

CANAL BASIN DISTRICT PLAN

SCOPE OF WORK

Introduction

Downtown Cleveland Alliance, Ohio Canal Corridor, and City of Cleveland are teaming up to conduct a conceptual study that will shape and characterize a future pedestrian/bicycle network in the northern section of the Cuyahoga River Valley. This plan addresses the need to provide safe and efficient access from area neighborhoods to the Towpath and Canal Basin Park. The conclusions of this plan will help to establish a roadmap for future public and private investment decisions that will turn the Cuyahoga River Valley into a major attraction for residents and visitors, alike. The final product will increase the array of transportation options for residents from adjacent neighborhoods to the Towpath Trail by enabling easier and safer pedestrian and bicycle commutes. Additional leisure trips to Cleveland's Zoo, downtown Cleveland, Tremont, the West Side Market, and other area attractions could also become more easily navigated by foot, bicycle, and public transportation.

The proposed boundaries of the Canal Basin District Plan are: the lakefront and the Innerbelt Bridge to the north and south, respectively, with Public Square/Ontario St/Lakeside & East 9 Street. and Abbey Avenue/ Lorain Avenue/Fulton Rd/Detroit Avenue to Edgewater Park representing the east and west borders, respectively. A map of the area is shown as Figure 1.

Funding for the Canal Basin District Plan is provided through grants from NOACA's Transportation for Livable Communities Initiative Program and the Downtown Cleveland Alliance. The study is a joint partnership between Ohio Canal Corridor, the Downtown Cleveland Alliance, and the City of Cleveland. Downtown Cleveland Alliance will serve as the fiscal agent for contracted services.

The partnership seeks a consulting firm or consulting team that can provide interdisciplinary skills. Especially important will be experience in trail/greenway development, pedestrian and bicycle safety, traffic analysis, streetscape design, ODOT and FHWA rules and regulations, land-use planning, and cost estimation, as well as access to superior graphics, renderings, and layouts for the final plan and poster. The ideal team will consist of experienced urban planning experts that can develop an effective planning strategy to carry the project to completion.

Background

The proposed Canal Basin District will contain a 21 acre urban park situated at the union of the Cuyahoga River and the former Ohio & Erie Canal in an area now known as the Flats. The Canal, completed in 1832, was an important shipping route for agricultural goods, tools, hardware, and household items associated with the early history of

Cleveland, which was a hotbed of activity for entrepreneurs, industry, and immigration. This area linked Cleveland and Lake Erie to the Ohio River.

In recent years this area has been buttressed by a transitioning entertainment district to the north and industrial-based land uses to the south. The Canal Basin District is next to several up-and-coming residential neighborhoods making this area exceptionally primed for new investment and a new character. In 2004 the City of Cleveland was awarded \$3 million in federal funds for land acquisition in the Canal Basin District.

Canal Basin Park and the Towpath Trail that will terminate there promise to be important amenities for visitors and residents of greater Cleveland. The formation of a new urban park will help redefine the northern Cuyahoga Valley area as it establishes dedicated waterfront access with corresponding recreational opportunities and greenspace. Safe, attractive bicycle and pedestrian routes to nearby neighborhoods will be an integral part of meeting this challenge, and integrating our public transportation system will further advance the availability of this unique parkway for all Clevelanders.

The Canal Basin District Plan fulfills several regional goals by defining a District including the Canal Basin Park, and this project is an excellent addition to the economic redevelopment goals outlined in the City of Cleveland's master plan update: *Connecting Cleveland 2020: Citywide Plan*. The Canal Basin District Plan will therefore require the assessment and mapping of pedestrian and bicycle trails to and from adjacent neighborhoods, recommended land-use scenarios, and the illustration of multi-modal connections to public transportation, the Canalway Scenic Byway, and the proposed Cuyahoga Valley Scenic Railroad. The Plan will furthermore provide preliminary cost estimates for individual projects, and identify potential funding sources and lead and partner agencies and organizations.

As the Towpath Trail becomes established as a recreational, cultural, and historically important center for the region, it will catalyze the redevelopment and revitalization of greater Cleveland. The trail network will establish new green infrastructure, which has a proven record of attracting development. For the area defined within the Canal Basin District Plan, significant acres of underutilized property await such investments. The future land use scenarios defined in the Canal Basin District Plan will further encourage interest in the region by building upon the unique quality of life amenity associated with public waterfronts.

Study Goals

The purpose of the proposed plan is as follows:

1. To enhance the economic viability of existing communities in the region by promoting tourism and recreation, and attracting new housing, commercial, light industry, and warehousing ventures.
2. To enhance the quality of life in the region by increasing access to green space and trails connecting area neighborhoods.

3. To help build a community identity in nearby neighborhoods as a regional center for natural, cultural, historic, and scenic attractions.
4. To foster compact land use development and redevelopment while opportunities for investment expand and the area grows in popularity.
5. To increase accessibility to the lakefront, Ohio City, the zoo and rainforest park, Tremont, Mill Creek Falls, the Cuyahoga Valley National Park, and downtown Cleveland by adding and improving pedestrian, transit, and bicycle transportation infrastructure.
6. To develop a dedicated greenway including a pedestrian/bicycle multi-purpose trail system that will increase access to existing parks while preserving and enhancing open space and natural areas.
7. To aid the progress of the redevelopment of urban core communities by providing key amenities that will help retain current residents and by creating a new marketplace that will attract new residents.
8. To develop project plans that can compete at the regional level for capital funds through NOACA's regional transportation investment process by spinning off new transportation projects based on a dedicated investment in the Towpath Trail.
9. To enhance the historic, archeological, environmental, and aesthetic elements of the transportation system by linking local features in the northern Cuyahoga Valley including Irishtown Bend, West Side Market, Superior Viaduct, and the former Ohio and Erie Canal Basin.
10. To improve the safety and efficiency of the transportation infrastructure by providing alternative, off-road routes for cyclists and pedestrians.

