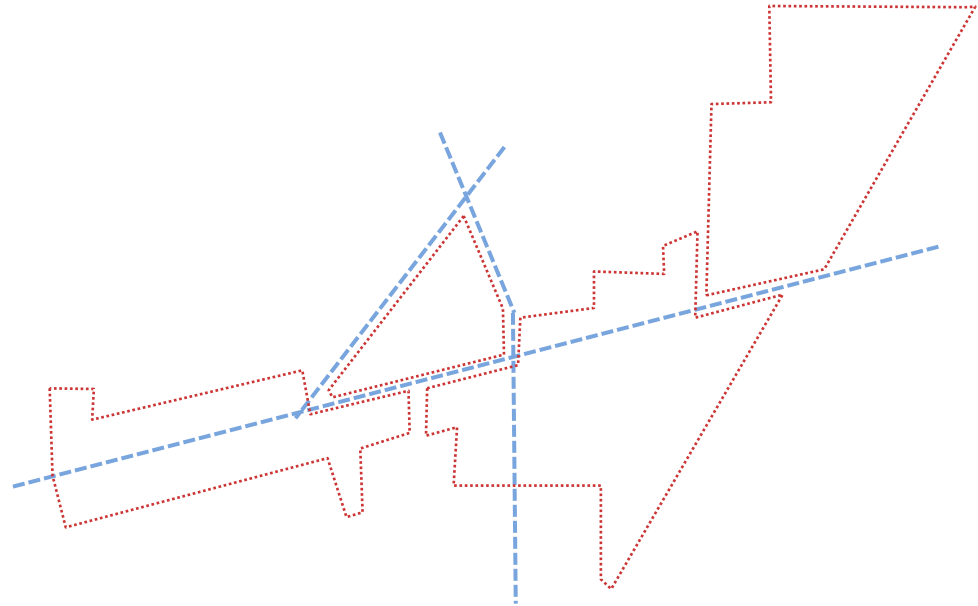


# WEST PARK / LORAIN AVENUE TRANSPORTATION & REDEVELOPMENT PLAN



*re-establishing a unified lorain avenue corridor*

# *West Park / Lorain Avenue Transportation and Redevelopment Plan*





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# THE STUDY PURPOSE

The Kamm's Corners / West Park Rapid Station Neighborhood Plan has been created as a means of setting a direction for future investment, recognizing that evolving development trends will provide the opportunity to re-imagine the Lorain Avenue corridor and build upon important neighborhood assets.

The plan was conceived to ensure that a defined guide for investment will outline strategies to envision a unified main street corridor for the Kamm's Corners neighborhood. The study outlined in the following report outlines a future for the neighborhood that will direct public investment, private redevelopment and multi-modal transportation initiatives along Lorain Avenue from West 160th Street to the RTA rail lines / Ward 19 boundary to the east.

At the eastern edge of the study area, the West Park Rapid Station represents an important asset for this

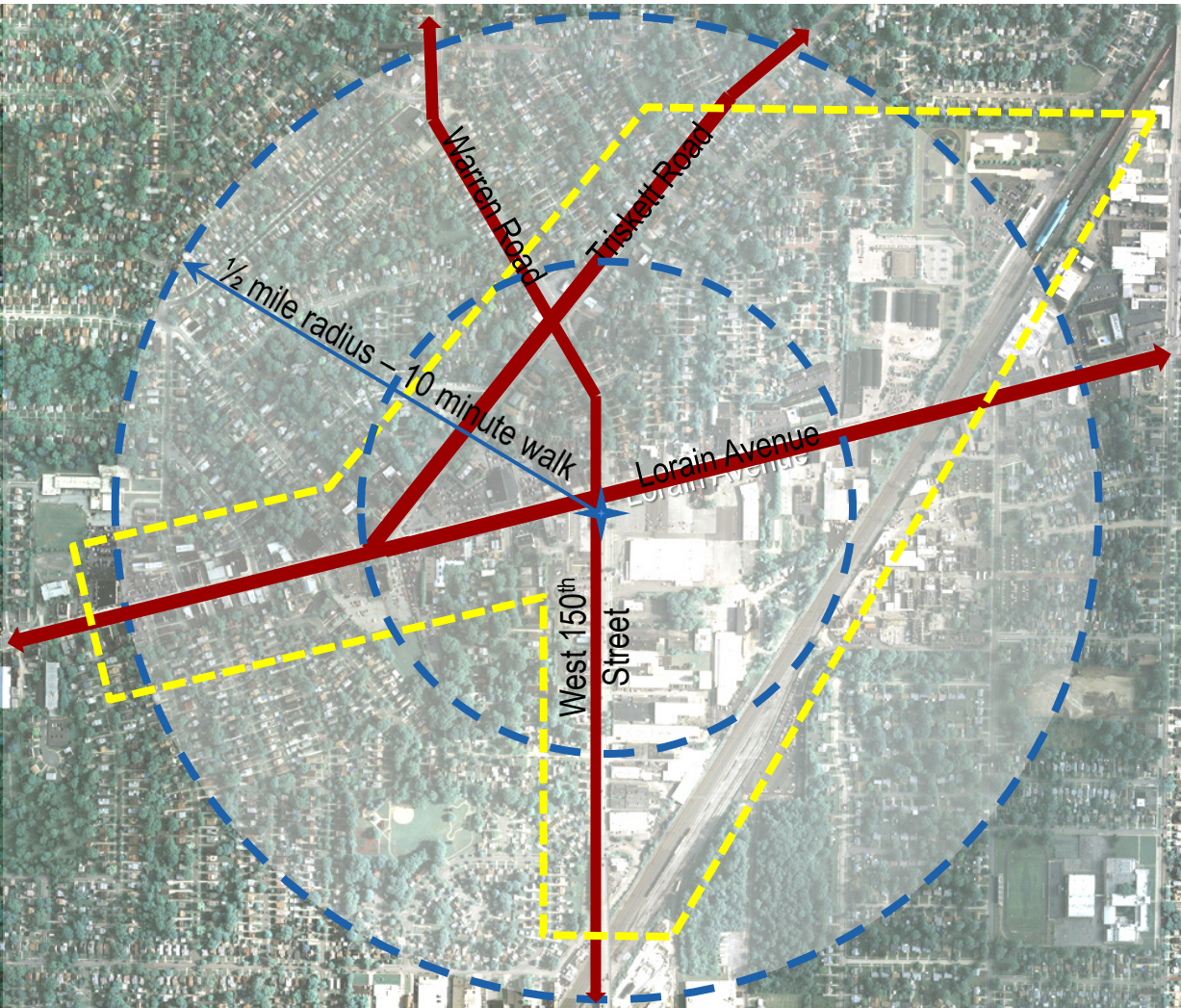
community, and a central focus from which planning considerations were made. The Station represents an activity node where multi-modal transportation aspects of the community can unite with development initiatives. As both the region and nation continue to evolve, it is predicted that rising fuel prices will spur resurgence in urban neighborhoods such as Kamm's Corners in which strong public transit creates linkages with major employment hubs. Properly planning the integration of public transit, land use patterns, civic amenities and the connections between them will allow Kamm's Corners to be a step ahead of other communities and help to sustain its vibrancy for both the short and long-term.

Building from this recognition that development trends impact a neighborhood's future, a proactive approach to identifying opportunities is being taken, as opposed to reacting to issues as they arise. This provides the community with the opportunity to shape

the future of Kamm's Corners, rather than have it defined for them. One such opportunity driving this study is represented by the large properties that have been developed as auto dealerships. Many of these have begun following national trends and are vacating their businesses in Kamm's Corners in favor of sites adjacent to highway interchanges and suburban commercial centers. This transportation and redevelopment plan provides the means of identifying opportunities for these and similar properties that will build on surrounding neighborhood assets in a way that best represents the values of the Kamm's Corners neighborhood.

## *Neighborhood Context*

- 245 acre study area
- 2,500 homes
- 75 businesses
- 3 major arterial roads
- 5 RTA bus lines
- Red Line Rapid Station



## Multi-Stage Design Process

The planning process used to develop this vision has followed a three-step process created by City Architecture that is utilized to identify a realistic strategy for investment. Both the process, and this report, follow a strategy that begins with the development of an **Understanding** of the existing neighborhood conditions, the **Rediscovery** of the neighborhood's assets as a means of evaluating alternatives, and **Envisioning** a plan that will move Kamm's Corners forward as a true neighborhood of choice within the City of Cleveland. Building from this, the report concludes with a fourth **Implementing** chapter that provides a road map for moving forward.



# TLCI PROCESS

The study has been funded through a Transportation for Livable Communities Initiative (TLCI) grant that has been established to prioritize transportation and economic development initiatives within core urban communities that play an important role in the region's growth and sustainability.

Kamm's Corners Development Corporation (KCDC) applied for and won this competitive planning grant for federal funding administered by the Northeast Ohio Areawide Coordinating Agency (NOACA). With the attainment of the TLCI grant, KCDC is proactively and strategically planning for the neighborhood's future.

Through the TLCI program, NOACA is able to support planning efforts that promote an enhanced quality of life in urban neighborhoods that pair transportation and economic development initiatives. Partnering with the City of Cleveland, KCDC enlisted the services of City Architecture to envision this plan.

## TLCI Goals

- Enhance the **economic viability** of existing communities within the region
- Enhance the region's **quality of life**
- Enhance a community's **identity**
- Foster **compact land use** development/redevelopment
- Facilitate accessibility by **improving the range of transportation choices** by adding or improving pedestrian, transit or bicycle facilities
- Reduce **air and water pollution** through best management practices
- Encourage **fuel and energy conservation**
- Promote a **healthier community** through planning and environmental linkages from an integrated transportation perspective
- Preserve and **enhance open space**, farmland and forests
- Assist the **redevelopment of urban core communities**
- Result in projects that can **compete at the regional level for capital funds** through NOACA's regional transportation investment process
- Enhance the **historic, scenic and environmental elements** of the transportation system
- Improve the **safety and efficiency** of the existing transportation system



# COMMUNITY ENGAGEMENT

In order to ensure that a plan was developed that best meets the needs of all those involved, an interactive community process was held that consisted of neighborhood developers, residents, business owners and community leaders.

Through continuous interaction, the future that has been envisioned for the neighborhood has grown from a grassroots effort into a plan that meets the needs of all those involved today and can adapt to meet changing demands through time.

A Steering Committee was created to form a core group of stakeholders, neighborhood advocates and City representatives. This committee was charged with providing insight into the neighborhood's history, the people that live here, business trends and to evaluate alternatives for improvements.

In addition, the greater community was invited to guide the recommendations within this plan at strategic points where

feedback was required and decisions were made that directly affect the neighborhood's future. Interspersed with these formal meetings, numerous sessions were held with property owners to discuss future plans and better understand development trends. were made that directly affect the neighborhood's future.



The creation of the West Park Rapid Station Neighborhood Plan has been heavily influenced by many community stakeholders. The following individuals have had a significant impact in the creation of redevelopment and infrastructure initiatives:

## **Kamm's Corners Development Corporation**

- Steve Lorenz – Executive Director
- Chris Frohring – Real Estate Planner

## **Northeast Ohio Areawide Coordinating Agency**

- Michelle Johnson – TLCI Project Manager

## **City of Cleveland**

- Councilman Martin Keane – Ward 19
- Erin McIntyre – Ward 19
- Scott Frantz – City Planning Commission
- Michael Bosak – Neighborhood Planner
- Andy Cross – Traffic Engineering

## **Greater Cleveland Regional Transit Authority**

- Maribeth Feke – Director of Programming and Planning

## **NRP Group**

- Aaron Pechota – VP Development

## **Fairview Hospital**

- Paul Slebodnik – Vice President

## **Greater Cleveland YMCA**

- Glen Haley – Executive Director

## **Ohio Pipe**

- Jim Irwin – President

## **Developers Diversified Realty**

- Rob McGovern – Leasing Director

## **City Architecture**

- Paul Volpe – President
- Matt Schmidt – Urban Designer
- Sukant Bhatnagar – Urban Designer

# Understanding



*the kamm's corners community*



# COMMUNITY TRENDS

Developing an understanding of the physical and social conditions of the Lorain Avenue corridor and West Park neighborhood is essential to being able to define assets, acknowledge problems that must be addressed and recognize the target market for redevelopment.

Responsible planning efforts must acquire this background knowledge in order to plan strategically for the economic realities of a community. This stage of the process allows the physical and social trends that are evolving in the neighborhood to be uncovered, evaluated and appropriate responses generated in the rediscovering phase.

On the following pages, an analysis of the physical and social conditions of the neighborhood are outlined.



New streetscape in Downtown Kamm's



Utility work has resulted in new sidewalks along Lorain Ave

Vacant car dealership within the study area



Property owners taking advantage of the storefront program



Recent and ongoing initiatives help to define the redevelopment market in a neighborhood, and the social demographic that initiatives should be designed to support.

# REGIONAL CONNECTIONS

The Kamm's Corners Neighborhood surrounding the West Park Rapid Station is in a prime location within the City of Cleveland, with strong connections to the greater region and City via public transit, interstate highways, local corridors and park systems.

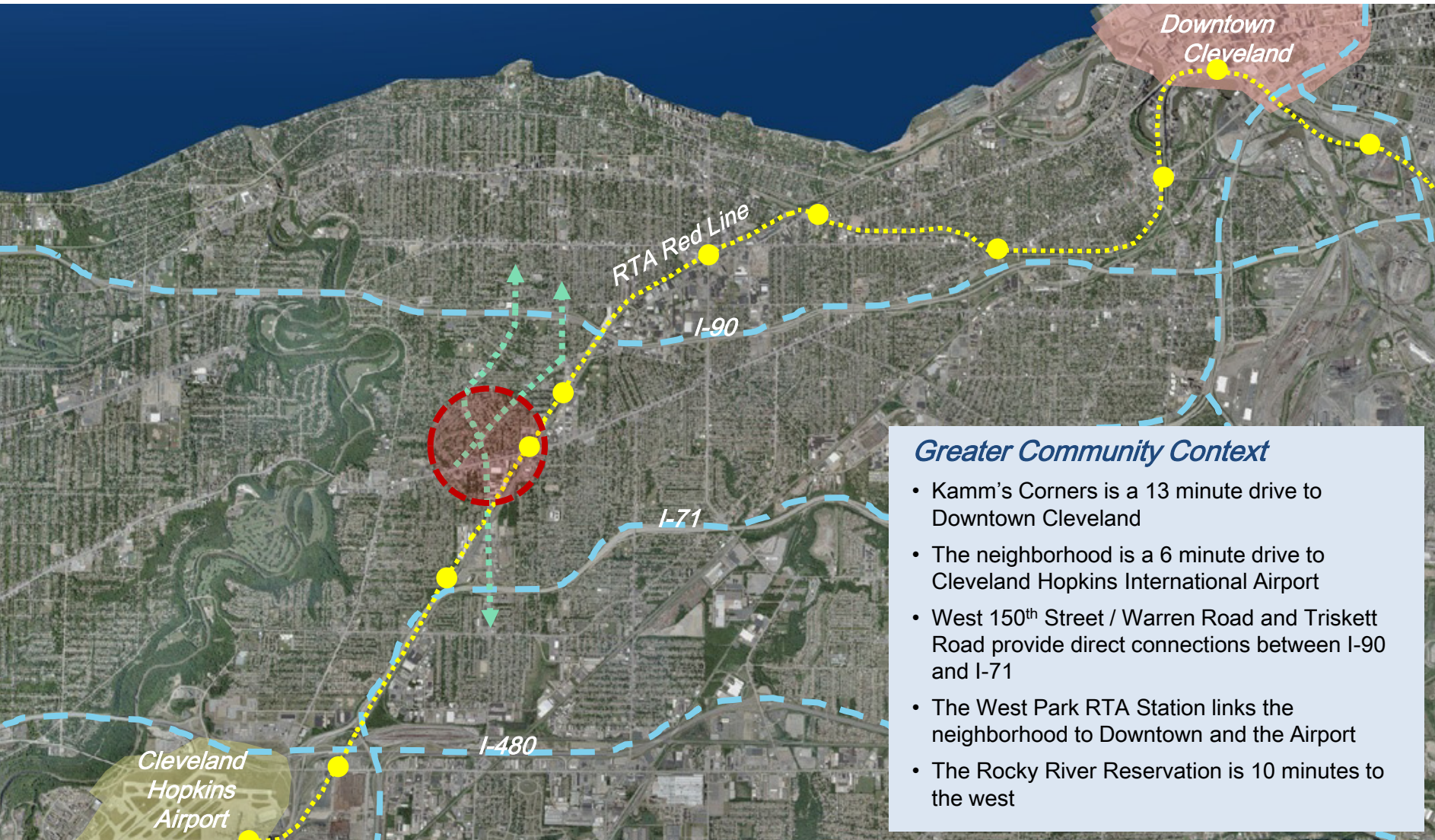
The physical location, as defined by multiple transportation systems coming together within Kamm's Corners, has been one of the neighborhood's main impetuses for growth. The Interstate 71 and 90 corridors that have been built immediately to the south and north of the neighborhood have resulted in Kamm's Corners being considered a desirable and well-connected community. These have further highlighted the area's proximity to the City's main employment centers, Cleveland Hopkins International Airport and the west side's primary Metropark at the Rocky River Reservation.

Both Lorain Avenue and West 150<sup>th</sup> Street are major connecting routes within the City of Cleveland, with Lorain having a long-standing history as an east-west arterial between Downtown and west side neighborhoods. Additionally, West 150<sup>th</sup> Street provides one of the only direct connections between the two interstates. The intersection of these two important streets, at the center of the study area, has created a hub of activity and is the busiest intersection within the Kamm's Corners neighborhood.

However, an additional layer of connections to the greater region that pass through the center of the neighborhood have also heavily influenced the study area. Kamm's Corners is one of the best connected neighborhoods within the City from a public transit standpoint. Numerous bus lanes run along Lorain Avenue and West 150<sup>th</sup> Street, and multiple Red Line Rapid Transit train stops connect to its residential and commercial districts.









# LAND USE PATTERNS

A wide variety of building typologies, land uses and site orientations ranging from pedestrian-oriented mixed-use buildings to auto-oriented shopping centers and car dealerships has resulted in a disconnected aesthetic between the eastern and western end of the Lorain Avenue corridor.

Diverse development trends representing changing values throughout the past eighty years are represented within the study area. At the western end, a group of mixed-use storefront buildings and community institutions between Triskett Road and West 160<sup>th</sup> Street define Lorain Avenue. However, as one travels east towards the Rapid station, development trends have been more responsive to the busy vehicular traffic surrounding the intersection with West 150<sup>th</sup> Street.

