



GOALS & ACTIONS

# MAPLE HEIGHTS MASTER PLAN

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

STEERING COMMITTEE  
DRAFT FEBRUARY 26, 2018

# Acknowledgments



County Planning

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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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**VISION PRINCIPLES**

← The Vision Principles are the foundation of the plan and are the basis for all the Goals & Actions.

**GOALS & ACTIONS**

← The Goals & Actions are the way to achieve the Vision Principles. They are broken into Place-Based and Citywide Goals & Actions.

**PLACE-BASED  
FRAMEWORK**

↑ The Place-Based Framework outlines the Goals and Actions that are tied to specific areas of the City.

**CITYWIDE  
FRAMEWORK**

↑ The Citywide Framework outlines Goals and Actions that are general and apply Citywide.



# 01 Introduction

## WELCOME TO THE MASTER PLAN — GOALS & ACTIONS DOCUMENT

The Maple Heights Master Plan is a collection of community aspirations that aim to inspire and guide City officials and residents as they 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, and develops this profile to determine the demographic trends that are shaping the City today. This helps 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. 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 Goals & Actions phase. This is the third of phases of the plan and entails articulating specific steps the City and its partners can undertake to achieve the community's vision for the future. The Goals & Actions document outlines a framework for place-based interventions as well as general Citywide actions that can be taken. These actions will be reviewed and updated with additional input.

## NEXT STEPS

Following completion of the Goals & Actions phase, the Master Plan will begin the Implementation phase. In this phase, we will outline partners, priorities, and funding sources that can be used to help accomplish the actions outlined within this document.

# 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 gives 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: City staff, 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.

City staff provide an in-depth look at the plan with their 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



### COMMUNITY VISION



### GOALS & ACTIONS (Current Phase)



### IMPLEMENTATION



### MASTER PLAN DOCUMENT

NEXT PHASES

DRAFT February 26, 2018



## 1.2 PLANNING CONTEXT

### REGIONAL CONTEXT

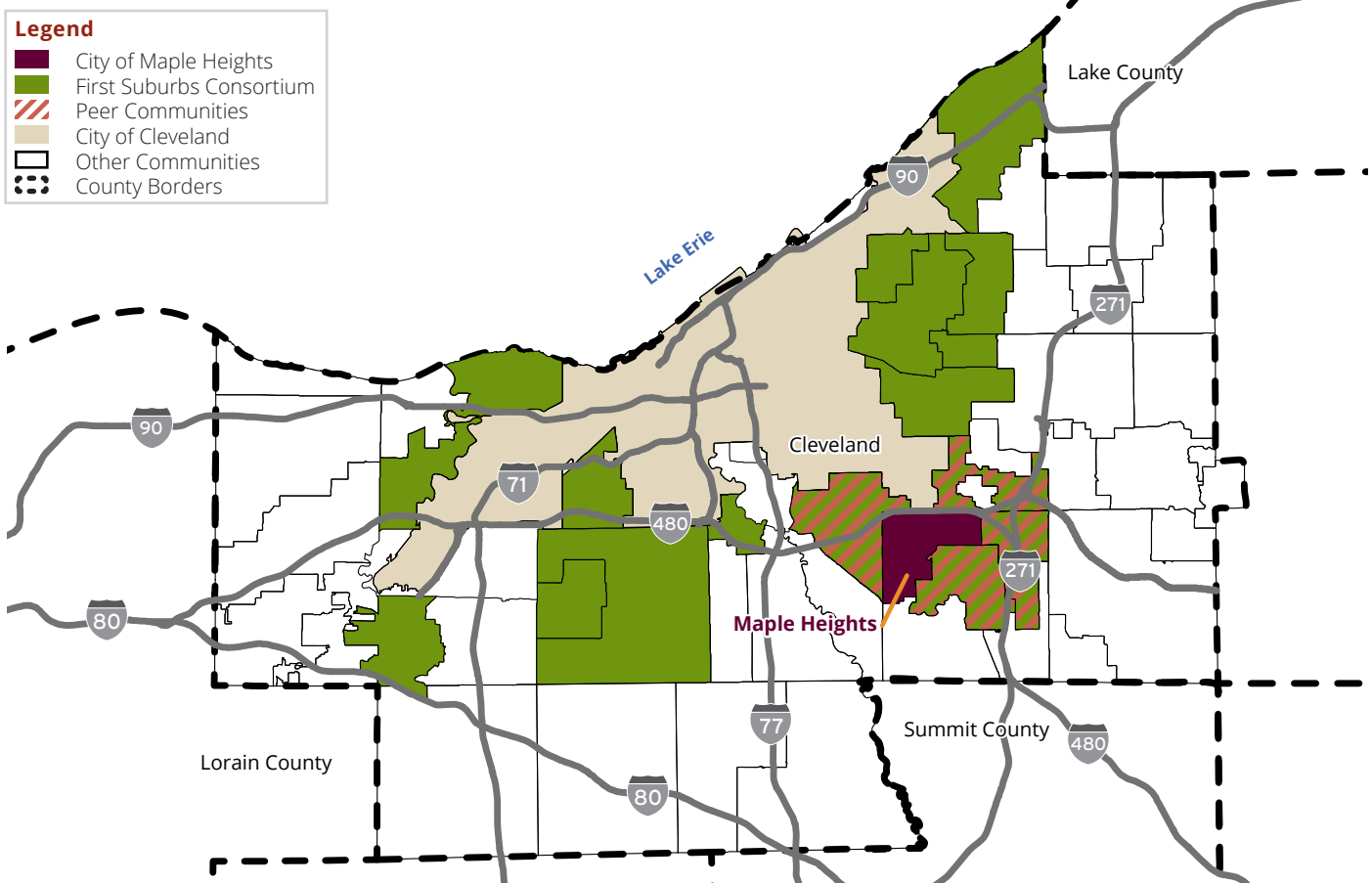
The City of Maple Heights is shown in purple on the map below. Maple Heights is located in the southeast corner of Cuyahoga County and borders Cleveland, Garfield Heights, Walton Hills, Bedford, Bedford Heights, and Warrensville Heights.

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

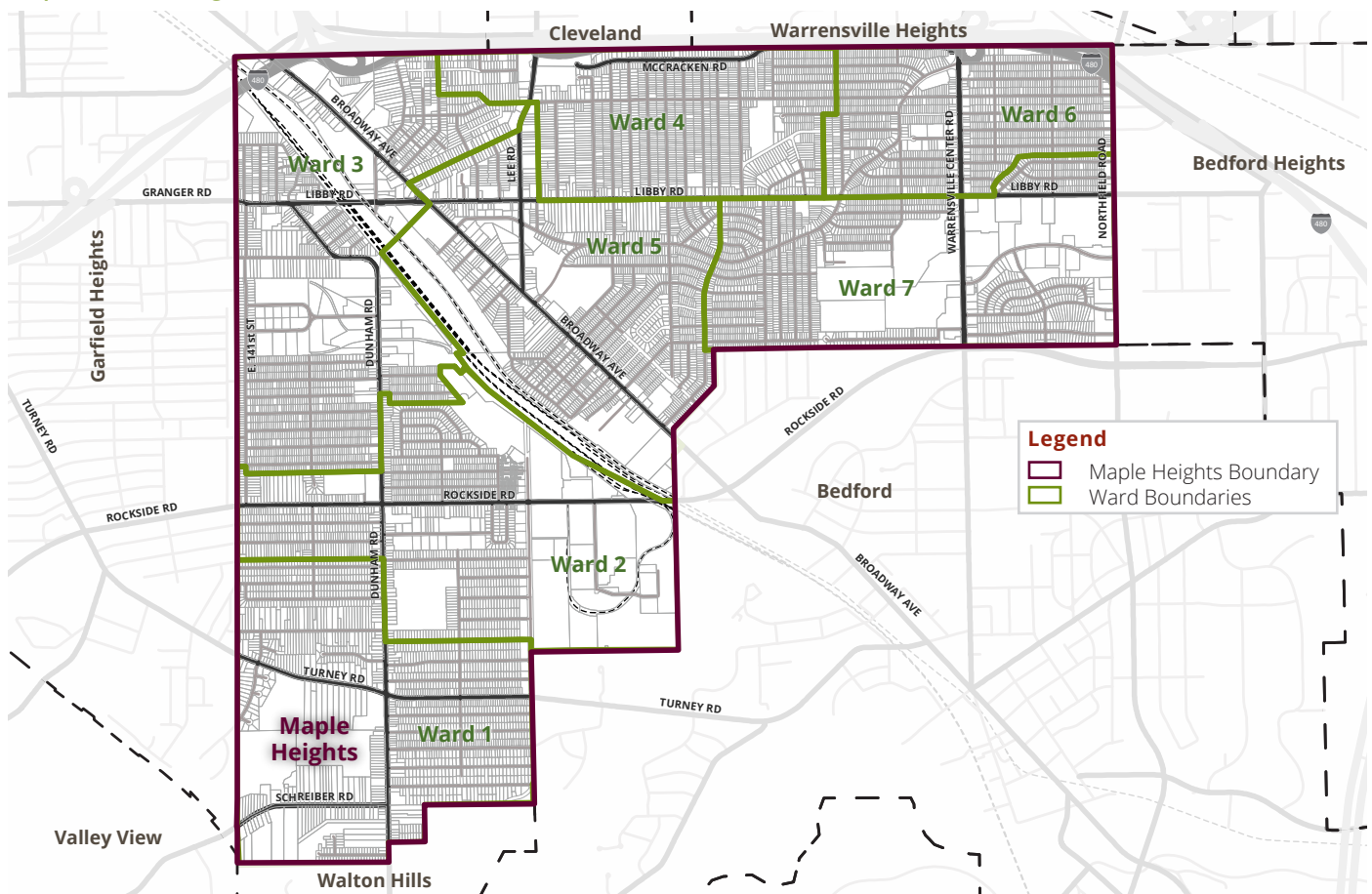


## CITY CONTEXT

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, parallel to Broadway Avenue.

The City of Maple Heights is grouped into seven City Council wards. Wards 1 and 2 are located in the southeastern section of the City, west of the Norfolk & Southern Railroad. Wards 3 and 5 straddle Broadway Avenue. Wards 4, 6, and 7 lie to the northeast.

Map 2 — Planning Context







# 02 VISION PRINCIPLES



## WHATS INSIDE

This section covers the eight Citywide Vision Principles identified through the Current Conditions analysis and input from residents and community stakeholders. Vision Principles cover a wide range of topics, describing how a community and its residents would like to get around, where they would like to recreate, how they would like to interact with government, and what types of new investments they would like to see. These principles are described in broad descriptions of how the community would like to look and function in five to ten years.

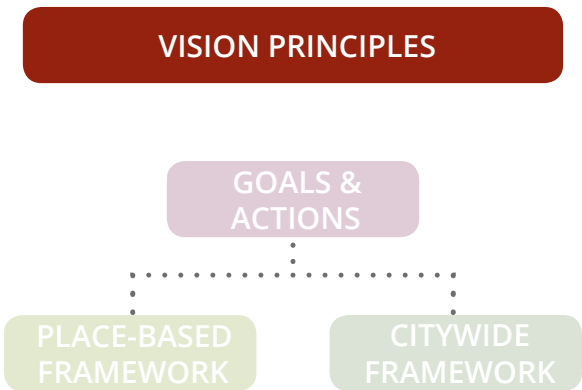
## HOW DO I USE IT?

The Vision Principles section describes the desired future for Maple Heights. They should be used as the basis for undertaking future actions.

The Vision Principles are the foundation for all of the Goals and Actions that are proposed in the Plan.

## COMMUNITY VISION

- Vision Principles, page 14



# VISION PRINCIPLES

The Current Conditions analysis and feedback from City staff, regional agencies, and Steering Committee members were combined to identify major issues and opportunities in Maple Heights. These were formulated into a series of Vision Principles, listed below, that describe a future Maple Heights. These Vision Principles are the foundation for all the Plan's Goals and Actions.



## 1 HIGH-QUALITY NEIGHBORHOODS — A COMMUNITY OF ATTRACTIVE HOMES

Maple Heights will be a community of stable, safe, and well-maintained neighborhoods consisting of quaint streets and attractive homes



## 2 DIVERSE HOUSING — A COMMUNITY WITH HOUSING OPTIONS

Maple Heights will be a community with a high level of homeownership in diverse housing types, with designs and amenities that allow families to live and grow in the City



## 3 COMMUNITY ENGAGEMENT — A COMMUNITY OF FRIENDS AND NEIGHBORS

Maple Heights will be one community with strong and inclusive networks of neighbors that provide open lines of communication, provides opportunities for the City's youth, and empower all residents to be involved



## 4 POSITIVE IDENTITY — A COMMUNITY WITH PRIDE

Maple Heights will be a community that believes in itself, values its diversity, and promotes its unique characteristics to residents and the region





## 5 COMPLETE TRANSPORTATION NETWORK — A COMMUNITY WITH TRANSPORTATION OPTIONS

Maple Heights will be a community with a complete and cohesive network of roads, sidewalks, trails, and transit routes that work together to provide safe and sustainable connections to parks, schools, business districts, and regional employment centers



## 6 GREAT PARKS — A COMMUNITY WITH A COHESIVE PARK SYSTEM

Maple Heights will be a community with an array of small and large parks that act as safe community destinations that include green features, promote healthy lifestyles, and have active programming



## 7 COMMERCIAL VIBRANCY — A COMMUNITY OF PROSPEROUS BUSINESSES

Maple Heights will be a community of successful businesses that meet local demand and contribute to welcoming, walkable, and attractive business districts



## 8 ECONOMIC GROWTH — A COMMUNITY WITH QUALITY JOBS

Maple Heights will be a business-friendly community that supports its industrial base and builds upon existing manufacturing and transportation assets to attract and grow employment opportunities



# 03 PLACE-BASED FRAMEWORK

## WHATS INSIDE

The Place-Based Framework section describes the core strategy for how Maple Heights should prioritize actions in the coming years. The section includes a map of the overall framework and then specific descriptions of each framework component.

