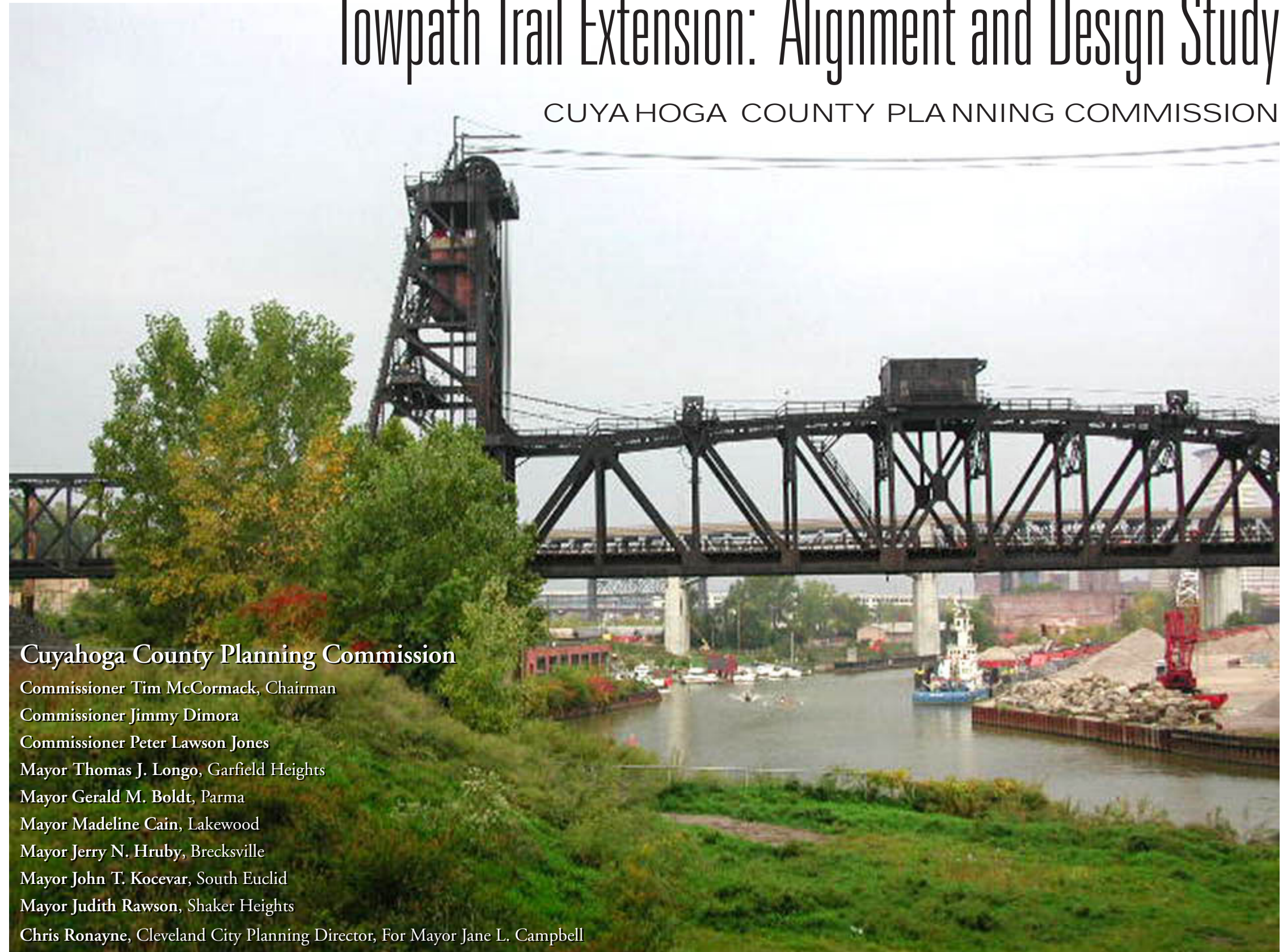


Towpath Trail Extension: Alignment and Design Study

CUYAHOGA COUNTY PLANNING COMMISSION



Cuyahoga County Planning Commission

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Chris Ronayne, Cleveland City Planning Director, For Mayor Jane L. Campbell

Project Background and Significance

The Towpath Trail has become a defining feature in the Cuyahoga Valley landscape. Constructed 175 years ago as part of the Ohio & Erie Canal, it was a simple dirt path on which to lead animals pulling canal boats. When the economically unprofitable canal finally ceased to be used after the 1913 flood, the towpath survived as a silent witness to an earlier era.

The rediscovery of the towpath began with the establishment of the Cuyahoga Valley National Recreation Area (now Cuyahoga Valley National Park) in 1974 as a unit of the National Park Service. One of the major projects completed by the National Park Service was the conversion of approximately 20 miles of the towpath into a shared use trail. The success of this segment of towpath, which has over 1.7 million users per year, has sparked a campaign to extend the Towpath Trail to over 100 miles as a continuous journey through the federally designated Ohio & Erie National Heritage Corridor. In addition, the heritage corridor trail will serve as the northeast Ohio section of the State of Ohio's planned Ohio to Erie Trail.

Cleveland Metroparks has completed additional segments of the Towpath Trail in its Ohio & Erie Canal Reservation, situated immediately north of the Cuyahoga Valley National Park. Approximately six miles of trail have been completed, and the northern terminus of the Towpath Trail is now at old Harvard Avenue.

In 1999, the Cuyahoga County Planning Commission (CPC) published *Linking the Corridor: A Plan for the Towpath Trail in the North Cuyahoga Valley Corridor*. This document is a guide plan for the future design and construction of the approximately five-mile long trail segment from the Metroparks Reservation at old Harvard Avenue to downtown Cleveland at the proposed Canal Basin Park, which will incorporate the original terminus of the Ohio & Erie Canal with the Cuyahoga River. The plan includes an inventory of existing conditions and resources within the study area; an examination of route alternatives, their feasibility, and impacts; and implementation strategies.

Alignment & Design Study

Since the 1999 publication of *Linking the Corridor*, a conceptual plan prepared by the Cuyahoga County Planning Commission for the final Towpath Trail segment into downtown Cleveland, additional issues and studies have emerged which have influenced the Towpath Trail project. The issues and studies have included, but have not been limited to, the dissolution of LTV Steel, the potential revitalization of the Cuyahoga Metropolitan Housing Authority's (CMHA) Riverview Estates and Valleyview Estates, the potential redevelopment of the Scranton Road Peninsula by Forest City Enterprises, the Ohio Department of Transportation's Cleveland Innerbelt study, and the City of Cleveland's Flats Transportation Study.

During 2001 and 2002, CPC assembled \$225,000 in funds from the Ohio & Erie Canal Association, Cuyahoga County Board of Commissioners, City of Cleveland, Cleveland Metroparks, The Cleveland Foundation, and The George Gund Foundation for the purpose of retaining a team of consultants to conduct an Alignment & Design Study. This study provided engineering and design services to refine the concepts, route alternatives, and most appropriate responses to the issues of probable construction cost, opportunity to further goals of community redevelopment, ability to be implemented, public safety, aesthetics, and usage.

Vision Statement

As part of the Ohio & Erie Canal National Heritage Corridor, the extension of the Towpath Trail in Cleveland will weave a ribbon of green space from Canal Basin Park in the Flats to the Canal Reservation at Harvard Avenue. This multipurpose trail will be an extraordinary recreational amenity highlighting Cleveland's industrial river valley and serving its surrounding neighborhoods. It will also be a major environmental reclamation effort capable of stimulating new economic development all along the industrial corridor.

The Towpath Trail Extension honors the innovative spirit that shaped Cleveland's history, from its early and prolonged transportation and industrial prominence, through the pivotal period when the national environmental movement emerged from its burning river, to the current partnership-based revitalization of neighborhoods, the Flats, and downtown Cleveland.

To the future, the Towpath Trail marks the threshold of re-invention: rebuilding a competitive economic center in a distinctive setting based upon the principles of sustainable development; illuminating the industrial grandeur and its significance; enhancing a vital, working, Cuyahoga River; offering a regional recreational amenity; and improving the quality of life by delivering people to the water's edge, where they have not been in generations.



Cuyahoga River near Harvard Avenue

PROJECT DATA:

Length of trail: 6 miles

Acres in trail corridor: 40 acres

Acres of potential park land associated with corridor: 200 acres

Alignment

The preferred alignment for the segment of the Towpath Trail from old Harvard Avenue to Canal Basin Park is off-road, which is the same as the current sections of trail in the Cuyahoga Valley National Park and the Cleveland Metroparks Canal Reservation. The trail would be ten-feet wide and paved with asphalt. Wherever feasible, the goal is to have the trail as part of a swath up to fifty-feet wide that would provide an area for environmental improvements, landscape improvements, and, where needed, buffers and safety measures for adjacent property owners. The preferred alignment of the trail will co-exist with existing land uses. It does not result in the replacement of any existing businesses or housing.

The proposed trail would also offer opportunities to explore two of the best physical features of the valley: the river's edge and its vistas. Areas suitable for river edge access include both south and north of old Harvard Avenue, the west river bank of the former LTV property upstream of the head of navigation, in the vicinity of the I-490 bridge, the Scranton Road Peninsula, Irishtown Bend, and below Tower City Center. In terms of vistas, the trail would take advantage of the hillside between Holmden Avenue and Tremont Playfields, the abandoned West 4th Street right-of-way, and particularly along University Road in Tremont, where a promenade would be created overlooking the valley and the downtown skyline. The changes in elevation that trail users would experience all occur at a 5% grade or less.