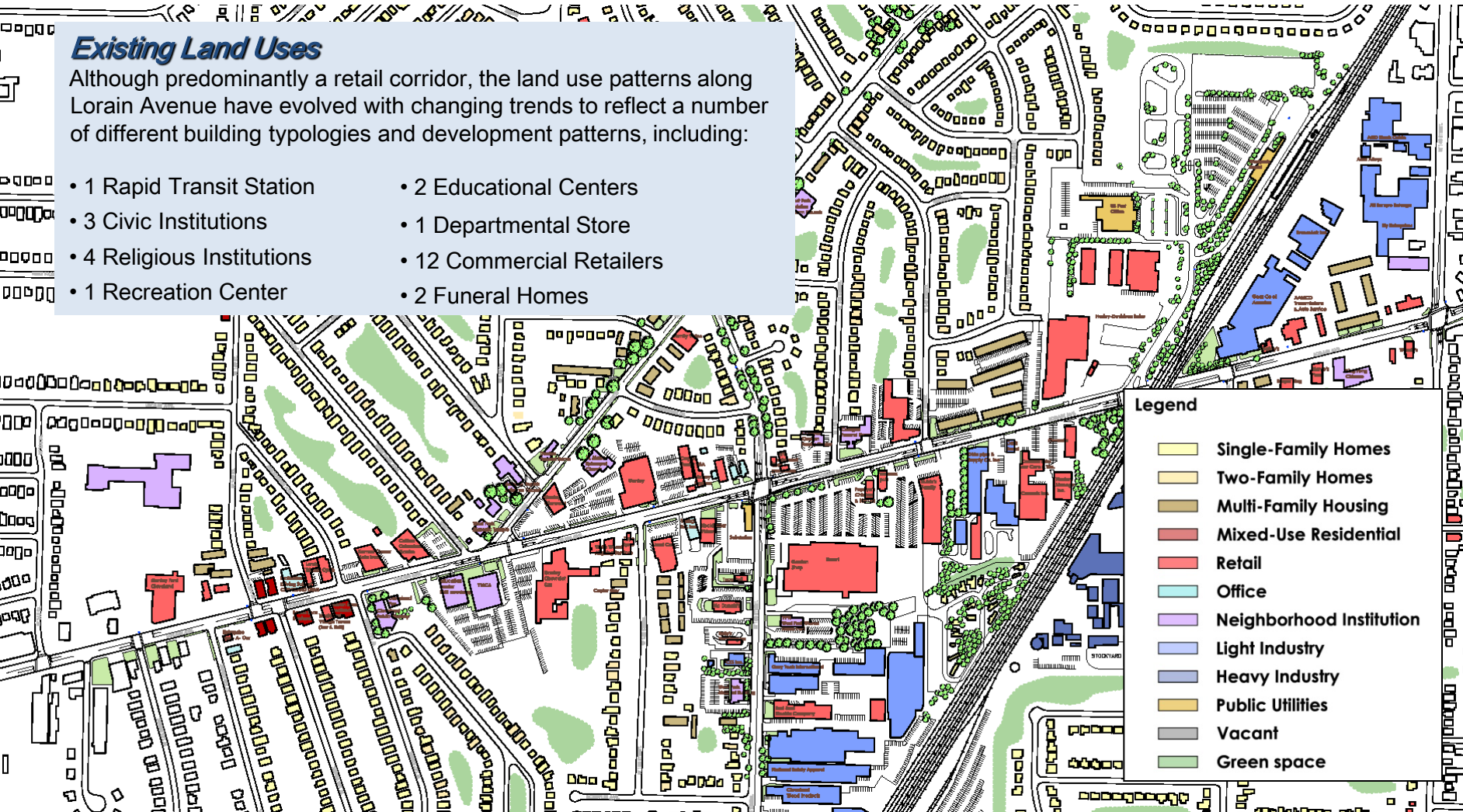


As Lorain Avenue has evolved, a wide array of land use configurations has emerged along the corridor.

## Existing Land Uses

Although predominantly a retail corridor, the land use patterns along Lorain Avenue have evolved with changing trends to reflect a number of different building typologies and development patterns, including:

- 1 Rapid Transit Station
- 3 Civic Institutions
- 4 Religious Institutions
- 1 Recreation Center
- 2 Educational Centers
- 1 Departmental Store
- 12 Commercial Retailers
- 2 Funeral Homes





The strong public transit connections have historically made Lorain Avenue a commercial corridor that serves the residential communities to the north and south. As the long commercial corridors that define Cleveland's east-west main streets have consolidated retail investment into defined neighborhood centers, multi-family residential buildings and civic / community institutions have been interspersed with the retailers. Within the study area, the rail lines and I-71 connection has also resulted in a light industrial / business node defining much of the eastern end of Lorain Avenue and West 150<sup>th</sup> Street. Although the majority of the businesses and retailers within the study area are successful, there are some buildings and uses that inevitably no longer serve a viable function.

In many cases, relatively large parcels of land have been consolidated for development, unique to Lorain Avenue within the City of Cleveland. Examples of these include the Kmart plaza, GCRTA land surrounding the West Park Rapid Station and numerous car dealership properties. However, as car dealerships have begun to move there is a growing vacancy along the corridor, the presence of which is further amplified by the size of the properties. This study has been conceived to address the vacancies that have arisen, and to determine future possibilities for other properties in the long-term that will bring cohesion back to this commercial district.



Along this mile long corridor, the land uses and building typologies change the way in which properties address the street. Some create a defined street edge with buildings or landscaping, while others do not relate directly with Lorain Avenue.

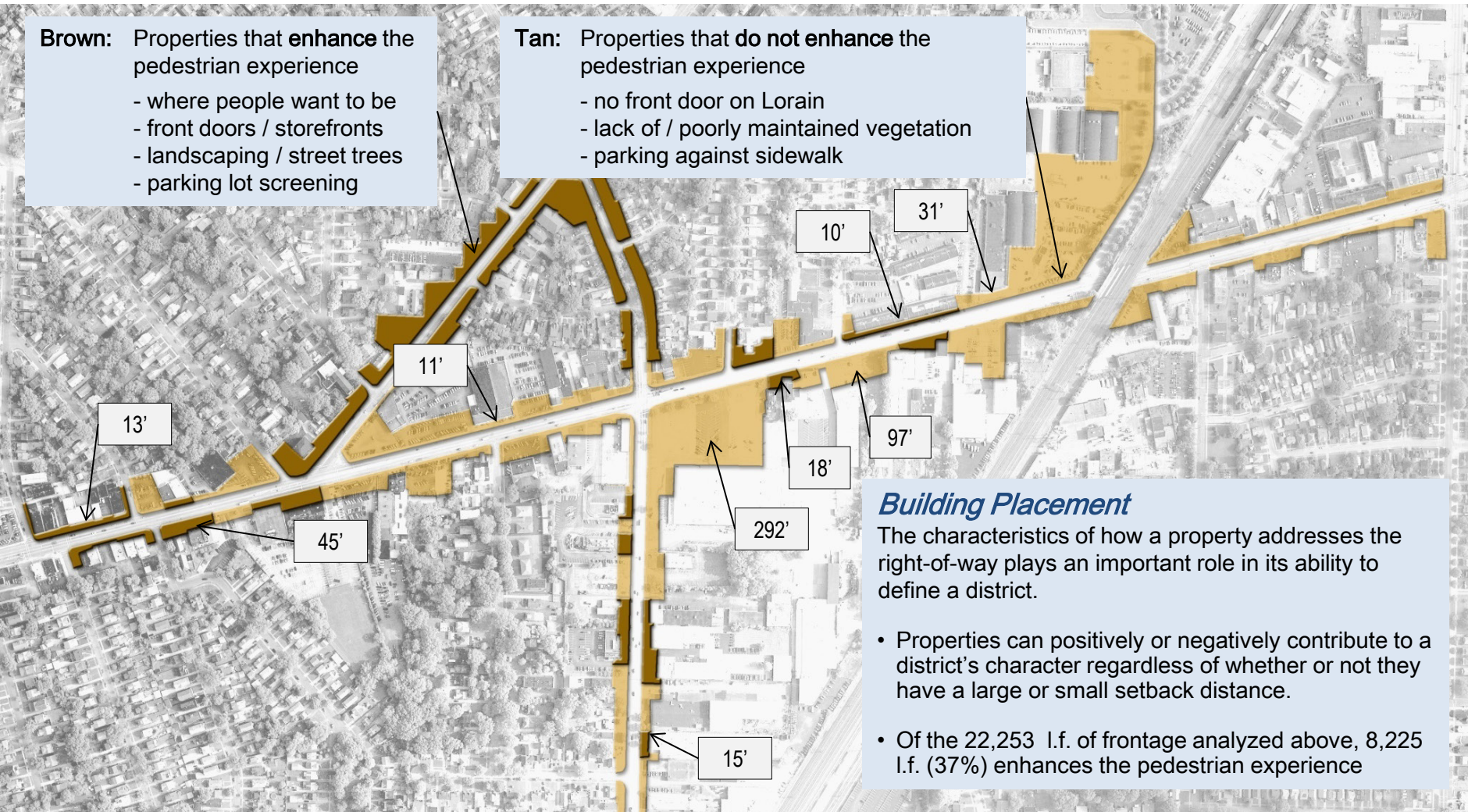


**Brown:** Properties that **enhance** the pedestrian experience

- where people want to be
- front doors / storefronts
- landscaping / street trees
- parking lot screening

**Tan:** Properties that **do not enhance** the pedestrian experience

- no front door on Lorain
- lack of / poorly maintained vegetation
- parking against sidewalk



### ***Building Placement***

The characteristics of how a property addresses the right-of-way plays an important role in its ability to define a district.

- Properties can positively or negatively contribute to a district's character regardless of whether or not they have a large or small setback distance.
- Of the 22,253 l.f. of frontage analyzed above, 8,225 l.f. (37%) enhances the pedestrian experience

# PUBLIC TRANSIT CONNECTIONS

The Lorain Avenue corridor has historically held a reputation as a prominent public transportation route within the RTA system, further strengthened by the West Park Red Line Rapid Station and its associated bus transfer center.

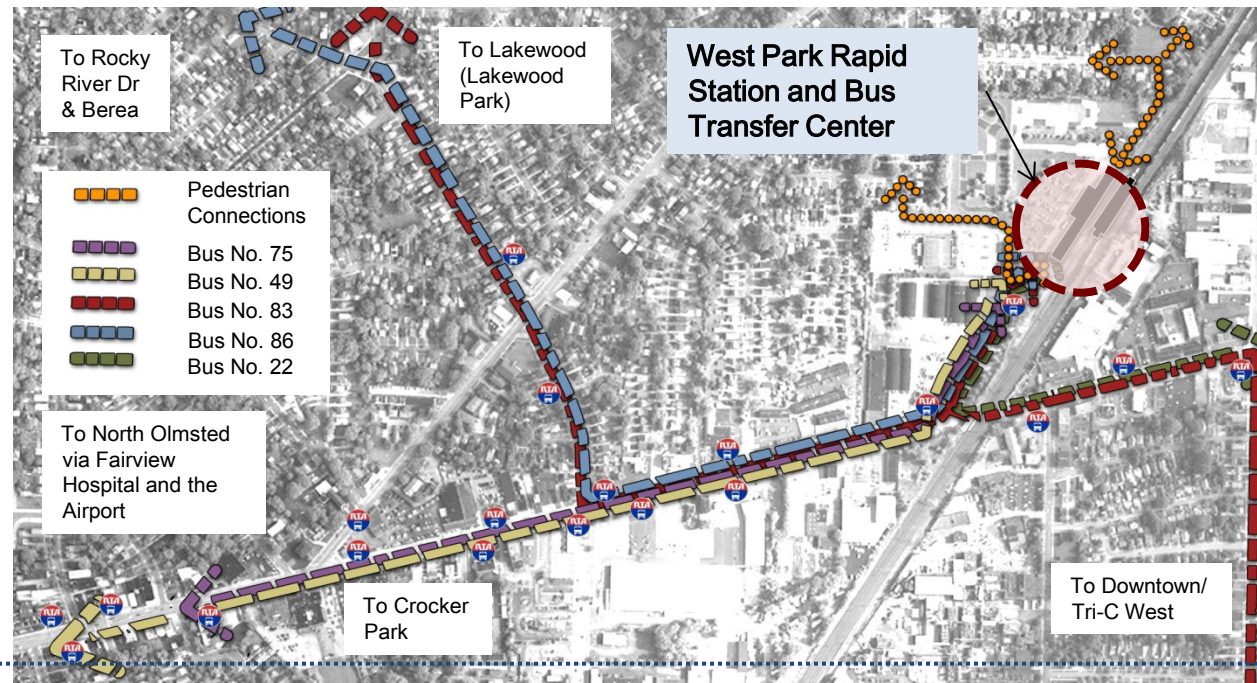
The West Park Red Line Rapid stop is one of system's top five busiest, and recent changes to the overall transit system has rerouted the five neighborhood bus lines through the station property to create a regional transfer hub. One of the largest areas of consolidated property ownership within the neighborhood is the area surrounding the Rapid Station, and provides the opportunity to create a direct connection to the neighborhood's main street.

However, despite the significance of this neighborhood amenity, the West Park Rapid stop remains relatively isolated from the remainder of the neighborhood. It is used today primarily as a park-and-ride

station and by children going to and from nearby schools. Through the community process, it was learned that few residents choose to walk to and from the station, but instead drive to other stations that feel better connected with their surroundings. Pedestrian access in and out of the site is limited, with a greater importance given through its design to the automobile and bus traffic. The large expanses of open land surrounding the station, and its poor pedestrian connections, has resulted in

many users having the conception that the area is unsafe despite crime statistics that prove otherwise.

Along the bus routes themselves, stops are located within relatively short intervals of one another and often correlate with neighborhood assets such as the Library, schools, and primary retail businesses, as well as at key intersections such as Triskett Road and West 150<sup>th</sup> Street.





# THE TRANSPORTATION CORRIDOR

The configuration of the right-of-way is dominated by the width of the roadway, resulting in narrow sidewalks with few amenities to enhance the experience for pedestrians, cyclists or public transit riders.

Within the 80' wide right-of-way that comprises Lorain Avenue, the street experience changes from one end of the study area to the next. A consistent fifty-three foot wide roadway made up of two

driving lanes and an on-street parking lane in each direction provides the basis for the transportation experience. Sidewalks on either side of the street are approximately thirteen to fourteen feet in width depending on the location.

Although this is not a particularly narrow sidewalk width, a number of factors come together to result in a inconsistent and sometimes unpleasant pedestrian

experience. The consistently changing setback of buildings, frontage conditions and parking lots, combined with the lack of landscaping and amenities along the sidewalks, do not create the feeling of place for pedestrians. The lack of a defined space is further augmented by the fact that there is little to no division between the sidewalk and the roadway. The width of Lorain Avenue overpowers the experience for pedestrians and cyclists.



# DEMOGRAPHIC TRENDS

Data from the 1990, 2000 and 2010 Census has shown that the West Park community – Ward 19 – has retained a very stable population, with an increasingly diverse number of families as compared to other Cleveland neighborhoods.

The Kamm's Corners neighborhood has consistently been considered one of the strongest family-oriented neighborhoods within the City of Cleveland. Families have been drawn to the area due to its combination of urban and suburban amenities, and its strong connections to the surrounding region.

Recent trends have shown that despite an overall loss of population within the City of Cleveland, Ward 19 has retained the majority of its population between the 1990 and 2010 census counts. However, the make-up of the population is changing, as an increase in African American, Latino, Asian and other minority / immigrant populations is occurring.

The 2010 census data shows an increase in housing units within the neighborhood. However, it is not believed that a significant number of new or renovated units have been created over the past decade. It can therefore be concluded that a greater number of responses to the census survey have been completed. This signifies an increase in the stability of the neighborhood, and the feeling that residents and families consider themselves a part of Kamm's Corners want to be counted.



## *Community Demographic Trends (Based on 1990 and 2000 U.S. Census information)*

- 6% drop in population (21,372 residents)
  - 475% growth in Latino population (839 residents)
- 25% of residents are 35 to 49 years old
  - 70% are below the age of 49
- 55.8% of households are families
  - 25% have children under 18
- 68% of homes are owner occupied

## *Community Demographic Trends (Based on 2000 and 2010 U.S. Census information)*

- 5% INCREASE in population to 22,369 residents
- -11% decrease in children under 18
- 10% increase in adults 18 and over
- 10.2% increase in housing units to 11,086
  - 6% increase in occupied units (10,216)

# COMMUNITY CONSIDERATIONS FOR PLANNING

Through the community process, considerations to guide redevelopment plans and transportation system enhancements were determined that call for creating a sustainable , well-connected neighborhood.

As the existing conditions of the neighborhood were discussed with stakeholders and at a community meeting, issues that must be addressed through the plan and opportunities for investment were uncovered. The conversations that arose through these meetings as a result of understanding the implications of the existing neighborhood conditions has led to the identification of principles to guide the creation of transportation and redevelopment initiatives.

The planning principles to the right represent the values of the Kamm's Corners neighborhood that were deemed important to guide the future phases of this plan:

**Identify redevelopment opportunities surrounding the West Park Rapid Station to fully take advantage of this neighborhood asset.**

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**Envision potential redevelopment / reuse opportunities for vacant properties.**

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**Determine preferred land uses for key properties, should existing businesses close or move in the future.**

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**Improve bus stops and their relationship with the Rapid Station and neighborhood amenities.**

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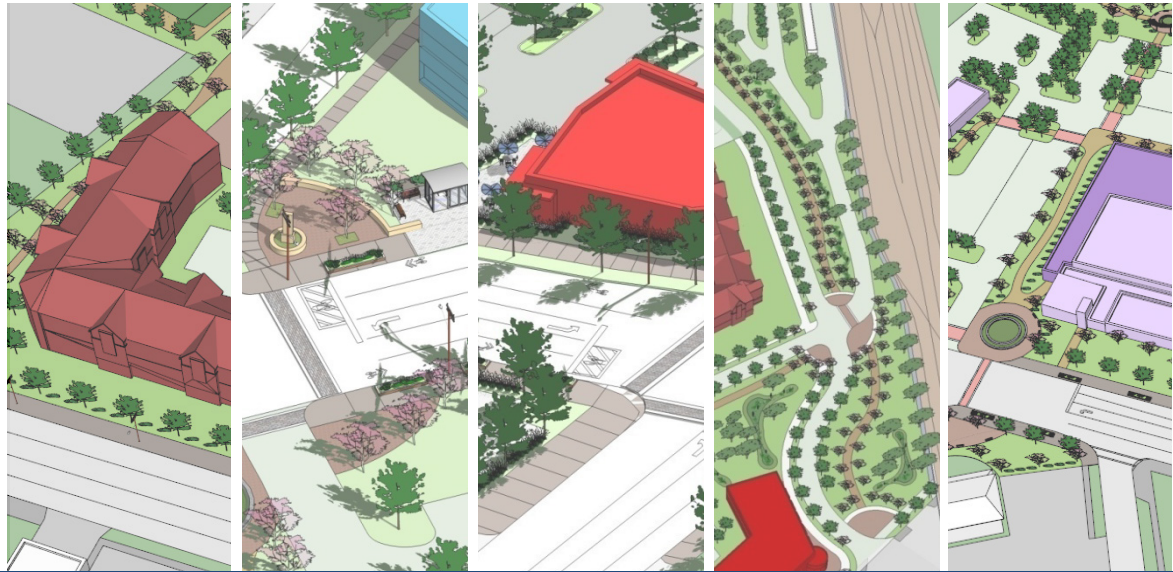
**Enhance pedestrian connections directly to the station from Lorain Avenue and the surrounding residential blocks.**

