



The Grove Site Master Plan Implementation Strategies

November 1995

4 October 1995

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Dear Rick,

We are pleased to present our report summarizes implementation strategies for the Grove site master plan.

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We look forward to presenting and discussing these findings with you next week, and receiving the feedback of the port authority board.

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Sincerely,

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The "Big Picture"

Site History

The "Grove Site" as it is commonly called, is located near Lake Erie on the west bank of the Black River in Lorain, Ohio. The parcel is directly south of the Charles Berry Bascule Bridge, adjacent to downtown Lorain and between the downtown and river. The site is also directly across the river from Spitzer's Riverside Marina which is the former site of Lorain's American Shipbuilding Company.

The parcel was originally owned by the B & O Railroad and served as an iron ore storage site until the nineteen sixties. The property was purchased by the Republic Steel Company (now LTV Steel) in 1980 as part of the land acquisition for the Lorain Pellet Terminal Facility. The Lorain Port Authority purchased the property from LTV Steel on February 20, 1995.

Regional Access & Linkage

Connections to the Grove Site provide the link between the site and its market, that is, its potential users. The site has the benefit of an industrial heritage which leaves it with intermodal connections. Direct connections are by water, rail and road.

Potential use of the Grove Site will be dependent on the ability of these connections to effectively serve the destination activity—such as an international festival, or ongoing visitor center. By identifying a broad spectrum of linkages, the potential market for attracting visitors to the site is maximized.

This "Big Picture" summary is taken from the document: Grove Site Big Picture Analyses, produced by CityVision Associates, July 1995.

- Rail links on the site could connect the Grove Site to Cleveland, Toledo and, via Amtrak, to the world. Excursion rail can serve the site as a destination.
- USH 6 is the major lakefront highway along the south shore of Lake Erie. It connects downtown Lorain—and the Grove Site—to Cleveland and Toledo as part of the Lake Erie & Great Lakes circle tour route.
- Broadway, in the central business district (STH 57), and Colorado Avenue, to the east of the river (STH 611), link the site to the interstate highway system to the south.
- Bicycle and pedestrian circulation systems can connect the Grove Site to Metro park to the south, and to points along the lakefront.
- Excursion and charter watercraft are served at the Marinas. These uses can be transient at the Grove Site to serve destinations at the site, the islands, Cedar Point, & Toledo to the west, and Cleveland to the east.
- Pleasure-craft access and marina/slip services in proximity to the Grove Site allow for concentrations of users during peak boating season. Many public boat-launch ramps are located in close proximity to the Grove Site.



- Great Lakes shipping remains an ongoing use at the LTV pellet terminal and to the USS/Kobe facility inland. LTV transships from 60,000 ton lakers to 20,000 ton ships for final delivery to mills in Cleveland.
- Deep water port capability exists at the western portion of the LTV lakefront site. This port can accommodate cruiser class Navy ships or other historic ships for festivals or other exhibitions.
- Transshipment for industrial use can be accommodated along the rail corridor to LTV and the power plant facilities. Taconite and coal can be loaded or off-loaded at these facilities. Unit trains can be assembled using the stacking yard on, and adjacent to, the Grove Site.

Visitor-oriented Land Use Opportunities

These opportunities identify potential land use that can serve as a primary or secondary destination for visitors to the Grove Site and Lorain. As a discrete component of the economic destinations analysis, these are targeted to visitors.

- Grove Site visitor center: Serves as the headquarters of the Grove Site and as the port of entry to downtown Lorain activities and events.
- Entertainment and Civic Arts at the Palace: The Palace Theater serves as the focal point for civic-center type activities. It serves as the connection between potential cultural and civic uses on the Grove Site and those of the community at large.
- Watchable industry: Lorain has the opportunity to showcase its role in the Great lakes "ore to iron" process. The LTV pellet terminal is the most visually accessible place to watch the 1,000 foot lake boats "come back to Lorain." This is the connection from the Black River shipyards to the Minnesota Iron Range and back to the mills of Lorain and Cleveland.
- Big Boats: Deepwater pier facilities provide for a changing exhibition of "blue-water" ships of the current and past Navy as well as other seagoing vessels. This can be programmed in conjunction with festivals on the Grove Site or serve, at other times, as an independent destination.
- Lorain International Marina & Festival Park: The lakefront marina will become a major boating facility along the south shore of Lake Erie. It must be considered as part of the "big picture" to ensure connections between Marina users and users of Grove Site amenity, hospitality and activity areas.
- Shipyard Marina: The Shipyard Marina area is a mixed use area that complements the Grove Site by offering structural opportunities for hospitality and entertainment that could not be accommodated on the Grove Site—including potential casino gaming.
- Fishermen's Wharf: Adjacent to the Shipyard Marina, the pier along the river across, and slightly upstream, from the Grove Site, could be a place where commercial fishing can create a fish market for wholesale and retail sales. Secondary and ancillary uses, such as restaurants, can complement the market. An active market reinforces the objective of a working waterfront while serving as a visitor destination.



Regional & Community Economic Destinations

Economic destinations are areas at which there is a logical node in the connection network and there is the potential for capture of economic impacts. Destinations are singular, such as a hotel, or in groups, such as a downtown. Destinations within the study area are based on potential economic connection with a fully developed Grove Site.

- **The Central Business District:** Downtown Lorain is the economic beneficiary of high-intensity public use on the Grove Site and attendant linkages throughout central Lorain. Increased traffic to activities and events on the Grove Site will have spillover impacts on downtown merchants and businesses. To the extent that the Grove Site, waterfront uses, and the CBD are seen, and planned, as a single economic unit, these benefits will be maximized.
- **City Hall:** As the governmental center of the community and Port Authority offices, City Hall will serve as a destination for community information and history, and for potential development information.
- **Spitzer Hotel:** The renovated hotel is an existing destination for downtown Lorain. It serves itinerant residential needs for future visitors to the Grove Site as well as CBD business travellers. The hotel provides full-service restaurant, banquet and bar services. Economic impacts of these facilities will be augmented by connection to Grove Site development.
- **Entertainment and Civic Arts at the Palace:** The Palace Theater serves as an economic destination for cultural and civic arts activities. Like the hotel, the palace can augment its impact through coordination with Grove Site development.
- **LTV Steel Pellet Terminal:** Industrial facilities on this scale attract visitors by virtue of size and operational impact alone. People will come simply to watch 1,000-foot ore boats off-load, particularly if there are additional places for activities or hospitality nearby.
- **Downtown & Regional Parks:** Several established parks are in close proximity to the CBD and Grove Site. These can be used to augment the programmed activities of Grove Site users. They can also be used for secondary uses during Grove Site events. Regional and lakefront parks, while destinations in their own right, should be connected to the Grove Site by pedestrian-oriented circulation systems to maximize noneconomic open space opportunities and support high-intensity use of the Grove Site itself.
- **Big Boats:** The economic impact of a deepwater pier has great potential. Waterfront projects with such facilities have another programmatic area with which to attract additional users to activities and events. The ability to bring blue-water vessels to a Great Lakes port reinforces the international economic role Lorain has in the global community.
- **Lorain International Marina:** A large-scale marina has direct economic benefits to the community by virtue of sales of goods and services. These dollars can be multiplied by additional activities and events provided by the hospitality industry along the



riverfront—focused on the Grove Site. Landside development should remain focused on marina services and provide easy access to the Grove Site and its “big ticket” hospitality areas.

- **Yachting & Sailing Clubs:** Specialized components of waterfront services, these activities provide a local base for watercraft socializing and service. Since these facilities are smaller in scope, some activities for members and guests would be logical for incorporation within Grove Site planning.
- **Shipyards Marina:** These former Great Lakes shipyards are in transition to consumer and hospitality activities. Development plans for hospitality activities are consistent with Grove Site development plans. Economic impacts can be multiplied by coordinated development with Grove Site activities. Landside development should provide easy access to the Grove Site and its “big ticket” hospitality areas.
- **Upstream Boat Launch Facilities:** Like the International Marina and Shipyards Marina, these facilities will provide additional access to the river and thereby to Grove Site activities. Landside development should remain focused on marina services and provide easy access to the Grove Site and its “big ticket” hospitality areas.

“Big Picture” Opportunities

Individual, or topical, analyses are an important part of planning analysis. With this larger view of impacts and connections, a site within the “big picture” can be more fully planned. Site specific planning is based on a defensible foundation of economic and fiscal impact analyses that better supports expected economic and programmatic outcomes. Planned activities and facilities for the Grove Site are, therefore, more likely to succeed because their programmed uses are considered in a broad regional economic assessment.

- The Grove Site should be the focal point to unite all waterfront and downtown development into an urban system. The site should be developed for high-intensity public and hospitality use.
- Circulation among the various destinations within the study area should be complete and based on the Grove Site as the regional destination, from which visitors can reach the others. Rubber-tire circulation should link each of the major activity centers—Grove Site, Shipyards Marina, Fishermen’s Wharf, International Marina, lakefront parks—in a system based on ease of accessibility for visitors. A water taxi should connect the major waterfront elements as an additional linking system.
- A visitor center is necessary and, therefore, best sited within the Grove Site. The adjacent uses along the site suggest that this be close to the hotel, the lakefront highway and along the rail corridor.



- Excursion rail (and future commuter rail) should be established at a headhouse located adjacent to the hotel, visitor center and industrial exposition center. Rail connections to the mainline to Cleveland and Toledo should be reestablished. Use of the train assembly stacking yard could support a rolling stock exhibit that could be moved to accommodate working train assembly when needed.
- Excursion watercraft should be supported by a pier on the Grove Site, in close proximity to the visitor center area. Access from all parts of the Grove Site should be clear and direct.
- Lorain's industrial waterfront heritage is unique and should be used as a programmatic element for hospitality facilities and activities. An exhibition of the "ore to iron" and steel industry would be an appropriate major destination for the area and also serve to celebrate the residents of Lorain who built the industry itself. Permanent mooring of a lake freighter should be explored as an historic exhibit and a future multiuse facility along the Grove Site.
- Remaining industrial use should be featured as "watchable industry," where visitors can see the lake boats transferring cargo to smaller boats bound for the Cleveland mills, or passing by the site on the way to the USS/Kobe terminal. Finished products using these raw materials are a logical addition to this exhibition, such as Ford products.
- Nonindustrial activities and facilities should be encouraged to the extent that there is an identified market and support base for them. Space on the Grove Site is ideal for festival, theatrical and conservatory uses. Connection to the Palace Theater is critical. Capital investment in the theater must be considered in any plan for expanded use or additional theater facilities on the Grove Site.
- Economic redevelopment of the Grove Site and adjacent areas will spur residential and commercial development. Plans should be made now for high-quality, high-density residential within the pedestrian circulation system of the area, particularly between the International marina and Shipyard Marina along the eastern banks of the Black River. Residential use in the Charleston neighborhood should be stabilized and rehabilitated as necessary.
- Historic downtown Lorain should be linked physically and economically to the Grove Site. Renovation of Broadway storefronts will provide spaces for expanded and new economic opportunities that can serve, and be served by, Grove Site activities. Downtown parks and open spaces should be programmed in coordination with Grove Site activities. Additional commercial development should be planned to support the Grove Site and waterfront development areas.
- "Big Boat" exhibits should be established on a regular basis as stand-alone activities and as part of festivals and other activities where possible.



Black River Master Plan

The Black River Master Plan found that: "Linking downtown to other activity centers along the River is the only viable opportunity that exists to pump much needed life into the downtown." And that "...if commercial activities...are allowed to develop on sites other than in the downtown area, the remaining lifeblood will be sucked out of the downtown economy...."

The plan validates the resurgence of waterfront redevelopment nationally, to include increases in recreational boating as well as the reorientation of working waterfronts to recreational and civic purposes. Economic multipliers take advantage of the catalytic effects of waterfront redevelopment and stimulate inland development as well. The most notable successes are those in which a public/private partnership implements these plans.

Opportunities and Constraints

This analysis found opportunities and constraints to redevelopment; positive components were found to be:

- There are relatively few land owners and, therefore, large development parcels along the River;
- The area has generally segregated land uses, thus mitigating land use confrontations;
- Harbor depth and River width is sufficient to accommodate commercial shipping and recreational boating;
- New industrial development along the River shows continued viability for commercial and industrial use;
- Growth in recreational boating and river use demonstrates a diverging economy for the River;
- Lorain ethnic and industrial heritage can be seen as a tourism draw;
- Industrial development can continue to be a strong part of the economy in traditional and high-technology sectors;
- Institutional development, such as educational or training facilities are under-represented and could be a market target;
- Commercial development, such as hotels, specialty restaurants, marine-related retail could be market targets;
- Recreational development is needed along the River, such as boat ramps, marinas, "a heritage park;"
- Downtown and riverfront residential development could follow other development.

