

An aerial photograph of a suburban area in Maple Heights, Ohio, featuring residential streets, commercial buildings, and sports fields. The image is overlaid with a semi-transparent purple filter. Two thick diagonal stripes, one orange and one dark purple, run from the top left towards the center. Two thick diagonal stripes, one green and one light green, run from the bottom right towards the center.

CURRENT CONDITIONS

MAPLE HEIGHTS MASTER PLAN

PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION
ON BEHALF OF THE CITY OF MAPLE HEIGHTS

PUBLIC MEETING
DRAFT DECEMBER 4, 2017

Acknowledgments



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ABOUT COUNTY PLANNING

The Cuyahoga County Planning Commission's mission is to inform and provide services in support of the short and long term comprehensive planning, quality of life, environment, and economic development of Cuyahoga County and its cities, villages and townships.

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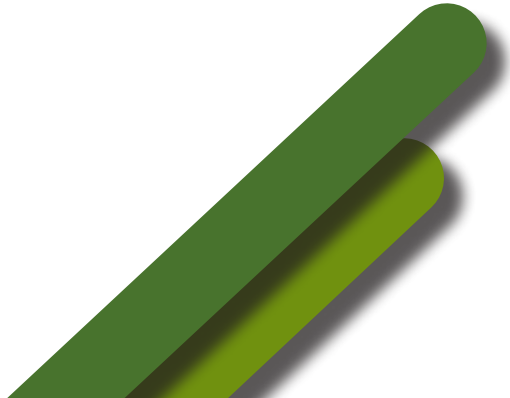
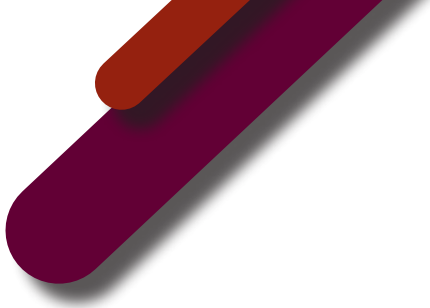
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01 Introduction

WELCOME TO THE MASTER PLAN — CURRENT CONDITIONS DOCUMENT

The Maple Heights Master Plan is a collection of community aspirations that aim to inspire and guide City officials and residents as we move the community into the future. By writing down these aspirations, we memorialize the hopes of the Maple Heights community and, importantly, we outline the steps necessary to achieve our goals.

The Maple Heights Master Plan examines the current conditions throughout the City. Developing this profile is essential to determining the demographic trends that are shaping the City today in order to determine which trends should be fostered for the future and which need to change. These trends and the input of the public help determine the vision for the future that is outlined in the Master Plan. This vision is uniquely tailored to the community of Maple Heights and residents' goals for the future.

Based on the current conditions, input, and vision for the future, the Master Plan outlines specific steps that can be taken Citywide and in focus areas to deliver the changes residents wish to see. These ideas range from small changes that can improve daily life in Maple Heights, to large changes that will take time to implement.

With actions in hand, the Maple Heights Master Plan outlines specific steps that can be taken to move the City forward.

The Maple Heights Master Plan is the beginning of this process of transformation as it is intended to guide changes over many years. Only with the dedicated work of residents, business owners, and City staff can the Master Plan's goals be achieved. Together, we can work to create a greater Maple Heights.

CURRENT PROGRESS

The Maple Heights Master Plan is presently in the Current Conditions phase. This is the initial phase of the plan and entails gathering data, input, and information about the state of Maple Heights today. The Current Conditions document outlines what has been gathered thus far and will be updated as additional information and input is gathered.

NEXT STEPS

Following completion of the Current Conditions phase, the Master Plan will begin the Community Vision phase. In this phase, residents and stakeholders will be asked to describe their vision for the future of Maple Heights. This input will be translated into vision statements that will guide action development in the following phases.

1.1 WHAT IS A MASTER PLAN

WHAT IS A MASTER PLAN

A Master Plan is a policy guide created by the City of Maple Heights in collaboration with residents, business owners, stakeholders, and interested groups. It is a long-term plan for how the community wants to grow and develop in the future, and it is intended to look five to ten years out.

Generally, a Master Plan inventories what exists today, outlines a community's vision for the future, and describes concrete action steps to achieve that vision. Developing a plan provides the community an opportunity to provide input on the general direction of the City. It prepares residents and business owners for changes, shapes future development, and gives a competitive advantage when applying for grants and funding.

Residents are encouraged to use the Master Plan to see what changes may occur in their neighborhoods and assist implementation by developing community groups or volunteer organizations to support it. Business owners are encouraged to use the Master Plan to find where the City is focusing business expansion efforts, and to see what land may be available. The City is encouraged to use the Master Plan when deciding what infrastructure investments to make, or what grants to apply for. These are substantive ways that members of the community can use the Master Plan to guide their decisions.

MASTER PLAN AND ZONING

The Master Plan is particularly related to land development because it provides a guide for how the community would like to see new uses arranged and developed. While the Master Plan describes potential land use changes, it does not alter any zoning or regulations. Existing zoning remains the same until the City or a property owner seeks to change zoning through a rezoning or an update to existing City codes.

The graphic below showcases some of the key features that differentiate Master Plans from Zoning Ordinances.

MASTER PLAN

- A GENERAL POLICY FOR FUTURE GROWTH
- DESCRIBES RECOMMENDATIONS FOR WHAT SHOULD HAPPEN IN THE FUTURE
- INCLUDES BROAD RECOMMENDATIONS THAT CAN BE UNDERTAKEN BY THE CITY, RESIDENTS, OR PARTNERS
- A FLEXIBLE DOCUMENT THAT IS INTENDED TO BE INTERPRETED AS CONDITIONS CHANGE

VS

ZONING ORDINANCE

- SPECIFIC RULES FOR DEVELOPMENT
- DESCRIBES WHAT IS AND WHAT IS NOT ALLOWED TODAY
- INCLUDES MANDATORY REGULATIONS ON DEVELOPMENT THAT ARE ENFORCED BY THE CITY UNLESS SPECIFICALLY WAIVED
- RELATIVELY RIGID SET OF REGULATIONS THAT CAN ONLY BE CHANGED BY A LEGAL PROCESS

PHASES OF THE MASTER PLAN

The Master Plan for Maple Heights is grouped into five phases, shown at right. These phases are described in more depth below:

- **Current Conditions:** In this phase, we develop a demographic, land use, and housing overview of Maple Heights
- **Community Vision:** In this phase, we outline a vision for how the community wants to grow and develop in the coming decade
- **Goals & Actions:** In this phase, we outline specific steps that can be taken to achieve the community's desired future
- **Implementation:** In this phase, priorities, timelines, and responsibilities are attached to each action to show how to accomplish them
- **Master Plan Document:** In this final phase, the previous components are combined and completed into a final Master Plan document

PUBLIC INPUT

The planning process involves the input of three groups: the Project Team, the Steering Committee, and the Public. These three groups are intended to review the Master Plan at various phases to ensure the goals and recommendations in the plan fit what the community would like to see.

The Project Team is comprised of City staff and public officials with an in-depth knowledge of the day-to-day operations of the City. The Steering Committee is comprised of a small group of residents, business owners, and stakeholders that represent a cross-section of the City. Finally, the Public includes any interested residents or parties that would like to be involved in the process. Each group meets throughout the planning process, with three public meetings that cover the most important parts of the plan.

PROCESS



CURRENT CONDITIONS
(Current Phase)



COMMUNITY VISION



GOALS & ACTIONS



IMPLEMENTATION



**MASTER PLAN
DOCUMENT**

NEXT PHASES

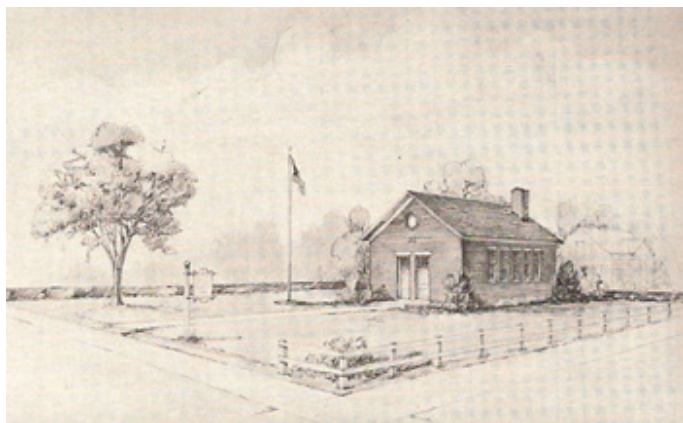
1.2 HISTORY OF MAPLE HEIGHTS

EARLY HISTORY

Present day northeastern Ohio was a part of the Connecticut Western Reserve, land claimed by the state of Connecticut after the American Revolutionary War. The land was sold to the Connecticut Land Company in the late 1790s and divided into Townships and the City of Cleveland by surveyor Moses Cleaveland. The first known settler was Benjamin Fitch in 1913. The area which is now Maple Heights was the Maple Grove area of Bedford Township, established in 1832, until it incorporated in 1915. The community incorporated to avoid annexation by Bedford Village. Maple Grove and Maple Heights were named for the area's many maple trees.

CITY ESTABLISHMENT

Maple Heights incorporated as a village in July of 1915 with approximately 1,000 residents and the same boundaries that define it to this day. A mayor-council form of government was established in June of 1930. On January 1, 1932, the village incorporated as a city after a significant population increase to more than 5,000 residents as a result of eastern European immigration to Cleveland spreading south. This included many immigrants from Italy, Poland, the Czech Republic, Hungary, and France.



The original Maple Heights school house now contains the Maple Heights Historical Society and Museum.

Source: Maple Heights Historical Society and Museum

RAILROAD HISTORY

Maple Heights became a prime location for industry after the Cleveland & Pittsburgh Railroad was built through the area in 1849 as well as the Connotton Valley Railroad in 1881. The Akron, Bedford, & Cleveland interurban line also ran through Maple Heights from 1895 to 1932. Industry expanded after 1827 along Dunham Road and Rockside Road. This included a variety of companies from Aluminum Smelting & Refining Co. and Jones and Laughlin Steel to Lempco Industries, an auto manufacturing company, and Kraft Foods.



The Mapletown Theater opened in November 1949 and expanded in the following decades. It anchored the larger Mapletown shopping center. The now-closed theater remains part of the Mapletown complex.

Source: CinemaTreasures.org user Jeterga

POST-WAR BOOM

An increase in shopping centers followed the end of World War II in Maple Heights. Mapletown shopping center was constructed in 1947 at the intersection of Libby and Broadway, followed by Southgate Shopping Center in 1955. At the time, it had 44 stores but grew to 86 stores by 1961. Both retail areas still exist today.

Population boomed during this time as well, growing from around 6,500 residents in 1940 to 15,500 in 1950. By 1960, the population had more than doubled again to approximately 31,500 residents. The residents of Maple Heights were historically of eastern European descent, but over the course of the past 35 years or so the population has shifted to be majority African-American.

MAPLE HEIGHTS TODAY

Since the end of the Post-War boom, Maple Heights has struggled to maintain prosperity. Southgate Shopping Center lost two of its department stores and has seen minimal investment since a new K-Mart opened in 1978. The City's

housing stock has also aged as new development has moved to greenfields outside the land-locked space of Maple Heights.

Despite the struggles associated with a built-out community and the remnants of the housing crisis of 2008, Maple Heights' retains many of the economic attractors that made it successful in the first place. The City's railroads still actively move freight and goods throughout the region and nation, its housing stock is affordable and attractive, and its location along major highways makes the City easily accessible. While difficulties remain, the City's strong fundamentals can be built upon for new development in the 21st Century.



The Southgate Shopping Center opened at the corner of Libby and Warrensville Center Roads in 1955 with 44 stores before expanding to 86 stores in 1961.

Source: Maple Heights Historical Society and Museum



The Southgate Shopping Center opened at the corner of Libby and Warrensville Center Roads in 1955 with 44 stores before expanding to 86 stores in 1961.

Source: Maple Heights Historical Society and Museum

1.3 PLANNING CONTEXT

REGIONAL CONTEXT

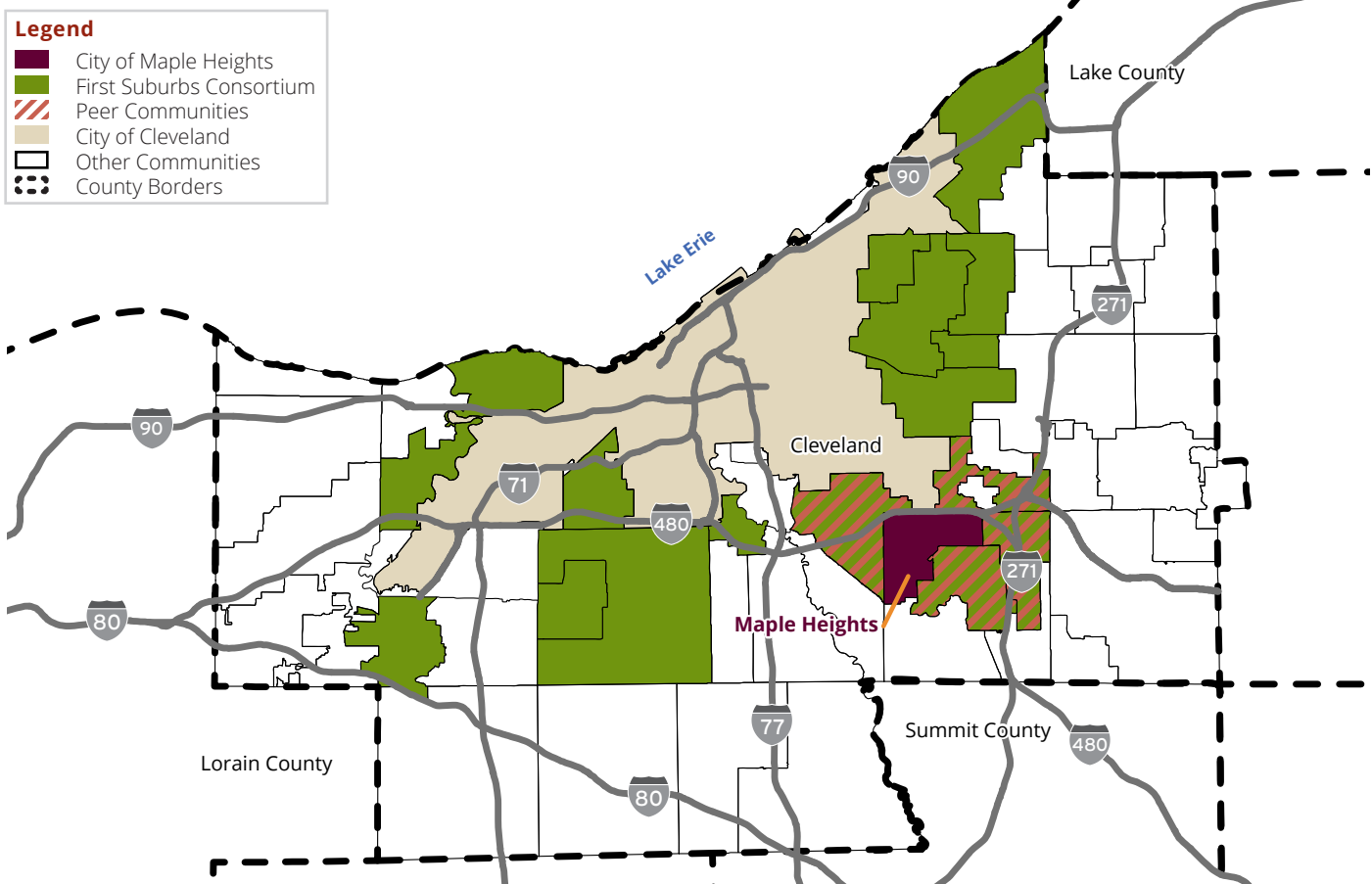
The City of Maple Heights is shown in purple on the map below. Maple Heights is located in the southeast corner of Cuyahoga County and borders Cleveland, Garfield Heights, Walton Hills, Bedford, Bedford Heights, and Warrensville Heights.

The map below shows in green the members of the First Suburbs Consortium, a group of communities that were mostly built out prior to 1960 and which are located in close proximity to Cleveland. These communities share common characteristics due to their development patterns. Maple Heights is included as a member of the First Suburbs Consortium.

The map also showcases four peer communities: Garfield Heights, Bedford, Bedford Heights, and Warrensville Heights. These peer communities border Maple Heights and are particularly good comparisons for the City as they are located in the same section of the County and share many of the same characteristics.

Throughout the Maple Heights Master Plan, comparisons are made between Maple Heights, the First Suburbs (inclusive of Maple Heights), peer communities, and the County as a whole.

Map 1 — Regional Context

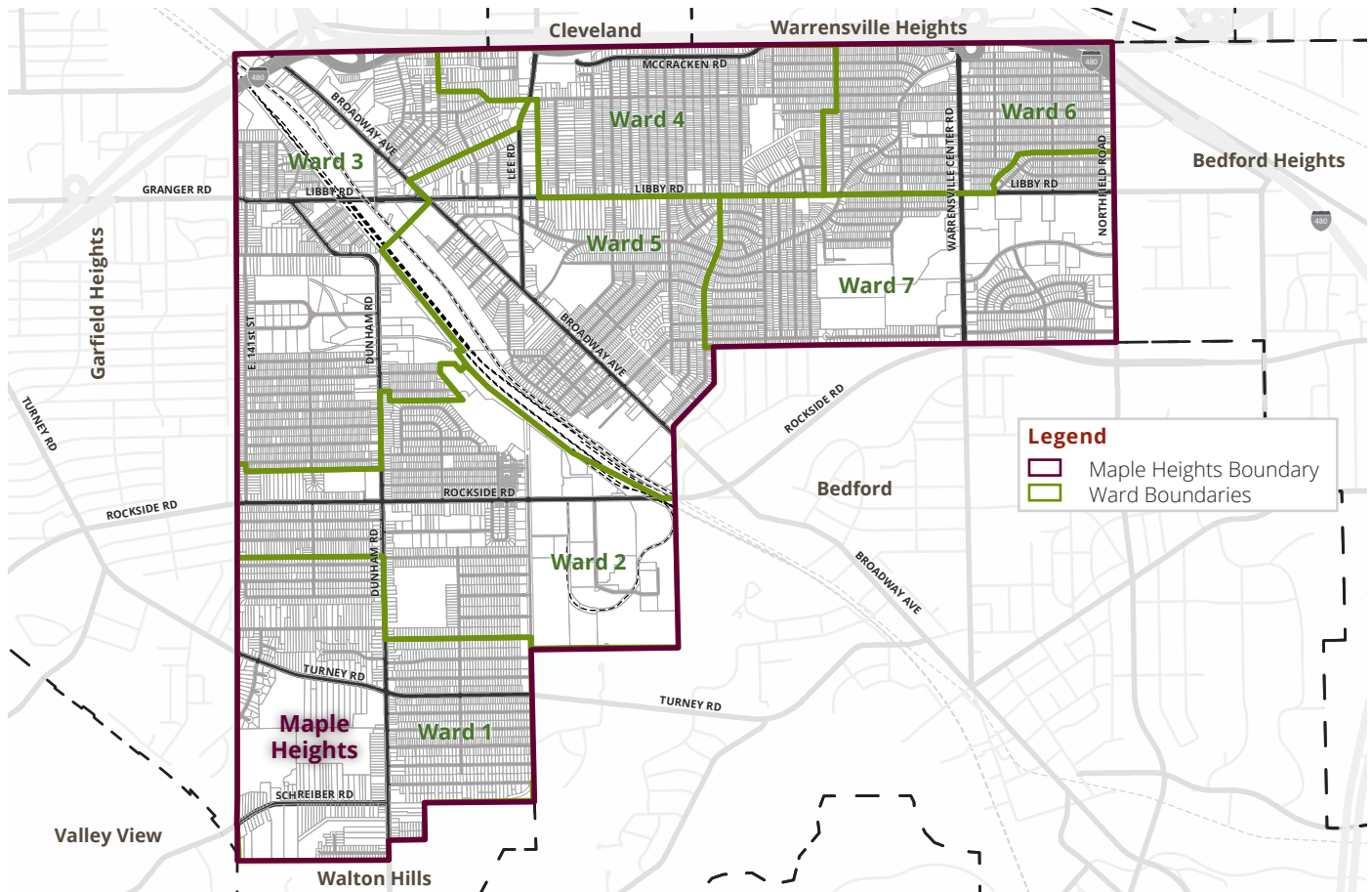


CITY CONTEXT

The City of Maple Heights is shown in the map below. Interstate 480 largely forms the City's northern border, Northfield Road forms the eastern border, and East 141st Street forms a majority of the western border. The City's southern border juts in and out along various roads and municipalities. The City is bisected by rail lines that run diagonally through the City center and parallel to Broadway Avenue.

The City of Maple Heights is divided into seven wards for the purpose of City Council representation. Three of them are located largely south and west of the railroad tracks and the remaining four are located north and east of the tracks.

Map 2 — Planning Context



1.4 PREVIOUS PLANS

1999 MASTER PLAN

The 1999 City of Maple Heights Master Plan was completed by PKG Group as a Strategic Economic Development Plan. Through a community survey, an analysis of data, and the results of a series of sub-committees on particular topics, the Master Plan outlined a vision for Maple Heights: "This vision is one of an economically strong community of quality residential diverse neighborhoods, vibrant safe neighborhood and commercial districts, and continued high level of community pride and identity."

To accomplish this vision, the plan identified eight Citywide goals and recommendations, which are listed here:

- Increase the revenue generation potential in the City of Maple Heights
- Increase the percentage of regional housing market investment
- Enhance public participation in the Maple Heights community
- Guide specific, desired investment to appropriate areas in the City
- Create through public investment a new "City Center" in Maple Heights
- Improve transportation safety, accessibility, and pedestrian-friendly environment in the City
- Increase achievement of sound, consistent investment by updating the City of Maple Heights Planning and Zoning Code based on the principles of 'Concept Area' performance standards
- City of Maple Heights should acquire through purchase,

donation, or eminent domain specific parcels for redevelopment for specific end-users in key target areas

Based on the goals of the 1999 Master Plan, the City identified six concept areas where specific land use actions were outlined. The Master Plan noted that development and efforts needed to be concentrated in areas, especially the Broadway corridor, in order to maximize public investment. The Broadway Avenue Corridor was a special focus of the plan as it was intended to become a new "City Center" for Maple Heights. Through an updated streetscape, storefront renovations, and investments in public buildings, planners aimed for Broadway to become a Downtown for the community.

Some of the recommendations from the 1999 Master Plan were accomplished, some remain relevant, and others are no longer necessary. In terms of new codes, the City was successful in developing a Broadway Corridor Overlay; however, the updating of codes were not successful in developing a truly vibrant Broadway Corridor. Many of the recommendations related to neighborhoods remain important as housing market changes have left many areas struggling with property maintenance issues. Recommendations for Southgate USA were based on the need to improve infrastructure around the shopping center. As the shopping area ages, more intensive changes may be necessary in the future. These and other recommendations from the 1999 Master Plan will be part of the analysis and policy recommendations for the current Master Plan.

FORTHCOMING

CONCEPT AREAS

The 1999 Master Plan identified Land Use Concept Areas that outlined desired types of land uses and development goals for each of the areas. For each concept area, the Plan described the area and provided key goals and recommendations. A summary of those recommendations follows:

Residential Core Neighborhoods: Need for improved overall aesthetics, increased greenspace, continued reinvestment, strengthened connections to business districts, an updated zoning code to allow cluster housing, and utilization of existing programs for residential property rehabilitation and land-banking.

Southgate USA Retail Core: Need for development of high-traffic and freeway-oriented commercial use, continued promotion and revitalization through investment, and improved transportation safety and accessibility.

