

# Black River Station

An Intermodal Transportation Center  
at the Port of Lorain, Ohio

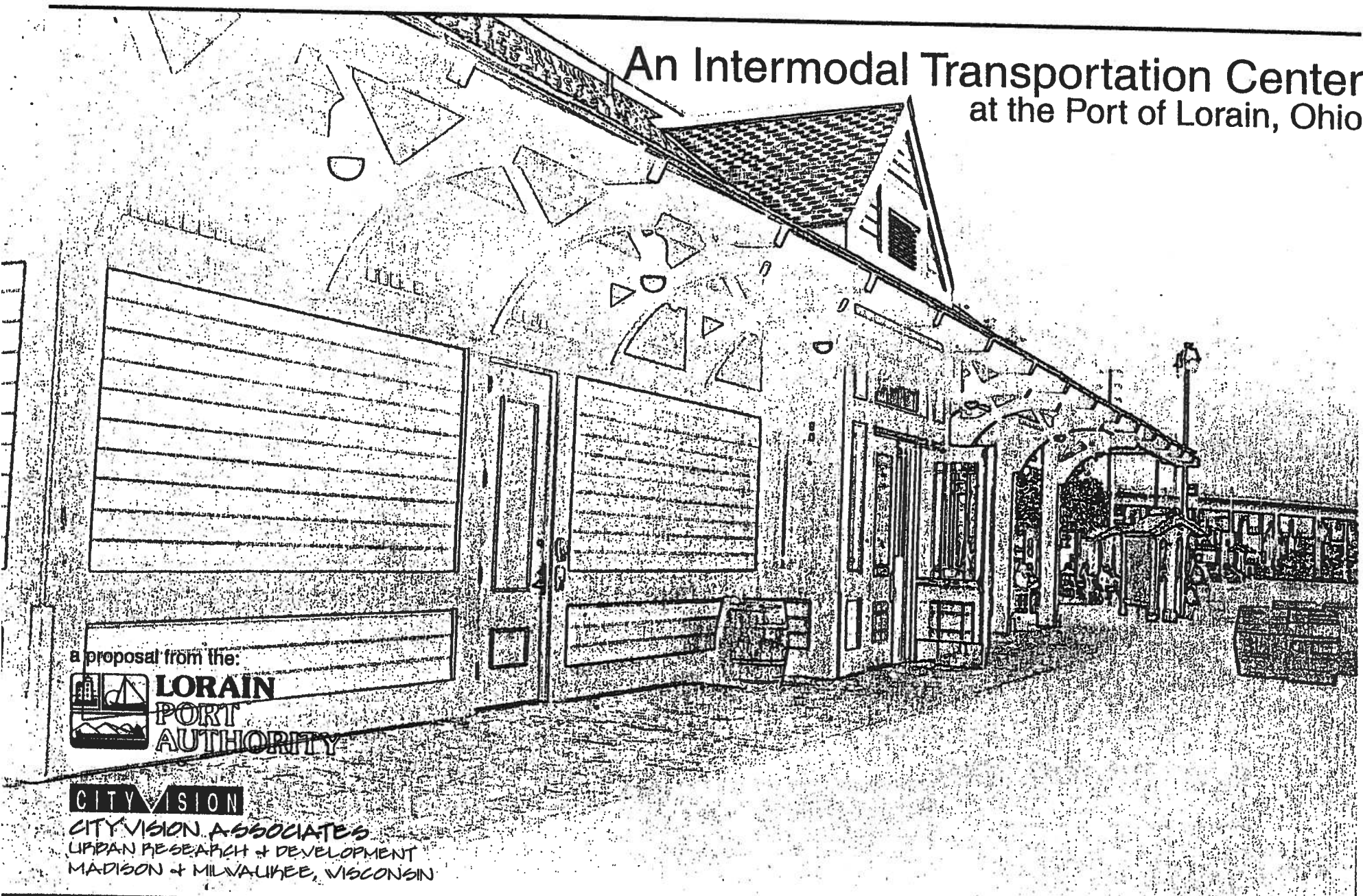
a proposal from the:



