



CITY OF NEWPORT

MAR 03 1995

DEPARTMENT OF ADMINISTRATION
DIVISION OF COMMUNITY DEVELOPMENT

PHONE:
292-3637
TDD PHONE:
(606) 292-3641

August 31, 1994

Cincinnati Rowing Center, Inc.
J. Neal Gardner, President
1800 Provident Tower
1 East Fourth Street
Cincinnati, OH 45202

RE: CASE PZ-94-07 - CINCINNATI ROWING CENTER - DEVELOPMENT PLAN REVIEW - NEW STORAGE AND DOCK FACILITIES TO BE LOCATED ADJACENT TO FOURTH STREET BRIDGE IN TAYLOR PARK

Dear Mr. Gardner:

This letter is written to inform you of the findings of the Newport Planning and Zoning Commission hearing held Tuesday, August 29, 1994. This hearing was held in response to your request for a Development Plan Review for the construction of a storage building and dock facilities for the Cincinnati Rowing Center to be located adjacent to Fourth Street Bridge in Taylor Park.

After reviewing the information and plans submitted at the hearing, the Board voted to approve the plans as presented with the stipulation that the Tree Board gives approval of the final landscape design.. Also that the gravel road and gravel parking lot be permitted since this method is more environmentally sensitive than requiring a paved area at this time and if additional parking is needed you will be required to comply with that request so that it does not cause a burden on the other sections of the park. In addition to that you will meet with the Community Development Director and specifically identify the areas of construction so that you do not go outside of those areas and that the construction limits be clearly defined before construction starts. This is also conditioned upon the approval of the lease agreement between the Rowing Center and the City of Newport.

Please note that all proper building and zoning permits must be obtained from the City of Newport prior to the commencement of any work.

If you have any questions, please feel free to contact me at your convenience.

Sincerely,

Christopher Novak
Zoning Administrator

CN:bks

CC: Mr. William Engeman, 1800 Star Bank Center, Cin OH 45202

August 31, 1994

Honorable Members of the Commonwealth of Kentucky Panel
On Water Safety in Northern Kentucky

*The Champion International
Collegiate Rowing Series*

*National Collegiate Rowing
Championship*

*Benefitting
Kindersvelt of Children's Hospital
Medical Center*

Senator Joe Meyer
Representative Arnold Simpson
Representative Jim Callahan
Commissioner of the Kentucky Dept. of Fish & Wildlife
Tom Bennett
General Counsel to the Governor, Mark Guilfoyle

Gentlemen:

On behalf of the National Collegiate Rowing Championship Trustees and the Greater Cincinnati Rowing Foundation, I would like to urge the extension of the no-wake zone to the Licking River from the I-275 Bridge north to its confluence with the Ohio.

The attached materials describe the amazing development of the Olympic sport of rowing in the Greater Cincinnati area in the 14 years our area has hosted the National Collegiate Rowing Championship. The Kentucky rowing athletes and the support their representatives have given to them has been an outstanding part of this success. This Fall, with their support, there will be a permanent Boathouse on the Licking River at the Fourth Street Bridge in Newport. This will be a cornerstone of future development and permit public access to the Licking and Ohio River, to hundreds of rowers and canoers both competitive and recreational.

We hope that you will have the opportunity to meet a number of the athletes tonight to understand why we believe so strongly that their encouragement and safety should be a concern to us all.

Sensible regulation of pleasure boat speed is appropriate for the reasons described in the July 5, 1994 Cincinnati Enquirer lead editorial. We hope that you will consider these young people as you are addressing this question of speed and water safety. The danger of further boating tragedies must be minimized. The concerns of these young people and their adult supervisors should be alleviated. The reasonable interests of pleasure boaters can be protected by the adoption of a proposed interim regulation and eventual Kentucky law limiting boat speed in this congested area. The alternative, permitting the Ohio regulation to squeeze potentially dangerous unregulated high speed activity into the Commonwealth's waters, will place these young people at greater risk.

Our concern is with the safety and well-being of the athletes, the coaches and the pleasure boaters. We hope that you will adopt appropriate interim regulations and eventually laws with them in mind.

Sincerely,

William K. Engeman
President, NCRC - Secretary, G.C.R.F.

WKE/bav
Enclosures



SEP 26 1994

September 21, 1994

Mr. Jim Parsons
City Manager
City of Newport
330 York
Newport, KY 41071

Dear Mr. Parsons:

As the organization responsible for attracting major sporting and other special events to the Tri-State, we are writing in support of the proposal to construct the Newport Rowing Center. The plans for the project were discussed with our Board of Trustees and the trustees directed me to write this letter of support.

