

PLAN FOR THE PORT OF LORAIN

INTRODUCTION

On May 5, 1964, by Ordinance No. 8706 as amended, and under the terms of the Port Authority Act of the State of Ohio, the City of Lorain created the Lorain City Port Authority with jurisdiction coterminous with the boundaries of the City of Lorain.

Chapter 4582 of the Revised Code of Ohio requires that a basic plan for the Authority be developed and published before the Authority can exercise the full functions which the State Laws confer on it.

This Plan for the Port of Lorain was developed to fulfill this requirement of the Port Authority Act. It is a sound basis on which the Authority can begin operations. Revisions and amendments are to be expected as experience develops and the specific requirements of new water front oriented activities are determined.

THE PORT OF LORAIN

The City of Lorain is situated in Lorain County, State of Ohio. The City comprises an area of 21.8 square miles (1), within the 496 square miles of Lorain County (2). The present and projected future population of the City is given by the following figures:

	<u>Year</u>	<u>Population</u>	<u>Source of Data</u>
City of Lorain	1960	68,932	U.S. Bureau of the Census (3)
	1963	75,041	Estimated - State of Ohio, Department of Development
	1970	86,000	Probable - Projection of the Regional Planning Commission (4)
	1980	111,000	do
	1990	143,000	do
	2000	170,000	do
Lorain County	1960	217,500	U.S. Bureau of the Census (3)
	1963	245,000	Estimated - Regional Planning Commission (4)
	1970	306,600	Probable - Projection of the Regional Planning Commission (4)
	1980	427,800	do
	1990	604,300	do
	2000	829,300	do

The assessed valuation of real estate, tangible personal property and public utility property for the year 1963 was \$266,100,390 for the City of Lorain and \$700,270,240 for the County of Lorain (2). Manufacturing industry in the City employs approximately 16,000 persons with an annual payroll of over \$100 million (1).

General Description of Lorain Harbor (5)

The Lorain Harbor is located at the mouth of the Black River on the south shore of Lake Erie about 28 miles westerly from Cleveland, Ohio, and 72 miles easterly of Toledo, Ohio. The area available for harbor uses includes both the portion of the Black River from its mouth to the head of navigation with widths varying from 160 to 450 feet except where restricted by the bridges, and an outer harbor formed by converging rubblemound breakwaters.

The existing navigation improvements at Lorain Harbor comprise: a channel from Lake Erie through the outer harbor to a point in the river channel 2,200 feet upstream from the outer ends of the river piers with a controlling depth of 28 feet, a maneuvering area in the outer harbor with the same depth, the river channel from 2,200 feet upstream of the outer ends of the river piers to 2-1/4 miles upstream to the head of navigation with a controlling depth of 27 feet, a turning basin at the upstream limit of navigation with a controlling depth of 21 feet, a turning basin midway up the Black River with a controlling depth of 20 feet, and an approach channel to Municipal Pier with a controlling depth of 16 feet.

Interlake navigation is suspended on the Great Lakes during the winter months and receipts and shipments of commodities by water must be accomplished in about 8 months to fulfill the needs of industry for the entire year. The dates of opening and closing of navigation at Lorain Harbor for the recent years are as follows:

	<u>Opening</u>	<u>Closing</u>
Earliest date	March 17	December 1
Latest date	April 10	December 30
Average date	April 3	December 13

Industries

The main industries in the City of Lorain are: a steel plant of the U. S. Steel Corp., Lorain Works; the ship building and drydock facilities of the American Ship Building Co., the coal and ore handling facilities of the Baltimore and Ohio Railroad Co.; an assembly plant of the Ford Motor Co.; a building products plant of the National Gypsum Co.; a manufacturing plant of Gregory Industries, Inc.; a electronics manufacturing plant of Lorain Products Corporation; a heavy equipment plant of the Thew-Lorain Co., division of Koehring Co.; and approximately thirty five other diversified industries. The County of Lorain, all of which can be served through the Port includes such Ohio communities as Elyria with approximately 14,000 persons employed in 135 diversified industries, Avon Lake with 2,400 persons employed in two industries, Vermilion with approximately 280 persons in one industry, and Asherat with approximately 570 persons in five industries.

