

Goal 1

ENHANCE AND PROGRAM PARKS AND PUBLIC SPACES

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

WHAT?

Improving existing parks and public spaces with modern, attractive features that are desired by residents. Bringing events to those spaces to ensure they are active and well-used by residents.

WHY?

Residents said they would like to see improvements to their parks to ensure they reflect the quality of the Rocky River community. This was especially true of Lakefront parks and some smaller community parks such as Martin and Morley parks.

HOW?

- A. Develop a detailed Parks and Public Spaces Master Plan to address specific recreational needs and physical improvements in parks and public spaces
- B. Work with property owners to expand public access to beaches adjacent to lakefront parks
- C. Construct or improve public spaces in business districts throughout the City
- D. Organize a new board or empower an existing one to program new public spaces with events that engage residents, encourage small business, and foster community interaction
- E. Develop Special Improvement Districts in Downtown River and other commercial areas

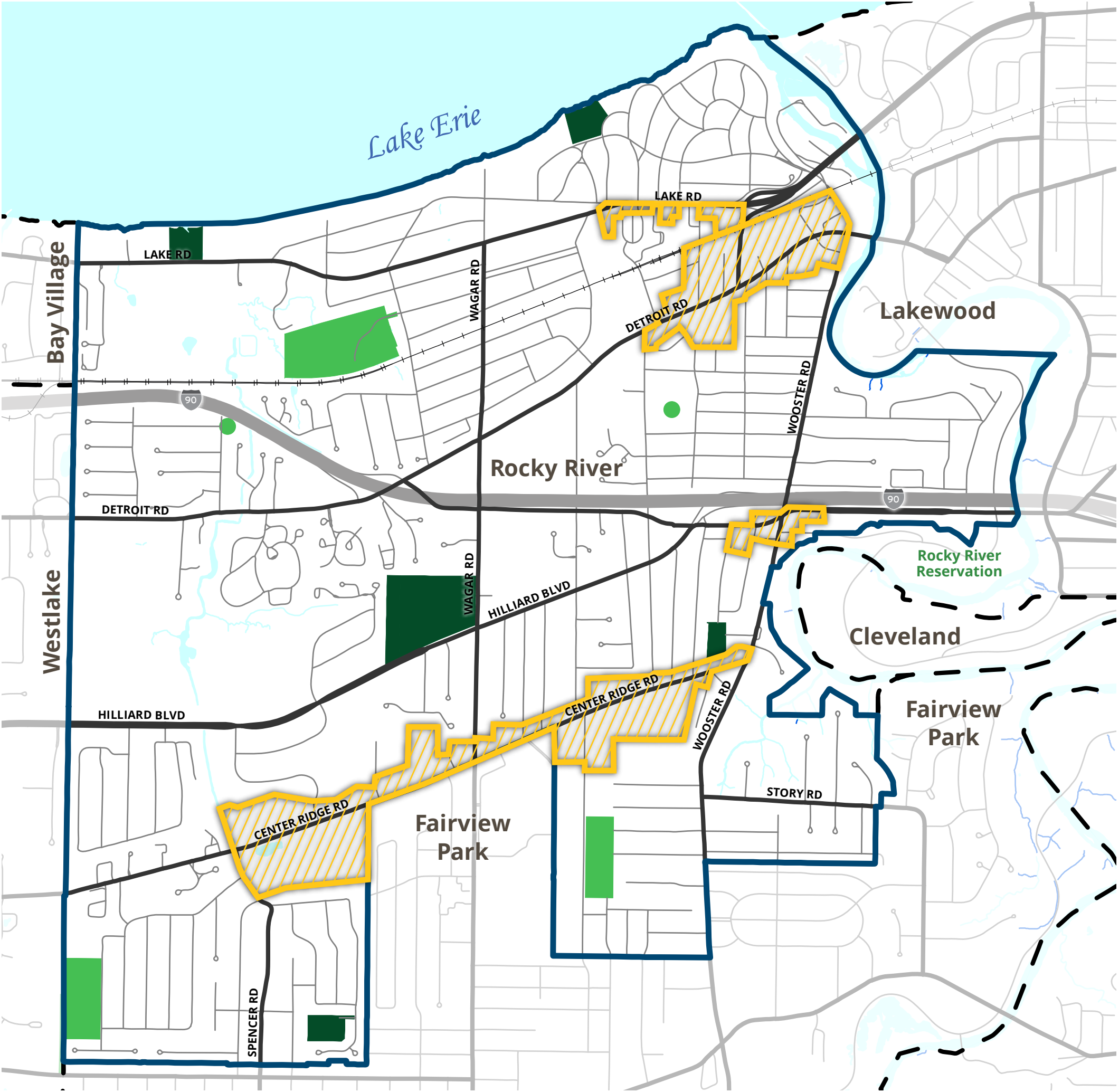


Using Events to Add Vibrancy



Enhancing Existing Parks

MAP 1 PARK PRIORITIES AND SIDS



Park Priorities

Parks in dark green are identified as high priority parks for improvements based on the results of the community survey, the proximity of parks to Lake Erie, and existing plans for improvements. All parks should be reviewed as part of the recommended Parks & Public Spaces Master Plan.

Potential Special Improvement Districts (SIDs)

Four potential Special Improvement Districts (SIDs) have been identified: Downtown River, Lake Road, Hilliard/Wooster, and Center Ridge Road. The City should partner with businesses in these areas to consider Special Improvement Districts that assist in funding physical and programmatic improvements in these areas.

Keep It!

Change It!

Comment



Goal 2

IMPROVE STREETSCAPES THROUGH INFRASTRUCTURE REPAIR & ENHANCEMENT

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

WHAT?

Repairing existing streets and sidewalks through repaving and reconstruction. Improving the look of targeted streets through the addition of trees, enhanced infrastructure, benches, wide sidewalks, and lighting.

WHY?

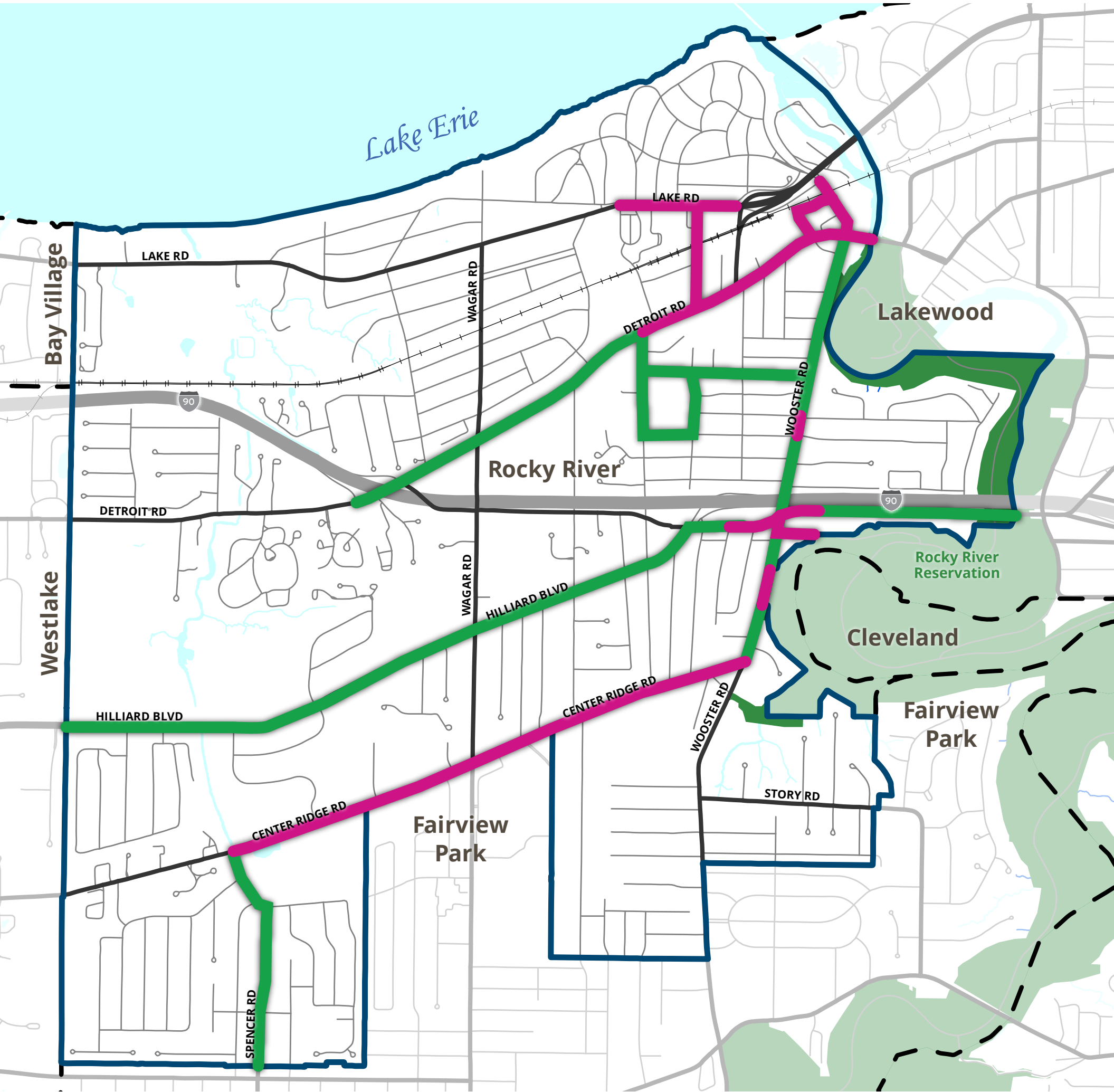
Infrastructure is important to travelers to ensure they have a safe journey, but it is also important to residents, visitors, and business owners because quality streets reflect the quality of the community.

(More information on green infrastructure and stormwater management is available in Goal #5)

HOW?

- A. Continue the City’s aggressive infrastructure repair program
- B. Adopt a Complete and Green Streets policy to ensure all modes of transportation and green elements are incorporated into street reconstruction
- C. Develop standards for enhanced infrastructure such as lighting, sidewalks, gateway entrances, and bicycle infrastructure that can be used in infrastructure priority areas as identified on the map on the following page
- D. Invest in enhanced infrastructure when streets are rebuilt or funding is available

MAP 2 STREETSCAPE PRIORITIES



Streetscape Priorities
Streets identified in pink are prioritized for business district streetscapes that can include enhanced infrastructure such as sidewalks, gateways, decorative lighting, and other features.

Streets identified in green are primarily residential streets that could benefit from streetscaping such as trees, small signs, or stamped crosswalks that could enhance the look of those streets.

Keep It!

Change It!

Comment?



Goal 3

CONSTRUCT A CITYWIDE TRAIL AND BICYCLE NETWORK

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

WHAT?

Constructing wide sidewalks, off-road trails, bike lanes, or markings that identify safe routes for bicyclists or pedestrians to get to major points of interest in the City, adjoining communities, and Cleveland Metroparks.

