

Goal 1

ENHANCE AND PROGRAM PARKS AND PUBLIC SPACES

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, with a special focus on maintaining existing parks*
- 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*

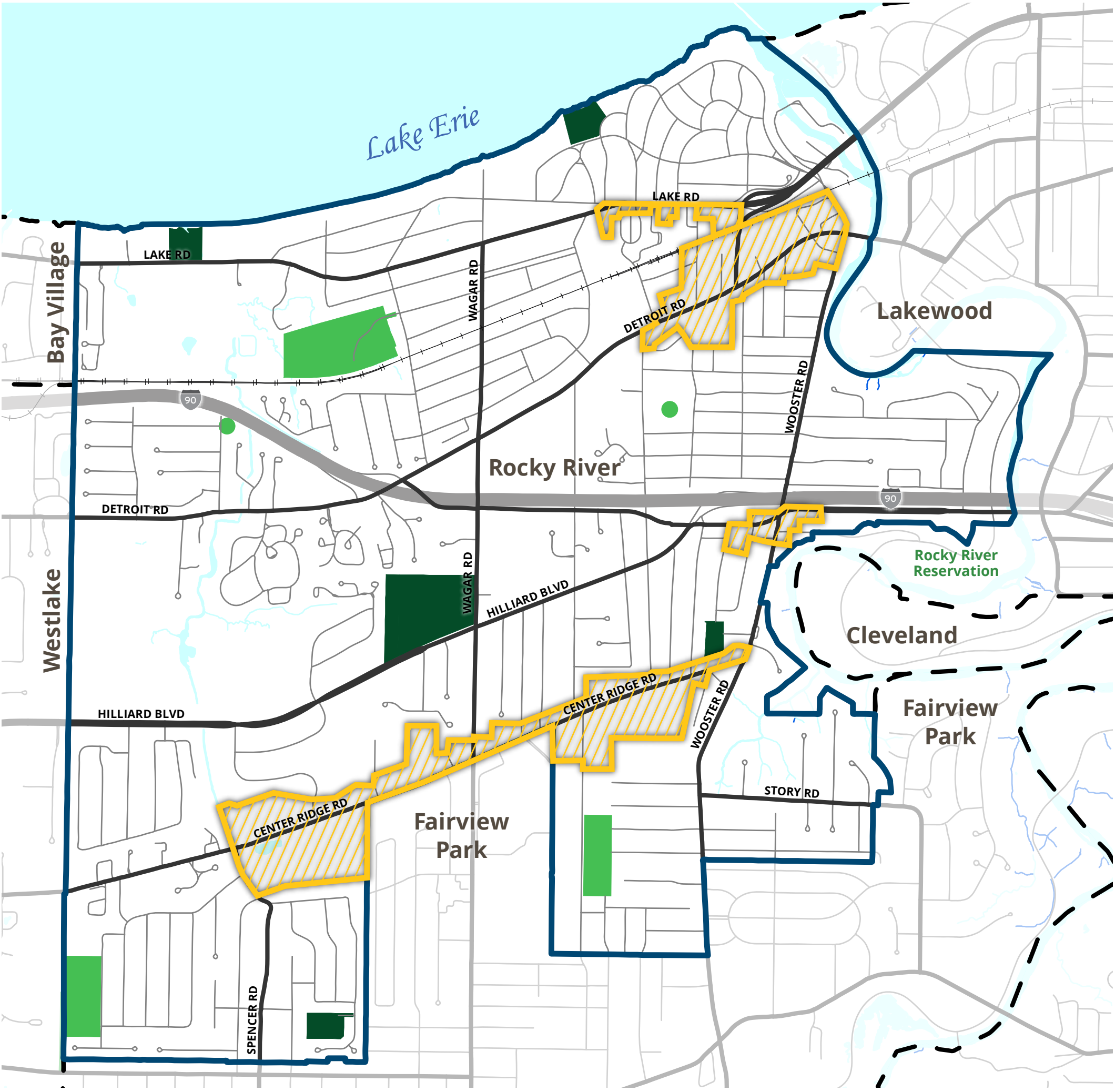


Using Events to Add Vibrancy



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.

Review the above goal and its associated actions and maps. Mark your top three priorities for goals and projects on your handout. Write comments on sticky notes and place in the grey box below.

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Impact Potential:

HIGH

Feasibility Potential:

HIGH

Comments?

Goal 2

IMPROVE STREETSCAPES THROUGH INFRASTRUCTURE REPAIR & ENHANCEMENT

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?

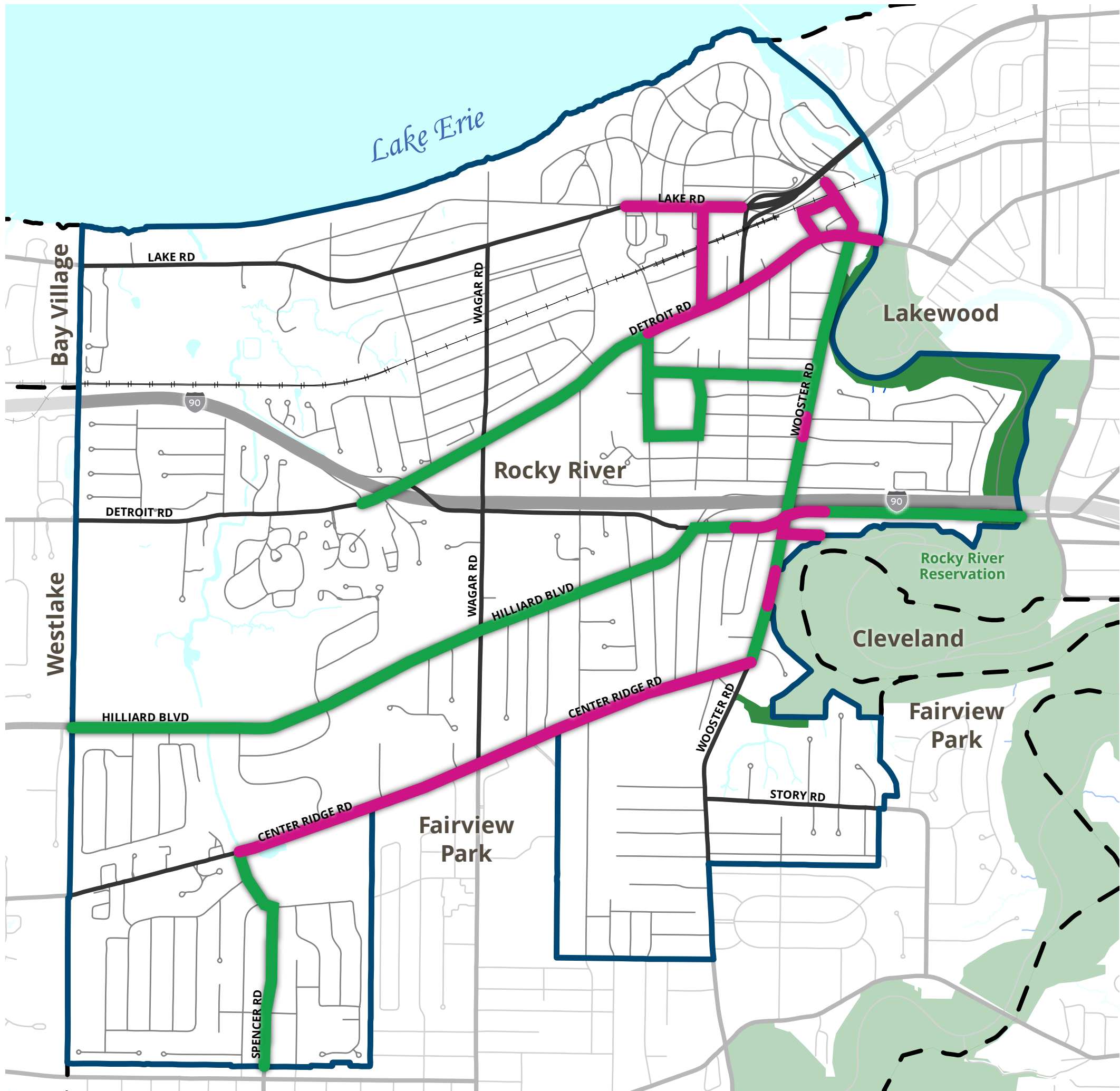
Infrastructure is important to travelers to ensure they have a safe journey, but it is also important to residents, visitors, and business owners because quality streets reflect the quality of the community.

(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.

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Impact Potential:

HIGH

Feasibility Potential:

MEDIUM

Comments?

Goal 3

CONSTRUCT A CITYWIDE TRAIL AND BICYCLE NETWORK

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.

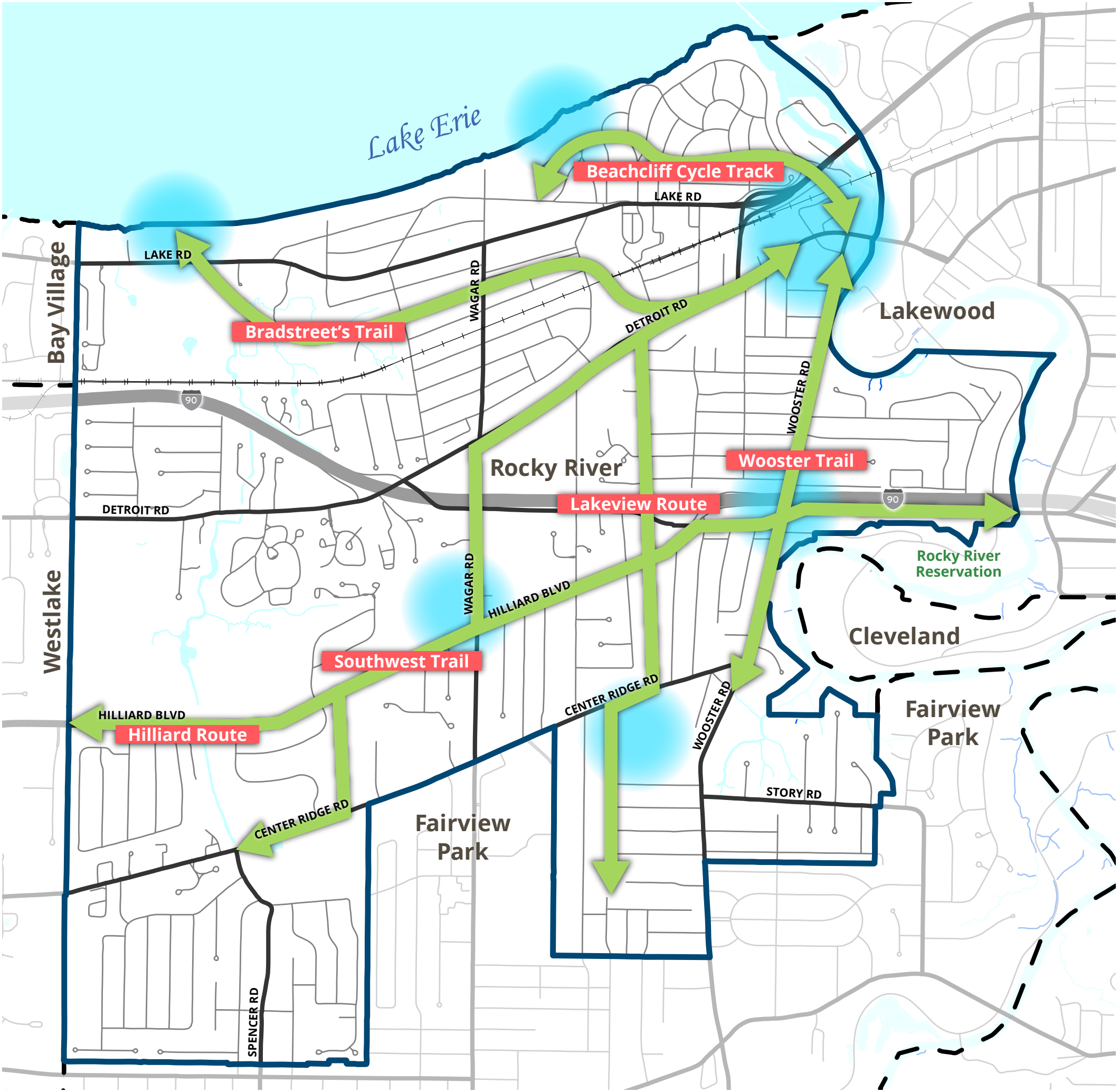
WHY?

