

# CHEERS

## Cleveland Harbor Eastern Embayment Resilience Strategy

March 13, 2025

Stakeholder Meeting #7



# Agenda

- USACE Update
- Partner Workshop
- Small-scale Breakout Project Update (Habitat Loop)
- Funding Updates
- BCA + Fact Sheets
- Project Next Steps
- Partner Updates



# **USACE Update**

# CLEVELAND HARBOR 20-YEAR DMMP STATUS UPDATE – 13 MARCH 2025

## Study Progress & Updates Last Quarter

- CHEERS Design sync between Port's consultants and Buffalo District Engineering – 13 Jan
- Pre-coordination call with OEPA and the Port on 401 WQC approach – 15 Jan
- Technical engineering began working through conceptual planning level design on initial measures carrying forward to initial array of alternatives – Jan 2025 to present
- Planning continues to screen initial measures and refine initial array of alternatives – Jan 2025 to present
- Project management planning documentation drafted and in review – Feb to Mar 2025

## Upcoming Major Activities & Milestones Next Quarter

- ODNR pre-coordination call with Port and USACE – March 2025
- Scoping letter public comment period – April to May 2025
- Public scoping meeting to be hosted – May 2025
- Task order awards for sediment testing in-water and at CDF10b – June 2025

## Challenges & Risk

- Change in Port leadership and OC representation – Jan 2025
- USACE PM (Shanks) deployed supporting TN Flooding Recovery – 13 Jan to 21 Feb
- Continuing Resolution (CR) passed 23 Dec 2024 expires 14 March 2025

## Where can you help?

- Scoping letter feedback – 20-year DMMP & Preliminary Assessment Addendum (separate)
- Attendance to the public scoping meeting



U.S. ARMY



US Army Corps  
of Engineers®

# CLEVELAND HARBOR DMMP SCHEDULE

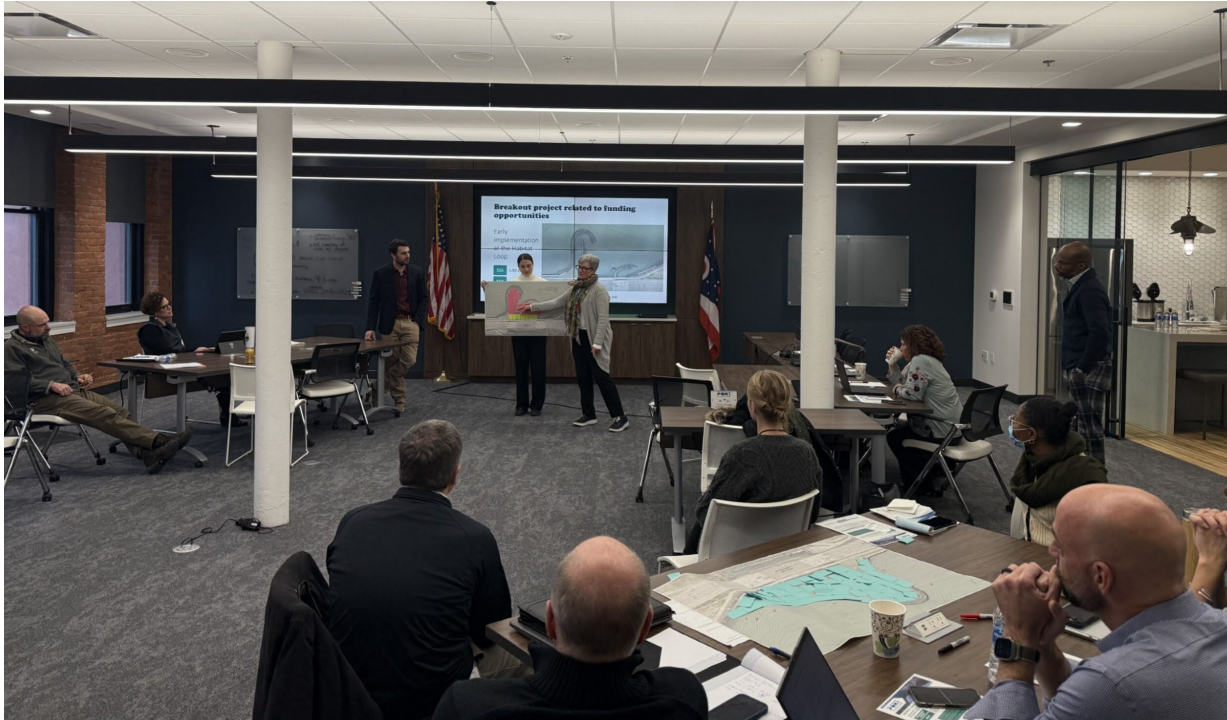


# Partner Workshops

# October 21 and 22 USACE Charette

- Focused on local stakeholder input for the USACE's development of the 20 year Dredged Material Management Plan (DMMP) for Cleveland Harbor
- The DMMP will explore multiple alternatives and is expected to be complete in 2029. A preferred alternative would then begin the permitting process, leading to a **construction start date in 2031 +/-**
- CHEERS stakeholders strongly advocated that CHEERS is the local preferred solution
- Local confined disposal facilities reach capacity in **2029**
- An early action project could demonstrate the benefits of CHEERS and provide placement options as other capacity is exhausted

# January Partner Workshop



The CHEERS Partner group came together to kick-off the 2025 year with a project regroup, discuss implementation strategies and funding opportunities, and collaborate and brainstorm on an initial breakout project.



# **Breakout Project Update**

# Early Action Project – Pending NOAA Transformational Habitat application

## Project Goals:

- Achieve a constructed project for the community
- Demonstrate benefits and proof of concept for CHEERS
- Address a short-term dredge placement site in advance of the 2029 capacity limit
- **Draft budget \$12-13M; local funds needed**



