

# Waterfront Use In Winter Takes Imagination, Preparation

Skaters clad in bright coats, scarves and hats glide past dragons and pagodas sculpted in ice. Shoppers in a waterfront galleria gaze out from a glass observation deck at the fury of a winter storm. Tourists sip hot buttered rum while waiting for horse-drawn sleigh rides at a shoreline festival site ablaze in colorful pennants and bright lights. These are the pictures of winter on Great Lakes and St. Lawrence River waterfronts.

"Lake effect" snows—lakeshore snowfalls up to 20 percent heavier than those of inland communities—favor these developments. Across the Great Lakes basin, builders are beginning to find ways to use the shoreline's moist microclimate as an advantage in luring visitors to the waterfront in winter as well as summer. Careful attention to design details helps these waterfronts blunt winter winds which can sweep into the city from the warmer, open Lakes. Other features assist in snow removal, control damage from ice, and make the sites attractive for year-round use.

Successful year-round use of waterfronts begins with a good understanding of how winter will affect a project. A wide, sunlit plaza that could be wonderful in a sunny, Mediterranean waterfront, for example, would likely

be icy, windswept, and abandoned during a winter day on the Lakes. Instead, a waterfront project here would use shrubs, screens, canopies, berms, and other barriers to break up the site and dissipate the wind.

Changes in building design also help. Placing the narrow sides of a building's corner so it faces the prevailing wind, employing a stepped design for building facades, and using round corners instead of sharp ones can reduce drafts and turbulence. For large projects, a mathematical model and close work with an aerodynamic engineer can be used to test how proposed buildings will perform in winter gusts.

Encouraging exposure to the sun is important. Tall buildings should be placed where they will not cast winter shadows over shoreline accessways and gathering spots. Galleries, winter gardens and other greenhouse technologies can help take advantage of the season's shorter periods of natural sunlight. Pastel colors and bright lights can add splashes of color to the flat winter landscape and offset the longer hours of darkness.

Evergreens can provide landscaping that is as attractive in January as June. New designs also permit year-round operation of fountains and other water features. Enclosed observation areas allow visitors to enjoy these natural features without sacrificing warmth and comfort.

Other design innovations make it easier to use waterfront developments despite the season's snow and ice. Summertime reflecting pools and patios are being designed to serve double duty as winter skating rinks. Some projects have snow-thawing systems, sometimes channelling heated wastewater from local industries through subsurface pipes to warm sidewalks and patios. Others have raised walkways and curbs that protect pedestrians from spring slush and splashed, muddy water. Skywalks and covered arcades also make getting about on the waterfront easier in winter.

Marinas include features to offset harsh winter conditions, too. Some use compressed air bubblers to suppress ice that otherwise could damage piers and pilings. The open water that results may draw geese or other wildlife to be viewed by visitors to the development. Special paints and insulation are among new products designed to slow icing of pilings.

*"A wide, sunlit plaza that could be wonderful in a sunny, Mediterranean waterfront, for example, would likely be icy, windswept, and abandoned during a winter day on the Lakes."*

*"Some (winter festivals) are major regional events, like Quebec City's famed Winter Carnival, Niagara Falls' Festival of Lights, or Milwaukee's Winterfest"*

In well-protected harbors, new designs allow floating docks to freeze in and melt out with few, if any, problems. Launching ramps that can serve ice boats and ice fishermen as well as

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## Cranking up support for the Bikeway

It's been 12 years since the first plans were proposed for a bikeway along the Cleveland lakefront. And ironically enough, that seems to be just fine with a lot of Cleveland's bike enthusiasts.

At least that seems to be the case if you consider that over 250 people turned out on a grey and misty day, just to enjoy the CWC's fourth annual Lakefront Bike Rally.

Support for the bikeway notwithstanding, a record crowd showed up to enjoy a fascinating ride through the Flats, free gifts, plenty of free pizza and refreshments, and a lineup of door prizes from area bike shops that would make Higbee's or May Company proud.

Starting from the Nautica parking lot on the west bank of the Flats, the riders, many of whom came with children, took a scenic and historical ride through the Flats east to North Coast Harbor.

Along University Street, at



the top of the one significant hill on the ride, riders were treated to free lemonade from Heart of the South Side, a beautiful new tavern/restaurant being renovated from an old two-flat apartment building. It was a welcome sight for those who labored up the sharp incline.

Participants remarked at the excellent organization of the event. Routes were clearly marked with CWC arrows on the pavement by

Bill Trentel of Trentel Graphics, to accompany the route map (Bill even took it upon himself to mark the entire 15-mile "advanced leg" out to Euclid Beach Park and back).

CWC member Ralph Howard drove his van along the route, providing sag wagon service. Metro Ambulance generously stationed one of its paramedic vehicles at the start/stop points, staffed by two professional paramedics.

Once the crowd reached North Coast Harbor, the rally began in earnest. Accompanied by excellent folk music by Tim Wallace, a local entertainer from Brothers' Lounge in Parma, riders took part in the door prize drawing. Over 40 gifts were given away, from water bottles to sophisticated bicycle trip computers. The grand prize, a weekend for two at the Radisson/Reserve Square

*(Continued on page 2)*

**ANNUAL MEETING NOTICE AND BALLOT PAGES 3 & 4**

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## Cranking up support for bikeway

hotel in downtown Cleveland with free dinners at Champion's, were awarded last.

The rally finale was a group photo taken of the assembled crowd, accompanied by a banner reading "Let's get the wheels moving on the Lakefront Bikeway!" The photo will be enlarged and duplicated, with copies being sent to Ohio Governor George Voinovich and other state officials.

And what of the current status of the bikeway project? Craig Astler, Vice President of the CWC Board of Trustees, reports that funding for the engineering studies of Phase I (North Coast Harbor to Wildwood Park) has been introduced in the 1992 state of Ohio capital improvement budget. The bill, which is currently in committee, should be voted on this summer.

At the request of the CWC, State Senator Anthony Sinagra has written a letter in support of the project's funding, and his legislative staff is



Event organizer Holly Hill helped more than 250 sturdy bike riders sign up for the '92 CWC Bike Rally.

working with the Coalition to gather support from legislators and other department officials.

Special thanks for a terrific event go to Bike Rally committee members Jim Sheehan, Holly Hill, Ellen Kowall, Bill Trentel, Wendy Lander, Kathy Ramsey, Patti Williams, and Lenore Puffrim.

Despite all the fun our Lakefront Bike Rally provides, we won't lose sight of the fact that a permanent, well-designed bikeway would let people enjoy the Flats and lakefront anytime, any day of the year. The bikeway is a great event—for an even greater cause.

## Budweiser Grand Prix volunteers needed

Positions are still available to work at this year's Budweiser/Cleveland Grand Prix, August 7-9 at Burke Lakefront Airport.

This event is the Cleveland Waterfront Coalition's big money-making event of the summer. Many loyal CWC volunteers have already registered to work the food and beverage stands, and anyone who has worked this event in past years knows how much fun it is! Keep in mind that we need people who can work long shifts on their feet (don't worry--everyone receives free food, beverages, and most of all, breaks).

If you can work a shift (Friday, August 7 is the hardest day to fill, although doors open that day at 1 PM), please call Yvonne at the CWC office today. The number is 771-2666.

## WATERFRONT NEWS

Cleveland Waterfront Coalition  
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Cleveland, OH 44114

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From page one

# Harbor Plan Awash with Comments, Conflicts

Coalition's original design recommendations have been addressed in the plan.

Yet it's obvious the design is being strained by the complexities of having to satisfy a myriad of requirements and prerequisites. And rather than give planners standards that allow for design flexibility, many stakeholders are forcing strict agendas that hamper the project's beauty and effectiveness.

The meeting began with a short recap of events by Robert Bann, executive director of North Coast Harbor, Inc. Bann was followed by Genevieve Ray, public input coordinator for the project, who reviewed the many waterfront uses the plan will need to address.

