

Detroit Avenue Streetscape Plan

City of Lakewood, Ohio

***a transportation for livable communities initiative
designed to create a truly great downtown main
street that accommodates all of its diverse users***



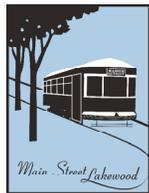
June 2008



Michael Benza & Associates, Inc.
Consulting Engineers and Surveyors



DETROIT AVENUE STREETScape PLAN



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Executive Summary

The Detroit Avenue Streetscape Plan was undertaken by the City of Lakewood, Main Street Lakewood and a planning team of consultants including City Architecture and Michael Benza & Associates with the intention of developing a conceptual streetscape and redevelopment plan for Detroit Avenue within the City of Lakewood. The study, funded by a Transportation for Livable Communities Initiative grant given by the Northeast Ohio Areawide Coordinating Agency, was conceived to accomplish the following goals when rethinking the role of the City's main street:

SIMPLIFY: The configuration of the Detroit Avenue right-of-way through Lakewood's Downtown must be simplified to create a district with greater cohesion and a more uniform flow of traffic and on-street parking.

REORGANIZE AND REDEFINE: Reorganize and redefine development patterns and public right-of-way enhancement standards within downtown Lakewood to support the three main sub-districts that have been identified – the western main street gateway, the main street district core and eastern main street gateway.

REBALANCE: A rebalancing of the street is necessary to accommodate the contemporary needs of the pedestrian, automobile and bicyclist.

REVITALIZE: Physical enhancements at key locations must occur along Detroit Avenue to revitalize and create places that residents and visitors alike will come to find synonymous with Downtown Lakewood.

The primary focus of the planning study occurs within the Downtown Lakewood Main Street district along Detroit Avenue; bordered by Arthur Avenue and the public library to the west and Bunts Road to the east. However, the full study recommends the expansion of the base street configuration along the remainder of the Detroit Avenue corridor within the City of Lakewood, and specifies recommendations unique to the other four districts along the length of the street.

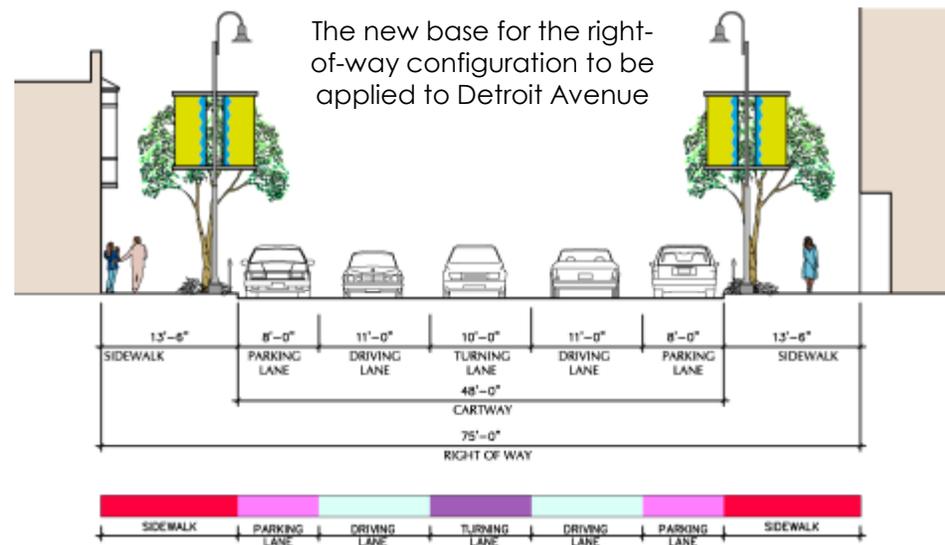
Through an interactive community process, the opinions of residents and business stakeholders were gathered regarding the existing conditions of the downtown Main Street district, visions for its future, and the analysis of options for both the reconfiguration of streetscape / public spaces and private redevelopment sites. The streetscape and redevelopment plan for Lakewood's downtown Main Street district that resulted accomplishes the goals set forth in the beginning of this planning process, and represents a list of recommendations that will meet the needs of this progressive and evolving community.

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In conjunction with a traffic analysis of existing and anticipated future volumes, the study recommends creating a consistent base along what is currently a varying and confusing roadway layout and a wide range of right-of-way widths. This base would consist of a single driving lane in either direction, a continuous center turn lane and on-street parking lanes on both sides of the street. This provides the opportunity to widen the sidewalks and provide landscaping and streetscape amenities throughout the corridor, creating a safer and more pedestrian friendly mixed-use main street.

While studying the planning within the public right-of-way, a series of development sites were also determined through the opinions gathered at the community meetings. The physical form and potential uses that are preferred for each site are outlined, providing a framework through which future development proposals can be judged. The sites include both recommendations for new buildings as well as the public spaces currently associated with some of the downtown's largest stakeholders.

The following pages represent the summary list of recommendations for Detroit Avenue within the Main Street District, and what the new streetscape project would yield in relation to the existing downtown. The full report documenting the entirety of the planning process and the final drawings can be read in the remainder of this document.



Varying conditions along Detroit Avenue in the downtown Main Street District



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Summary recommendations for the Downtown Main Street District streetscape

As a result of the streetscape plan described within this study, the following recommendations represent a summary of the planning process:

- Narrow and realign the cartway with the center line of the right-of-way to provide a continuous 11' driving lane in each direction, an 8' parking lane on each side where possible and a 10' center turn lane
- Maximize on-street parking in front of businesses
- Coordinate a corridor wide signalization plan along Detroit Avenue
- Bury or move the electrical service to the rear of properties as economically feasible
- New construction and redevelopment must incorporate ground floor retail that is open to the street and sidewalk
- It is preferred that new developments construct mixed-use buildings
- Large-scale new development should incorporate a parking structure to meet its generated requirements and to be used to support surrounding businesses
- Incorporate green / environmentally conscious construction techniques into the streetscape
- Choose landscaping and street trees that are easily maintainable and will not block storefronts and signage
- As funds become available for short-term improvements they can be directed towards purchasing items such as benches, trash receptacles or other pedestrian amenities that can be reused in the eventual complete reconstruction of the street
- Work with the RTA to incorporate Transit Waiting Environment / Main Street District gateway improvements at the bus stops at Bunts Road, Warren Road and Arthur Avenue
- In the short-term incorporate banners and hanging baskets to enliven the streetscape
- Provide additional signage, streetscape and aesthetic improvements at municipal parking lots to better link them to the business district
- Incorporate design enhancements to the public spaces along the street that promote an active, walkable district and the healthy lifestyles initiative
- Establish a Business Revitalization District (BRD)
- Establish a Streetscape Committee to coordinate, review and approve what is installed within the right-of-way on a city wide level
- Define a business support / retention plan for stakeholders along Detroit Avenue during the construction process
- Review the zoning along Detroit Avenue with the following options in mind:
 - Amend the current code to allow for mixed-use development without requiring a variance
 - Amend the current code to allow a building to be built to the right-of-way without requiring a variance
 - Review the potential for a Form Based Zoning Code or a series of design guidelines to govern new development

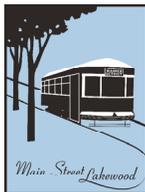
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Quantifying the Investment

In order to determine the true worth of a project such as the Detroit Avenue streetscape plan one must judge the merits of the investment both in terms of its qualitative and quantitative impacts. Thus far the report has discussed the positive impacts that the reconfiguration of the street will have on the traffic flow through downtown, the aesthetic improvements that accompany an enhanced pedestrian environment and its potential impact on development. However, it is when one begins to quantify what this investment means in terms of area of new sidewalk created, number of street trees or new on-street parking spaces that the physical impacts on the district become truly apparent.



The Downtown Lakewood Main Street District plan with the new streetscape and redevelopment sites



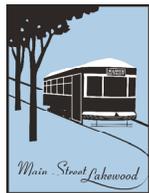
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The areas depicted on this drawing represent the total land areas of new sidewalks, street trees, on-street parking spaces and green space that are added to the Downtown Main Street District as a result of the proposed streetscape plan.



- Acres of street pavement removed and turned into sidewalk: **+ 1.36 acres**
- Acres of new or reconfigured green space: **+ 3.92 acres**
- Number of new street trees added: **218 trees + 143 trees**
- Number of on-street parking spaces: **134 spaces + 23 spaces**

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Introduction

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Why is this important for the City of Lakewood?

As a first-ring suburb of Cleveland, Lakewood is a city with unique appeal and is an integral component of the Northeast Ohio region. Strategically located on the shores of Lake Erie, its sense of history, connection to nature, established neighborhoods and the roots of a real, not fabricated downtown allow Lakewood to stand out amid the less dense, single-use planning that has occurred in surrounding suburbs. With the enormous amount of history and future potential that exists here, the City of Lakewood must take a proactive approach to guide and maximize the area's growth to ensure that it remains a special place within the region.

Over the years, an evolving roadway pattern and different development typologies have dominated the downtown area, contributing to the lack of a sense of place that can overshadow the City's assets along portions of Detroit Avenue. However, what sets Lakewood apart from other places that have experienced similar, uncoordinated growth is the presence of a town center. By strengthening, enhancing and expanding the heart of a community in a manner that adds value and identity, re-energizes the public realm and establishes more meaningful and cohesive connections to its surroundings, the entire community will reap the benefits. The City of Lakewood's true potential lies in the success of its downtown, its ability to support the community and serve as the center of confluence.

With the attainment of a Transportation for Livable Communities Initiative grant from the Northeastern Ohio Areawide Coordinating Agency, the City of Lakewood is taking a proactive approach to strategically plan for its future. This grant provides the opportunity to plan through a community-based process for transportation and infrastructure improvements to make Downtown Lakewood and its main street, Detroit Avenue, a more "livable" place. The transportation framework in any community is the skeleton that shapes its built environment and disposition, which is why investments in infrastructure are the first critical step in the revitalization of Downtown Lakewood. It is essential that the street be considered as more than just an access point from one place to another, but a vital lifeline that defines the overall experience and inspires its surroundings. Originally designed as a state route, the street has historically been conceived of as merely a connection between two distant places. Although the interstate system replaced this role, many streets like Detroit Avenue are still characterized by designs that promote passage from one place to another. It is a goal of this project, through investment in an established, mixed-use community, to rethink



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how Detroit Avenue functions and to create a roadway that serves as the main artery for a community as opposed to a link between two.

This study focuses on strengthening and integrating the neighborhoods, surrounding amenities and Lakewood's Downtown by refocusing attention, effort and vitality to the infrastructure that ties these places together. Demonstrated time and again, well-conceived public investments in infrastructure foster private investment throughout the surroundings, and it is the goal of this study to ensure that both the public and private realms work together to create an engaging and memorable downtown.

The importance of this study goes beyond just the idea of creating a great main street. With the current economic and social trends that are impacting the Greater Cleveland area, traditional downtown districts, like Lakewood's, are experiencing a significant increase in competition with other commercial centers. This competition is further escalated by the fact that through suburban sprawl a series of new 'town centers' are emerging with the intention of emulating the characteristics that make traditional commercial districts like Downtown Lakewood great places. Despite the presence of national retailers, the ability to spend a great deal of time and money on the detailing and maintenance of streets and parks or the extensive marketing campaigns; these new commercial centers will not be able to emulate the extensive history and layering that make traditional downtowns the eclectic, true, mixed-use environments that have allowed them to thrive for decades.

This plan reaches beyond the general aspirations of the community and provides an opportunity to build upon the initiatives underway and that have been proposed along Detroit Avenue to create a comprehensive and implemental plan toward infrastructure improvements. By taking an in-depth look at strategies toward calming traffic, beautifying the public realm and creating a special sense of place paired with a realistic and marketable plan for future growth, a vision that supports a cohesive identity while encouraging long-term strength and sustainability will be realized. The following transportation and redevelopment plan is essential to rediscovering the true potential of Downtown Lakewood and Detroit Avenue and improving the quality of everyone and everything it touches.

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Over time our nation's focus has shifted from downtown commercial districts to suburban strip centers. However, recent trends are refocusing attention on the streets and blocks that define our established town centers, and the creation of an inter-modal environment that can accommodate everyone.



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Emerging / Existing Shopping
Districts and Lifestyle Centers



With increased competition from emerging shopping districts and suburban lifestyle centers, main street districts like downtown Lakewood must create environments that celebrate their history and eclectic urban nature.

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What is the Transportation for Livable Communities Initiative?

The need for a Transportation for Livable Communities Initiative (TLCI) goes back to the mass migration from cities to suburbs, and the fundamental shift this brought in terms of land-use development patterns, infrastructure needs and our sense of place. As people began moving farther and farther away from the center city, urban cores were left abandoned, leaving vast areas of infrastructure underused while demanding larger and faster access ways to the suburbs that focused solely on improved mobility with little regard for community connectedness. Haphazard development with no foresight about how all the pieces fit together, along with a shift in scale from the human to the automobile, left places with a deteriorated quality of life.

When transportation systems and roads are planned, all too often they are designed solely to solve traffic congestion while ignoring their impact on the urban fabric, the pedestrian and bicyclist's experience and the overall sense of place. With this in mind, the Federal Transit Administration has recognized a need for a new emphasis in its transportation programs to make communities more livable. Many cities nationwide are embracing this new perspective, including Northeast Ohio through the initiation, support and assistance of the Northeast Ohio Areawide Coordinating Agency (NOACA). Through the TLCI grant program, NOACA is able to help improve the overall quality of life in urban neighborhoods to retain and attract residents and businesses as well as encourage sustainable economic development. Through a community-based approach, the links between transportation and community planning as well as infrastructure and development are strengthened, providing a mechanism that brings them together to nourish one another, foster a spirit of community and achieve a unified vision.



The City of Lakewood, its downtown and this project meet the goals of a TLCI project. With its compact commercial center, strong residential neighborhoods, parks, lakefront access and thriving institutional amenities, Downtown Lakewood has all the ingredients that go into making a desirable and successful community. What is lacking, and what this project addresses, is the need for meaningful connections and the continuity that brings life, character and intimacy while promoting a sense of an integrated community. This process allows the City of Lakewood to build upon its assets by strengthening the threads that tie them together. In the end, our goal is to diminish the emphasis on accommodating the automobile and rebalance the streets and overall environment to allow pedestrians, bicyclists, public transportation and the automobile to exist in harmony.

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Euclid Avenue's future look a nod to heyday's form, not just function

Big plans for MidTown
City leaders have adopted a new plan for MidTown, to reinvigorate the area through a mix of development, including along Euclid Avenue.

The project is a \$100 million, 1.5-mile-long, 100-ft-wide boulevard that will be built in three phases. The first phase, which will be completed by 2015, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard. The second phase, which will be completed by 2017, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard. The third phase, which will be completed by 2019, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard.

A boulevard of opportunity

Proposal would link I-490, E. 105th
The \$100-million project would link I-490 and E. 105th Street, creating a new 100-ft-wide boulevard that would be built in three phases. The first phase, which will be completed by 2015, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard. The second phase, which will be completed by 2017, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard. The third phase, which will be completed by 2019, will include the construction of a new 100-ft-wide boulevard, the widening of existing streets, and the construction of a new 100-ft-wide boulevard.

URBAN PLANNING

A new, well-planned Inner Belt deserves the state's creativity

Some city-planning ideas are so good they deserve instant death on the drawing board. Thanks to the Ohio Department of Transportation, Cleveland now has a perfect example. Engineers for the firm of Jacobs & Nijke, who are planning the \$700 million reconstruction of the aging downtown Inner Belt, have proposed building a highway on-ramp across Ontario Street from the Gateway sports complex. The idea is to replace the existing ramp south of Carnegie Avenue and thereby speed the flow of southbound traffic from Ontario onto the westbound lanes of I-90 bridge at rush hour, when tie-ups are now the rule. The goal is understandable, but the proposal is a nightmare. It would vandalize the city's half-billion-dollar sports complex as effectively as an army of graffiti artists with spray cans. The ramp would block views of Jacob's Field, a beautiful ballpark completed just 11 years ago. And it would seal the eastern approach to the Lorain-Carriage Bridge, one of the city's most beautiful landmarks. "Visual blight such as this can kill a city as quickly as any other urban pathology — in which case, traffic would be the least of Cleveland's problems," Cleveland City Planning Director Robert Brown called the idea "a nonstarter."

Steven Ziff

THE PLAIN DEALER

Acres of asphalt choke downtown

Lots lucrative; too expensive for housing

W hether it's a parking lot or a parking garage, the city of Cleveland is facing a parking crisis. The city is facing a parking crisis because of the large amount of parking space that is being used for parking cars. The city is facing a parking crisis because of the large amount of parking space that is being used for parking cars. The city is facing a parking crisis because of the large amount of parking space that is being used for parking cars.

University Circle tackling traffic woes

Proposed pedestrian bridge in the University Circle area has failed to tackle key transit problems, and a planning effort to reduce the study has fast-growing district.

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CIVILIZING DOWNTOWN HIGHWAYS

CONCRETE FOR THE NEW URBANISM

PUTTING NEW URBANISM TO WORK ON CALIFORNIA'S HIGHWAYS

An ITE Proposed Recommended Practice

Context Sensitive Solutions
Designing Major Urban Thoroughfares for Walkable Communities

ite
Institute of Transportation Engineers

The idea of creating 'civilized downtown highways' and 'context sensitive solutions' through transportation planning within our established urban communities is at the forefront of planning discussions and presentations on both a nationwide and regional level.

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Goals of the Transportation for Livable Communities Initiative

- 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
- Preserve and enhance farmland, forests and **open space**
- 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, archaeological, scenic and environmental elements** of the transportation system
- Improve the **safety and efficiency** of the existing transportation system

The fulfillment of the goals for a Transportation for Livable Communities Initiative listed above are met within the project that is outlined within the following report. As per the requirements of the grant from NOACA that funded this study, an interactive community process was undertaken, conceptual designs for the reconstruction of Detroit Avenue within Downtown Lakewood were developed, potential development sites were determined to initiate a proactive role in planning for the City's future and initial traffic engineering studies were performed to ensure that the project outlined here is achievable.

In accordance with the purpose of this grant, the recommendations outlined on the following pages provide the City of Lakewood with a distinct advantage to leverage the necessary funds for the full streetscape design, engineering and construction of the project.



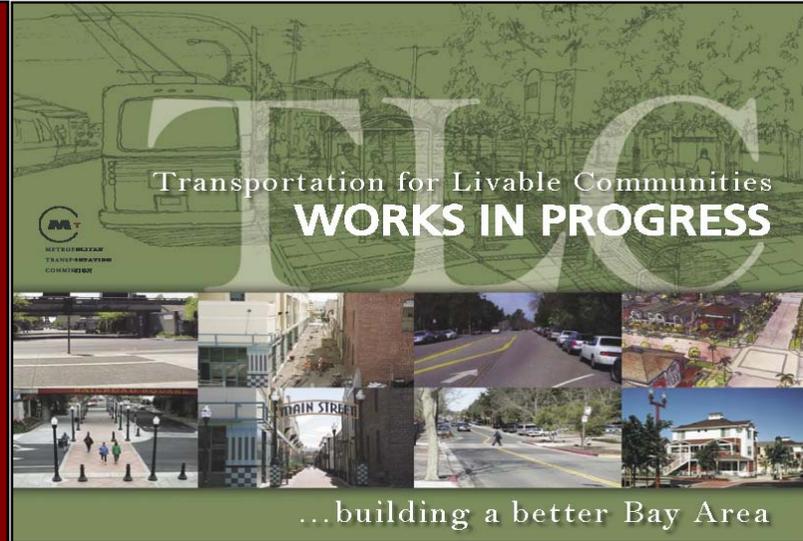
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TLCI's Around the Country

"The intricate connections between transportation and land use are central to the very quality of our lives. And with growth as much a certainty in the San Francisco Bay Area as sunshine, fog and wind, it is essential that these connections be strengthened if we are to avoid increased congestion, decreased mobility and a diminished quality of life.

