

PATTERSON BOULEVARD CANAL PARKWAY PROJECT

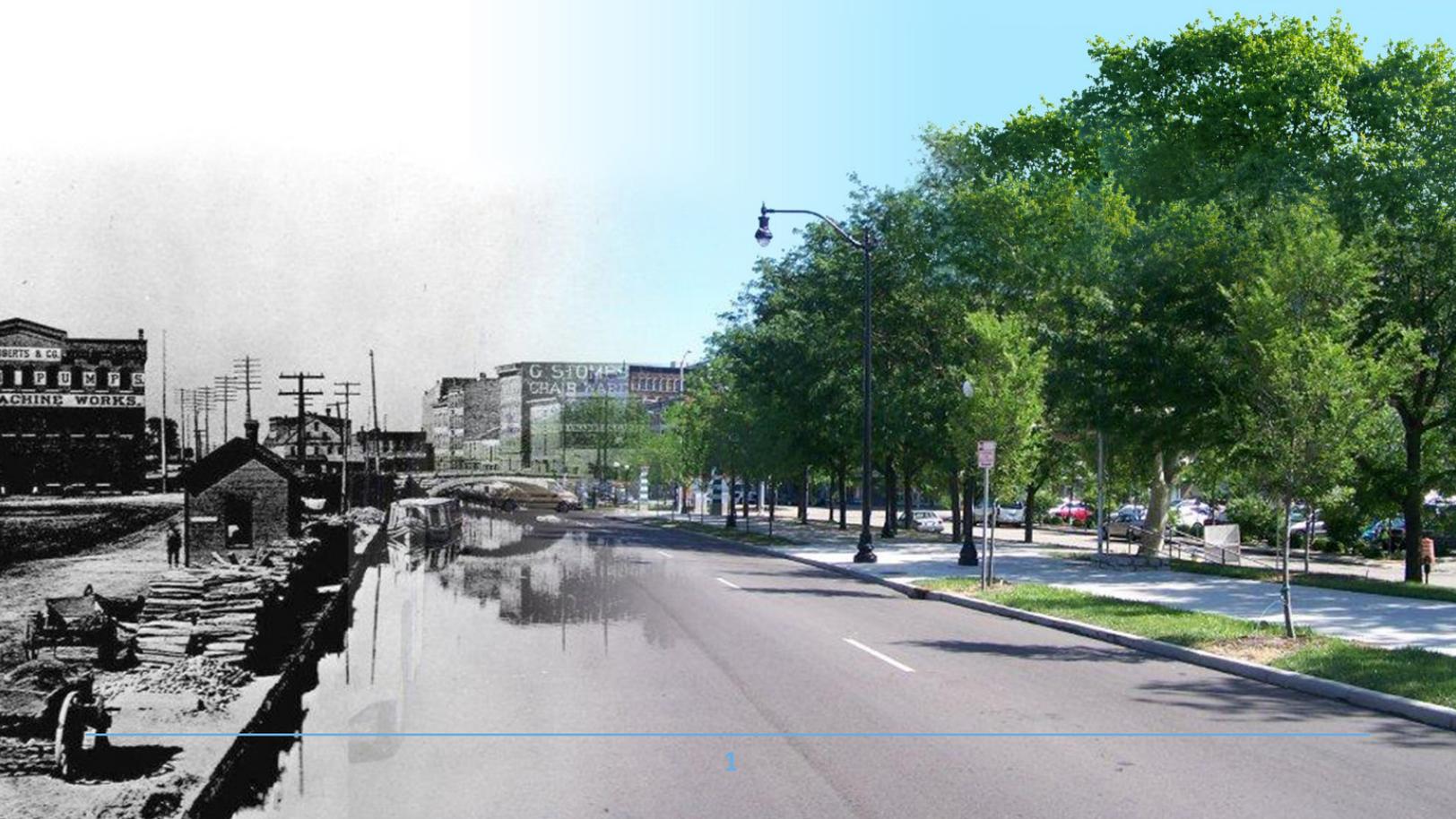
Dayton, Montgomery County

Date Completed: June 7, 21013

Description: The Patterson Boulevard Canal Parkway connects the east side of downtown Dayton from Fifth Third Field, and RiverScape MetroPark along the Great Miami River south to residential neighborhoods and the Historic Oregon District. As part of the project, public sculpture adds visual interest while also introducing a narrative that is interpretive of Dayton's past.

Project Size: Approximately 3,200 linear feet along Patterson Boulevard from the Great Miami River to the Historic Oregon District.

*Below: Patterson Boulevard during the Canal Era and in 2013
(Rendering: CYP Studios)*



The Patterson Boulevard Canal Parkway project traces the route of the Miami-Erie Canal, an essential piece of Dayton’s commercial and cultural history. The canal route has been a fixture of Dayton’s cityscape for nearly 200 years: first as a boomtown trade artery (19th century), then as a bothersome urban ditch (early 20th century), and later as a busy boulevard passing through a manufacturing and warehouse district (mid 20th century). Largely stripped of its trees and park-like features in the 1950s and 60s to accommodate automobile traffic and parking, the boulevard gradually began to reclaim its greenery and establish walkability in the 1980s. It partially emerged as a pedestrian-friendly promenade as an extension of the then-new RiverScape MetroPark at the beginning of the 21st century. With the completion of the Patterson Boulevard Canal Parkway in early 2013, downtown Dayton residents, workers and visitors now can walk or bike the path of history while enjoying a diversified urban environment with a variety of commercial buildings, housing, recreational attractions, educational and civic institutions, and a growing entertainment district.

