GOAL 1
DEVELOP CONNECTIONS

INSTRUCTIONS
We want to know how YOU feel about this Goal! If you support this Goal, place a dot in the green/yes box. If you support this Goal, but would like to change something, place a dot in the yellow/change box. If you do not support this Goal, place a dot in the red/no box.

Please explain your responses on a sticky note.

If you have questions or need further assistance, please find a County Planning representative to help guide you through this exercise.

STRATEGY 1
Provide strategic bikeway and sidewalk connections between neighborhoods and key destinations including the Town Center, North End of Town, parks, schools, and the Community Center Campus

- Construct bikeways and trails
- Improve pedestrian access to businesses
- Connect existing neighborhoods and limit new cul-de-sac development
- Partner with school districts to finalize a Safe Routes to Schools Plan

STRATEGY 2
Construct streets that balance the safety of all users and the capacity needed for efficient traffic flow

- Upgrade the Wallings Road overpass for increased road capacity and pedestrian/bicycle access
- Improve heavily used RTA bus stops
- Improve pedestrian and bicycle crossings
- Update subdivision requirements in the Town Center for grid pattern streets
- Coordinate the timing of traffic signals with surrounding communities to improve traffic flow
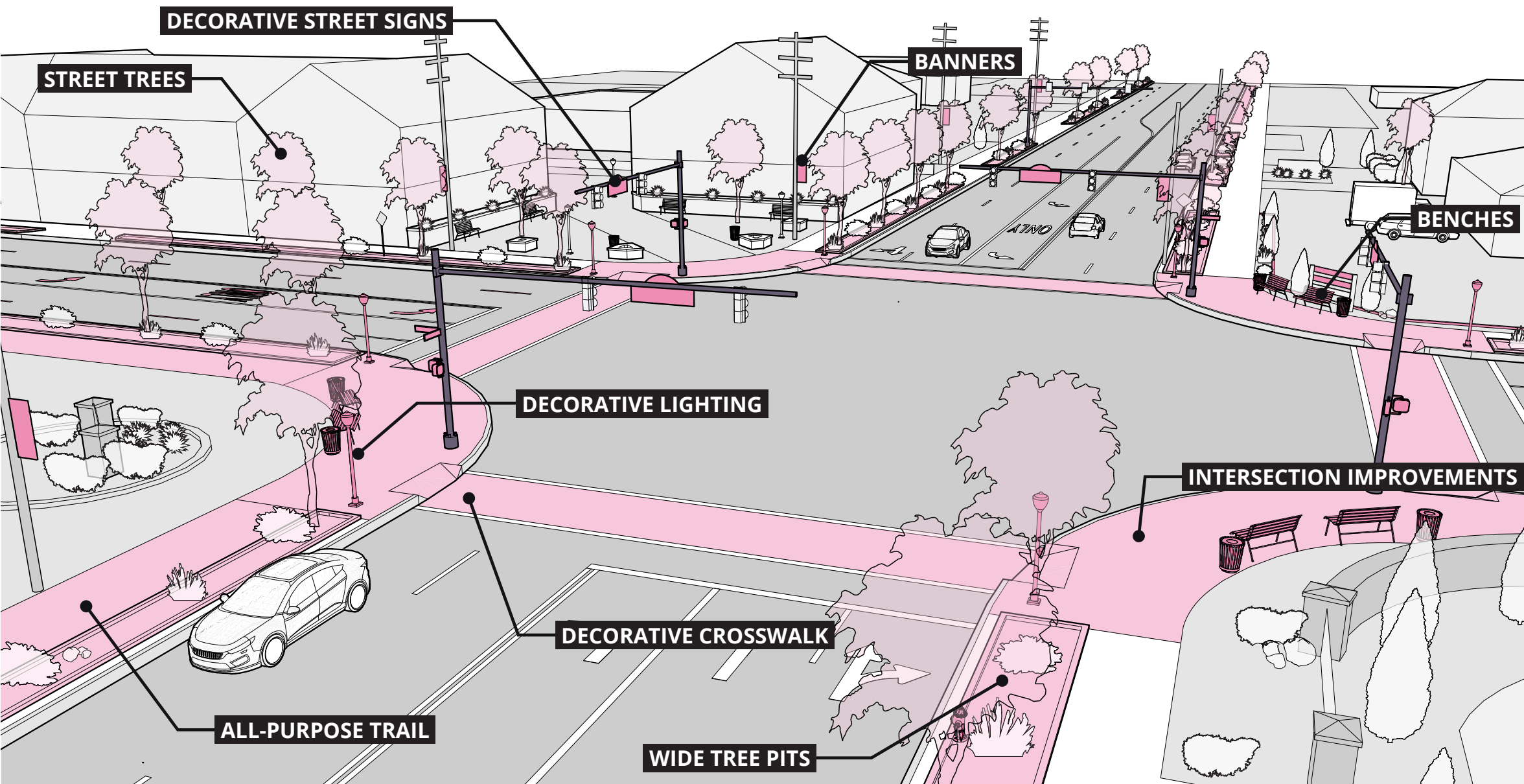
STRATEGY 3
Improve the look, feel, and safety of major streets, especially Broadview and Royalton Roads

- Target streetscape improvements along Broadview and Royalton Roads *(as seen in the examples to the right)*
- Consider partnering with ODOT for a noise-reduction study along I-77

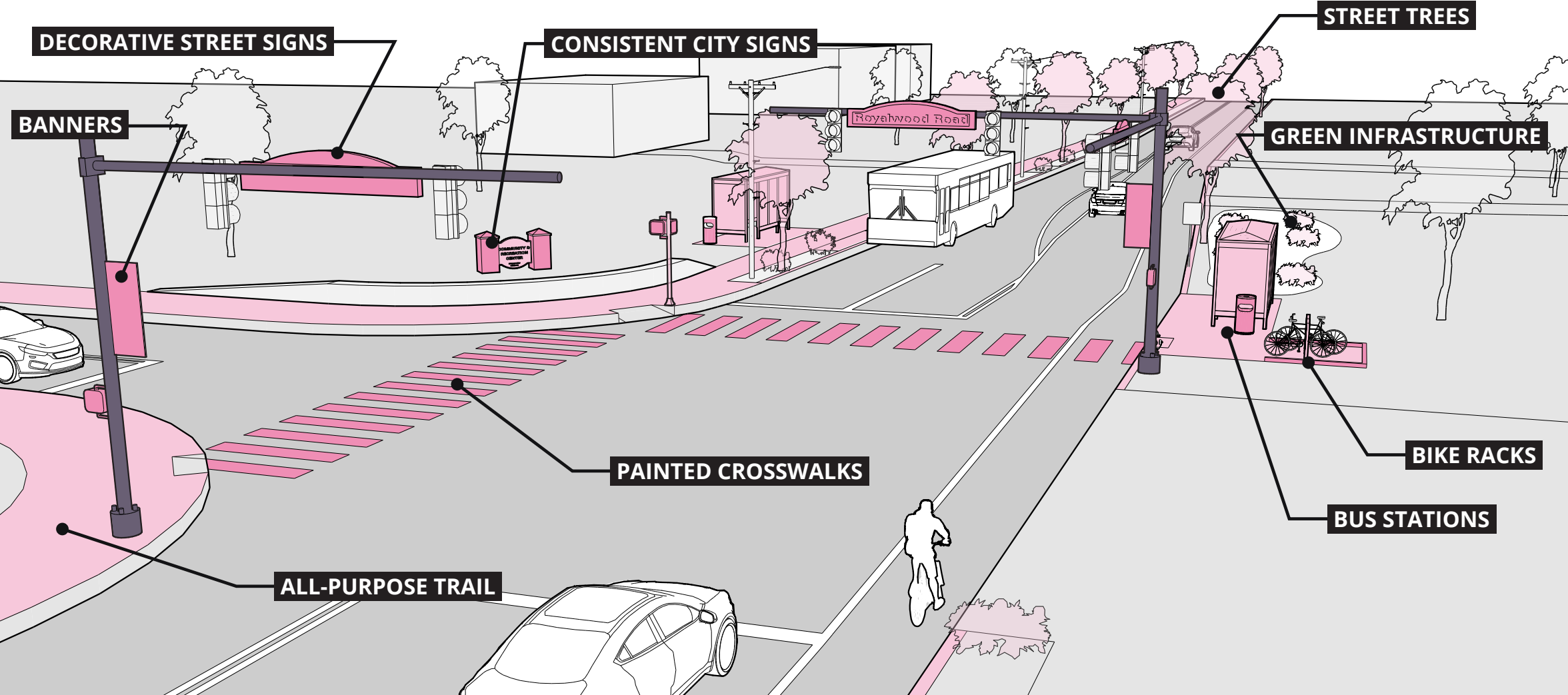**CONCEPTUAL MAJOR STREETSCAPE: INTERSECTION OF BROADVIEW ROAD & ROYALTON ROAD**

Major streetscape improvements entail large changes to existing infrastructure to incorporate features that can remake a street and improve the experience and safety of users, especially pedestrians. The goal of a streetscape is to make a place feel more inviting, welcoming, interesting, and safe in order for those on foot to feel comfortable walking around the area.

DECORATIVE STREET SIGNS
STREET TREES
BANNERS
BENCHES
DECORATIVE LIGHTING
INTERSECTION IMPROVEMENTS
DECORATIVE CROSSWALK
ALL-PURPOSE TRAIL
WIDE TREE PITS

This Conceptual Major Streetscape is positioned at the intersection of Broadview Road and Roayalton Road.

CONCEPTUAL MINOR STREETSCAPE: INTERSECTION OF BROADVIEW ROAD & ROYALWOOD ROAD

Minor streetscape improvements entail additions to existing infrastructure to enhance the experience and safety of users without undertaking large-scale changes to the infrastructure of the street. The goal of a minor streetscape is to make a street more attractive and safer while not investing significant capital in moving infrastructure.

DECORATIVE STREET SIGNS
CONSISTENT CITY SIGNS
STREET TREES
BANNERS
GREEN INFRASTRUCTURE
PAINTED CROSSWALKS
BIKE RACKS
BUS STATIONS
ALL-PURPOSE TRAIL

This Conceptual Minor Streetscape is positioned at the intersection of Broadview Road and Royalwood Road.

Do you support this Goal? Why or why not?

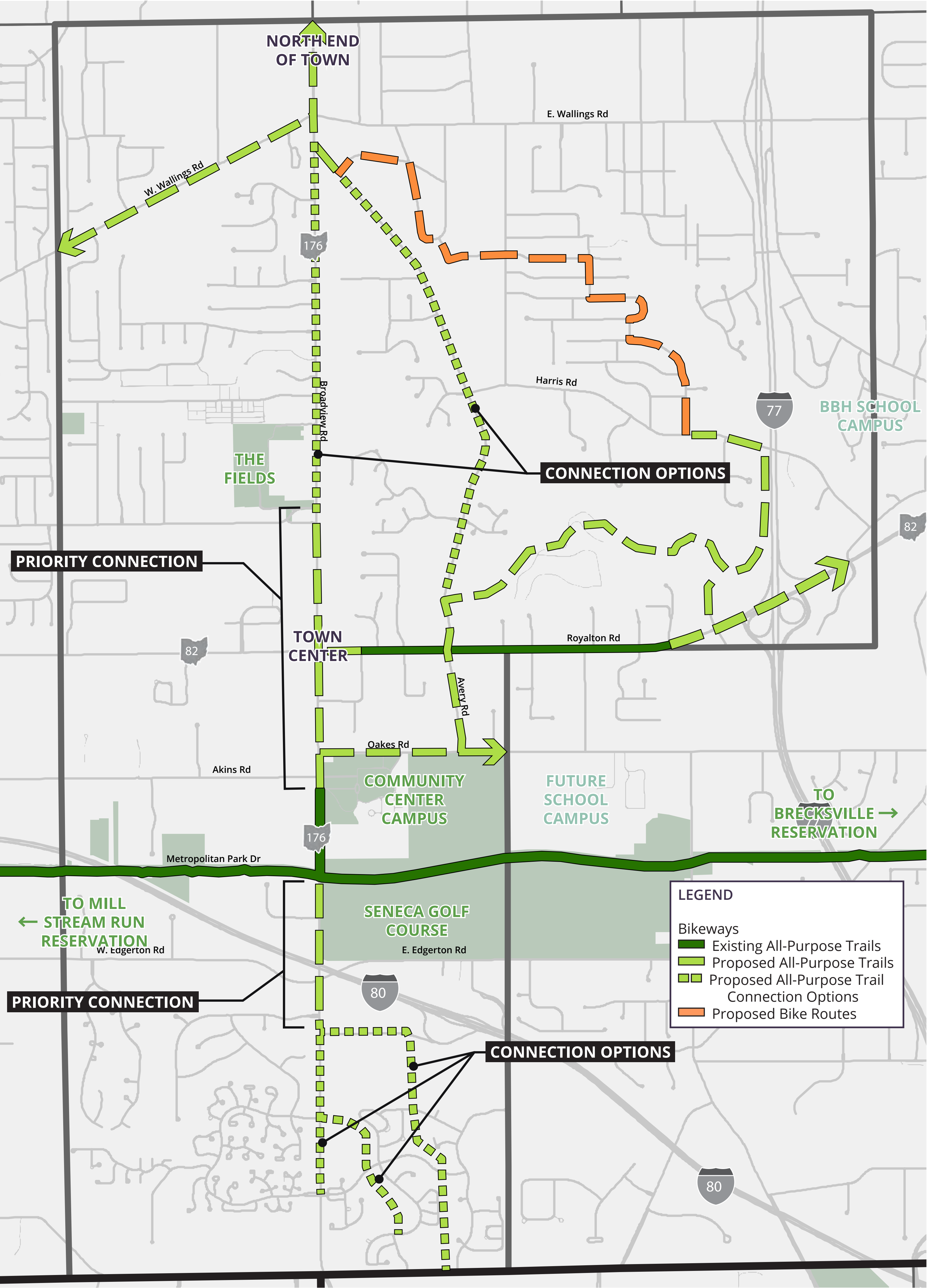| YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS |

TRAILS & BIKEWAYS FRAMEWORK

INSTRUCTIONS
We want to know how **YOU** feel about this Framework! If you support this Framework, place a dot in the **green/yes** box. If you support this Framework, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Framework, place a dot in the **red/no** box.

