

### Getting Cleveland back on the waterfront

## Full steam ahead for Whiskey Island Marina

by Mary Knurek

It's full steam ahead for the development of Whiskey Island Marina.

In February, Gerry Weiman of Whiskey Island Partners provided a detailed explanation of the plans for the marina to the CWC Research Committee.

"We want to get Cleveland back on the lakefront," contended Gerry, "whether it's boating, picnicking, dining, shopping, walking, or biking."

And the Whiskey Island Marina, with all it has to offer, may just do that with its thirty acres of land located at the mouth of the Cuyahoga River. A 1000-slip marina has been proposed to hold boats ranging from 30 to 100 feet in length. Dry rack storage will also be available to warehouse up to 600 boats during the off-season.

"We've identified a problem with dock

space in Cleveland," explained Gerry. "We're losing transient dockers. Out of town boaters are passing by Cleveland." To answer this, transient space for approximately 100 boats is part of the plan.

Whiskey Island Marina will be more than

a place to dock a boat. An urban park is also in the planning. An all-purpose trail with picnic areas will connect the marina with Edgewater Park. People can jog, walk, or bike along this trail. At the marina, a variety of services will be offered. The Marina Center will serve all boating needs from gas and

repairs to a bait and tackle shop to laundry and shower facilities.

Potentially, three distinct restaurants would offer the perfect atmosphere for any type of outing. Imagine relaxing at the Marina Club with

*“ A 1000-slip marina has been proposed to hold boats ranging from 30 to 100 feet in length. ”*

its bar, pool, and restaurant; a deli/snack bar available for a quick refreshment; an elegant restaurant to provide an ideal view of a sunset over Lake Erie.

All these plans sound great. We'll let you know how things progress.

### Jan Rybka joins RAP Committee

With her baby girl at a good solid 16 month start on life, Jan Rybka must feel ready for the next challenge. Jan, CWC's *immediate past* Immediate Past President (i.e., two terms back, before Charlie, before Nan), is now Public Involvement Coordinator for the Cuyahoga River Remedial Action Plan (RAP). The RAP guides the continuing improvement of water quality in the river. In Ohio, there are also RAPs for the Ashtabula, Maumee, and Black rivers.

Jan's job is to get citizens involved because public participation is seen as crucial to developing an effective cleanup. There will be public meetings, lectures, and workshops, all in an effort to "link environmental goals to economic revitalization in the Cleveland/Akron area."

CWC has been active with the RAP since it was founded. The Waterfront News will keep you posted and let you know when and how you can get involved.

### Rock Hall and the CWC Harbor Vision

by Rich Duxbury  
Chairperson, Research

The recent selection of North Coast Harbor (NCH) as the new home for the Rock and Roll Hall of Fame and Museum resulted in heated discussion within the Research Committee of the Cleveland Waterfront Coalition. Some members saw the announcement as the first threat to CWC's long-standing design guidelines created to protect our collective dream for the harbor.

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# Rock and Roll Hall

In addition to what some termed the "alien nature" of the Rock Hall being forced into the NCH plan, there are other basic questions that this announcement raises:

- Is the Rock Hall compatible with the other attractions like the Aquarium and the Great Lakes Museum of Science, Technology, and Environment?
- What must be deleted from the NCH plan to accommodate the Rock Hall?
- Will the building infringe on the existing public areas or prohibit access to the water?
- Need all major attractions be "water-related"?
- How closely do we expect developers to follow our guidelines?

These are all legitimate concerns, but what exactly are CWC's design guidelines and how do they effect the Rock Hall? Perhaps an excerpt from CWC's review of the 1988 Civic Vision 2000 may help remind our readers of the most recent version of our waterfront vision:

**"The following should be goals and priorities in the planning and development of the Cleveland Waterfront:**

(1) To the extent possible, a specific required setback for public access and use along the Lake and River should be enacted into law. The setback should be required for all new and future development...

(2) Public park areas (i.e., green naturalized or landscaped areas) should be included wherever possible, including between buildings and surrounding parking areas. . .

(6) Waterfront development should emphasize water-related, public-oriented activities and facilities.

(7) The height and mass of buildings should always take into consideration the views of other buildings and views from ground

level and the bluffs.

(8) There should not be overbuilding or excessive "urbanization" of the Waterfront.

There are other important comments mentioned in the Civic Vision 2000 document worth noting in this discussion of the evolution of the design guidelines:

- "The Wintergarden is an important element of the Harbor plan which has apparently been deleted or deemphasized."
- "Any massive office, commercial, and/or hotel development in the area between the bluff and Shoreway must be carefully thought out, considering the vistas from the bluff and the scale of buildings in the Mall and Harbor areas."
- "We agree with the proposed promenade park or plaza area on the southeastern corner of the Harbor."
- "The connector or promenade linking the Mall and Harbor should step or ramp gradually straight down to the ground level . . . without any structure in its way which would block Lake vistas ..."

These specific Civic Vision comments are cited to illustrate that most key elements for NCH remain intact. Others, such as the Wintergarden, offices, retail space, and the hotel are less certain, and thus lower in priority. Unchanged over the years has been CWC's demand for open space, public access, and unobstructed vistas.

The debate about the Rock Hall at the recent Research Committee meeting is but the first of many tests of the design guidelines drawn up by CWC. These guidelines are not meant

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The CLEVELAND WATERFRONT COALITION is a not-for-profit corporation, established in 1981, to encourage public access to Cleveland's waterfront through comprehensive planning, awareness and participation. The CWC has become a respected voice in the community as a public monitor, informational network and volunteer center.

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