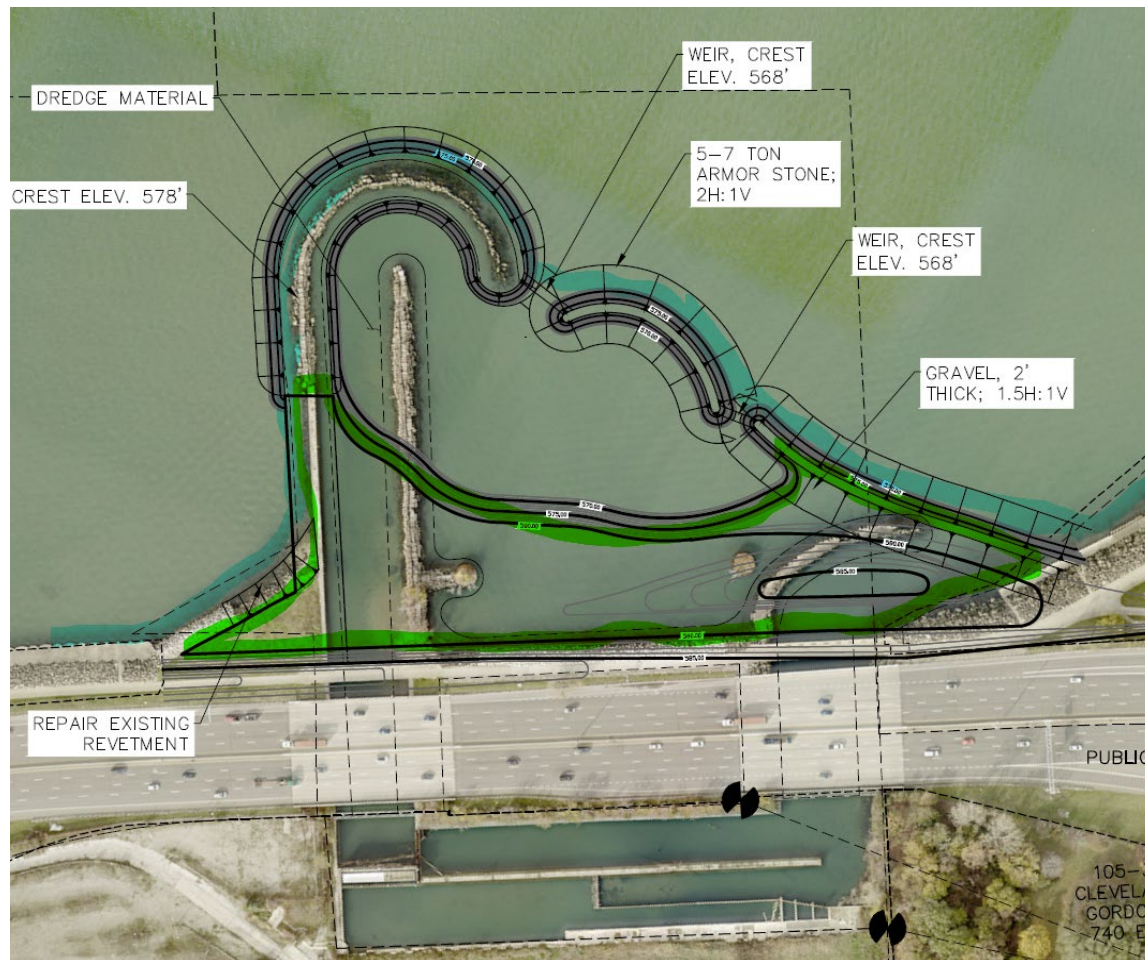
# Early Action Project – Pending NOAA Transformational Habitat application

Early implementation at the Habitat Loop



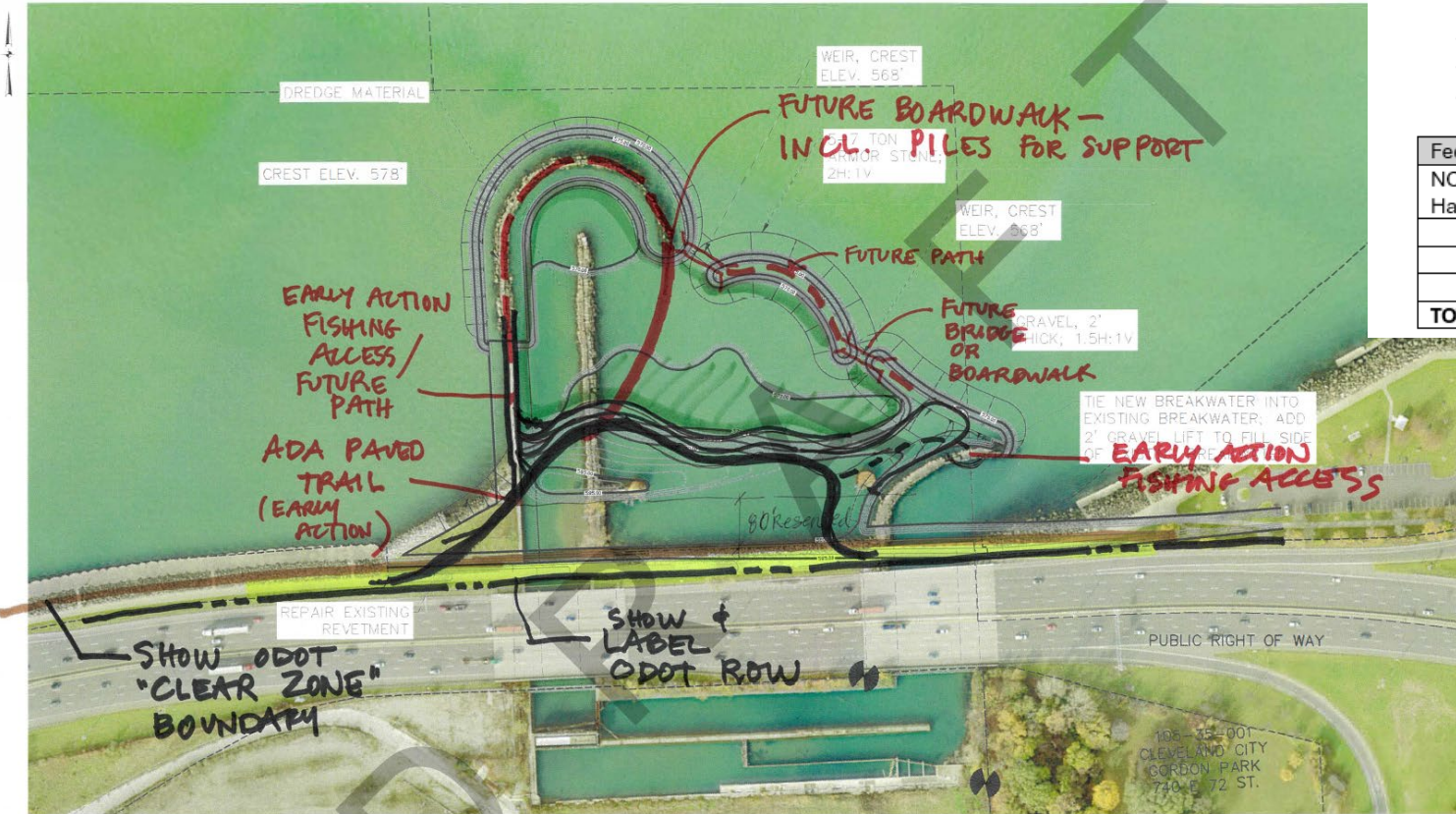
# Early Action Project – Pending NOAA Transformational Habitat application