But what incentives are available for nine counties and 101 cities to coordinate the planning of transportation facilities and land uses? This is the challenge addressed by the Metropolitan Transportation Commission's unique Transportation for Livable Communities (TLC) program."

Metropolitan Transportation Commission



communities initiative

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Planning For Greater Cleveland



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“The purpose of this project was to address the safety concerns due to the high number of crashes over the past years. At the same time it was viewed essential to the vision statement of the City Council that aimed in improving the quality of life in the community by creating a town center. **The goal of the project is to develop Bridgeport Way as a corridor that will improve traffic safety, increase the mobility and cohesiveness of the community, enhance the appearance of the corridor, and control traffic growth.**”

Context Sensitive Solutions.org

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Arlington District – Poughkeepsie, NY: A Revitalization Plan



“Recommendations for improvements to the area included **traffic calming** of Raymond Avenue, a state arterial that for years has cut off one side of the community from another; **widening sidewalks**; **developing unsightly lots** with uses that will help create a town center; **shared parking areas** to reduce the space devoted to asphalt lots; a **better retail mix**, including specialty shopping, to help create a destination shopping district; **new public spaces**, including a town square, passive park, and a network of lively secondary spaces; a **farmers market**; **new gateways** to Vassar College and the Arlington district; **streetscape improvements**, such as more seating, flowers and trees, more attractive storefronts and signs, and historic street lamps; and the **creation of a new business improvement district.**”

Context Sensitive Solutions.org



communities initiative

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The Planning Process

A major goal of the Transportation for Livable Communities Initiative is to involve full community participation throughout the course of the planning. The creation of this transportation and redevelopment plan has been a highly involved and interactive one in particular. A comprehensive study of the downtown was undertaken in which such things as land use, ownership, traffic patterns, right-of-way configurations and overall aesthetics were analyzed. A series of three steering committee meetings, 2 meetings with Main Street Lakewood's Design Committee and 3 public workshops were held at key stages to gather input, define the vision and allow the community to share in and shape the planning process. As a result of this highly collaborative process, the Detroit Avenue Streetscape Plan is intended to be truly reflective of the community's goals and aspirations. This process that developed for this initiative included the following steps:

- **Gather Information**
What conditions exist within the neighborhood that influence the infrastructure network and long-term development?
- **Site Analysis**
How do the existing conditions in Downtown Lakewood impact transportation systems and redevelopment potential?
- **Understanding Community Concerns**
What should be addressed within the planning process to best serve the needs of existing stakeholders and residents?
- **Generating Site Concepts**
What physical infrastructure and redevelopment possibilities exist along the Detroit Avenue corridor within Downtown Lakewood?
- **Reviewing Concepts with the Community**
Do the potential infrastructure and redevelopment plans meet both the needs of the stakeholders and residents as well as the goals of the project?
- **Creating a Streetscape and Redevelopment Plan**
An identification of our top priorities and the creation of a physical streetscape and redevelopment plan.



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Participants

The Detroit Avenue Streetscape Plan would not have been possible were it not for the guidance and commitment of the City of Lakewood to re-establish a quality urban downtown, the commitment and perseverance of everyone on the planning team, Steering Committee and residents that dedicated their time and energy to create a vision for Downtown Lakewood that will direct its evolution into a vibrant, successful place. We would like to thank the following for their active roles in the process:

Mayor Thomas George

Thomas Jordan – Director of Planning and Development

Dryck Bennett – Assistant Director of Planning and Development

Dennis Albrecht – City Engineer

Mary Anne Crampton – Lakewood Community Progress Inc. – Executive Director

Northeast Ohio Areawide Coordinating Agency

- Michelle Johnson – TLCI Project Manager

Steering Committee Members

- Paul Beegan – Main Street Lakewood
- Randy Doi
- Marybeth Feke - RTA
- Michael Fleenor
- Doug Hogan – The Illuminating Company
- Sean McDermott
- John Motl & Melinda Bartigal– ODOT District 12
- John Waddell

Main Street Lakewood Design Review Committee

Michael Benza & Associates

- Marwan Eter

City Architecture

- Paul Volpe

- Matt Schmidt

The Lakewood City Schools and Lakewood Hospital for providing meeting spaces throughout this public process

The many residents, business owners and individuals that completed surveys and participated in the community planning process

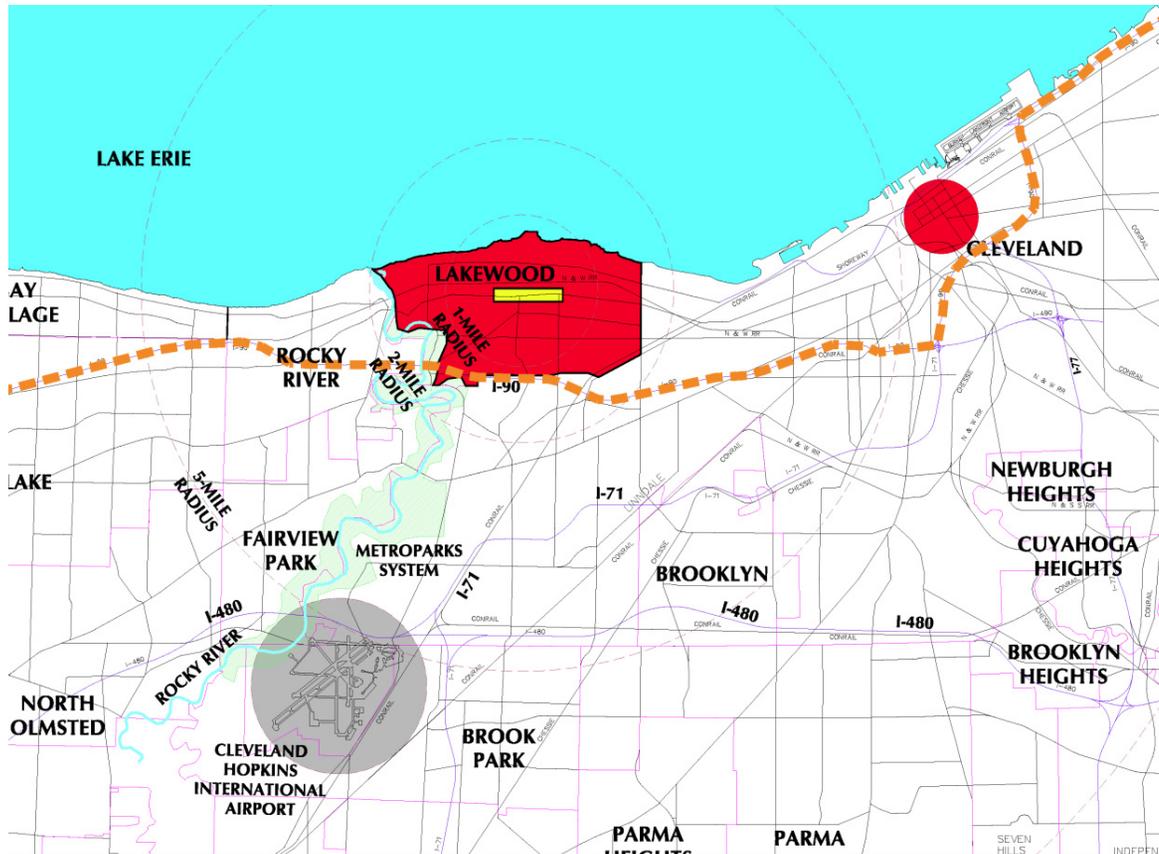




Neighborhood Analysis

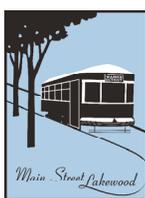
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How does Detroit Avenue fit into its greater context?



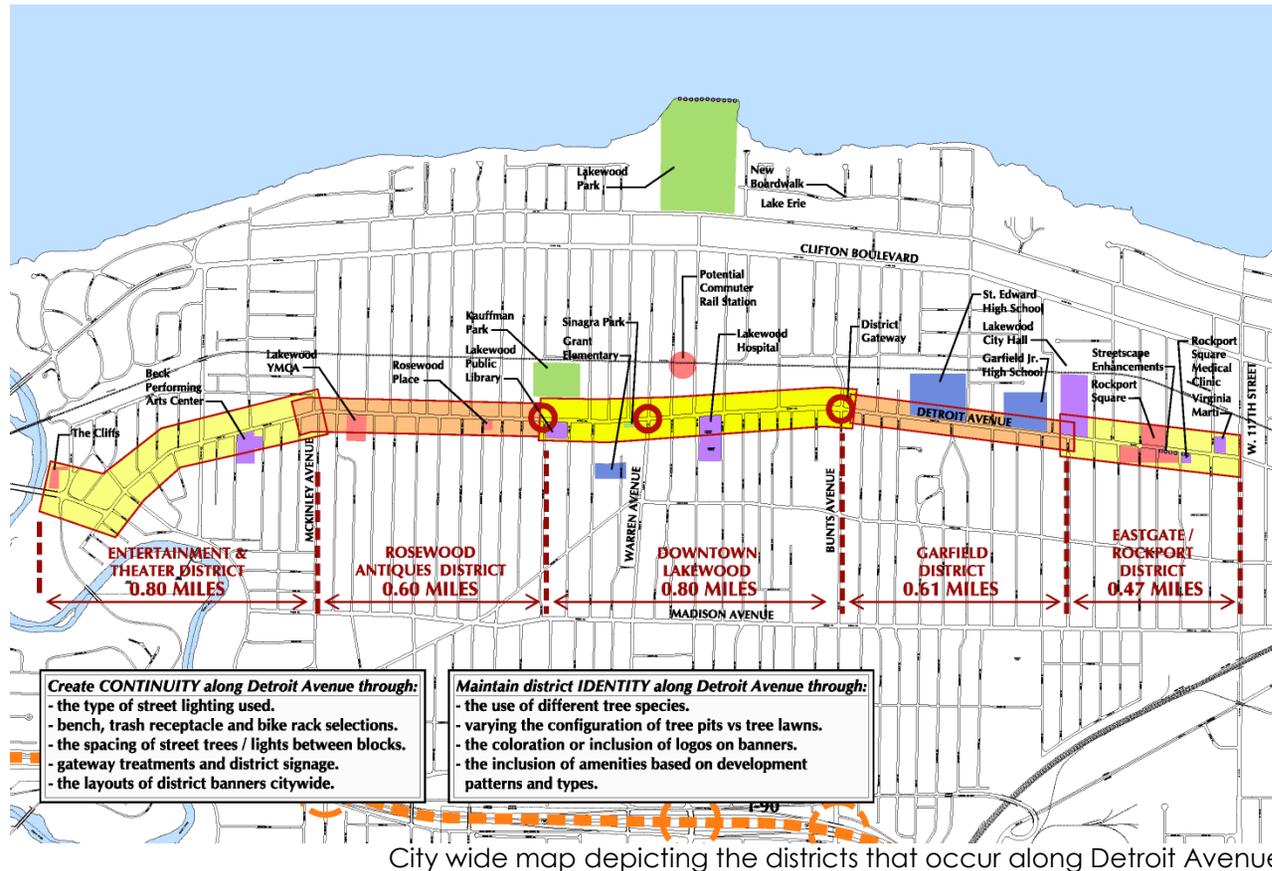
Regional context map depicting Cleveland's west side neighborhoods

When undertaking any planning process, be it big or small, it is important to understand the city or neighborhood being studied in terms of its greater context to get a true understanding of the environment. The City of Lakewood, situated on Cleveland's near west side, occupies a very desirable site within the greater region. As an inner ring suburb, Lakewood is bounded on the east and south by the City of Cleveland, on the west by Rocky River and on the north by Lake Erie. Furthermore, access to and from the broader region, including downtown Cleveland and the Cleveland Hopkins International Airport, is directly accessible via the highway system through a series of four interchanges that service Lakewood on I-90 or via Clifton Boulevard / Route 2.



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As this planning study focuses on Detroit Avenue specifically within the City of Lakewood, one sees that the city's main street stretches from West 117th Street where it crosses into Cleveland at the east to the Rocky River Metropark at the western border of Lakewood. When looking comprehensively at the length of the street, Detroit Avenue can begin to be broken down into districts based upon the type of development trends (both long term and recent) that line the corridor.

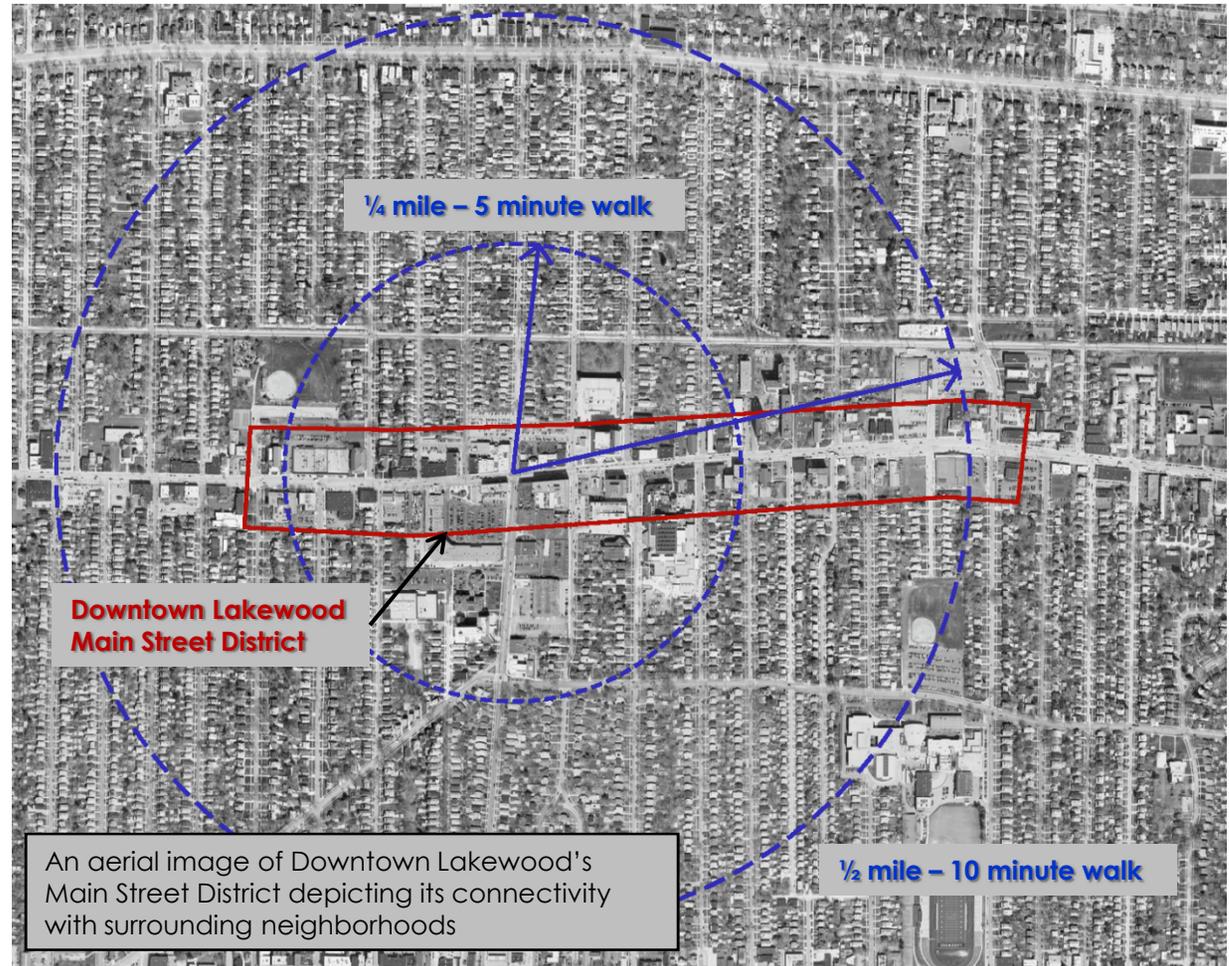


City wide map depicting the districts that occur along Detroit Avenue

Each of these districts is between a half mile and a mile in length. Working from west to east, the districts include the Entertainment and Theater District, the Rosewood Antiques, the Downtown District, Garfield District and the Eastgate / Rockport District. An objective of this planning study is to answer the question of how to bring continuity to the Detroit Avenue corridor while simultaneously addressing the individual identities of each.

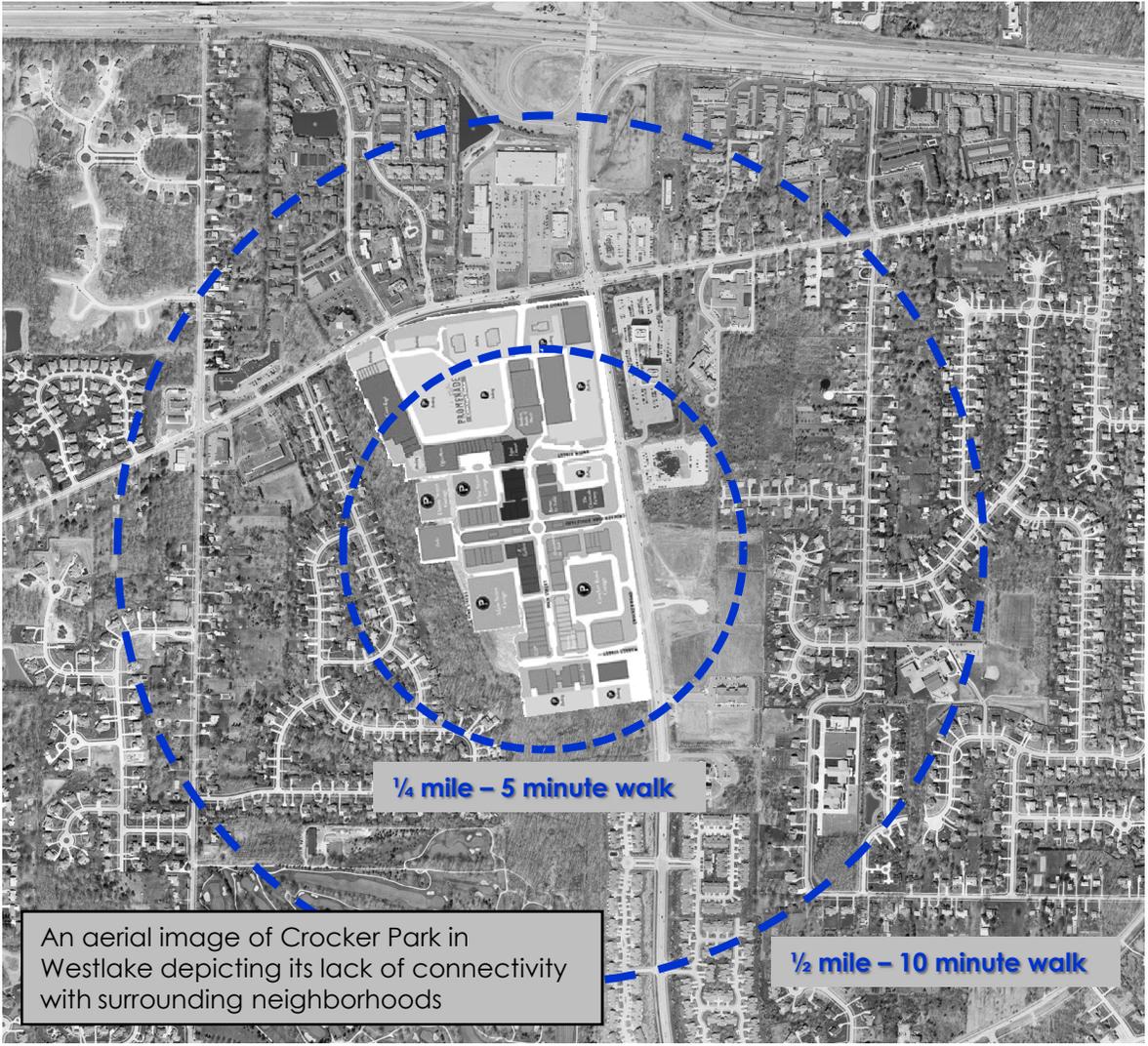
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The focus of this planning study is the area that is considered the Downtown District. This district begins at Arthur Avenue on the west – anchored by the expansion of the public library – and extends along the Detroit Avenue corridor to Bunts Road at the east – one of two direct connections to Interstate 90 within downtown. At just under a mile in length, 0.80 miles, the Downtown District represents a five to ten minute walk from the approximate center of the district at the intersection of Detroit Avenue and Warren Road to either edge. Within the length of that corridor a great many businesses and retailers provide activity up and down the street throughout the day. Lakewood Hospital, the city's largest employer, is located near the center of the district and is a constant draw for individuals that utilize the rest of the street. Given the level of investment both planned and underway with the hospital's facilities, it is the intention of this project to reflect the aspirations of this important stakeholder through public investment in the district as well.