---

**Create streetscape recommendations to unify the district and reflect the character of the neighborhood.**



# Rediscovering



*opportunities to build character*



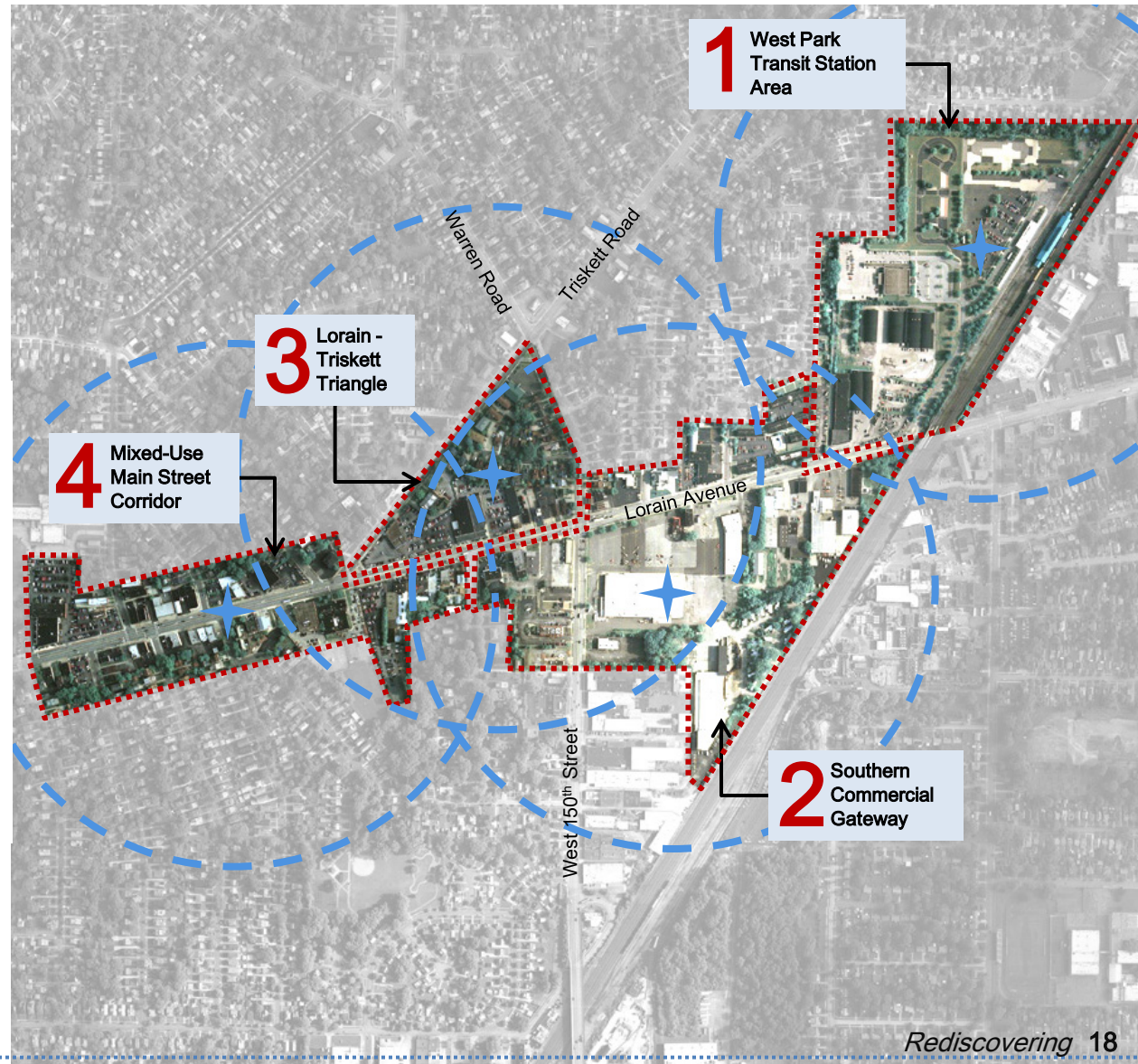
# NEIGHBORHOOD REDEVELOPMENT DISTRICTS

As a means of better identifying the specific issues and opportunities to be addressed with the plan, the study area was split into four distinct areas for analysis based on their unique characteristics, development patterns, architectural style and relationship to public transit facilities as uncovered in the Understanding phase.

## *Neighborhood Districts*

The redevelopment districts shown on the map to the right were identified based on their development and land use characteristics, and presented to the community and stakeholders as a means of gathering opinions about the future of the neighborhood.

- Each of the four districts overlap one another, influencing planning decisions regarding each.
- A ½ mile diameter circle, representing a 5 minute walk, is shown surrounding each district.
- Although the perception may be that this is a much larger area, it is actually a very compact and walkable neighborhood.



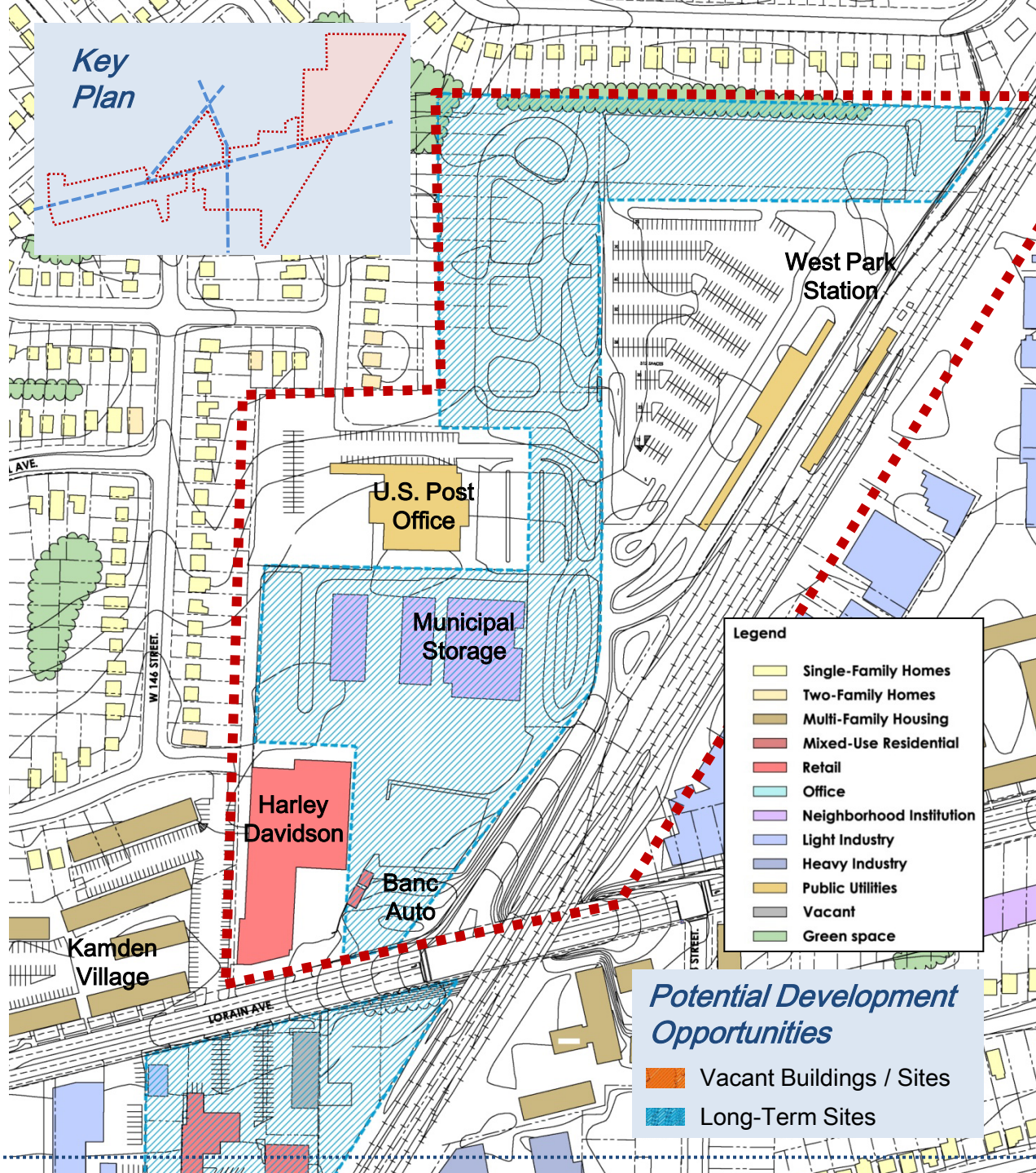


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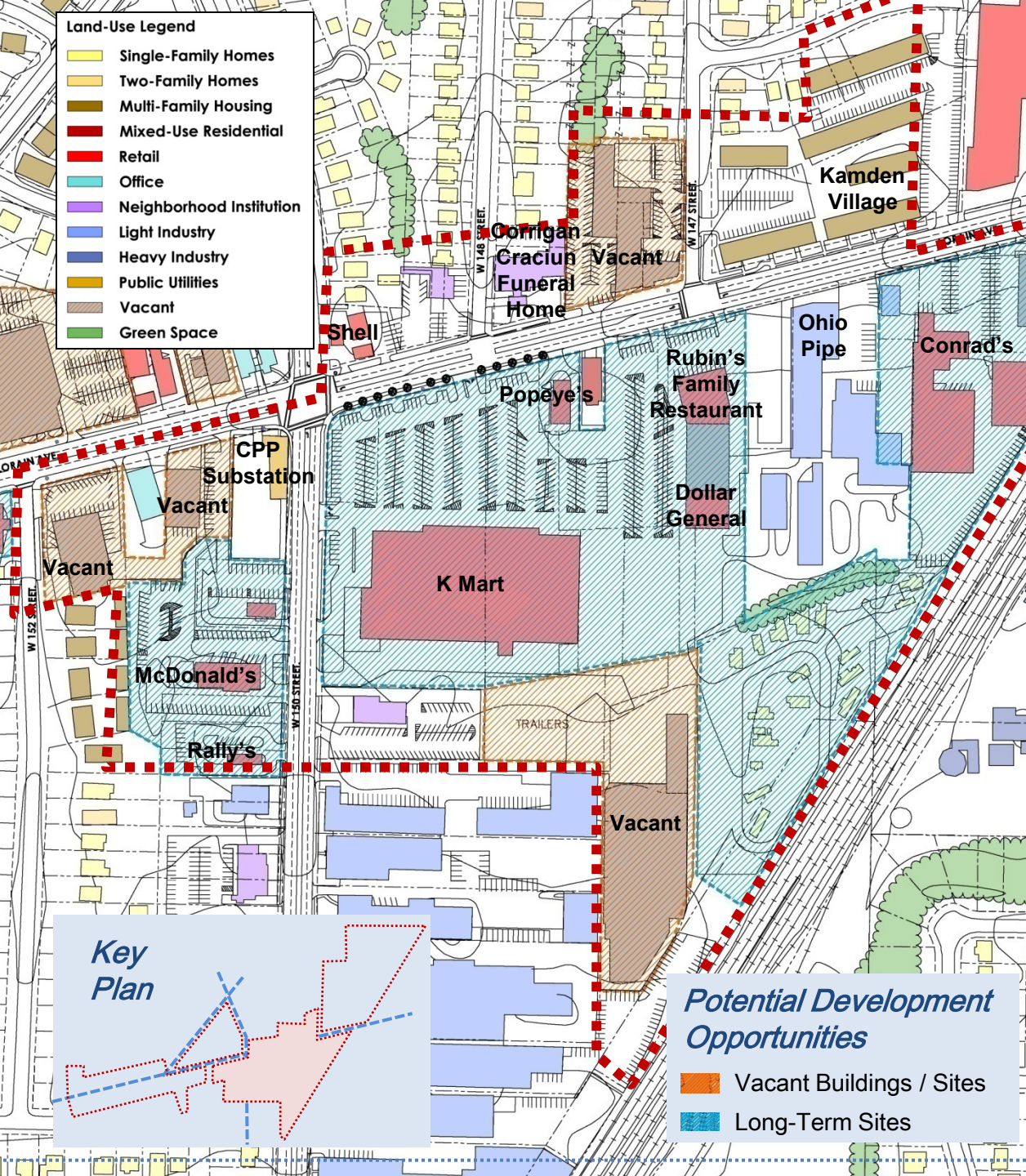
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## Community Comments

- ## Community Comments







**2 Southern Commercial Gateway**  
 The Southern Commercial Gateway, characterized by the transition from the I-71 / industrial corridor to the south and the strong residential neighborhoods to the east and west of 150<sup>th</sup> Street, is for many the first impression of Kamm's Corners and the City of Cleveland but does not present a sense of the values of the community it serves.

### *Community Comments*

- Lorain Avenue and West 150<sup>th</sup> are Kamm's Corners' main streets, but the intersection with the least pedestrian activity.
- Overall, the Kmart property is not attractive or well maintained.
- There are too many repetitive businesses within the area, and all are built for the car.
- Streetscape improvements at the Lorain / West 150<sup>th</sup> intersection must create an entrance into Kamm's Corners that represents it's people and neighborhoods.
- West 150<sup>th</sup> and Lorain is a very unsafe intersection for pedestrians

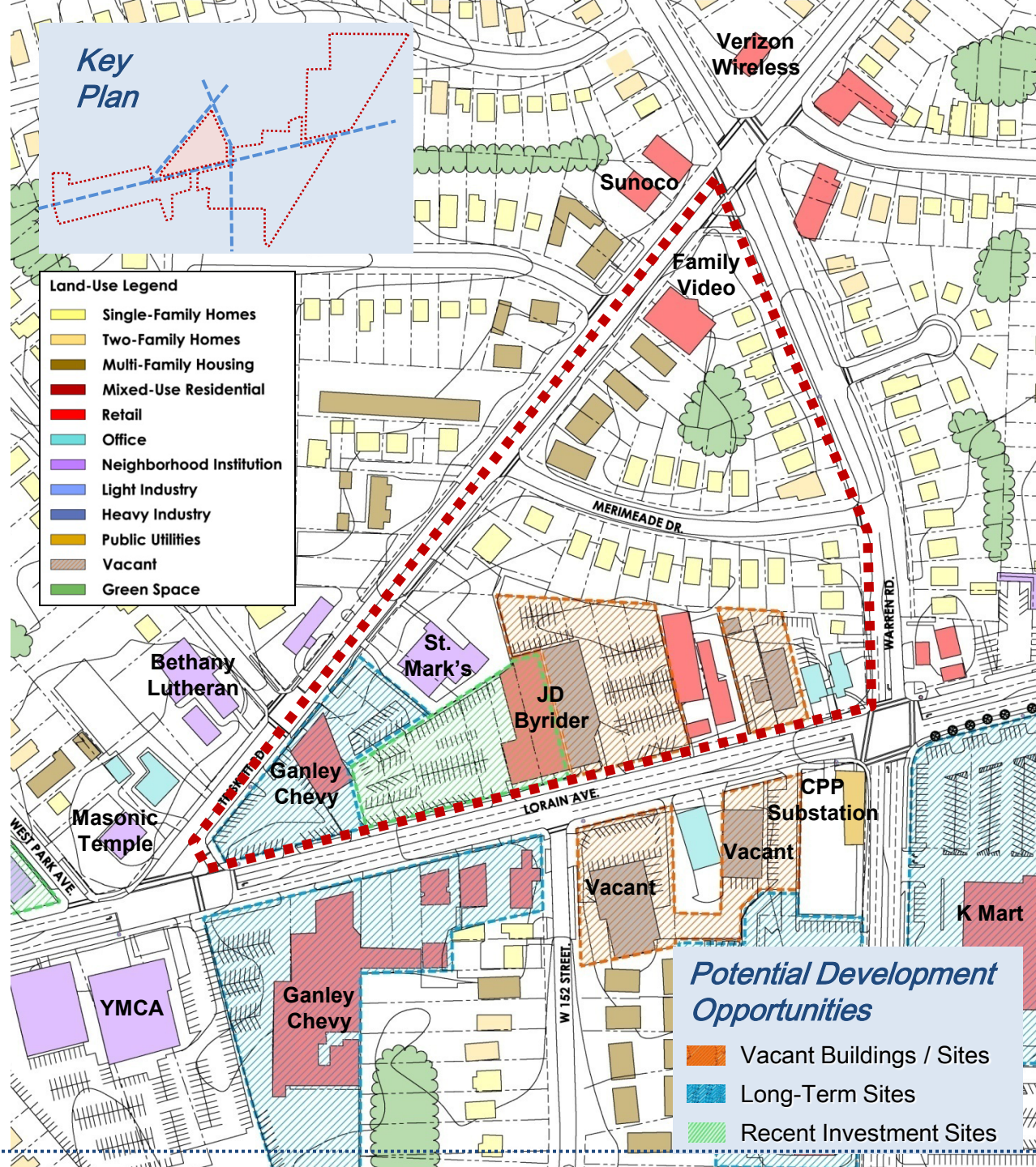


### 3 Lorain-Triskett Triangle

The block constituting the Lorain-Triskett Triangle is characterized by a distinct split in land uses from the north to the south, with an increasing number of vacancies and car dealerships eroding the pedestrian nature of Lorain Avenue

#### Community Comments

- The car dealerships could either represent a redevelopment opportunity, or a chance to consolidate dealerships into a larger campus.
- The north and south ends of the district do not relate to one another.
- The Lorain Avenue / Triskett Road intersection feels like a divide between the east and west end of the district.
- This is a very unsafe intersection for pedestrians, the angles of the streets promote speeding traffic.
- Redevelopment opportunities could tie into the civic amenities to the west.









# DEVELOPMENT SITE DETERMINATION

As a result of the neighborhood analysis, feedback from the community meeting, Steering Committee comments and conversations with individual stakeholders four sites were identified that have the greatest potential for realizable redevelopment initiatives that will both redefine the nature of the neighborhood and unite multi-modal transportation enhancements along the Lorain Avenue corridor.