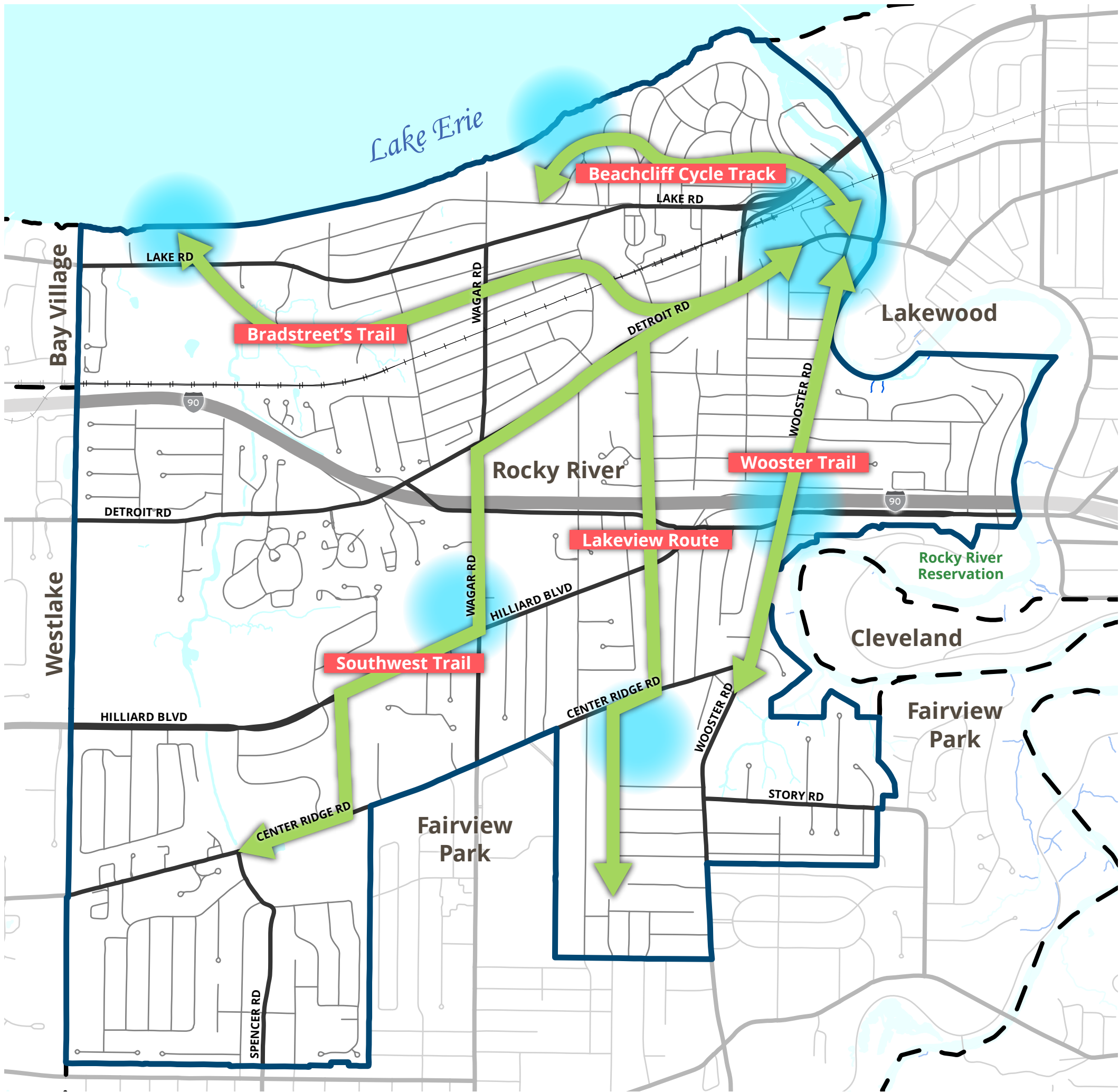
WHY?

Residents said they would like to improve the ease and safety of getting around the community via foot or bicycle. Building safe routes around the City allows residents, students, visitors, or others to walk safely to business districts, parks, schools, or other areas.

HOW?

- A. Work with NOACA and transportation agencies to develop preliminary and final engineering for a network of trails
- B. Seek grant funding to construct the bicycle network
- C. Monitor privately owned land for opportunities to acquire properties that can complete the network
- D. Work with businesses or seek grant funding to add bicycle parking in business districts
- E. Update the City's development code to require bicycle parking
- F. Work with Cuyahoga Greenways to establish an ongoing maintenance plan for trails
- G. Develop design guidelines for trails, bicycle routes, and crossings

MAP 3 PROPOSED NETWORK



Proposed Network

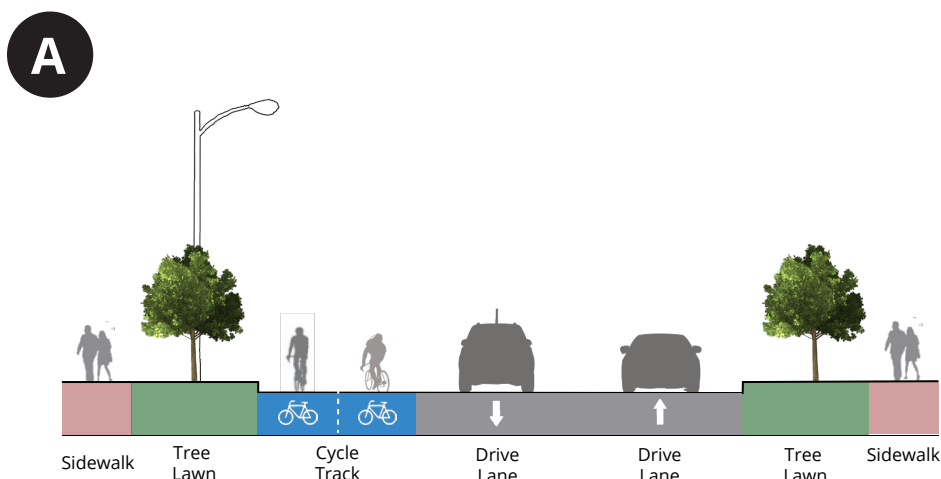
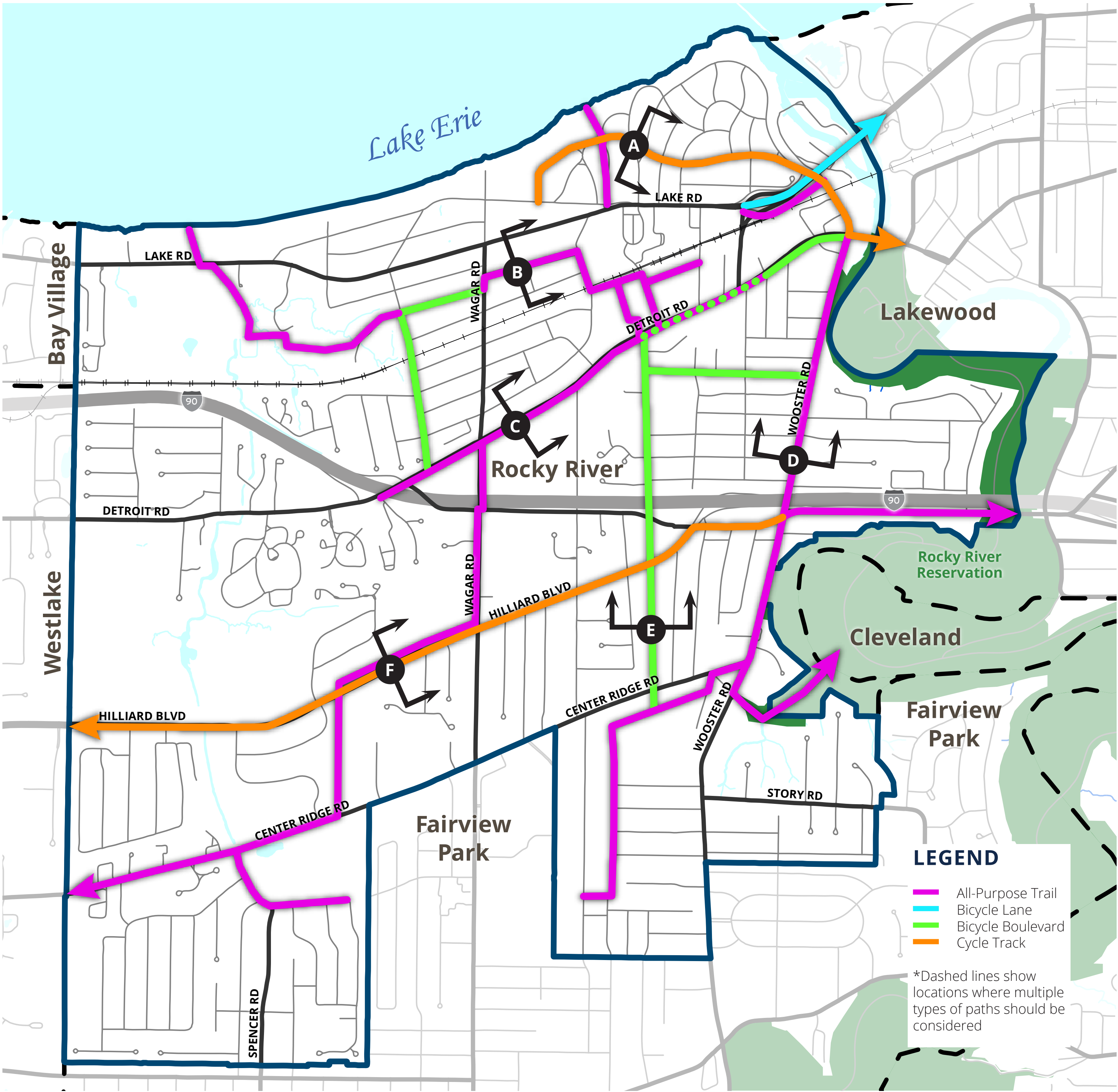
The Proposed Network map at left outlines the generalized locations of priority trail and bicycle routes through the City. Generalized routes are shown in green while important community destinations are shown in blue.

Keep It!

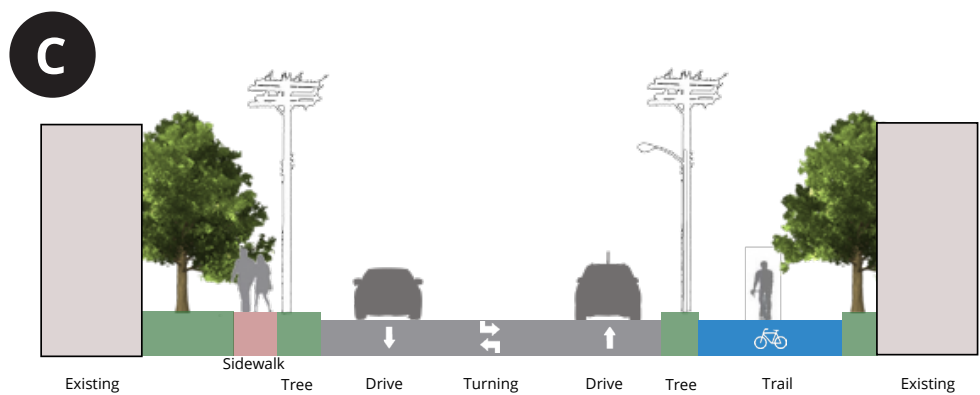
Change It!