The Place-Based Framework is based on input from the Public and Steering Committee, which showed a desire to strengthen existing City neighborhoods while providing enjoyable business districts. It evolved from the Focus Areas that were displayed at the first Public Meeting as particular components became more or less important to residents.

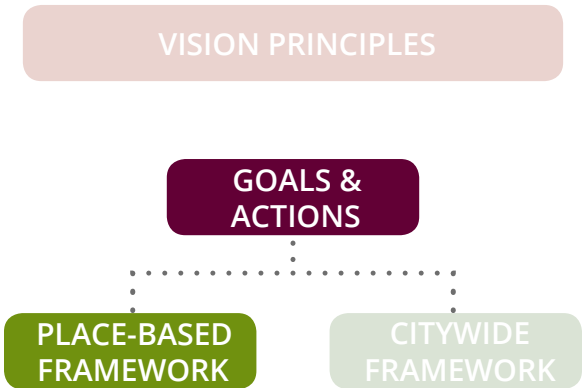
## HOW DO I USE IT?

The Place-Based Framework section outlines particular locations of focus for the Master Plan. It should be used as a guide for where to target investments and how those investments should be layered together to support a larger framework for neighborhood improvement.

The Place-Based Framework is the first half of the Plan's Goals & Actions.

## PLACE-BASED FRAMEWORK

- Enliven Key Commercial Nodes, page 22
- Improve Connections Between Nodes and with the Region, page 32
- Develop Non-Motorized Connections, page 38
- Strengthen Surrounding Residential Areas, page 46
- Link to Nearby Parks, page 44
- Enhance Industrial Parks, page 48





# FRAMEWORK OVERVIEW

The Place-Based Framework identifies the key components of the Master Plan. They are specific areas where investments are encouraged in order to support growth throughout the City.

## WHAT IS THE FRAMEWORK

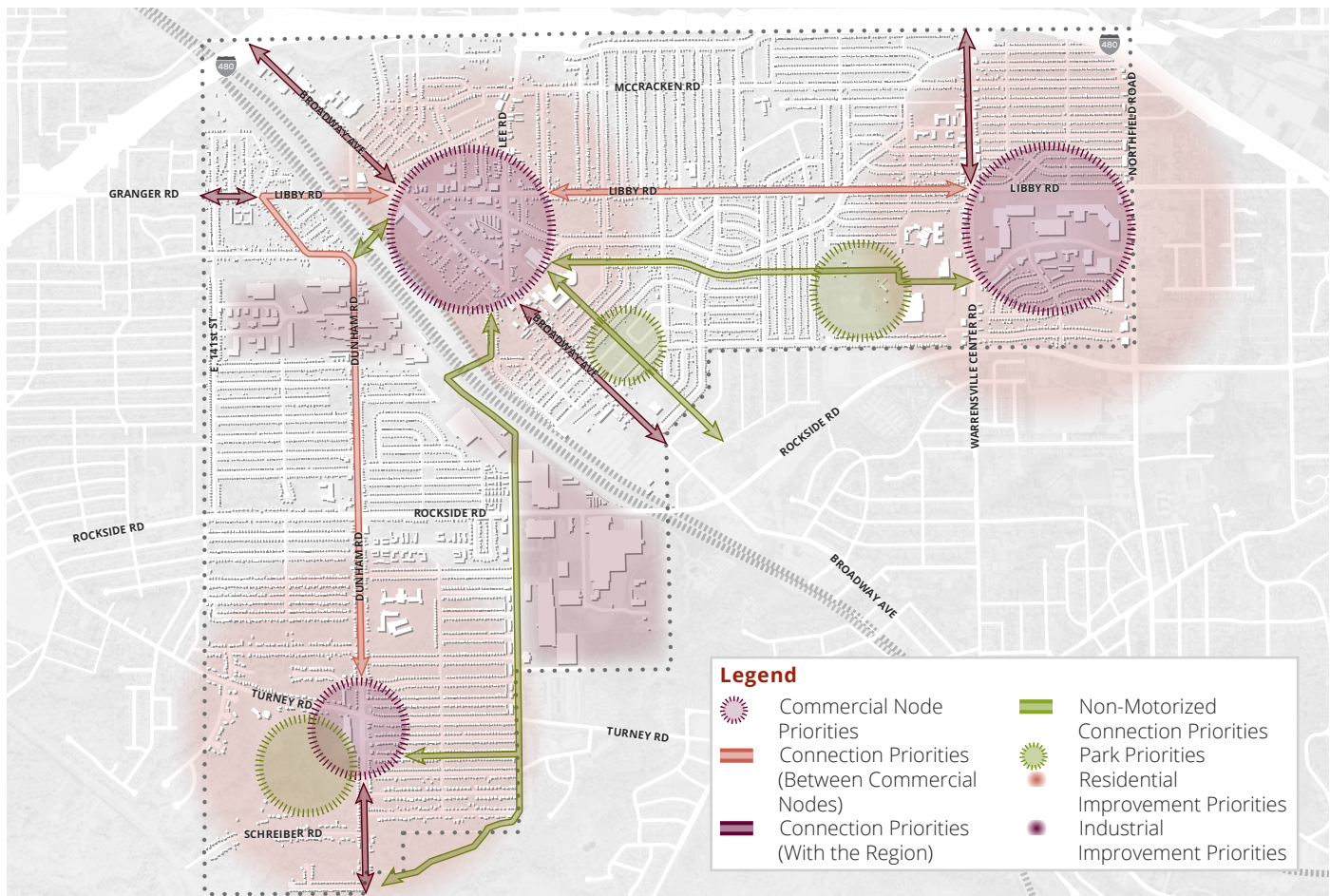
The Place-Based Framework identifies a series of areas and corridors that should be the focus of investment. The Framework is intended to show how investments in these areas and corridors would link together to form a vibrant and connected Maple Heights that matches the Vision Statements outlined by residents.

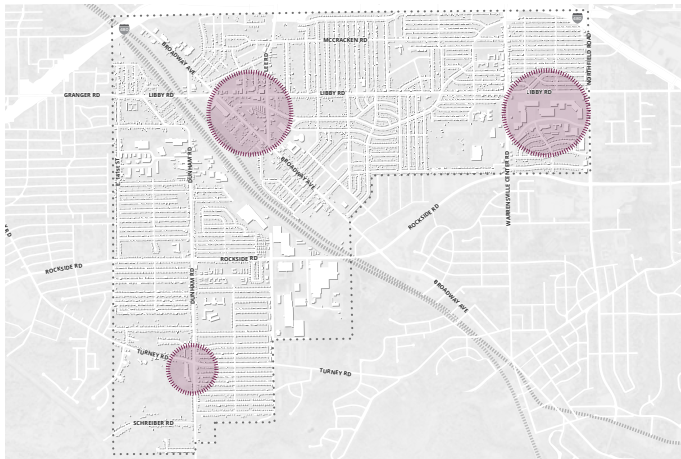
The map below showcases the overall Place-Based Framework, while the smaller maps on the following pages show the individual components of that Framework and how they fit together.

## WHY THIS FRAMEWORK

At the first Public Meeting, residents were shown potential focus areas and corridors. Following input on those areas and corridors, specific components and areas were identified as more important to residents than other areas. The Place-Based Framework builds on the input we heard from residents to showcase the most important areas of focus.

Map 3 — Place-Based Framework





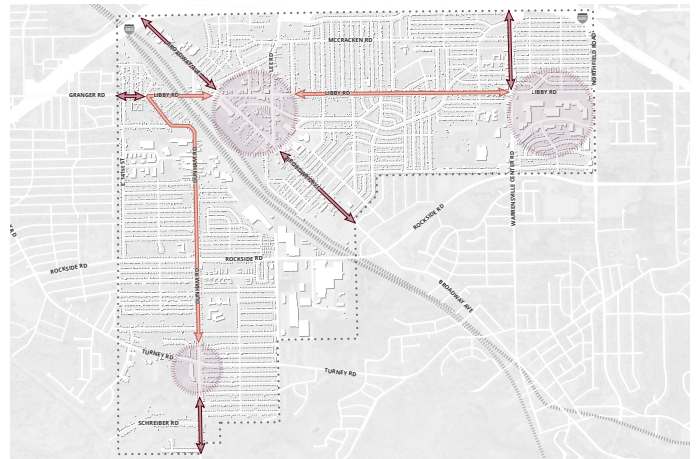
## 1: ENLIVEN KEY COMMERCIAL NODES

Maple Heights has three primary commercial nodes at Turney-Dunham, Broadway/Lee/Libby, and Southgate. The plan recommends focusing efforts on improving these three primary commercial nodes, with Turney-Dunham supporting the western half of the City, Broadway/Lee/Libby (termed Maple Point) acting as a downtown for Maple Heights, and Southgate supporting the eastern half of the City.

In each of these primary commercial nodes efforts should be undertaken to accomplish the following:

- Define, name, and brand key commercial areas
- Improve primary streetscapes and gateway entrances
- Add and enhance public spaces and parks
- Promote potential development areas to current or future owners
- Construct non-motorized connections into commercial nodes
- Activate nodes with events and programming

See “3.1 Enliven Key Commercial Nodes” on page 22 for more information.



## 2: IMPROVE CONNECTIONS BETWEEN NODES AND WITH THE REGION

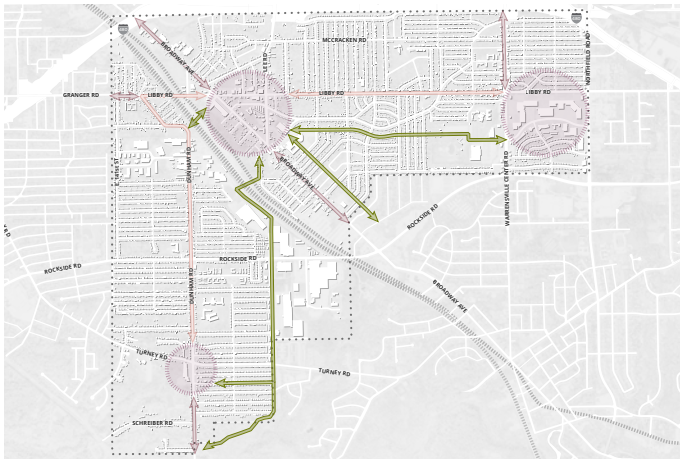
To facilitate strong connections between these nodes, Maple Heights neighborhoods, and population across the region, the City should focus on improving and maintaining major links. These include Dunham Road, Libby Road, Broadway Avenue, and Warrensville Center Road.

Along these major corridors, the City should undertake the following:

- Improve streetscapes by adding street trees, landscaping, and enhanced infrastructure
- Rehabilitate critical thoroughfares

See “3.2 Improve Connections Between Nodes and with the Region” on page 32 for more information.





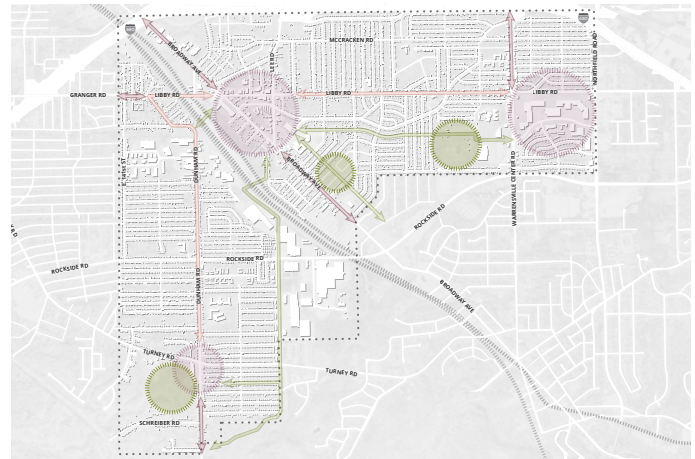
### 3: DEVELOP NON-MOTORIZED CONNECTIONS

In addition to street improvements that will facilitate strong vehicular connections, the City should invest in enhanced corridors for bicyclists and pedestrians to better connect residents to commercial districts. The non-motorized connections displayed include potential trails, pedestrian bridges, and greenways that would provide safe and enjoyable non-motorized connections through the City. These include a trail along South Lee Road, a pedestrian bridge over the rail tracks, a trail along Jackson Boulevard, and improved sidewalks along Mapleboro Avenue.

