

EXECUTIVE & FINANCE COMMITTEE MEETING
APRIL 27, 2011

Chairwoman Holzheimer Gail called an Executive & Finance Committee Meeting for Wednesday, April 27, 2011 at 6:30 PM in the Euclid Municipal Center Council Chamber.

AGENDA

PRESENTATION FROM JJR ON LAKEFRONT DEVELOPMENT:
THE EUCLID PUBLIC FISHING PIER CONCEPT AND DESIGN PLAN
CENTRAL SHORELINE UPDATE

Roll Call: Yeas: Gilliam, Minarik, O'Neill, Langman, Van Ho, Holzheimer Gail

Excused: Scarniench, Jones, Wojtila

Councilman O'Neill moved to excuse Councilwoman Scarniench, Councilwoman Jones, Councilman Wojtila. Councilman Langman seconded. Yeas: Unanimous.

Others Present: Mayor Cervenik, Law Director Frey, CS&ED Director Pietravoia, Asst. Director Gliha, Clerk of Council Cahill.

President Holzheimer Gail – We are here to continue our discussions of lakefront development. We have our representatives from JJR here. I will turn it over to Mayor Cervenik for some opening comments.

Mayor Cervenik – It is great to be here this evening to get back the City Council and to the residents that will see this, that our lakefront/waterfront plan is really, really taking hold, it is really calling attention to the City of Euclid. We have received very positive feedback and community support for the direction that we're moving into. We need to realize that a completion of the total plan has been estimated as somewhere around \$33 million. A few years back when I sat up here when we unveiled this, I said I don't want anybody to say that this can't be done in the City of Euclid. I will say that tonight, this will be done in the City of Euclid.

As you will see our progress moving forward, you will understand that we're in a very exciting time and finally being able to develop our lakefront in a positive way that will not only benefit our residents, will not only generate great economic development but it will be a great project for the total region and really re-brand the City of Euclid.

We've engaged in dialogue in establishing partners with a number of organizations, certainly State of Ohio, starting with Kenny Yuko and the Department of Development and the former Governor's office. We received a grant from them and other support, as well as some ODNR, we received a number of grants. We had meetings with MetroParks and MetroParks was very excited, they have been in their own realm trying to figure out how to bring the MetroParks to the lakefront and we have talked many times about how do we bring the lakefront to our whole community which as you know on our southeast side is bordered by the MetroParks. We've got very good conversations going on there. Also Cuyahoga County has been very helpful. As I emailed you last evening at the county council meeting, they awarded us an \$150,000 grant, not to exceed grant, to remediate the three buildings on the St. Robert's property of asbestos, and other hazardous materials. The \$150,000 will certainly cover all of that. That will allow us to have clean buildings that we either tear down or depending on what happens the developers may want to convert those building into something else. Getting them back on the tax rolls is very important and we will see where that brings us. Great news is the County Council awarded us \$150,000 last night for that.

To date the City of Euclid has been awarded \$1.25 million. The Recreational Trail program through ODNR, council passed Ord. 152-2010 we received \$150,000. Ord. 155-2010 passed by City Council which is our Natureworks Program provided us with \$100,000 of grant money. Clean Ohio Trails, 154-2010 legislation provided us with \$150,000. We also receive some good news today. We made an inquiry, we had applied for close to \$100,000 from ODNR Coastal Management. They have recommended to the federal government to give the City of Euclid a grant, again a grant that's an important word to remember, an additional \$60,000. With what's going on in the State and federal government with grants, we're very happy with that \$60,000.

As I mentioned Representative Yuko helped us obtain \$500,000 grant for property acquisition and again the \$150,000 grant. Although the one schedule was \$1.25, with the \$60,000 we fully expect to receive since we received recommendation, the total we receive will be about \$1,310,000. I think the important part of this is things are getting done, things are moving, we're other people are talking, we're buying property, we're cleaning property, we're cleaning land. We had donated property from K&D Group to continue the full waterfront access across our whole plan area.

Our consultant who will be talking tonight, JJR we've been engaged in very productive meetings with many of the regulatory agencies over the last 6-9 months, State and Federal. They're recommendations are reflected in the concepts you're going to see tonight. I think they had one meeting where there was close to 20 people from four different states, the Army Corps of Engineers and State organizations, to help us keep this moving forward. They're very excited with our dedication to this project as well.

We get acknowledgement and we're receiving praise from every organization we go to including the County Council the other evening about our program and the momentum and our diligence in moving forward. It needs to be known that because we have the ability and we're out there reaching out for partnerships, no criticism towards them, but MetroParks, we reached out to them. We read what they were doing, we reached out to them and they were glad to come in. People are understanding the City of Euclid, this administration and council, are looking for partnerships to get this project done. The desire to incorporate the pier structure on their waterfront by Lake MetroParks and others, Lake MetroParks said we'll watch and see what you're doing because we want to do that because that is true lakefront development that provides access for our residents and regionally, residents who live in the region, access to Lake Erie.

Again to keep those partnerships going, we're going to continue our dialogue and we will receive support from our legislator's office, Kenny Yuko, our State Representative, Congresswoman Marcia Fudge, the former Senator George Voinovich has helped us. Our current Senator Sherrod Brown and also I had some conversations with Senator Portman when he was at Babcock Wilcox and one of these days we're going to get together and get him down here to see what we're doing as well. I also have plans to reach out to Governor Kasich as he mentioned in his State of the City Address, one of the last things he mentioned which is very important to him is lakefront development and that was music to my ears when I heard him say that. We will be reaching out to the State of Ohio as well.

We had a meeting at 4:30 this afternoon with the Steering Committee. There's more meetings planned tomorrow with the residents and other groups. I want to thank City Council for being here tonight. We're doing the right thing, things are moving forward, it has taken a long time but we finally have a plan that's gained traction. All I can do is ask for your continued cooperation and I think our residents are going to be very pleased with not only the final outcome which is some years down the road, but they're going to be very, very excited about the various stages and steps and phases that we take. With that, Frank, would you like to say anything or turn it over to JJR?

Director Pietravoia – I just wanted to note a couple of members of Council have already been with us. Our Steering Committee met this afternoon, it is made up of members of the administration, city council and also representative from our business community Robert Spies who is still with us here this evening, and a representative from the residents in the central shoreline area with our liaison being Charlene Mancuso who is part of our Steering Committee.

With that group having met, we did get some good feedback this afternoon. Our hope is this evening to get some direction from Council. If you like what you see we're ready to take some next steps toward making some of these projects a reality. Tomorrow afternoon and evening as the Mayor mentioned, we'll be meeting with the residents in the central shoreline because we want to get their feedback as well on some of the specific ideas that you'll see presented tonight. With that I turn it over to Jason Stangland and Ed Freer and they'll get into the details.

Mr. Stangland – I'll go through this first part which is really the central shoreline. The Mayor talked a lot about the excitement that is being generated and it is building, the momentum is building and Ed and I are working on projects throughout the region, past contacts that we've had and they're all acknowledging, we're looking at you, and we're seeing what you're doing and we're interested, we may want to do something very similar so that is a pretty exciting opportunity. The central shoreline is the area shown in orange. When you talk about the central shoreline, you're talking about what is west and that is what Ed is going to talk about with the fishing pier in Sims Park, but you're also talking about what is east in the marina. That is because they share a common border, you can't talk about one without talking about the other and they are all interconnected and linked.

You're all very familiar with what this area looks like. That is kind of an interesting shoreline, there's some concrete coverts that move around, they're in a different place every time I come back here. We've got some shoreline stability issues, trees that are eroding, if you go down there now you'll find a tree in the parking lot just uprooted and fell down. Those are all common occurrences, because you have a shoreline that isn't stable. You have a series of dynamic forces that are occurring along your shoreline. It is a pretty dynamic environment but there are a lot of things we can do to improve public access but yet improve it for the residents in that area as well and provide them with a stable shoreline and provide them with the amenities as well and getting them down to the waterfront.

Mayor talked a lot about the idea of these regulatory agency meetings and pulling 20 people together via video conferencing and various methods to actually talk about concepts. What we were doing is we were evaluating, this is the original vision, we developed a variety of different alternatives and ideas and we wanted to see what their thoughts were before we brought a new concept or refined concept to the residents tomorrow night and that is what this concept actually represents. As we met with the regulatory agencies they said a number of things. They said, we're interested in habitat restoration, protection, preservation. We're not necessarily sure if we want pure sandy beaches, you've got a lot of that at Sims beach. We hear from the city though that they want to try and reclaim the historic beaches that are here. There's sort of this meshing of two ideas to create a better plan that meets everybody's

needs and that is what is represented by this plan. Towards the garden homes it is more of an expansion of the existing beaches that we see here, at Sims beach. If you move towards the central area, you are creating or restoring or preserving the existing cobble beaches. If you go out there now, you actually see there's cobbles there 8"-12" in that zone, that's great spawning and habitat area. But it is not a pure white sandy beach where you'll get a tan. It is very different but you have both elements and aspects and that is a very useful and dynamic environment.