Comment

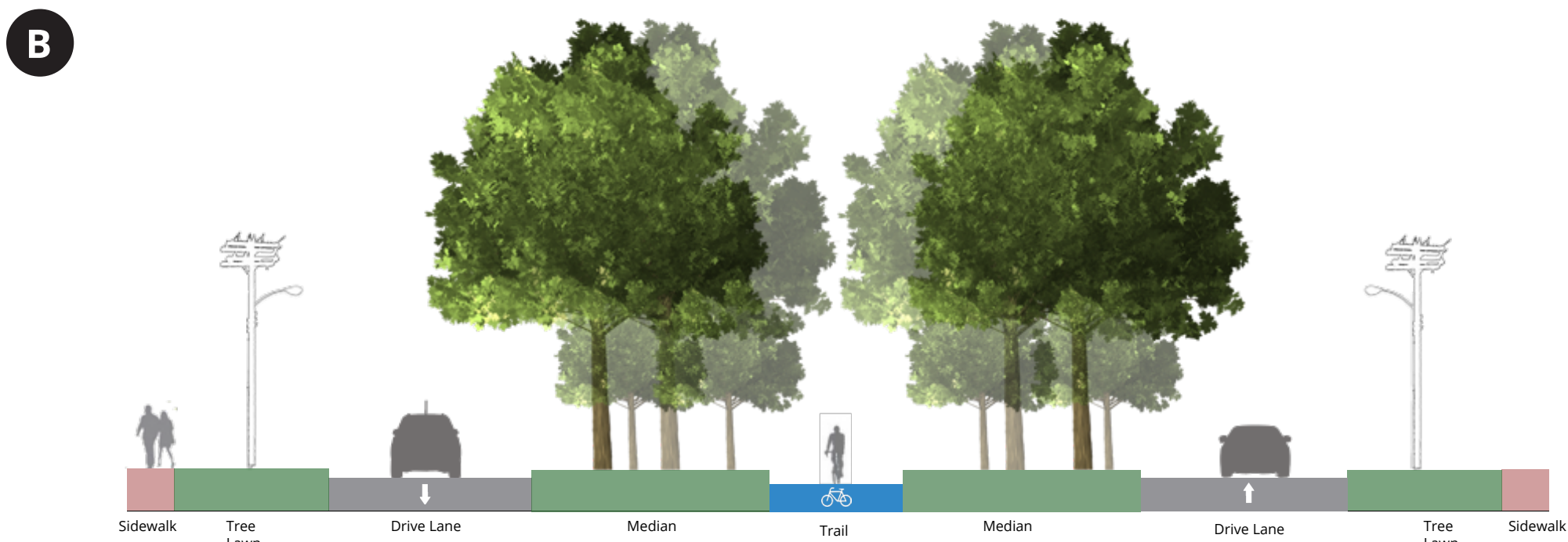




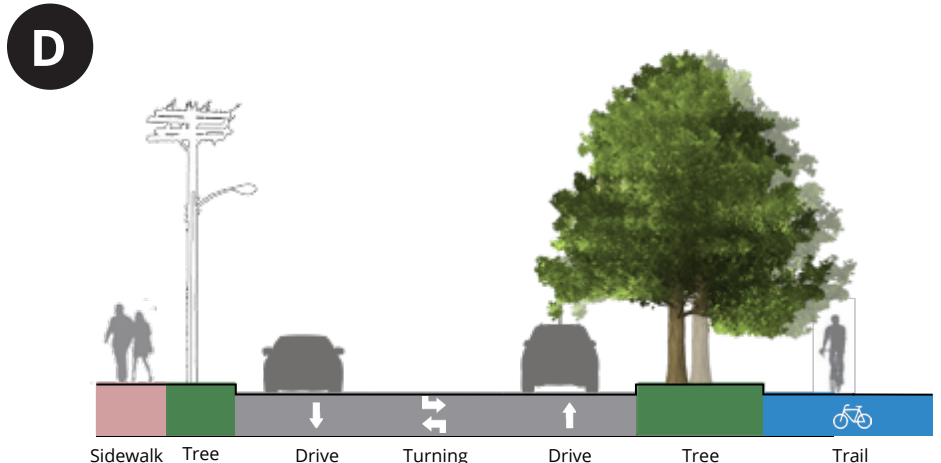
Beachcliff Road Cycle Track
The Beachcliff Road Cycle Track would reduce the width of existing drive lanes for a two-way bicycle lane and two drive lanes.



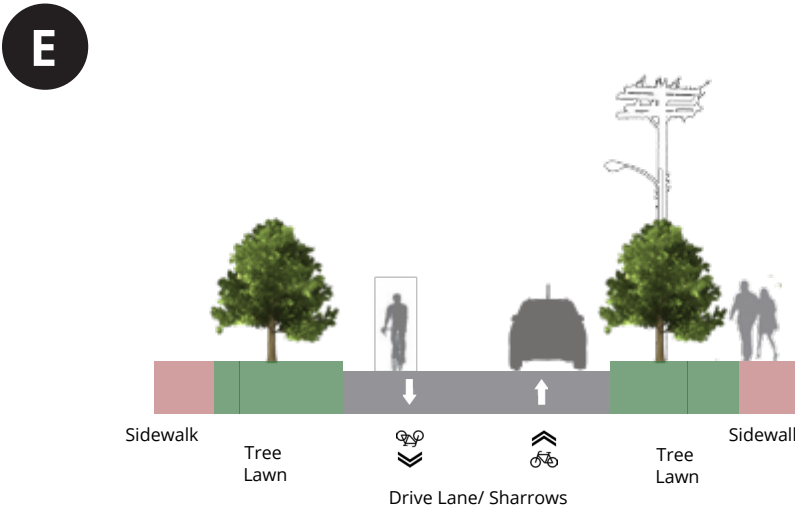
Detroit Road All-Purpose Trail
The Detroit Road All-Purpose Trail would widen sidewalks within the deep setbacks along the corridor to allow for a trail used by pedestrians and bicyclists.



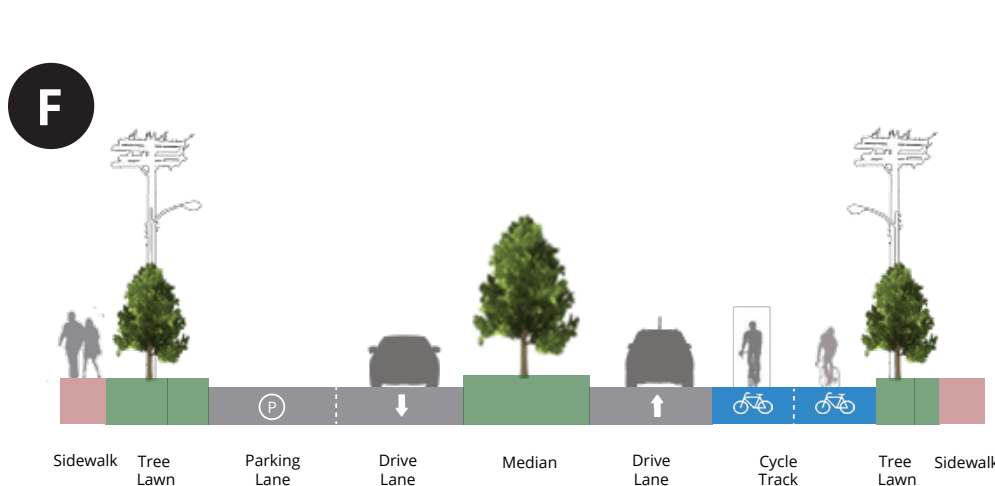
Beaconsfield Boulevard Median Trail
The Beaconsfield Boulevard Median Trail would construct a path in the middle of the median to connect Elmwood Park to Downtown River.



Wooster Road All-Purpose Trail
The Wooster Road All-Purpose Trail would likewise widen sidewalks along Wooster Road; however, existing setbacks would constrain the width of this trail.



Lakeview Bicycle Boulevard
The Lakeview Road Bicycle Boulevard would include painted street markings, route signage, and potentially green infrastructure to show bicyclists are welcome on-street.



Hilliard Boulevard Cycle Track
The Hilliard Boulevard Cycle Track would use an existing drive and parking lane for a two-way cycle track and use another existing drive line for a permanent parking lane.

Goal 4

INCENTIVIZE THE BEAUTIFICATION OR REHABILITATION OF DISTRESSED PROPERTIES

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

WHAT?

Using outreach to property owners, strong code enforcement, and--if necessary--tax incentives to rehabilitate properties that do not live up to Rocky River standards. Encouraging the use of landscaping to beautify properties.

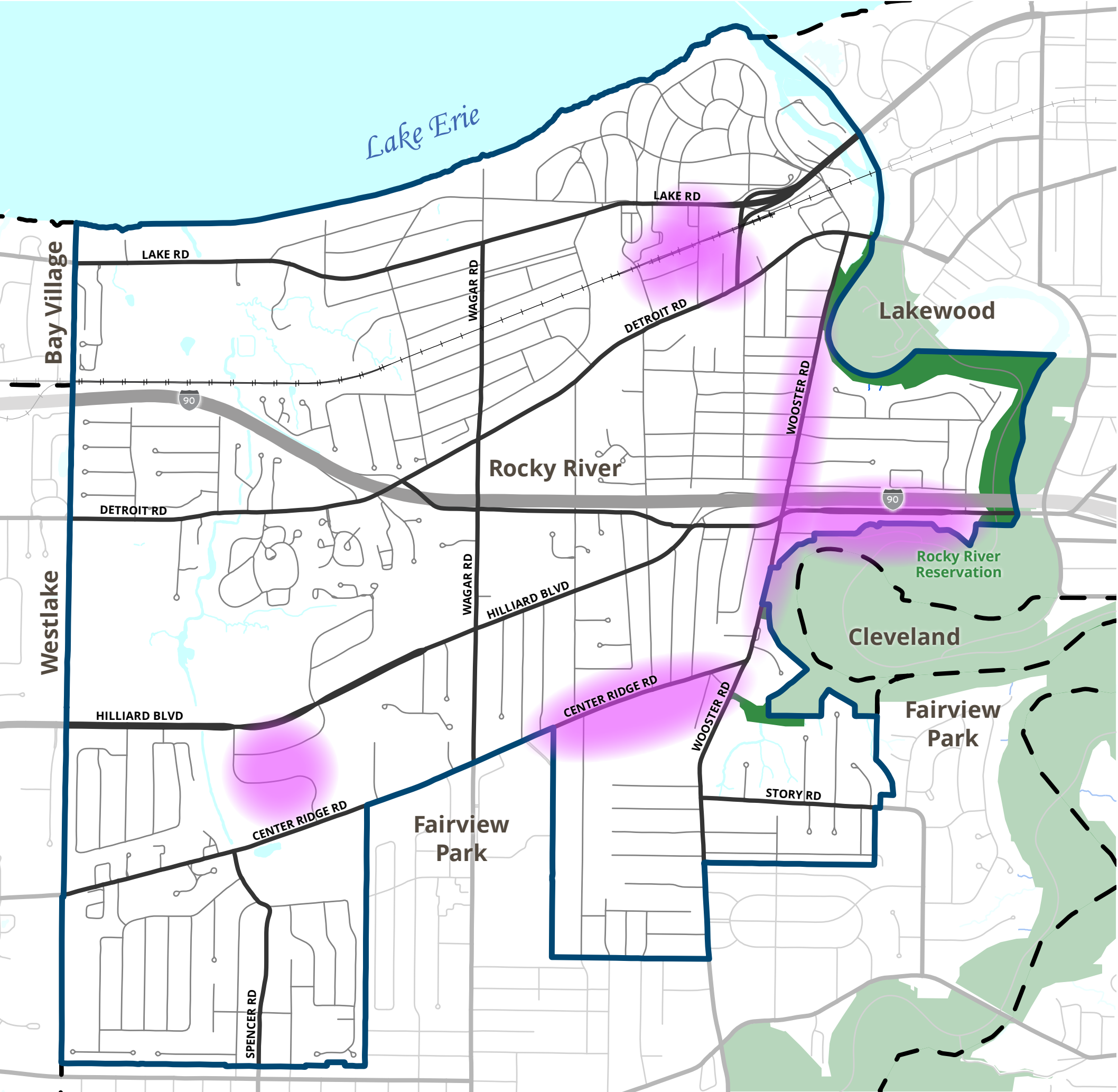
WHY?