The Black River Master Plan: Final Report was prepared by Cambridge Systematics, Inc. and Henderson Group, in July 1989.



The report also suggested several "less favorable" characteristics:

- City has an image as a Rust Belt community;
- Specific developments are pending legislative action;
- Downtown Lorain has lost retail market share and is declining;
- Lorain has few visitor/tourist attractions;
- Businesses perceive poor attitude toward public support of business;
- Some River uses are fixed and may inhibit riverfront redevelopment;
- Public and vehicular access to the River is poor;
- Railroad staging area presents a barrier from downtown access;
- Riverfront topography may inhibit redevelopment.

Planning recommendations

The plan identified several areas of planning emphasis for the Grove site area.

Marina demand and recreational boating opportunities are expected to increase, both unilaterally and in conjunction with other residential, recreational and nonindustrial development.

An overall transition from industrial to nonindustrial uses is expected to continue and expand. This transition should be carefully planned to most effectively reutilize the site and to minimize "piecemeal" redevelopment efforts.

The master plan identifies, as particularly important, connections between redevelopment sites, related existing uses and downtown. These connections must visually link and facilitate movement of people between destinations. Downtown is an integral destination in this mix.

Finally, the master plan calls for the creation of a "Heritage Park" on the Grove site. This park would connect people to the river through a series of promenades and pavilions. It envisions water taxi services to connect destinations across the river. Celebrating the heritage of Lorain is also a component of the park; specifically the industrial heritage of steel and transportation.

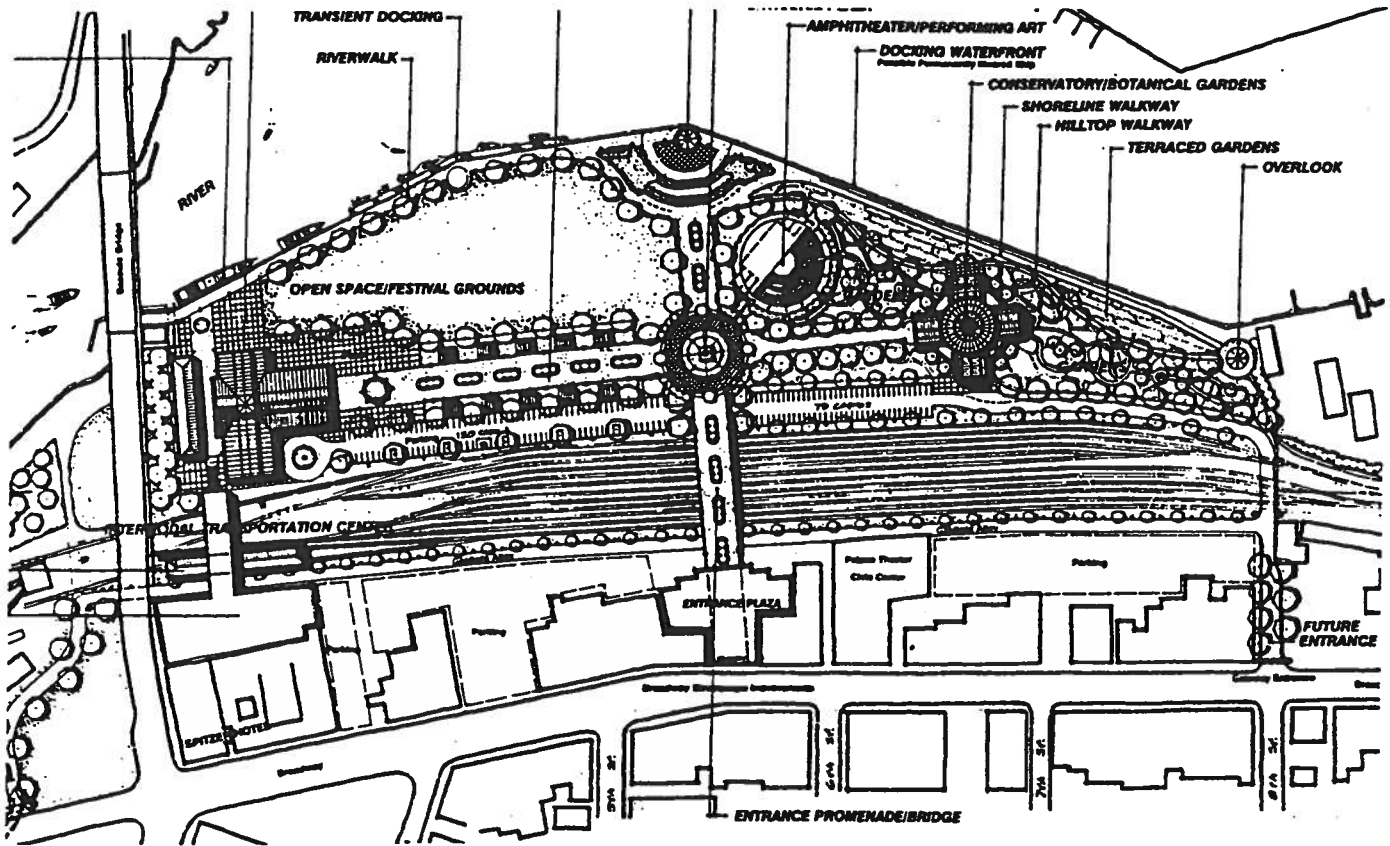
The Grove site master plan finds these recommendations valid and refines them into an implementation package.



The Grove Site Master Plan

To reinforce the Black River Master Plan, the Grove site is a primary component of the Lorain Black River waterfront. It is adjacent to the downtown central business district and located between the CBD and the river. The site will be developed in well-conceived phases.

Recommendations of the Black River Master Plan were evaluated in terms of urban redevelopment planning and implementation feasibility. Many of the recommendations remain sound.



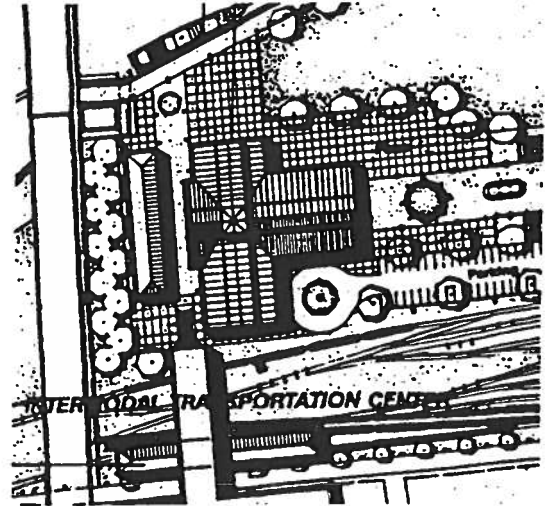


Grove Site Master Plan Subprojects

Creation of the intermodal transit plaza and center, a mixed use, multifunctional facility, will unite the Lorain waterfront with the community to form a hub of regional activity serving local and regional users. Particularly exciting opportunities exist to reestablish excursion and commuter rail service serving the site and connecting to Cleveland and elsewhere. This rail service will facilitate the establishment of an intermodal transportation plaza which will:

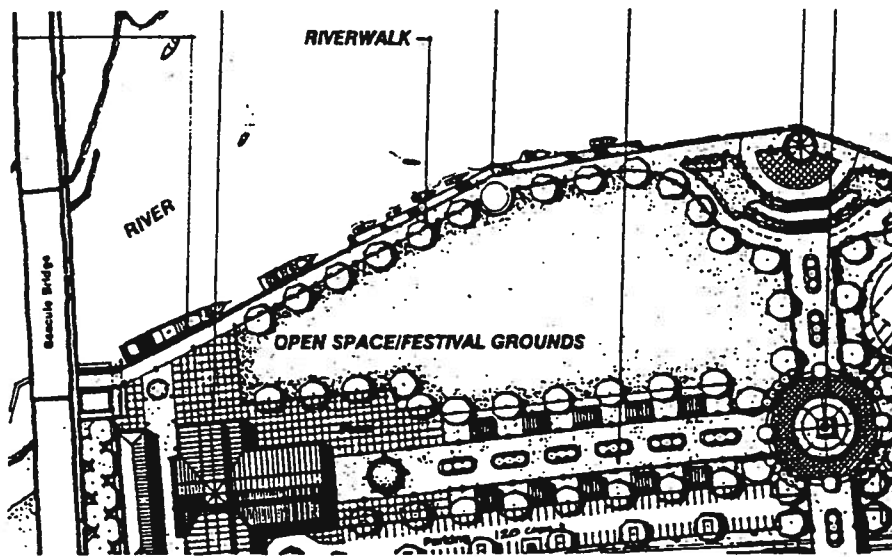
- Link pedestrian and bicycles;
- Link vehicles, using a park and ride lot;
- Link water-borne visitors, via excursion boat or water taxi and marina users.

The plaza is established as a connecting component to the CBD at an important downtown activity center, thus enhancing access to downtown shops and services by visitors, marina and site users.



Creation of the *Riverwalk Promenade* from the water-taxi dock to the proposed riverfront plaza at the central river-edge of the site is one of two critical waterfront pedestrian promenades that bring the entire Park together. It

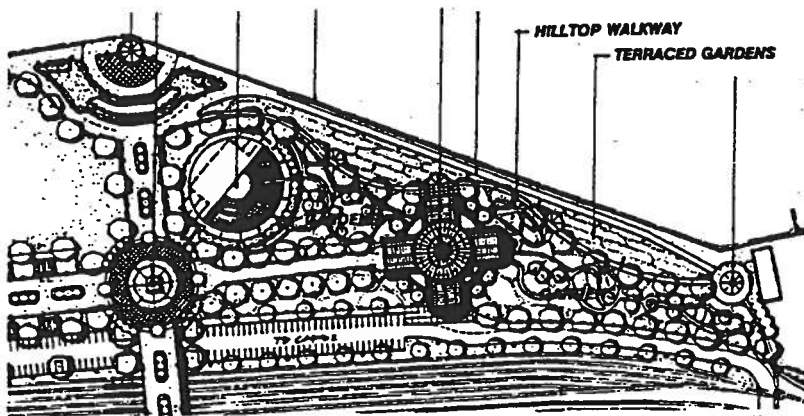
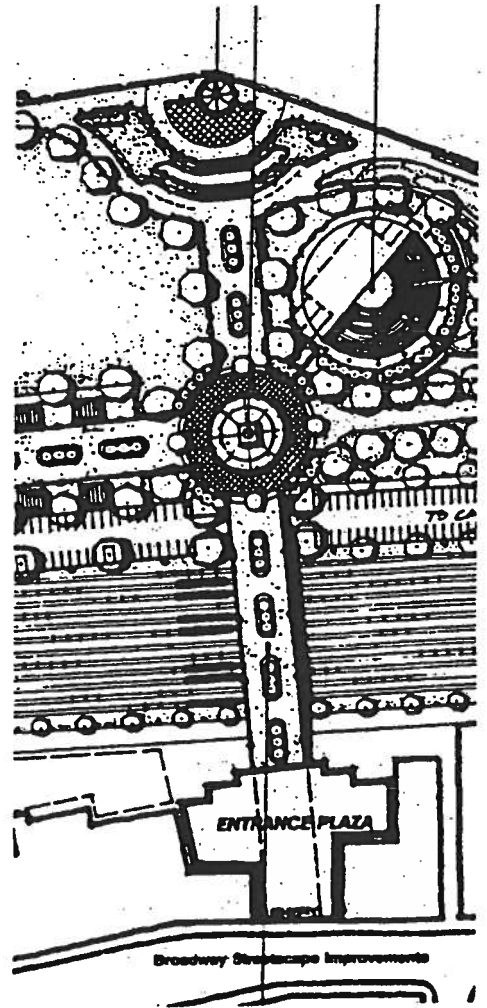
connects the excursion boat/ water taxi dock to the civic showpiece of the Riverfront Plaza and then to the proposed festival theater and proposed botanical gardens. It will be a pedestrian experience where the water and path will be in close proximity to give the traveler a direct connection to the waterfront.





The *Entrance Promenade* from *Riverfront Plaza* along the lateral central spine of the site through the proposed *Central Plaza* to the entry area at *Broadway*. It will be a pedestrian boulevard connecting the site to downtown. The character of this linear space will be defined by trees, benches and wide pedestrian strolling spaces. In the ultimate configuration, this boulevard will be carried above the rail yard to connect at *Broadway* to take advantage of the grade change and provide a dramatic entrance to the Park.