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What sets Downtown Lakewood's urban shopping district apart from the lifestyle centers that are beginning to compete for businesses is that within that ten minute walk lie hundreds of homes, schools, churches and parks. Within the suburban centers that are emerging, that same ten minute walking radius often encompasses a series of non-pedestrian accessible land uses such as fields, strip shopping centers separated by large expanses of parking or residential subdivisions that do not link to one another or the commercial center.



An aerial image of Crocker Park in Westlake depicting its lack of connectivity with surrounding neighborhoods

NEIGHBORHOOD ANALYSIS

DETROIT AVENUE STREETScape PLAN

How does Detroit Avenue's configuration affect the public realm in Downtown Lakewood?

The Detroit Avenue corridor is a true mixed-use, walkable main street district. Lined with a series of commercial, office, residential, institutional and green space uses Downtown Lakewood offers residents and visitors the opportunity to experience a broad spectrum of entertainment and necessity retailers. In many cases the businesses that line the downtown corridor are unique, locally owned establishments inter-mixed with national retailers such as drug stores, grocery stores and fast food restaurants. These uses are accommodated in a variety of development patterns, each reflective of the era in which they originated.

The building fabric of Detroit Avenue is characterized by the combination of multi-story buildings that sit directly on the right-of-way line, grand stone and brick churches and institutions, modernist office towers, single-use commercial buildings and a strip shopping center separated from the street by a parking lot. This conglomeration is both a benefit and a hindrance to the overall environment within downtown. The variety of buildings and resultant uses that have been layered over the downtown corridor through time have given the district the authentic urbanity that has allowed it to thrive and remain a resource within the community. However, these differences have also resulted in an environment that is lacking a cohesive connection that ties the buildings and public spaces together into one consolidated whole.



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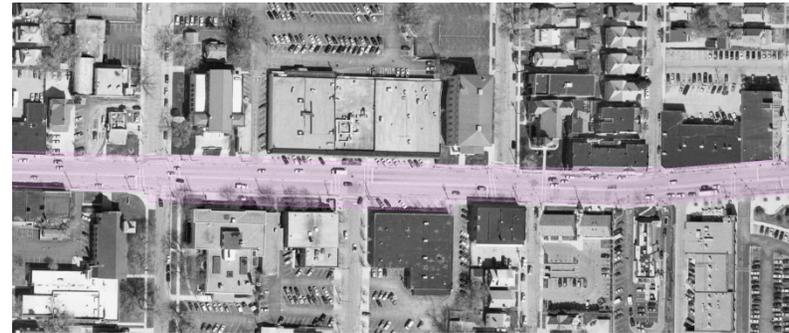


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The changes that have occurred in development trends have also directly affected the right-of-way in a very unique and interesting manner. Within the course of the 0.80 miles that encompass the downtown district, the right-of-way changes considerably in terms of both its overall dimension and its breakdown into sidewalks, driving lanes and parking lanes. The most common right-of-way width along this stretch of the Detroit Avenue corridor is approximately seventy-five feet. However, within the downtown blocks the right-of-way can vary to be as low as sixty-five feet wide and as high as one hundred feet. Within these widths one can find any number of driving lanes, turning lanes, parking configurations and sidewalk widths.

Based upon the development patterns and right-of-way configurations that characterize the different blocks along Detroit Avenue within Downtown Lakewood the district is essentially broken into three distinct segments. Within this planning study they are referred to as the western gateway, district core and eastern gateway. The following pages of this report will discuss the unique characteristics of each segment within the downtown district, along with the different right-of-way configurations that exist.



The Western Main Street Gateway – Arthur Avenue to Cook Avenue



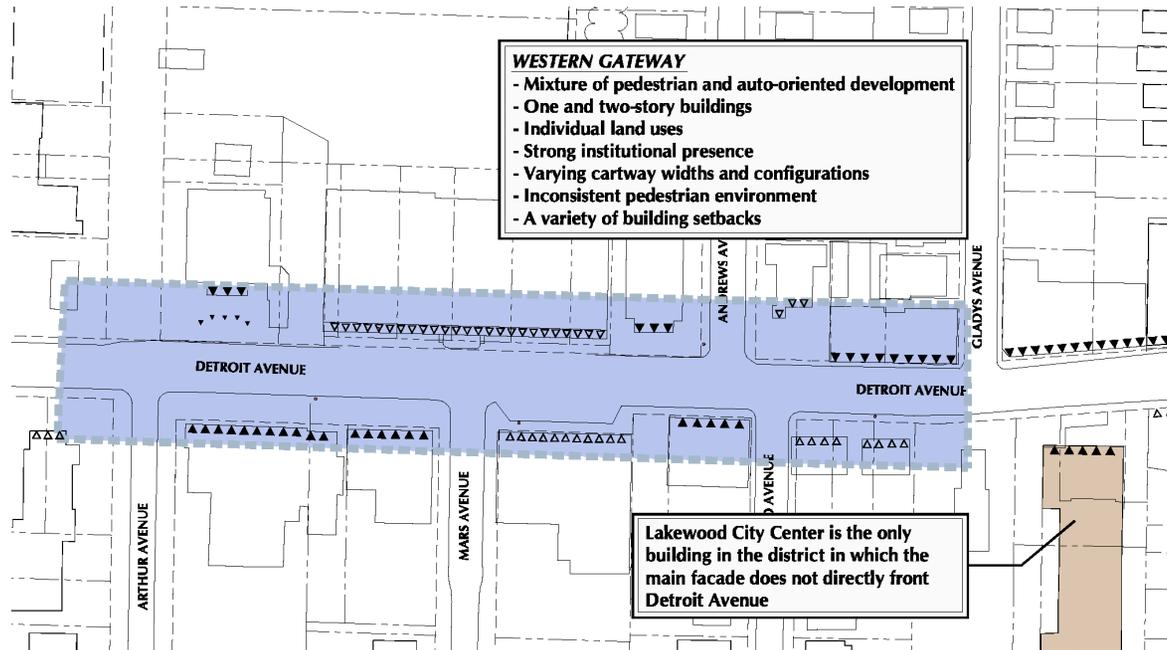
The District Core – Cook Avenue to Lincoln Avenue



The Eastern Gateway – Lincoln Avenue to Bunts Road

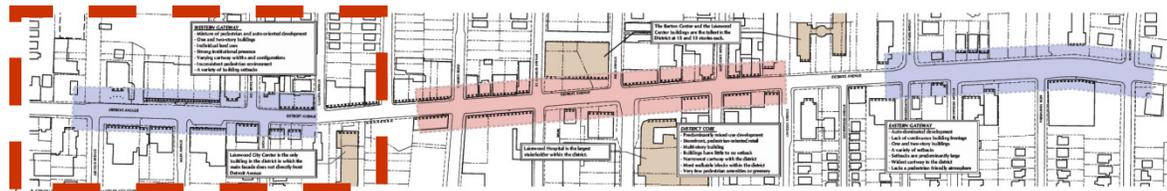
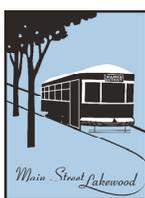
DETROIT AVENUE STREETSCAPE PLAN

The Western Main Street Gateway – Arthur Avenue to Cook Avenue

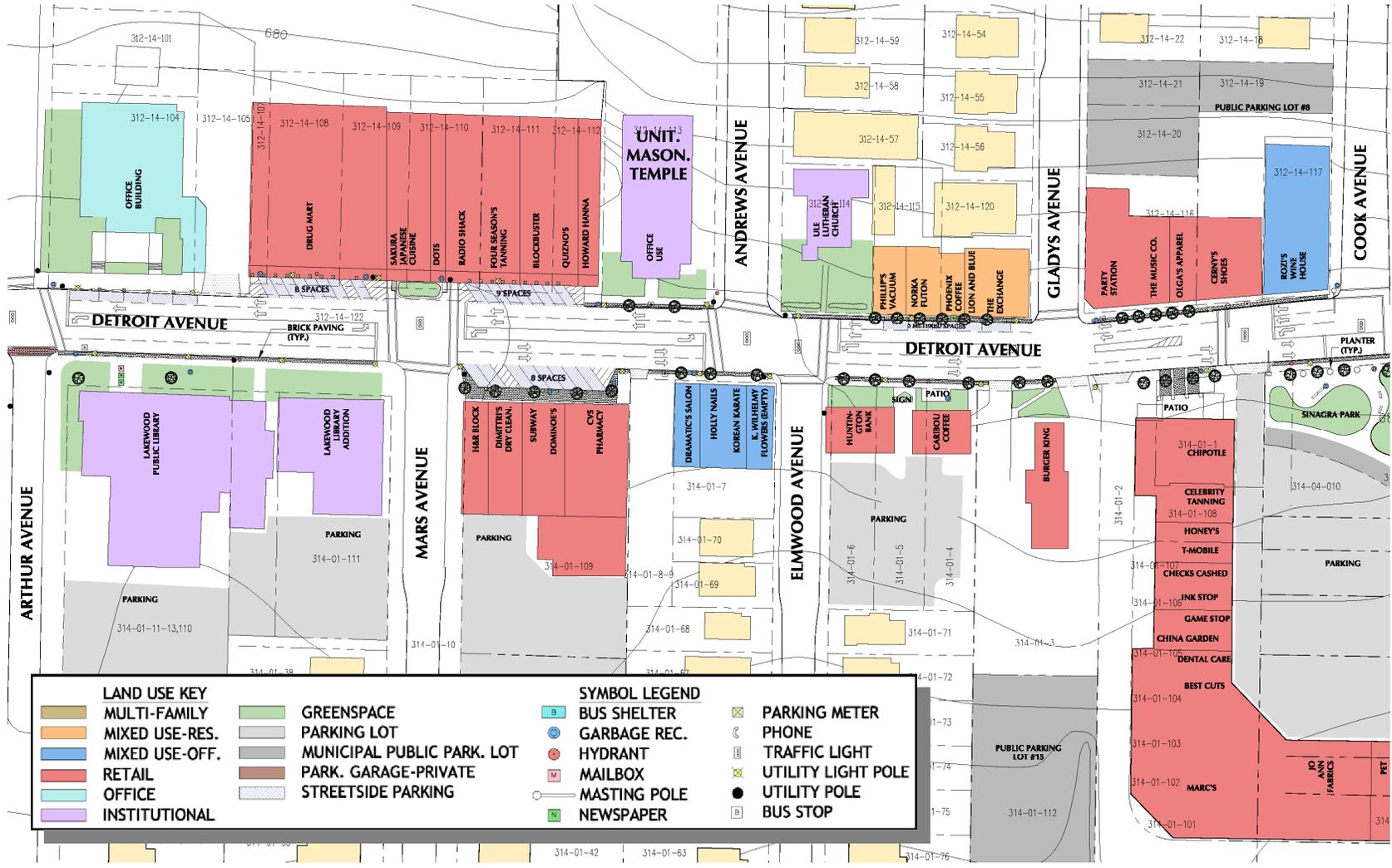


Existing conditions analysis of Downtown Lakewood's Western Main Street Gateway

The western gateway segment of the roadway is dominated by a mixture of grand institutional buildings and single-use commercial structures. An addition and renovation to the public library, currently under construction, marks the gateway to downtown from the west at the intersection of Arthur Avenue and Detroit Avenue. Within the western gateway area a unique configuration also exists in which the right-of-way widens to accommodate two areas of angled on-street parking in front of commercial buildings on both the north and south side of the street. This segment of downtown transitions at its eastern end into the district core at the Lakewood City Center strip shopping center. Here a public space, Sinagra Park, is integrated into the fabric of downtown while shielding the parking lot for the shopping center from the street.



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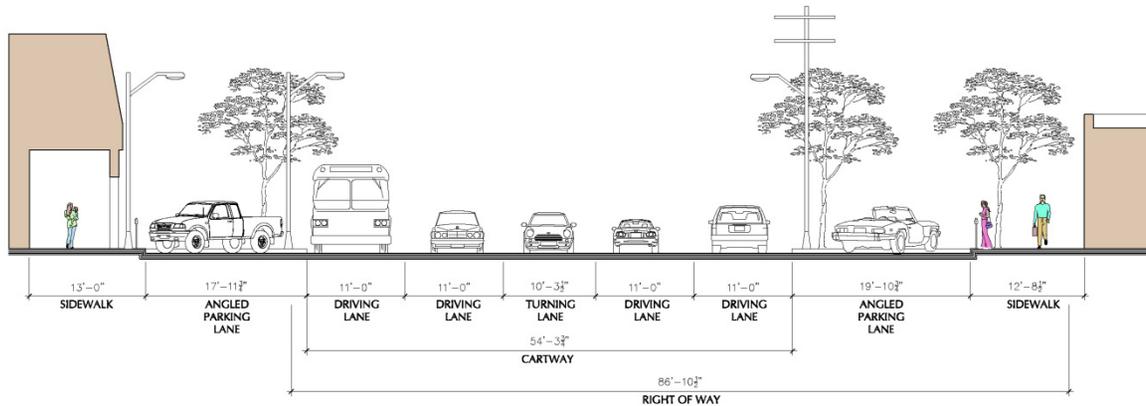


Existing land use within the Western Main Street District

NEIGHBORHOOD ANALYSIS

DETROIT AVENUE STREETSCAPE PLAN

The Western Main Street Gateway at the Drug Mart Plaza

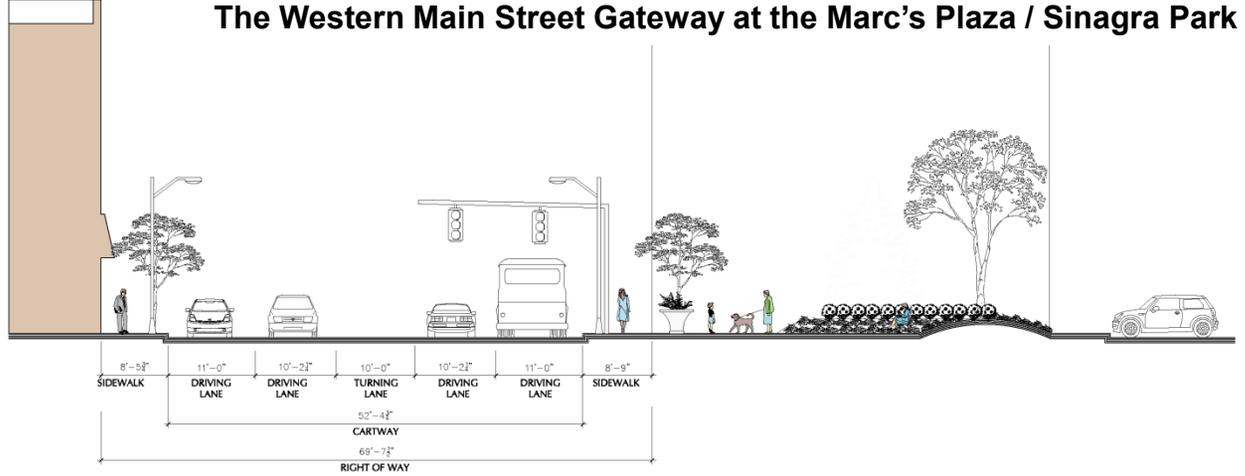


At this portion of Detroit Avenue the right-of-way increases to just over eighty-six feet to accommodate angled parking on the north and south side of the street, two driving lanes in either direction, a center turn lane and a sidewalk on the south side of Detroit. The sidewalk on the north side of the street is integrated into the commercial development to allow room for the angled parking. This is the only place along the length of Detroit Avenue in which angled parking exists within Lakewood. Within the traffic analysis of Detroit Avenue this unique block was determined to be undesirable due to the complications that the parking causes with traffic flow in the roadway and the resulting higher risk for accidents.



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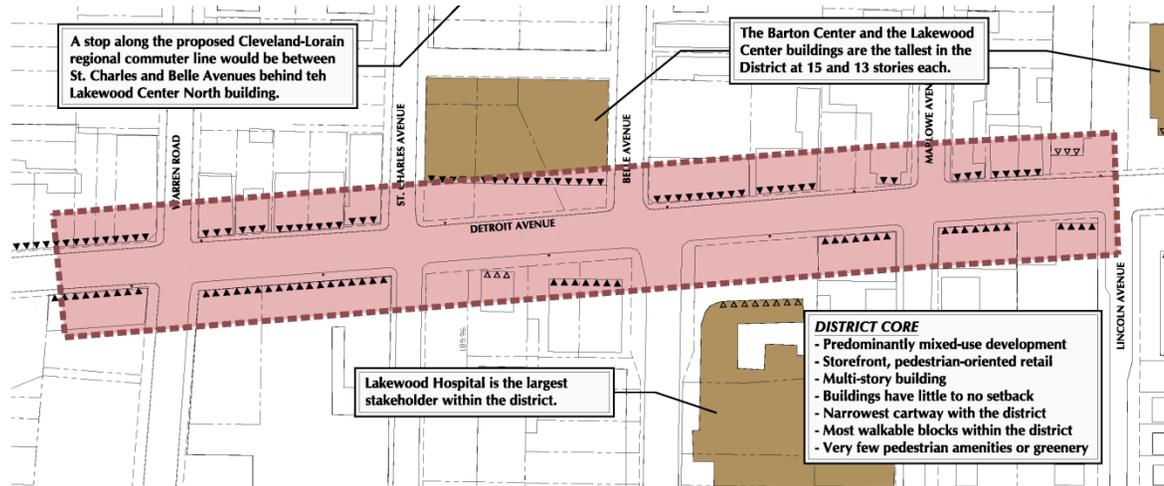
Within this portion of Detroit Avenue the combination of intersections including Warren Avenue, Cook Avenue and the entrance into the Lakewood City Center Plaza cause all on-street parking to be eliminated within the sixty-nine foot right-of-way to accommodate a mixture of driving and turning lanes. With traffic lights at all three intersections, within four hundred feet of each other, this portion of the street performs the worst in terms of traffic flow and is the most confusing for drivers.