Retail Corridor Target Areas—Warrensville Center, Northfield, and Lee/Libby Roads: Need for improved transportation safety and accessibility, development of high-traffic and freeway-oriented commercial use, continued reinvestment in commercial areas, an updated zoning code establishing commercial lot sizes, required landscape buffers to residential neighborhoods, and strengthened connections between business districts and residential neighborhoods.

Neighborhood Retail Centers: Need for continued reinvestment in commercial areas and strengthened connections between business districts and residential neighborhoods.

Office, Industrial, and Institutional Campuses: Need for improved overall aesthetics and industry compatibility, an updated zoning code to establish industrial lot sizes and permit high-traffic office/industrial campus uses and modernized industrial practices, brownfield cleanup, an established task force to consider reuse of vacant industrial space, required minimum jobs per acre for development and tax abatement programs, and increased greenspace utilizing railroad right-of-way.

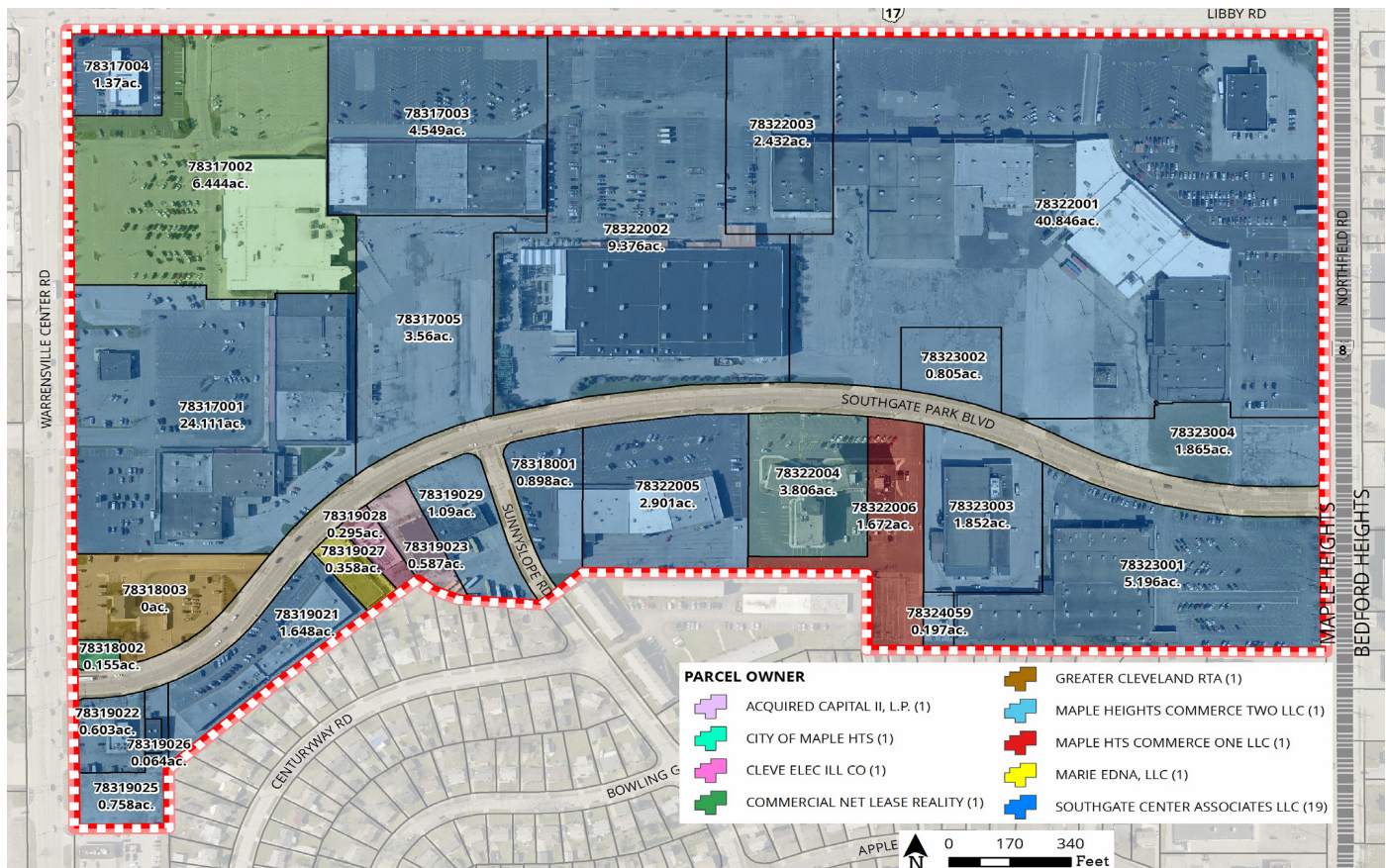
Broadway Avenue Corridor: Need for improved overall corridor aesthetics and industry compatibility, strengthened connections between business districts and residential neighborhoods, increased public investment to build the City Center, continued reinvestment in commercial areas, updated zoning to permit high-traffic office/industrial campus uses, increased greenspace and landscape buffers to residential neighborhoods, investment in appropriate areas of the corridor, and improved income and property tax generation potential in the corridor.

FIRST SUBURBS SITE PROFILE: SOUTHGATE SUMMARY

In 2016, the First Suburbs Consortium engaged County Planning to create site profiles of eight malls and development sites located in First Suburb communities. Southgate USA in Maple Heights was one of those selected sites.

The Southgate site profile described the existing conditions of the site, including topics such as current tenants, parcel ownership, utility availability, transportation access, and zoning. The profile also provided demographic information and detailed employment and workforce data within 15-, 30-, and 60-minute drive times.

The profile revealed a number of important findings for planning the future of Southgate. Unlike some shopping areas, a majority of the Southgate USA site is owned by a single entity, it is zoned almost entirely for commercial use, and has a major transit hub and access to various GCRTA bus routes. These physical attributes are important considerations for attracting new development opportunities at Southgate.



The Southgate USA shopping center is almost entirely owned by a single entity, making holistic development easier.

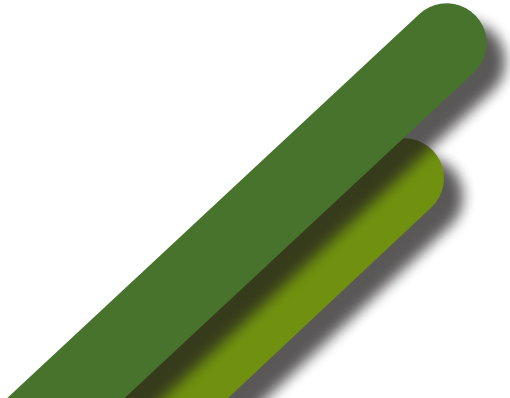
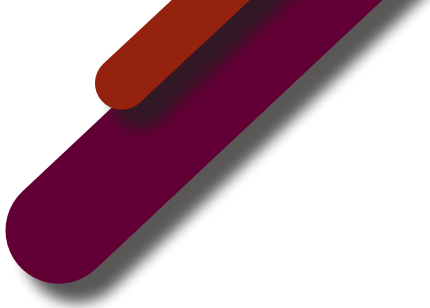
Source: County Planning

BROADWAY TRADE AREA MARKET PROFILE

The 2017 Broadway Trade Area Market Profile project was undertaken by LISC MetroEdge to provide information on the types of retail that was needed along Broadway Avenue.

The market profile defined a trade area, as follows, for the purposes of analysis: the area bounded by I-480 to the north, Rockside Road to the south, State Route 8 to the east, and Turney Road to the west. The intersection of Broadway and Libby Roads lies at the center. The study included a demographic profile of this area as well as an analysis of the existing retail.

Major findings of the study included determinations that Maple Heights had a clear concentration of Motor Vehicle and Parts Dealers and a dearth of food service and drinking options.



02 Current Conditions

WHATS INSIDE

Many factors affect a community's future, including population and housing trends, income and tax receipts, proximity to transit, and natural features. These elements are important in establishing a baseline for what exists today, what challenges must be addressed, and what opportunities may arise. The Current Conditions section provides an overall assessment of these trends in Maple Heights.

Within this section are four profiles: the community profile, the transportation & infrastructure profile, the land use profile, and the community services profile. At the beginning of each profile is a summary page that calls out key findings from that profile.

ABOUT THE DATA

The data in the Current Conditions section comes from numerous sources, including the U.S. Census' American Community Survey, Cuyahoga County, the US Postal Service, the Cuyahoga County Planning Commission, and the City of Maple Heights. Throughout this section, the year from which data comes is displayed. Data obtained from the American Community Survey refers to the average of five years of data provided as part of an annual questionnaire. Because of that, data from the 2015 American Community Survey actually covers five years of survey data from 2011 to 2015.

COMMUNITY PROFILE

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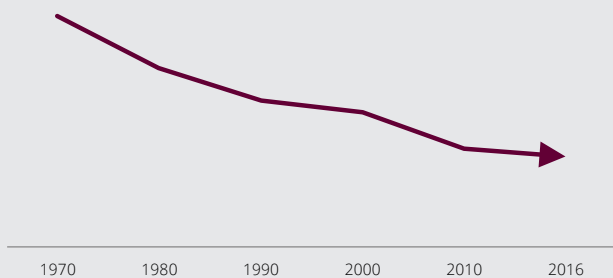
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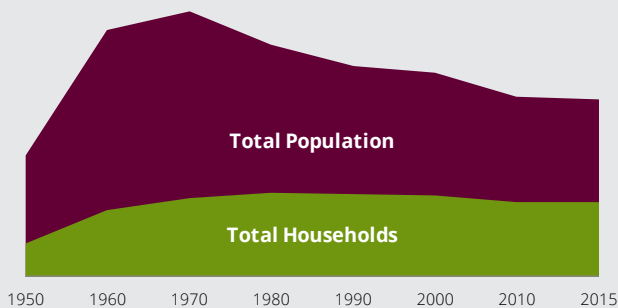
COMMUNITY PROFILE

KEY FINDINGS



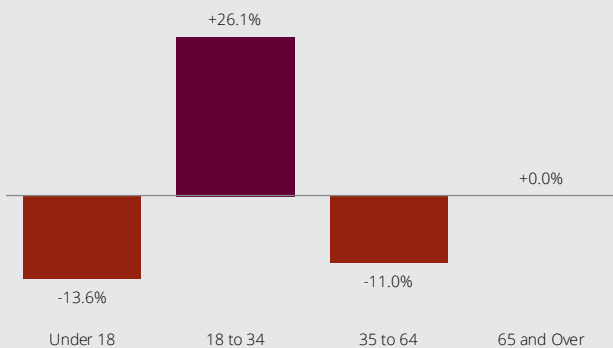
THE CITY'S POPULATION HAS FALLEN 34.1% SINCE 1970...

Maple Heights' population peaked in 1970 at 34,093 residents before falling 34.1% to 22,792 in 2015. This loss in population mirrors population changes in other built-out communities in Cuyahoga County, which generally peaked in the 1970s after which little new land was available.



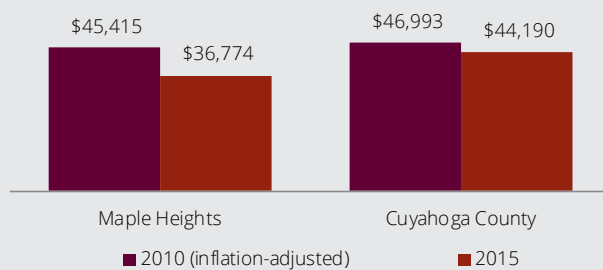
...BUT MOST POPULATION LOSS IS BECAUSE OF SMALLER HOUSEHOLDS

While Maple Heights' population has fallen significantly since 1970, the total number of households has remained relatively stable. The City has lost only 6.1% of its households compared to 34.1% of its population, meaning that the vast majority of population loss has been as the result of smaller households.



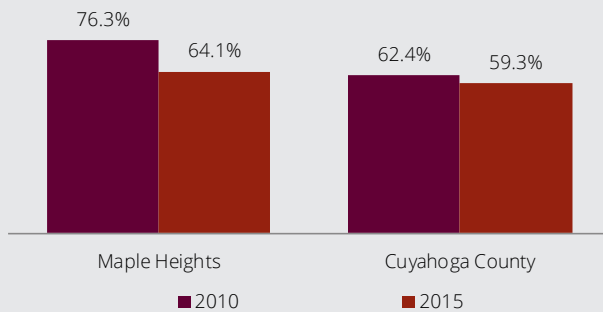
THE NUMBER OF YOUNG ADULTS HAS INCREASED RAPIDLY

Between 2010 and 2015, the City's total population fell 3.3%, but the population of young adults aged 18 to 34 increased 26.1%. This equates to an increase of 1,150 young adults while every other age group remained the same or decreased.



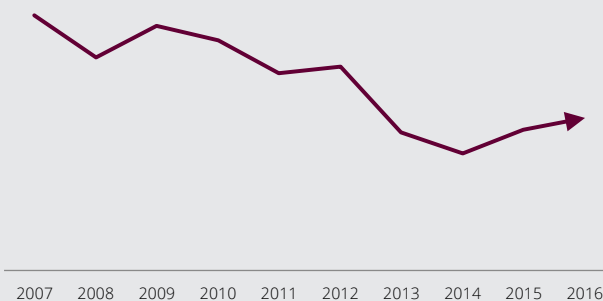
MEDIAN HOUSEHOLD INCOME IS FALLING

Median household income has fallen in Maple Heights in both raw numbers and when adjusted for inflation. It has fallen at a rate that is faster than the County as a whole and has major implications on the ability of residents to maintain their homes or support retail.



HOMEOWNERSHIP RATES ARE HIGH BUT DECREASING

The homeownership rate in Maple Heights has fallen more than ten percentage points since 2010, but remains significantly higher than the County as a whole. This high level of homeownership allows residents to realize equity so long as home values rise.

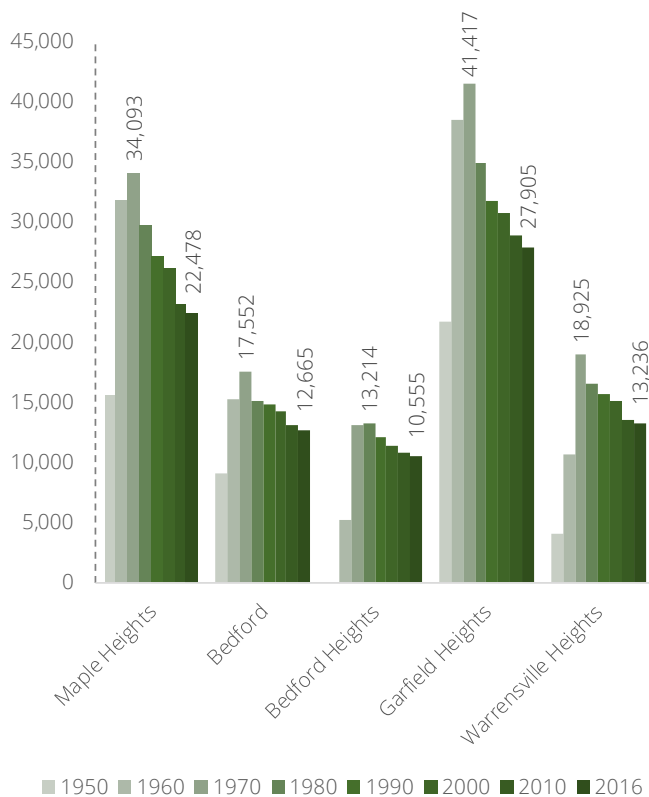


HOME SALES PRICES ARE SLOWLY REBOUNDED

Home prices in Maple Heights and the region were pummeled during the housing crisis of the early 2000s. Prices in Maple Heights have still not recovered; however, they have begun to stabilize and rebound. Between 2014 and 2016, home sales prices increased by 18%.

2.1 COMMUNITY PROFILE

Figure 1 — Total Population, 1950-2016



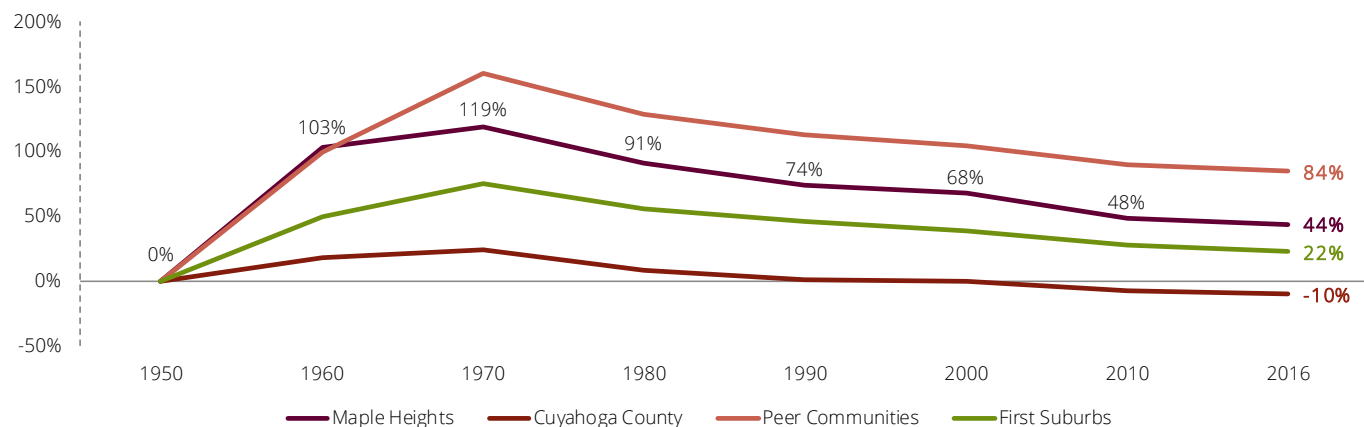
POPULATION

Land use and municipal service needs are influenced by population size and growth trends. Growing populations can require additional services but also mean additional income tax collections while shrinking populations affect housing prices and the need for retail, among other issues.

Maple Heights' population has been falling steadily since its peak population of 34,093 in 1970. By 2016, Maple Heights had a population of 22,478, a loss of just under 12,000 people since 1970. Much of this population loss can be attributed to smaller households and aging populations.

In comparison, all other peer communities have also seen major population declines and none have fully stabilized their populations. Despite this decline in population, Maple Heights' population remains 44% higher than it was in 1950. In the County as a whole, the population in 2016 is lower than it was in 1950.

Figure 2 — Percent Change in Total Population Compared to 1950



DENSITY

Population density is a measure of population by square mile; when mapped, it can generally display how tightly packed or dispersed the population is in an area. Densely populated areas can more easily support walkable amenities such as restaurants and retail, and sometimes can have different needs such as greater transit frequencies.

Data for Maple Heights shows higher densities in neighborhoods north of Libby Road and more generally in the neighborhoods east of Broadway Avenue. Because the vast majority of homes in Maple Heights are single-family residences, this indicates that homes are more closely packed or families are larger in these areas.

South of the railroad tracks, neighborhoods are less densely packed generally; however, the area immediately north and south of Turney Road and east of Dunham Road is a pocket of higher density.

Map 3 — Population Density, 2015

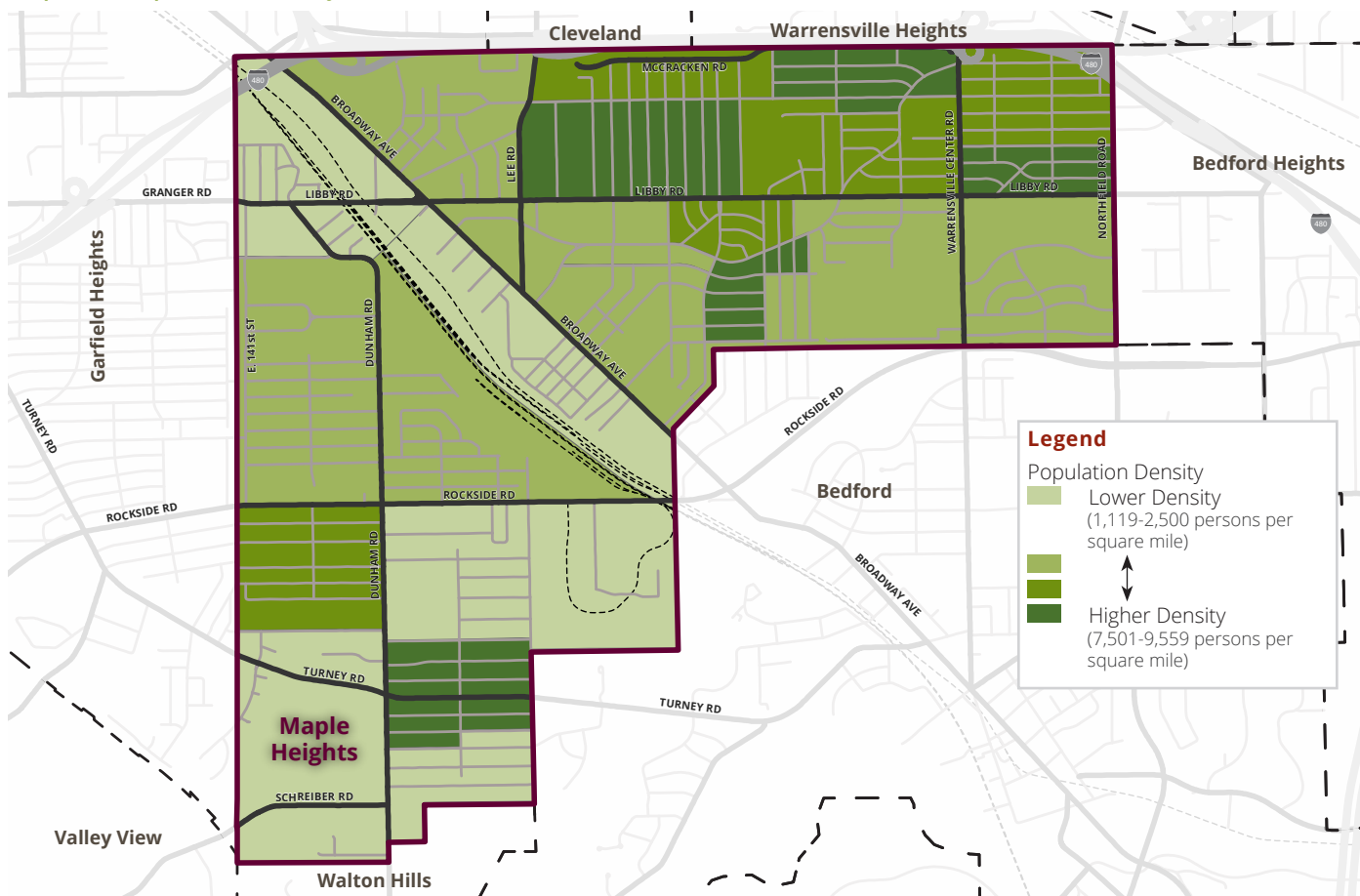
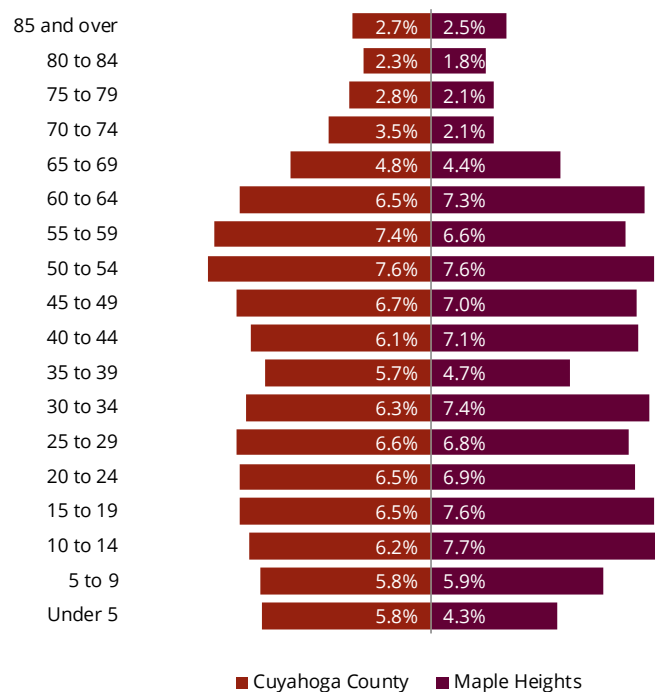


Figure 3 — Population Pyramid, 2015



AGE

The age of residents can determine many of the housing and social needs within a community. The population pyramid for Cuyahoga County and Maple Heights shows a relatively even distribution among residents between 10 and 64 years old. There is a drop-off among young children, residents in their mid-thirties, and seniors. Overall, Maple Heights has a relatively similar distribution of ages compared to the County with a slightly higher percent of Millennials aged 18-34 and slightly lower percent of seniors aged 65 or older.