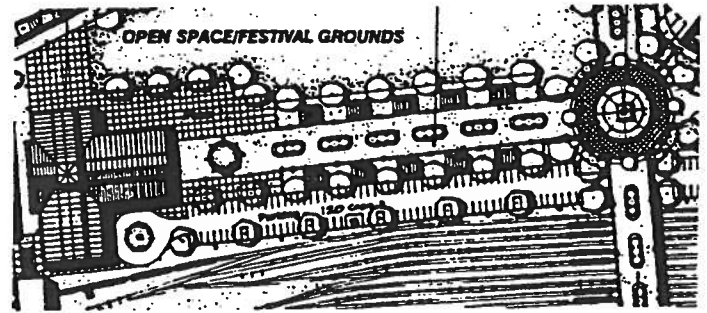
The *Hilltop* pedestrian and bicycle way, from *Riverfront Plaza* along the southern river-edge to the southern overlook area and connecting to *Broadway* at *Eighth Street* will create the more idyllic strolling promenade of the Park. It connects the *Riverfront Plaza* to proposed activity centers on the site, including the festival theater and botanical gardens, while continuing on to a southern riverfront overlook and connecting to the downtown at *Broadway*. This segment completes the bigger loop for pedestrian and non-vehicular circulation using *Broadway* as the western path.



The *Riverfront Plaza* and *Central plaza* along the central lateral spine are projects that reflect the symmetry of the site, serve as civic places for reflection and celebration, and are places at which to mark the heritage of the Park, the city and the port. The *Riverfront Plaza* will be a place at which the user can see great vistas up and down stream. The *Central plaza* serves to formally welcome visitors to the Park and serves as an orientation facility for information and wayfinding. It is the central point, from which all Park activities can be reached.



The *International Promenade* connecting the Central plaza and the industrial pavilion/ transportation plaza will connect the center of the Park to the intermodal transportation plaza and proposed industrial heritage pavilion at the northern limit of the site. It is half of the longitudinal axis of the Park and will serve as a formal unifying design element as well as a functional circulation facility. The boulevard will serve to support exhibit use along its way, such as exhibits for the Lorain International Festival.



Future Projects

Pedestrian connection to the Bascule Bridge from the Park will be a vertical circulation link from the Park to the level of the Bascule Bridge. It will allow for the connection of the Park to a regional bicycle trail system and to Lakeside Marina.

Streetscape improvements along the Bascule Bridge and bridgeheads will improve and enhance the pedestrian connection from the Park to Lakeside Marina and downtown using the Bascule Bridge. This subproject will be a part of a regional bicycle trail system. It will connect the Park to a large, full-service marina via pedestrian and water taxi services. It will also connect the Park and marina to the park-and-ride lot near city hall, just off-site of the Park.

Establishment of an entrance area at Broadway may include the bridgehead at the intermodal plaza for an above-grade crossing of the rail yard after the temporary at-grade crossing.

Improvements to the "gaslight alley" along the Grove site western edge will include traditional landscape architecture items for streetscape and groundplane improvements. It is expected that resources used for this area will leverage additional private and public resources for full subproject implementation.

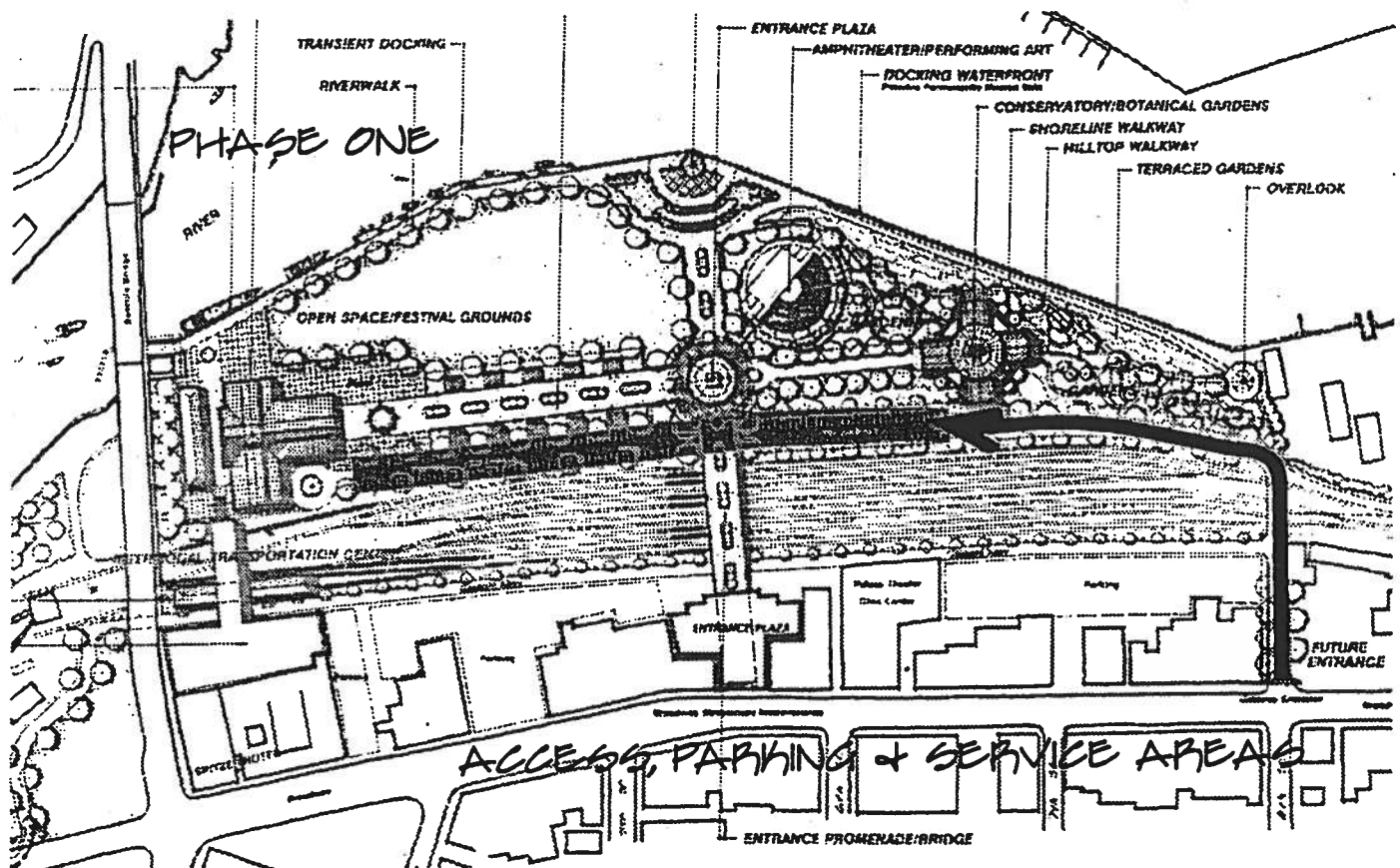
Improvements for access to the site at the north and south limits of the site will allow for secondary pedestrian and primary vehicular access to parking areas of the Park.

Site Infrastructure Implementation Strategies

Implementation strategies start with access and transportation issues. These represent the backbone for feasible redevelopment of the site.

The underlying philosophy is that the port authority will plan and implement the supporting infrastructure to encourage development of these major projects. These projects bring private investment to the site and each stimulates further investment in the site and environs, particularly along Broadway. Port authority responsibilities are, therefore, to provide access and stimulate private investment on, and near, the site.

The first phase will provide access and use of the site as a condition of the land transfer agreement with LTV steel, in anticipation of immediate use by the Lorain International Festival. Subsequent phases will more fully develop the site infrastructure as the foundation for a public, civic space.





Phase one

As a condition of the LTV purchase agreement, the port authority must provide access for public use of the site by August 1996. To accomplish this we recommend:

- Access be developed to the site at the north end of the site, and via Eighth or Ninth Street at the South.
- Parking and service areas be developed for festival grounds, circulation and emergency services use;
- Utility easements should be identified and clarified within the site.

To accomplish these will require the continued cooperation and support of the city toward securing a grade-crossing from the railroad for Eighth Street to be used on the South. If a grade crossing agreement is not reached with the railroad, the existing crossing at Ninth Street should be used as the phase one south access.

There is a county utility easement along the north edge of the site, just south of, and parallel to, the Bascule Bridge. An agreement should be developed between Lorain County and the port authority to support public use of the site in return for a grant of continuing easement across the site. For example, this agreement may provide county provision of site and circulation lighting, or it may include the easement as part of the northern public access to the site.

Remaining components of phase one are those that provide multifunctional public use of the site by casual users and by organized festivals. Several are broken into two parts to reflect the timing of grants and other funding sources.

These items are:

- Intermodal Transit Plaza, partial development for public access and services;
- Riverwalk Promenade along the northern half of the park;
- Entrance Promenade from Broadway into the park at its midpoint;
- Riverfront and Central Plaza;
- International Promenade to partially support the Lorain International Festival;
- Hilltop Pedestrian and Bicycle Way to complete the riverfront pedestrian circulation system.



Preliminary cost estimates for phase one infrastructure

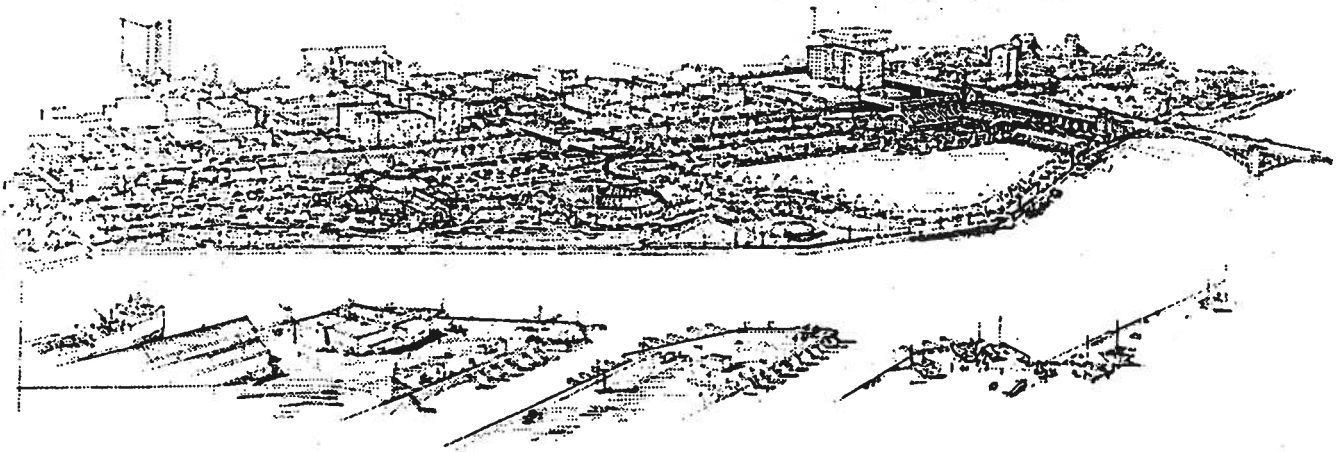
Project	Completion	Estimated cost
Access	Summer '96	\$500,000
Parking & Service areas	Summer '96	\$100,000
Intermodal Transit Plaza, part one	1996-'97	\$500,000
Intermodal Transit Plaza, part two	1997-'99	\$1,800,000
Riverwalk Promenade	1996-'97	\$1,600,000
Entrance Promenade, part one	1996-'97	\$350,000
Entrance Promenade, part two	1997-'99	\$500,000
Riverfront and Central Plaza, part one	1996-'97	\$250,000
Riverfront and Central Plaza, part two	1997-'99	\$2,000,000
International Promenade, part one	1996-'97	\$100,000
International Promenade, part two	1997-'99	\$700,000
Hilltop Pedestrian and Bicycle Way, part one	1996-'97	\$200,000
Hilltop Pedestrian and Bicycle Way, part two	1997-'99	\$200,000
General grading and landscaping	1997-'99	\$975,000
Gaslight Alley	1997-'99	\$240,000

Phase two development depends on one of the planned, programmed uses taking precedence over the others. These have been identified as the capture and permanent mooring of a Great Lakes ore carrier as an exhibit and multiuse facility; the creation and development of a conservatory and botanical gardens; the feasibility of an amphitheater to support three-season theater and the development of an industrial heritage pavilion. The first of these elements to proceed will drive the planning, design, development and construction of the remaining parts of the park. The infrastructure components of these items include:

Project	Completion	Estimated cost
Roadway lighting	to be determined	\$350,000
Site signage, wayfinding & amenities	tbd	\$225,000
Permanently moored vessel	tbd	\$1,000,000
Conservatory Promenade	tbd	\$600,000
Conservatory site preparation	tbd	\$ tbd
Amphitheater site preparation	tbd	\$ tbd

The total cost for site infrastructure is expected to be approximately \$13,000,000, including contingencies. Full implementation of the Park will require the long term commitment of the port authority and the city. Funding sources must be continually identified and evaluated for applicability.