Along these non-motorized corridors, the City should:

- Develop a system of trails, lanes, and routes
- Build a connection over the Norfolk & Southern Railroad

See “3.3 Develop Non-Motorized Connections” on page 38 for more information.



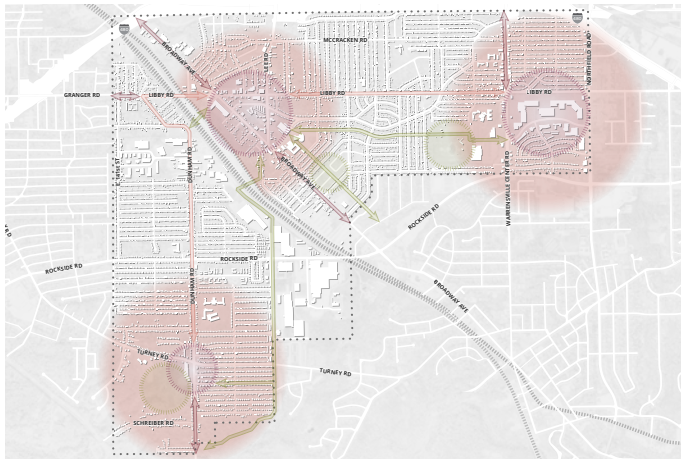
### 4: LINK TO NEARBY PARKS

To support vibrant commercial nodes, the City should target improvements for new and proposed parks within close distances to those nodes. Adjacent parks include Stafford and Dunham Parks, while the area around Maple Point should be reviewed for potential park additions, including a park at the unfinished subdivision bisected by Jackson Boulevard.

In the open spaces near primary commercial nodes, the City should:

- Develop park improvement plans and implement them
- Acquire needed parcels
- Build trail connections to and within parks
- Attract nearby development

See “3.4 Link to Nearby Parks” on page 44 for more information.



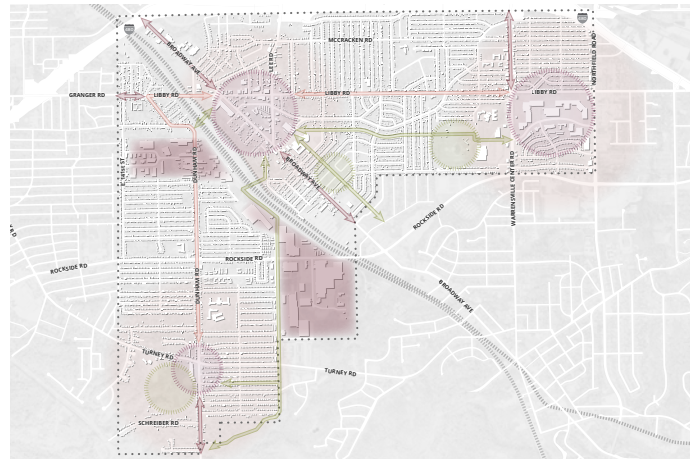
## 5: STRENGTHEN SURROUNDING RESIDENTIAL AREAS

The neighborhoods within a half mile of commercial districts have a major impact upon those nodes because residents can walk easily to shopping, and high-quality neighborhoods provide a positive image of nearby business districts. To strengthen the surrounding residential neighborhoods, the City should invest in improvements that boost the physical appearance of areas while also undertaking community-building efforts.

In the neighborhoods adjacent to commercial nodes, efforts should be undertaken to accomplish the following:

- Select target neighborhood streets for improvements
- Development a neighborhood improvement program
- Engage potential partners to accomplish improvements

See “3.5 Strengthen Surrounding Residential Areas” on page 46 for more information.



## 6: ENHANCE INDUSTRIAL PARKS

As a community with a strong manufacturing base, Maple Heights has industrial areas scattered throughout the City. Core industrial areas along the railroad tracks provide many jobs; however, some buildings are unattractive and there is no cohesion among the physical elements or the businesses. To enhance these areas, efforts should be made to define business parks, engage businesses, and enhance infrastructure.

Within industrial areas, the City should undertake the following:

- Define and manage industrial parks
- Improve infrastructure such as major streets and gateways
- Develop employee amenities
- Promote potential development areas

See “3.6 Enhance Industrial Parks” on page 48 for more information.

## 3.1 ENLIVEN KEY COMMERCIAL NODES

### MAPLE POINT

The triangle at Libby, Lee, and Broadway forms the center of Maple Heights. Its mix of community amenities such as the Library and Senior Center, civic institutions such as City Hall and the High School, and shopping areas such as Mapletown provide the structure of a community downtown that should be fostered and grown—a place called Maple Point.

#### DEFINE THE AREA

While the area at the heart of Maple Heights has numerous amenities, they are disconnected and poorly branded. The City should define the area as Maple Point by naming it, defining its borders, marking entrances, and adding visual reminders.

Because Maple Point is a large area, the map on the following page shows a Core District where numerous walkable structures and civic assets are located. Initial efforts at improvements should be targeted here. A larger Expanded Core District encompasses the whole of Maple Point and showcases where further efforts should be added.

#### IMPROVE PRIMARY STREETSCAPES AND ENTRANCES

The main streets in Maple Point have a variety of streetscape treatments ranging from well-planned and executed treatments with trees and lighting, to areas with narrow sidewalks adjacent to high-speed roads. The City should work to update streetscapes on Maple Point's major roads: Libby, Lee, and Broadway. Because of the range of existing streetscapes, the needs on individual streets vary. The City

should identify standard elements such as trees, lighting, banners, and infrastructure to make cohesive and united improvements on the various streets. Examples are shown in the Improve Connections Between Nodes and with the Region section starting on page 32.

In addition, the map on page 25 identifies gateways and nodes in the district that should be targeted for improvements such as signage, new infrastructure, lighting, or landscaping to better define the entrances into Maple Point.

#### ADD AND ENHANCE PUBLIC SPACES

Maple Point has few existing public spaces that could host events, provide opportunities for rest, or add to the area's tree canopy. The plan on page 25 showcases the existing D.A.R.E. park and the forthcoming pocket park at Lee and Libby.

The framework also identifies two potential parks: one encompassing the former sites of Burger King and McDonald's at the corner of Libby and Broadway, and the other at the unfinished subdivision that straddles Jackson Boulevard.

The potential park straddling Libby Road at Broadway could become an attractive entrance to Maple Point. By lining the parcels with trees, adding seating areas, and including new amenities, this space could become a welcoming entrance.

The unfinished subdivision that straddles Jackson Boulevard is part of a larger potential development that is described later in

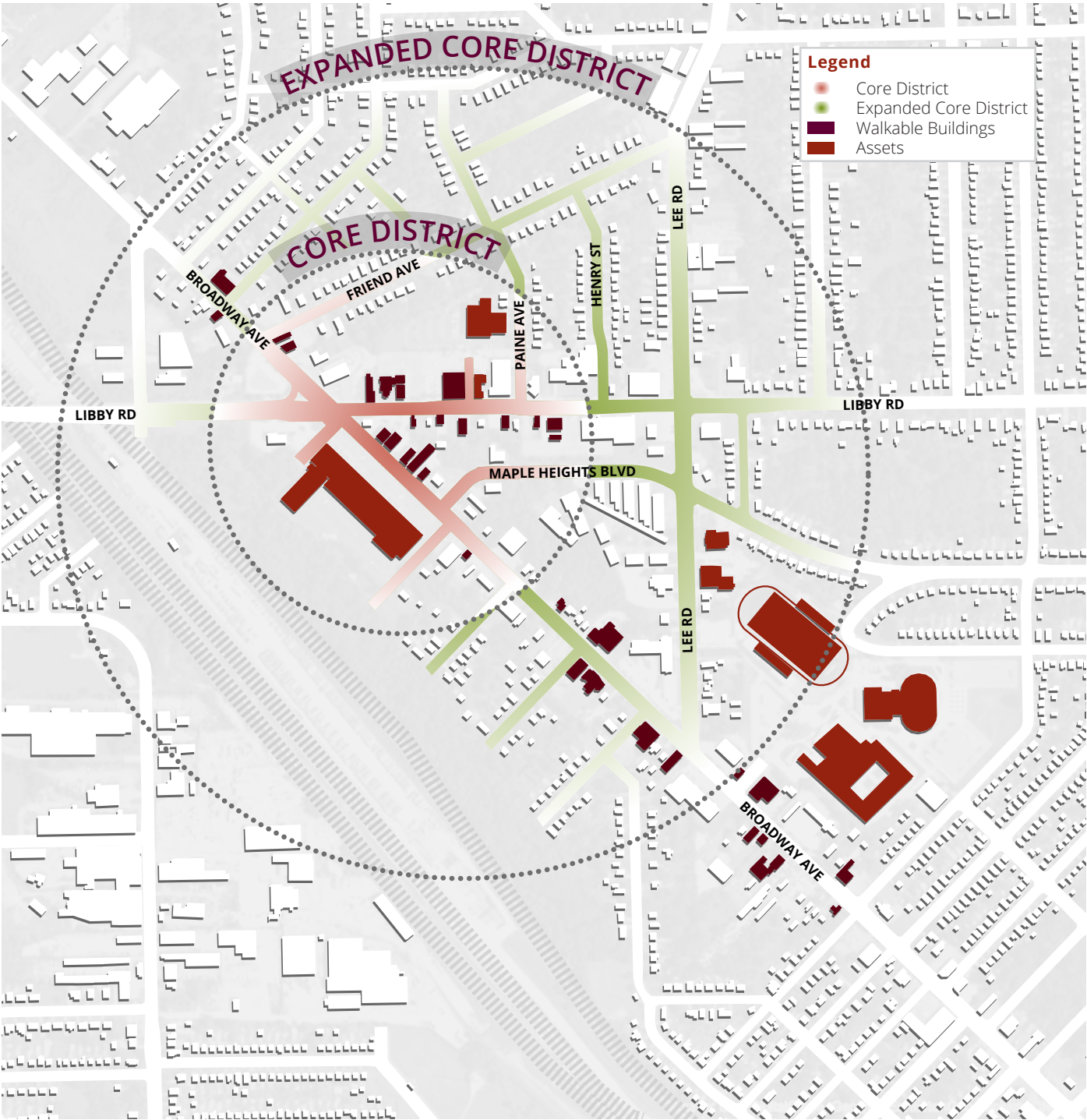
#### WALKABLE BUILDINGS



#### ASSETS



Map 4 — Core and Expanded Map Point District





this Section. See page 44 for a complete description of the proposed Jackson Park.

### PROMOTE POTENTIAL DEVELOPMENT AREAS

While many of the Maple Point recommendations consist of improvements to public spaces, the majority of the area is in the hands of private owners who must be partners in any improvement plans. The potential development areas shown on the following page represents potential large private spaces that could be improved.

**Mapletown** is the largest shopping plaza in Maple Point; however, it feels dated, does not contribute to a walkable town center, and is partially vacant. The upcoming Save-A-Lot grocery store will do much to improve the vibrancy of the plaza, but potential remains. The development scenario on the following page shows how pedestrian improvements, green infrastructure, rebuilt storefronts, and other changes could better connect the shopping center to the street and other Broadway businesses, open up additional parking, and add greenery. Any improvements to the shopping center could be a combination of private investment as well as public support such as storefront renovation funds and reduced stormwater fees.

The second potential development area includes the **Library, Senior Center, Maple Lanes, and All Nations Deliverance church**. Each institution has its own parking lot, which is used at different times of the day. If the parking area were combined into a larger, shared lot, the area could free up space for a new development parcel, a greenway, and new trail connections. These changes could add greenspace, yield better neighborhood links, and provide the opportunity for new development such as senior housing.

The third potential development area encompasses the sites of the **former McDonald's and former Burger King**. While this site has been identified as a potential park space, should a private developer purchase the property, it should be redeveloped in a manner consistent with the values and vision of the plan.

The designs on the following pages display potential development scenarios for Mapletown and the Library area. The City should ensure its regulations and zoning matches the proposals for these areas.

### CONSTRUCT NON-MOTORIZED CONNECTIONS

The Maple Point area can become a more walkable place that better connects people to amenities on foot or bike. While sidewalks currently exist in Maple Point, in some cases they do not provide the most direct access points or are not appropriate for bicyclists.

The framework for Maple Point shows a handful of new connections that include the following:

- A greenway from D.A.R.E. park, past the library, to Libby Road
- A pathway through a vacant parcel next to Baraona's Bakery that would connect to Maple Heights Boulevard
- A widened sidewalk along Maple Heights Boulevard to accommodate bicyclists
- A trail in front of City Hall and through the High School Campus that would connect to the Jackson Boulevard Trail described on page 41
- A pedestrian connection through Mapletown to connect rear parking across Broadway to shops across the street.

These pedestrian and bicycle improvements would combine with existing sidewalks to create system of connections within Maple Point and out to surrounding neighborhoods.