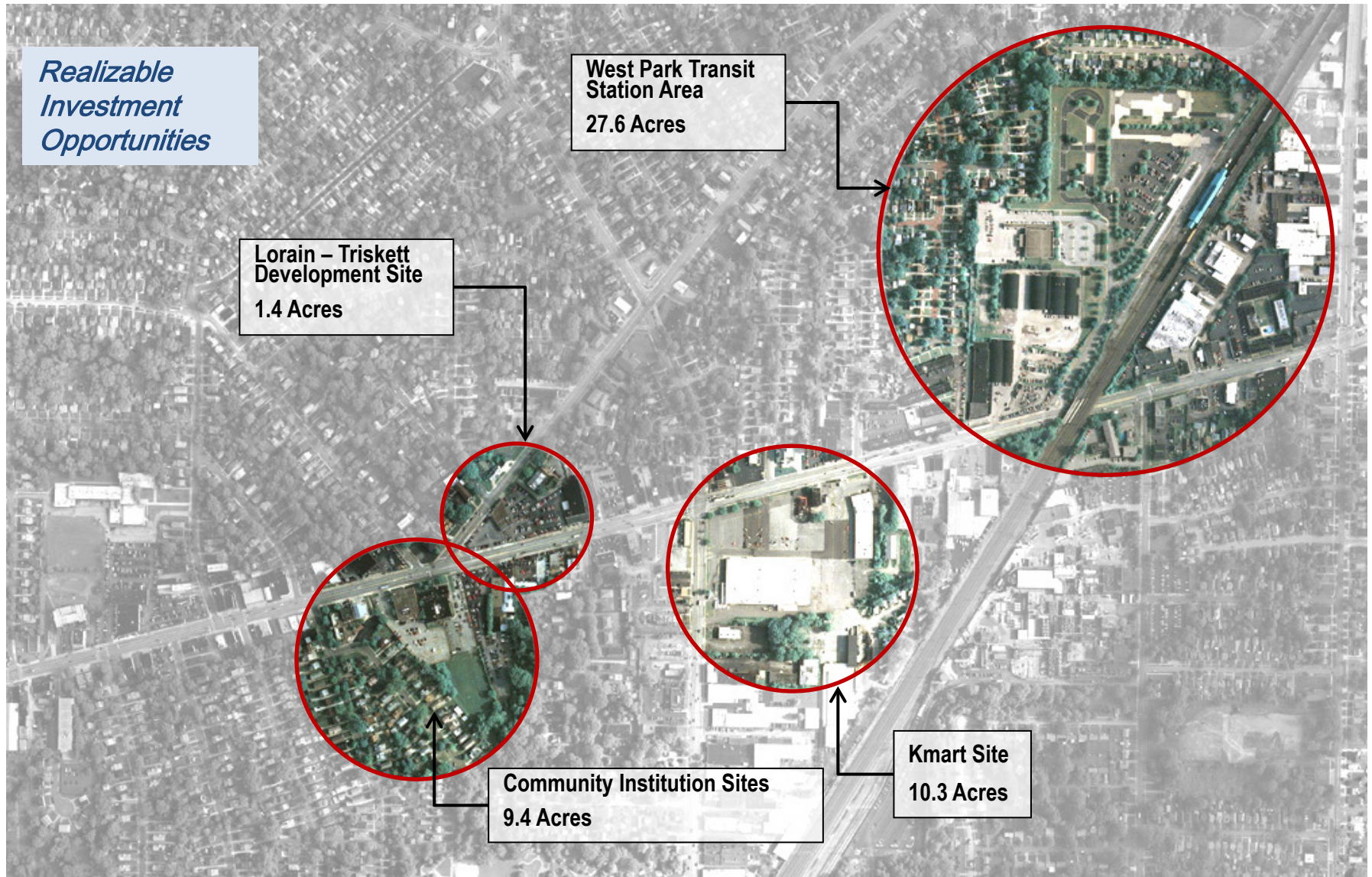
Each of the four sites discussed on the following pages were chosen due to their ability to become a catalyst for surrounding redevelopment and reinvestment. They were chosen based on such factors as vacancy, underutilized land, strong connections to community assets or property control.

As seen on the accompanying map, the sites create activity nodes at regular intervals along Lorain Avenue. Each site represents the ability to capitalize on a

different aspect of what makes the Kamm's Corners neighborhood special. In some circumstances residential development may become the focus on the proposals, while in some the transit system plays a significant role in defining investment, and in others it is commercial activity, civic amenities or public gathering spaces.









# WEST PARK TRANSIT STATION SITES

Redevelopment and transportation network enhancements for the **West Park Rapid Transit Station Sites** addressed the following points through the creation of alternatives that rediscovered the land's potential to better integrate with the surrounding neighborhoods:

## *Development Considerations*

- Land adjacent to the existing station, owned by RTA, is the most readily available.
- Redevelopment of the Lorain Avenue frontage will be necessary to change the perception of land to the north.
- Despite lack of site control, the Harley Davidson dealership and Post Office properties should be integrated into the overall redevelopment strategy.
- A phased redevelopment plan will be necessary to accommodate current ownership patterns.

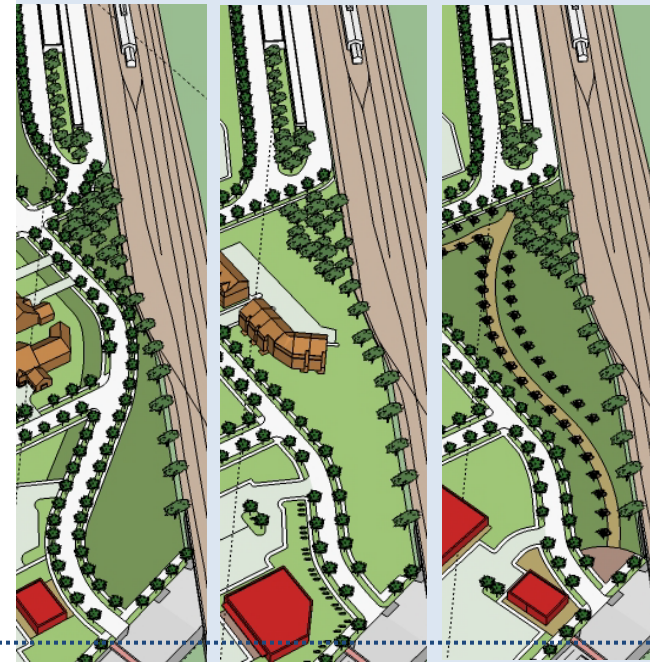
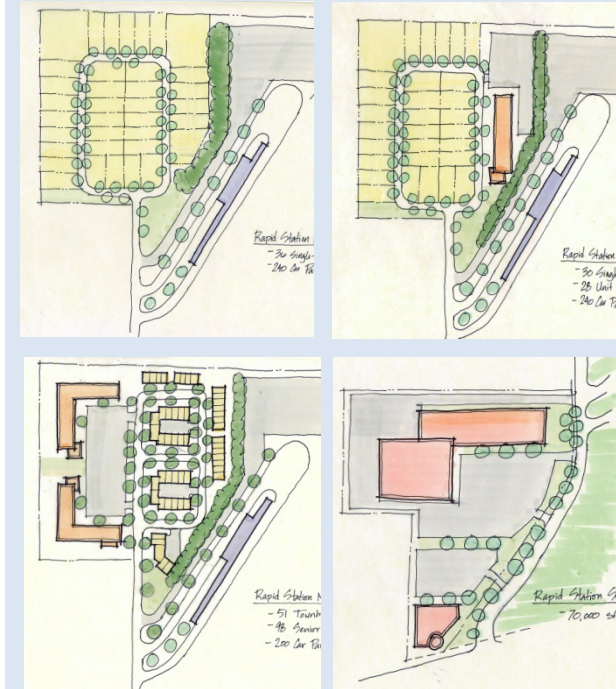
## *Transportation Considerations*

- Pedestrian and bicycle connections between the station and Lorain Avenue must be improved.
- Signage and branding for the West Park Rapid Station should be integrated into new public spaces.
- Access to the station for both automobiles and busses should be separated from residential streets.

- The RTA parking lot can be reconfigured to create more viable redevelopment sites.
- Linkages between the surrounding residential neighborhoods and the site are desired.

## *Land Use Considerations*

- The size of the site makes a mixture of land uses possible.
- New housing targeting demographic groups that may leave the community in favor of newer homes should be studied.
- There is an increasing need for senior apartments within Kamm's Corners, and the proximity to public transportation make this site an attractive opportunity.
- Higher density, single-family residential products may also be considered to attract the empty-nester or the young professional demographic.
- Commercial amenities that relate to the day-to-day needs of transit riders should be considered.
- Dedicated public green spaces should be identified, including bioretention cells to manage stormwater run-off from paved surfaces.



# KMART COMMERCIAL SITE

Alternatives considered for enhancing the **Kmart Site** as the center of the commercial district and focal point of the neighborhood prioritized the following considerations:

## *Development Considerations*

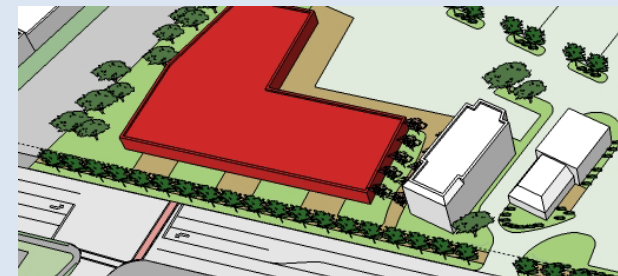
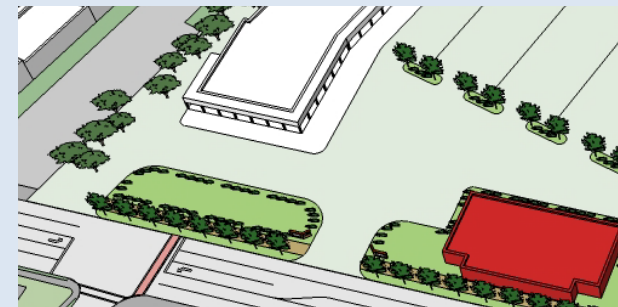
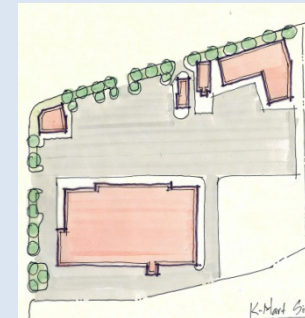
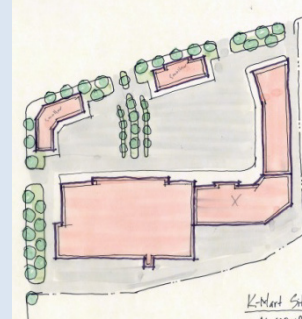
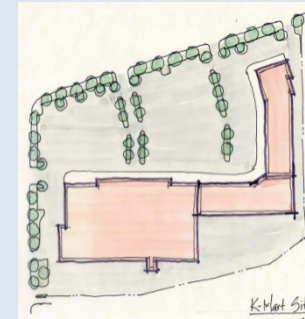
- The Kmart, or a similar big-box commercial tenant, is likely to remain at this location.
- The Lorain Avenue / West 150<sup>th</sup> intersection is one of the most desirable retail destinations in the neighborhood.
- The plaza with the Rubin's Family Restaurant and Dollar General is not a strong retail location and has poor commercial visibility.

## *Transportation Considerations*

- The green space between the sidewalk and parking lot should be increased to enhance the pedestrian experience and create a neighborhood gateway.
- RTA bus stops at Lorain and 150<sup>th</sup> are heavily used and should be improved to better accommodate passengers.
- The Kmart parking lot can be enhanced through additional green space / landscaping to better tie the store with the Lorain Avenue main street corridor.

## *Land Use Considerations*

- Facade improvements to the Kmart building should be considered to enhance the store's image within the neighborhood.
- Given the high traffic volumes at the Lorain / 150<sup>th</sup> intersection, the corner would be a desirable site for a retail outparcel.
- Should an existing tenant from the plaza leave, it will be difficult to lease the space to a new high-quality tenant.
- A new retail building could be considered to replace the plaza that will address the street, and provide spaces better suited for retailers' needs.





# LORAIN-TRISKETT DEVELOPMENT SITE

When considering redevelopment alternatives for the site at the tip of the **Lorain-Triskett Triangle**, a number of different land use considerations were taken into account due to the high visibility of the site and its relationship to surrounding development, including:

## *Development Considerations*

- The vacant former Ganley Chrysler dealership on the site has been leased to the national auto retailer J.D. Byrider.
- It is believed that in time the Ganley Chevrolet dealership, including the used car sales on this site, will follow national trends and relocate to a site adjacent to other dealerships.
- The future of the St. Mark's Church retaining its existing location along Triskett Road is uncertain.
- A new church is being constructed immediately to the west of the Triskett / Lorain / West Park Avenue intersection on the site of a former auto dealership.

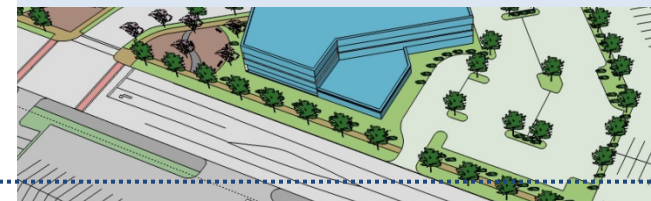
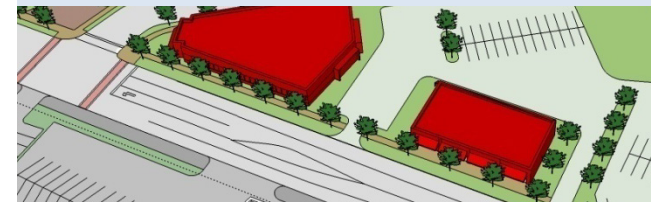
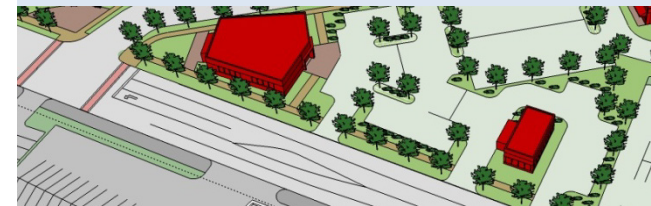
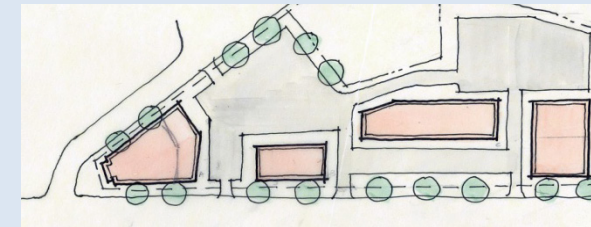
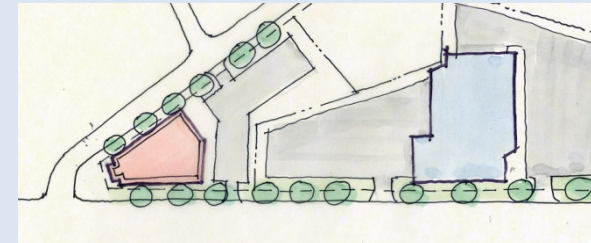
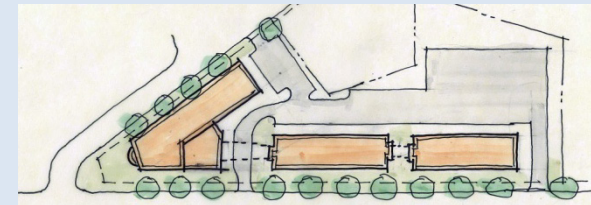
## *Transportation Considerations*

- Enhancements to the Lorain / Triskett intersection are necessary to slow traffic and allow for turn movements that are restricted today.
- Improvements to pedestrian safety when crossing both Lorain and Triskett are necessary.

- The RTA bus stop at the northeast corner of the intersection should be enhanced as it provides direct access to the civic institutions across the street.

## *Land Use Considerations*

- Due to the visibility of the corner site, it could be very attractive to retail developers.
- Given the growth of Fairview Hospital, there is the possibility of an increased interest in new medical-office space in Kamm's Corners.
- The triangular shape of the redevelopment site creates a challenging balance between creating street frontage with buildings and efficiently accommodating parking demand.



# COMMUNITY INSTITUTION SITES

The cluster of **Community / Civic Institutions** along the south side of Lorain Avenue between West 157<sup>th</sup> Street and Triskett has the ability to become a stronger hub of activity as a cultural node for the Kamm's Corners neighborhood. Major considerations when studying these properties include:

## *Development Considerations*

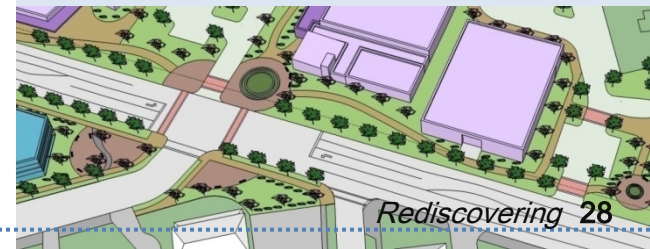
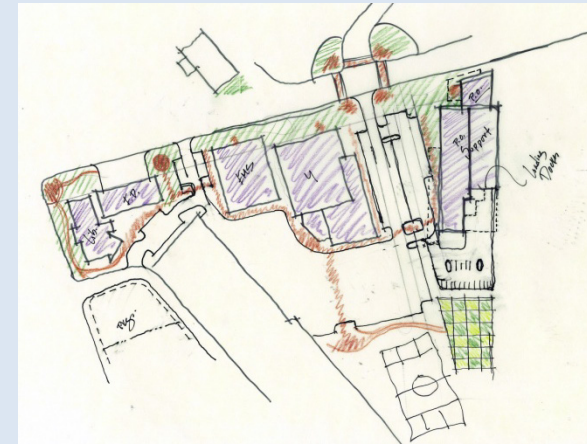
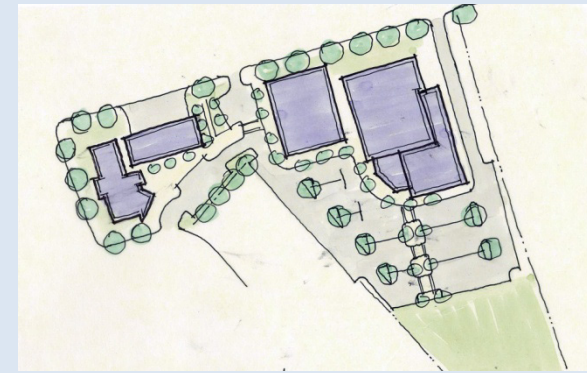
- Between the Cleveland Public Library, City of Cleveland (Fire Station), Fairview Hospital (the EMS Training Facility) and YMCA, 6.3 acres of adjacent properties are owned by neighborhood institutions.
- It is believed that in time the Ganley Chevrolet dealership to the east of the YMCA will follow the national trends and relocate to a new location. This site should be studied for redevelopment options other than another car dealership.

## *Transportation Considerations*

- The RTA bus stops at West 157<sup>th</sup> and Triskett book-end the civic uses, and are important stops to consider for enhancements.
- Better parking facilities for the YMCA and Library are needed.
- A stronger visual and pedestrian connection between the institutions would allow them to better share services and provide partnership opportunities.

## *Land Use Considerations*

- The YMCA is looking at the potential of investing in the renovation or possible expansion of the Kamm's Corners branch.
- The West Park Branch of the Cleveland Public Library is very heavily used by the community, and in time may consider a renovation / expansion plan to continue to meet service demands.
- The green space to the rear of the West Park YMCA property offers the opportunity to expand the recreational offerings in the neighborhood to include not only the ball fields that currently exist, but community spaces as well.





# UNITING PLANNING CONSIDERATIONS

## *Case Study: Mayfield Road*

Public space and development initiatives have been integrated along Mayfield Road on Cleveland's east side to establish meaningful activity nodes along a commercial corridor previously characterized by disparate land uses, varying building typologies and poorly connected districts.

The cities of Cleveland Heights, South Euclid, Lyndhurst and Mayfield Heights have partnered with local property owners in each of their respective cities to reinvest in the ways in which development and public infrastructure unite. As a result, land uses and building typologies that could have a negative impact on the image of a place – such as car dealerships or shopping centers with large parking lots – are visually appealing and have become community assets. Combined with investments in streetscape amenities and landscape enhancements within the public right-of-way, new development and business growth has occurred in a manner suitable to each community and ensured the long-term sustainability of the districts.







# Envisioning



*a united lorain avenue corridor*



# REDEVELOPMENT INITIATIVES

Preferred redevelopment and transportation network enhancements have been generated as a result of the feedback gained through the community process to address the considerations outlined for the four sites in the previous Rediscovering phase of the process.

Through an inclusive community process, a broad range of infrastructure and building proposals have been evaluated based on the development, transportation

and land use considerations for each of the four priority sites. As the preferred alternatives were selected for recommendation, careful consideration was given to ensure that each is strongly grounded in a realistic approach to neighborhood growth and positive evolution. The initiatives called for within this Envisioning section of the plan represent a proactive approach to guiding the neighborhood based on the physical and social trends uncovered during the

Understanding process.