In looking at change in population by age group, Maple Heights is losing population among children and working age adults, and has a stable population of seniors. Among Millennials, Maple Heights is rapidly expanding. Maple Heights Millennials increased by 26.1% between 2010 and 2015, a gain of 1,150 people and a significantly greater increase than comparison communities.

Figure 4 — Percent Change in Population by Age Group, 2010-2015

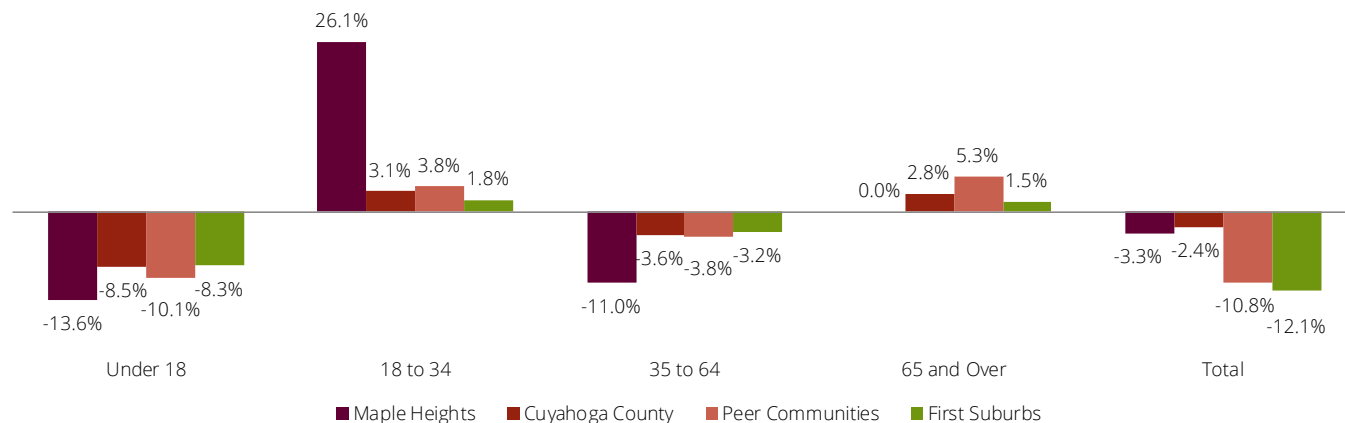
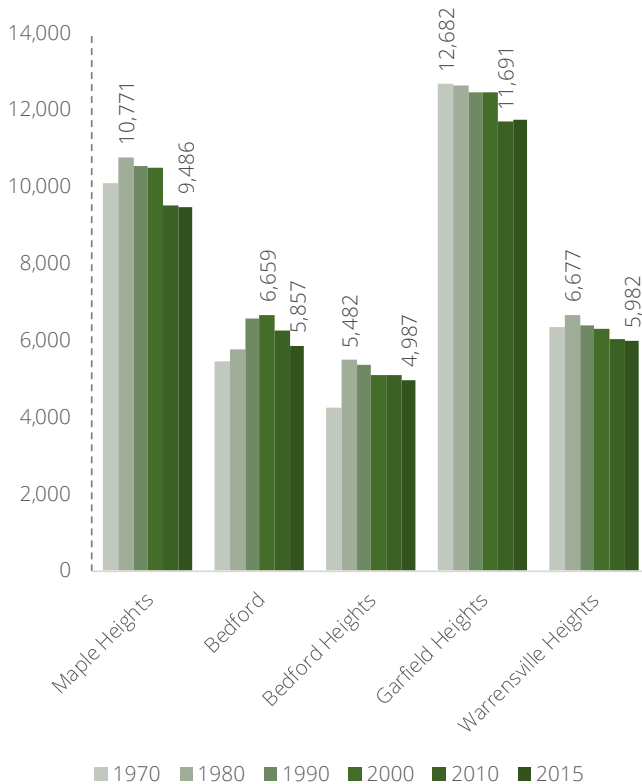


Figure 5 — Total Households, 1970-2015



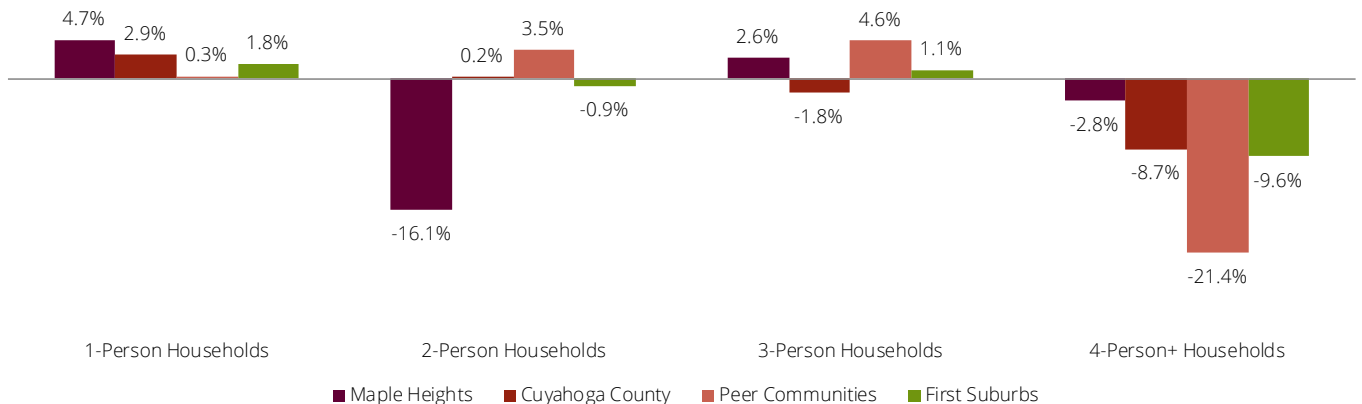
HOUSEHOLDS

Like population, households are another key indicator of a community's profile and needs. The U.S. Census defines a household as any person or group of people living together in a residence regardless of relationship. A household may consist of a person living alone or of multiple related and/or unrelated individuals living together.

Like total population, the total number of households in Maple Heights has been falling from a peak of 10,771 in 1980 to a low of 9,486 in 2015. That number correlates to a 6.1% decrease in total households from the peak while total population has fallen 34.1% since its peak in 1970. This indicates that the vast majority of population loss has come as a result of smaller households rather than fewer households.

When looking at recent changes among households according to their size, one-person and three-person households have been increasing while two-person and four-person households have been decreasing. One-person households are the most common type of household, with one-person households accounting for 36.6% of total households in Maple Heights.

Figure 6 — Percent Change in Households by Size of Household, 2010-2015



RACE & ETHNICITY

The racial and ethnic background of a community can help to inform policy and program decisions. For this analysis, residents identifying as Hispanic were considered as a separate category from other racial groups.

Compared to Cuyahoga County, peer communities, and the First Suburbs, Maple Heights has a significantly higher population of Black residents, with 69.7% of Maple Heights identifying as Black. Both Maple Heights and its peer communities have majority Black populations. An additional 25.0% of Maple Heights residents identifies as White, and the remaining 5.3% identify as Asian, Hispanic, or other races.

Between 2010 and 2015, the White and Hispanic populations of Maple Heights have decreased, while Black, Asian, and other races have increased. While the decrease in White population is consistent with decreases in the White populations of the County, peer communities, and First Suburbs; Maple Heights' decrease was faster at 20.0%.

Only among Asian residents did Maple Heights see an increase that was faster than comparison areas. The Asian population increased by 8.5% in Maple Heights while it increased at slower rates in Cuyahoga County and decreased in peer communities.

Figure 7 — Race and Ethnicity of Population, 2015

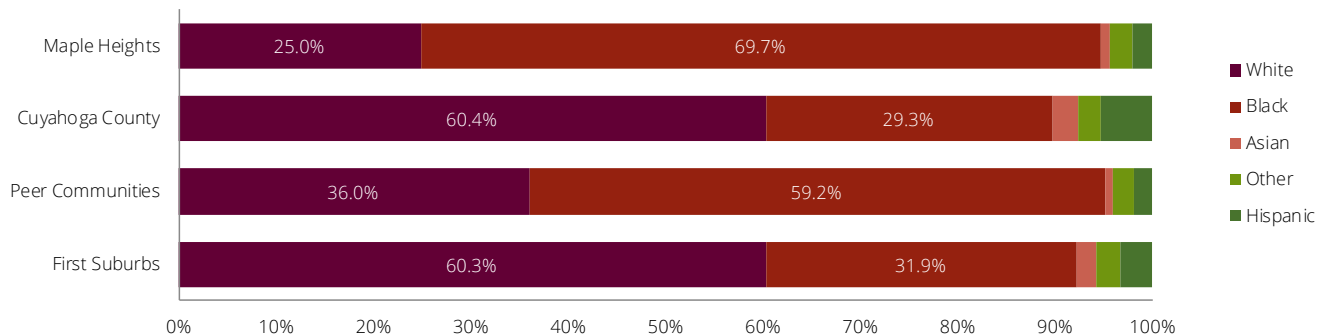
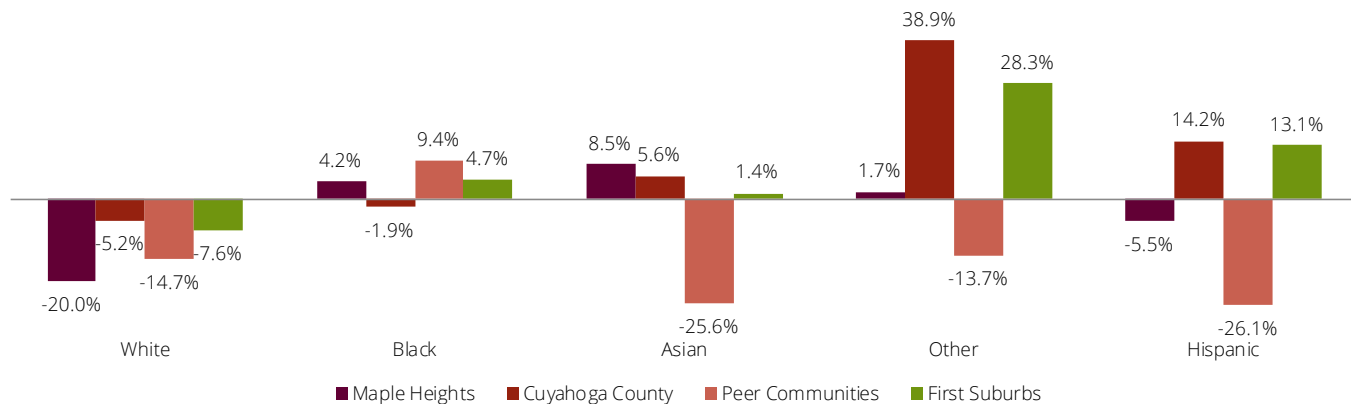


Figure 8 — Percent Change in Population by Race and Ethnicity, 2010-2015



EDUCATIONAL ATTAINMENT

Higher educational attainment often indicates higher incomes, which can strengthen a community's economy. Slightly more than half of Maple Heights' population has some college education, which is roughly in line with peer communities, but lower than Cuyahoga County and the First Suburbs. Those residents with a High School Diploma or its equivalent make up the biggest contingent of the City's population.

Maple Heights has been losing population among those with college degrees, even while these populations have been increasing in all comparison populations. This decrease in educational attainment correlates to lower incomes, which can likewise affect buying power for retail services, the ability to maintain a home, and municipal income tax collections and services.

Trends show fewer residents with less than a High School Diploma and increases among High School Graduates and those with some college.

Figure 9 — Educational Attainment of Population, 2015

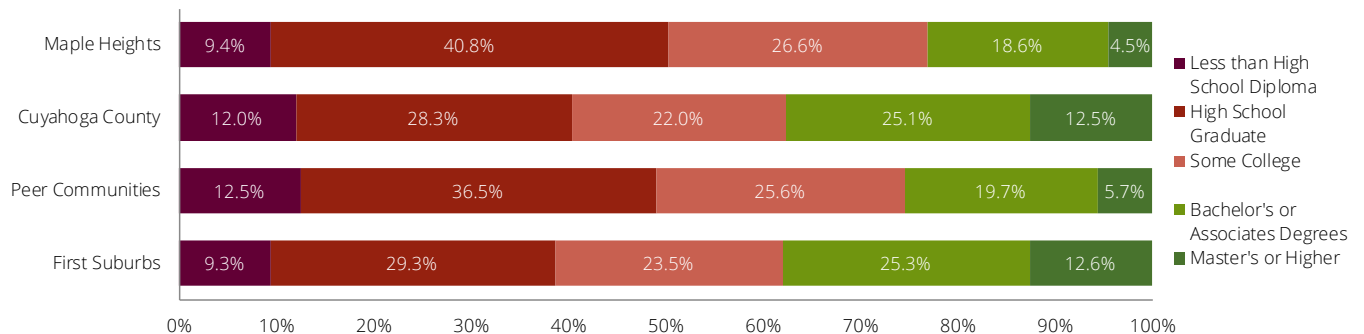
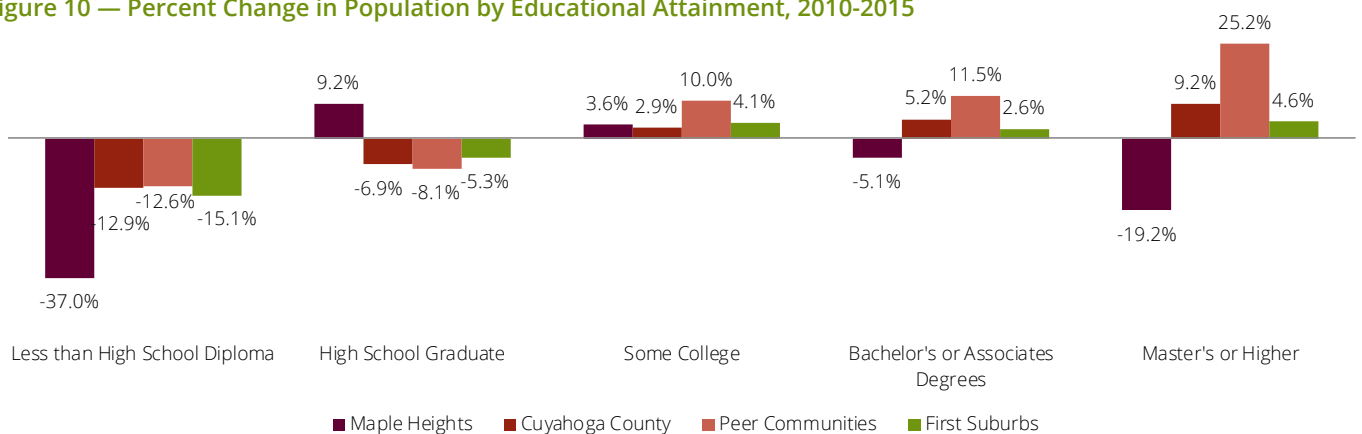


Figure 10 — Percent Change in Population by Educational Attainment, 2010-2015



INCOME

Median household income (MHI) is an important gauge for understanding a community's purchasing power, the ability of residents to maintain their homes, and future income taxes. Maple Heights' MHI in 2015 was \$36,774, which was lower than its 2010 MHI of \$42,139. When adjusted for inflation, Maple Heights' 2010 MHI was \$45,415. This means that in inflation-adjusted terms, Maple Heights' median household income has fallen by approximately \$9,000 in five years. In comparison, Cuyahoga County's MHI has fallen just under \$3,000 dollars in the same time period.

Income category data shows similar characteristics. Maple Heights has a smaller percentage of higher-income households than the County, peer communities, and First Suburbs. Notably, Maple Heights has seen an increase in those households making less than \$15,000 since 2010 and a decrease in all other categories. Lower wages among Maple Heights' households means lower purchasing power and strained municipal finances due to lower income tax revenues.

Figure 11 — Median Household Income, 2010 and 2015

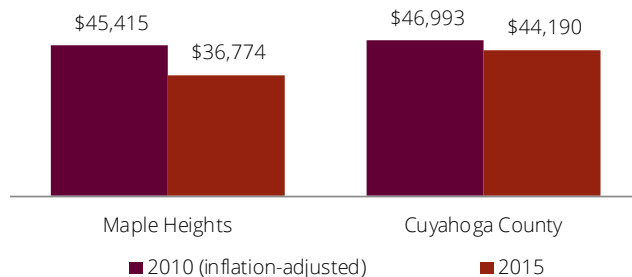


Figure 12 — Households by Income Category, 2015

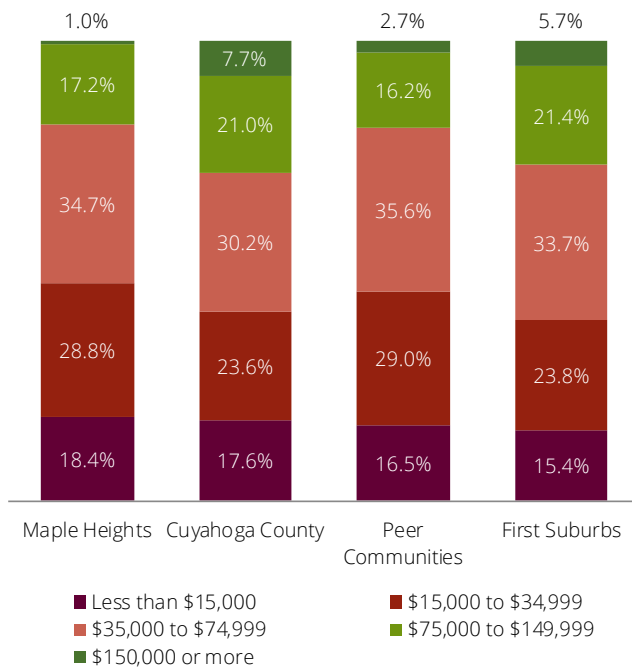
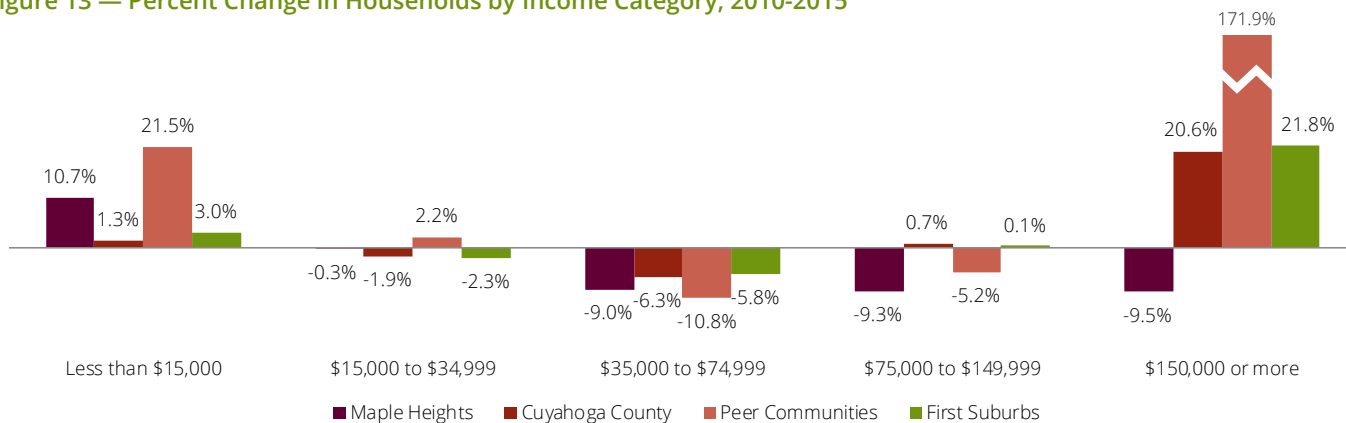


Figure 13 — Percent Change in Households by Income Category, 2010-2015



INCOME TAXES

FORTHCOMING

EMPLOYMENT

Employment trends are indicators of local economic health. The total number of people employed in Maple Heights in 2015—the most recent year for which data is available—was 5,457. That number is significantly down when compared to a decade ago, when 8,041 people were employed in Maple Heights.

Like Cuyahoga County, peer communities, and the First Suburbs, Maple Heights shed jobs during the Great Recession. Like those comparison areas, Maple Heights has not recovered those jobs since then. Employment in the City is, however, stable, with the total number of jobs hovering around 5,500.

Despite this, the total number of jobs available in Maple Heights remains 32.1% lower than in 2004.

Among the jobs located in Maple Heights, almost a quarter are concentrated within the retail trade. More than 10% are located within the wholesale trade field followed by educational services, finance and insurance, and health care and social assistance. Among the other sectors, administration & support services comprised 7.3% of total jobs, and manufacturing comprised 6.4% of total jobs.

Figure 14 — Percent Change in Total Employment Compared to 2004

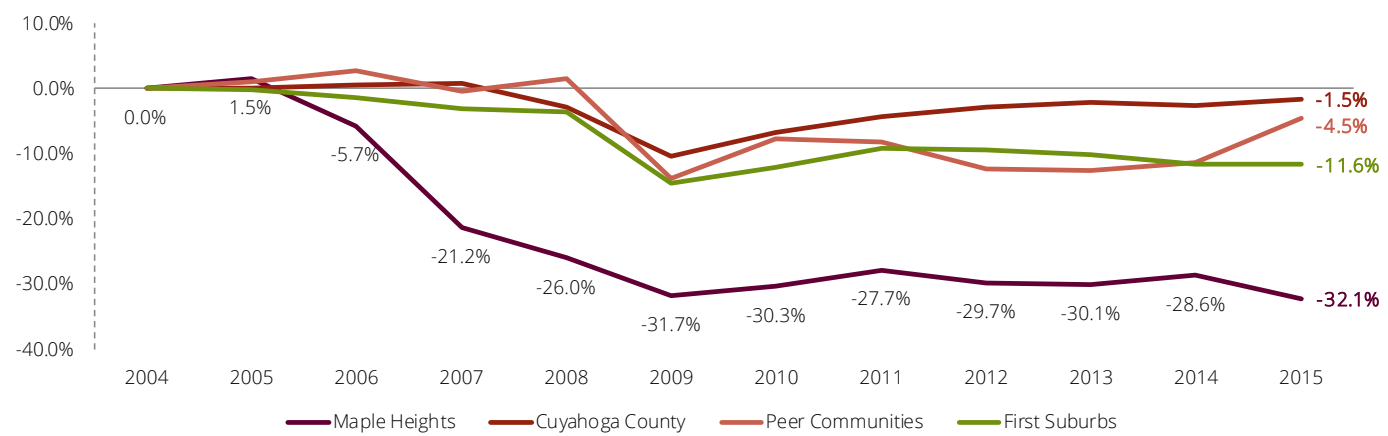
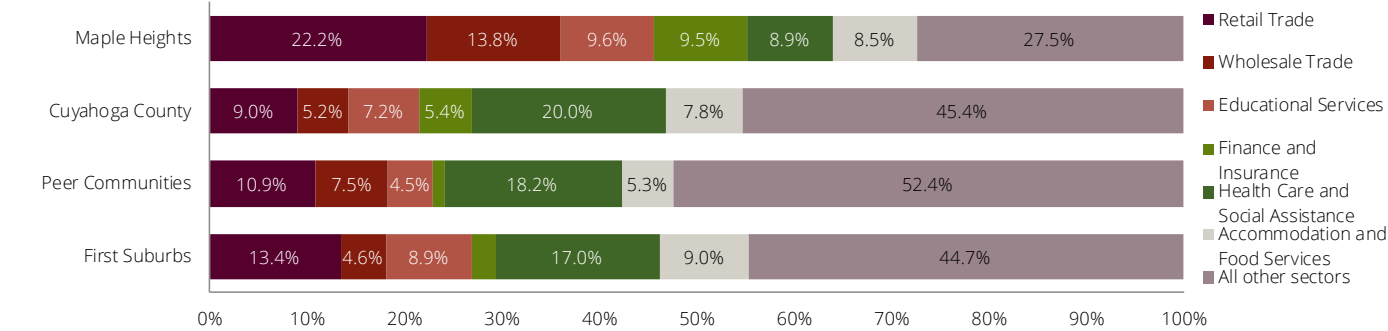


Figure 15 — Percent of Total Employment by Sector, 2015



EMPLOYMENT CENTERS

Employment in Maple Heights is generally concentrated in a few areas as shown in the map below. The vast majority of retail jobs, which is the most common type of employment in Maple Heights, are located in the Southgate area.