### ACTION STEPS:

#### A. FORTHCOMING



### Legend

-  Multi-Purpose Trail
-  Streetscape Priority Areas
-  Gateways and Nodes
-  Parks and Public Spaces
-  Potential Development Areas

- 1** Pedestrian Passage through MapleTown
- 2** Greenway from D.A.R.E. Park to Libby Road
- 3** Widened Sidewalk or Trail along Maple Heights Blvd
- 4** Trail through High School Campus
- 5** Potential Gateway Park
- 6** Proposed Pocket Park
- 7** Potential Jackson Park

Map 5 — Framework Plan for Maple Point








# 3.1

## MAPLE POINT

### LIBRARY AREA

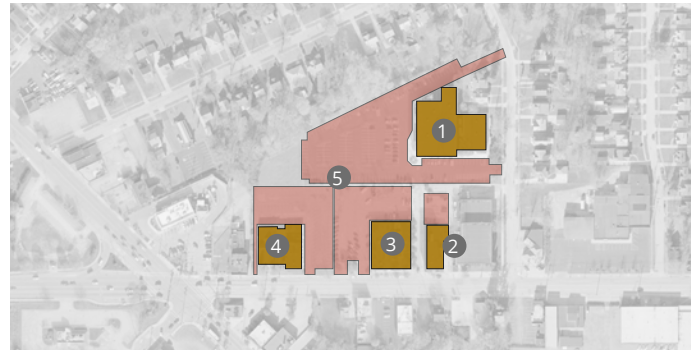
#### Legend

-  Greenway Trail
-  Parks and Public Spaces
-  Existing and Proposed Buildings
-  Parking Lots
-  Potential Development Area

- ① Single, Shared Parking Lot
- ② Greenway Connection to D.A.R.E. Park
- ③ Greenway Connection through Parking Lot
- ④ Greenway Connection along Closed Library Lane
- ⑤ Greenway Connection to Maple Heights Blvd
- ⑥ New Parking Entrance
- ⑦ Potential Development
- ⑧ Greenway Connection behind McDonald's

#### Legend

- ① Library
- ② Senior Center
- ③ Maple Lanes
- ④ All Nations Deliverance Church
- ⑤ Parking Lots



### GREENWAY

The greenway network through the reorganized parking area would connect residents to various amenities in a safe, green, and comfortable manner.



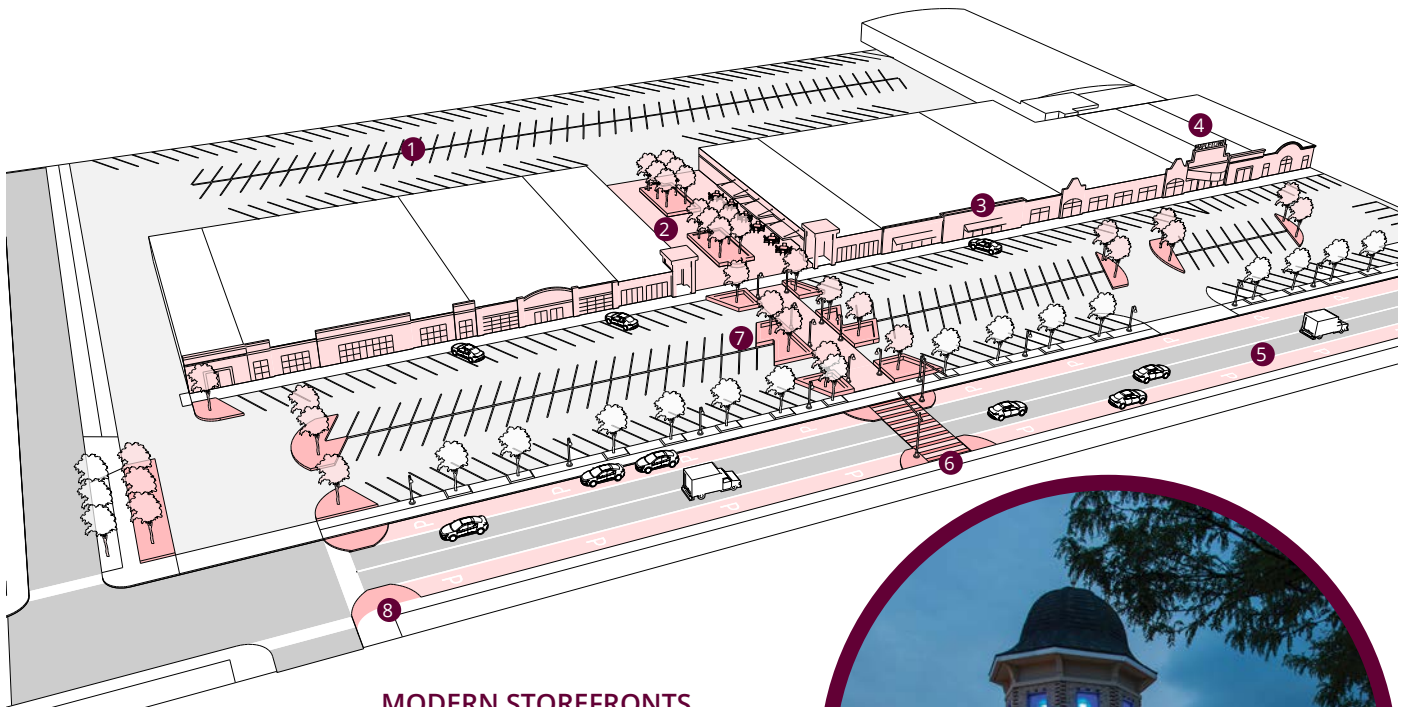
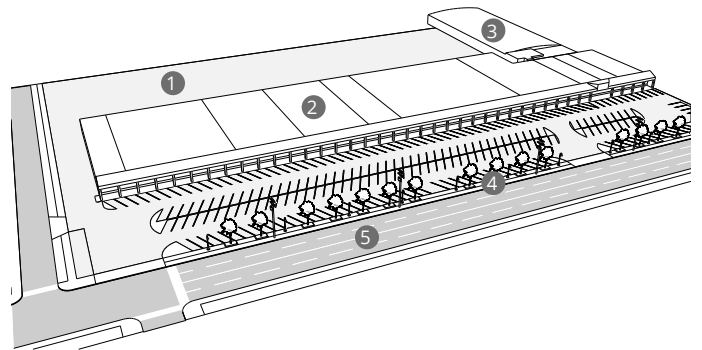
## MAPLETOWN

### Legend

- |                                    |                                 |
|------------------------------------|---------------------------------|
| ① Activated Rear Parking           | ⑤ Permanent On-Street Parking   |
| ② Retail Facing Pedestrian Passage | ⑥ Mid-Block Pedestrian Crossing |
| ③ Unique, Modern Storefronts       | ⑦ Green Infrastructure          |
| ④ Theater Marquee                  | ⑧ Curb Bump-Outs                |

### Legend

- |                          |                               |
|--------------------------|-------------------------------|
| ① Unused Rear Parking    | ④ Quality Streetscape         |
| ② Outdated Retail Stores | ⑤ Poor Pedestrian Connections |
| ③ MapleTown Theater      |                               |



### MODERN STOREFRONTS

The current storefronts along Mapletown use the same facade along the entire length. This shopping center from Upper Arlington, Ohio showcases how unique, modern storefronts ⑤ can create an attractive and pedestrian-friendly shopping experience.



## 3.1

# SOUTHGATE AREA

FORTHCOMING





## 3.1

# TURNERY-DUNHAM AREA

Supporting the western half of the city, the Turney-Dunham area is the crossroads of residential, recreation, and commercial uses, merging together to create a vibrant neighborhood and Maple Heights community.

### SUPPORT PARK ENHANCEMENT AND EXPANSION

Maple Heights recently agreed to lease Dunham Park to the Cleveland Metroparks. Through the stewardship of the Cleveland Metroparks, the park will maintain much of its natural features and existing paths.

Proposed features will include a new playground and picnic shelter in the center, surrounded by a loop trail that would give residents and visitors a safe and guided walk through Dunham Park. Other proposed features would include an all-purpose trail that features a bike and pedestrian entrance at Dunham Road. This new trail would connect with the loop trails and other trails, connecting Dunham Park to other Metroparks in surrounding communities. That will further preserve the natural features of the park and restore its natural beauty.

### IMPROVE STREETSCAPE AND ENTRANCES

To facilitate stronger connections between Turney-Dunham Plaza, Dunham Park, and the residential neighborhoods, streetscape improvements should be made to the primary streets, gateways, and intersections in the Turney-Dunham area. Introducing gateways at important intersections along Dunham Road will enhance the pedestrian experience by creating safer crosswalks at Turney Road and a safer crosswalk and entrance to the Plaza at Mendota Avenue. Equally, a gateway and enhanced entrance to Dunham Park could be created at Schreiber Road.

Adding more street trees, landscaping, and enhanced infrastructure along Dunham Road will enhance the existing aesthetic appeal and create a welcoming environment. These improvements help in strengthen the warm and welcoming appeal to the Turney-Dunham area.

### PROMOTE POTENTIAL DEVELOPMENT AREAS

Areas that are ideal for potential development are shown in the map to the right. These areas include vacant areas within

the Plaza, vacant parcels and land east of the Plaza, and vacant parcels north of Turney Road.

These vacant parcels could provide new residential development opportunities such as townhomes, or the land could be used to create pocket parks or other passive greenspaces. The vacant parcels east of Dunham Road could be redeveloped for additional retail to complement the existing shopping plaza.

In addition to the redevelopment opportunities, an immediate way to enliven the Turney Plaza entails a renovation to the existing façade and replacement of fencing along the edge of the parking lot to create a safe and welcoming environment. These potential improvement areas would help to support the surrounding residential areas and park.

### CONSTRUCT NON-MOTORIZED CONNECTIONS


















Constructing non-motorized connections from Dunham Park throughout the Turney-Dunham neighborhood will help to strengthen the link between the park and the neighborhood. A trail is proposed along Schreiber Road from the Dunham Park entrance to Dunham Road, before extending the trail east along an existing paper street that runs to Lee Road South.

Other proposed non-motorized connections would entail sharrows and signage along Glenwood and Mendota Avenues. These markings would connect residential neighborhoods to Dunham Park.

### ACTION STEPS:

#### A. FORTHCOMING


### Legend

-  Multi-Purpose Trail
-  Streetscape Priority Areas
-  Gateways and Nodes
-  Parks and Public Spaces
-  Potential Development Areas
-  Commercial Structures
-  1 Turney-Dunham Plaza
-  2 Vacant Parcels for Potential Residential or Open Space
-  3 Vacant Parcel for Potential Retail Expansion
-  4 Pedestrian and Bicycle Entrance to Park
-  5 Vehicular Entrance to Park
-  6 Future Trail Extension
-  7 Trail to Metropark
-  8 Trail to S Lee Road
-  9 Trail to Elementary Schools
-  10 New Metropark
-  11 Future Park Expansion

Map 6 — Framework Plan for Turney-Dunham



### METROPARKS IMPROVEMENTS

Cleveland Metroparks has released initial improvements ideas for Dunham Park , which are displayed here. Plans call for removing the entrance off Dunham Road and replacing existing park features with picnic areas, loop trails, stormwater retention basins, and landscaping.



## 3.2 IMPROVE CONNECTIONS BETWEEN NODES AND WITH THE REGION

Streets make up a significant percent of any City. When those streets are attractive and well-maintained, they provide connections to shopping, services, and amenities. The map on the following page shows places where the City could improve the street environment through additions like street trees and lighting, and where the City could improve the maintenance of major streets through rehabilitation.

### IMPROVE STREETSCAPES

The plan identifies eight major connectors that are in need of streetscape improvements. Streetscape improvements can assist in creating places that are safe and enjoyable for pedestrians, bicyclists, and drivers as they move through Maple Heights. Changes could include adding curb bump outs, hanging banners, planting street trees, and adding crosswalks that make a street more attractive and safer.

The map at right shows streets in need of major or minor streetscape efforts. Major streetscapes might include robust changes such as infrastructure, while minor streetscapes might involve simpler changes such as tree plantings and crosswalk painting. The renderings on the following pages display potential major streetscape improvements.

### REHABILITATE CRITICAL THOROUGHFARES

Streets in Maple Heights are in a variety of levels of repair; however, Dunham Road and Warrensville Center Road are two streets that have been rated by NOACA as having particularly

poor pavement conditions. These streets are major connectors within Maple Heights and to surrounding communities. Dunham Road and Warrensville Center Road should be the focus of repaving efforts. These efforts should include streetscaping elements such as trees, lights, and banners to facilitate a new appearance for the streets.