**LORAIN  
PORT  
AUTHORITY**

**CITYVISION**

CITYVISION ASSOCIATES  
URBAN RESEARCH + DEVELOPMENT  
MADISON + MILWAUKEE, WISCONSIN



# BLACK RIVER LANDING PROJECTS AREA

SPITZER PLAZA  
REDEVELOPMENT  
AREA

FISHERMEN  
WHARF

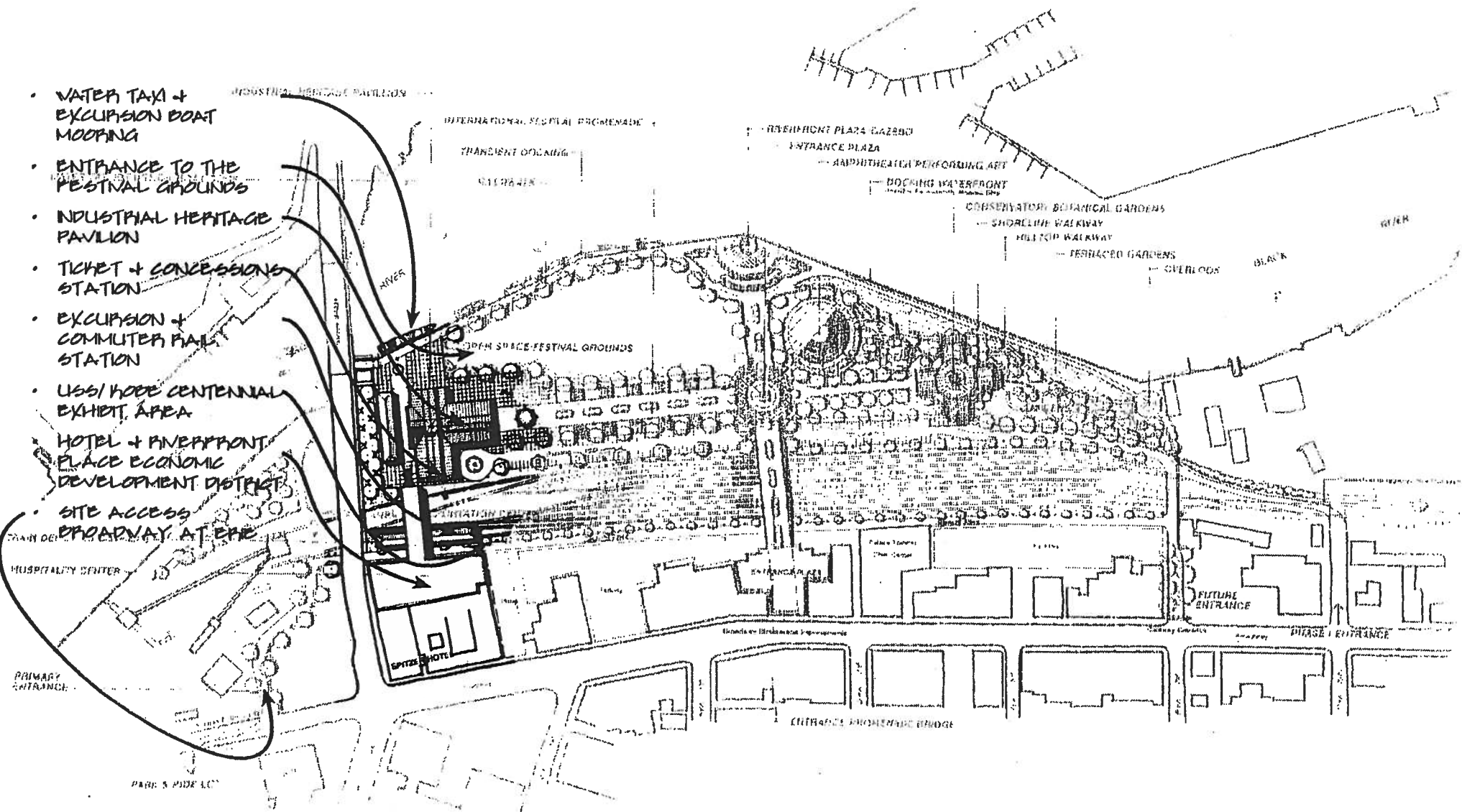
FESTIVAL SITE  
HERITAGE PARKER SITE  
INTERMODAL TRANSIT PLAZA SITE  
EAST KODAK EXHIBIT SITE  
HOTEL EXPANSION SITE

NSNS  
222 AVENUE

LTV

# Grove Site — Black River Station Intermodal Transportation Center

- WATER TAXI + EXCURSION BOAT MOORING
- ENTRANCE TO THE FESTIVAL GROUNDS
- INDUSTRIAL HERITAGE PAVILION
- TICKET + CONCESSIONS STATION
- EXCURSION + COMMUTER RAIL STATION
- USS/ HOPE CENTENNIAL EXHIBIT AREA
- HOTEL + RIVERFRONT PLACE ECONOMIC DEVELOPMENT DISTRICT
- SITE ACCESS BROADWAY AT EPR



## Master Plan Implementation Objectives & Strategy

Establishment of Black River Station and the Intermodal Transit Plaza will improve accessibility to Lorain from the rest of the Lake Erie communities and communities along the north coast rail lines, it will take advantage of current parking in the central business district, strengthen existing businesses, enhance the feasibility of expanded & new business development, and create a safe and attractive riverfront activity hub for pedestrians.

Phase one project implementation items—from the approved Grove Site Master Plan—include:

- Construction of Black River Station;
- Creation of public access to the site;
- Creation of parking for site-based activities, such as the Lorain International Festival and Riverfront Plaza;
- Construction of the intermodal transit plaza;
- Creation of the USS/ Kobe Centennial Exhibit as a "landside" private/public partnership anchor for the project using potential expanded hotel development and improvements of Riverfront Place;
- Creation of the Riverfront Plaza as the civic focus of the site;
- Creation of a pedestrian circulation system within the site.

These phase one projects will be incorporated into a comprehensive mixed-use redevelopment project that includes transit, parking, and concessions.

Phase one will also create a foundation for the feasibility of establishing permanent users on the site — particularly the potential major users such as the industrial heritage pavilion and performing arts festival theater.

Phase one projects will be completed by linking the site to private development opportunities along both sides of the Black River..

## Master Plan Implementation Status

Phase one items have been authorized by the LPA board. Project design development and engineering will be commissioned for 1999 construction.