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



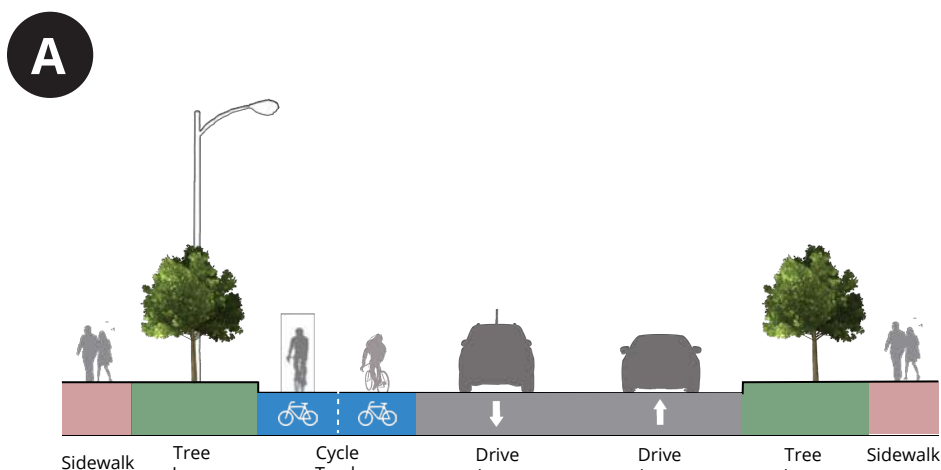
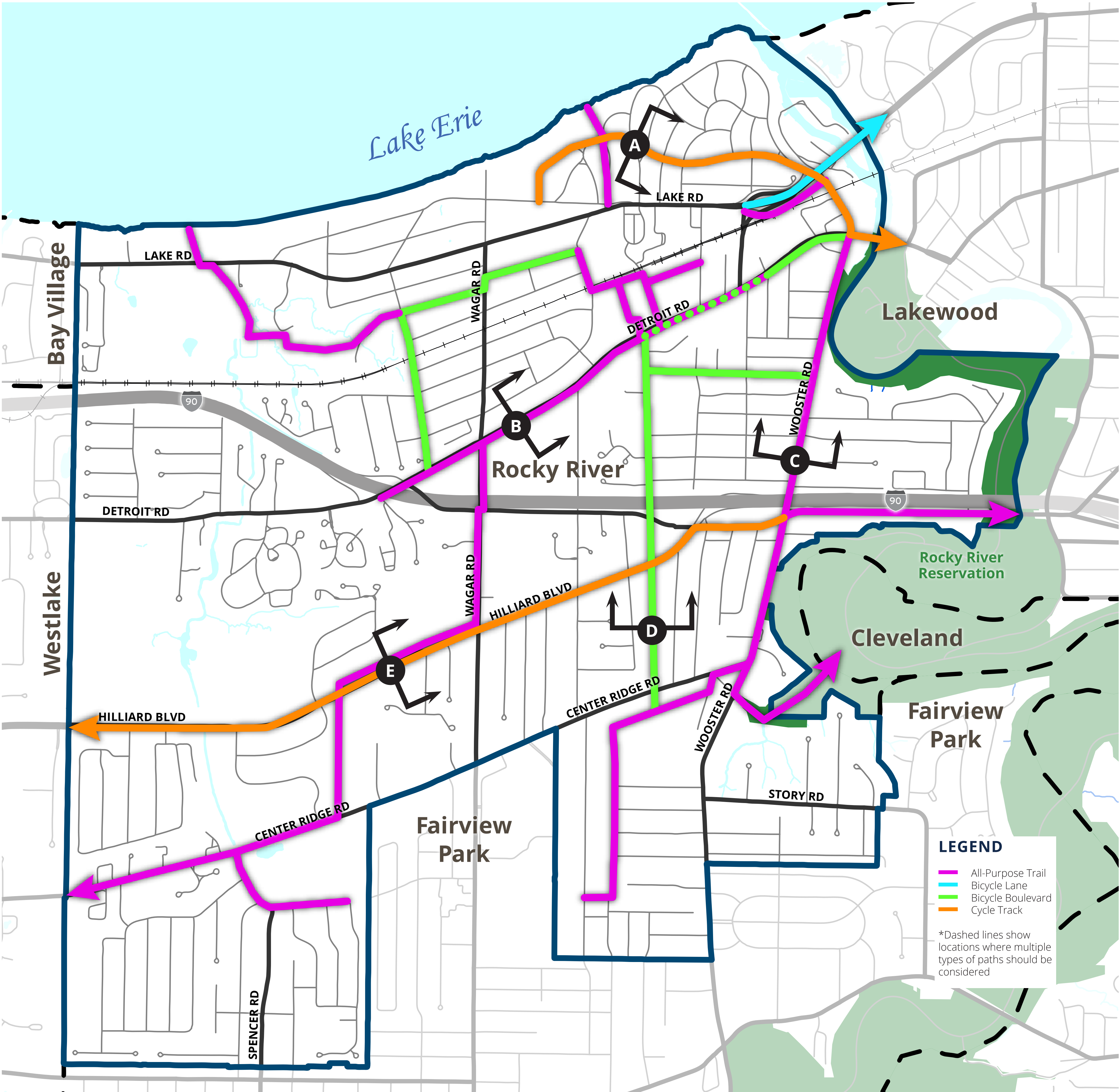
Proposed Network
The Proposed Network map above outlines the generalized locations of priority trail and bicycle routes through the City. Generalized routes are shown in green while important community destinations are shown in blue.

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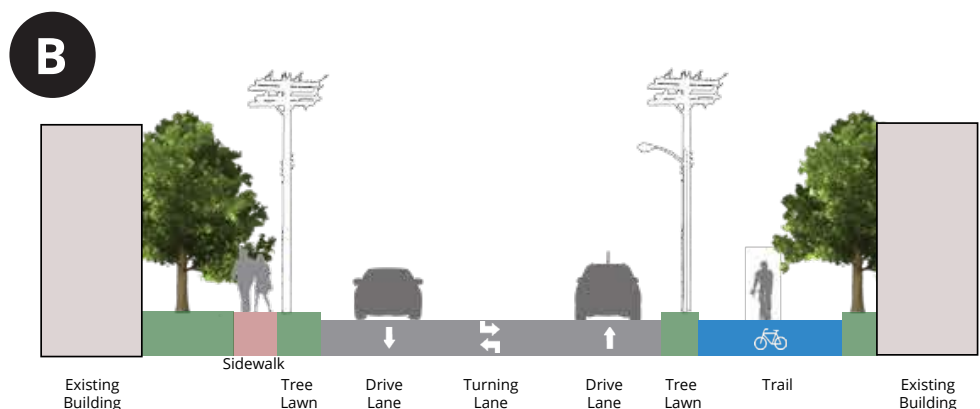
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Impact Potential:	MEDIUM	Feasibility Potential:	MEDIUM
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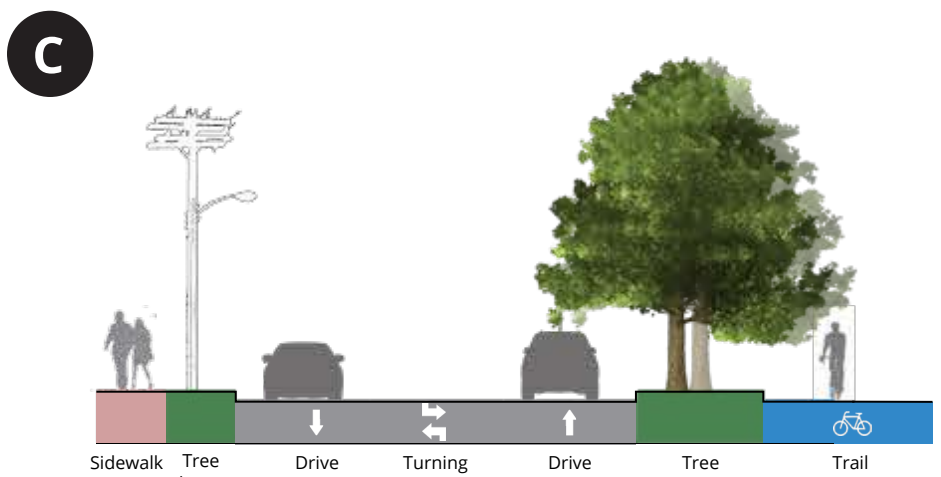
Comments?



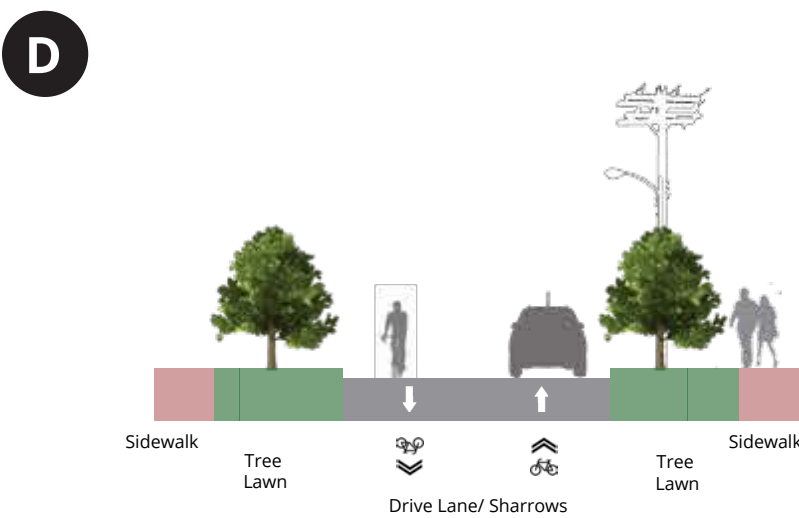
Beachcliff Road Cycle Track
The Beachcliff Road Cycle Track would reduce the width of existing drive lanes for a two-way bicycle lane and two drive lanes.



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.



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

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.