### ACTION STEPS:

#### A. FORTHCOMING

#### LANDSCAPING



#### SIGNAGE

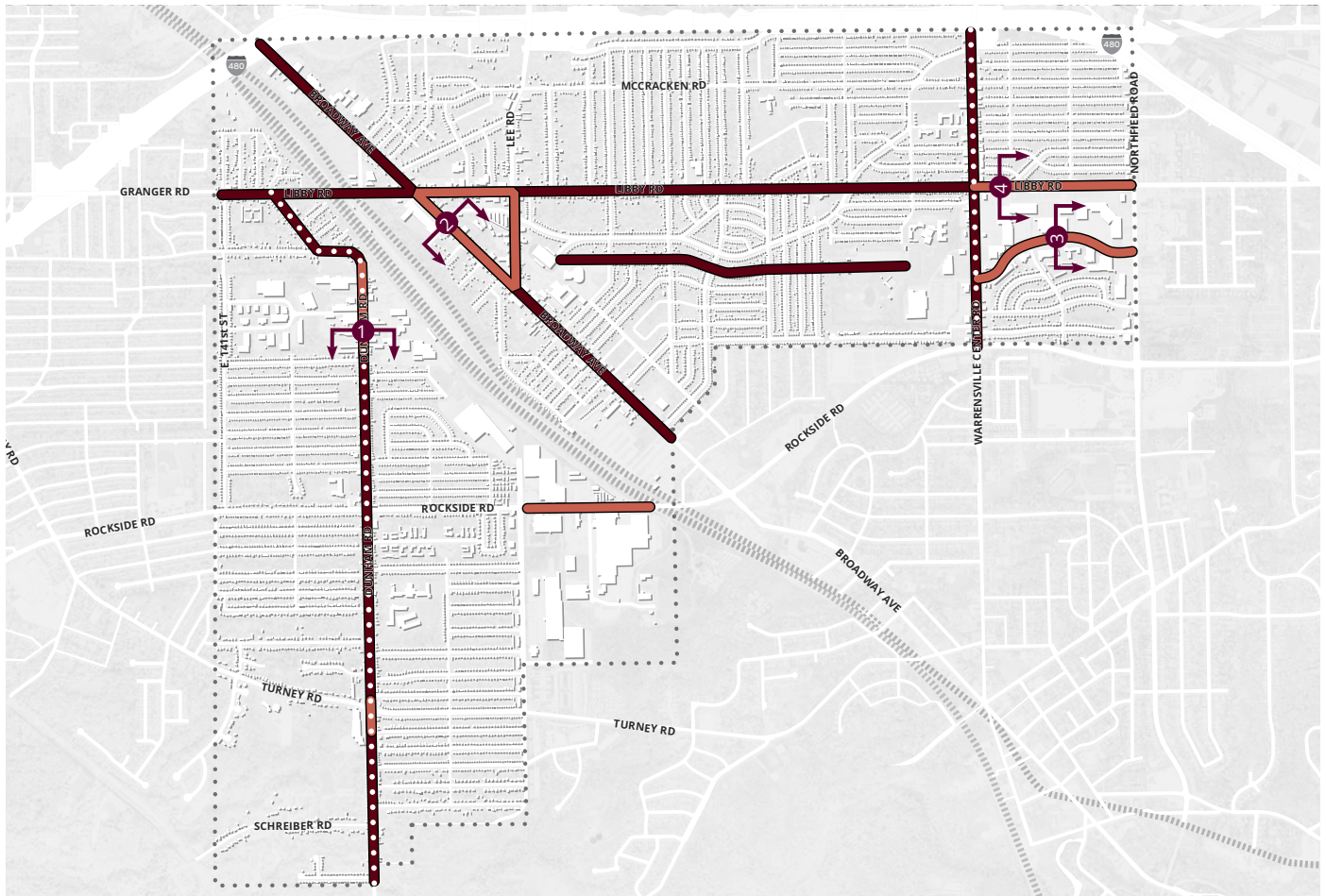




### Legend

- Minor Streetscape Improvements
- Major Streetscape Improvements
- ooo Road Rehabilitation

Map 7 — Framework Plan for Street Connections



### SIDEWALK AMENITIES



### STREETSCAPE ELEMENTS

Streetscape elements vary for each community and street; however, standard elements include landscaping, trees, gateway and wayfinding signs, decorative sidewalks and crosswalks, planters, lighting, benches, and bike parking.

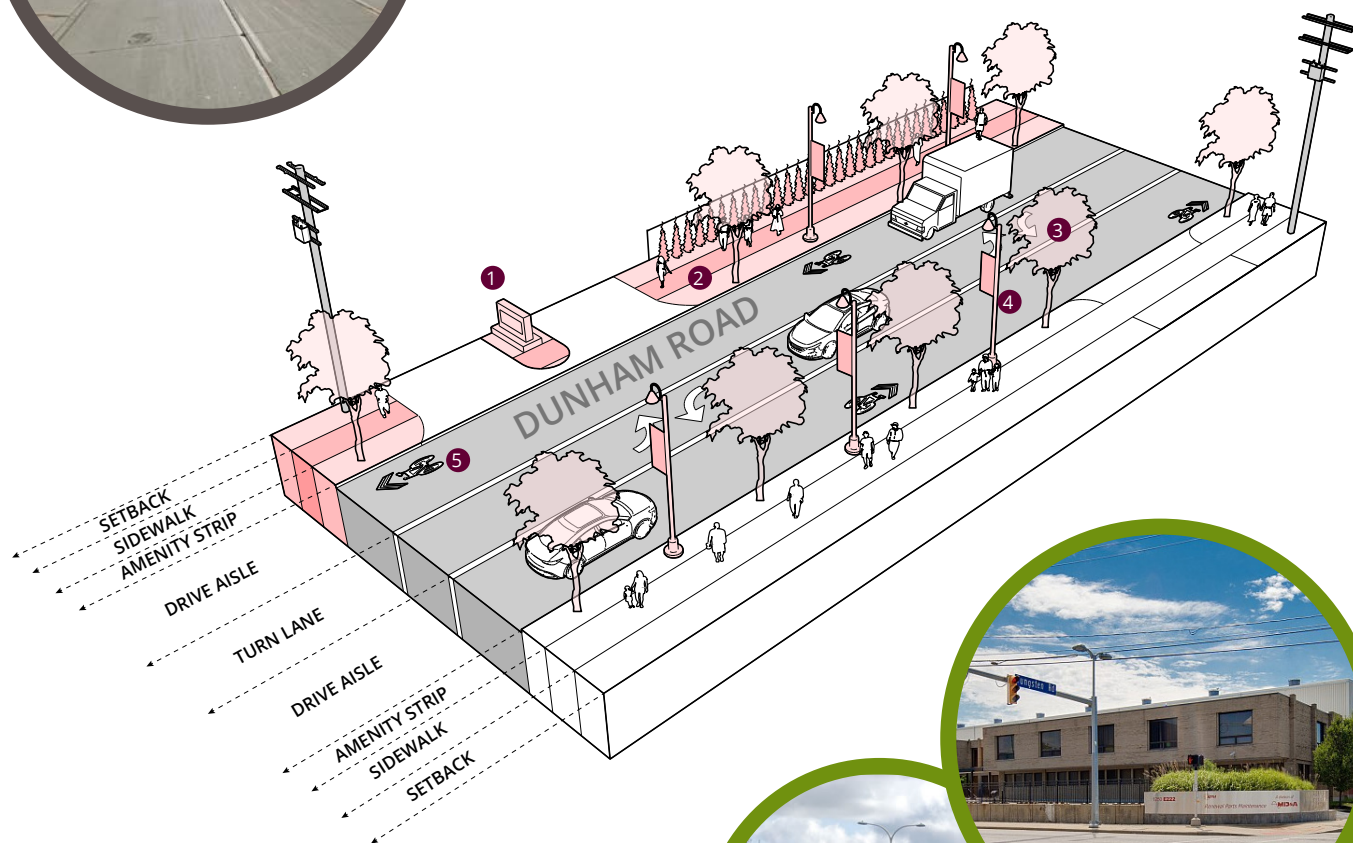


## 1. DUNHAM ROAD STREETScape

The streetscape in the City's northern industrial area along Dunham Road has few street trees, numerous curb cuts, little landscaping, and no attractive signage. The streetscape presented below includes trees, lighting, and signage, as well as improved entrances to businesses. The streetscape also shows eliminating excess concrete for street trees, landscaping, and clear sidewalks.

### Legend

- ① Monument Business Signs
- ② Removed Excess Concrete for Sidewalk and Greenery
- ③ Street Trees
- ④ Decorative Lighting and Industrial Park Banners
- ⑤ Sharrows and Signage for Bicycling Safety

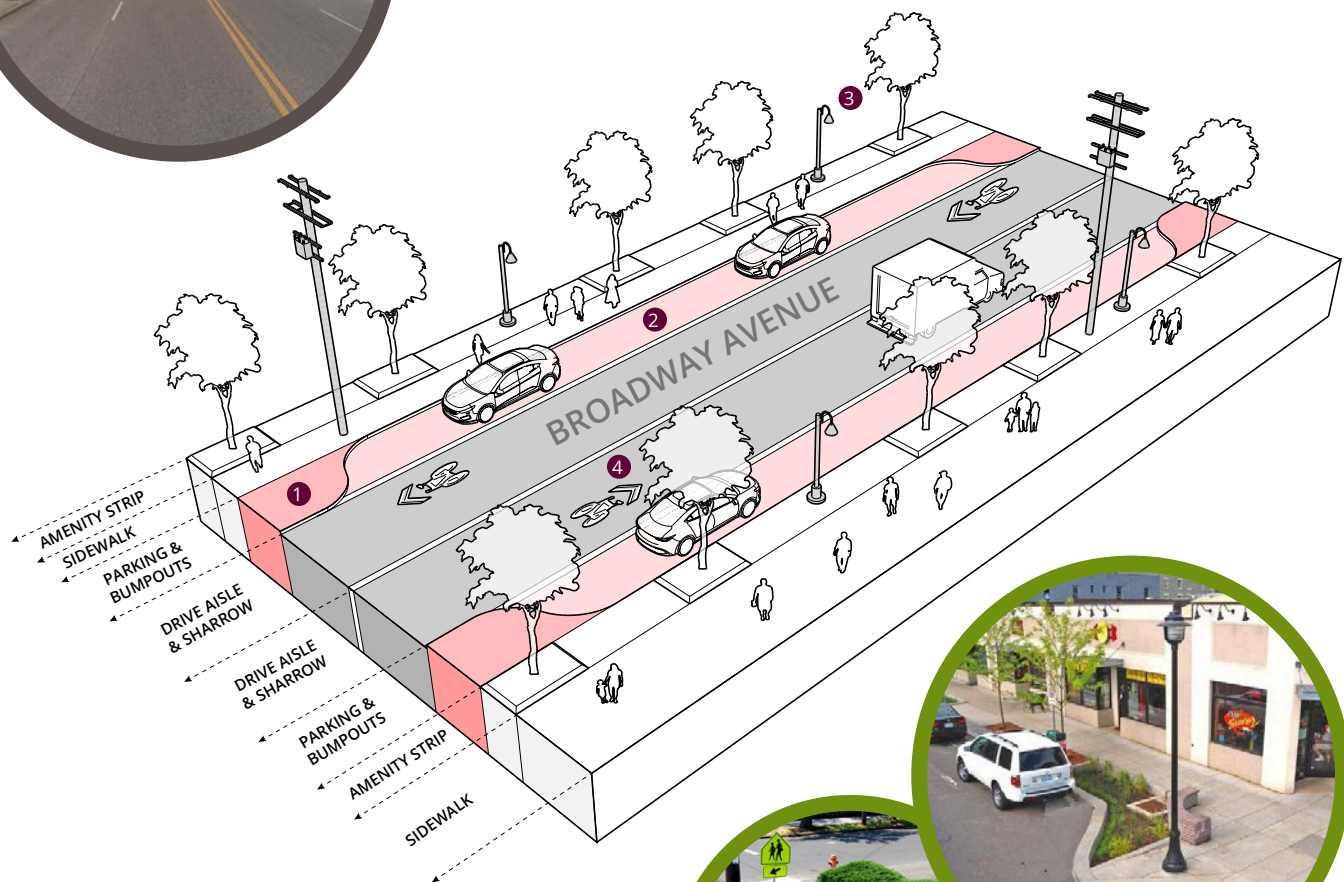


## 2. BROADWAY AVENUE STREETScape

Broadway Avenue is the main commercial thoroughfare in Maple Point, and it already has elements of a successful streetscape including lighting, street trees, and sidewalk furniture. The proposed streetscaping calls for adding curb bump-outs, permanent on-street parking, and bike sharrows and signage to slow traffic, provide safe parking, and improve the experience of pedestrians and bicyclists.