Residents identified the need to maintain homes and especially to encourage the rehabilitation of certain areas of the City where the housing stock may not be adequately maintained. This goal outlines a number of different methods that can be used in tandem to encourage, require, and incentivize home rehabilitation.

HOW?

- A. Develop a Community Reinvestment Area that *uses tax incentives to encourage the rehabilitation or redevelopment* of distressed areas
- B. Identify owners of distressed properties and *undertake proactive outreach to showcase how the City can assist with* and owners can profit from beautification or rehabilitation projects
- C. Work with property owners, developers, and public agencies to *assemble land in target redevelopment areas*
- D. Continue to *aggressively pursue code enforcement violations* of distressed properties
- E. Update and *strengthen the City's existing landscaping regulations* to ensure new construction and renovations incorporate substantial landscaped areas
- F. *Develop landscaping plans* for struggling corridors and specific plans for standard multi-family properties to provide to landlords

MAP 5 TARGET AREAS



Target Areas
The target areas generally shown in the map above are areas where initial outreach to property owners and incentives for upgrades could have the greatest effects.

The potential areas would need to be reviewed by the City and appropriate incentives would have to be determined, planned, and budgeted.

Keep It!

Change It!

Comment



Goal 5

BEAUTIFY THE CITY AND PROTECT THE ENVIRONMENT WITH GREEN INFRASTRUCTURE

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WHAT?

Adding trees, protecting rivers, and using green infrastructure to limit the amount of polluted water entering our rivers and streams.

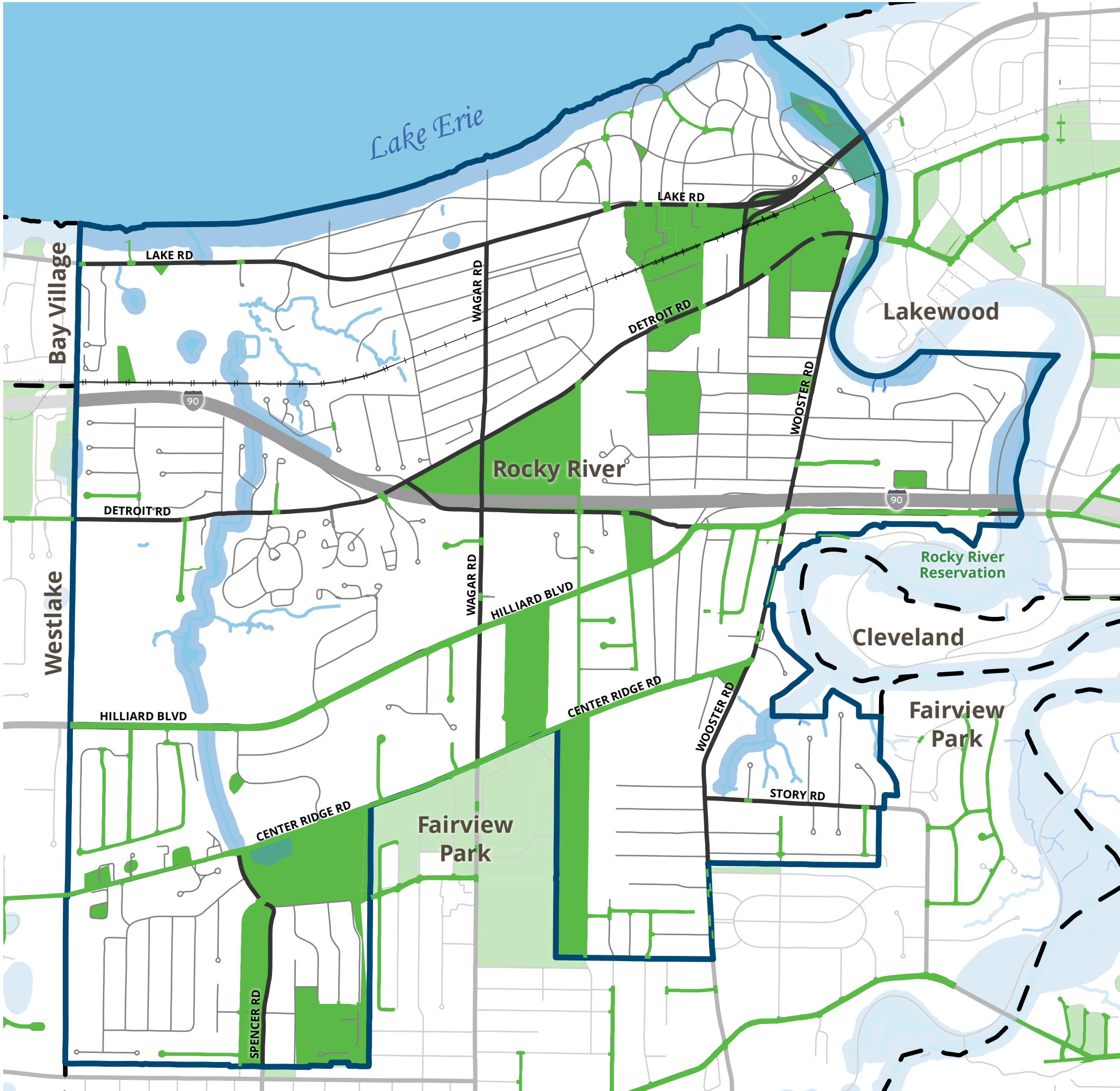
WHY?

Green infrastructure such as trees and native plants can beautify City streets, boost property values, and protect critical environmental features.

HOW?

- A. Adopt tree protection ordinances that require tree inventories, protection plans, and/or tree removal fees as part of development proposals
- B. Work with non-profits and qualified professionals to educate residents on tree stewardship and green infrastructure on private property
- C. Review the City's development codes to remove barriers to rain barrels, solar panels, and other green infrastructure elements
- D. Consider matching funds for planting trees, installing rain gardens, or disconnecting downspouts on private property
- E. Update parking lot standards for large-scale developments to include green stormwater infrastructure
- F. Consider regulations to limit new development within specified distances of existing streams and waterways
- G. Incorporate green infrastructure such as rain gardens in new development or as part of road reconstruction

MAP 6 PRIORITY TREE CANOPY AND RIPARIAN AREAS



Priority Tree Canopy Areas

The Priority Tree Canopy Areas shown in green above are streets or neighborhood blocks with the lowest percentage of tree canopy coverage in Rocky River. These areas should be considered priority for the addition of street trees or trees on privately owned property to improve the tree canopy.

Priority Riparian Areas

The Priority Riparian Areas shown in blue on the map above are setbacks from streams and rivers that run within Rocky River. These are areas that should be of prime concern when implementing any stream setback regulations that would limit new structures near rivers and waterways.

Keep It!

Change It!

Comment?



Goal 6

SUPPORT THE GROWING SENIOR POPULATION WITH HOUSING, AMENITIES, AND SERVICES

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

WHAT?

Accessible housing, walkable neighborhoods, and strong services to make living in Rocky River safe, enjoyable, and accessible to seniors.

WHY?

The senior population is growing dramatically in Rocky River and in Cuyahoga County as a whole. Seniors are looking to remain in their homes and in their communities as they age, so constructing housing and providing the services needed to allow this is important.

HOW?

- A. *Identify existing accessible housing, one-story homes, and homes with first-floor bathrooms and master bedrooms; and advertise the list to seniors seeking to age in place*
- B. *Research, develop, and adopt a universal design guidebook that outlines features such as first-floor master suites, accessible entrances, accessible bathrooms, or easy-entry handles*
- C. *Consider subsidies or tax incentives for modifying existing homes to include universal design features*
- D. *Work with local and state agencies that provide energy assistance programs such as weatherization, electric conservation, or water repair and conservation issues in order to assist low-income seniors in remaining in their homes longer*
- E. *Support the development of new senior housing facilities, where appropriate*
- F. *Consider zoning policies for accessible Accessory Dwelling Units (ADUs) that could include cottage housing, multigeneration homes, co-housing, or other residential types*
- G. *Add additional accessible parking in Downtown River*
- H. *Continue hosting events and providing the amenities needed to support the senior population*

EXAMPLES OF UNIVERSAL DESIGN ELEMENTS IN THE HOME:



Items such as wide doors, flat entryways, and lever handles make using homes easier for those with mobility issues. By encouraging new homes to be designed with these features, people of all ages and abilities will be better able to access housing in Rocky River.

Keep It!

Change It!

Comment



Core Project 1

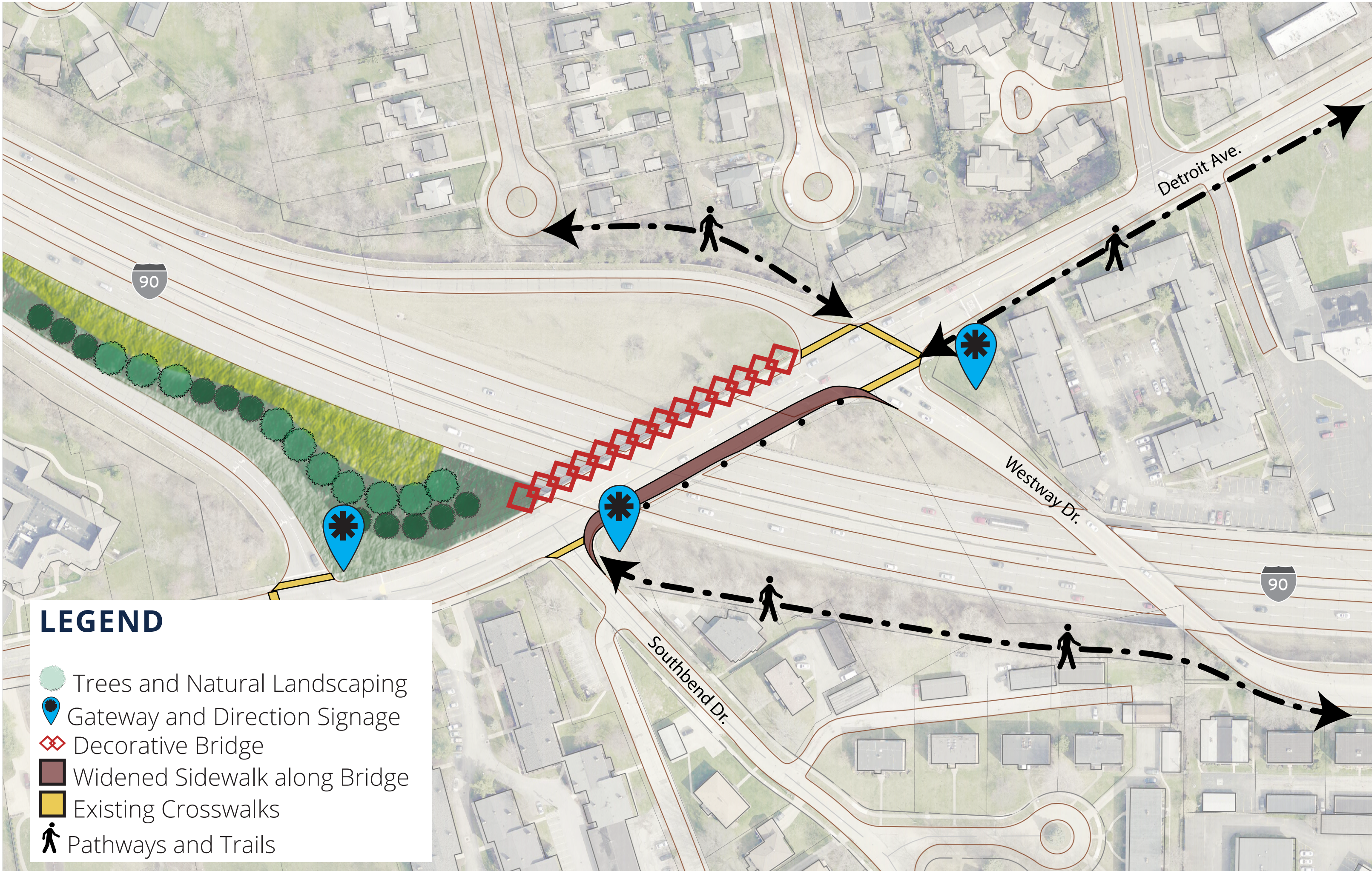
THE WESTWAY GATEWAY

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

For residents and visitors, the interchange at I-90 and Detroit is a gateway and connection that does not currently provide the connections or visuals desired. For residents seeking a clear pedestrian path between Detroit Road and Wagar, there are no sidewalks along Westway. For visitors entering River, there are no gateway signs identifying directions to Downtown.

POTENTIAL IMPROVEMENTS

- Landscaping on highway off-ramp
- Gateway and directional signs
- Decorative bridge elements such as lighting or welcome sign
- Widened sidewalk over bridge for safe crossing
- Path above retaining wall to connect Detroit to Westway Drive
- Trail to Downtown River



Decorative Bridge:
Lighting, decorative fencing, and a unique paint color could give the Detroit bridge a distinctive look.



Retaining Wall Walk:
A retaining wall along the highway could provide space for a pedestrian path above the retaining wall.

Keep It!

Change It!

Comment?



Core Project 2

HILLIARD BOULEVARD ROAD DIET

(EAST OF WOOSTER ROAD)

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Hilliard Boulevard (East of Wooster Road) could benefit from going on a ‘road diet.’ That is, the road could be shrunk from five lanes (including the center turn lane/median) to two or three lanes. The rendering to the right and roadway configurations below show how this could be accomplished while providing additional space for development.

POTENTIAL

IMPROVEMENTS

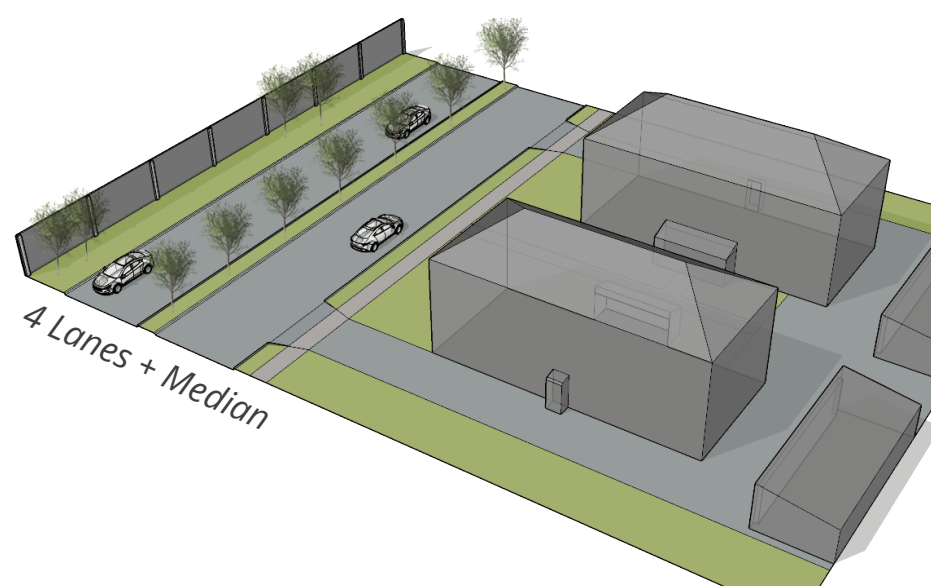
- Reduced lanes provide additional greenspace
- Bike lanes or multi-purpose trail
- Development or redevelopment potential of older buildings



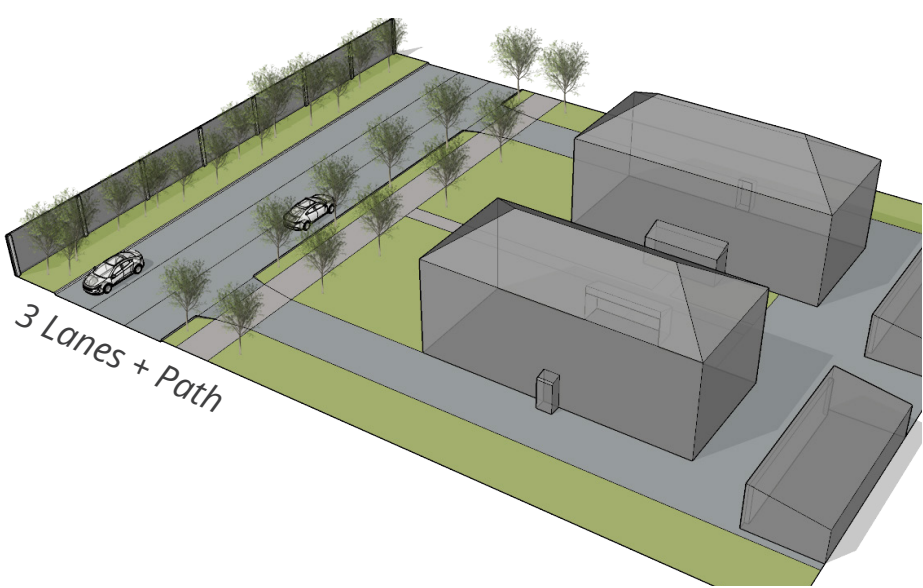
Existing Street Section
The existing layout of Hilliard Boulevard includes a small median, multiple lanes of traffic, and older apartment buildings.



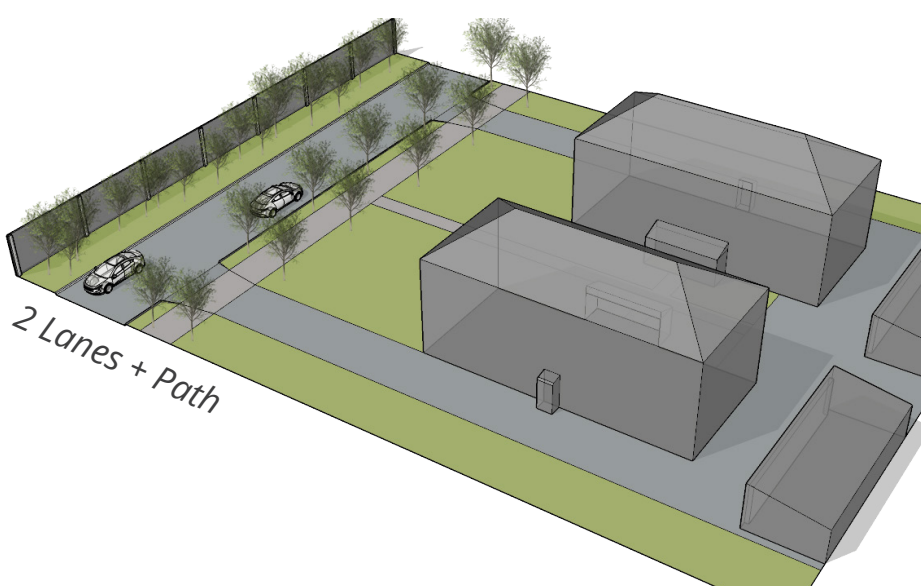
Potential Road Diet
By removing two lanes of traffic and shrinking Hilliard Boulevard, the street can accommodate additional trees and a multi-purpose trail.



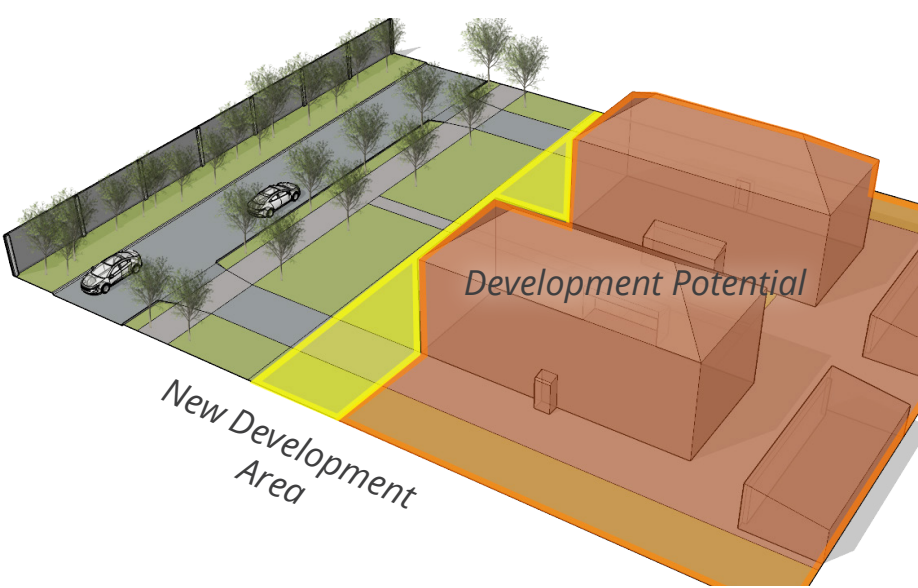
Existing Roadway



Small Road Diet



Large Road Diet



Large Road Diet Potential Development

Keep It!

Change It!

Comment

Core Project 3

WOOSTER ROAD RECREATIONWAY

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

Wooster Road has risen as a key connection between many of Rocky River’s assets: Downtown, walkable business districts, the Metroparks, and strong residential neighborhoods. The recreationway concept identifies investments and development opportunities that would link and activate this corridor.

POTENTIAL IMPROVEMENTS

- Multiple, clear connections to the Metroparks
- Multiple small parks and overlooks into the Valley
- Improvements to the Wooster Road bridge to provide wider sidewalks and safer crossings
- Improvements to commercial areas to make them more walkable
- Widened sidewalk to encourage use by bicyclists and pedestrians



Overlook Parks



Decorative Bridge with Wide Sidewalks



Improved Park Entrances

Keep It!

Change It!

Comment?

LEGEND

- Potential Parks
- Existing Commercial Structures
- Potential Commercial Development Areas
- Widened Sidewalks or Trails

- A Connection to Downtown, West End Lakewood, and Rocky River Reservation
- B Overlook Park
- C Pocket Park
- D Future Development Potential
- E Bridge Cap
- F Intersection Reconfiguration and Development Potential
- G Connection to Rocky River Reservation
- H Overlook Park
- I Intersection Reconfiguration
- J Potential Connection to Rocky River Reservation



Core Project 4

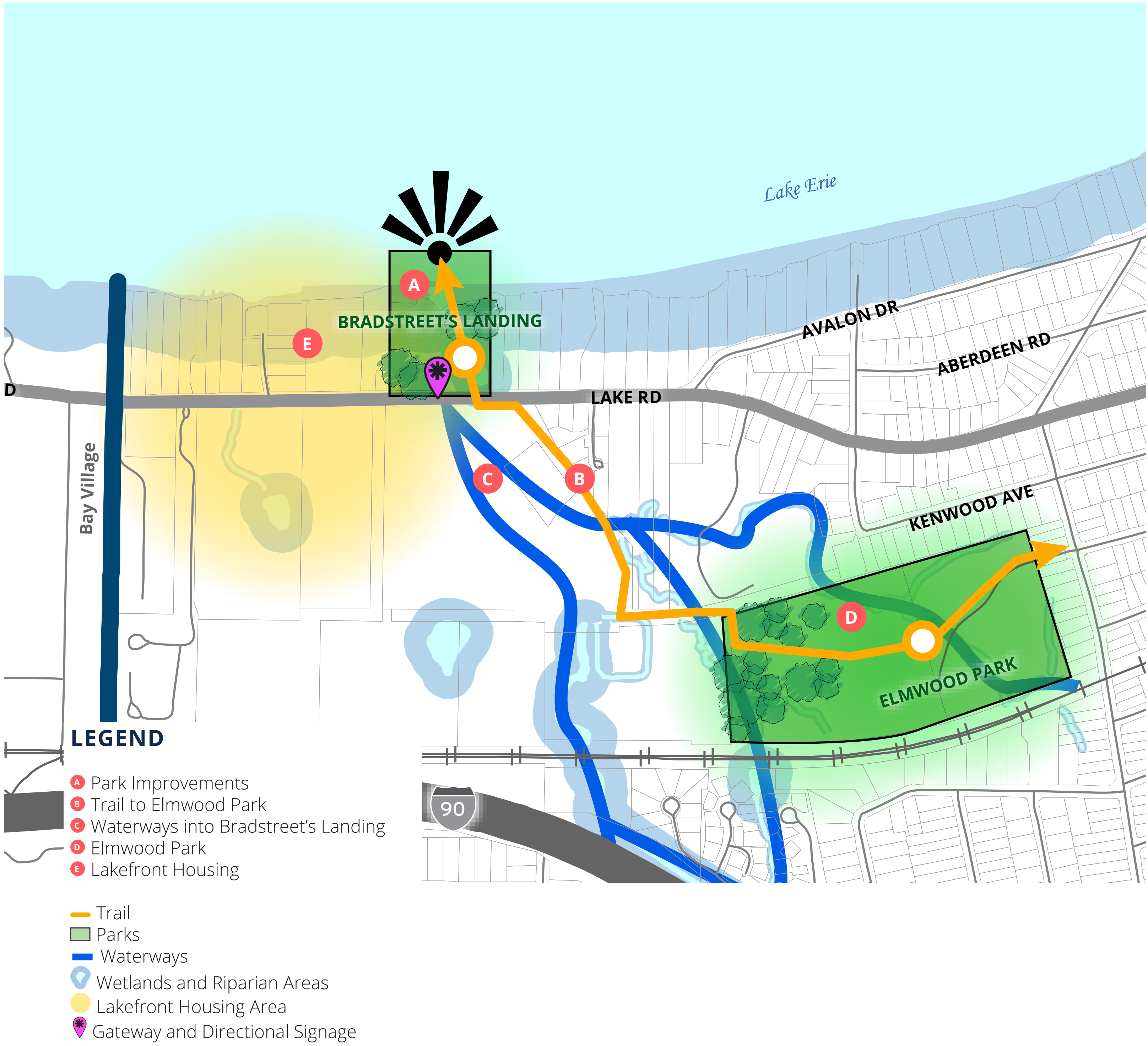
THE BRADSTREET NEIGHBORHOOD

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

The Bradstreet Neighborhood concept shows how park improvements could dovetail with nearby housing, a trail, and park connections to yield an impressive asset.

POTENTIAL IMPROVEMENTS

- Improvements to Bradstreet's Landing such as a refreshed pier or increased greenspace
- Trail connecting Bradstreet's Landing to Elmwood Park
- Green infrastructure to limit the amount of rainwater entering the Lake
- Housing that is oriented to the Lake and the park



Keep It!

Change It!

Comment



Core Project 5

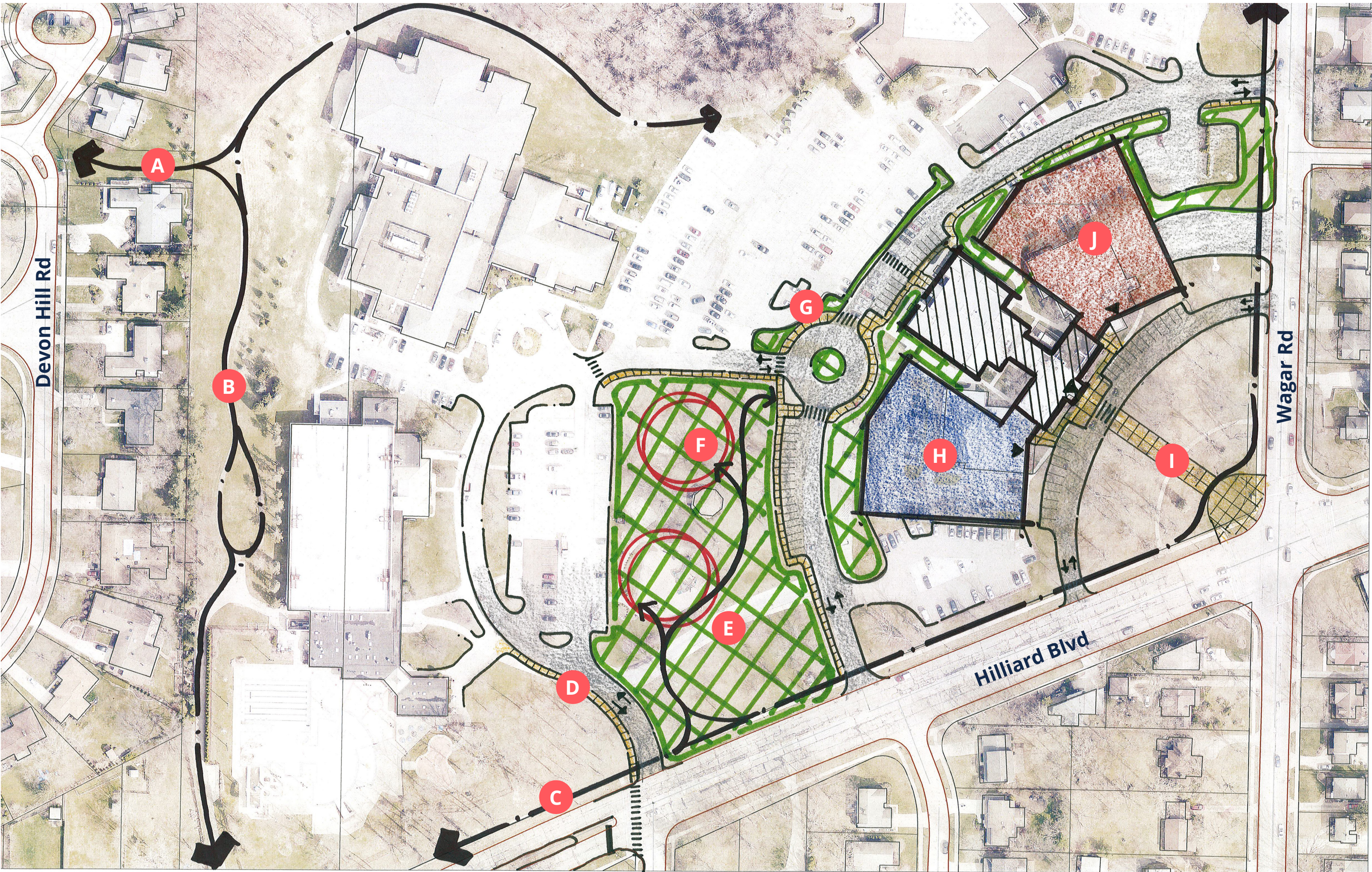
MUNICIPAL CENTER IMPROVEMENTS

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The Rocky River Municipal Center is the heart of civic life, with numerous City structures including City Hall, the Police Headquarters, the Fire Station, Municipal Court, Memorial Hall, the Senior Center, and recreation facilities. The clustering of these municipal facilities is important; however, circulation improvements, park additions, and the redevelopment of needed facilities could change the layout of the center to improve traffic flow, enhance the security of government buildings, and beautify the area.

POTENTIAL IMPROVEMENTS

- Trails through and around the campus
- New traffic pattern to create safer drive aisles
- Additional park space
- Potential for improvements to government buildings
- Security improvements to City Hall entries
- Safer pedestrian connections through the center



LEGEND

- A Neighborhood Trail Connection
- B Municipal Center Loop Trail
- C Trail along Hilliard and Wagar Roads
- D Reoriented Road and Sidewalk Connection to Hilliard
- E Larger Green Space and Playground over Removed Road
- F Proposed Elle's Enchanted Garden
- G Roundabout and Green Infrastructure
- H Potential Police Station Expansion
- I Path into New, Secure City Hall Entrance
- J Potential New Firehouse

Keep It!

Change It!

Comment?



Core Project 6

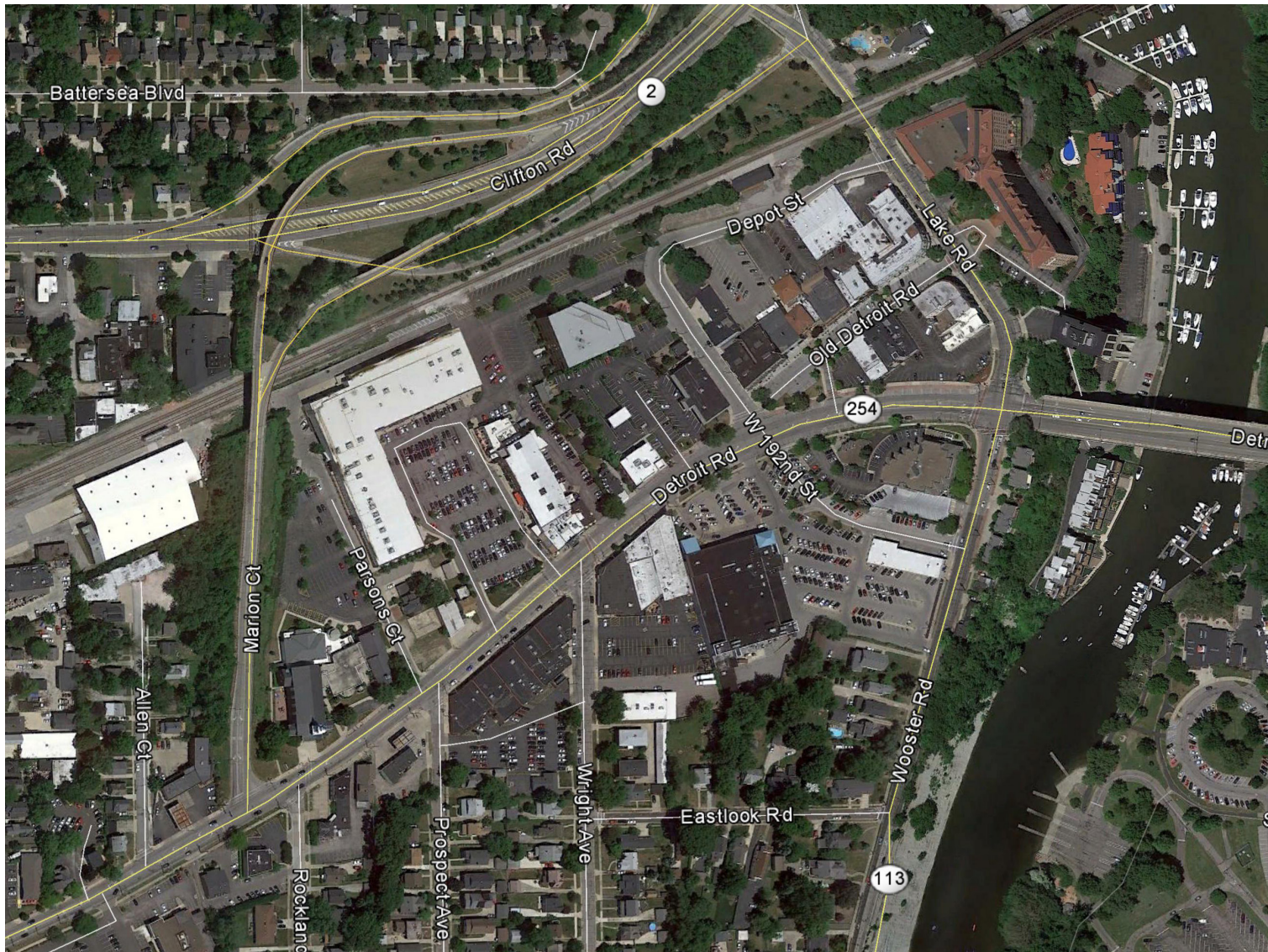
REIMAGINING MARION RAMP & ALLEN COURT: DEVELOPMENT OPTIONS

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Traffic studies in recent years have shown that traffic flow along the Marion Ramp have significantly declined and the road is operating below its capacity. As the Marion Ramp ages, options have been identified for the future: repair the existing structure or remove the ramps and distribute traffic on existing streets.