Actual presentation of the alternative designs was made by James Doolin, senior associate and chief planner on the lakefront project. Three designs—labelled "A", "B", and "C"—were created in increasing order of complexity. While "A" is essentially a "do-nothing" alternative, using mostly existing routes and features, "C" is a high-cost and extensive revamping of many roads and properties.

Doolin explained that Plan "B" seems to strike the best balance between cost and improvements. He said that the design seeks to make North Coast Harbor a place, and does so through some exciting changes.

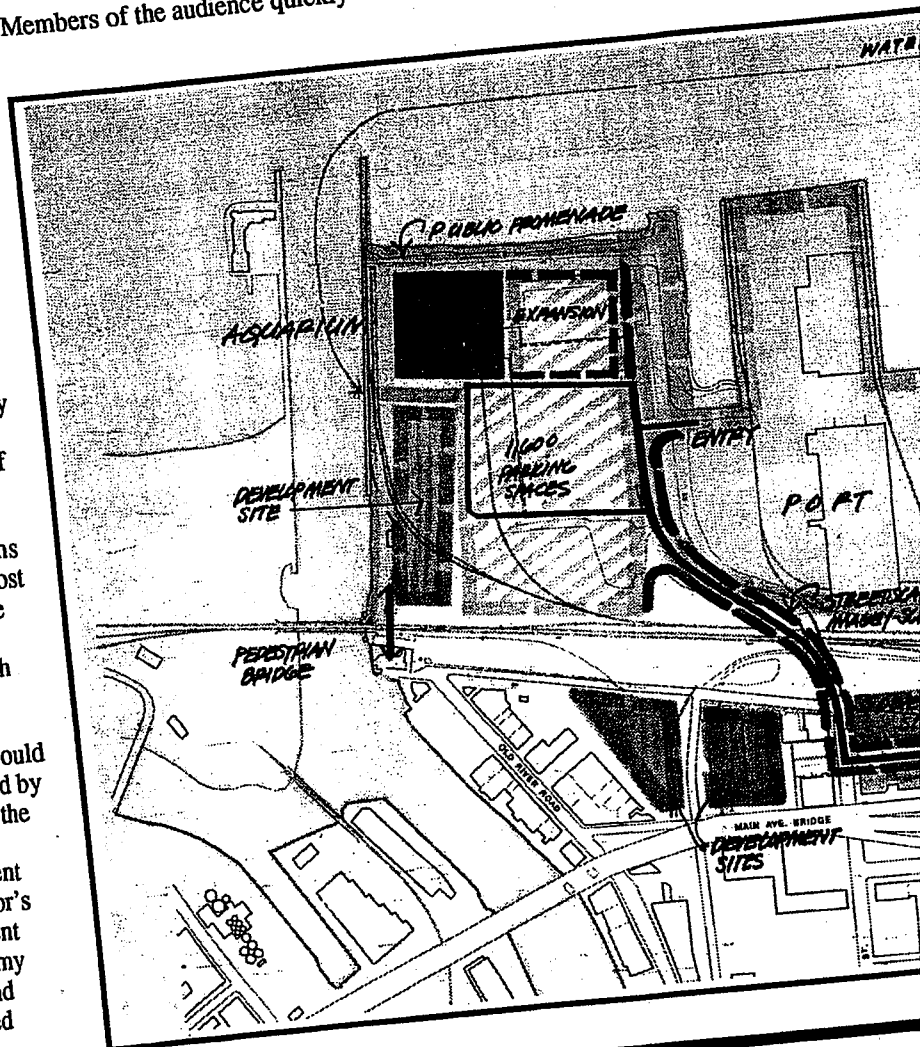
Under Plan "B", East 9th Street would become a vibrant city pier, flanked by the inner harbor on the west, and the William G. Mather Museum, a relocated USS Cod, and a transient boat marina on the east. A visitor's center (the focus of CWC's recent initiative) would replace the Army Corps of Engineer buildings, and make the street a truly two-sided attraction.

An improved roadway, to run around the stadium up West 3rd Street and along a new roadway to the new aquarium, would feature pedestrian sidewalks, bicycle access, public art, and a rubber-tire trolley.