Transportation Facilities

Lorain is located on U. S. Route 6 and Ohio State Route 2, arterial highways between Cleveland and Toledo, and is connected by improved highways with communities throughout the tributary area. The Ohio Turnpike and the proposed Federal Interstate Highway 90 pass just south of the City with interchanges to serve Lorain. The Baltimore & Ohio Railroad Company owns property on the left bank of the Black River with ore, stone, sand and coal terminals near the mouth of the river. The main line of the New York, Chicago & St. Louis Railroad passes through Lorain and has access to the waterfront by switching connections with the Baltimore & Ohio Railroad. Elyria, located about 7 miles southerly from the harbor, is on the main line of the New York Central Railroad, is served by U. S. Highway No. 20, an arterial route, and is connected by improved highway to all parts of the tributary area. Lorain is served by the Hopkins Airport at Cleveland, 28 miles to the east.

Bridge Crossings (5)

There are three bridge crossings of the Black River in the harbor area. About 3,000 ft. above the outer end of the piers lies the Erie Avenue bridge which carries U. S. Route 6 over the river. This bridge is of the double leaf bascule type. About 3,000 ft. farther upstream is the New York, Chicago and St. Louis Railroad swing bridge and 3,500 ft. above that the 21st Street fixed highway bridge with a clear height of 93.7 above Low Water Datum. The railroad swing bridge has a draw opening with a clear width normal to the channel of only 113 feet compared to 180 feet and 275 feet for the Erie Avenue and the 21st Street highway bridges, respectively.

Terminal and Transfer Facilities (5)

The City of Lorain owns a pier in the outer harbor. No loading or unloading facilities or rail connections are available at the pier, but it is used extensively to provide mooring for recreational craft. Although it is contiguous to the 15-foot approach channel, access thereto for deep-draft commercial vessels is partially obstructed by the Baltimore & Ohio coal dock.

Private commercial terminals include a coal dock adjacent to the outer harbor and on the west side thereof and an ore and stone dock on the left side of the lower Black River. These docks are controlled by and have rail connections with the Baltimore & Ohio Railroad and are equipped to handle large deep-draft vessels. These aforementioned facilities are available for handling cargo of the public on equal terms. The extensive dock of the U. S. Steel Corp., Lorain Works, with modern equipment for handling iron ore, stone and sand, is not open to the public. In addition there are sand and gravel docks equipped with cranes, available for handling cargo of the public on equal terms, and fish docks with restricted use. The two dry docks of the American Ship Building Company with facilities for repairing and building the largest lake vessels, are considered a special advantage of the Port of Lorain. There are berths available along the river front for winter mooring of lake carriers.

The owners of the water frontage on the outer harbor west of the river are the Ohio Edison Company, Baltimore & Ohio Railroad and the City of Lorain. Of the aggregate frontage of about 2,600 linear feet, about 1,100 linear feet are developed. The frontage on the improved section of Black River has an aggregate of 30,000 linear feet with about 8,000 linear feet developed. Most of the frontage is owned by the United States Coast Guard, City of Lorain, Baltimore & Ohio Railroad, U. S. Steel Corp., Lorain Works, Lake Erie & Pittsburgh Railroad Company, Lorain Elyria Sand Company, American Ship Building Company, and the New York, Chicago & St. Louis Railroad Company (Nickel Plate Road).

Recreational craft facilities are somewhat scattered. In the outer harbor, boats are based at the foot of Brownell Avenue and on the west side of the municipal pier; in the river channel on the right bank, at the United States Coast Guard Station, at the city park and at locations 200 feet and 600 feet, respectively, above the Erie Avenue bridge, and at a location about 1,200 feet above the New York, Chicago & St. Louis Railroad bridge. The facilities for lifting boats out of the water in the outer harbor at the municipal pier consist of hand-operated

hoists. Above the Erie Avenue bridge, facilities consist of wooden catwalks in fair condition, one marine railway, about seven hand-operated hoists and several boat houses.