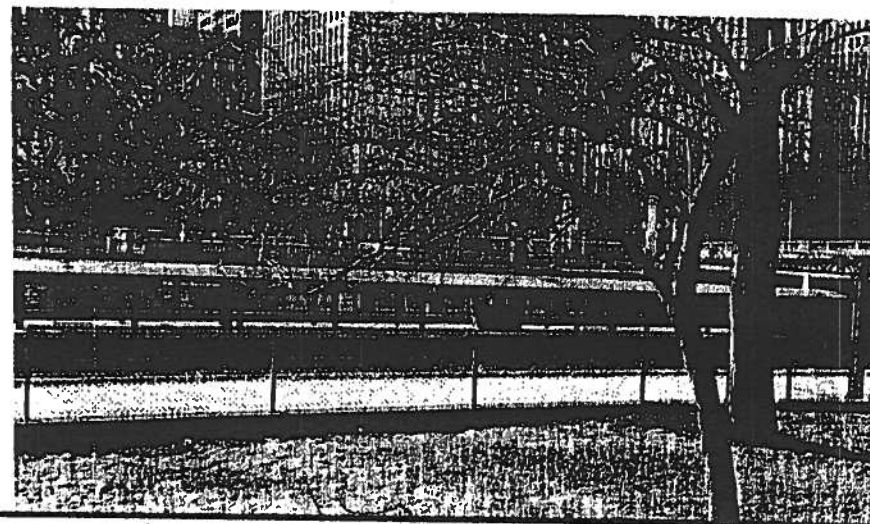
Access to the site will be via city streets at the Broadway and Erle gateway to the north end of the project site.

The program components of the Black River Station and Intermodal Transit Plaza are:

- Commuter rail service
- Excursion rail service
- Rail & rolling-stock exhibits — USS/ Kobe Centennial Exhibit
- Water taxi & excursion boat services
- Ticket, transfer and concessions station
- Harbor and downtown shuttle

The intermodal transit plaza serves as the focal point for all future activities on the site. It will be the "port of entry" for Lorain, particularly from metropolitan Cleveland.

*Chicago's Michigan Avenue station at the art institute, shown below, is a model of service and amenity in connecting rail commuters to the amenities of the central business district, nearby entertainment, and Grant Park.*



## The Intermodal Transit Plaza

Creation of the intermodal transit plaza will unite the Lorain waterfront with the community to form a hub of 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.

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.

This rail service will be the innovative hub of a intermodal transportation plaza which will:

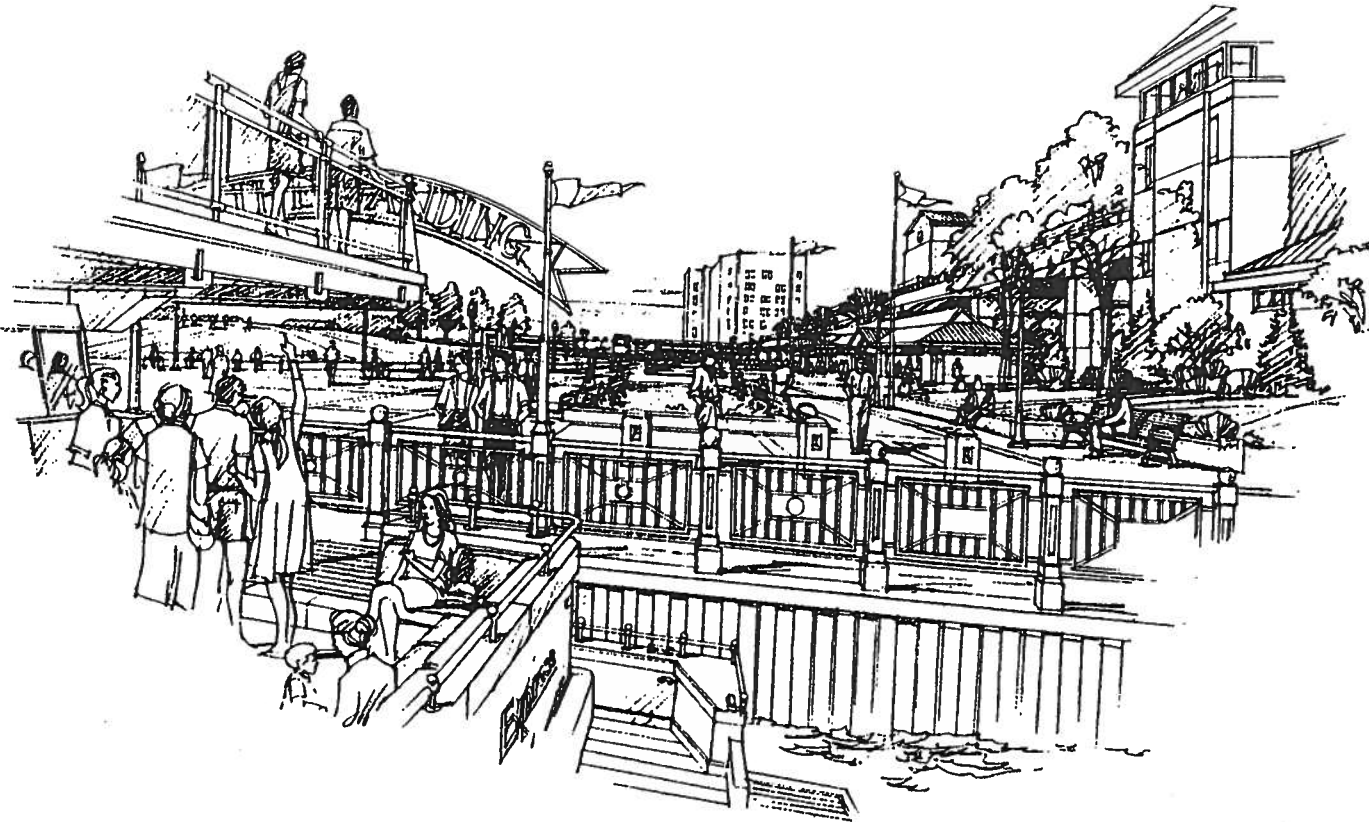
- Serve pedestrian and bicycles, increasing the feasibility of new downtown housing;
- Serve to connect users to rubber-tire trolleys and bus transit for circulation throughout the city.
- Serve vehicles, using a park and ride lot;
- Serve water-borne visitors and marina users, via excursion boat and water taxi.

