

Morin, Julie

Dec 13 (3
days ago)

to me

Please consider this as a clarifying document for the Cincinnati proposal. Thanks.

----- Forwarded message -----

From: **Welsh, Ted**

Date: Friday, December 13, 2013

Subject: Cincinnati proposal

To: "Morin, Julie" <julie_morin@fws.gov>

Julie,

You have requested a written clarification on certain portions of the Harbormaster building, I hope this email will justify that cause along with clear – up any other uncertainties.

Carl Miller is no longer with the Division of Watercraft, I (Ted Welsh) have assumed the responsibilities of the Boating Infrastructure Grant and therefore should be considered the Contact Person for this application. This application makes multiple references to public restrooms when describing the Harbormaster building, the City of Cincinnati has been advised by the Ohio Department of Natural Resources, Division of Watercraft that such amenities would only be offered to our general boating public and transient boaters, revisions have been made to restrict access from land. The Harbormaster building will also provide transient services, laundry facilities, showers and vending machines to further the transient boaters experience and to help make Smale Park a transient destination. It is the City's intent to have certain portions of the Harbormaster building paid for by a CVA grant (restroom "black water" amenities) BIG grant (piles, electrical and gangway access from transient dock) and the City match (laundry, showers, office space and vending machines). See attached spreadsheet.

In 2001, the City of Cincinnati completed the Cincinnati Central Riverfront Urban Master Plan, while this document was not attached to the submitted application it can be provided upon request. To help with cost efficiency, utilities including electric, telephone, water and sanitary sewer have been extended from Mehring Way to just North of the existing dock wall. Overall, it is the City of Cincinnati's goal to provide their general boating public with the necessary amenities for an enjoyable experience and to make Smale Park a transient destination along the Ohio River.

Should you have any further questions regarding this application, please do not hesitate to ask.

Thank You,

Ted Welsh, Federal Aid Coordinator
ODNR, Division of Watercraft
2045 Morse Road, Bldg. A-2
Columbus, OH 43229
ted.welsh@dnr.state.oh.us

voice: 614-265-6410
fax: 614-267-8883

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="10/24/2013"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="311334820"/>	* c. Organizational DUNS: <input type="text" value="809172638"/>
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d. Address:

* Street1:	<input type="text" value="2045 Morse Road, Bldg A"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Columbus"/>
County:	<input type="text"/>
* State:	<input type="text" value="OH: Ohio"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="43229-6693"/>

e. Organizational Unit:

Department Name: <input type="text" value="Natural Resources"/>	Division Name: <input type="text" value="Watercraft"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text"/>	* First Name: <input type="text" value="Ted"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Welsh"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="614 265-6410"/>	Fax Number: <input type="text" value="614 267-8883"/>
---	---

* Email:

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F13AS00254

* Title:

Boating Infrastructure Grant Program - Tier 2

13. Competition Identification Number:

F13AS00254

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Hamilton County, Cincinnati, OH, Ohio River traffic

*** 15. Descriptive Title of Applicant's Project:**

Smale Riverfront Park Transient Marina

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="1,500,000.00"/>
* b. Applicant	<input type="text" value="1,500,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="3,000,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

V – PREQUALIFICATION QUESTIONS	Yes	No
Will the proposed facilities accommodate transient boats 26ft and longer? Definition of transient: Passing through or by a place, staying 10 days or less.	X	
Are facilities on navigable waters?	X	
Are facilities open to the public?	X	
Is the boating access water at least 6ft deep?	X	
Do the proposed improvements have a life expectancy of 20 years or more?	X	
Are security, safety and service available at the proposed facility?	X	
Is a public pump out available on site or within 2 miles? Location of pump out: The proposed project will include a pump out station.	X	
Does the proposal contain a minimum of 25% matching funding?	X	
Will the project be open to the general public without regard to age, race, color, religion, sex, disability (handicap), familial status, or national origin?	X	

VI - PROJECT DESCRIPTION

Summary of scope of work to be performed. Attach a *to-scale* project site plan and additional pages as necessary.

The applicant proposes to extend the Smale Riverfront Park in Cincinnati, Ohio, to the Ohio River via the creation of a public marina that would be dedicated to serve transient recreational boating. The components of the project would include a ~500 linear foot semi-permanent public dock and harbormaster facility, 375 linear foot sheet pile bulkhead and paved access ways that provide the public with an accessible route to the marina meeting ADA standards.

Based on an average median boat length of 30 feet, the maximum number of boats docked at the marina at peak time would be about 28. Each slip along the docks would have the basic utility service hookups, such as electrical power of 50 and 30 amps, potable water, and lights for night time illumination. Sanitary sewer pump out service, public restrooms and showers would potentially be funded through the Clean Vessel Act Grant for which the City is applying. Laundry facilities and additional amenities would be provided at the service station and dock house.

VI – PROJECT DESCRIPTION (cont'd)				
PROPOSED PROJECT COMPONENTS				
	Number	Replacement?	New Installation?	Estimated Cost
DOCKS				
SLIPS (Includes piles, ramps, and utilities within docks)			28	\$1,500,000
MOORING BUOYS				
OTHER: Harbormaster Building				\$400,000
OTHER: Dock Access				\$400,000
OTHER: Utility service to edge of dock (remainder funded through potential Clean Vessel Act Grant)				\$300,000
OTHER: Design				\$400,000
GRAND TOTAL				\$3,000,000

VII - PROJECT JUSTIFICATION

Please refer to the section on **How Projects are Scored**. **Tier II applications:** Please include a clear description of **NEED** (why the project is being undertaken), **OBJECTIVES** (what is to be accomplished within the time and money parameters), **EXPECTED RESULTS AND BENEFITS** (a complete description of expected benefits), and **APPROACH** (describe actions, activities, methods, key personnel, budgets, schedules, and procedures that will be used to achieve the objectives). Attach additional pages titled "PROJECT JUSTIFICATION" as needed.

See PROJECT JUSTIFICATION discussion in attached document.

- VIII - REQUIRED ATTACHMENTS**
- 1. **AREA MAP** (General area of Ohio showing where your marina is located)
 - 2. **SITE VICINITY MAP** (County, City, or USGS Quad map showing where your marina is located)
 - 3. **SITE PLAN** (Show the layout and boundaries of the marina and location of all proposed project components. All project components should be clearly labeled on the plan. Also label existing features on the site plan. Site plan must be to scale.

APPLICANT SIGNATURE

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and, to the best of my knowledge and belief, this information is true, complete, and accurate.

I and my spouse affirm that we have not made, as an individual, within the past two calendar years, one or more contributions totaling in excess of \$1,000.00 to the Governor or his election committees, consistent with the restrictions of Section 3517.13 of the Revised Code.

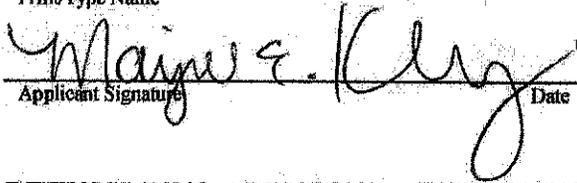
I certify that the auditor of the state has not issued an unresolved finding for recovery against the organization that I represent, or myself.

Marijane E. Klug

Print/Type Name

Smale Riverfront Park

Marina/Facility

 9-27-13

Applicant Signature

Date

CFO

Title

RETURN TWO APPLICATIONS WITH ORIGINAL SIGNATURES AND ATTACHMENTS TO:

Ohio Department of Natural Resources
Division of Watercraft
2045 Morse Road - Bldg. A
Columbus, Ohio 43229-6693
Attn: Carl Miller

**APPLICATION FOR THE BOATING INFRASTRUCTURE GRANT PROGRAM –
TIER 2**

**CINCINNATI (JOHN G. AND PHYLLIS W. SMALE) RIVERFRONT PARK
MARINA**

CINCINNATI, OHIO

Location: N39.095572, E-84.507460
City of Cincinnati, Cincinnati Park Board
Steven Schuckman, Superintendent of Planning, Design and Facilities
950 Eden Park Drive Cincinnati, Ohio 45202; p: 513.475.9600 e: steven.schuckman@cincinnati-oh.gov

PROJECT STATEMENT

The City of Cincinnati is excited to submit this application for a Tier 2 Boating Infrastructure Program Grant for the construction of the Cincinnati (Smale) Riverfront Park Marina on the Ohio River in Cincinnati, Ohio. The proposed marina will provide a key accessible connection for transient boaters to the Downtown Core of Cincinnati and the amenities associated with the recent riverfront development. See Figure 1 – Proposed Project Context Map for the location of the proposed marina.

In addition to the 28 slips allotted for transient boaters, the marina will provide safe refuge for boaters between the Taylor Southgate Central Bridge and the Roebling Bridge. Accessible walkways will connect the marina to the Smale Riverfront Park, the first phases of which have been opened to the public. The estimated project cost is \$3,000,000 with \$1,500,000 funded by the City of Cincinnati (50%).

PROJECT JUSTIFICATION

Project Need

Creating an access point for transient boaters at Smale Riverfront Park is a major component of the City's master plan. The new park is meant to be the front yard for the city and the region, and indeed is intended to be the south coast of Ohio. It is the setting for downtown Cincinnati as seen by visitors and travelers crossing into Ohio from Kentucky. It also is intended to directly link downtown to the transient boaters on the Ohio River. Since the landward portions of the new park opened in May 2012, it has met its purpose bringing tens of thousands of people to an area known as The Banks. However, a need still exists to connect transient boaters to the park's amenities.

The setting is truly at the heart of Cincinnati and of national significance. The draw for transient boats includes, among many destination points, a direct connection to downtown, access to two professional sporting stadiums and a link to national museums. The park itself can provide transient boaters the opportunity to take advantage of the bike trail (the Ohio River Trail, a regional bike trail and part of the Statewide, Ohio to Erie Trail linking Cincinnati to Cleveland), interactive water features and areas of more passive recreation. With the development of the transient boating marina, the city projects increased investment in the area which has become an economic engine for both the city and region.

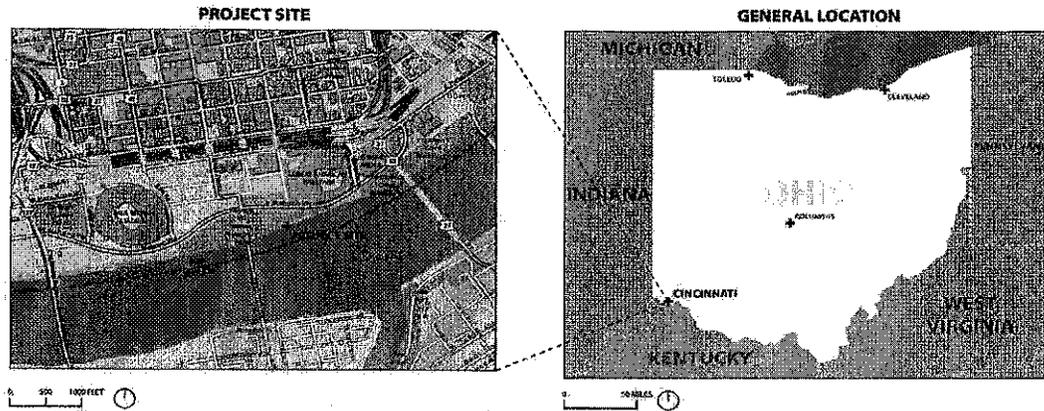


Figure 1: Proposed Project Context Map

As noted in the Project Ratings Scores section below, the marina is central to dozens of prominent destination points that are easily accessible and draw thousands of visitors each year. Providing a location for transient boaters to access these amenities is a priority for the riverfront development.

SUMMARY OF THE PRELIMINARY MARKET EVALUATION

In July 2012, TAI Realty Advisors performed a Preliminary Market Evaluation of the Proposed Smale Riverfront Park Transient Marina (Appendix B). The research began at the site of the proposed marina which has been reinvigorated as a result of the implementation of the Cincinnati Central Riverfront Urban Design Master Plan. As noted by TAI, the project area recently has undergone extensive development with major professional sports venues, a new park which will eventually grow to 40 acres, and The Banks development project – all of which create a huge potential for a successful transient marina at the proposed location.

1. Transient Market Slip Demand

The study finds initial demand for slips at the proposed marina will be approximately 20 boats per day over a 150-day season. It goes on to state that, “professional marketing, competent management, favorable water conditions, and a reasonable array of marina amenities may be able to substantially increase these estimates of initial utilization (20 boats-visits daily), including overnight occupancy (8 boats per night) over the 150-day season – perhaps by 50 percent, subject to the capacity of the marina.”

2. Justification for the Marina Location

Given the abundance of attractions that are easily accessible from the proposed marina location, the study concludes that, “The proposed location for a transient marina at the Smale Riverfront Park is ideal.” The study states:

“The nearby sports venues, the development of the Banks (and Newport on the Levee located across the River) with their rich F&B possibilities, the potentially great appeal of the Horseshoe Casino, and the great accessibility of the city’s

park system (for pedestrians, and via the nearby Transportation Center and the Cincinnati Bicycle Center), all combine to make this site, potentially, one of the most appealing spots along the Ohio River for transient boaters.”

3. Economic Benefits

Based on the economic modeling performed by the analyst, 35 percent of the expenditures of the transient marina users will be at local restaurants, 32 percent on marine services and fuel, 12 percent on gas (auto) service sales, and the remainder on recreation, entertainment, convenience, groceries, lodging, and retail. This spending will create 4.5 full time-equivalent jobs. Total marginal impact is expected to be \$268,000 in the first full year of operation.

4. Preliminary Market Evaluation Conclusions

At the onset, the majority of the transient users of the marina are projected to travel short distances to gain marina access. As the marina becomes established, the distance transient boaters are willing to travel to enjoy the marina’s amenities will dramatically increase. The positive economic potential of the marina local economy, therefore, will not be realized until the marina has an established track record. The author predicts that within the first five years of the opening, the economic benefits of the marina will increase by 50 percent.

Objectives

There are two primary objective of the project

1. To further enhance the recreational activity at the Cincinnati Waterfront as is consistent with the Cincinnati Central Riverfront Urban Design Master Plan completed in 2001, and
2. To pursue the recommendations set forth in the Ohio Department of Natural Resources Boating on Ohio Waterways Plan published in May, 2004.

These plans were the result of planning processes involving many public and private constituents. To achieve these objectives, funding must be obtained to design, permit, and build the marina which is projected to be operable by the summer of 2014.

Elements within the marina for which the grant will specifically be used include:

- A topographic survey of the site has been completed however there may be elements that need a finer grain of detail for final documentation. If this is the case, additional survey may be funded through this grant.
- Geotechnical explorations within the river have been performed and an initial report has been prepared. If additional geotechnical exploration is required, it may be funded through this grant.
- Engineering and architectural design of the marina
- Construction of the river’s edge bulkhead and walkway
- Construction of the floating docks, support piles, and gangways
- Construction of the utility system
- Construction of the harbormaster facility including office space, vending machines, laundry facilities, etc.

The harbormaster facility will be operated by the Cincinnati Park Board and will be restricted access available only for transient boaters. The Park Board's Waterfront Section operates the downtown waterfront parks and this will include operation of the harbormaster facility and management of the boat dock. The Park Board will be responsible for ensuring the facility will only be available to transient boaters. Park staff maintain and operate the parks along the downtown waterfront, the public landing and the proposed boat dock. Funding for these operations comes from the Park Board budget which is supported by City of Cincinnati annual Operating Funds, as well as from revenue generated at the waterfront, including fees which will be charged to transient boaters for use of the proposed new facility. Cincinnati staff have long-managed waterfront operations including management and operation of a former headboat and dock facility which used to be located at the public landing.

Expected Results and Benefits

Active Waterfront

Smale Riverfront Park extends the chain of public parks which are immediately east of the site. The park's early phases extend west to the Roebling Suspension Bridge, and in the future will reach further west to Paul Brown Stadium and eventually to the Brent Spence Bridge which carries I-75 and I-71. The proposed transient marina will allow users to access this extended park system and will allow them to arrive at and experience the city from a unique and prominent point of the river.

Access and Master Plan

The park is a key component of the city park system master plan and the marina is a key component of the park. The marina will provide river access to the park and to the stadia and other attractions. It will be universally accessible and serve as an attraction for the park and a convenient way to get to the many area attractions. It is notable how close these many attractions are to the marina, with the largest attractions all being at most only a few blocks from it.