Wholesale trade jobs, which make up 13.8% of the City's total employment, are almost entirely concentrated in the distribution area between Rockside Road and Lee Road.

Educational Services jobs are clustered heavily in the Municipal Center around the High School campus.

Other hotspots of employment are around the Intermodal Facility and in the industrial areas nearby.

Map 4 — Major Employers

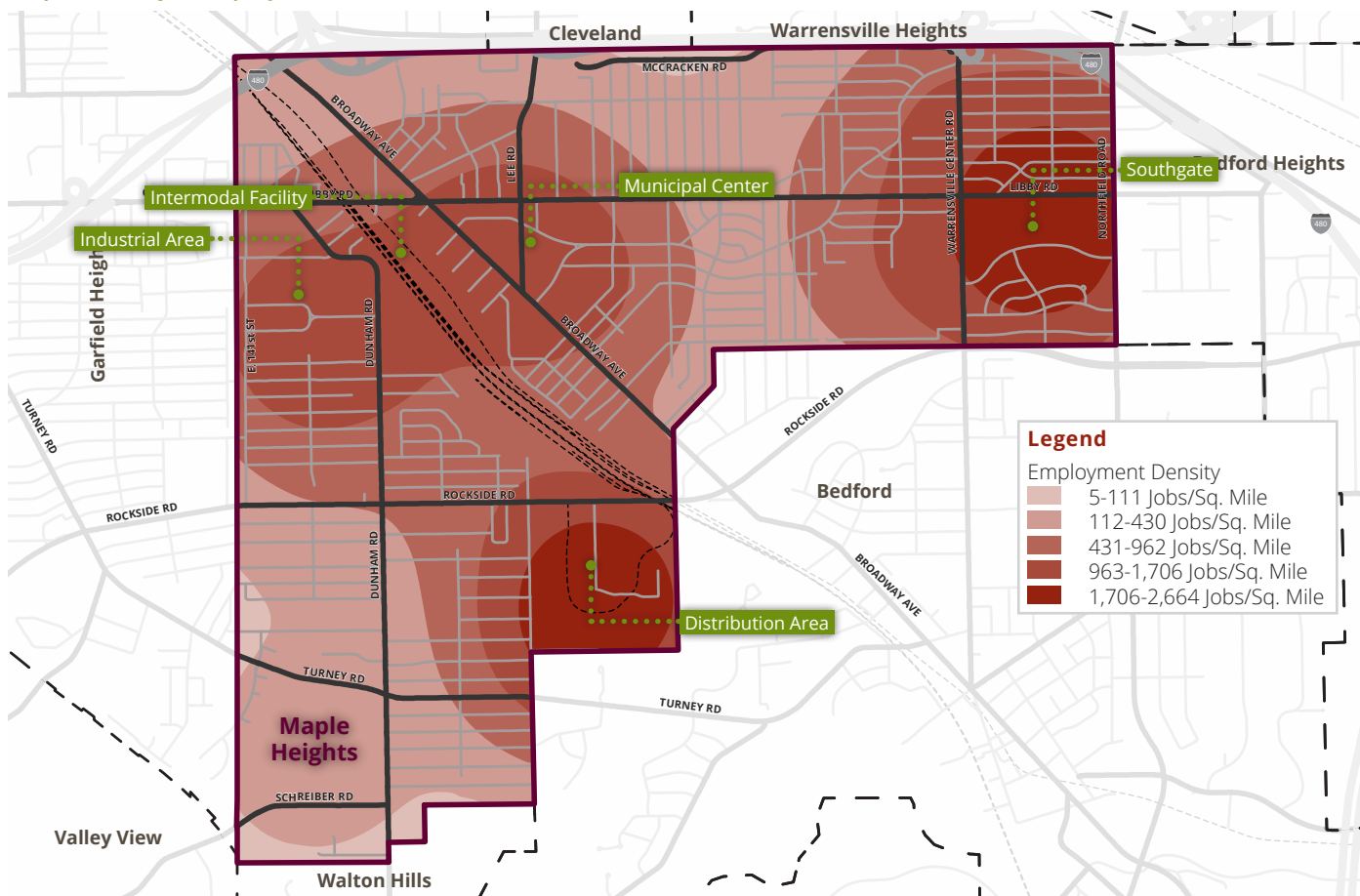


Figure 16 — Occupancy Rates, 2015

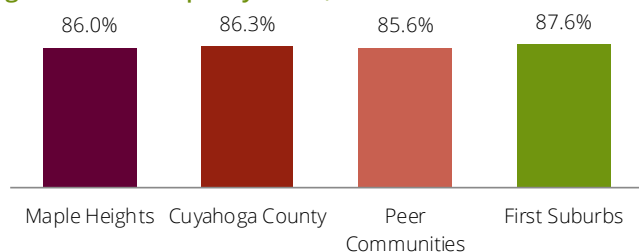
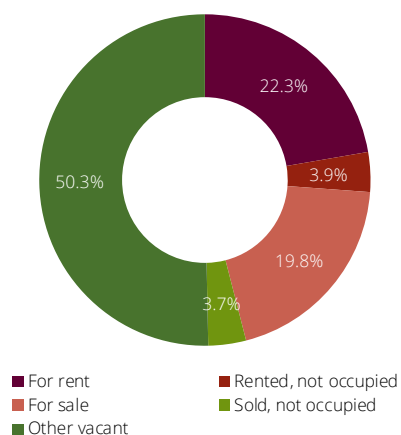


Figure 17 — Vacancy Types, Maple Heights, 2015



HOUSING OCCUPANCY & VACANCY

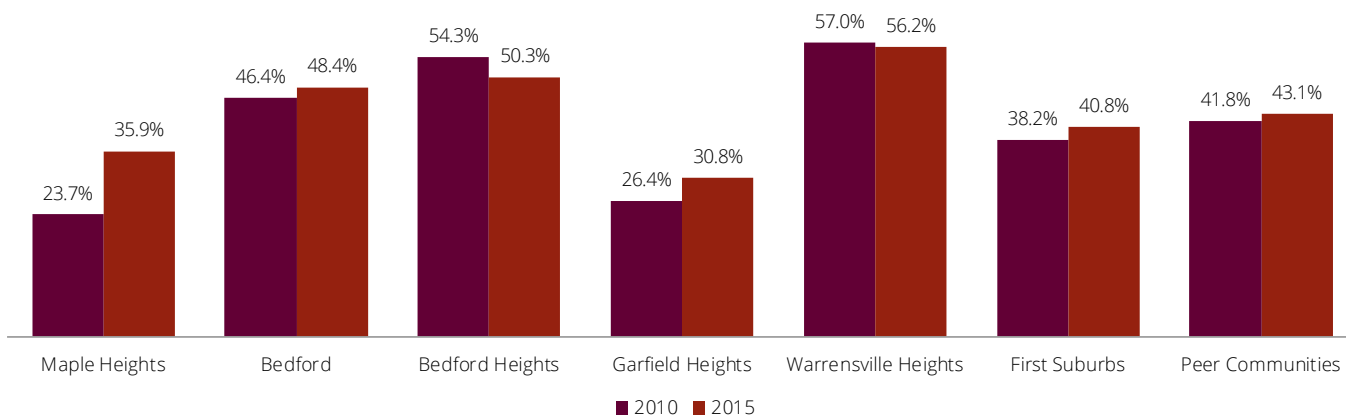
Occupancy rates display what percent of housing units within an area are currently occupied. In Maple Heights, 86.0% of units are occupied, which is generally in line with occupancy rates Countywide and in peer communities.

Vacant units are not necessarily vacant and abandoned, but may include for sale or second homes. Among the 14% of total housing units that are vacant in Maple Heights, most are classified as “Other Vacant,” which are units that do not fit into the for rent, for sale, or rented or sold but not yet occupied categories. Common reasons include an owner that does not want to rent or sell, or a house being used for storage, being foreclosed upon, or being repaired or renovated. The second most common reason for vacancy was for units that were for rent.

TENURE

Tenure describes whether a unit is owned or rented. Maple Heights’ rental rate of 35.9% is lower than peer communities and the First Suburbs, indicating a higher owner-occupancy rate. Like most communities, Maple Heights’ rental rate has increased between 2010 and 2015, rising from less than a quarter of total units to just under a third.

Figure 18 — Percent of Housing Units Occupied by Renters, 2010 and 2015



RENT

Median gross rent is an indicator of a housing market's strength. Median gross rent in Maple Heights was \$809 in 2015, a decrease from \$824 in 2010 inflation-adjusted terms. This decrease in inflation-adjusted terms mirrors trends in the County. Maple Heights' median rental rates remain above the County as a whole.

When categorizing rental units in Maple Heights by their price, the City has more units that are \$1,000 or more per month than any other comparison area. This is likely a reflection of the larger, single-family homes for rent in the City.

Figure 19 — Median Rent, 2010 and 2015

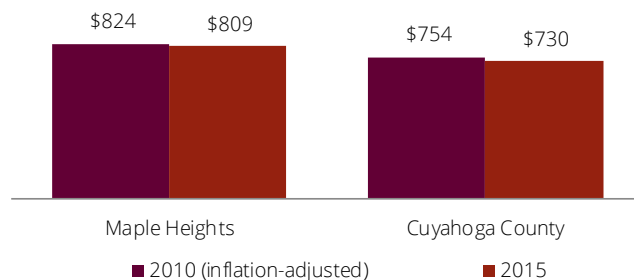
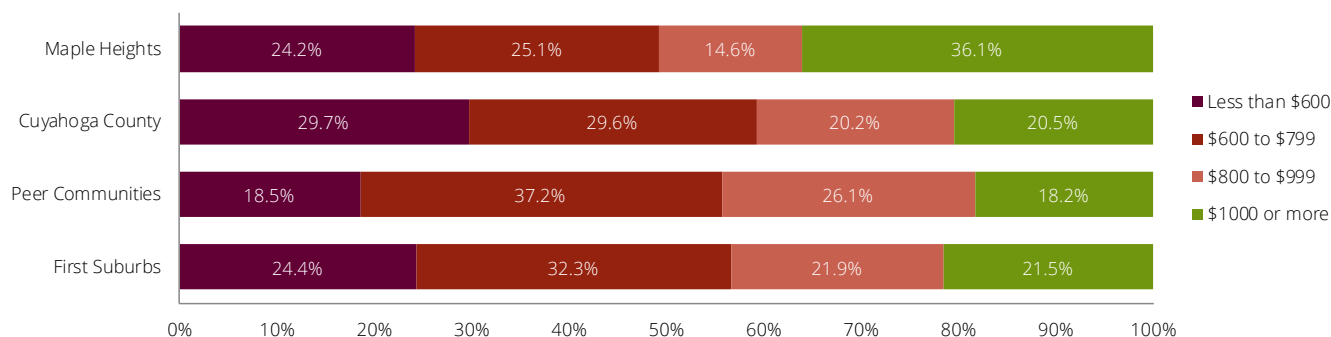


Figure 20 — Percent of Rental Units by Gross Rent, 2015



AFFORDABILITY

Comparing the change in income, rent, and sales price gives insight into the City's housing affordability. In Maple Heights, median household income between 2010 and 2015 is down 12.7%, median rent is up 6.0%, and median sales price is down 29.2%. This indicates that homes are becoming more expensive to rent in Maple Heights while buying a home is more affordable.

Figure 21 — Change in Rent, Sales Price, and Income, 2010-2015

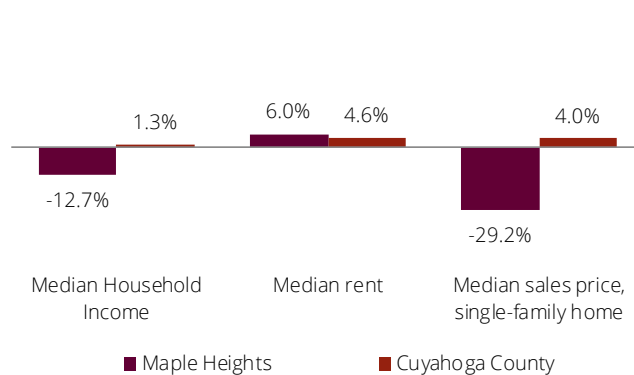
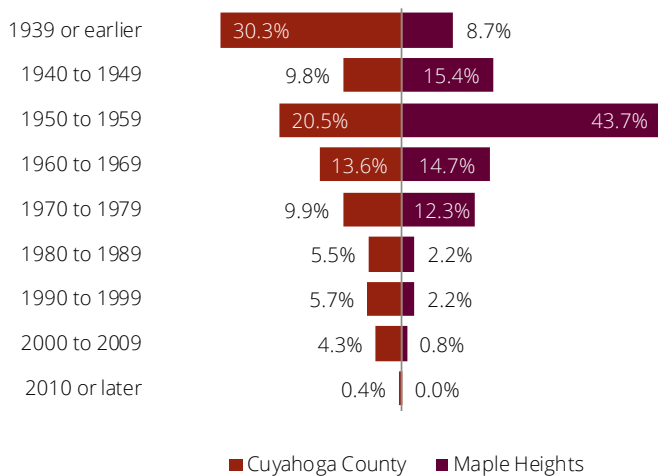


Figure 22 — Percent of Housing Units Built each Decade



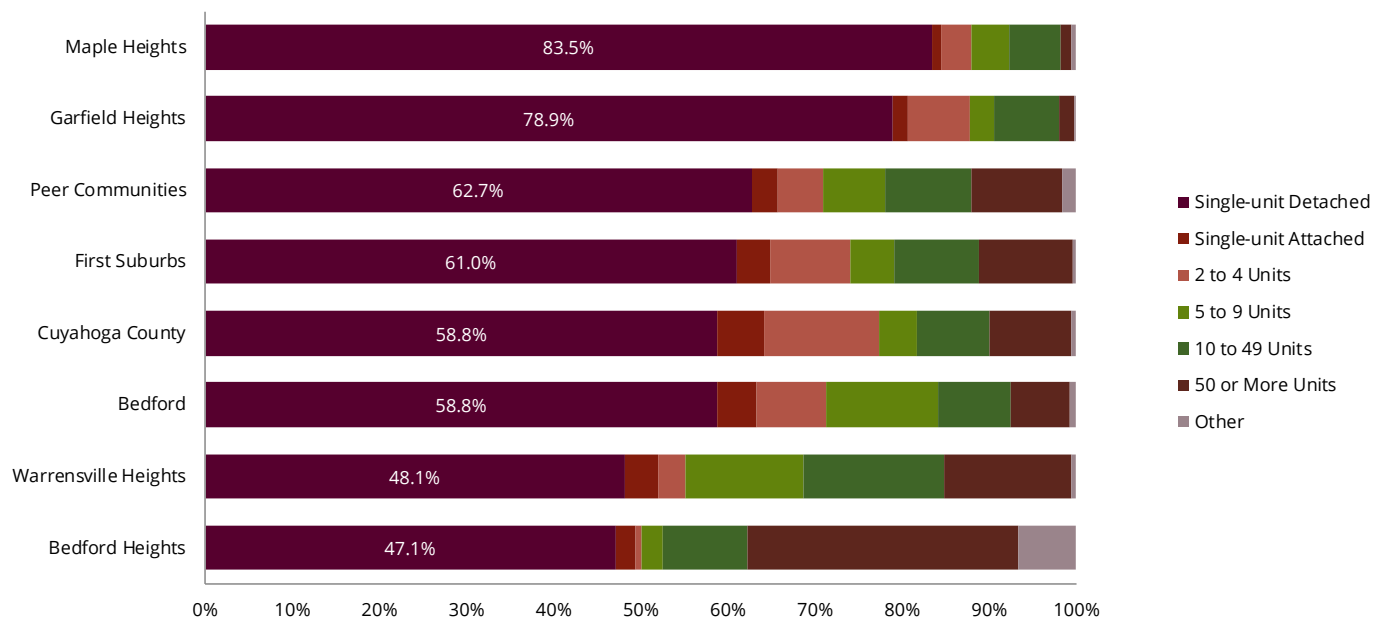
HOUSING UNITS

Homes in Maple Heights typify post-war suburban development. In the City, 43.7% of housing units were constructed in the decade from 1950 to 1959. In total, 86.1% of units in Maple Heights were built in the period from 1940 to 1979, compared to 53.8% of units Countywide.

Analyzing a community's housing by the number of units in a structure describes the types of buildings in a community. For instance, a one-unit structure would be a single-family home or possibly an attached townhouse. A two-unit structure would be a duplex, and a 50-unit structure would be a large apartment or condo building.

Consistent with post-war development, Maple Heights' housing units are almost entirely single-family detached structures. In the City, 83.5% of units are single-family detached, the highest of any comparison community. In the County as a whole, only 58.8% of units are single-family detached.

Figure 23 — Percent of Housing Units by Number of Units in Structure, 2015



HOUSING MARKET

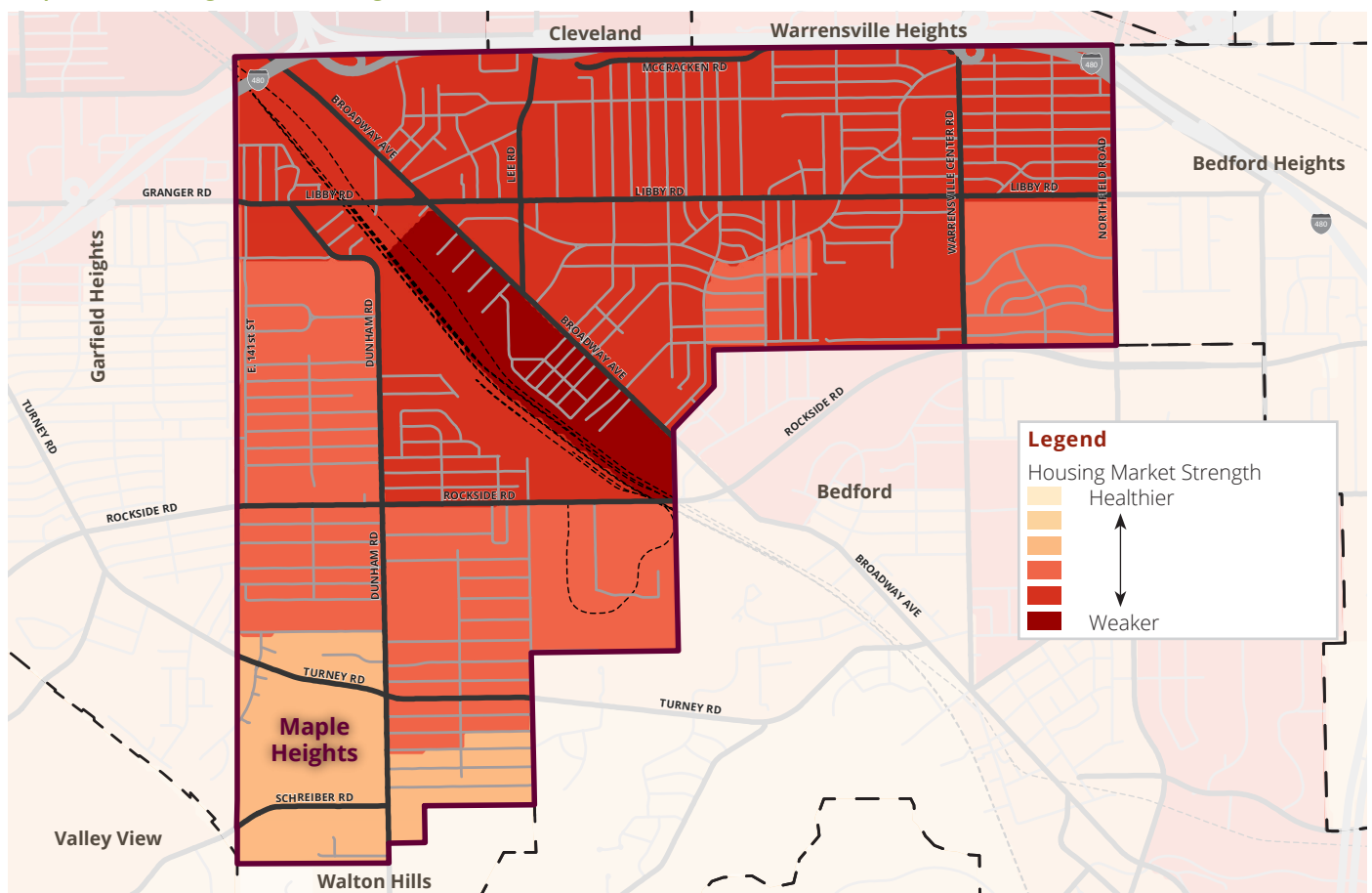
Market research has shown that government investment in neighborhoods has modest effects on the property values of nearby homes. In order for government investment to ‘tip the scales’ and spur private investment, efforts should be focused in tipping point neighborhoods on the border of stable neighborhoods, or should be clustered in weaker markets to have a significant effect.

The map below identifies Housing Market Strength based on seven measures: poverty, tax delinquency, mortgage foreclosure, demolitions, vacancy, change in valuation, and unemployment rate. These measures were identified as part of a Countywide Housing Study completed in 2016 by the

Cuyahoga County Planning Commission in partnership with Cleveland State University.

The map shows that a majority of Maple Heights’ neighborhoods are within weaker market areas compared to the County as a whole. The strongest neighborhoods in Maple Heights are clustered in the City’s southwest area. The weakest neighborhoods are located immediately adjacent to the railroad tracks.

Map 5 — Housing Market Strength



HOME SALES

Median sales price is an important indicator of housing market strength and can display trends over time. In 2016, there were 317 sales of single-family homes in Maple Heights with a median sales price of \$45,000. When compared to surrounding communities, suburban communities, and the County as a whole, this was the lowest median sales price.

Compared to baseline data in 2007, Maple Heights was particularly hard-hit by the Great Recession, with median sales prices falling 42% from 2007 and 2014. Since 2014, however, median sales prices have begun to rebound. In 2014, the median sales price hit its low of \$38,000 and has since been

rising. While the 2016 median sales price remains 31% below 2007 rates, those prices have been increasing.