Downtown Lorain contains a variety of cultural, entertainment, shopping, and employment opportunities, located in close proximity.

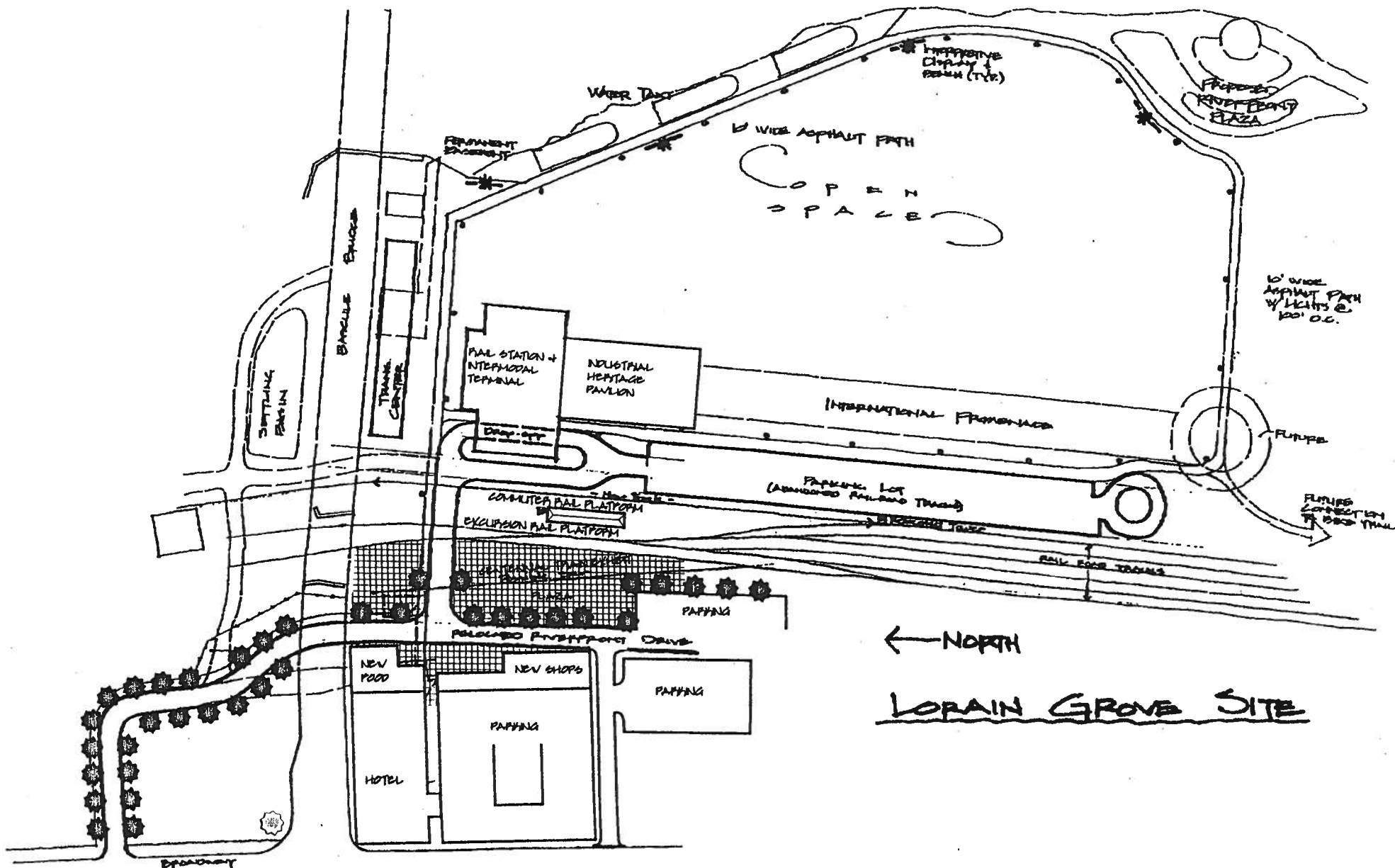
Typically, downtowns are enhanced by the reestablishment of efficient access. This is particularly and uniquely true for Lorain, where the density of existing and planned activities needs only a centrally located multi-modal transportation facility to effectively link these uses.

Black River Station is the key component of comprehensive Grove Site redevelopment. It allows each of the other components to be more efficient in their use of land, and therefore, better able to form a dense civic district that can effectively enhance urban downtown economic multipliers. It is figuratively and literally the hub of the downtown circulation system.

The transit plaza will also become a downtown destination of its own, with the establishment of the Industrial Heritage Pavilion an other planned amenities for the Grove site. These parallel activities will be a primary means for the revitalization of downtown Lorain along Broadway.



# PHASE ONE DEVELOPMENT



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## Urban Economic Expectations

Economic impacts on the city from creation of Black River Station and the intermodal transit plaza are expected to be significant.

Downtown Lorain is deteriorating at an alarming rate. Without new energy to drive investment, the downward cycle will continue unabated.

Public investment in the Black River Station will serve as a catalyst for private development in and around the Grove Site, particularly in areas within walking distance of the station. Additional civic development on the Grove Site, as envisioned by the master plan, will provide for activities and amenities to bring people to the site and downtown, as well as provide a place to celebrate the industrial and shipbuilding heritage of Lorain.

### Broadway and the downtown

The Grove Site, as planned, becomes a "destination" around which private commercial redevelopment will take place. The additional people will bring a market back to downtown that has long gone to the suburbs and edges of the community.

Black River Station will increase this market significantly. By bringing commuters to the site twice daily, merchants will clearly benefit from the point-of-sale perspective of busy people who need to pick up a few things on the way home.