NEIGHBORHOOD ANALYSIS

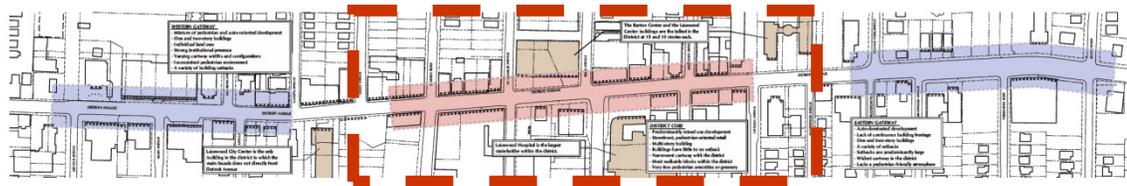
DETROIT AVENUE STREETSCAPE PLAN

The Main Street District Core – Cook Avenue to Lincoln Avenue

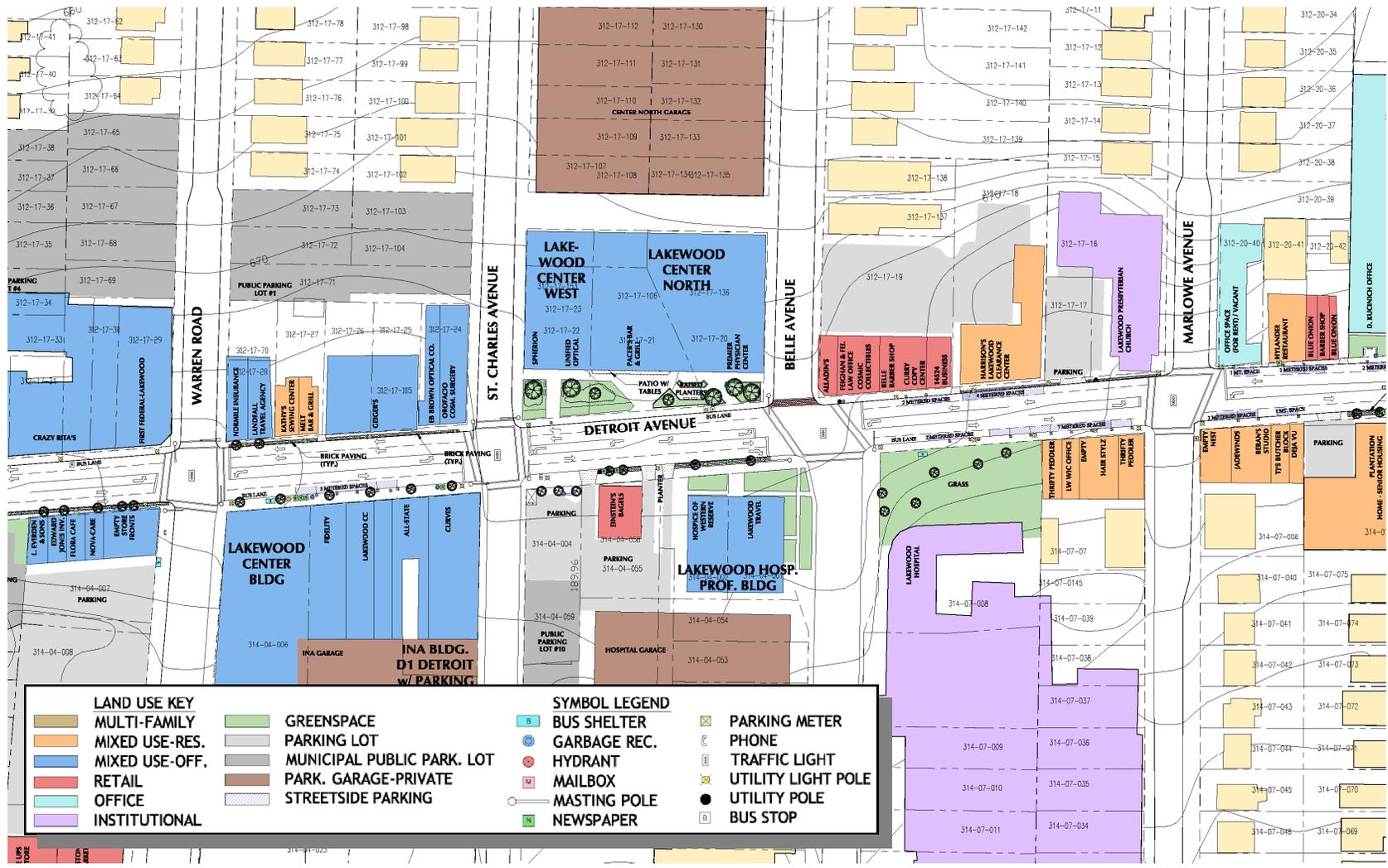


Existing conditions analysis of Downtown Lakewood's Main Street District Core

The district core is the portion of Detroit Avenue within downtown that resembles most closely the traditional street-car commercial corridors of Cleveland's past. With the majority of its buildings built to the right-of-way, this segment of the street creates the strongest feeling of an enclosed urban room with its storefront retailers and offices. The two largest employment centers within downtown are located here; Lakewood Hospital, Lakewood Center North and West office buildings. Each of these structures also incorporates green / public spaces within the streetscape, however, neither are highly utilized by pedestrians.



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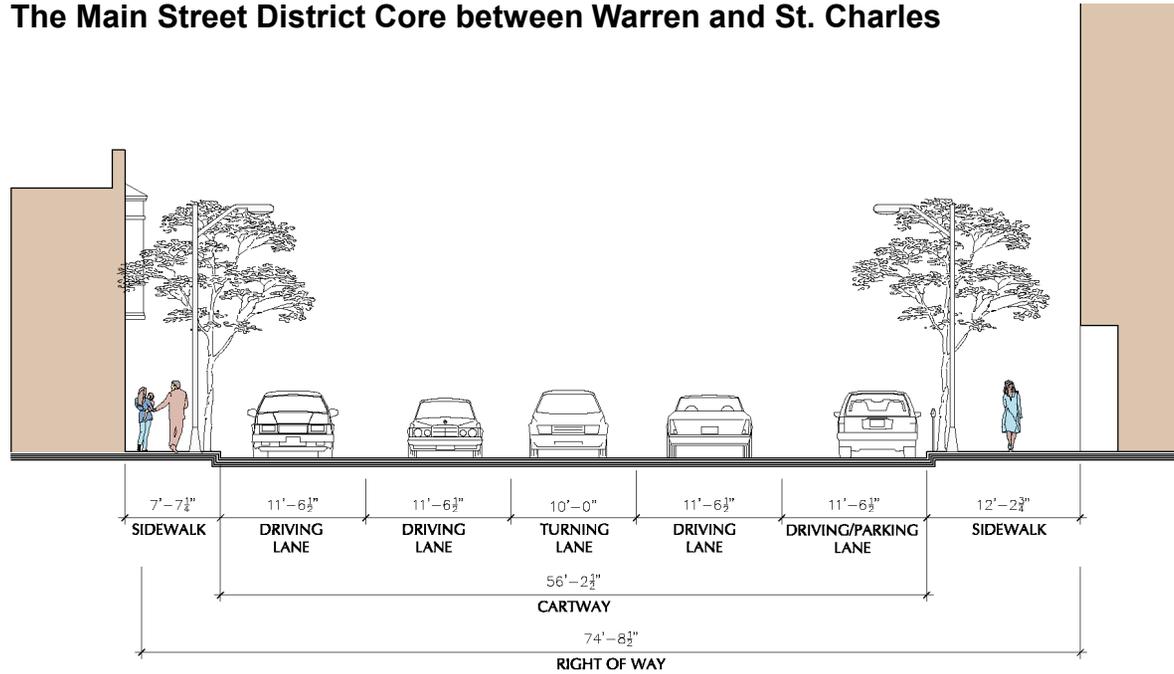


Existing land use within the Main Street District Core

NEIGHBORHOOD ANALYSIS

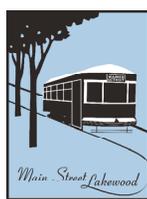
DETROIT AVENUE STREETSCAPE PLAN

The Main Street District Core between Warren and St. Charles



Within the district core, the right-of-way most closely resembles a traditional Cleveland area commercial street with a width of between sixty-five and seventy-five feet. Within this width, a single drive lane in each direction and center turn lane remain constant. However, an on-street parking lane and a second driving lane are interchangeable depending on the block being studied for both the east and west bound traffic. The sidewalks within this district are particularly small, some as narrow as seven feet. The perception of these sidewalks is further diminished in scale due to the fact that the buildings are adjacent to the right-of-way, the roadway itself is often times not centered within the right-of-way and in some blocks street trees are planted in areas with no more than a one foot wide tree pit.

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City Wide Parking Study: Results and Recommendations

Prior to this TLCI planning initiative, the City of Lakewood performed a city wide parking study to develop a means to best support existing and future retailers within its commercial areas. A specific portion of that study was directed to the downtown area, in which many retailers heard complaints from their patrons about the lack of convenient parking. Within the study all public and private parking lots and garages were identified and inventoried.

The results of this study showed that:

- Adequate parking exists if the public and private lots were used efficiently
- Long term parkers were using the two-hour lot meters with little turn over
- On-street parking meters are highly used and see a great deal of turn over

The study recommended that:

- All Detroit Avenue meters should be uniformly calibrated for short term use – 90 minute meters with 15 minutes free time to accommodate patrons that are making quick stops at one business or those that will walk to more than one
- All short-term meters within parking lots should be uniformly calibrated for 2 hours with 15 minutes free time
- All long-term meters will remain as is for use by employees

A portion of this planning study will be dedicated to determining way to promote business patrons to utilize the existing municipal and privately owned parking lots to the rear of the commercial properties along many of the blocks within Downtown Lakewood. In addition, any new developments of a substantial scale must provide on-site parking to meet the needs of the development at a minimum.



Downtown District Analysis

▪ 8 municipal lots

- 793 public parking spaces
- 588 meters
- 122 non-metered spaces
- 87 permit spaces

▪ 3 private garages

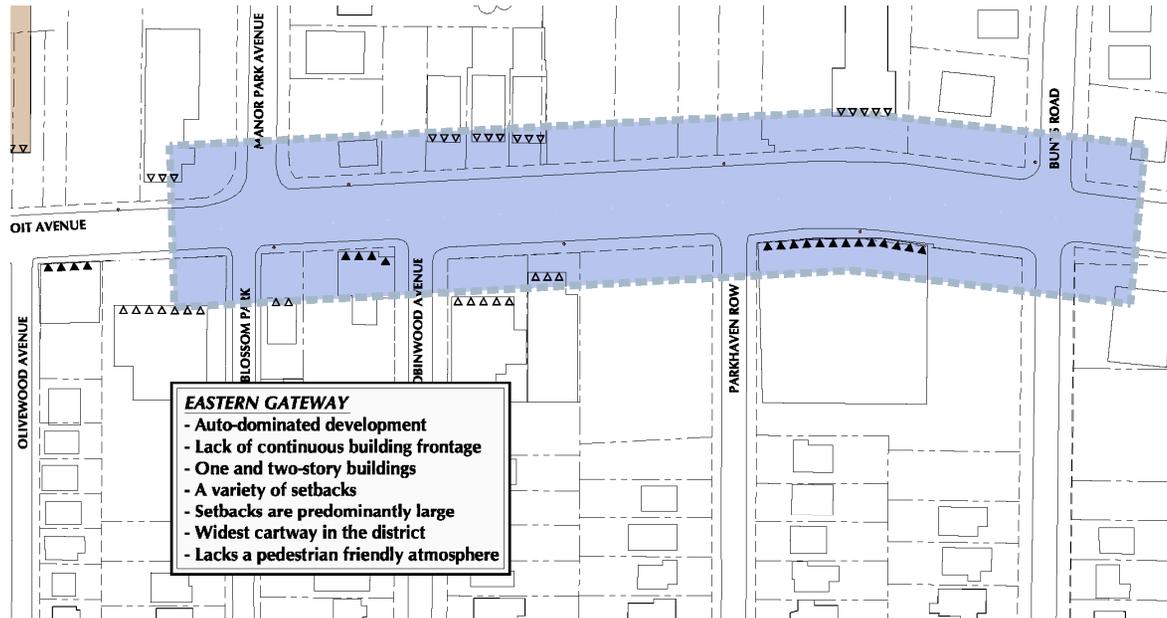
- 2,005 spaces

▪ Numerous private parking designated to respective establishments

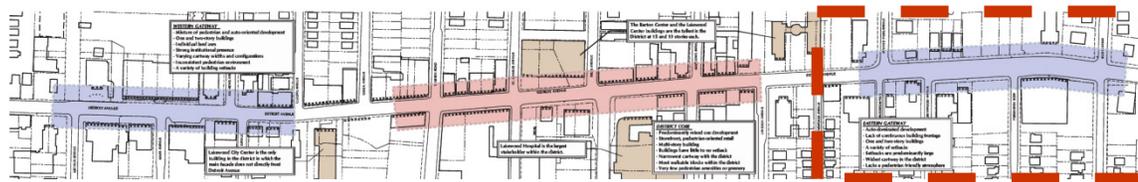
- 1,164 surface lot spaces

DETROIT AVENUE STREETSCAPE PLAN

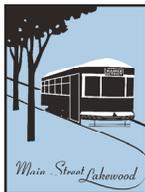
The Eastern Main Street Gateway – Lincoln Avenue to Bunts Road



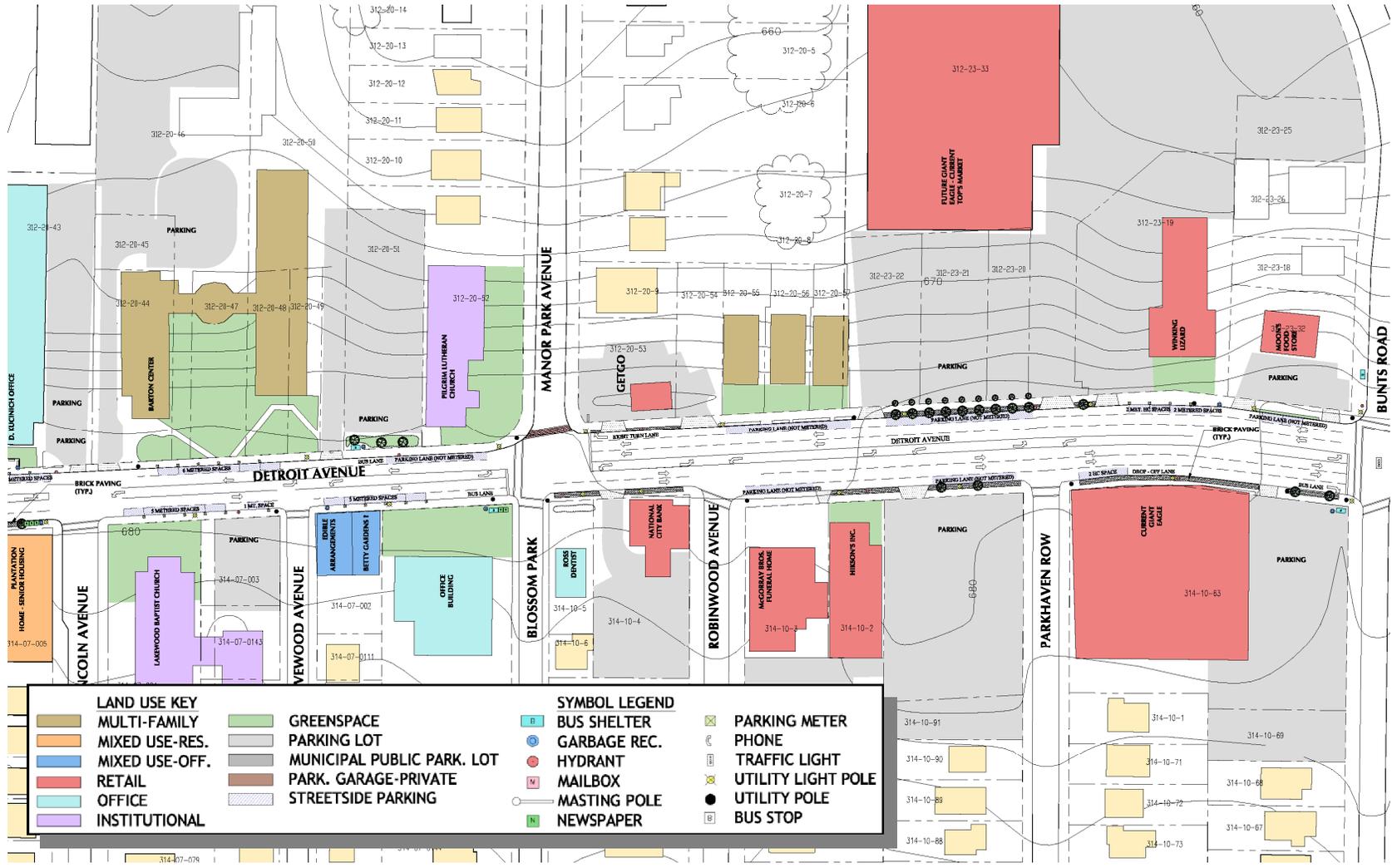
Existing conditions analysis of Downtown Lakewood's Eastern Main Street Gateway



Within the eastern gateway, development along Detroit Avenue takes on a different feeling than in the other two segments of the downtown district. Buildings, for the most part, are set back from the right-of-way and are separated from the street by a green lawn area. It is within this district that the right-of-way once again begins to widen, with the area between Bunts Road and Manor Park Avenue being the widest point along all of Detroit Avenue. Within this portion of the downtown, the district takes on the most auto-dominated atmosphere and is the least pedestrian friendly. Near the intersection of Bunts Road, the blocks on the south side of the street are currently occupied by a vacant grocery store and two surface parking lots.



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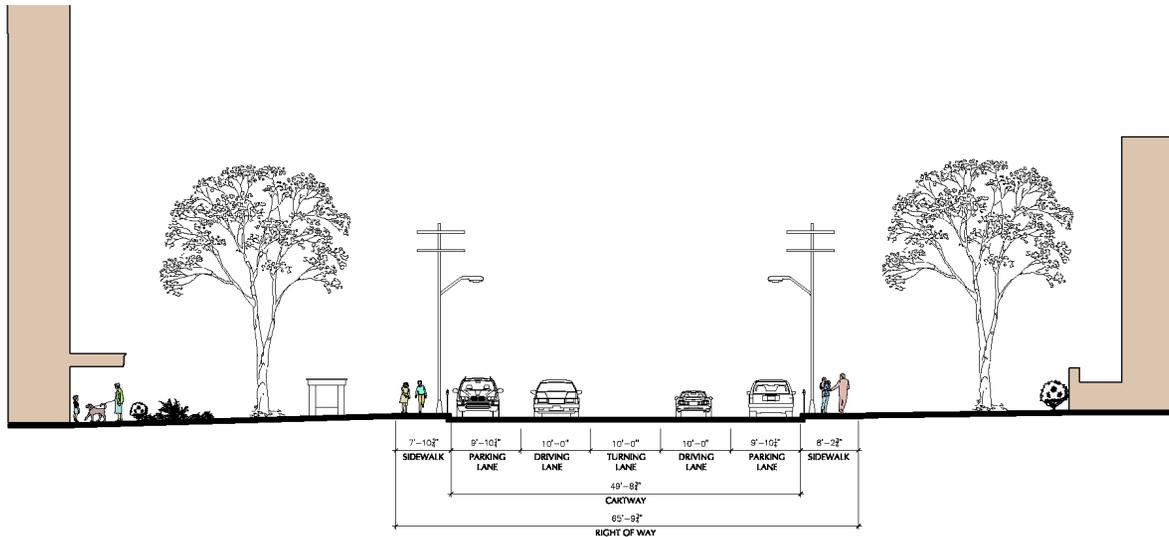


Existing land use within the Eastern Main Street District

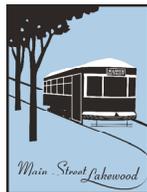
NEIGHBORHOOD ANALYSIS

DETROIT AVENUE STREETSCAPE PLAN

The Eastern Main Street Gateway at The Westerly



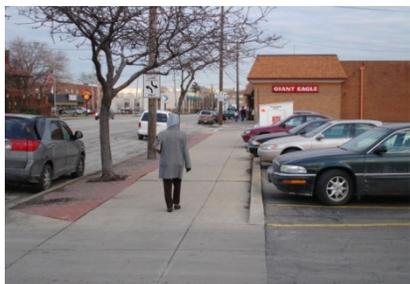
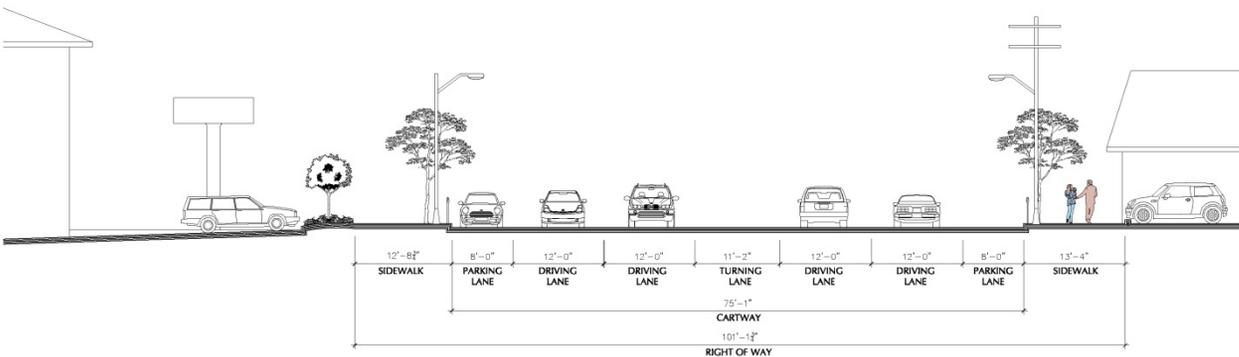
At this portion of the eastern gateway segment of downtown Lakewood, the street begins to transition between the district core and the area between Bunts and Manor Park. The right-of-way configuration remains similar to that of the district core. However, the buildings become predominantly single use and are separated from the sidewalk by large front lawns. Uses become a mixture of churches, retail buildings and the Westerly – a senior citizen housing complex.