Figure 24 — Median Sales Price for Single-Family Homes, 2016

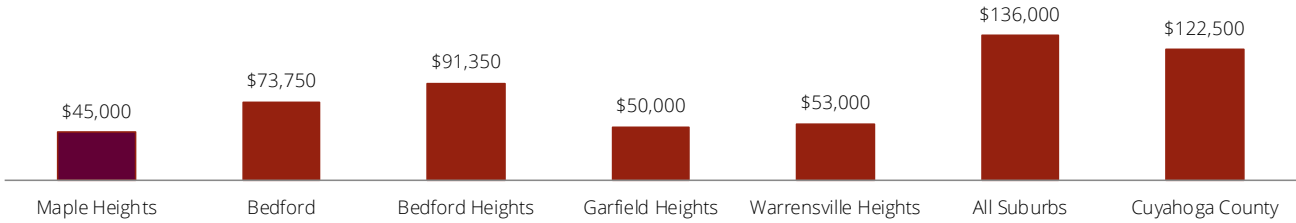


Figure 25 — Percent Change in Median Sales Price Compared to 2007

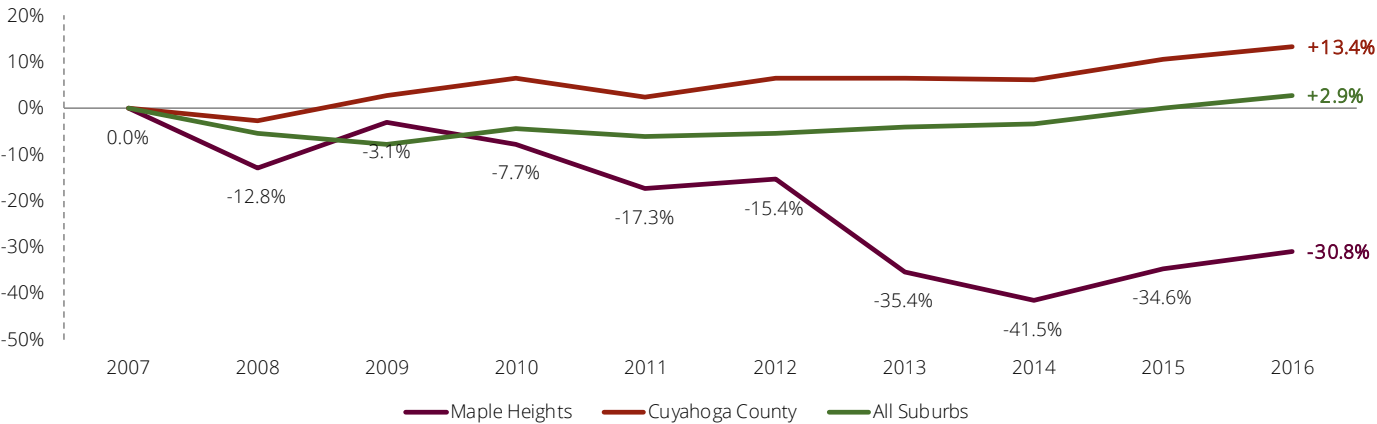
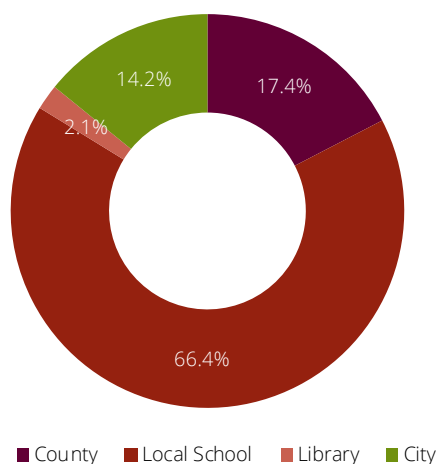


Figure 26 — Percent of Millage Dedicated to Taxing Jurisdiction, 2016



PROPERTY TAX

Property taxes levied on land and buildings are based on three elements: the determination of market value, the percentage at which the market value is assessed, and the property tax rate.

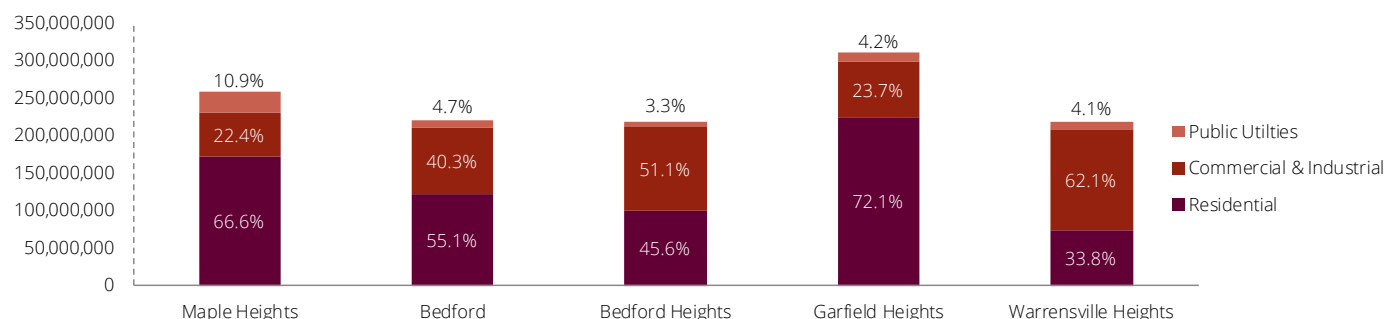
Most property taxes are paid to the school district, with a much smaller percent paid to local government. Maple Heights' property tax rate is 118.69 mills, the second highest among comparison communities. Only Garfield Heights has a higher rate.

While a majority of Maple Heights' tax valuation comes from residential properties, the City derives a significant portion from commercial and industrial properties. In comparison to other communities, Maple Heights gets more of its property taxes from residential properties than other communities with the exception of Garfield Heights.

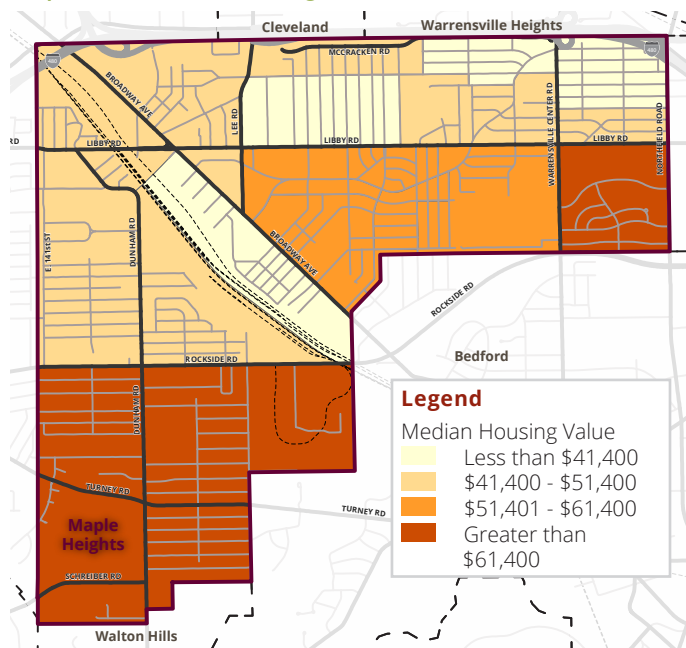
Figure 27 — Total Millage and Valuation, 2016

Tax District	Total Millage	Tax Valuation
Maple Heights	118.69	\$258,418,340
Bedford	90.03	\$515,842,110
Bedford Heights	90.23	\$218,992,000
Garfield Heights	138.98	\$311,288,900
Warrensville Heights	97.78	\$217,940,670

Figure 28 — Tax Valuation by Property Type, 2016



Map 7 — Median Housing Value



NEIGHBORHOOD MEDIAN HOUSING VALUE

Median housing value rates measure the value of owner-occupied homes as assessed by the Cuyahoga County Auditor for 2016.

The highest median housing values are located in neighborhoods south of Rockside Road and in the area immediately south of the Southgate Shopping Center.

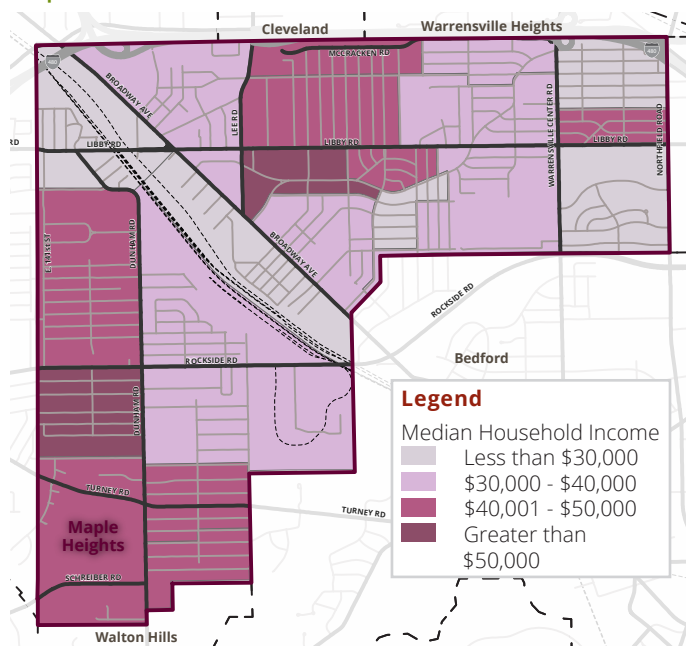
The housing located between Broadway Avenue and the intermodal facility as well as areas north of Libby Road have the lowest housing values.

NEIGHBORHOOD MEDIAN HOUSEHOLD INCOME

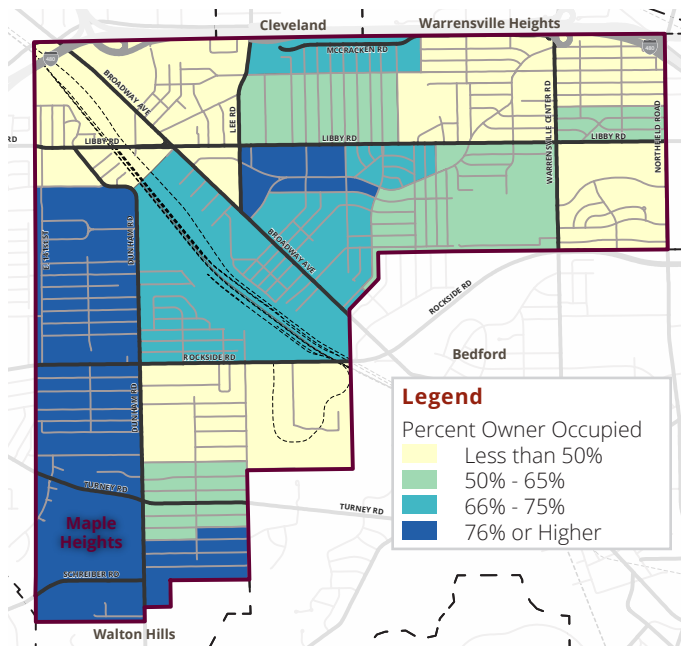
The median household income map displays the income of households living in various neighborhoods throughout the City.

The neighborhoods west of Dunham Road as well as the areas just east of Lee Road have the highest median household incomes. The lowest incomes are the areas around the intermodal facility and along the City's eastern edge.

Map 6 — Median Household Income



Map 9 — Percent Owner-Occupied



NEIGHBORHOOD OWNER OCCUPANCY

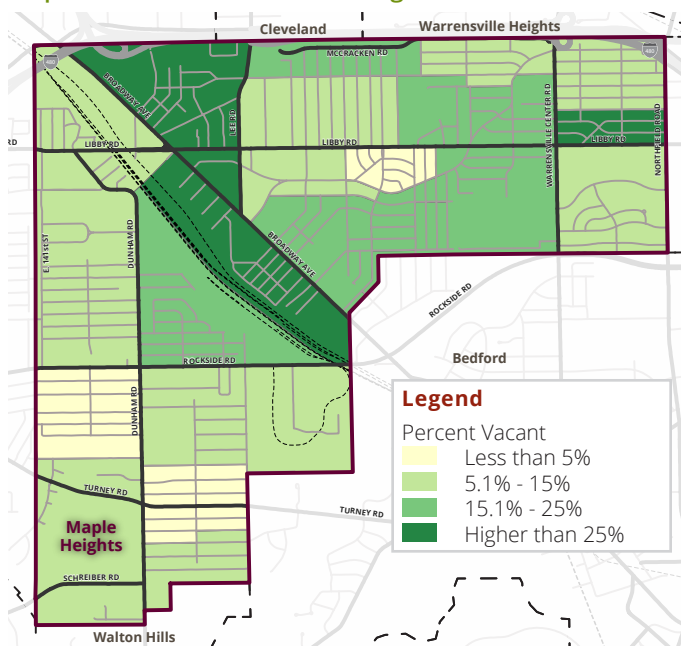
The owner-occupancy rates in Maple Heights are relatively correlated to median household incomes. The neighborhoods west of Dunham Road and east of Lee Road have the highest owner-occupancy rates.

Owner occupancy rates are also high within the neighborhoods between Broadway Avenue and the intermodal facility, despite these areas having lower median household incomes.

NEIGHBORHOOD HOUSING VACANCY

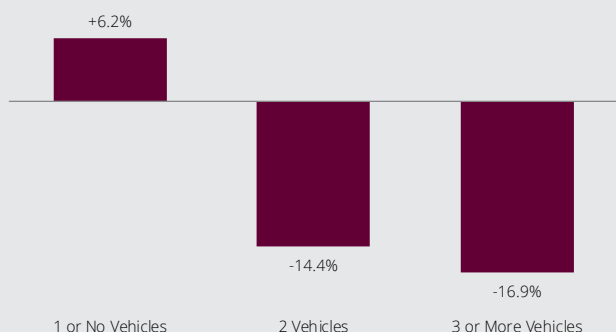
Residential vacancy rates are reported by the United States Census Bureau and show the highest vacancy rates in the center of the City.

Map 8 — Percent Vacant Housing Units



TRANSPORTATION & INFRASTRUCTURE PROFILE

KEY FINDINGS



MORE HOUSEHOLDS OWN JUST A SINGLE VEHICLE OR OWN NO VEHICLES

Since 2009, single car ownership in Maple Heights has increased by 6.2% out-pacing the County, First Suburbs, and its peer communities. By contrast, Maple Heights also saw a significant decline in the number of its households owning two cars while its peer communities saw a 3.3% increase in this regard. Still, households owning three or more cars was down overall with a 16% decline occurring in Maple Heights. The percentage of households without a vehicle is 12% in peer communities. Maple Heights is slightly lower at 10.3%.



AFTER 7 PM, BUSES ONLY ARRIVE ONCE AN HOUR

TRANSIT IS CHALLENGING OUTSIDE OF RUSH HOUR

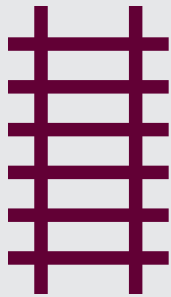
Although Maple Heights has good transit coverage, there is an area at East 141st Street and Rockside Road where there are no RTA Routes within a ½ mile walk. In addition, the bus frequency on all routes is usually 30 - 45 minutes. The frequency increases to 1 hour on all routes after 7:00p.m. daily, and on weekends. This makes travel difficult for families with no or few vehicles.

**MAPLE HEIGHTS HAS
0 MILES
OF BIKE TRAILS OR LANES**

THE CITY HAS NO BICYCLE FACILITIES

There are currently no bike lanes or trails in Maple Heights. There are limited paths/spaces at Kerruish Park where biking might be suitable.

The Northeast Ohio Areawide Coordinating Agency's (NOACA's) geographical information system identifies a high demand for bike travel in Maple Heights, and also identifies the Broadway Corridor as a priority bikeway. However, suitability on the city's major and secondary roadways needs to be determined.



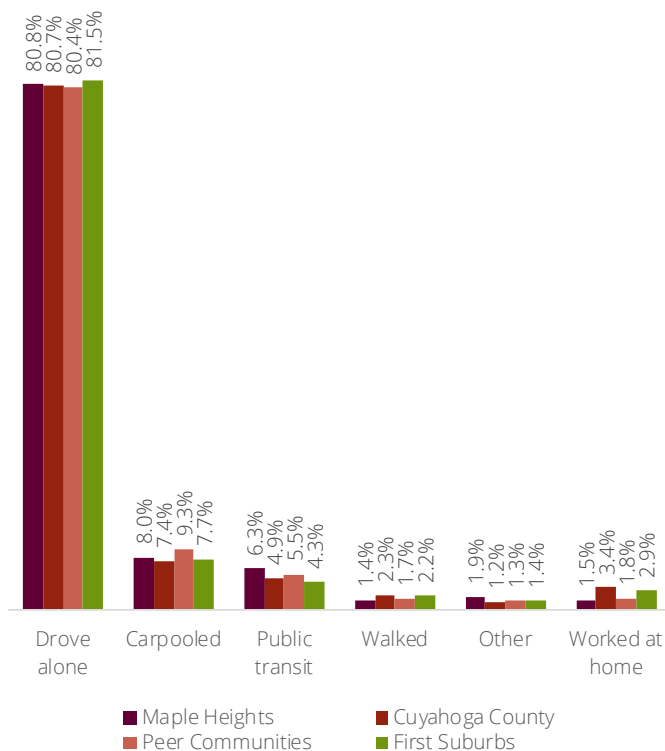
**NORFOLK SOUTHERN'S
INTERMODAL FACILITY IS
ALONG ONE OF THE NATION'S
HIGHEST-FREQUENCY RAIL
CORRIDORS**

**NORFOLK SOUTHERN'S INTERMODAL FACILITY
COULD BE AN ECONOMIC ENGINE**

The Norfolk Southern Intermodal Facility parallel to Broadway is along one of the highest-frequency rail corridors in the railroad's network. The ability of manufacturers and shippers to use this facility could provide an incentive for development within Maple Heights. As such, the intermodal facility should act as an economic engine for the City of Maple Heights.

2.2 TRANSPORTATION & INFRASTRUCTURE PROFILE

Figure 29 — Commuting Method, 2015



COMMUTE

The commuting patterns for Maple Heights residents mirror those of the County, the First Suburbs, and its peer communities. Most residents drive alone to work, and there is a small percentage that work from home. However, the percentage of Maple Heights residents taking public transit (6.9%) is relatively higher than residents in the County, First Suburbs, and peer communities.

Most Maple Heights residents do not both live and work in the City. In 2015, 9,917 Maple Heights residents commuted elsewhere for work, while 422 residents lived and worked in the City. The primary locations residents commuted to for work include Cleveland, Solon, Garfield Heights, Beachwood, and Independence. However, there is also a large influx of workers commuting to Maple Heights for work. In 2015, 5,035 workers living elsewhere were employed in Maple Heights.

Twice as many workers age 29 and younger leave Maple Heights to work as those who come into the City to work. In this age group, 2,379 leave for work compared to 1,242 that work in the City. The same is true for those age 30 to 54. In 2015, 5,289 residents aged 30-54 commuted out of the City for work, while 2,707 workers age 30-54 commuted into the City for work.

Figure 30 — Commuting Direction, 2015



Figure 31 — Top Commuting Destinations, 2015

Destination	Number of Residents Employed at Destination
Cleveland	2,920
Solon	518
Garfield Heights	311
Beachwood	296
Independence	238
All Other Destinations	5,634

VEHICLE OWNERSHIP

Vehicle ownership displays how many cars are available to households in Maple Heights. A review of the vehicle ownership data shows that approximately 50% of the households in Maple Heights own one vehicle, and 38% of households own two or more vehicles. In addition, there are 980 households that do not own a vehicle and rely on other modes of transportation. Overall, there are 1.44 vehicles per household in Maple Heights and 1.42 in its peer communities. This is slightly lower than the County and the First Suburbs where there are 1.49 vehicles per household.

number of households with two vehicles decreased by 441 households or 14.4%. Those households with three or more vehicles decreased by 394 households or 16.9%. This indicates that there are fewer vehicles available in Maple Heights, and is consistent with national trends showing a decrease in vehicle miles traveled.

Between 2010 and 2015, the number of household with one vehicle increased by 646 households or 6.2%, while the

Figure 33 — Percent of Households by Number of Vehicles Owned, 2015

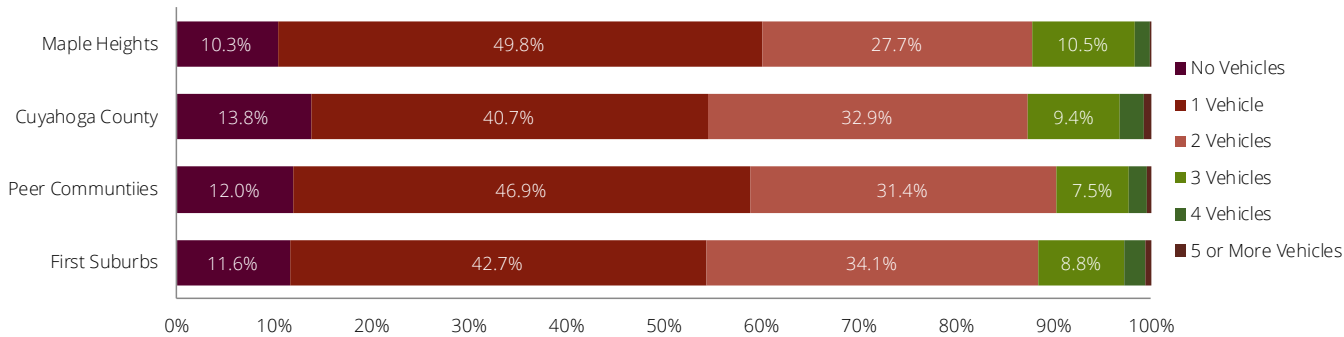


Figure 34 — Aggregate Number of Vehicles Owned per Household, 2015

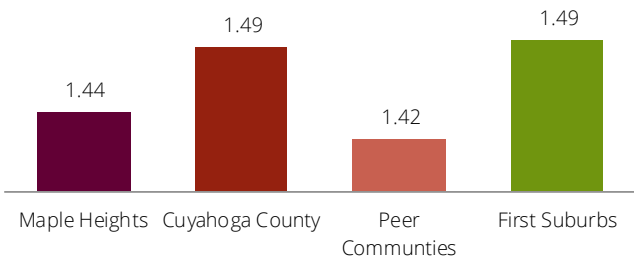
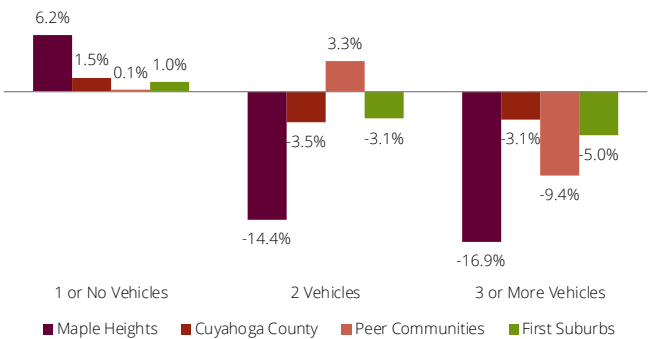


Figure 32 — Percent Change in Households by Number of Vehicles Owned, 2010-2015



WALKABILITY

There are several factors that determine the walkability of a community including the presence of sidewalks, access to roadways, connections to shopping, schools, parks, trails, and other local amenities, and an inviting and friendly environment with low volume traffic and low travel speeds.

Walk Score is a popular online tool to quickly assess a community's walkability. The tool analyzes population density, block length, intersection density, and distance to amenities to calculate the ability of residents to move around the city or run daily errands without a car. According to Walk Score, Maple Heights has an overall walkability score of 36. This means that Maple Heights is a car-dependent city. The walkability score is based on location center points, and can vary. Therefore, different locations throughout the city can have significantly different walk scores. Some examples include Maple Heights City Hall and Maple Heights High School, both of which qualify as somewhat walkable.

By comparison, Maple Heights' Walk Score is like that of its peer communities, and lower than some Cleveland and some eastside First Suburb communities.

Certain features of Maple Heights do lend themselves to walking. The neighborhoods have very well-defined grid patterns. There are traditional block pattern neighborhoods with both short and long blocks. There are relatively few cul-de-sacs or disconnected neighborhoods. In most neighborhoods, there are sidewalks on both sides of the street except for a few areas where there are partial or missing sidewalks. For example, there are no sidewalks on parts of McCracken and Schreiber Roads, and there are missing sidewalk segments along Libby, Corkhill, Granite, Northfield and Rockside Roads, and along Southgate Boulevard.