*Below: Public Sculpture “Fluid Dynamics” , along Patterson Boulevard.
(Photo: City of Dayton, Department of Planning and Community Development)*





PATTERSON BOULEVARD CANAL PARKWAY



RIVER'S EDGE
MONTESSORI SCHOOL



RIVER BIKEWAY



RIVERSCAPE



WORKFLOW ONE/DELOITTE



COOPER PARK
NEIGHBORHOOD



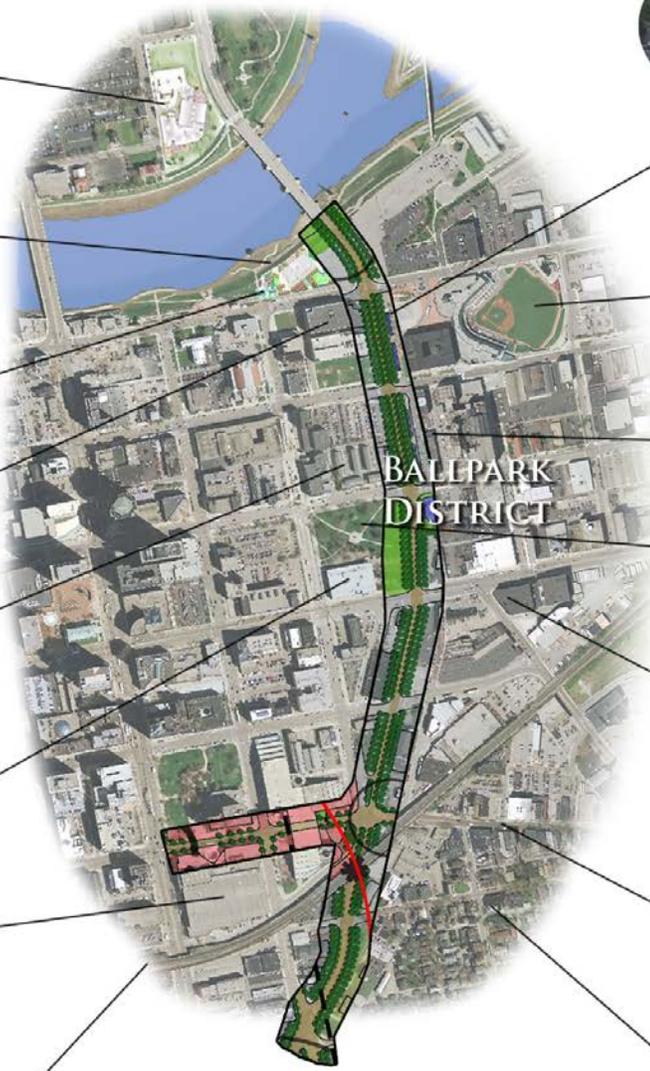
DAYTON METRO LIBRARY



DAYTON CONVENTION
CENTER



PROPOSED 3C&D RAIL
STATION



BALLPARK
DISTRICT

PATTERSON CANAL PARKWAY

LINEAR PARK CONNECTING A
SERIES OF ASSETS AND INVESTMENTS

ENHANCING THE PEDESTRIAN
AND AESTHETIC ENVIRONMENTS

CREATING A SIGNATURE FEATURE FOR THE REGION

CANAL WALK



FIFTH THIRD FIELD



MIAMI-JACOBS



COOPER PARK



THE CANNERY



FIFTH STREET ENTERTAINMENT
& ARTS DISTRICT



OREGON HISTORIC DISTRICT



Storyscaping



Creating a Cultural Corridor



"The City of Dayton is implementing the project with funds from the Ohio Cultural Facilities Commission, who helped define the project with a focus on the history of the Miami-Erie Canal. Its story will be interpreted through text and graphics on striped pylons. The canal ran from Toledo to Cincinnati and crossed Dayton through the path that is now Patterson Boulevard. Construction began in 1825 and lasted twenty years, providing physically demanding work for many Dayton residents and growing our size considerably. Though it was a key shipping artery, the canal struggled to compete with rail throughout its life and suffered a final death blow with the 1913 flood, yet wasn't filled in for a quarter-century. Another relic from Dayton's past – a monument removed from the old library site – has been unearthed from a City of Dayton storage yard after fifty years. The former fountain is being installed at the eastern edge of Cooper Park, greeting pedestrians on the Canal Parkway. The monument was dedicated to Ambrose Winters, a lawyer credited with rallying support for much of Dayton's early streetscape infrastructure. Project manager Amy Walbridge says, "As a citizen of Dayton, I am so very happy about this. While it's important to look forward, it's good to look back and see what great work the citizens of Dayton who came before us did for this community."¹

