

**LEARN THE FACTS**  
**ABOUT THE PORT AUTHORITY'S PLANS TO DESTROY EAST 55 ST.**  
**LAKEFRONT STATE PARK AND MARINA**  
**AND BUILD A 200 ACRE INDUSTRIAL FACILITY**  
**ON CLEVELAND'S LAKEFRONT**

A campaign initiated by the Dike 14 Nature Preserve Committee, August 2008

Barbara A. Martin, Chair, Dike 14 Nature Preserve Committee [barbaramartin2001@juno.com](mailto:barbaramartin2001@juno.com)

Bill Gruber, Vice Chair, Dike 14 Nature Preserve Committee [GruberWL@aol.com](mailto:GruberWL@aol.com)

- The Cleveland-Cuyahoga County Port Authority, with the acquiescence and support of the City of Cleveland, is planning to destroy the Cleveland Lakefront State Park and Marina at East 55<sup>th</sup> Street, and to replace it with a 200-acre industrial port facility on Cleveland's lakefront. The Port wants to move its entire operations and facilities to the new land to be constructed as a Confined Disposal Facility (CDF) by the Army Corps of Engineers for dredge disposal between East 55 St. and East 72 St. along Cleveland's lakefront.
- This new Port facility will destroy the Cleveland Lakefront State Park at East 55th Street and Marina, and portions of Gordon State Park. Amenities at E. 55th include: State Marina with 360 boat slips, 20 transient docks, ample parking, and a restaurant and concession building; State Park with a 10-foot wide promenade and 1,200 lineal feet of fishing access, picnic areas, toilet facilities, and ample parking. Also, there are 700 lineal feet of bikeway and fishing access connecting the E. 55th Street State Park to lower Gordon State Park at E. 72nd. And finally, there are protected, recreational waters within the break wall that will be consumed by the 200-acre CDF and by the security buffer zone for the Port facility. The loss of these protected, recreational waters will significantly and adversely affect all recreational boats.
- The Port's proposal would be a reversal of plans going back at least 30 years of the Ohio Department of Natural Resources and the City of Cleveland, as well as public promises made to the citizens of Cleveland's neighborhoods, and the entire region, to expand and improve the Lakefront State Park at East 55th St. and the Marina and to open up more of Cleveland's lakefront to public access.
- The Port's proposal violates the City's own 2004 Lakefront Plan, which was approved by the City's Planning Commission after three years of input and approval from thousands of citizens, the State and County. The Lakefront Plan (aka Waterfront District Plan) has as one of its goals the preservation and expansion of the State Marina and Park from East 55th St. to East 72nd St.
- The Port's proposal ignores a year-long study and analysis by the Army Corps of eight sites along the Cleveland lakefront and Cuyahoga River that identified, with the Port's and City's full involvement, three viable sites for locating Cleveland's next Confined Disposal Facility (CDF).
- The Port's proposal is based on an unsupported claim that the Port needs to expand from the current 75 acres it uses at its existing downtown location, to 200 acres. This alleged need for a huge expansion in space for the Port is based in part on a speculative plan for a container ship facility, which the Port's own study found to be of questionable viability. Moreover, the Port acknowledges that it can handle container ships that might come to Cleveland at its current location. Besides, the Port has lost up to a million dollars a year over the past 5 years in its maritime activities, and has no business plan or study showing the likelihood of a need to grow almost 2 ½ times its current size.
- The Port's proposal is the result of City plans to take over the Port's current location for private development linking the downtown to the lakefront. But the Port has failed to seriously consider remaining in its current location (which is a total of about 120 acres, with the Port using about 75 acres at this time), and expanding the land area by adding fill on its northern side out into the Lake, as has been proposed in

the past. This expanded land mass could then accommodate a Port of about 100 acres as well as private development of housing, retail, office and recreational amenities.

- The Port is required, according to the City, to replace the amenities at East 55th St. elsewhere on the lakefront and, therefore, has proposed to crowd all of the marina and park facilities on top of the existing Gordon Lakefront State Park at E. 72nd St., which would have devastating and negative impacts on Gordon State Park, Intercity Yacht Club and, in particular, to the new Nature Preserve at Dike 14.
- The new Port facility would impose a new 200-acre industrial site to within a half mile or so and upwind of Dike 14, with industrial activity 24 hours a day, 7 days a week during the shipping season, and especially during the Spring and Fall bird migration periods, which also correspond to the opening and closing of the seaway for shipping. The Port site would have very bright lights, noise, dust, air pollution from trucks and freight trains, and potential water pollution caused by large ships and stemming from the site itself from ongoing activity and accidental spills.
- The views of the Lake and City from Dike 14, which have been heralded as one of the Dike's great virtues, would be substantially marred forever toward the west and northwest. These views would be blocked by large ships docked, as well as cranes, warehouses and other buildings, a massive railroad bridge, roadways, parking lots and other industrial facilities. The new Port site is planned to have permanent storage areas for bulk products that are currently stored along the industrialized areas of the Cuyahoga River. These mountains of stored materials would be part of the western view from the Dike if the Port's plan goes forward.
- The cost of the Port plans could top \$1 billion, including: the construction by the Army Corps of a CDF of 150 acres; the extension of sewer outfalls through the new CDF; the filling of the CDF with dredgings from the Cleveland harbor over a 20-30 year period; the dismantling of the East 55th St. marina and park buildings and infrastructure; the construction of dike walls and private filling by the Port of the marina; the addition of a segment of outer breakwall in deep water for the harbor to protect the new landmass; the construction of new roadways north of the Shoreway/I-90 over the lake and CEI inlet, and a new interchange; construction of a railroad bridge over the Shoreway/I-90 at a steep angle; installation of all new infrastructure on the new landmass; construction of roads, warehouses, docks, etc. on the new landmass; dismantling and moving of Port facilities; the massive construction of new breakwalls, fishing piers, parking lots, marina facilities and slips, and moving of the yacht club and boat ramp at Gordon State Park; and the reconfiguration and infrastructure needed to make 100 acres at the current Port site ready for private development.
- The Port's plan means the diversion of up to \$1 billion of local dollars for the Port's speculative plans to "build it, and they will come." The Port's need for funding could result in massive new property tax levies to increase taxpayer support for the Port.
- The Port's new facility will not be ready for use for about 30 years (and possibly not for up to 50 years) from today. But the existing E. 55th St. Park and Marina will begin being destroyed within the next 2 years, if the Port has its way.
- The Port's plans would block a huge expanse of lakeshore and protected lake waters from public access forever, and particularly for the thousands of Cleveland residents on the east side of the City, who live in some of the City's poorest neighborhoods. Many people from these neighborhoods use the fishing access at E. 55th St. for subsistence fishing. The destruction of the State Park in this location is, therefore, an environmental justice issue.
- The Army Corps of Engineers recently issued its Environmental Impact Statement (EIS) for its planned CDF at E. 55th St., which it determined to locate there at the insistence of the Port Authority. A public hearing was held on September 24, 2009, and comments may be filed through October 26, 2009.