Please explain your responses on a sticky note. If you have questions or need further assistance, please find a County Planning representative to help guide you through this exercise.

The Trails & Bikeways Framework identifies existing and proposed trails and bikeways that will allow people to connect to important places on foot or on bike. The map identifies only trails and marked bike routes. However, if bike lanes are more easily accommodated, they are recommended over no bikeways. Priority trails which close current gaps in the system are labeled on the map. In two places, options are shown for how to extend the trail system north and south from the Town Center area.

EXAMPLES OF BIKEWAYS

All-Purpose Trails
Source: County Planning
Grade-separated, two-way facility for walking, biking, or running

MARKED BIKE ROUTES
Source: Portland State University
Signed, marked routes on slow-speed roads for use by both cars and bicyclists

NORTH END OF TOWN

E. Wallings Rd

W. Wallings Rd

176

THE FIELDS

Bradview Rd

Harris Rd

77

BBH SCHOOL CAMPUS

82

CONNECTION OPTIONS

PRIORITY CONNECTION

82

TOWN CENTER

Royalton Rd

Avery Rd

Oakes Rd

Akins Rd

COMMUNITY CENTER CAMPUS

FUTURE SCHOOL CAMPUS

TO BRECKSVILLE RESERVATION →

176

Metropolitan Park Dr

← TO MILL STREAM RUN RESERVATION

SENECA GOLF COURSE

E. Edgerton Rd

W. Edgerton Rd

80

PRIORITY CONNECTION

CONNECTION OPTIONS

80

LEGEND
Bikeways
- Existing All-Purpose Trails
- Proposed All-Purpose Trails
- Proposed All-Purpose Trail Connection Options
- Proposed Bike Routes

Do you support this Framework? Why or why not?

YES

YES, WITH CHANGES (EXPLAIN)

NO

COMMENTS

SIDEWALK PRIORITY FRAMEWORK

INSTRUCTIONS

We want to know how **YOU** feel about this Framework! If you support this Framework, place a dot in the **green/yes** box. If you support this Framework, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Framework, place a dot in the **red/no** box.

Please explain your responses on a sticky note. If you have questions or need further assistance, please find a County Planning representative to help guide you through this exercise.
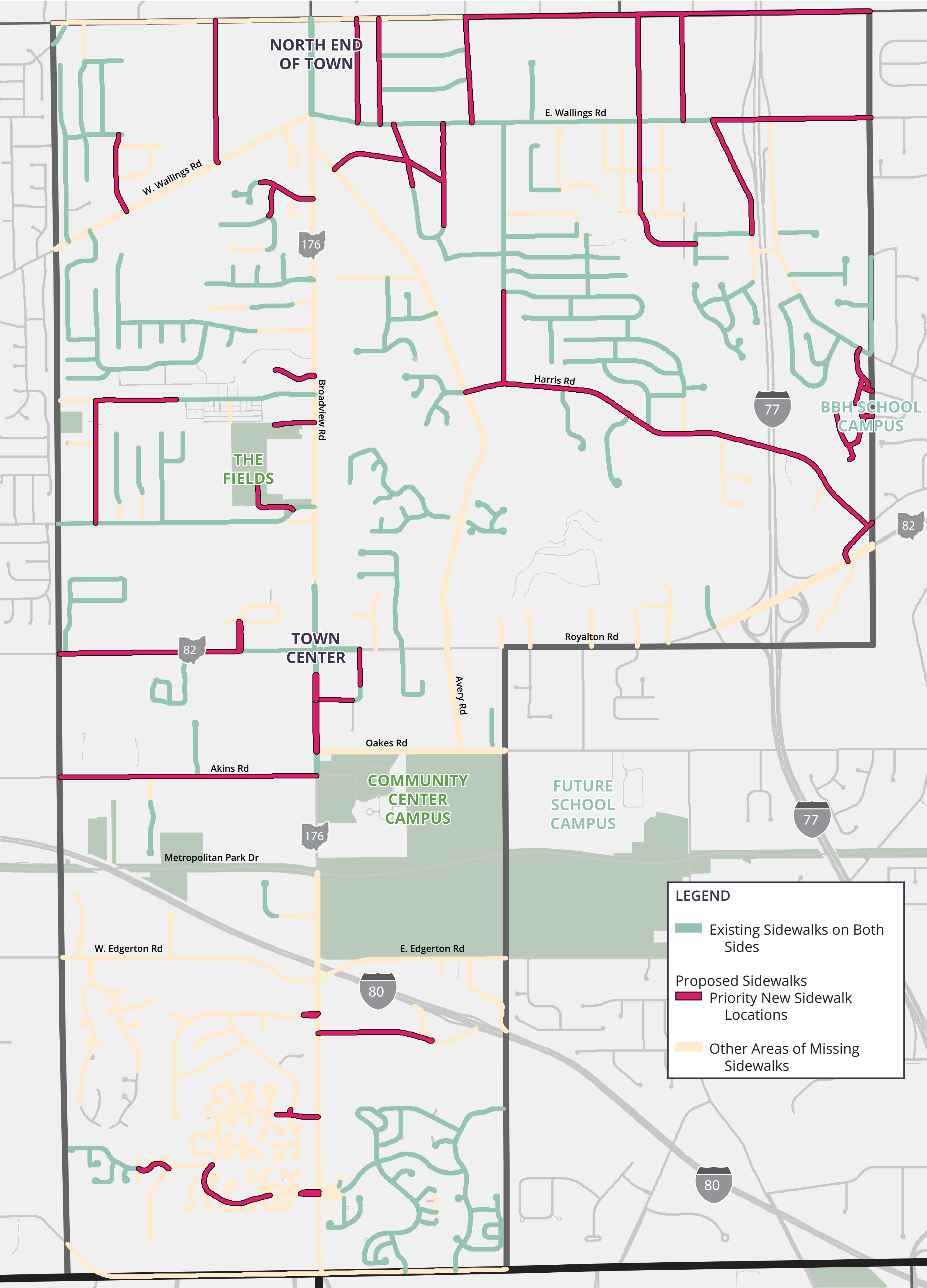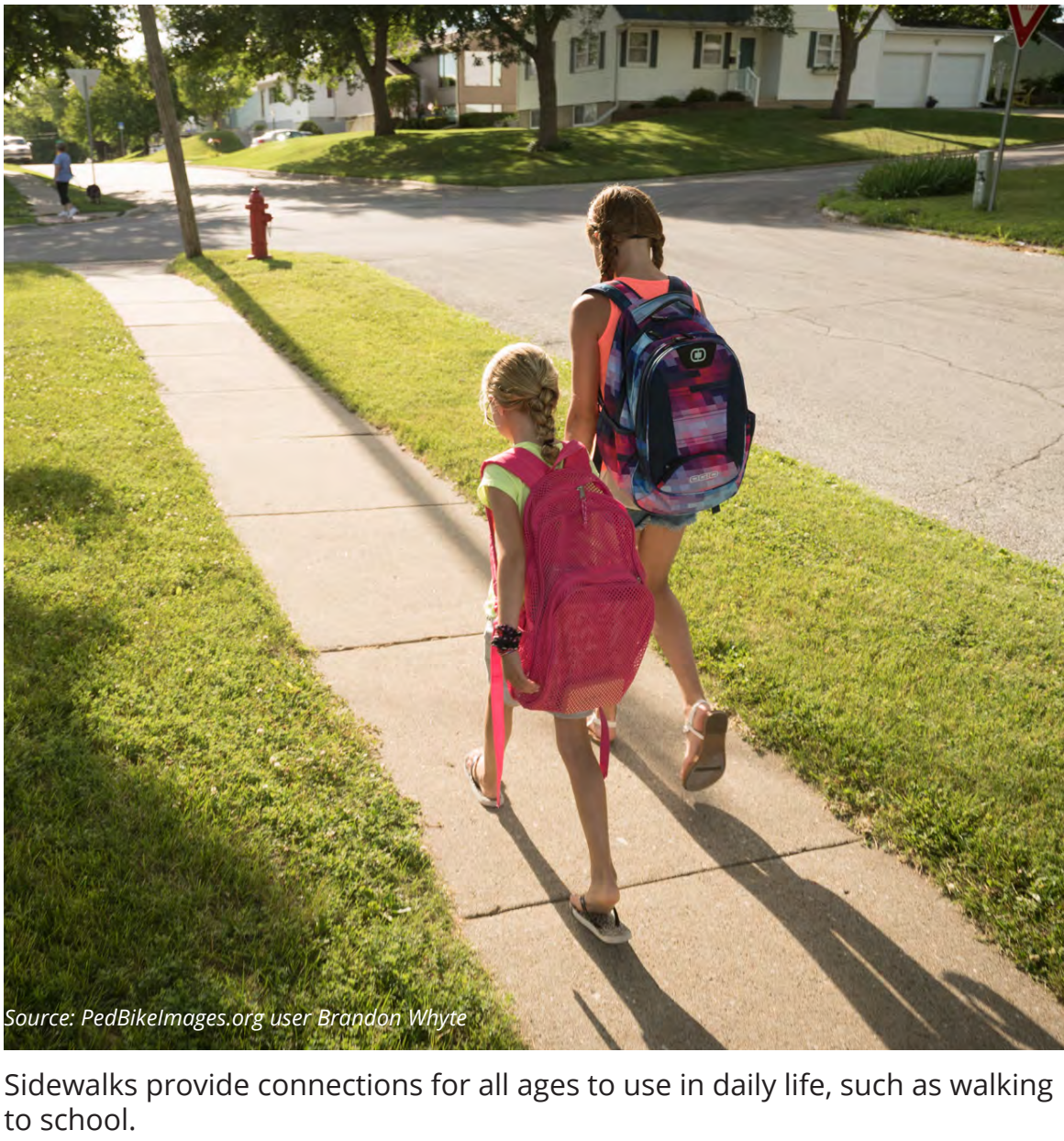

The Sidewalk Priority Framework identifies key missing connections in the sidewalk network that could be built to provide a connected network without prioritizing all locations. The streets highlighted in dark pink on the map indicate priority areas for new sidewalks.

DETERMINING SIDEWALK PRIORITIES

The priorities identified in dark pink were selected based on the following criteria:
- Proximity to a school
- proximity to a park
- Proximity to a business district
- Are a major street
- Are a residential street that connects other residential areas

Streets that only connect small neighborhoods, cul-de-sac streets, neighborhoods with internal trail connections, and areas where sidewalks on one side of the street are sufficient are not included as priority sidewalk locations. These are identified in tan.

Source: PedBikeImages.org user Brandon White

Sidewalks provide connections for all ages to use in daily life, such as walking to school.

LEGEND

Existing Sidewalks on Both Sides

Proposed Sidewalks
Priority New Sidewalk Locations

Other Areas of Missing Sidewalks

Do you support this Framework? Why or why not?

| YES	YES, WITH CHANGES (EXPLAIN)	NO	COMMENTS

ROAD IMPROVEMENT FRAMEWORK

INSTRUCTIONS
We want to know how **YOU** feel about this Framework! If you support this Framework, place a dot in the **green/yes** box. If you support this Framework, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Framework, place a dot in the **red/no** box.

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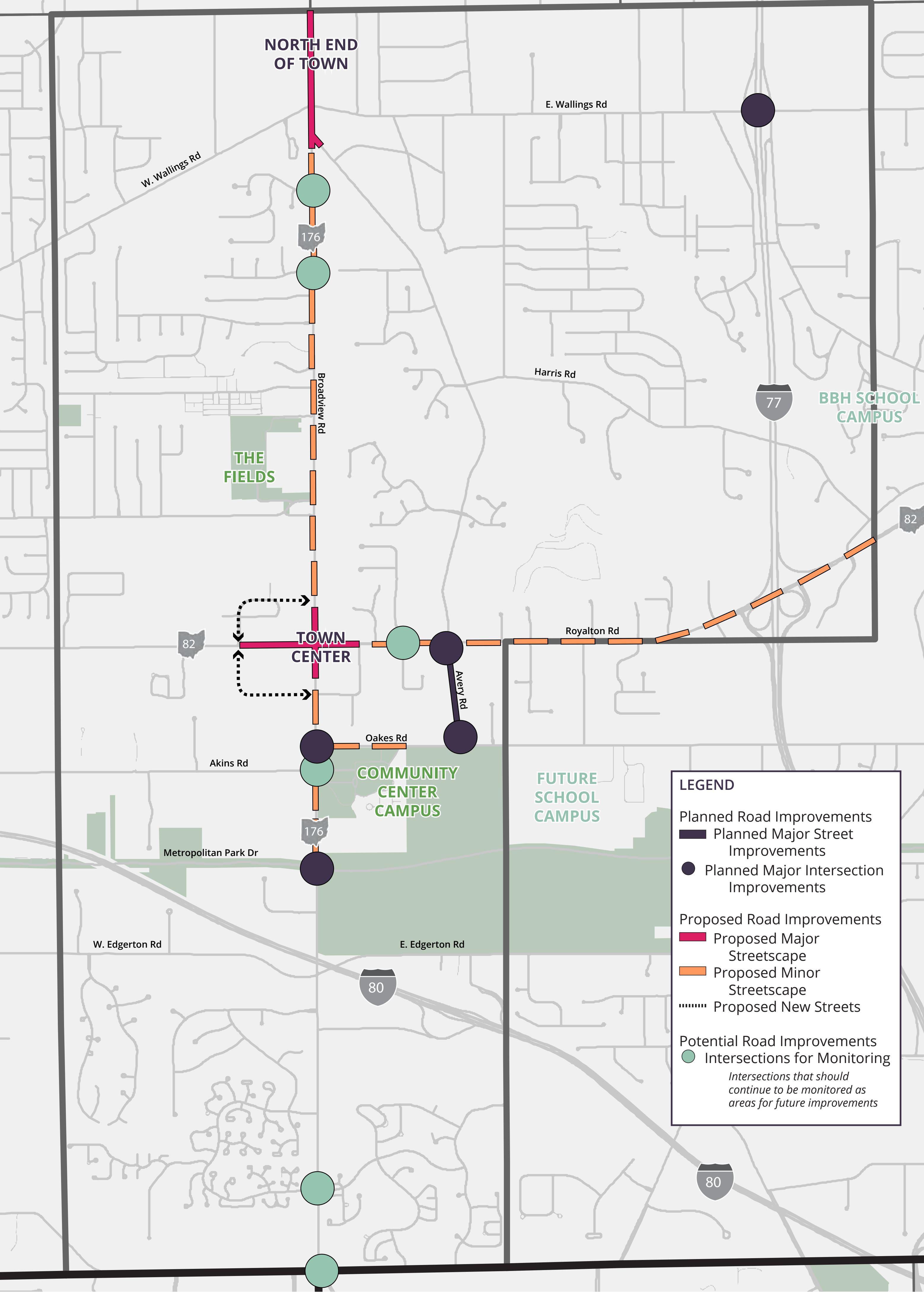
The Road Improvement Framework identifies previously planned capital improvements to the road network, improvements that are proposed as part of the Master Plan, and intersections that should be monitored for potential future improvements.