As you move further to the east and look at what starts to form the western break water of a future marina, you start to look at creating opportunities for actual beaches in these areas and those can become part of the recreational programming of this space. This is Harbor Town so we have the ability to bring boaters into there, launching kayaks, those types of things. Things that are actually occurring at Sims Park. We have the opportunity to take the staircase down onto break water that can form the western boundary of the marina. If you don't have the funds to do this initially, maybe it is a smaller approach but allows for the expansion. As we're talking about regulatory agencies, we're talking about not just the central shoreline piece, we're talking about the whole entire waterfront plan and advancing that. You have to be thinking about it as a regional approach, talking about the drift and center of migration, all those factors and how this influences that and how it influences the central shoreline. So we make sure we get the agreements with the homeowners so they understand what the vision for this area and it allows this part to move forward as funds become available.

These are a series of images and you have these in your packets. It is trying to help you understand what we are talking about. Are they boater beaches where you paddle behind the break waters? There's this idea of switchback and these stairs with a bluff being pulled back a little bit and you have a beach area. This is a college campus Concordia on Lake Michigan where they test and sample and you can have this educational program where kids come down to the waterfront and sample and test and see what is happening and it is a dynamic environment. There's this idea that there's some low break waters versus the break waters that we're looking at in Sims Park where you are kind of behind them, maybe there's the idea that we use a lower break water you look out over. Again, talking about getting people to the waterfront an access, we can do that in certain areas. Maybe this is a great opportunity to bring people down to the waterfront.

We've talked a lot about St. Robert's and that parcel and the opportunity to connect St. Robert's to the waterfront. This is a great opportunity to bring people down to the waterfront, enjoy it, get out under the break water. There's the ability to create some wetland areas, where we can actually treat some stone water, we can create habitats. It is a little bit of something for everybody. It is the opportunity to recreate, it is the opportunity to provide habitat.

What does that look like? It is really hard to see and understand from a plan perspective what that looks like. I'm going to show you three cross sections of what this could look like in through these areas and help you understand what we're proposing. We're talking with residents tomorrow night, refining this, getting their feedback on it, making sure they're comfortable with it and understand what the goal and the vision is. In this particular case you see the section line, we're looking at sort of close to what where Sims beach is, that area is where we're looking at laying back the existing the slope. If you think about the slope right now, it is pretty steep so we'll lay it back a little bit, so it naturally holds itself. Right now it is sloughing off because it is unstable, we can actually create a stable condition in through there. This is the existing profile, we're laying it back a little bit creating a shelf where we can have a walking path, creating the beach and as the water cyclically rises and falls during the season that beach may go from 20-30 ft. wide to 80 ft. wide. It is variable. This central section where we were talking about habitat restoration and habitat creation and preserving those cobble beaches that regulatory agencies, EPA has expressed an interest in, versus the pure sandy beaches. We take the idea of these lower break waters where you are seeing out over them. If you're behind at Sims beach, you're kind of behind things and it is a different perspective. These are up over it and you're looking out over the lake. This is taking out the primary wave before it hits the shoreline and it protects the toe of the slope through this area and it protects and eliminates the continued erosion that is occurring on that central shoreline portion. That knocks out the wave and then we create an opportunity for habitat and people to interact. You see different things, it is a different type of experience.

Have a third condition where we are looking at an example of how does this work with residents. We've got a series of associations, we're proposing that we have public access down along the waterfront but we want to control access and have the associations have some privacy and balance public and private needs. This is what we're looking at here is the idea that the residents talked about this when we met with them initially. They wanted an idea of a platform, an overlook. Only one of the three associations actually has that, Lake Edge has that, but Luikart doesn't have it, E. 230th doesn't have it. We can create that opportunity as we stabilize the shoreline and protect that toe of the slope. We can create a platform partway down where you can come down, there will be a sign as there is at the end of Lake Edge that says this is private, please respect our privacy. Same sort of thing where you actually come down and have a set of stairs that access this trail. Again you can have signs that say this is private and you can control access. The level of control is up for debate and discussion tomorrow night.

It is a really interesting detail and you can't really see it in this plan, but you can see it in the blow up. If you imagine what they have at the end of Lake Edge, if you haven't been there it is basically, you look straight down and you look from the top of the bank down to the water. Design changes where you actually offset the walkways. The top walkway comes down and then you walk over to a platform. On this side of the platform walk down. No longer see straight up and down, there's a sense of privacy, since of respect that you're building into how you design these improvements that people can inherently understand.

That's the central shoreline area. It is setting up and establishing opportunities to create and construct this western breakwater that allows for development of the marina. I want to push back to the far west side and Ed is going to review a little history of where we've been. A lot of you have seen the Sims Park Master Plan schematic design, but we're elevating that a little more so Ed will provide an historical overview of where we are, where we've been.

Mr. Freer – We were here the last time in Council chamber and we went over the master plan of the park. I'll go through this quickly to provide continuity in the overview. The important part is where we end in the Master Plan discussion because part of the awards of the grant have given us a first phase here, some trail enhancements and then the pier enhancement.

The purpose of the Master Plan was really to get into the access and circulation. Understanding the reorganization of the outdoor rooms, then balancing the diversity of uses and activities. When the vision plan first started, we came up with this programming diagram. We kind of re-thought and through public input, we started looking at how to reorganize access, the importance of the access, the relationship to downtown, the signalized intersection. How do we treat the Henn Mansion in terms of that special room? How do we deal with better access along the lakefront? The transition from the upper lawn, mid-terrace and the beach terrace? How do we connect into this vision plan to the east?

I'll start with access and circulation. There's been a lot of discussion of how do you leverage a park and how do you activate the downtown and create an opportunity for investment, better use of the park. By doing that you create a loop and how many places have we been where the access to the edge of the lakefront in a car, on a February, a cup of coffee, a newspaper, how do we access the lake in a safe environment with children and a nicer playground up on the lake. That's what this loop does. It also creates a hierarchy, an inter-action and a very strong connection to the downtown, but also creates homage and respects the historic access to the Henn Mansion. That's what this new loop and this new access point has done. This illustration demonstrates taking advantage of these existing trees and right now the road literally moves along the property line. We're saying let's celebrate and let's bring back how this structure was accessed historically.

Trail Development. In addition to having a complete loop with the vehicular access, the idea of actually creating loops that you can walk onto. If any of you have been in the park the last couple of days or the last week, I got wet feet last night. I grabbed some newspaper, dried out my shoes in the hotel and they work today. The whole idea of creating paved surfaces and we watched a number of people. Every time we come we see the people whether they are young, whether they are old, they do their loops, so this whole idea of circulation that is pedestrian friendly, pedestrian orientated, also starts reinforcing and defining these rooms and these activities is critical. Then you'll hear about this later but how to better and create friendlier access down to the pier, universal or disabled, ADA accessibility is huge.

The parking. By rethinking the loop, right now most of your parking is concentrated here and here. You can see the impact on the Henn Mansion. The whole idea of creating access and interface with the lakefront. By reorganizing and taking this parking and putting it along here and you're spreading it out along the road makes it much more accessible, much more friendlier. And, it creates more space and more elegant respectful landscape outside the Henn Mansion. We're also increasing the parking.

The great lawn by relocating and I'll explain where, the playground and some of these other places, this now becomes a much larger huge, huge living room that can accommodate something as specific as the disc golf, or something as big as Irish Fest or last year they had the Wine Fest there. It has much more flexibility and much more prominence. We're not eliminating the disc golfers, we're actually improving the disc golf course here. All this works together. This idea of flexibility, whether I'm going down there to see the estate trees in bloom or special moment for wedding vows, or complete flexibility for individual expression, or performance art.

In addition to that, I talked about this middle terrace. You've got significant opportunities in terms of these ravines and topography. What a great place to have an outdoor amphitheater, an organic outdoor amphitheater so there's limited paved surfaces but with the topography and some nice seating it can become a really wonderful place. You've got the beach, you've got improved access in the sand with cord walks. You've got an overlook, a stage performance area. Built into the hillside these stone seats or wooden seats that step up into the topography.

I talked about moving the playground. Kids and playgrounds go together with bathrooms. The whole idea of creating a family focus, family friendly center. Now I can access the park, I can park, I've got my baby carriage or an elderly person, I've got a playground with a million dollar view; I've got a restroom to take care of the kids. I could even put in a splash pad. Now I don't have to worry about

currents, waves. I don't have to worry about the health and water quality. I can go to the park, I can engage in water with that spectacular view, and it is all very safe, very observable, it is also very integrated.