It is anticipated that the alignment of the Towpath Trail would also add value to other projects focusing on economic development, neighborhood revitalization, and quality of life. For example, the trail would increase daytime activity by both individuals and families in areas such as Old Brooklyn, Tremont, Ohio City, Flats, Warehouse District, Gateway, and Public Square, which would mean additional customers for retail and eating establishments. In addition, the trail would provide access to new housing on the rim of the valley, as well as to two Cuyahoga Metropolitan Housing Authority estates, both of which have been planned for major redevelopment.

Furthermore, the Cuyahoga Valley Scenic Railroad, the Midwest Railway Foundation, and the Western Reserve Rowing Foundation all have projects planned in proximity to the trail. An exciting focal point that may evolve is in the vicinity of the I-490 bridge, where the trail, new rowing foundation boathouse, scenic railroad bridge crossing of the river, railway foundation roundhouse and rolling stock restoration, excursion boat landing site, and public access to the riverbank have the potential to interconnect. A proposed river's edge park featuring two Hulett Ore Unloaders is likely to be situated in proximity to the Towpath Trail. Finally, the proposed stop for the Cuyahoga Valley Scenic Railroad at old Harvard Avenue, adjacent to the trail, could facilitate a one-mile trail and tram connection to the Cleveland Metroparks Zoo, which has over one million visitors annually.

Creating linkages is an important aspect of the Towpath Trail. In addition to the preferred alignment of the main trail, the plan recommends connectors to all the Cleveland neighborhoods on the east and west sides of the Cuyahoga River Valley, along with the communities of Newburgh Heights and Cuyahoga Heights. In Cleveland, these neighborhood connectors form a network by becoming part of Cleveland's citywide bicycle plan. At downtown Cleveland, connections are also made to the Lakefront Bikeway and the shore of Lake Erie.

The Towpath Trail would also serve as a catalyst for various public improvements. For example, the trail would traverse Tremont Playfields, where the current park uses could be expanded. The trail would also result in improvements to adjacent streets, such as University Road, Carter Road, Riverbed Street, and a proposed road to reconnect the south end of Quigley Road with the north end of Jennings Road.



Scranton Peninsula

Length and Cost Estimate

- The preferred alignment for the Towpath Trail, using the alignment in the Flats of the Scranton Peninsula to Canal Basin Park via the Carter Road Bridge, is six miles. About one quarter of the route is currently in public ownership.
- The alignment in the Flats of the Scranton Peninsula to Canal Basin Park via Irishtown Bend adds one additional mile.
- Design and Construction estimates includes soft costs (contingency, mobilization and demobilization, bonds and insurances, general conditions, and professional design services), visitor services, trail lighting, wayfinding signage, and environmental regeneration activities necessary for trail construction. Interpretive exhibits are included as part of Trailheads.

Future Trail Loops - Design and Construction Costs

- Vicinity of Big Creek confluence with Cuyahoga River - \$1,570,000 (0.6 miles)
- ISG to I-490 via the west river bank and West 3rd Street - \$7,760,000 (2.2 miles)

Estimated Cost of Supplemental Projects

- South of Harvard to Harvard-Denison Bridge
 - Old Harvard Avenue Streetscape - \$360,000
 - Cuyahoga Valley Scenic Railroad station and parking area at Old Harvard Avenue - \$2,170,000
- Harvard-Denison Bridge to ISG
 - Environmental Regeneration Project on Cuyahoga River east bank - \$290,000
- ISG to I-490
 - ISG Trailhead and Interpretive Center - \$1,730,000
 - Overlook Location between Holmden and Clark Avenues - not determined
 - Tremont Playfields Trailhead and Improvements - \$1,000,000
 - Tremont Playfields Amphitheater/Festival Site - \$2,620,000
 - Overlook at former Clark Avenue and West 3rd Street Terminus - \$220,000
 - Midwest Railway Foundation - West 3rd Street Roundhouse Interpretive Center and Trailhead - not determined
 - Environmental Regeneration Project on Cuyahoga River east bank - \$730,000
- I-490 to Scranton Peninsula
 - Multi-Modal Connector at vicinity of I-490 Bridge - not determined
 - New Jefferson Avenue Bridge over Cuyahoga River - not determined
 - Jefferson Avenue Riverbank Overlook - not determined
 - Kingsbury Run Environmental Regeneration and Conservation Area - \$2,070,000

Connection from Tremont Ridge to Cuyahoga River - not determined

Tremont Bend Riverwalk north of Innerbelt Bridge - not determined

Scranton Peninsula to Canal Basin Park via Carter Road Bridge

No Items

Scranton Peninsula to Canal Basin Park via Irishtown Bend

Irishtown Bend Archeological Project - \$100,000

SEGMENT OF PREFERRED ALIGNMENT	TRAIL DESIGN AND CONSTRUCTION	TRAILHEADS LOCATION	TOTAL
South of Harvard to Harvard-Denison Bridge	\$1,360,000	\$120,000	\$1,480,000
		Old Harvard Ave.	
Harvard-Denison Bridge to ISG	\$730,000	none	\$730,000
ISG to I-490	\$7,820,000	\$280,000	\$8,100,000
		I-490	
I-490 to Scranton Peninsula	\$9,990,000	\$990,000	\$10,980,000
		Tremont Ridge	
SUBTOTAL	\$19,900,000	\$1,390,000	\$21,290,000
Scranton Peninsula to Canal Basin Park via Carter Road Bridge*	\$2,240,000	none	\$2,240,000
Scranton Peninsula to Canal Basin Park via Eagle Avenue Bridge*	\$3,540,000	none	\$3,540,000
Scranton Peninsula to Canal Basin Park via Irishtown Bend	\$17,980,000	none	\$17,980,000
TOTAL	\$22,140,000 - \$41,420,000	\$1,390,000	\$23,530,000 - \$42,810,000
Estimated Land Acquisition			\$1,000,000 - \$5,000,000
GRAND TOTAL	\$22,140,000 - \$41,420,000	\$1,390,000	\$24,530,000 - \$47,810,000

*The Carter Road Bridge route is an interim alignment. The long-term preferred alignment uses the Eagle Avenue Bridge. Approximately 80% of the value of the Carter Road Bridge route will be incorporated into the Eagle Avenue Bridge route.

Environmental Regeneration

One emphasis of the Towpath Trail, beyond its use for transportation and recreation, is a strategy for the environmental regeneration of the surrounding landscape. Over the generations of urban development and industrial use, the natural systems of hillsides, wetland pockets, ground water, soil profiles and conditions, and surface drainage have been overlooked in favor of manufacturing production and the movement of goods by water, rail, and road. The development of a trail through this landscape brings the opportunity to refocus attention on the natural systems of the river valley. The vision is for a co-existence between the natural systems and the industrial land uses, where the two are viewed as related infrastructure working in partnership. The trail provides the framework for exploration and experimentation of effective methods to reintroduce natural systems objectives.

On average, the trail is planned as a fifty-foot wide linear “ribbon” through the valley, totalling approximately 40 acres. In some locations the area would be limited to the land necessary to construct the trail, meaning a fourteen-foot right-of-way (ten feet of paved trail, plus two feet on each side). In other locations, there is the opportunity to include additional land and protect it as greenspace through projects such as the ecological restoration of hillsides, soil enhancements, improvements to drainage patterns, and constructed and enhanced wetland pockets of over 200 acres. Examples of these locations include the hillsides between the former LTV Steel and Clark Avenue, the abandoned West 4th Street right-of-way, and the hillside along University Road. This linear ribbon and associated areas would represent the core area within which to implement an environmental regeneration program of over 200 acres.

Additional regeneration opportunities, beyond the trail “ribbon,” have been identified for selected areas of land that are unbuildable, vacant, or underutilized, as well as areas for creation or restoration of riparian buffers and natural edges along the river channel. Locations that fit these categories include the former Harshaw Chemical facility on old Harvard Avenue, the east and west banks of the Cuyahoga River upstream of the head of navigation, the Kingsbury Run confluence with the river, the west bank of the Cuyahoga River in the vicinity of I-490, the east edge of the Scranton Peninsula along the river, and the Irishtown Bend hillside. These areas could be woven with the trail to form a greenway of reclaimed natural areas along the river valley.

The range of environmental regeneration strategies is broad. For example, phytoremediation techniques would utilize plants and trees to improve the natural condition of riverbanks and clean groundwater as it migrates to the river. In addition, biological filters could be attached to the drainage outfalls of highways and bridges to remove salt and other impurities before the water is released on the ground. Finally, the traditional metal bulkhead lining the Cuyahoga River channel could be modified in some locations to provide opportunities for aquatic habitat enhancement.

In conjunction with site-specific improvement projects, environmental regeneration strategies need to be incorporated into the maintenance and management programs of the land users of the river valley. The strategies would also offer opportunities for extensive educational programs and partnering efforts with volunteer and community organizations.