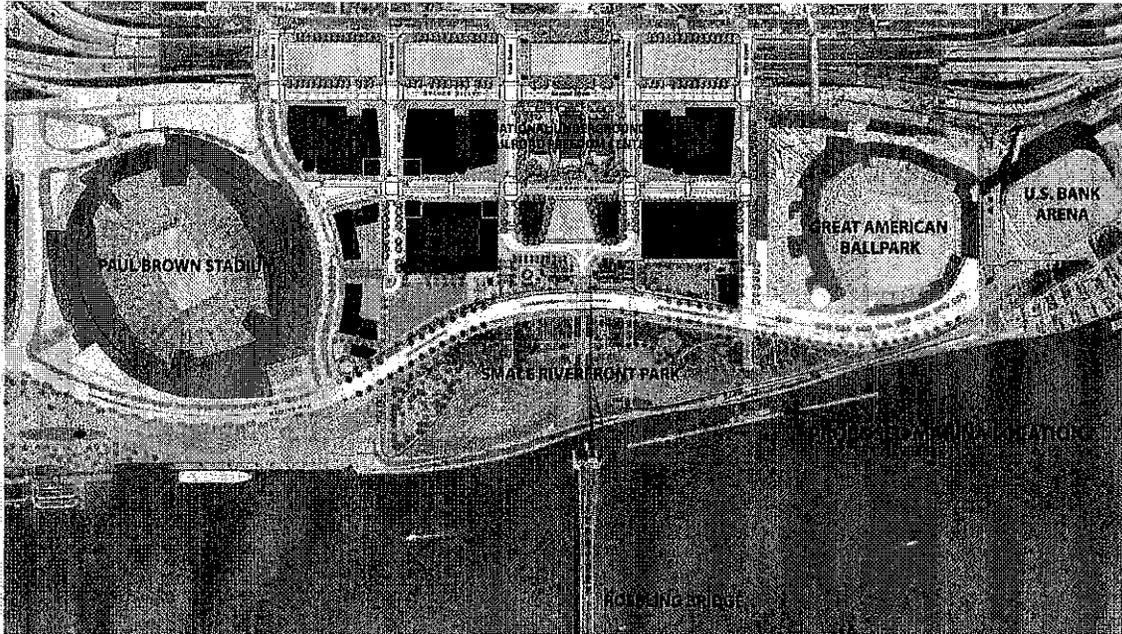


Figure 2: Proposed Site Vicinity Map

Economic Benefits

The Parks Board will establish a fee schedule for the use of the transient marina. These fees will be used, in part, for the operation and maintenance of the marina. It is projected that initially, the marina will draw hundreds of users annually. In addition, these visitors will spend money downtown, in The Banks, at the park's bike center, at the park's restaurant, and at area attractions, all of which is multiplied locally. The direct economic benefit to The Banks was recognized by its developer and every square foot of residential and commercial space at The Banks is assessed a Common Area Maintenance charge specifically for the maintenance and operation of the park.

Project Approach

The proposed marina will be designed to meet the following design standards:

- Ohio Boating Facilities Standards and Guidelines, First Edition
- ADA Standards for barrier-free access

In addition, the facility has been designed to exhibit no significant rise to river levels as approved by the City of Cincinnati. The site was analyzed using a HEC RAS model which accounted for the new walls, stairs, and fill material necessary to create the marina.

Soil borings have been completed and a geotechnical study currently is being prepared for the proposed river's edge wall and the spud piles which will support the transient boat dock. Several wall systems will be investigated to find the most efficient and economical system for the new river's edge. Upon review of the preliminary soil borings with the project engineers and local contractor, who specializes in river wall construction, a sheet

pile wall with a tie back system seems to be the best solution. The close proximity of this sheet pile wall to the existing river wall, and the proposed walls which will support the stairs and ramp from the top of the existing river wall, create an obstacle for a typical tie back system. One solution is to tie the top of the proposed river's edge wall to the footing of the existing river wall with a reinforced concrete slab. This will provide the required support for the proposed sheet pile wall and it will create a solid base on which to build the proposed ramp/stair walls and river's edge walkway. The borings show that sheet piles can be driven into the underlying soils; there are no substantial layers of cobbles or stone to drive through before hitting bedrock capable of supporting the piles. The spud piles for the transient boat dock can be constructed by driven piles with rock anchor or by drilled pier system. A more detailed analysis, to find the most efficient and cost effective spud pile design, will be developed once the geotechnical report is complete.

Given the river water fluctuation during the anticipated boating season (April through October), the docks would be supported by polyurethane pontoons with marine grade aluminum structural frame and Ipe non-pressure treated marine hardwood decking. The docks would accommodate a large variety of recreational vessels ranging in size from 26 feet up to 50 feet plus house boats. Access to and from the docks would be via dual gangways connected to the proposed river edge at an elevation of 463.60 feet (river stage of 36.6). The gangways would be set at the required grade to meet ADA access criteria during the normal operational time frame. Each slip along the docks would have the basic utility service hookups, such as electrical power of 50 and 30 amps, potable water, and lights for night time illumination. Sanitary sewer pump out service would be provided at the harbormaster facility barge (potentially funded by CVA Grant). Based on an average median boat length of 30 feet, the maximum number of boats docked at the marina at peak time would be about 28.

The floating docks would be anchored and secured stationary by steel pipe piles designed appropriately to withstand 75 miles per hour sustained winds with a full complement of docked vessels at a maximum river elevation of 477.00 feet (river stage 48). The anticipated pile diameter would be around 20 inches, subject to final design analysis. The top elevation of the guide piles would be equal to the 10-year design flood elevation of 486.00 feet plus 2 feet of free board. Should the river water elevation exceed this elevation, the entire floating dock system would be disengaged from the fixed guide piles, and attached to a bottom anchored mooring system allowing the docks to rise with flood waters. Marina management would be given the choice to either remove the docks to a safe location or attach them to the bottom mooring system to ride the high water level that will exceed the 10-year frequency flooding of elevation 486.00 feet (river stage 57).

In addition to the proposed docking system, the marina facility would include a floating harbormaster facility on a self-contained floating barge anchored independently through its own spud piling system. The harbormaster facility barge would have restrooms, marina operations and management offices, laundromat, shower rooms, and a sanitary sewer pump out station and holding tank. Funding for the harbormaster facility would come from a variety of sources: the "black water" items (toilets, pumpouts, associated utilities, etc.) would be partially funded through the Clean Vessel Act Grant, a portion of the facility would be funded through the City match, and a portion would be funded through the BIG program.

Access to the barge from the docks would be provided through short gangways and would be ADA compliant. During river flooding, management of the marina would decide when to remove the gangway connecting the barge to the docks allowing the two systems to fluctuate independently.

The project schedule for the first phase of work is as shown in Figure 3. Construction of the marina is currently scheduled to begin in April of 2014.

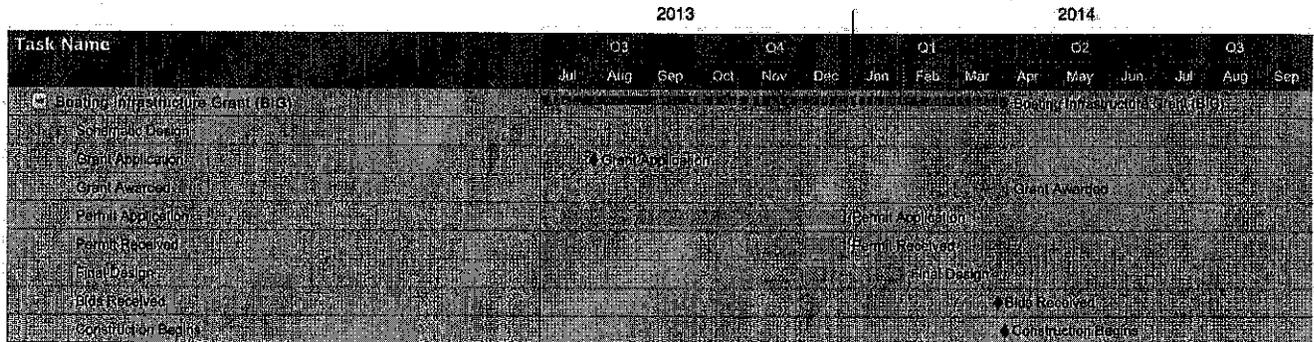


Figure 3: Proposed Project Schedule

PROJECT RANKING CRITERIA

Element 1 – Number of Public/Private or Public/Public Partnerships

The development of Smale Riverfront Park has been accomplished through significant partnerships. These partnerships have contributed to the design, development, funding, and operation of the park. The park's planning and design and its development is the result of partnerships between the Cincinnati Park Board, the City of Cincinnati, Hamilton County Government, and the Army Corps of Engineers. Funding has come from these sources and from the State of Ohio, the federal government, and significant private funding. Two major partnerships include:

1. **The Banks** – The Banks mixed-use development financially supports part of the maintenance of SRP. By agreement with the City of Cincinnati, all commercial and residential space constructed in The Banks generates maintenance dollars for the park (including the transient boat dock operation) through a Common Area Maintenance (CAM) fee. Commercial space pays 35 cents/sf and residential space pays 8 cents/sf. See the attached letter of support for more specific information on the CAM fee. Approximately 20% of this fee will be dedicated to the proposed marina.
2. **Moerlein Lager House** – The park board participated in the design and construction of this restaurant and microbrewery which sits in the park. The restaurant pays rent to the park, which helps offset park maintenance costs including the future transient marina. This was a key partnership not only because it provides an additional revenue stream for park maintenance, but because its great success has brought thousands of people to the park. The rental fee paid to the City by Moreline is approximately \$225,000. 20% of this fee is use toward the operating costs of the marina.

Element 2 – Degree of Project Innovation

The City and their design team are working toward building a facility that incorporates both innovative and sustainable practices. Some examples will include:

- **Sustainable decking materials.** The material used for the dock system will be either a Forest Stewardship Council (FSC) certified wood or a hybrid material designed to last significantly longer than standard pressure treated wood. If FSC Certified wood is used, it is guaranteed to be from a source that is managed in a sustainable manner with monitoring and assessment conducted on a regular basis. If a hybrid material is used, the value lies in a material that will not require replacement at the same intervals of standard wood products and will be both durable and less of a maintenance concern.
- **Sustainable materials within marina building.** The harbormaster facility will be equipped with low-flow shower heads/urinals, potentially a green roof or roof with solar panels, and floats made of recycled materials.
- **Solar-powered light pedestals.** The Park Board has made a commitment to use solar-powered elements whenever feasible. This would both reduce energy demands and provide an educational tool to the users of the park.
- **Informational Kiosk:** The Park Board has as part of its mission, public education including interpretation of natural and cultural resources. A kiosk will be sited in the park which will provide information on the history of the development of the riverfront and on

the Ohio River. Information will also be provided on the historic artifact display which is a design feature of the park, on the Black Brigade Monument located in the park, and the other features of the park and attractions on the waterfront and in downtown Cincinnati.

- Solar-powered Trash Compactors – The park uses solar-powered trash compactors which significantly reduce the labor and expenditure of energy to remove trash daily (if not several times a day). The compactors generally will eliminate the need for garbage trucks to make daily rounds. Garbage trucks are very inefficient in terms of energy use and they generate air pollution. Instead of daily pick-up, there may be a period of a week to 10 days before they have to pick up trash from these compactors. The trash compacting units are approximately the size of standard park garbage cans.

Element 3 – Amount of Match Provided

The project has currently raised \$1,500,000 toward the design and construction of the new marina which is 50% of the total cost to construct the marina. The \$1.5 million is a combination of \$500,000 of City of Cincinnati funding and \$1.0 million of private funding.

As noted above, funding from the partnership in which the City has entered will provide maintenance funds for the marina. Currently, there is \$700,000 in the City's Park Board operating budget for the entire park, including the marina. With the opening of the transient marina, the city is committed to allocating the necessary resources for maintenance.

Element 4 – Cost Efficiency

The construction of the new marina, while high in initial capital costs, will be built to last twenty plus years with durable materials and a strong maintenance plan. It is the intention of the city that if the marina is built with the right materials and is correctly armored, the cost efficiency will be realized by extending the life expectancy of the structure. The walls, stairs, and sea wall will be designed to last 75 years. Based on Table 1 below, a conservative assumption is the new slips will cost approximately \$54,000 per slip. This excludes funding provided through the Clean Vessel Act Grant.

Table 1: Smale Riverfront Park Preliminary Estimated Project Costs

Cost	Element
\$400,000	Dock Access
\$500,000	Foundation piles
\$300,000	Electric, Water & Sewer Utilities
\$400,000	Dock spud piles (including dolphins)
\$400,000	Harbormaster facility
\$500,000	Floating dock with utilities
\$100,000	Gangway and ramp dock
\$400,000	<i>Design & Survey</i>
\$3,000,000	Grand Total

Please note, the Design and Survey Fee breakdown is as follows:

<u>Services</u>	<u>Fee</u>
Survey, Geotechnical Investigation and Permitting	\$150,000
Architecture, Civil and Marine Engineering	\$250,000

Geotechnical services are required to determine the existing conditions of the subsurface conditions at the site of the proposed marina. The geotechnical report will include an analysis of the riverbed and bedrock properties in order to provide recommendations for the proposed marina foundation systems. A survey of the area is required to determine riverbed elevations, shoreline location, location of existing utilities and to help set elevations to which ADA access must be provided. Surveying and permit services also include providing further environmental assessment documentation as required. Both of these services are requirements in order to proceed with the design and allow the engineers to design to a higher degree of accuracy therefore reducing construction costs.

The design services include, among others, marine engineering, civil engineering and structural engineering to design the gangways, piles dock system and bulkhead walls. Architectural services are essential for creating a functional and inviting harbormaster facility.

Element 5 – Prominent Destination Point and/or Safe Harbor

The proposed location of the transient marina is strategically located at the heart of Smale Riverfront Park with convenient access to dozens of prominent points of interest within the City of Cincinnati. The dock is a short walk from both Great American Ballpark and Paul Brown Stadium, the National Underground Railroad Freedom Center is just two blocks away, and four blocks to the north is downtown Cincinnati with many cultural destination points that are of regional and national interest.

In addition, the proposed marina will be at the core of Smale Riverfront Park which is part of a chain of public parks along the Ohio River. This chain of parks is in itself a major destination visited by millions annually. The parks include: Ted Berry International Friendship Park, Bicentennial Commons at Sawyer Point, Yeatman’s Cove, the Public Landing, Smale Riverfront Park.

These parks are contiguous and are linked by the Ohio River Trail, walkways, and promenades. The Ohio River Trail is also a destination, providing a multi-use walking/biking trail that extends west to Madison, Indiana, and east to New Richmond, Ohio. It also links directly to the Little Miami River Trail which is part of the Ohio to Erie trail, linking Lake Erie to the Ohio River.

The riverfront parks are the site of numerous festivals and events including the national Tallstacks event and the annual Riverfest event which draws over 500,000 visitors to the riverfront for Labor Day fireworks. Within Smale Riverfront Park itself are many features which are destinations. These include the Moerlein Lager House, a popular restaurant and microbrewery, interactive water features that draw hundreds of people daily during summer, public artworks, gardens and plazas, and the Cincinnati Bike Center.

The marina itself will provide safe harbor for boaters between the Taylor Southgate Central Bridge and the Roebling Bridge.

Element 6 – Access to Recreational, Historical, Cultural, Natural, or Scenic Opportunities

Major destinations offering significant cultural, historical, or scenic opportunities can be found in the plan provided in Appendix A. Below are descriptions of select destination points:

1. Great American Ballpark (Regional) – This stadium, across the street from the marina, is the home of the Cincinnati Reds which draws between 1 and 2 million people annually. It is also the venue for concerts and other events which draw thousands more.
2. Paul Brown Stadium (Regional) – This stadium, four blocks west of the marina, is the home of the Cincinnati Bengals which draws over 400,000 people annually and is also the venue for concerts and events drawing thousands more.
3. U. S. Bank Arena (Regional) – This arena, one block from the marina, brings thousands to concerts and such events as the Ringling Brothers Circus, hockey games, and numerous others.
4. National Underground Railroad Freedom Center (National) – This national facility, two blocks from the marina, brings visitors to its displays, programs, and changing exhibitions.
5. The Banks (Local) – Located one block north of the marina, this is a new multi-use development which includes numerous restaurants and shops and new housing. It is all built on top of a large public parking garage which serves Smale Riverfront Park, the above-described destinations, The Banks, and downtown.
6. Downtown (National) – Four blocks north of the marina is downtown Cincinnati. It is the cultural, financial, governmental, and social center of the city, of Hamilton County and of the 2.1 million regional population. Within the downtown are such features as the Aronoff Center for the Arts, the region's major theater complex, the Taft Museum (a museum of national note), the Taft Theater, and Fountain Square, a gathering place for events and celebrations in the center of downtown. The neighborhood is also home to numerous theater companies and art groups, and a region-serving collection of restaurants, bars and shops.
7. Northern Kentucky (Regional) – Covington and Newport – Across the river from the marina are downtown Covington and downtown Newport. Both cities have numerous attractions. Newport's aquarium and the shopping mall Newport of the Levee are major attractions for the region.