Early implementation options – pending budget review & design refinement



# Early Action Project – Pending NOAA Transformational Habitat application

PRELIMINARY DRAWINGS  
NOT FOR CONSTRUCTION



## NOAA

### Draft Schedule

1-2026	Award
3-2026	Contract
3-2028	Permit
2028-2029	Construction

Federal Sources	Non-Federal Local Match	Amount	Percentage
NOAA Transformational Habitat Discretionary Grant		\$ 9,500,000	79.17%
	Cleveland Metroparks	\$ 1,000,000	8.33%
	Port of Cleveland	\$ 100,000	0.83%
	City of Cleveland	\$ 1,400,000	11.67%
<b>TOTAL:</b>		<b>\$12,000,000</b>	<b>100.00%</b>

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GRADING PLAN  
CLEVELAND CHEERS  
700 S. 75th STREET  
CLEVELAND, OH 44103

SHEET 4 OF 7  
JOB NO. 19292-2

## This Early Action project:

- Protects I-90 from wave action
- Improves fish habitat by constructing shoreline wetlands unique along Cleveland's shoreline
- Expands opportunities for fishing
- Creates places to touch the water
- Provides essential dredge placement areas before the 2029 lack of capacity

- NOTES
1. VERTICAL DATUM IS IGLD85.
  2. BEARINGS AREA BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83(2011) IN U.S. SURVEY FEET.
  3. DATE OF AERIAL PHOTOGRAPH: FALL 2021, <https://gis.cuyahogacounty.us/html5viewer/?viewer=cegis>.
  4. PROPERTY LINES: CUYAHOGA COUNTY JAN. 2022 TAX PARCEL DATA.
  5. SUBMERGED LANDS LEASE BOUNDARIES: SHAPE FILES PROVIDED BY ODNR JAN. 6, 2023.
  6. SEE THE EXISTING SITE PLAN KEY SHEET FOR THE GENERAL LOCATION OF THE AREA DEPICTED ON THIS SHEET.
  7. LAND AREAS SURVEYED BY WOOLPERT USING LIGHT DETECTION AND RANGING NOV. 9-26, 2019, <https://gis1.olt.ohio.gov/geodotodownload/>.
  8. SUBMERGED AREAS SURVEYED BY THE U.S. ARMY CORPS OF ENGINEERS AND KS ASSOCIATES, INC. SEPT. 30, 2022 - JUNE 17, 2023.

PROPOSED GRADING PLAN  
SCALE IN FEET  
0 80 160

DATE	DESCRIPTION	BY

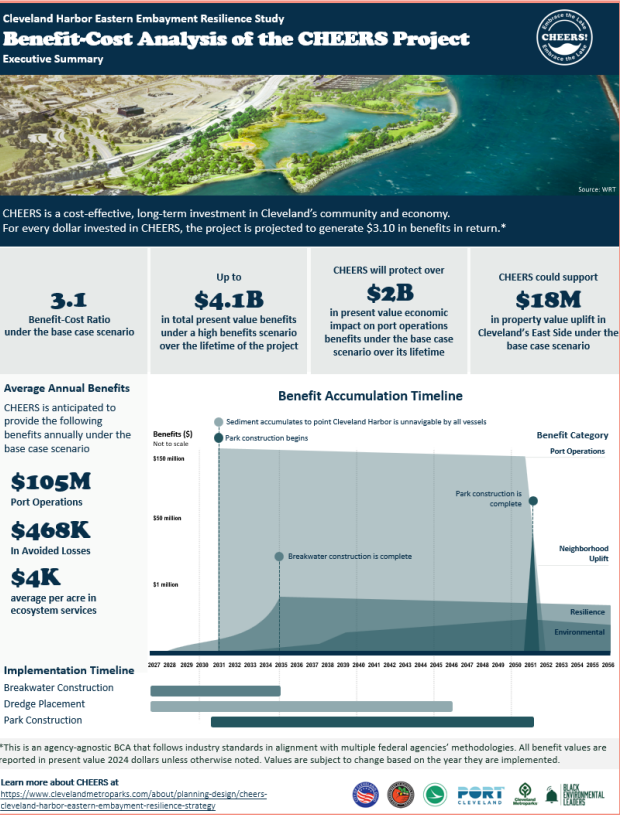
NOTES  
1. VERTICAL DATUM IS IGLD85.  
**64' MIN**  
**20' PROMENADE + 8' GAP? MIN.**  
**8'+12' PATH / CLEAR BIKEWAY**  
**24' MIN. LAKESHORE BLVD**

# **BCA + Fact Sheets**

# The CHEERS Benefit Cost Analysis (BCA) is here!

## Fact Sheets

Customizable advocacy materials for general audiences



**Cleveland Harbor Eastern Embayment Resilience Study**  
**Benefit-Cost Analysis of the CHEERS Project**  
 Executive Summary

CHEERS is a cost-effective, long-term investment in Cleveland's community and economy. For every dollar invested in CHEERS, the project is projected to generate \$3.10 in benefits in return.\*

<b>3.1</b> Benefit-Cost Ratio under the base case scenario	Up to <b>\$4.1B</b> in total present value benefits under a high benefits scenario over the lifetime of the project	CHEERS will protect over <b>\$2B</b> in present value economic impact on port operations benefits under the base case scenario over its lifetime	CHEERS could support <b>\$18M</b> in property value uplift in Cleveland's East Side under the base case scenario
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**Average Annual Benefits**  
 CHEERS is anticipated to provide the following benefits annually under the base case scenario

- \$105M** Port Operations
- \$468K** In Avoided Losses
- \$4K** average per acre in ecosystem services

**Benefit Accumulation Timeline**

Benefits (\$) Not to scale

2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056

Implementation Timeline

- Breakwater Construction
- Dredge Placement
- Park Construction

\*\*This is an agency-agnostic BCA that follows industry standards in alignment with multiple federal agencies' methodologies. All benefit values are reported in present value 2024 dollars unless otherwise noted. Values are subject to change based on the year they are implemented.