POTENTIAL IMPROVEMENTS

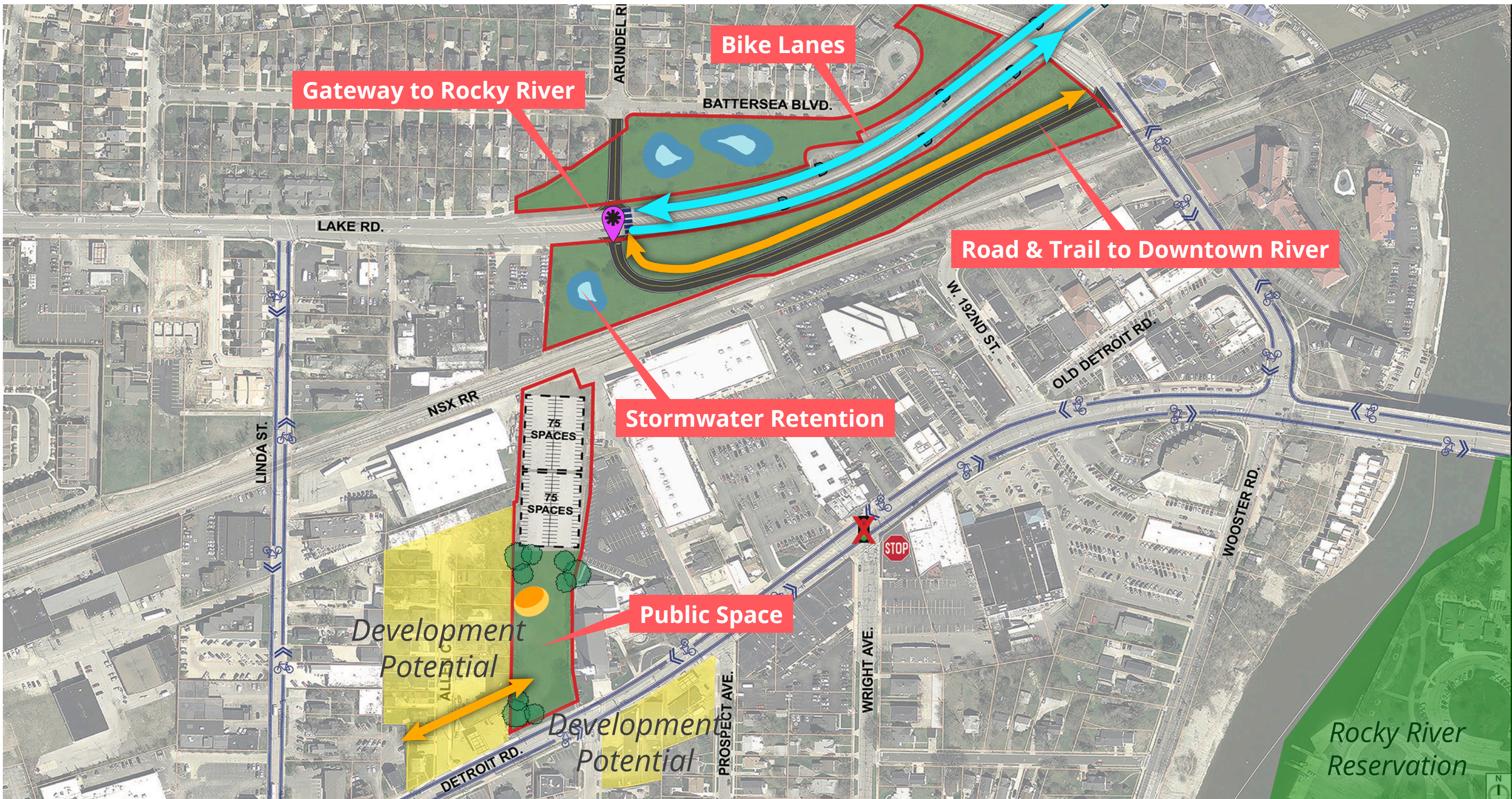
- Option 1: Repair the existing structure
- Option 1: Maintain existing traffic flow
- Option 2: Remove the structure and distribute the limited traffic
- Option 2: New trail and road to Downtown
- Option 2: Attractive gateway into Rocky River
- Option 2: Additional parking and public space for Downtown River
- Option 2: Potential for residential development facing new public space



Existing Configuration



Option 1: Repair



Option 2: Remove and Distribute

Keep It!

Change It!

Comment



Core Project 7

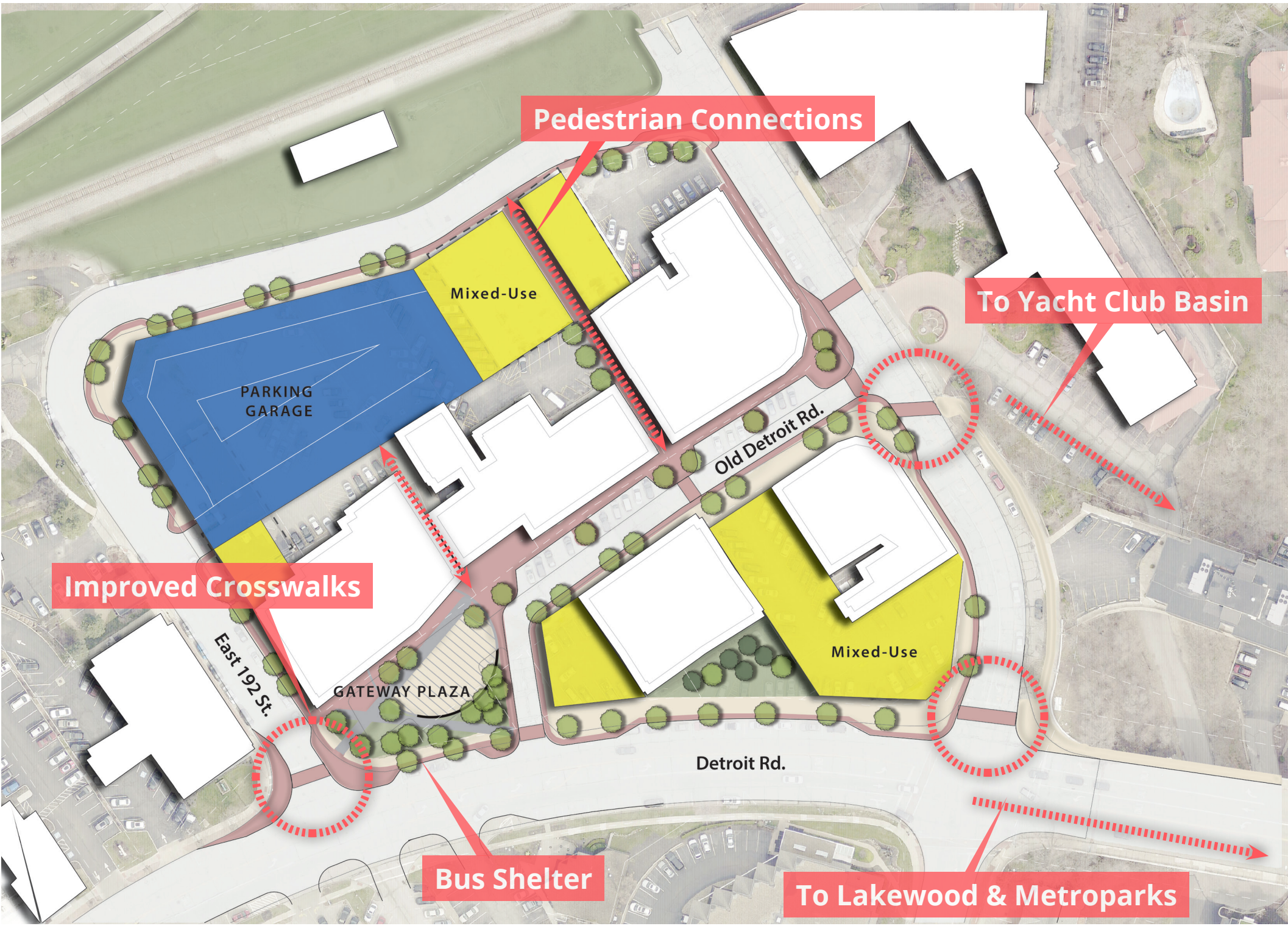
DOWNTOWN RIVER PARKING & DEVELOPMENT

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Downtown River is the heart of Rocky River—a gathering place that boasts small-town charm and character. Residents have stated that they would like stronger pedestrian and bicycle paths to better access Downtown River, connections to Lakewood, parking accessibility, and continued growth.

POTENTIAL IMPROVEMENTS

- New parking garage on existing surface lots
- New retail or restaurants and mixed-use infill on existing small surface parking lots
- Potential for senior housing
- New gateway plaza and public space
- Improved crosswalks and connections to Lakewood and the Metroparks entrance