*Below: Monument Dedicated to Ambrose Winters
(Photo: City of Dayton Most Metro)*



¹ Ervin, K. (2012, October 12). Patterson canal parkway: Connecting downtown culture. Retrieved from <http://mostmetro.com/the-featured-articles/patterson-canal-parkway-connecting-downtown-culture.html>

Developer/Client/Owner:

City of Dayton
Department of Planning and Community Development
101 West Third Street , P. O. Box 22
Dayton, OH 45401
www.cityofdayton.org

Designers/Consultants:

City of Dayton
Department of Planning and Community Development

HistoryWorks, LLC
PO Box 8378
West Chester, Ohio 45069
www.historyworks.us

CYP Studios
6030 Coachshire Court
Centerville, OH 45459
www.cypstudios.com



*Above: The Patterson Design Team
(Photo: City of Dayton, Department of Planning and Community Development)*



Key Features:

- Complete overhaul of the pedestrian amenities on Patterson Boulevard between Second and Sixth Streets. Elements include:
 - new landscaping,
 - lighting,
 - historical signage,
 - sidewalks and crosswalks.

Project Cost: \$2 Million

Funding Sources & Incentives: The City of Dayton is implementing the project with funds from the Ohio Cultural Facilities Commission, who helped define the project with a focus on the history of the Miami-Erie Canal. Its story is interpreted through text and graphics on striped pylons.

Maintenance Cost: Improvements are contained in the public right of way and are shared by the City of Dayton and property owners.

Applicable Zoning Regulations: City of Dayton Liveable Streets Policy (See the following page).

Left: Patterson Boulevard Illustrative Map
(Map: City of Dayton, Department of Planning and Community Development)



City of Dayton Livable Streets Policy

Effective February 3, 2010

Vision

All users of the surface transportation network, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders, and adjacent land users, will experience a visually attractive and functional environment while travelling safely and conveniently on and across all surface roadways within the City of Dayton.

Purpose

Streets are an integral component of the City of Dayton. They play a vital role in the social and economic health of the community by providing the primary physical link between the citizens, businesses, and institutions of the City of Dayton. Though facilitating the movement of motor vehicles will continue to be the primary role of the surface transportation network, it is increasingly important to recognize that alternative methods of surface transportation play a pivotal role in moving people and goods throughout the City of Dayton. The purpose of this Policy is to promote the design of surface transportation corridors that balance the needs of all users of the surface transportation network while incorporating the community values and qualities of environmental stewardship; scenic, aesthetic, historic and natural resource preservation; safety; security; mobility and individual freedom.

Goals

- A. Ensure the needs of all users are balanced throughout the surface transportation network to the greatest reasonable measure.
- B. Incorporate the vision, purpose, and goals of this Policy into all aspects of the project development process for surface transportation projects.
- C. Create a balanced, comprehensive, integrated, fully interconnected, functional, and visually attractive surface transportation network.
- D. Promote the use of the latest and best “complete streets” design standards, principles, policies, and guidelines within the context of the community.

Directives

The City of Dayton's surface transportation network shall balance the needs of all current and future users. Project identification, planning, scoping, and design for new construction, reconstruction, resurfacing, rehabilitation, repair, and maintenance within the public right-of-way shall adhere, where applicable, to the following:

- 1) Accommodations for all users of the surface transportation network shall be balanced in accordance with the latest and best "complete streets" standards, principles, policies, and guidelines, except under one (1) or more of the following conditions as determined by the Director of the Department of Public Works:
 - a) Where bicyclists and pedestrians are prohibited by law from using the roadway, or
 - b) Where the cost of providing such accommodations would be disproportionate given the need or probability of use, or
 - c) Where severe topographic or natural resource constraints prohibit such accommodations, or
 - d) Where conditions or restrictions outside the purview of the City of Dayton prohibit such actions.
- 2) Where accommodations for all users cannot be made, reasonable effort shall be made to identify adjacent alternative routes and/or methods of travel to provide a safe, reliable, integrated, and interconnected surface transportation network.
- 3) Roadways, sidewalks, shared-use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all users of the surface transportation network can travel safely, reliably, and independently.
- 4) The implementation of this Policy shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such.
- 5) The design and development of surface transportation infrastructure shall be in accordance with all City of Dayton ordinances, codes, plans, policies, and guidelines where appropriate.

- 6) A system of performance measurements shall be established to gauge the success of this Policy with regards to the stated Goals above.

Exemptions

The City of Dayton Livable Streets Policy shall be in effect immediately upon adoption by the City Commission. Surface transportation projects in the final stages of design or under construction at the time of adoption are exempt from this Policy.

Adopted by the City Plan Board, January 19, 2010, Case RC-002-2010

Adopted by the City Commission, February 3, 2010, Resolution 5723-10

*Below: Miami-Erie Canal near Dayton Public Library
(Photo: Dayton Daily News Archive)*