An 1,100-space parking deck, built over the Conrail tracks north of City Hall, would allow for substantial off-site parking. A pedestrian bridge from the parking deck would lead visitors to a "signature" arrival zone between the Great Lakes Museum and the Rock N Roll Hall of Fame and Museum.

Members of the audience quickly

criticized several aspects of the plan. David Miller, board president of the Great Lakes Museum, said that an underground parking garage adjacent to the museum was a necessity. Captain Jim Fryan of the Goodtime III complained that the plan for total greenspace on the "flag" area would cripple his business by eliminating dockside parking. Joe Mazzola, executive director of Flats Oxbow Association, strongly encouraged planners to include the light rail system from the Flats envisioned in that area's development plan.



For its part, the Cleveland Waterfront Coalition, represented by many members and trustees, felt that many good points had been included in the plan. However, the visitor's center as currently proposed would not solve the immediate need for fixed restrooms on the site, and the CWC recommended that other alternatives be examined.

North Coast Harbor, Inc. and Sasaki Associates have done an admirable job of keeping the process open and responsive to the public. If anything can be learned at this point in time,

it's that all concerned parties must remain flexible. Superior designs cannot be created when design

*... rather than give planners standards that allow for design flexibility, many stakeholders are forcing strict agendas that hamper the project's beauty and effectiveness.*

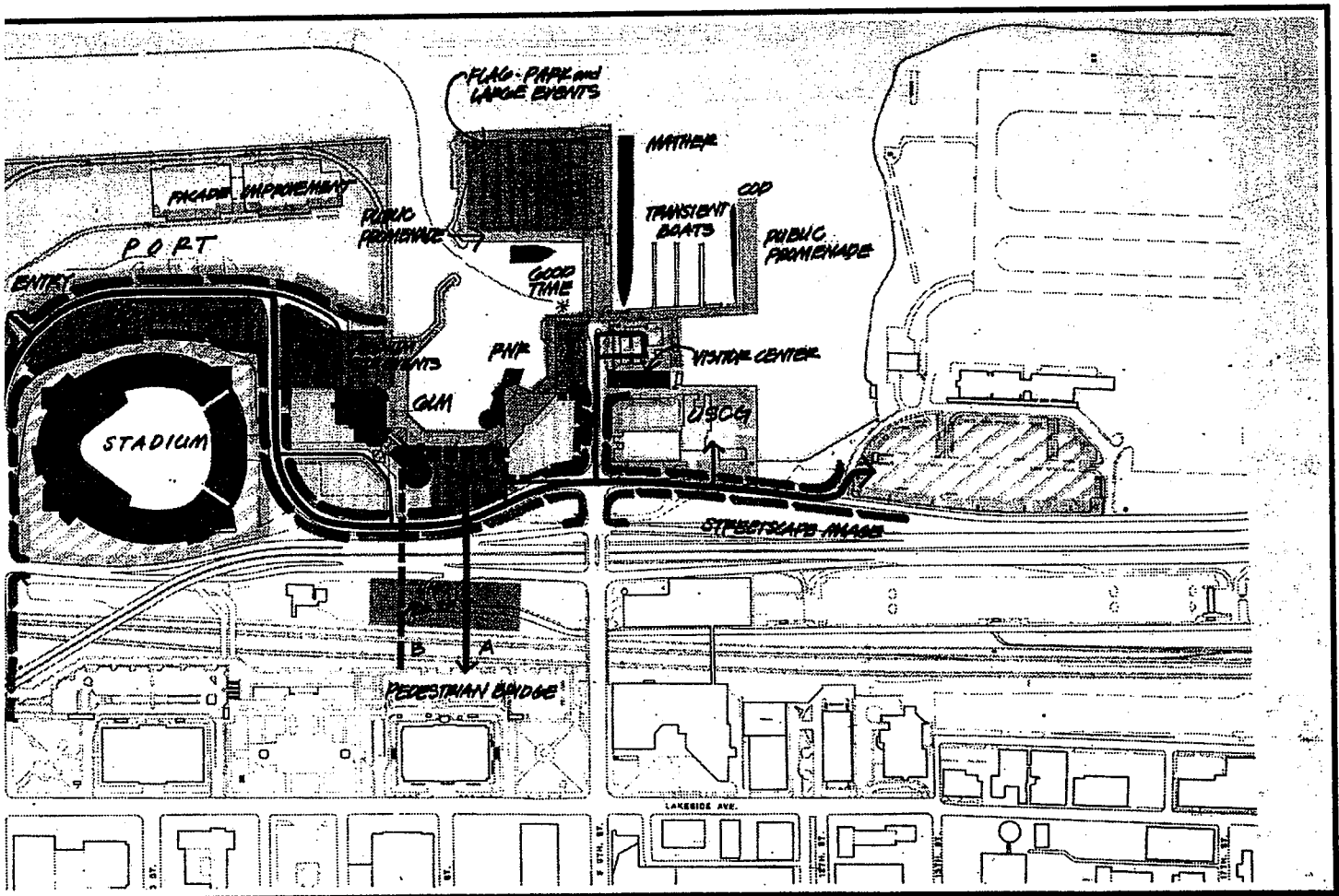
professionals are hamstrung with position-oriented constituents and dictated site locations.