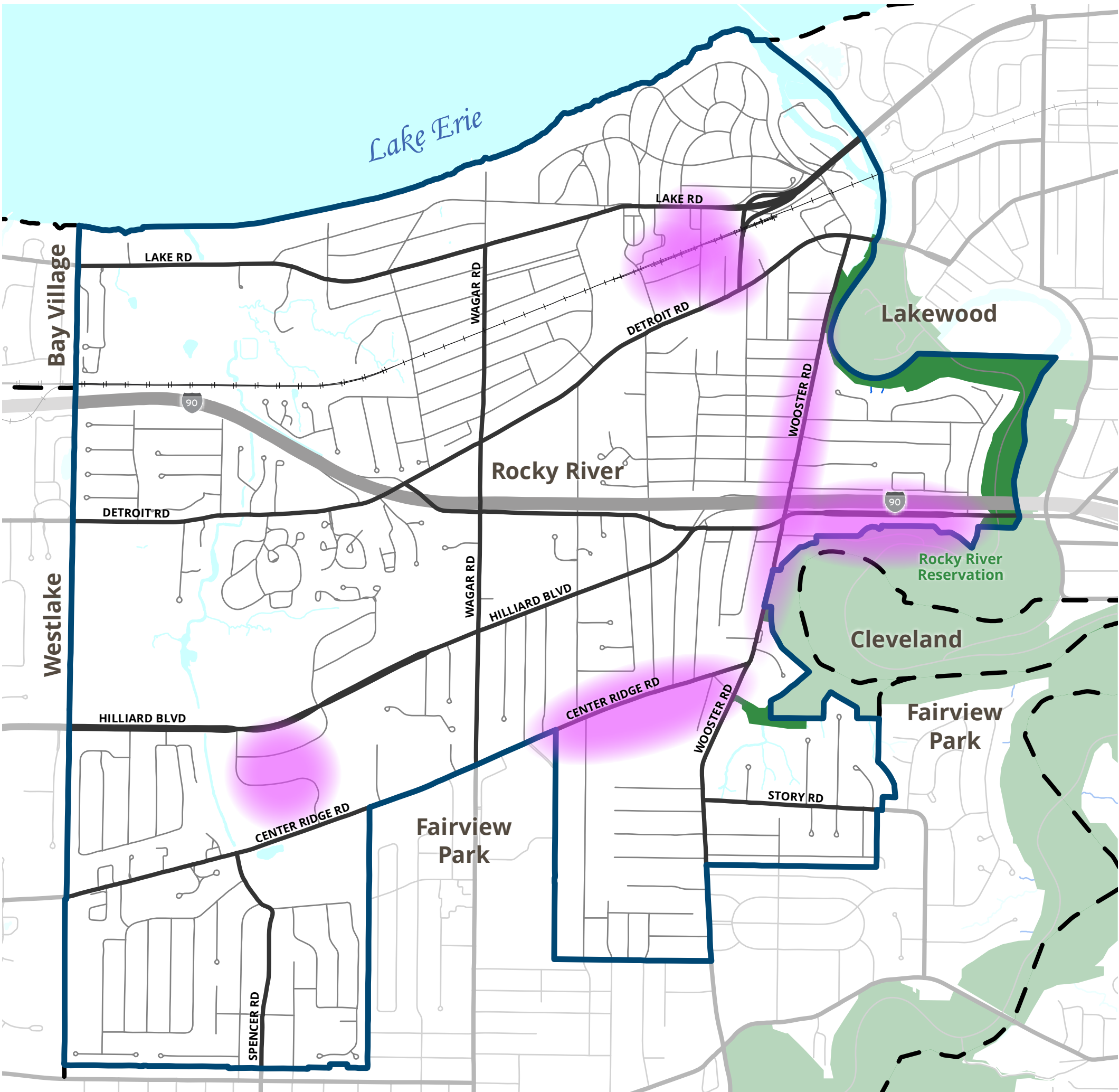
WHY?

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.

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Impact Potential:

HIGH

Feasibility Potential:

MEDIUM

Comments?

Goal 5

BEAUTIFY THE CITY AND PROTECT THE ENVIRONMENT WITH GREEN INFRASTRUCTURE

WHAT?

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

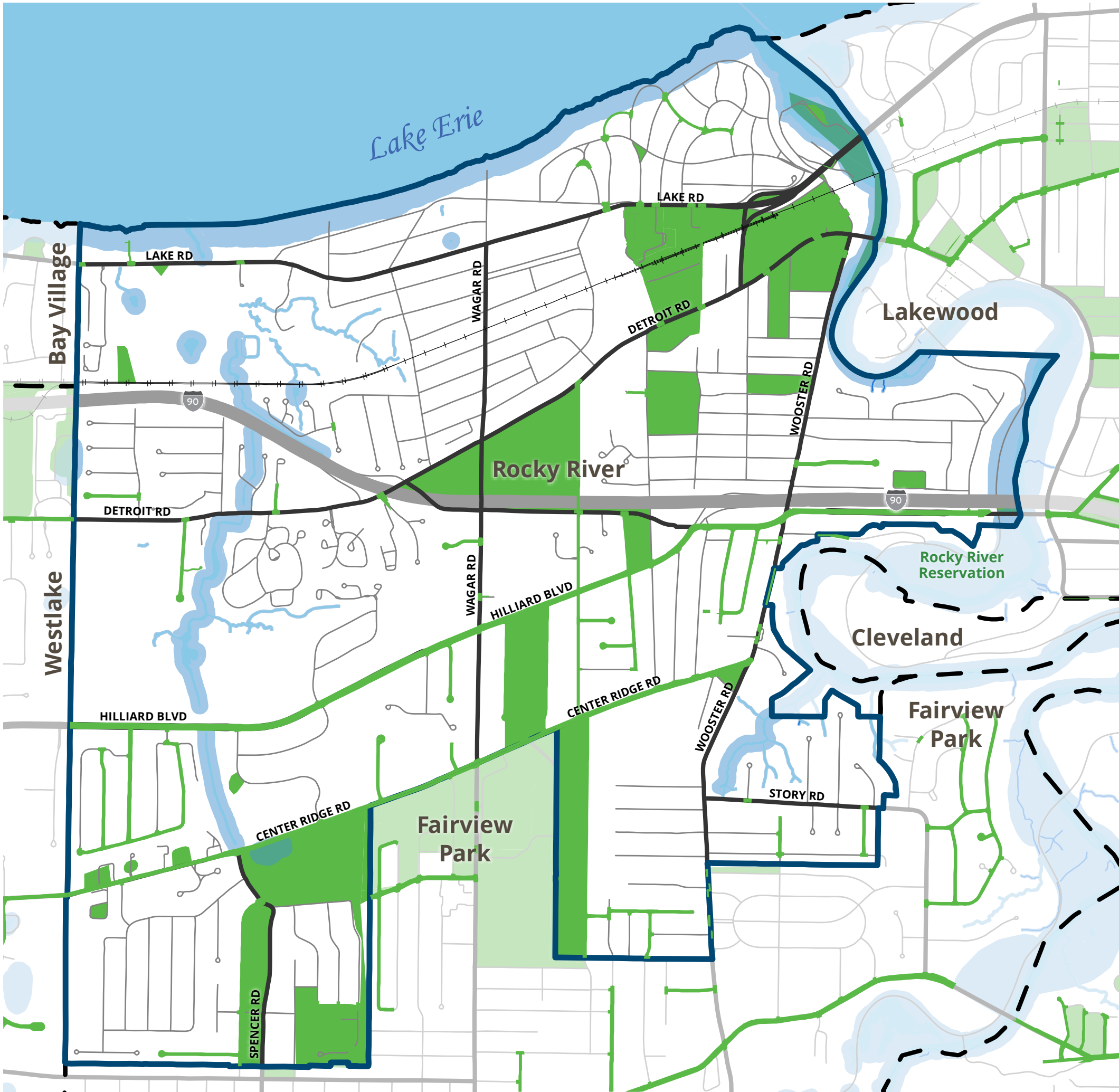
WHY?

Green infrastructure such as trees and native plants can beautify City streets, boost property values, help manage stormwater, reduce flooding, 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.

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Impact Potential:

HIGH

Feasibility Potential:

HIGH

Comments?

Goal 6

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

WHAT?

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

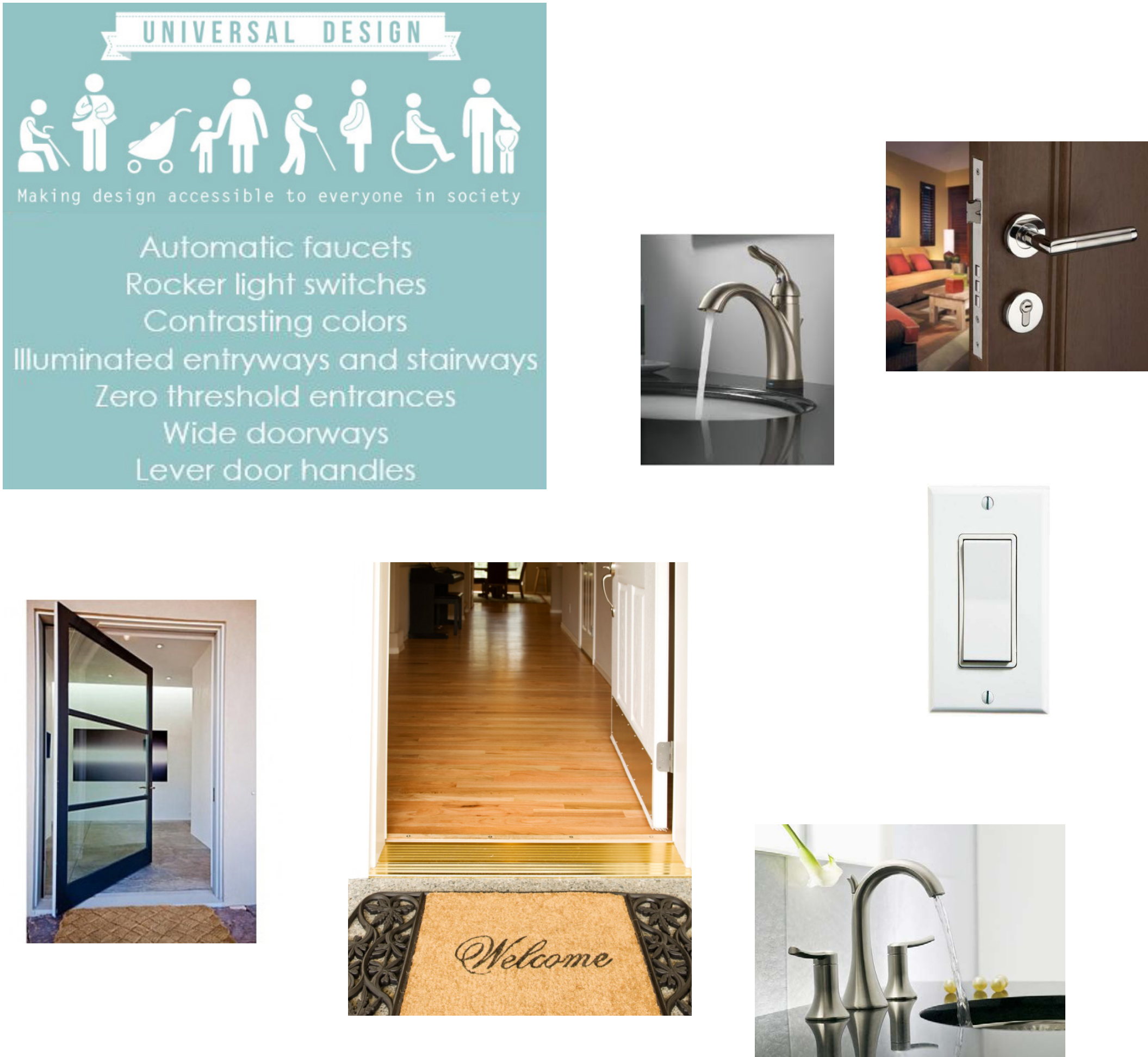
WHY?