In addition, the marina is directly linked to the chain of riverfront parks by the Ohio River Trail, a riverwalk, and many walkways and promenades. A service drive also provides

access to the marina. The riverwalk not only connects to the riverfront parks and public landing but via the Roebling Bridge and the Purple People pedestrian bridge, it links to Newport and Covington, Kentucky. The park's walkways and sidewalks directly link to the Stadia, The Banks, downtown, and the various area attractions.

The Ohio River provides links to cities up and down the Ohio River including Pittsburgh and Louisville, and the closer cities of Maysville, Kentucky; Madison, Indiana; and Portsmouth, Ohio, among others.

Please reference pages 2 and 3 of the *Preliminary Market Evaluation of the Proposed Smale Riverfront Park Transient Marina* (Appendix B) for more references.

Element 7 – Positive Impact on local economy

See Preliminary Market Analysis section above. Also reference the *Preliminary Market Evaluation of the Proposed Smale Riverfront Park Transient Marina* (Appendix B).

Element 8 – Multi-state efforts resulting in coordinated locations for moorage

In 2001 a Memorandum of Understanding was signed between the Ohio Department of Natural Resources and the U.S. Coast Guard Auxiliary to form a partnership on the Vessel Safety Check program. If Ohio boaters pass a vessel safety inspection, they benefit by receiving a state-issued decal that is recognized nationally.

Additionally, the Ohio Department of Natural Resources has developed the Boating on Ohio Waterways Plan to which this project will adhere. The primary goals of the Plan include: Enhance recreational resource management and protection, improve quality of life, expand access to recreational resources, experiences, services and information, expand partnerships, and support an outdoor recreation ethic for citizens.

The US Coast Guard Auxiliary Division was part of the working group to develop this plan.

Table 2: Smale Riverfront Park – Rating Score Summary

Scoring Element	Maximum Points	Expected Points
Partnerships	15	10
Project Innovation	15	15
Match Provided	15	15
Cost Efficiency	10	4
Destination Point	10	10
National Significance	5	5
Regional Significance	5	5
Local Significance	5	5
Economic Impact	5	3
Multi-State Effort	5	5
Total	90	77

**APPENDIX A – PROMINENT DESTINATION POINTS:
LOCAL, REGIONAL AND NATIONAL DESTINATION POINTS**

COST NARRATIVE

Smale Riverfront Park Transient Marina Boating Infrastructure Grant, Tier II

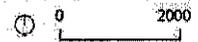
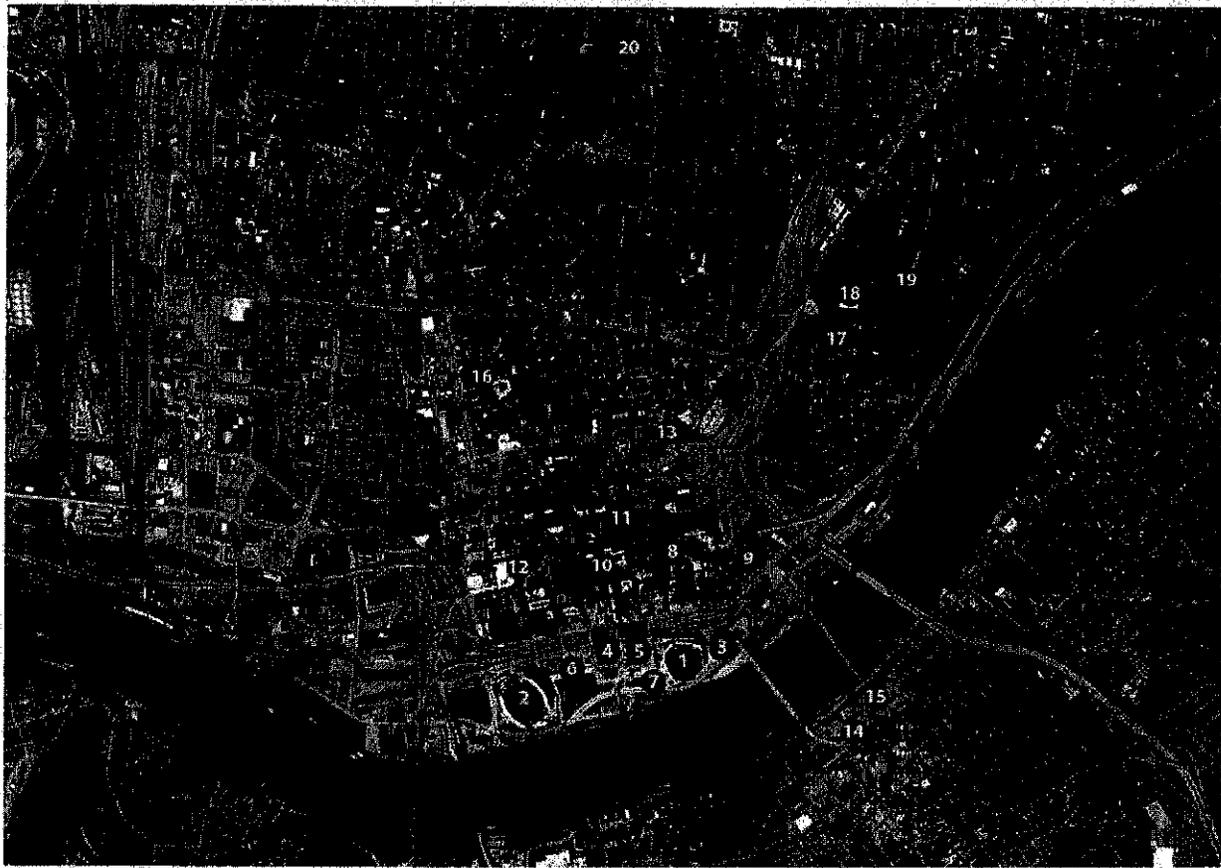
The costs for this project are broken down as follows:

	Federal Funds
Dock Access	\$400,000
Foundation Piles	\$500,000
Electric, Water & Sewer	\$300,000
Dock spud piles	\$400,000
Harbormaster Facility	\$400,000
Floating dock w/utilities	\$500,000
Gangway & ramp dock	\$100,000
<u>Design & Survey</u>	<u>\$400,000</u>
Total	\$3,000,000

The new marina is being built to last for many years by using durable materials and also there is a maintenance plan to maintain the facility. The Design and Survey services are for geotechnical investigation, permitting, architecture, civil and marine engineering. Based on the costs above, the average cost of a slip will be \$54,000 each.

This is for transient boat use ONLY.

**APPENDIX A – PROMINENT DESTINATION POINTS:
LOCAL, REGIONAL AND NATIONAL DESTINATION POINTS**



KEY

- | | |
|--|--|
| 1 Great American Ball Park | 11 Aronoff Center |
| 2 Paul Brown Stadium | 12 The Duke Energy Convention Center |
| 3 U.S. Bank Arena | 13 The Horseshoe Casino |
| 4 National Underground Railroad Freedom Center | 14 The Newport (KY) Aquarium |
| 5 The Banks | 15 Newport on the Levee |
| 6 Intermodal Transportation Center | 16 The Cincinnati Music Hall |
| 7 Cincinnati Bike Center | 17 The Cincinnati Playhouse in the Park |
| 8 The Taft Theater | 18 Cincinnati Art Museum |
| 9 The Taft Museum | 19 Krohn Conservatory |
| 10 Fountain Square | 20 The Cincinnati Zoo and Botanical Garden * |

*approx -3.5 mi from riverfront

**APPENDIX B - PRELIMINARY MARKET EVALUATION OF THE
PROPOSED
SMALE RIVERFRONT PARK TRANSIENT MARINA**

PRELIMINARY MARKET EVALUATION of the PROPOSED SMALE
RIVERFRONT PARK TRANSIENT MARINA

July 2012

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VI.	Estimate of Economic Benefit	11
VII.	Conclusions	13

PRELIMINARY MARKET EVALUATION of the PROPOSED SMALE
RIVERFRONT PARK TRANSIENT MARINA

I. INTRODUCTION

In June 2012, *TAI Realty Advisors* (“*TAI*”) was retained by *Sasaki Associates* (“*Sasaki*”) to carry out a preliminary market evaluation of a proposed transient marina that will be a part of the Smale Riverfront Park in downtown Cincinnati, Ohio. Specifically, *Sasaki*, and its client, the Cincinnati Park Board, requested that *TAI* assist in the preparation of materials that will be part of an application to the Ohio Department of Natural Resources (“*ODNR*”), and that addresses these issues relating to the proposed, transient marina.

- Determine transient slip demand along the Ohio River;
- Justify the selected location for the transient marina; and
- Estimate the economic benefits to the local economy attributable to the marina.

II. THE SMALE RIVERFRONT PARK and ADJACENT DEVELOPMENT

The Cincinnati waterfront has, during the past decade, experienced significant investment. A recent (June 5, 2012) *New York Times* article portrays the City of Cincinnati as “emerging again as a hub of civic and economic vitality”. The article states that the city is the third largest along the six-state, 981-mile Ohio River (behind Pittsburgh and Louisville), and its experience “a strong revival in urban core business and residential growth”.

The Riverfront Park Development Plan

Central to that revival is the Smale Riverfront Park (the “Park”), a 45-acre park located along the region’s historic riverfront, between the *Great American Ballpark* and the *Paul Brown Stadium*. Features that have been completed include an outdoor event stage, a promenade, a visitor and bike center, a labyrinth, interactive fountains, a monument to the Black Brigade, and the *Moerlein Lager House* -- a 15,000-square-foot restaurant and microbrewery with a “biergarten”-atmosphere which is located within the Park.

The Park Board envisions the construction of a floating dock, located just to the east of, or up-river from, the Roebling Suspension Bridge. Preliminary plans suggest that the marina will allow transient boaters to disembark near to the foot of the Main Plaza Fountain. These boaters will both enjoy a grand view of the Riverfront Park and downtown Cincinnati, and they will be within approximately 400 meters of such destinations as the *Moerlein Lager House*, the *Great American Ballpark*, the *National Underground Railroad Freedom Center*, and the commercial activities provided by the Banks Project.

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The Banks Project

The Banks Project (the “Project”) is being developed by a joint venture of *Carter* and the *Dawson Company*. Upon completion, it will occupy approximately 18-acres overlooking the Smale Riverfront Park. It is a part of the overall development of the Cincinnati riverfront, which includes the two sports stadiums, the Museum, restaurants and major transportation improvements. The Project began in April 2008; management estimates that it will be completed in multiple phases over ten-to-twelve years.

The Project sits on a platform created by the construction of the Intermodal Transit Facility, or upon approximately 1,825 public parking spaces. It does, or will, include retail, residential, hospitality, and other forms of commercial development. A recent study completed by the Economic Center of the University of Cincinnati (dated April 2012) states that the *Carter-Dawson* team has invested \$85 million in existing commercial construction; further Phase I development will represent another \$77 million. Its phases are currently planned to include the following components:

- Phase IA: Existing Development.
 - *Current at the Banks* contains 300 luxury apartments. The above-referenced *Wall Street Journal* article described this project has having a 66-person waiting list for units which rent from approximately \$1,600 monthly.
 - There is 100,000 square feet of commercial space, occupied by such food and beverage (F&B) tenants as *Crave*, *Holy Grail*, *Johnny Rockets*, *Orange Leaf* and *Toby Keith's I Love This Bar*. Soon to open are reportedly *Ruth's Chris Steakhouse*, *Mahogany's at the Banks*, and *The Wine Guy*. The retail space is said to be 92 percent leased.
- Proposed (Future) Development
 - Phase IB: Office Development. Approximately 230,000 square-feet of office space at *180 Walnut on the Banks*.
 - Phase IC: Hotel and Residential Development. A hotel with from 170-250 rooms and residential development (apartment- or townhouse-style) comprising 27,000 square feet.
 - Phases II, and beyond. More than 1,200 residential units and an additional 500,000 square feet of retail, office and/or hospitality space are approved for future development.

The Intermodal Transportation Center

The Banks sits atop a part of a platform created by the construction of the Intermodal Transportation Center (the “Center”). The Center was completed in 2003, and extends for 3,740 linear feet and contains approximately 7,000 covered parking spaces. A designated Riverfront Transit Center-entrance provides transient boaters with quick access to public transportation that can take them throughout Cincinnati and across the Ohio River to Newport and to other Kentucky destinations.

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Surrounding Attractions and Destination-Activities

Major investments have been made in the Cincinnati waterfront, and the City has developed a significant, waterfront nightlife to compliment many, major sports venues and tourist attractions. Each of the following significant destinations compliments the City's travel and tourism appeal, and provides incentives for boaters along the Ohio River to spend both time and money within the Cincinnati region.

Major Regional Attractions

- The Great American Ballpark. This \$337 million ballpark opened in 2003, and is located adjacent to, and slightly northeast, of the Park. During the 2011 season, the Reds had an average home attendance of 27,300, or 2.2 million during the season. This was the highest season attendance-figure since 2004, and the third highest season attendance since the Great American Ballpark opened. Entrance to the ballpark is within approximately 400 meters of the proposed transient marina.
- The Cincinnati Reds Hall of Fame and Museum. The very popular Hall of Fame Museum is a 16,000-square-foot, two-story facility within the Ballpark that offers up to a one-hour, self-guided tour. It is open during game days, and Saturdays and Sundays from April 1 through the end of the baseball season.
- Paul Brown Stadium. This \$455 million stadium opened in 2000, and is located across Elm Street and just west of the Riverfront Park. During the 2011 season, the *Bengals* had an average home attendance of 49,250, or 394,000 for the eight-game, home season. Although only 75 percent of the seats sold out, and although the *Bengals* had the lowest attendance in the NFL during that season, early-season game would represent a very popular destination for boaters. Many concerts are also held here each year.
- US Bank Arena. The *Arena* is home to the *Cincinnati Cyclones*, a professional hockey team that plays within the ECHL (East Coast Hockey League). During the season that ended this spring, the *Cyclones* drew 150,000 fans or nearly 4,200 for each of their 36 home games. The *Arena* also accommodates numerous concerts and mass-attendance events. In July 2012, it hosted the *World Choir Games*, which include 15,000 participants from 64 countries.
- The National Underground Railroad Freedom Center. The 158,000-square-foot museum opened in 2004. It is located just beyond (north of) the Riverfront Park. Attendance peaked during its second year of operations (2005) at approximately 204,000, but has averaged 113,500 visitors annually from 2009-to-2011.
- The Duke Energy Convention Center. The "Midwest's best-in-class" convention center is located within a mile of the City's riverfront. The 750,000-gross-square-foot facility can provide 200,000-square-feet of contiguous exhibition space, and there are 3,000 hotel rooms located within a 3-block radius.
- The Horseshoe Casino. *Horseshoe Casino Cincinnati*, also referred to as *The Legend*, is under construction and will open in the spring of 2013. *Rock Gaming LLC* (in partnership with *Caesar's Entertainment* to develop and operate two Ohio

casinos) estimates that the \$400 million, 100,000-square-foot, development will attract 6 million annual visitors. A similar facility opened in Cleveland ("*Horseshoe Cleveland*") on May 14th of this year, and nearly a half-million guests visited during the first month of operation.