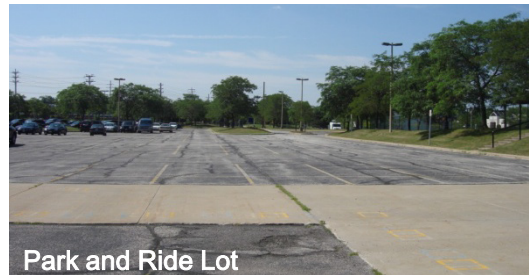
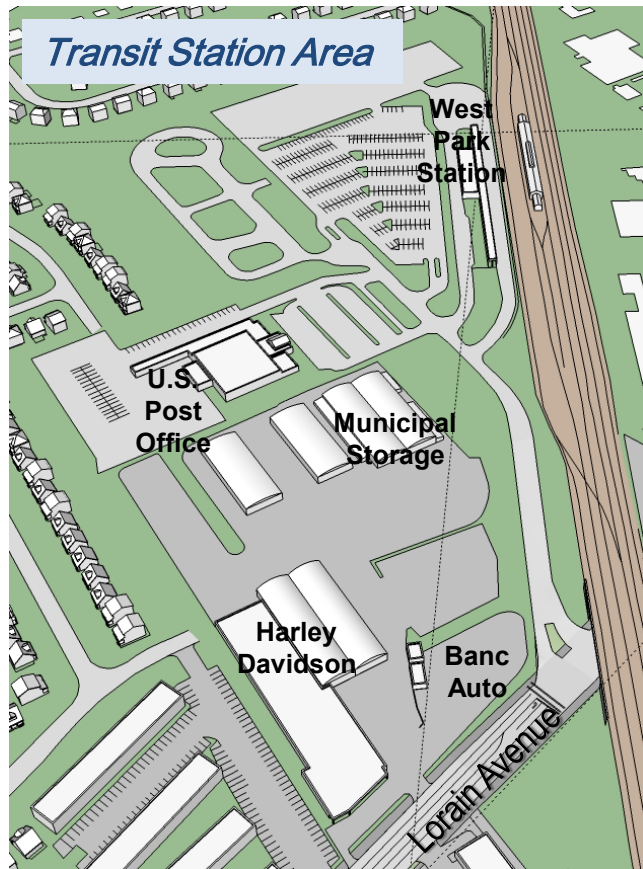
The planning team and the Steering Committee are committed to the idea that the initiatives outlined within this section of the plan must be realizable, and that this not be a document filled with unattainable visions. The West Park Rapid Station Neighborhood Plan is solidly grounded in reality, with proposals that are meant to build on both neighborhood amenities and recent investments.

Development and infrastructure proposals for the four priority sites and the Lorain Avenue corridor are outlined on the following pages.



# A TRANSIT-CENTERED COMMUNITY

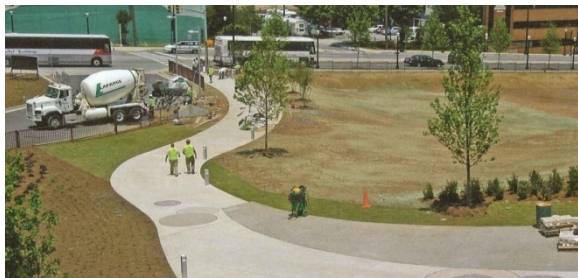
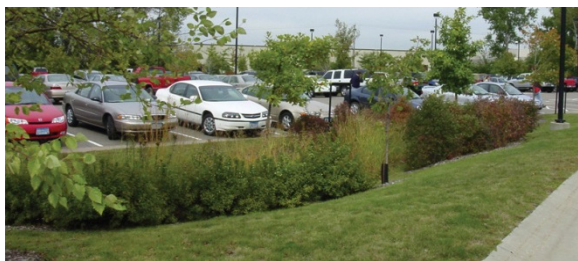
A new **Transit-Centered Community** has been envisioned surrounding the West Park Rapid Station that integrates a mixture of housing typologies with green space, trail connections, supporting retail and reconfigured station grounds in a phased plan that reclaims this underutilized land as a vital and active neighborhood center.



## *Redevelopment Statistics*

- 100 Senior Housing Units
- 40 Townhomes (first-floor master suites)
- 15 Single-Family Homes – Phase II
- 18,000 s.f. of Retail
- U.S. Post Office to Remain – designated for residential redevelopment in Phase II
- New RTA parking lot
- Simplify vehicular access in and out of the station
- New RTA signage on bridge overpass
- 2.5 Acres of public green space
- Multi-purpose trail connection through neighborhood to station
- New public plaza / green space at Lorain Ave created by shifting station drive west to improve visibility and safety
- New landscaping along raised edge of railroad tracks
- Bioretention basins integrated within the community green spaces
- Phase I Extension of Bartter Avenue
- Phase II Extension of W 145<sup>th</sup> Street
- 3,200 l.f. of new streets

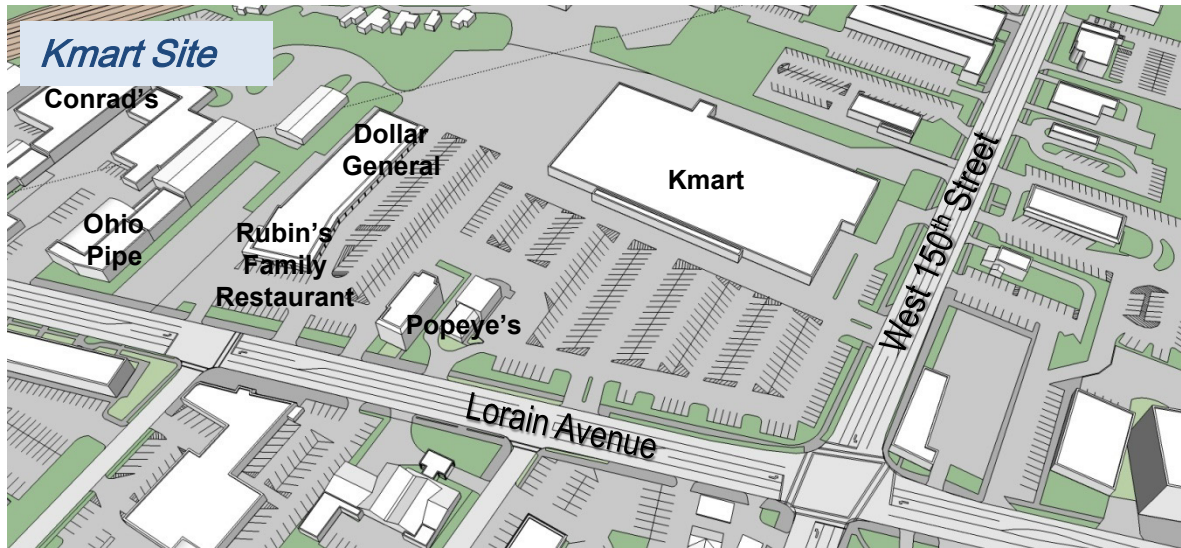






# A NEIGHBORHOOD COMMERCIAL CORE

A **Neighborhood Commercial Core** at the intersection of West 150<sup>th</sup> Street and Lorain Avenue is defined by improvements to the streetscape and public transit experience as well as the reallocation of space to create a stronger synergy between retail buildings and Lorain Avenue.



## *Redevelopment Statistics*

- 24,000 s.f. of new retail
- Collect / treat stormwater in parking lot with new planters
- Enhance street edge with landscaping and green space
- Integrate neighborhood / city gateway signage at 150<sup>th</sup> & Lorain
- Create a Transit Waiting Environment within the streetscape



Rubin's Plaza

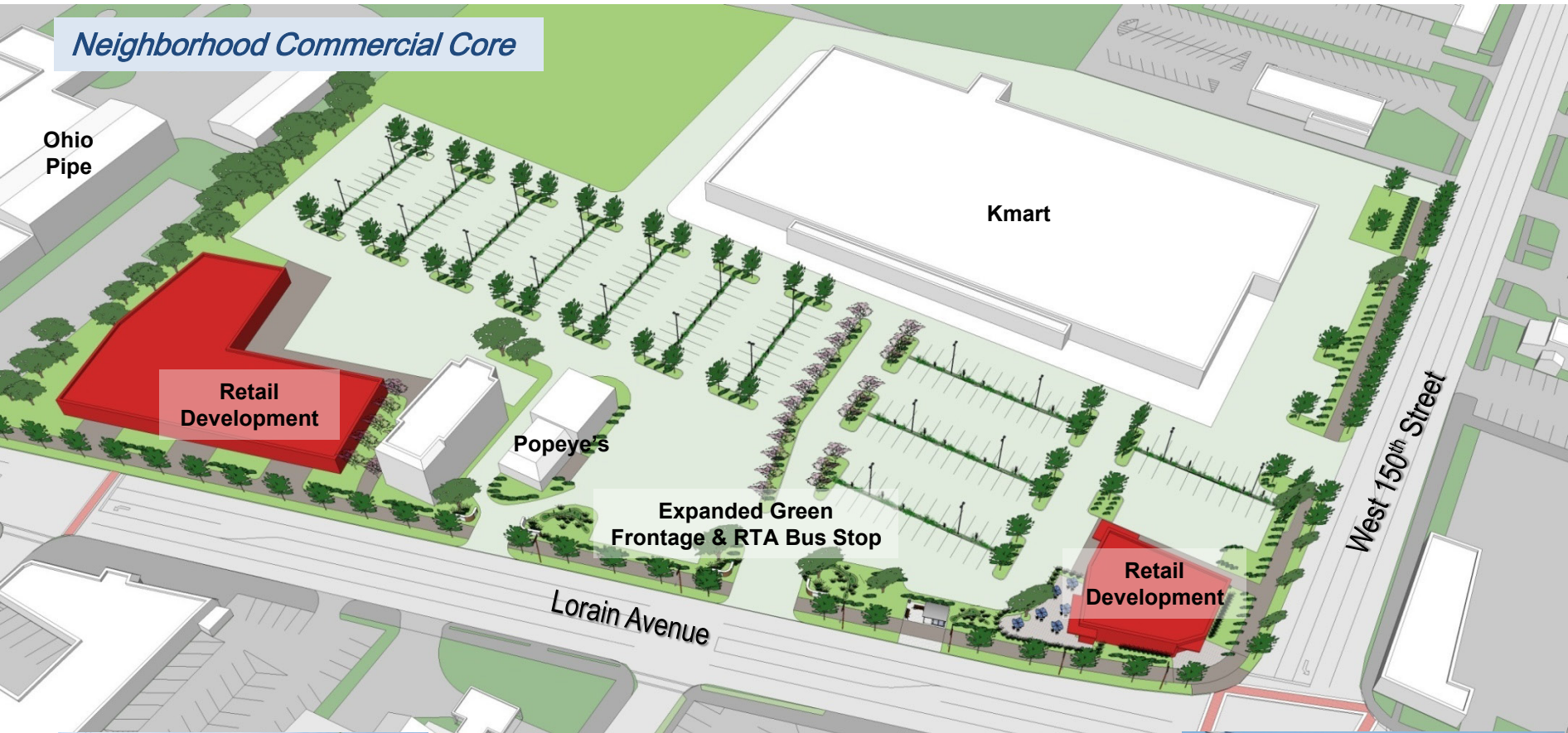


Popeye's



Kmart Frontage

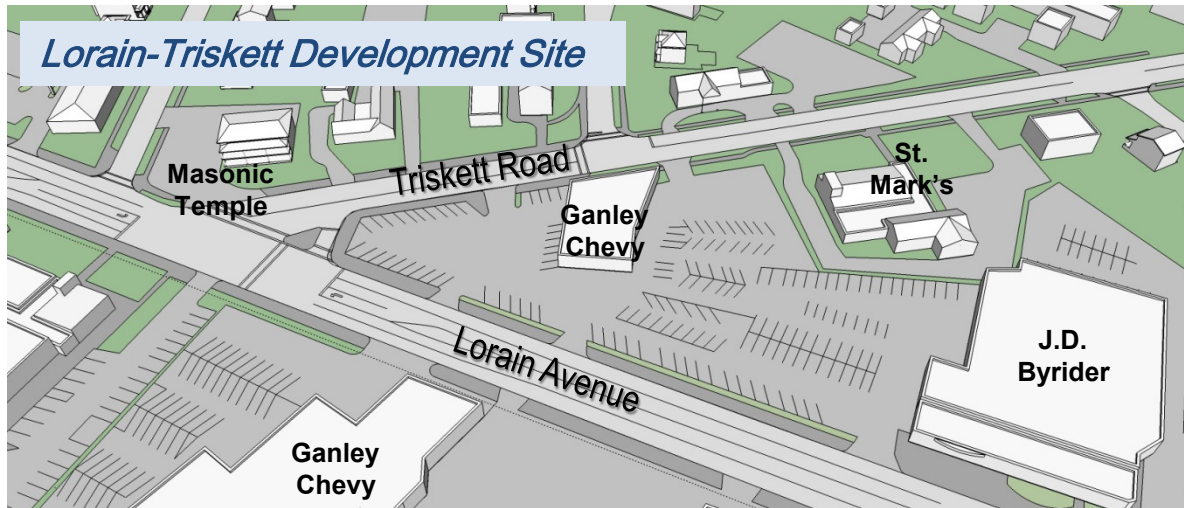




Sample Developments

# A COMMUNITY OFFICE HUB

With the realization of a new **Community Office Hub**, the intersection of Lorain Avenue and Triskett Road can be visually and physically redefined to improve the safety of the intersection for all transportation users and highlight this unique site within the neighborhood.



## *Redevelopment Statistics*

- Reconfigured intersection – shortened crosswalk
- 0.18 Acres of new pocket parks
- Extended lawn to highlight historic Masonic Temple
- 22,000 s.f. of new office space
- Prominent architectural feature at the corner
- Create a Transit Waiting Environment within the new public space

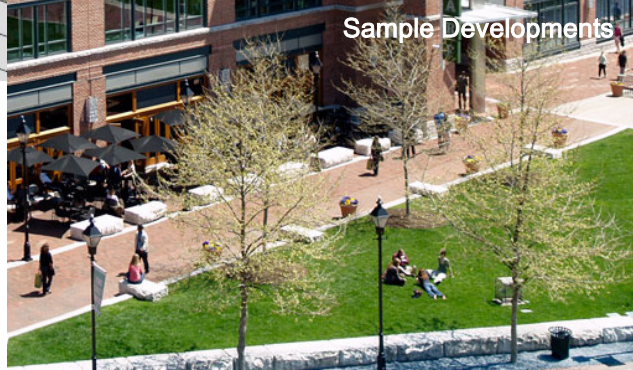
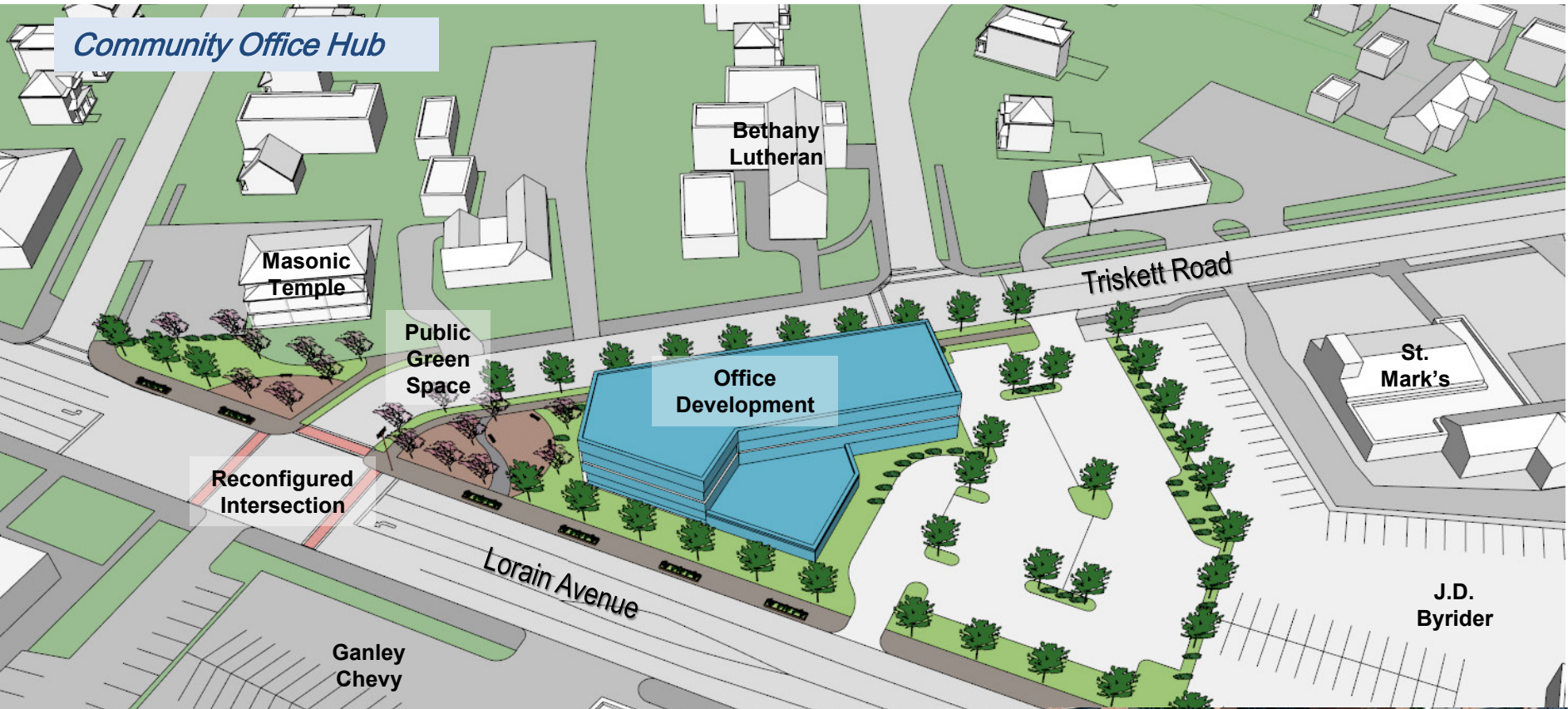


Lorain / Triskett Intersection – looking west



North Side of Lorain at Ganley Chevy



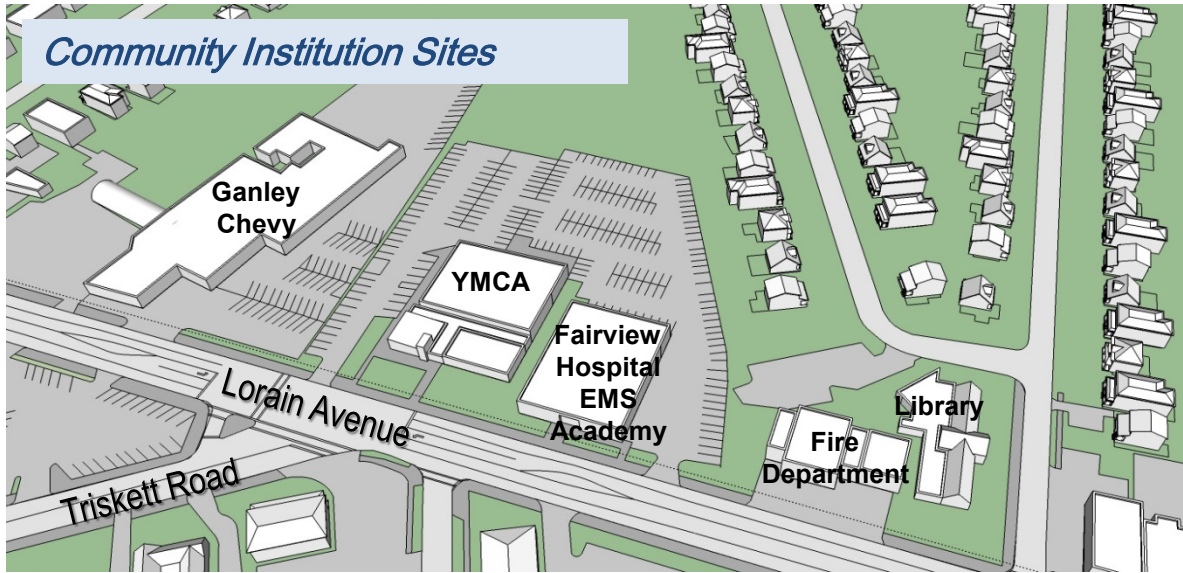




# A CIVIC / CULTURAL CAMPUS

Through a series of small-scale investments that unify the properties, provide for potential future expansions and the possible reuse of a portion of the Ganley Chevrolet dealership, a **West Park Civic / Cultural Campus** can be realized as an important neighborhood activity node.