Learn more about CHEERS at <https://www.clevelandmetroports.com/about/planning-design/cheers/cleveland-harbor-eastern-embayment-resilience-strategy>

## Technical Report

Reference document including methods and assumptions



**ARUP**

**CHEERS Benefit Cost Analysis**  
 Technical Report  
 February 27, 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Arup U.S. Inc.  
 77 Water Street  
 New York, NY 10005  
 USA  
 arup.com

## Workbook

Excel documentation of quantification methods

Present Value	Present Value	Present Value	Present Value
Aesthetic Value	Habitat	Water Filtration	Erosion Control
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ 16,368,143	\$ 22,040,336	\$ 18,936,861	\$ 11,619,504
\$ 15,875,988	\$ 21,377,630	\$ 18,367,470	\$ 11,270,130
\$ 15,398,630	\$ 20,734,849	\$ 17,815,199	\$ 21,862,522
\$ 14,935,626	\$ 20,111,396	\$ 17,279,533	\$ 21,205,162
\$ 28,973,086	\$ 39,013,378	\$ 33,519,948	\$ 20,567,567
\$ 28,101,926	\$ 37,840,327	\$ 32,512,074	\$ 32,528,318
\$ 27,256,960	\$ 36,702,548	\$ 31,534,504	\$ 43,394,363
\$ 26,437,401	\$ 35,598,980	\$ 30,586,328	\$ 42,089,586
\$ 65,347,594	\$ 63,827,103	\$ 45,009,262	\$ 40,824,041
\$ 63,382,730	\$ 61,907,956	\$ 43,655,929	\$ 39,596,548
\$ 61,476,945	\$ 60,046,514	\$ 42,343,287	\$ 38,405,963
\$ 59,628,462	\$ 58,241,042	\$ 41,070,113	\$ 37,251,176
\$ 80,553,683	\$ 74,961,020	\$ 45,457,316	\$ 36,131,112
\$ 78,131,603	\$ 72,707,100	\$ 44,090,510	\$ 45,318,807
\$ 75,782,350	\$ 70,520,951	\$ 42,764,801	\$ 44,285,606
\$ 73,503,735	\$ 68,400,534	\$ 41,478,954	\$ 43,307,933
\$ 149,451,096	\$ 129,873,808	\$ 60,628,562	\$ 47,906,954
\$ 144,957,416	\$ 125,968,776	\$ 58,805,589	\$ 46,466,493
\$ 140,598,851	\$ 122,181,160	\$ 57,037,429	\$ 45,069,343
\$ 156,480,268	\$ 135,086,830	\$ 60,676,280	\$ 43,714,203
\$ 151,775,236	\$ 131,025,053	\$ 58,851,872	\$ 42,399,809
\$ 147,211,674	\$ 127,085,406	\$ 57,082,320	\$ 41,124,936
\$ 142,785,329	\$ 123,264,215	\$ 55,365,975	\$ 39,888,395
\$ 138,492,074	\$ 119,557,920	\$ 53,701,236	\$ 38,689,035
\$ 134,327,909	\$ 115,963,065	\$ 52,086,553	\$ 37,525,737
\$ 2,037,234.71	\$ 1,894,037.90	\$ 1,060,657.90	\$ 912,443.24

# What is a Benefit Costs Analysis (BCA)?

## Benefit-Cost Analyses (BCA)

- BCAs are **decision-making** exercises that enable planners, funders, and designers to **quantify** project impacts and **prioritize** those that will yield the most significant positive outcomes for communities.
- **Often required by federal grant programs** to demonstrate the project is a worthwhile investment.

## Benefit-Cost Ratio (BCR)

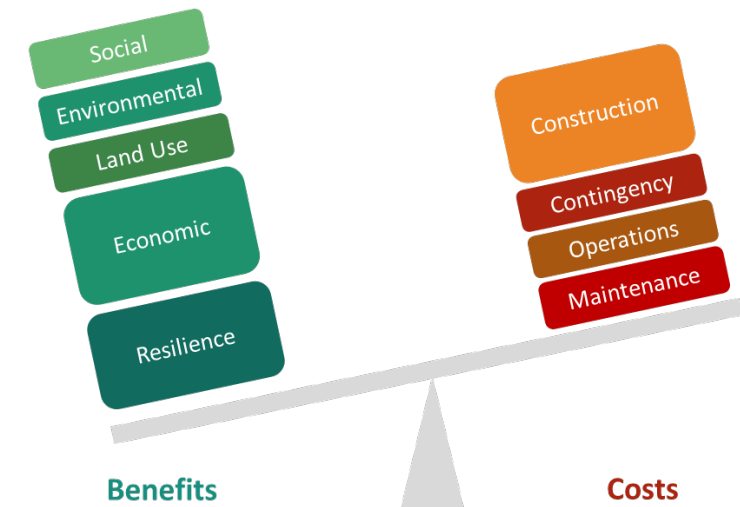
- A BCA is used to evaluate if a project is **cost effective** by producing a benefit-cost ratio (BCR). Cost effectiveness is determined by whether a project's benefits (such as avoided damages, loss of function, or ecosystem services) outweigh the costs of the project.
- If a project has a BCR **over 1**, the project is considered cost effective.
- BCRs are similar to a **return on investment (ROI)**.

## What distinguishes the CHEERS BCA?

- This is an **agency-agnostic BCA**, meaning it was developed to quantify the project **holistically**, rather than following a specific federal-agencies' methodology.
- It quantifies the benefits and costs across the **entire lifetime of the project** rather than for a specific component. Benefits are tied directly to **specific project actions**.
- The figures from this analysis can be **utilized for diverse contexts** rather than being tailored for a specific grant or project component.

## Benefit-Cost Ratio

The balance between costs and benefits





# CHEERS BCA Key Take-aways

This analysis compared the project costs against 8 quantifiable benefits of CHEERS across four categories: economic, land use, environmental, and resilience.

Benefit Cost Ratio: **3.1**

This analysis found that CHEERS is a cost-effective dredge placement alternative.

Total Benefits (Base Case, Present Value)

**\$2.1 billion**



For every dollar invested in CHEERS, the project is projected to generate

**\$3.10**

in benefits in return



Prevents up to

**1,166**

trucks added to Cleveland roads daily



Over

**100 acres**

of new park space

Supports the total economic activity of the Port of Cleveland estimated over

**\$7B**

The USACE estimates that a shift to land-based transportation would add over

**50k tons**

of particulate matter annually

Provides an average of

**\$4K**

In ecosystem services per acre

CHEERS is a cost-effective, long-term investment in Cleveland's community and economy representing a 310% return on investment (ROI).

# Benefits

## Average Annual Benefits

CHEERS is anticipated to provide the following benefits annually under the base case scenario