Figure 35 — Walk Scores

Community	Walk Score
Shaker Square	89-Very Walkable
Maple Heights City Hall	63-Somewhat Walkable
Cleveland	60-Somewhat Walkable
Maple Heights High School	59-Somewhat Walkable
Maple Heights Library	51-Somewhat Walkable
Garfield	45-Car Dependent
Beachwood	42-Car Dependent
Maple Heights	36-Car Dependent
Bedford Heights	35-Car Dependent
Valley View Hillsdale	24-Car Dependent
Solon	11-Car Dependent
Valley View	8-Car Dependent

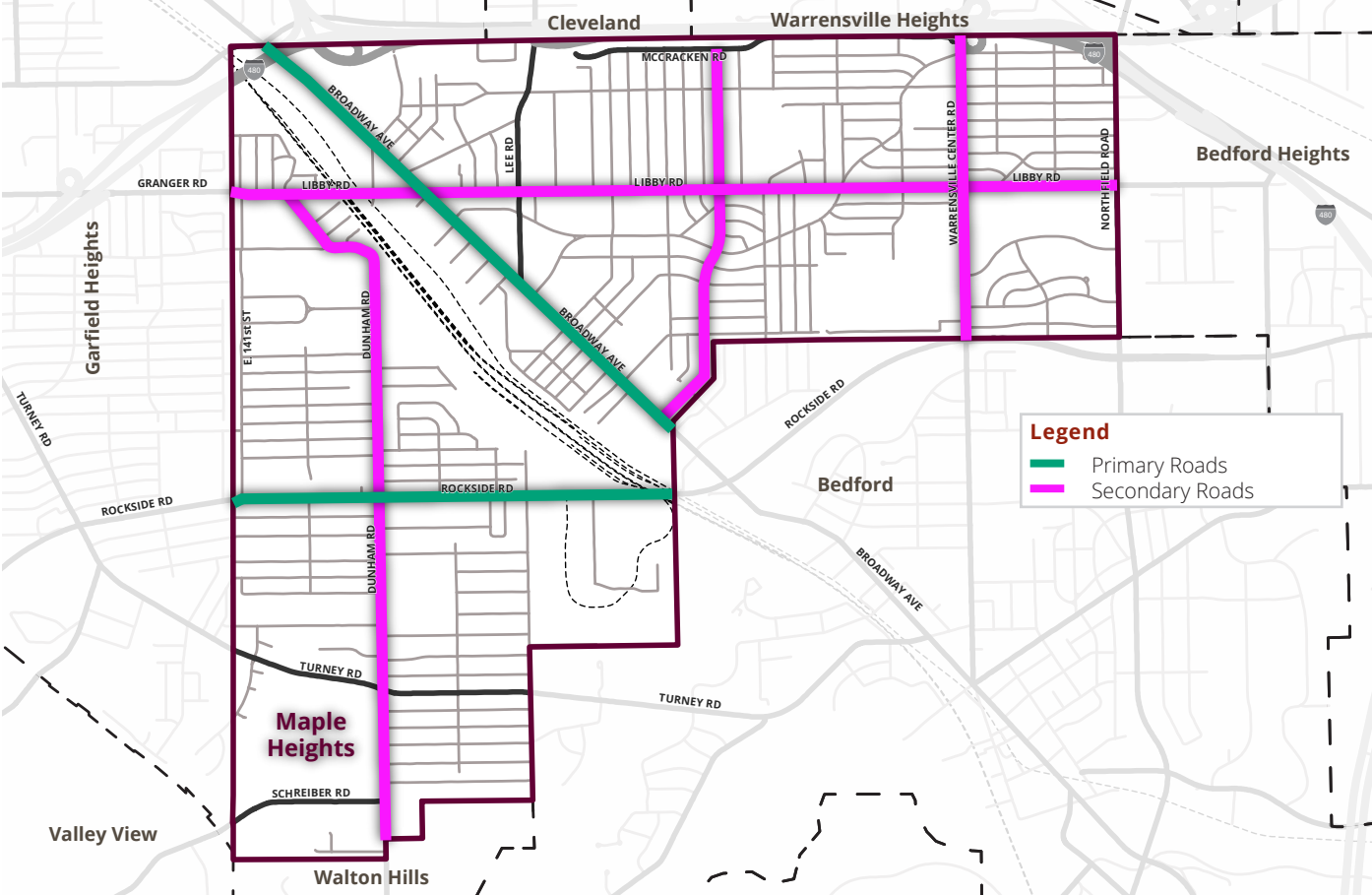
ROAD SYSTEM

The primary roads in Maple Heights are Broadway Avenue and Rockside Road. The secondary roadways are Lee, Libby, Dunham, and Warrensville Center Roads. Although these are heavily traveled roadways, they experience relatively free flowing traffic patterns except for peak AM and PM travel times except Broadway, Northfield and Rockside which are over capacity. The primary roadways also experience significant crash rates.

Figure 36 — Major Road Lanes, Use, and Condition

Road	Lanes	AADT	Pavement Condition
McCracken	5	-	Good
Granger	4	8,844	Good
Libby	4	15,990	Fair
Rockside	4	-	Good - Very Good
Turney	4	22,563	Very Good - Good
Dunham	4	-	Fair
Broadway	3	13,090	Good - Fair
Lee	4-3	17,663	Good - Fair
Warrensville Center	4	36,720	Fair
Northfield	4	23,850	Good - Poor

Map 10 — Primary and Secondary Roads

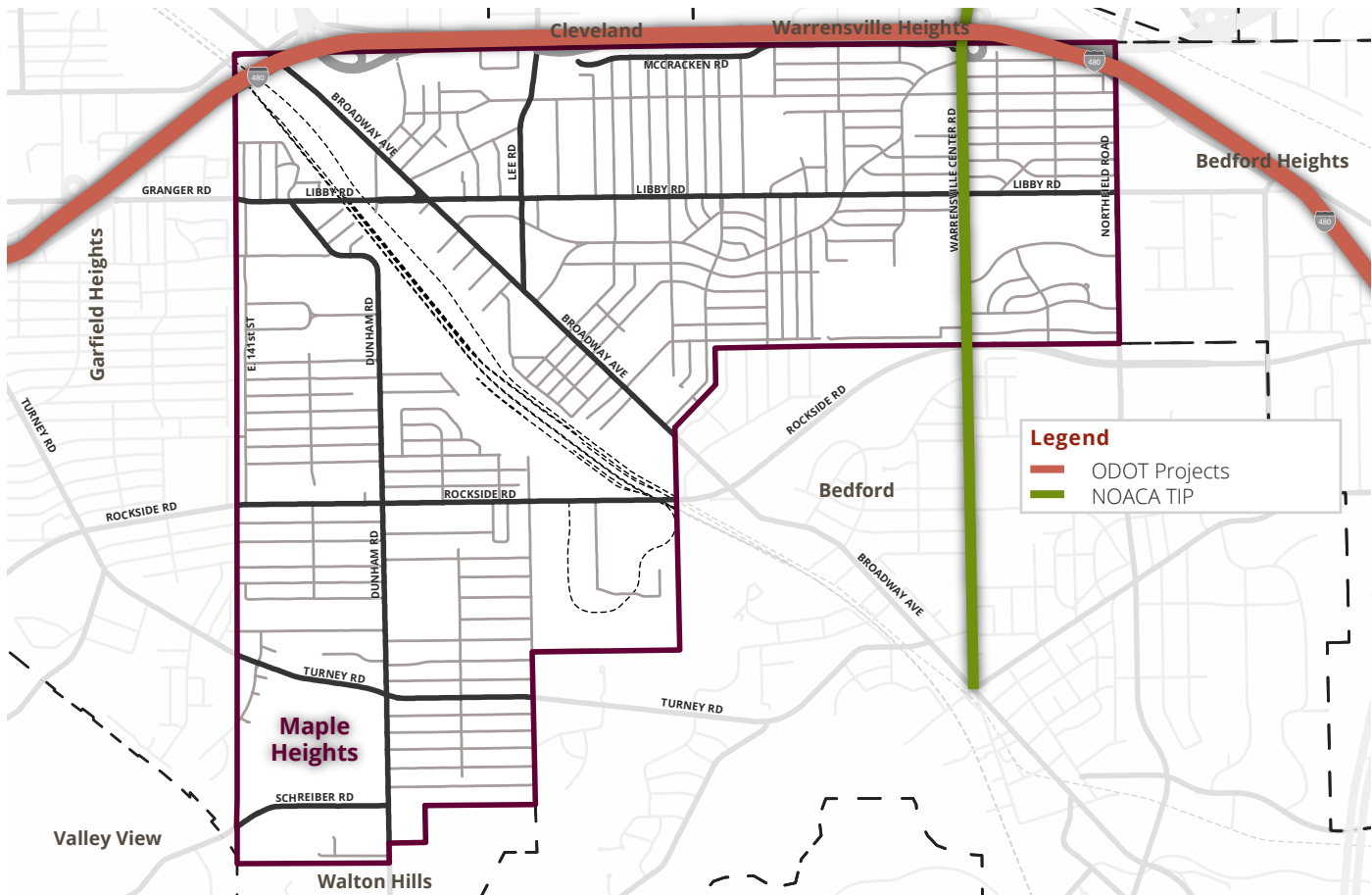


REGIONAL INFRASTRUCTURE

Beyond local road repairs, resurfacings, and utility projects, major regional road projects will also be taking place in the coming years in Maple Heights.

There are two projects currently on the Northeast Ohio Areawide Coordinating Agency (NOACA) Transportation Improvement Program (TIP) 2018-2021 that impact Maple Heights. The first is the resurfacing of Warrensville Center Road from Broadway to I-480; the second is the Ohio Department of Transportation's I-480 widening and bridge deck replacement projects. Both projects entail major infrastructure investments that could disrupt traffic and businesses on those streets as construction occurs.

Map 11 — Proposed Regional Infrastructure Projects



INTERMODAL TRANSPORTATION

Intermodal transportation is the movement of freight in an intermodal shipping container or vehicle, using multiple modes of transportation (rail, ship, air and truck). It is secure and reduces damages and loss because there is no handling of the freight itself when changing modes. It can also be faster than, or be supplemented by, over the road trucking.

Northeast Ohio's industrial and manufacturing history, proximity to the Great Lakes, and centralized location to other major cities in the United States and Canada make it a hub for freight movement. In addition to having regional assets which include five interstates, an international airport, two major rail lines, and three Great Lakes port facilities. Northeast Ohio also has a well-established pipeline for transporting liquid products.

One of these intermodal facilities is in the City of Maple Heights. The Norfolk Southern Intermodal Terminal, Intermodal Connector (OH88R), is a 70-acre terminal that opened in 2001 to replace the downtown Cleveland facility, and is known as the Maple Heights Yard. The facility runs east-west, and is a bulk transfer terminal accessing Chicago, New York/New Jersey, and Norfolk/Portsmouth, Virginia.

Norfolk Southern's 2016 Annual Report titled "Delivering on our Commitments" cited the Cleveland to Kansas City corridor as having one of its highest freight carrier volumes.

However, in November of 2015, NOACA released a comprehensive review that stated that the majority of the region's intermodal connectors have a range of issues including poor pavement conditions, localized congestion, deteriorating and/or low bridges, inadequate turning radii, and a lack of signage and road markings.

Therefore, NOACA's 2017 Multimodal Regional Freight Plan released in July set three goals to improve the transportation system overall and increase safety, security, and resiliency:

- Prioritize maintenance over capacity;
- Facilitate all modes of shipping; and
- Use targeted strategies to reduce congestion where it impedes freight movement.



Maple Heights' intermodal facility is a transfer point for containerized goods such as those shown in this photo.

Source: Flickr user vxla

COMPLETED LOCAL ROAD PROJECTS

In the summer of 2016, Maple Heights completed two road projects: one on Lee Road and another on Auburn and Mayville Roads. The Lee Road project was a pavement reconstruction project that extended from the Mill Creek Bridge to the Maple Heights and Cleveland corporation line at I-480. The project at Auburn and Mayville Road was a resurfacing project that extended from Libby Road to Stafford Park.

In the summer of 2016, Maple Heights also had two projects completed by the Ohio Department of Transportation (ODOT) on Libby and Northfield Roads. The Libby Road project was an asphalt pavement project between Lee and Northfield Roads. The Northfield Road project was a pavement reconstruction project between Meuti Drive and the north side of I-480.

The completed local road projects are displayed in the map on the following page.

WATER AND SEWER PROJECTS

Maple Heights is in both the Northeast Ohio Regional Sewer District and Cleveland Water Department service areas. Maple Heights also receives storm and sanitary sewer maintenance assistance from the Cuyahoga County Department of Public Works. Maple Heights has 392,956 feet of sanitary sewers and 1,644 manholes.

In 2016 Maple Heights received maintenance services that are listed in the following table.

Figure 37 — Received Maintenance Services

Service Type	Service Description	Results
Catch Basins	Cleaning	38
Construction	Varies	533 Jobs
Construction Inspection	Main Lines and Service Laterals	38 Feet
Construction Permits	Issued	2 Commercial
1 Residential	\$188,533	
House Service	Service Request	843 Calls
Plan Review	Varies	2 Plans
Repair	Arch and Joseph Streets; Hillgrove, Maple Height Blvd., Broadway, Watercrest, Woodbrook, and Clare Avenues; Sewer repair loan	-
Sanitary and Storm	High Pressure Jet Cleaning	29,240 Feet
Sanitary and Storm	Television Inspection	19,513 Feet
Smoke and Dye Testing	Testing	-

In addition, Maple Heights' 2016 water and sewer projects included a water main replacement project on Cato Street between Libby Road and North Street, and storm and sanitary sewer Repairs on Cato, Thomas, and Donnybrook Roads.

The table below highlights the 2016 operating expenses for non-major road infrastructure in the city of Maple Heights.

Figure 38 — 2016 Non-Major Road Infrastructure Operating Expenses

Activity	Cost
Sanitary Sewer System Maintenance	\$1,067,109
Pump Station Operation and Maintenance	\$18,217
Waste Water Treatment Plant Maintenance	\$-0-
Engineering and/or Inspection	\$40,297
Capital Expenses	\$188,533
Total Operating Expenses	\$1,314,146

UPCOMING LOCAL ROAD PROJECTS

Six (6) roadways projects in Maple Heights have been selected as part of the Cuyahoga County Maintenance Program for 2017. The selected projects are listed in the following table.

Figure 39 — 2017 Roadway Maintenance Projects

Projects
Dunham Road (Granger Road to South Corporation Line)
Lee Road (Broadway Avenue to I-480)
Rockside Road (East to West Corporation Lines)
Schreiber Road (Dunham Road to West Corporation Line)
Turney Road (East to West Corporation Lines)
Warrensville Center Road (Rockside Road to I-480)

Map 12 — Completed Local Infrastructure Projects

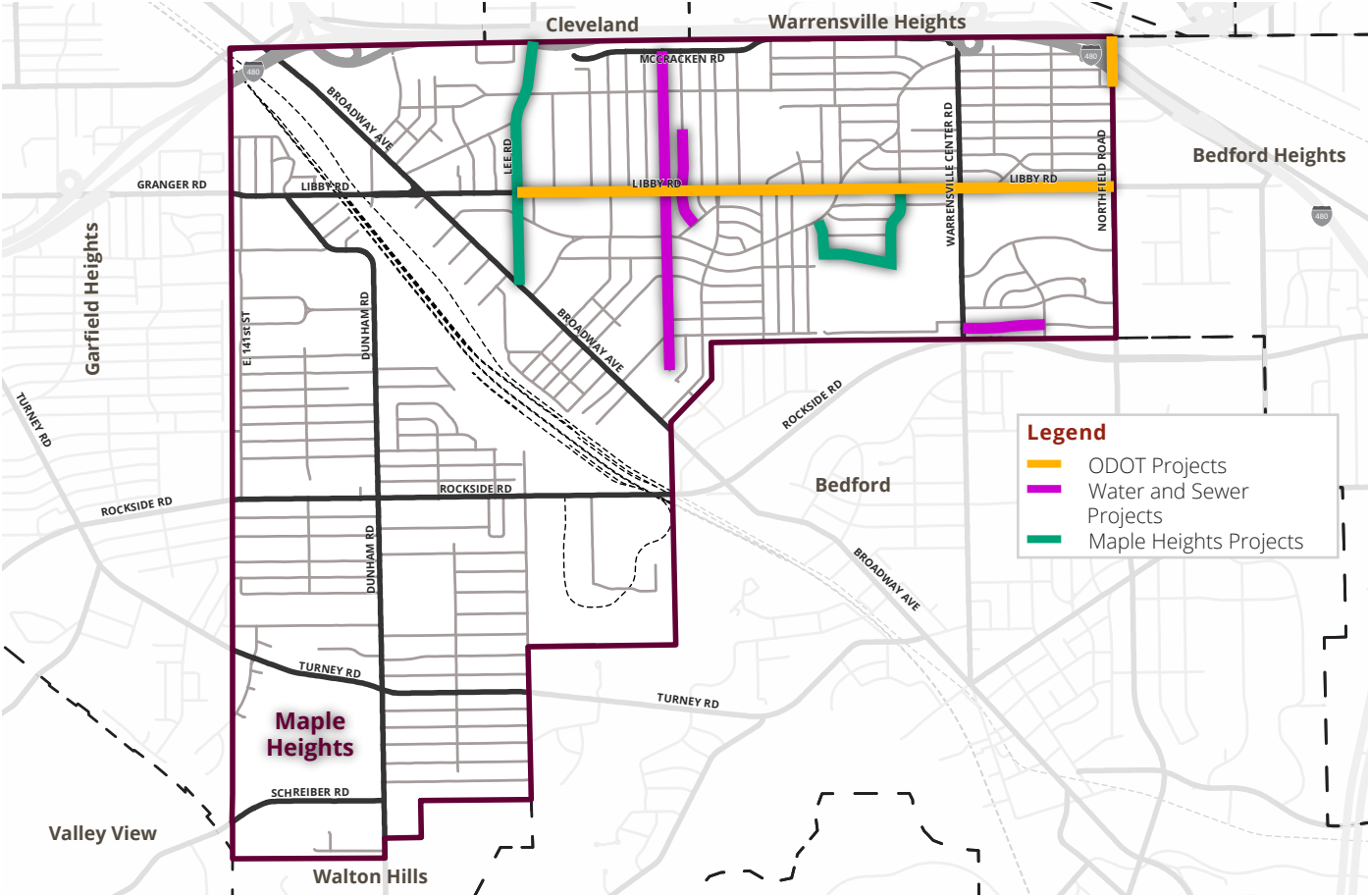


Figure 40 — Transit Ridership by Route

RTA Route	2016 Ridership
Route 40	670,220
Route 41	1,498,951
Route 76	514,874
Route 90	476,510

TRANSIT SYSTEM AND COVERAGE

Maple Heights is directly served by four RTA Routes, as shown in the map on the following page. Maple Heights also has a major transit center located at Southgate. Routes 40 and 41 are Crosstown Feeder Routes that do not directly travel to Downtown Cleveland, but connect with rapid transit lines. Routes 76 and 90F are Radial Routes designed to link a central point or business district with a suburb. All four routes feed into and out of the Southgate Transit Center. The Maple Heights High School – Dunham Route 761 was eliminated in May 2016. Across all route, the total boardings from January through May 2016 were 7,414.

Ridership on all four of the routes in Maple Heights are among the highest in the RTA system. Route 41 has an especially high ridership of 1,498,951 in 2016, making it the 6th highest route by ridership in the system. RTA made service adjustments in August 2016 and, as typical with service changes, has experienced a decreased ridership on the four routes.

Overall, there is good transit coverage in the City of Maple Heights. Most of the city is within a half mile of a transit route, as shown on the map on the following page. However, there are neighborhoods north and south of Rockside Road where the distance to the nearest transit route is a mile or more. In addition, the routes are isolated, and there are very limited route connections or opportunities for multi-directional travel making the average commute long or inconvenient.

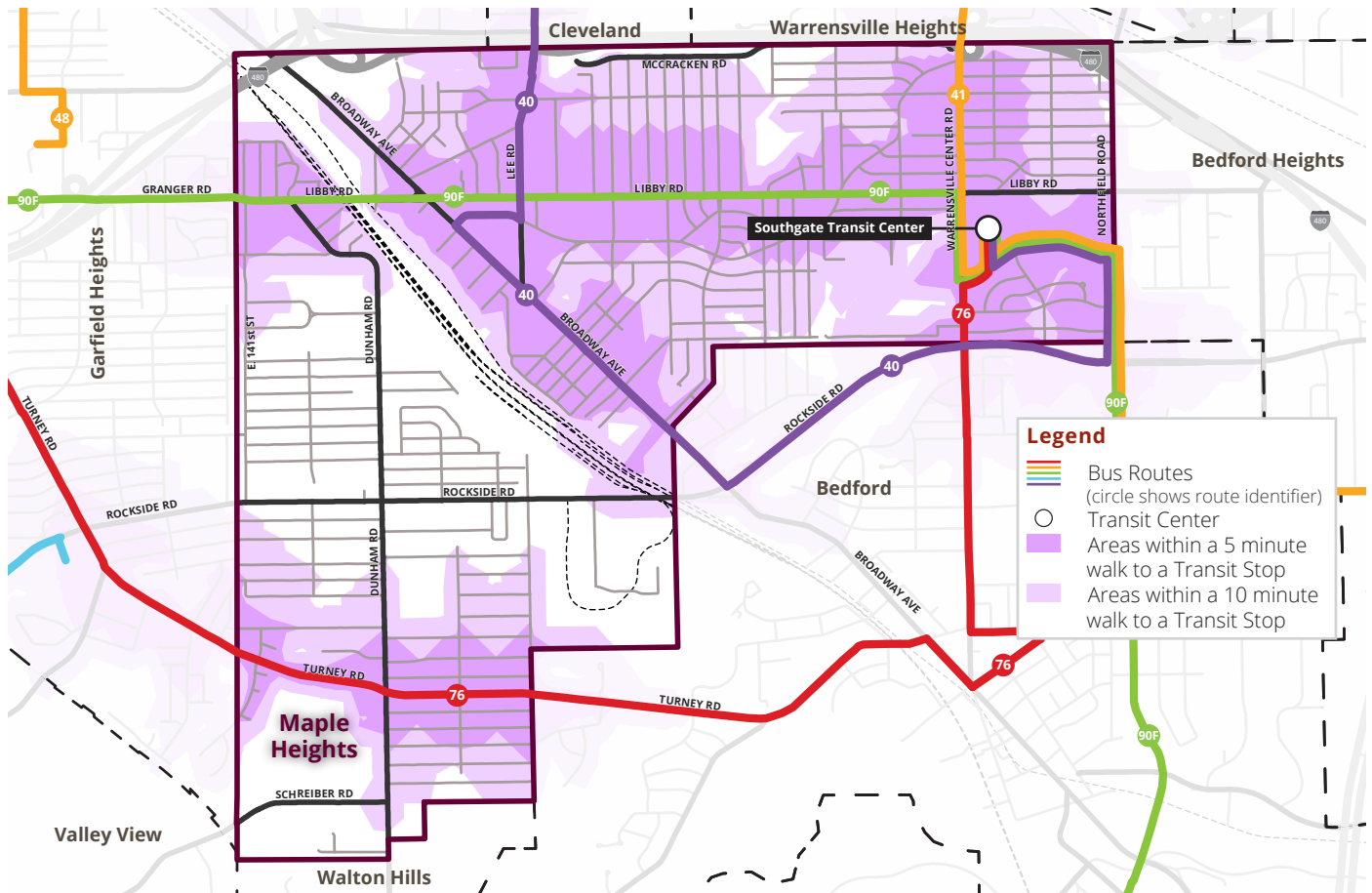
Route 90 is the most frequent transit route in Maple Heights, with peak frequencies between 15 minutes and 30 minutes at rush hour. Except for Route 41, all routes have a one-hour frequency after 7:00p.m. The frequency of service for each route is displayed in the table.