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.

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Impact Potential:

MEDIUM

Feasibility Potential:

HIGH

Comments?

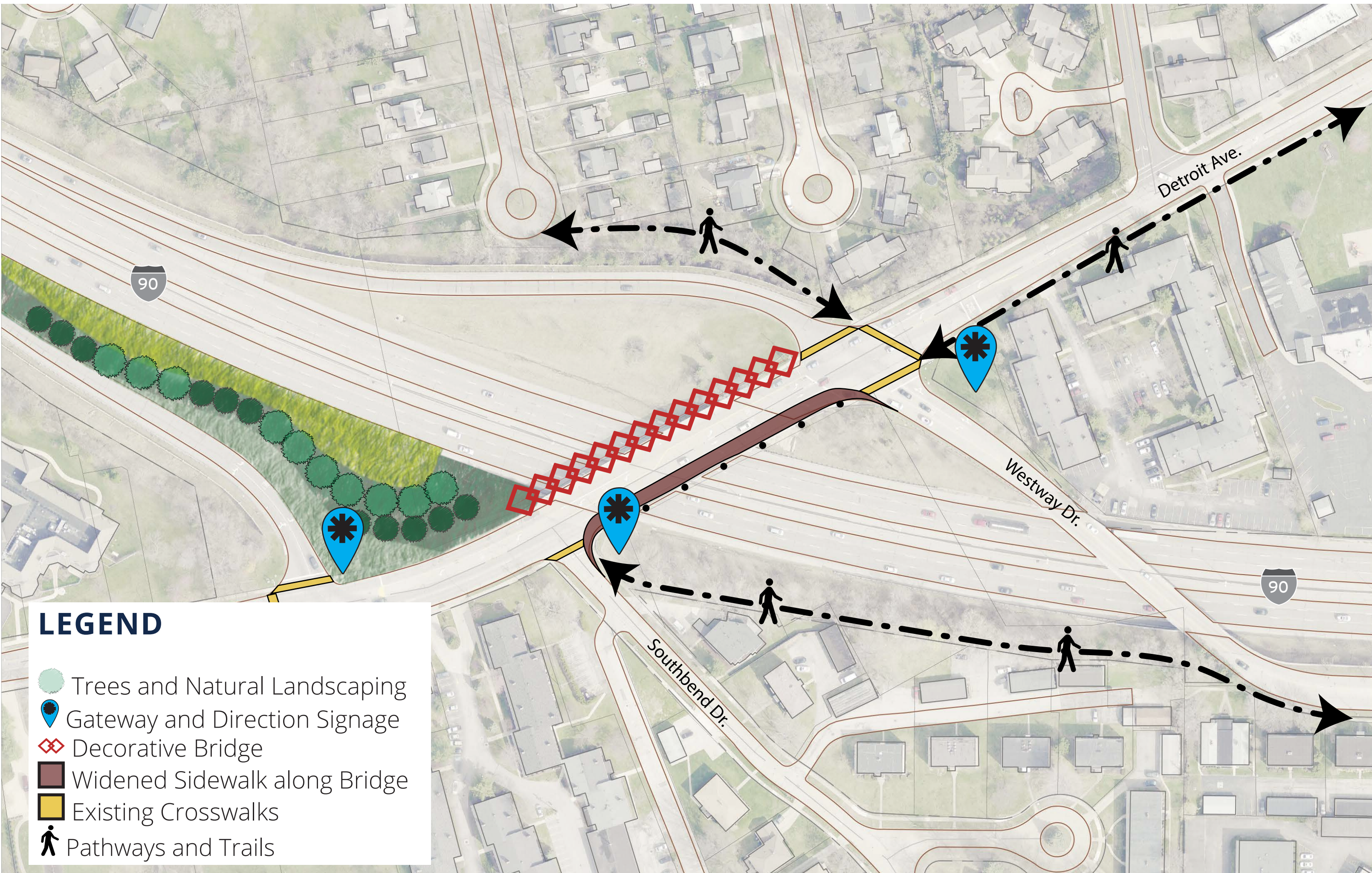
Core Project 1

THE WESTWAY GATEWAY

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.

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Impact Potential:

MEDIUM

Feasibility Potential:

LOW

Comments?

Core Project 2

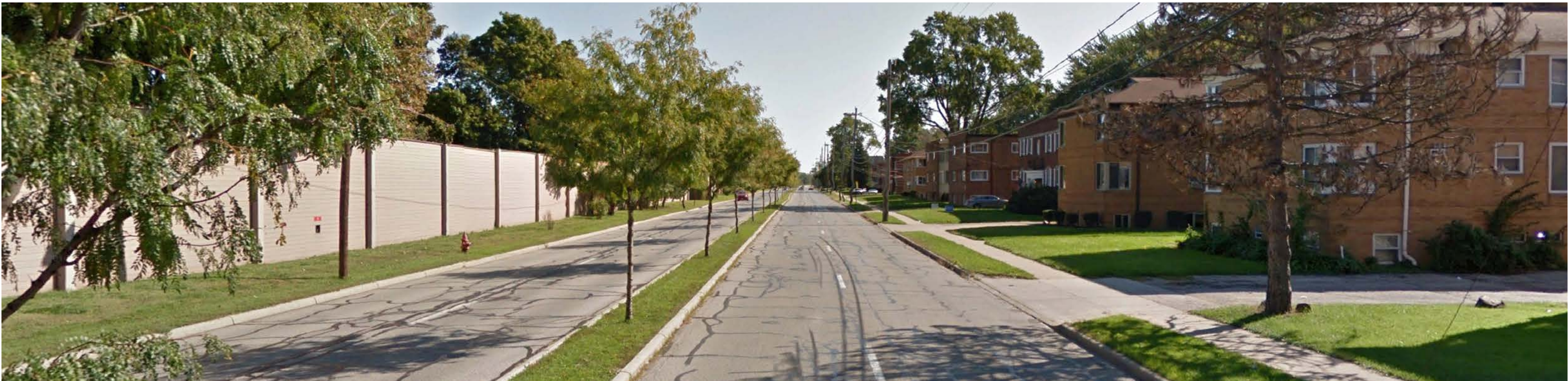
HILLIARD BOULEVARD ROAD DIET

(EAST OF WOOSTER ROAD)

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

- Following a detailed traffic study, reduced lanes provide additional greenspace
- Bike lanes or multi-purpose trail
- Development or redevelopment potential of older buildings