### Legend

- ① Curb Bump-Outs for Shorter Crossings
- ② Permanent On-Street Parking
- ③ Existing Streetscape Elements
- ④ Sharrows and Signage for Bicycling Safety

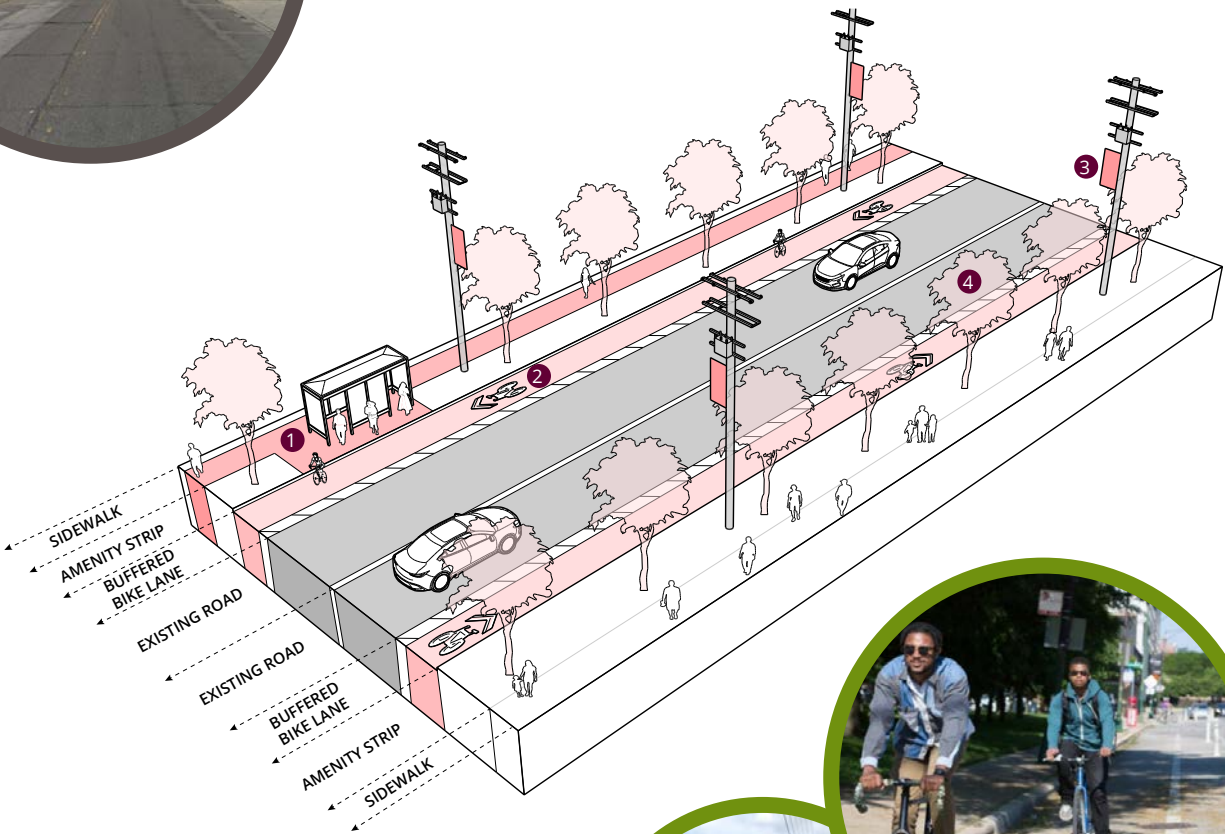


3. SOUTHGATE BOULEVARD STREETScape

Southgate Boulevard is a major bus corridor with four routes that traverse sections of the street; however, the street is overly wide and only has sidewalks on one side, making transit use difficult. Using that excess space, the streetscape proposal calls for adding dedicated and buffered bike lanes, introducing sidewalks to connect to transit stops, and adding trees and banners to improve the street aesthetics.

Legend

- 1 New Sidewalk to Connect to Transit Stops
- 2 Buffered Bike Lane
- 3 Decorative Banners
- 4 Street Trees

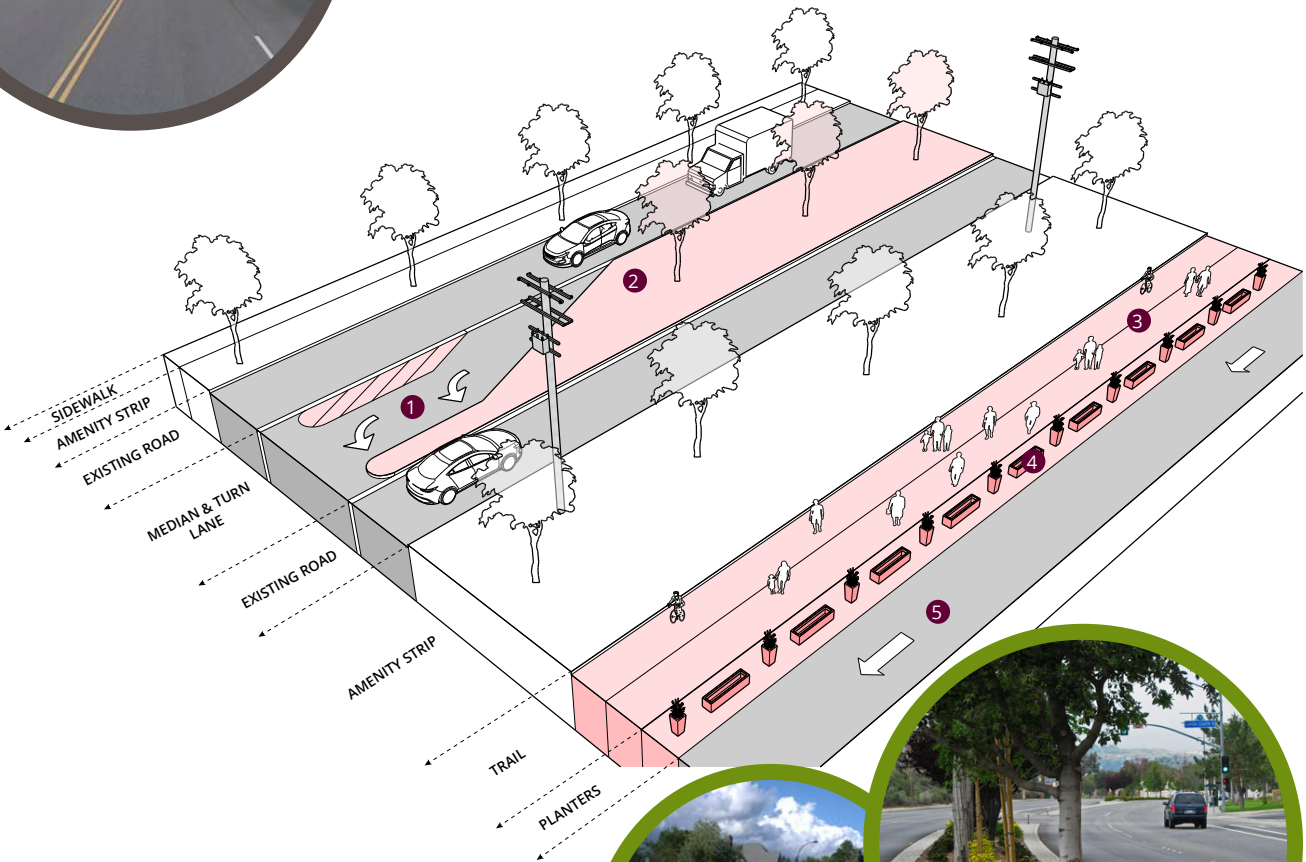


#### 4. LIBBY ROAD STREETScape (SOUTHGATE AREA)

Libby Road between Warrensville Center and Northfield is built excessively wide, with four oversized lanes that handle minimal traffic. To beautify the street and protect the residential homes on the north side from noise and traffic, the proposed streetscape calls for removing the center two lanes for a wide, tree-lined median. The plan also calls for using excess parking to create a trail around Southgate.

##### Legend

- ① Central Turn Lane
- ② Tree-Lined Median
- ③ Using Excess Parking for Perimeter Trail
- ④ Planter Buffer between Trail and Drive Aisle
- ⑤ Parking Lot Drive Aisle





## 3.3 DEVELOP NON-MOTORIZED CONNECTIONS

Maple Heights unfortunately has no dedicated bikeways or trails, despite more than 10% of City households not owning a vehicle. Interviews with local leaders pointed to a lack of transportation options for seniors needing to get around and children needing to get to school or programs.

The connections shown on the map on the following page display major non-motorized links that would connect all of the City's neighborhoods to its commercial nodes.

### DEVELOP A SYSTEM OF TRAILS, LANES, AND ROUTES

The map on the following page outlines the potential locations and types of bike facilities that could be implemented to better connect Maple Heights' neighborhoods with the City's main commercial nodes. These connections would reduce the amount of parking needed in commercial areas as residents would have greater opportunities to walk or bike to shops, as well as schools, parks, transit, and civic facilities.

The roads in Maple Heights do not all allow for off-road trails or bike lanes. Each road was analyzed to determine the type of bike facility that would be most appropriate. In some cases, a full bicycle trail was possible, while in others, only pavement markings and street signage could be included. The images below show what these different treatments could look like, and the graphics on the following pages display particular road sections.

### BUILD A CONNECTION OVER THE RAILROAD

The Norfolk Southern Intermodal Facility and rail lines bisect Maple Heights, making access between the east and west sides more difficult. For example, a student playing in Benhoff Park is only 0.6 miles from Maple Heights High School; however, that student would have to walk 2.3 miles to reach the school because the closest bridge crossing is at Libby Road.

The map at right identifies two potential bridge crossings:

- **Old Dunham Road:** The first potential crossing would link from the Dunham/Granger Road bend across to the intersection of Broadway and Libby next to Mapletown. This link would use former rights-of-way the City owns.
- **Park Connection:** The second potential crossing would link Benhoff Park to Cunwillo Park. This is a shorter crossing and could connect into a trail network heading south along Lee Road; however, the City does not presently own right-of-way over the tracks at this location.

### ACTION STEPS:

- A. FORTHCOMING

#### MULTI-PURPOSE TRAILS



#### BIKE LANES



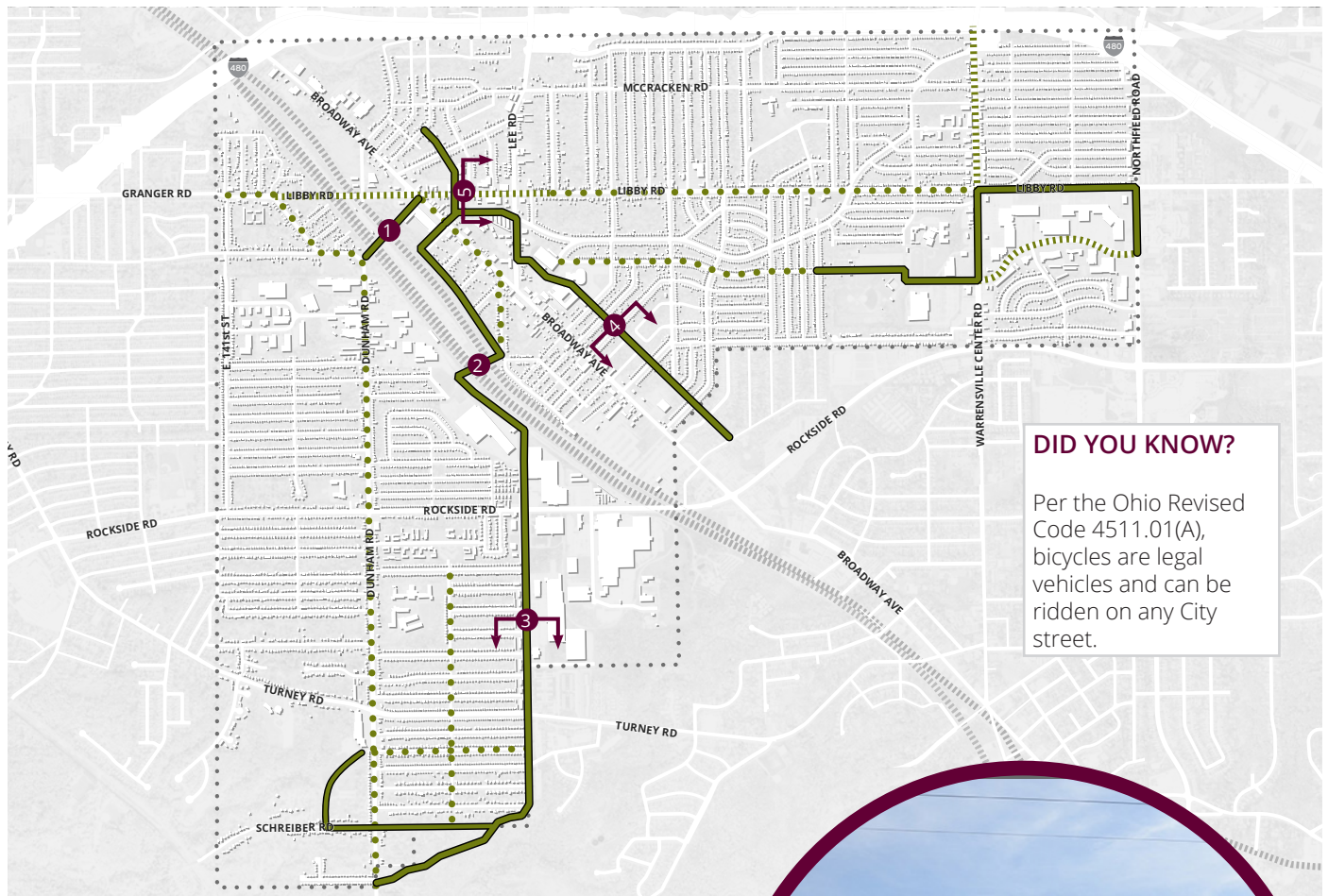
#### SHARROWS AND SIGNAGE



### Legend

- Multi-Purpose Trail
- - - - Bicycle Lanes
- ● ● Sharrows and Signage

Map 8 — Framework Plan for Non-Motorized Connections



### DID YOU KNOW?

Per the Ohio Revised Code 4511.01(A), bicycles are legal vehicles and can be ridden on any City street.

### BRIDGE CROSSINGS

The two potential bridge crossings at Old Dunham Road ① and at Benhoff Park ② could be similar to bike and pedestrian bridges built throughout Northeast Ohio that aim to form safe, non-motorized links in trail networks.