The Cincinnati Regatta has helped spur the growth of rowing in the Tri-State. With completion of a suitable rowing center near the mouth of the Licking River, competitors and recreational rowers alike will have access to a conveniently located facility for the first time. That will certainly increase interest in the sport among area residents.

We suspect it will also stimulate an interest in additional competitive events and perhaps even the training of elite or world-class crews from outside the United States.

In any event, the plan for the Newport Rowing Center seems to us one that will further emphasize recreational use of our shorelines and waterways, and that is certainly a commendable goal for everyone.

Thank you for your kind attention.

Sincerely,
GREATER CINCINNATI
SPORTS & EVENTS COMMISSION

A handwritten signature in black ink, appearing to read "Don Schumacher", is written over the typed name.

Don Schumacher
Executive Director

cc: William K. Engeman



CITY OF NEWPORT

OCT 19 1994

OCT 14 1994

DEPARTMENT OF ADMINISTRATION
OFFICE OF CITY MANAGER

TDD 606/292-3641
606/292-3666
FAX 606/292-3663

October 12, 1994

Mr. William K. Engeman
Taft, Stettinius & Hollister
1800 Star Bank Center
425 Walnut Street
Cincinnati, OH 45202-3957

Re: **Rowing Center**

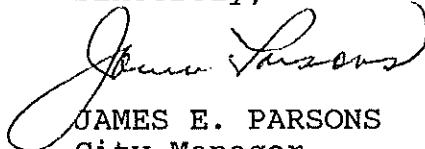
Dear Bill:

Reference is made to the request of the Cincinnati Rowing Foundation to install a storage building at the south edge of Taylor Park in the City of Newport. The City's volunteer group, the Architect's Alliance, and City staff members reviewed the request and the plans submitted by you. Attached hereto are the recommendations made by the Architect's Alliance, which are also supported by City staff.

The primary issue raised by the reviewers relate to the location of the building. If the Cincinnati Rowing Foundation is interested in the location south of the 4th Street Bridge I will work with the group to make the project a reality.

Please review this matter and let me know your thoughts.

Sincerely,



JAMES E. PARSONS
City Manager

JEP/pjm

Attachment

Faxed copy sent
Hard copy mailed

BOATHOUSE STORAGE FACILITY
EVALUATION OF PROPOSAL
ARCHITECT'S ALLIANCE OF NEWPORT

October 7, 1994

Dear Mr. Parsons
Mayor
Board of Commissioners

The members of the Architect's Alliance of Newport have reviewed the design for the proposed rowing center storage building located at the foot of the Fourth Street bridge. The following is a summary of our observations:

It was agreed that the north side of the Fourth Street bridge was an inappropriate location for a storage facility such as this. The proposed site is very prominent in that it is a terminus\beginning point for the new Riverwalk. This site would be more suited to a passive recreation use that could be a destination point or place of gathering within the park. Locating a storage facility at this location would preclude the public from enjoying this portion of the park.

Locating the building on the south side of the bridge (assuming this site was available and of suitable terrain) would offer several advantages over the proposed scheme. It is assumed that the park will not be extended south of the bridge in the near future. Locating the building there would separate it physically and visually from the park by the bridge itself. The building type (i.e. metal building) is much better suited to the surrounding context of the industrial buildings on the south side. In general, the south side of the bridge is not as aesthetically critical as the north.

In regards to the building itself, assuming it could be located on the south side of the Fourth Street bridge, everyone felt that the design described by option #2 was more appropriate than option #1. Darker, earth tones would help the building blend into its landscaped surroundings. The light colored roof may be too bright and reflective, drawing attention to an otherwise non-descript building.

The Alliance felt that because of the buildings elevation and proximity to Fourth Street, extra design attention should be directed to the roof massing. The body of the building itself probably won't be seen but the roof will be a focus point (regardless of the color). We felt the cupolas are not significant enough given the scale of the whole building. Several methods of improving the aesthetic of the roof were discussed:

A ridge clerestory would not only help break up the roof mass but would also relate to the context of industrial buildings further south. Skylights could be incorporated here as well as, or instead of, the proposed location at the eave of the building.

A single or multiple cross gables could be incorporated into the roof design to break up the roof mass. If cupolas are used, cross gables would intermediate between the scale of the roof and the scale of the cupolas.