Abandoned West 4th Street Right of Way



Near I-490

Visitor Services and Interpretative Opportunities

As part of the Towpath Trail, locations for visitor services and interpretive exhibits have been recommended. The proposed sites along the length of the trail include various combinations of facilities such as parking, restrooms, shelters, rest stops, interpretation, and wayfinding signage to promote circulation along the main trail and with neighborhood connectors. The visitor services and interpretation locations are situated along the route to maximize their potential through grouping with complimentary amenities and to provide an appropriate distance between activity areas. Some facilities will be needed as part of the construction of the Towpath Trail, while other facilities will not be needed until supplemental projects are undertaken.

The content of the wayside exhibits will be based on both the natural and cultural history of the valley. The Cuyahoga Valley National Park and the Cleveland Metroparks Canal Reservation both illustrate the range of exhibit types that are possible. Potential interpretive themes include successive transportation systems, such as the canal, railroads, shipping, and highways; bridge engineering; immigrants and neighborhood settlement patterns; innovation in industrial fields such as oil, chemicals, and paint, as well as iron, steel, fasteners, machine tools, automobiles, and shipbuilding; and the role of the lower Cuyahoga River Valley in the national environmental movement. In addition, selected parts of the former LTV Steel/West Side Works have the opportunity to be incorporated into the trail and public improvement program. Several small administrative buildings along the former LTV entry drive have the potential to be reused for visitor services and indoor interpretation of the steel story. As an unusual companion piece, a collection of furnaces and mill buildings dating as far back as the 1910's and clustered near the Clark Avenue overlook at the southern terminus of West 3rd Street create a complete narrative of steel production for visitor interpretation and experience, much like the examples in the Ruhr Valley of Germany.

Finally, and importantly, the proposed Canal Basin Park and its vicinity include the only visible remains of the 1820's Ohio & Erie Canal north of old Harvard Avenue. This area will become a focal point of the northern end of the Ohio & Erie Canal National Heritage Corridor and will incorporate the Towpath Trail.

Public Art Plan

The development of the Towpath Trail and its various amenities create an excellent opportunity for the integration of art into the project. For example, public art may be used as a device through which to interpret the rich heritage and stories of the valley, as a method to create a sense of place, and as a way to enhance the physical improvements.

The most ambitious and significant public art proposal is the design of a new, movable pedestrian river crossing for the trail. Through an international competition, a signature piece of design could be created that carries the Cuyahoga River Valley's famous bridge design legacy into a third century. The bridge is proposed to link the east and west bank of the river from approximately the Nautica Stage (west bank) to the original outlet of the Ohio & Erie Canal into the Cuyahoga River at the proposed Canal Basin Park (east bank). In addition to serving Towpath Trail users, the bridge would be a safer method for pedestrians in the Flats to cross the river instead of using the Center Street Bridge, and it would be located adjacent to the Regional Transit Authority's Settler's Landing stop on the Waterfront Line.



Looking south across Settler's Landing toward proposed Canal Basin Park area

Another public art opportunity is lighting, which would serve the trail and create a continuous ribbon of light visible from higher vantage points in surrounding neighborhoods, high level bridges, and downtown Cleveland. In addition, north of old Harvard Avenue, the Towpath Trail is unable to follow the original route of the Ohio & Erie Canal on the east side of the Cuyahoga River because it is situated under railroads and manufacturing complexes. To visually represent the canal, art pieces such as pylons mounted with flags or illumination could be used to trace the original canal route.

Additional opportunities for incorporating art into the project include the under sides of high level bridges, retaining walls, pavement, and fencing. Another avenue for artist involvement is in the environmental regeneration component of the trail, an area in which several international artists are pursuing art that involves reclamation technologies.

Implementation and Phasing Overview

As each section of the Towpath Trail in Cuyahoga County has been completed over the past ten years, public expectations for the completion of the trail to downtown Cleveland and the lakefront have grown. This project represents the final link, and the groundwork for implementation is well underway. Public agencies are integrating the trail into public improvement and redevelopment projects, partnerships are emerging, and the private sector has begun to respond with development projects.

A diverse constituency has endorsed the project as an important recreational, neighborhood revitalization, and quality of life amenity for the metropolitan area, including Cuyahoga County, City of Cleveland, Cleveland Metroparks, National Park Service, Ohio Canal Corridor, Ohio & Erie Canal Association, various local development corporations and nonprofit organizations, and the Greater Cleveland Real Estate Organizations, an umbrella entity representing fourteen real estate industry groups. A recent article by *Plain Dealer* columnist Joe Frolik, as part of that newspaper's continuing "A Quiet Crisis" series, noted that "the old towpath promises to become a cornerstone attraction for the young professionals and entrepreneurs this region needs to attract—and a model of cooperation for leaders in and out of government."

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It is anticipated that creative partnering will be the vehicle for implementation, and that the specifics of these partnerships will evolve as the project moves forward. Implementation will involve a series of distinct activities including securing property, acquiring funding, final design and construction documents, construction, operation and maintenance, community involvement, and stewardship. The roles of the various partners will evolve and change over time and in response to the specific circumstances of each project. Consequently, a central group to coordinate, advocate and in some cases initiate various activities will be utilized.

It is recognized that implementation will need to be phased over time, estimated at three to six years. The rate of progress will primarily depend upon property assemblage, the securing of financial resources, and construction timetables.

Securing Property

Although a significant portion of the trail and linear "ribbon" is within public or institutional control, some parcels are in private ownership. The primary objective will be to work with all property owners in a cooperative manner to secure land donations or easements that will enable public access through properties via the multi-purpose trail. Additionally, cooperation will be sought with property owners to conserve and protect associated natural features. Efforts will be made to eliminate or minimize the need for land purchases.

Based upon the positive discussions with property owners, it is anticipated that the preferred alignments can be implemented as illustrated in this study. The trail alignments do not require the relocation of any existing businesses or housing.

A nonprofit organization partner(s) will be utilized to facilitate tax considerations for property owners. It is anticipated that title to property needed for the trail will be held by Cuyahoga County.



Holden Avenue looking east



Former LTV West Side Works



Cuyahoga River near West 3rd Street

Funding

To date, funds from public agencies, foundations, and nonprofit organizations have been utilized for the project. Due to the project cost, it is assumed that multiple funding sources will be required to realize the full vision of this plan. For example, some aspects of the project may be most effectively served through use of funds from specific state or federal sources. Other components may be able to be completed through the ongoing capital improvement programs of the Cuyahoga County Engineer or City of Cleveland, or funding sources available through the Northeast Ohio Areawide Coordinating Agency (NOACA). Finally, as multiple projects begin to be implemented simultaneously, such as the main trail, neighborhood trail connections, and supplemental projects, it will be desirable to strategically coordinate the various funding requests.

Construction

The Cuyahoga County Engineer's Office will oversee construction document preparation, bidding, and construction. Actual construction is likely to occur over several construction seasons. Once construction is complete, the Engineer's Office will transfer day-to-day operation and maintenance responsibilities to another entity.

Operation and Maintenance

Early in the planning process for trail construction, the selection of the organization(s) that will operate and maintain the trail network should be made. A prompt commitment for day-to-day responsibilities will enable the management entity to begin coordination with the Cuyahoga County Engineer's Office at the earliest possible time.

There are several entities that could be considered for all or part of this role. For example, several of the local partners, such as Cleveland Metroparks, National Park Service, City of Cleveland, ParkWorks, and Ohio Canal Corridor currently operate and/or manage public use recreational facilities and open space in the metropolitan area.

Community Support

Many organizations and agencies have been very active in promoting the heritage corridor concept and working for its protection and improvement, dating back to the 1980's. Over the years, the number of organizational and individual supporters has grown steadily, creating a network of effective advocates for community involvement, education programs, interpretive opportunities, and physical improvement projects on behalf of the heritage corridor.

There is also substantial support for the broader goal of rediscovering the river and lakefront in Greater Cleveland. Mayor Richard Daley of Chicago recently asserted that there is only one significant difference between his city and Cleveland: "Chicago embraced the lakefront and river, and Cleveland turned its back to them." In response, the Leadership Cleveland Class of 2002 authored an article outlining their views on economic development strategies for the metropolitan area, noting



Harvard-Denison Bridge Underpass

the importance of “bike paths, beaches and open space along Lake Erie and the Cuyahoga River. Our water can attract tourism, and it can be a driver of business. Our water will—with Northeast Ohioans’ support—bring new life to this region.”

This continued effort and support at all levels remains crucial for the realization of the Towpath Trail Extension and supplemental projects.

Stewardship

The Towpath Trail Extension project area is brimming with distinctive cultural and natural resources. The stewardship of these resources will be critical to the ongoing success of the Towpath Trail as a heritage, recreational, and environmental amenity.

The Environmental Regeneration section of the study offers solutions for addressing many of the environmental issues of the area. These strategies can improve areas intended to remain as open space and be used in coordination with development projects. In turn, environmental regeneration should be one of the ongoing interpretive themes for the valley.

8 Although environmental regulations exist at the state and federal levels through agencies such as the Army Corps of Engineers and the Environmental Protection Agency, local initiatives, particularly within the City of Cleveland, will have a major influence on the future of the natural and built environments in the project area and adjacent neighborhoods. Existing or future ordinances, programs, and guidelines need to address issues such as protection of environmentally sensitive areas, retention of neighborhood character, and encouragement of economic development in a manner compatible with both the neighborhoods and the natural environment.



Cuyahoga River near Innerbelt Bridge



Original bed of Ohio & Erie Canal under Columbus Road at Sherwin-Williams

Steering Committee

As part of this study, the Cuyahoga County Planning Commission (CPC) established a Steering Committee, whose role was to provide perspective to CPC concerning issues relevant to the accomplishment of the overall project. The CPC would like to thank the Steering Committee members for their contributions.