Although the RTA Strategic Plan identifies Broadway Avenue as a priority corridor, the corridor currently does not extend south of Libby Road.

Figure 41 — Frequency by Route

RTA Route	Route Type	Peak Frequency	Normal Frequency	Weekend Frequency
Route 40	Crosstown Feeder	45 min.	45 min. – 1hr.	1hr.
Route 41	Crosstown Feeder	30 min.	30 min.	30min. – 1hr.
Route 76	Radial	30 min.	30min. – 1hr.	1hr.
Route 90	Radial	15 min.- 30 min.	30 min.	1hr.

Map 13 — Transit Routes and Coverage



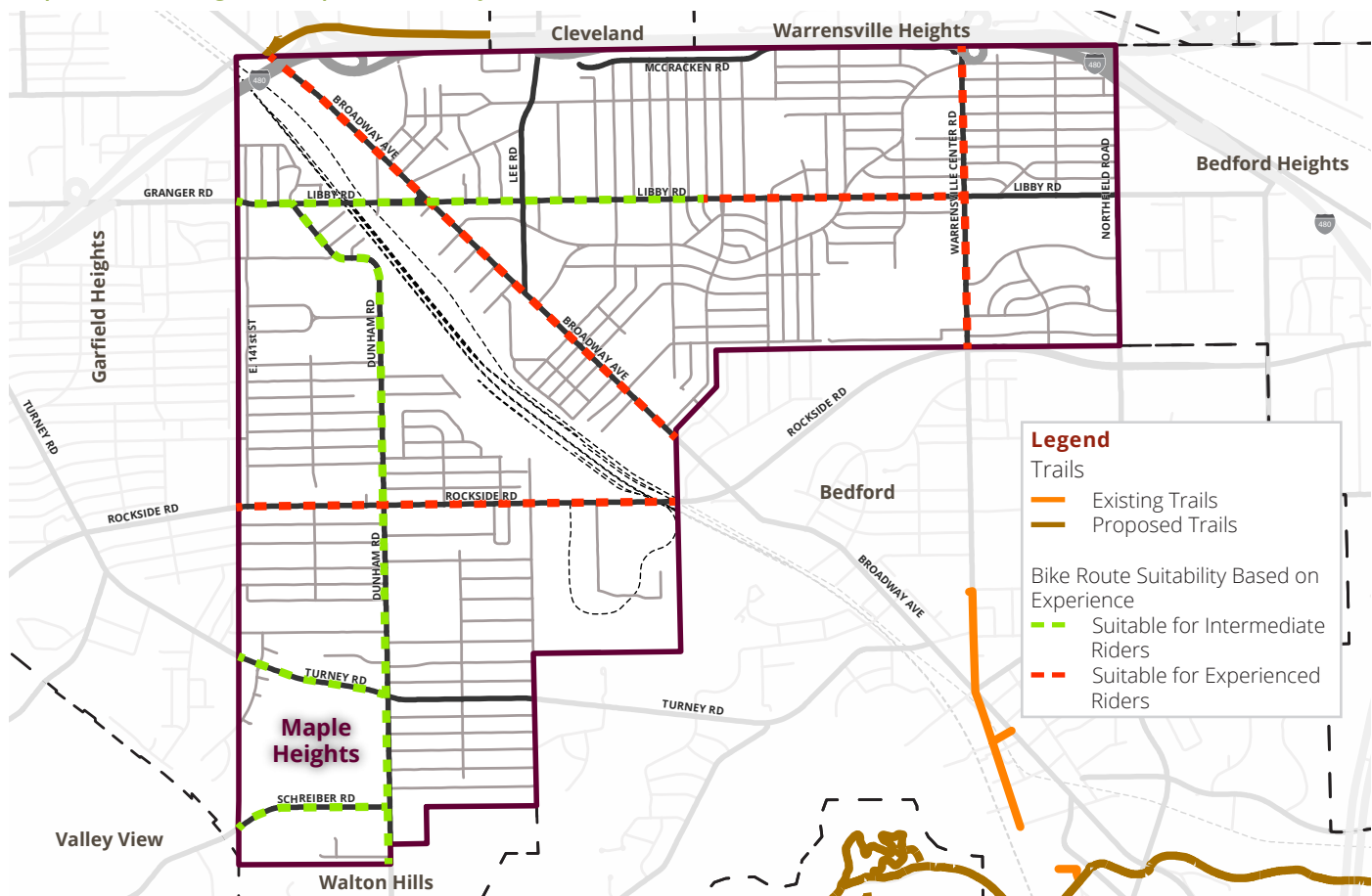
BIKE ROUTES

As more people desire to live healthier lifestyles, and travel in ways that are safer, environmentally friendly, and sustainable, more cities are investing in infrastructure that supports multi-modal travel options. Bikeways can take the form of on-road lanes, shared road markings, or off-road multipurpose trails and paths. Currently, there are no bikeways in Maple Heights; however, there are a number of multi-purpose trails just outside Maple Heights, including trails in the Bedford Reservation and along McCracken Road.

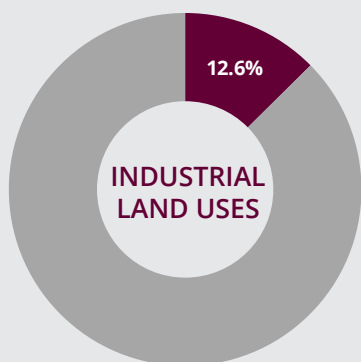
has analyzed the suitability of the major roadways in Maple Heights for bikers to use those routes. The map below shows routes through Maple Heights and describes the type of bicyclist who would feel comfortable riding on that street. For many major streets in Maple Heights, only an experienced bicyclist would feel comfortable riding on the street due to its speed, volume of traffic, and number of lanes.

NOACA's geographical information system identifies a high demand for bike travel in Maple Heights and identifies the Broadway Corridor as a priority bikeway. In addition, NOACA

Map 14 — Existing and Proposed Bikeways

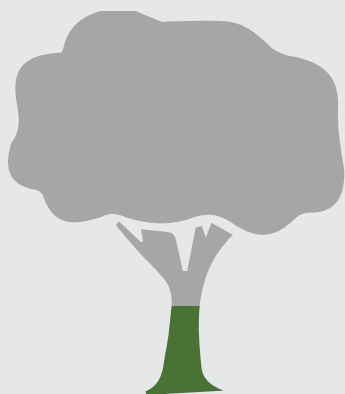


KEY FINDINGS



THE CITY HAS A STRONG INDUSTRIAL BASE

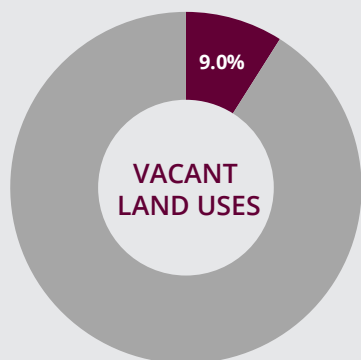
Industrial land use in Maple Heights accounts for approximately 13% of the total land use, the third largest land use category after residential and institutional. In a 'bedroom community' such as Maple Heights, industrial land can provide major property tax and income tax revenue for the City and the School District.



**ONLY 23.2% OF
MAPLE HEIGHTS
HAS AN INTACT
TREE CANOPY**

TREE CANOPY COVERAGE IS AMONG THE LOWEST IN THE COUNTY

The percentage of Maple Heights' land area that is under an intact tree canopy is 23.2%, one of the lowest tree canopy percentages in Cuyahoga County. The County's average tree canopy coverage is 37.6%, but nearby communities such as Bedford Heights, Garfield Heights, and Warrensville Heights have similar tree canopies.



VACANT LAND CAN PROVIDE DEVELOPMENT OPPORTUNITIES

Vacant land can provide a number of opportunities for economic revitalization, development, or civic opportunities. Maple Heights has a number of larger vacant parcels within its office and industrial districts, as well as large, undeveloped residential subdivisions that could act as economic engines to increase the City's tax base.

2.3 LAND USE PROFILE

WATERWAYS

Rivers and streams are waterways running through a community, while riparian zones are vegetated lands alongside rivers, streams, wetlands, and shorelines that are susceptible to flooding. A watershed is an area of land that water drains across on its way to a common waterbody such as a stream, river, pond, lake, or ocean.

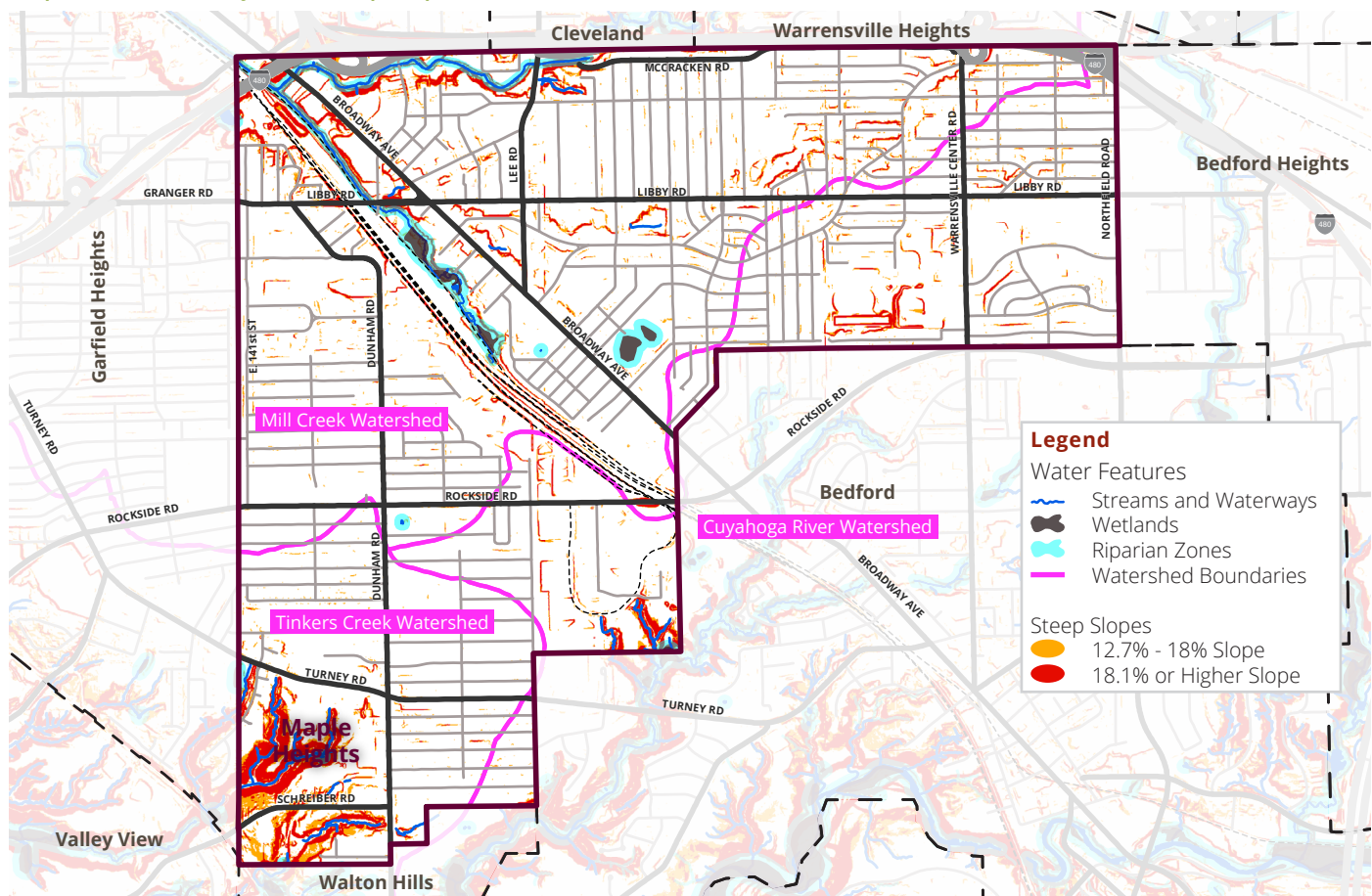
Maple Heights is located within three separate watershed boundaries: The Mill Creek Watershed, which encompasses a majority of the City's northwest quadrant; the Tinker's Creek Watershed within the southeastern border; and the Cuyahoga River Watershed, which encompasses the remaining land in the southwestern quadrant of the City.

STEEP SLOPES

Steep slopes are defined as land with a slope of 12% or greater. They are typically an environmental constraint that limits developable land because they require additional engineering work such as filling, erosion control, and slope reinforcement.

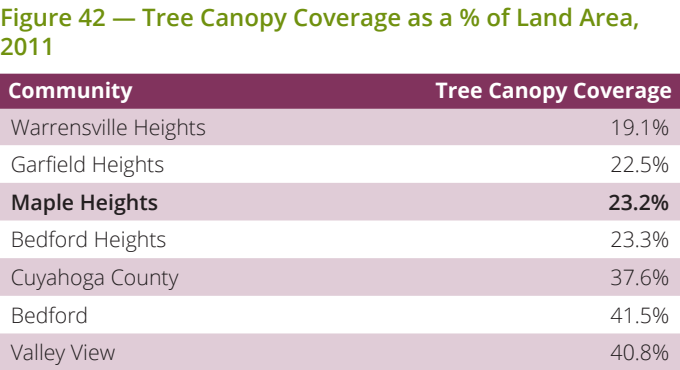
The steepest slopes in the City occur along waterways, in the northern industrial corridor along Broadway Avenue—especially near the railroad tracks, and in the southwest corner of Maple Heights west of Dunham Road and south of Turney and Schreiber Roads.

Map 15 — Waterways and Steep Slopes

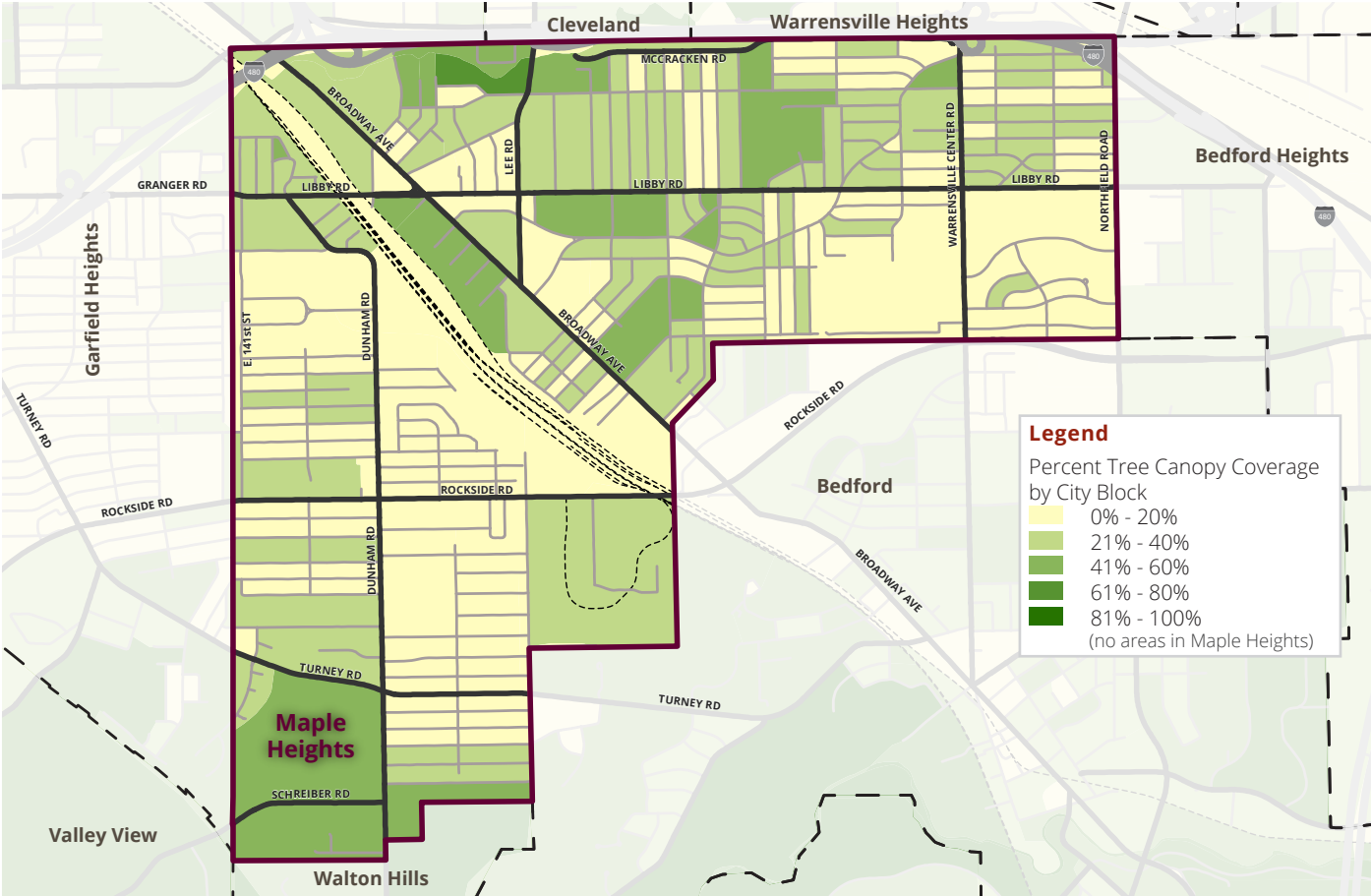


TREE CANOPY COVERAGE

Tree canopy is the ground covered by trees and leaves when viewed from above. A healthy tree canopy can provide benefits to the environment as well as increased property values. Maple Height's tree canopy covers 23.2% of the City's land area, well below the County average of 37.6% and among the lowest of surrounding communities. Within the City, areas south of Turney and west of Dunham Road, the neighborhoods south of Libby Road, the area between Erwin Street and Homewood Avenue, and the neighborhood east of Broadway between Dalewood Avenue and Longwood Avenue have the greatest tree canopy coverage. In general, areas with platted, but unbuilt subdivisions have the highest tree canopy coverage.



Map 16 — Tree Canopy Coverage



2.3

LAND USE

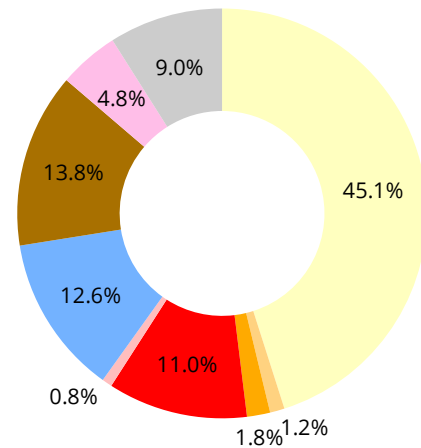
Land use describes how land is currently being used and is commonly depicted using broad categories such as residential, commercial, or industrial areas.

The majority of Maple Heights is dedicated to residential land uses. Single-family land uses of both low and medium density comprise 45.1% of total land. The residential single-family low-density homes are located in the southwest corner of Maple Heights with two-family and multi-family housing concentrated along Libby Road, Lee Road, and Rockside Road.

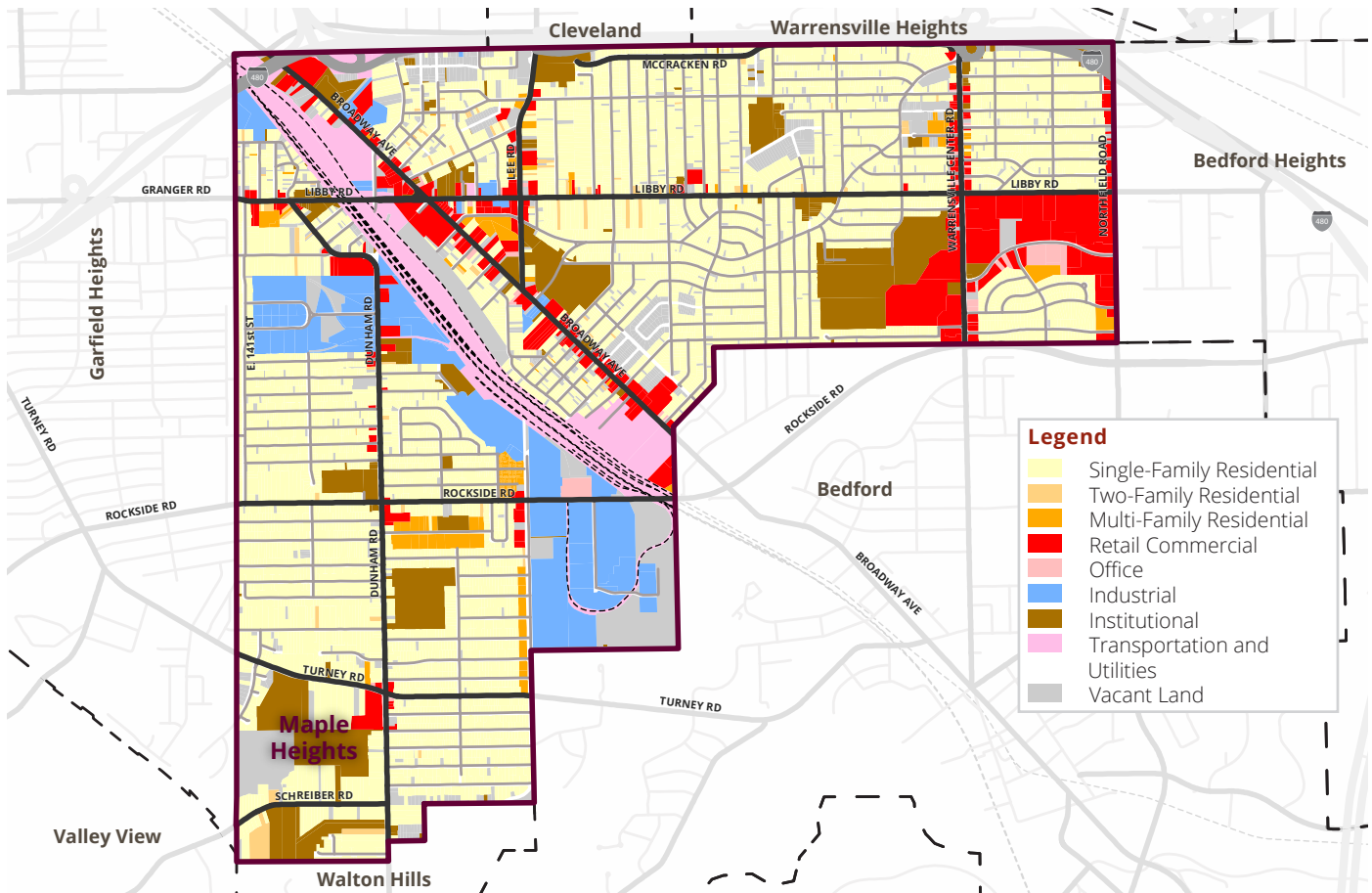
Institutional uses such as parks, schools, and municipal buildings comprise the second largest land use type in the City, with sites scattered throughout neighborhoods. This is followed by industrial land use, which at 12.6% is the third largest land type with most industrial land along rail lines.

Commercial uses are concentrated along major roadways and corridors, such as Broadway Avenue, Lee Road, Warrensville Center Road, and Northfield Road.