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The blocks along Detroit Avenue between Bunts and Manor Park have the widest right-of-way within the City of Lakewood. At just over one hundred feet, this portion of the street contains a seven lane roadway (a combination of driving, turning and parking lanes) and is the least pedestrian accessible. With Bunts Road being a direct connection to Interstate 90, this intersection at the east end of the downtown district represents an important, yet weak, gateway into downtown Lakewood. Given that the blocks to the east and west of this section of street have fewer lanes, the traffic analysis shows that this wide of a roadway is not warranted within this segment of Detroit Avenue.

The Eastern Main Street Gateway at Bunts



NEIGHBORHOOD ANALYSIS

DETROIT AVENUE STREETScape PLAN

What are the perceptions of Detroit Avenue and Downtown Lakewood?

A critical part of the planning process that brings credibility and reality to the final proposal is the incorporation of the goals and desires of the community. In order to gain a better understanding of the community and Downtown Lakewood, numerous workshops and meetings were held with various stakeholders and the public to reveal the issues, needs and objectives that provide a framework for this study.

A Steering Committee was formed that was comprised of City of Lakewood staff, Lakewood Community Progress Inc./Main Street Lakewood staff, neighborhood residents and business owners to act as a liaison between the planning team and the neighborhood. The Steering Committee provided continual input on the development of the planning process, its evolution to create the streetscape plan, the ways in which the community meetings were run and their opinions about the neighborhood itself. Their guidance was crucial to creating a comprehensive plan that is both responsive to the needs of the neighborhood and successfully integrates the full range of community input.



THEMES FOR ENHANCING THE RIGHT-OF-WAY

- The sidewalks are too narrow
- Jogs in the street / sidewalk should be eliminated
- Parking lots should be screened from the street
- Additional public / green space would be beneficial
- Existing parking lots should be made more accessible both physically and psychologically
- An increase in on-street parking would serve as a buffer between the sidewalk and street – 47% of business respondents said there are not enough spaces
- Bicycles should be better accommodated
- RTA bus shelters should take a more prominent role in the streetscape
- Better define the public space at Belle and Detroit
- Traffic calming measures are necessary
- Pedestrian lighting would improve the sidewalk environment
- The configuration and number of traffic lanes is confusing
- There needs to be more trash receptacles in the downtown
- Gateway improvements are necessary

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THEMES FOR ENHANCING DEVELOPMENT

- More engaging and interactive business signage would provide a greater sense of engagement with the sidewalk and street
- A marketing plan for the district would improve the mix of commercial businesses
- Additional anchor stores would draw more shoppers to the downtown
- Kauffman Park should be better integrated into the district
- An increase in quality residential uses on upper floors will add more street life
- Outdoor dining should be integrated into development where ever possible
- The adaptive reuse of unused churches within the district should be considered for office or residential uses
- The variety of architectural styles adds interest to the district
- Pedestrian accessibility enables easier use of the street and its storefronts
- The mixture of uses makes downtown a more lively place

A series of three community meetings were held throughout the process, in which at the first, the planning team presented the existing conditions analysis, including Downtown Lakewood's role within the greater region and comparisons to other downtowns and retail centers. At the conclusion of the presentation, attendees broke into smaller groups to discuss the strengths, weaknesses, opportunities and challenges of downtown. The topics of conversation for each of the break out groups included; streetscape and the public realm, land uses and activities, traffic flow and parking, and a group that discussed existing buildings and development potential.

To create an even greater understanding of the businesses within Downtown Lakewood, a survey was distributed to all of the businesses and landowners within the study area by Main Street Lakewood. This provided an individual assessment from a stakeholder's point of view on the goals and priorities to guide both the traffic and redevelopment recommendations.

After the comments from the first community meeting and surveys were summarized, it became evident that there was much community support behind this initiative and a strong desire to make Downtown Lakewood a more livable community. The following summarize the key results of these conversations that provided a guide for the creation of a conceptual streetscape and development plan that was presented at the second community meeting.

DETROIT AVENUE STREETSCAPE PLAN

At the second community meeting, a presentation was made by the planning team recapping these themes for enhancing the right-of-way and surrounding development and introducing initial concepts for the streetscape reconfiguration and redevelopment proposals. Lining the walls of the school gymnasium where the meeting was held was a series of drawings that attendees spent the majority of the meeting reviewing. They were given a sheet of green and red stickers, and asked to place the green stickers on things they liked, and the red stickers on things they did not or that they felt were not appropriate for Downtown Lakewood. These drawings included plans of the Detroit Avenue corridor, the development options presented, and boards with pictures of other streets around the country that demonstrated paving materials / hardscaping, landscape materials / softscaping, public spaces / areas of confluence, public art / district identity and development types.

DETROIT AVENUE STREETSCAPE BUSINESS / PROPERTY OWNER SURVEY
Main Street Lakewood
January, 2007

You may leave this information blank if you prefer but completing it will help us gauge concerns or issues for specific areas.

Business Name: _____ Contact Name: _____
Address: _____
Phone Number: _____ Email: _____

Keep in mind these questions are geared for Detroit Avenue only! Make an "X" in the appropriate space.

1. Do you think that street and/or sidewalk lighting is adequate?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

Comments: _____

2. Do you think Detroit Avenue is safe?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

Comments: _____

3. Do you think Detroit Avenue is generally clean and attractive?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

Do you think there are some areas that are worse or better than others?: _____

Other Comments: _____

4. Do you think walking along Detroit Avenue is a pleasant experience?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

What do you think could be added or changed to improve the pedestrian experience?

5. Do you think parking (both public and private) along Detroit Avenue is sufficient for your business?

On-Street:

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

Off-Street:

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
------------	----------------------------	---------	----------	------------

Comments: _____

6. Where do you identify your business as being located?

Lakewood: _____
Downtown Lakewood: _____
Westside: _____

Any other comments or suggestions you'd like to share:

DETROIT AVENUE CONCEPTUAL STREETSCAPE PLAN
COMMUNITY MEETING NO. 1
PARTICIPANT SURVEY

January 11, 2007

Please take a few minutes to provide us with your thoughts on the community meeting and any additional ideas or questions you may have. We appreciate your participation in this exciting opportunity for Lakewood. Please complete a minimum of 3 questions as you make the survey.

Some optional, but encouraged:

Do you consider yourself (or your business) a part of the Downtown District? Yes No

If so, what street do you live on or where do you work? _____

Do you think this community meeting was a successful first step in the planning process for Detroit Avenue?
Yes No

Do you plan on attending the next community meeting?

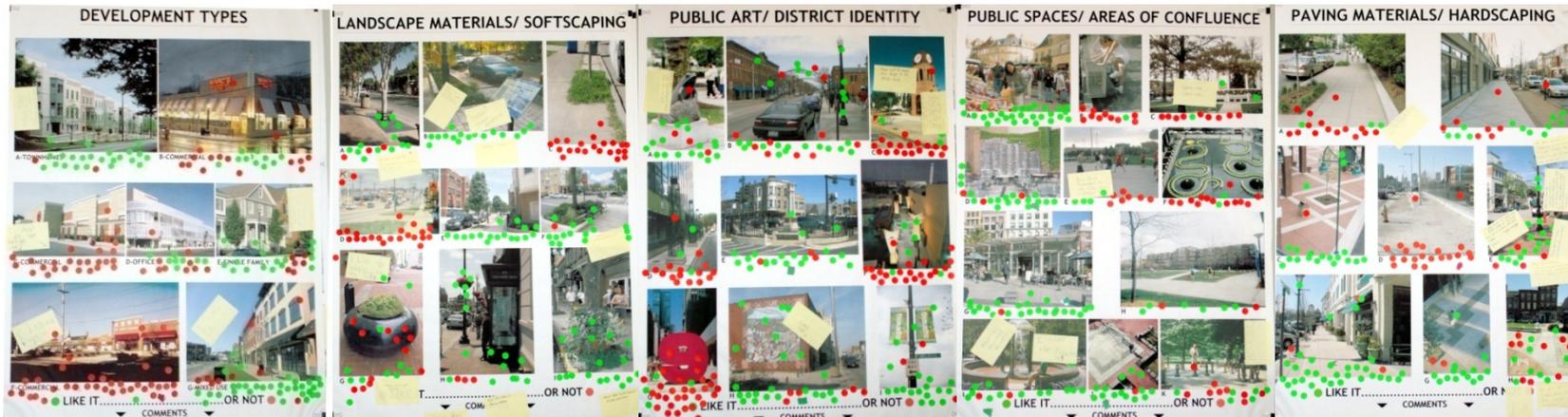
Yes No

Are there any subjects or issues that you'd like to discuss at our next meeting? _____

Do you have any additional ideas or thoughts on the future of Downtown Lakewood as a result of this meeting?

Your attendance and participation in this process is greatly appreciated. Thank you for your support and commitment to the future of our great city!





Images from the second community meeting in which attendees placed green dots over images they thought characterized Downtown Lakewood and red dots on images that did not

Break out groups:

- 1: Streetscape and the Public Realm
- 2: Land Uses and Activities
- 3: Traffic Flow and Parking
- 4: Existing Buildings and Development Potential

At the third community meeting, the final recommendations outlined within the next portion of this report were presented to attendees. Each of the final recommendations for the Detroit Avenue streetscape, redevelopment sites along the corridor and the public spaces that bridge the gap between them were a direct result of this interactive process between the planning team, the City, the Steering Committee and everyone that donated their personal time to attend and participate in the community meetings.

The full list of comments from both the community meetings and the business survey can be found in the appendix to this document.





***Rethinking
Main Street***

DETROIT AVENUE STREETSCAPE PLAN

How can Detroit Avenue become a great downtown Main Street?

Our Planning Goals

Throughout the process of creating this streetscape plan for Detroit Avenue, four concepts emerged that become the guiding principles for the decisions relating to the reconfiguration of the street and proposed development along the corridor. The four goals that were derived from these themes directly address not only the street itself, but the issues and desires of the public and business owners as well.

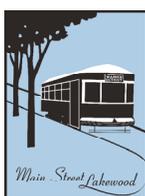
The four goals that became benchmarks for this planning study include:

SIMPLIFY: The configuration of the Detroit Avenue right-of-way through Lakewood's Downtown must be simplified to create a district with greater cohesion and a more uniform flow of traffic and on-street parking.

REORGANIZE AND REDEFINE: Reorganize and redefine development patterns and public right-of-way enhancement standards within downtown Lakewood to support the three main sub-districts that have been identified – the western main street gateway, the main street district core and eastern main street gateway.

REBALANCE: A rebalancing of the street is necessary to accommodate the contemporary needs of the pedestrian, automobile and bicyclist.

REVITALIZE: Physical enhancements at key locations must occur along Detroit Avenue to revitalize and create places that residents and visitors alike will come to find synonymous with Downtown Lakewood.



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Create Beautiful Streets



Develop Walkable Streets



Integrate Public Transportation



Define Areas of Confluence



Create Identity



Provide Places for Activity



Provide for Evening Activity



Encourage Spontaneous Uses



Define Gateways



Provide Places to Sit



Screen Parking Lots



Avoid Blank Walls



Engage the Architecture



Accommodate Outdoor Dining



Integrate Park Space

RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

Creating a Consistent Base to Build From

The first step in the creation of a new streetscape plan for Detroit Avenue was the necessity to develop a simple and organized approach to the lane configuration of the street. The existing combinations of lanes that range from three to five travel lanes plus parking lanes, and everything in between, are not acceptable to build consistency and organization to the roadway.

The process of determining the proper base configuration to apply to the right-of-way, despite its varying width, involved a group of diagrams that focused on the goal of rebalancing the street to best accommodate all of the corridor's potential users. The options developed for the base right-of-way configuration involved various options for driving, turning, parking and the corridor's potential users. The options developed for the base right-of-way configuration involved various options for driving, turning, parking and bicycle lanes, and how their combination affected the width of the sidewalks.

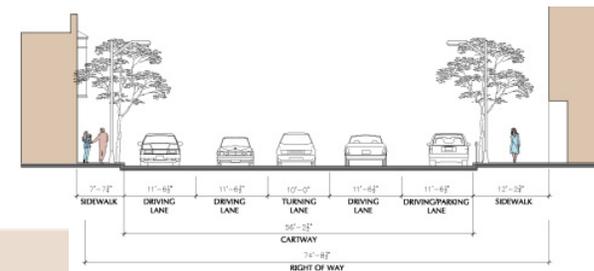
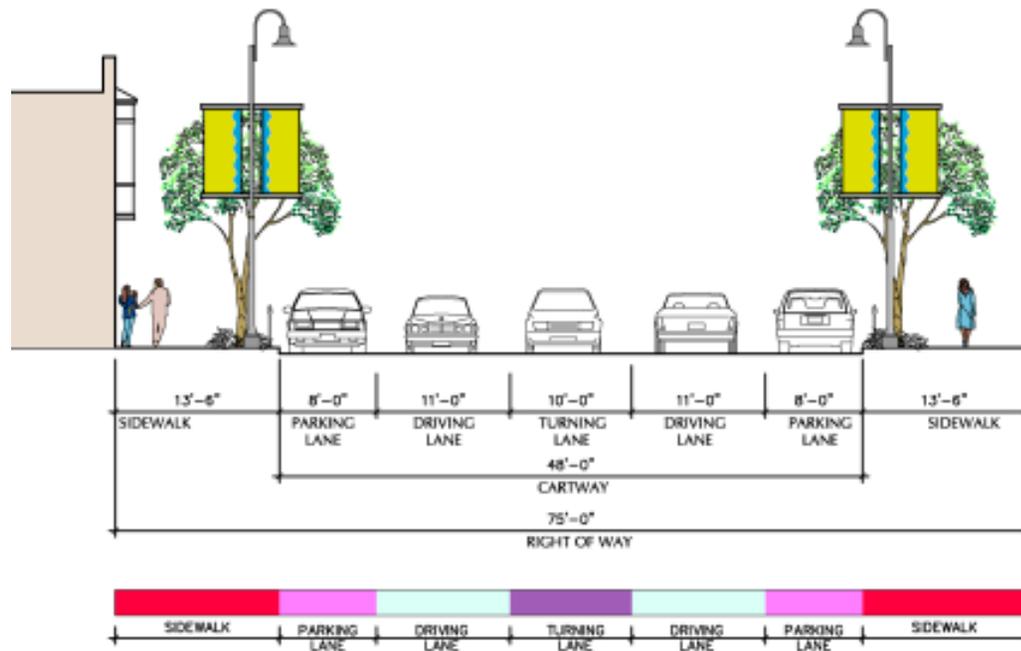
It was determined that maximizing the width of the sidewalks to promote a stronger pedestrian presence along Detroit Avenue is the number one priority within the rebalancing of the street. Within the street section for Detroit Avenue, on-street parking lanes, wherever possible, have also been integrated into the reconfiguration to benefit the storefront retailers that define the character of Downtown Lakewood. However, after speaking with avid bicyclists within the City, it was determined that dedicated bike lanes were not desired along Detroit Avenue, but the integration of bicycle amenities within the design and detailing of the streets and public spaces are necessary. Finally, the decision to retain the center left turn lane throughout the corridor was made to eliminate any delays that might be caused by individuals turning left onto the many side streets or the driveways as the number of driving lanes are reduced to one in each direction.



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Through the simplifying of the right-of-way configuration and the narrowing of lanes to a scale more appropriate to a downtown commercial district, the widths of sidewalks within Downtown Lakewood can be widened to an average of 13 feet. In many cases this doubles the width of the existing sidewalks in some of the densest and most urban blocks. The extra space within the sidewalk also allows for the integration of such streetscape amenities as benches, bike racks, trash receptacles, plantings, new lighting, banners and street trees in adequately sized tree pits that will continue to grow and thrive.

The new base for the right-of-way configuration to be applied to Detroit Avenue



A typical existing right-of-way configuration

- Recenter the roadway
- Maximize the pedestrian realm
- Reduce the width of oversized lanes
- Incorporate on-street parking
- Maintain center turn lane

RETHINKING MAIN STREET

DETROIT AVENUE STREETScape PLAN

A Conceptual Design Based in Reality

The reconfiguration of the lanes within the right-of-way is based upon a traffic analysis that was performed as a part of this study. It is essential that this conceptual study be configured in such a way as to ensure that the recommendations made here will continue to be appropriate and a means to base a final engineered design when construction funding becomes available. Five intersections were selected to be analyzed within the study area, as determined by the City Engineer, NOACA and the planning team. The analysis included the gathering of data for existing traffic counts during the morning and afternoon rush hours and at noon – the three times when Detroit Avenue has the largest amount of traffic

The existing traffic counts were analyzed to determine the level of service (LOS) based on both the current configuration of the street, the proposed layout, as well as the future predictions for traffic along Detroit Avenue in the year 2030. Detroit Avenue, in its current configuration, operates at Levels A-B for the five key intersections analyzed. The proposed reconfiguration of the lanes, under today's conditions, will create a LOS for the five intersections that range from A-C at the peak traffic times analyzed. For traditional main street corridors such as this, a LOS of C or better is the accepted range for rush hour times. Furthermore, based upon NOACA's analysis of future traffic volumes within the region, the daily traffic volumes will decrease for the future study year of 2030. This will mean that the LOS in the future will either remain between A and C, or improve.