Planners must be allowed to do that which is in the best interests of everyone. The favored plan, as presented on July 16, is a good

beginning on a user-friendly, if not totally aesthetic design. We encourage all parties, and CWC members as well, to challenge the planners to complete a master plan of surpassing excellence—and to give them the flexibility and freedom to do just that.

*Editor's Note: We are interested in your comments on the Master Plan. Please send your written comments to:*

CWC  
401 Euclid Avenue  
Suite 462  
Cleveland, Ohio 44114



From page one

# NCH Master Plan: A Look at the Future

## A PLACE FOR PEOPLE

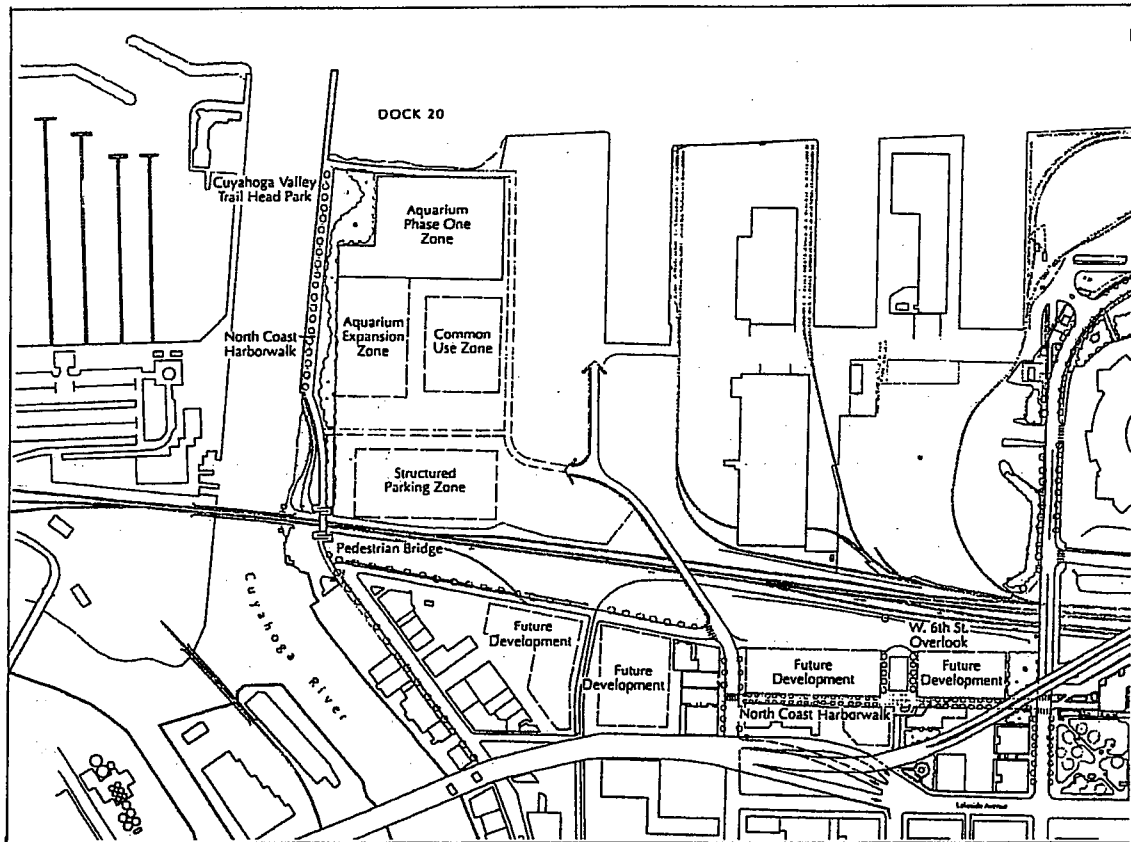
Planners have begun to create a sense of place, even by introducing a new nomenclature for many areas. The "flag" area west of the old Captain Frank's site is now called "East 9th Street Pier Park"; the space between