Grove Site Aerial Perspective



The Major Users of the Grove Site

A critical component of full implementation is the commitment of private capital to the Park. The underlying philosophy is that the port authority will plan and implement the supporting infrastructure to stimulate private development of these major projects. These projects bring private investment to the site and each stimulates further investment in the site and environs, particularly along Broadway.

- Community Festival Grounds
- Industrial Heritage Pavilion
- Lorain International Festival
- Botanical Gardens & Conservatory
- Permanently Moored Ore Boat
- Performing Arts Open-Air Theater
- Trolley Circulator
- Water Taxi Services
- Excursion and Commuter Rail Services
- Rail Exhibits

Community Festival & Lorain International Festival Grounds

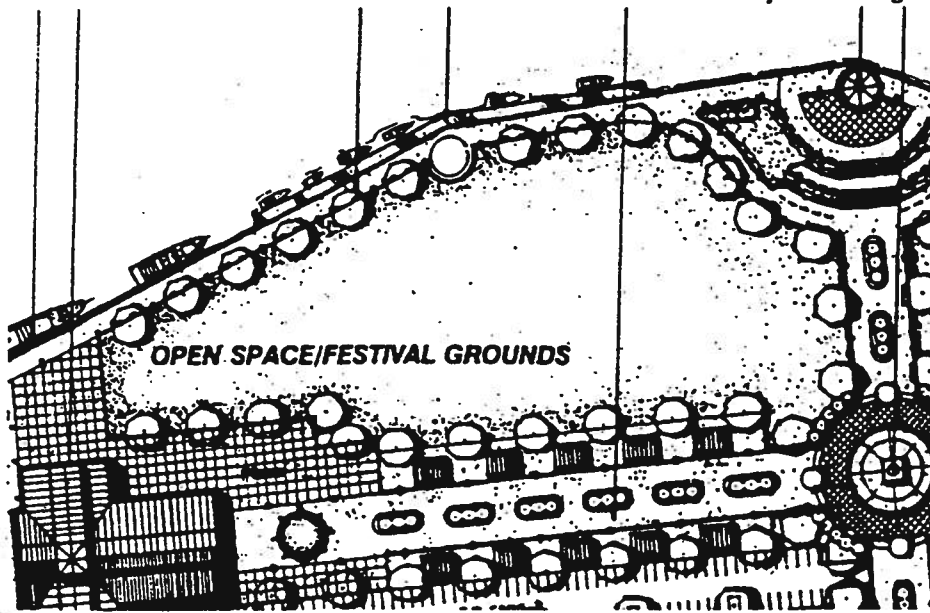
Creation of a community space is at the heart of the Grove site redevelopment project. There will be defined space on the site for community festivals of all kinds, both informal and formal, such as the Lorain International Festival. The port authority should provide the supporting infrastructure, including exhibit pads, lighting and power for booths.

Fund-raising should be explored to more fully develop the International Promenade to better support the Lorain International Festival.

These grounds should make provisions for an interim performance space using a temporary band shell on the order of that used by the Chicago Symphony, and others, at Grant Park in

Chicago. This will demonstrate the versatility of the space in anticipation of programming use for an open-air performing arts theater.

Landscaping for the grounds will be within the scope of the botanical gardens as part of their charge to "cover the grounds." The gardens can provide a space in which the idea of botanical landscape architecture is tested for feasibility and may provide a catalyst for creation of the more formal gardens in the area to the south.

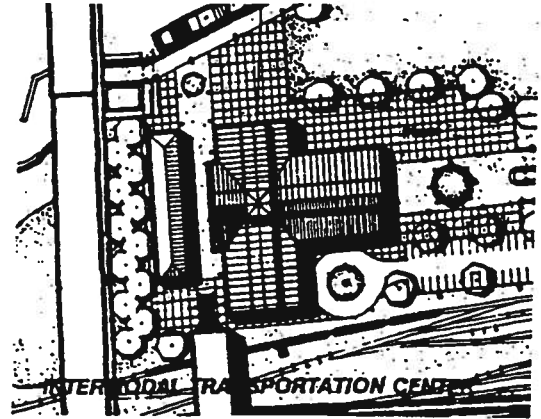




The festival grounds should also be seen as a space in which other groups could program their own events, including events that generate revenue, such as independent fund-raising for organizations and for Grove site improvements. These additional items could include promenade enhancement for expanded festival use, funding for the portable stage set, and funding for maintenance of the grounds.

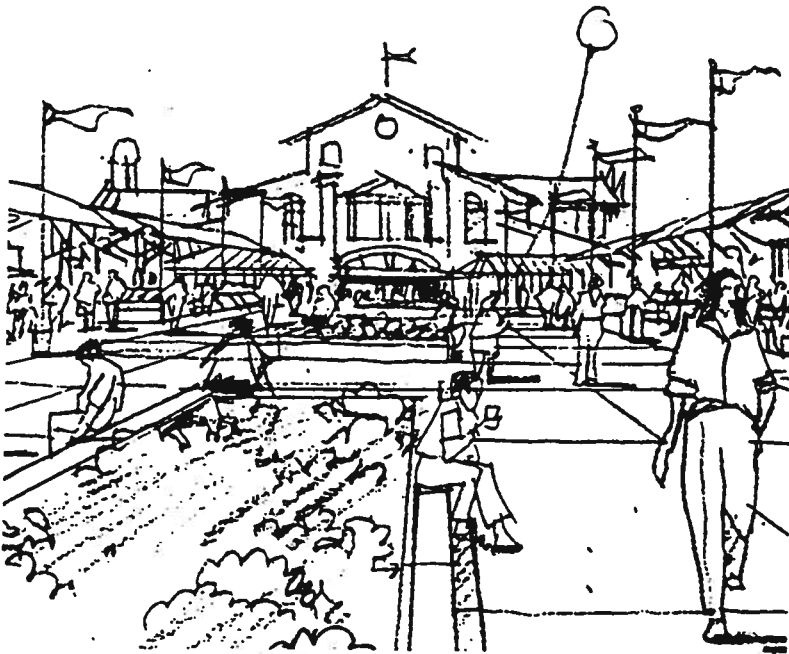
Industrial Heritage Pavilion

Creation of this element serves many purposes, particularly that of a buffer between the LTV pellet terminal and the Grove site. This transitional use, or buffer, enhances the long-term viability of the pellet terminal by creating an adjacent use that is compatible with the operation of the pellet terminal as well as a focal point for the Grove site.



The Black River Master Plan noted that the industrial heritage of Lorain should be noted and celebrated somewhere along the riverfront. This site serves that objective while enhancing the

operational viability of the pellet terminal. The pavilion should be a facility in which Lorain can showcase "pride of place." It can be an exhibit celebrating Lorain industry, shipbuilding, steel, manufacturing, the role of labor in the industrial development of the Great Lakes and the community.

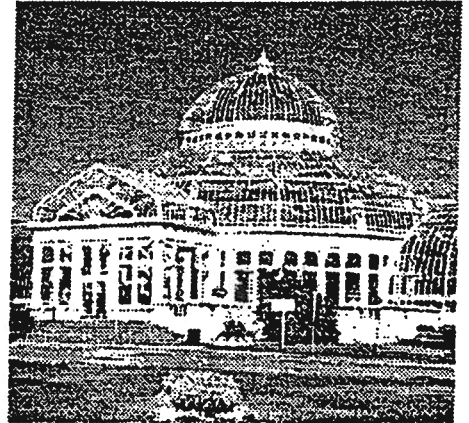


- A study should be commissioned to explore the design and program for a pavilion on this site.
- This study should be used to solicit interest of corporate sponsors for construction and operational funding of the pavilion.
- The program should take advantage of the "Ore-to-Steel Trail" and establish some relationship with similar exhibits in Duluth, Minnesota as the beginning of the trail.



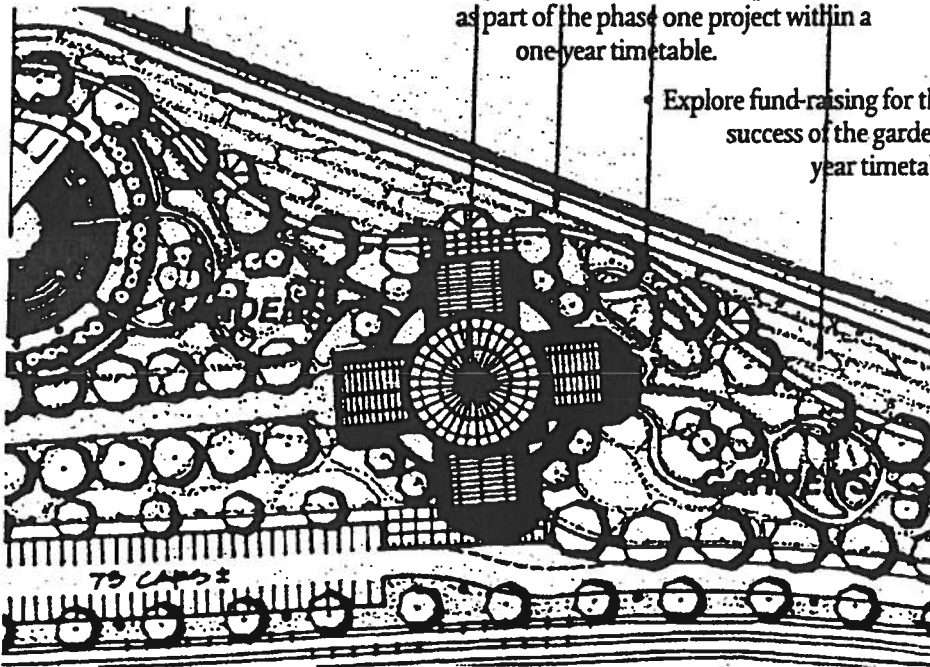
Botanical Gardens & Conservatory

There are two implementation components to the botanical gardens and conservatory: the gardens should define the landscape architecture for the overall site; the conservatory should be developed after there is sufficient support.



- Explore fund-raising for the botanical gardens, in their formal configuration and as part of the overall landscape of the site, as part of the phase one project within a one-year timetable.

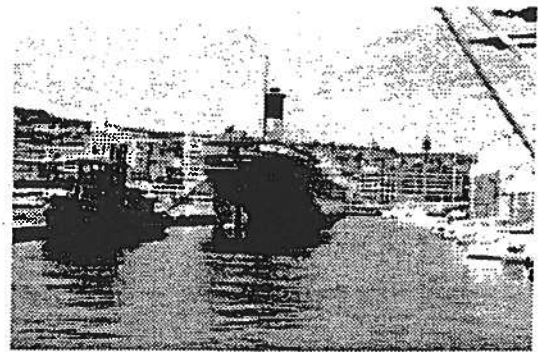
- Explore fund-raising for the conservatory as a separate item, using the success of the gardens as a catalyst. This item would be on a five year timetable.



Permanently Moored Ore Boat

Fund-raising should be explored to analyze the feasibility of acquiring and renovating a Great Lakes ore boat as a permanent exhibit. This study should be completed within one year.

Feasibility should be tested for a variety of amenity and hospitality alternatives, such as restaurants, exhibits and lodging.

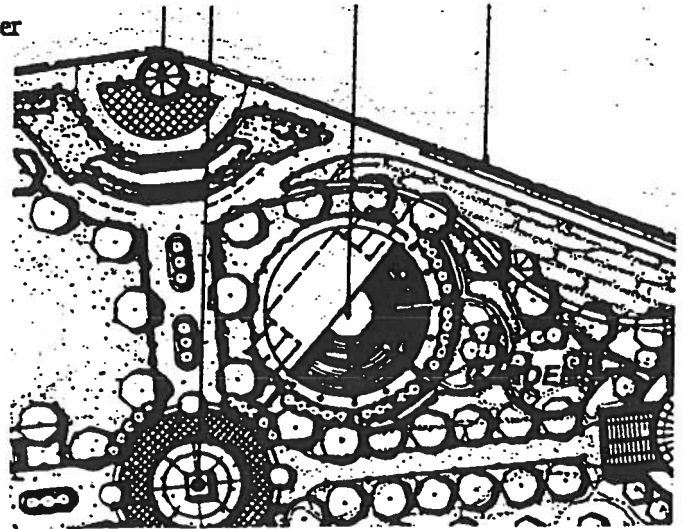




Performing Arts Open-Air Theater

The immediate task should be fund-raising for a detailed study to determine feasibility of the site to support a repertory theater. This study should be done within one year.