Table 2 —Capacity Analysis Results – Existing Conditions *

INTERSECTION	AM PEAK EXISTING	NOON EXISTING	PM PEAK EXISTING
Detroit & Marc's Plaza/Cook	A	A	A
Detroit & Warren			
Detroit & St. Charles			
Detroit & Blossom/Manor			
Detroit & Bunts			

Table 3 —Capacity Analysis Results – Proposed Conditions*

INTERSECTION	AM PEAK PROPOSED	NOON PROPOSED	PM PEAK PROPOSED
Detroit & Marc's Plaza/Cook	A	A	B
Detroit & Warren	B	C	C
Detroit & St. Charles	A	A	B
Detroit & Blossom/Manor	A	A	A
Detroit & Bunts	B	B	B

The Level of Service (LOS) is a numerical calculation that describes the conditions of traffic flow along a street in relation to the speed, travel time, potential delays, freedom to maneuver, interruptions, comfort and convenience. The LOS is expressed in one of six levels (A-F). A level A score would indicate that traffic moves along the street with zero interruptions. In a downtown district an LOS of B or C is often desirable from a business and pedestrian standpoint. This would allow traffic to still move without delays, but slow it slightly so that drivers can find businesses and increase safety for pedestrians, promoting a multimodal downtown district.



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Based upon the proposed lane configurations and related improvements to Detroit Avenue with Downtown Lakewood the following recommendations resulted from the traffic analysis:

- The proposed lane configurations will impact the LOS at some of the five selected intersections. However, the LOS will still function at an acceptable LOS between 'A' and 'C.' This will create a more pedestrian friendly downtown.
- Eliminating angled parking and assigning designated lanes for parallel parking will reduce the vehicular incidents associated with on-street angled parking.
- NOACA's year 2030 forecast shows a decrease in ADT. The forecast is based on NOACA's modeling for future population growth, proposed development and other improvements projected to take place in the City of Lakewood. Since the ADT will decrease, the LOS for proposed conditions will remain the same or may improve in the future.
- Timing cycles for the other intersections in the project area must be optimized and synchronized with the analyzed five intersection's traffic signals to obtain a higher level of service for the whole passageway. This can be done with Time-Based coordination, Hardwire or Wireless coordination, or with a closed loop system for the entire project.
- Side streets should be fitted with ground loop detectors or other traffic monitoring and detecting devices for opposing movements in some cases where appropriate. Opposing movements for the project area are the northbound and southbound traffic. These monitoring devices can detect any vehicle at the side street approaches and call for green time. The traffic signal will switch and end the cycle for Detroit Avenue vehicular traffic and allow the opposing traffic to move.
- Vehicular stop bars at the signalized intersections should be located no less than 40 ft. and no more than 150 ft. away from the face of the traffic signal, for an 8 in. diameter signal head lens. The distance between the stop bar and a signal head can be increased to 180 ft. if the signal head lenses are 12 in. in diameter.
- The lane width shall be no less than 11 ft. for through traffic lanes and no less than 10 ft. for left turn traffic lanes. Parallel parking lane widths shall be no less than 8 ft.
- RTA bus stops at the intersection of Detroit Avenue & Warren Road, Detroit Avenue & Blossom Park / Manor Park Avenues, and Detroit Avenue & Bunts Road should be located a minimum of 40 ft. away from the intersection stop bar. This will prevent any close right turn vehicular movement in front of the bus after the drop-off or pick-up of a passenger.

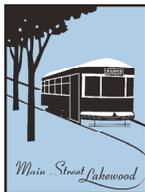
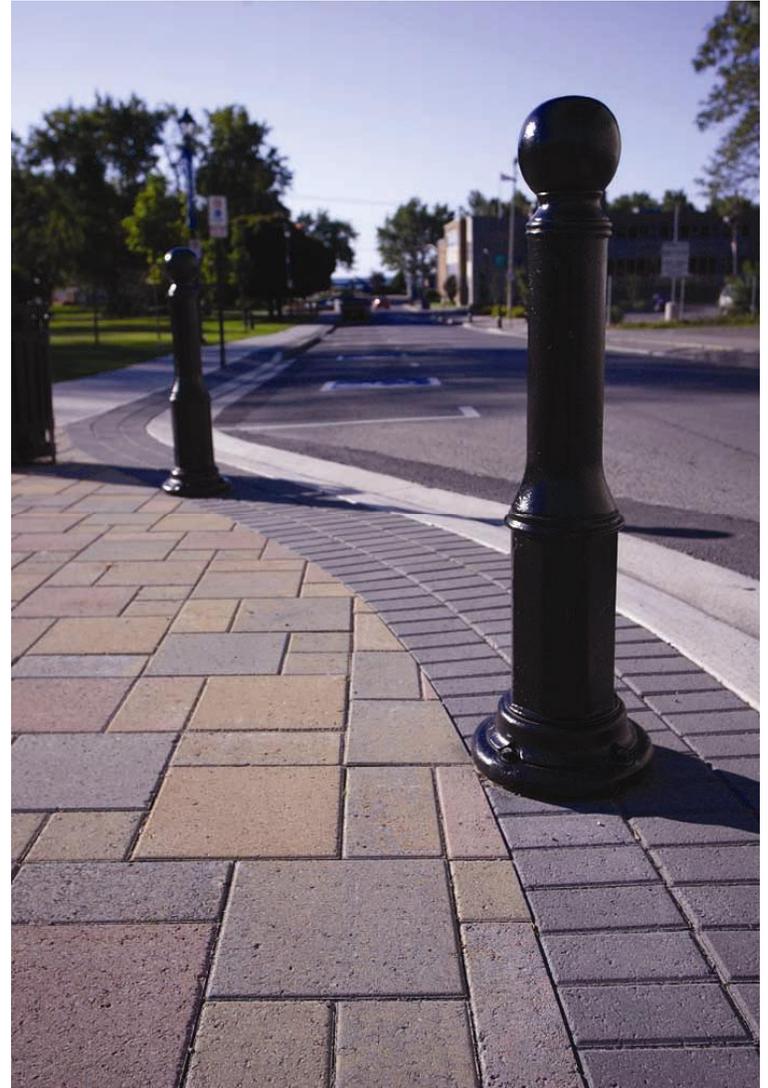
DETROIT AVENUE STREETSCAPE PLAN

Applying the Base Configuration to the Street

When it is overlaid upon the existing street, the new right-of-way configuration creates an urban environment unlike that which currently exists within Downtown Lakewood. The pedestrian realm that is created by the new streetscape arrangement widens the sidewalk from its existing narrow and varying condition to a consistent width of twelve to thirteen feet. Additionally, in areas such as the intersections where on-street parking does not exist, the sidewalk width is able to grow by an additional eight feet.

Dedicated Parking Lanes

These extensions of the sidewalk into the portion of the right-of-way designated for parking serve two purposes. The bump outs define the parallel parking lanes, ensuring that they remain in place to serve the businesses that line Detroit Avenue and are not usurped into the driving lanes as is often the case in commercial districts. However, the more important purpose of the sidewalk bump outs at the intersections is to enhance the pedestrian realm. The bump outs effectively shorten the crossing distance, creating a safer and more well connected downtown environment.



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The Hardscape

The sidewalk layout for Detroit Avenue allows for a minimum six foot wide clear path, providing unrestricted access for pedestrians to stroll up and down the street, shop in the many stores that line the corridor or meet friends and neighbors. Adjacent to this will be an area in which such entities as street trees and other amenities can now be added. The hardscape, or the materiality of the sidewalk, can create a very different environment on different streets. As a result of the community process involved in this planning initiative, the sidewalk hardscape envisioned for Detroit Avenue within the downtown district is comprised of a series of different surfaces and textures.

Beyond the base concrete surface that would make up the walking path of the sidewalk, areas adjacent to the curb between planting beds will have a special paving surface. Using a concrete or brick paving pattern within these areas of the sidewalk will not only create a change in pattern or texture, but the visual distinction between the two materials provides the means to create special areas within the sidewalk that can become gathering places.

The ability for the hardscape to define space through materiality will also occur along the Detroit Avenue streetscape at the curb line. The design proposal calls for an eighteen inch wide curb, a foot wider than the standard curb. By creating a wider curb, and using colored concrete instead of the standard grey, a visual separation is created by the curb between the area within the right-of-way dedicated to the pedestrian and that of the automobile. Additionally the wider curb, when between the parallel parking lane and the tree planters, provides the necessary width for individuals to get out of their cars without interfering with the planting beds.



RETHINKING MAIN STREET

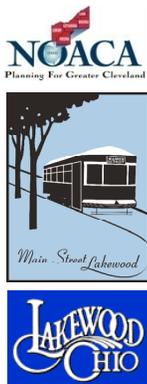
DETROIT AVENUE STREETScape PLAN

Landscaping

The widened sidewalks along Detroit Avenue also provide the opportunity for the integration of landscaping in the form of street trees and planting beds. These provide the opportunity to enhance the pedestrian environment and soften the streetscape. Street trees provide shade for pedestrians in the summer, an evolving and dynamic environment as they bloom in the spring and leaves change in the fall while creating a vertical and orderly rhythm to the street.

However, when integrating street trees into the urban environment, the positive impacts that they can have on the district will be outweighed by negative aspects if they are not specified correctly. The species of tree selected must be one that grows tall, with branches that extend vertically and not horizontally so as to not block the signage of the businesses that the project is meant to benefit. In a downtown district such as this, it is also imperative that irrigation be incorporated into the underground utilities to ensure that both the street trees and any base plantings remain in good health year round. Additionally, the type of tree must be chosen to be highly tolerant to the adversities that it will face in an urban environment. An ideal species will have smaller leaves so that when they drop in the fall they do not clutter the sidewalk.

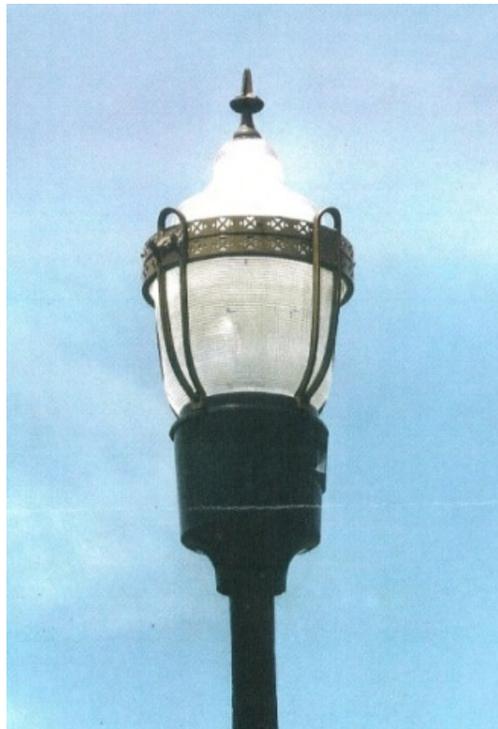
For the City of Lakewood's downtown, as with any district, it is good practice to plan that at least two different species of street trees be incorporated into the design to ensure that in the event of an infestation of one, the other will remain healthy. Within the Detroit Avenue streetscape, the proposal calls for a base street tree, with an ornamental tree integrated in places such as at intersections, public spaces and in areas in which a double row of trees are possible. This study proposes that a ginkgo tree be planted along the length of the blocks, with flowering tree lilacs in special places.



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Buried Utilities

Currently within Downtown Lakewood, the above ground utility wires run both in front and to the rear of the properties that line Detroit Avenue. These overhead lines, and the roadway lights that are mounted to the utility poles detract from the overall pedestrian experience and add to the visual clutter that currently exists. The proposal illustrated in this plan envisions the street without these wires or overhead lights. The lights would be replaced by a more decorative and pedestrian scaled fixture that would serve to both light the roadway, and bring the scale of the elements that line the street into the context of the historic commercial district.



DETROIT AVENUE STREETScape PLAN

Streetscape Amenities

Within the sections of the sidewalk that will contain special paving, areas of confluence can be created through the use of pedestrian amenities that provide a more accommodating environment for those that use the street. Groupings of benches are designed and organized to promote social interaction amongst individuals in downtown. The provision for seating within commercial streetscapes in a variety of styles and arrangements is essential in creating a place that is welcoming and accommodating for individual users, couples and groups of all sizes. Also integral in the creation of these outdoor rooms to make the experience of the street more accommodating to pedestrian users is the inclusion of such items as waste receptacles, newspaper boxes and mailboxes.

However, streetscape amenities can benefit more than just the pedestrian. The inclusion of bicycle racks in strategic locations throughout a main street district, such as at public spaces, retail destinations or the Lakewood Public Library provide a level of service for yet another grouping of individuals. Due to the density of the surrounding neighborhoods, Downtown Lakewood is easily accessible by bicycle for many. However, provisions must be included within the streetscape design to ensure that this is in fact the case. Within this plan bicycle racks are proposed along the length of the corridor both individually within the layout of a block's sidewalk, and in clusters where possible within public spaces. Additionally, given the ability for many downtown workers to commute to work via bicycle, it would be beneficial to the district if a bicycle station were to be created that would include indoor parking and locker room facilities. Given the dense concentration of employees in the district core, a portion of the ground floor of the parking garage behind the Lakewood Center North tower would be an ideal location.



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Public Art

The final level of detail that will truly enhance the pedestrian experience along Detroit Avenue is the integration of public art. This is something that can take on many forms and sizes, the purpose of which is to demonstrate the special and dynamic culture of Lakewood. Public art may talk to the nature of the community, the businesses that exist or Lakewood's history. However, the fact that Lakewood is a lakefront community is very important, an aspect of the city's character that has been identified in this process as one that should be incorporated in the details of the streetscape's design.

Public art can be incorporated into the streetscape in many different forms and styles. It can occur in the paving materials that are a part of the hardscape, as elements integrated into the design of the intersection bump outs, special lighting elements or as more traditional art installations that can be placed in parks or at neighborhood institutions. However, even the simplest items such as hanging custom banners and flowering baskets from the street lamps can play a role in creating a dynamic streetscape.



RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

Creating an environmentally friendly and sustainable streetscape

Given both the City of Lakewood's strong ties to our natural environment through the Lake Erie ecosystem and the expansive natural land in the Rocky River Metropark as well as the City's commitment to green building technologies, it is believed that the Detroit Avenue Streetscape design incorporate the most advanced green building technologies possible. The recommendations outlined within this document represent current green infrastructure planning and construction techniques at the time of the completion of this study. However, at the point in which this project is carried forth into the engineering, final design and construction processes, these techniques should be re-evaluated to ensure that they represent the most contemporary and up-to-date thinking and technologies.

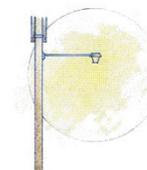
Capturing and Utilizing Gray Water or Runoff

Within the design of the sidewalk and the planting beds, runoff from the street and sidewalk during a rain can be collected and reused as a part of the irrigation system for the street trees and additional plantings that will surround them. The type of vegetation specified for the planting beds can be chosen based upon its ability to work with a specific soil mixture to filter and clean the runoff water from the street as it settles through the planting bed prior to it reaching the water table below ground. Being that Detroit Avenue lies along the tip of an old sand ridge from Lake Erie, the integration of pervious paving materials that would allow runoff to naturally filter through the sand and bypass the City's storm sewers makes this street a prime resources for green infrastructure integration.

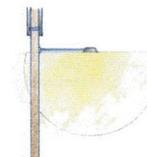
Additionally, rain water can be captured and used within the irrigation system that will service the planters during times in which it is not raining. This can dramatically decrease the long term maintenance and utility costs that would be born by the City or a Business Improvement District associated with an irrigation system within a public right-of-way such as this.

Dark Sky Compliant Light Fixtures

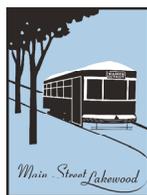
Light fixtures specified within the design of the Detroit Avenue streetscape should be energy efficient, dark sky compliant fixtures. These are designed to focus all light downward, where it is needed, reducing the glare from above and wasted energy.



Conventional light fixture



Dark sky compliant fixture



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Rain Gardens

Within the design of the public parks and open spaces associated with the streetscape project, rain gardens can be incorporated to filter water and runoff from surrounding buildings and parking lots, such as the lot in front of the Lakewood Center Plaza. A rain garden serves a similar function to the way in which the planters could be envisioned within the sidewalk but on a larger scale.



Green Parking Lot Design

Within the design of the municipal parking lots, biofiltration areas can be incorporated that are similar to a rain garden. Within the design of the ground plane areas between the parking spaces used for tree plantings can be designed as depressions and planted with specific vegetation that can purify the runoff from parking lots. In addition, the paving of the parking lot and pavers used in pedestrian walkways should be made of porous concrete and permeable pavers to allow water to seep into the ground where it can be directed to flow into the biofiltration areas. Additional recommendations for parking lots will be discussed later in this document.



The integration of these features into the design of the streetscape will serve multiple purposes for the City and its residents. Over the lifespan of the street design, the incorporation of green building techniques will result in an overall decrease in the costs involved with maintenance and upkeep. Such items as the reuse of the rain water runoff for irrigation of the tree pits will reduce the operating costs associated with the utilities necessary to sustain the streetscape.

In addition, the incorporation of green building techniques into a major municipal project such as this serves as an example to city residents that Lakewood is committed to creating a quality environment in which to live, shop, work and play. The streetscape becomes a positive inspiration and teaching tool for individuals of all ages and backgrounds about the importance of preserving the overall health of the environment we all share, the ability for responsible practices to bridge the gap between public and private facilities while increasing the overall quality of life for everyone.

DETROIT AVENUE STREETScape PLAN

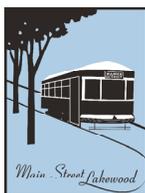
The Western Main Street Gateway – Arthur Avenue to Cook Avenue

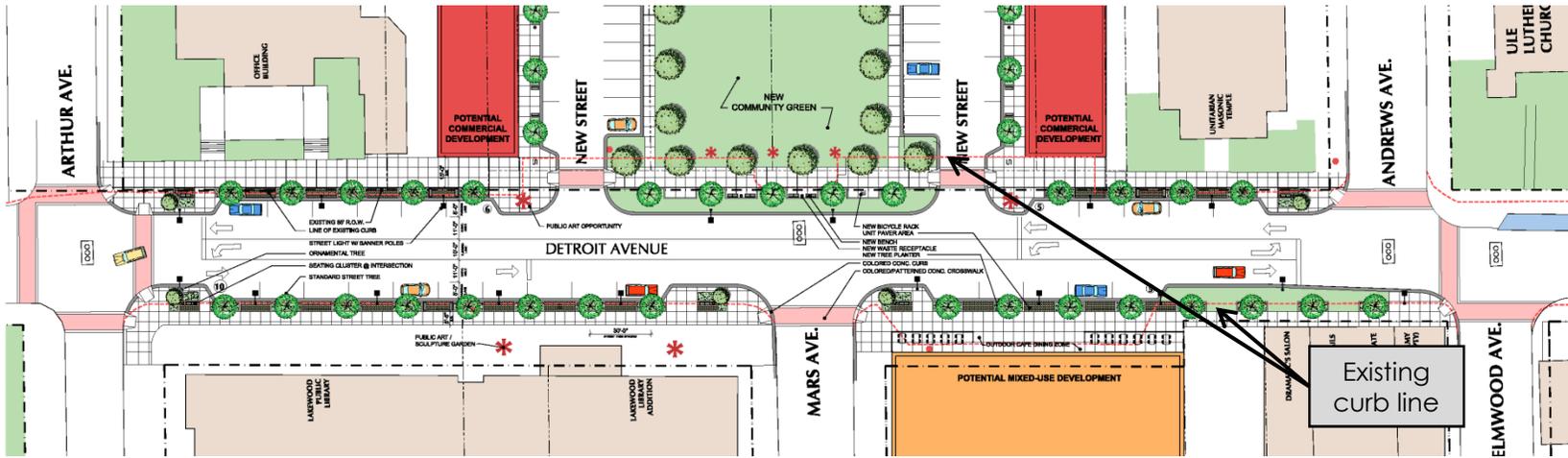
The application of the planned streetscape into the western main street gateway segment of Detroit Avenue demonstrates how what is currently the most random section of the street can become a uniform environment and a gateway into downtown befitting of the both the nature of the community and the new investment in its public institutions. The integration of different development types within this district also demonstrates that the streetscape is designed to accommodate both the existing conditions along the corridor as well as new development.



