

## CLEVELAND CITY PLANNING COMMISSION ACTION: MARCH 7, 2008

### New Confined Disposal Facility and Cleveland Port Relocation

The City Planning Commission approves the area from East 55<sup>th</sup> Street to East 72<sup>nd</sup> Street between the existing Lake Erie shore line and the federal breakwater as shown in Exhibit 1 as the general location for a new Confined Disposal Facility to be built by the United State Army Corps of Engineers (USACE) such that this future land mass will be shaped and sized to accommodate new commercial maritime docks of the Cleveland-Cuyahoga County Port Authority with the understanding that:

1. Confined Disposal Facilities (CDF) for Dredge Materials: Any CDF or other dredge materials disposal alternatives for Cleveland harbor undertaken by the Army Corps is intended to provide sufficient capacity to hold approximately 20 years of dredge materials based on the removal of approximately 330,000 cubic yards annually to maintain the federal shipping channels. The dredged areas of Cleveland harbor include:
  - A navigable channel within the five-mile long breakwater that protects the Lake Erie shoreline between Edgewater Park and East 55<sup>th</sup> Street;
  - The Old River Channel between Whiskey Island and the Main Avenue Peninsula to support bulk sand and gravel shipments brought to privately-owned docks and the export of salt mined under Lake Erie;
  - A 6.7-mile shipping channel on the Cuyahoga River its mouth at Lake Erie to the Arcelor Mittal steel mills south of I-490.

The East 55<sup>th</sup> Street CDF site and other alternatives currently are under evaluation by the USACE as part of a Dredge Materials Management Plan for Cleveland harbor. This effort will result in the preparation and public review and comment on a Draft Environmental Impact Statement scheduled for November 2008 and a Final Environmental Impact Statement scheduled for March 2009. These documents must address significant community concerns in the vicinity of the East 55<sup>th</sup> Street site including, but not limited to:

- Water circulation and water quality in the area between Burke Lakefront Airport and the proposed CDF which has several combined sewer overflows discharging along the shoreline today;

- Impacts on surrounding properties including the residential development at Quay 55, flight operations at Burke Lakefront Airport, commercial and industrial uses along South Marginal Road and recreational activities available at the lakefront yacht clubs, Gordon Park and Rockefeller Park;
  - Impacts to fishing habitats, particularly shoreline areas attractive year-round;
  - Impacts to the natural habitat that is maturing on Dike 14 and particularly attractive to migratory birds;
  - Recreational boating access both within and beyond the federal breakwater;
  - Maintenance of public access along the lakefront for pedestrians, bicyclists and those traveling by car.
2. Port Relocation: The relocation of any existing maritime facilities to the East 55<sup>th</sup> Street area cannot occur until the containment walls for the CDF have been built and sufficient dredge material placed to create a sufficient land mass to support cargo handling operations between ships and the docks with access to regional transportation networks. However, a general layout of future Port facilities is necessary to ensure that various types of cargo can move efficiently across the docks between ships and the regional transportation network to link northeast Ohio businesses with global markets.

Within 120 days, the Port Authority will present to the City Planning Commission for action a Facilities Program Statement and Conceptual Site Plan for the proposed docks at the East 55<sup>th</sup> Street site that identifies existing and future cargo handling infrastructure including outdoor storage areas, warehouses, cranes, rail facilities, roadways and utilities for various types of cargo including:

- Container cargo;
- Roll-on/roll-off cargo that may be combined with passenger ferry services;
- Breakbulk/steel;
- Bulk materials (not including iron ore pellets that will continue to be handled at the Port Authority's Cleveland Bulk Terminal).

As part of the Facilities Program Statement and the Conceptual Site Plan, major transportation facilities will be identified including:

- Water routes and turning areas that likely to be used in the vicinity of the proposed docks for commercial shipping;
- Freight railroad access between existing tracks and the proposed docks and how this may impact at-grade street access south of I-90;
- Highway access between I-90 and the proposed docks.

3. Community Assets & Park Facilities Replacement: Within or nearby the area for the future CDF and Port Authority docks, currently there are a number of community assets and park facilities including:

- The East 55<sup>th</sup> Street Marina with its 354 floating docks, 8 transient docks, parking, public restrooms, concession stands, ODNR maintenance facility;
- The Cleveland Lakefront off-road bikeway;
- Shoreline fishing platforms;
- Gordon Park;
- Rockefeller Park;
- Dike 14.

Of these, the East 55<sup>th</sup> Street Marina, owned by the City of Cleveland and managed by the Ohio Department of Natural Resources as part of the Cleveland Lakefront State Park system, is within the site for the new CDF and Port Authority docks. The Cleveland Lakefront Bikeway offers a scenic waterfront route between Cleveland's Edgewater and Collinwood neighborhoods and is on an off-road path along the south side of the marina between East 55<sup>th</sup> Street and East 72<sup>nd</sup> Street. This bikeway also provides pedestrian access to additional shoreline fishing areas between the East 55<sup>th</sup> Street Marina and the Inter-City Yacht Club.

The Port Authority will be responsible for replacing, in-kind and, generally, in number and extent, any recreational assets that are displaced by the development of the proposed CDF and Port Authority docks, including the marina, along with its parking, storage and ancillary facilities, and shoreline fishing areas and Lakefront Bikeway trails.

The Port Authority also will be responsible for funding preparation of a Concept Plan, prepared in partnership with the City of Cleveland, ODNR, and local stakeholders. The Concept Plan will address the following matters, among others:

- Replacement of the East 55<sup>th</sup> Street Marina facilities;
- Relocation of the Cleveland Lakefront Bikeway;
- Maintenance of shoreline fishing opportunities through development of new platforms or piers as appropriate;
- Minimizing the presence of I-90 by linking the unique green spaces of Gordon Park, Rockefeller park and Dike 14; and
- Exploring opportunities for commercial development appropriate to a waterfront setting.

4. Downtown Lakefront Concept Plan and Redevelopment Strategy: It is anticipated that the commercial maritime facilities operated by the Port Authority will be relocated to the East 55<sup>th</sup> Street site on an incremental basis as the CDF is filled.

The Port Authority and the City of Cleveland are encouraged to prepare a master plan and development strategy that focuses on a phased approach that will allow the transition from commercial maritime activities to higher density mixed use development that allows public access along the downtown waterfront.

5. International Trade District: A major determining factor to relocating the Port Authority docks to the East 55<sup>th</sup> Street area is the close proximity to the region's railroad and interstate highway network. These transportation arteries are expected to extend the influence area of the Port Authority, particularly for distribution and manufacturing operations, along the I-90 Corridor from downtown Cleveland to Euclid and Eastlake. The Port Authority and the City have identified an "International Trade District" generally extending between East 30<sup>th</sup> Street and East 88<sup>th</sup> Street immediately south of I-90 as an existing industrial area that could see industrial redevelopment induced by its close proximity to both the existing and future Port Authority docks.

The Port Authority, St. Clair-Superior Development Corporation and the City of Cleveland are encouraged to prepare a master plan and development strategy for the area identified as the International Trade District that supports Port-related business development.

**EXHIBIT 1  
AREA FOR PROPOSED CONFINED DISPOSAL FACILITY FOR PORT RELOCATION**

