

WATERFRONT NEWS

The publication of the Cleveland Waterfront Coalition
August 2006

President's Column

One of the past Presidents of the Cleveland Waterfront Coalition, Genevieve Ray, was a major force in the original effort to save 2 of the 4 Hulett Ore Unloaders. She still insists they are a national treasure and defining icons of Cleveland's industrial heritage. While we agree in principle, we have yet to identify a viable funding source. We also note that the Old Coast Guard Station at the mouth of the Cuyahoga River is worthy of preservation. The station is a permanent fixture on the waterfront and demands roughly the same amount of funds. The station should be a gem, but is an embarrassing eyesore at the heart of the Cleveland waterfront. It will be a struggle to preserve one of these projects. We do not see how saving both in their entirety is possible. We also rate restoring the Hulett's as less important than finishing the Towpath Trail.

Many thanks to Councilman Matt Zone for his efforts to bring the Hulett's issues into the realm of public discussion. At the 6/22/06 Public Meeting, possibilities other than the polar positions of scrapping and total renovation were advanced. It was obvious more public discussion is needed. This process should and can be wrapped up in a timely manner in 2006. Too much passion and effort has been expended to call the 6/22/06 meeting the end of the public process.

John W. Veres
President

CWC Board Members

Frank Barnett	Martha Senerchia
Ryan McKenzie	Ellie Sullivan
Matt Montecalvo	John Veres
Joyce Burke-Jones	

CWC Mission Statement

The Cleveland Waterfront Coalition was recognized as a nonprofit 501c3 membership organization in 1981. Our mission is to increase public awareness of Cleveland's waterfront as a public resource and promote comprehensive waterfront planning and development that provides public access to a waterfront that is inspired by excellence in social, economic and environmental best practices.

Burning River Fest '06

August 12, 2006

11 am—8 pm

Wendy Park at Whiskey Island

Located off the Edgewater Park Exit

CWC will exhibit. Our focus is the Old U.S. Coast Guard Station at the entrance of the river attached to Wendy Park

Event:

This one day family friendly festival features environmental educational programs and demonstrations, local artisans and musicians, a variety of locally produced delicacies from Cleveland's favorite restaurants, Great Lakes Brewing Company beers and the most interesting and diverse views of Cleveland' lakefront and skyline.

Friends of Big Creek and Friends of Edgewater State Park

Citizen involvement through Friends groups are a must for realizing improvements in public endeavors. CWC has and will continue to support Friends of Big Creek (FOBC) and Friends of Edgewater State Park (FOESP).

The severely urbanized Big Creek watershed flows through Cleveland, Brooklyn, Linndale, Brookpark, Parma, Parma Heights and North Royalton. FOBC is focused on connecting greenways (Cuyahoga River near Harvard Rd. to the Zoo and south) and improving the watershed's health, access to, and recreation along Big Creek. Their email is info@friendsofbigcreek.org. Or you can contact Bob Gardin at 216-661-4998.

FOESP aims to preserve and improve its namesake park. They conduct clean-ups and history walks, as well as focusing on the needs of the park. Their general membership meeting is September 17th from 12 noon to 4pm at the Edgewater Yacht Club Pavilion. Contact Mary Elliot at 216-798-2728 or email liveincleveland.com.

To become a member of CWC: send a check to:

Cleveland Waterfront Coalition
3105 Bridge Avenue
Cleveland, Ohio 44113
(216) 281-8703
Email: www.veres9@sbcglobal.net

\$20.00 Individual, \$50.00 Corp/ Org, \$10.00 Student

Dike 14 Nature Preserve

In December 2005, the Dike 14 Public Natural Area Master Plan Report was issued. It was prepared by Biohabitats Inc. for the City of Cleveland' Department of Parks, Recreation, and Properties. "The Master Plan treats habitat preservation and enhancement of those habitats as the site's primary use" The Master Plan (MP) emphasizes adaptive management as an ongoing practice to keep the Dike as varied and interesting as possible. The MP includes various uses but only to the extent that the collection of desirable habitats remains uncompromised.