Scheduled Federal Harbor Improvements

The U. S. Army Engineer District, Buffalo, New York has formulated a project for improvements which is now being implemented. These improvements are shown on the attached Plate and are briefly listed below.

1. Construction of east breakwater shorearm (completed).
2. Construction of outer breakwater and removal of outer portion of east pier (under contract).
3. Dredging of outer harbor and river as shown on the attached Plate.
4. Straightening of several river bends.
5. Replacement of N. Y. Chicago and St. Louis R.R. bridge by a vertical lift bridge with a 205 foot clear span normal to channel and a vertical clearance of 100 feet above Low Water Datum.

THE PLAN FOR THE PORT OF LORAIN

I. General.

The Plan of The Lorain Port Authority (hereinafter referred to as "Plan") includes the activities hereinafter set forth and without limiting such activities the following general objectives.

1. Establishment of the Port of Lorain, as a major port in the movement of all types of cargo.
2. Maximum development, construction and improvement, with due consideration of economic limitations, of waterfront facilities within the Port.
3. Construction of the improvements and facilities authorized by Chapter 4532 of the Revised Code determined to be necessary for the advancement of the Port, which private industry does not undertake.
4. Sound fiscal policy and program.
5. Promotion of foreign and domestic commerce, including the appropriate stimulation of industry, within the area which can utilize the Port.

6. Encouragement of favorable carrier rates, tariffs and practices.
7. Coordination of the Port Authority's activities, including planning, with those of the City, County, State and United States of America.
8. Utilizing to the maximum extent possible, the assistance of residents of the City in achieving the objectives of the Port Authority.
9. Securing the fullest participation and cooperation of public officials, agencies, organizations and governmental units and of private persons, associations and corporations in the development of the Port.

The Port Authority plans to undertake construction or installation of facilities for the handling of cargo, in accordance with the provisions of Chapter 4582 of the Revised Code and of this Plan and at such times and of such size and character so as to be sufficient to handle the cargo now and in the future moving through the Port.

II. Initial activities of the Port Authority.

The first activity to be undertaken by the Port Authority is the promotion of the Port by encouraging industries and commerce to utilize the Port; coordinating and promoting efforts to obtain advantageous carrier rates; finding tenants for proposed new Port facilities; helping to create the conditions which allow existing industrial and commercial activities to maintain and improve their facilities in the area and in general by exerting its utmost effort to encourage all port connected economic activities. To that end the Port Authority plans to establish an organization capable of executing an aggressive promotional activity.

The Port Authority will make such economic surveys, with the possible assistance of firms specialized in this field, as are needed to determine the potential and areas for growth of the Port of Lorain and the economic feasibility of facilities which will serve the movement of traffic into and within the Port. Supplementing the efforts of private initiative it plans to make the necessary engineering studies for such facilities and finally construct them when they are found to be feasible.

The Port Authority will maintain liaison with the proper federal and state officials in order that the necessary harbor improvements will be undertaken. It is the plan of the Port Authority that the channels will be maintained at their present widths and depths and expanded as the movement of traffic justifies, and that federal and state authorities will provide financial assistance in the improvement of small boat facilities in the Port.

III. General cargo facilities.

Several waterfront areas in the Port of Lorain, either owned by the City or privately owned, are now undeveloped. They are indicated on the attached Plate. The Port Authority plans to investigate, promote and develop them as sites for waterfront facilities.

One of these areas is located in the outer harbor, bounded to the north by the extended U. S. Harbor Line, to the south by East Erie Avenue, to the west by the municipal sewage disposal plant and to the east by the new east breakwater Shoreside and Arizona Avenue. The area lies outside of any bridge, it is directly and easily accessible for ships, its truck access would be directly from East Erie Avenue, U.S. Route 6 and State Route 2 (a hard surface all-weather street), and a rail spur could be provided from the Nickel Plate sidings at the American Ship Building Company facilities. Its area of over 40 acres makes it the largest of the undeveloped sites. It is specially suited for the construction of a general cargo terminal. A possible layout for such a facility is presented on the attached Plate although another layout may be the desirable one at time of development. It can provide for three berths not less than 500 ft. each and adequate upland area for cargo handling and storage space. The facilities can be built in stages and future expansion would be possible. On the west side of the area, a fourth general cargo berth can be added, and possibly a fifth berth can be constructed for a type of cargo, such as liquids, requiring little or no shore area immediately alongside the berth.