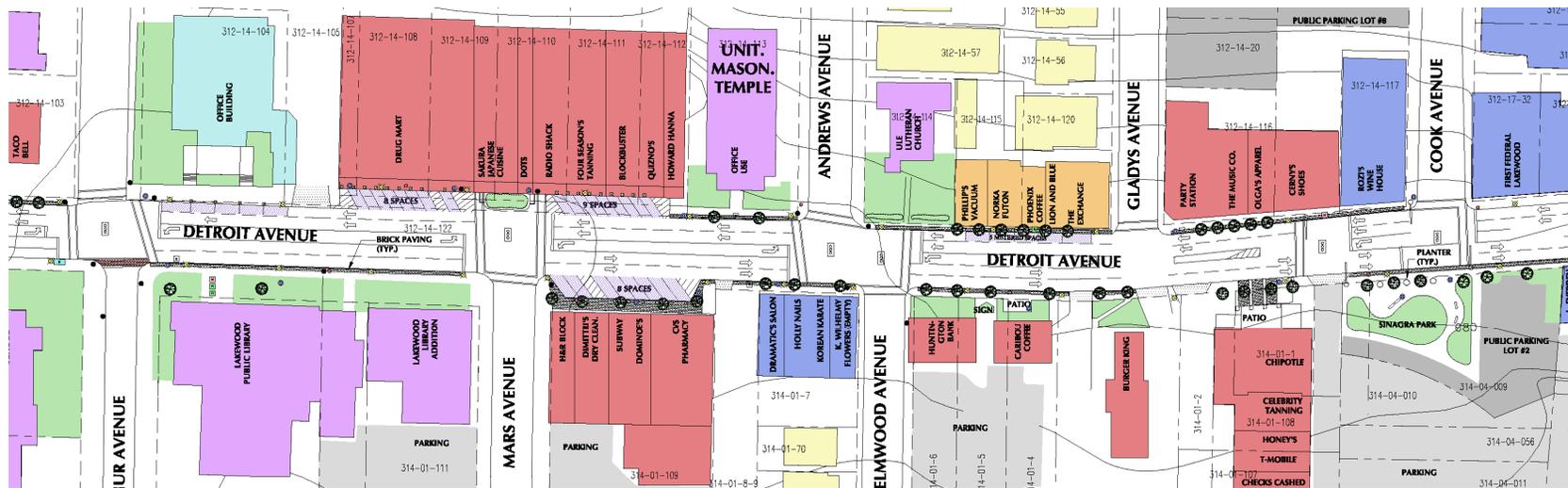
Proposed three-dimensional representation of the Western Main Street Gateway

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Proposed reconfiguration within the Western Main Street Gateway



Existing Western Main Street Gateway street configuration

DETROIT AVENUE STREETScape PLAN

The Main Street District Core – Cook Avenue to Lincoln Avenue

The incorporation of this streetscape plan into the district core demonstrates how the design creates a more complimentary environment to the dense commercial district. By creating individual tree pits with paving between, the sidewalk design is able to maximize the amount of room available for pedestrians. Utilizing the widened sidewalk at corners, small seating areas accentuated with special paving, planting beds and ornamental street trees provide areas in which additional urban spaces can be integrated into the urban context.



Proposed three-dimensional representation of the Main Street District Core

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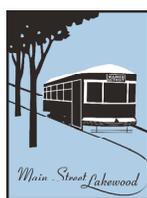
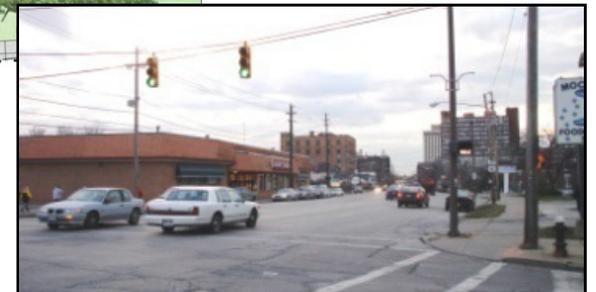
DETROIT AVENUE STREETSCAPE PLAN

The Eastern Main Street Gateway – Lincoln Avenue to Bunts Road

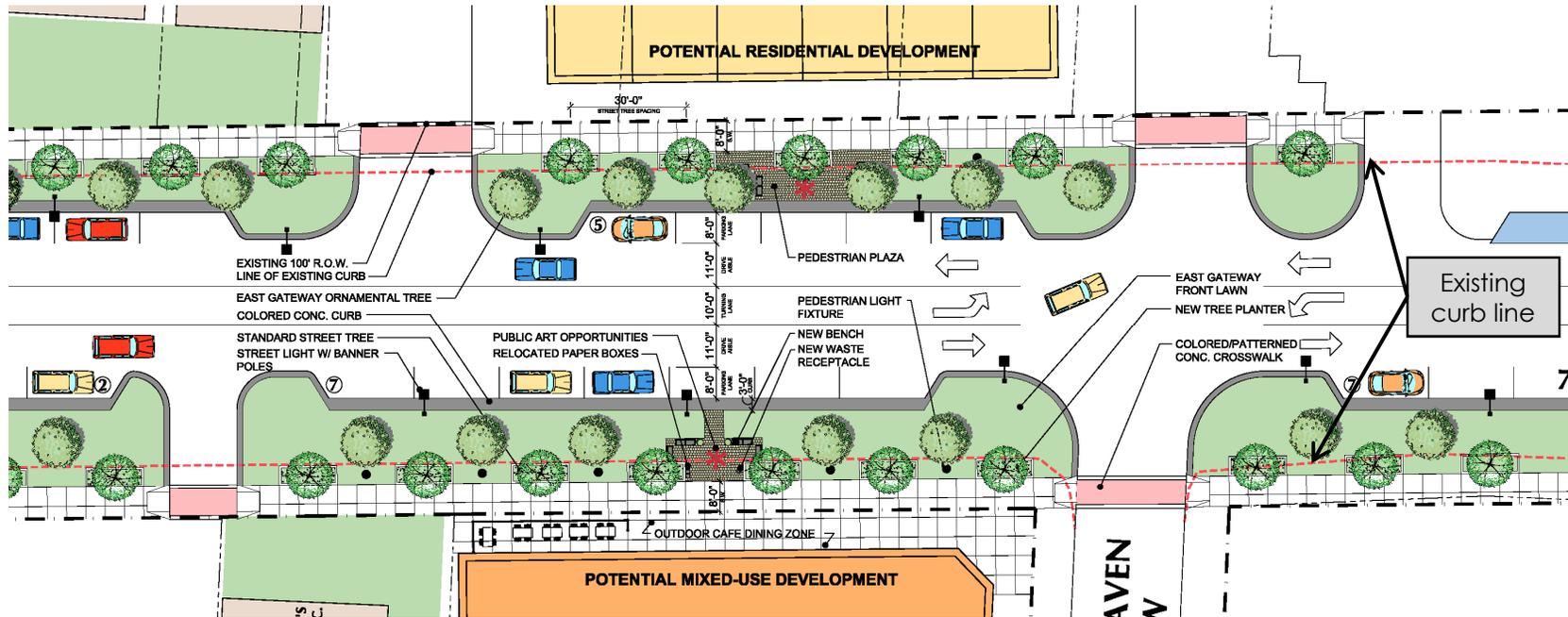
As the streetscape configuration is applied to the eastern main street gateway there is a great deal of space, previously occupied by the additional driving lanes, that is no longer necessary. Given the development potential with the now vacant grocery store and surface parking lots, and the desire to better integrate the eastern gateway into the downtown district, the extra space within the right-of-way is designed to promote new mixed-use residential development in the future. Individual tree pits have been eliminated from the design, and wide lawns with a double row of trees proposed. Within these lawns, streetscape amenities are included in larger special paving areas that link the on-street parking lanes with the main sidewalk adjacent to the right-of-way and surrounding development.



Proposed three-dimensional representation of the Eastern Main Street Gateway



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Proposed reconfiguration within the Eastern Main Street Gateway



Existing Eastern Main Street Gateway street configuration

DETROIT AVENUE STREETSCAPE PLAN

Integrating the Public Parking Areas

The integration of parking areas to support the local retailers in Downtown Lakewood is essential to the success of the business district. Although the parking study performed by the City demonstrated that enough parking exists throughout the district to support the retail, the parking lots behind many of the buildings feel isolated and separate from Detroit Avenue itself. It is not enough for these parking lots to merely exist, they must be seen as a convenient and accessible downtown amenity. The following drawing and example images demonstrate ways in which parking lot enhancements such as landscaping and signage can increase their aesthetic appearance and better link them to the main street that is the heart of the district.

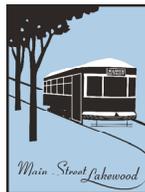
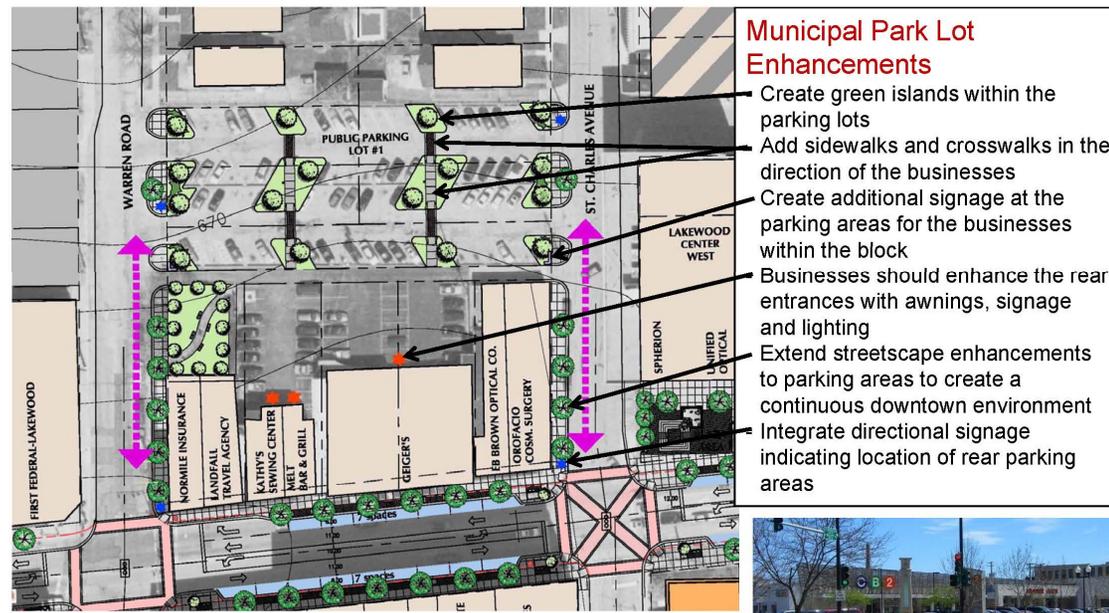


Diagram depicting potential parking lot enhancements and imagery of similar improvements in other locations



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Downtown Gateways and Transit Waiting Environments

The primary entry points, or gateways, along the corridor occur at Bunts Road from the east, Arthur Avenue from the west and the intersections with Warren Road and Bunts Road from the north and south as these streets both provide access to Interstate 90. These do not demonstrate the unique character and urban vitality that exist within the district. Through the integration of a new streetscape plan for Detroit Avenue, it is possible to create gateways into downtown that integrate district signage, landscaping and represent the unique character of the city.

Often paired with these important intersections along the Detroit Avenue corridor are heavily used bus transit stations. By taking advantage of a program that the Rapid Transit Authority is sponsoring these important, but often overlooked, civic gathering points can be enhanced in ways that not only beautify the urban environment, but promote the use of alternative forms of transportation. The program focuses on the creation of an environment surrounding the transit stop that integrates the bus shelter itself, multiple seating opportunities, bus scheduling and route information and the streetscape amenities described earlier in this report such as bike racks and newspaper boxes.

The following drawings and images demonstrate how the intersection of Bunts Road and Detroit Avenue can be altered through this proposed streetscape plan to become a strong gateway into the district as well as incorporate the elements of a transit waiting environment.



Proposed gateway improvements at Detroit and Bunts

Downtown Gateways and Transit Waiting Environments

- Custom designed RTA bus shelter with district graphics
- 'Downtown Lakewood' district signage integrated into the streetscape at gateway intersections
- Special plantings to highlight area
- Integrate a variety of seating surfaces to accommodate the needs of different users
- Ensure the streetscape design includes pedestrian amenities such as benches, trash receptacles, bike racks, newspaper boxes, etc.
- Include graphic information regarding bus schedules, routes, stop locations, etc.

RETHINKING MAIN STREET

DETROIT AVENUE STREETScape PLAN

How can public investment affect the adjacent properties and downtown Main Street development?

Infrastructure plans such as these are not undertaken solely for the improvements possible within the public realm. Public infrastructure projects also positively affect private development along the length of a street. By demonstrating the City's civic commitment to improving its commercial districts, it has been demonstrated that the investment in new construction and the renovation of existing buildings will follow.

Through the interactive process involved with this study, public opinion was gathered regarding the current development trends within Downtown Lakewood and the potential for the redevelopment of sites along the corridor. When discussing redevelopment within a dense urban district such as this it is often times difficult, yet essential, to understand that it is appropriate to consider the redevelopment of existing properties that may contain viable businesses and land uses today. The development opportunities illustrated in this document look to create a twenty year vision for the downtown district. Within this, mixed-use development similar to that of the historic nature of downtown is proposed where current building typologies are either inconsistent with those desired or where single-use buildings exist.

The integration of buildings and the public realm of the streetscape are carefully planned and demonstrated. Buildings and public spaces must address the main street. Proposed developments should be constructed with retail on the ground floor and large storefronts that are open to Detroit Avenue. Main entrances to upper floor uses shall be accessible from the main street. Similarly, any public spaces that are integrated into private development must be open and accessible to the street to become an integral part of the downtown environment.

The drawings presented on the following pages illustrate the public opinions gathered through the meetings and through surveys regarding current development downtown, potential development sites that are derived from this and examples of how those sites may look in the future for the western gateway, district core and eastern gateway segments of Downtown Lakewood.



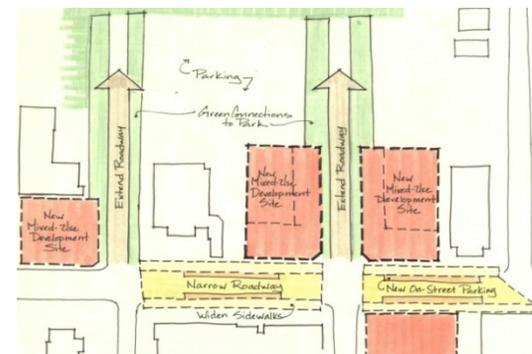
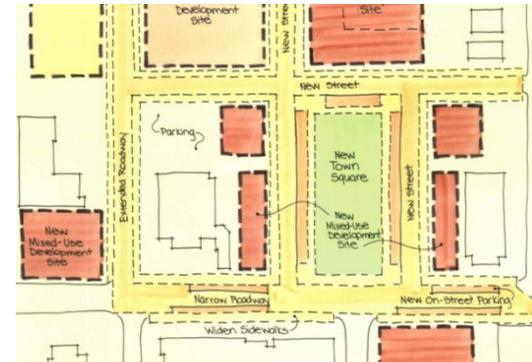
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The Main Street Western Gateway (Arthur Avenue to Cook Avenue) – redevelopment creating a community center

Development potential within the western gateway area focuses primarily on sites currently occupied by single-use commercial buildings, especially those paired with the angled on-street parking. This segment of the downtown would benefit from additional private development creating a stronger mixed-use character to the blocks. Through this, the potential exists to create taller, multi-story buildings that would better match the scale and grandeur of the historic churches and the Masonic Temple with their colonnaded entrances as well as the new addition to the Lakewood Public Library.

To the rear of the Drug Mart plaza, on the north side of the street, lies Kauffman Park. Today the park is used primarily for its baseball diamonds. Upon the completion of the renovation project that is underway at the Lakewood Public Schools, these ball fields will no longer be used. Although there is a great deal of discussion regarding the future of this land when the ball diamonds are no longer in use, there is a common agreement that any redevelopment of land along the north side of the street should bring green space and the public park to the main street.

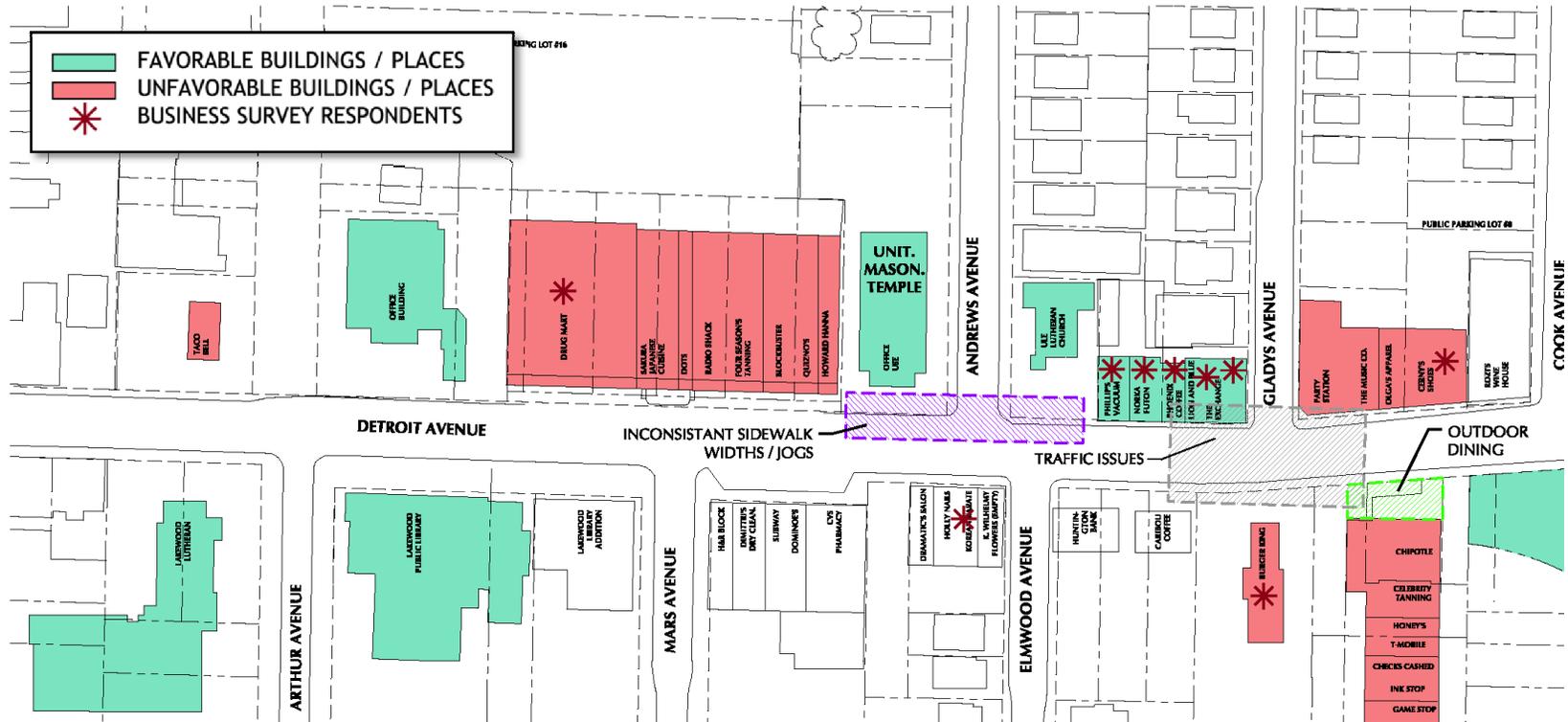
After the review of a series of development possibilities, it was determined that the primary goal for the future of the western gateway is to use new commercial and mixed-use buildings to line and integrate a new community green within the building fabric of Downtown Lakewood. This community park is envisioned to be larger than the smaller pocket parks and plazas that exist within downtown, and be a place where city wide events can occur, public displays set up at holidays and a venue for farmers markets during the summer months. The design of this public space also represents the opportunity to remind users that Lakewood is in fact a lakefront community, and through the use of the water elements and ecologically friendly planting methods such as rain gardens, is a community that respects and is tied to this natural amenity.