allowing greater pedestrian access to the lakefront.

North of Erieside Avenue, East Ninth truly becomes a festival pier. Decorative pavement creates an open feel that carries the pedestrian all the way to the

Mather Museum. While no parking at all would have been preferable, a multi-use area that is free of black asphalt and parking lines softens the obvious blow to good urban design.

Also at Pier Park is a sloped amphithe-



DESIGNER:  
DAVID HIRZEL  
SASAKI ASSOC.  
BOSTON

the Rock and Roll Hall of Fame and the Great Lakes Museum becomes a signature entry to the harbor called "North Coast Harbor Plaza"; and Rotary Plaza, site of the rock hall, now moves immediately north to the old Area H, creating a tree grove along the western edge of Ninth Street.

Even Ninth Street itself is to be called the East Ninth Street Pier. Improvements to the street begin just north of Lakeside Avenue, as a proposed widening of sidewalks on each side of the Shoreway bridge is planned,

street's end at Pier Park, where space is designed for viewing, fishing, and picnicking. Gone is Captain Frank's, to allow for unobstructed views all the way down Ninth to the water.

The piazza-like setting serves another use—it provides flexibility for parking during the week, yet frees visitor movement during crowded times. In possibly the only major deviation from CWC recommendations for the master plan (see *Waterfront News*, March 1992), the plan allows parking for 80 cars along the pier and 100 cars near the Goodtime III and William G.

ater that rises to four feet at its rear edge. It faces a small stage at the southeast corner, and is planned to accommodate up to 10,000 people for concerts and special events.

Lining the East Ninth Street Pier and the new North Coast Harborwalk will be custom-built lighting fixtures that echo designs from the 1936 Exposition. The lampposts celebrate the last great public complex to occupy the lakefront, and, along with paving and landscaping, will provide a common design element that will lead visitors