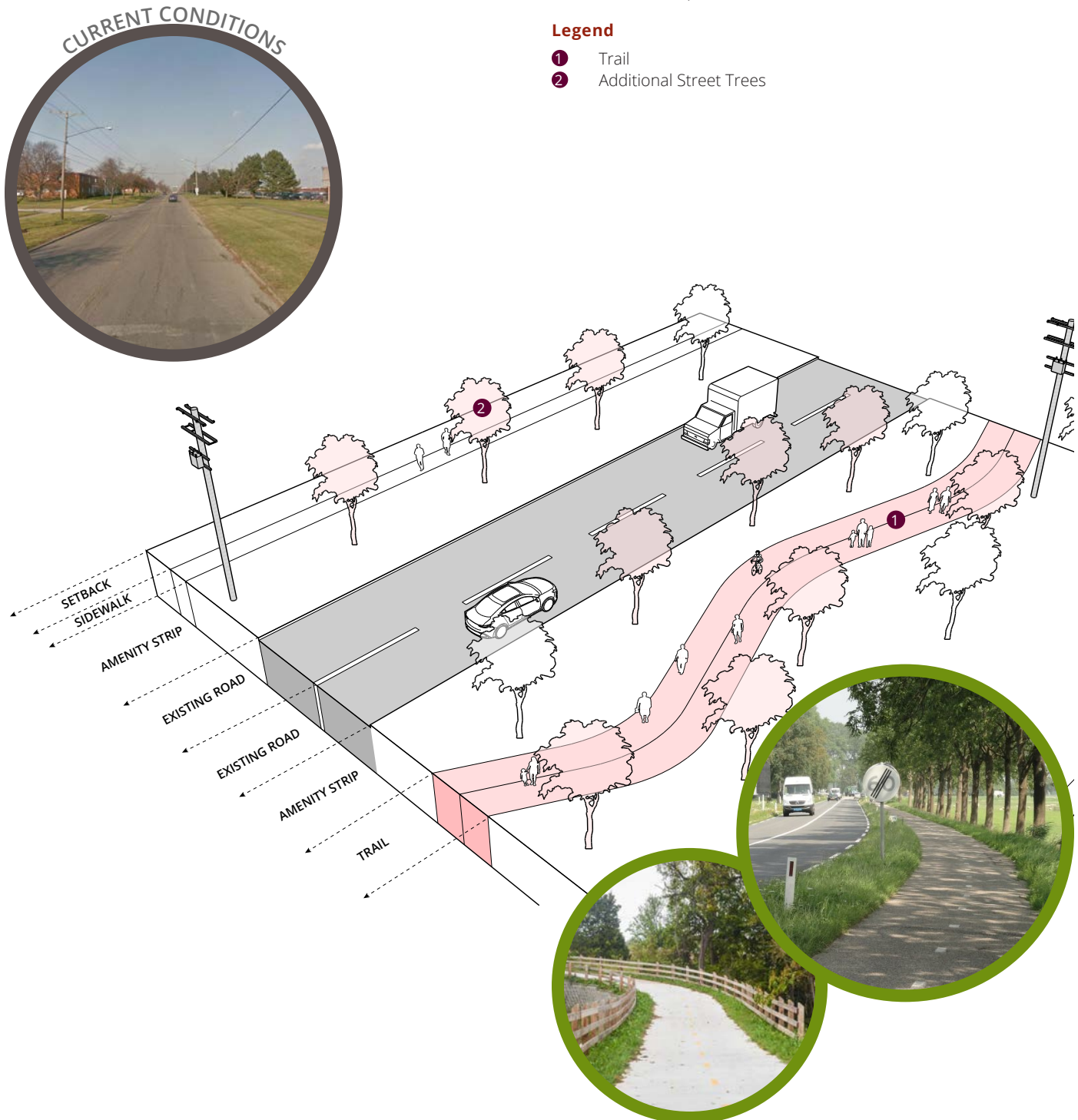


## 3. SOUTH LEE ROAD TRAIL

South Lee Road running from the industrial areas near Rockside Road to the City border has deep setbacks, few driveways, and no sidewalks. The area is ideal for a meandering north-south trail that could connect neighborhoods to other parts of Maple Heights. At the northern end, the bikeway could connect to a bridge over the rail lines, while the southern end could connect further south to Dunham Park and the Cleveland Metroparks Bedford Reservation.

### Legend

- ① Trail
- ② Additional Street Trees





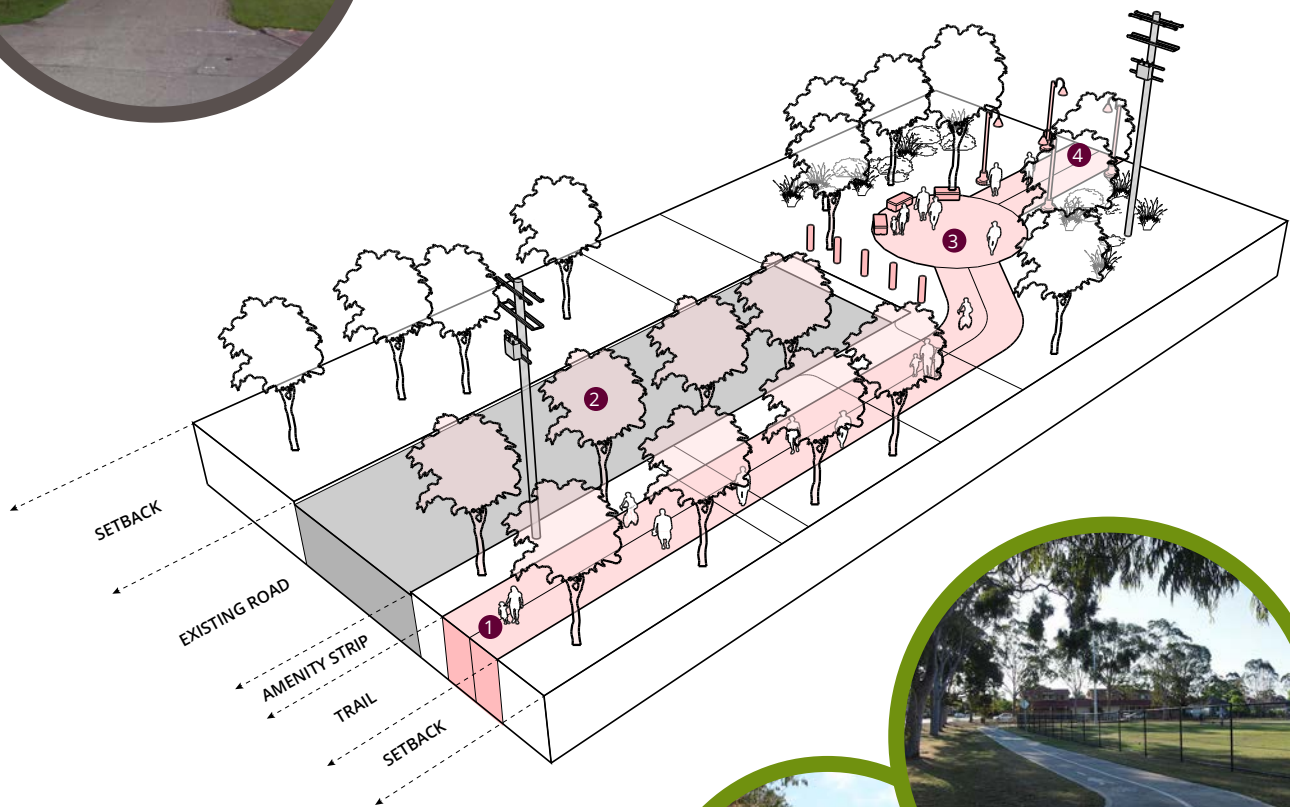
#### 4. JACKSON BOULEVARD TRAIL

Jackson Boulevard running from the High School Campus through the end of Maple Heights consists of a little-used street and unused, unpaved right-of-way. The Jackson Boulevard Trail would use the deep setbacks and unbuilt areas to construct a trail that would connect neighborhoods to parks, schools, and business districts. In the unused right-of-way, the trail could include benches, lighting, and other features to make it a safe and attractive connector.



##### Legend

- ① Trail
- ② Additional Street Trees
- ③ Entrance to Park
- ④ Lit Trail through Park



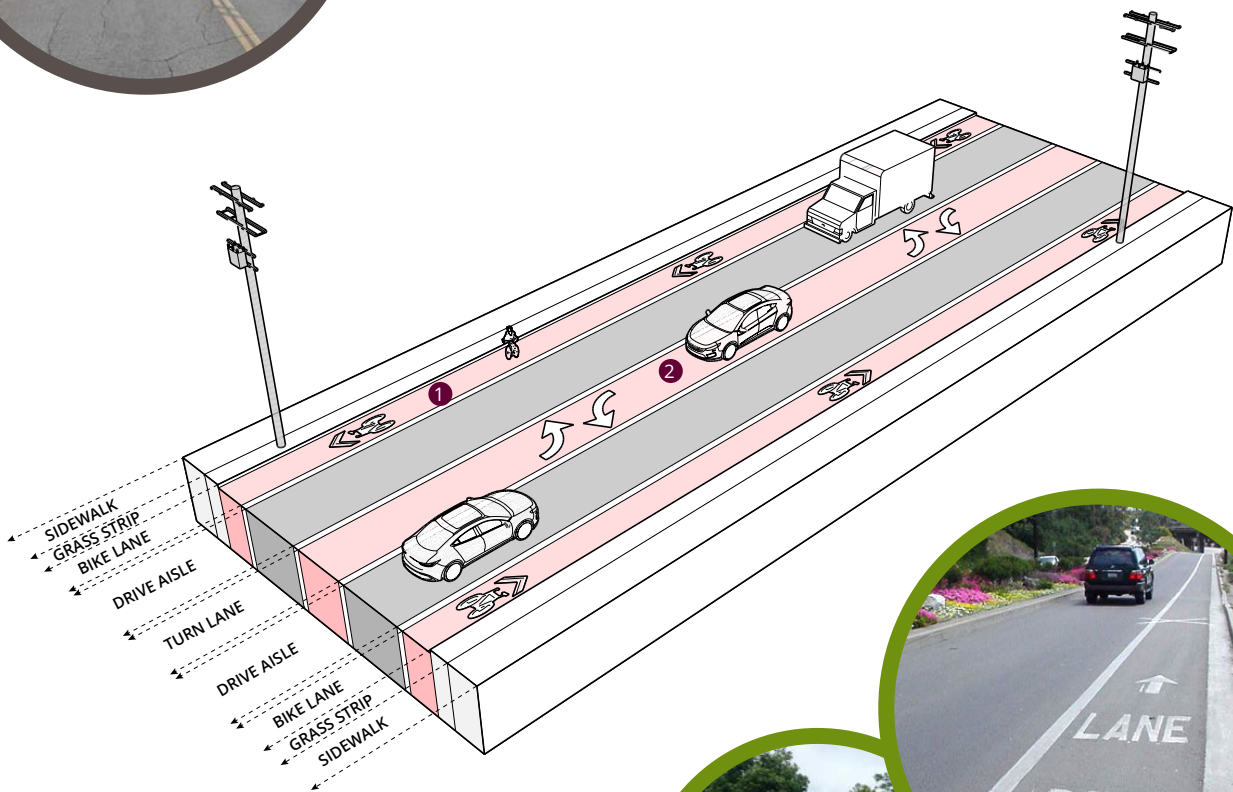


5. LIBBY ROAD (MAPLE POINT)

Libby Road through Maple Point has four lanes and excess capacity for the low amount of traffic it handles. To better accommodate both bicycle traffic and turning vehicles, the improvements outlined below would add a bike lane and center turn lane.



- Legend**
- 1 Bike Lane
  - 2 Central Turn Lane



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## 3.4 LINK TO NEARBY PARKS

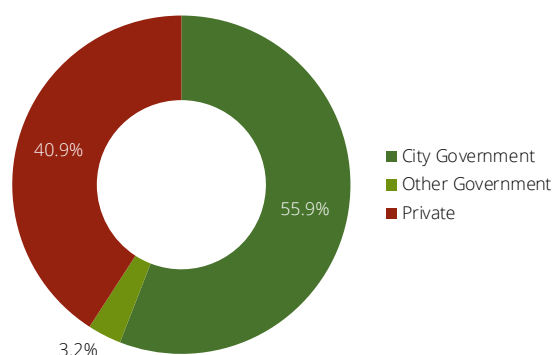
### JACKSON PARK

Maple Heights has numerous subdivisions that, for a variety of reasons, were never fully built. The largest and most central of these is the area bounded by Waterbury, Thomas, Broadway, and Dalewood Avenues. With limited new construction occurring in Maple Heights and environmental constraints to development in the area, the Master Plan outlines how this site could be used as a park and greenway that could spur nearby housing development and boost property values.

#### ACQUIRE VACANT PARCELS

The unfinished subdivision is comprised of 93 parcels, of which 52 (55.9%) are currently owned by the City, three (3.2%) are currently owned by other governmental agencies, and 38 (40.9%) are currently owned by private property owners. The City should seek to acquire the remaining parcels to bring the entire site under single ownership.