Figure 43 — Land Use Distribution



Map 17 — Current Land Use, 2016



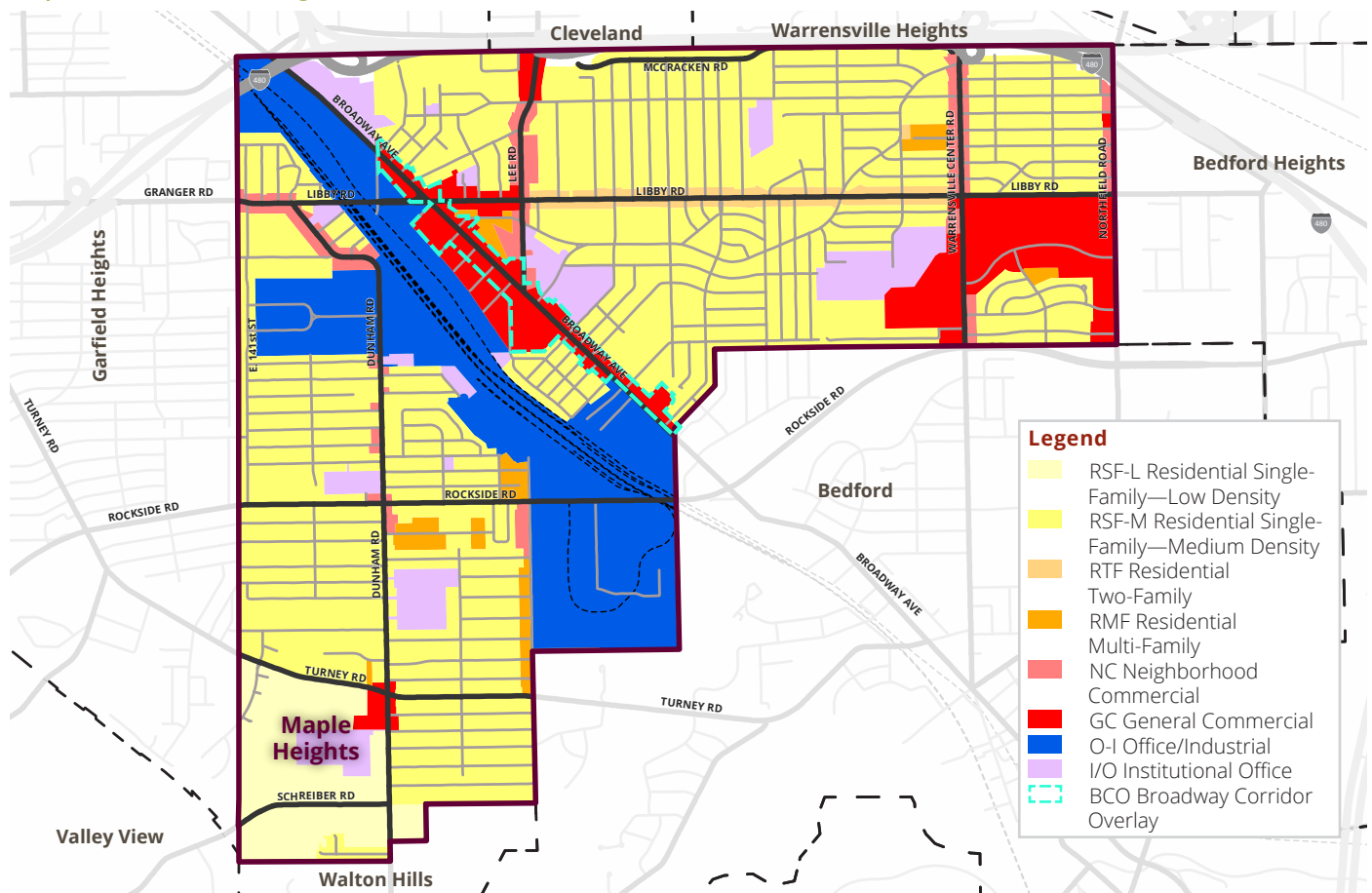
ZONING

Zoning determines what uses are permitted or prohibited on a site according to existing regulations. It is the primary mechanism used by local governments to regulate the use of land and the manner in which those land uses are distributed throughout the community.

The City's zoning is generally consistent with existing land uses. Single-family medium density residential makes up the majority of the city with industrial, commercial, and mixed-commercial uses concentrated along the spines of Maple Heights on Broadway Avenue and around Southgate USA.

There is a large concentration of two-family residential on both sides of Libby Road with single-family low density residential concentrated in the southwest corner of Maple Heights south of Turney Road.

Map 18 — Current Zoning, 2017



ZONING DISTRICTS

Zoning district regulations describe the types of uses and development regulations for buildings constructed within that zone. The following are an overview of these regulations in Maple Heights. Zoning regulations are contained in Part 12 of the Codified Ordinances of Maple Heights.

Residential Single-Family—Low Density District

The City's RSF-L Residential Single-Family—Low Density applies to the single-family dwellings on large lots, preserving undeveloped lands south of Turney Road in the southwest corner of Maple Heights. The minimum lot area of 12,000 square feet is generally not suited to existing parcels, which can be as small as 7,000 square feet.

Residential Single-Family—Medium Density District

This district comprises the majority of the City's single-family dwellings on medium sized lots. The minimum lot area is 7,000 square feet with 35 feet setbacks. No more than 70% of the lot should be impervious surfaces.

Residential Two-Family District

The City's RTF Residential Two-Family district applies to two-family dwellings and single-family dwellings, on appropriately sized lots while preserving the undeveloped lands along Libby Road between Lee road and Warrensville Center Road in the middle of Maple Heights. The minimum lot area for two-family and duplex dwellings is 3,750 square feet with 35 feet setbacks. Impervious surfaces should cover no more than 50% of the lot.

Residential Multi-Family District

The City's RMF Residential Multi-Family district allows varying densities of residential neighborhoods consisting of multi-family dwellings, two-family dwellings, and single-family dwellings located throughout the City primarily south of Rockside Road. The minimum lot area for multi-family dwellings is 11,500 square feet per apartment, but not less than 1,750 square feet per dwelling unit with 35 feet setbacks. Impervious surfaces should cover no more than 60% of the lot.

Neighborhood Commercial District

The City's NC Neighborhood Commercial district allows for businesses that provide small convenience goods and personal services located near residential areas where those businesses intend to service. The NC District is along Warrensville Center Road, Lee road, Granger Road, and Dunham Road.

There are no minimum lot areas or width requirements for this district, however, there is a 15-foot setback with an allowance for impervious surfaces that are no more than 70% of the lot coverage.

General Commercial District

The City's GC General Commercial District applies to shopping and convenience goods and services for the entire community which generate large volumes of vehicular traffic. This district is located in the heart of the City along Broadway Avenue and in the southeast quadrant, south of Libby Road, along Warrensville Center Road, north of Rockside Road, and west of Northfield Road.

Office/Industrial District

The City's O-I Office/Industrial district allows for those professional and administrative services such as financial institutions as well as manufacturing uses such as industrial business parks.

There are no minimum lot area requirements, however, there is a minimum lot width of 150 feet for properties. This district is located in the heart of Maple Heights along the railroad tracks.

Institutional Office District

The City's I-O Institutional/Office district applies to the location of governmental, civic, educational, and recreational facilities that provide services to the City and the residents. In the City, this district is located strategically throughout Maple Heights.

This district has no minimum lot area and width requirements with a minimum setback of 20 feet unless abutting a residential district.

BCO Broadway Corridor Overlay

The City's BCO Broadway Corridor Overlay district allows for additional controls along Broadway Avenue that creates continuity and an aesthetically pleasing gateway into the City. The district requires that all new development, redevelopment, and all substantial expansion of parcels adhere to overlay design guidelines. Those guidelines include all utilities for new projects to be located underground and that dumpsters, services entrances, and loading zones not be located in the front or side yard. If so they must be screened from view from the public right-of-way. All signage must be limited to ground mounting, awnings, projecting and wall mounted signs.

In general, the district provides for the development of higher density, walkable buildings that integrate residential, office, and retail uses within the buildings. The district allows for tighter building construction, low setbacks, and stronger designs to support the development of high-quality places.

The overlay district has no minimum lot area or width requirements or setback requirements. The impervious surface coverage made up of the main building and related accessory uses cannot cover more than 70% of the lot and off-street parking areas cannot comprise more than 20% of the lot; however, impervious surface can cover up to 100% of the lot in this district.

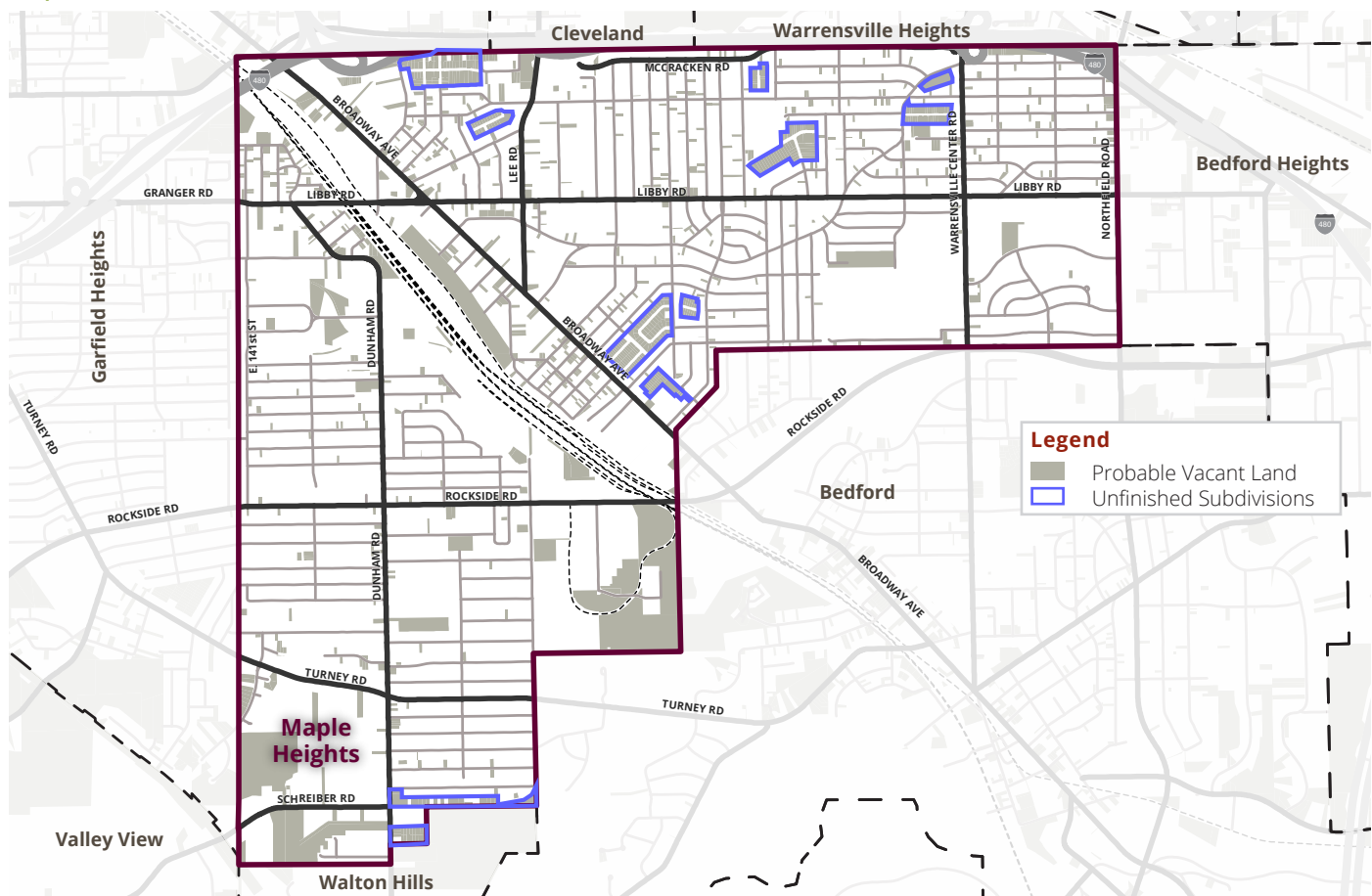
VACANT LAND

Land vacancy was determined by 2017 data obtained from Case Western Reserve University's Northeast Ohio Community and Neighborhood Data for Organizing (NEO CANDO) system. Vacant land shown on the map is considered probable vacant based on factors such as appraisals that can be out of date. Other vacant parcels may have been bought and are currently being used as side yards or neighboring homes.

The parcels with a blue border are identified as unfinished subdivisions. The largest number of vacant parcels are located in the center of the City in the Office/Industrial corridor. Additionally, there exist a number of vacant parcels along the railroad tracks and in the southwest quadrant of the City.

Maple Heights is a well-established suburb that has a number of potential vacant sites. Vacant parcels can represent where homes or businesses have been demolished or places that were never built. A number of vacant parcels are located throughout the City, as identified in the map below.

Map 19 — Vacant Land, 2017



PARKS & OPEN SPACE

Parks and open spaces provide space for active and passive recreation, community interaction, and physical activity.

Maple Heights contains six parks: Benhoff Park, Cunwillo Park, D.A.R.E Park, Dunham Park, Southgate USA Park, and the largest park, Stafford Park, which is home to the Maple Heights High and Middle schools. Through a mutual partnership with the City and School District, Stafford Park provides a variety of large and small recreational activities.

In addition to City Parks, Maple Heights residents have access to the Bedford Reservation maintained by Cleveland Metroparks, along with other nearby regional amenities.

Map 20 — Parks and Open Spaces



2.4 COMMUNITY SERVICES PROFILE

POLICE DEPARTMENT

The Maple Heights Police Department is located on Lee Road adjacent to City Hall. The force is made up of 30 full-time sworn Police Officers as well as Auxiliary Police for special events and traffic control. Dispatch services for both Police and Fire are handled by the Police Department. The City jail is housed in the Police Department building.

The Maple Heights Police Department partners with surrounding communities to provide SWAT, bomb, hostage negotiation, narcotics, and emergency command post services to the area.

The Maple Heights Police Department has a number of specialized programs. The Maple Heights SEALE Narcotics Unit received the Ohio Distinguished Law Enforcement Group Achievement Award from the State of Ohio Attorney General in 2006. The Drug Abuse Resistance Education (DARE) program is offered for sixth grade students in Maple Heights, and the Police Department received an award for Outstanding Handicapped Safety Town Education from Services for Independent Living.

Materials Team and the Confined Rescue Team, and collaborate with other eastern Cuyahoga County jurisdictions. Paramedics received training from the Cleveland Clinic on responding to victims of stroke in mid-2016.

LIBRARY

The Cuyahoga County Public Library Maple Heights branch is located on Library Lane, close to the intersection of Libby Road and Paine Avenue.

The Maple Heights branch is one of two locations that have Cuyahoga Works: Job and Career Services. This agency provides services to help adults at all stages of life acquire the skills employers desire as a way to find jobs or transition to new careers. Services for adult career planning include career assessments, company research, and resume and cover letter assistance.

The Maple Heights Branch is also a MyCom lead agency. MyCom is a youth-services network linking young people with neighborhood programs and services to provide educational and engaging opportunities while contributing to the community.

FIRE DEPARTMENT

The Maple Heights Fire Department has two stations, one on Warrensville Center Road and one on Dunham Road. The rescue squads are staffed by trained firefighter/paramedics. Fire Department staff are part of the Regional Hazardous



Maple Heights Fire Station 1 is located on Warrensville Center Road.

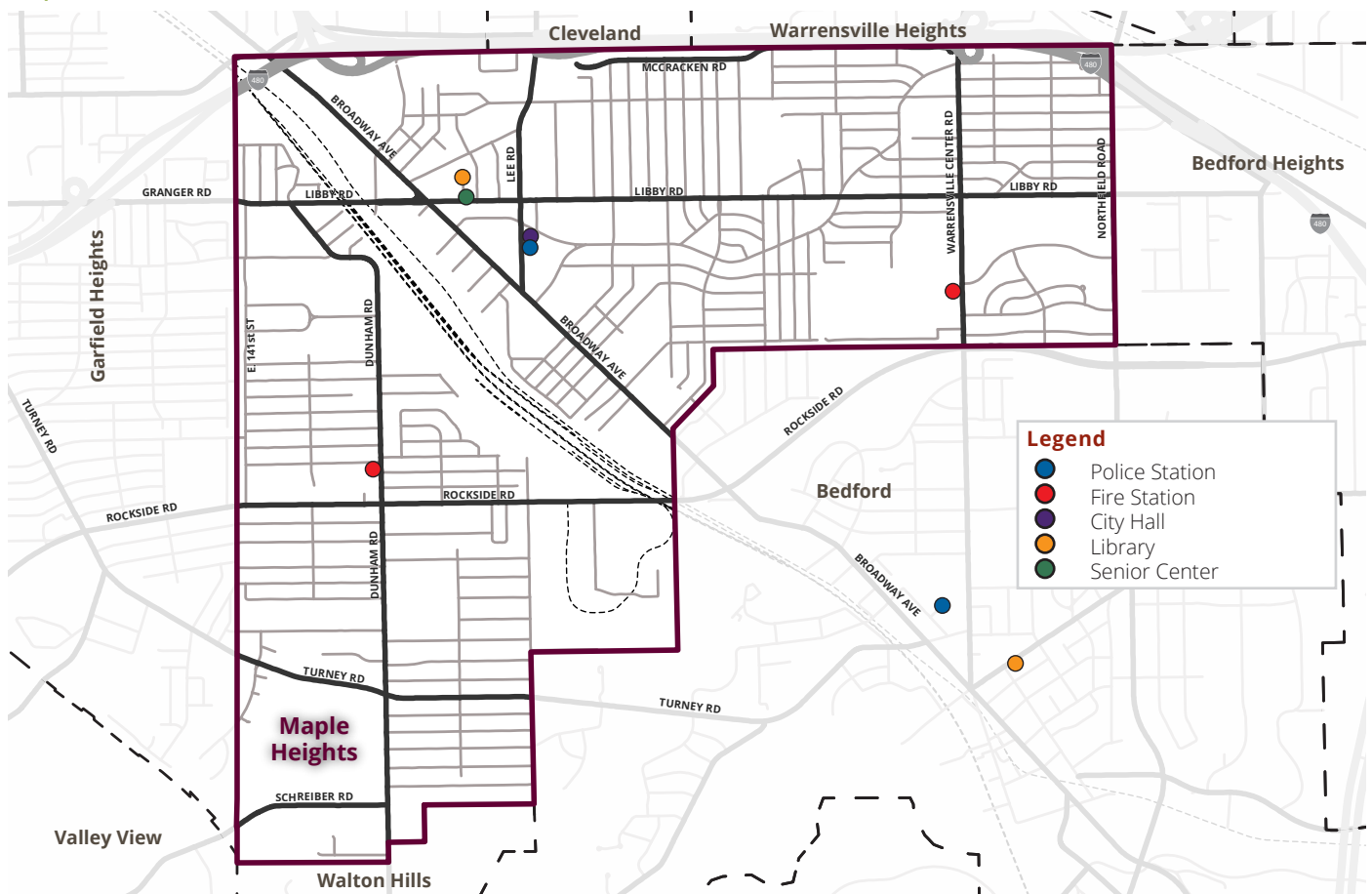
Source: City of Maple Heights

SENIOR CENTER

The Maple Heights Senior Center is located adjacent to the Cuyahoga County Public Library at the corner of Libby Road and Library Lane. The center provides a variety of services and programs that aim to meet the needs of older adults in Maple Heights.

Programs offered by the City of Maple Heights Senior Center include van services, volunteer opportunities, health maintenance screenings, legal assistance, and assistance with tax credit applications and other financial and legal forms.

Map 21 — Public Facilities



MAPLE HEIGHTS SCHOOL DISTRICT

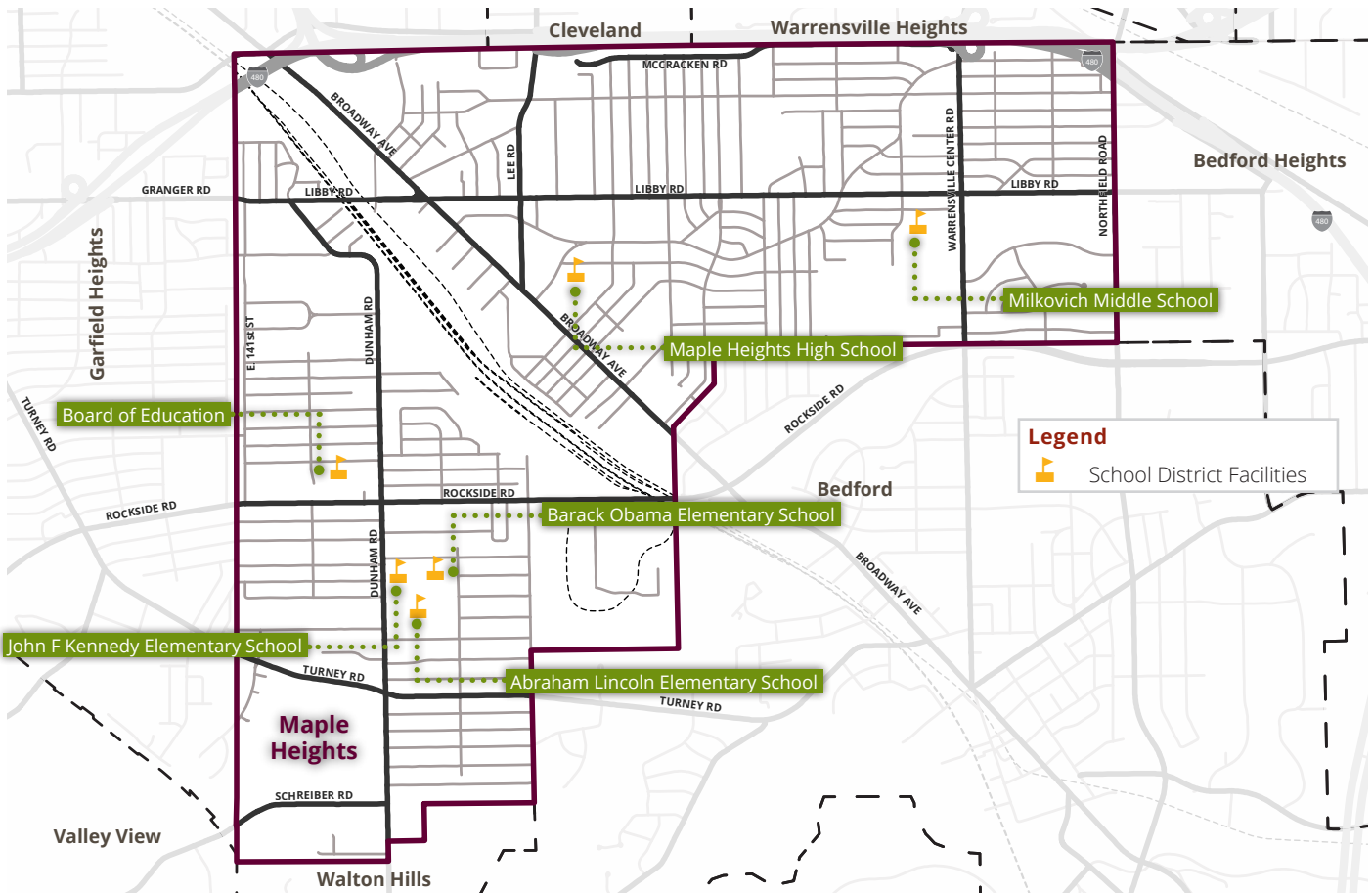
Maple Heights residents are served entirely by the Maple Heights City School District. In the 2016-2017 school year, the district enrolled 3,479 students in five schools: three elementary schools, one middle school, and one high school. The City's three elementary schools are all located on a single campus just east of Dunham Road.

On its 2016 Report Card, the Ohio Department of Education gave the district an "F" achievement rating, which measures student performance on state tests. While low, the District just barely missed an overall "D" achievement rating.

The district had a four year graduation rate of 78.2% and a five year graduation rate of 83.5%, which earned the district a D rating.

In recent years, the Maple Heights City School District has undertaken a number of large and high-profile construction projects as a result of a 2008 bond issue. All the schools in the District were replaced by new facilities; these included a new elementary school campus and the high school complex.

Map 22 — School District Sites





County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE