



LOWER

Big Creek

GREENWAY REDEVELOPMENT & RESTORATION PLAN



CLIENT PARTNERS:



PREPARED BY:



schmidtcopelandparkerstevens

Trail Route Alternates Considered

| | A direct connection between Zoo and the O & E Towpath Trail | Providing for future tram service to & from the Zoo to the Harvard Ave. Rail Station (CVSR) | Accessible pedestrian connections for the resident population | A catalyst for environmental regeneration/ecological restoration | Access to expanded recreational options | Continuous off-road/separate access | Access to visitor services | Providing minimal risk for flooding | Visual connection to water resources | Not conflicting with federal regulations and mandates | Cost-effective solutions |
|---------|---|---|---|--|---|-------------------------------------|----------------------------|-------------------------------------|--------------------------------------|---|--------------------------|
| Route A | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 |
| Route B | | | 🌳 | | 🌳 | | 🌳 | 🌳 | | 🌳 | 🌳 |
| Route C | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 |
| Route D | | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | |
| Route E | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 |
| Route F | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 |
| Route G | 🌳 | | | 🌳 | | | | | 🌳 | 🌳 | |
| Route H | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 |
| Route I | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 |
| Route J | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 |
| Route K | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | |
| Route L | 🌳 | 🌳 | 🌳 | | | 🌳 | 🌳 | | 🌳 | 🌳 | |
| Route M | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route N | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route O | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | | 🌳 | | 🌳 |
| Route P | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | | 🌳 |
| Route Q | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route R | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route S | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route T | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route U | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route V | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route W | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | | 🌳 | 🌳 | 🌳 |
| Route X | | | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 | 🌳 |

- 1) A direct connection between Zoo & the O & E Canal Towpath Trail
- 2) Providing for future tram service to & from the Zoo to Harvard Ave. Rail Station (CVSR)
- 3) Accessible pedestrian connections for the resident population
- 4) A catalyst for environmental regeneration/ecological restoration
- 5) Access to expanded recreational options
- 6) Continuous off-road/separate access
- 7) Providing minimal risk for flooding
- 8) Visual connection to water resources
- 9) Not conflicting with federal regulations & mandates
- 10) Cost-effective solutions