Figure 1 — Parcel Ownership of Jackson Park



#### DEVELOP JACKSON BOULEVARD TRAIL

Jackson Boulevard runs from the High School Campus through residential neighborhoods to Greencroft Park in the City of Bedford; however, much of the physical infrastructure was never constructed in areas where subdivisions were not built—it remains a grassy strip. The right-of-way forms a direct connection between neighborhoods, schools, parks, and further to municipal facilities and Maple Point.

The City should develop this area as a trail that uses the wide setbacks in residential neighborhoods and unused right-of-way

in unbuilt subdivisions for trails. This trail is described and displayed on page 41.

#### DEVELOP JACKSON PARK

The parcels at the center of this area should be used for passive park space. At approximately 15 acres, Jackson Park would be roughly three times the size of Public Square in Downtown Cleveland.

Due to the known environmental features of this site including numerous waterways, wetlands, and trees, the park cannot be cleared to construct major features such as ballfields. Rather, any park space would be more suited to passive activities that preserve waterways, wetlands, and trees but allows limited access via trails. Paths through Jackson Park could link to Jackson Boulevard, Thomas Avenue, and Broadway Avenue to provide multiple entrance points for residents. This type of passive park would complement the active uses found at Stafford Park nearby.

#### ATTRACT HOUSING DEVELOPMENT

Because of low values and high infrastructure costs, building new homes in this part of Maple Heights is financially difficult. The Jackson Park vision reserves a portion of the site along Thomas Avenue for potential new housing development. Because this area of the site is already adjacent to Thomas Avenue, new infrastructure investment would be limited. Likewise, the adjacency to a new park would provide an economic incentive for new construction.

Housing in this area should consider townhouses as well as single-family homes in order to provide the diverse housing types desired by residents.

#### ACTION STEPS:

##### A. FORTHCOMING

### Legend

- |   |                                |   |                           |
|---|--------------------------------|---|---------------------------|
|  | Park Space                     |  | 1 Park Area               |
|  | Greenway Trails                |  | 2 Jackson Boulevard Trail |
|  | Potential Housing              |  | 3 Potential Wetland Area  |
|  | Potential Development Area     |  | 4 Park Entryways          |
|  | General Environmental Features |  | 5 Walking Paths           |
|   |                                |  | 6 Potential Townhouses    |

Map 9 — Framework for Jackson Park



### PASSIVE PARKS

Passive parks allow for the preservation of natural habitats while providing access to residents. At Jackson Park, improvements could include picnic areas and trails, while not disturbing much of the natural area.





## 3.5 STRENGTHEN SURROUNDING RESIDENTIAL AREAS

Neighborhoods in Maple Heights face a variety of conditions including vacancy and lack of upkeep, as well as positive indicators such as strong housing maintenance of certain properties. To facilitate meaningful neighborhood change, the City should implement a neighborhood improvement program to strengthen residential areas. A neighborhood improvement program should use multiple investments in a small area and short timeframe to change not only the look and feel of a neighborhood, but also the perception of residents and visitors.

### SELECT TARGET NEIGHBORHOOD STREETS

Neighborhood improvement programs should be targeted to areas that are small enough for proposed improvements to sufficiently make a change and should be neighborhoods that could benefit from improvements. The Master Plan identifies areas within walking distance of existing commercial nodes for these target areas in order to have residential neighborhoods with high enough population densities to support the nearby retail.

### DEVELOP A NEIGHBORHOOD IMPROVEMENT PROGRAM

A neighborhood improvement program should include a flurry of improvements and activities in a small area in order to sufficiently change the look, feel, and perception of a neighborhood. These types of activities could include improvements made by the municipality, improvements made by private or non-profit partners, and activities that support the development of community ties. Examples of these types of improvements are listed below:

- **Municipal Improvements:** These improvements could include street repairs, crosswalk improvements, bike and pedestrian infrastructure, street light replacements, decorative neighborhood signs, new street trees, code enforcement, or painted fire hydrants
- **Private and Non-Profit Improvements:** These improvements could include front yard landscaping, exterior home maintenance, pocket parks, or infill housing
- **Community Development:** These activities could include neighborhood meetings, block parties, safety training, neighborhood watch training, block group

facilitations, bicycle safety demonstrations, or home improvement classes

### ENGAGE POTENTIAL PARTNERS

Facilitating neighborhood improvements should not be the work of the City alone. A neighborhood improvement program should be completed with the assistance of City departments, non-profit agencies, the Maple Heights School District, the Police and Fire Departments, developers, and neighborhood groups. By coordinating activities across the range of groups, a neighborhood improvement program can have a larger and lasting effect.

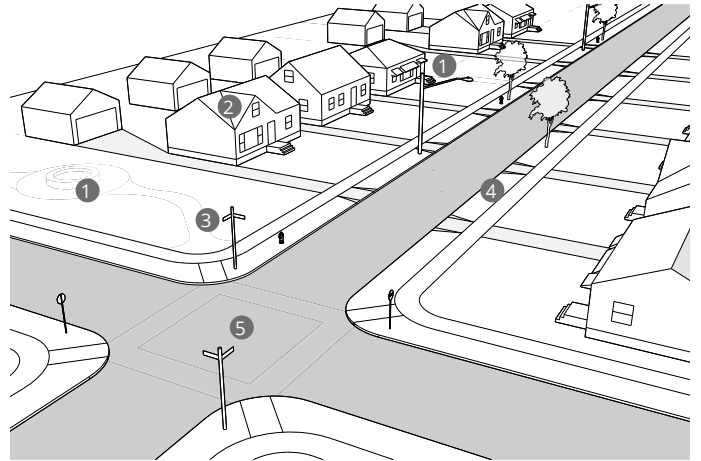
### ACTION STEPS:

#### A. FORTHCOMING

## Neighborhood—Before Improvement Program

### Legend

- |                  |                             |
|------------------|-----------------------------|
| ① Vacant Parcels | ④ Missing Street Tree       |
| ② Older Home     | ⑤ Neighborhood Intersection |
| ③ Street Sign    |                             |



## Neighborhood—After Improvement Program

### Legend

- |                         |                           |
|-------------------------|---------------------------|
| ① Infill Housing        | ⑥ Street Trees            |
| ② Replaced Street Light | ⑦ Sharrows and Signage    |
| ③ Home Renovations      | ⑧ Street Repairs          |
| ④ Pocket Park           | ⑨ Decorative Street Signs |
| ⑤ Hydrant Repainting    | ⑩ Improved Crosswalks     |



## 3.6 ENHANCE INDUSTRIAL PARKS

The City's industrial employment is concentrated in two areas bordering Dunham Road and Rockside Road, just west of the railroad tracks. The City's manufacturing and wholesale trade jobs account for a fifth of all employment in Maple Heights, yet these industrial areas lack a coherent identity.

To attract new development, the City should position these industrial areas as cohesive industrial parks with an improved physical appearance, development strategy, and brand.

### DEFINE AND MANAGE INDUSTRIAL PARKS

The City's northern and southern industrial areas should be branded as industrial parks, with a special focus for the northern industrial park on metals and manufacturing, and a special focus for the southern industrial park on goods distribution. Both of these parks could be named and branded, with advertising geared toward target industries and noting area assets such as the City's intermodal facility.

The City should work with property owners and businesses within these parks to link owners and coordinate investments.

### IMPROVE INFRASTRUCTURE

The "Main Streets" of these industrial parks are Dunham Road and Rockside Road. Despite being the major thoroughfare through these industrial areas, they are unkempt, in need of general repair, and do not communicate the area's employment. To improve this, the City should develop specific streetscape and gateway plans for these roads and phase in their incorporation. Infrastructure improvements could include basic features such as banners and landscaping to more intense road reconstructions and decorative lighting. An example of potential streetscaping along Dunham Road is available on page 34.

### DEVELOP EMPLOYEE AMENITIES

Industrial parks often include communal amenities for employees, such as park space and trails. The map on the following page shows potential loop trails within the industrial parks that could be constructed to provide an amenity to employees. These types of employee amenities fit with current corporate emphasis on employee wellness.

The plan also identifies existing as well as potential parks and public spaces. With new employee-focused amenities at green spaces and trail links to those parks, employees could more easily use these spaces.

### PROMOTE POTENTIAL DEVELOPMENT AREAS

The map at right displays potential development areas in both the northern and southern industrial parks. These areas are vacant, undeveloped, or open space areas within the industrial parks. They have the potential to add employment within the industrial parks or retail along exterior roads to support the industrial parks.

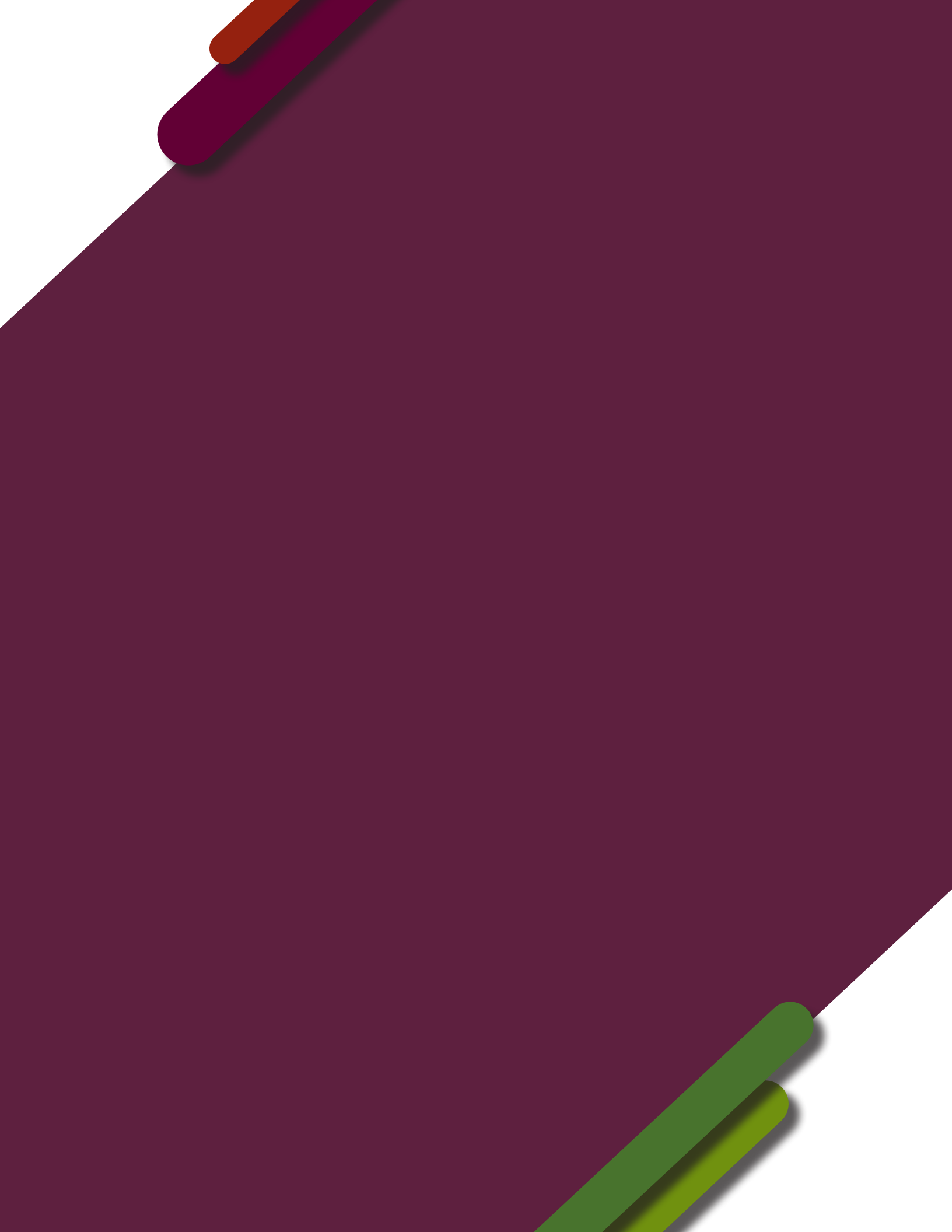
### ACTION STEPS:

#### A. FORTHCOMING

Map 10 — Framework for Enhancing Industrial Parks







# 04 CITYWIDE FRAMEWORK

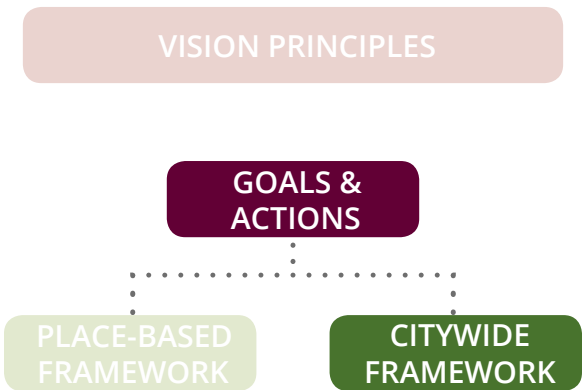
## WHATS INSIDE

FORTHCOMING

## HOW DO I USE IT?

FORTHCOMING

The Citywide Framework is the second half of the Plan's Goals & Actions.





# County Planning

FOR OUR COMMUNITY  
FOR OUR REGION  
FOR OUR FUTURE