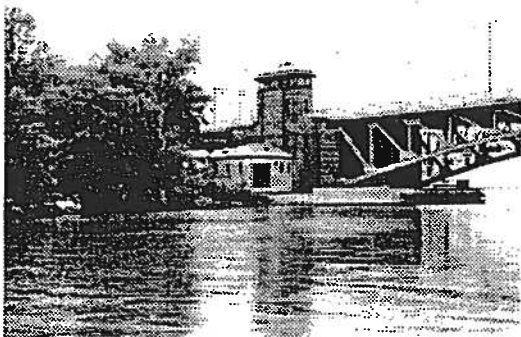
The study should focus on the theater needs as well as the relationships to other potential uses of the surrounding site.



Trolley Circulator

Access to each of the program areas within the site as well as to off-site destinations, is critical to the success of the project. Just as regional access is proposed as part of an excursion rail system, local access and circulation should be facilitated by a rubber-tire trolley-type vehicle. This trolley would travel a closed loop stopping at each destination on a regular schedule that allows convenient access of any part of the site and connecting to limited off-site destinations, such as the lakefront marina, shipyard redevelopment area, and along Broadway.

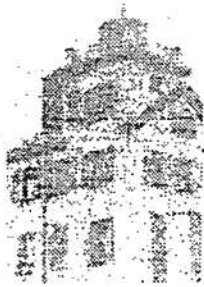
The importance of this kind of infrastructure must be understood to ensure overall success of Grove site redevelopment and the stimulation of off-site investment. Without access by potential customers, private investment will not occur — there must be a system to get people to the destination areas.



Water Taxi & Excursion Boats

Solicitation of water taxi services should be initiated to determine interest in providing an alternative, seasonal transportation link between the marinas, shipyard redevelopment area and the Grove site.

Similarly, excursion boats should be investigated for local Lake Erie excursions as well as jet-boat service to the islands and Cleveland waterfront.



Rail Services & Exhibits

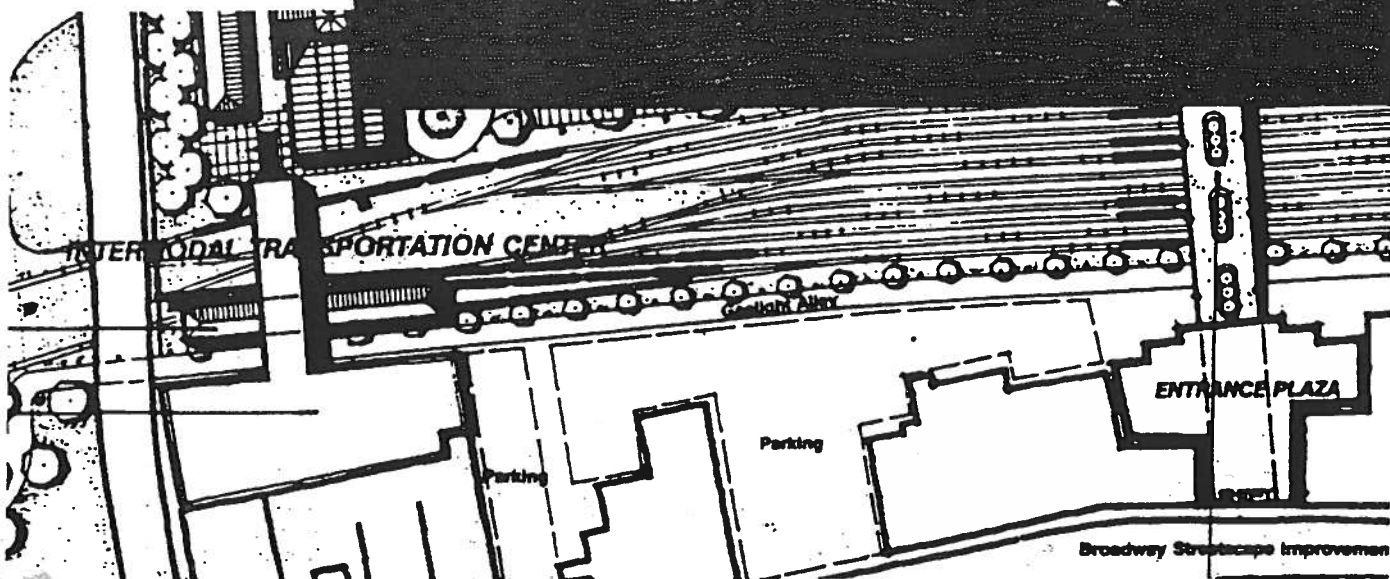
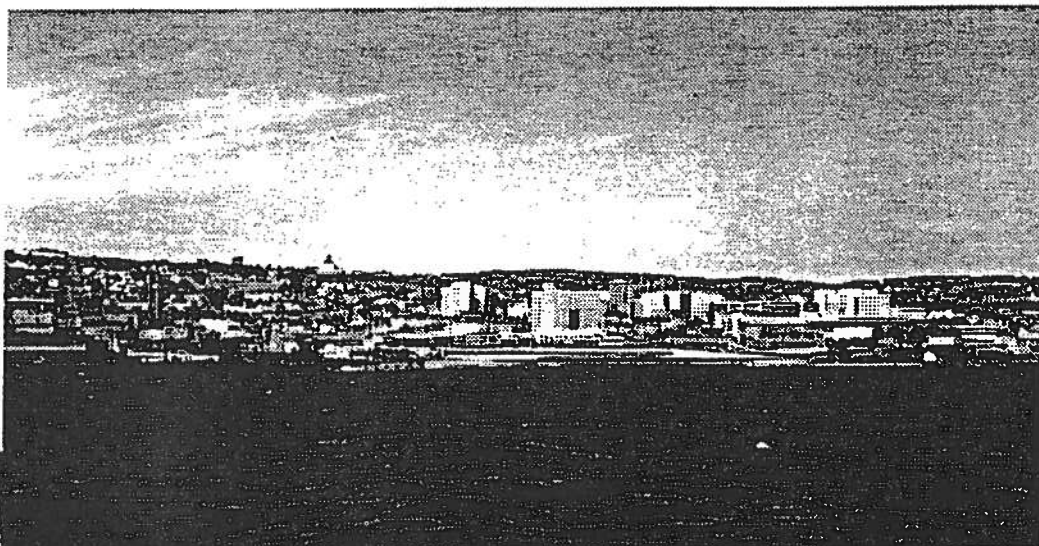
In cooperation with the Lakeshore Railroad group, fund-raising should be started for a feasibility study to determine a scope for excursion rail services that would use the site as the terminal, and ultimately a rail "head house."

Commuter rail services should be explored in concert with the RTA and local rail groups to determine feasibility and a development schedule for commuter service connecting Lorain and Cleveland.

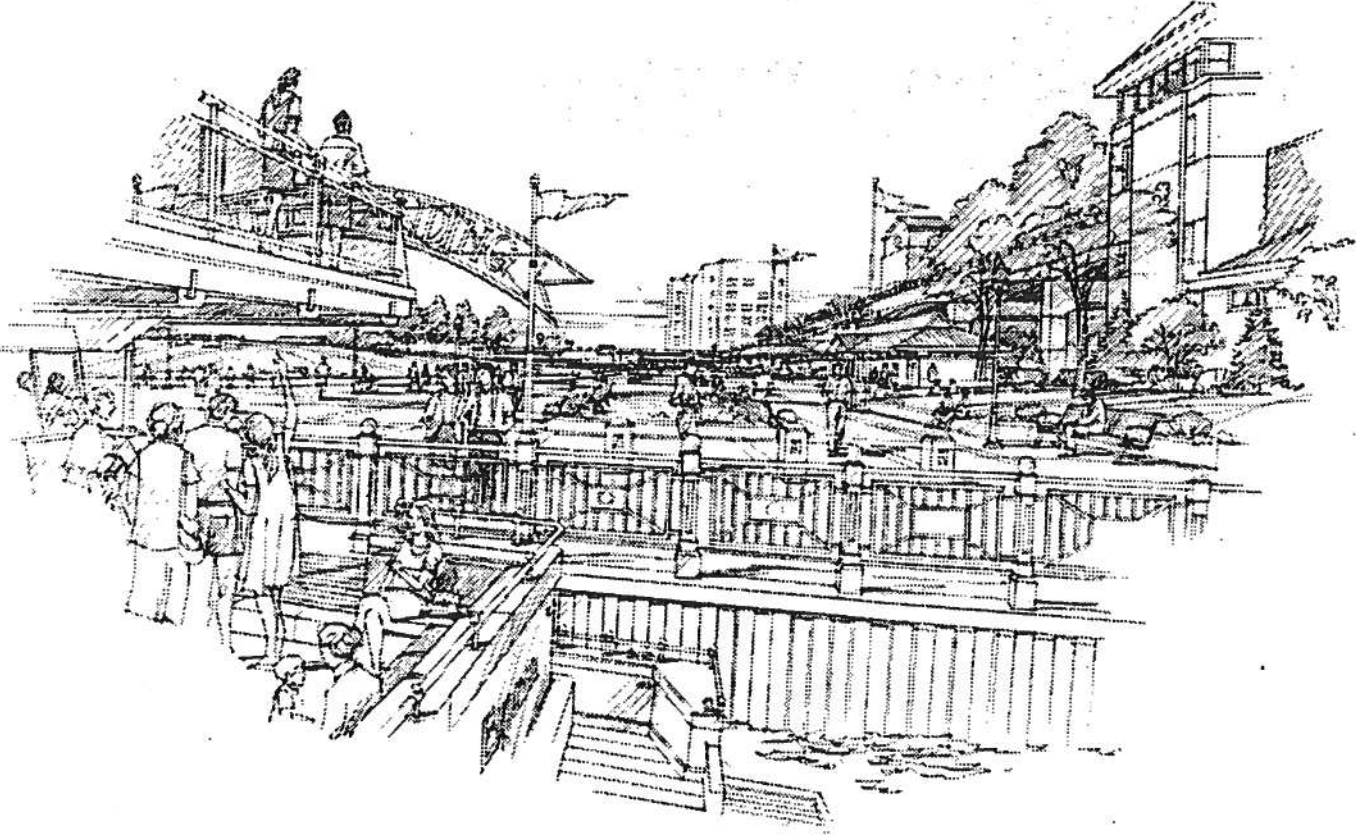
Rolling stock exhibits should be developed immediately, in concert with the lakeshore rail group to stimulate interest in rail services and as monuments to the transportation heritage of Lorain. This exhibit can be a tourist destination on its own as well as part of the bigger picture.

Lake Superior at Duluth

Note the excursion train along the lakewalk in the center of the photo.



Transit Plaza Perspective





Creation of a Marketing Name

"Destination Identity"

The Grove site needs an identity. Naming the site is a major part of implementation as it identifies the site as a unified place and gives users a name to which they can connect the various activities.

Private investment must have an identity for marketing.

Naming of the Grove site should take into account:

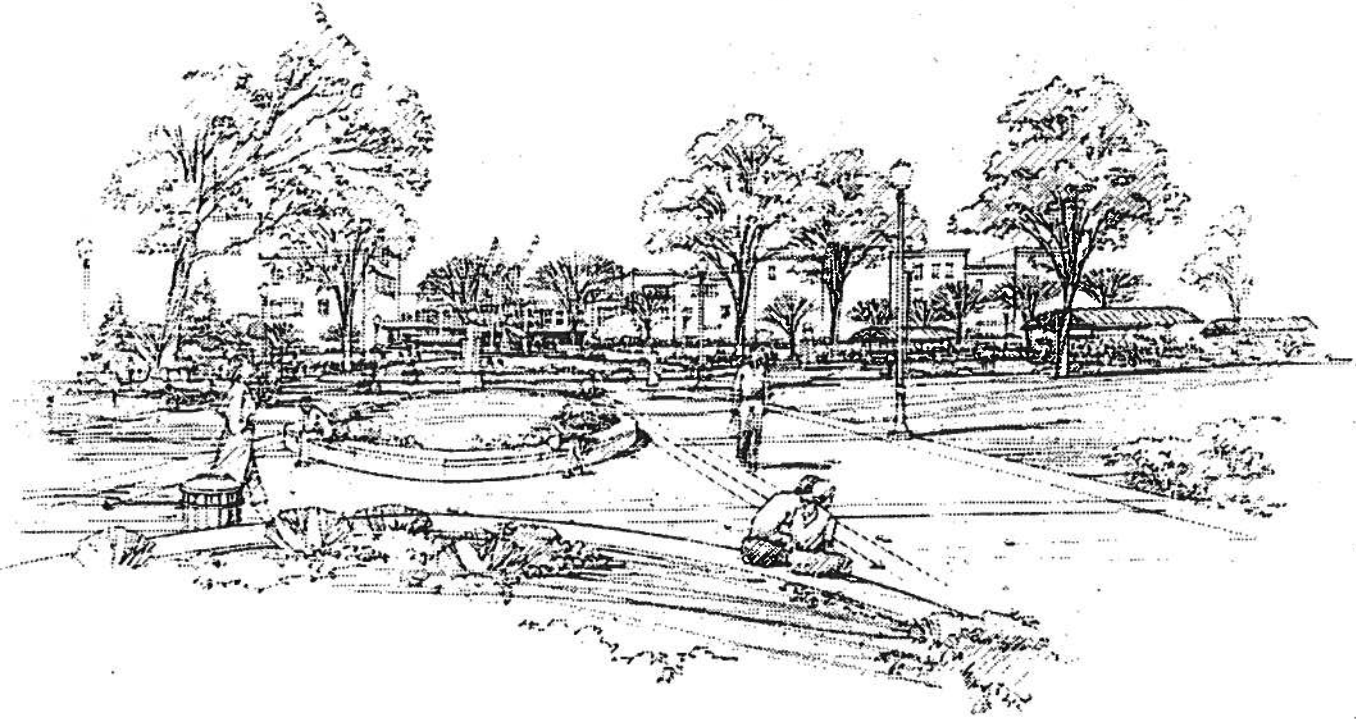
- the relationship of the site to the waterfront;
- the major uses planned for the site;
- the connections to the community, especially downtown.

