



MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY
COMMUNITY MEETING #1 – DECEMBER 2, 2019



Welcome / Sign-In

Project Team Introductions

Project Overview

Case Studies

What We've Done So Far

Group Activities

Early Takeaways & Ideas

A Gift From You!

AGENDA



OVERALL DESIGN CRITERIA: (ALL SCHEMES MUST ADDRESS)

- BIKESHOPPING AT LORAIN & WEST 25
- AN IMPROVED TRANSIT WAITING ENVIRONMENT
- BRING ACTIVITY IN FROM MARKET AVE.
- REMOVE NORTH PLANTER
- DEFINE EDGES- EAST & SOUTH
- EXPAND MARKET EXPERIENCE
- ACCOMMODATE SPECIAL EVENTS/ FESTIVALS
- MAKE THE SPACE FLEXIBLE
- CREATE A TRUE TRANSIT NODE
- KEEP A SPACE SPONTANEOUS PERFORMANCE



University Circle Inc., The Little Italy Redevelopment Corporation
& The Mayfield Road Steering Committee invite you to

**Join us to View the Community's Vision
of the Future of Mayfield Road**

Tuesday, July 21st, 2009 from 6:00pm - 8:00pm



Stakeholder Survey Results



MOST POPULAR VOTE
MODERATE VOTE
LEAST POPULAR VOTE



A Balanced Planning Process

City Architecture – WSP– 4ward Planning Inc.

Transportation for Livable Communities Initiative (TLCI)

Transportation --- moving **people** safely via all modes of transit

Livable --- providing a quality environment for **people** to enjoy

Communities --- enhancing **people's** experience within a place

Initiative --- causing action to occur

Primary Objectives:

Developing transportation projects that provide more travel options

Promoting reinvestment in underutilized or vacant/abandoned properties

Supporting economic development

Ensuring that the **benefits of growth and change** are available to all members of a community

Enhancing regional cohesion

Providing people with **safe and reliable transportation** choices

Program Impact:

127 planning grants have been awarded since 2006

Over **\$6 million dollars** in total investment in TLCI planning projects

Over **30 implementation grants** awarded since 2016

Between 2006-2011, 86% of transportation projects in NOACA's service area were recommended through TLCI plans, totaling over **\$152 million dollars** in investment

Public input continues to shape the planning and implementation process



	MAY - JULY	AUGUST - OCTOBER	OCTOBER - DECEMBER	JANUARY	FEBRUARY	MARCH
ENGAGEMENT	Kickoff Meeting	Stakeholder Outreach		Community Meeting	Community Meeting	Presentation of Report for Adoption
		Community Meeting				
PLANNING PROCESS	Existing Conditions Analysis	Preliminary Studies & Scenarios		Preferred Alternatives	Drafting of Report Document	Final Recommendations & Report
		Economic / Market Study				
		Traffic Study and Analysis				



Core Team Meeting (3 to 4 total)



Community Meeting / Presentation (3 total sessions)

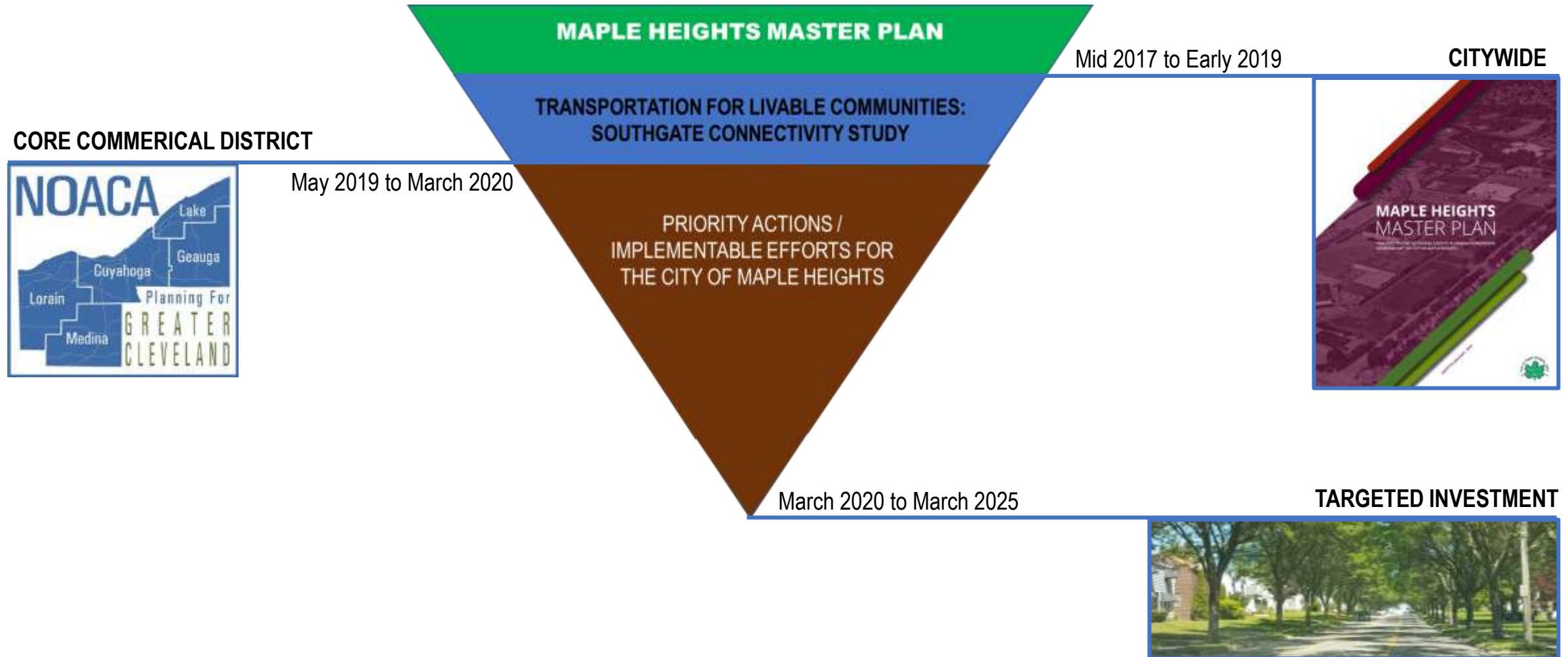
MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY

PROJECT TIMELINE



OVERLAYING & COORDINATING PLANNING

Various scales & initiatives



MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY
OUR APPROACH

Using the markers provided, please identify the following:

- In **BLACK**, how you primarily access the Southgate shopping center
- In **GREEN**, how you primarily access Stafford Park
- In **RED**, where challenging intersections or connections are located



Use dots to identify priority improvements within the Southgate Commercial District



TRANSPORTATION

Use dots to identify priority improvements within the Southgate Commercial District







TRANSPORTATION PLANNING IMPACT



Center Ridge Road

COMPLETE STREETS & CORRIDOR ENHANCEMENT PLAN



ISSUED: APRIL 12, 2017



A COLLABORATION BETWEEN THE CITIES
OF FAIRVIEW PARK & ROCKY RIVER



Signage & enhancements can convey the district's brand & identity



Effective parking lot buffers can refocus the streetscape away from vehicular traffic



Landscaped medians can reduce pavement, slow traffic and serve as a gateway element

Gateway Signage - \$\$

- LOCATE IN MEDIAN (LONG TERM)
- INSTALL ALONG RIGHT-OF-WAY (NEAR TERM) AND LANDSCAPE TO DEMONSTRATE & ESTABLISH DISTRICT ENTRANCE

Parking Lot Frontage - \$\$\$\$

- BLOCK OFF PARKING SPACES AS A TEMPORARY MEASURE TO TEST IDEAS AND REDUCTION
- INCORPORATE PUBLIC ART AS SCREENING ELEMENTS - HOLD COMPETITION TO PROVIDE OPPORTUNITIES FOR RESIDENTS

Median Element - \$\$\$

- REDUCE PAVEMENT
- ENGINEER TO MINIMALLY IMPACT SURFACE DRAINAGE
- COORDINATE WITH DRIVEWAYS
- CAN BE USED TO LIMIT LEFT TURN MOVEMENTS