- The Newport (KY) Aquarium. Across the Ohio River from Cincinnati sits Newport, Kentucky. It is easily accessible by public transportation, and here, transient boaters can find the *Newport Aquarium* -- recognized as the top aquarium in the Midwest. Annually, the Aquarium exceeds 1 million visitors.
- Newport on the Levee. Adjacent to the Aquarium is *Newport on the Levee*, a multi-level urban retail entertainment center that contains a 20-screen AMC Theater and a broad assortment of retail and food & beverage establishments. *Newport on the Levee* attracts approximately 3.5 million people annually, and was voted (by *Zagat*) as the #1 Mall/Shopping Attraction for Families in the country.

Other Notable Attractions

The City of Cincinnati offers visitors numerous, other notable cultural, recreational and entertainment attractions that will appeal to transient visitors and encourage longer stays. Some of these include:

- The Cincinnati Music Hall
- The Cincinnati Zoo and Botanical Garden
- The Taft Museum of Art and the Taft Theater
- The Cincinnati Playhouse in the Park
- Krohn Conservatory
- The Queen City Sausage Festival (Newport, KY)
- *Riverfest, Oktoberfest, The Party in the Park, The Taste of Cincinnati* and other waterfront events attract hundreds of thousands of visitors during boating season.

Also notable is the *Cincinnati Bike Center*. Located within Riverfront Park, it provides a very useful transportation link for transient boaters wishing to explore the city. The *Bike Center* offers bicycle rentals, bicycle tours, as well as Segway rental and tours, which include a Riverfront Tour and an Eden Park Tour.

III. MARINAS ALONG the OHIO RIVER

The National Marine Manufacturers Association (NMMA) reported earlier this year that U.S. retail sales for boats, accessories and marine services increased by six percent during 2011 over the prior year. Notably, this was the first, recorded annual increase since 2006. A declining market, characterized by slow boat sales and increasing slip-vacancy rates at marinas located throughout the country, is now showing initial signs of an up-swing.

In 2011, boating participation (estimated at 83 million boaters) was reported to be at its highest level in nearly fifteen years. The NMMA president, Mr. Thom Dammrich, recently said that "Pent-up demand for boats following years of diminished willingness to spend by consumers, improved credit availability for buyers and boating businesses, positive shifts in consumer confidence and an overall interest in the benefits of the boating lifestyle are steering the industry toward recovery."

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According to NMMA, 95 percent of the 12.4 million boats registered in the United States were less than 26'. Conversely, there are 620,000 registered boats in the United States that are 26', or more, in length. Nationally, 27 percent of boat owners have annual incomes exceeding \$100,000.

Boating in Ohio

In its "2011 Annual Report", the ODNR Division of Watercraft states there were 426,674 registered boats in Ohio in 2011. ODNR describes this as a "record number" of registered boats, and Ohio ranks 9th nationally in the total number of registered vessels. These boats populate Lake Erie, state-bound rivers, over 600 inland lakes, and the Ohio River which forms a 451-mile long boundary for the state.

A more recent ODNR publication, entitled "Recreational Boating in Ohio" (published in February 2012) estimates that one-in-four Ohioans go boating each year. It further estimates that the average Ohio boat owner is 54 years of age; has 29 years of boating experience; and, has an average, annual household income of nearly \$82,000. In other words, boaters in Ohio are reasonably affluent, and many are older and enjoy much leisure time. These characteristics very much support transient boating activity.

The Competitive Market Area

Within the context of this study, a "market area" was defined to extend for approximately ten miles, up-, and down-, the Ohio River from the Cincinnati Riverfront Park. *TAI* visited marinas within this market area during late-June and early-July, and met with owners, harbor masters, and/or their representatives. Notably, all harbor masters with whom we met observed that the flow of large (34', and up) transient boats along the Ohio River was not significant. Most boaters are described to remain within the approximately 95-mile stretch between the Markland Lock and Dam (at the 531.5 mile marker) and the Meldahl Dam (at the 436.2 mile-mark).

Existing Marinas in Kentucky and Ohio

- **Manhattan Harbor** (Dayton, KY, 467.0 LDB). *Manhattan Harbor* (formerly *Watertown Marina*) is located approximately 3 miles up-river from the Park. The marina is approximately 25-years old, and contains 480 slips. It offers boaters a range of amenities that include pool, restaurants, bath house, ships' store, fuel dock, a boaters' lounge, and dry storage. The marina has emerged from financial difficulty and is now under new management. The pool, and one of the restaurants ("*The Reef*") have been closed, but *Manhattan Harbor* remains an attractive marina facility that offers boaters a secure harbor.

Slip-rents approximate \$74 per linear-foot for the May-to-November season, and \$20 per linear-foot for those boats that remain in the water during the off-season. Currently, the marina is nearly 50 percent occupied (now 220 boats in-water), but management (perhaps optimistically) expects occupancy to approach 85 percent by mid-season. Resident boats are as large as 70' in length, but the average size approximates 32'.

Management has ten slips that it reserves for transient boaters, but the significant number of vacant slips suggests that the marina could accommodate many more transient boats. Transient rents are \$25 per night for boats up to 28', and \$50 per night for larger boats.

But for Labor Day Weekend, and other summer-event weekends, transient demand was reported to be negligible.

- **Riverside Marina** (Dayton, KY at 466.0 LDB). *Riverside Marina* is located approximately four miles up-river from the Park. It has been under current ownership since 1970, and is situated on a 50-acre site. The marina contains approximately 120 slips, and 100 boats are now in-water. The occupancy rate approximates 85 percent this year -- similar to past years -- but many of these unoccupied slips are highly used by boats visiting the Riverside Marina Restaurant.

Amenities are limited (fuel dock; in-out service), but include a very popular river-side bar and restaurant with live music. The restaurant is open during the May-October season. Seasonal slip rents are from \$36-\$38 per linear-foot, plus metered water and electric. Winter, in-water rents are \$22-\$24 per foot. Dry storage is available, and is priced from \$600, including launching.

Management describes the *Riverside Marina* as the “Walmart” of the local marinas. It offers limited amenities and limited service, but its restaurant, bar and music venue allowed the Marina to continue to attract many long-term slip tenants.

- **Four Seasons Marina** (Cincinnati, OH at 464.1 RDB). The *Four Seasons Marina* is located approximately 6.5 miles up-river from the Park. It was built in 1964 and offers the most complete set of amenities along the Cincinnati riverfront. It describes itself as “one of the finest inland marinas in the country”, and this claim might be true. It contains approximately 450 seasonal slips and 30 transient slips, although vacancies allow the Marina to accommodate many more transient slips as demand materializes.

Amenities include three restaurants (The *Pirates Cove Restaurant and Tiki Bar*, the *Four Seasons Restaurant*, and the *Sandbar Restaurant and Pub*), a pool, beach volleyball and a golf driving range. Services include internet access, gas dock, convenience store, ships’ store, showers and laundry facilities, pump-out. Among slip tenants, there is a private Four Seasons Yacht Club.

Occupancy for the 2012 season was reported to be 77 percent, up from about 70 percent in 2011. However, the marina was 100 percent occupied in the year 2000, and at that time had a waiting list. The marina offers a matrix of seasonal dock rates that average \$79 per linear foot for boats up to 31 feet that double-birth on the main dock. The same seasonal rate applies to single-birthered slips up to 64 feet. There are also covered slips available at \$50 per linear foot for boats up to 25 feet. The *Four Seasons Marina* reports only nominal transient-boat traffic.

The *Shelter Cove Marina* and the *Harbour Town Yacht Club* are two small marinas located just up-river from the *Four Season*. Offices of these marinas were not open during our visit.

- **Rivertown Marina** (Cincinnati, OH at 464.5 RDB). The *Rivertown Marina* is located approximately six miles up-river from the Park. It was constructed in the late-1980’s, and offers 130 slips, dry dock, and enclosed winter-storage facilities. Most boats at *Rivertown Marina* are in the 32’-to-34’-range, and the marina experiences significant

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demand for enclosed, winter storage, for which, the marina is, according to management, “the only game in town”.

Seasonal rents are imposed at a flat rate of \$2,500 for an open slip and \$3,650 for a covered slip. Winter, in-water rents are \$500 for an open slip and \$1,750 for a covered slip. Occupancy for the 2012 season approximates 70 percent, but this is down from nearly an 85 percent occupancy rate in 2011. The marina offers, or has experienced, no recent demand by transient boats. Like some other marinas in the area, Rivertown Marina is currently working through financial receivership.

- **The Ohio River Launch Club** (Cincinnati, OH). The *Ohio River Launch Club* is located approximately five miles up-river from the Park. Originally built in 1898, it is said to be the ‘oldest (marina) on the Ohio’. It is a private membership club, with approximately sixty members and 30-to-40 boats. The average size approximates 28 feet, but its fleet includes boats up to 65’. Membership fees are low (\$100 per year), and slips rents are \$35 per linear foot. Amenities are very limited, and because it is a private club, members contribute much time to the management and maintenance of the club.

A club member reported that the Club has almost no experience with transient boats, and river traffic for transient boats was described as only nominal. Another said that there was “some transient”-demand, but that it was very little. When requested, slips are made available to transient boaters for \$20 per night, plus a utility charge. The lack of amenities and the distance from restaurants and convenience shopping explain the Club’s limited transient experience.

- **Mariner’s Landing** (Sayler Park, OH, at 483.7 RDB). *Mariner’s Landing* advertizes itself as a full-service marina that opened in 1988 and that has been under current management since 1991. It offers in- and out-boat launch service, repair, brokerage, fuel docks, and boat storage, including 225 paved boat slips. The marina was not manned during our visit, and calls were not returned.
- **Catalina Harbor** (Addyston, OH at 484.0 RDB). *Catalina Marina* is a family-owned marina that was constructed circa 1965. It is on an inlet that is located about one-quarter mile off of the Ohio River, and about fourteen miles downriver from downtown Cincinnati. The marina has 130 slips, and reserves none for transients. It offers a moderate array of amenities, including showers, restrooms, and pump out service, but there is no ships’ store, and only limited convenience goods.

The marina accommodates boats from 20’ to 65’. The average size approximates 32’, so many of these boats are 30’, or less. Most of the boats at the marina are older; only one is reported to be newer than 8 years. Most boaters are sixty years, or older. Seasonal rents are \$50 per linear foot, and the marina has a current occupancy rate of only 25 percent. During the 2011 season, the occupancy rate was 50 percent.

Proposed Marinas

Approximately 10 miles downriver from the Park, and in Clifton, OH, a sign indicates that the *Blue Note Yacht Club* is “coming soon”. No phone number, or further information, was available. Our discussions identified no other marinas that are either in development or proposed.

IV. DEMAND for TRANSIENT SLIPS

Recent Park Experience

The City of Cincinnati Public Recreation Commission has, intermittently, operated a transient marina at a location just up-river from the Roebling Suspension Bridge since about 1976. In July 2006, the Commission executed an Agreement with *BB Riverboats Inc.* to manage a transient boat harbor. Facilities included a 30' x 70' head boat (or barge), along with approximately 670 square-feet of improvements on the harbor which provided office space, restroom and shower space, laundry and a supply/utility room. Six 40'-docks were attached to the transient boat, providing 480 linear feet of docking space. Exhibit D of that Agreement detailed a proposed fee schedule that has, reportedly, remained unchanged. That schedule is summarized in Table I, below.

Table I
Summary of 2006 Proposed Fee Schedule
City of Cincinnati Transient Boat Harbor

boat length	regular days and nights	Special Events	<i>Riverfest</i> (3-day minimum)	<i>Tall Stacks</i> (7-day minimum)
up to 16'	\$16	\$25	\$42	\$45
17' to 23'	\$23	\$30	\$69	\$75
24' to 36'	\$36	\$50	\$112	\$120
37' to 55'	\$55	\$110	\$165	\$185
55' and up	\$100	\$136	\$250	\$265

Source: "Agreement for Transient Boat Harbor Management Services", dated 21 July, 2006; and *TAI Realty Advisors*.

The location of the transient marina was not ideal. Access to nearby destinations required that boaters pass through a tunnel that was sometimes deemed unsafe. Also, ramp access from dock-to-shore was adversely impacted by the rising level of the Ohio River, and oftentimes during the boating season, the Marina became inaccessible.

Despite great optimism, the transient marina experienced only limited use. Gross revenues were only \$3,353 in the first (partial) operating-year (2006). High water closed the marina for the 2007 season. In 2008, gross revenues were \$10,100, and these declined to \$8,146 in 2009. Certainly, these were very disappointing figures. Management at *BB Riverboats Inc.* indicated that an unsafe environment surrounding the marina made it very difficult to attract boaters. Many of Cincinnati's homeless occupied nearby outdoor space. Sanitation represented a problem, as did petty crime.

Nonetheless, Management indicated that the marina was very popular – and almost exclusively used – on weekends during which there were *Bengals* or *Reds* games, or when notable concerts or festivals were scheduled. Management opined that 90%-to-95% of the boats that utilized the transient marina during the 2006-2009 period originated from within ten-or-fifteen miles of the marina. Very few true transient boats, from up- or down-river, made calls at the riverfront marina during those years.

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Summary of Experience at Nearby Marinas

Marinas that we visited within the defined market area comprise nearly 1,400 slips. The seasonal occupancy rate among these marinas approximates 73 percent. In other words, during this 2012 season, an estimated 370 slips are vacant, including those said to be reserved for transient boaters. Marinas within the market area report very little transient traffic, except for major local events such as the July 4th or Labor Day weekends, *Octoberfest*, or the occasional *Tall Stacks* event.

However, it is important to note that while some of these marinas are very attractive, even outstanding, facilities, their locations – far from restaurants and downtown destinations – simply do not appeal to transient river travelers. Outside of docking out of necessity for fuel, shelter and/or food, transient boaters will almost always look to dock at marinas that are pedestrian friendly and that offer novelty, restaurants, tourist activities, and nightlife. The Riverfront Park marina would offer an outstanding array of all such types of opportunities.

The Indiana University Study, April 2006

An analysis, presented in a report entitled “*Economic Analysis of the Cincinnati Riverfront Project, Phase I*”, estimated that recreational boaters would “account for 10,000 total visitors to the project area over the 200 days of use annually”. This report applied a U.S. Army Corps of Engineers (“USACE”) methodology which expressed the benefits of a recreational project in “unit days of value” – a concept that is not useful within this analysis. Critical assumptions upon which is based this estimate of “10,000 total visitors” are not provided in that report. However, this estimate suggests that 50 boaters would visit the Riverfront Park daily (over a 200-day season), or, on average, 17 boats a day (assuming that half of the visiting boats have two occupants; the other half have four occupants).

Conclusions Regarding Transient Slip Demand

The Cincinnati downtown waterfront is undergoing significant transition into a major recreational destination. The prior experience (2006 – 2009) of the Downtown Park marina offers little insight into the true potential of a new transient marina facility. However, at this time only latent demand exists for transient slips at this location, and it is very difficult to quantify and support the magnitude and sustainability, of this latent demand.

Within this study, we define local boats (and boaters) as those originating from marinas or slips that are located along, or have reasonable access to, the Ohio River, within approximately ten-or-fifteen miles up- and down-river from the Riverfront Park. Transient boats are generally larger boats (34’ and up) and include boats originating from beyond this area that travel from tributaries (in both Ohio and Kentucky) into the Ohio River, as well as boat originating from Pittsburg (PA), Cairo (IL), and beyond.

Based principally upon anecdotal references within our discussions with marina operators, boaters and City representatives (and upon rental rates that are similar to those shown in Table I), initial demand for slips at the Riverfront Park transient marina will approximate 20 boats daily, over a season that extends from June 1 to October 31, or for approximately 150 days.

These estimates are based upon a utilization-model that estimates local and transient weekend- and weekday-use, daily visits and overnight-stays, over a 150-day season. The conclusions are based upon very reasonable assumptions; these include average weekend-stays of 2.0 nights for

TAI Realty Advisors

transient boaters and 1.25 nights for local boaters, and average week-day stays of only a single nights. In fact, these assumptions might prove to be very conservative. Estimated marina utilization, and distribution of this utilization by local and transient boaters, resulting from these assumptions are summarized in Table II, below.

Table II
The Cincinnati Riverfront Park Transient Marina
Estimated Marina Utilization (during a 150-day season)

type of boater	daily visits	distribution	over-night stays	distribution	total visits	distribution
local	1,782	100%	647	54%	2,429	81%
transient	0	0%	552	46%	552	19%
totals	1,782	100%	1,199	100%	2,981	100%
ave. daily visits	12		8		20	
Source: TAI Realty Advisors						

As Table II illustrates, local boaters account for all daily visits; more than 50 percent of overnight visits, and approximately 80 percent of estimated, annual visitation. Transient boaters are assumed to account for no daily visits, but 46 percent of over-night stays. These figures are estimates for the marina's first, full season of operation.