Several names have been suggested. A committee should be charged with adding more, evaluating them and recommending one to the board.

- Lorain Heritage Park
- Black River Landing
- Great Lakes Exposition Park
- Shipyard Park
- Grove Landing Park

While creating the overall identity, it is important to consider that there will be areas within the park that may be well suited for unique names, for example, the water taxi, excursion boat area may be known as the Black River Landing within the Great Lakes Exposition Park.

Entrance Plaza Perspective



Broadway Revitalization



People will come to the Grove site once, out of curiosity. They will return if they find hotels, restaurants and entertainment opportunities in addition to the activities on the Grove site.

The entertainment and amenity partner to the Grove site

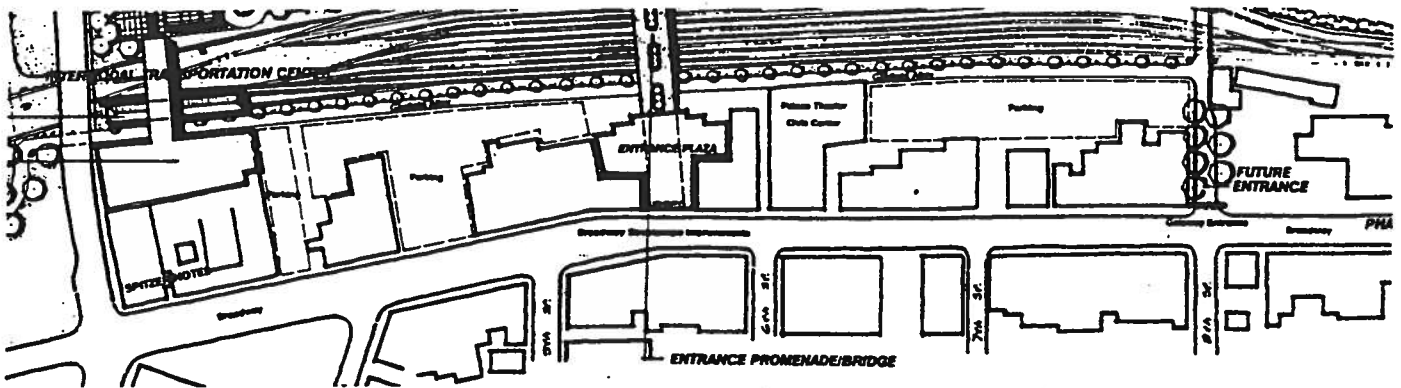
Redevelopment of the Grove site as a showpiece civic space requires an adjacent area for amenities and services. Downtown along Broadway will benefit from the Grove site by being the location of the hospitality, retail and entertainment district. Opening the Grove site to public use provides new economic opportunities for Broadway.

A downtown hotel is the primary component. A hotel provides a 24-hour activity center relating to the Grove site. It serves as a hospitality area for the site. It serves as an intermodal transportation link, with amenities that can be enjoyed between trips.

The second component can be called the “theater district.” This would include the area around the Palace Theater and the grand entrance to the site. It should be planned as an entertainment hub in concert with theater uses on the site with adjacent restaurants and other urban entertainment opportunities.

Over time, with these two components in place, additional redevelopment will occur as the real estate economics improve and generate renewed and expanded tax base. Stimulation of Broadway redevelopment should be coordinated with the Main Street program and the Downtown Lorain Growth Association. Development tools, such as tax increment financing, should be used to support infrastructure improvements, including infrastructure connections to the Grove site.

Broadway redevelopment and connections to the site should be considered the foundation for an economic development partnership between Downtown and the Grove site. To use the example of the “Ore-to-Steel Trail,” Duluth took a deteriorating waterfront—where all but a few were afraid to go after dark—and rebuilt it into a major tourist destination that attracts individuals and tour bus groups from the upper Midwest and Canada.



Implementation Summary



Projects, timing & funding

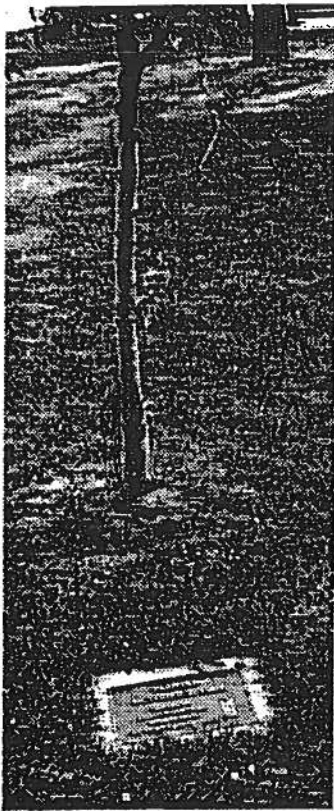
Project	Phase one funding sources
Access & infrastructure	
Access	LPA
Parking	ISTEA
Festival Grounds	Special state appropriations
Promenades	Urban Mass Transit (federal)
Plazas	Lakeshore Railroad Group
	Waterways grants
	RTA
	CDBG

Major users group

Industrial Heritage Pavilion	Community fund-raising
Lorain International Festival	Special events
Botanical Gardens & Conservatory	Memorial dedications (trees, bricks)
Performing Arts Open-Air Theater	
Lakeshore Railroad	

Broadway revitalization

Site access	Main Street Program
Streetscape	CDBG & TIF
Wayfinding	Private development sponsorship
Economic stimulation	Room/ entertainment fees





Project	Phase two funding sources
Access & infrastructure	
Access	LPA
Parking	ISTEA
Festival Grounds	Special state appropriations
Promenades	Urban Mass Transit (federal)
Plazas	Lakeshore Railroad Group
	Waterways grants
	RTA
	CDBG
	Rent revenue from transit station/ gift shop
	Ticket revenue from events
	Metroparks/ County parks
	Special maintenance district
Major users group	
Industrial Heritage Pavilion	Community fund-raising
Lorain International Festival	Special events
Botanical Gardens & Conservatory	Memorial dedications (trees, bricks)
Performing Arts Open-Air Theater	
Lakeshore Railroad	
Broadway revitalization	
Site access	Main Street Program
Streetscape	CDBG & TIF
Wayfinding	Private development sponsorship
Economic stimulation	Room/ entertainment fees
	Special maintenance district

Grove Site Design & Development Standards

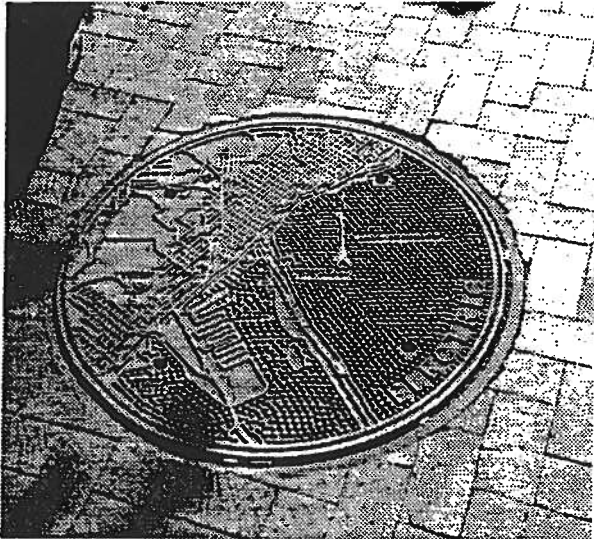
The purpose of these guidelines is to create a well balanced and unified development character for the Grove Site that includes public uses such as recreational and cultural uses and proposed quasi-public developments such as Industrial Heritage Pavilion, Botanical Garden and Conservatory, and Amphitheater/Performing Arts facility.

These guidelines and images provided herein are not intended to be final, but are suggestions to be used by the Lorain Port Authority and private developers to assist their planning efforts.

Design Theme

The overall design theme for the project is best described as a waterfront festival park celebrating the culture, history, and industrial heritage of the waterfront, city, and Port of Lorain. The Grove Site is generally divided into two parts. Proposed uses for the northern portion of the site include a Transportation Center, Industrial Heritage Center, International Festival Promenade and Riverwalk surrounding a large Open Space and Festival Grounds. The design theme for public and private spaces and buildings in this area should reflect the industrial and railroad heritage of the community. The southern portion of the site is proposed for a conservatory/botanical gardens and amphitheater for performing arts. The design theme for buildings and spaces in this area should convey a garden theme.

Design elements selected for all public spaces and private developments within the Grove Site need to be coordinated so the character of the entire site is balanced and harmonious. The design of the historic central business district and surrounding land uses should also be coordinated with the Grove Site development.





Design Elements

The following design elements are suggested to achieve the design theme for the Grove Site's public and private development spaces.

Pavements

Colored and textured pavers should be used in public and private walkways and plazas such as the Riverwalk, Entrance and Riverfront Plazas, Promenades, Entrance Bridge and International Festival Promenade. Concrete unit pavers placed in an interlocking pattern are recommended for durability and ease of maintenance. Colors



should be selected to complement the buildings and features of the Grove Site as well as the historic downtown. Donor bricks or gift bricks with engravings of donor's name are encouraged.

Concrete pavements can be used in conjunction with unit pavers for walkways and plazas. These pavements should be broomed and troweled for aesthetic interest and to create a non-slip surface for safety. Edges of paved walkways are suggested to be constructed of concrete as a paver restraint.

Landscaping

The overall landscape theme should convey the image of a garden in the city. Walkways, plazas, open spaces should be lushly landscaped with a variety of plantings that include perennials, annuals, flowering shrubs and ornamental trees, shade trees and evergreens. Plants should be chosen for hardiness, color, ornamental character, seasonal character, salt tolerance, etc. Densely planted berms should be used to screen undesirable land uses adjoining the site. Plantings are to be kept low where views and vistas are to be preserved or enhanced. Irrigation systems should be installed to enhance growth and plant health. Parking lots should include landscaped islands and edges. Landscape maintenance for both public and private developments should be coordinated to ensure that the entire Grove Site maintains a consistent, high quality appearance.

Lighting

Site lighting will be a very important component of the design theme for the Grove Site project. While providing a safe, secure and attractive environment at night, lighting will also provide a strong aesthetic image for the Grove Site during the day. It is therefore important to select lights of the highest quality and detail for the Grove Site project.



In general, lights should convey a traditional historic period theme, reflecting the cultural history and industrial heritage of the area. Lights should have festoon circuits for holiday decorations and provisions for banners and flags. Light poles with banners should be engineered to withstand the added wind loads. Finally, lights should be selected for their durability, ease of maintenance, lighting performance and pedestrian scale (12' to 18' high).

The following discusses potential lighting styles and lighting locations for the Grove Site. The general lighting concept emphasizes a variety of fixtures to create many distinctive public and private spaces within the Grove Site.

Transit plaza lamp



Entrance Plaza and Promenade

These spaces will connect the Grove Site with Broadway and the historic downtown. The lights for these important public spaces should be selected to complement the historic downtown. Traditional acorn style ornamental lights are suggested.