Downtown Euclid TLCI

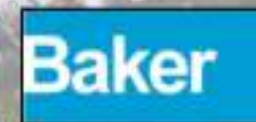
Transportation and Redevelopment Plan



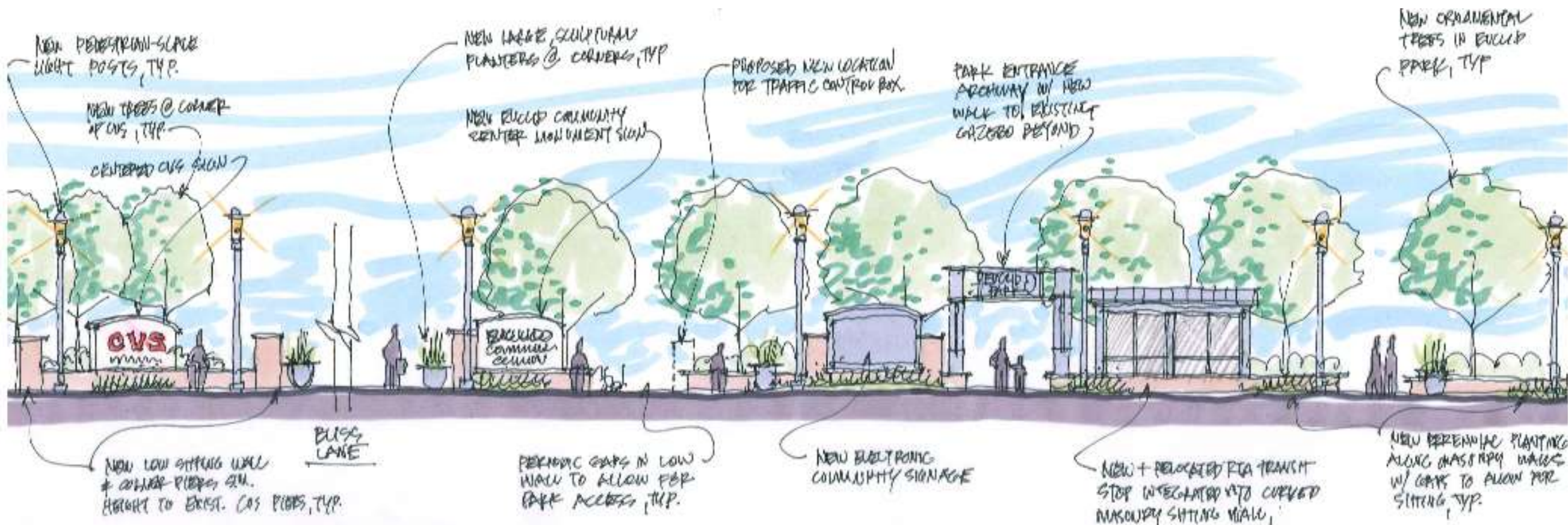
Euclid, Ohio
December, 2007



wsp



LAKESHORE BABBITT STREETSCAPE



COMPLETED APRIL 2009



BARBERTON'S MAGIC MILE

CONNECTING HISTORY THROUGH
MULTI-MODAL INFRASTRUCTURE



COMPLETED JUNE 2015



PROPOSED





PROPOSED



COMPLETED JUNE 2015



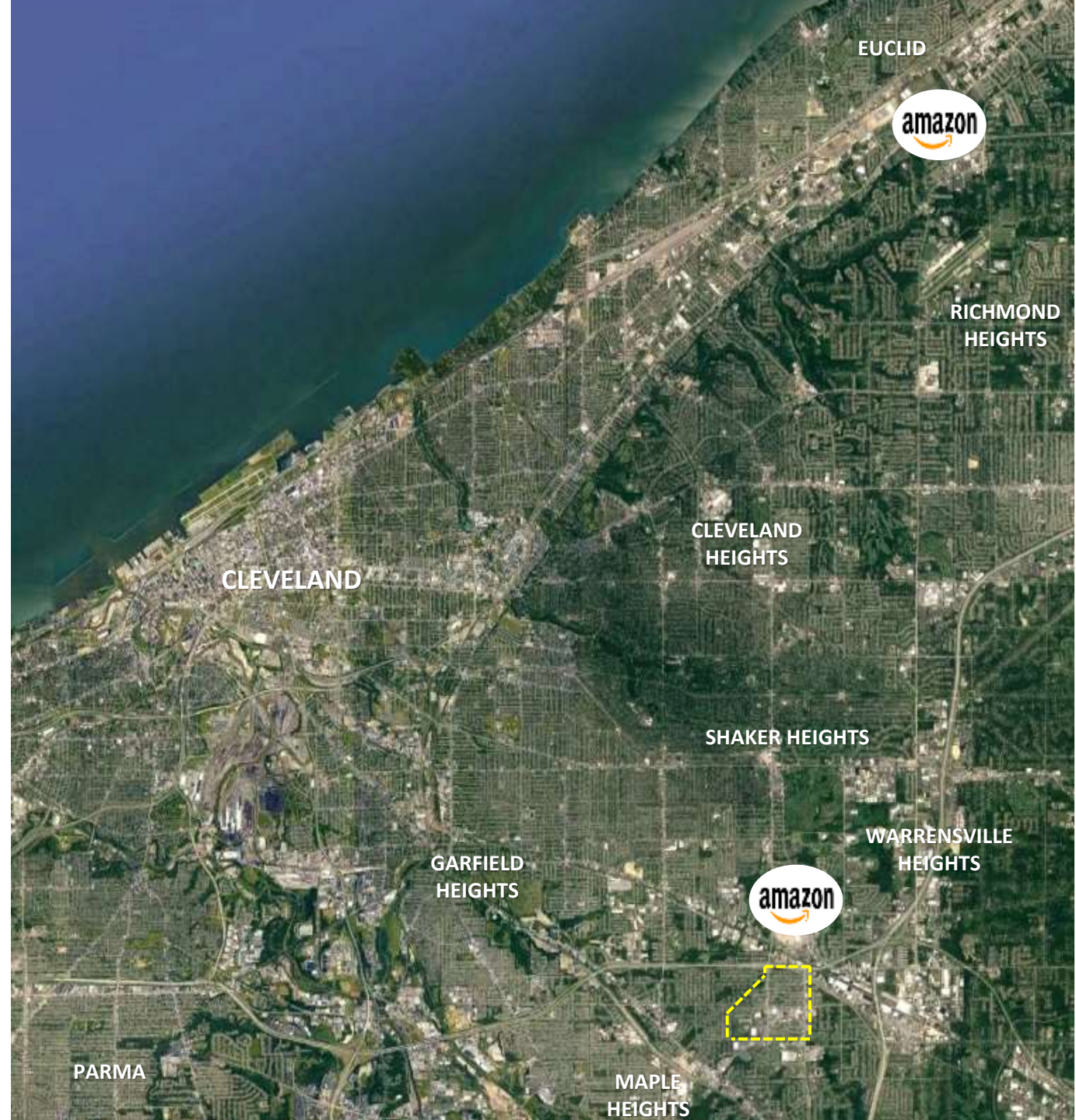


WHAT WE'VE DONE SO FAR



- What's next for Cleveland's Eastern Suburbs...?
- The Age of Amazon... and the fate of the traditional mall
- Anticipating change... future-proofing your community

MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY PROJECT CONTEXT





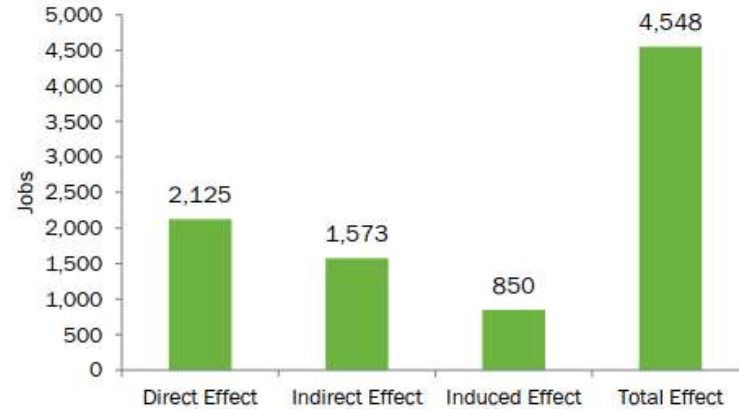
Market Study Summary

- When Amazon jumps in your pool who gets wet?
- Opportunities for employment tied to services Amazon needs for its operations – ex. Delivery Drivers and Machinery Repair
- Accommodating for a continued increase in demand for housing for a variety of incomes
- What share of Amazon's impact can Maple Heights capture?