Professional marketing, competent management, favorable water conditions, and a reasonable array of marina amenities may be able to substantially increase these estimates of initial utilization (20 boats-visits daily), including overnight occupancy (8 boats per night) over the 150-day season -- perhaps by 50 percent, subject to the capacity of the marina. However, the absence of a successful experience with transient boaters at any location within, or near to, downtown Cincinnati, causes us present a conservative estimate.

V. JUSTIFICATION for the SMALE RIVERFRONT PARK LOCATION

The proposed location for a transient marina at the Smale Riverfront Park is ideal. Transient boaters, particularly those who wish to spend a night, or two, are attracted to a diversity of recreational, cultural and dining opportunities. Downtown Cincinnati and its riverfront offer these in abundance. But most important, to attract transient boaters, these opportunities must be easily accessible within a pedestrian-friendly environment.

The nearby sports venues, the development of the *Banks* (and *Newport on the Levee* located across the River) with their rich F&B possibilities, the potentially great appeal of the *Horseshoe Casino*, and the great accessibility of the City's Park system (for pedestrians, and via the nearby Transportation Center and the *Cincinnati Bicycle Center*), all combine to make this site, potentially, one of the most appealing spots along the Ohio River for transient boaters.

VI. ESTIMATE of ECONOMIC BENEFITS

Many economic models exist for calculating defined economic benefits attributable to commercial and/or residential development activities. Some of these have been developed exclusively for the marina industry, but for purposes of convenience, these models often define marina development scenarios in terms of only a very limited set of inputted-assumptions.

Some such models have been used in analyses presented to the ODNR. For instance, a June 2010-study prepared by *W.F. Baird and Associates* (“*Baird*”) entitled a “Preliminary Market Feasibility Study North Coast Harbor Transient Marina” in Cleveland (OH), relied upon a Michigan State University (MSU) Boating Economic Impact Model. That model estimates the direct and indirect economic impacts associated with the spending by transient boaters. Although that model is no longer available (base data is reported to be “seriously outdated”), it represents a useful tool within our analysis.

A second impact model, the *Florida Online Boating Economic Impact Model* (the “*Florida Model*”) was developed exclusively for Florida jurisdictions by the Florida Fish and Wildlife Conservation Commission (FFWCC). This model uses distinct spending profiles for different types of boats within specific Florida jurisdictions. Currently, the Florida Model assumes that the spending per transient boat-day for power boats is \$224, \$258, and \$291, in “low-spending-”, “medium-spending-”, and “high-spending”-areas, respectively. The Model estimates transient boat-day-spending for sail boats to approximate half of these amounts.

Assumptions for Determining Economic Impact

We have structured a model of economic impact that includes some data from both of the above-referenced models. Some of the critical assumptions in our analysis are as follows.

- Day Trip-Spending: We assume that day trips (estimated at 12 daily visits during the first, full season of marina operations) by local boaters will represent no marginal impact upon the local economy. Spending attributable to local boaters during these day trips (for purposes of *Reds*, *Bengals* or *Cyclones* game, or for dining and shopping) would likely occur whether the local residents came by boat or by car.

However, the relocation of some shopping-, dining- and entertainment-expenditures to Cincinnati and to the State of Ohio, from the commercial, riverfront establishments in Newport, Covington, and perhaps Dayton, KY, will almost certainly occur.

- Overnight-Spending: We assume that average, daily spending attributable to an overnight-stay at the proposed marina will average \$240. This figure is slightly lower than the median, average per boat-day trip spending-figure used in the Florida model for power boats, but it does reflect our belief that transient boaters will almost exclusively be power boaters, and that the boats along the Ohio River will (on average) be slightly smaller than those that populate many Florida jurisdictions.
- Transient Overnight Boaters: As illustrated in Table II, above, transient boaters are estimated to spend 552 nights at the marina during the first-year, full-season that the marina operates. The spending of all of these boaters is likely, and is assumed, to represent a net addition to the local economy.

- **Local Overnight Boaters:** Table II also illustrates that local owners will spend an estimated 647 nights at the Riverfront Marina during the first, full-season of operation. Much of the spending attributable to these local boaters cannot be recognized as marginal to the Cincinnati economy. However, this analysis assumes that the spending resulting from 20 percent of the trips by these local boaters will represent a net addition to the local economy.
- **Spending Profile:** Based upon these assumptions, spending attributable to these overnight boaters will follow the MSU Model-profile, as illustrated in the *Baird Report*, in estimating the primary impact of transient-boater spending.
- **Secondary Impact Multiplier:** We assume a “multiplier” used to estimate a secondary impact, to be the same 64 percent that is derived by the MSU model and shown in the *Baird Report*. A quantification of “multiplier-effects” varies widely (the authors of the MSU Model states that “typical conservative multipliers for sales are 1.2 to 1.3”), but the local impact of “fuel expenditures” is significantly lower. Although low, the “64% multiplier” is both reasonable and consistent with multipliers used in other analyses that have been presented to ODNR.
- **Job Creation:** The algorithms (distribution of expenditures by sector) used in estimating net job-creation are similar to those presented in the MSU Model, as illustrated in the *Baird Report*. For purposes of comparison, this analysis also evaluated sector expenditures as presented in the Florida Model, and those resulted in nearly identical estimates of net job-creation.

Economic Impact of the Proposed Cincinnati Riverfront Transient Marina

The net, economic impact of the proposed transient marina will be limited because of the very heavy utilization by local boaters, and by the (currently) limited flow of Ohio River transient traffic. We estimate that the marina will represent \$164,000 in direct expenditures, and secondary expenditures will approximate \$104,000 (see Table III, below). These total expenditures will likely lead to the creation of 4.5 FTE (full time-equivalent) jobs (as shown in Table IV, on the following page).

Table III
Summary of Direct and Indirect Expenditures
Attributable to the Proposed Riverfront Transient Marina

overnight-stays		647	552	1,199
net, marginal impact		20%	100%	
effective boat-nights		129	552	681
average daily spending				\$ 240
direct marginal impact				\$ 163,536
indirect impact multiplier			64%	
indirect, marginal impact				\$ 104,663
total marginal impact			(rounded)	\$ 268,000

Source: *TAI Realty Advisors*

Table IV
 Estimate of Sector Expenditures and Net Job-Creation
 Attributable to the Proposed Riverfront Transient Marina

		distrib-	sales	jobs or
	estimated sales by sector	ution	(\$ '000)	FTE 1/
	lodging	3.4%	\$ 9.1	0.2
	marine services + fuel	32.4%	86.8	1.2
	restaurant	35.4%	94.9	2.0
	recreation and entertainment	6.9%	18.4	0.3
	convenience / grocery	6.6%	17.6	0.3
	gas service sales	12.0%	32.1	0.3
	other retail trade	3.5%	9.4	0.2
	total	100.0%	\$ 268.2	4.5

Source: *TAI Realty Advisors*

1/ "FTE" = "full-time equivalent" jobs

VII. CONCLUSIONS

The Cincinnati riverfront represents a unique opportunity along the Ohio River to attract transient boaters to a highly accessible, multi-destination, pedestrian-friendly, recreational and cultural urban environment. Significant, recent investment (both public and private) has transformed Cincinnati's riverfront. The proposed transient marina at Riverfront Park will provide local boaters – and, to a lesser extent, transient boaters – with much-needed access to downtown Cincinnati and its many amenities.

Recent experience (2006 to 2009) in operating a riverfront, transient marina was disappointing, but the build-out of Riverfront Park has dramatically changed the waterfront environment and now offers boaters an entirely new experience. We believe that significant, latent demand exists for short term-, and overnight-, transient slips at the waterfront. However, no demonstrable measure of that demand currently exists. As a result, we conservatively estimate that demand will exist for (on average) 20 slips daily during the entire, initial boating season. In fact, demand within three years of completion of the transient marina could exceed 150 percent of this amount.

This analysis concludes that local boaters will account for 80 percent of seasonal visits. This high use by local boaters mutes the effective economic impact of the marina, because much of the spending of these boaters will simply represent a relocation of boating-related expenditures within the greater-Cincinnati area. However, as the marina becomes established, increasing use will be made by transient boaters originating from outside of the Cincinnati area.

The transient marina is estimated to contribute first year, full-season economic benefits equivalent to 4.5 jobs (or, FTE-equivalent), and approximately \$270,000 in direct and indirect spending. These are modest figures, but we believe that they might easily increase by 50 percent within the first five years of operations.

To achieve these results, efforts must be made to accommodate the boating needs of the owners of large boats, i.e., those that are 34', or more. It is essential to provide them with a secure and comfortable environment, and a dock house with amenities that would include: (a) Wi-Fi connectivity; (b) boater public restrooms and shower facilities; (c) pump-out service; (d) water hook-up; and, (e) electric power sufficient to handle the requirements of boats that may be 60', or more. A fuel dock and a ships store (or convenience store) would be desirable but are not essential.

**APPENDIX C - PRELIMINARY DESIGN DRAWINGS AND SECTIONS
OF THE PROPOSED MARINA**

ID No. LRL-2012-327

S A S A K I
 14 PLEASANT STREET, WATERLOO, MA 02472 USA
 P 617.696.2300 F 617.696.2798 www.sasaki.com

RIVER STATION: 470.1-471.6 (MILE)
 PER OHIO RIVER NAVIGATION CHARTS (JUNE 2010)
 CAIRO, ILLINOIS TO FOSTER, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

Application Submission	6/19/2012
Pre-Application Meeting	5/9/2012
Description	Date

DWG ISSUE & REVISION HISTORY

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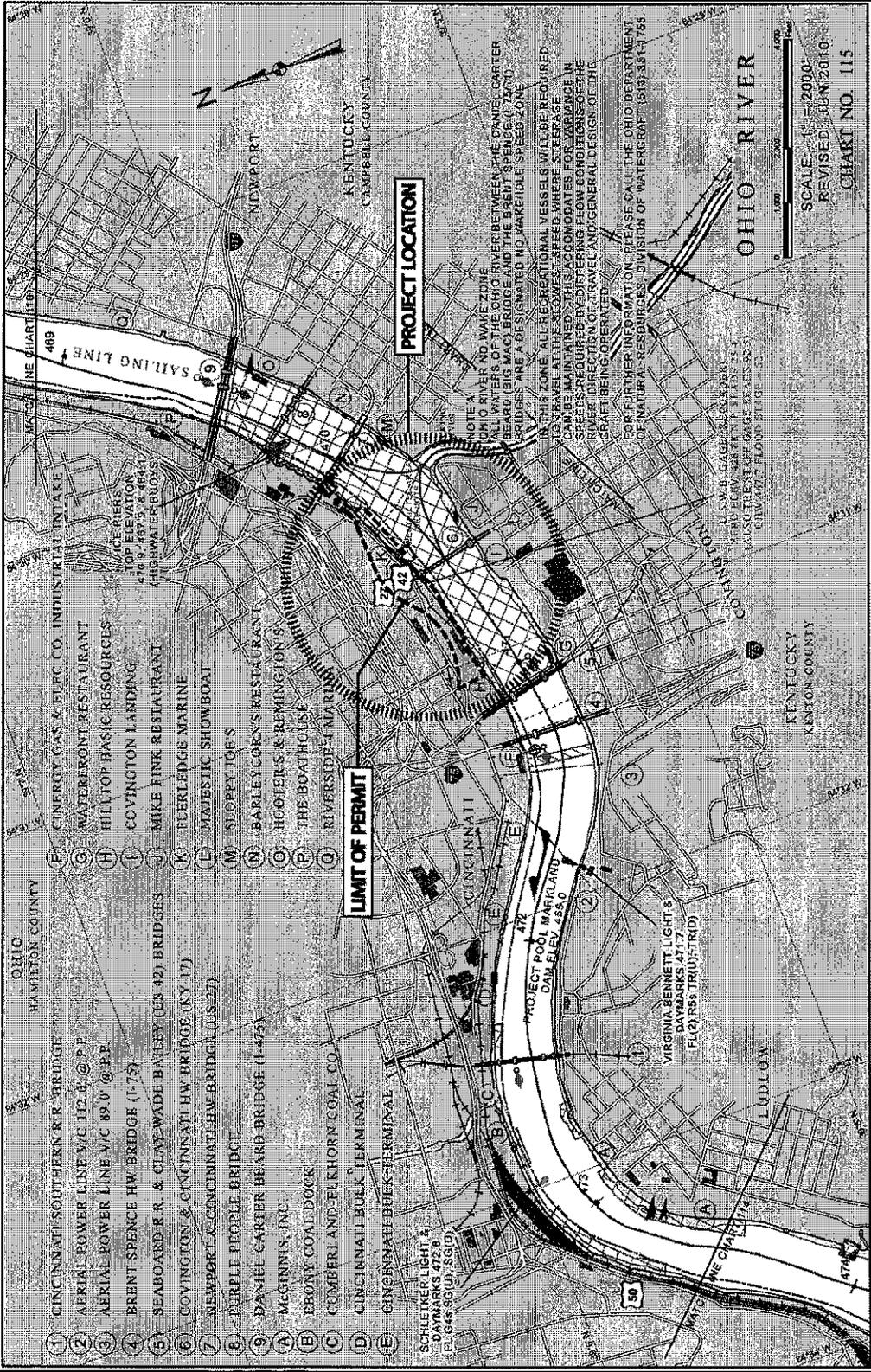
Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

Project Title:
 PHYLLIS W. SMALE
 RIVERFRONT PARK

Drawing Title:
 LOCATION
 PLAN

Project No. 14271.19 Scale: See Plan
 Drawn By: TM, DB
 Checked By: TM, ZC
 Approved By: MD
 Date: 06.16.2012

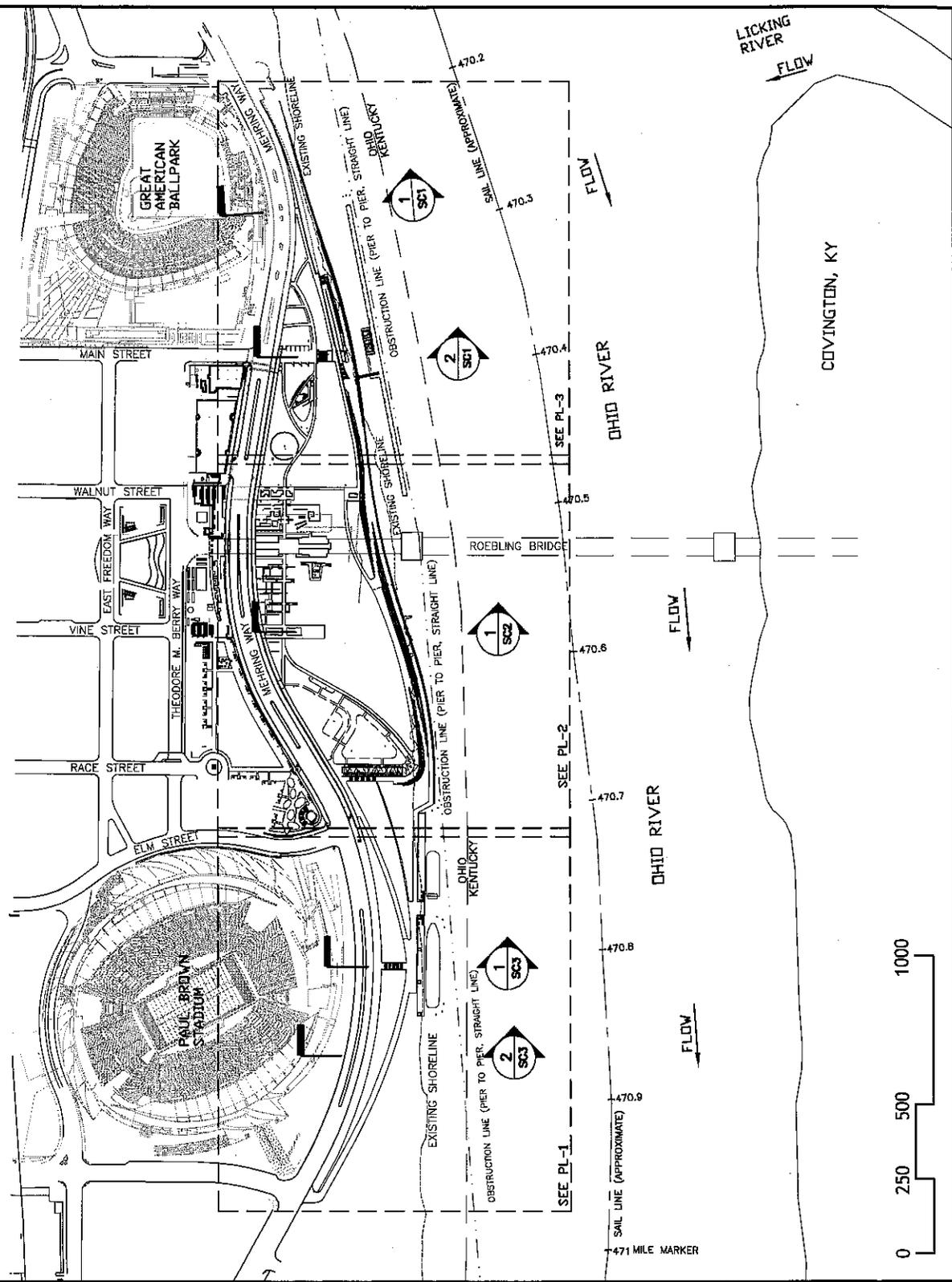
Drawing No. **LP-0** Page No. 1 of B



SCALE: 1" = 2000'
 REVISED: JUN 2010
 CHART NO. 115

ID No. LRL-2012-327

NOTE:
 OBSTRUCTION LINE BASED ON PIER-TO-PIER STRAIGHT LINES
 FROM CENTRAL BRIDGE PIER TO ROEBLING BRIDGE PIER AND
 ROEBLING BRIDGE PIER TO C.W. BAILEY BRIDGE PIER.