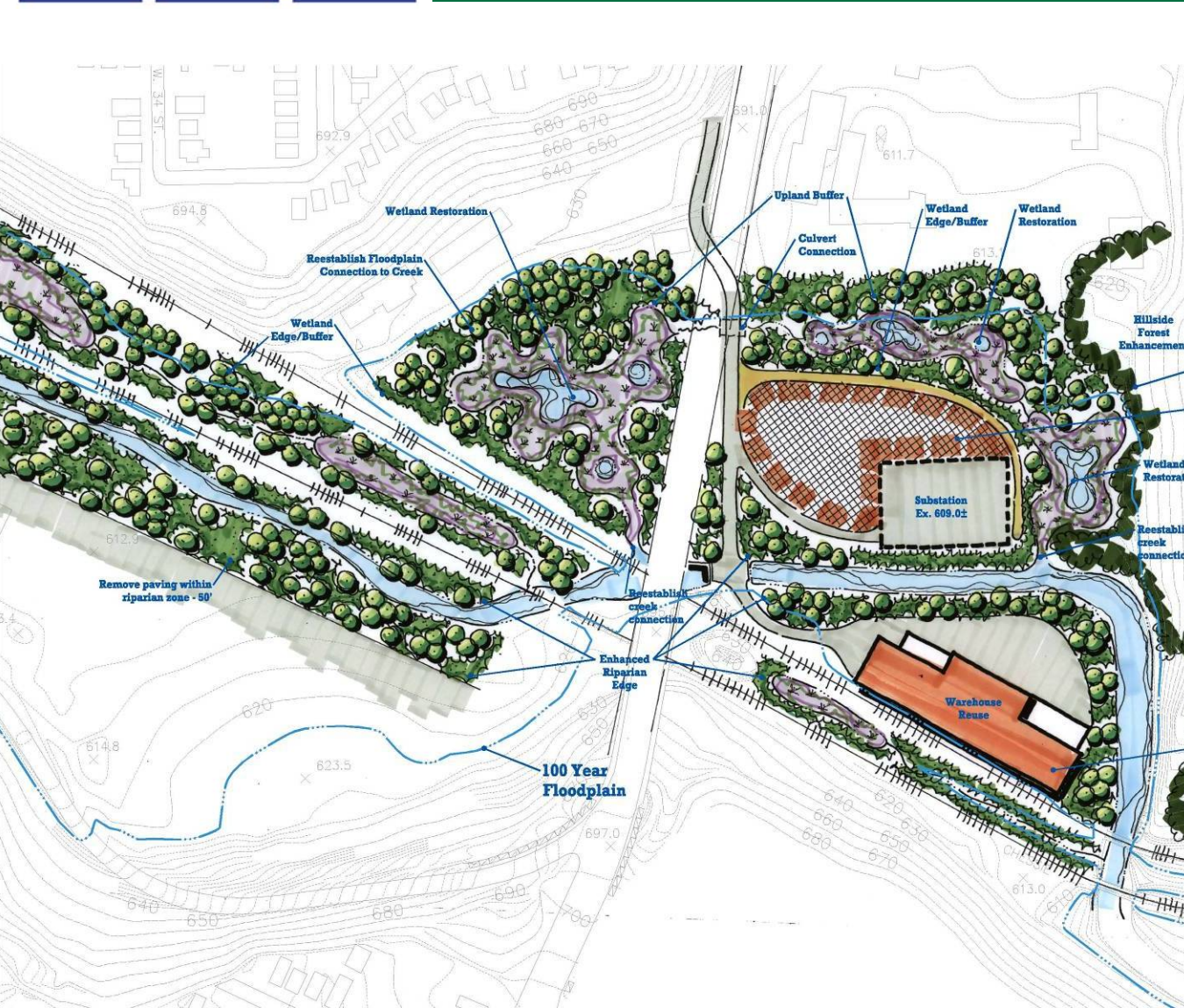
Overall Map



LEGEND

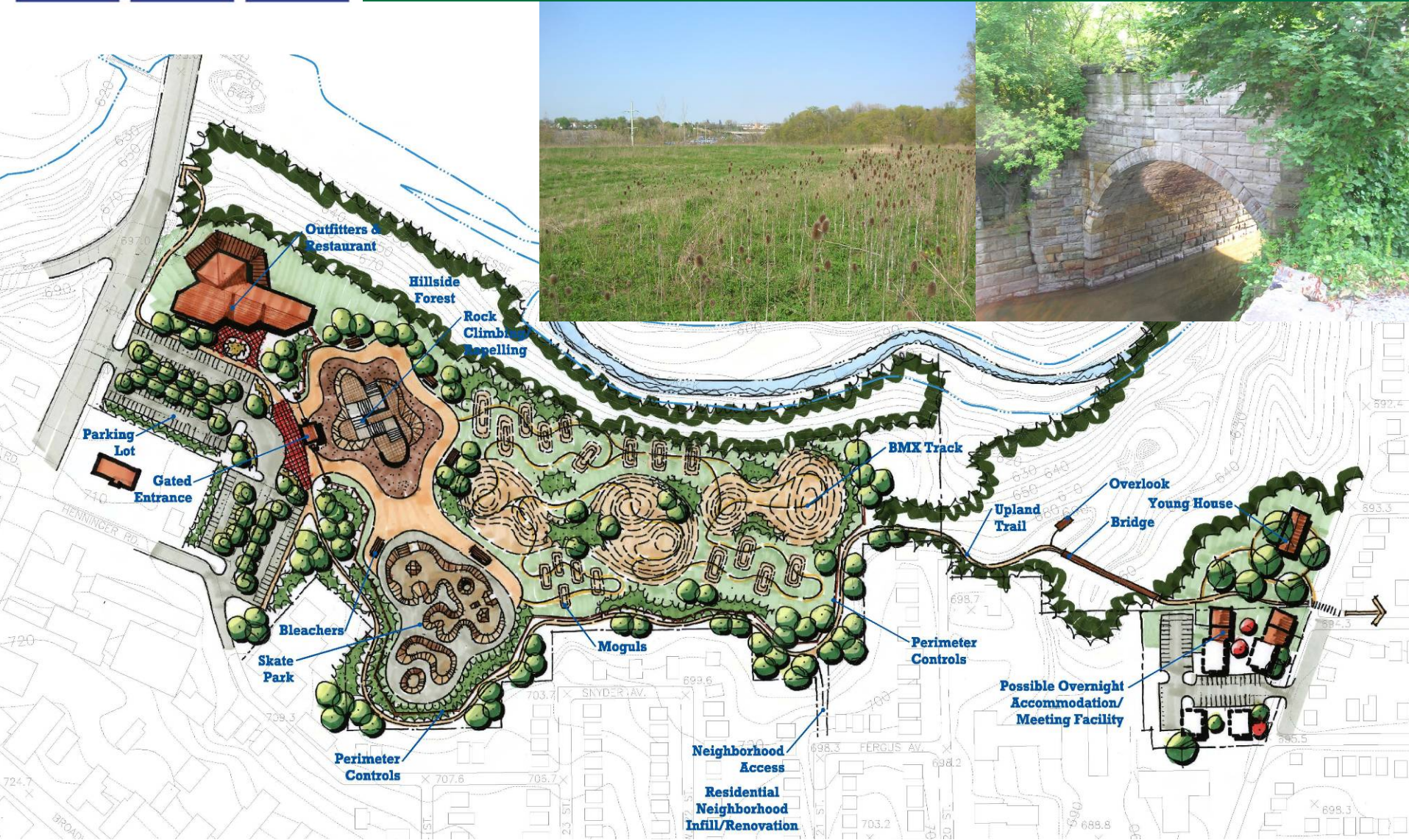
- Trailhead
- Bridge
- Existing Greenspace
- Potential Now Use Areas
- Restore Riparian Zone
- Political Boundaries**
- Cleveland Bikeway Master Plan
- Valley Route
- Esplanade
- Upland Route
- Existing Trails
- O&E Canal Towpath
- O&E Canal Scenic Byway
- Cuyahoga Valley Scenic Railroad

Ecological Restoration Option

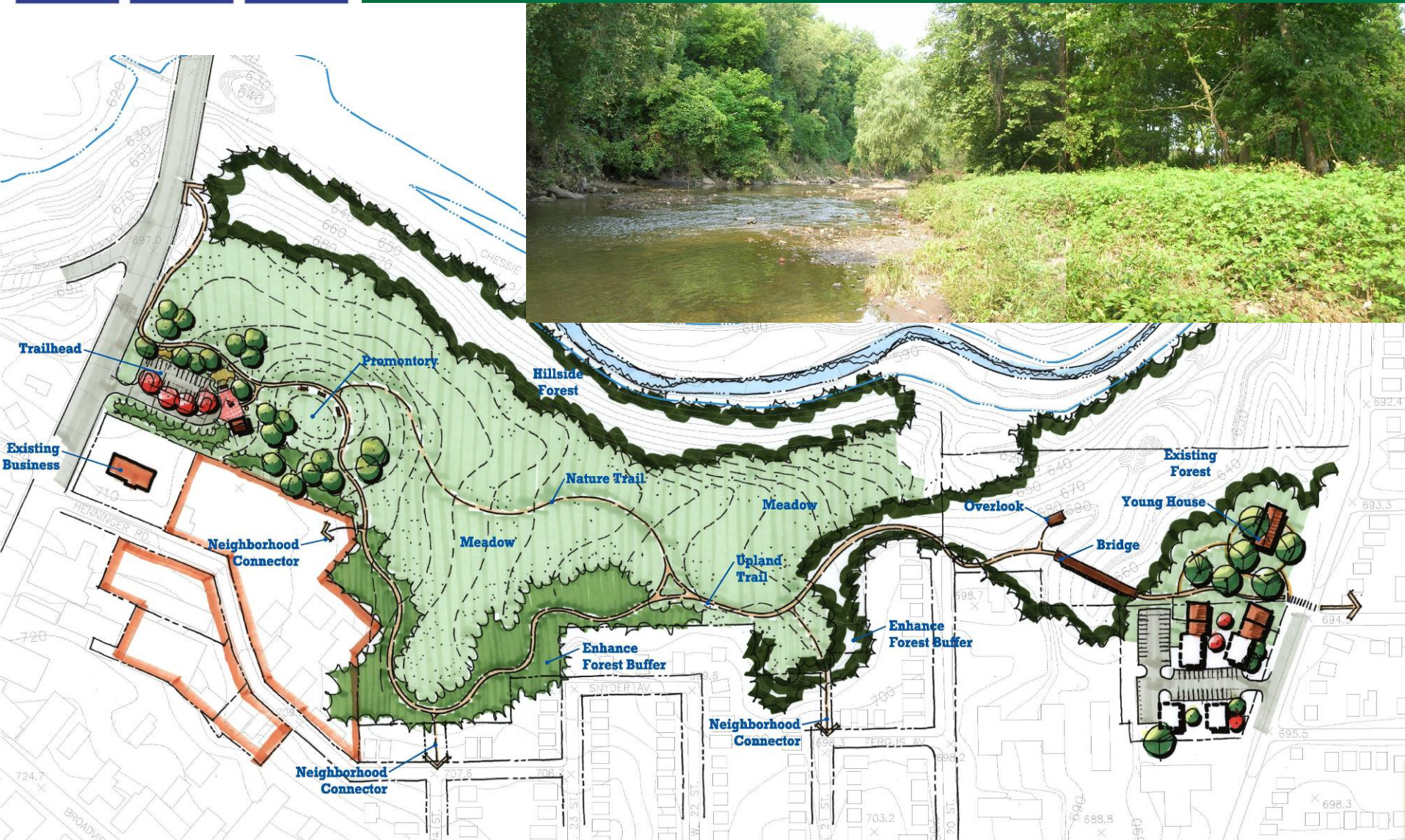


Brookside Auto Park

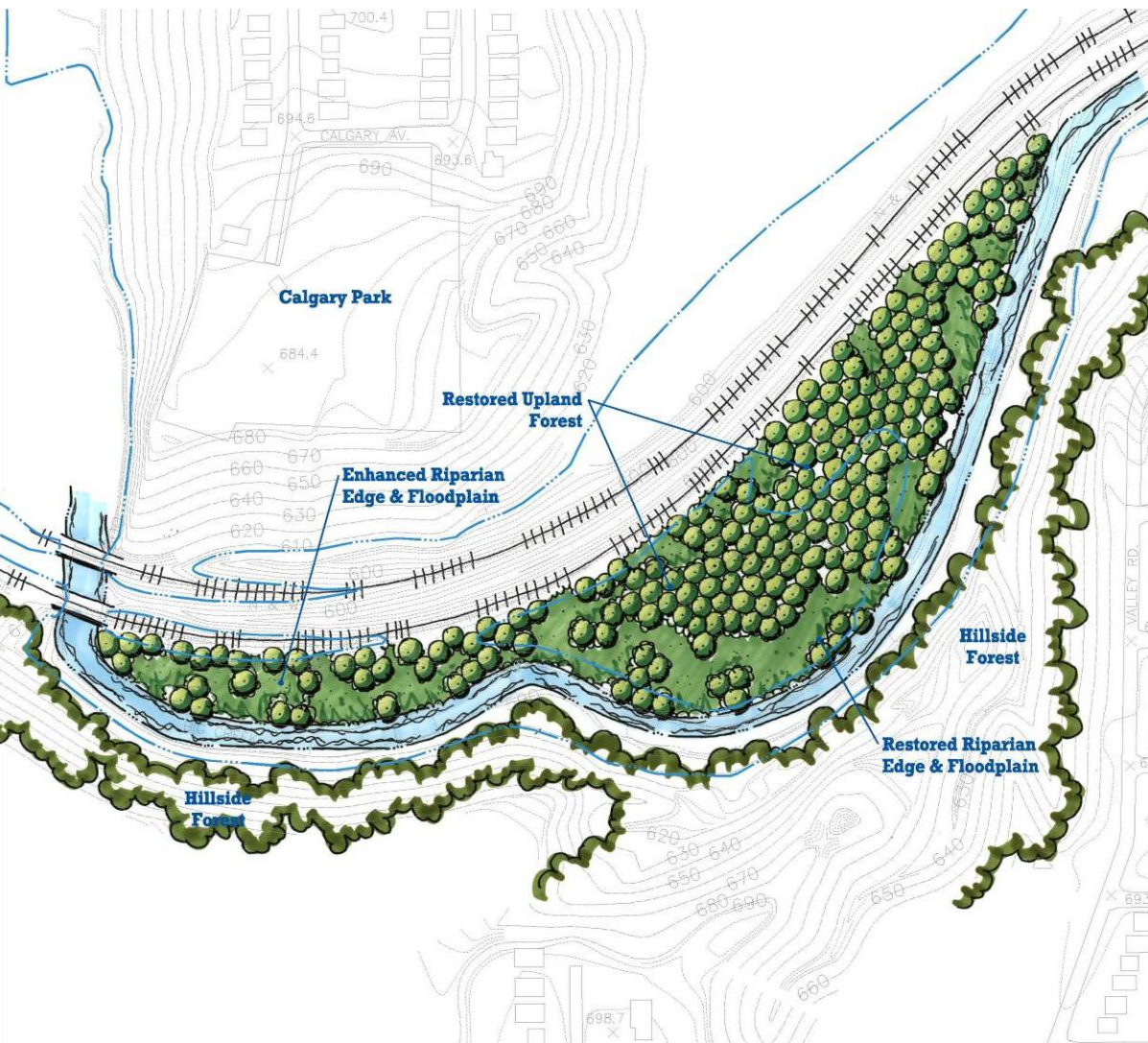
Adventure Sports Option



Ecological Restoration Option



Ecological Restoration Option



Valley Road Properties (Martin Enterprises)

Campground Option



CVSR Station Option



Harshaw Chemical



List of Priorities & Costs

| | |
|---------------------------|---|
| N/A | i. Acquisition of the Lustig Trust property |
| \$1,137,370.81 | ii. Valley Trail along Harvard Ave. & Jennings Rd. |
| \$1,153,855.67 | iii. Valley Trail along West 14 th St. and through the Lustig Trust property from Jennings Rd. to the Calgary Park Connector Trail |
| \$486,375.79 | iv. Calgary Park Connector Trail |
| \$1,948,365.26 | v. Valley Trail from Calgary Park Connector Trail to the Metroparks Zoo parking lot |
| \$457,350.62 | vi. Valley Trail from the Metroparks overlook in Brookside Reservation to the existing trail at John Nagy Blvd. and the Valley Trail underpass at Ridge Rd. |
| <u>Grand Total</u> | |
| \$10,939,025.94 | |



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QUESTIONS?