Community Participation

The Canal Basin District Plan will include extensive public outreach to stakeholders in the community. Individual meetings will be held with key constituents. A series of three public meetings will be held; the first to introduce the Interim Plan for initial feedback and suggestions/ideas, a second that introduces the Preliminary Plan allowing for revisions based on public commentary and feedback, and a final meeting to present the Plan. Given the diverse nature of the local community's make-up, the roster of stakeholders will include residential, institutional, commercial and governmental representatives who will be queried by the consultants in an effort to learn more about the area. A partial list of stakeholders and other interested parties includes, but is not limited to: Building Cleveland by Design, Flats-Oxbow Association, Historic Gateway District, Historic Warehouse District, Ohio City Near West Development Corporation, Flats Industry Association, Wendy Park Foundation, Tremont West Development Corporation, Cleveland Bikes, Ohio City Bike Co-op, Western Reserve Rowing Foundation, Cuyahoga Remedial Action Plan, Cuyahoga County Planning Commission, Cleveland Metroparks, County Engineer's Office, and local land and business owners.

The Steering Committee will be made up of representatives from Downtown Cleveland Alliance, the City of Cleveland, and Ohio Canal Corridor and charged with providing direction and feedback to the consultant on a regular basis. The Steering Committee will monitor the consultants' progress toward meeting project goals and providing deliverables, coordinating meetings with area stakeholders and setting the agenda for public meetings. The group will also review the consultant's recommendations prior to public meetings in an effort to select those it feels best achieve project goals and/or stand the best chance of being implemented. A primary charge of the Steering Committee will be to serve as an advocate for the project with appropriate city, county and regional agencies.

Consultant Work Scope/Deliverables

As part of its work scope, the consultant will be expected to produce three (3) primary deliverables, as outlined in the accompanying milestone/deliverables table.

Interim Plan

The consultant shall take the results of interactions with stakeholders and steering committee members to create a base map depicting alternative pedestrian and bicycle routes to and from adjacent neighborhoods, attractions, points of interest, etc. A report document consisting of narrative text and a base map depicting the array of alternatives and their relationship to existing and proposed land uses shall be produced. Important trail connections will include linkages between Canal Basin District and the Port Property/Whiskey Island, North Coast Harbor, Overlook Park in the Warehouse District, the existing Lakefront Bikeway, and Wendy Park. It will also include:

1. Integration of proposed trail routes with current and future Greater Cleveland Regional Transit (GCRTA) facilities.
2. A narrative and accompanying illustrations that describe and depict alternative trail/pedestrian connection scenarios that emerge from the consultants' analysis of existing and proposed conditions.
3. A matrix evaluating the physical opportunities and constraints, potential support and opposition, and projected usage of each of the alternative scenarios along with preliminary conceptual cost estimates.

The Steering Committee will provide consultants with an existing conditions analysis to be reviewed and integrated into the interim plan. This analysis will include current and projected land uses, property ownership, topographic and environmental conditions, and current public infrastructure plans for roads, bridges, neighborhood bicycle trails, etc. Other existing conditions to be highlighted include the location of adjacent community resources like parks, schools, libraries, publicly owned buildings, GCRTA facilities and commercial and residential development projects.

As part of the development of the Interim Plan, the consultant shall arrange a site visit to a nearby example of best practices for community connections to waterfront such as the Detroit RiverWalk and the City of Windsor, Ontario's Riverfront Trail System.

Preliminary Canal Basin District Plan

The Draft Plan will include recommended options from the alternative scenarios outlined in the Interim Plan. This should include:

1. A narrative description of the preferred plan.
2. Preliminary draft drawings, renderings and/or base maps depicting: a preferred trail alignment connector system with narrative descriptions and rough sketches of streetscape elements, linkages to GCRTA facilities, and integration with future land use scenarios.
3. A matrix evaluating the physical opportunities and constraints, potential support and opposition and projected usage of the preferred alternative connector system, along with preliminary conceptual cost estimates.
4. Alternative concept designs for the final poster plan.

Final Canal Basin District Plan

The Final Plan shall include changes to the Preliminary Plan that are the result of interactions with stakeholder groups, community meetings and city staff and other government officials. Endorsements will be solicited from organizations and businesses to develop support and consensus for the Plan. The Final Plan shall also be accompanied by the poster produced in a format suitable for display in area businesses to promote implementation of the Plan.

Project Schedule:

The following schedule of activities will begin after a contract is executed between the City of Cleveland and the local co-sponsor.

- December 2007: Advisory Committee Kick-Off Meeting
- January 2008: Project Consultant Hired

Milestones/Deliverables	Estimated Delivery Date	Cost
Interim Report w/Trail and Land Use Plan Alternatives	March 2008	
Preliminary Canal Basin District Plan w/ Essential Components	May 2008	
Final Report w/Preferred Canal Basin District Plan	September 2008	

Work Product Deliverables

Deliverable I: Interim Report

- A. Narrative report document
- B. Base maps of alternative trail/ pedestrian connections
- C. Matrix of physical opportunities and constraints with potential support and opposition
- D. Projected usage of each alternative and preliminary cost comparisons

Deliverable II: Preliminary Plan

- A. Narrative report document
- B. Draft drawings or base maps
- C. Matrix of physical opportunities and constraints with potential support and opposition
- D. Projected usage of the preferred alternative and preliminary cost estimates
- E. Concept designs for poster plan

Deliverable III: Final Plan

- A. Recommended design concept and scope including maps
- B. Poster Plan

Total cost of approved deliverables: \$75,000

NOACA Share (80%): \$60,000

Local Share (20%): \$15,000