S A S A K I
 44 PLEASANT STREET, WATERLOO, MA 02472 USA
 P 978 265 2200 F 978 265 2746 www.sasaki.com

RIVER STATION: 400.1-471.0 (MILE)
 PER OHIO RIVER NAVIGATION CHARTS (LINE 2010)
 CAINO, ILLINOIS TO FOSTER, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

LEGEND
 SAIL LINE
 STATE BOUNDARY
 OBSTRUCTION LINE
 EXISTING SHORELINE

Application Submission	6/18/2012
Pre-Application Meeting	5/8/2012
Description	Date
DWG ISSUE & REVISION HISTORY	
Stamp	

Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

Project Title:
 PHYLLIS W. SMALE
 RIVERFRONT PARK

Drawing Title:
 OVERALL SITE
 PLAN

Project No. 14271.19 Scale: 1"=500'
 Drawn By: TM, DB
 Checked By: TM
 Approved By: MD
 Date: 5.8.2012

Drawing No. **PL-0**
 Page No. 2 of 8

SASAKI

34 PLEASANT STREET, WATERLOO, MA 02472 USA
978.282.8200
www.sasaki.com

RIVERSTATION-470.1-471.0 (INLET)
PER OHIO RIVER NAVIGATION CHARTS (LINE 2010)
CARGO, BLINDS TO FOSTER, KENTUCKY
PROVIDED BY THE ARMY CORPS OF ENGINEERS

LEGEND

- SAIL LINE
- STATE BOUNDARY
- OBSTRUCTION LINE
- EXISTING SHORELINE

Application: Submission 8/19/2012

Pre-Application Meeting 5/8/2012

Description Date

DWG ISSUE & REVISION HISTORY

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Property Owner:

CITY OF CINCINNATI
CINCINNATI PARK BOARD
950 EDEN PARK DRIVE
CINCINNATI, OH 45202
HAMILTON COUNTY
(513) 352-4080

Project Title:

PHYLLIS W. SMALE
RIVERFRONT PARK

Drawing Title:

SITE PLAN

Project No. 14271.19 Scale: 1"=150'

Drawn By: TM, DB

Checked By: TM, ZC

Approved By: MD

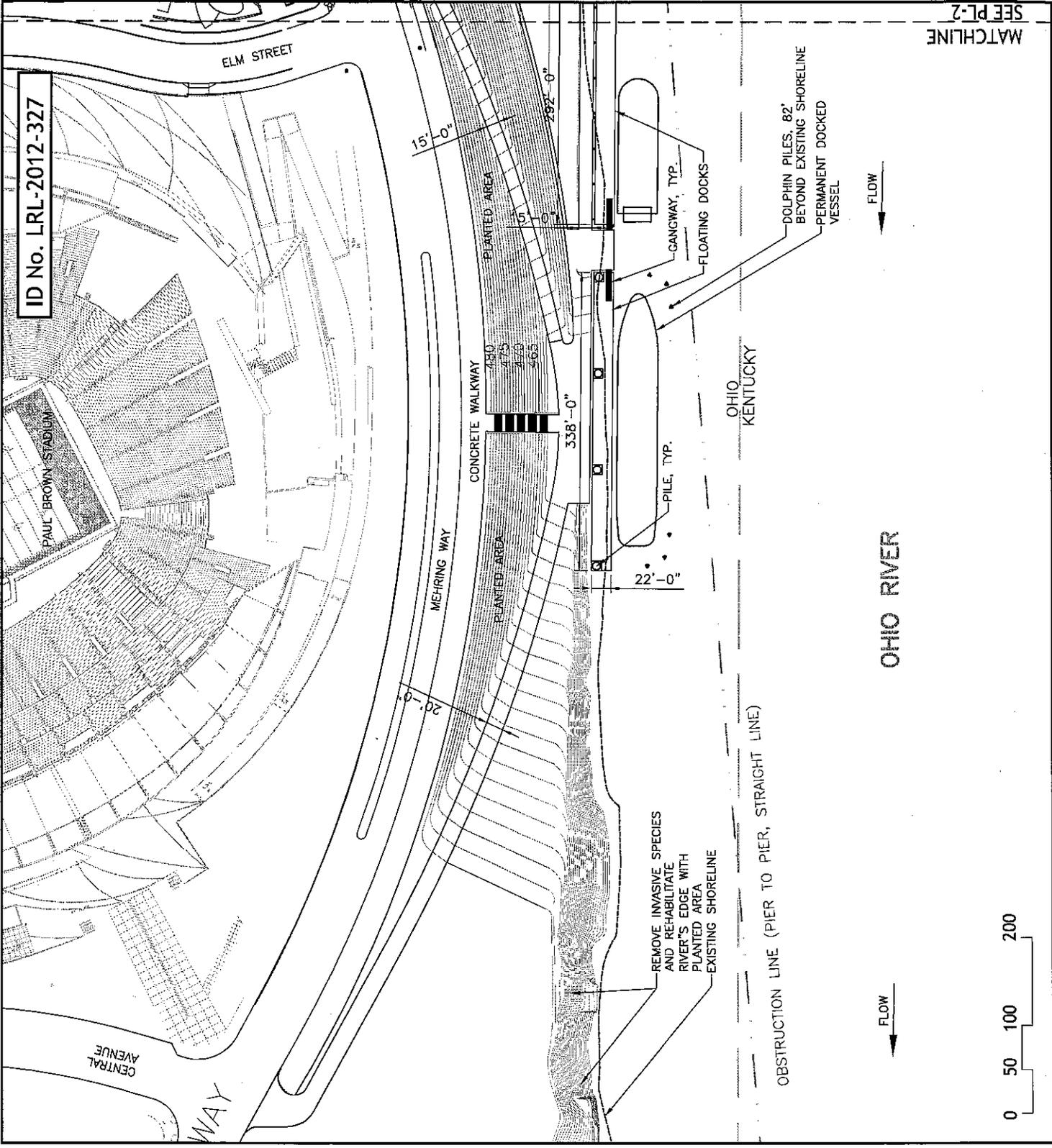
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Drawing No. **PL-1**

Page No. 3 of 8

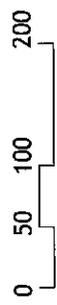
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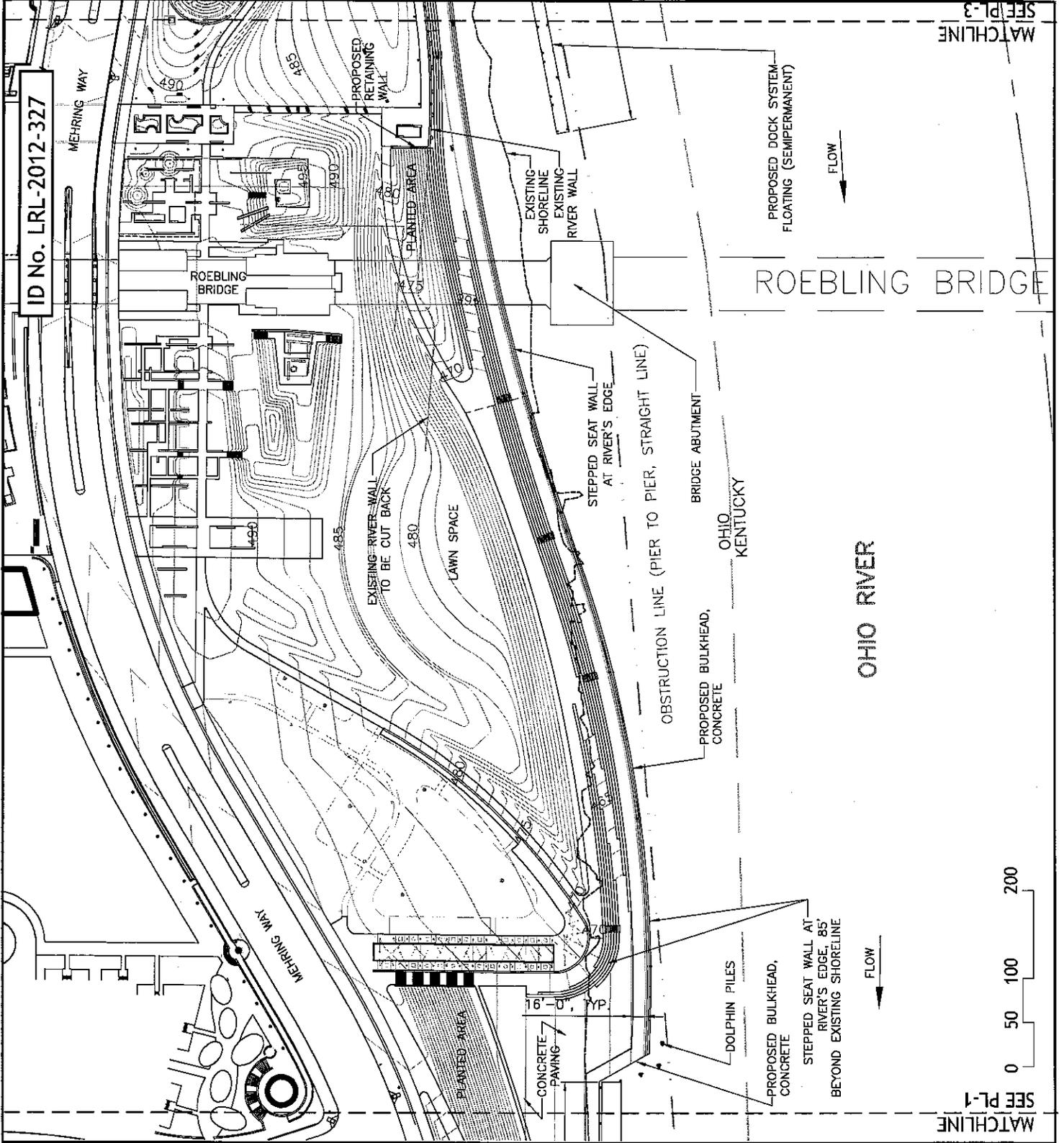


SEE PL-2
MATCHLINE

FLOW

FLOW





S A S A K I

44 PLEASANT STREET, WATERBURY, MA 02472 USA
 978.252.5200
 www.sasaki.com

RIVER STATION: 470.1-471.0 (MILE)
 PER OHIO RIVER NAVIGATION CHARTS (JUNE 2010)
 CARO, ILLINOIS TO FOSTER, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

LEGEND

- SAIL LINE
- STATE BOUNDARY
- OBSTRUCTION LINE
- EXISTING SHORELINE

Application Submission	6/18/2012
Pre-Application Meeting	5/8/2012
Description	Date
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Stamp	

Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

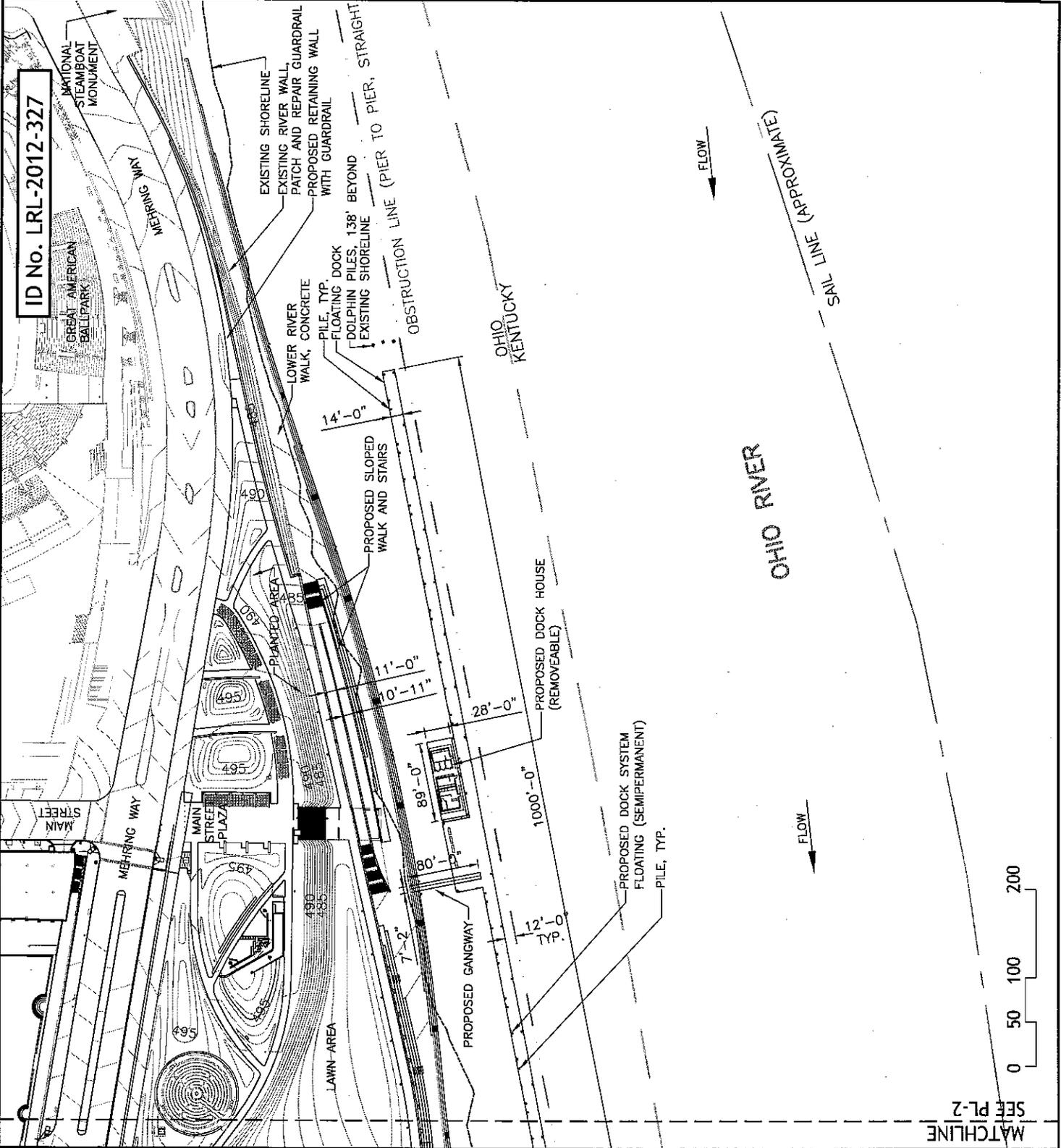
Project Title:
**PHYLLIS W. SMALE
 RIVERFRONT PARK**