**\$105M**

Maritime Operations

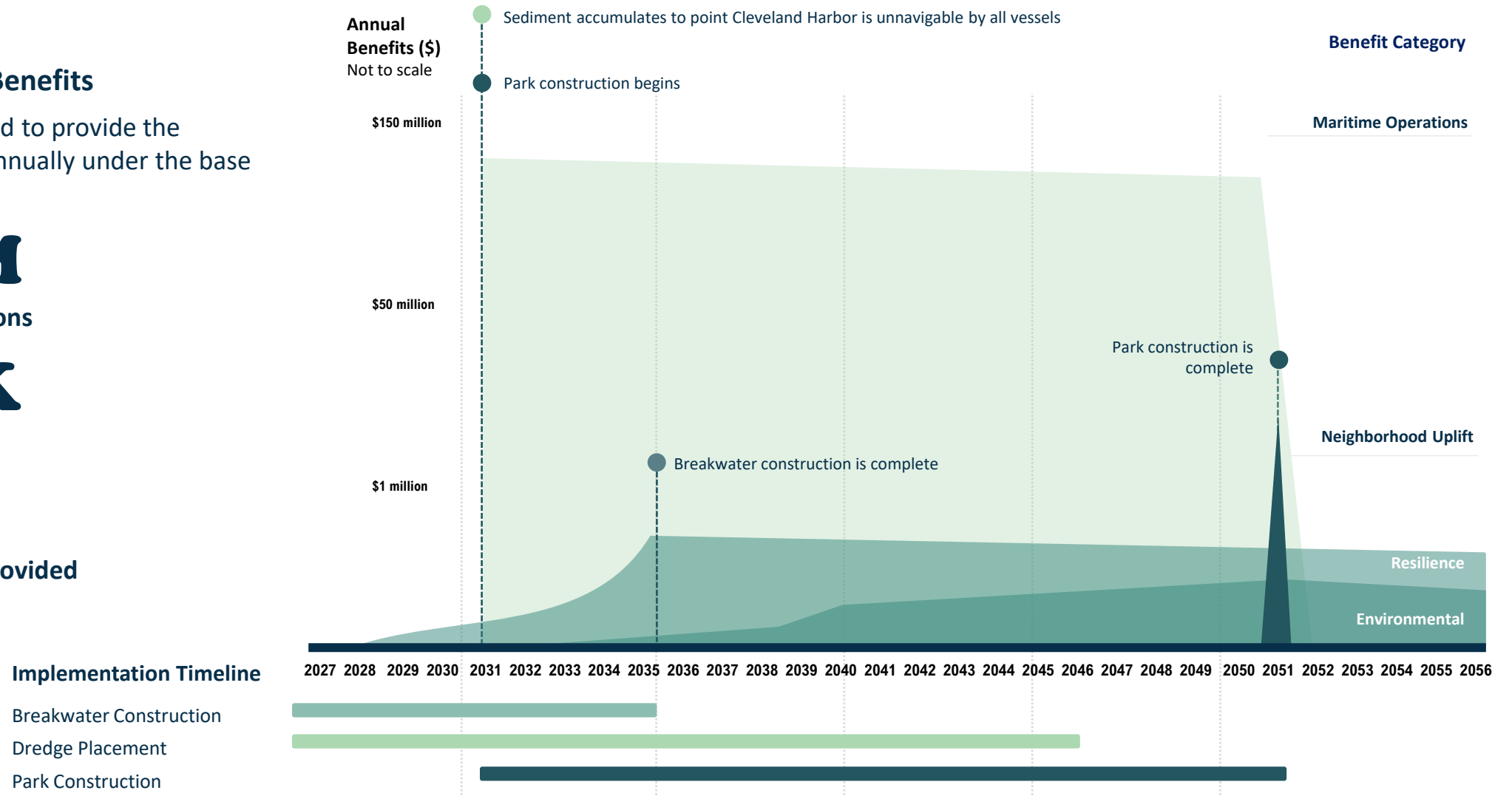
**\$468K**

In Avoided Losses

**\$36K**

Erosion Control Provided

## Benefit Accumulation Timeline



# BCA Fact Sheets

Customizable, thematic advocacy materials

Cleveland Harbor Eastern Embayment Resilience Study  
**Benefit-Cost Analysis of the CHEERS Project**  
 Executive Summary

Source: WRT

CHEERS is a cost-effective, long-term investment in Cleveland's community and economy. For every dollar invested in CHEERS, the project is projected to generate \$3.10 in benefits in return.\*

<b>3.1</b> Benefit-Cost Ratio under the base case scenario	Up to <b>\$4.1B</b> in total present value benefits under a high benefits scenario over the lifetime of the project	CHEERS will protect over <b>\$2B</b> in present value economic impact on port operations benefits under the base case scenario over its lifetime	CHEERS could sup <b>\$18M</b> in property value uplift in Cleveland's East Side under the base case scenario
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**Average Annual Benefits**  
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- \$105M** Port Operations
- \$468K** In Avoided Losses
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**Benefit Accumulation Timeline**

**Implementation Timeline**

- Breakwater Construction: 2027-2030
- Dredge Placement: 2027-2048
- Park Construction: 2028-2048

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Learn more about CHEERS at <https://www.clevelandmetroparks.com/about/planning-design/cheers/cleveland-harbor-eastern-embayment-resilience-strategy>

1 Fact Sheet Theme

2 'Thesis Statement'

3 Interchangeable Fact Tiles

4 Supporting Findings

5 Qualifications

## Fact Sheet Tile Library

Summary Benefits			
<b>3.1</b> Benefit-Cost Ratio under the base case scenario	For every dollar invested in CHEERS, the project is projected to generate <b>\$3.10</b> in benefits in return	Supports the total economic activity of the Port of Cleveland estimated over <b>\$7B</b>	Up to <b>\$4.1B</b> in total present value benefits under a high benefits scenario over the lifetime of the project
Port Operations Benefits			
CHEERS will protect over <b>\$2B</b> in present value economic impact on port operations benefits under the base case scenario over its lifetime	Protects <b>\$105M</b> in average annual economic impact on port operations benefits under the base case scenario	<b>20</b> Years Worth of Dredge Capacity	<b>4M</b> Cubic Yards of Dredge Material Contained
Prevents up to <b>1,166</b> trucks added to Cleveland roads daily	The USACE estimates that a shift to land-based transportation could increase costs by over <b>\$44M</b> due to railroad and trucking-related accidents	The USACE estimates that a shift to land-based transportation would add over <b>50k tons</b> of particulate matter annually	Benefits a community within the: <b>97th</b> percentile for individuals with asthma
Community Benefits			
Helps Preserve Over <b>23,000</b> Jobs (Ohio Maritime Plan)	CHEERS could support <b>\$18M</b> in property value uplift in Cleveland's East Side under the base case scenario	Benefits a community within the: <b>98th</b> percentile for social vulnerability in the country	Over <b>100 acres</b> of new park space
Environmental & Resilience Benefits			
Approximately <b>1 mile</b> of living shoreline and breakwater with fish shelves	<b>\$468K</b> in average avoided losses annually due to breakwater design	<b>-\$36K</b> average annual erosion control provided	Provides an average of <b>\$4K</b> In ecosystem services per acre

Cleveland Harbor Eastern Embayment Resilience Study  
**Benefit-Cost Analysis of the CHEERS Project**

Executive Summary



Source: WRT

CHEERS is a cost-effective, long-term investment in Cleveland's community and economy. For every dollar invested in CHEERS, the project is projected to generate \$3.10 in benefits in return.\*