PUBLIC AGENCIES

City of Cleveland Planning Commission, Martin Cader, George Cantor, and Linda Henrichsen
 Cleveland Metroparks, Steve Coles, Chief of Planning
 Cuyahoga County Engineer, Lenora M. Lockett, P.E., Transportation/Planning Engineer
 National Park Service, Dave Humphrey, Chief, Technical Assistance & Prof. Services Div., Cuyahoga Valley National Park

NONPROFIT ORGANIZATIONS

Ohio Canal Corridor, Tim Donovan, Executive Director
 ParkWorks, Barb Clint, Director, Programs & Special Projects

NONPROFIT DEVELOPMENT CORPORATIONS

Flats Industry, Jim Cox
 Flats Oxbow Association, Jim Pressler, Executive Director
 Ohio City Near West Development Corporation, John Wilbur, Executive Director
 Old Brooklyn Community Development Corporation, Brian Cummins, Executive Director
 Tremont West Development Corporation, Emily Lipovan Holan, Executive Director

In addition, CPC would like to thank the property owners, businesspersons, public agencies, elected officials, and nonprofit and neighborhood organizations who provided input during the project.

PROJECT FUNDERS

City of Cleveland
 The Cleveland Foundation
 Cleveland Metroparks
 Cuyahoga County Board of Commissioners
 The George Gund Foundation
 Ohio & Erie Canal Association

CONSULTANT TEAM

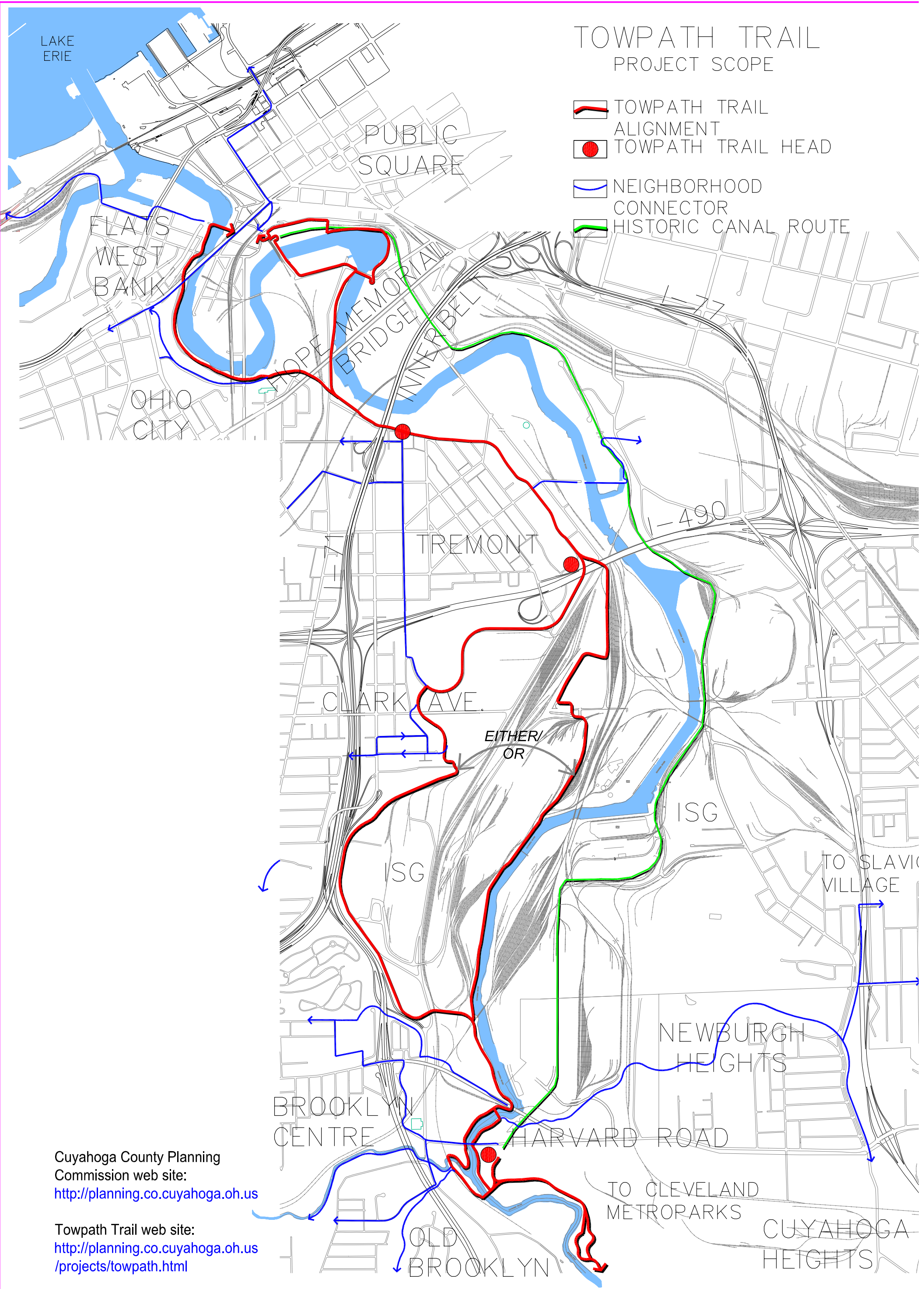
schmidtparklandparkerstevens
 Environmental Design Group
 Parsons Brinckerhoff Ohio
 Adache Ciuni Lynn Associates, Inc.
 Carol Poh Miller
 Cleveland Public Art

WEBSITE

The project plans may be viewed on the website of the Cuyahoga County Planning Commission at <http://www.planning.co.cuyahoga.oh.us>.



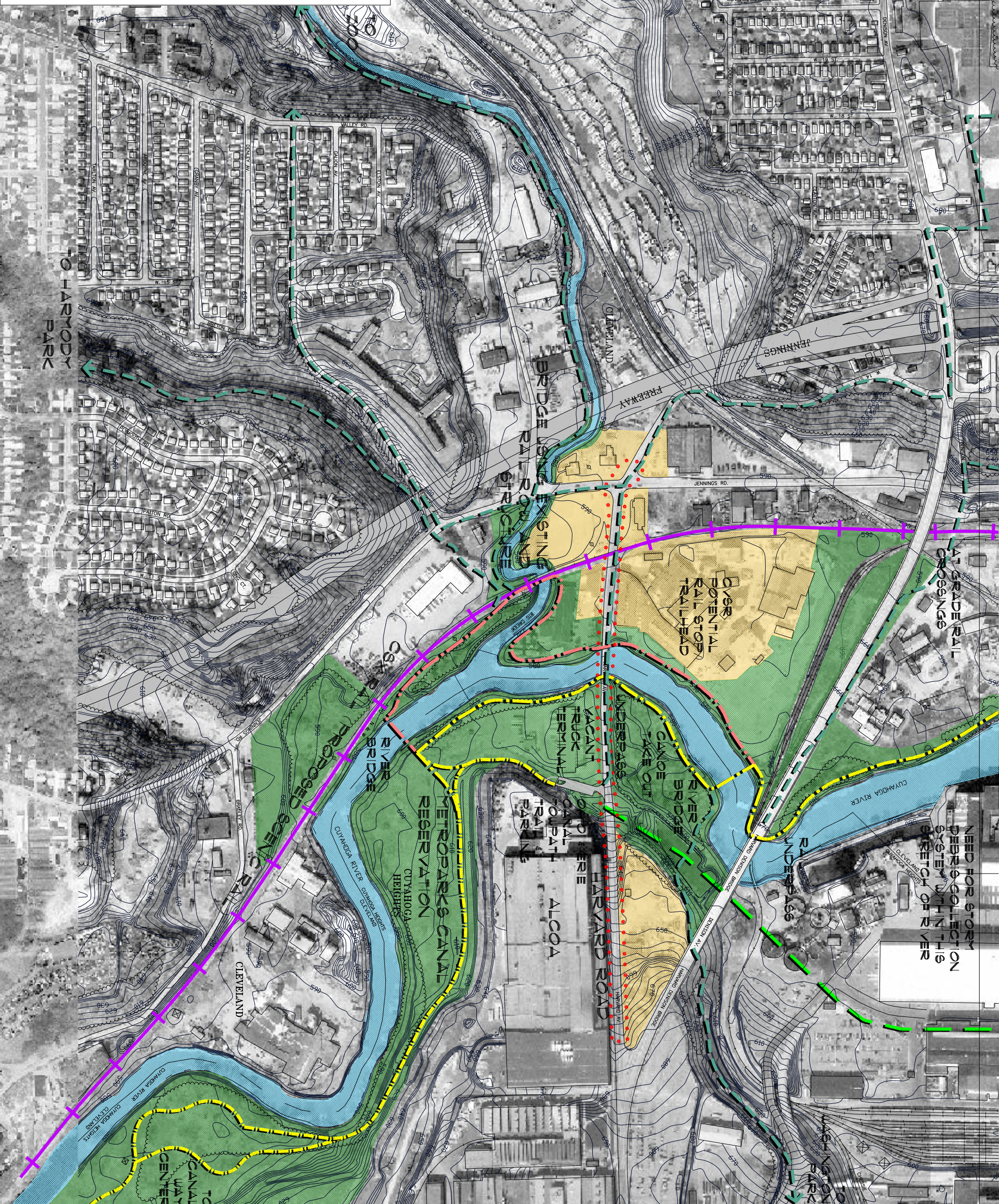
Cuyahoga River looking north from Harvard-Denison Bridge