## *Community Institution Sites*

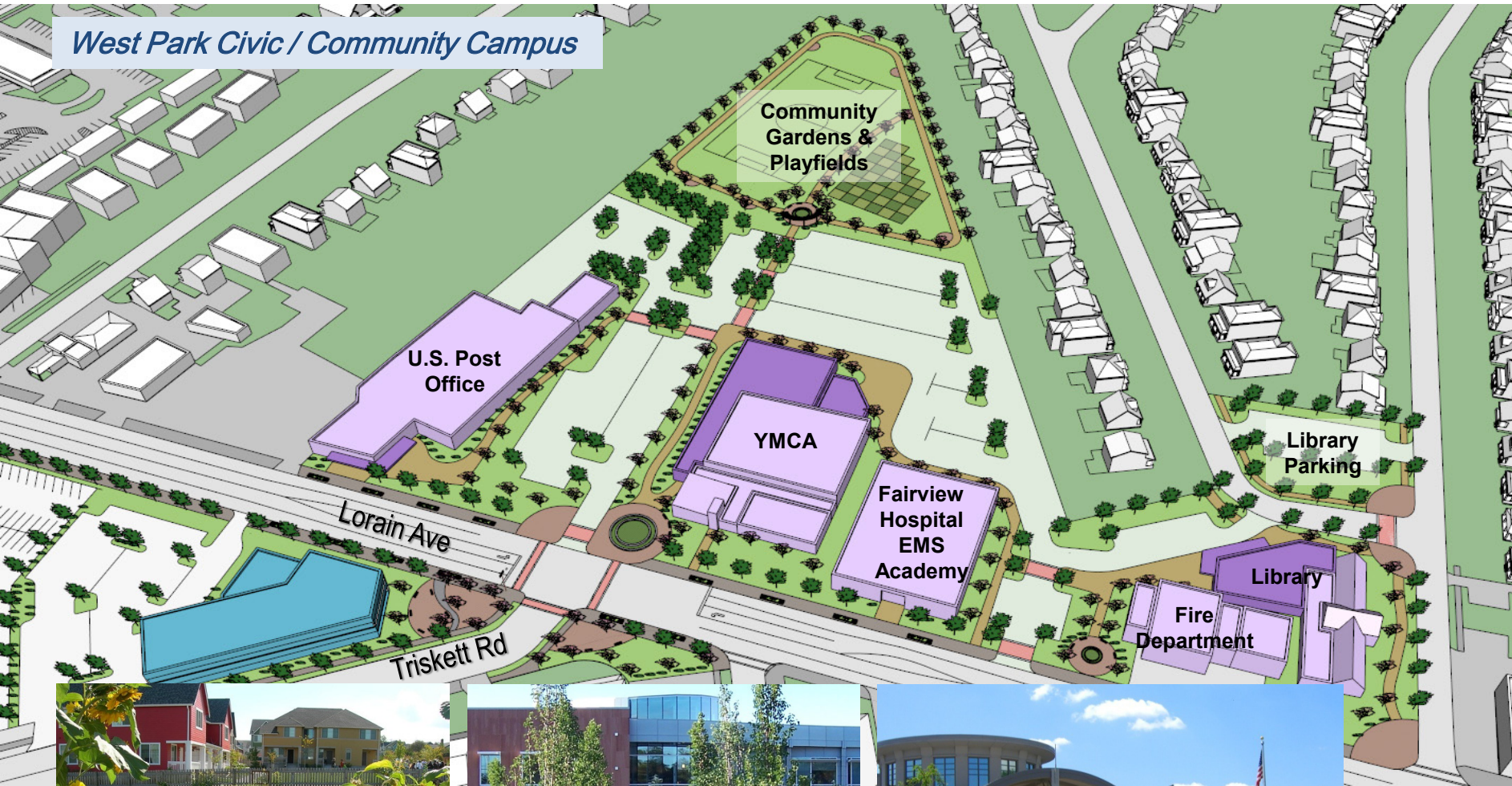


## *Redevelopment Statistics*

- Expansion of the Cleveland Public Library
- Expansion of the West Park YMCA
- Renovation of Ganley Chevy for a relocated Post Office
- Consolidation of parking lots
- Expanded library parking at West 157<sup>th</sup> and Silsby
- Create a Transit Waiting Environment within the new public space
- New community garden
- New playfields on rear of Ganley property
- Civic walking trail throughout the campus
- New public spaces along Lorain Avenue highlighting building entries
- Consolidated civic lawn along the street frontage
- Integrated bioretention basins to irrigate gardens



*West Park Civic / Community Campus*



# LORAIN AVE. - UNIFYING THE TRANSPORTATION CORRIDOR

Although the redevelopment initiatives proposed enhance four individual activity nodes along Lorain Avenue, it is improvements that bolster the multi-modal aspect of the street itself that will tie these places together and unify Kamm's Corners.

Lorain Avenue provides the primary connection between the individual communities and districts that make up

The neighborhood. However, it is this same street often serves to divide areas due to its disparate land-use trends, lack of pedestrian / bicycle amenities and uninviting atmosphere.

The recent resurfacing and sidewalk replacement have helped to create a basis for a positive change to occur along this important piece of public infrastructure.

This plan does not propose to ignore the recent investments, but to envision initiatives that build on this base in an economical and realistic manner. The infrastructure recommendations outlined on the following pages represent strategies for rebalancing the right-of-way to better serve all types of users in a manner that also establishes a sense of place and a character unique to Lorain Avenue.

## *Streetscape Investment Initiatives*

### **Utility Pole Consolidation**

Over time, multiple utility companies and the old trolley lines have erected an over abundance of utility and light poles. In many instances, two or more poles are located adjacent to one another, cluttering the pedestrian realm with auto-oriented fixtures.

### **New Street Trees**

Instances occur along the streetscape where buildings that are set back from the right-of-way create widened sidewalks with enough space to integrate new tree pits. In other areas, existing tree lawns or yard areas fronting businesses provide the opportunity to plant trees.

### **Landscaping Integration**

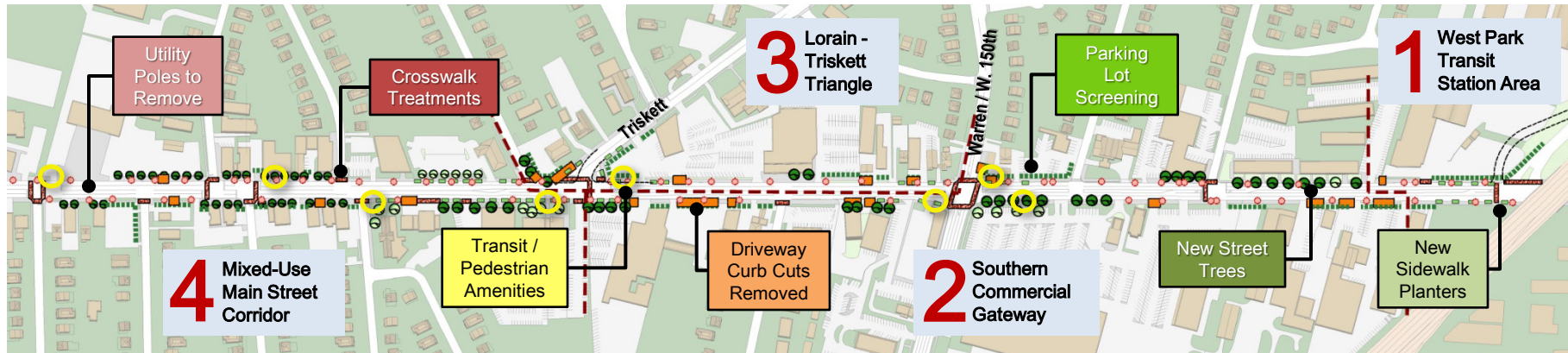
Integrating landscape beds into the sidewalks at key intersections and to highlight important activity nodes will provide color, pedestrian scale amenities and a unifying element along the length of Lorain Avenue in a way that will soften the pedestrian realm and bring character to the streetscape.

### **Neighborhood Gateways**

Through the integration of signage, landscaping and lighting in a concentrated and organized manner at major entries into the neighborhood, the character of Kamm's can be demonstrated while also enhancing the public realm.







### Crosswalk Enhancements

Intersections are the major deterrent to a unified pedestrian zone. Crosswalk enhancements that visually extend sidewalks across intersections and driveways at important activity nodes encourage walking and increase pedestrian safety through awareness by motorists.

### Driveway Removal

Over time it has been common for commercial districts like this area to have an increasing number of driveway curb cuts. It is important to highlight instances in which extraneous drives can be eliminated or narrowed to rebalance the sidewalk, creating more space for pedestrians.

### Parking Lot Screening

Instances occur where there are no break between parking lots, sidewalks and roads. Converting a narrow strip of asphalt along the walks to landscaping will increase curb appeal for a property, and define the pedestrian realm.

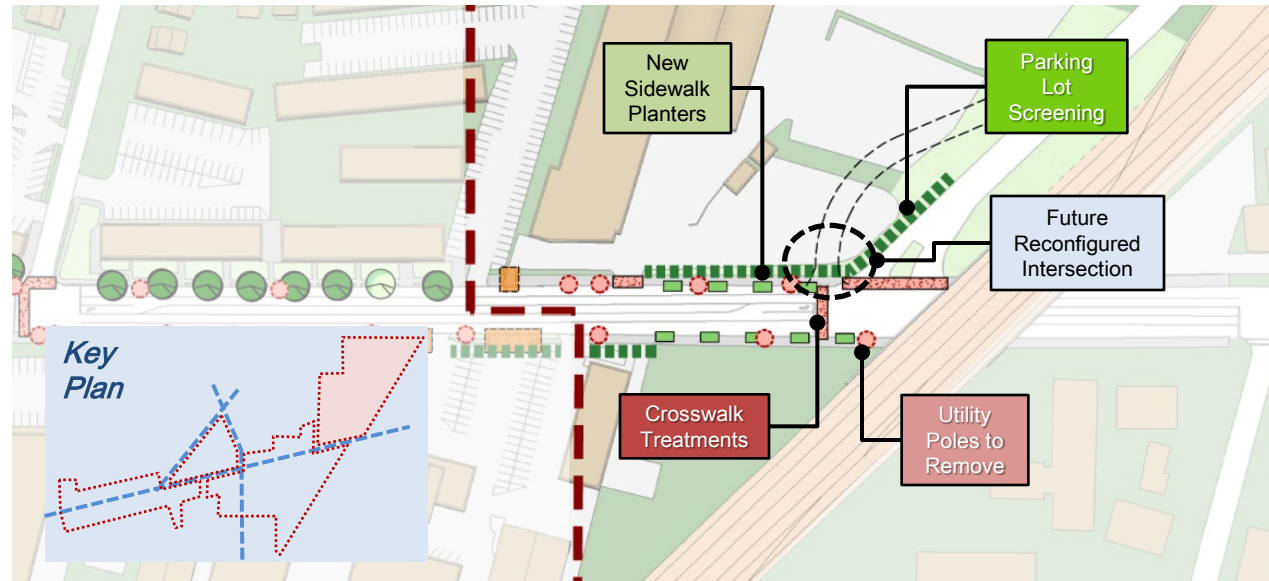
### Bus Stop Improvements

Concentrating benches, trash receptacles, landscaping and bike racks at bus stops will highlight the historical importance of public transportation, provide regularly spaced gathering places along the commercial corridor and promote ridership by making the transit experience more comfortable for patrons.

# 1 West Park Rapid Station Area

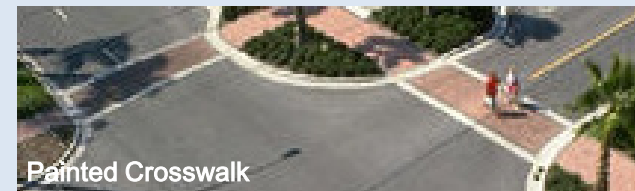
Although the shortest frontage along Lorain Avenue of the four primary districts, the need to address pedestrian and bicycle connections is the top priority of the streetscape initiatives recommended for the West Park Rapid Station Area.

In conjunction with the shifting of the roadway accessing the West Park Rapid Station and multi-purpose trail leading north into the redevelopment site, additional cost-effective improvements can be made to the sidewalks and infrastructure surrounding the station entrance along Lorain Avenue. Streetscape enhancements in this area focus on creating a more inviting and uplifting atmosphere and include the softening of the environment through landscape, the creation of new signage to engage the Rapid Station with the street, and enhancing crosswalks at both intersections and driveway curb cuts to safely access the station.

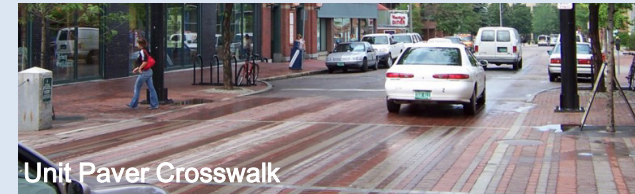


## Crosswalk Enhancements

As opportunities for crosswalk enhancements are determined, a wide variety of possibilities exists for highlighting their importance within the pedestrian realm. The most economical treatment may entail utilizing painted patterns to bring visual interest, where as more expensive colored concrete or unit pavers can be used at more important pedestrian crossings such as at the Rapid Station.



Painted Crosswalk



Unit Paver Crosswalk



**2 Southern Commercial Gateway**  
Rebalancing the auto-dominant feeling of this district to minimize interruptions to pedestrian paths and increase its overall aesthetic is crucial to it becoming an integral part of the neighborhood.

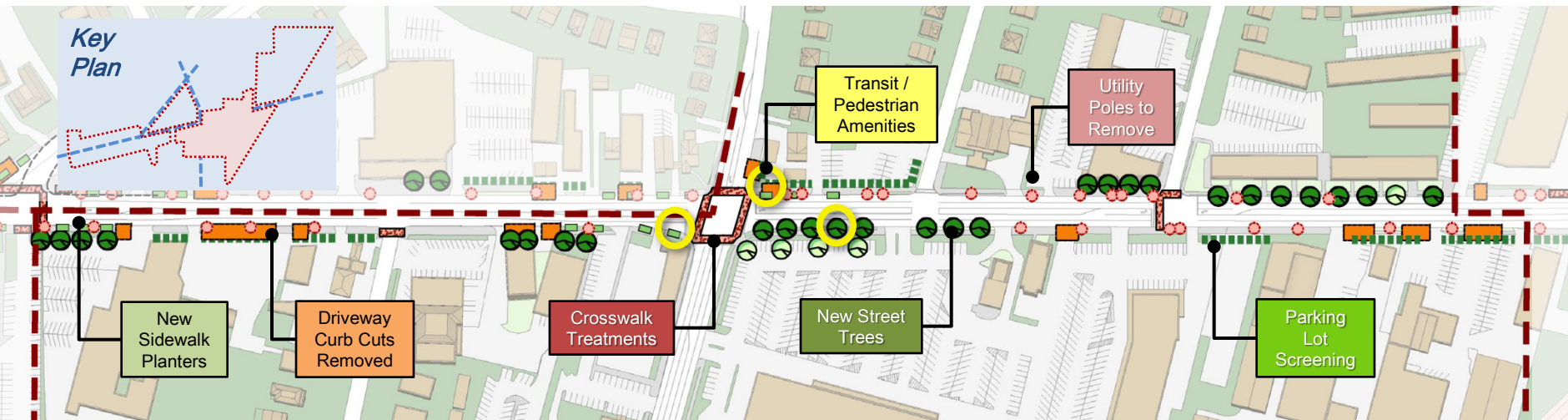
Integrating street trees in existing tree lawns or in new tree pits where buildings are set back from the right-of-way, eliminating excessive and unused curb cuts, and providing improved pedestrian

accommodations at West 150<sup>th</sup> Street will introduce a more pedestrian-oriented nature to the district. As a gateway to Kamm's Corners, streetscaping at 150<sup>th</sup> is critical.

Additionally, the heavily-used bus stops surrounding the West 150<sup>th</sup> intersection are an opportunity to integrate transit waiting environment improvements into the streetscape that will be utilized by a wide variety of transit riders and residents.

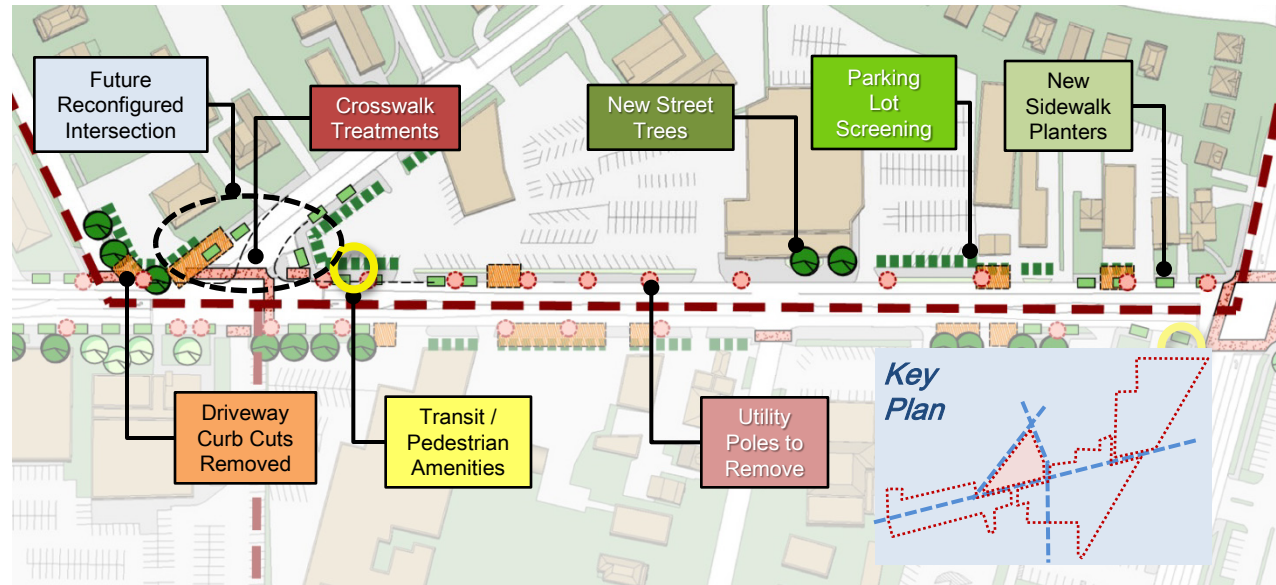
### Parking Lot Screening

Although parking lots are crucial to existing businesses, they should not dominate the pedestrian environment. Utilizing a narrow 6-10' strip of land for landscaping, public art or decorative fencing will contribute to the overall character of a place.