<p><b>3.1</b> Benefit-Cost Ratio under the base case scenario</p>	<p>Up to <b>\$4.1B</b> in total present value benefits under a high benefits scenario over the lifetime of the project</p>	<p>CHEERS will protect over <b>\$2B</b> in present value economic impact on port operations benefits under the base case scenario over its lifetime</p>	<p>CHEERS could support <b>\$18M</b> in property value uplift in Cleveland's East Side under the base case scenario</p>
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**Average Annual Benefits**

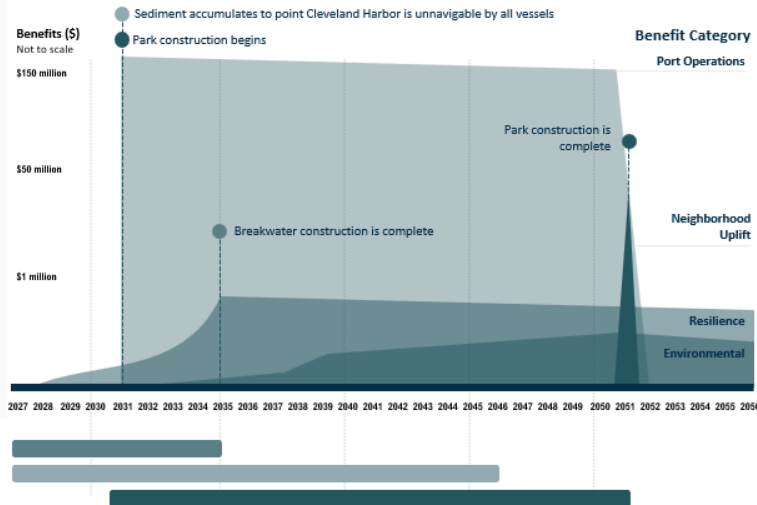
CHEERS is anticipated to provide the following benefits annually under the base case scenario

**\$105M**  
Port Operations

**\$468K**  
In Avoided Losses

**\$4K**  
average per acre in ecosystem services

**Benefit Accumulation Timeline**



**Implementation Timeline**

Breakwater Construction	2027 - 2035
Dredge Placement	2027 - 2048
Park Construction	2031 - 2051

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Learn more about CHEERS at <https://www.clevelandmetroparks.com/about/planning-design/cheers-cleveland-harbor-eastern-embayment-resilience-strategy>



Cleveland Harbor Eastern Embayment Resilience Study  
**Benefit-Cost Analysis of the CHEERS Project**

Port Operations Benefits



Source: <https://marines.com/new/harborjag111-Cleveland-Harbor-Cleveland-OH-United-States>

CHEERS is a cost-effective, long-term investment in Cleveland's community and economy. For every dollar invested in CHEERS, the project is projected to generate \$3.10 in benefits in return.\*

<p>Supports the total economic activity of the Port of Cleveland estimated <b>\$7B</b></p>	<p>Helps Preserve Over <b>23,000</b> Jobs (Ohio Maritime Plan)</p>	<p>CHEERS will protect over <b>\$2B</b> in present value economic impact on port operations benefits under the base case scenario over its lifetime</p>	<p><b>20</b> Years Worth of Dredge Capacity</p>
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Without the CHEERS project, the region will exhaust its current dredge placement facilities. This will stop dredging operations which will impact maritime shipping vessels' ability to operate in Cleveland Harbor. Due to the type of materials transported via the Federal Shipping Channel, such as those used in steel production, there are no holistic and viable alternatives to maritime shipping.

Responding to this need, CHEERS is the locally preferred alternative for dredge material placement that ensures the Cuyahoga River can continue to facilitate maritime trade. By ensuring dredging can continue for decades to come, CHEERS will facilitate the movement of goods, which is vital to preserve regional jobs and the economy more broadly.

**4M**  
Cubic yards of dredge material beneficially used

**Average Annual Benefits**

CHEERS is anticipated to provide the following benefits annually under the base case scenario

**\$105M**  
Port Operations



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# Benefit-Cost Analysis of the CHEERS Project

Resilience Benefits



CHEERS' containment structure doubles as a breakwater that will protect the shoreline, I-90, the E 55<sup>th</sup> Street Marina and forthcoming Sailing Center improvements, and multi-use trail while enhancing the region's biodiversity.\*

Winds from Hurricane Sandy push water from Lake Erie over banks at the E. 55th Street Marina. I-90 is visible in the background.

## Average Annual Avoided Losses & Erosion Control

CHEERS is anticipated to provide the following benefits annually under the base case scenario:

**\$468K**

in average avoided losses annually due to breakwater design

**~\$36K**

average annual erosion control



Source: Reardon, Kelly, 2016. How – and why – Superstorm Sandy hit Northeast Ohio: Looking back 4 years later, [https://www.cleveland.com/weather/blog/2016/10/remembering\\_hurricane\\_sandy\\_re.html](https://www.cleveland.com/weather/blog/2016/10/remembering_hurricane_sandy_re.html).

## Environmental Benefits

Fast Facts:

- Over **100 acres of new park space**
- **1,375 linear feet** of breakwater with **fish shelves**
- **4,670 linear feet** of living shoreline
- Protected and expanded **subsistence fishing opportunities**

This equates to:

**Habitat Creation Benefits - \$1.9M**

**Water Filtration Benefits - \$1.1M**

Improved Air Quality\*\*

Climate Regulation\*\*

Increased Pollination\*\*

Biological Control\*\*

\*This is an agency-agnostic BCA that follows industry standards in alignment with multiple federal agencies' methodologies. All benefit values are reported in present value 2024 dollars unless otherwise noted. Values are subject to change based on the year they are implemented.

\*\*Ecosystem service benefits contribute positively to the analysis, however indicated benefits were not quantified in this analysis.

Learn more about CHEERS at

<https://www.clevelandmetroparks.com/about/planning-design/cheers-cleveland-harbor-eastern-embayment-resilience-strategy>



# Benefit-Cost Analysis of the CHEERS Project

Community Benefits



CHEERS is estimated to add over \$18 million in uplift to neighboring properties bolstered by a coalition of partners working to serve current residents, preserve affordability, and increase neighborhood vibrancy.\*

CHEERS could support  
**\$18M**  
in property value uplift in  
Cleveland's East Side under the  
base case scenario

Prevents up to  
**1,166**  
trucks added to Cleveland  
roads daily

The USACE estimates that a  
shift to land-based  
transportation could add over  
**50k tons**  
of particulate matter annually

The USACE estimates that a  
shift to land-based  
transportation could increase  
costs by over  
**\$44M**  
due to railroad and trucking-  
related accidents

## CHEERS is about more than what can be measured



Reimagining the Cleveland shoreline to create lasting, regional impacts



Reconnecting Cleveland neighborhoods to the lake



Shifting to co-beneficial ways of handling dredge material



Protecting the region's infrastructure and economy for generations to come

CHEERS will create waterfront access and purposeful open space for Cleveland residents.