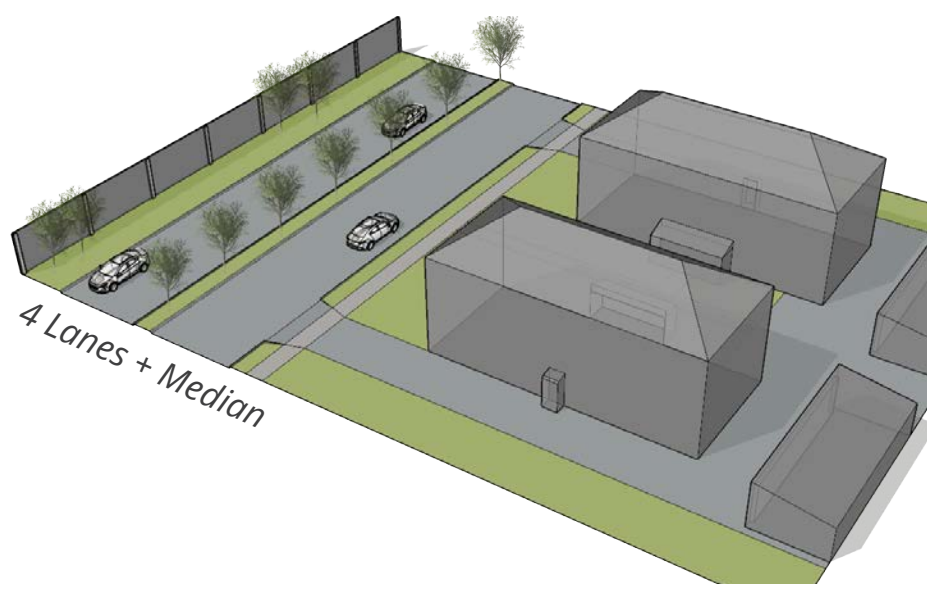
Existing Street Section

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

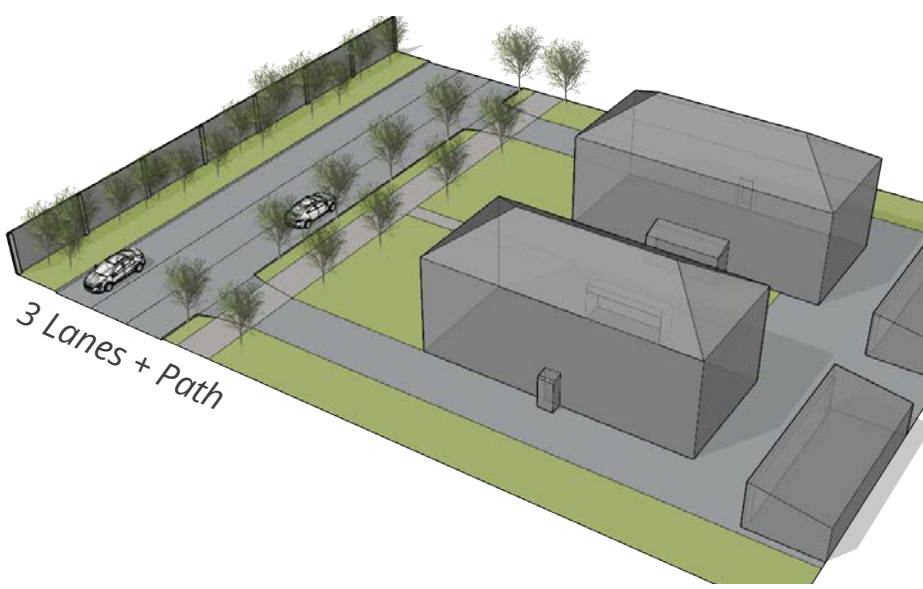


Potential Road Diet

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

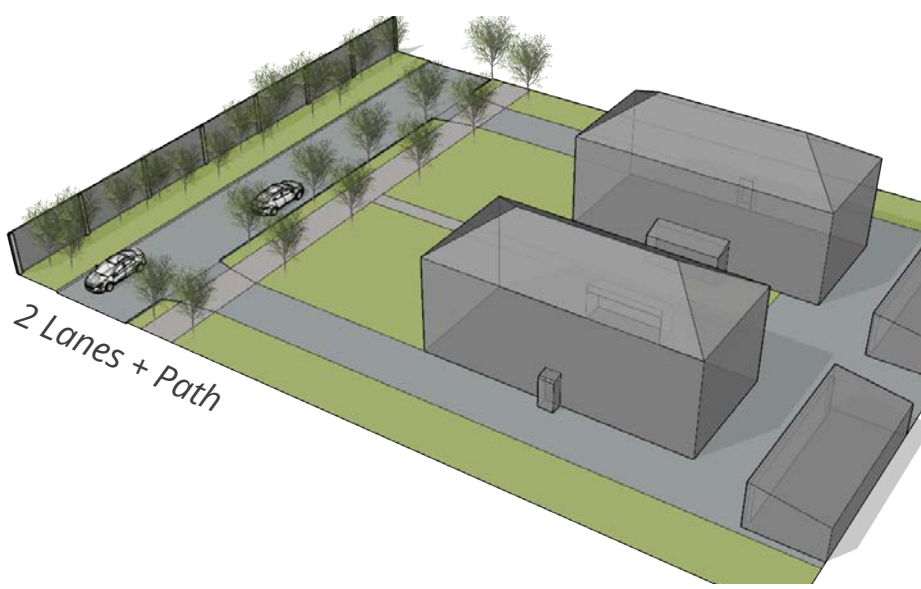


Existing Roadway

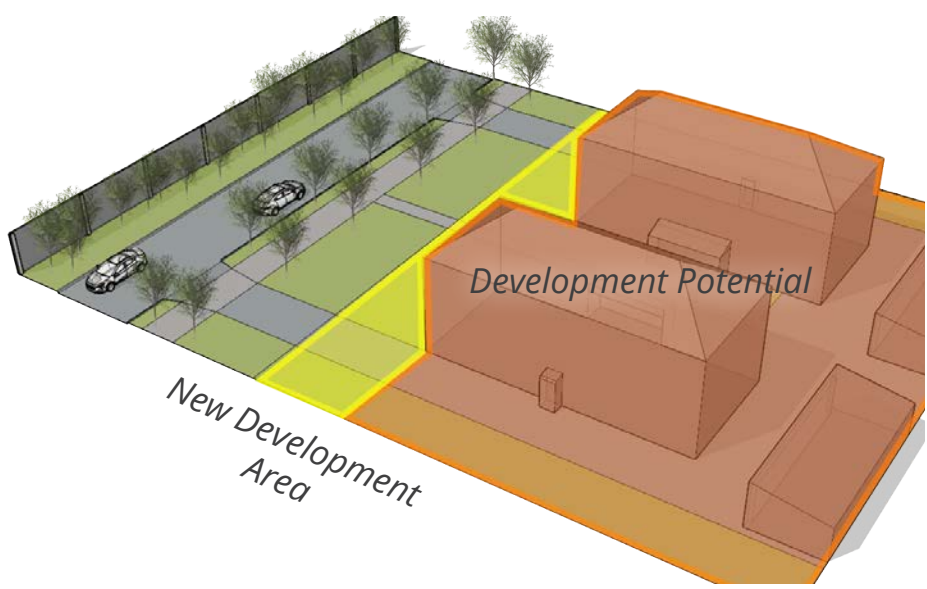


Small Road Diet

*The small road diet was preferred by most residents at the previous public meeting



Large Road Diet



Large Road Diet Potential Development

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Impact Potential:

MEDIUM

Feasibility Potential:

MEDIUM

Comments?

Core Project 3

WOOSTER ROAD RECREATIONWAY

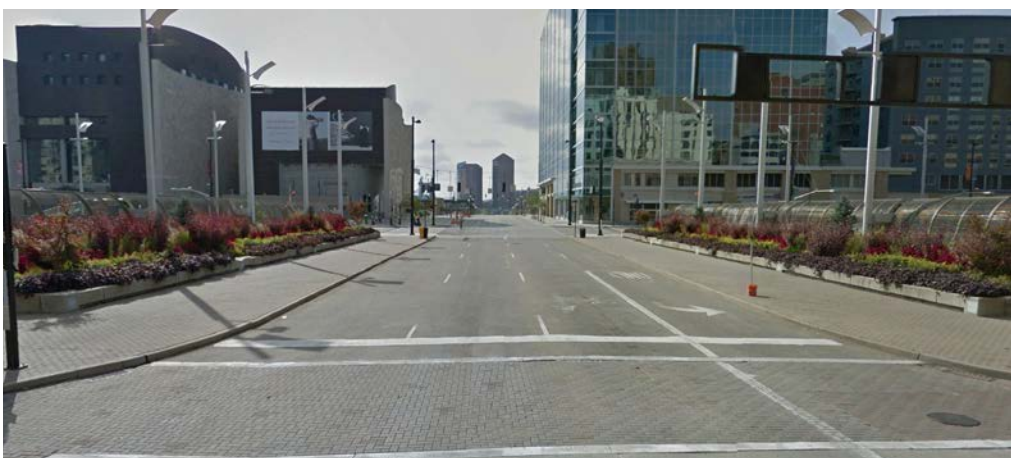
Wooster Road has risen as a key connection between many of Rocky River’s assets: Downtown, walkable business districts, the Metroparks, and strong residential neighborhoods. The recreationway concept identifies investments and development opportunities that would link and activate this corridor.

POTENTIAL IMPROVEMENTS

- Multiple, clear connections to the Metroparks and to Lakewood
- 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

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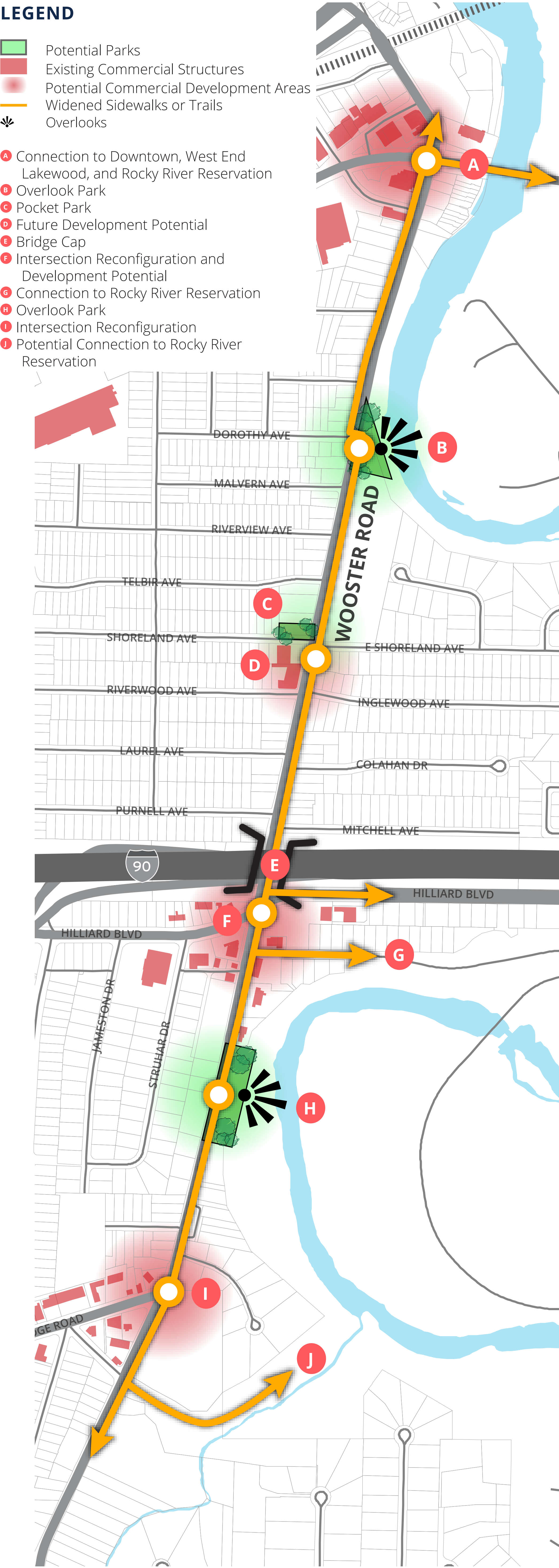
Impact Potential:

MEDIUM

Feasibility Potential:

MEDIUM

Comments?



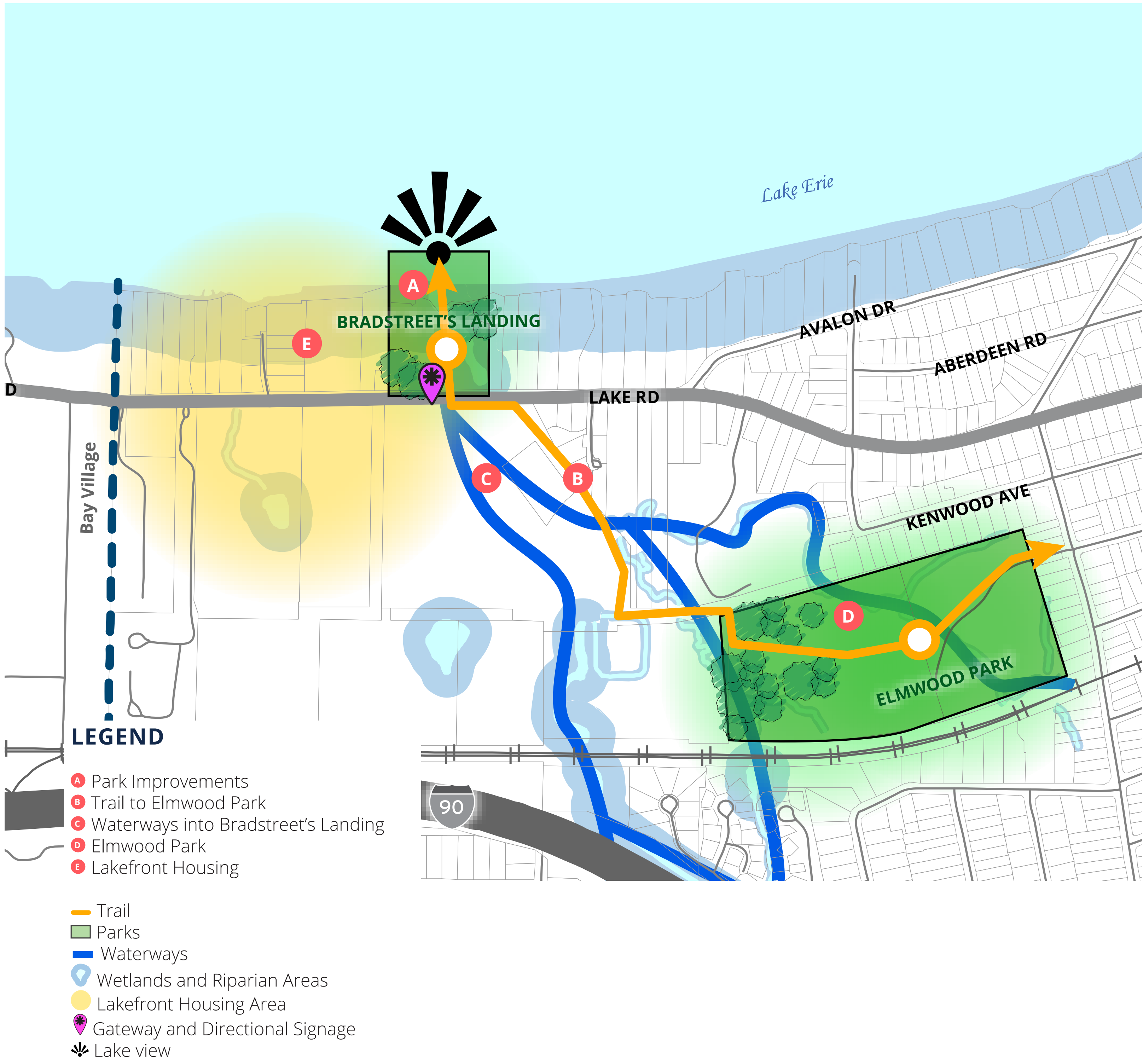
Core Project 4

THE BRADSTREET NEIGHBORHOOD

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



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Impact Potential:

HIGH

Feasibility Potential:

MEDIUM

Comments?