**3 Lorain-Triskett Triangle**  
Streetscape enhancements focus on the prominent intersections at West 150<sup>th</sup> and Triskett Road, and the total reconstruction of the geometry of the Triskett intersection in order to increase safety for all types of multi-modal transportation users.

Given the connections that exist between the Lorain-Triskett Triangle and the commercial / civic uses to the south, improving the means by which pedestrians cross the streets is critical. Surrounding these intersections, methods of visually and physically shortening crossing distances, integrating planters to highlight the importance of place and supporting transit stop enhancements that serve these key commercial and civic nodes bring a more well-rounded focus to these auto-dominant areas.



#### Transit Stop Enhancements

Identifying transit stops adjacent to land uses that serve a broad resident base or are heavily utilized is an important way of determining where streetscape amenities may be integrated into a district. Pedestrians and public transit riders often share similar needs. Key bus stops can be used as a focal point to introduce plantings, special paving, benches, bike racks and neighborhood signage in locations where they will be heavily used and most directly enhance a neighborhood's character.





## 4 Mixed-Use Main Street Corridor

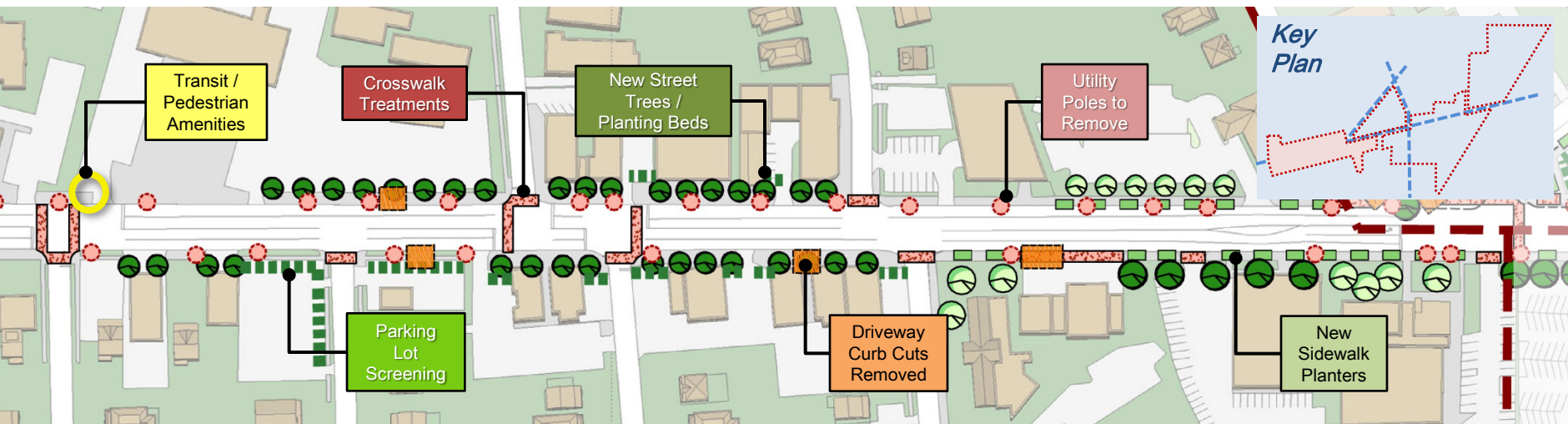
Streetscape initiatives within this corridor are conceived to bridge the gap between the new Downtown Kamm's streetscape and the initiatives to the west that link to the West Park Rapid Station.

Recommendations in this district are dominated by the inclusion of new planters within the sidewalk. In areas where wider sidewalks exist, planters can be cut into the existing concrete to break up vast

expanses of uninviting hardscape. The new Downtown Kamm's streetscape incorporates raised planters that create seating surfaces and separate the sidewalk from the road. Within this district, the same designs for large-scale raised planters are not necessary. However, integrating similar details, materials or landscaping into at-grade planters will provide a visual link along the street between Downtown, the civic campus at Triskett, commercial core at 150<sup>th</sup> and the West Park Rapid Station.

### Landscaping & Tree Planters

Planting beds cut into the sidewalks can be various sizes, and designed to define activity nodes and create public spaces. Some can be utilized for new street trees, while others can have more colorful, low-lying vegetation and define outdoor dining areas.



# REDEFINING THE INTERSECTIONS

## *Lorain Avenue & West 150<sup>th</sup> Street*

Understanding that the Lorain Avenue right-of-way configuration will remain unchanged through this study, intersection initiatives, as demonstrated to the right at West 150<sup>th</sup>, are essential to creating place along the street for all users and improving safety.

In their present state, the majority of the intersections along Lorain Avenue have been designed primarily to accommodate the automobile. However, in order to create a true neighborhood commercial, civic and transportation corridor, the street must safely and efficiently adapt to better serve pedestrians, cyclists and public transit riders. Initiatives intended to improve the system of connections for these users will not negatively effect the existing automobile movements. These multi-modal initiatives are deigned to bring a greater awareness to the full range of transportation users.

## *Enhancing Infrastructure to Improve Safety*

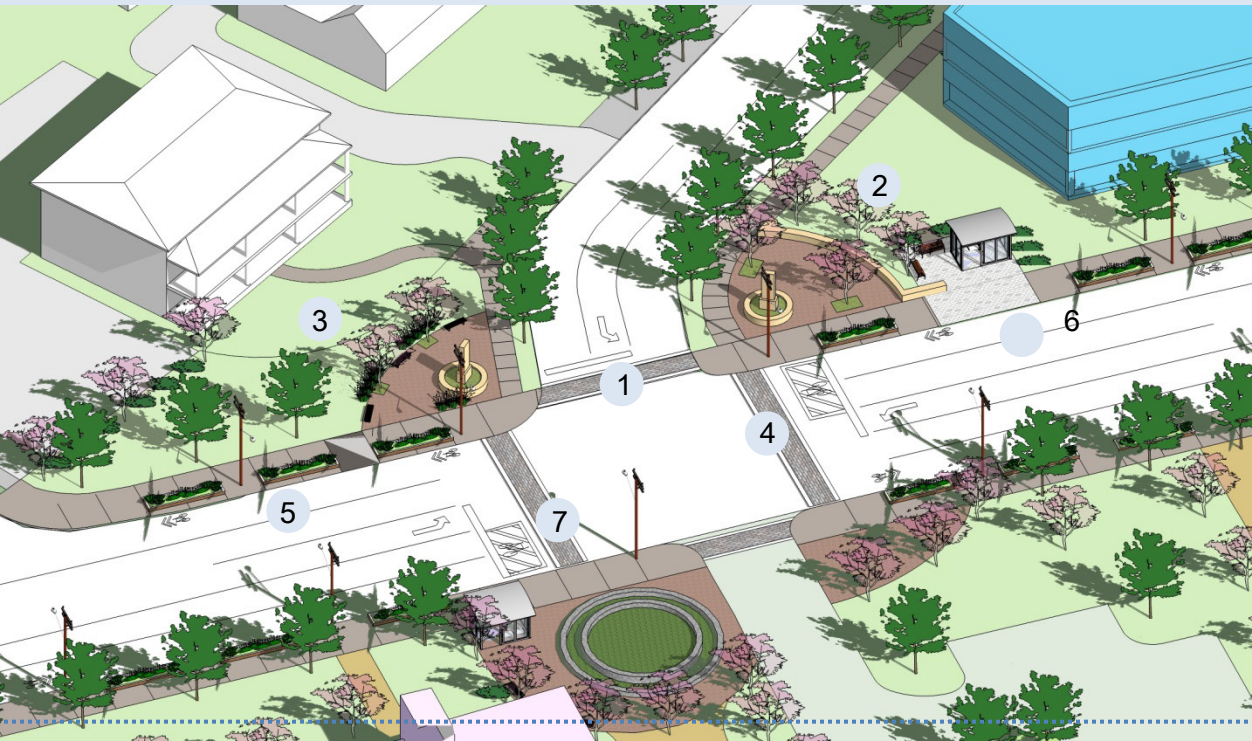
- 1 Narrow turning radii where needed to slow traffic and eliminate pedestrian pinch points in the sidewalks.
- 2 Consider sharrow bicycle striping along curb lanes in order to better link Lorain Avenue with the MetroParks' access to the west.
- 3 Integrate bike boxes at signalized intersections to allow bikers a visually prominent location amongst traffic.
- 4 Eliminate curb cuts that are too close to intersections that result in dangerous traffic and pedestrian interactions.
- 5 At major pedestrian intersections, construct specially colored and textured crosswalks to highlight walking routes.
- 6 The inclusion of new landscaping beds will interrupt large expanses of paving, visually narrowing the street and helping to slow traffic.
- 7 Bus stop enhancements will highlight their locations in relation to intersections and pedestrian gathering spaces along Lorain Avenue.





### Reconfiguring Infrastructure to Create Place

- 1 Reconfigure and narrow Triskett – reduce crossing distance by 56 feet
- 2 Create a new public pocket park in the reclaimed right-of-way to the west of the intersection – creates an additional 2,500 s.f of public space.
- 3 Eliminate the excessive curb cuts in front of the historic Masonic Temple, and utilize the reclaimed right-of-way for new green space – 4,000 s.f. of public space.
- 4 Construct new crosswalks along all four sides of the intersection to create a gateway into the civic campus.
- 5 Construct new landscaping beds to surround the intersection.
- 6 Integrate transit waiting environments in the newly created public spaces.
- 7 Consider adding bicycle safety features, including sharrows and bike boxes, to better integrate bikers into the roadway.

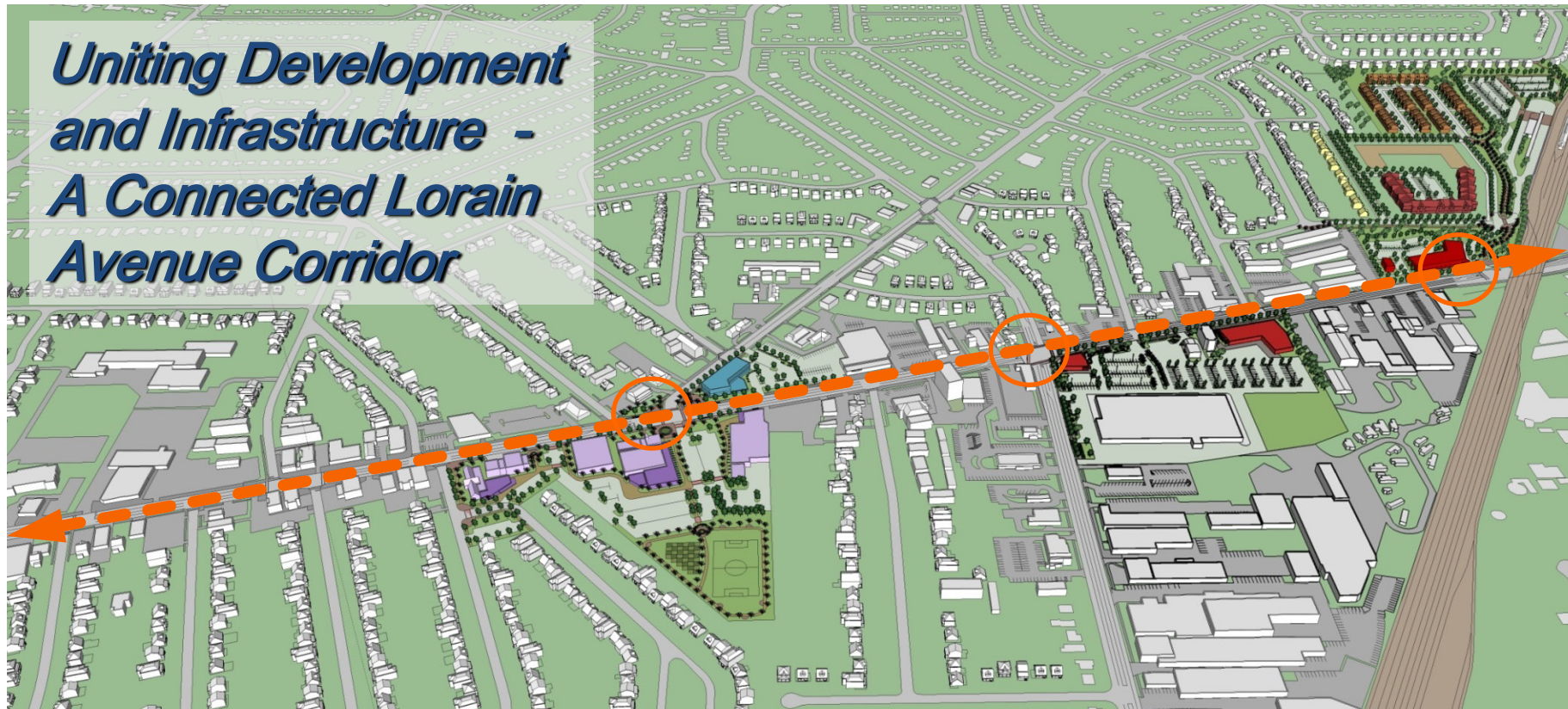


### Lorain Avenue & Triskett Road

The reconstruction of the Triskett Road intersection is a unique opportunity within the study area to reclaim roadway pavement for pedestrian use and create a meaningful neighborhood activity node.

The Lorain / Triskett intersection is the most dangerous for pedestrians and cyclists within the study area due to the roadway configuration. The shallow angle in which the two streets come together result in little need for traffic to slow down when driving east and west along Triskett or east-bound on Lorain. In addition, the angle of the streets create extremely long crossing distances, an unsafe north-south crosswalk and turning restrictions when entering or leaving the YMCA. Given the prominence of the civic and community land uses that surround the intersection, it is recommended that Triskett Road be altered to create a narrowed, traditional four-way intersection with new public spaces as per the recommendations outlined to the left.

# BALANCING TRANSPORTATION AND REDEVELOPMENT



- 100 Senior Apartments
- 40 Townhomes
- 14 Single-Family Homes
- 42,000s.f. Retail
- 22,000s.f. Office Building

- 2.7 Acres of Public Green Space
- Multi-Modal Station Connections
- New Playfields
- Expanded YMCA
- Expanded Public Library

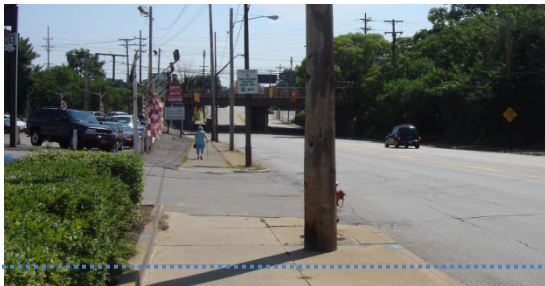
- Relocated Post Office
- Community Garden
- City & Neighborhood Gateways
- 4 Enhanced Transit Waiting Areas
- 4 Enhanced Bus Stop Areas

- Bioretention Basins at Parking Lots
- Pedestrian Streetscape Improvements
- Landscaped streetscape
- Sharrows along Lorain Avenue





*Public and private investment in landscaping, signage and bicycle safety features create a welcoming entrance experience that links the West Park Rapid Station with Lorain Avenue.*







*Expanded green space, an improved transit stop and the elimination of unnecessary utility poles unite with new commercial development to redefine the public realm at the West 150<sup>th</sup> commercial core.*







*Reclaiming roadway to create public spaces surrounding the Triskett Road intersection defines the civic core of the district.*

# Implementing



*the neighborhood plan*



# INITIAL COST ESTIMATES

**In an effort to provide a sense of the effort required to implement the initiatives shown in this plan, an initial cost analysis has been completed for enhancements to Lorain Avenue and the reconstruction of the Triskett Road intersection.**

Along Lorain Avenue, the costs are individually analyzed with the intention that initiatives can be addressed one at a time or as a part of a group based on the availability of funding sources, partnerships that may develop between organizations and evolving community priorities. These costs are intended to build upon the City's recent investment in roadway paving and curbing / sidewalk replacement.

The cost analysis for Lorain is broken apart into subtotals for each of the four districts, followed by a total for the proposed enhancements between the railroad bridge at the east and West 162<sup>nd</sup> Street to the west.

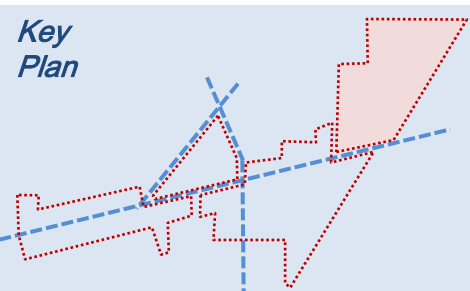
The cost analysis for the initiatives related to improvements along Lorain Avenue include contingency and administrative expenses. These prices have been determined to provide flexibility relative to future cost estimates as detailed designs for the streetscape are finalized.

For the Triskett intersection, a cost analysis has been created that constitutes its total reconstruction. The analysis includes both the streetscape elements discussed, as well as roadway engineering elements necessary to move the curb lines and the construction of new public spaces on the reclaimed roadway.