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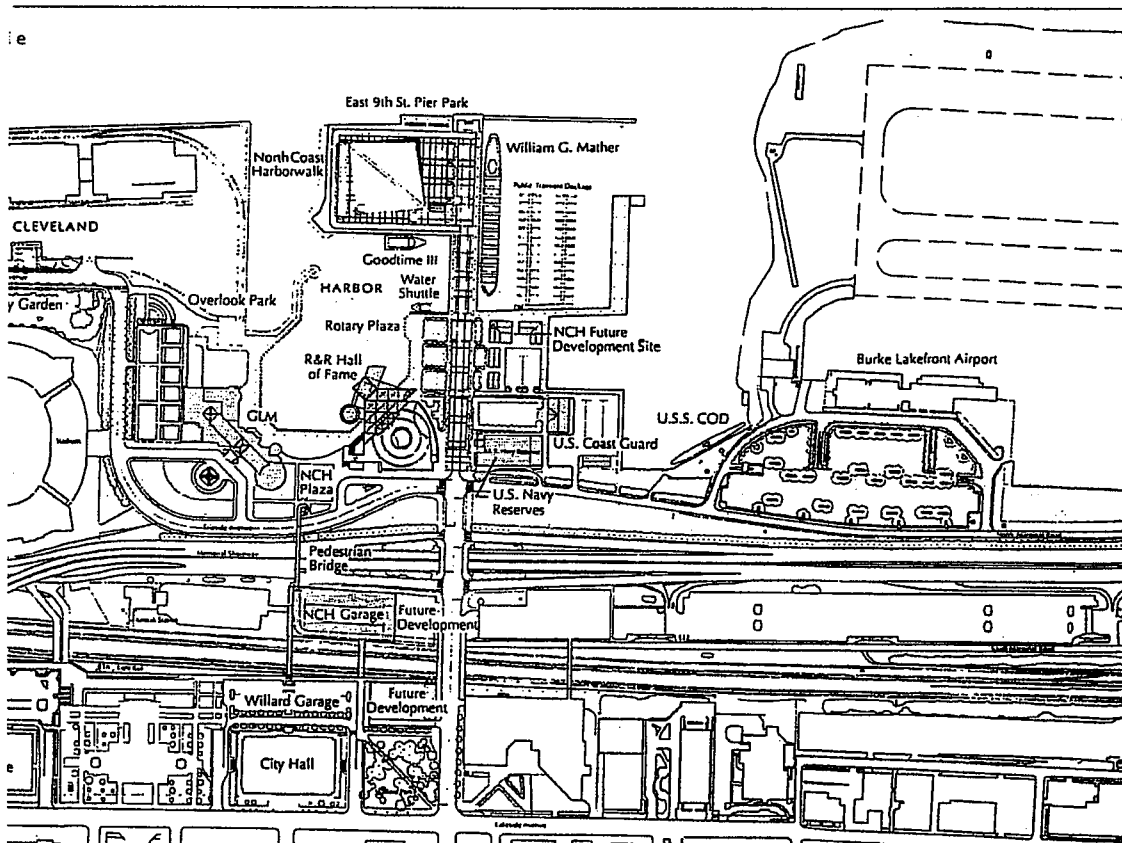
along the route west to the Cuyahoga River.

To the south along Erieside Avenue, North Coast Harbor Plaza also becomes a focal point. Located between the two harbor museums, it has two levels—a grassy plaza on top, and an enclosed food court below that bridges the two museums in cold or inclement weather. The promenade widens to 100 feet in front of the

a rubber tire trolley line. It connects West Third with West Ninth Street over a piece of unused land south of the Shoreway, crosses West Ninth, then leads to the Cuyahoga River and crosses the Conrail tracks with a new pedestrian bridge.

Finally, the Harborwalk terminates at a new area called Cuyahoga Valley Trail Head Park. This park is expected to become the northernmost

Major parking is provided by existing lots or garages at West Third (near the Stadium), at Willard Park, at North Point Office Tower, the Municipal Parking Lot, and at Burke Airport. New areas include a 1,600 space surface lot at the Aquarium, a 400-car underground garage adjacent to the Great Lakes Museum, and a 550-car garage connecting Willard Park with the harbor.



Plaza, preserving views back towards the city skyline.

Moving around the Great Lakes Museum, the Donald Grey Gardens join with a new Overlook Park to create a ceremonial reception area at Dock 32 for visiting ships. The parking structure adjacent to GLM is built into the grade and is landscaped as additional open green space on top.

The Harborwalk continues at this point along the Donald Grey Gardens, with space for bikes, pedestrians, and

point of the Cuyahoga Valley Regional Recreation Corridor System.

#### GETTING AROUND

In addition to bicycles, trolleys and pedestrian traffic, other means of visitor movement are anticipated. The Regional Transit Authority will schedule bus service, and has proposed a light rail line that would connect the development area (including parking) with Tower City. Seasonal water shuttle service is recommended, to link the Harbor with the Aquarium and the Flats.

Handicapped access is provided for with curb cuts at all crosswalks, as well as ramps and/or elevators at all grade changes. Passenger drop-offs are planned at all three of the new museums.