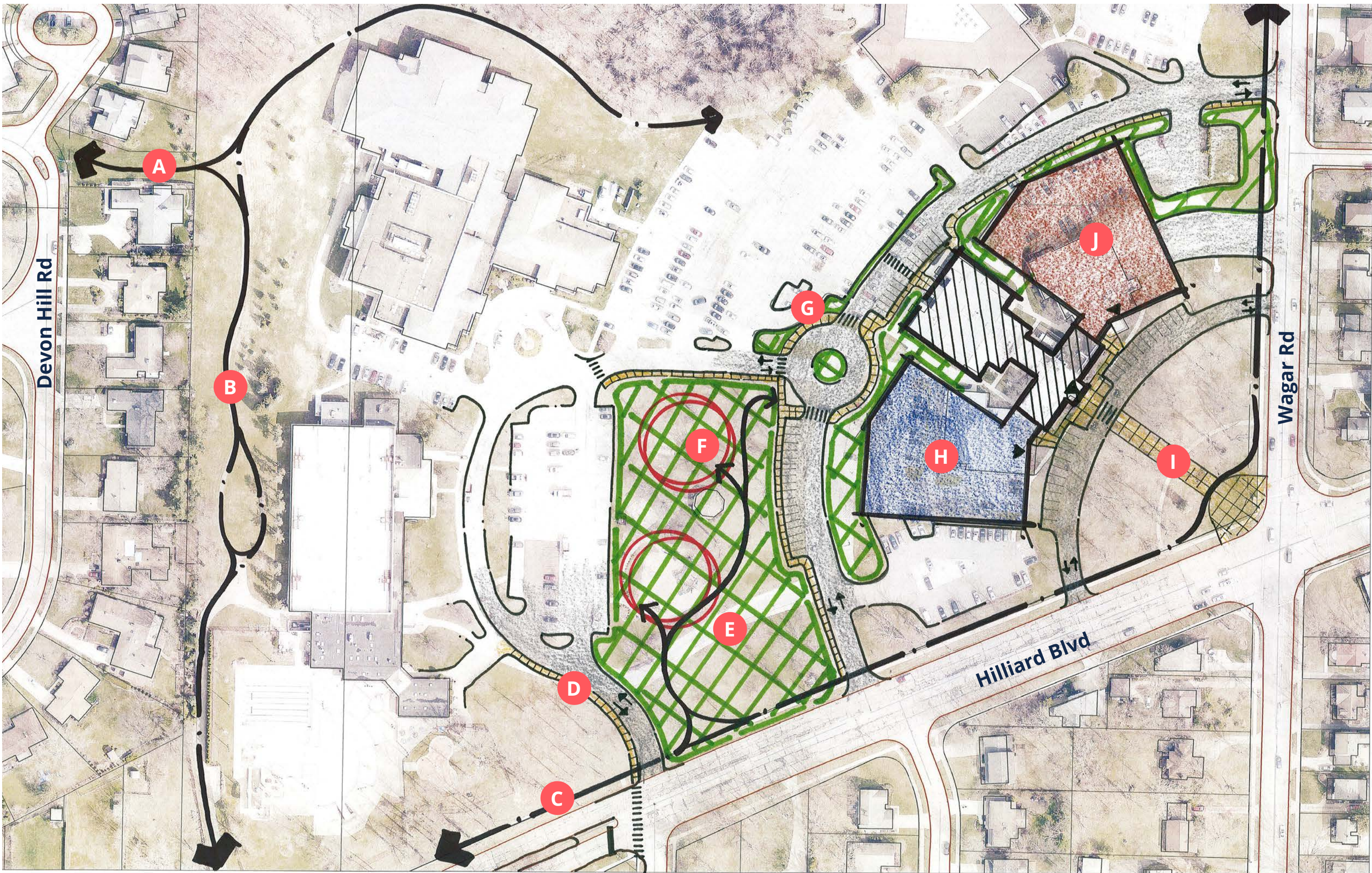
Core Project 5

MUNICIPAL CENTER IMPROVEMENTS

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

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Impact Potential:

MEDIUM

Feasibility Potential:

MEDIUM

Comments?