The Henn Mansion. When you're sitting in the Henn right now you look out, what do you see? You see cars, you see parking. What we're doing is getting the road away from the Mansion. Overflow parking, parking for the pier, service parking, visitor parking, VIP drop off, integrating the existing investment of the restrooms, additional opportunity for outdoor gathering. Right now they are limited, it is a mansion but it is a small mansion. This would dramatically increase their ability to have events and generate more revenue and it becomes a major asset for the park. You can see how the restructuring of the road and the distribution of parking and looking outside and see a wonderful garden dramatically increases the appeal of this facility.

We're lucky enough that we all worked hard, the reward is we got some grant money. That grant money is going to help us create better access down to the pier, provide ADA access so the path here doesn't exceed 5%. It is negotiable without extra assistance, railings, things like that. We're even looking at evening out the grade here. When you're standing here, getting rid of this hump, so they have better visual access. Here's the existing grade and the yellow line shows how we're trying to straighten it out. Here's the existing pier and here's the proposed extension of the pier. Two things going on. Getting better access down to the pier and then about 130-140 ft. expansion of the existing pier.

We looked at a couple of ideas, we shared the last time. We generated over six ideas. We've gotten lots of feedback and this is where we're finishing our recommendations and we've developed a lot of consensus in terms of direction of the pier. Let me describe the pier for you. The first 106 ft. is the existing pier. You go down there now you'll see an open concrete box with these exposed piers and there's a wooden surface, there's basically a stranded wire with pipes, that's your current pier.

What we're proposing is to extend the pier another 132 ft. We then treat the surface and railing condition all the same from a visual standpoint, from design detail. We punctuate the railing from an aesthetic standpoint with these enlarged piers and then we have sections in between and I'll show you details a little further. Some of these piers will have enhancement lighting, wind turbines, some commemorative medallions, then about 80% of the way out there's the placement of a shade pavilion. The intent was to have some influence and pay some respect to the Henn Mansion. It would be a small shade structure which is about 12 x 40 feet in terms of the supports. The roof would extend a couple of feet in each direction so you're getting a lot more coverage. You'd have a cupola, couple of dormers. I'll show you later where there's also the opportunity to integrate some seating.

In concept you could walk out, as you get to the new section it widens from 18 to 28 feet. You have plenty of room to walk around the pavilion, you can walk through the pavilion. You get from this level to the fishing pier. There is either a ramping system on each side and some steps so you can come out here. Part of the reason for this structure here is to protect this large investment. You've got waive climate issues during storms and you also have this thing called winter where you get ice. The intent is to create a platform that protects the pier during the inclement weather and all four seasons.

The detail. The surface treatment is concrete. To spruce it up there will be some accent bands with integrated color. The use of exposed aggregate will give it texture and richness, so it won't look like Portland grey cement that has just been cast. There's the opportunity to integrate some commemorative medallions and seating. Opportunity for both backless benches and where you have a railing in the background, the opportunity for backed benches. These function as seating that you can look in both directions. You can straddle them and have lunch. A couple of people could sit and it would function as a picnic table for lunch.

The other details, the piers will incorporate the lighting that will be at bollard height. The opportunity to incorporate imprints in the piers that could be environmental motifs, historic motifs. The could incorporate some medallions and then at the top of the pier this is the mast for the wind turbines. These masts could also then incorporate emergency lighting. Laser cut emblems that talk about the history of the community and the environmental resources.

I talked about the railings being at two different heights. There are four areas, what is required is a 42 inch guardrail condition. It is a code requirement that you typically see where there is a vertical drop. An exception to that is where you'll want to have accessible fishing for young people and the disabled. We're trying to mix in with the 42" rail a lower rail that is only at 34 inches. So it is usable by the complete community, accessibility and creates the edge definition.

The pavilion structure. I started describing this in terms of the cupola and this lantern. Here's examples of other places where you see the dormers or the end treatment, other places where they've incorporated some sort of signature element. Down here you see the different railing heights, this is higher to meet code. The fishing platform allows access, it is stepped, depending on the water levels, it allows people to interact with the water at different level.

What are these wind turbines I keep talking about? Here's an example of what some of these things look like. In the wind turbines would be a source of power. Underneath the roof of the pavilion, some safety lighting along the edge and even some emergency lighting that might be mounted at strategic places in the pavilion, as well as on the turbine mast, they could be powered by this electricity.

Just to give you an idea of the cross section of the end of the pier, this is where it is 28 ft. with no obstructions, the placement of the pavilion with walking on the sides as well as through the middle. This area where I step down onto the fishing platform and some railings there to safely negotiate to the end. Here's an image of the wind turbines.

This is a three dimensional representation, the colors are still to be finalized but you can see the recall of the dormers and the shingles that you see in the Henn Mansion. The ideas of these dormers being opened, what do we do with birds and things like that. Through the use of bird screen we can deal with that detail when it comes time to do the construction drawings. Imagine a down light here, light coming through highlighting this. All the lighting is meant to be ambient and defined edges in the features. Here's a wonderful opportunity for the donor opportunity or to commemorate somebody with a fun weathervane that celebrates the history of the environment. These are some suggested motifs that you see in other parts of the country, whether it celebrates the lake and its recreational sailing, the environment, the fish. You've got a great lake in terms of species, sport fishing and even some whimsical individual with the spy glass.

This is an overview. This would be a middle standing seamed roof, longevity, it would be designed to accommodate the environment and the weather, the wind, ice and snow within reasonable storm conditions. We're not going to guaranty anything after 100 miles an hour, we saw what happened in St. Louis a couple of days ago. This is an overview of the pier, its enhancements. Bob is going to give you an overview of what this is all going to cost.

Mr. Stangland – I'll give you the quick overview of the dollars. The obvious answer is what is all this going to cost? Great shiny new car but how much does it cost? We've done a pretty detailed analysis with our engineering group and looking at the costs. What Bob is handing out is a sheet that talks about the financing, not my cup of tea, but the costs, that can be me, I can talk about that. Really the total project as it is show and Ed described the fishing pier along with the accessible route down to the fishing pier is a total of \$1.5 million. That includes wind turbines, plaques, new surface on the existing pier, all of those components. We have some options and flexibility in terms of amenities that you may add. The question that was discussed with the steering committee, do you put the turbines all in right away? You could if you want to you could put all of it in right away. You can continue to have people point at you and say look what they did. You could do it over phases too. It depends upon resources and availability. There are some economies of scale in terms of doing some things once.

The total was broken down into two sections. The first portion is the Pier budget we talked about \$1,322,000. That includes the existing pier, the new pier extension, the platform that Ed has been describing, accessible pathways, utilities, wind turbines is incorrect which is a mistake of mine, I apologize. That shouldn't be in the pier budget on the top, it should be on the enhancement budget on the bottom. It does include the shade pavilion and it includes design, permitting and engineering.

Enhancement budget, we're talking about some additional elements that you don't necessarily have to do from the beginning. Wind turbines, interpretive element, educational signage, vertical element that maybe something like a yard arm that we've talked about. Those are all elements that you could do for around \$180,000 roughly.

The total budget including contingency which we're carrying about a 20% contingency right now is \$1.5 million. As the Mayor has talked about, we have \$250,000 in grants which is just growing to about \$310,000. That's a positive thing so that means we have roughly \$1.2 in order to finance the entire project. I'll let Bob or Frank talk a little bit about how you would accomplish this, how can we achieve this goal.

Director Pietravoia – The bottom half of the hand out that was distributed shows one example of a potential way that we could fund the pier and the pavilion and some of the ancillary improvements that were talked about. Before I get to that, I do want to point out in the top half we show that of the grants that have been received so far, \$250,000 are specifically for the pier itself and the trails that lead to the pier to make them ADA accessible. We already have \$250,000 that would come off the top of that total figure of \$1.5 million.

The Mayor mentioned earlier that we did get an announcement, although not a firm decision yet that we've been recommended for the additional \$60,000 from ODNR so that would bring us to a little over \$300,000 rather than the \$250,000 shown here, as soon as we get a firm word on that grant. That would leave about \$1.2 million to finance.

We've looked at using primarily the existing TIF's as a mechanism to finance the pier. As shown here we're bringing in now through the Bennington Hamlet, Clay Matthews and Harbor Town TIF, a total of about \$175,000 in TIF revenue annually. This is based on actual figures, both historic numbers as well as real projections for this current year. You can take those dollars and since they will be coming into the TIF for a given period of years, you can issue debt on those TIF revenues. In fact that's the basic concept behind the TIF and that was always the intention particularly with Harbor Town that we would use those revenues to fund improvements along the waterfront.

We're looking at how much we can generate based on the annual dollars that are coming in, that's the bottom half of the chart. To be on a very conservative side, rather than taking the full amount, if you look at Harbor Town for example, we bring in a little over \$80,000. Our bond counsel advised to look at what is referred to as a 1.5 debt coverage where you're not counting on the full amount that is coming in, you're counting on a dollar amount less than that. It makes the bonding less risky for the investors. In that example we would look at using about \$55,000 of the \$80,000 to pay the annual debt service on bonds that would be issued.

When you do that for all three TIF's combined, it gives us the ability to issue bonds totaling about \$1.3 million. That's assuming a 4% interest rate. If you recall from the recent bonds that we did, particularly if we start with the short term notes and then convert them later to bonds, we would likely have an opportunity to get a lower interest rate than 4% but we wanted to take the most conservative approach to see how many dollars we could generate even in a very conservative picture. That's where we come up with the \$1.3.

We're illustrating here that we are able to with existing TIF revenues fund this first phase, important phase, of the pier and the pavilion associated with it. One thing that I do think is important that we haven't touched on yet, we have been with the help of JJR and all other actors involved and with council's support very successful in securing the grants totaling about \$1.3 million now. Our ability to continue securing those grants in part depends on showing our ability to implement the projects. All these grants have a timeframe associated with them. We really need to move forward with this first phase which the grants are primarily for, the ones that we've illustrated here, in order to prove to these agencies that we're serious, we are capable of implementing and give us a better opportunity as we move forward to secure additional grants from the agencies in the future.

For all of those reasons, I feel very strongly and I know the Mayor agrees, our team agrees that with council's support we'd like to move forward and get bond counsel on board, have them prepare the necessary legislation, run more detailed numbers, these are very rough numbers that we presented tonight. That would all have to be done in a more detailed fashion by our bond counsel and bond advisor, both Calfee Halter and Al Baucco who is with a new agency, I can't remember the name of the agency, I apologize. They would need to be brought on board to spend some time to actually run the numbers in a more detailed way than what we've provided to you tonight.

With that, I think that completes our presentation and we'd like to open it up to questions and comments on the central shoreline plan, the pier and the pavilion structure and ultimately any comments or questions or concerns regarding the proposed financing of this phase.

President Holzheimer Gail – Thank you Director Pietravoia, thank you Jason and Ed, appreciate the presentation. Comments and questions from Council?

Councilman Langman – Gentlemen I know you talked a little bit at the Steering Committee, but can you describe in a little more detail why we're going from west to east and why they kind of tie together and the sequence has to go that way from your perspective.

Mr. Stangland – There's a number of reasons for that. One of the main reasons is really due to the fact that you need a series of agreements in place with the adjacent land owners. One of the main reasons that it is important to start west to east is because as we've talked about the central shoreline and the marina are linked. From a regional sense we've probably talked about this before and you probably have an understanding of it but I'll go over it and try to be succinct.

What happens to your west impacts what happens to your east. Everybody has talked about this through are stakeholder meetings and everything else the concern is always what is happening to your west. Sediment migrates from the west to the east. So if there's improvements or more sediment is placed in the system that migrates along your shoreline, it moves this way. How does this impact it? How does sediment move past it? These are all things that we're discussing right now with regulatory agencies as we're developing plans for the central shoreline. We may have to develop a system that allows us to by pass, maybe placing sediment in this location. There's a lot of factors to consider so the improvements that are happening here and the things that we're talking about here are all with an understanding of what is happening on a regional context and a regional sense. As we develop plans here, we need to be thinking about this, get the agreements in place that allow for the use of repairing rights. Repairing rights are your property line is defined by ODNR, stops at the water's edge at the time, where the water it at that date. So I walk out there today, water's edge, that's the property line. It is a big issue, it is a big debate about where the property ownership really ends.

There's actually something called littoral rights extend under water for a certain specific distance out into the water. In order to do these improvements that benefit the public, but also benefit the residents that stabilize the shoreline, that stop the erosion that stop the bluff recession and what is happening out there today, we need to be working together and get agreements in place that allow for the development of these improvements, but also allow for development of these beaches that will be created as a result of putting in a break water like this.

It is important that we have those agreements in place and are able to talk about the impacts, not only down drift which is west in our case, but up drift to the east because we can't stop people's beaches to the east. You don't want to do that obviously. At the same time, if we're going to accrete anything, which our goal is not to accrete but actually by pass. We have to allow for a place to accumulate that material so we can transport it from here to here and get those agreements in place that allow for that activity. Ed, do you want to clarify anything?

Mr. Freer – Two major things to think about. The actual location of that marina pier can only happen if we're allowed to have that development immediately at the base of the pier to the west. So if the central shoreline improvements are not in place, which we're pending the agreements, that pier has to be much further to the east.

Councilman Langman – In other words to the folks at home, you can't just throw up a perpendicular wall.

Mr. Freer – Exactly, that's a key chess move if you will, strategic. Without that your marina is going to be considerably narrower in east/west dimension, that's number one. It is a physical issue here that is critical. The second issue is that out of every unfortunate physical challenge there's always a good site. What the community is unfortunately faced with is nature's continued process of eroding the bluff. The threat of continued degradation of your bluff line can only be stabilized through an engineered solution which stabilizes the toe of the bluff. What that has created is an opportunity for a community partnership, private and public, to stabilize the bluff. The benefit for the homeowners is it protects their homes. It also allows the private property owner to share in the cost benefits that the public sector can offer. In return, the passage at the bottom of the bluff and the habitat enhancement and this public access is not just the benefit for the property owners, it is then a huge benefit for the community. There's a really wonderful opportunity out of this threat that enhances Euclid as a waterfront community. This vision of being able to actually touch the water.

There's the issue of the threat of the loss of private property. Then because of that, the ability to have a partnership which will allow us to place the western break wall in an appropriate place, hopefully that wasn't to long an answer.

Councilman Langman – No, you guys are very thorough which is appreciated. As far as the lake drift, littoral drift, how does the fishing pier impact that, help with the items to the east, if any affect?

Mr. Stangland – I'll briefly touch on it and more concisely than we just did. The pier itself and you all probably have it in your mind's eye. It is allowing material in the near shore area to move laterally along the shoreline. This area here is out far enough that it is still in the act of littoral drift system, in that the act of littoral drift system is basically less than 11 ft. deep, which this by and large all is depending upon seasons and things like that. In general it is passage that is open for that particular purpose. That's the short answer, it shouldn't have any impacts to the east.

Councilman O'Neill – I have two brief questions. Jason, just touching on the erosion concept, or what is happening, not a concept. Certainly without the partnership with the private property owners, the majority of this project is not going to happen. They are a very important component to making this project, this whole thing go. In numbers-wise or feet-wise, what have we lost in the last ten years as far as erosion? What's happening without doing nothing?

Mr. Stangland – Actually that's at the very end of the power point. These are numbers that we're creating, these are numbers that DNR looks at, goes to erosion maps, you can get them online. Since 1990-2004, in segments of this, you've lost anywhere from 22-30 feet. As Ed described earlier today and continues to be a great way to describe it is, it is episodic. It is not, I lose six inches and another month six inches. It is there goes a tree and a root mass goes with it and that's 6-8 feet. Then it continues to erode a little bit at a time and then a big slough. It is saturated conditions that we have now where you have an invert and this actually happens right now on the garden homes property and you can look back from the pier that's there today and you have almost an inverted situation at the very top where it gets wet, moist and damp and down it goes. It is episodic in nature.

This is the coastal erosion aerial map DNR creates where they look at the bluff line and evaluate it. In gross terms, as Ed has indicated, this area and this area as indicated in the orange, those areas right now are, I guess in this area here probably lost 30 ft., this area lost 15-20, this area has lost anywhere from 2-6 ft. These areas will continue to erode. You can see this red line that is here, that's called a CEA, coastal erosion area. That actually has continued to grow. There not just the impacts from the water, but the impacts of the adjacencies that you have. So if this bluff starts to slough off, what happens, it starts to creep this way. They're all interconnected, you can't talk about one without the other. This area has the greatest area of erosion and recession; this area is a little less and it depends upon exactly where they take

the line, but some of these areas are projected to move back 6-9 feet in the next 25-30 years. It is a projection and as we've talked about it is episodic. It is the best projection that we have at this point.

Director Pietravoia – Jason can you just briefly describe the geographic areas that those orange and blue circles represent because it is hard to tell on the screen.

Mr. Stangland – This is Lake Edge.

Director Pietravoia – So between Sims Park and Lake Edge.