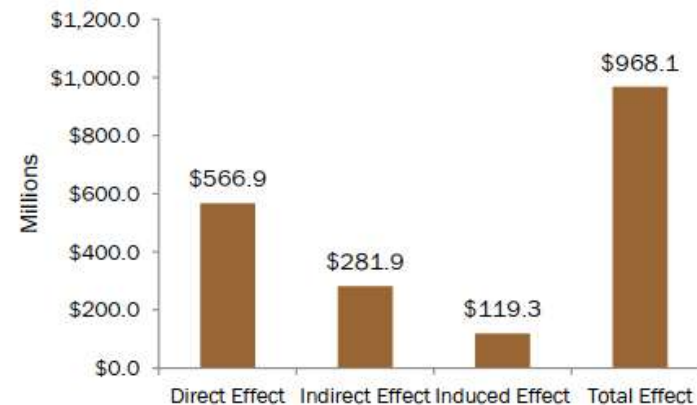
MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY MARKET STUDY

Analysis: Annual Operations (2019)

Employment Impacts of Amazon North Randall Fulfillment Center



Output Impacts of Amazon North Randall Fulfillment Center



Direct, Indirect, and Induced Effects of Amazon North Randall Fulfillment Center

	Employment	Labor Income (Millions)	Output (Millions)
Direct Effect	2,125	\$100.6	\$566.9
Indirect Effect	1,573	\$90.7	\$281.9
Induced Effect	850	\$41.5	\$119.3
Total Effect	4,548	\$232.8	\$968.1

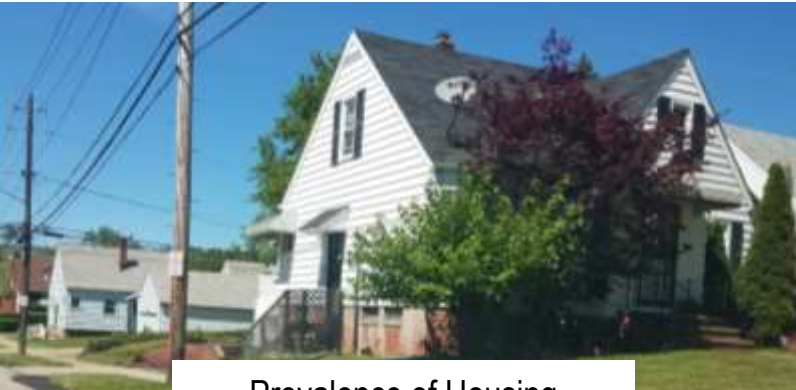
Top Five Industries by Indirect and Induced Employment

Retail - Nonstore retailers	2,138
Real estate	309
Warehousing and storage	124
Employment services	116
Wholesale trade	78

Top Five Industries by Indirect and Induced Output

Retail - Nonstore retailers	\$568,908,296
Real estate	\$81,205,210
Wholesale trade	\$18,491,889
Management of companies and enterprises	\$16,927,081
Monetary authorities and depository credit intermediation	\$13,333,347