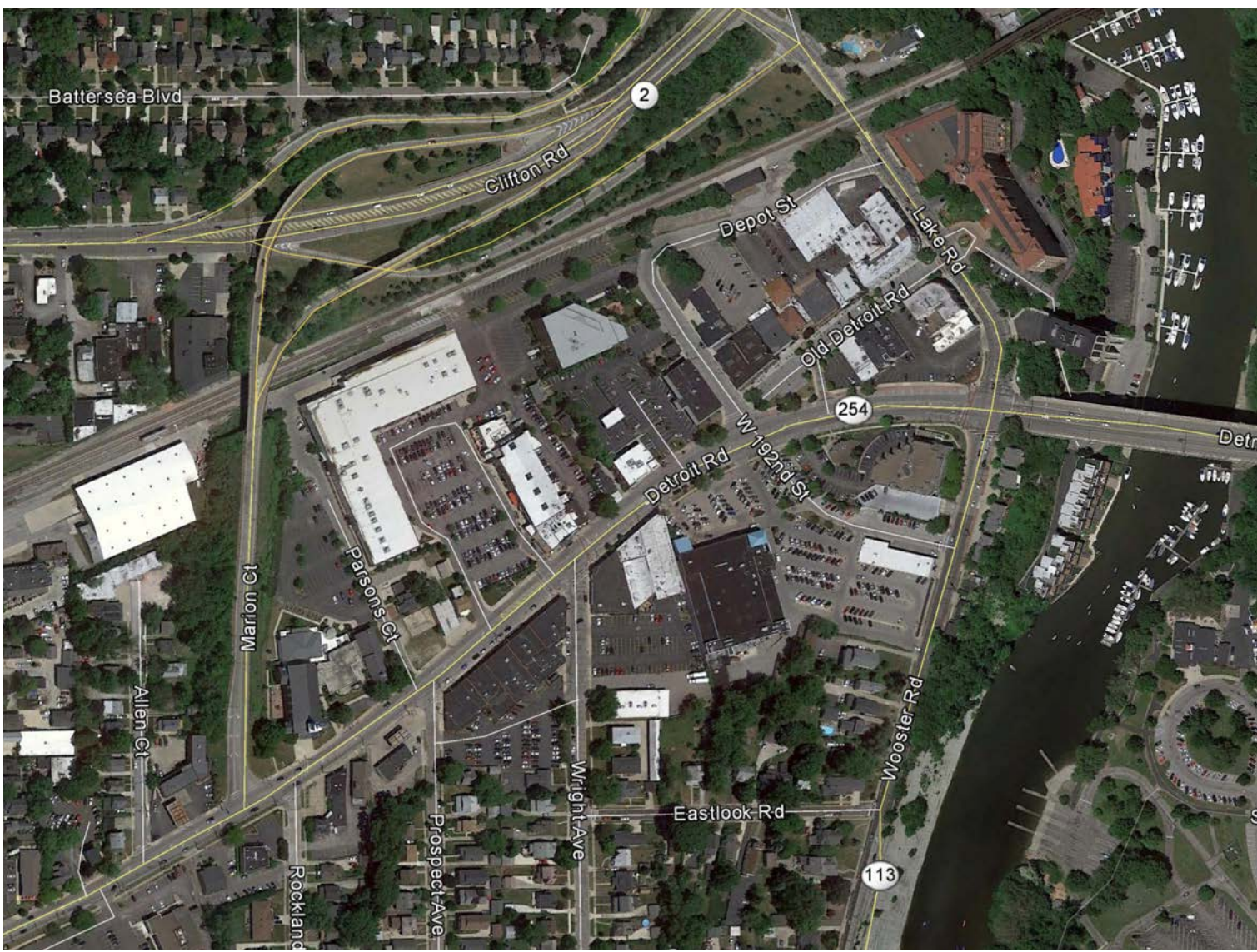
Core Project 6

REIMAGINING MARION RAMP & ALLEN COURT: DEVELOPMENT OPTIONS

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

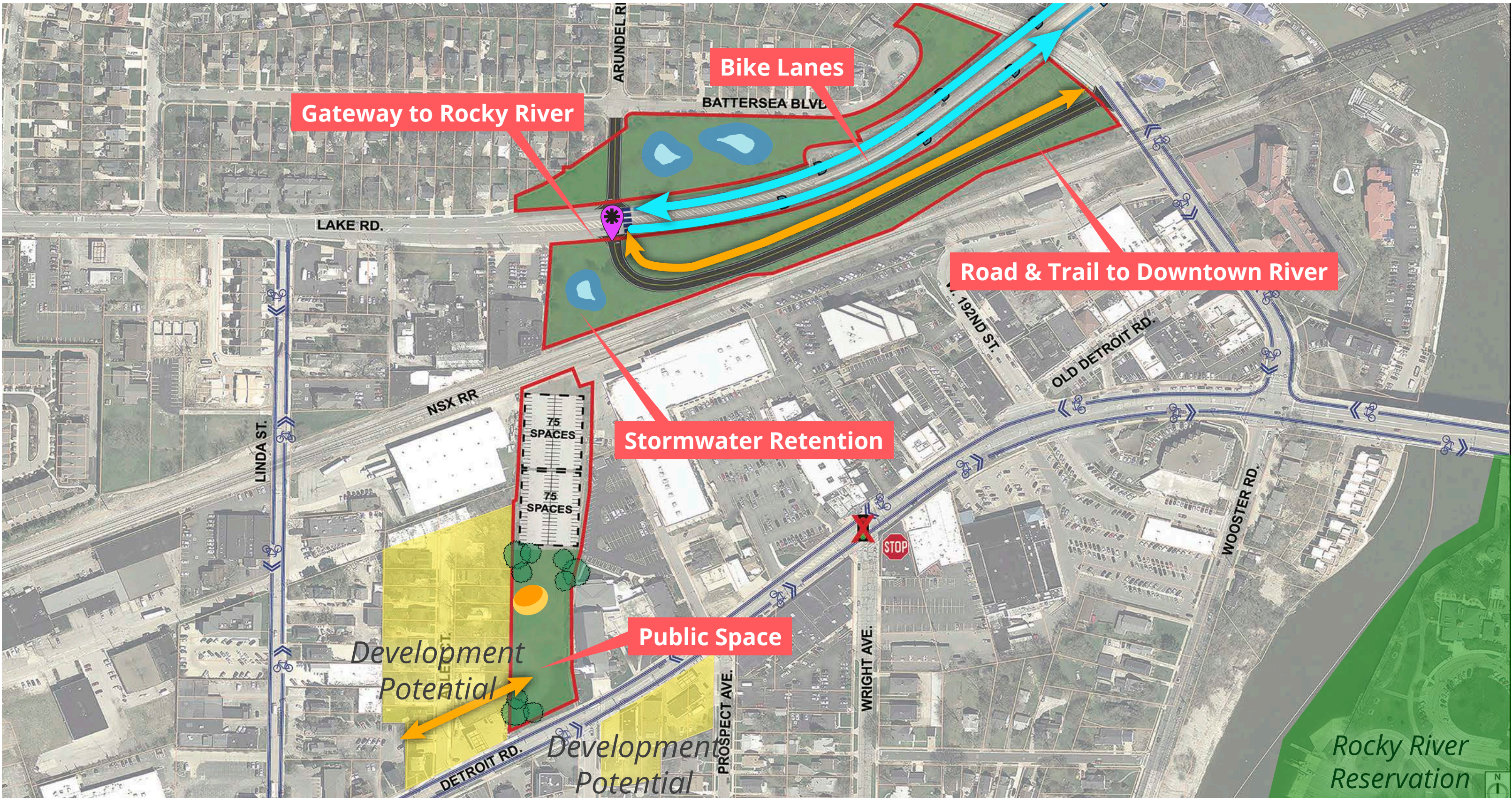
- Option 1: Repair the existing structure and rebuild it in the future
- Option 1: Maintain existing traffic flow
- Option 2: Remove the structure and distribute the limited traffic
- Option 2: New trail and road to Downtown
- Option 2: Attractive gateway into Rocky River
- Option 2: Additional parking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



Existing Configuration



Option 1: Repair or Rebuild



Option 2: Remove and Distribute

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Impact Potential:

HIGH

Feasibility Potential:

LOW

Comments?

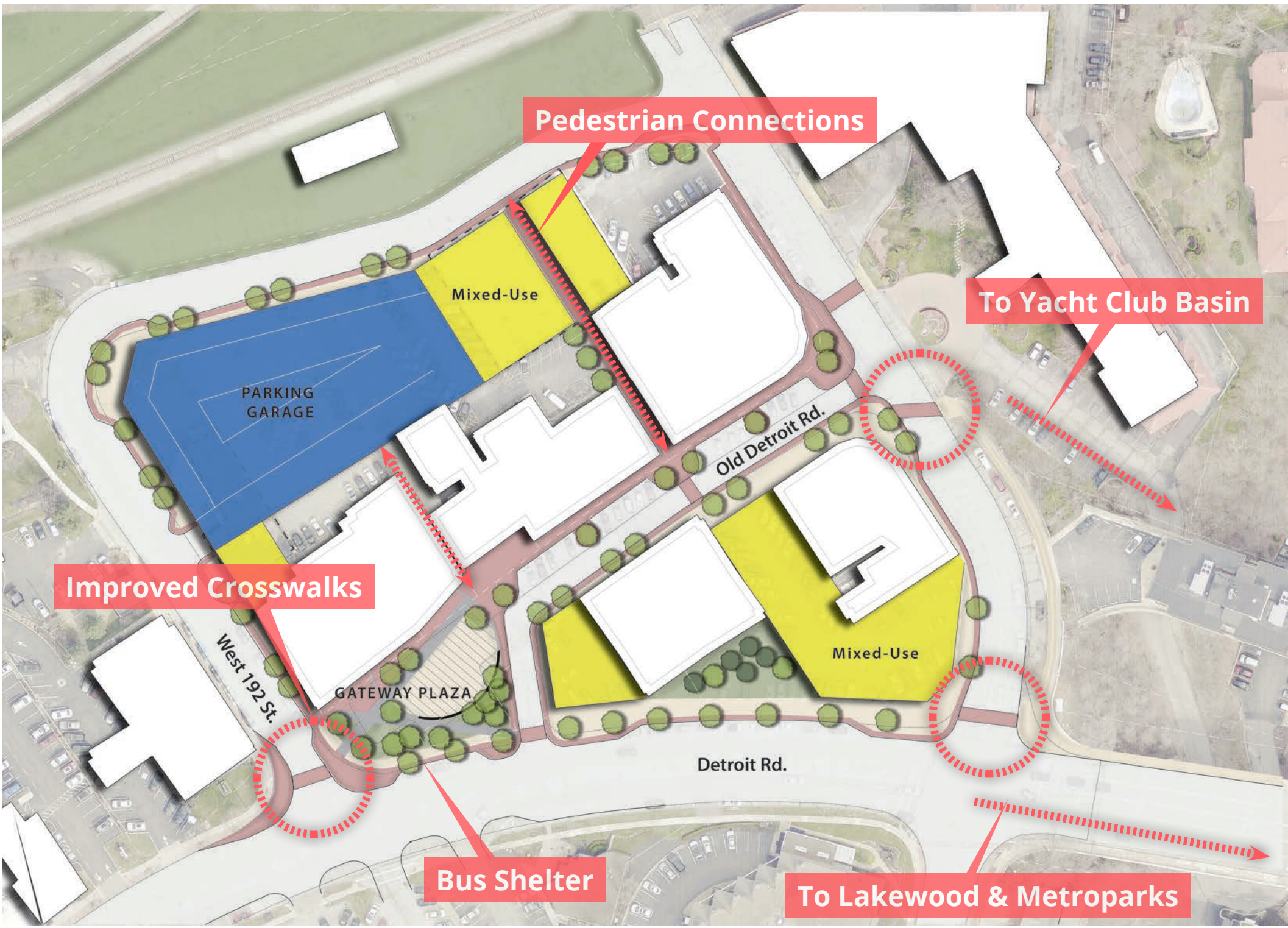
Core Project 7

DOWNTOWN RIVER PARKING & DEVELOPMENT

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



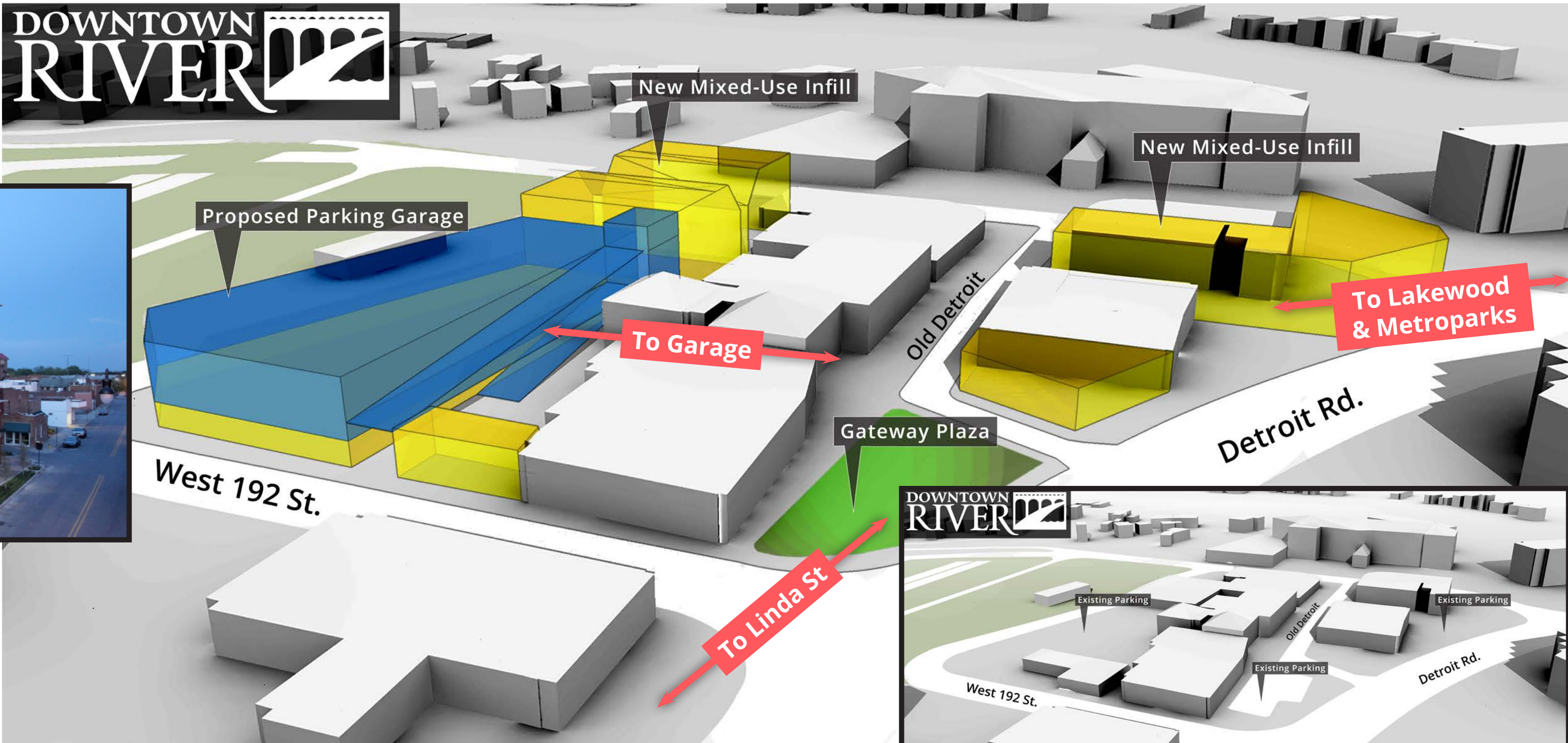
Old River Site Layout
The construction of a parking garage would yield the opportunity for further development in Downtown River. While this could include new mixed-use structures on existing parking lots, it would also allow for some parking spaces to be used for a public gathering space.