Cuyahoga County Planning Commission web site:
<http://planning.co.cuyahoga.oh.us>

Towpath Trail web site:
<http://planning.co.cuyahoga.oh.us/projects/towpath.html>

- SPECIAL FEATURE/ LANDMARK
- POTENTIAL ROAD IMPROVEMENT AREAS THAT ARE BEING DISCUSSED FOR CHANGE WITH THE INDEPENDENT STUDY
- PARK ZONE
- LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
- POTENTIAL PARK ZONE
- POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
- ECONOMIC ZONE
- PRIVATE LAND WITH CURRENT RECREATION PLANS OR VACANT LAND UNDER UTILIZED LAND WITH OPPORTUNITIES FOR REHABILITATION
- SCENIC RAIL
- PROPOSED ROUTE FOR EXTENSION OF CUYAHOGA VALLEY SCENIC RAIL LINE
- RIVER
- CUYAHOGA BIG CREEK, MORGANA RAN, KINGSBURY RAN, WASHINGTON RAN
- STREETSCAPE IMPROVEMENTS
- PROPOSED ENHANCEMENTS TO STREETSCAPE TO IMPROVE VISUAL QUALITY AND PUBLIC ACCESS
- TOWPATH EXTENSION
- PROPOSED ROUTES, INCLUDING ALTERNATE CONSIDERATIONS FOR ONE ROAD MULTI-PURPOSE TOWPATH TRAIL EXTENSION
- TOWPATH LOOPS
- NEIGHBORHOOD/LOCAL CONNECTOR
- HISTORIC CANAL ROUTE

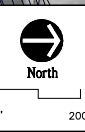


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Base Map and Aerial Information Prepared by:
 Photogrammetric Methods,
 American Photogrammetric Solutions, Inc.,
 and the Cleveland Regional Geographic Society,
 for the Cuyahoga County Engineer, April 1995.













TOWPATH TRAIL EXTENSION
ALIGNMENT PLAN
 Cuyahoga County Planning Commission

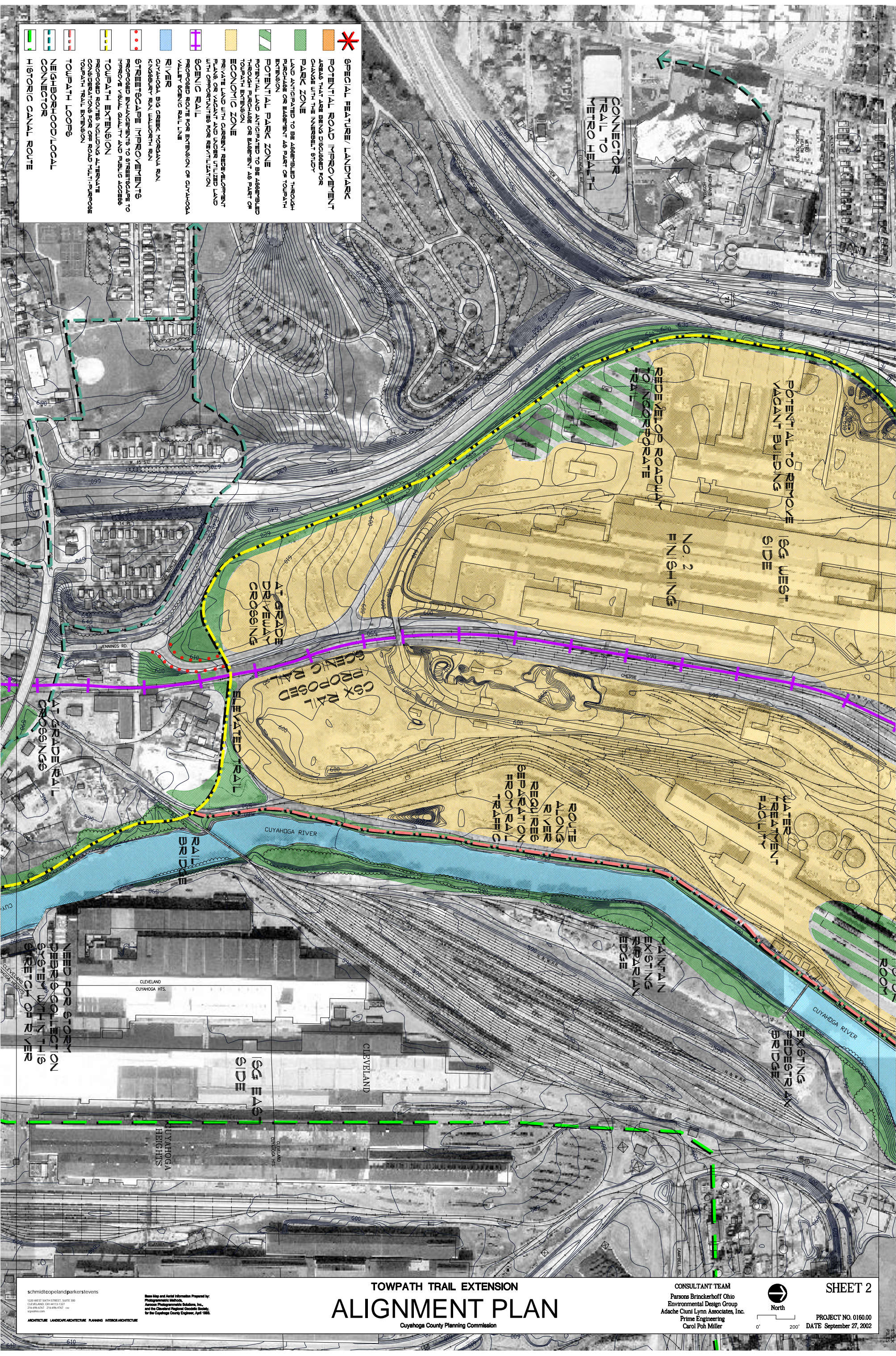
CONSULTANT TEAM
 Parsons Brinckerhoff Ohio
 Environmental Design Group
 Adache Cuni Lynn Associates, Inc.
 Prime Engineering
 Carol Poh Miller



SHEET 1
 PROJECT NO. 0160.00
 DATE September 27, 2002

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERIOR ARCHITECTURE

-  **SPECIAL FEATURE/ LANDMARK**
AREAS THAT ARE BEING DISCUSSED FOR CHANGE WITH THE INDEPENDENT STUDY
-  **POTENTIAL ROAD IMPROVEMENT**
LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
-  **PARK ZONE**
POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
-  **POTENTIAL PARK ZONE**
POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
-  **ECONOMIC ZONE**
PRIVATE LAND WITH CURRENT REDEVELOPMENT PLANS OR VACANT LAND UNDER UTILIZED LAND WITH OPPORTUNITIES FOR REDEVELOPMENT
-  **SCENIC RAIL**
PROPOSED ROUTE FOR EXTENSION OF CUYAHOGA VALLEY SCENIC RAIL LINE
-  **RIVER**
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PROPOSED ENHANCEMENTS TO STREETSCAPE TO IMPROVE VISUAL QUALITY AND PUBLIC ACCESS
-  **TOWPATH EXTENSION**
PROPOSED ROUTES, INCLUDING ALTERNATE CONSIDERATIONS FOR ONE ROAD MULTI-PURPOSE TOWPATH TRAIL EXTENSION
-  **TOWPATH LOOPS**
-  **NEIGHBORHOOD/LOCAL CONNECTOR**
-  **HISTORIC CANAL ROUTE**