Mr. Stangland – Sims Park and Lake Edge is one and it is very, very clear when you go out there now, you can look at it and you can see that if you go to the far east it is in the area between Normandy Towers and Harbor Crest. It is those four bowling alley lots we've talked about, we've got to get a better name for them, but that is another area through there. Then between the parking deck and Lake Edge, that is the primary area that is still eroding but at a lesser rate right now. At these edges it is an increased rate because as we talked about the impacts of adjacencies.

Councilman O'Neill – Conceptually thinking or actually physically thinking the fishing pier, what timetable could we conceivably have this summer when it comes to the fishing pier with a start date and completion date? If you can elaborate on when we could start on possibly and when it could be finished?

Director Pietravoia – The next phase would be the detailed engineering that's necessarily related to the pier itself. We would need to enhance the current contract that we have with JJR to allow that to go forward. While that's occurring, we would be coming to council with a more detailed bond analysis and legislation to actually do the financing of the project. With all of that in place, while that goes smoothly we could potentially start construction toward the end of summer, early fall, and then I would defer to Jason and Ed to describe how long it might take to actually complete construction. Again I want to remind members of Council the importance of trying to, not trying to, staying within the timeframe of the grants which do require the actual construction to start and be complete.

Asst. Director Gliha – As part of our quarterly reporting, the first quarter just ended, the State specifically asked for our progress report on the grants and the timeline as to when we anticipate actually getting under construction. When we were awarded the grants I believe mid-summer last year, they're an 18 month period to get under construction. They never grant extensions because so many people want the money. If we stick with the schedule the Director just outlined, we'll be satisfying the State by having the bidding process going hopefully in July and some construction going in the fall and therefore we'll meet the State requirements.

Councilman O'Neill – Without giving any details conceivably if we come to terms with negotiations with the property owners, we could really get on the way with at least the pier project by August, am I correct to assume that?

Director Pietravoia – I would just clarify that the negotiations with the property owners are independent of the pier project. Although we would like to keep all that moving on a parallel track to continue those discussions.

Mr. Stangland – Probably your biggest challenge right now is one of permitting. We've had a number of permitting meetings and every time we come back we say we met with them. We're not just meeting with them for no particular reason, we're actually talking about specifics on the project. The fishing pier, the central shoreline, the marina; all these elements are being discussed. The permitting timeframe is one of your bigger things. We have a lot of the details that would be necessary to prepare a permit application. The actual permit and submitting that permit application will be the driving timeline on this. They've got to do their reviews, they've got a six month window that they can do that review in if I remember right, there's two or three different types of review, they can do it much quicker if it is a complete application because we're doing a complete application I would assume. There's always little details about things that may come up here or there through the permitting process. It is just making sure that they're all comfortable with it. Coastal management grant was a particular issue that we discussed through this application that everybody, DNR, Corps, EPA, all are aware of the project, they know it is coming, so it shouldn't be a surprise. It is just some of the details we're working through and they've seen a lot of this before. We know the issues, we know the hot buttons and it shouldn't be a difficult permitting process but that's the only real hang up is duration of permits.

Councilman Gilliam – Just a quick question if I heard correctly. If there was an issue with negotiating between the public and private citizens, that marina would have to go further east? Would that

necessarily put the city at a disadvantage because I know the city has purchased land to put in-kind for this development. Going further east would be a detriment to what the initial plans are now, correct?

Mr. Stangland – Any change would be a deviation from what was considered at this point in that the break water would have to move further to the east.

Mr. Freer – It would reduce the base and size, so it wouldn't preclude you from having a marina, but it would impact the size.

Councilman Gilliam – From history, have you ever been in negotiations with residents where, what would be the typical things that residents may ask for in these particular agreements? I know some people long term may want to say this is my property and I want private access. Those are the kinds of things that could be very cumbersome. Based on your experience, how do you resolve those issues if they did come up?

Mr. Freer – We've been fortunate that because of a transparent and open relationship with the community, I have to say that the negotiations have been good. People realize it is a win/win situation. In all honesty whether its been stream bank restoration from a flood control standpoint, where major flood protection had to be accomplished and the request from the community was recreational paths parallel to the river or in this case a bluff stabilization. I'll point to Lake Forest which has some serious property owners at the top of the bluff who had more than enough room from their mansions to Lake Michigan. This was an 80 ft. bluff. They were very willing to negotiate and say okay, do what is right for nature and the community and stabilize the bluff. Everybody is aware that stabilization enhancement and in most cases an increase in property values. If I were to sell my property and I had this potential loss hanging over, the buyer would be in a very good negotiating position. It stabilizes and protects property which is huge. If we can do this together and realize that there's an adequate buffer and private property is being respected and secure, it typically is not a problem. There's two or three examples along Lake Michigan where we've worked where it has happened. Everything has resulted in positive, positive, positive.

Councilman Gilliam – So in your professional opinion, I know that some people consider you one sided, the fact of doing this would definitely benefit homeowners on the lakefront.

Mr. Freer – If we take a side it is in the position of the community which includes every individual property owner.

Councilman Gilliam – I understand sir, I'm just being Devil's advocate.

Councilman Van Ho – I have a real simple question, what do we need to do and when do we need to do it to keep it moving? What is the next step?

Director Pietravoia – I think the most important thing at this point would be to get our meetings with the bond counsel and develop the detailed financing and the legislation associated with that so we could bring it forward. That's from the city's perspective. From JJR's perspective, they do need to continue the discussions on the permitting and actually start the final engineering design of the structure.

Councilman Van Ho – But I have faith JJR will pull it in on schedule. Are we on a tight schedule? Or can we just go ahead and get this done? When would you present something to us?

Director Pietravoia – Between now and summer recess we would want to have the legislation in front of council for the financing. Bob is reminding me we have to bid the project so we would want to have legislation authorizing bidding the actual construction on the project.

President Holzheimer Gail – Do we need additional legislation, does the current contract with JJR include the detailed engineering and permitting, or does that require another contract?

Director Pietravoia – It would require an amendment of our current contract. We're developing those estimates obviously JJR's developing the estimates, but will be providing them to the city. Those have actually been estimated as part of the cost that you see in front of you tonight. The engineering and design is part of that total \$1.5 million cost. That's not in addition to this figure, it is incorporated in that figure.

Councilman Langman – Director Pietravoia, I guess we knew we would come to this because the grants have a limited timeframe. But it strikes me that we're taking a little bit of a gamble; we want to show progress to leverage more money for other portions of the project. So, how good of a gamble is that?

Director Pietravoia – From my perspective after working with JJR for almost two years now, I think it is very little risk involved. We obviously don't know what is going to happen with the State and Federal government as far as future funding. If we don't continue to take steps to show progress, we will not be proving ourselves in terms of being able to implement. We've been successful in planning. We've been successful in drawing down grants. What we need to prove now is our success in actually implementing some phase of the project.

Councilman Langman – The reason I'm bringing it up is before any legislation I'm sure you'll provide this but I would like more detailed information on the status of each TIF account as far as their timeframes, how much longer we have. For example, I know Clay Matthews, we're at least half way through their life span. Also we have talked several times about doing something with the TIF district so that when we're ready to do substantial improvements to the east we can capture that. It is my recollection if we dedicate the current TIF district, we can't change it once we begin allocating those monies. Am I correct on that?

Director Pietravoia – You are correct in that once you issue the bonds and they're for a dedicated purpose you can't go back, unless you don't go forward with the project you would cancel that bond issue, I'm not sure legally how you accomplish that. That would be the only way those funds would be available to do something different with them.

Councilman Langman – I would like clarification on that just because we had discussed perhaps replacing current TIF district to capture later value.

Director Pietravoia – We have met with bond counsel and did discuss the various options. The strongest advice that we're getting to be cautious and we learned this through the Harbor Town TIF, to not pull the trigger to soon and establish the additional TIF's, it is not really an expansion of the existing, it would be separate TIF's. If you put those in place to soon and then a project doesn't go forward where you're bringing the dollars into the TIF, you're losing years on that TIF. That's already happened a little bit with the Harbor Town TIF since the original construction was proposed by K&D wasn't able to go forward, we are five years into that TIF. The up-side of that is it has allowed us the advantage of that \$70,000-\$80,000 coming in each year to be available for the consulting work that was very necessary to get us to this point without going into the general fund. We do have about 20 years left on that and I do agree we want to provide more detailed information to all members of Council and I do believe we had at least one typographical error. I believe Bennington Hamlet, one of these two TIF's only has about 15 years left on it. We just re-prepared this handout today. Clay Matthews was 15 years, so that was a typo. In saying that I also want to qualify that we calculated the figure that could be generated using the proper number of years, we just had a typographical error on the handout.

Councilman Langman – My final comment, pier is great and everything but I'll say what I've said for a very long time. As far as the economic development portion of it, it is the marina that's the driver there, it is not going to be the pier. I want to make sure that we have the capacity to be able to do that going forward. Thank you.