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

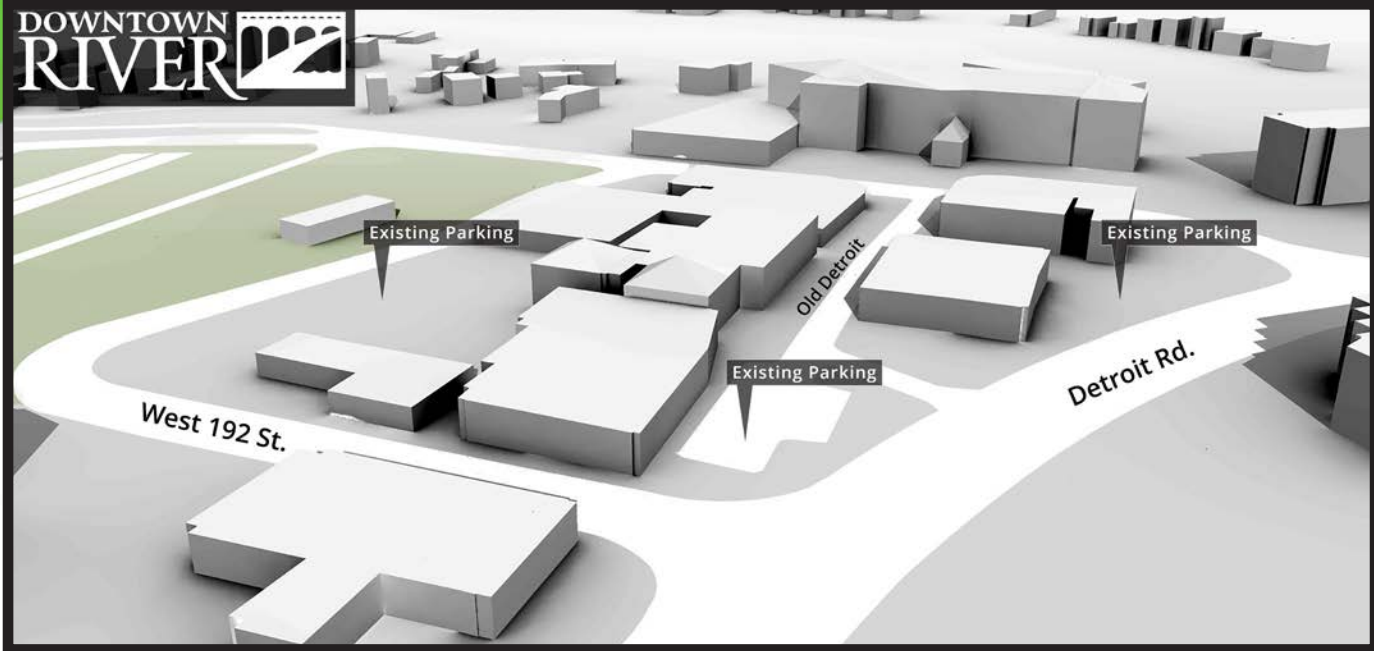
Finally, reduced lane widths on the Detroit Road bridge would create a stronger connection to Lakewood and the Cleveland Metroparks Rocky River Reservation.



Parking Garage Design
Any garage in Downtown River should use an aesthetic that is similar to existing buildings to ensure it matches in scale and character



Old River Parking & Development



Old River Existing

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Impact Potential:

HIGH

Feasibility Potential:

LOW

Comments?

Core Project 8

LINDA STREET DISTRICT DEVELOPMENT

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

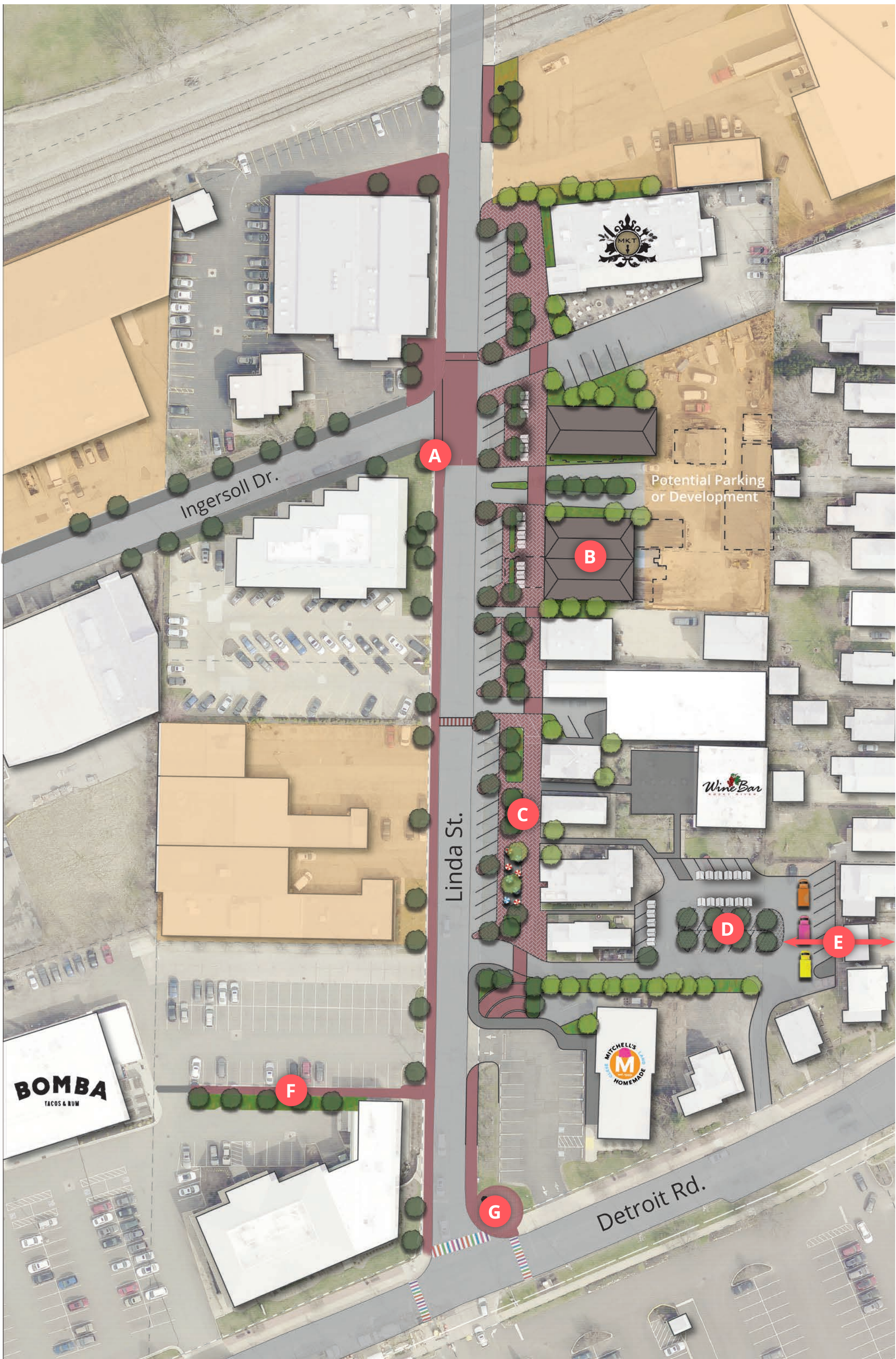
- New diagonal parking along Linda Street
- Wider pedestrian walkway with lighting, brick paths, decorative crosswalks, plantings, and outdoor furniture
- Development opportunities on both sides of Linda Street
- Safer crossings, sidewalks, and entrances to retail shops
- Use of existing Antique Row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



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



Review the above goal and its associated actions and maps. Mark your top three priorities for goals and projects on your handout. Write comments on sticky notes and place in the grey box below.

Impact and Feasibility Potentials were determined by Project Team and Working Group members using a scale from low to high. Impact is based on factors which will improve the City and assist in accomplishing visions outlined in the Master Plan. Feasibility takes into account factors such as labor, time, and costs associated with implementing a goal or project. Use this information as you consider your top priorities.

Impact Potential:

HIGH

Feasibility Potential:

HIGH

Comments?

Core Project 9

CENTER RIDGE ROAD EAST WALKABLE DEVELOPMENT

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



Review the above goal and its associated actions and maps. Mark your top three priorities for goals and projects on your handout. Write comments on sticky notes and place in the grey box below.

Impact and Feasibility Potentials were determined by Project Team and Working Group members using a scale from low to high. Impact is based on factors which will improve the City and assist in accomplishing visions outlined in the Master Plan. Feasibility takes into account factors such as labor, time, and costs associated with implementing a goal or project. Use this information as you consider your top priorities.

Impact Potential:

MEDIUM

Feasibility Potential:

LOW

Comments?

Core Project 6

REIMAGINING MARION RAMP & ALLEN COURT: DEVELOPMENT OPTIONS

OPTION 1:

REPAIR OR REBUILD THE RAMP

The Marion Ramp is nearing the end of its useful life and must be repaired and eventually replaced. According to the 2015 Marion Ramp Feasibility Study, major repairs will need to be completed by the year 2020 with a total superstructure and deck replacement by the year 2035. The cost to repair the ramp was estimated to cost \$400,000 and the total replacement was estimated to cost \$1,500,000.

Costs

- *Repairing the structure by 2020: \$400,000*
- *Replacing the structure by 2035: \$1,500,000*

Benefits

- *Maintains existing traffic flow*
- *Maintains an additional way to get from Lake Road to Detroit Road*

Issues

- *More expensive than removing the ramp*
- *Eliminates the ability to increase green space or add parking*

OPTION 2:

REMOVE AND DISTRIBUTE

Because the Marion Ramp’s repair and replacement will be expensive, the City studied the costs and benefits of removing the ramp. The 2015 study identified the potential costs of removing the ramp and ways of using that space after the ramp is gone.

Costs

- *Removing the structure and adding a new road from Lake to Wooster: \$1,000,000*

Benefits

- *Provides a safer pedestrian experience along Detroit Road*
- *Adds green space to Downtown River*
- *Adds public parking that could be used by employees of Beachcliff Market Square to free up parking for customers*
- *Provides a new way to access Downtown River that bypasses Linda Street*

Issues

- *Vehicular traffic will need to be handled by other streets*

FREQUENTLY ASKED QUESTIONS

If the Marion Ramp is removed, can Linda Street handle all that traffic?

The Marion Ramp is only used by a few cars each day—less than some residential streets in Rocky River. The 2015 traffic study showed that even if every car that presently uses the Marion Ramp took Linda Street instead, Linda Street would still be able to handle the additional traffic while still flowing smoothly.

Will every car that uses the Marion Ramp take Linda Street?

Even if every car that uses the Marion Ramp took Linda Street, that street could handle the additional traffic. However, the plan calls for building a new access from Lake Road to Wooster Road. That would actually allow cars to bypass Linda Street and Detroit Road.

I take the Marion Ramp every day. Why would you consider removing it?

The cost to rebuild the Marion Ramp will be more expensive than removing it and will not provide some of the benefits like safer pedestrian paths, green space, and additional parking.

Will there be a new connection from Lake Road to Battersea?

The 2015 study showed a connection from Lake Road to Battersea. This road would provide a new way of getting into neighborhoods north of Lake Road. This connection is not critical to the Marion Ramp removal and could not be included or made one-way out from Battersea.

If the Marion Ramp is removed, will there be new bicycle connections?

Yes! If the Marion Ramp is removed, the plan has identified a trail that will run from Lake Road to Wooster Road behind Downtown River.

If the Marion Ramp is kept, will there be new bicycle connections?

If the Marion Ramp is kept, there is limited room for new bicycle connections. County Planning is working to identify a bike path that could bypass the on-ramp on the north side of the interchange to make biking safer.

If the Marion Ramp is removed, will the leftover space be used to build new structures?

No. The land left over following the removal of the ramp would be required by law to remain for a public purpose such as green space, parks, or public parking.

Review the options above and on the associated board. Please select which of the two options you prefer by placing a dot in the appropriate box below.

I PREFER OPTION 1: REPAIR OR REBUILD THE RAMP

I PREFER OPTION 2: REMOVE AND DISTRIBUTE