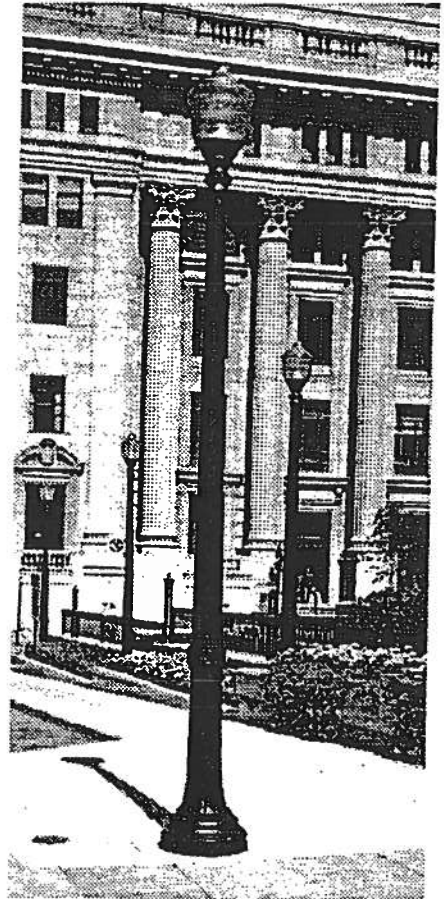
Riverwalk and Riverwalk Plaza


The lights for these spaces should be selected to convey a waterfront or marine theme. These lights should also create a strong image for visitors arriving at the Grove Site by water.

International Festival Promenade

The lights along this public promenade should be selected to complement the historic ornamental lights used in the entrance promenade and plazas. Ornamental scroll work characteristic of international style lighting is


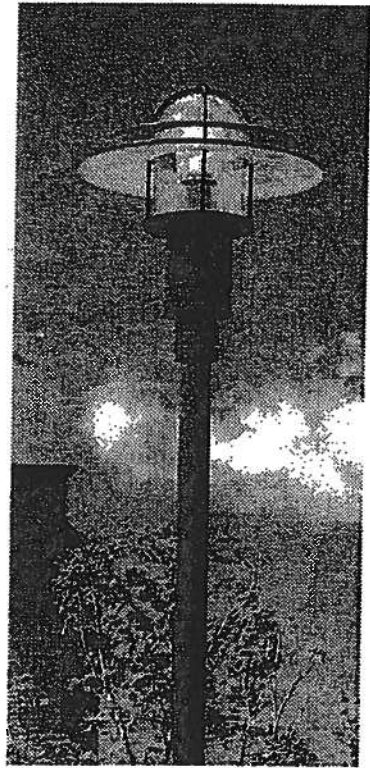
Entrance plaza lamp





encouraged. Pole bases for light fixtures should be equipped with electrical service to accommodate vendors and special event needs such as food service, musical performances, public address systems, etc.

Intermodal Transit Plaza and Industrial Heritage Plaza
These lights should reflect an historic railroad theme while complementing the lights used in the international festival promenade.



Hilltop Walkway
The hilltop walkway directly adjoins the proposed Botanical Gardens. Historic ornamental lights that complement the proposed gardens are suggested.

Gaslight Alley
The street and parking areas located behind the buildings on Broadway are recommended to be developed in an historic gaslight theme. Light fixtures with the characteristics of historic style gas lanterns are suggested to convey an old town feel. Rear facades of businesses located along Broadway should also be rehabilitated to create an attractive backdrop for the Grove Site.

Grove Site Street Entrances
The street entrances to the Grove Site should match the historic lights selected for Broadway and the historic downtown. Traditional acorn style lights are suggested.

Landscape Lighting
Landscapes can be greatly enhanced with lighting. Trees dramatically silhouetted against a building or trees down lit and up lit can create night interest and a sense of safety and security. White 'sparkle' lights in trees can be used to create a festive atmosphere and provide ambient light.

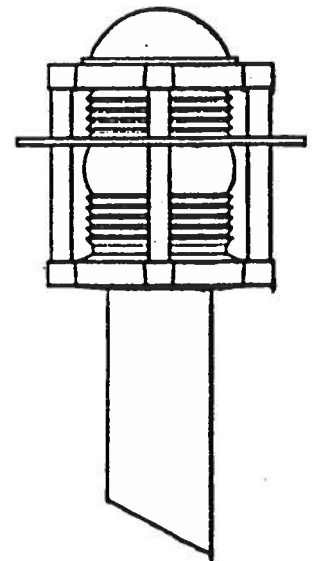
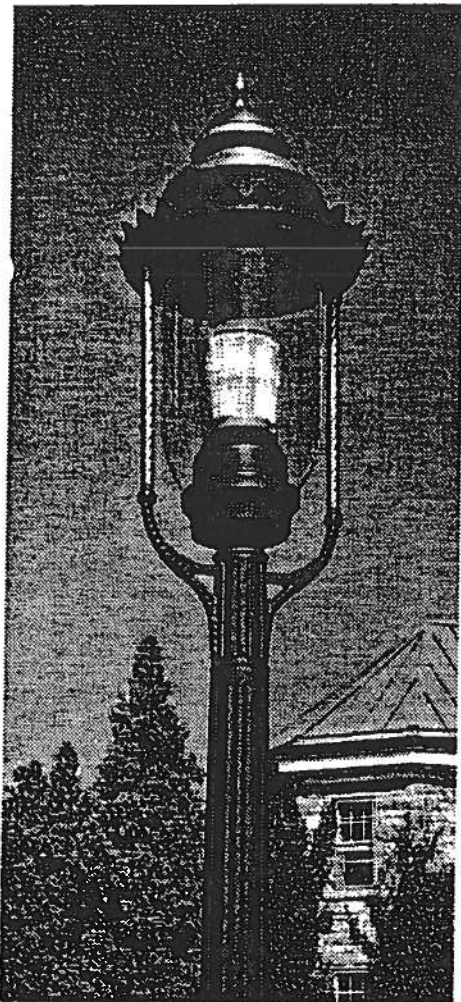
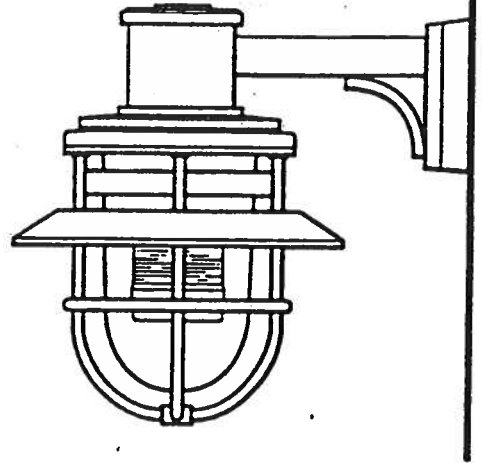


Architectural Lighting

Building mounted lights should match or complement the lights along adjacent walkways, promenades and plazas. Night lighting for buildings is encouraged to enhance the architectural features and character of buildings. Entrances to buildings should be well lit.

Parking Lot Lighting

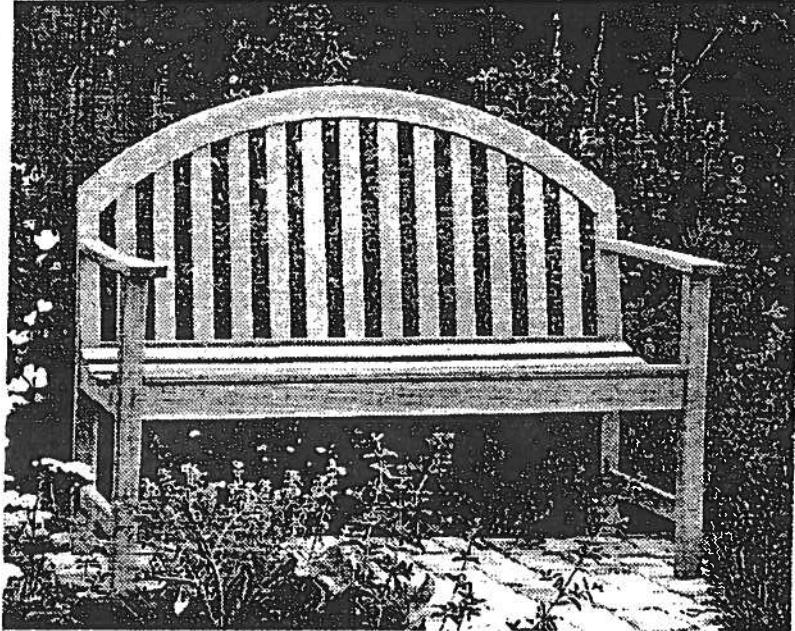
High level lights (25'-30' high) with cut-off or semi-cut-off luminaries should be used to light parking areas. Poles and luminaries should complement the historic pedestrian scale lights and should include provisions for colorful banners. Electrical service should be available at these lights for activities that may occur in parking lots such as food service, music performances, public address systems, etc.).





Site Amenities

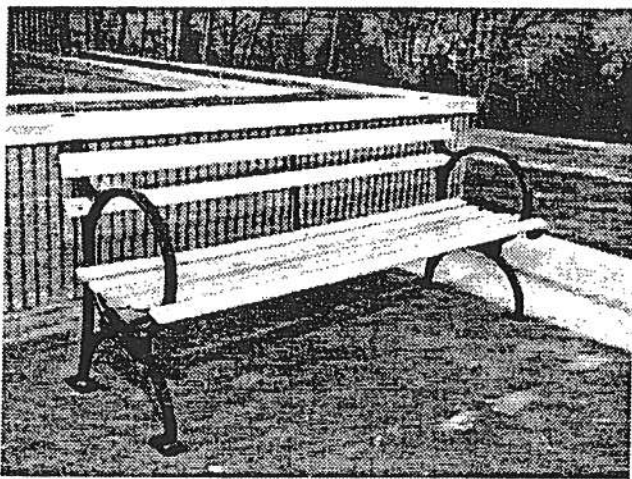
Site amenities for the project may include benches, trash receptacles, interpretive signs, planters, directories, kiosks, ornamental railings, bollards, etc. These amenities should be historic in character and may vary in their design depending on their location. For example, benches with wood slats and cast iron stanchions should be used along public promenades



and plazas. Railings should be ornamental and historic in character and relate to the industrial heritage (heavy metal, steel, cables, ornate details).

Special Feature Areas

Special features in the project may include entrance features, floral features, sculpture, fountains, public art, etc. These features should be designed to reflect and celebrate the industrial history, cultural history, steel and shipbuilding industry or significant historical events or people. Banner or flagpole arrangements could depict a nautical theme. Sculptures of people in animated positions could be used to add interest or a festive atmosphere.

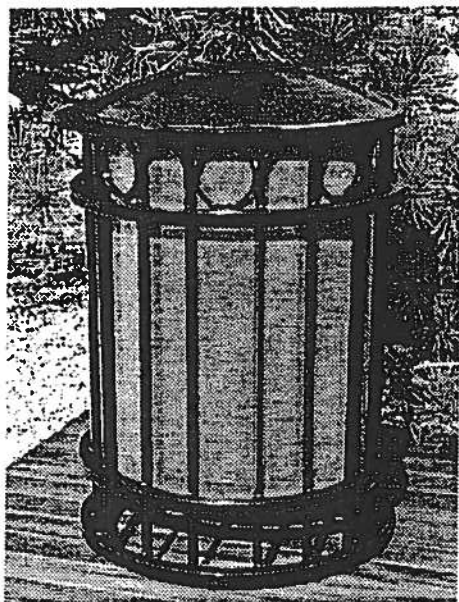




Architectural Character

In general, the architectural character for public and private buildings within the Grove Site should have an historic industrial waterfront character. Steel is suggested as the primary building material reflecting the heritage of the steel industry in Lorain. Other building materials may include concrete, brick, glass, etc., characteristic of historic industrial waterfront buildings. Standing seam or corrugated metal roofs with two or three story skylit clerestories are suggested. Bright colors may be used to enhance the festive theme of the park.

All proposed private buildings and site work should be reviewed and approved by a design review committee for compatibility with the public space design.



The “Beginning” of the Ore-to-Steel Route

Taconite harbor, Minnesota is one of the LTV ore docks at which the journey from ore-to-steel begins. These docks connect the mines in northern Minnesota, via ore trains and the 1,000 foot ore boats, to the pellet terminal at Lorain and the mills of Cleveland.

Duluth, Minnesota has completed a harbor, riverfront and lakefront project that brings pedestrian access to the lake and harbor, uses public investment to stimulate private investment and increases public use of a deteriorating industrial waterfront.