Councilman O'Neill – I'll be happy with getting the project started and put some stone in the ground. To really simplify this very complicated and much diligent work project behind the scenes, to either Mr. Freer or Jason or Director Pietravoia, is it feasible with proper legislation and approval by Council that the pier project that's one component of a large project can conceivably be started and completed within this calendar year?

Director Pietravoia – Absolutely started, completion I would have to defer to our consultants. The construction time period, particularly if we start in the Fall and get into a winter like we've had this past season, we're definitely looking at finishing in 2012. That's probably a more likely scenario.

Councilman O'Neill – But definitely started this year?

Director Pietravoia – Yes.

Mr. Freer – The other thing I want to point out and we've done a lot of lakefront development. The nice thing about some of the lakefront development is it is heavy lifting, some serious marine construction or structural elements and this goes into the marina construction as well. Many contractors can do some of the infrastructure for marinas and piers and break waters beyond seasonal conditions. Some of the demolition work and placement of heavy materials, the limitation because a wave climate from some of this will be able to be accessed from land base. It is so heavy it is not refined, fussy work, so we do have

luxury. Now having said that, we'll get 100 inches of snow this winter or something. Marine construction and this kind of construction does give us a little more latitude in that sense and there's no reason that if the finish work, the pavilion had to happen in the spring, so be it, that doesn't mean a lot of the pre-things, some of the building components could be pre-manufactured, pre-ordered for your amenities, your benches, your art work, that could then all be placed in the Spring and you could have a wonderful arrival of spring ribbon cutting event which would be terrific.

Councilman Van Ho – If the atmosphere at the federal and state level fell apart and we couldn't find grants anymore, at least by doing the pier that's a logical breaking point until the environment were better. That would also give some momentum to the residents of the city that we're moving on, we're trying.

Mayor Cervenik – I firmly believe the building of the new pier and we call it a fishing pier but I think it will be much more than that, it will really be a draw to the parks to the improvements and the trails that can be done in Sims Park. If everything else was just frozen, any dollar amounts were frozen, we would have bettered our community tremendously and drawn economic development certainly into our tremendously expanding downtown business district right now.

Councilman Van Ho – You said it more eloquently than I could have.

Mayor Cervenik – We don't expect things to dry up. As I mentioned at the beginning, as JJR mentioned, when we go and talk to organizations, government organizations and other communities and regional organizations, they're excited with what we're doing. We're not going to let that money dry up. We'll go back to Washington, I was scared to death in the little plane we went to, the Rosary really lost a few beads on it, it was frightening, but I went. The ride home was a little better, I got used to it. If I have to drive there, I'll drive there, but we're going to get this done. We're going to get it done all the way to the east end of the marina.

Councilman Van Ho – I have no doubts of that but I also like to look at worst case scenarios. That's why I'm asking if we had to stop right there, as you put it so well, we've vastly improved for the citizens and we do have the money to go forward on that from what I'm reading here. I would like more detail but other than that, let's do it.

Mr. Freer – I would just like to add, in my 35 year career the successful projects are those that can be incrementally successfully achieved. That's in addition to the previous answer of why west to east. When you can demonstrate to public funding sources that you can complete a project, that's huge. In terms of the significance of the pier, the pier becomes your icon and an icon for a number of levels. It becomes a community branding element that makes the non-believers within the community and the non-believers outside the community believers. It becomes the torch that realizes Daryl's dream, the marina. It keeps the flicker alive. From an iconic, from a demonstration standpoint, make the non-believers believers, I think it is hugely important.

Councilwoman Minarik – I have concerns about the financing but that can wait. The two questions I have for JJR, last meeting there was a gentleman and a woman here who had concerns about the park. I'm not sure, I remember it had to do with the ravine and the lady had some, did you address those? Let's get that one out of the way first, how was that addressed?

Mr. Stangland – The discussion that was had with regard to that was the underground stream was the first part of it. There is an outfall just to the east side of the existing pier. If you look at that, I haven't come out here, I think I came out here once, and I've been here a few times, that it hasn't been running. There is obviously something that is feeding that stream corridor underground or some spring or something along those lines. What you actually have is an underground conveyance that it comes up this way, it is a big part of the drainage project, comes across here. There's a detention pond on E. 238. There's a little detention area and then head wall, then it goes into a pipe and spits out down here. Part of the central shoreline plan that you actually saw was we were looking at could we take that out of the pipe in this section and step it down and create habitat and you'd treat it a little differently. That was one aspect of it.

We did look at the information that was provided by that gentleman. It indicates that as a historic pattern. It is just that there's a historic pattern that comes there here. You can see there's a little spit that comes out of here right now. That comes through this zone as well. This was never connected to it. We were talking a lot about this impact and dealing Dr. Larick's question about that, this actually doesn't even relate necessarily to that but it does relate to the second part of your question which is the proximity to the lady who lives through here. We do need to get back and circle back with her on a discussion. I think we talked about the fact that we wanted to walk her out there. I don't know if that actually happened. I think we actually do need to do that.

Mr. Freer – It did not happen but there were numerous offers to meet with her and take her out there and I think Kirsten you have her contact information. We haven't completely finished business but we are acknowledging it and we've answered the first part and we're more than happy to make sure we close the loop on the second question.

Asst. Director Gliha – I did have a long conversation yesterday afternoon. She said she would be watching us tonight.

Councilwoman Minarik – The second question I have was to the central shoreline. The erosion has been occurring, when this is all complete, what will prevent the beaches from eroding again? Is that the outposts that you've got in place?

Mr. Stangland – That's some of it. If you look at what actually happens here, Sims Beach you've got a great example of something that's worked 22-25 years without much touching. If it is design engineered appropriately you should have a stable situation. Part of those cobble beaches, those cobble beaches down the road nearly like the sediment. So when we're actually looking at the improvements, we can hold those in place, it is design engineered, physically modeled so you know this is going to work, it is numeric modeled from a sediment transport standpoint. It is a concern, yes. It is something you can engineer and do appropriately.

Councilman Gilliam – To Director Pietravoia, when I look at this it says example of potential TIF financing. Would this be deemed as contingency or we were able to get grants from state and federal government, this would still be an ample source of financing in addition to any grants we may receive from the federal and state government?

Director Pietravoia – I would see this as the primary financing. The grants we already received are likely to be the amount that we're going to have toward the pier. We have a fairly short window here between now and the end of the year given the grant deadlines we already have. We can continue with JJR's help to look for additional grant funds, but I would think it is unlikely in that timeframe and this would be the primary source of funding the balance of the project.

Councilman Gilliam – Thank you, I just wanted to get clarity on that.

Mr. Freer – There would be additional funding for some of the other enhancements, especially for the marina, there's federal funding sources that we would help to try and pursue. It is a function of transient dockage and things like that.

Councilman Gilliam – I just wanted to get clarity because I know that we're at a point where we have to move and I wanted to make sure that I was clear on this because I know the grant process can be very tedious and very long and getting answers sometimes is not always on our timetable, it is on their timetable. I just wanted to get clarity on that, thank you.

Director Pietravoia – I do want to piggy-back on what Ed was saying. I want to be clear. I was speaking specifically about funding for the pier and the enhancements associated with it. The rest of the plan, the central shoreline, the marina, we will definitely continue to seek funding from both state, federal, every source that we could possibly go after. In terms of timeframe in getting the pier started and constructed, the primary source of funding would be the TIF financing that we presented tonight.

Councilman Gilliam – Thank you, I'm clear.

Councilman Langman – I just want to clarify that the next phase that we retain JJR for, would that be exclusively for the pier and portion of the trail that is ADA accessible? Or would it incorporate other items?

Director Pietravoia – We have been discussing on a parallel path identifying the next tasks associated with the rest of the central shoreline and the next work that is going to be needed for the marina.

Councilman Langman – So we could conceivably have two contracts, or two specific job requirements within one?

Director Pietravoia – We anticipated amending the existing contract for the work associated with the engineering and design for the pier. It would likely be a separate contract for the next phase of work that would include the additional work for the central shoreline and the marina. We want to keep that going on a parallel path.

Councilman Langman – As far as pursuing funds for the marina and other projects, Frank you probably know that cold storage building is coming down, the old convention center is coming down, our old school will be coming down. Have we had conversations about some how obtaining some of that material like we've talked about in the past in preparation for some of the work that would go on in the central or eastern part or maybe even it could be used for the pier also.

Director Pietravoia – I would defer to Jason and Ed to comment on the usability of that material. I know that we've had discussions about it. I don't know if we've landed on a firm decision on whether we would be able to in fact use that material for the type of work in the lake.