DETERMINING ROAD PRIORITIES

Priorities for the Road Improvement Framework were developed based on current plans, results from public meetings, and an analysis of traffic volumes. Current traffic volumes generally appear to be accommodated by the existing number of road lanes throughout the community, therefore few major road expansions are proposed.

NORTH END OF TOWN

E. Wallings Rd

W. Wallings Rd

176

Broadview Rd

Harris Rd

THE FIELDS

77

BBH SCHOOL CAMPUS

82

82

TOWN CENTER

Royalton Rd

Avery Rd

Oakes Rd

Akins Rd

COMMUNITY CENTER CAMPUS

FUTURE SCHOOL CAMPUS

176

Metropolitan Park Dr

W. Edgerton Rd

E. Edgerton Rd

80

80

LEGEND

Planned Road Improvements
- ▬ Planned Major Street Improvements
- ● Planned Major Intersection Improvements

Proposed Road Improvements
- ▬ Proposed Major Streetscape
- ▬ Proposed Minor Streetscape
- ┈┈ Proposed New Streets

Potential Road Improvements
- ● Intersections for Monitoring
  Intersections that should continue to be monitored as areas for future improvements

Do you support this Framework? Why or why not?

YES

YES, WITH CHANGES (EXPLAIN)

NO

COMMENTS

GOAL 2
STRENGTHEN NEIGHBORHOODS

INSTRUCTIONS
We want to know how **YOU** feel about this Goal! If you support this Goal, place a dot in the **green/yes** box. If you support this Goal, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Goal, place a dot in the **red/no** box.

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STRATEGY 4
Ensure existing and new single-family neighborhoods are well-designed and buffered from nearby uses

- Protect existing single-family neighborhoods
- Ensure future homes are properly designed, use high quality materials, and complement surrounding homes *(see description to the right)*
- Require green space that is centrally located

STRATEGY 5
Support the construction of townhouses, condos, and mixed-use residential buildings in limited areas to provide housing options for people of all ages, family structures, and abilities

- Update existing zoning requirements to allow a variety of housing types in the Town Center
- Consider a cluster housing overlay *(see description to the right)*
- Encourage development of universally designed homes that make aging in place possible *(see description to the right)*

STRATEGY 6
Encourage ongoing maintenance and reinvestment in housing as less vacant land is available

- Strengthen enforcement of property maintenance

GENERAL RESIDENTIAL DEVELOPMENT PRINCIPLES

- Preserve the City's natural features by incorporating them into residential design
- Use high-quality materials and design
- Integrate new neighborhoods into existing neighborhood fabric
- Encourage sustainability features in new residential homes
- Complement the design character of the community and nearby homes

WHAT IS CLUSTER HOUSING?

Source: ArchitectMagazine.com

Cluster homes are typically one-unit, detached structures, but are differentiated from single-family homes in that multiple buildings are clustered closely together around shared open space or amenities.

WHAT IS UNIVERSAL DESIGN?

Source: AARP and Sharon and Howard Johnson

Source: Flickr user Jesus Rodriguez

Universal Design is a method of designing, constructing, and rehabilitating homes that make the structures more easily used by the entire spectrum of human ability, regardless of one's age, size, ability, or disability.

For example, features such as no-step entries and lever handles make homes more easily accessible for those with mobility issues.

Do you support this Goal? Why or why not?
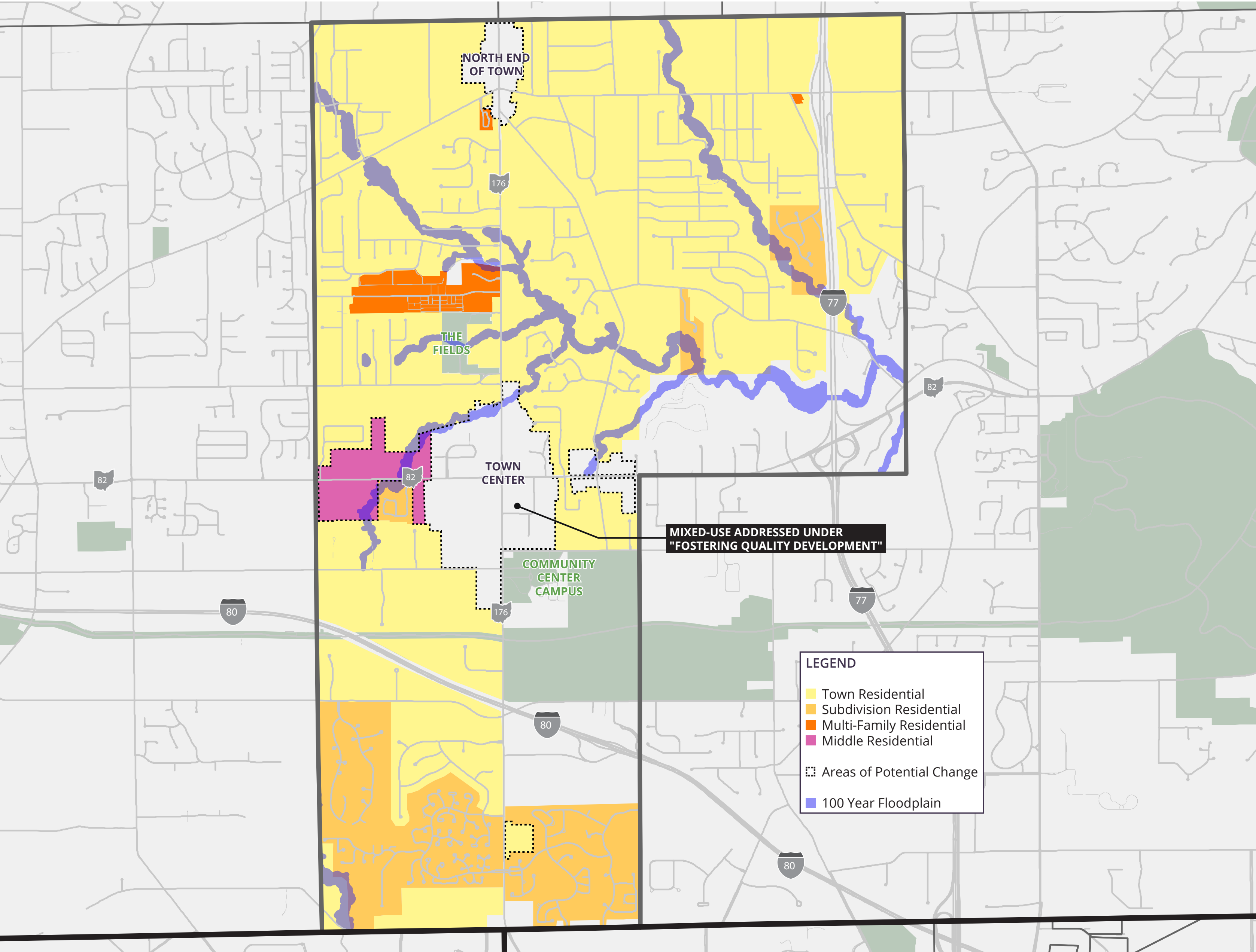
YES	YES, WITH CHANGES (EXPLAIN)	NO	COMMENTS

RESIDENTIAL DEVELOPMENT FRAMEWORK

INSTRUCTIONS
We want to know how **YOU** feel about this Framework! If you support this Framework, place a dot in the **green/yes** box. If you support this Framework, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Framework, place a dot in the **red/no** box.

Please explain your responses on a sticky note. If you have questions or need further assistance, please find a County Planning representative to help guide you through this exercise.

LEGEND
Town Residential
Subdivision Residential
Multi-Family Residential
Middle Residential

Areas of Potential Change
100 Year Floodplain

RESIDENTIAL DEVELOPMENT PRINCIPLES

As the City continues to grow and develop, this Residential Development Framework can provide the basis for the type and layout of housing that will be most appropriate in these limited development areas. This can be helpful during potential rezonings, development reviews, or Zoning Code updates.

The descriptions below showcases the proposed "character areas" of the Residential Development Framework. Each area is unique, but share similar characteristics that enahnce the community by preserving the City's natural features, using high-quality materials and design, integrating new neighborhoods into existing neighborhood fabrics, encouraging sustainability features in new residential homes, and complementing the design character of the community and nearby homes.

TOWN RESIDENTIAL

- Hidden Garage
- Addresses the Street
- Front Entrance
- Traditional Design

Source: Flickr user Brett VA

- Neighborhoods should be maintained as predominantly single-family
- Cul-de-sacs are discouraged and rights-of-way should be maintained for potential future connections
- Cluster development patterns should be considered to preserve natural features
- Buildings should face and address the street, with clear front entrances and windows
- Garages should be to the side or rear, and should be set behind the main facade of the house

SUBDIVISION RESIDENTIAL

- Consistent Design
- Addresses the Street
- Front Entrance

Source: Montgomery County Planning Commission

- Neighborhoods should maintain their existing mix of single-family and attached homes
- Cul-de-sacs are discouraged and rights-of-way should be maintained for potential future connections
- Existing trail and sidewalk connections/networks should be maintained
- Cluster development patterns should be considered to preserve natural features
- Existing green spaces should be maintained for use as passive recreation space or natural areas
- Building designs should maintain the distinct features and characteristics of the subdivision

MULTI-FAMILY RESIDENTIAL

- Clear Entrances
- Hidden Garages
- Addresses the Street

Source: Sightline Institute: Missing Middle Homes

- Neighborhoods should consist of townhouses, two-family, and small multi-family buildings
- Cul-de-sacs are discouraged and rights-of-way should be maintained for potential future connections
- Existing trail and sidewalk connections/networks should be maintained
- Buildings should face and address the street, with clear front entrances and windows
- Garages should be to the side or rear, and should be set behind the main facade of the house or accessed from a rear alley
- Green spaces should be central to the development and publicly accessible

MIDDLE RESIDENTIAL

- Townhouses
- Hidden Garage
- Addresses the Street
- Front Entrance

Source: Montgomery County Planning Commission

- Neighborhoods should consist of single-family housing with the potential for townhouses
- Cul-de-sacs are discouraged and rights-of-way should be maintained for potential future connections
- Interconnected street and trail systems are highly encouraged
- Buildings should face and address the street, with clear front entrances and windows
- Garages should be to the side or rear, and should be set behind the main facade of the house or accessed from a rear alley
- Green spaces should be central to the development and publicly accessible

Do you support this Framework? Why or why not?

YES

YES, WITH CHANGES (EXPLAIN)

NO

COMMENTS

GOAL 3
ENHANCE COMMUNITY LIFE

INSTRUCTIONS
We want to know how **YOU** feel about this Goal! If you support this Goal, place a dot in the **green/yes** box. If you support this Goal, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Goal, place a dot in the **red/no** box.

Please explain your responses on a sticky note.

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STRATEGY 7
Continue to enhance the Community Center Campus as the hub of the Broadview Heights community

- Relocate Fire Station #2 elsewhere on the Community Center Campus
- Relocate the recreation fields to the former landfill site
- Add an outdoor aquatic center

STRATEGY 8
Establish outdoor community spaces in the Town Center and North End of Town, and program them to meet the needs of residents and add vibrancy to business districts

- Add community/public spaces in the Town Center and North End of Town
- Add a park behind Firestation #1

STRATEGY 9
Communicate the Broadview Heights identity with the City's updated logo and expanded brand features

- Update existing signage with the City's new logo *(as seen in the examples to the right)*
- Incorporate the City's new logo within new infrastructure improvements
- Develop a brand for the Town Center and North End of Town

STRATEGY 10
Continue to develop community pride by providing amenities, services, and spaces for all residents and age groups

- Ensure public facilities are accessible by everyone
- Partner with the school districts for public access to recreational facilities
- Consider a location for a public cemetery

CONCEPTUAL COMMUNITY SIGNS

POTENTIAL GATEWAY SIGN   POTENTIAL DISTRICT SIGN   POTENTIAL SECONDARY SIGN

CONCEPTUAL TRAIL SIGNS

CUYAHOGA GREENWAYS EMBLEM

Do you support this Goal? Why or why not?

| YES	YES, WITH CHANGES (EXPLAIN)	NO	COMMENTS

PARK FRAMEWORK

INSTRUCTIONS

We want to know how **YOU** feel about this Framework! If you support this Framework, place a dot in the **green/yes** box. If you support this Framework, but would like to change something, place a dot in the **yellow/change** box. If you do not support this Framework, place a dot in the **red/no** box.