**When viewing the enhancements outlined along Lorain Avenue and the reconstruction of the Triskett Road intersection, the cost analysis' on the following pages demonstrate that through a relatively modest investment, a large impact can occur to improve Kamm's Corners' main street.**



# 1 West Park Rapid Station Area



## Roadway Enhancements

	Investment Quantity		Budgeted Cost		Anticipated Construction Cost	SUBTOTAL
Bicycle Safety Striping (sharrows and bike boxes at signalized intersections)	490 l.f.	x	Allow.	=	\$5,000	
Integrally colored concrete crosswalks	1,750 s.f.	x	\$15 / s.f.	=	\$26,300	\$31,300

## Landscape Enhancements

Sidewalk Planters (6'x12' planting bed, sidewalk demo, landscaping)	11	x	\$1,000 each	=	\$11,000	
Neighborhood Gateway Signage (in new park at Station entrance)	1	x	\$10,000 each.	=	\$10,000	\$21,000

## Sidewalk Enhancements

Light / Utility Pole Consolidation	7	x	\$1,500 each	=	\$10,500	
Curb Cuts Eliminated	15 l.f.	x	\$78 / l.f.	=	\$1,200	
Parking Lot Screening (concrete demo, soil bed, 10' wide landscaped area)	4,250 s.f.	x	\$11 / s.f.	=	\$46,800	\$58,500

## Subtotal Streetscape Enhancements – West Park Station Area

15% Contingency	\$16,600
15% Design and Engineering Fees	\$16,600

## Total Streetscape Enhancements – West Park Station Area

**\$144,000**

\* See page 61 for cost breakdowns of activity node enhancements



## Roadway Enhancements

	Investment Quantity		Budgeted Cost		Anticipated Construction Cost	SUBTOTAL
Bicycle Safety Striping (sharrows and bike boxes at signalized intersections)	1,130 l.f.	x	Allow.	=	\$15,000	
Integrally colored concrete crosswalks	3,742 s.f.	x	\$15 / s.f.	=	\$56,100	\$71,100

## Landscape Enhancements

Sidewalk Planters (6'x12' planting bed, sidewalk demo, landscaping)	3	x	\$1,000 each	=	\$3,000	
Sidewalk Tree Pits (6'x12' planting bed, sidewalk demo, street tree, landscaping)	4	x	\$1,700 each.	=	\$6,800	
Infill Street Trees (in existing tree lawn areas)	19	x	\$700 each.	=	\$13,300	
Infill Street Trees (along private property)	8	x	\$700 each.	=	\$5,600	
Neighborhood Gateway Signage (north and south side of Lorain / 150 <sup>th</sup> intersection)	2	x	\$10,000 each.	=	\$20,000	\$48,700

## Sidewalk Enhancements

Light / Utility Pole Consolidation	26	x	\$1,500 each	=	\$39,000	
Curb Cuts Eliminated	383 l.f.	x	\$78 / l.f.	=	\$29,900	
Parking Lot Screening (concrete demo, soil bed, 10' wide landscaped area)	9,050 s.f.	x	\$11 / s.f.	=	\$99,600	\$168,500

## Transit Node Enhancements\*

Primary Stops (SE corner Lorain / 150 <sup>th</sup> – Kmart)	1	x	\$15,800 each	=	\$15,800	
Secondary Stops (NE and SW corners of Lorain / 150 <sup>th</sup> )	2	x	\$10,300 each.	=	\$20,600	\$36,400

### Subtotal Streetscape Enhancements – Southern Commercial Gateway

\$324,700

15% Contingency

\$48,700

15% Design and Engineering Fees

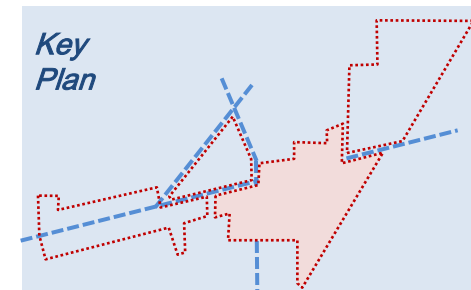
\$48,700

### Total Streetscape Enhancements – Southern Commercial Gateway

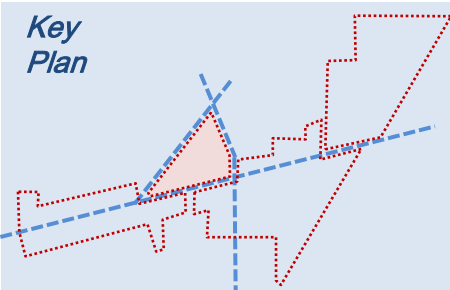
\$422,100

\* See page 61 for cost breakdowns of activity node enhancements

## 2 Southern Commercial Gateway



### 3 Lorain-Triskett Triangle



## Roadway Enhancements

	Investment Quantity		Budgeted Cost		Anticipated Construction Cost	SUBTOTAL
Bicycle Safety Striping (sharrows and bike boxes at signalized intersections)	1,330 l.f.	x	Allow.	=	\$15,000	
Integrally colored concrete crosswalks	2,150 s.f.	x	\$15 / s.f.	=	\$32,300	\$47,300

## Landscape Enhancements

Sidewalk Planters (6'x12' planting bed, sidewalk demo, landscaping)	13	x	\$1,000 each	=	\$13,000	
Infill Street Trees (in existing tree lawn areas)	3	x	\$700 each.	=	\$2,100	
Infill Street Trees (along private property)	2	x	\$700 each.	=	\$1,400	
Neighborhood Gateway Signage (east and west side of Lorain / Triskett intersection)	2	x	\$10,000 each.	=	\$20,000	\$36,500

## Sidewalk Enhancements

Light / Utility Pole Consolidation	11	x	\$1,500 each	=	\$16,500	
Curb Cuts Eliminated	177 l.f.	x	\$78 / l.f.	=	\$13,800	
Parking Lot Screening (concrete demo, soil bed, 10' wide landscaped area)	6,570 s.f.	x	\$11 / s.f.	=	\$72,300	\$102,600

## Transit Node Enhancements\*

Primary Stops (NE and SW corners of Lorain / Triskett)	2	x	\$15,800 each	=	\$31,600	\$31,600
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## Subtotal Streetscape Enhancements – Lorain-Triskett Triangle

15% Contingency	\$32,700
15% Design and Engineering Fees	\$32,700

## Total Streetscape Enhancements – Lorain-Triskett Triangle

\$283,400

\* See page 61 for cost breakdowns of activity node enhancements



## Roadway Enhancements

	Investment Quantity		Budgeted Cost		Anticipated Construction Cost	SUBTOTAL
Bicycle Safety Striping (sharrows and bike boxes at signalized intersections)	1,740 l.f.	x	Allow.	=	\$18,000	
Integrally colored concrete crosswalks	5,400 s.f.	x	\$15 / s.f.	=	\$81,000	\$99,000

## Landscape Enhancements

Sidewalk Planters (6'x12' planting bed, sidewalk demo, landscaping)	20	x	\$1,000 each	=	\$20,000	
Sidewalk Tree Pits (6'x12' planting bed, sidewalk demo, street tree, landscaping)	26	x	\$1,700 each.	=	\$44,200	
Infill Street Trees (along private property)	19	x	\$700 each.	=	\$13,300	\$77,500

## Sidewalk Enhancements

Light / Utility Pole Consolidation	29	x	\$1,500 each	=	\$43,500	
Curb Cuts Eliminated	72 l.f.	x	\$78 / l.f.	=	\$5,600	
Parking Lot Screening (concrete demo, soil bed, 10' wide landscaped area)	4,860 s.f.	x	\$11 / s.f.	=	\$53,500	\$102,600

## Transit Node Enhancements\*

Primary Stops (SE corner of Lorain / 162 <sup>nd</sup> – new community school / park entrance)	1	x	\$15,800 each	=	\$15,800	
Secondary Stops (NE corner of Lorain / 158 <sup>th</sup> & SE corner of Lorain / 157 <sup>th</sup> at Library)	2	x	\$10,300 each.	=	\$20,600	\$36,400

### Subtotal Base Streetscape Enhancements – Mixed-Use Main St. Corridor

15% Contingency	\$47,300
15% Design and Engineering Fees	\$47,300
Additional costs necessary for unit pavers at the Civic Campus crosswalks (\$18 / s.f.)	\$19,500

### Total Streetscape Enhancements – Mixed-Use Main St. Corridor

\* See page 61 for cost breakdowns of activity node enhancements

\$315,500

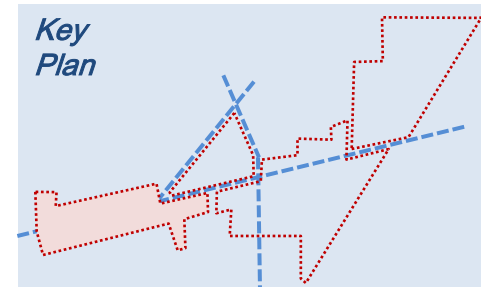
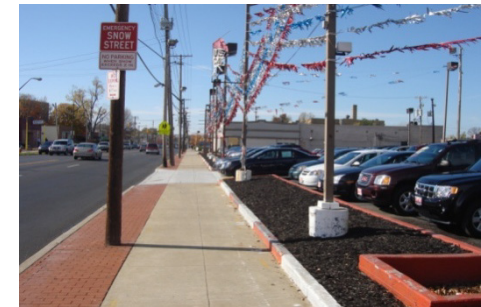
\$47,300

\$47,300

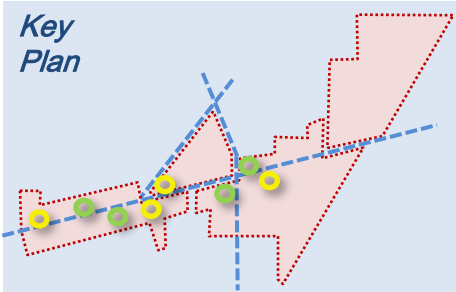
\$19,500

\$410,000

## 4 Mixed-Use Main Street Corridor



## Lorain Avenue Streetscape Enhancements



## Total Lorain Avenue Streetscape Enhancements

Subtotal Lorain Avenue Enhancements

West Park Rapid Station Area	\$144,000
Southern Commercial Gateway	\$422,100
Lorain – Triskett Triangle	\$283,400
Mixed-Use Main Street Corridor	\$410,100

## Total Lorain Avenue Base Enhancements

**\$1,259,600**

## Transit Nodes' Cost Breakdown

Primary Transit Nodes	Investment Quantity		Budgeted Cost		Anticipated Construction Cost
Permeable Plaza Pavement	350 s.f.	x	\$10 / s.f.	=	\$3,500
Transit Shelter (no charge for standard RTA model)	1	x	\$0 each	=	\$0
Wayfinding Signage Kiosk	1	x	\$2,000 each	=	\$2,000
New benches – 6' Length	2	x	\$1,200 each	=	\$2,400
Waste receptacle	1	x	\$800 each	=	\$800
Bicycle Rack	1	x	\$600 each	=	\$600
Ornamental street trees	4	x	\$750 each	=	\$3,000
Potted Planters with Landscaping	3	x	\$750 each	=	\$2,300
Landscaping Allowance – ground plantings in surrounding green spaces	130 s.f.	x	\$9 / s.f.	=	\$1,200
					<b>\$15,800 each</b>

## Secondary Transit Nodes – Pedestrian Amenity Nodes

Permeable Plaza Pavement	150 s.f.	x	\$10 / s.f.	=	\$1,500
Wayfinding Signage Kiosk	1	x	\$2,000 each	=	\$2,000
New benches – 6' Length	2	x	\$1,200 each	=	\$2,400
Waste receptacle	1	x	\$800 each	=	\$800
Bicycle Rack	1	x	\$600 each	=	\$600
Potted Planters with Landscaping	4	x	\$750 each	=	\$3,000
					<b>\$10,300 each</b>



## Demolition

	Investment Quantity		Budgeted Cost		Anticipated Construction Cost	SUBTOTAL
Full Depth Pavement Removal – all areas within ROW	1,262 s.y.	x	\$8 / s.y.	=	\$10,100	
Curb Removal	276 l.f.	x	\$4 / l.f.	=	\$1,100	\$11,200

## Utilities

Utilities Adjusted to Grade	12	x	\$250 each	=	\$3,000	
Solar Powered Pedestrian Lighting in Public Spaces	5	x	\$6,000 each	=	\$30,000	\$33,000

## Roadway and Sidewalks

Roadway Base and Paving	450 s.y.	x	\$62 / s.y.	=	\$27,900	
Concrete Curbing	350 l.f.	x	\$12 / l.f.	=	\$4,200	
Lane Striping	85 l.f.	x	\$2 / l.f.	=	\$200	
Poured Concrete Sidewalks	3,530 s.f.	x	\$4 / s.f.	=	\$14,100	
Curb Ramps	4	x	\$550 each	=	\$2,200	
Sidewalk Tree Pits (NE and NW Corners)	10	x	\$1,700 each	=	\$17,000	
Sidewalk Tree Pits (South side in front of YMCA)	3	x	\$1,700 each	=	\$5,100	
Stamped Concrete Crosswalks (4 sides of intersection)	1,780 s.f.	x	\$15 / s.f.	=	\$26,700	\$97,400

## Public Spaces

Public Plaza (NE Corner) (concrete pavers (75% of space), landscaping allowance (25%), pedestrian amenities, public art / neighborhood signage included)	1,000 s.f.	x	\$30 / s.f.	=	\$30,000	
Primary Transit Node (NE Corner)	1	x	\$15,800 each	=	\$15,800	
Public Green (NW Corner) (concrete unit pavers and landscaping (25% of space), grass area (75%), pedestrian amenities, public art / neighborhood signage	2,000 s.f.	x	\$15 / s.f.	=	\$30,000	\$75,800

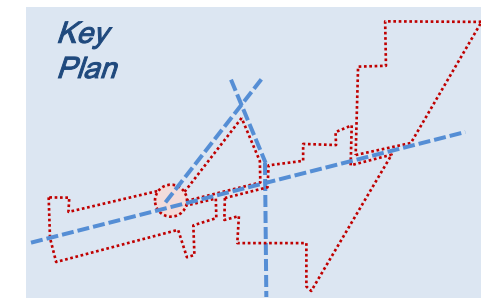
## Subtotal

Contingency – 15%						\$32,600
Design and Engineering – 15%						\$32,600

## Total

\$282,600

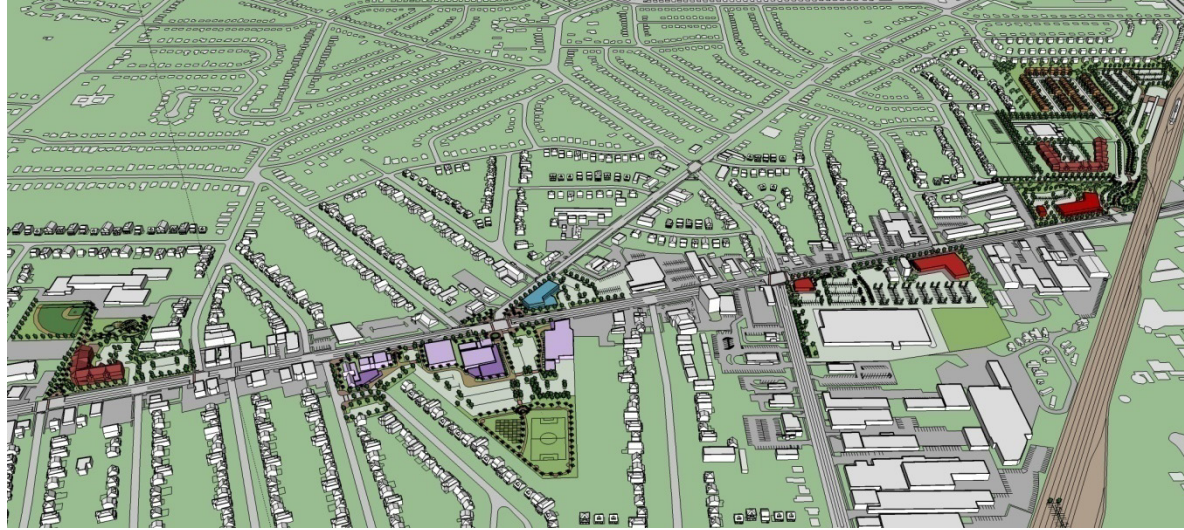
## Triskett Road Intersection Reconstruction



# NEXT STEPS

This study is intended to serve as a first step in the process of realizing a vision for Lorain Avenue and the Kamm's Corners / West Park Rapid Station Neighborhood. This planning process provides a basis for which the implementation of multi-modal streetscape initiatives and engaging public spaces can be realized that set the stage for ongoing redevelopment on private property. As demonstrated through their support of this planning process, the Kamm's Corners Development Corporation, the City of Cleveland, local stakeholders and residents have embraced the idea of creating a sustainable vision for the future of the neighborhood.

The following outlines a series of next steps that can be taken to continue to move the streetscape plans forward as they relate to policy directives, transportation enhancements and partnership opportunities:



## *Policy Directives*

- Present the plan recommendations to the Cleveland City Planning Commission for adoption.
- Present the plan to NOACA's Transportation Advisory Committee (NOACA TAC) to ensure that transportation system recommendations have been reviewed for available funding sources as they become available.
- Present the plan to the City of Cleveland Department of Economic Development to create initiatives for business attraction and retention / growth.
- Enforce the new Pedestrian Retail Overlay District zoning with both new and existing properties to minimize curb cuts, building setbacks, and promote proper parking lot locations and screening so as to minimize disruptions to the continuity of the pedestrian realm.
- Partner with the Cleveland City Planning Commission and Department of Building and Housing to continue to promote the storefront renovation and signage programs of neighborhood buildings within the Mixed-Use Corridor to create linkages with ongoing development in Downtown Kamm's Corners.
- Develop a neighborhood-wide retail inventory and marketing plan that will provide a framework, not only for this study area but all of Kamm's Corners, for identifying the types of new businesses that are preferred within different locations, and will be the most sustainable in the long-term based on the relationship with the highways, residential neighborhoods and existing businesses.



## *Transportation Programs*

- Continue to coordinate the reconstruction of the Triskett intersection with the City of Cleveland Department of Engineering and Construction to pursue traffic engineering, design and funding through Capital Funds, Neighborhood Connections Grants, etc.
- As a Priority Bicycle Route within the NOACA system, Federal improvement funds through NOACA for recommendations relating to Livable Communities that may include bicycle safety enhancements such as new signage, the provision of amenities such as bike racks or additional sidewalk replacement that may not have been included in the City's resurfacing project along Lorain Avenue.
- Work with the City of Cleveland, local businesses and foundations to apply for funding for additional enhancements that can occur within the existing sidewalks. These can include the addition of new landscaping beds within the existing sidewalk area at key intersections and nodes.
- Work with the City of Cleveland to integrate new lane striping at intersections and, and crosswalk striping (including select driveways) in the near-term. Pursue Transportation Enhancement funds through NOACA / ODOT for the integration of longer-term crosswalk enhancements such as colored concrete of unit pavers where desired.
- Given the new collaboration between CPP and CEI, coordinate with the utility company for the consolidation and removal of excessive and duplicate utility poles along the sidewalks. The rusting and outdated metal poles that once served the trolley cars should be removed in favor of attaching light fixtures to the wooden utility poles.
- Develop an application to the Greater Cleveland Regional Transit Authority for Transit Waiting Environment construction funding for the priority bus stops at the West 150<sup>th</sup> intersection and the reconfigured Triskett intersection that will serve the community / civic campus.

## *Partnership Opportunities*

- Develop a working relationship with the remaining car dealership management teams to ensure that if a dealership is to vacate its current facility, that a plan is put in place and marketed to developers in advance of the move to realize the goals of this plan.
- Create a working group consisting of KCDC, GCRTA, the City of Cleveland and local developers to establish an economic and phasing plan for the redevelopment of the land surrounding the West Park Rapid Station and the creation of the community green space linkages between the station and surrounding neighborhoods. In the short-term, improve lighting, sidewalks, wayfinding and landscaping along the existing routes in and out of the West Park Station area.
- Work with the RTA and Railroad companies to determine a means of improving the signage and condition of the railroad overpass at the West Park Station entrance.
- Facilitate a working group consisting of representatives from the YMCA, Library, City Fire/EMS and Fairview Hospital. As these institutions continue plan for expanded services, it will be essential to demonstrate joint partnerships to maximize potential benefits from funding sources.
- Aid in the creation of a business owners group – specifically highlighting on the Mixed-Use Corridor, but inclusive of the whole of Lorain Avenue – to promote signage, landscaping and storefront programs that visually and physically link the study area with the investments occurring in Downtown Kamm's.
- Develop a presentation to Kmart representatives detailing the community process that resulted in recommendations for parking lot / public space enhancements and outparcel development as a means of enhancing the public's image of the property and increasing commercial revenues.