The benefiting community is within the:

**97<sup>th</sup> percentile** for individuals with asthma

**94<sup>th</sup> percentile** for low income

**91<sup>st</sup> percentile** for share of adults with diabetes

**88<sup>th</sup> percentile** for diesel particulate matter exposure

The No Action Alternative would exacerbate existing health vulnerabilities.

Multiple additional census tracts south of I-90 that would benefit from the CHEERS project are in the **top 2% nationally** for households where income is less than or equal to twice the federal poverty level, share of people with asthma, and share of adults with diabetes.

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# Next steps



**Reimagining** the Cleveland shoreline to create lasting, regional impacts



**Reconnecting** Cleveland neighborhoods to the lake



**Shifting** to co-beneficial ways of handling dredge material



**Protecting** the region's infrastructure and economy for generations to come



# **Funding Pursuits + Opportunities**

# Reconnecting Communities - Not awarded

- Improve bike and pedestrian connections to Lake Erie / reduce conflicts with I-90
- Northeast Ohio Areawide Coordinating Agency (NOACA) applied for a Planning Grant, with support and local match from:
  - City of Cleveland
  - Port of Cleveland
  - Cleveland Metroparks
  - ODOT
- Partners are participating in the Reconnecting Communities Institute

[www.rciconnect.org](http://www.rciconnect.org)





# PROTECT

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation

- **Funding opportunity removed from grants.gov 2.11.2025 - *may be re-posted this spring***
- Applications were due 2.24.2025;
- Resilience Improvement Grants; total available \$408M
- Planned request: **\$28.8M**  
Local match **\$3.4M** from NOACA, Cleveland Metroparks, & the Port



# NOAA Transformational Habitat

- Early Action Project described earlier in the meeting
- Demonstrates the value of the CHEERS project
- Small breakout area focused on the Habitat Loop

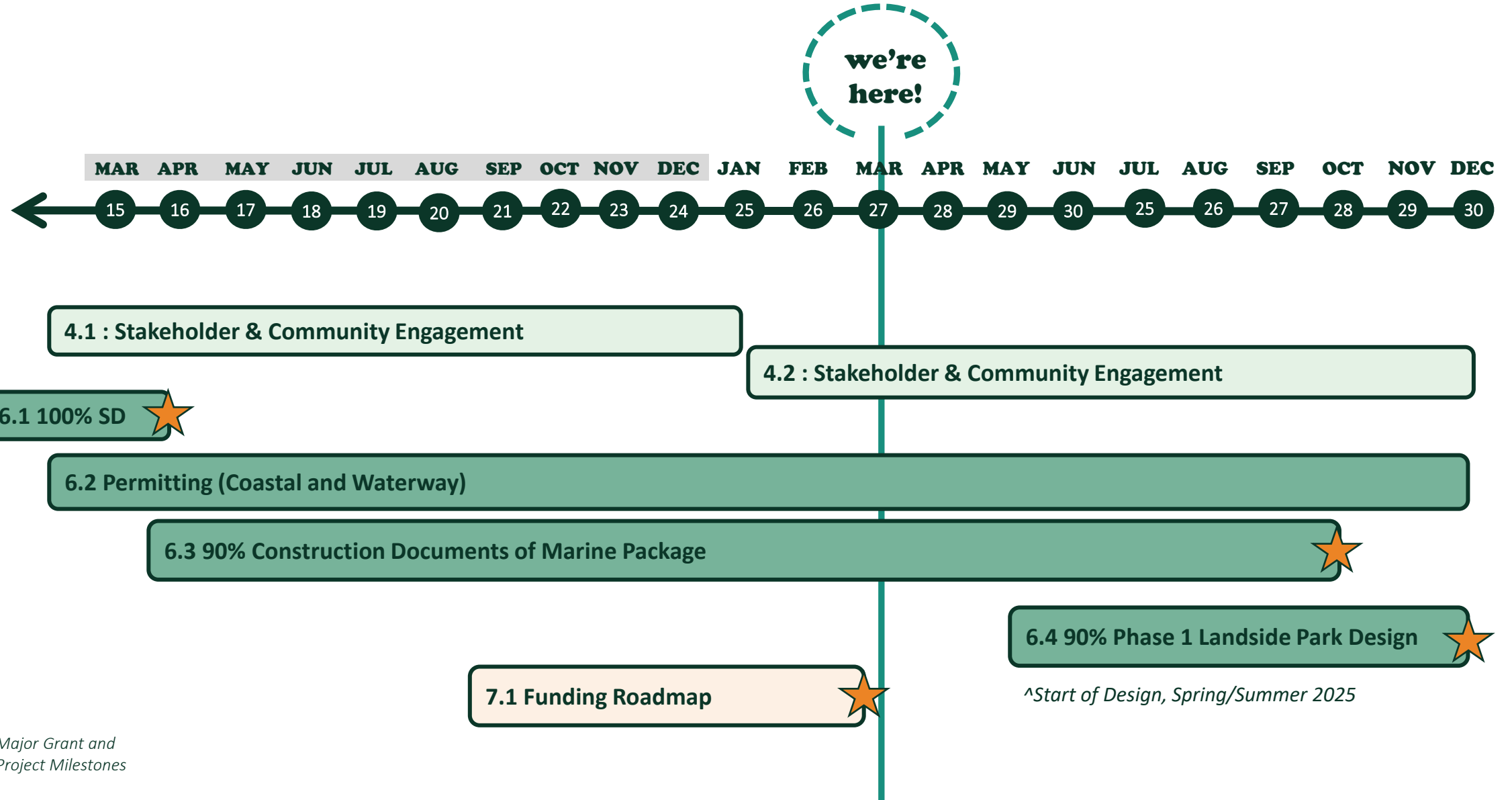


**CHEERS**  
**Project Updates**

# We've accomplished a lot this year.

- **Advancing Design Feasibility:** We continued to refine our design approach, ensuring that it remains both feasible and buildable, successfully completing the 30% Design of the CHEERS Project (Marine and Landside).
- **Progressing Funding and Financing:** Significant strides were made towards securing funding, including the completion of a Class 5 Construction Cost Estimate, a Grant Checklist, an Annualized Cost analysis, and an advanced agency-agnostic Benefit-Cost analysis.
- **Ongoing Technical Assessments:** Our commitment to comprehensive assessments continued with the advancement of our Geotechnical Analysis, a critical step for ongoing permitting and detailed design of the Marine Breakwater.
- **Strengthening Permitting Engagement:** We maintained a strong focus on permitting, actively participating in a USACE DMMP Planning Charrette and holding bi-weekly coordination meetings with USACE to ensure design alignment.