Mr. Freer – Wherever we can we like to be green and recycle demolition material, construction material. Where we have the slightest technical engineering requirements on this project, we would certainly like to investigate the applicability of that in terms of topographic modification of Sims Park and things like that and maybe the ADA path where we're doing some grading. The pier and typically wave attenuation structures have a very rigorous technical cross section that needs to appropriately grade materials from large to fine. So the parameters are pretty straight forward and it is a very tight spec. The reason for that is you don't want the smaller materials moving or dislodging so that the structural integrity of these engineered infrastructure not fail and they last 100 years. I'd say the applicability to those types of structures would probably not be appropriate but where there are other areas where we can use materials we'd certainly want to incorporate them.

Councilman Langman – I want to make sure since all these big projects are happening that we're at least on top of it because when we're perhaps ready to go and say we could use this but nothing is happening in quantities that we need. That's why I'm looking for some sort of answer if we talked with the schools for example about perhaps partnering with them?

Director Pietravoia – Not specifically asked them about using their materials. We have talked about deconstruction which is more along the lines of trying to save materials to reuse in other buildings. We have been approached by a particular local firm that is interested in looking at all the buildings that might be coming down in Euclid for the purpose of deconstruction. I know that individual has had conversations with the schools. We definitely can pursue it, what I would be concerned about always in a case like this is timing and where we might store the material. We would want to have some certainty that we could in fact use it. If we took it on and stored it, even at the lakefront for example, we want to be sure that we can actually use it then and don't have a later expense of having to move it because we can't use it. Maybe as we get closer, the schools I think are scheduled for demolition in 2012. They'll have to wait until the new schools are constructed before they take the old schools down, so it would be closer to toward the end of 2012.

President Holzheimer Gail – They're supposed to have another full school year in the current building. It would be at the earliest June of next year.

Director Pietravoia – June of 2012, so it is not too early to start having the discussions. We do have a little bit of time before the buildings actually come down.

Councilman Langman – Can you quantify Director Pietravoia what the Mayor said that if we build this pier we're going to get all this economic investment because I don't buy that? If you can show me examples of how a pier is going to draw new investment into our downtown?

Director Pietravoia – Councilman I don't think you can separate the pier. I think that was meant in the context of the overall plan that we're pursuing and JJR has indicated many times in past meetings that there's a 10-12 fold economic return on doing this type of waterfront development.

Councilman Langman – On building a pier?

Director Pietravoia – On developing waterfronts in general.

Councilman Langman – I'm well aware what the whole project will bring. I heard what the Mayor said and he said you build a pier you'll get more investment downtown. I'm skeptical of that. If you can prove that, fantastic, but I would like to see some numbers instead of just throwing out a statement. I don't think a pier is going to

Director Pietravoia – We'll work with our experts, JJR, to try to provide some numbers.

Councilman Langman – I don't think that's going to happen, but if we have to do this first, that's okay. I don't want to over inflate statements about what a pier is going to bring to our downtown.

Director Pietravoia – Councilman, you obviously are entitled to your opinion and the Mayor's entitled to his opinion. If we can provide some numbers we'll be sure to do that with the help of our consultant.

Councilman Langman – That's all I ask.

President Holzheimer Gail – Comments from the public? We appreciate you being here.

Mr. Paul Dietrich – 164 E. 203 St. First of all I'd like to say great presentation JJR, well done. I think what I'm really here to say is I certainly would recommend to Council to work with the administration on passing legislation necessary. It sounds like a sound financial plan to build the first phase. As you know this project is, I'd like to say, made up of a lot of different programs, but there's three key concepts to it. One of them is Sims Park, the redevelopment of Sims Park; the central shoreline; and the marina. I think it is critical that we look at the overall goal and one of the goals I'm sure is to bring about more usage of our lakefront development or usage of our parks. By doing the western end first, which is the largest section that the city owns that is a park right now will certainly bring that about. Hopefully what we'll see is increased usage of the park. Not only for the beach, for the walking paths, for the new addition of the pier, enhanced playground, etc; but also for the walkers who hopefully can get the idea that what we're trying to do here in the city is link a lot of our projects between Memorial Park, hopefully future walking paths to the Euclid Creek Reservation and to the State Park Wildwood, just to the west of us. There's a lot of ways to look at it and I think once again the increased usage is huge, how that fairs in economic development, Councilman, I'm not sure either numbers-wise. But I know when you put more people in an area, hopefully there's increased spending somewhere down the road, whether they just stop at the gas station or stop at the restaurant or whatever. Hopefully we get a little more of that. The idea of getting more people there is really critical to this. Thank you.

Councilman O'Neill – I got the sense that Mr. Stangland wanted to respond to that. I'll put the question to, speaking of the pier only, what type of impact do you believe, with your experience with that have to the city?

Mr. Stangland – I'll let Ed deal with experience because he has more gray hair. Quantifying it is a challenge, it is. But, I can say there are great communities, and they are great places to live. If you want a great place to live, you have amenities. Is it a marina? Yes. Is it a pier? Yes. But is all of those components, it is not just one aspect. It is a variety of things. If you don't have a place that people want to come, Robert Spies, isn't successful. Robert Spies is sitting on the Steering Committee and saying go for it, I like it, it is going to bring me more patrons. We were at Steve's Grill for lunch today, the new one. I've been to Stevensons, everybody has been there, it is like an institution right. I was baptized into that pretty early. We went to Steve's today and I didn't expect it. They were five-six deep waiting to eat there. It is a destination. Beach Club Bistro. We go there typically once a trip or something like that. There's a bunch of new ones that I hear about that I have to try now. You're conglomerating, you're bringing a bunch more of those, it is creating a destination that is drawing people. That's not a marina but that is a series of great restaurants that bring people down to one place. It is a beach that says I want to go there because the community next to you to the east and the one after that, they don't have it. Nobody to the west, don't really have it either. This is different. If you're French and you're about wine, I don't know. But it is wine. Sorry, I've been watching James Mae Road Trip. The idea is about place making and place making in it of itself does bring economic development. It brings people to Robert Spies' restaurants, shops and all those things.

A marina itself, a marina itself exclusively just look at the dollars and sense of marinas and slip rentals and things like that, it is not always a money maker. It is a break even, make a little bit of money thing. But you're after what we're all talking which is economic impact, direct economic impact of me spending money at the grocery store, the gas, the bread, the beer and going down to the waterfront. I've been fishing for a day, I've got to grab, we were traipsing around in Sims Park and I got dirty shoes and I go to go to CVS to get something to clean up my shoes and my pants. I got to grab a towel and sunglasses and all these things.

Mr. Freer – It is called economic impact.

Mr. Stangland – It is economic impact. It is direct. Can I quantify it? You know I probably could because if I go to, Ohio has done a series of analysis and actually we did as part of the Coastal Management Grant if you look at that, it starts to quantify the users and how many users you have in this particular region and how many people can come here in a five minute walk; all those aspects. They're spending dollars, you have tables that talk about what people spend when they come to a destination. I

can create numbers, but really the exact specifics, I'm not going to guess but I can tell you that is about place making and this is about place making. Ed, if you want to put your experience hat on.

Mr. Freer – This is not a cop-out and I'm not going to give you direct numbers right now. But, I feel safe in making a couple of global statements that I can prove are true. That is that waterfront development does create economic return and a lot of waterfronts incorporate numerous things. When you look at projects around the country and you look at our projects, they have multiple elements with them. They have piers, they have parks, they have shelters, they have marinas. We never say because of a pier or because of the absence of a pier that project has generated more or less money. I'm not sure you could do that.

You can look at projects that only have piers that generate economic impact. Would have generated more if it had a marina or not? I don't know because the ones that have piers and marinas do generate impact. The ones that have marinas generate impact. The one that have piers impact, economic impact. But the relative relationship between all of those, I honestly can't say but I can say that it is amenity based public access space, that is a truth.

I can also say that whether it is a major metropolitan park system, whether it is waterfront development, inclusive, exclusive of all the elements we're stating, or a golf course, the real estate and the economic impact is 10-15%; with or without marinas. You know what I'm saying? So waterfront developments, golf courses, fantastic open spaces, do generate economic impact. You can go to the Urban Land Institute, you can go to the National Park Association and there's lots of documentation that's non-prejudicial from a consultant and I'm more than happy to provide those statistics or contents.

So I'm not sure it is fair to yourselves to dissect it from that perspective. I'm being very honest. I think what is important is that waterfront development does create economic impact, it does brand and transform communities. The sequence they're installed or implemented is strictly dependent on economic and permitting, not desirability, that's really the driver. The more that you can incorporate, the better your community is. I can't tell you how many times I talk about your community, how that night over at the visitor's center I saw the local population transform itself into being believers that they live on the lakefront. Wow, we have a waterfront.