New office development is also possible as a result of the increased residential presence near the site.

### Downtown neighborhoods

Similar in expectation to the residential project at the shipyard, discussed next, downtown neighborhoods on both sides of the Black River will experience an increase in market due to the shifting demographics of new residential construction.

Areas that are in serious need of rehabilitation will now be more feasible investment by the private sector. Public investment will stimulate private investment, not simply slow the decline.

## Shipyard redevelopment

Plans to redevelop the former American Shipbuilding yard show that reestablishing downtown residential is feasible by taking advantage of proximity to Lake Erie and the Black River and site design of the massive project.

The market target for these units is raised with the inclusion of the plaza and Black River Station, because of the ability to commute to downtown Cleveland via rail and not on the increasingly congested highway system. This can increase the average market level of residential units by 15 to 25%. It can also increase the density of development with less need for two- and three-car garages.

As noted previously. This also increases the potential for new commercial and office development within walking distance from the shipyard project and Black River Station.

## City industry

Black River Station has another significant attribute: that of allowing reverse commuting for workers who may live in Cleveland and new jobs that could be created in Lorain industrial parks. Increasingly, this is needed by employers to assure their factories of having workers.

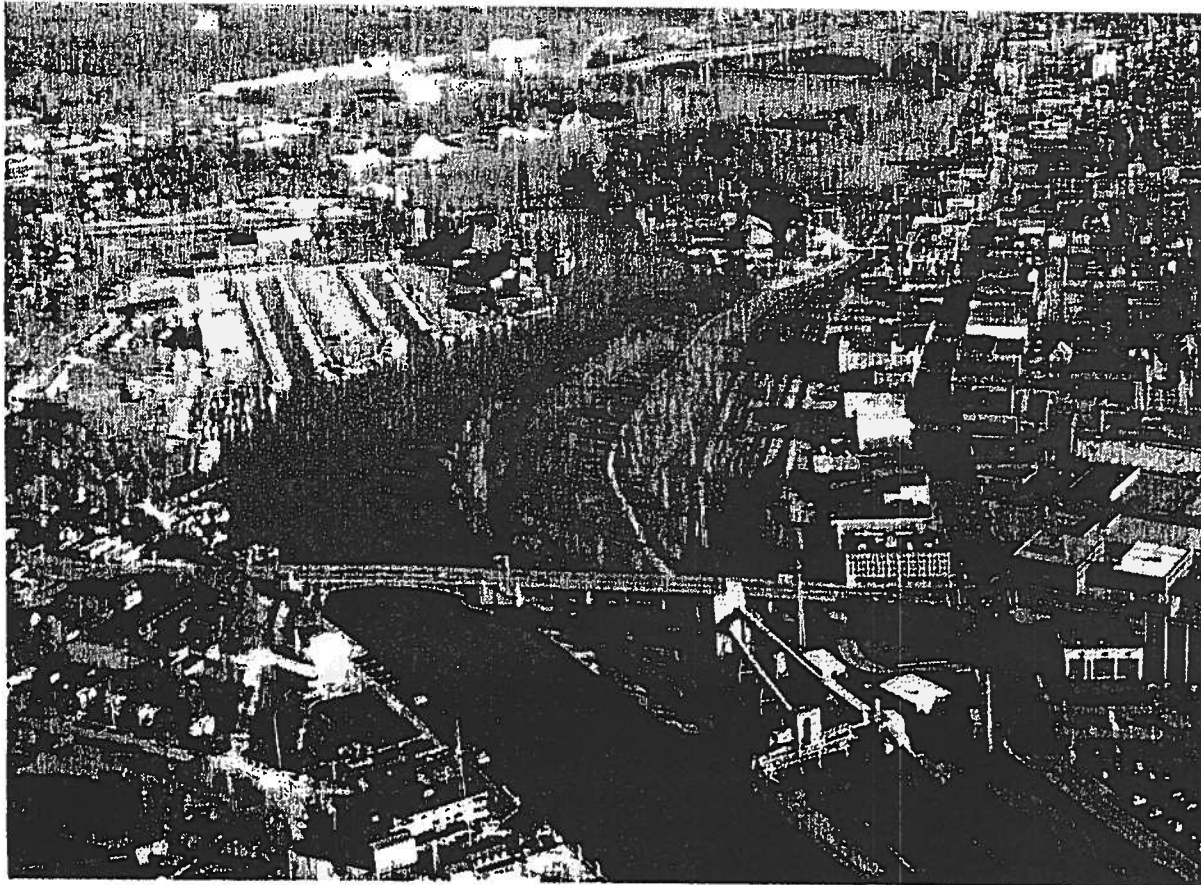
The intermodal plaza, with bus and trolley circulators will serve to distribute these workers to places of employment throughout the city. Private shuttles may also be supported by individual industries that would pick up workers at scheduled train arrival times.

# Potential Public/ Private Partnerships

## Hotel Expansion & Centennial Plaza

A key to overall project success will be the connection of the Grove Site to Broadway and downtown businesses. The preferred place for this link is at an existing activity center, such as the Spitzer hotel.

The hotel has no presence along Riverfront Place, but could be "fronted" toward the river and Grove Site to take advantage of the planned activities along the northern portion of the site. Expanding the hotel along the street level will allow for Grove Site visibility and pedestrian connections to the intermodal transit plaza, water taxi, heritage pavilion and festival grounds, as each of these come "on line."



Establishing the USS/ Kobe Centennial Exhibit in an expanded hotel as well as modified rail cars will provide an important cultural resource to serve as a destination for the early stages of the project. The hotel, itself, will continue to be the focus of a "24-hour" presence for the Grove Site.