Drawing Title:
SITE PLAN

Project No. 14271.19 Scale: 1"=150'
 Drawn By: TM, DB
 Checked By: TM, ZC
 Approved By: MD
 Date: 6.18.2012



Drawing No. **PL-2** Page No. 4 of 8



ID No. LRL-2012-327

SASAKI
 44 ALEASANT STREET, WATERTOWN, MA 02152, USA
 TEL: 617.252.3300 FAX: 617.252.3308 www.sasaki.com

RIVER STATION: 470.4 (71.0 MILES)
 PER OHIO RIVER NAVIGATION CHARTS (LINE 2000)
 CARO, ILLINOIS TO FOSTER, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

LEGEND

- SAIL LINE
- STATE BOUNDARY
- OBSTRUCTION LINE
- EXISTING SHORELINE

Description	Date
Application Submission	5/18/2012
Pre-Application Meeting	5/9/2012

DWG ISSUE & REVISION HISTORY

Stamp

Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

Project Title:
 PHYLLIS W. SMALE
 RIVERFRONT PARK

Drawing Title:
 SITE PLAN

Project No. 14271.19 Scale: 1"=150'
 Drawn By: TM, DB
 Checked By: TM, ZC
 Approved By: MD
 Date: 6.18.2012

Drawing No. **PL-3** Page No. 5 of 8

SEE PL-2
 MATCHLINE



ID No. LRL-2012-327

S A S A K I
 88 PLEASANT STREET, WATERLOO, MA 02122 USA
 508-875-0300 # 508-875-0302 www.sasaki.com

RIVER STATION: 470.1-471.8 (WILE)
 PER OHIO RIVER NAVIGATION CHARTS (JUNE 2010)
 CARD, ISLANDS TO POSITIONED, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

Application Submission	5/18/2012
Pre-Application Meeting	5/9/2012
Description	Date
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Stamp	

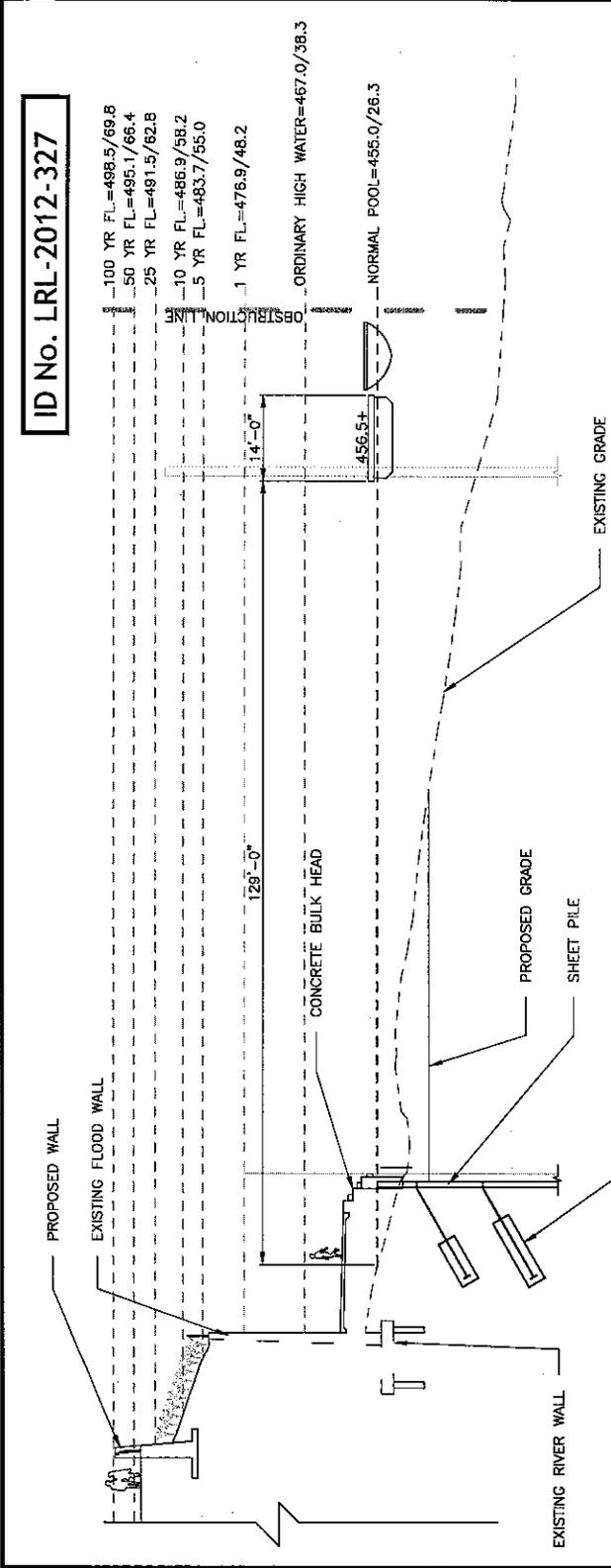
Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

Project Title:
 PHYLLIS W. SMALE
 RIVERFRONT PARK

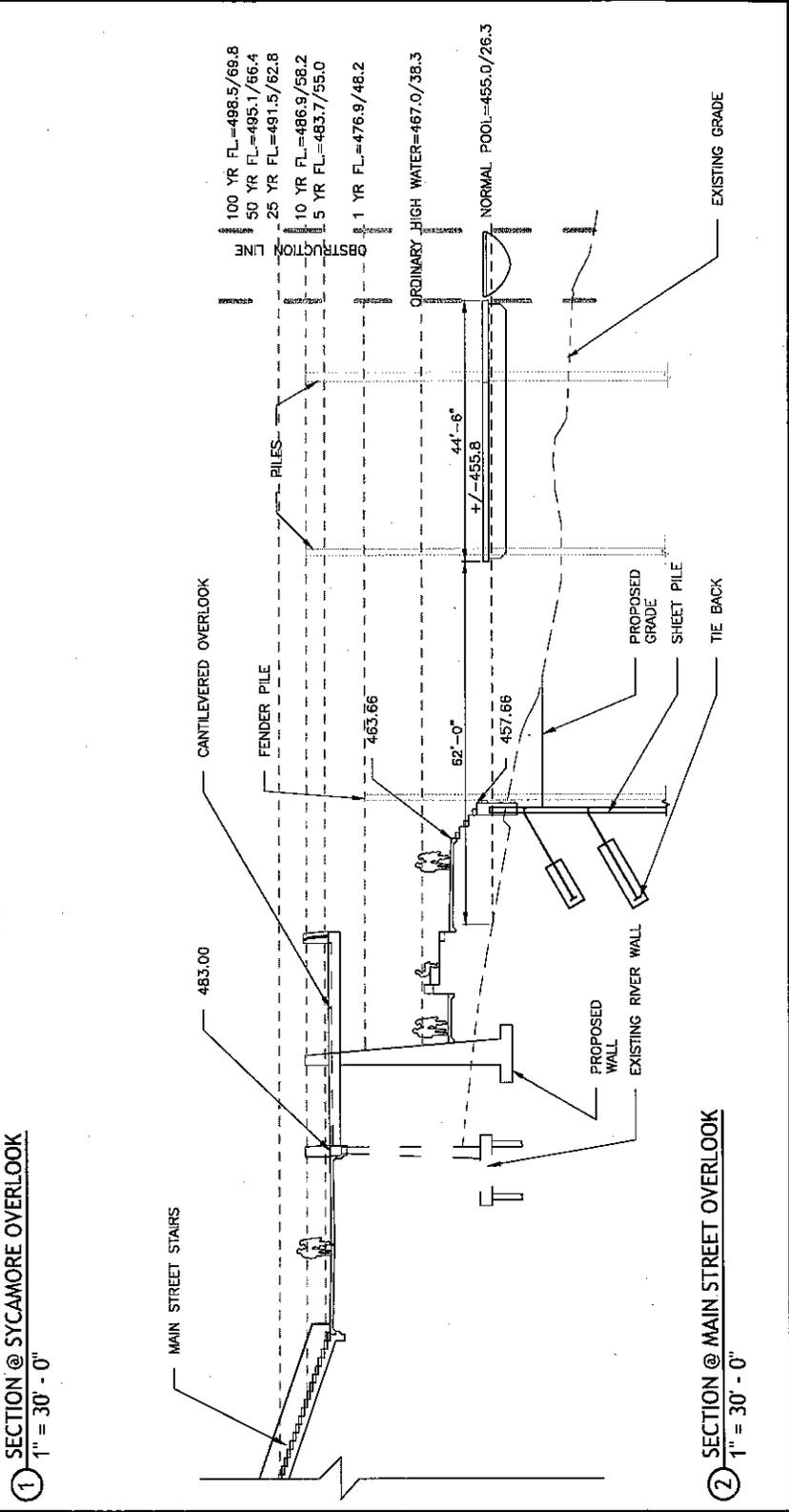
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 Checked By: TM, ZC
 Approved By: MD
 Date: 06.18.2012

Drawing No. **SC-1**
 Page No. 6 of 8



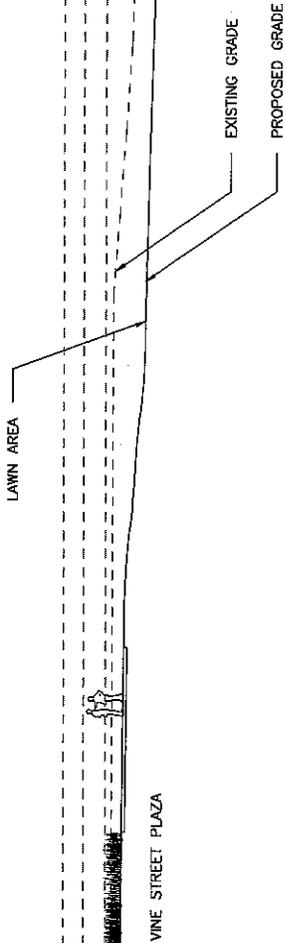
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 1" = 30' - 0"



2 SECTION @ MAIN STREET OVERLOOK
 1" = 30' - 0"

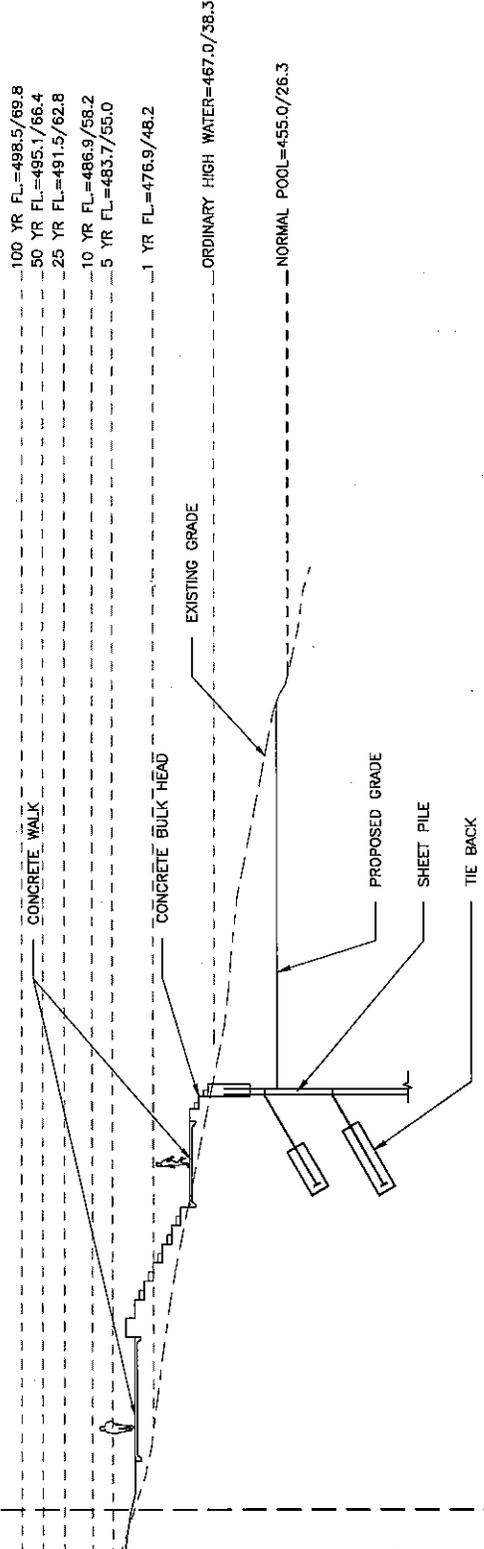
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SEE BELOW
MATCHLINE



1 SECTION @ VINE STREET PLAZA
1" = 30' - 0"

MATCHLINE
SEE ABOVE



S A S A K I

14 PLEASANT STREET, WATERLOO, MA 02472 USA
P 978.268.3300 F 978.268.2968 www.sasaki.com

RIVER STATION: 470.1-471.0 (MILE)
PER OHIO RIVER NAVIGATION CHARTS (JUNE 2010)
CARD, ILLINOIS TO POSTER, KENTUCKY
PROVIDED BY THE ARMY CORPS OF ENGINEERS

Application Submission	5/19/2012
Pre-Application Meeting	5/8/2012
Description	Date

DWG ISSUE & REVISION HISTORY

Stamp

Property Owner:
CITY OF CINCINNATI
CINCINNATI PARK BOARD
950 EDEN PARK DRIVE
CINCINNATI, OH 45202
HAMILTON COUNTY
(513) 352-4080

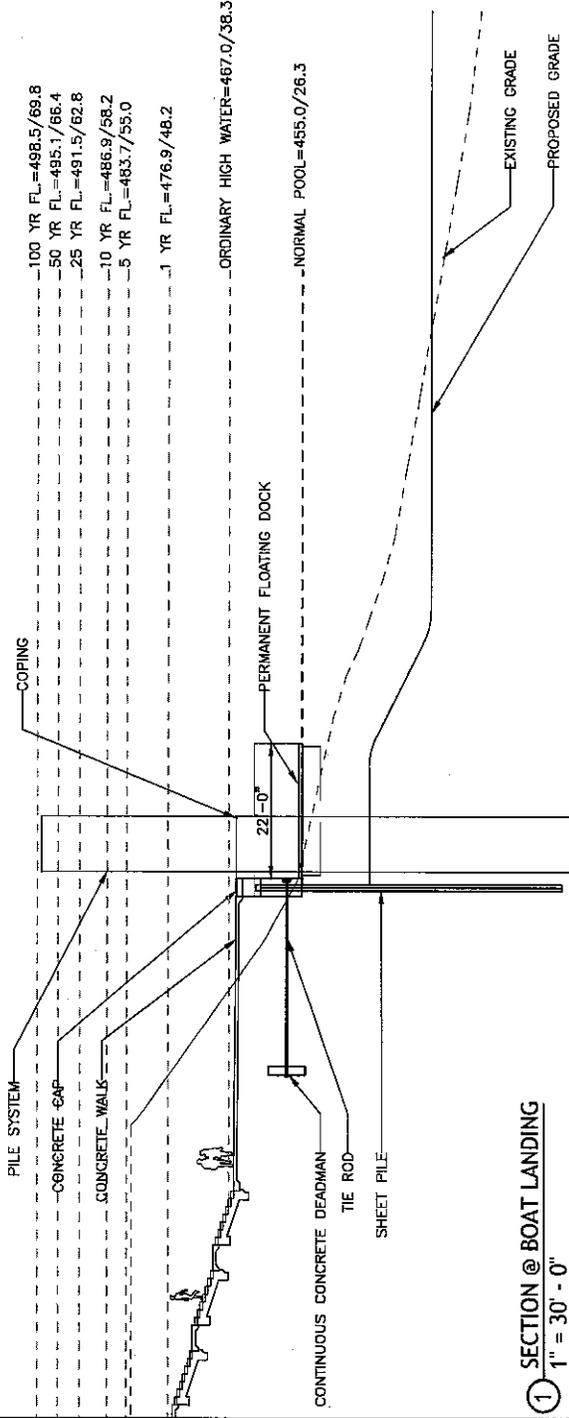
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PHYLLIS W. SMALE
RIVERFRONT PARK