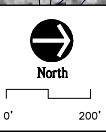


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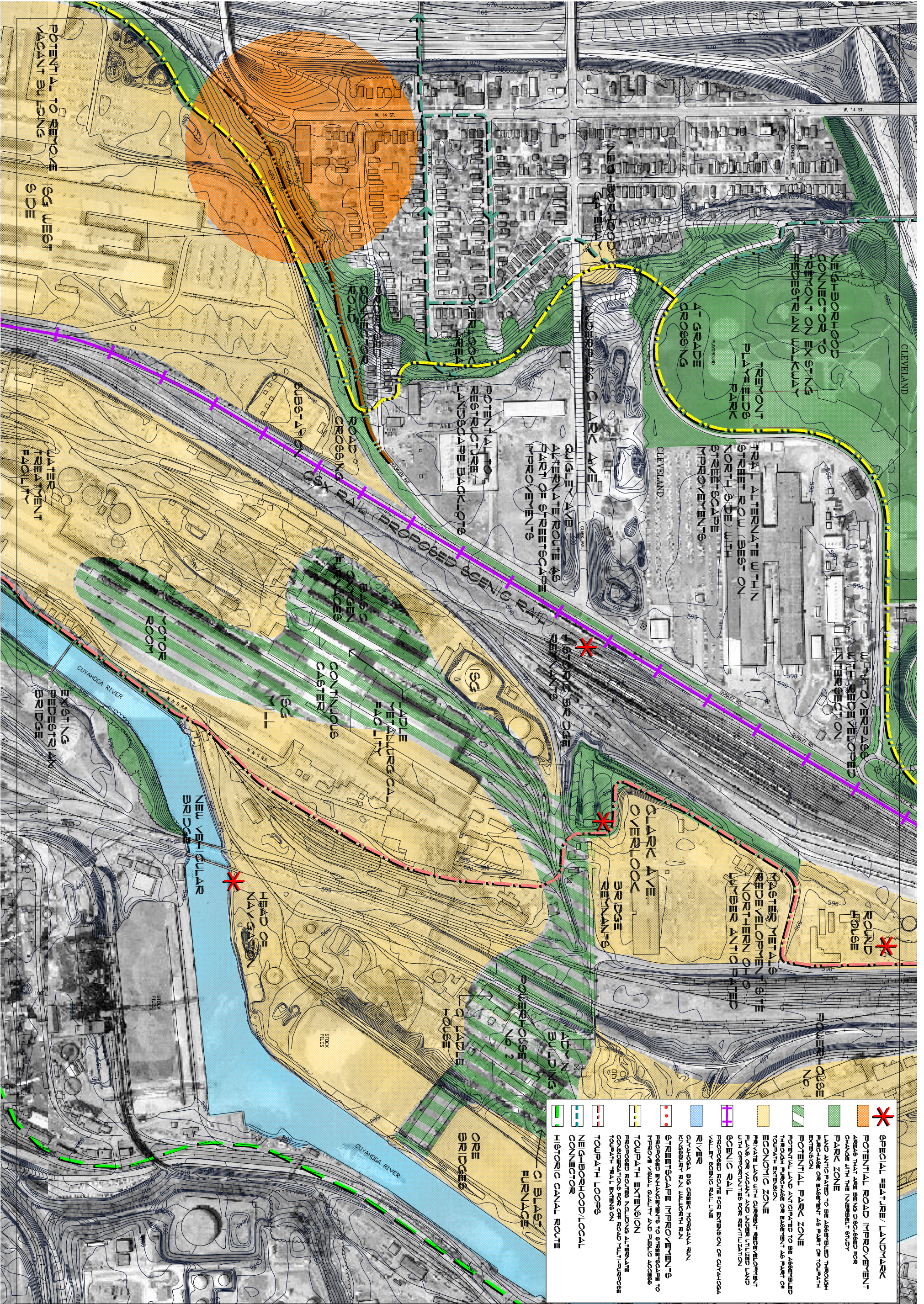
TOWPATH TRAIL EXTENSION
ALIGNMENT PLAN
Cuyahoga County Planning Commission

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Adache Cuni Lynn Associates, Inc.
Prime Engineering
Carol Poh Miller



SHEET 2
PROJECT NO. 0160.00
DATE September 27, 2002

5/10X
PLTS



	SPECIAL FEATURE / LANDMARK
	POTENTIAL ROAD IMPROVEMENT AREAS THAT ARE BEING DISCUSSED FOR CHANGE WITH THE "NEEBEL" STUDY
	PARK ZONE
	LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TRAIL EXTENSION
	POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TRAIL EXTENSION
	ECONOMIC ZONE
	PRIVATE LAND WITH CURRENT REDEVELOPMENT PLANS OR VACANT AND UNDER UTILIZED LAND WITH OPPORTUNITIES FOR REHABILITATION
	SCENIC RAIL
	PROPOSED ROUTE FOR EXTENSION OF CUYAHOGA VALLEY SCENIC RAIL LINE
	RIVER
	CUYAHOGA BIG CREEK NORTHERN RAIL KANSAS RAIL WILMOUTH RAIL
	STREETSCAPE IMPROVEMENTS
	PROPOSED ENHANCEMENTS TO STREETSCAPE TO IMPROVE VISUAL QUALITY AND PUBLIC ACCESS
	TOUPATH EXTENSION
	PROPOSED ROUTES INCLUDING ALTERNATE CONSIDERATIONS FOR OPEN ROAD MULTI-PURPOSE TOUPATH TRAIL EXTENSION
	TOUPATH LOOP
	NEIGHBORHOOD/LOCAL CONNECTOR
	HISTORIC CANAL ROUTE

TOWPATH TRAIL EXTENSION

ALIGNMENT PLAN

Cuyahoga County Planning Commission

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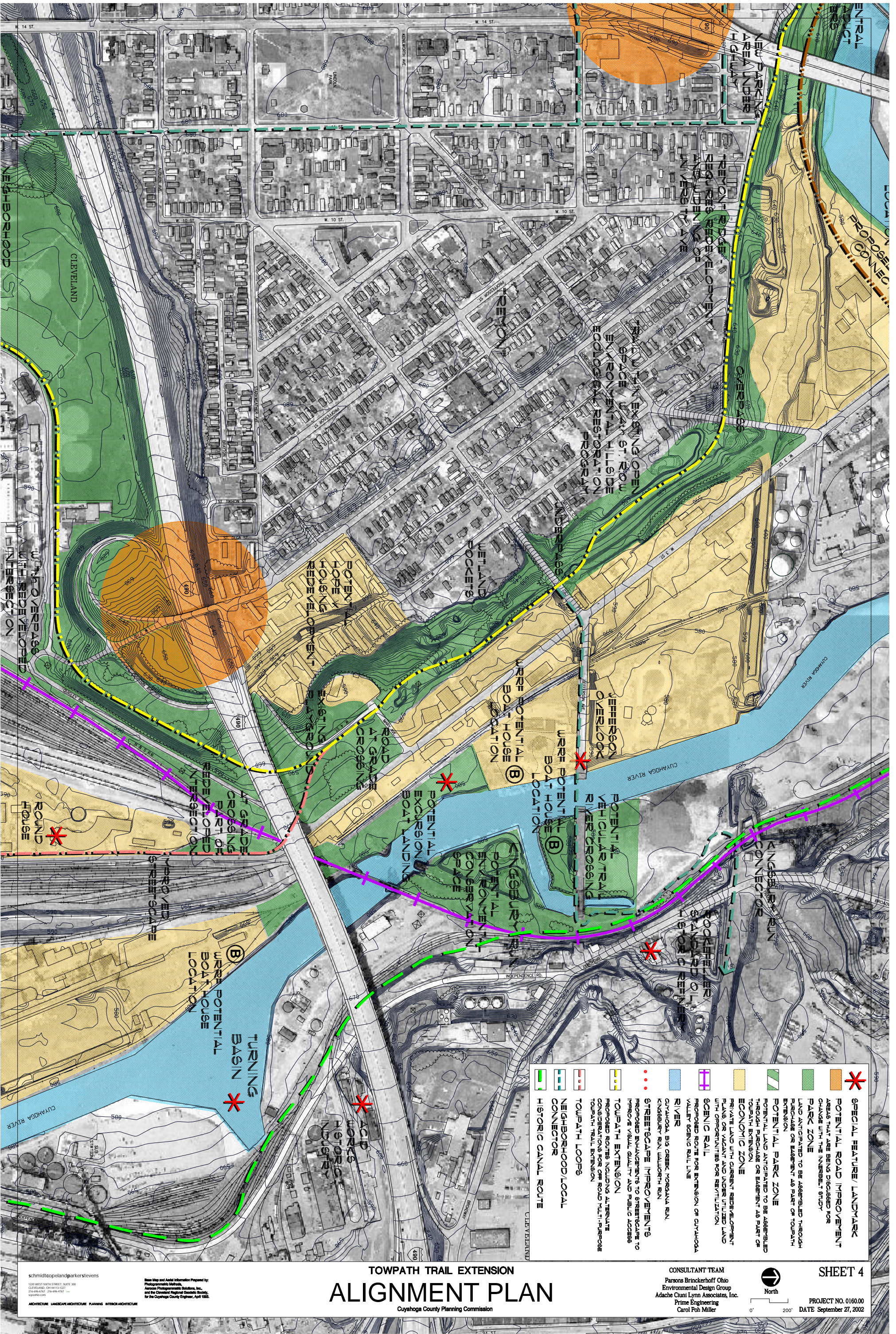
SHEET 3

PROJECT NO. 0160.00
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ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERIOR ARCHITECTURE



- SPECIAL FEATURE / LANDMARK
- POTENTIAL ROAD IMPROVEMENT AREAS THAT ARE BEING DECIDED FOR CHANGE WITH THE "NEBERT" STUDY
- PARK ZONE
- LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
- POTENTIAL PARK ZONE
- POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
- ECONOMIC ZONE
- PRIVATE LAND WITH CURRENT REDEVELOPMENT PLANS OR VACANT AND UNDER UTILIZED LAND WITH OPPORTUNITIES FOR REVITALIZATION
- SCENIC RAIL
- PROPOSED ROUTE FOR EXTENSION OF CUYAHOGA VALLEY SCENIC RAIL LINE
- RIVER
- CUYAHOGA, BIG CREEK, MOHAWA RAIN
- KINGSBURY RUN, TULLOCH RUN
- STREETSCAPE IMPROVEMENTS
- PROPOSED ENHANCEMENTS TO STREETSCAPE TO IMPROVE VISUAL QUALITY AND PUBLIC ACCESS
- TOWPATH EXTENSION
- PROPOSED ROUTES INCLUDING ALTERNATE CONSIDERATIONS FOR OFF ROAD MULTI-PURPOSE TOWPATH TRAIL EXTENSION
- TOWPATH LOOPS
- NEIGHBORHOOD/LOCAL CONNECTOR
- HISTORIC CANAL ROUTE