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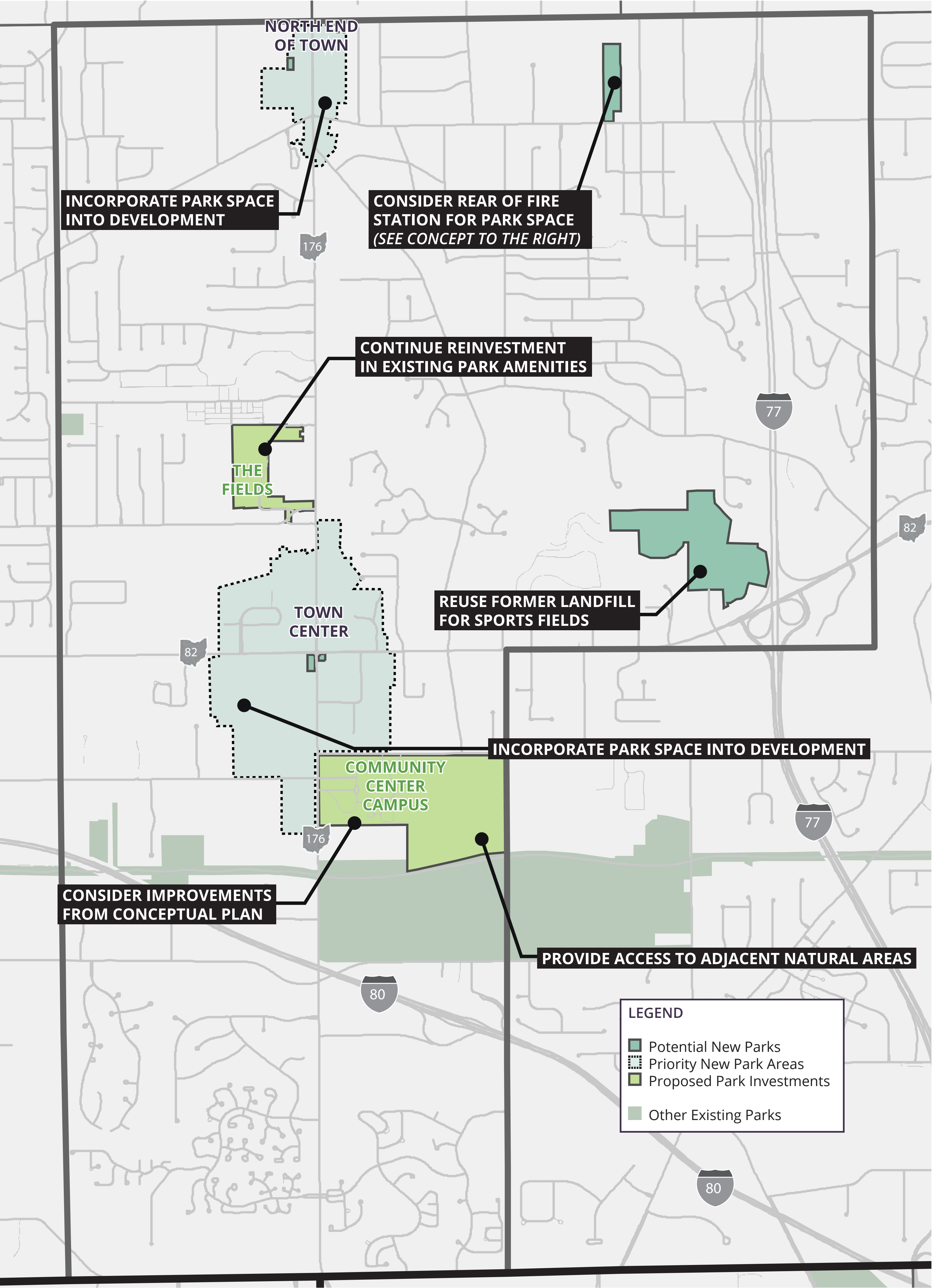
The Park Framework identifies the location of existing parks, potential new parks, general areas where new parks and green spaces could be considered, and parks with investments proposed.

The Park Framework identifies two potential new parks: a park on the unused land behind Fire Station #1 and a park on the former landfill area northwest of the Royalton Road and Interstate 77 interchange. The former landfill is proposed as a location for new sports fields that could be moved from the Community Center Campus, freeing space on the campus for other types of amenities.

DETERMINING PARK PRIORITIES

Besides specific parcels identified as potential parks, the Park Framework map displays the Town Center and North End of Town, where parks and plazas could be incorporated into new developments. These outdoor spaces can be developed and programmed to enliven these business districts.

New park spaces in these areas are identified in conceptual plans, however, these locations are only potential spaces and could be changed based on specific development plans.

FIRE STATION #1 PARK CONCEPT

The conceptual plan above shows one way a park could be created on the land behind Fire Station #1. The park features natural walking trails, a small picnic area, and a playground. Access from Sprague Road could provide vehicle parking and a pedestrian connection from Wallings to Sprague.

NORTH END OF TOWN

INCORPORATE PARK SPACE INTO DEVELOPMENT

CONSIDER REAR OF FIRE STATION FOR PARK SPACE *(SEE CONCEPT TO THE RIGHT)*

CONTINUE REINVESTMENT IN EXISTING PARK AMENITIES

THE FIELDS

TOWN CENTER

REUSE FORMER LANDFILL FOR SPORTS FIELDS

INCORPORATE PARK SPACE INTO DEVELOPMENT

COMMUNITY CENTER CAMPUS

CONSIDER IMPROVEMENTS FROM CONCEPTUAL PLAN

PROVIDE ACCESS TO ADJACENT NATURAL AREAS

LEGEND
- Potential New Parks
- Priority New Park Areas
- Proposed Park Investments
- Other Existing Parks

Do you support this Framework? Why or why not?

| YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS |

GOAL 4
FOSTER QUALITY DEVELOPMENT

INSTRUCTIONS
We want to know how YOU feel about this Goal! If you support this Goal, place a dot in the green/yes box. If you support this Goal, but would like to change something, place a dot in the yellow/change box. If you do not support this Goal, place a dot in the red/no box.

Please explain your responses on a sticky note.

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STRATEGY 11
Update the City's Zoning Code to foster consistent, walkable, and high-quality developments in the community, especially the Town Center and North End of Town

- Update zoning regulations for improved walkability, design, and signage *(see description to the right)*
- Adopt design guidelines that emulate the Western Reserve Style *(see description to the right)*

STRATEGY 12
Maintain a balance between new residential, commercial, and industrial development to ensure fiscal stability and continued strong revenue streams

- Attract office and industrial developments to existing industrially zoned land
- Explore Tax Increment Financing (TIF) and Special Improvement District (SID) funding models
  - *TIF districts divert the increase in tax revenues from a project to fund other improvements such as infrastructure and public services that support that project.*
  - *SIDs are geographic areas where property owners elect to pay an additional assessment in order to fund public improvements and services within the district.*

ZONING REGULATIONS & WALKABILITY
At the first public meeting, walkable development with quality materials and consistent design were the types of development most desired in the Town Center and North End of Town. The current Zoning Code does not require this type of development, and in many ways makes it nearly impossible to build.

A priority of the plan is to update the City's Zoning Code to better reflect the type of development desired by residents. This includes reexamining the zoning of the City's business districts. This would analyze door placement, design standards, landscaping requirements, and site plans that prioritize pedestrians.

The images above were the most selected graphics from the visual exercise presented to meeting attendees and online survey respondents as a result of the first Public Meeting held July 16, 2019. Generally, respondents and meeting attendees selected buildings that have two to three stories, are predominantly brick, have a walkable layout, and have well thought-out design.

WHAT IS THE WESTERN RESERVE STYLE?
The Western Reserve style blends many architectural influences, such as Georgian, Queen Anne, Greek Revival, and Federal styles. Contemporary examples of the Western Reserve Style can be seen in the images below.

Common elements typically include the following:
- Red brick as a predominant feature
- Horizontally lined wood siding
- White framed windows and structural trim
- Sparingly used and ornately carved stone
- Decorative elements such as balustrades, domes, friezes, spires, colonnades, pediments, etc.
- Typically two-story height

The images above are existing examples of development in the City of Broadview that share elements of the Western Reserve Style.

Do you support this Goal? Why or why not?

| YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS |

GOAL 5
EMBRACE ENVIRONMENTAL ASSETS

INSTRUCTIONS
We want to know how **YOU** feel about this Goal! If you support this Goal, place a dot in the green/yes box. If you support this Goal, but would like to change something, place a dot in the yellow/change box. If you do not support this Goal, place a dot in the red/no box.

Please explain your responses on a sticky note.

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STRATEGY 13
Conduct a sustainability audit of existing codified ordinances to identify changes that could foster sustainable development

- Review existing ordinances to reduce impervious surfaces, diversify landscaping, and protect steep slopes
- Update the code to allow a community garden on the Community Center Campus and to allow solar installations in light industrial and residential districts

STRATEGY 14
Incorporate green features into existing neighborhoods, future development, and public improvements

- Add green stormwater features as part of infrastructure improvements
- Consider a solar field on the former landfill sites *(see map to the right)*

STRATEGY 15
Protect the City's extensive environmental assets

- Continue to limit development near stream corridors, steep slopes, wetlands, and riparian areas

SOLAR POTENTIAL

High ←————————— **Solar Potential** —————————→ Low

The City of Broadview Heights has two capped landfill sites within the community. Located just off of Interstate 77 and Royalton Road, these sites offer nearly 160 acres of flat and highly exposed areas for exploring solar potential within the community. The solar potential map above was created using a high-resolution 3D digital surface model of all features at or above ground. Brighter reds, oranges, and yellows show where there are areas that have greater solar potential. Darker purples, blues, and teals show areas that have less solar potential. The map indicates that the former landfill sites in Broadview Heights have a high potential for solar development.

SOLAR CASE STUDY | THE CITY OF BROOKLYN, OHIO LANDFILL SOLAR ARRAY

Source: Enerlogics

Winner of Solar Builder's 2018 Gold Project of the Year, the new solar array on the former Cuyahoga County Landfill in Brooklyn, Ohio is a testament to the feasibility of solar development on landfill sites. This solar array sits on 17 acres and consists of more than 35,000 solar panels, which are expected to generate 5 million kilowatts of electricity per year. The solar array is also planned to save the County roughly $3 million over 25 years, and will offset about 7%-8% of the load for 14 county buildings.

Do you support this Goal? Why or why not?

YES	YES, WITH CHANGES (EXPLAIN)	NO	COMMENTS

PLANNING CONCEPT AREAS
TOWN CENTER

INSTRUCTIONS
We want to know how **YOU** feel about this Planning Concept Area! If you support the vision for this Planning Concept Area and its Development Principles, place a dot in the **green/yes** box. If you support the vision for this Planning Concept Area, but would like to change something, place a dot in the **yellow/change** box. If you do not support the vision for this Planning Concept Area, place a dot in the **red/no** box.

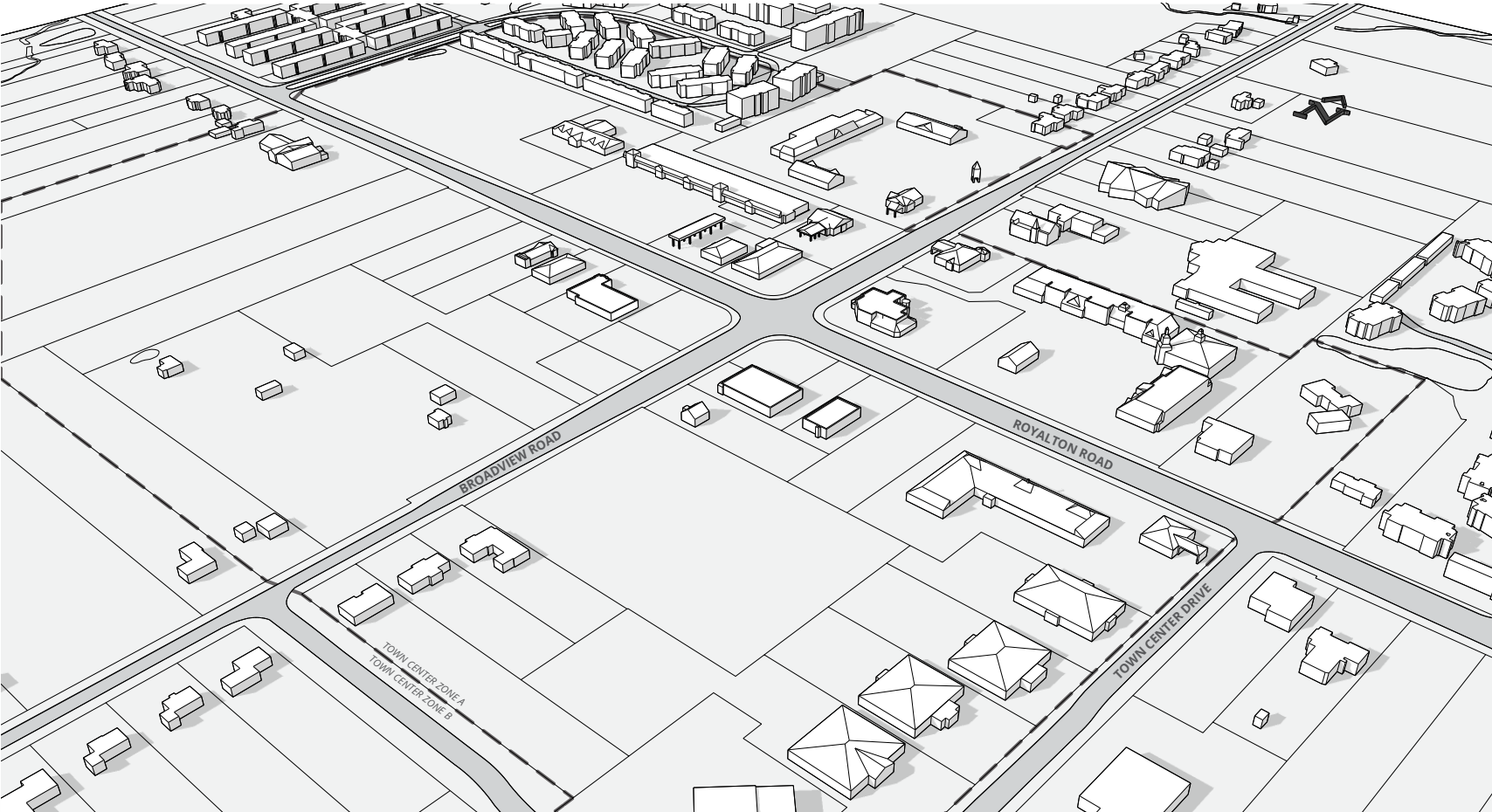**Please explain your responses on a sticky note.** If you have questions or need further assistance, please find a County Planning representative to help guide you through this exercise.