This project envisions the creation of a civic place in concert with private development that can serve as a catalyst for further development of the Grove Site uses. It will also be a center of activity for new residential development to be planned for the east bank of the Black River and area along and north of Erie Avenue.

Specific components of the project include:

- Relocation of Riverfront Place toward the river, as the main entrance for the Grove Site;
- Creation of a hotel plaza, in the area east of the hotel, using the area vacated by Riverfront Drive;
- Expansion of the hotel into activity buildings that define the plaza — these could include restaurants and bars, conference area expansion, guest services, and areas for sensitive parts of the Centennial Exhibit;
- Provision for excursion rail services to be established for summer 1997 activities;
- Enhanced parking for new hotel services, excursion rail and exhibit visitors;
- Creation of a rail siding and plaza to support modified rail cars that would hold portions of the Centennial Exhibit;
- Pedestrian connections to the intermodal transit plaza, to be constructed south of the bridge, and festival grounds.

Comprehensive redevelopment of the "Black River Landing" will require effective use of existing resources. By leveraging the hotel as an existing activity center, this project increases its value to the overall program by ensuring a place from which additional development can radiate.



## Project Description

The Black River Station and Intermodal Transit Plaza is made up of several program components: commuter rail services, excursion rail services, historic train & industrial exhibits, water taxi & excursion boat services, a ticket, transfer & concessions station, and a harbor & downtown shuttle. The Black River Intermodal Transit Plaza integrates these into a programmatic and architectural solution; a comprehensive visitor center that may be the first point of contact for travellers to Lorain.

### Commuter rail services

- Scheduled commuter services to and from Cleveland;

### Excursion rail services

- Tourism excursion along the north coast of Ohio and into central Lorain County;
- Special event trains to Cleveland — Tower City, Jacobs Field, Municipal Stadium, Rock and Roll Hall of Fame, etc.;
- Dinner and weekend/ holiday brunch trains;

### Rail & rolling stock exhibits

- Use of the ladder tracks to showcase rolling stock of historic Lorain and Ohio railroads;
- Presentation of the USS/ Kobe Centennial exhibit partially in rolling stock;

### Water taxi & excursion boat services

- Water taxi services to link the marinas, boat launch areas, shipyard redevelopment areas with the Grove site;
- Excursion boat services to Cleveland waterfront or to the Islands;

### Ticket, transfer & concessions station

- On-site ticket office for all transit forms that use the site;
- A high-quality transfer station between forms of transportation and for those using automobiles or bicycles to reach transit on the site;
- Serves to provide amenities and services to commuters and other visitors;
- Provides revenue for port authority to offset operating and maintenance costs for transit systems and other uses;

### Harbor & downtown shuttle

- A streetcar/ trolley service that connects the visitor/ transit center to: Broadway businesses, hotels, the lakefront, marinas, educational, governmental, business, and shopping facilities and areas;

### Stimulation of private investment

- Creation of the USS/ Kobe Centennial exhibit as the first visible activity on the site to stimulate interest and activity for a potential hotel expansion and infrastructure improvements.

The intermodal transit plaza is an opportunity to maximize mixed-use development impacts of each of these necessary urban transportation components.

It reflects comprehensive planning for downtown revitalization, as well as an expectation for the highest quality of architecture.

Most importantly, the mix of transit, parking, and concessions areas provide a diversified revenue stream for the port authority to offset traditional operating costs that are otherwise passed through to the taxpayers.

## **Preliminary Project Assignments**

Phase one activities for the Grove Site are complementary to, and supportive of, greater Black River landing redevelopment objectives.

Initial activities on the Grove Site include these subprojects:

### **Lorain Port Authority**

Creation of the funding program for phase one projects.

Creation of the festival yard for general public and programmed use, such as the Lorain International Festival.

Acquisition of the remaining CSX land and tracks.

### **City of Lorain**

Infrastructure improvements related to Riverfront Drive and access to the Grove site. This may include participation in the acquisition of CSX rail land.

### **U.S. Department of Transportation**

Funding of Black River Station and the intermodal transit plaza and support facilities for rail, rubber-tire and water transit.

### **Ohio Department of Transportation**

Funding of additional portions of the intermodal transit plaza and support facilities for rail, rubber-tire and water transit.

### **Regional Transit Authority & Lorain County Transit**

Creation of an operating program for commuter rail service to and from Cleveland. Funding of the rolling stock and station amenities to establish the service

### **Private sector — USS/ Kobe**

Reestablishment of the Centennial exhibit in rail cars, on the intermodal plaza, and potentially in an expanded hotel facility

### **Private sector — Spitzer Hotel**

Potential for expanded hotel facilities to host the early activities on the site. This would include additional amenities and access to transit services for excursions and special events.

### **Private sector — Shipyard Redevelopment**

Incorporation of architectural character and density as well as circulator transit potential for residential development on the shipyard to take advantage of commuter rail services.

## Project Phasing

Development of Black River Station and the Intermodal Transit Plaza begins with a phase one program of access and circulation.

### Access

- Public access to the site via Broadway at Erie Avenues on the north side of the site;
- Access to circulation within the site for festival and other use;
- Access to the USS/ Kobe Centennial exhibit and related hotel-based developments;
- Access to passenger commuter and excursion rail;

### Parking

- Parking on site to support phase one uses including the Riverfront Plaza and support for the Lorain International Festival;

### Circulation

- Pedestrian and bicycle circulation within the site to allow users to move between the transit plaza and riverfront amenity areas;

### Amenity areas

- Construction of Black River Station and the transit plaza platform;
- Construction of the hotel and centennial plaza areas as part of the USS/ Kobe exhibit;
- Construction of the Riverfront Plaza at the central, riveredge of the site;

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

- Access be developed to the site at the north end of the site, at the hotel, and an interim access be created at Ninth Street to the South.
- Parking and service areas be developed for festival grounds, exhibits, 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 to assist in traditional municipal redevelopment tasks that may include survey work, public improvements, blight improvements, site assembly and clearance, etc.