LTV Steel ore docks at
Taconite Harbor, Minnesota





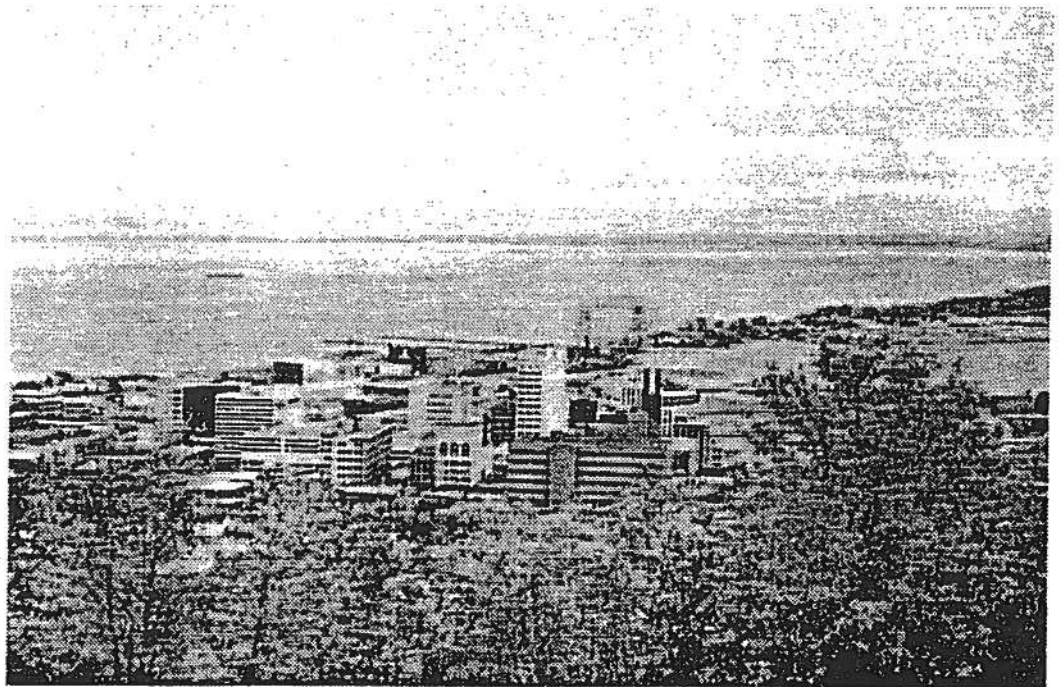
Adaptive reuse of manufacturing and warehouse facilities to support waterfront hospitality.



Skyway connection between downtown Duluth and convention center area at Canal Park. Skyway goes over the excursion rail station and an interstate highway.

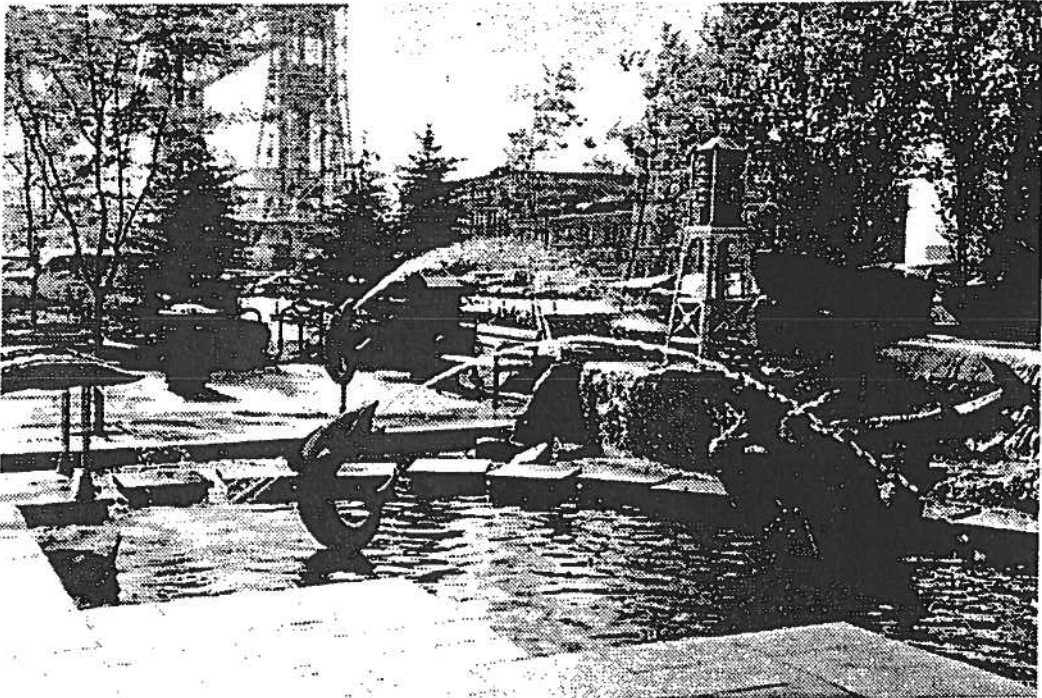


Duluth & Canal Park area. The redevelopment project is at the center-right, near the lift bridge.

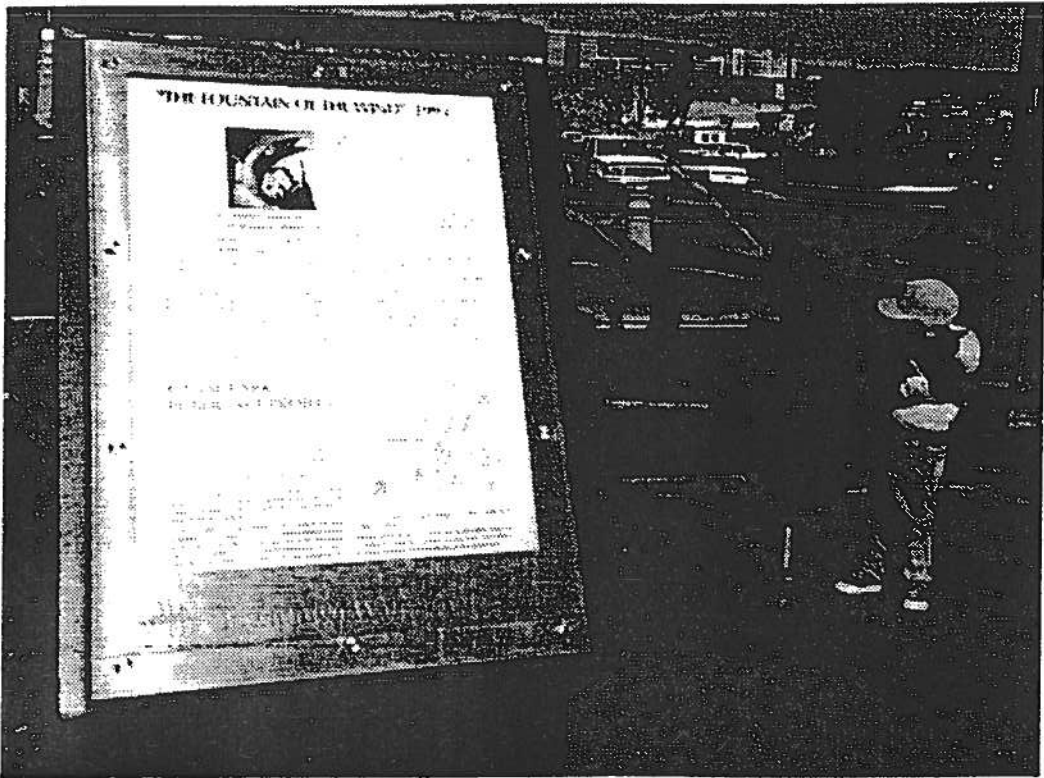


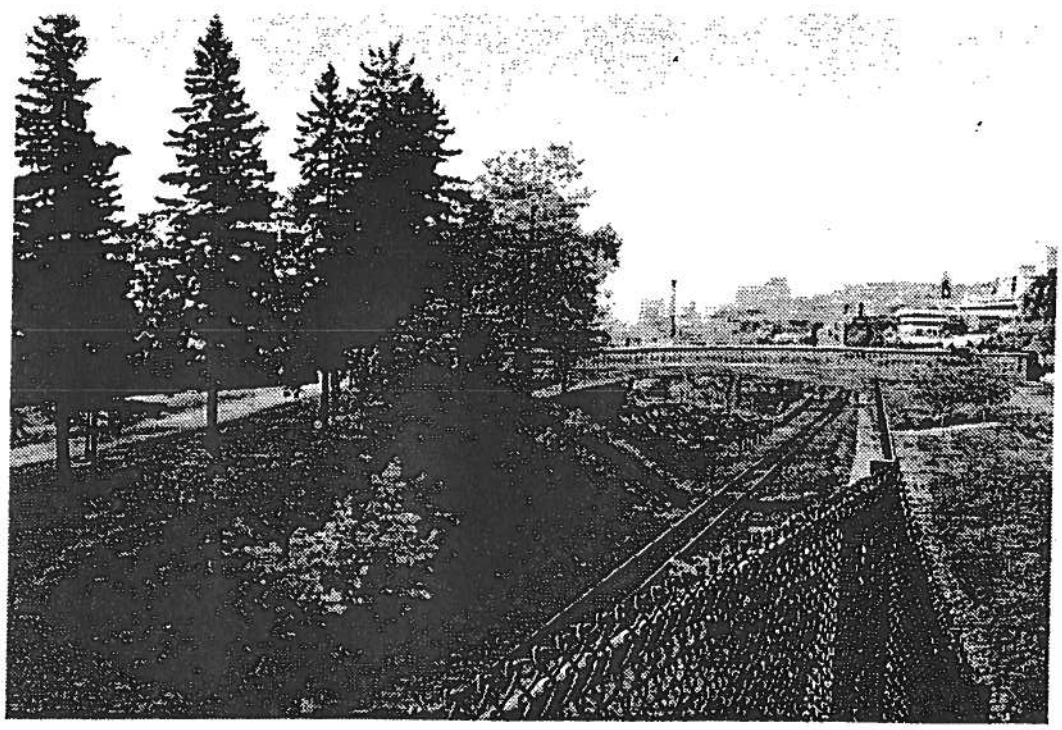


Canal Park fountain, part of the public art commitment to the project.

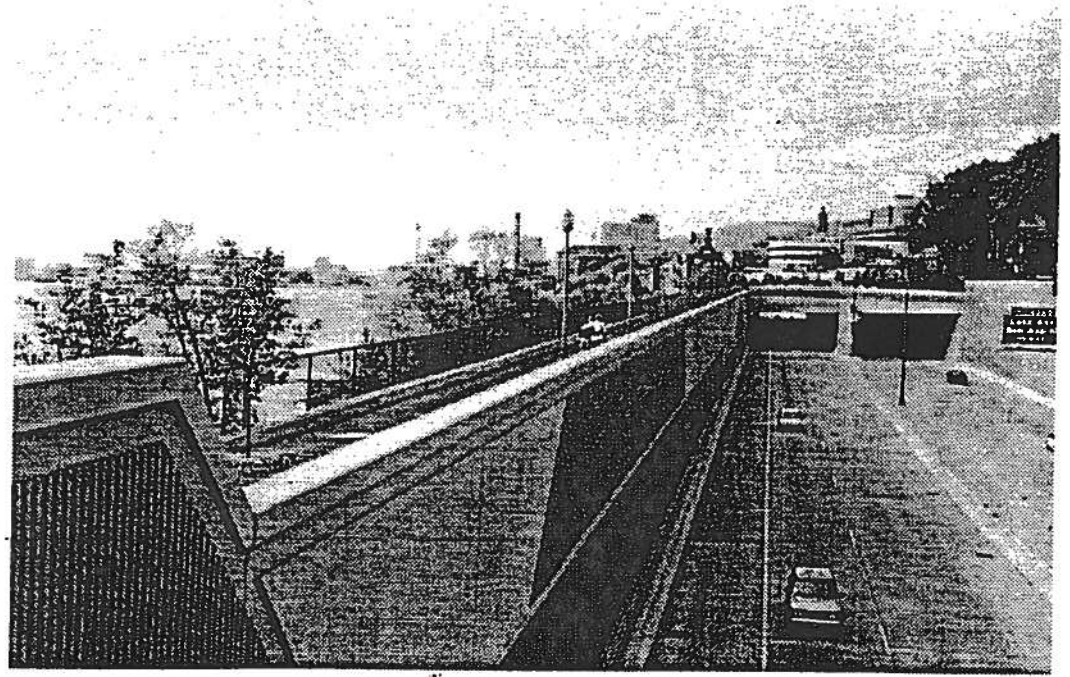


Street signage used throughout Canal Park.





Duluth Lakewalk near Leif Eriksen Park. Note the relationship to the rail line, used for excursion rail, and interstate highway 35.







Versions of public art used throughout Canal Park.