I'll finish with a quick story from yesterday. I was standing at Painesville Township in their park with three representatives from Lake MetroParks. They're comment to me was, or there question was, when are you going to get your pier done? We want to do a pier here and this is why we want to do a pier. We want to have a system to Cleveland to the Pennsylvania line, to Ashtabula, where there's a pier and paddle craft landing facility every 2-3 miles. So we can then start hosting regional races, you bike, you paddle, you run. Go to any tri-athlete marathon statistic from any Chamber of Commerce and you'll see what the economic impact is. We were standing there watching pair of eagles. We want to have piers here because we have tremendous bird watching. We want to have this system of piers or beaches or public access points that are 2-3 miles on center on our shoreline. That to me means economic development. Somebody can afford \$1,000 bicycle, a \$1500 sea kayak, and a long weekend in a community race. Somebody, a bird watcher, bird watchers bring in billions of dollars. That's all I can offer tonight. I can't give you dollars and sense to the decimal point, but I can share what I just told you.

Councilman Langman – Thank you Mr. Freer. That answer, I can live with because that's honest. This is one step in a very long process and your work is very, very important just because of certain trends that are happening within northeastern Ohio and the community overall. So go ahead, do your work, we need to do that. I just don't want to oversell something that won't do the job. We do need that substantial economic impact for the entire community. Thank you.

Councilman Gilliam – I just have a couple of comments. In regards to Councilman Langman's request I think that his particular question is valid and I also feel that it was eloquently answered about the potential. In my novice attempt, I've lived in different communities and when people have built up their lakefront area you see new industries like bait and tackle, sports recreation, that would possibly enhance visibility for our lakefront community center. Different vendors coming in. When someone is out there fishing, sometimes you find that new industry is there's someone out there that actually dress those fishes, basically do those things to address the community.

If there's any trepidation, the trepidation is that we just don't know what the impact will be but if we work collectively, I think that many successful cities with lakefront development have three things in common. They have the public interested who creates ideas; they have the government who is looking to enhance by listening to the public; you're also going to have the business community have their input on it. Do I think this is a panacea for lakefront? No, I think the completion of every phase will be our best bet. I think this does initiate a point of interest, a point of concern for people. I wouldn't be shocked if people just wanted to come and see the pier at some point during completion and they could utilize the Wendy's, utilizes CVS, utilize Shore Cultural Centre, Aldi's, we have Alexander's that is no longer there but that might even develop a situation where a restaurant comes into play catering to seafood. These are the kinds of things that are very speculative but I like the idea. I like to go out there and just look at the

ocean. At the Henn Mansion, my wife and I take pictures and stuff like that and once in awhile I go back on Lake Shore and I grab something to eat because I'm too lazy to cook. The point I'm trying to make is I think at some point we have to initiate this. We've been talking about this for 20 years. The only thing that I think is uncomfortable is that we couldn't do it collectively at one time. I think the phases are the necessary steps to move forward. I agree with you, your concern is of value. Putting \$1.5 million; \$2.5 million on the table and nothing comes of it. But I think not only do you have to have the action, you also have to have the follow up. Anything that we put a dollar down on, we should invest in it. I don't care if it is from putting a store up or putting a pier up. We buy personal items and we take care of them and we invest in them. We have to have that community minded opinion of everything that we do from this point on, especially with the possibility of doing the whole lakefront. I hear you loud and clear. I don't see the pier paying for itself for awhile. But I do see at some point with this being an initial step, we can move forward, then we can move forward to the marina and hopefully those things will begin to take hold of our city and bring people to Euclid. Euclid needs a spark and I think this is part of it. Thank you.

Councilwoman Minarik – Before you gentlemen leave, the question is back to the financing. We got about 25% of this project from grants. Is that going to be typical, do you think of the entire project? In other words, is there any kind of an idea, is the project a whole project thirty-five, can we expect to get probably \$9 million in grants and that means that we need to figure out, we need to finance 26, I guess that's what I'm asking down the road. Thanks.

Mr. Stangland – That is a question that would require me to speculate a ton. But I will say there's examples. Dock and clinch marina with 75% funded, a \$10 million project that was funded 75% through Waterways. That's not going to happen here. But grant opportunities, you experience this, Cleveland. They just got \$1.9 million through boating infrastructure grant program, it is an 80/20, actually they ended up with a 74% grant funding. That's not \$9 million, I wouldn't bank on 25%. I do think that the more you do the more people want to be a part of success. We talked a little bit about this today. Like anything else, politicians, agencies, they want their name on there. Natureworks actually requires you to put a plaque up that says this was built with our help. They want to own a piece of it. I wouldn't even begin to say that 25%-26% is common place. I do know that you're not done with grant opportunities by any means. But we'll continue to look for those opportunities and as we get those agreements in place, the central shoreline, the federal government, state government is not interested in stabilizing private shoreline. But if it is community benefit, there's interest. There's already shown the Clean Ohio grant for \$350,000. It is premised on a complete loop, it is not just creating a small little segment. I wouldn't say it is exactly going to be 25, but I couldn't even quantify it, but yes there are more opportunities as we move forward.

Asst. Director Gliha – If I may also and it is a point that the Mayor and the Director brought up, is by putting this plan together, getting State funding and seeing a starting point, it opened up the door for a possible future gem of a partner and that's MetroParks. The MetroParks, the new lead director actually these guys are familiar with him because he came from their area. He is very water orientated. He is very lakefront orientated. Their staff expressed to us that in the future, within the next couple of years as we get further into the costlier part, they are definitely interested in looking into a joint partnership with us. That joint partnership hopefully will not only be maintenance, but will be, maybe the MetroParks takes over the marina part and they rent it out to a private operator. That's another bigger source of funds that we can tap into that isn't grant, it is actual funds that would come from the MetroParks, it is our tax dollars, but it is a source that we as a city aren't large enough to generate. But in joint partnership with the MetroParks it opens up a bigger market as far as financing and getting their hands on finances to create this lakefront dream that the new Director has. So we are not going to rely strictly on grants. We're looking at partnerships, looking at people who have bigger resources of funds than we do, that have also expressed the same interest in this program that we have. I think we have a bright future in the next couple of years dealing with the MetroParks and a few other agencies.

Mr. Freer – There is no typical from my experience. 25 is a good start, generally it does create in the positive direction. One thing that hasn't even been reflected on this list is private donations. Friends of the Park, Friends of the Pier, Friends of the Waterfront. You'd be amazed that once a project gets momentum, private donations, corporate legacy donations, or a lot of people with a very small donation that they then start. That has tremendous value in terms of stewardship of those amenities because they are out there, they're watching it, you can even have 3-4 times a year clean pier day and community comes together, it becomes a great catalyst. We haven't even talked about the potential of private donations in support of a project like your waterfront. That goes from the park all the way down to the marina.

The other challenge and we're not trying to double talk, but a week from now, a year from now, programs that we know of today get sunset. We're very subject to politics and elections. As far as one funding source of funding sunsets within the administration, the federal administration, state

administration, another funding source another program pops up. It does happen. If you look over the last 50 years, you can see the cycle. I'm confident there always will be a public funding source that will replace a funding source that's been sunset. There's 100 years of history of that and I'm confident that will continue. I can't tell you what it will be called, what the match will be. But 25% is a heck of a good start and don't discount the private donations.

President Holzheimer Gail – I just want to remind the public and council knows this, we did pass and we did make part of our long term plan the waterfront improvement plan, so it creates the larger vision which includes the marina, the shoreline improvements and the pier. The way I look at it, this is step one, actually it is step five or six. But in terms of actually putting things in place, this is our first step. That doesn't, I don't think in anyone's mind mean we are still not committed to finishing and following through with steps two, steps three and hopefully beyond. It is important for us all to remember that this is just a piece. I think to Councilman Langman's point, the whole project is the ideal, it is the goal, it is the vision that we're working towards and that is where we will get the most impact, but each step I do believe will give us some impact. We boast about being a waterfront community, we really need to improve our access. We need to allow people and able people to get down and touch the water and use the water. That will have an improvement in our community, even if it is image, even if it is perception. Internally, externally, there's a value to that that is hard to quantify, certainly, but certainly value from my perspective.

I hear consensus to move forward with an amendment to the contract which I assume will need legislative action for to go ahead and begin the discussions with bond counsel about the financing options and certainly keeping Council informed of the information and decisions as we go. Am I fair on that?

Councilman O'Neill – If you're ready, I'll make the motion.

President Holzheimer Gail – Any final comments? We appreciate your time. We don't have action tonight, there's nothing to send back to Council.

Councilman O'Neill moved to adjourn. Councilman Van Ho seconded. Yeas: Unanimous.

President Holzheimer Gail – Thank you everyone for coming. Thank you Jason and Ed for your presentations, good luck tomorrow.

Meeting adjourned.