The estimate for implementing all MP recommendations is \$4,762,000. and roughly breaks down as follows (in thousands of dollars):

\$1,135.7	Trails (2.5 miles)
\$1,128.1	Programmatic Areas
\$2,063.4	Habitat Enhancement
\$ 238.4	Entry Area outside of Dike 14
\$ 158.6	Fencing for Perimeter
\$ 36.0	Site signage

Significant cost items of the above groupings are:

HABITAT ENHANCEMENT

\$523.1	Wetland Restoration
\$290.0	Invasive Species Management
\$213.2	SE Woodland Area
\$176.0	Conifer Woodland Area

TRAILS

\$258.0	10 foot trail to the Beak (NW corner)
\$560.1	10 foot trail to the Eastern Shore
\$317.6	Gravel and Mulch Trails

The two 10 foot trails allowing traffic in both directions total 3/4 mile. The gravel and mulch trails total 1 2/3 mile approx.

PROGRAMMATIC AREAS OF HUMAN ACTIVITY

\$436.9	Central Gathering Area (6000 square feet)
\$208.9	Entry Drop Off Area
\$252.0	Overlook Mound at Beak
\$202.6	Beak (NW corner)

The Master Plan is inclusive of a gamut of compatible uses. Realistically, the evolution of Dike 14 will proceed in phases. The first critical step is the sediment testing and risk assessment that must be done to allow ongoing, unmonitored visitation to the Dike. The legal obstacle of certification for passive recreation (probable) or active recreation (questionable) must be resolved. The Cuyahoga Soil & Water Conservation District was awarded a \$200,000 US EPA Brownfield Grant on May 12th. Together with \$50,000 from Cuyahoga County, the testing results and risk assessment should be finished by early 2007.

The next step would be to embark on a first phase plan for development of the Dike 14 Natural Area. The Dike 14 EEC (Environmental Educational Collaborative) unveiled such a plan for their May 20th "open house" on Dike 14 (the next one is scheduled Saturday, September 9th). Their estimate of \$637,700 would include:

- (1) Signage at \$30,000
- (2) Benches at \$7,200
- (3) Required risk assessment and legal jurisdiction work at \$51,500
- (4) A 3/4 mile, 4 foot wide trail from recycled materials for public access to Dike 14 at \$549,000

The path would go from the current entrance to the "Beak", then east along the perimeter to the Doan Brook culvert (1/3 of the way along the north side), and then back to meet the trail to the Beak at about the half way mark.

CWC thinks the EEC proposal is a good example of a phase-in. We are unaware of any objection to this proposal. Although the MP would call for a 10 foot wide trail in most of this area, we would back a 4 footer if viable funding comes forward. Objections to the MP have surfaced. The EEC phase in allows us to go forward together and not have to resolve the endgame in the immediate future.

Sorry we omitted a map. Contact CWC if more information is needed or visit the City of Cleveland Planning Commission's website. planning.city.cleveland.oh.us

U.S. Coast Guard Station

Many thanks to Mayor Frank Jackson, Councilman Matt Zone and the Cleveland City Planning Commission for holding a Public Meeting (3/9/06) to share the vision of potential development for the historic U.S. Coast Guard Station. A strategic plan for the restoration of the Station was presented. That plan was prepared by City Architecture through a grant from the Ohio Department of Natural Resources, Office of Coastal Management.

The site at the west side of the mouth of the Cuyahoga River dates to 1897. It is at the end of a pier and built on filled land. The "Life Saving Service" at the site evolved into the U.S. Coast Guard. In 1940, the Coast Guard Station was built at a cost of \$360,000. Notable local architect Milton Dyer's used the streamlined modern style and the result was described as "the finest" and "the most beautiful in the nation". It was in use until 1974 when the Coast Guard moved to the E.9th pier. A local developer attempted to commercially utilize the Old Coast Guard Station (OCGS) unsuccessfully. Severe deterioration occurred during his stewardship. City acceptance of the property in 2003 apparently absolved him of any legal responsibility as the OCGS is listed on the National Register of Historic Places. The location is at a critical point of confluence of the Cuyahoga River and Lake Erie. It is the center of the Cleveland waterfront. The City of Cleveland's Waterfront District Plan, Ohio and Erie Canal National Heritage Corridor, and Cuyahoga County's Plan for Wendy Park all overlap here.