The berths will be designed for a depth commensurate with the navigations depths being provided in the Great Lakes Connecting Channels and St. Lawrence Seaway. Fill material is to be provided by dredging operations, both from the maintenance dredging by the U. S. Army Corps of Engineers and from the dredging of the access area in front of the new terminal. The design will specifically provide for the proper control of the wave action of the outer harbor.

There is a potential for improved facilities in the area between the river mouth and the west breakwater, utilizing city owned property at and near the Municipal Pier, for bulk or general cargo facilities. The Plan for the Municipal Pier is to continue to utilize it as a center for recreational activities for the launching into and the withdrawal from the water of small boats. This use of the Municipal Pier will not be interrupted until improved replacements have been made when consideration of other uses can occur.

Two other areas along the river are indicated on the attached Plate as possible sites for waterfront facilities. They are located about two miles from the mouth of the Black River, on opposite banks. The site on the right bank straddles the right of way of the highlevel bridge connecting Henderson Drive with 21st Street and has an area of approximately 30 acres. Its western portion is approximately 10 feet above the river level while its eastern portion is mostly 28 feet higher. Some cut and fill will be required at this site. Road access will be directly from Henderson Drive (State Route 611), an all-weather approach road to the aforementioned high level bridge. Two rail spurs of the Nickel Plate Road will serve the area, one spur for the lower western part and one spur for the higher eastern part, each approximately 3,500 feet long.

The site on the left bank of the river is somewhat smaller in area, a great part of it is low and swampy and would require grading and fill. It lies entirely to the west of and is accessible from Henderson Drive. Rail access would be from the Baltimore and Ohio Railroad Company tracks located immediately to the south and west of this site.

The two upriver sites are not as desirable for development of a general cargo handling facility because they lie above two of the three bridges which cross the river. It is believed that these two sites should be developed for cargo handling facilities for specialized cargoes.

It is planned to have available public general cargo facilities to fill promptly any deficiencies in capacity which may develop. This will require standby capacity to be available, at least to the extent of filled and bulkheaded areas to promptly provide for increases in demand beyond the capacity of the existing facilities. The areas in such standby capacity will be brought into use as the demand develops.

IV. Bulk handling facilities.

Most of the left river bank between the U. S. Steel plant and the river mouth is occupied by the facilities of the Baltimore and Ohio Railroad Company. Part of these facilities are dedicated to coal and ore handling. The west pier of a slip built by the B & O Railroad in the outer harbor carries a lift-type car dumper which transfers coal from railroad cars to lake bulk carriers. Along the left bank of the river, close to its mouth, are three ore unloaders which transfer iron ore from lake bulk carriers to railroad cars or to storage areas. The facilities include all necessary trackage and appurtenant services.

These facilities are of prime importance to the port and the city of Lorain. A number of bulk loading facilities in the Great Lakes area have recently been closed down. A part of the Port Authority's Plan is the continuation and enlargement of the Port's bulk cargo handling. To this end, the existing coal, ore, and bulk cargo handling facilities in the harbor should receive any modernization necessary to keep and encourage the movement of coal, ore, and other bulk cargo through the Port. Any such modernization should provide for more economical and efficient movement of such cargoes and should recognize recent developments in the movement of coal and ore by rail.

V. Small boat facilities.

The Port Authority plans to stimulate water-borne recreational activities, especially small boat facilities. Small boats are now moored in a special basin with its access opening into the river close to the river mouth. This basin is affected by waves created by the ships passing through the river channel. There is a site for the development of the small boat basin in the south-west corner of the outer harbor. It is estimated that it would accommodate 200 or 300 boats and all necessary appurtenant facilities such as fueling stations, parking areas, repair shop, launching slip and rest rooms. The development of the basin will occur in stages based upon need and economics. The area is now silted up and requires dredging. The site has many advantages over present facilities in the harbor. Its area is such as to allow ample space for all required facilities; it is well protected by the west breakwater and yet a gap in the breakwater could give easy access directly from the lake. It is far removed from the other harbor activities thus eliminating any mutual interference.

VI. Promotion of trade.

The Port of Lorain is in competition with both lake and ocean ports for existing and future water borne commerce. The Port Authority plans to conduct an aggressive campaign to secure the use of the Port of Lorain. This campaign will include personal and mail solicitation, publicity and advertisements. The benefits of the use of the Port will be clearly set forth in the campaign. The Port Authority will also protect the water borne commerce using the Port from diversion to other ports.

VII. Staff.

The Port Authority will employ such personnel as is required to carry out its Plan and the activities imposed by law.

VIII Fiscal.

The Port Authority plans to utilize to the extent possible its revenues to carry on its activities; however, until such time as its revenues are totally adequate for that purpose, the Port Authority must seek within the limitations imposed by law operating and debt service moneys from its taxpayers.

IX. Amendments.

The long term development of the Port of Lorain will require continued review, extension and modification of the Plan to meet the demands of a growing port and requirements of the future. For this purpose, the Board of Directors of the Port Authority will periodically review the Plan and pursuant to the procedure established by Chapter 4582 of the Revised Code adopt such extensions and modifications of the Plan as are determined to be desirable.

REFERENCES

- (1) Source: Greater Lorain Chamber of Commerce
- (2) Source: Lorain County Auditor
- (3) Source: U. S. Census Bureau
- (4) Source: Lorain County Regional Planning Commission
- (5) In part abstracted from: Great Lakes Harbors Study, Interim Report on Lorain Harbor, Ohio, Chief of Engineers, Department of the Army 1959.

RESOLUTION NO. 1964-3

ACCEPTING A PROPOSED PLAN OF THE LORAIN
PORT AUTHORITY AND AUTHORIZING PUBLICA-
TION OF NOTICE OF PUBLIC HEARING THEREON.

WHEREAS, the Plan of The Lorain Port Authority, pursuant to Sections 4582.07 and 4582.08 of the Revised Code of Ohio, and through its Board of Directors, has caused to be prepared a proposed Plan for the development of the Port of Lorain, including maps, profiles and other data and descriptions necessary to set forth the location and character of the work contemplated in said Plan to be undertaken by the Port Authority; and

WHEREAS, such Plan has now been delivered to the Board of Directors of the Port Authority and found by them to be in satisfactory form for public hearing;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of The Lorain Port Authority;

Section 1. That said Plan, together with said maps, profiles and other data and descriptions, all as presented to this meeting, be and the same are hereby accepted as the proposed Plan and copies of same are to be retained at and made available for inspection by all persons interested therein at the office of The Lorain Port Authority, City Hall, Lorain, Ohio, between the hours of 8:30 A.M. to 4:30 P.M., E.D.S.T., Monday through Friday from May 27, 1964 to July 14, 1964.

Section 2. That the Chairman and the Secretary of the Board be and are hereby authorized and directed to give due and proper notice, as provided by law, by publishing the same once a week on the same day of the week for three consecutive weeks in a newspaper of general circulation in Lorain County, Ohio and also by serving notice upon the owners of the uplands contiguous to any submerged lands affected by such proposed Plan, if any, in the manner provided by law for service of notice in the levy of special assessments by municipal corporations. Said notice shall recite that said proposed Plan, together with the said maps, profiles and other data and descriptions, are available for inspection at the times and place above set forth, and that a hearing will be held on said proposed Plan and on all objections to the same on July 14, 1964 at 7:00 o'clock P.M. in the City Hall, Lorain, Ohio, and shall continue from time to time as announced until completed. Such notice shall further specify that any interested person may file written objections to said proposed Plan, with the Secretary of the Board of Directors at his office located in the City Hall, Lorain, Ohio, not less than five days prior to the date fixed for said hearing.

Adopted: May 26, 1964

David C. Ken
Chairman

Attest:

James C. Higgins
Secretary