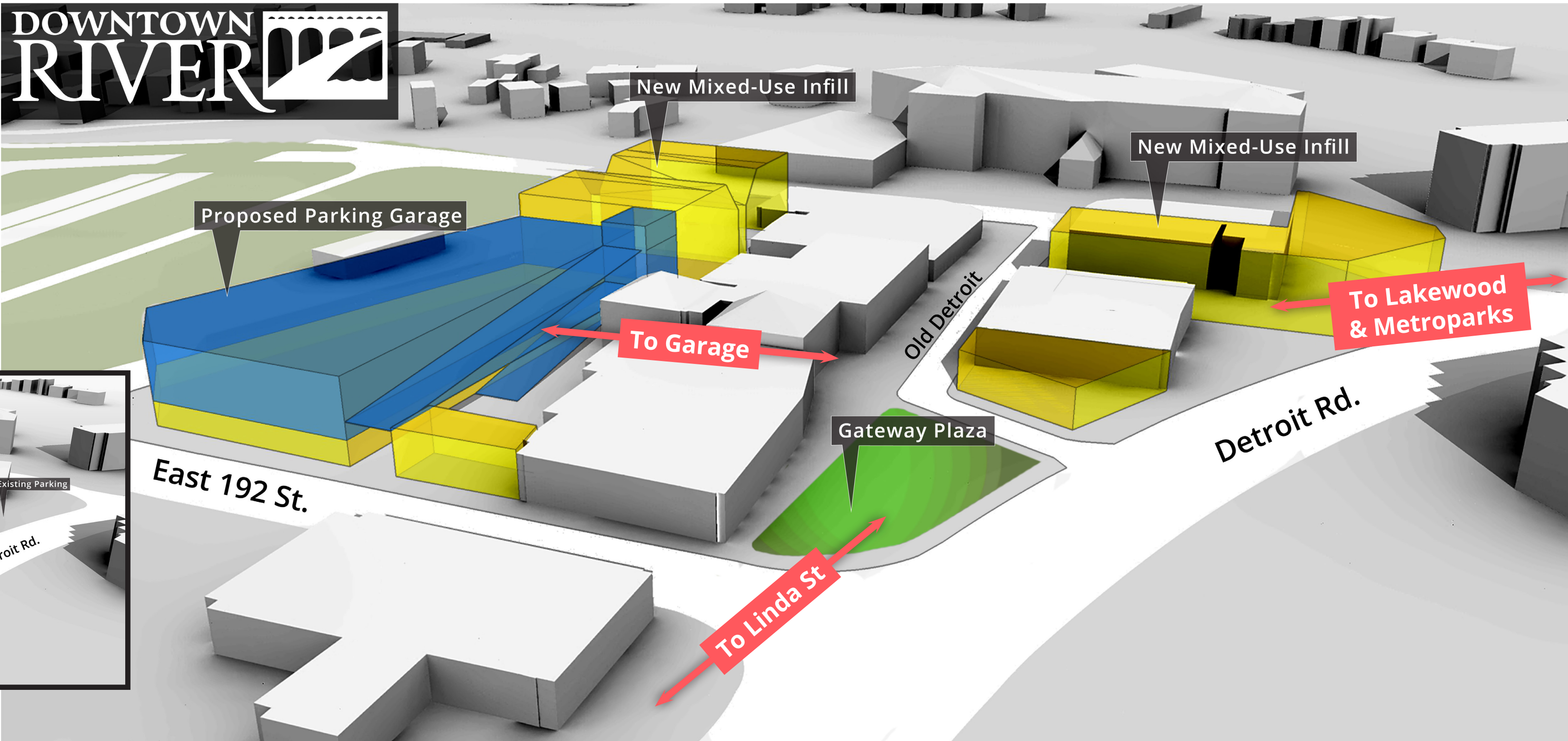


Old River Site Layout

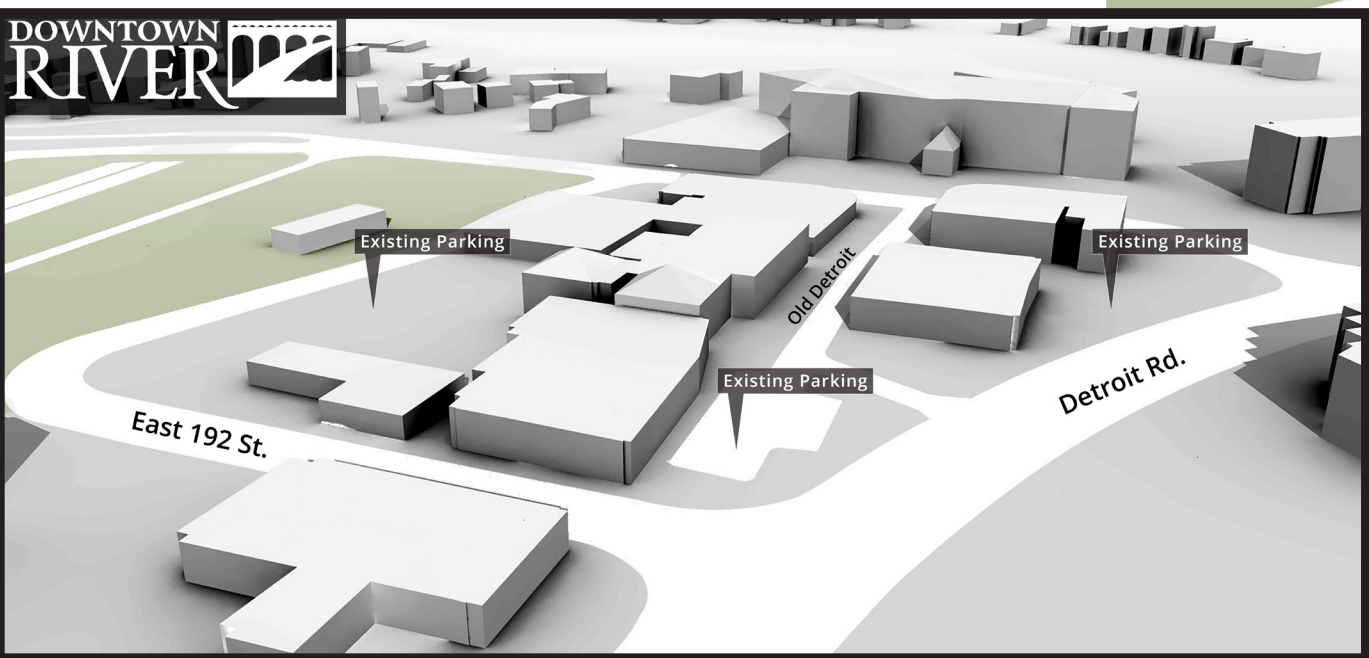
The construction of a parking garage would yield the opportunity for further development in Downtown River. While this could include new mixed-use structures on existing parking lots, it would also allow for some parking spaces to be used for a public gathering space.

New and brighter crosswalks with curb bump-outs would make for safer and shorter crossing distances.

Finally, reduced lane widths on the Detroit Road bridge would create a stronger connection to Lakewood and the Cleveland Metroparks Rocky River Reservation.



Old River Parking & Development



Old River Existing

Keep It!

Change It!

Comment?

Core Project 8

LINDA STREET DISTRICT DEVELOPMENT

Review the above goal and associated actions and maps below. Place a dot in the green box if you want to keep the goal and action as it is. Place a dot in the red box if you want to change it. If you want to change an action, tell us how! Write a comment on a sticky note and place it in the grey box.

The plan example to the right shows how a streetscape could add a Pedestrian Promenade and angled, on-street parking along Linda Street. The plan could be phased in and include new development possibilities, outdoor seating, and enhanced infrastructure.

POTENTIAL IMPROVEMENTS

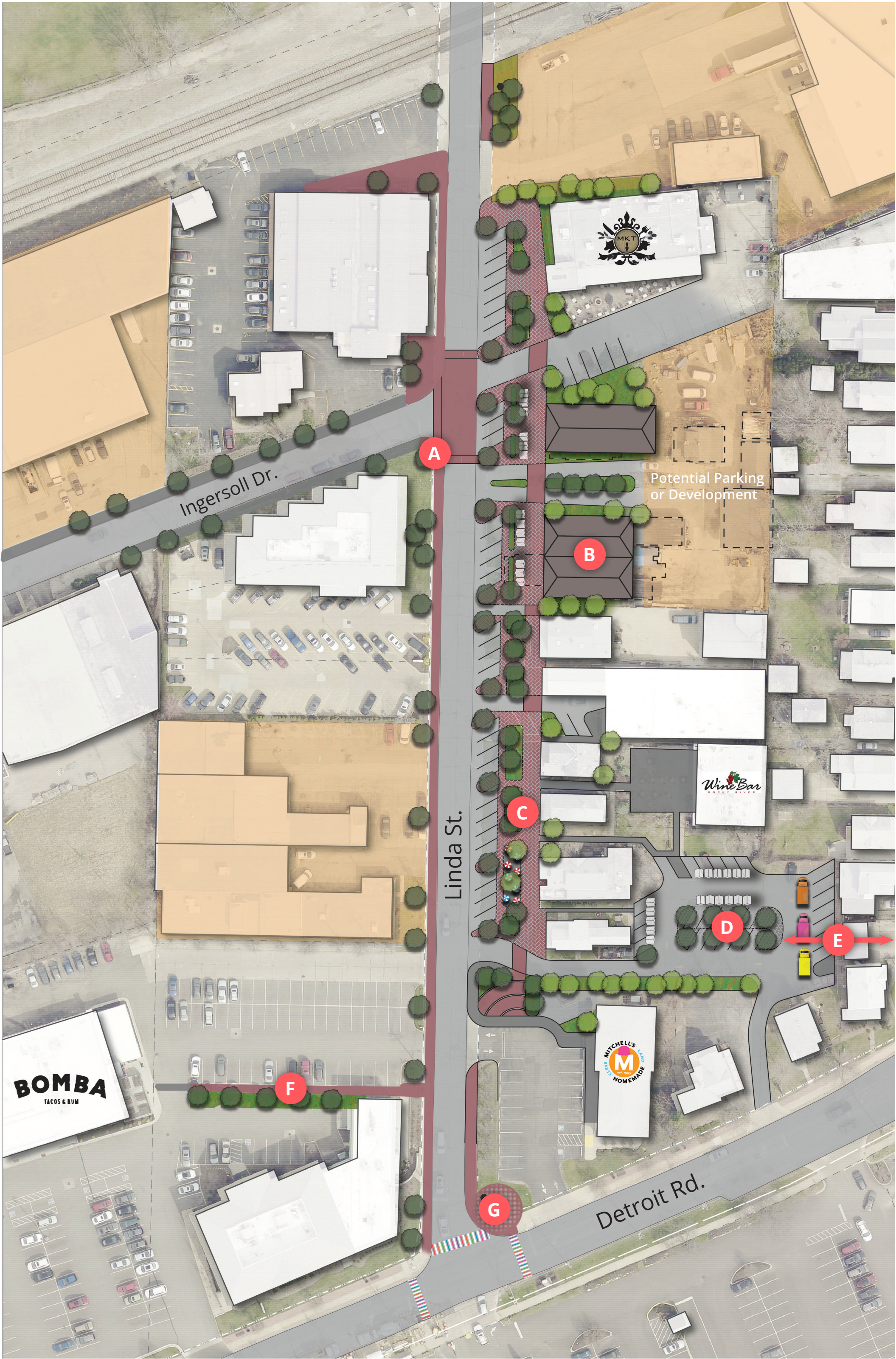
- New diagonal parking along Linda Street
- Wider pedestrian walkway with lighting, brick paths, decorative crosswalks, plantings, and outdoor furniture
- Development opportunities on both sides of Linda Street
- Safer crossings, sidewalks, and entrances to retail shops
- Use of existing Antique Row parking as a pedestrian plaza during select times



Pedestrian Promenade
Old River showcases how diagonal parking, lighting, and landscaping can yield an intimate environment and attract development.

LEGEND

- A Complete Crosswalk at Ingersoll
- B Future Development Potential
- C Pedestrian Promenade
- D Antique Row Parking Convertible to Plaza
- E Potential Pedestrian Connection to Parking
- F Walkway to Bomba
- G Gateway to Linda Street



Keep It!

Change It!

Comment

Core Project 9

CENTER RIDGE ROAD EAST WALKABLE DEVELOPMENT

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Improvements to Center Ridge Road were the highest priority to residents from the Community Survey and at the Public Meeting. Mismatched buildings, too many curb cuts, and a street lacking in aesthetic appeal all contributed to the distaste for Center Ridge. The proposed improvements in this concept shows how Center Ridge could transition to a more walkable and attractive form of development consistent with the desires of residents.

Over time, improvements to the street, better designed structures, connections to the Metroparks, and walkable redevelopments could form a stronger street.

- POTENTIAL IMPROVEMENTS
- Enhanced landscaping and infrastructure along Center Ridge Road
- Walkable, mixed-use buildings to make the street feel safer for walking and biking
- Connections to nearby neighborhoods and Metroparks



Keep It!

Change It!

Comment?