Source: IMPLAN, 4ward Planning, 2019



Prevalence of Housing

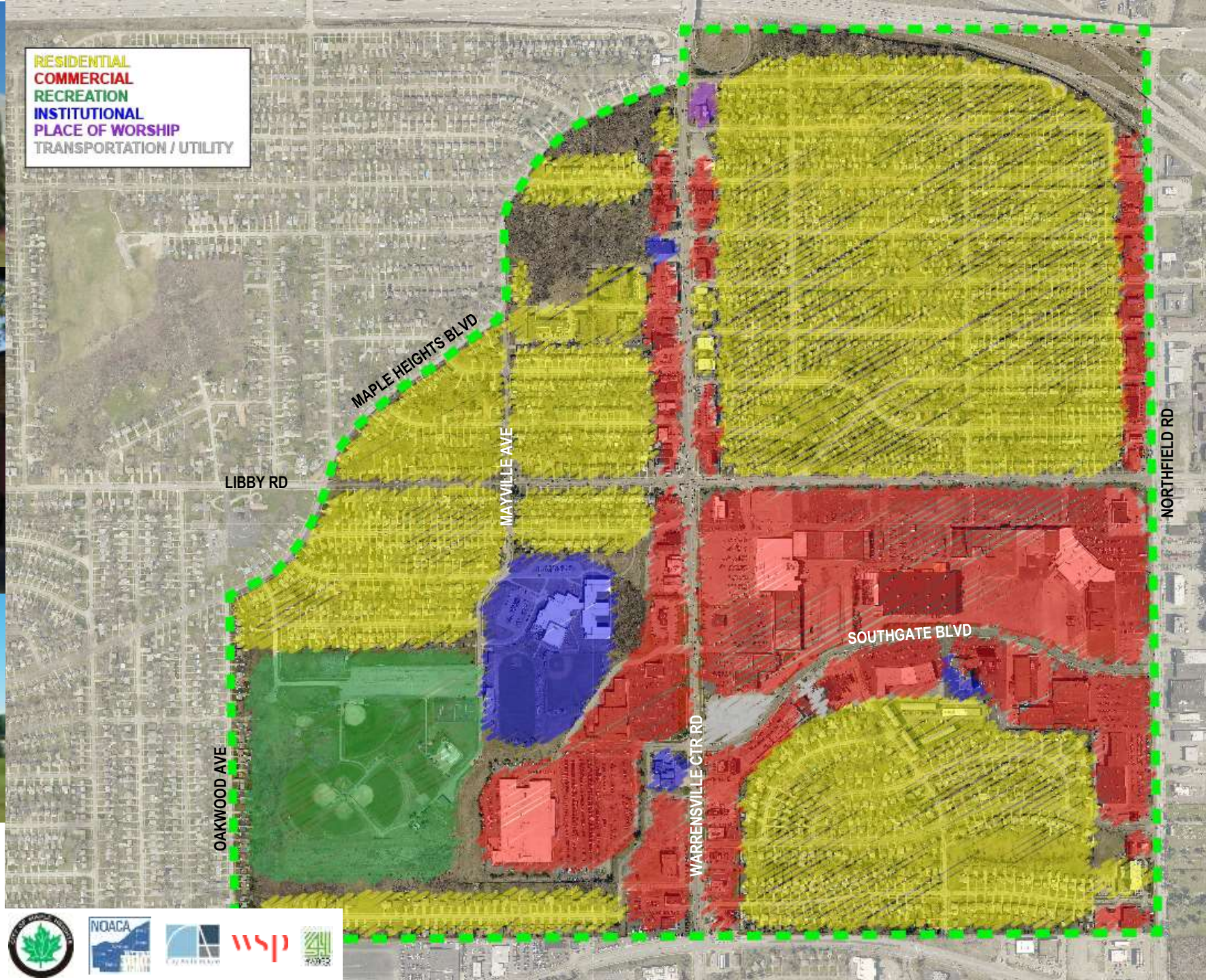




Commercial Corridor



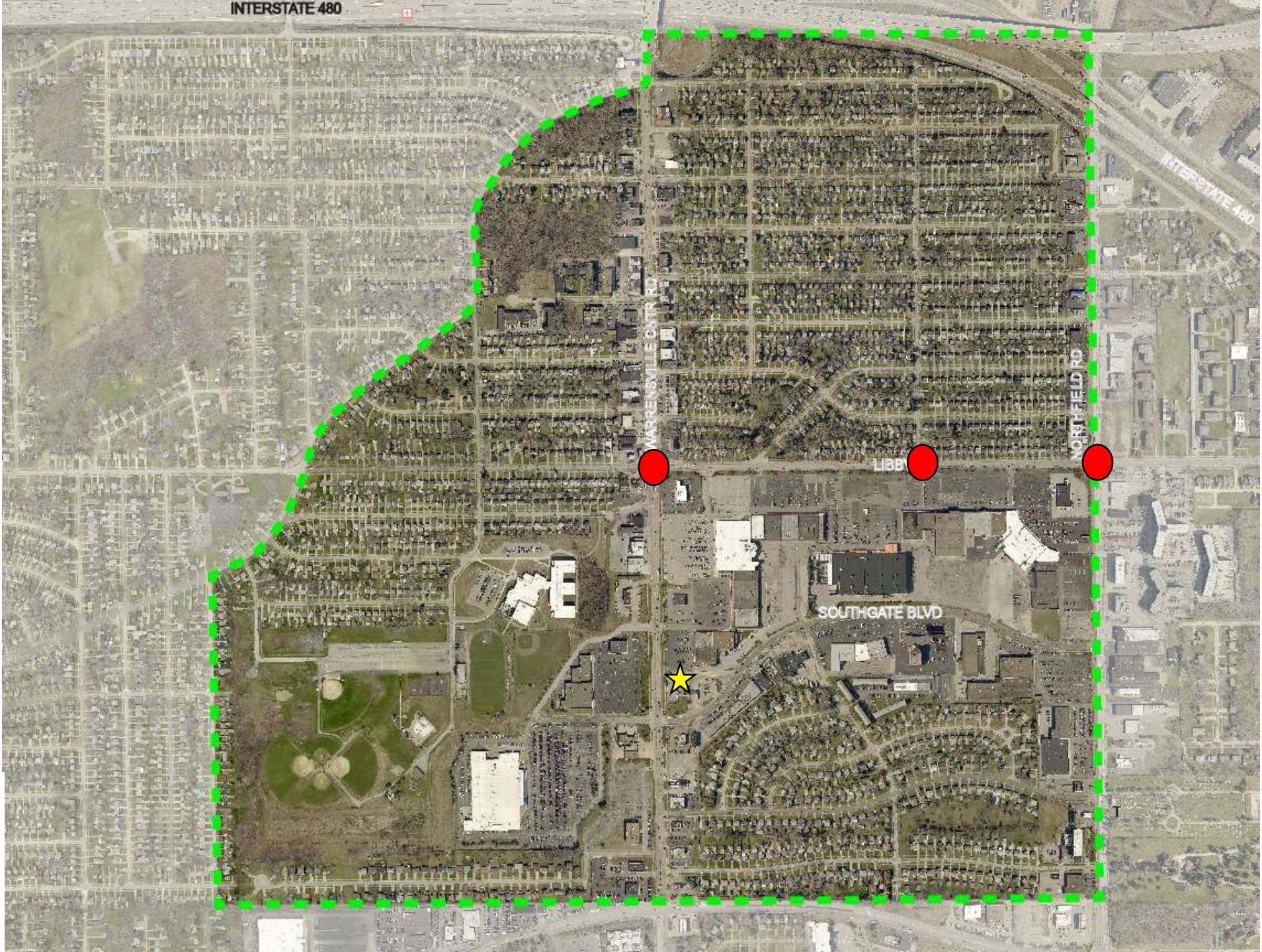
Green/Park Space

RESIDENTIAL
COMMERCIAL
RECREATION
INSTITUTIONAL
PLACE OF WORSHIP
TRANSPORTATION / UTILITY



-  Traffic Counts
-  Southgate Transit Center (GCRTA)

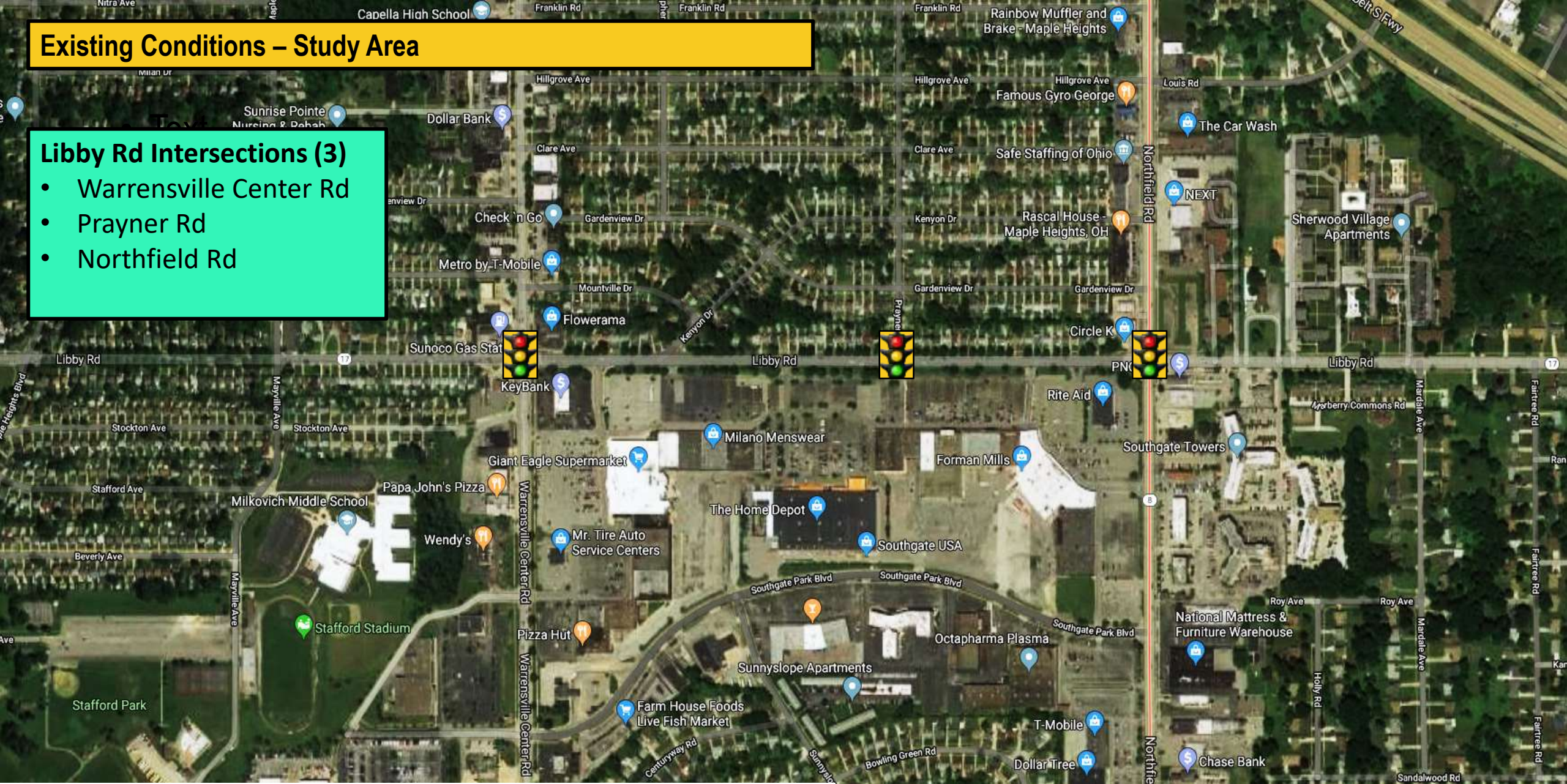
**MAPLE HEIGHTS TLCI:
SOUTHGATE CONNECTIVITY
STUDY**
TRAFFIC ANALYSIS



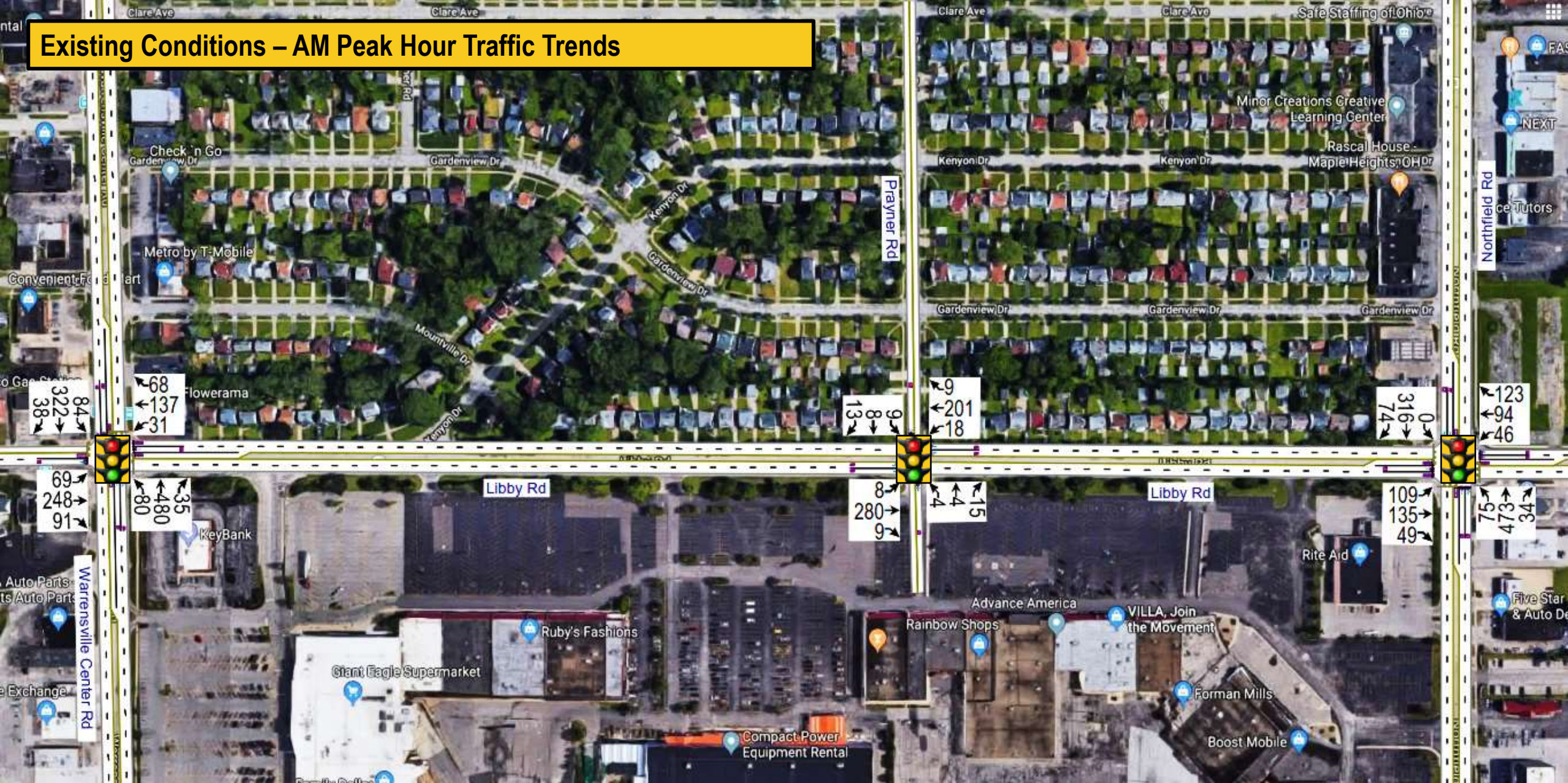
Existing Conditions – Study Area

Libby Rd Intersections (3)