The port authority or the city must acquire the remaining land and tracks from CSX Transportation. The port authority should execute an agreement with Ohio Edison and LTV Steel for potential freight shipments through the Grove 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;
- Connections to the site from Broadway businesses, beginning at the hotel;
- International Promenade to partially support the Lorain International Festival;

## Preliminary Project Cost Estimates

Preliminary cost estimates for phase one construction are based on anticipated 1999 construction season. These are items related to site access and circulation for the norther portion of the site.

### Phase one — Lorain Port Authority

• North half, clearing & grubbing	\$4,000
• North half, grading	\$275,000
• North half, hydro seeding	\$45,000
• Asphalt path	\$50,000
• Parking lot/ 110 spaces	\$25,000
• Access road from Riverfront Drive	\$75,000
• Railroad crossing	\$50,000
* Storm sewer	\$30,000
• Roadway & parking lighting	\$42,000
• Pedestrian lighting	\$40,000
• Signage, amenities & landscaping	\$50,000
Sub total	\$686,000
• Contingency (20%)	\$137,000
Total	\$823,000

### Phase one — City of Lorain

• Site gateway feature — Broadway & Erie	\$30,000
• Access road improvements	\$50,000
• Riverfront Drive improvements	\$250,000
• Additional infrastructure items	\$200,000
Total	\$530,000

### Phase one — U.S. DOT/TEA 21 & ODOT

• Black River Station	\$5,000,000
• Intermodal transit plaza improvements	\$2,000,000
Total	\$7,000,000

### Phase one — RTA

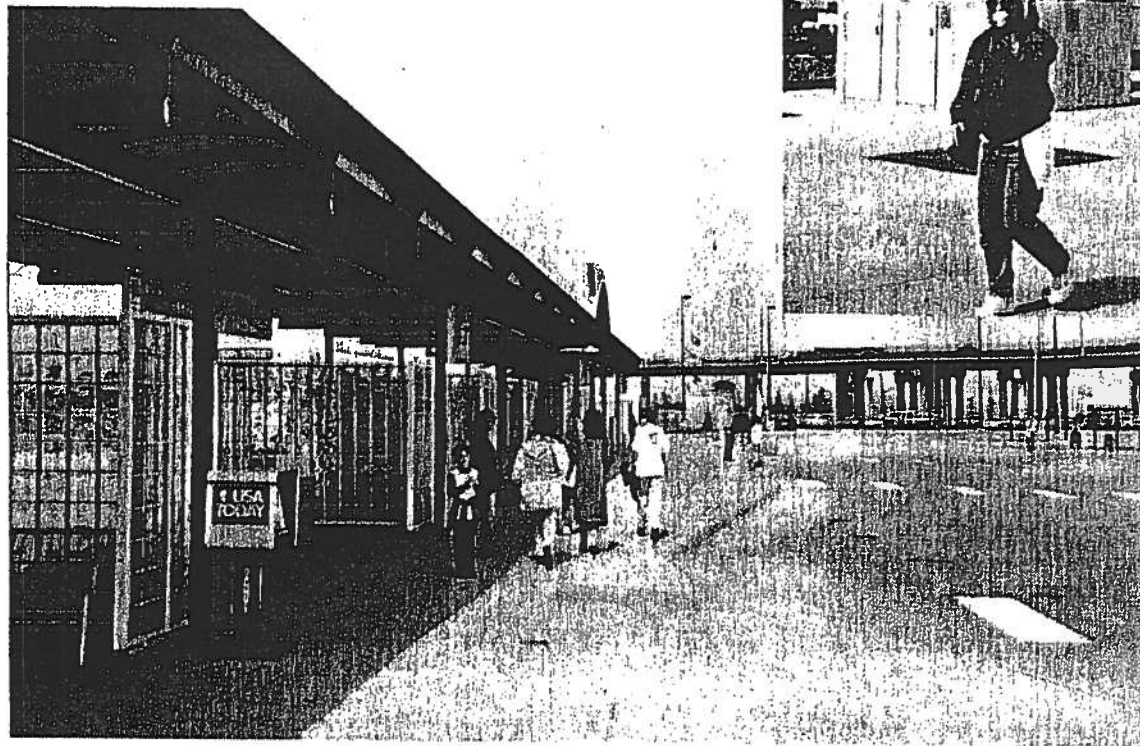
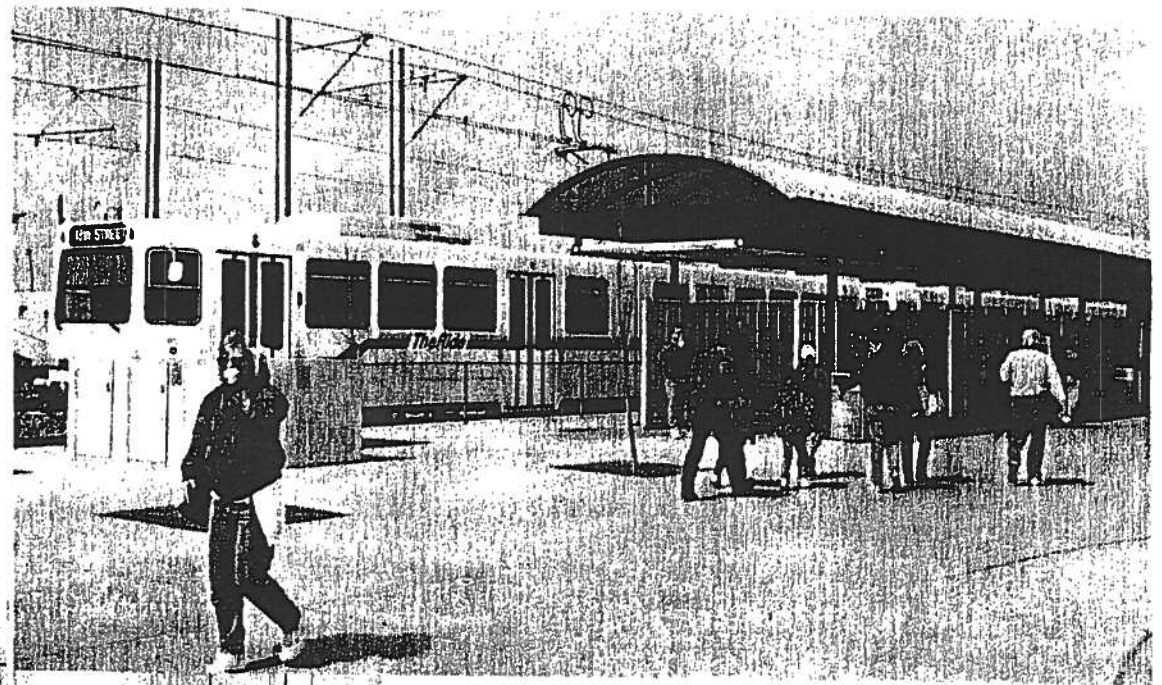
• Station tenant improvements	\$ tbd
• Rolling stock	\$ tbd