EXISTING CONDITIONS

SHORT-TERM VISION

MEDIUM-TERM VISION

OVERALL VISION

GREEN INFRASTRUCTURE IN PARKING AREAS

ADDITIONAL STREET TREES

WALKABLE DEVELOPMENT ON CITY LAND

PUBLIC GREEN SPACE

WALKABLE DEVELOPMENT ON PRIVATE LAND

DISCOUNT DRUG MART DEVELOPMENT

NEW ACCESS ROAD

ALL-PURPOSE TRAILS

PARKING TO SIDE OR REAR

MAJOR INTERSECTION

TOWNHOUSE DEVELOPMENT

BROADVIEW ROAD

ROYALTON ROAD

TOWN CENTER ZONE A

Legend:
- Potential Mixed-Use Development on City Owned Land
- Potential Mixed-Use Development on Private Land
- Potential Housing Development on Private Land
- Proposed or Under Construction Development
- Intersection Improvement Areas
- Potential Parks and Greenspaces
- Proposed All-Purpose Trails
- Potential New Roads

TOWN CENTER DEVELOPMENT PRINCIPLES

1) Focus mixed-use developments within the core of the Town Center, and establish the Broadview and Royalton Road intersection as a major focal point
2) Focus residential development adjacent to the core to support walkability and vibrancy
3) Develop gateways into the district to reinforce the desired quality and character of the district
4) Develop a distinct district identity through the use of consistent signage, street graphics, lighting, and landscaping
5) Improve walkability by investing in streetscape improvements such as wide sidewalks, crosswalks, street trees, and amenities like benches, trash receptacles, bus shelters, and decorative elements
6) Encourage walkable developments that have low setbacks, front doors, extensive windows, attractive design, and are oriented to the street
7) Focus on developing a pedestrian-oriented experience through safe, clear connections and trail links to nearby areas
8) Place parking to the side or rear of buildings, and use extensive screening, landscaping, and pedestrian paths throughout parking areas
9) Take advantage of natural site features such as stream corridors and wetlands, and provide access to these features
10) Incorporate green spaces, plazas, and public areas into developments

Do you support the vision for this Planning Concept Area? Why or why not?

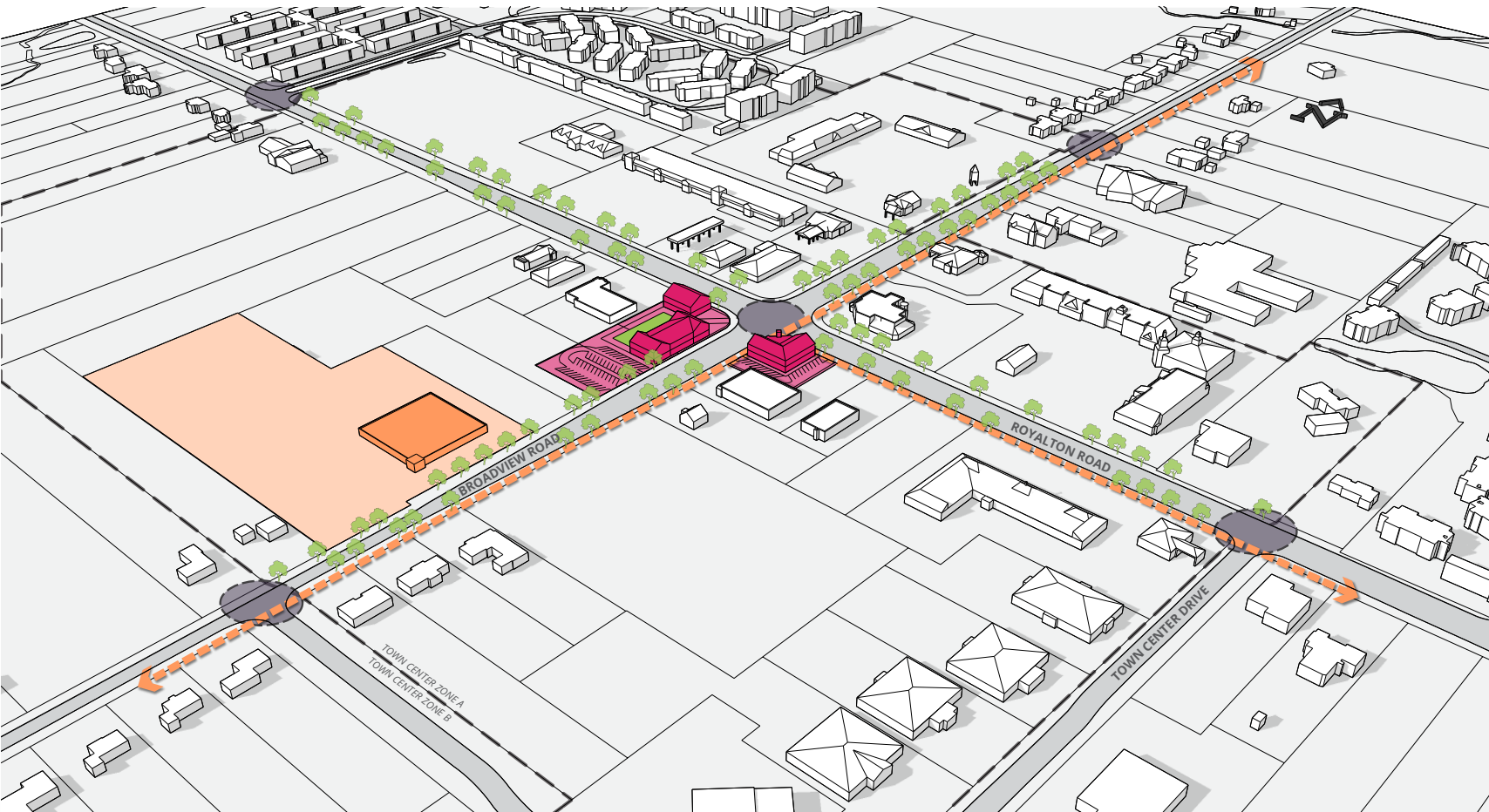| YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS |

INSTRUCTIONS
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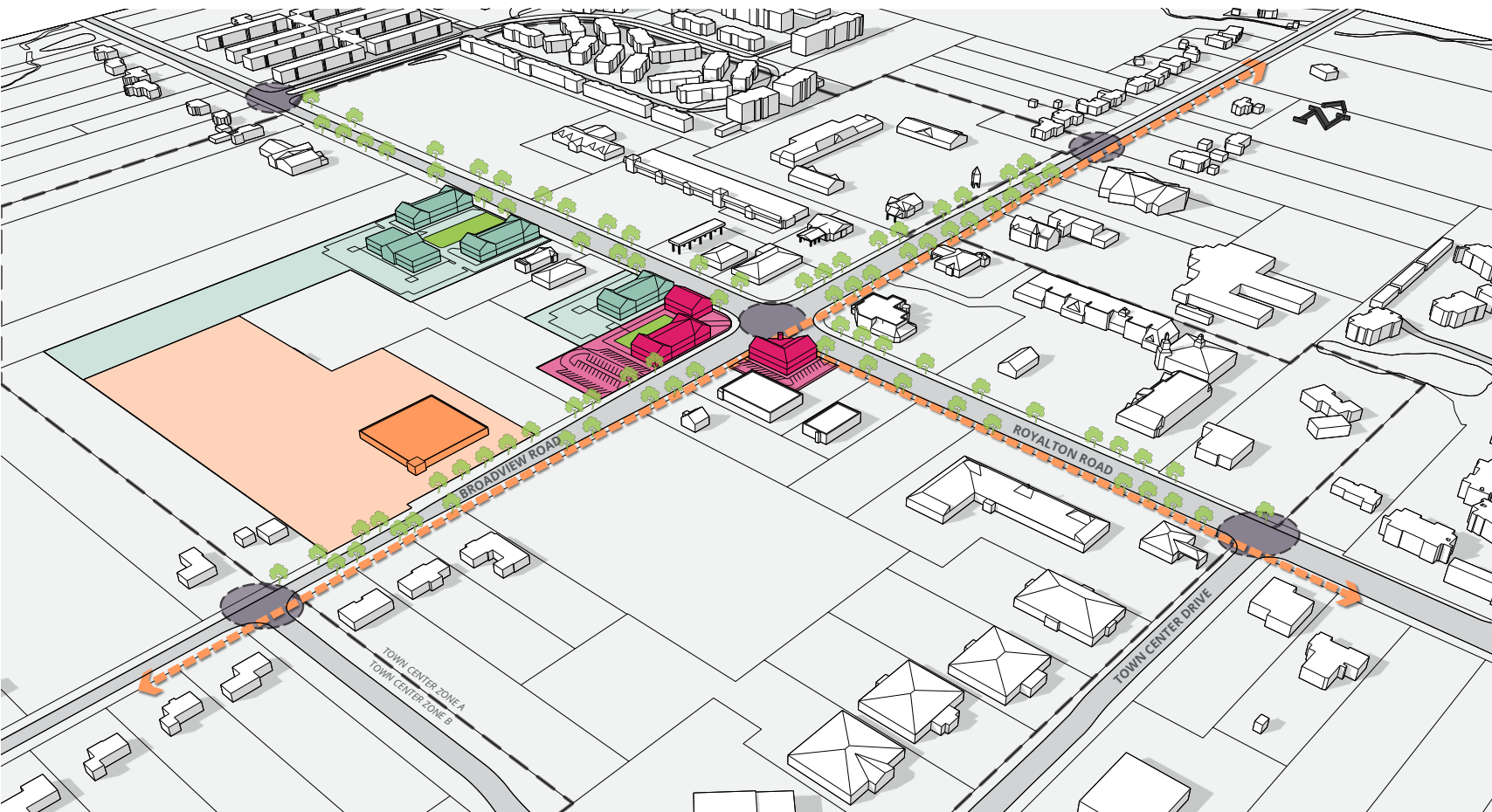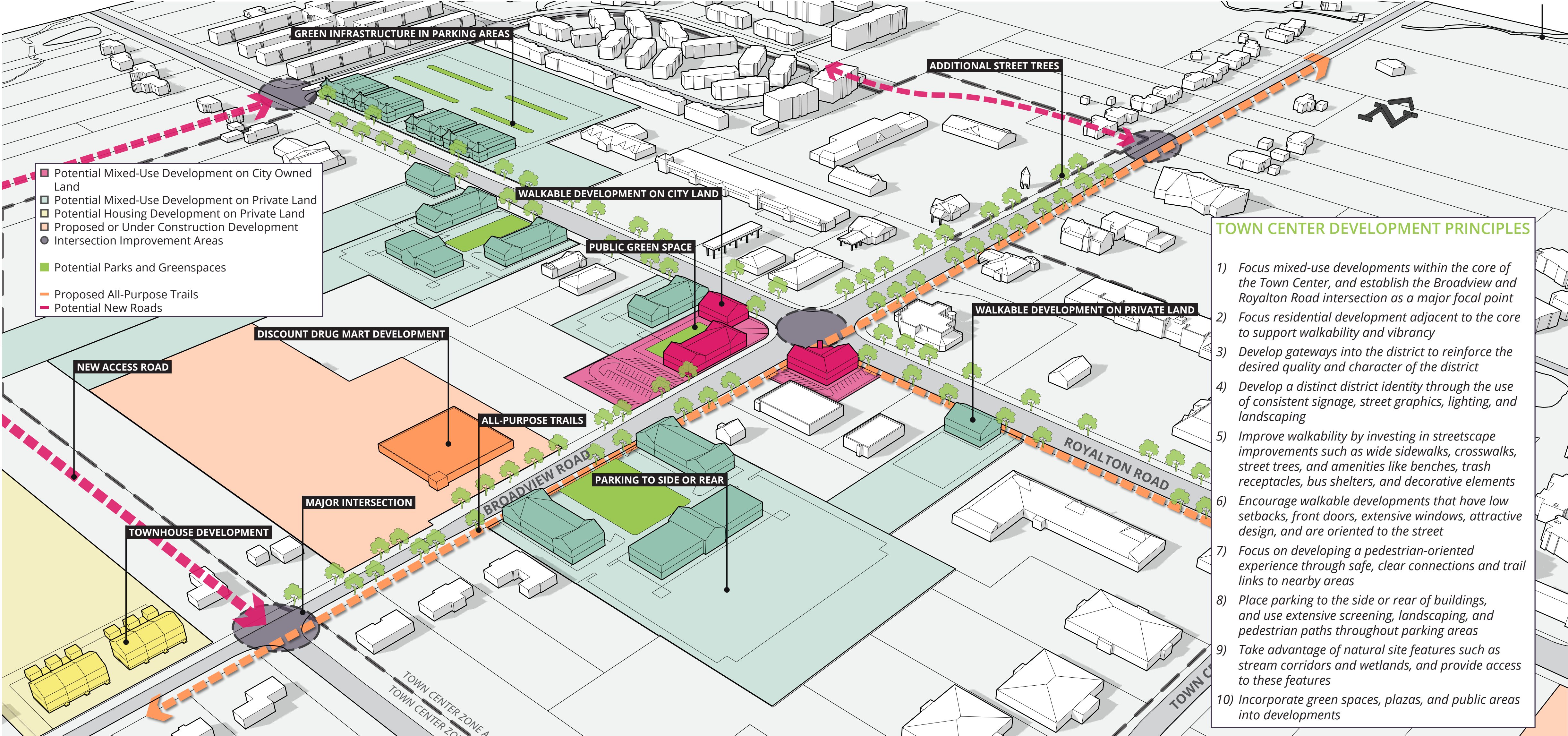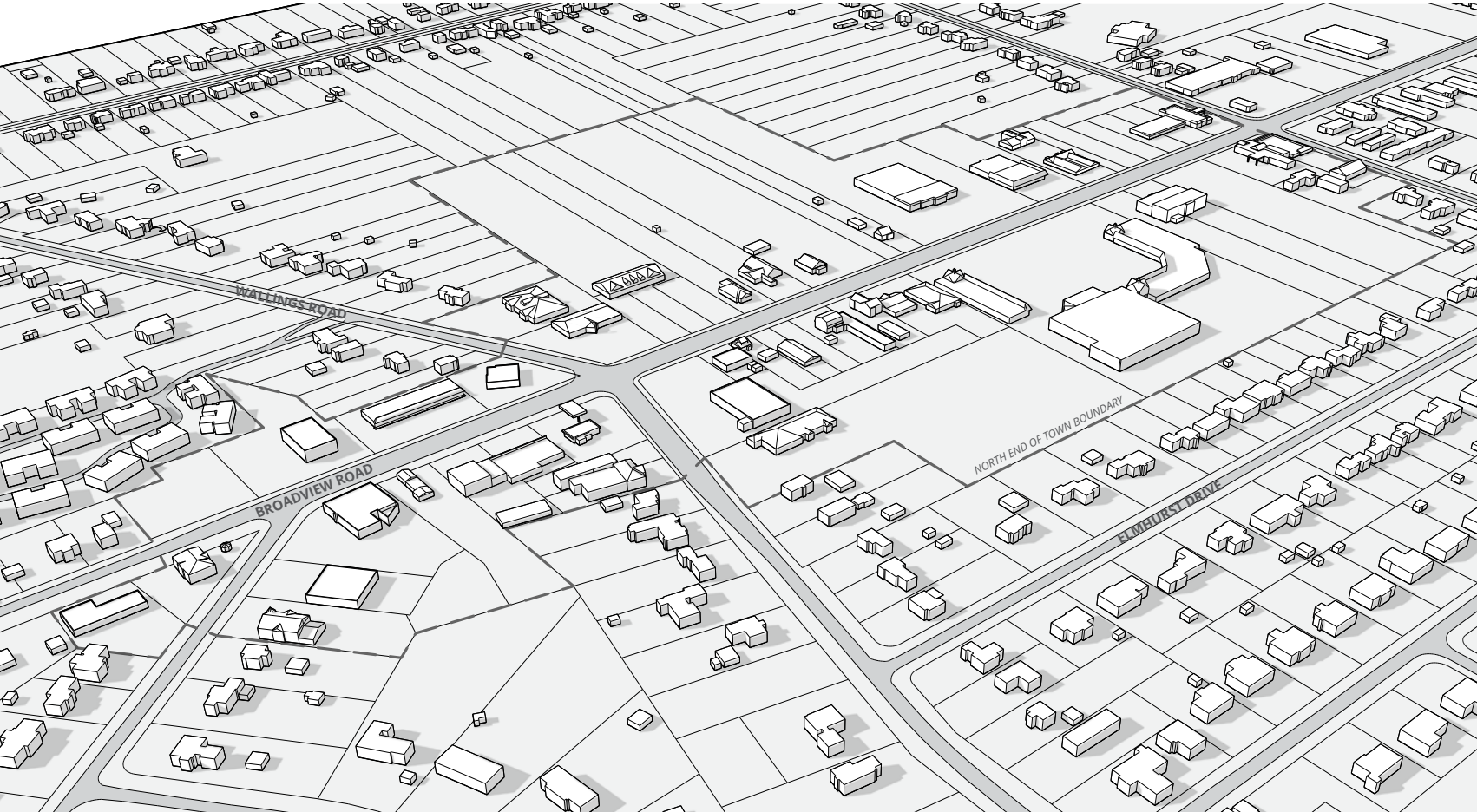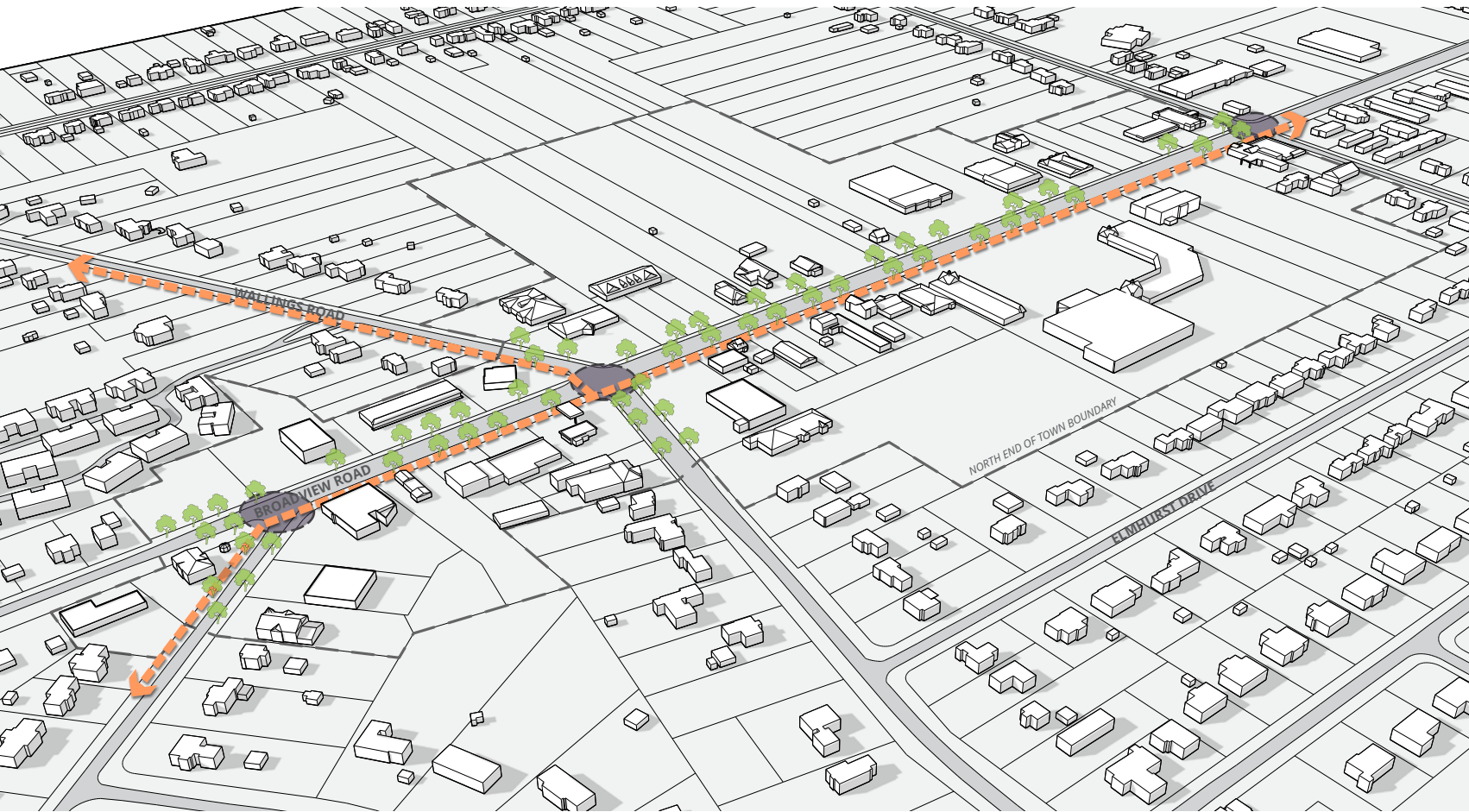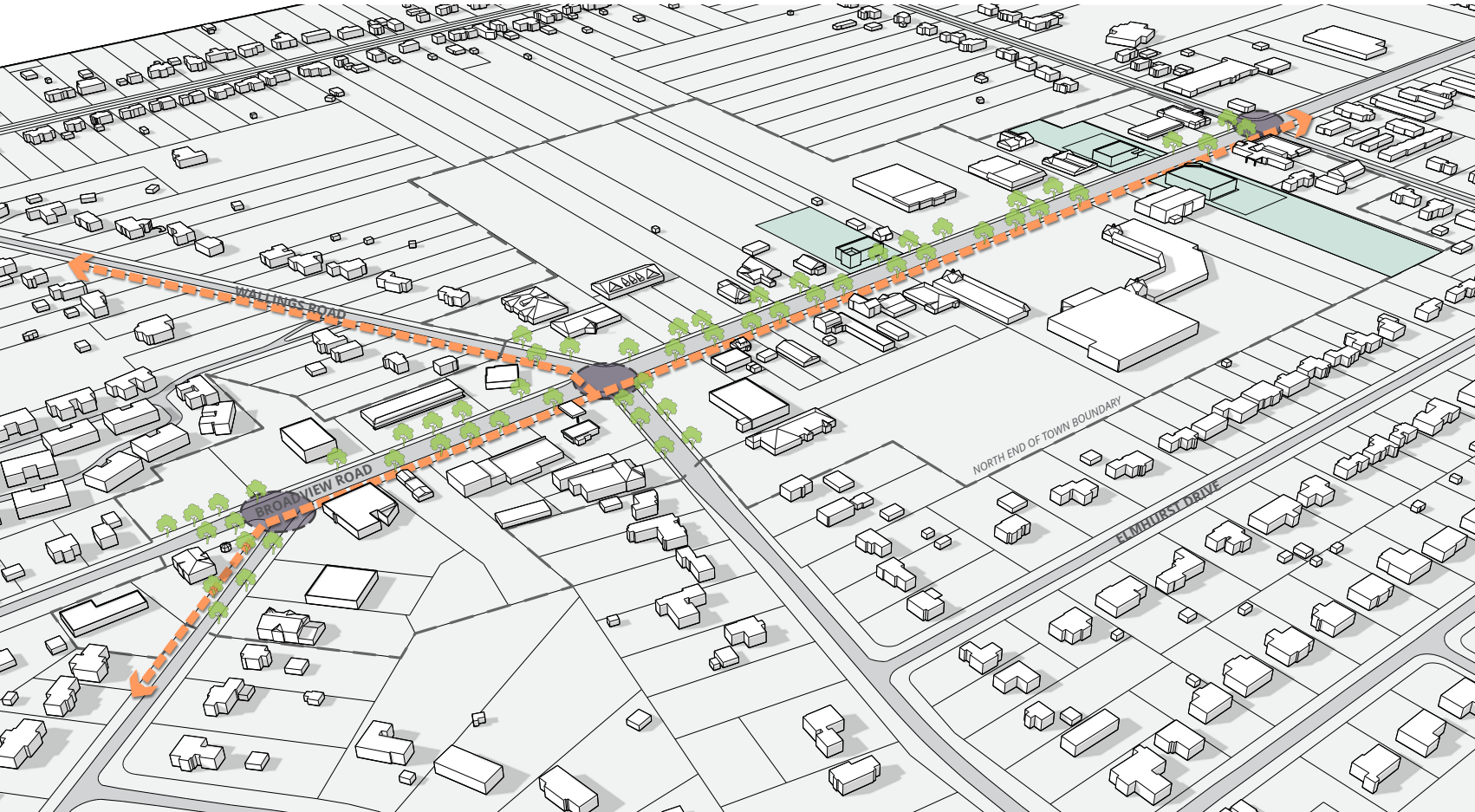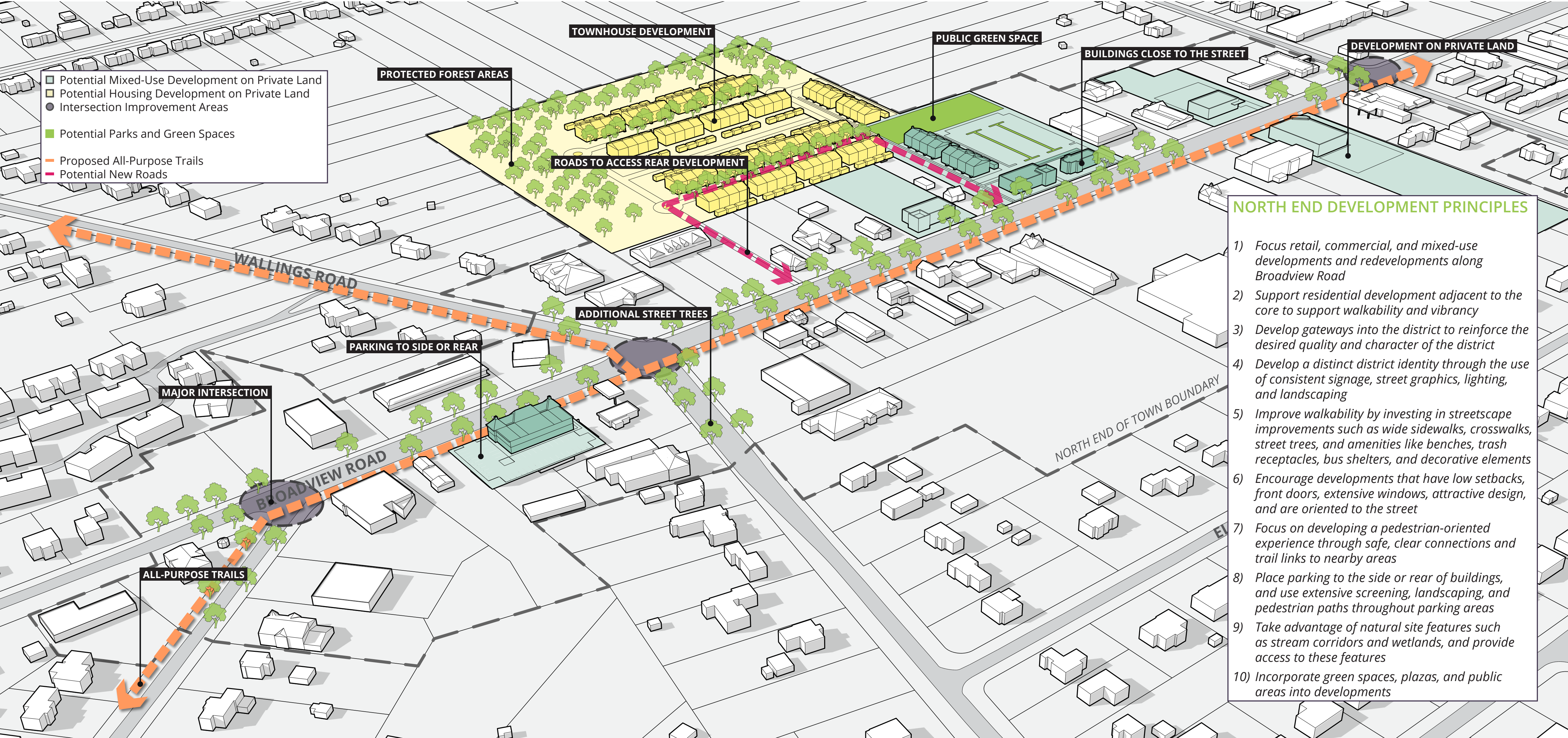
EXISTING CONDITIONS

OVERALL VISION

SHORT-TERM VISION

MEDIUM-TERM VISION

Legend:
- Potential Mixed-Use Development on Private Land
- Potential Housing Development on Private Land
- Intersection Improvement Areas
- Potential Parks and Green Spaces
- Proposed All-Purpose Trails
- Potential New Roads

Map labels: TOWNHOUSE DEVELOPMENT, PUBLIC GREEN SPACE, BUILDINGS CLOSE TO THE STREET, DEVELOPMENT ON PRIVATE LAND, PROTECTED FOREST AREAS, ROADS TO ACCESS REAR DEVELOPMENT, WALLINGS ROAD, ADDITIONAL STREET TREES, PARKING TO SIDE OR REAR, MAJOR INTERSECTION, BROADVIEW ROAD, ALL-PURPOSE TRAILS, NORTH END OF TOWN BOUNDARY

NORTH END DEVELOPMENT PRINCIPLES
1) Focus retail, commercial, and mixed-use developments and redevelopments along Broadview Road
2) Support residential development adjacent to the core to support walkability and vibrancy
3) Develop gateways into the district to reinforce the desired quality and character of the district
4) Develop a distinct district identity through the use of consistent signage, street graphics, lighting, and landscaping
5) Improve walkability by investing in streetscape improvements such as wide sidewalks, crosswalks, street trees, and amenities like benches, trash receptacles, bus shelters, and decorative elements
6) Encourage developments that have low setbacks, front doors, extensive windows, attractive design, and are oriented to the street
7) Focus on developing a pedestrian-oriented experience through safe, clear connections and trail links to nearby areas
8) Place parking to the side or rear of buildings, and use extensive screening, landscaping, and pedestrian paths throughout parking areas
9) Take advantage of natural site features such as stream corridors and wetlands, and provide access to these features
10) Incorporate green spaces, plazas, and public areas into developments

Do you support the vision for this Planning Concept Area? Why or why not?