- Warrensville Center Rd
- Prayner Rd
- Northfield Rd

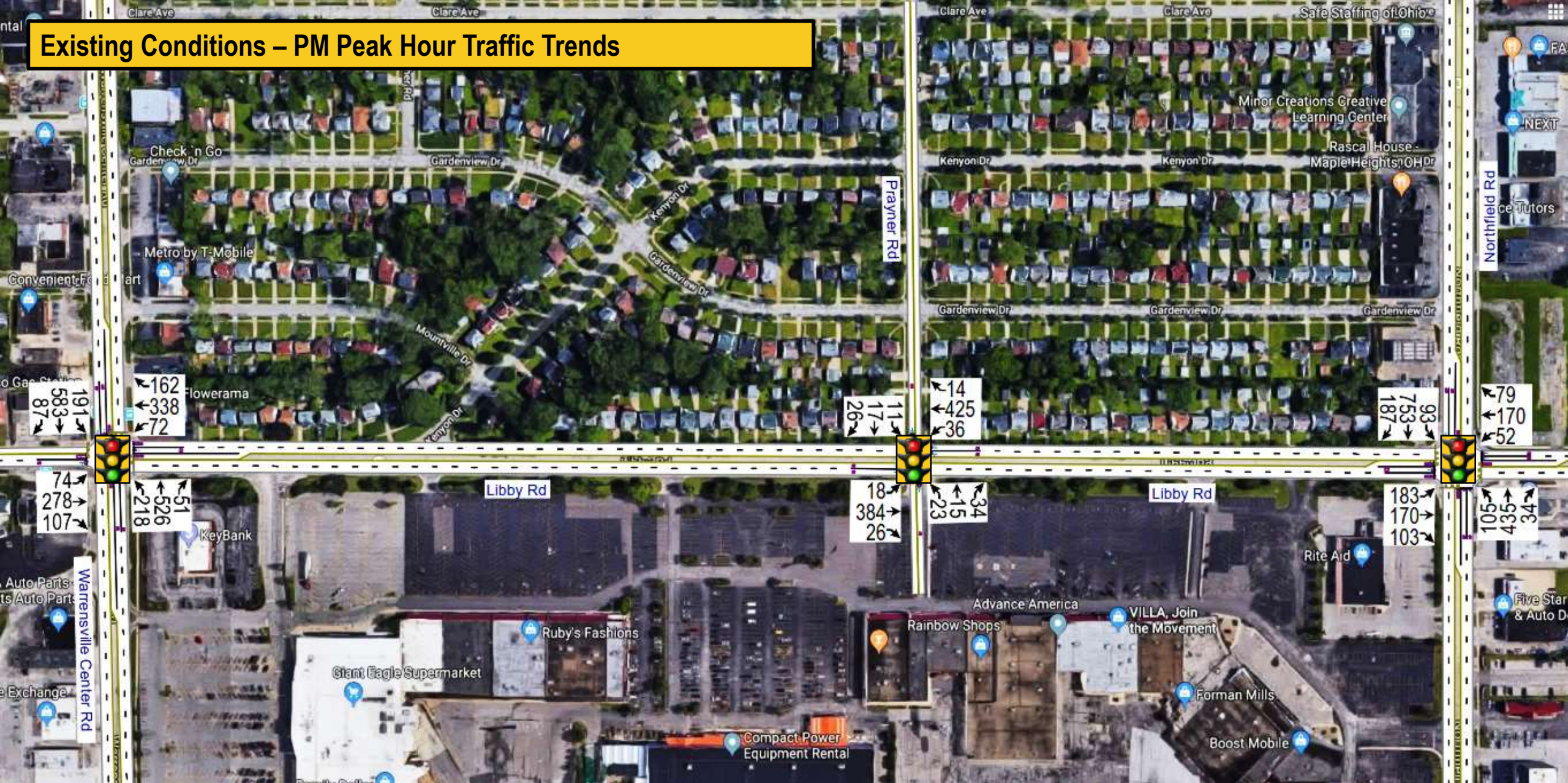


Existing Conditions – AM Peak Hour Traffic Trends



MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY
TRAFFIC ANALYSIS

Existing Conditions – PM Peak Hour Traffic Trends



MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY
TRAFFIC ANALYSIS

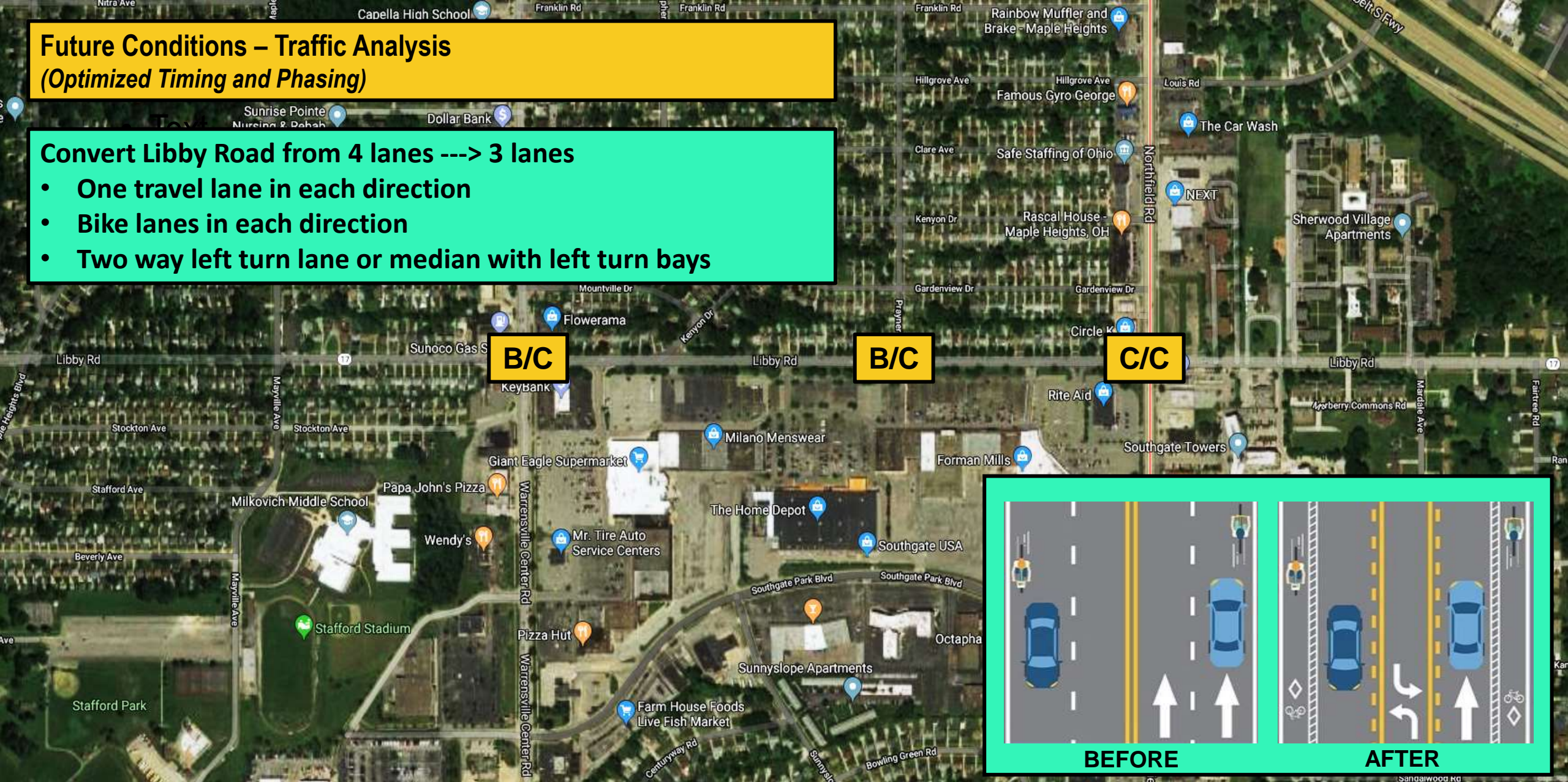
- Text



Future Conditions – Traffic Analysis (Optimized Timing and Phasing)

Convert Libby Road from 4 lanes ---> 3 lanes

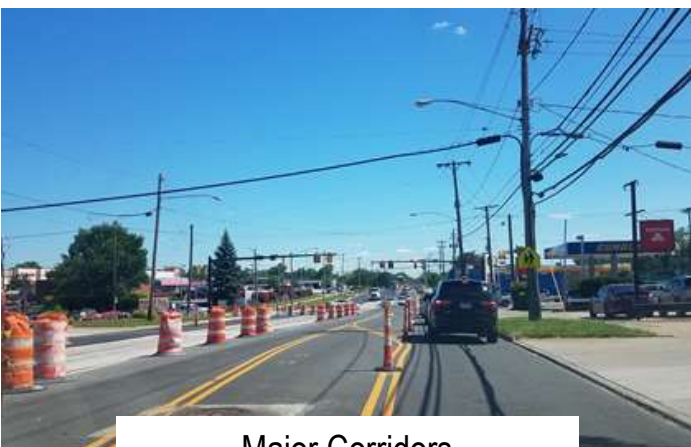
- One travel lane in each direction
- Bike lanes in each direction
- Two way left turn lane or median with left turn bays



MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY TRAFFIC ANALYSIS

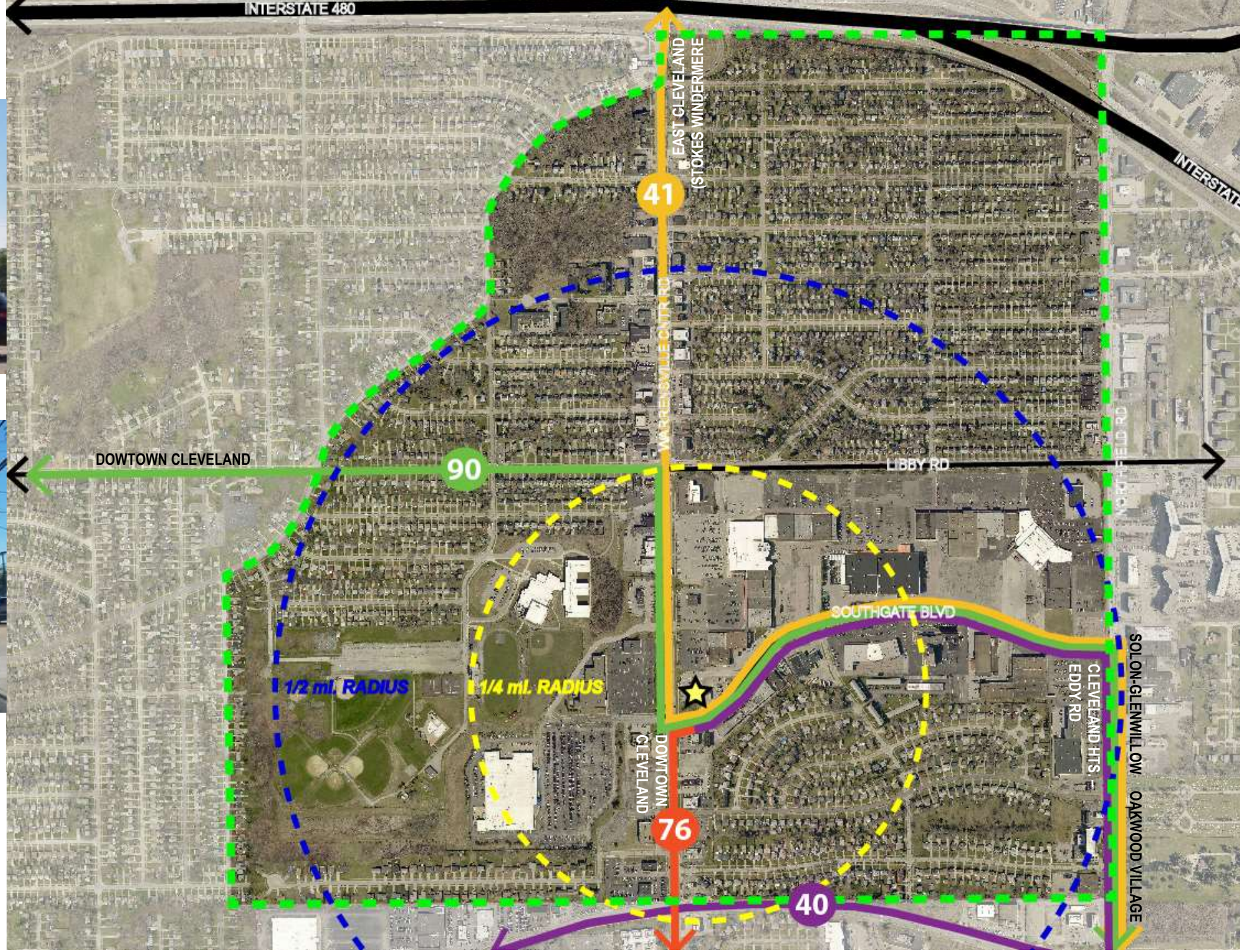


Southgate Transit Center



Major Corridors

MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY TRANSPORTATION





Island Effect - Southgate

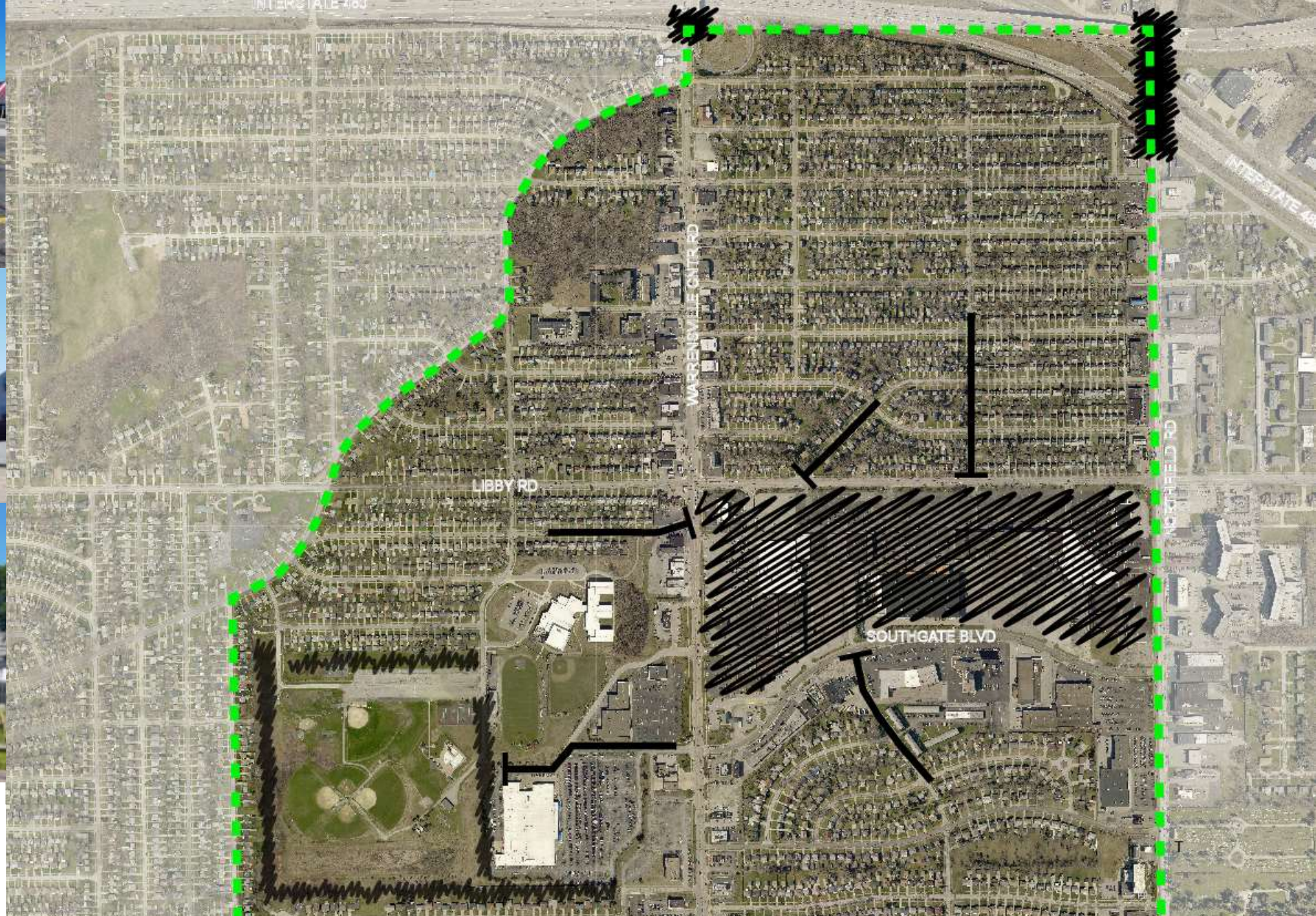


Path Obstructions



Visual Disconnect

MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY BARRIERS



**OVER 5,500
PARKING SPACES**

**ROUGHLY 80
ACRES OF SURFACE
ARE DESIGNED FOR
PARKING BETWEEN
LIBBY & ROCKSIDE**

**MAPLE HEIGHTS TLCI:
SOUTHGATE CONNECTIVITY
STUDY
PARKING STUDY**



Stafford Park is a tremendous **asset**, but **lacks connection** to the community

Parking is **expansive**, and perhaps even excessive, for the needs of the shopping district

Pedestrian experience is unfavorable, with the transportation network favoring the automobile

Presence of **key anchor institutions** in **Giant Eagle & Home Depot**

Southgate Transit Center provides unique public transit connection to the Greater Cleveland Area

Commercial District lacks a **sense of arrival**

Recently repaved & restriped Warrensville Center Rd, demonstrates **infrastructure investment**

EARLY TAKEAWAYS



- 1

Warrensville Ctr Rd & I-480

2

Northfield Rd & I-480

3

Libby Rd & Mayville Ave

4

Warrensville Ctr Rd & Libby Rd

5

Kenyon Dr & Libby Rd

6

Prayner Rd & Libby Rd

7

Northfield Rd & Libby Rd

8

Warrensville Ctr Rd & Wendy's Intersection

9

Warrensville Ctr Rd & Southgate Blvd

10

Sunnyslope Rd & Southgate Blvd

11

Northfield Rd & Southgate Blvd

12

Warrensville Ctr Rd & Rockside Rd

13

Northfield Rd & Rockside Rd
- 1

Warrensville Rd Community Baptist Church

2

Milkovich Middle School

3

Southgate USA

4

Southgate Transit Center

5

Stafford Park

6

Ford Dealership

7

'New' KFC

8

'New' Checkers/Rally's

9

Rid-All Green Partnership

1

Clare Ave

2

Kenyon Dr

3

Prayner Rd

4

Stockton Ave

5

Mayville Ave

6

Southgate Blvd to Ford

7

Sunnyslope Rd

8

Maple Heights Blvd
- A

Warrensville Ctr Rd

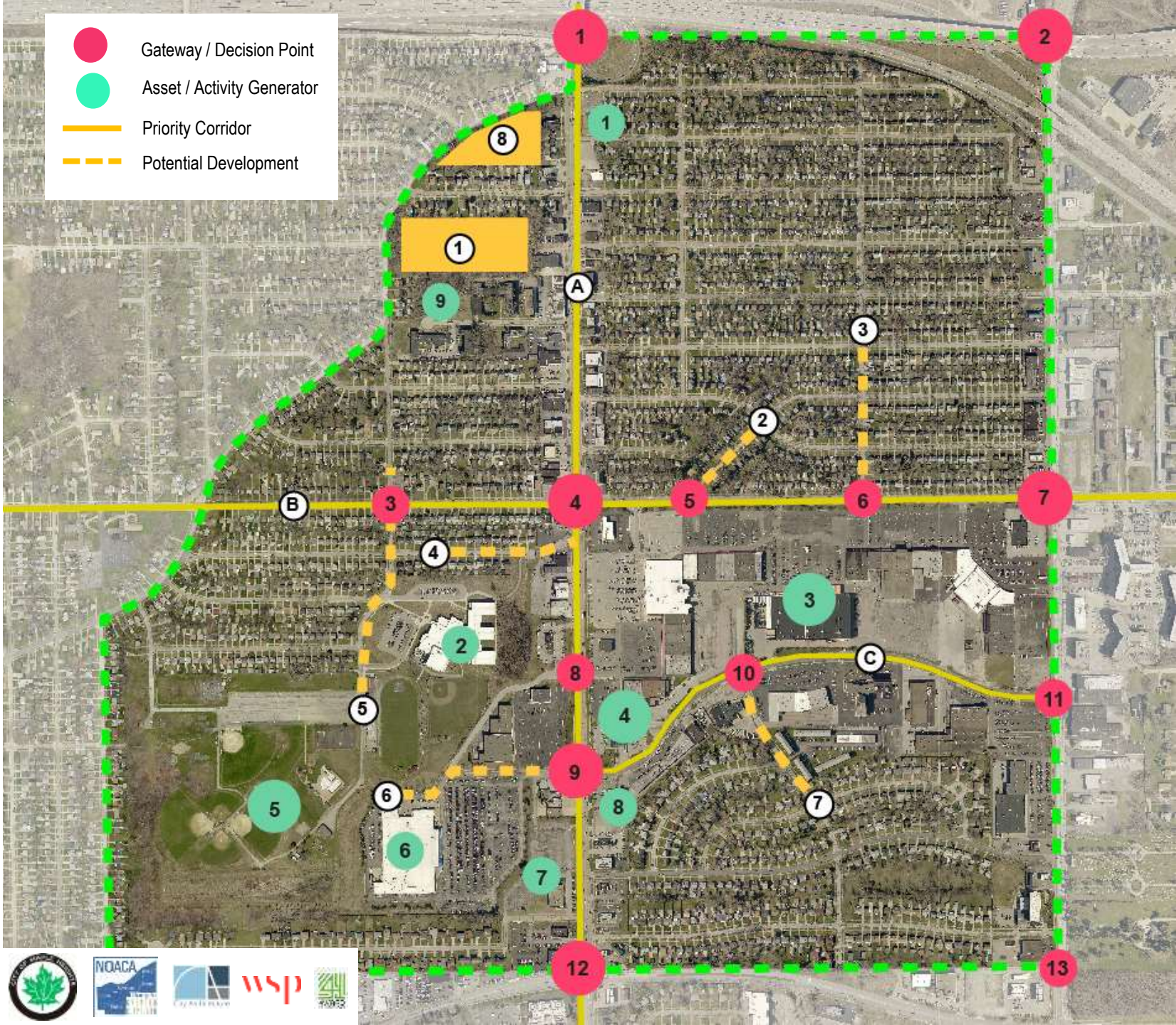
B

Libby Rd

C

Southgate Blvd

MAPLE HEIGHTS TLCI: SOUTHGATE CONNECTIVITY STUDY WHAT WE'VE LEARNED





YOUR EXPERIENCE





WHAT DO YOU SEE HERE?