# 2025 Schedule



# 2025 Project Deliverables

## Task 4.2: Stakeholder Engagement

- ❑ *Phase 2 Engagement – Strategy and Planning in progress*

## Task 6.2 Permitting (Coastal and Waterway)

- ❑ *USACE Coordination – Ongoing*
  - ✓ (10/04/2023) USACE DMMP Planning Submission by Port of Cleveland – currently under regulatory review and coordination

## Task 6.3 90% Construction Documents of Marine Package

- ❑ *60% Plan Set – In progress (tracking for January)*
  - ✓ (10/04/2023) 10% Plan Progress for Permitting Submission
  - ✓ (1/26/2024) 30% Plan Progress for Schematic Design Submission
- ❑ *90% Plan Set – Oct/Nov 2025*
  - ✓ (10/04/2023) 10% Plan Progress for Permitting Submission
  - ✓ (1/26/2024) 30% Plan Progress for Schematic Design Submission

## Task 6.4 90% Landside Park Design for “The View”

- ✓ *Geotechnical Analysis and Assessments in Progress*
- ❑ *90% Plan Set – Oct/Nov 2025*

## Task 7.1 Funding Roadmap

- ❑ *Funding Roadmap*

# Partner Updates

# Partner Updates



*Key supporting stakeholders:*

*Ohio Environmental Protection Agency (OEPA)*

*Northeast Ohio Regional Sewer District (NEORS)*

*Northeast Ohio Areawide Coordinating Agency (NOACA)*



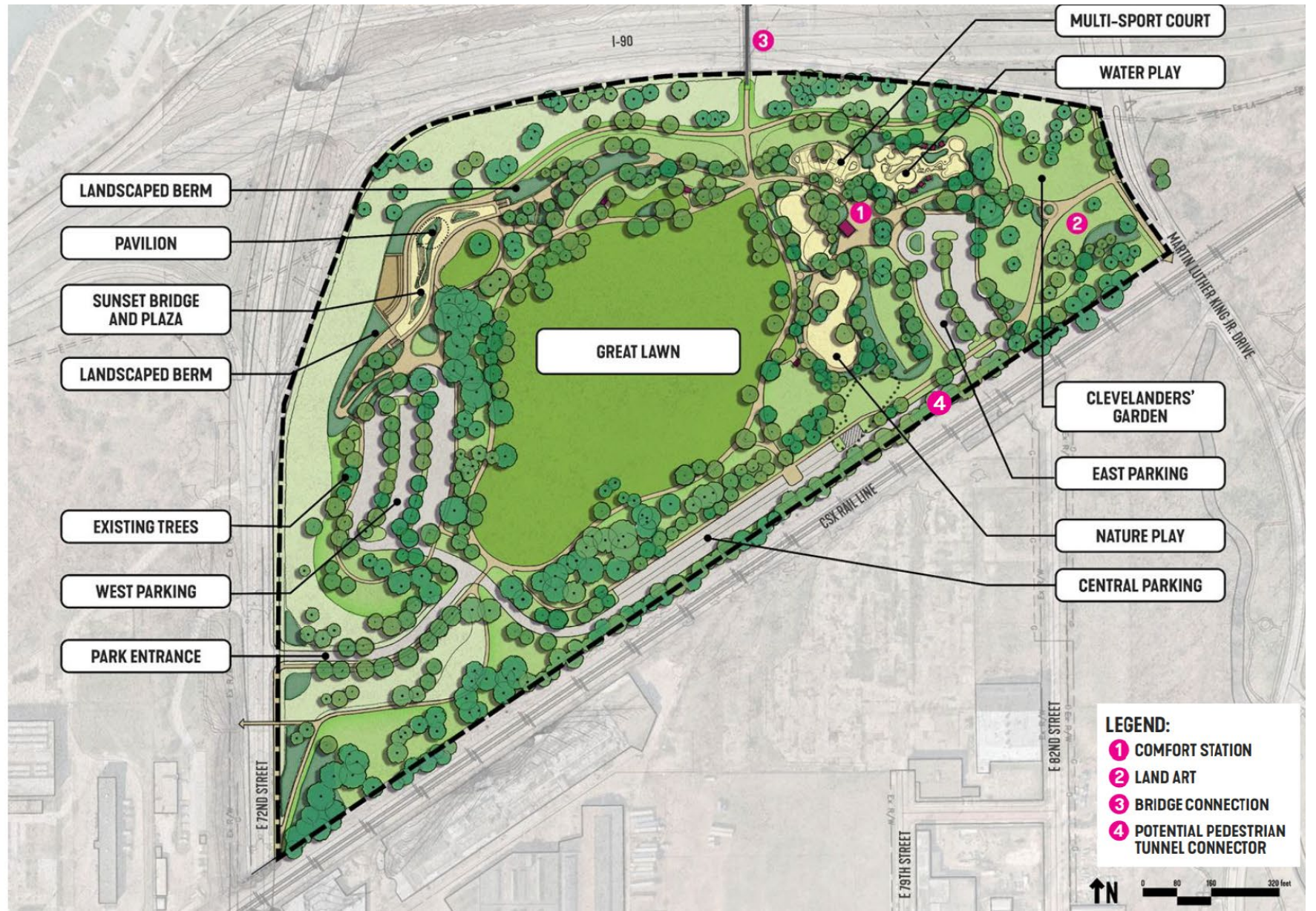
# Gordon Park

## CONCEPT PLAN

### OVERALL VISION PLAN

A **flexible framework** that includes:

- Iconic Sunset Bridge + pavilion
- Signature play experiences
- Unique Water Play
- Community gathering spaces
- All-season programming
- Accessible path system for all
- Enhanced entry experience
- Distributed parking areas
- 90% of existing trees preserved
- Integrating arts and culture



# Gordon Park



- Removing ballfield infrastructure to open up site access and prepare for the Great Lawn
- Proceeding with Schematic Design of entire site
- Coordinating summer activities and park activation
- Fall 2025 initial construction / Ph. 1 to begin



# **Stakeholder Meeting**

# Stakeholder Meeting Agenda

- **Stakeholder Meeting #7 – March 13, 2025 – TODAY!**
- **Stakeholder Meeting #8 – June 12, 2025**
- **Stakeholder Meeting #9 – September 11, 2025**
- **Stakeholder Meeting #10 – December 11, 2025**

Would you be interested in meeting on site for a walk-shop as part of the next stakeholder meeting on June 12?

For more information on the CHEERS project, please visit our [website](#). You can also find materials and recordings from previous stakeholder meetings at the bottom of that webpage.

If you would like to add colleagues or other stakeholders to our project listserv, please feel free to reach out to Kelly Coffman (Cleveland Metroparks), Linda Sternheimer (Port of Cleveland), or Kara Slocum (Project PM, Arup).

# Thank you!