Drawing Title:
SITE SECTION

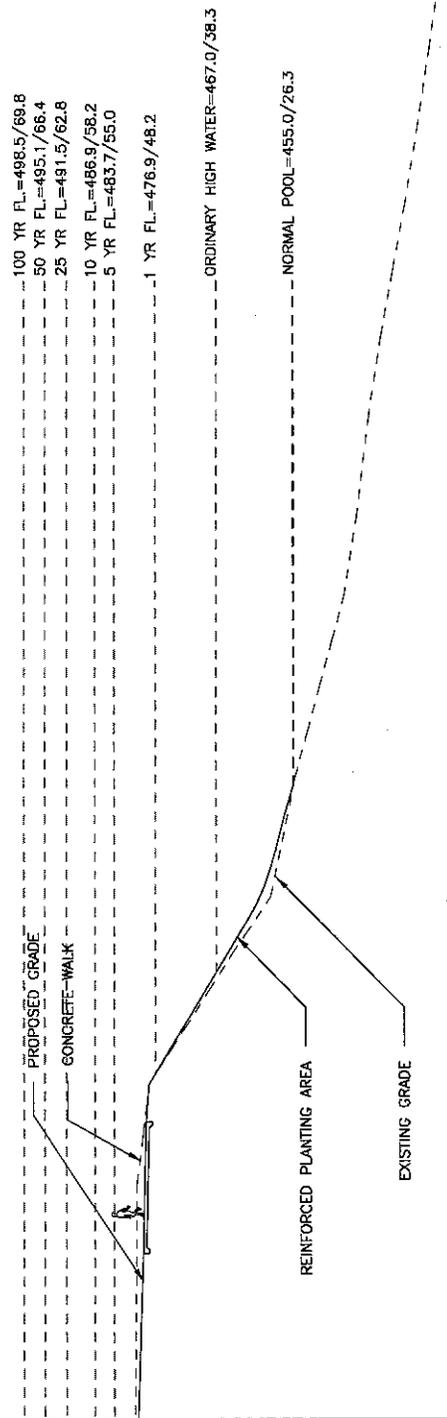
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Drawn By: TM, DB
Checked By: TM, ZC
Approved By: MD
Date: 06.18.2012

Drawing No. **SC-2** Page No. 7 of 8

ID No. LRL-2012-327



1 SECTION @ BOAT LANDING
1" = 30' - 0"



2 SECTION @ WEST BANK
1" = 30' - 0"

S A S A K I

64 PLEASANT STREET, WATERFORD, MA 02172 USA
 413-875-3300 FAX 413-875-3302 www.sasaki.com

RIVER STATION: 470.1-471.0 (MILE)
 PER OHIO RIVER NAVIGATION CHARTS (JUNE 2010)
 CANAL, ILLINOIS TO FOSTER, KENTUCKY
 PROVIDED BY THE ARMY CORPS OF ENGINEERS

Application Submission	5/18/2012
Pre-Application Meeting	5/8/2012
Description	Date
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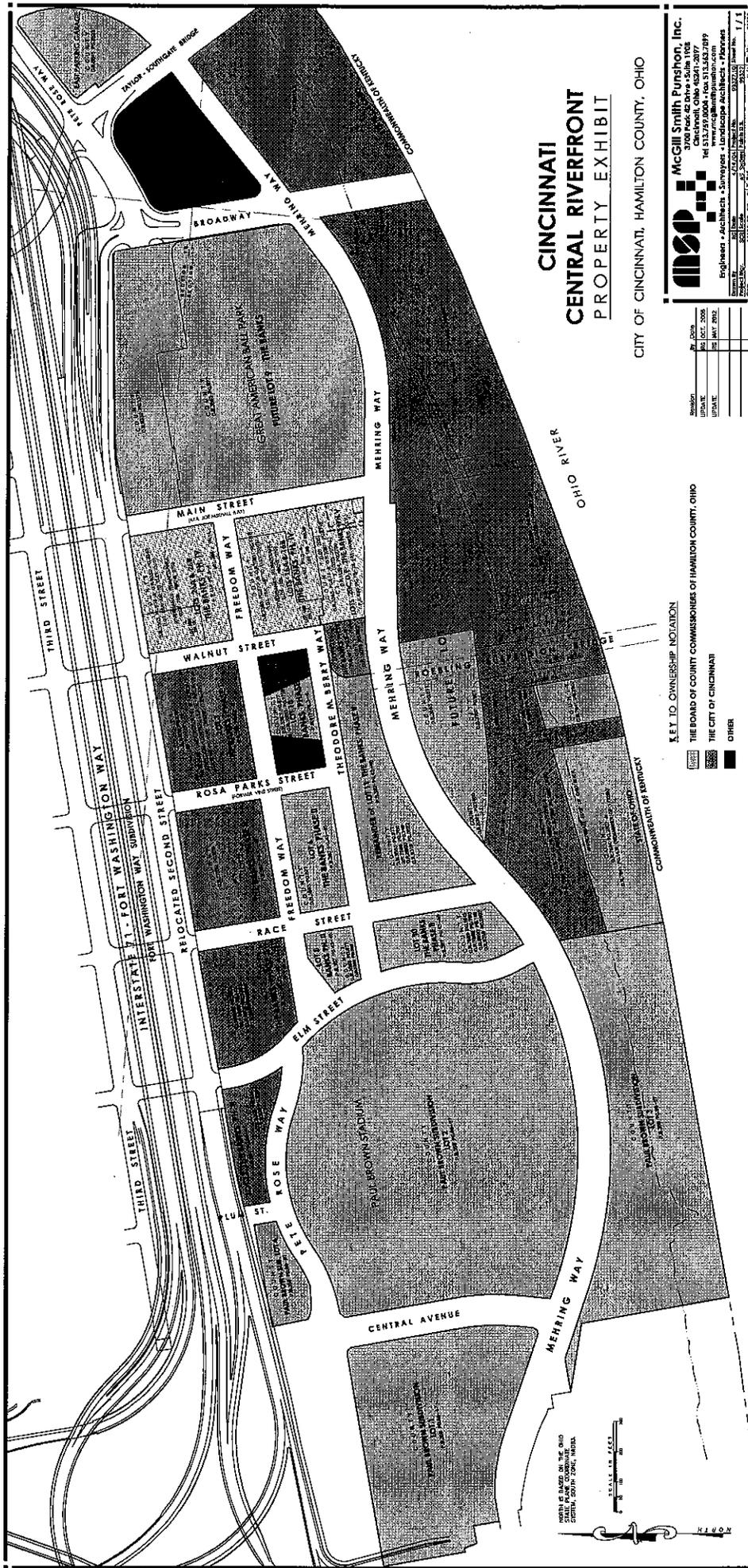
Property Owner:
 CITY OF CINCINNATI
 CINCINNATI PARK BOARD
 950 EDEN PARK DRIVE
 CINCINNATI, OH 45202
 HAMILTON COUNTY
 (513) 352-4080

Project Title:
 PHYLLIS W. SMALE
 RIVERFRONT PARK

Drawing Title:
 SITE SECTION

Project No. 14271.19 Scale: 1"=30'
 Drawn By: TM, DB
 Checked By: TM, ZC
 Approved By: MD
 Date: 05.18.2012

Drawing No. **SC-3**
 Page No. B of 8



CINCINNATI CENTRAL RIVERFRONT PROPERTY EXHIBIT

CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

mcp McGill Smith Punshon, Inc.
 3000 Post-42 Drive, Suite 1100
 Cincinnati, OH 45245
 Tel: 513.579.8004 Fax: 513.582.7899
 Email: mcp@mcgillsmithpunshon.com
 Website: www.mcgillsmithpunshon.com

REVISION	NOV 2009
DATE	NOV 2009
UPDATE	MAY 2007
DATE	MAY 2007
BY	
DATE	
BY	
DATE	
BY	
DATE	

KEY TO OWNERSHIP INDICATION

- THE BOARD OF COUNTY COMMISSIONERS OF HAMILTON COUNTY, OHIO
- THE CITY OF CINCINNATI
- OTHER

STATE PLANS IN OHIO
 STATE PLANS COORDINATE
 SYSTEM, 2011A ZONE, NAD83

Memorandum of Understanding
Among the States in the
United State Fish and Wildlife Service's Region 3

Whereas, the States of Iowa, Illinois, Missouri, Ohio and Wisconsin support a vast array of recreational boating facilities on their respective waterways, coastal areas and Mississippi River;

Whereas, the Boating Infrastructure Grant (BIG) Program, provides an opportunity to promote public waterways with transient docking, and services available for vessels greater than or equal to 26 feet;

Whereas, communication amongst states can help to facilitate developing a process for the implementation of the BIG Program that includes the promotion of public/private partnerships and entrepreneurial opportunities;

Whereas, discussions to promote administration of the Program within individual states such as those sponsored by the State Organization of Boating Access (SOBA) have proven fruitful;

Whereas, a more formal commitment amongst states may serve to advance the Program administration and enable the transient boater to enjoy each of the state's transient boating facilities, waterways, living resources, and history; and

Whereas, the states party to this Agreement do not intend to establish among them a new or separate legal entity but seek to collaborate as independent agencies to meet the goals of the BIG Program.

NOW THEREFORE, we, the undersigned representing state entities agree to the following:

- 1) To cooperate in providing continuity of public access to the shore by increasing and promoting transient slips and related services for vessels greater than or equal to 26 feet.
- 2) To support and administer the BIG Program to improve transient recreational boating opportunities;
- 3) To collaborate on development and use of innovative measures to encourage environmentally friendly marine construction activities and cooperative outreach implementation mechanisms, and to expand interstate agreements between signatory states; and
- 4) To exchange information that assists in the betterment of the overall BIG Program administrative process and project development.

By this Agreement, we the undersigned representatives will work toward our goals in a spirit open to others, welcome new ideas, seek the most cost effective solutions, foster collaborative approaches, and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the parties or five years from the date the Agreement is signed by all parties, whichever occurs first. Any party to this Agreement may withdraw from this Agreement upon written notice to the other parties.

Any property, real or personal, acquired by the parties pursuant to this Agreement shall be independently owned, managed and disposed of by each party in accordance with the party's respective laws and regulations. Each party to this Agreement shall maintain independent budgets in accord with respective state and federal laws and shall not commingle funds with respect to work performed pursuant to this Agreement.

Nothing in this Agreement requires or prohibits additional contractual relationships among or between the parties to this Agreement.

The parties agree that the state of Iowa is required to file this Agreement with state and Polk County recorders for this Agreement to take full effect in that state.

The parties agree that the obligations of the State of Ohio Department of Natural Resources hereunder are subject to the provisions of the Ohio Revised Code Section 126.07.

The State of Iowa, pursuant to Iowa Code Section 28E.

Signature

Date

Liz Christianson, DNR Deputy Director

Approved by the Iowa Attorney General, pursuant to Iowa Code Section 28F.9.

Signature

Date

Name (Printed)

The State of Illinois

Signature

Date

Rose Ragland, Illinois BIG Coordinator

The State of Missouri

Signature

Date

John Hoskins, Director, Missouri Department of Conservation

The State of Minnesota.

Signature

Date

For the State of Ohio:

The parties agree that the obligations of the State of Ohio Department of Natural Resources hereunder are subject to the provisions of Ohio Revised Code Section 126.07.

 9-12-07
Sean D. Logan Date
Director of Ohio Department of Natural Resources

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<p>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Michelle Nygaard</p>	<p>TITLE</p> <p>Director</p>
<p>APPLICANT ORGANIZATION</p> <p>State of Ohio</p>	<p>DATE SUBMITTED</p> <p>10/24/2013</p>

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BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
4. Architectural and engineering fees	\$ <input type="text" value="400,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="400,000.00"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
9. Construction	\$ <input type="text" value="2,600,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="2,600,000.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="3,000,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="3,000,000.00"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
14. SUBTOTAL	\$ <input type="text" value="3,000,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="3,000,000.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="3,000,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="3,000,000.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="50"/> % Enter the resulting Federal share.			\$ <input type="text" value="1,500,000.00"/>

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2014

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant:, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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Prescribed by OMB Circular A-102

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Michelle Nygaard	TITLE Director
APPLICANT ORGANIZATION State of Ohio	DATE SUBMITTED 10/24/2013

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APPENDIX E – LETTERS OF SUPPORT



September 23, 2013

Mr. Jim Hodgson
U. S. Wildlife Service – Region 3
Division of Wildlife and Sport Fish Restoration Program
1 Federal Drive, BHW Federal Building
Fort Snelling, MN 55111

Dear Mr. Hodgson:

I am writing in support of the Cincinnati Park Board's request to apply for the Boating Infrastructure Grant (BIG) application to renovate and expand the existing transient boat dock along the Ohio River. This dock will become the southern gateway to the City of Cincinnati. I represent the developers of the Banks Development which is just north of the Smale Riverfront Park and the proposed Transient Boat Dock. Moreover, we support the park through a Common Area Maintenance (CAM) charge that is paid per square foot of occupancy each year. In 2013, the CAM paid to the park is \$54,570.07.

This project will provide an inclusive environment, enriching all socio-economic groups. Additionally, the project will be built to surpass ADA standards, making it inclusive and accessible for all. This project will be a tourist destination for South West Ohio and it will attract visitors from cities across the nation and the world. Per the U. S. Army Corps of Engineers the Smale Riverfront Project expects over 1.1 million new visitors each year and will conservatively generate an economic value of over \$30 million dollars annually.

The Park project calls for the relocation and renovation of the Transient Boat Dock to serve vessels of 26 feet or longer along Cincinnati's Riverfront. The current Transient Boat Dock is located just east of the new park and is in desperate need of renovation. The Park Board has limited resources to renovate and relocate the current Transient Boat Dock. The Park Board would be able to secure the necessary matching funds for the BIG grant, which would enable the renovation and relocation of the current Transient Boat Dock.

Cincinnati's Riverfront is undergoing a huge economic transformation. Adding a functional Transient Boat Dock, attracting the boating visitors, would add to the economic engine and success of Cincinnati, the region, the State of Ohio, and the world. Thank you for your time. Should you have any questions or concerns regarding the above noted issue please contact me at (513) 352-3250.

Sincerely,

A handwritten signature in cursive script that reads 'Laura Swadel'.

Laura Swadel, Senior Vice President
Carter & Associates – "Banks Development"

Cc: Board of Park Commissioners
Willie F. Carden Jr., Director of Parks

171 17th Street NW
Suite 1200
Atlanta, GA 30363-1032
p 404-888-3000

carterusa.com



Christian Moerlein Lager House

September 18, 2013

Mr. Jim Hodgson
U. S. Wildlife Service – Region 3
Division of Wildlife and Sport-Fish Restoration Program
1 Federal Drive, BHW Federal Building
Fort Snelling, MN 55111

Dear Mr. Hodgson:

I am writing in support of the Cincinnati Park Board's request to apply for the Boating Infrastructure Grant (BIG) application to renovate and expand the existing transient boat dock along the Ohio River. This dock will become the southern gateway to the City of Cincinnati. I represent the Moerlein Lager House restaurant which is located in Smale Riverfront Park and north of the proposed Transient Boat Dock. Moreover, we support the park through an annual rental fee of \$225,000 a year.

This project will provide an inclusive environment, enriching all socio-economic groups. Additionally, the project will be built to surpass ADA standards, making it inclusive and accessible for all. This project will be a tourist destination for South West Ohio and it will attract visitors from cities across the nation and the world. Per the U. S. Army Corps of Engineers the Smale Riverfront Project expects over 1.1 million new visitors each year and will conservatively generate an economic value of over \$30 million dollars annually.

The Park project calls for the relocation and renovation of the Transient Boat Dock to serve vessels of 26 feet or longer along Cincinnati's Riverfront. The current Transient Boat Dock is located just east of the new park and is in desperate need of renovation. The Park Board has limited resources to renovate and relocate the current Transient Boat Dock. The Park Board would be able to secure the necessary matching funds for the BIG grant, which would enable the renovation and relocation of the current Transient Boat Dock.

Cincinnati's Riverfront is undergoing a huge economic transformation. Adding a functional Transient Boat Dock, attracting the boating visitors, would add to the economic engine and success of Cincinnati, the region, the State of Ohio, and the world. Thank you for your time. Should you have any questions or concerns regarding the above noted issue please contact me at 513-623-8274.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Hardman", written in a cursive style.

Greg Hardman
Managing Member

Cc: Board of Park Commissioners
Willie F. Carden Jr., Director of Parks

115 Joe Nuxhall Way Cincinnati, Ohio 45202
Phone (513) 421-2337 (BEER) • MOERLEINLAGERHOUSE.COM