STREET TREES

Continue rhythm of trees to create a fullness within corridor

PLACE-MAKING

Enhance arrival to district with unique signage and street furniture

WAYFINDING

Build off current banners and features to distinguish commercial district



TREE LAWN

Potential to leverage florist to enhance tree lawn aesthetic

STREET TREES

Continue rhythm of trees to create a fullness within corridor

ORNAMENTAL FENCE

Allow for more of a protective path for pedestrians



WAYFINDING

Build off current banners and features to distinguish commercial district

CENTER ENTRY

Improved pedestrian experience to Giant Eagle entry

STREETSCAPE

Break up expansive roadway with median and dedicated pedestrian crosswalk

PLACE-MAKING

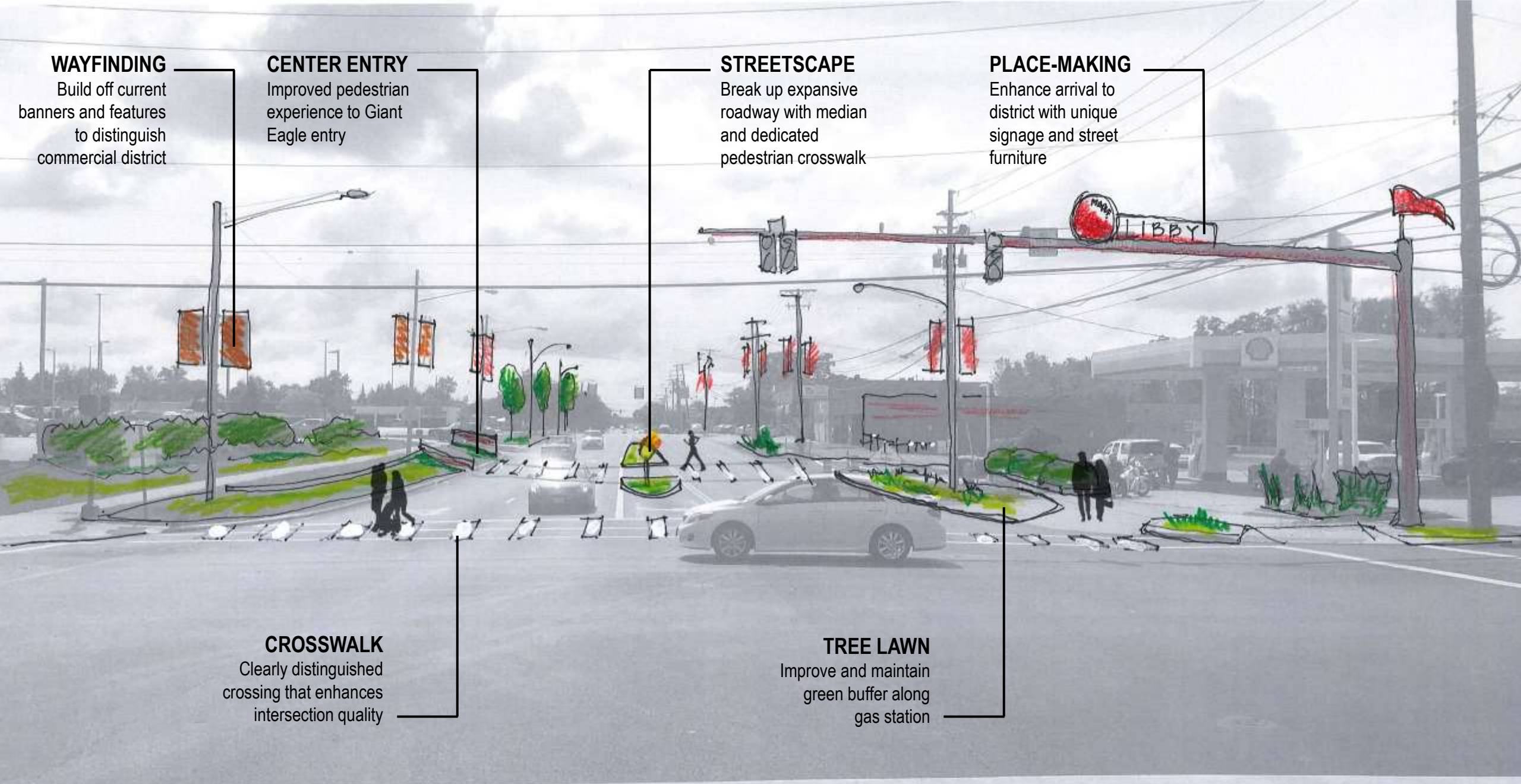
Enhance arrival to district with unique signage and street furniture

CROSSWALK

Clearly distinguished crossing that enhances intersection quality

TREE LAWN

Improve and maintain green buffer along gas station





WARRENSVILLE CENTER RD and STOCKTON AVE

MURAL

Place-making
feature

DECORATIVE FENCE

Creation of a nice buffer for parking

WAYFINDING

Enhance connection
with school

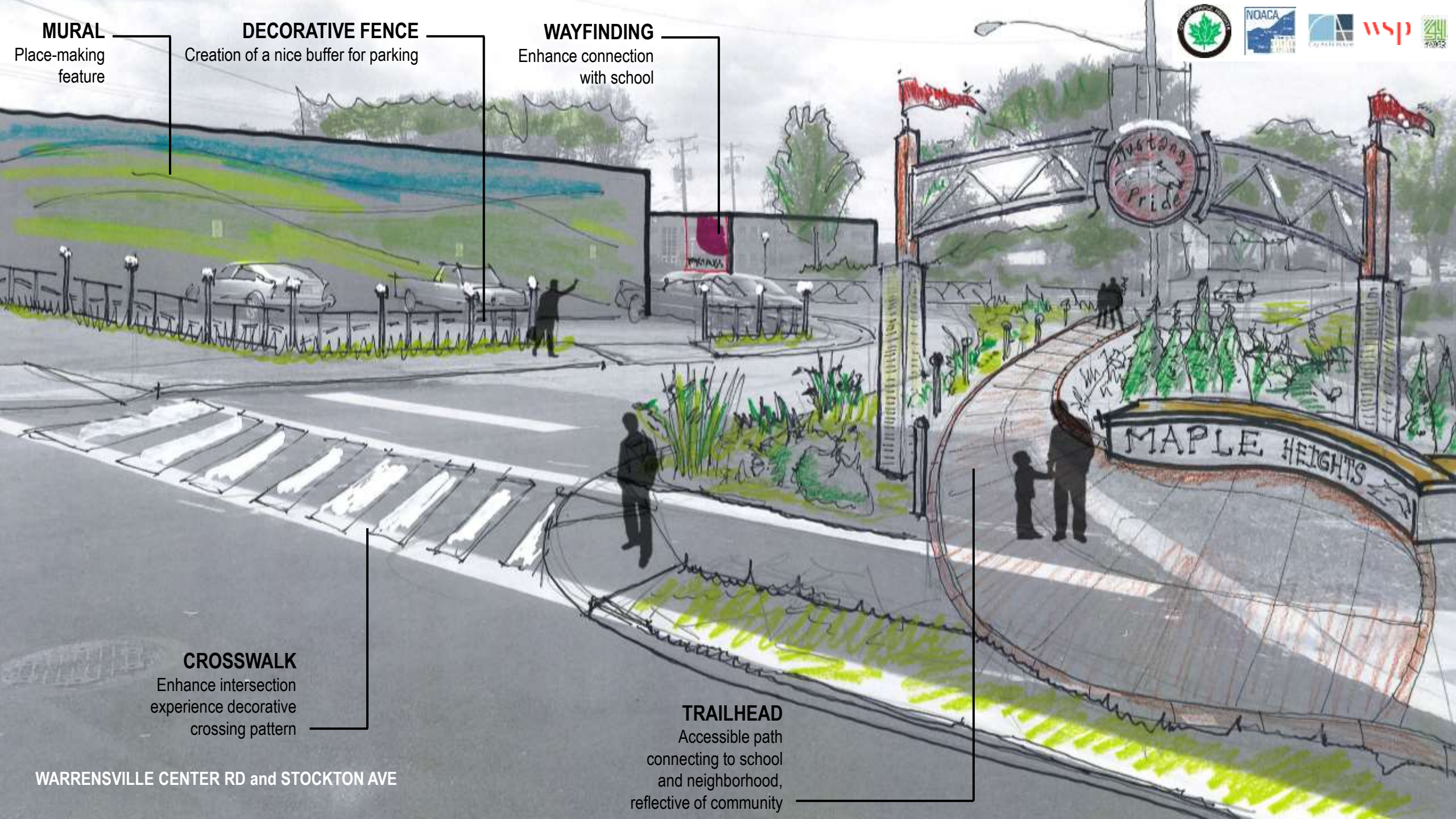
CROSSWALK

Enhance intersection
experience decorative
crossing pattern

TRAILHEAD

Accessible path
connecting to school
and neighborhood,
reflective of community

WARRENSVILLE CENTER RD and STOCKTON AVE



THANK

YOU!