To promote tourism by the boating public, the plan calls for daytime-only boat slips at the docks north of the Army Corps of Engineers buildings. Visitors would be able to connect with public transit nearby.

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# The Last of the Hulett Unloaders

by Frank Barnett

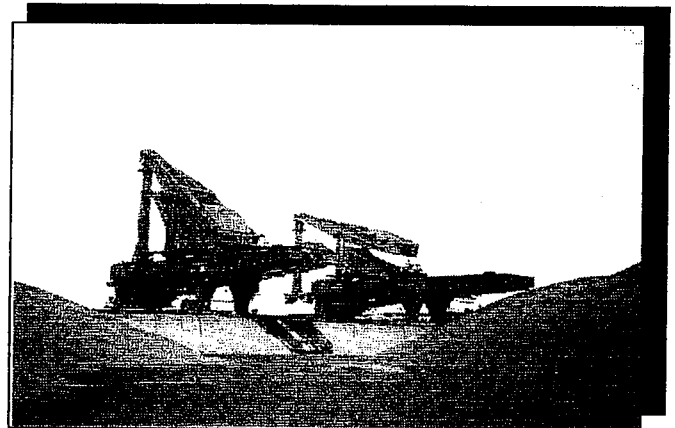
**T**ry to imagine the impact of the Hulett unloaders in the early part of this century. According to "The Encyclopedia of Cleveland History", to unload those huge ore ships on the Great Lakes, it HAD taken 100 men 12 hours to handle 5000 tons of ore.

The Hulett's could unload twice that amount in less than half the time, and with only 25 men. At 9 stories in height and weighing 1500 tons, their buckets could scoop out an incredible 17 tons at a time.

Not only are the only remaining Hulett's on the Great Lakes located here in Cleveland, but Clevelanders can be proud that the monstrously huge machines which revolutionized the shipping industry were invented in this city. (Inventor George H. Hulett, who lived from 1846 to 1923, is

Plans to destroy them after the first of the year have been put off for a few months to give preservationists time to figure out what could possibly be done with them (if not to just keep them operating as some shippers would like). CWC Research Committee member Rich Duxbury says one of those Hulett's in action could be like a kinetic art piece, whether or not it's feasible to keep one intact for public display. The

pictures for the newsletter.) This was the perfect day and time, because the Hulett's were busy unloading. But except for one or



*In 17 ton bites, the Hulett's unload their Great Lakes cargo.*



*On a recent morning, three Hulett's were hard at work.*

buried in Lake View Cemetery.) But the future of these four remaining Hulett's owned by Conrail is in question. Most of the Great Lakes ships now have their own unloading apparatus built in. To say the least, the Hulett's would certainly yield a lot of scrap metal, but we have to consider all the mighty bridges and buildings their iron ore has yielded for the last 80 years.

biggest problem is that their size and weight limit where one or more of them could be moved to. A lot of our lakefront land just wouldn't be strong enough to support them without major foundation work. And of course it isn't as if they could be adapted for other uses like an old building can.

Seeing them up close in action is actually a rather eerie (no pun intended) experience. By the time you've driven down the unmarked, unpaved road to that part of Whiskey Island, you are pretty isolated. If they even know how to get there, people simply don't go there unless they have a specific reason (such as taking

two who could be seen of the couple dozen operators, there was no sign of human life. The only sound was the sounds of the machinery. One gets the feeling that one is watching a huge dinosaur from a safe distance, wondering if the dinosaur might glance over its shoulder and come ambling over to scoop up the awestruck human. However, these monsters were well occupied with the job at hand.

Hopefully, at the very least, part of a Hulett, like one of the buckets, could be preserved for display and film or video shot of the machines in action. They are unique and wondrous to observe and most people have never had a chance to see one operating. They represent our great industrial heritage. Tim Donovan, of the North Cuyahoga Valley Corridor project, which wants to preserve the Hulett's, gave a simple comment when asked about their efforts. Borrowing the words of another water-related legend, John Paul Jones, he said, "We have not yet begun to fight."