Finally, questions were raised as to the suitability of the building construction (metal building, rolling doors, insulation, etc.) in an area that is certain to flood. Is the building designed to withstand flooding? Will metal components in the building rust and require replacement? Are funds in place in anticipation of maintenance required by flooding?. Where is the flood plain relative to the building? Has/should the Corps of Engineers have any input in the location of the building?

The Architect's Alliance would like to thank the city of Newport in recognizing the importance of these design issues and for giving us the opportunity to assist them in evaluating this proposal. Should you have any questions regarding this or other projects please feel free to contact us.

The Architects Alliance

commenting members:

Mark Abbott
John Blignaut
Jim Guthrie
Deanna Heil
Jim Price
Rick Nevil

EIGHTEENTH FLOOR
STAR BANK CENTER
CINCINNATI, OHIO 45202

November 7, 1994

Mr. Frank DeGott
Operations & Readiness Division
United States Army Corps of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

Dear Mr. DeGott:

As you know, the Cincinnati Rowing Center is constructing a boathouse on the Licking River in Newport adjacent to the Fourth Street Bridge between Covington and Newport. The boathouse will be constructed at 488 feet above sea level. Will you please confirm that no Corps of Engineers' permit is required for the building's construction?

Thanking you in advance for your cooperation, I remain

Very truly yours,



William K. Engeman

WKE/bav

November 10, 1994

Operations and Readiness Division
Regulatory Branch (South)
ID No. 199401268-dle

Mr. William K. Engeman
Cincinnati Rowing Center
Taft, Stettinius & Hollister
1000 Star Bank Center
425 Walnut Street
Cincinnati, Ohio 45202-3957

Dear Mr. Engeman:

This is in regard to your letter dated November 7, 1994, concerning a proposal to construct a boathouse on the Licking River in Newport, adjacent to the Fourth Street Bridge between Covington and Newport, Kentucky.

Based on the information provided by you, it does not appear that a Department of the Army (DA) permit will be needed, since all work would take place above the Ordinary High Water (OHW) elevation of the Licking River at this location. However, if any other work, such as a docking facility is planned which would involve the performance of any work below the OHW elevation or would require the discharge of dredged or fill material into "waters of the United States," including wetlands, plans should be submitted for our review. In this regard, I have enclosed an application packet containing the instructions and forms needed for submission of an application for a DA permit.

Our comments on this project are limited to only those effects which may fall within our area of jurisdiction. Lack of comments on other environmental aspects should not be construed as either concurrence or nonconcurrence with stated environmental effects.

If we can be of any further assistance, please contact us by writing to the above address, ATTN: CEORL-OR-FS, or by calling me at (502) 582-5452.

Sincerely,

ORIGINAL SIGNED *11/21/94*
WFC

William F. Christman
Chief, Regulatory Branch
Operations and Readiness Division

GREATER CINCINNATI ROWING FOUNDATION, INC.

EIGHTEENTH FLOOR
STAR BANK CENTER
CINCINNATI, OHIO 45202

April 21, 1995

Office of the Secretary
William K. Engeman (513) 357-9366

OFFICERS & TRUSTEES:

Dr. Warren G. Harding, President
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Harold Shevers
Joseph S. Stern, Jr.
Martha Summa
Ross Terrell
Richard Tranter, Esq.
Beverley Tucker

VIA TELECOPY

Lt. Paul Thorne
United States Department of Transportation
United States Coast Guard
Cincinnati

Dear Lt. Thorne:

Thank you for your call yesterday afternoon. I appreciate your consideration and would be pleased to have you forward the response to objections to members of the Propeller Club or other interested individuals.

I also appreciate your comment yesterday that construction of the proposed dock would improve the safety of the rowing activity at this location in view of the shore conditions we observed in our site view. I will communicate this to the Corps and would appreciate your confirming that to them also.

On behalf of the Foundation, we want to assure cooperation with the Coast Guard in bringing together resources to address the safety/education issues we discussed. Your undertaking to facilitate discussions with the Propeller Club Port Safety Committee, the Coast Guard auxiliary and others should be a very positive addition to this project. I will certainly see that the rowing coaches, and the Rowing Center Board are responsive to any meeting invitation and will facilitate in any way I can. As we have agreed, if everyone involved remains engaged in the continuing education process, any risks associated with this project can be minimized.

Thank you again for your call.

Sincerely,


William K. Engeman

cc: Mr. Frank DeGott