# INTERMODAL TRANSPORTATION IMAGES

DENVER - RIGHT

LIGHT-RAIL STATION AT THE BROADWAY / I-25  
PARK + RIDE. THIS LINE GOES INTO THE  
DOWNTOWN CORE TO CIVIC AREAS.

NOTE THE SIMPLICITY OF THE PLATFORM SHELTER  
AND EASE OF LOADING AREAS FOR THE  
TRAIN



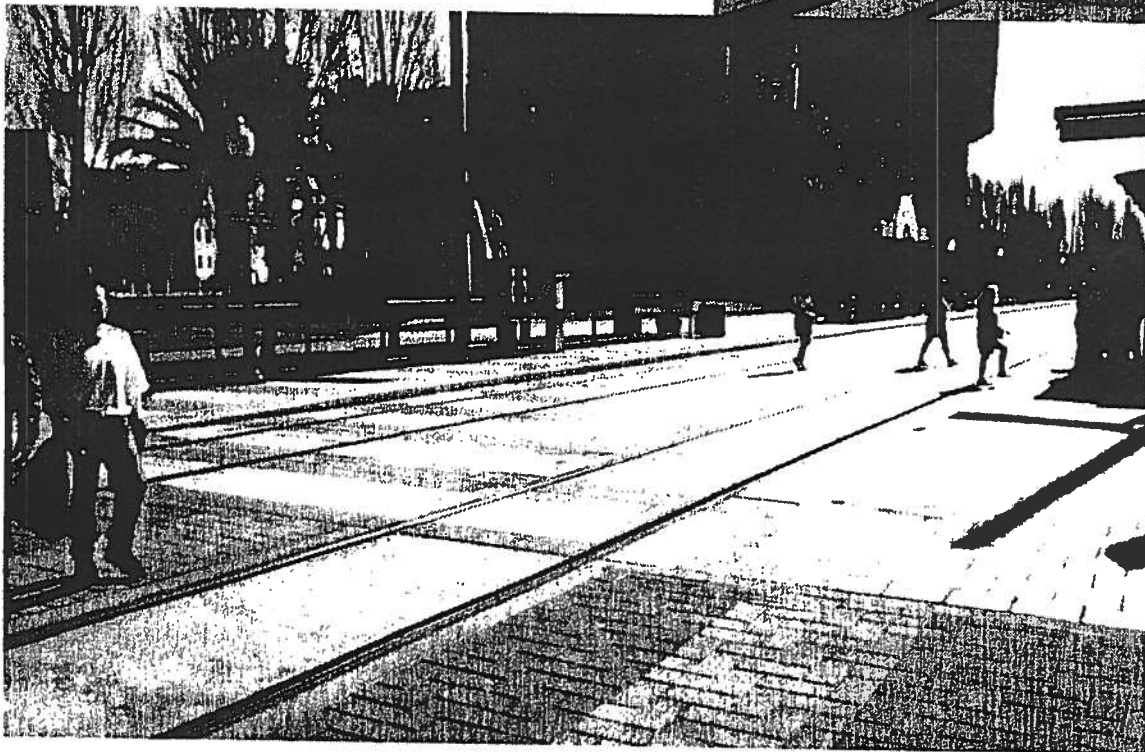
DENVER - LEFT

ACCESS AND DROP-OFF AREA FOR THE PARK  
+ RIDE STATION.

# INTERMODAL TRANSPORTATION IMAGES

SAN DIEGO - RIGHT

RAIL CORRIDOR SHOWING THE PEDESTRIAN SHELTER ON THE PLATFORM TO THE RIGHT AND SIMPLE RIGHT OF WAY TREATMENT THAT ALLOWS FOR VEHICULAR AND PEDESTRIAN USE.



SAN DIEGO - LEFT

PEDESTRIAN CROSSING AREA SHOWING HOW AN AT-GRADE CROSSING SYSTEM FUNCTIONS WITH MINIMAL CONTROL.

PAVEMENT MARKINGS PROVIDE FOR DIRECTIONAL GUIDANCE.