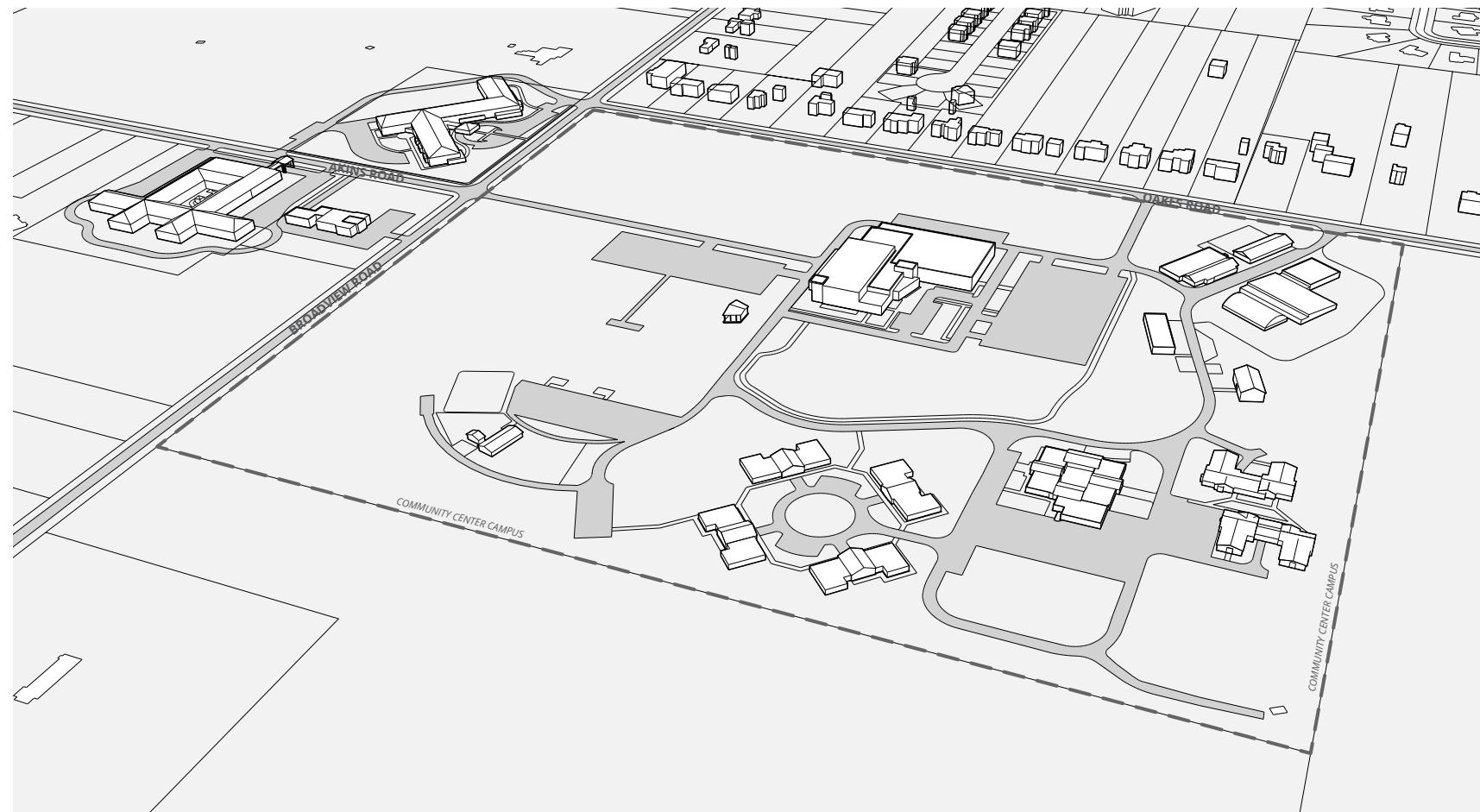YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS

COMMUNITY CENTER CAMPUS

INSTRUCTIONS
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EXISTING CONDITIONS

SHORT-TERM VISION

MEDIUM-TERM VISION

OVERALL VISION

Legend:
- Potential Outdoor Pool
- Potential New Fire Station
- Potential Cemetery/Memorial Gardens
- Intersection Improvement Areas
- Potential Rooftop Solar Panels
- Potential Electric Vehicle Charging Stations
- Potential Expanded Amphitheater Area
- Proposed All-Purpose Trails
- Proposed Walking Paths *(solid)*

Map labels: INTERSECTION IMPROVEMENTS, ADDITIONAL STREET TREES, PASSIVE RECREATION AREA, POTENTIAL FIRE STATION LOCATION, ALL-PURPOSE TRAILS, ROOFTOP SOLAR POWER, AKINS ROAD, BIOSWALES/GREEN INFRASTRUCTURE, OPENED AMPHITHEATER AREA, OUTDOOR POOL, EV PARKING, OAKES ROAD, CONCESSIONS/BATHROOMS, POTENTIAL FIRE STATION LOCATION, BROADVIEW ROAD, EXPANDED PARKING, WALKING PATHS, ACCESS TO METROPARKS PROPERTY, CEMETERY/MEMORIAL GARDENS, CEMETERY ACCESS DRIVES, COMMUNITY CENTER CAMPUS

COMMUNITY CENTER CAMPUS DEVELOPMENT PRINCIPLES

1) Consider relocating active recreation uses such as soccer and lacrosse fields away from the campus
2) Exemplify environmentally sensitive development principles by investing in improvements such as bioswales, electric vehicle charging stations, and solar panels
3) Consider relocating and expanding Fire Station #2 to open sight lines and expand open space opportunities
4) Continue evaluating an outdoor pool with concessions and bathrooms that can be used by the pool area and amphitheater area
5) Develop a comprehensive landscaping plan that incorporates green infrastructure, trees, and passive recreation spaces into a coherent campus
6) Focus on developing trail connections along Broadview Road and Oakes Road, while connecting the campus with an internal network of walking paths
7) Explore the development of a municipal cemetery on the Community Center Campus site

Do you support the vision for this Planning Concept Area? Why or why not?