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TOWPATH TRAIL ALIGNMENT PLAN

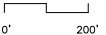
Cuyahoga County Planning Commission

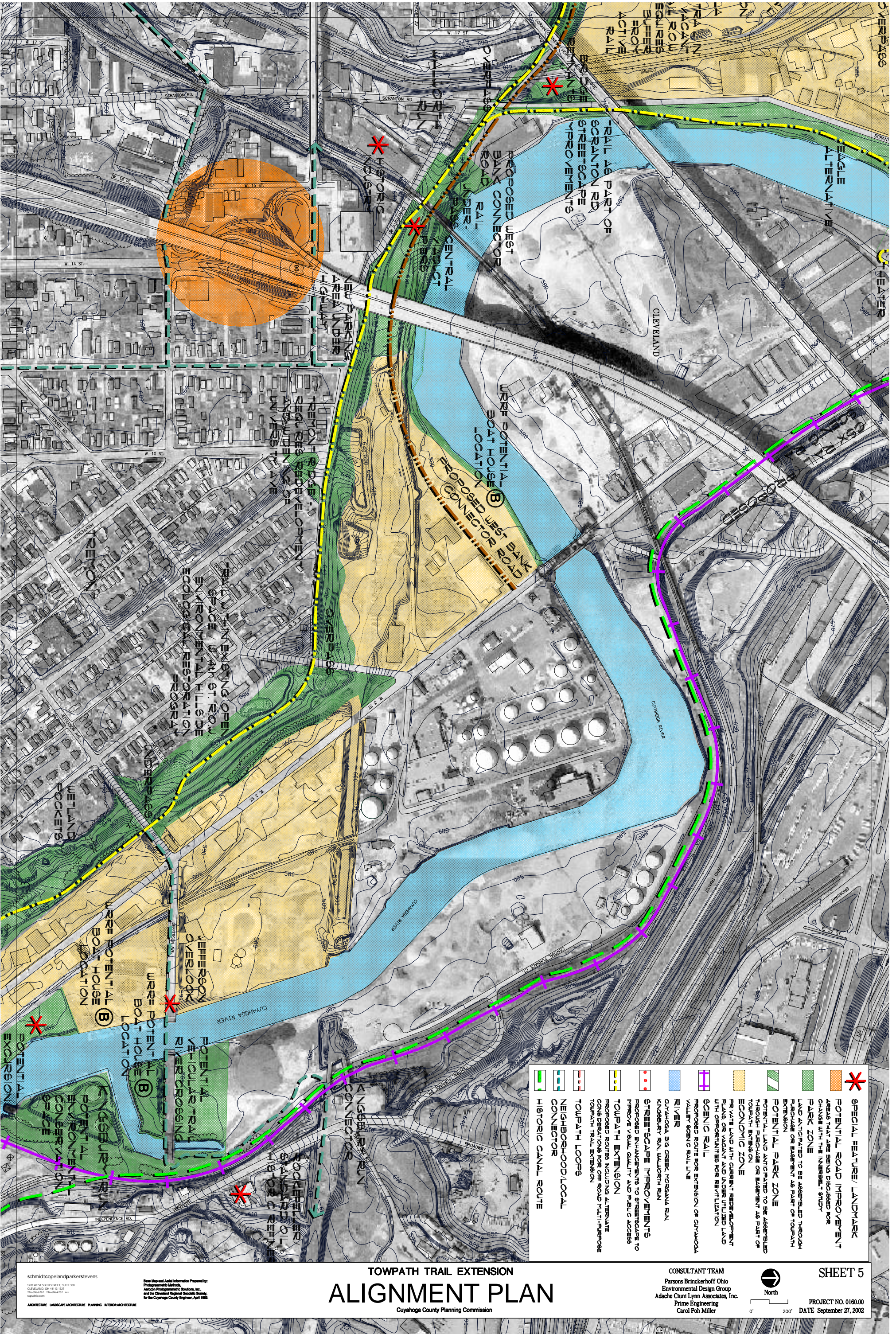
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SHEET 4

PROJECT NO. 0160.00
 DATE September 27, 2002





TOWPATH TRAIL EXTENSION
ALIGNMENT PLAN

Cuyahoga County Planning Commission

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



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SHEET 5

PROJECT NO. 0160.00
 DATE September 27, 2002

-  **SPECIAL FEATURE / LANDMARK**
AREAS THAT ARE BEING DISCUSSED FOR CHANGE WITH THE "NARROW" STUDY
-  **POTENTIAL ROAD IMPROVEMENT**
-  **PARK ZONE**
LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
-  **POTENTIAL PARK ZONE**
POTENTIAL LAND ANTICIPATED TO BE ASSEMBLED THROUGH PURCHASE OR EASEMENT AS PART OF TOWPATH EXTENSION
-  **ECONOMIC ZONE**
PRIVATE LAND WITH CURRENT REDEVELOPMENT PLANS OR VACANT AND UNDER UTILIZED LAND WITH OPPORTUNITIES FOR REVITALIZATION
-  **SCENIC RAIL**
PROPOSED ROUTE FOR EXTENSION OF CUYAHOGA VALLEY SCENIC RAIL LINE
-  **RIVER**
CUYAHOGA BIG CREEK MORGANA RUN KINGSBURY RUN WILMOUTH RUN
-  **STREETSCAPE IMPROVEMENTS**
PROPOSED ENHANCEMENTS TO STREETSCAPE TO IMPROVE VISUAL QUALITY AND PUBLIC ACCESS
-  **TOWPATH EXTENSION**
PROPOSED ROUTES INCLUDING ALTERNATE CONSIDERATIONS FOR OFF ROAD MULTI-PURPOSE TOWPATH TRAIL EXTENSION
-  **TOWPATH LOOPS**
-  **NEIGHBORHOOD/LOCAL CONNECTOR**
-  **HISTORIC CANAL ROUTE**



TOWPATH TRAIL EXTENSION
ALIGNMENT PLAN

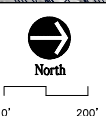
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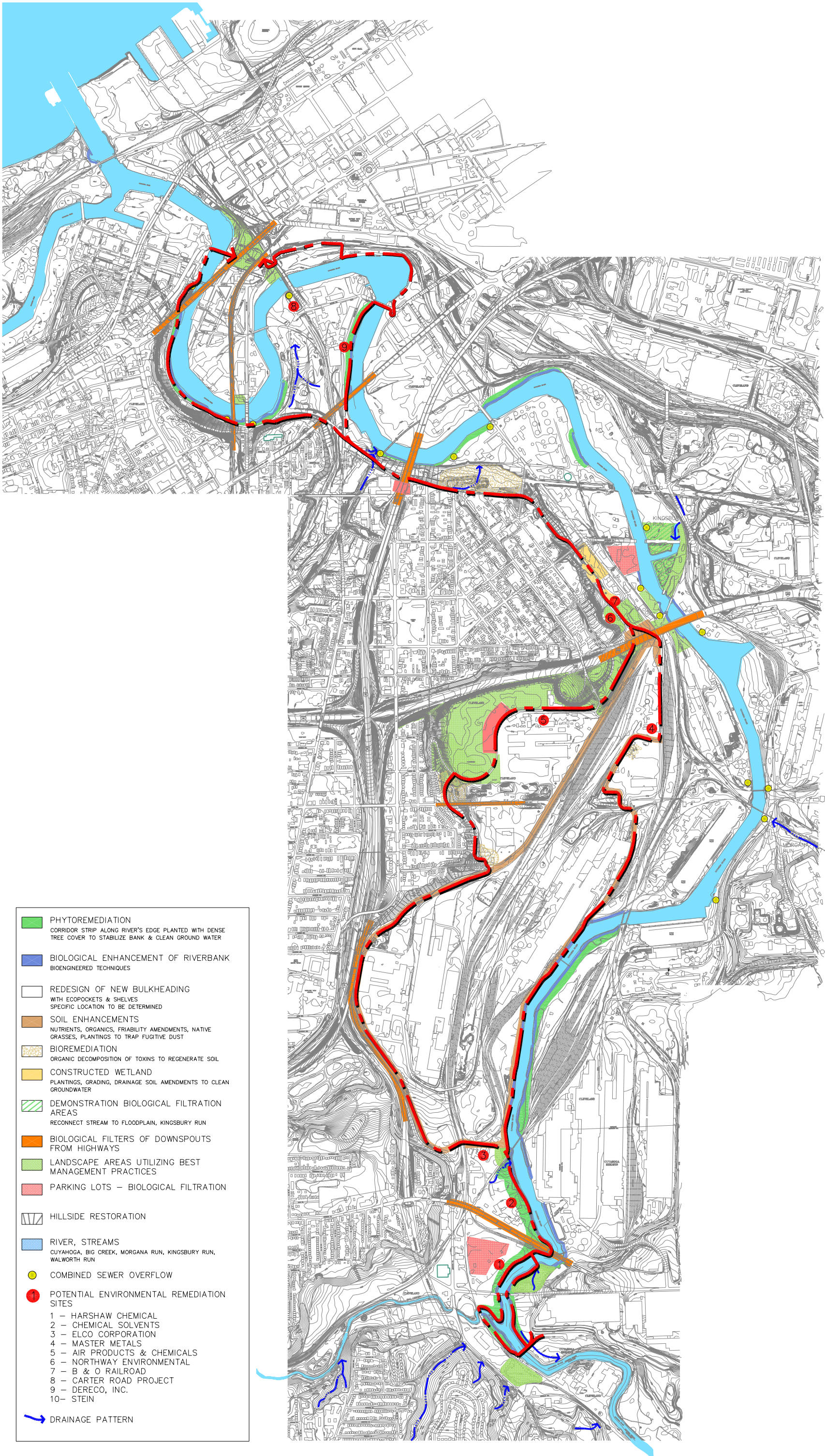
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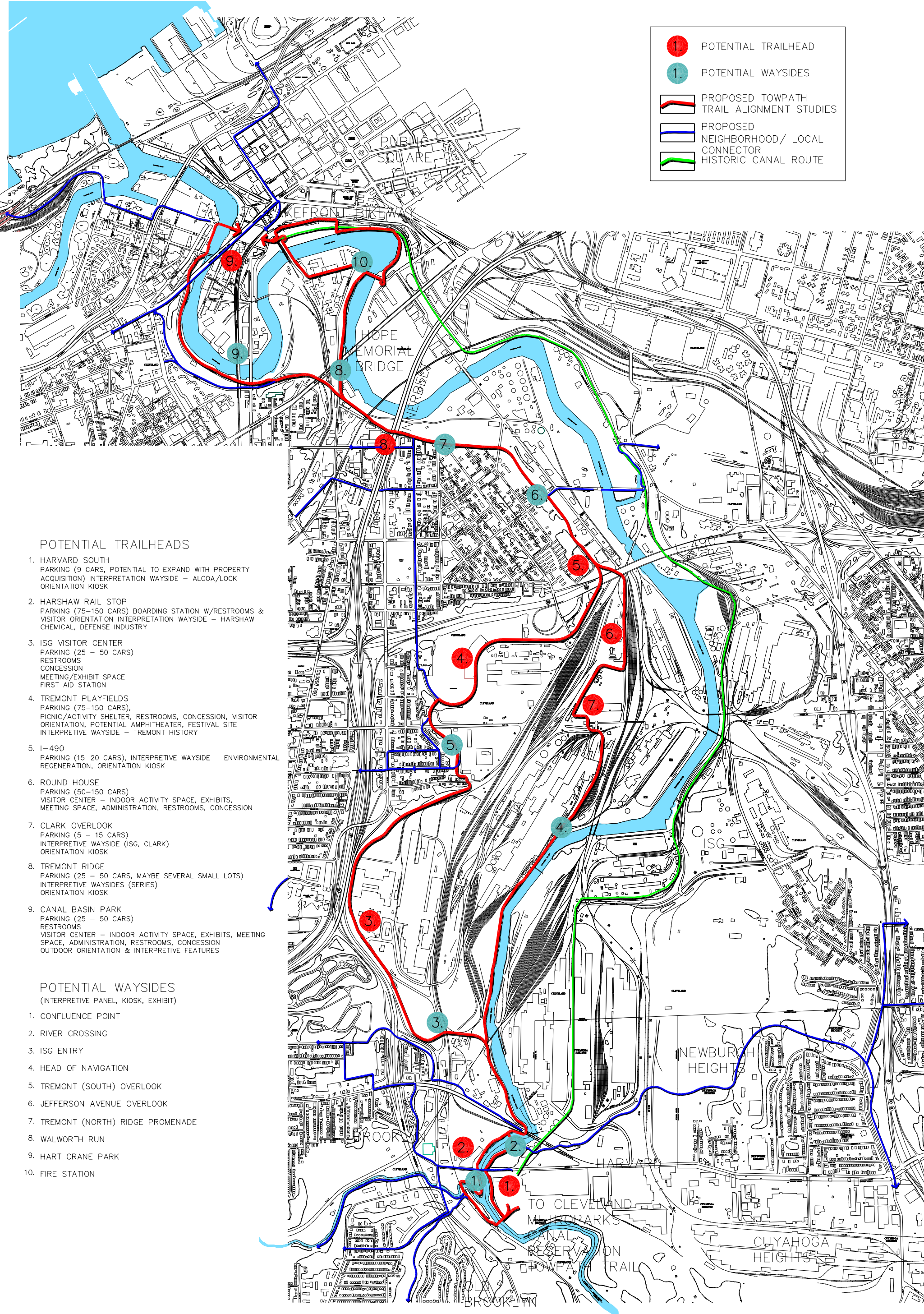


SHEET 7

PROJECT NO. 0160.00
DATE September 27, 2002



- PHYTOREMEDIATION
CORRIDOR STRIP ALONG RIVER'S EDGE PLANTED WITH DENSE TREE COVER TO STABILIZE BANK & CLEAN GROUND WATER
- BIOLOGICAL ENHANCEMENT OF RIVERBANK
BIOENGINEERED TECHNIQUES
- REDESIGN OF NEW BULKHEADING
WITH ECOPOCKETS & SHELVES
SPECIFIC LOCATION TO BE DETERMINED
- SOIL ENHANCEMENTS
NUTRIENTS, ORGANICS, FRIABILITY AMENDMENTS, NATIVE GRASSES, PLANTINGS TO TRAP FUGITIVE DUST
- BIOREMEDIATION
ORGANIC DECOMPOSITION OF TOXINS TO REGENERATE SOIL
- CONSTRUCTED WETLAND
PLANTINGS, GRADING, DRAINAGE SOIL AMENDMENTS TO CLEAN GROUNDWATER
- DEMONSTRATION BIOLOGICAL FILTRATION AREAS
RECONNECT STREAM TO FLOODPLAIN, KINGSBURY RUN
- BIOLOGICAL FILTERS OF DOWNSPOUTS FROM HIGHWAYS
- LANDSCAPE AREAS UTILIZING BEST MANAGEMENT PRACTICES
- PARKING LOTS – BIOLOGICAL FILTRATION
- HILLSIDE RESTORATION
- RIVER, STREAMS
CUYAHOGA, BIG CREEK, MORGANA RUN, KINGSBURY RUN, WALWORTH RUN
- COMBINED SEWER OVERFLOW
- POTENTIAL ENVIRONMENTAL REMEDIATION SITES
1 – HARSHAW CHEMICAL
2 – CHEMICAL SOLVENTS
3 – ELCO CORPORATION
4 – MASTER METALS
5 – AIR PRODUCTS & CHEMICALS
6 – NORTHWAY ENVIRONMENTAL
7 – B & O RAILROAD
8 – CARTER ROAD PROJECT
9 – DEREKO, INC.
10 – STEIN
- DRAINAGE PATTERN



POTENTIAL TRAILHEADS

1. HARVARD SOUTH
PARKING (9 CARS, POTENTIAL TO EXPAND WITH PROPERTY ACQUISITION) INTERPRETATION WAYSIDE – ALCOA/LOCK ORIENTATION KIOSK
2. HARSHAW RAIL STOP
PARKING (75-150 CARS) BOARDING STATION W/RESTROOMS & VISITOR ORIENTATION INTERPRETATION WAYSIDE – HARSHAW CHEMICAL, DEFENSE INDUSTRY
3. ISG VISITOR CENTER
PARKING (25 – 50 CARS)
RESTROOMS
CONCESSION
MEETING/EXHIBIT SPACE
FIRST AID STATION
4. TREMONT PLAYFIELDS
PARKING (75-150 CARS),
PICNIC/ACTIVITY SHELTER, RESTROOMS, CONCESSION, VISITOR ORIENTATION, POTENTIAL AMPHITHEATER, FESTIVAL SITE
INTERPRETIVE WAYSIDE – TREMONT HISTORY
5. I-490
PARKING (15-20 CARS), INTERPRETIVE WAYSIDE – ENVIRONMENTAL REGENERATION, ORIENTATION KIOSK
6. ROUND HOUSE
PARKING (50-150 CARS)
VISITOR CENTER – INDOOR ACTIVITY SPACE, EXHIBITS,
MEETING SPACE, ADMINISTRATION, RESTROOMS, CONCESSION
7. CLARK OVERLOOK
PARKING (5 – 15 CARS)
INTERPRETIVE WAYSIDE (ISG, CLARK)
ORIENTATION KIOSK
8. TREMONT RIDGE
PARKING (25 – 50 CARS, MAYBE SEVERAL SMALL LOTS)
INTERPRETIVE WAYSIDES (SERIES)
ORIENTATION KIOSK
9. CANAL BASIN PARK
PARKING (25 – 50 CARS)
RESTROOMS
VISITOR CENTER – INDOOR ACTIVITY SPACE, EXHIBITS, MEETING SPACE, ADMINISTRATION, RESTROOMS, CONCESSION
OUTDOOR ORIENTATION & INTERPRETIVE FEATURES

POTENTIAL WAYSIDES
(INTERPRETIVE PANEL, KIOSK, EXHIBIT)

1. CONFLUENCE POINT
2. RIVER CROSSING
3. ISG ENTRY
4. HEAD OF NAVIGATION
5. TREMONT (SOUTH) OVERLOOK
6. JEFFERSON AVENUE OVERLOOK
7. TREMONT (NORTH) RIDGE PROMENADE
8. WALWORTH RUN
9. HART CRANE PARK
10. FIRE STATION

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TOWPATH TRAIL EXTENSION
POTENTIAL TRAILHEADS

Cuyahoga County Planning Commission

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0' 250' 500'

PROJ 1
DATE Sept 01

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