The complex at OCGS consists of a quarters building for staff and officers, boathouse, and garage. The quarters building has a partial basement, two stories and a cylindrical observation / lookout tower of 60 feet. The structural assessment is:

PIER/CAUSEWAY	MUST BE REBUILT
UTILITIES	MOST ARE MISSING / UNVERIFIABLE
EXTERIOR	WALLS:GOOD, SKIN OF WALLS:POOR, DOORS, WINDOWS & DRAINS:POOR
ROOFS	ALL HAVE FAILED AND ARE OPEN TO ELEMENTS
SHEETPIILING/RETAINING WALL OF LANDFILL	POOR
BUILDINGS ARE STRUCTURALLY SOUND DUE TO WALLS	

The 3 SCHEMES presented were:

SCHEME 1	\$8,036,000.00	Historically preserve through use of historic tax credits as Lake Erie Environmental Museum (Coast Guard & Maritime history), small restaurant / café.
SCHEME 2	\$9,239,000.00	Renovation and adaptive reuse with commercial and public uses, restaurant and banquet space, board walk on west side of pier, Lake Erie Environmental Museum, educational Center, activity Center (watercraft & bike rentals)
SCHEME 3	\$\$4,984,000.00	Monumental ruins of OCGS-Educational passive park. Keep quarters building (with tower) only. Keep as only a shell-no roof or windows, activity center, most park like.

COMPARISON OF FEATURES OF THE 3 SCHEMES:

Observation/lookout tower for panoramic views	All 3
Public boat docking	All 3
Park Space	All 3
Site Utilities	1,2, minimal on 3
Vehicle Access	1,2, no on 3
Activity Center	2,3, no on 1

SIGNIFICANT COST COMPONENTS:(in thousands of dollars)

Pier/Causeway	\$1,220 (1 & 2.- 25 ft wide)	\$1,112 (3-20 ft)
Demolition and Removal	\$ 200 (1 & 2)	\$ 600 (3)
Site Utilities	\$ 625 (1 & 2)	\$ 50 (3)
Retaining Wall/ sheetpiling	\$1,125 (1,2 & 3)	
Roofs	\$ 223 (1 & 2)	\$0 (3)

COST TOTALS (in thousands of dollars):

	1	2	3
Site Components	\$3,456	\$3,989	\$3,126
Quarters Building	\$1,344	\$1,288	\$ 167
Boathouse	\$ 470	\$ 710	NA
Storage Building	\$ 132	\$ 166	NA
Activity Center	NA	\$ 57	\$ 57
SUBTOTAL	\$5,402	\$6,210	\$3,350 (Construction)
FINAL TOTALS	\$8,036	\$9,239	\$4,984

After the subtotal, add 15% for contractors profit and overhead. Then add 25% for contingency costs and then 12.5% for fees and administrative costs (both compounded), approximate multiplier after construction is 1.5

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U.S. Coast Guard Station (cont.)

The engineering and conditions assessment was done by the Ralph Tyler Companies. They stressed that the retaining wall/sheetpiling that holds the landfill area together will probably fail in the next couple of years. At that point, the complex will be lost. How's that for urgency !!! The Army Corps of Engineers has most of the responsibility for the causeway/pier. These two site components come to 2.2 million dollars minimum by themselves.

Cleveland Waterfront Coalition can't emphasize enough that the OCGS, Wendy Park and the Whiskey Island Marina together are the only foreseeable, viable greenspace for the increasing number of downtown and flats residents. Yes, connections to the area are difficult. The connections needed are easier done than finding anything similar to this greenspace.

Finally, we need to plant the seed of intervention by the Cleveland Metroparks. We are encouraged by their participation in the extension of the Towpath Trail from Harvard Road to Canal Basin. We would note that almost all of their efforts are on the borders of Cleveland or in the suburbs. Their presence in OCGS/Whiskey Island would be welcomed by both the City and the County. They have the resources and reputation best suited for this endeavor. We have heard their diplomatic responses expressing genuine interest. We hope the timing and urgency of the situation get them (us) there before it is too late.

Cuyahoga River Remedial Action Plan

RAP's Mission is to clean up pollution in severely degraded watersheds. Projects conducted under the RAP in 2006 are expected to include these key projects:

- 1) completion of an environmental assessment of Mill Creek
- 2) development of a comprehensive de-listing plan for Cuyahoga River tributaries allowing restoration efforts to move forward
- 3) managing a technology demonstration project bringing 'green bulkheads' into practical use in the Cuyahoga River shipping channel

More information on these and other Rap activities can be found on the Cuyahoga River RAP web site: www.cuyahogariverRAP.org. If you would like additional information on the CWC's involvement with the RAP, feel free to contact Matt Montecalvo at matthew_montecalvo@sbcglobal.net