| YES | YES, WITH CHANGES (EXPLAIN) | NO | COMMENTS |

PLANNING CONCEPT AREAS
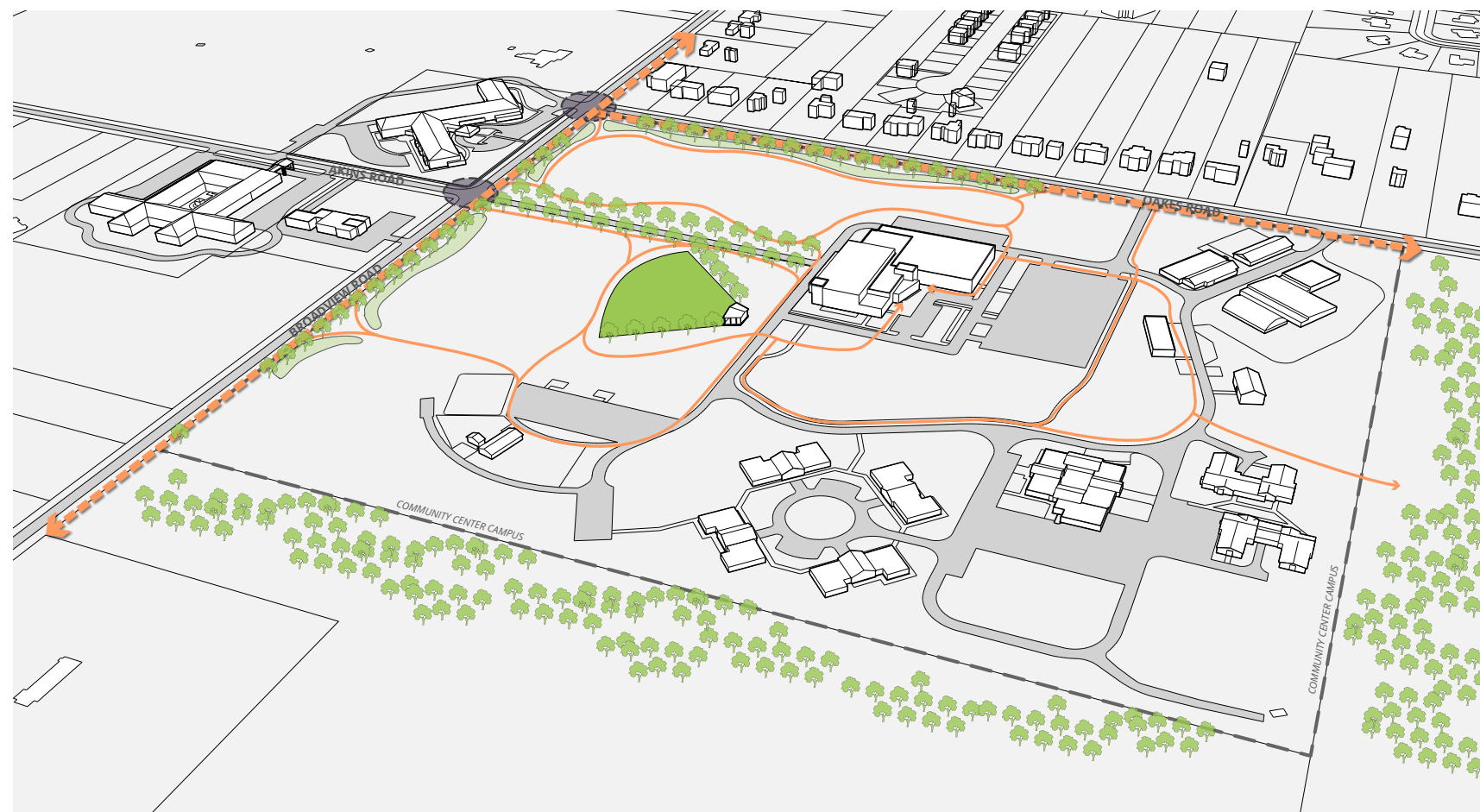# ROYALTON ROAD EAST

INSTRUCTIONS
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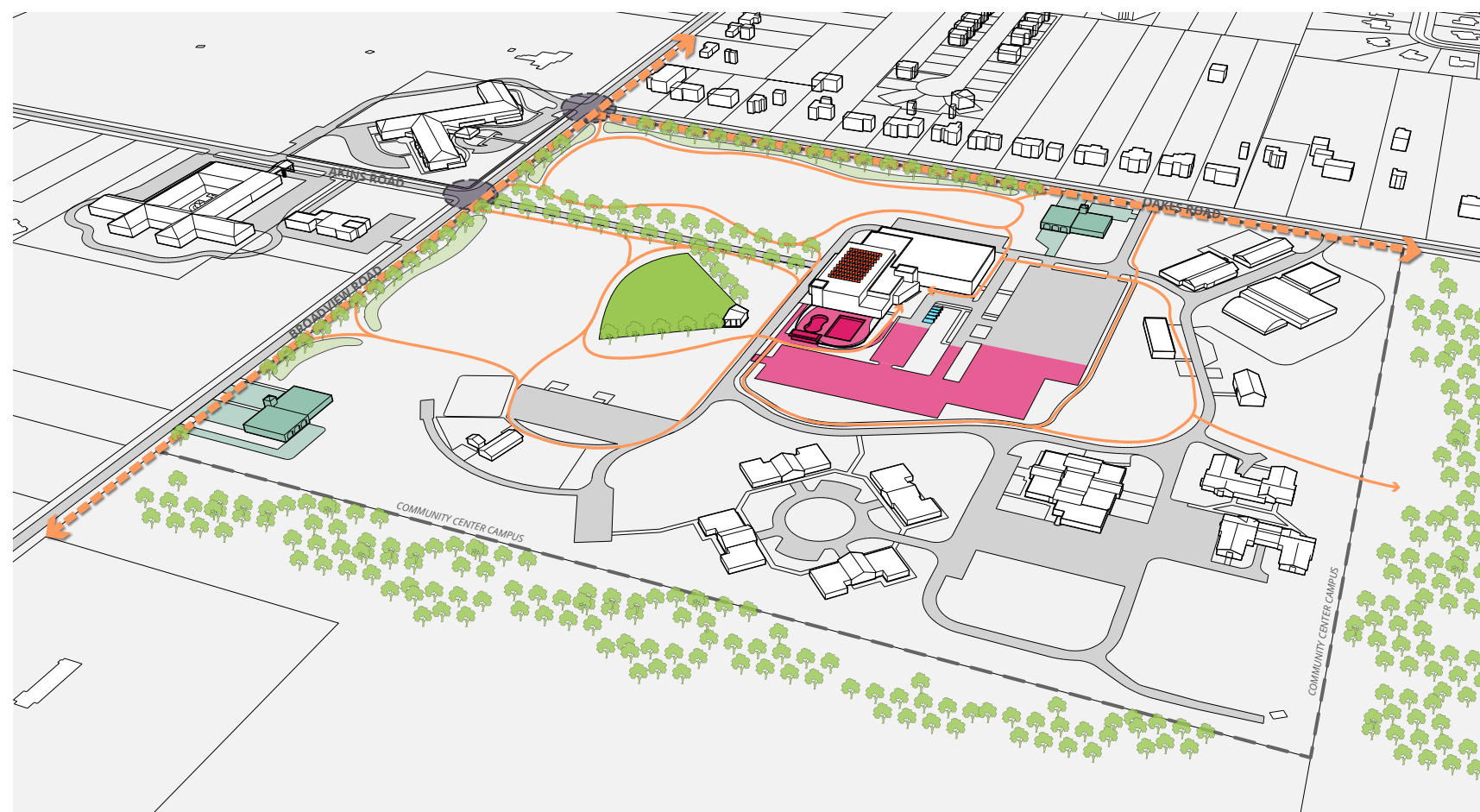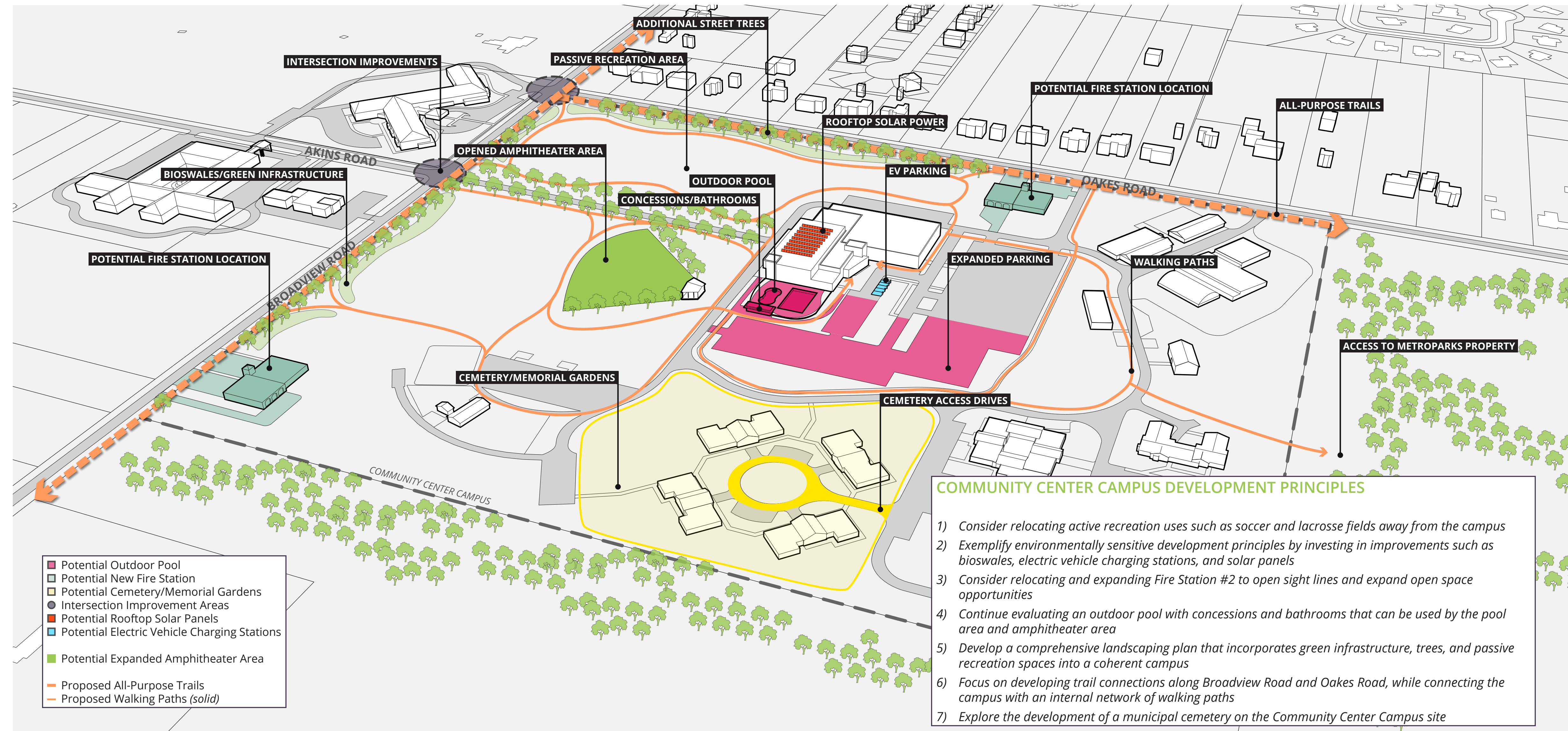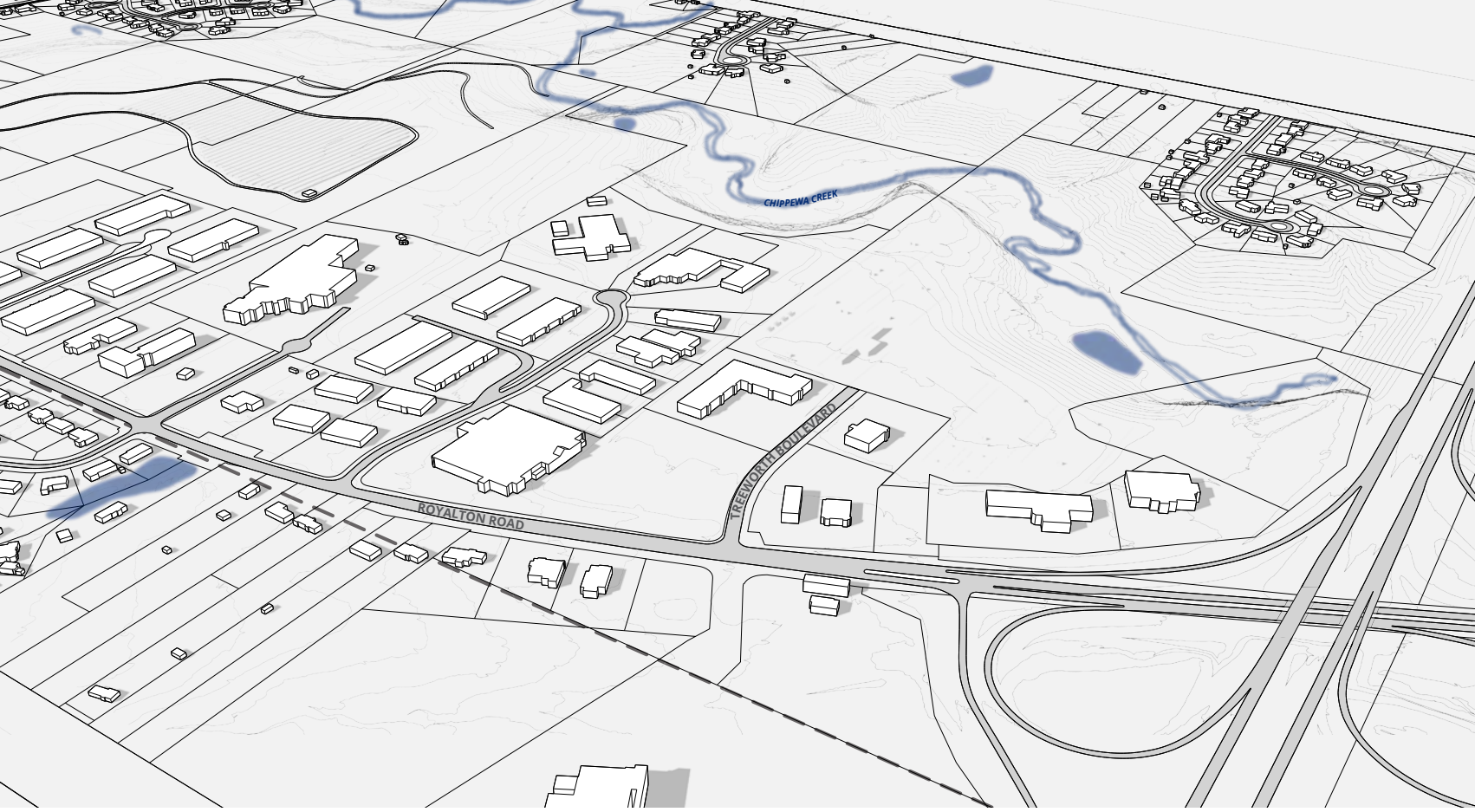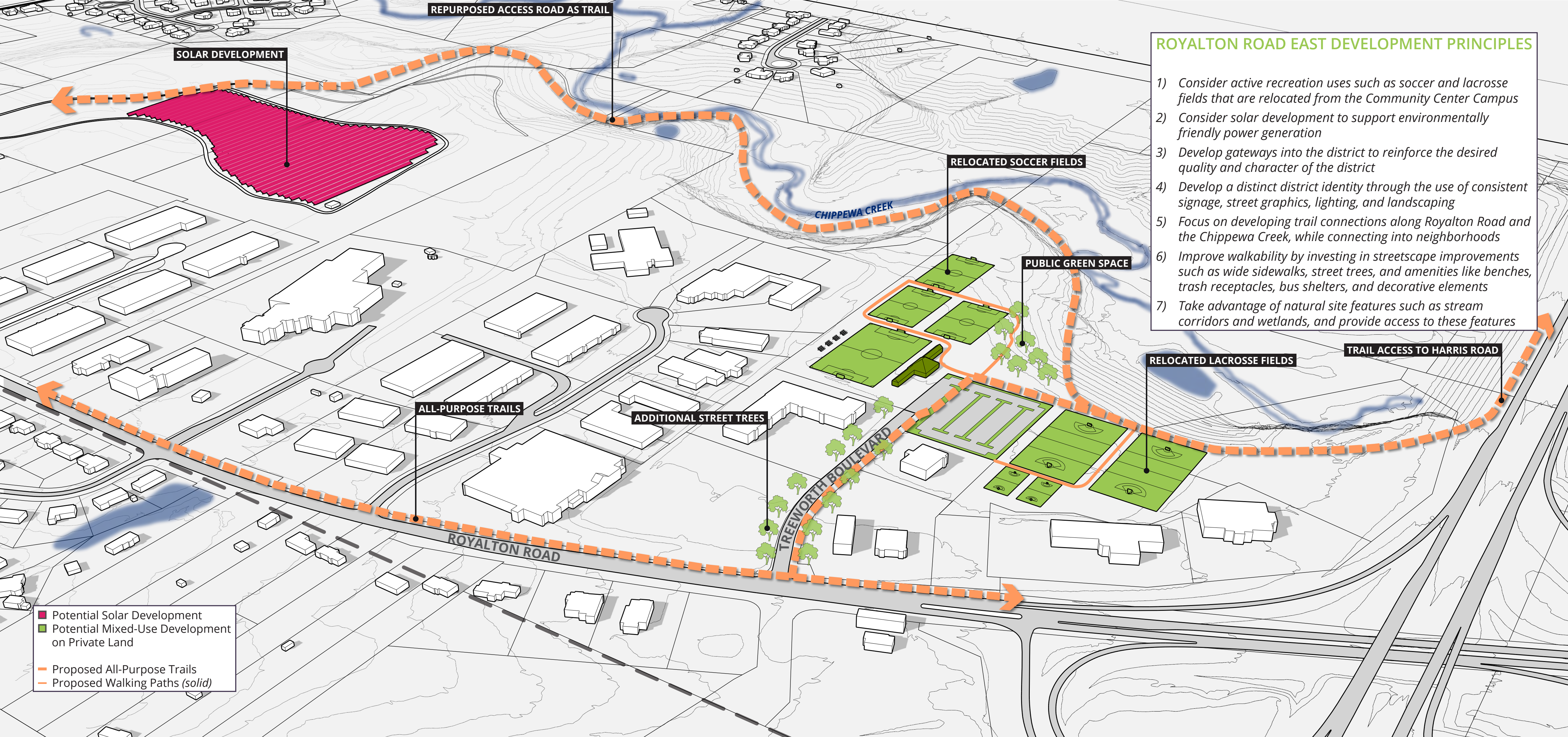
EXISTING CONDITIONS

SHORT-TERM VISION

MEDIUM-TERM VISION

OVERALL VISION

REPURPOSED ACCESS ROAD AS TRAIL

SOLAR DEVELOPMENT

RELOCATED SOCCER FIELDS

CHIPPEWA CREEK

PUBLIC GREEN SPACE

TRAIL ACCESS TO HARRIS ROAD

RELOCATED LACROSSE FIELDS

ALL-PURPOSE TRAILS

ADDITIONAL STREET TREES

TREEWORTH BOULEVARD

ROYALTON ROAD

ROYALTON ROAD EAST DEVELOPMENT PRINCIPLES

1) *Consider active recreation uses such as soccer and lacrosse fields that are relocated from the Community Center Campus*
2) *Consider solar development to support environmentally friendly power generation*
3) *Develop gateways into the district to reinforce the desired quality and character of the district*
4) *Develop a distinct district identity through the use of consistent signage, street graphics, lighting, and landscaping*
5) *Focus on developing trail connections along Royalton Road and the Chippewa Creek, while connecting into neighborhoods*
6) *Improve walkability by investing in streetscape improvements such as wide sidewalks, street trees, and amenities like benches, trash receptacles, bus shelters, and decorative elements*
7) *Take advantage of natural site features such as stream corridors and wetlands, and provide access to these features*

Potential Solar Development
Potential Mixed-Use Development on Private Land

Proposed All-Purpose Trails
Proposed Walking Paths *(solid)*

Do you support the vision for this Planning Concept Area? Why or why not?

YES

YES, WITH CHANGES (EXPLAIN)

NO

COMMENTS