Redevelopment sketches from the design process

RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN



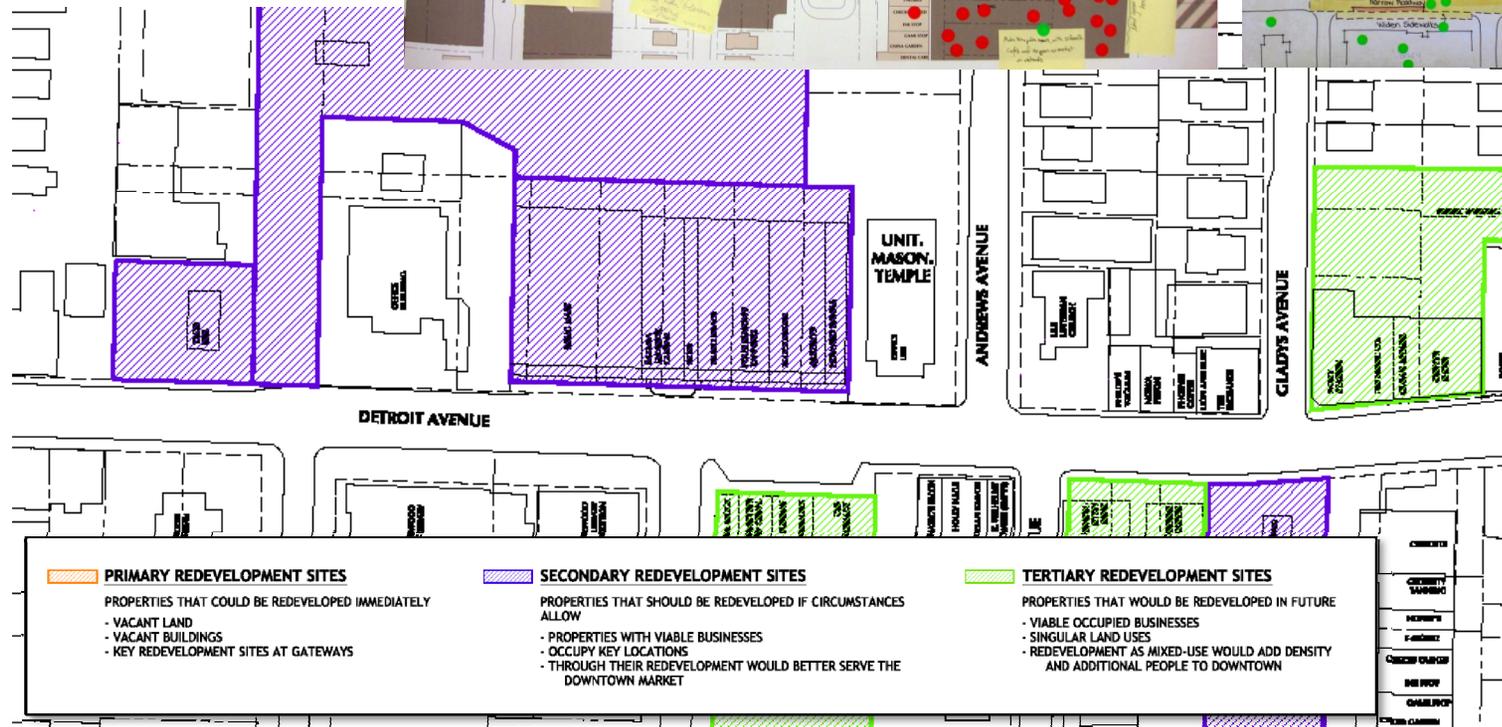
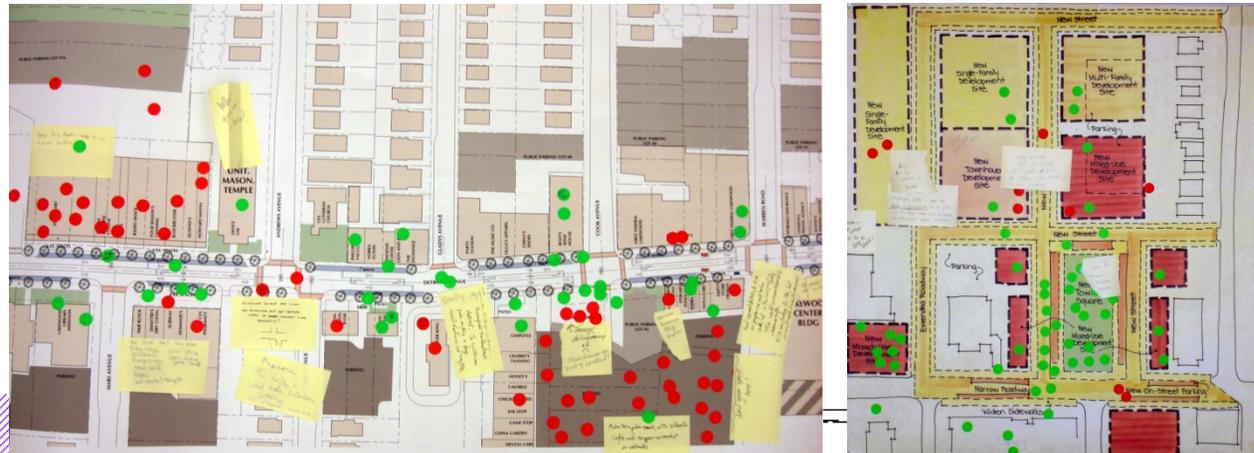
Opinions regarding existing development along the corridor that resulted from the public process



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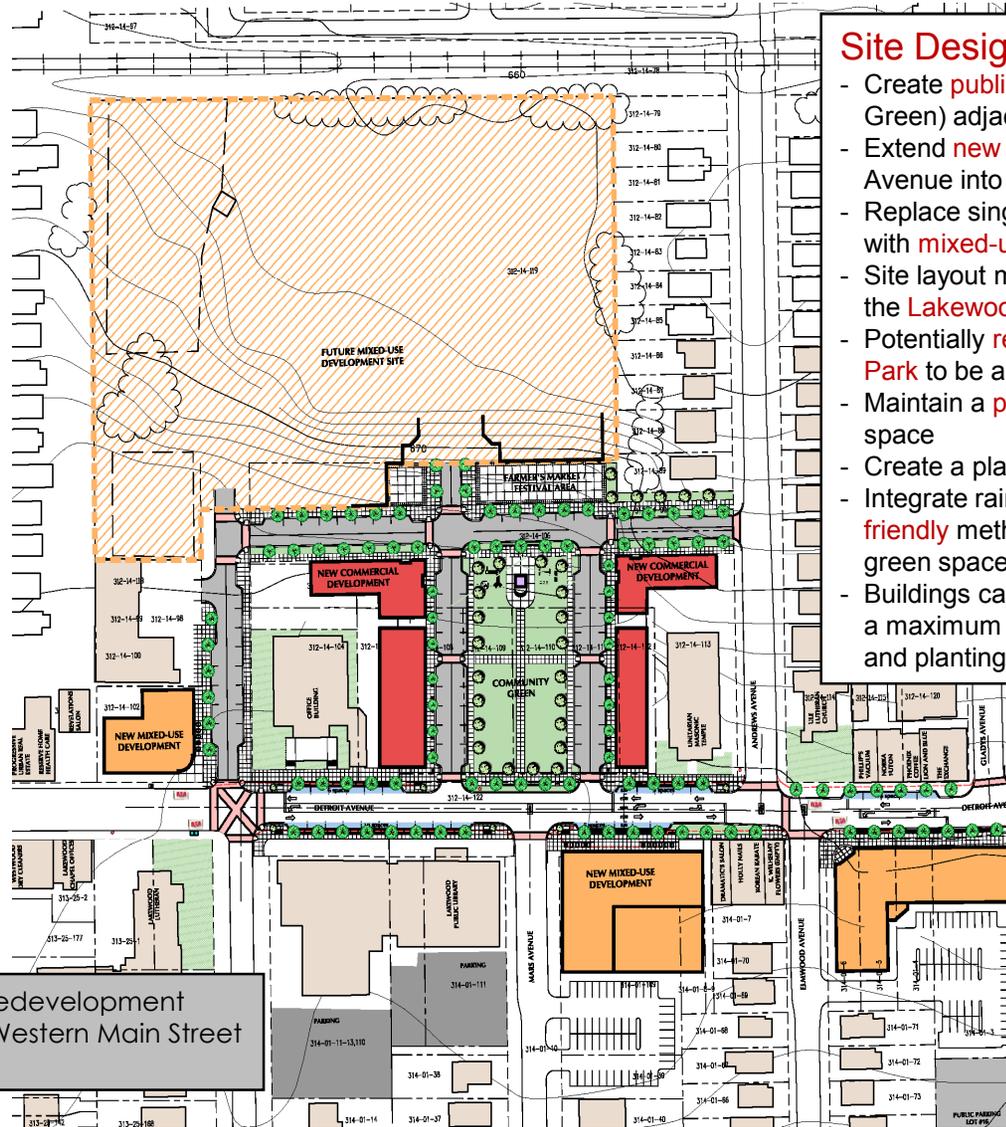
Attendees at the second community meeting placed green dots on maps representing existing places and development proposals they liked, and red dots on those that they did not.



Potential development sites along the corridor that resulted from opinions shared at the public process

communities initiative

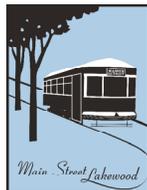
DETROIT AVENUE STREETSCAPE PLAN



Site Design Considerations:

- Create **public green** space (Community Green) adjacent to Detroit Avenue
- Extend **new streets** north from Detroit Avenue into a mixed-use development site
- Replace single use commercial buildings with **mixed-use buildings** in the future
- Site layout must address the new addition to the **Lakewood Public Library**
- Potentially **reconfigure / redefine Kauffman Park** to be an integral part of downtown
- Maintain a **playground** within the green space
- Create a plaza to house a **Farmer's Market**
- Integrate rain gardens and other **ecologically friendly** methodologies into the design of the green spaces
- Buildings can be set back from right-of-way a maximum of 12' to **allow for outdoor dining and plantings**

Proposed redevelopment within the Western Main Street Gateway

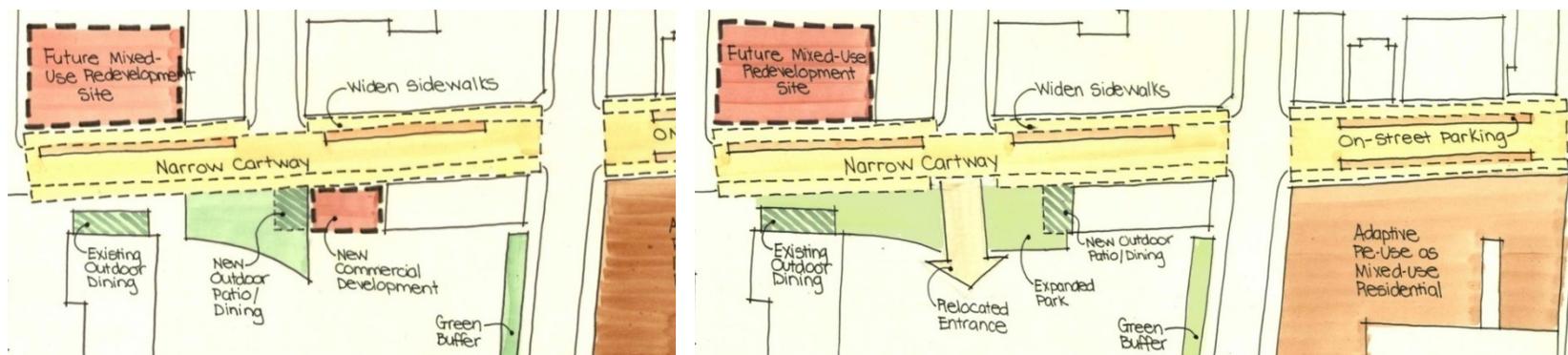


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The District Core (Arthur Avenue to Lincoln Avenue) – integrating meaningful public space in a dense urban area

Within the district core, the majority of the public comment regarding existing development was favorable, largely due to the fact that mixed-use, multi-story buildings currently dominate this segment of Detroit Avenue. The negative aspects gathered through public participation regarding the district core were directed primarily towards buildings that either have vacant storefronts or those with ground floor facades that are not open to the street. This can easily be rectified through storefront renovations. However, as with the case of the two office buildings that line the south side of Detroit between Warren and St. Charles, the introduction of a new land use into the existing buildings would also be beneficial. These buildings have great potential to become mixed-use residential buildings if a new, more appropriately scaled façade were to be applied.

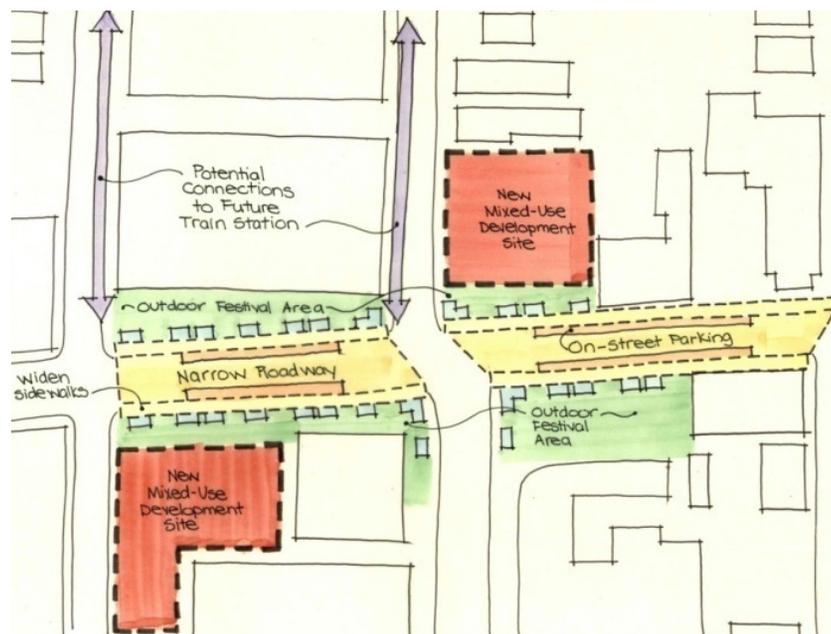
The district core is unique among the three segments of Downtown Lakewood in that three public spaces are integrated into the private development sites. Sinagra Park, the only one of the three to be city owned, was designed to screen the parking lot for the Lakewood City Center plaza from the street. Although the current development patterns and civic thinking in regards to developing the shopping plaza would result in a different design today that would better integrate with the street, Sinagra Park remains an important amenity to the district. The conceptual streetscape proposal within this document envisions realigning the entrance into the parking lot with Cook Avenue to simplify the traffic patterns within this block, and expand Sinagra Park as a place for outdoor dining and gathering through the elimination of an unused city parking lot abutting the street.



Redevelopment sketches from the design process

DETROIT AVENUE STREETScape PLAN

The final two public spaces within the district core are a part of larger private developments. Centered around the intersection of St. Charles Avenue and Detroit Avenue, both the Lakewood Center office tower and the Lakewood Hospital have public spaces adjacent to the sidewalk. On the northwest side of the intersection the Lakewood Center building was designed with a plaza dominated by large raised planters, a sunken seating area and a very unwelcoming atmosphere for pedestrians. The adjacent space in front of Lakewood Hospital is a large green lawn that fronts the original, historic wing of the hospital at the southeast corner of the intersection. However, a lack of sidewalks on the site and its landscaping configuration prevent one from accessing this green space. The designs proposed within this document illustrate ways in which these two existing public spaces can be designed and programmed to become active and important urban amenities within Downtown Lakewood.



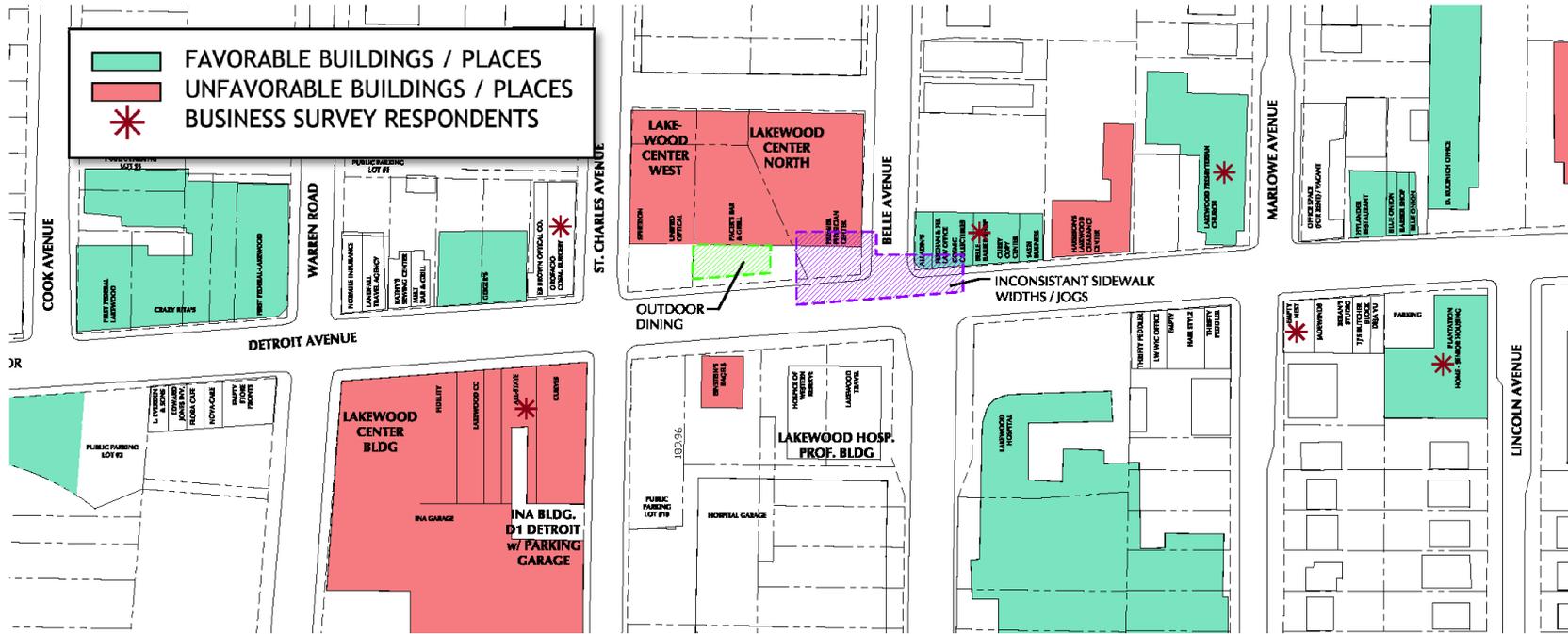
Redevelopment sketch from the design process

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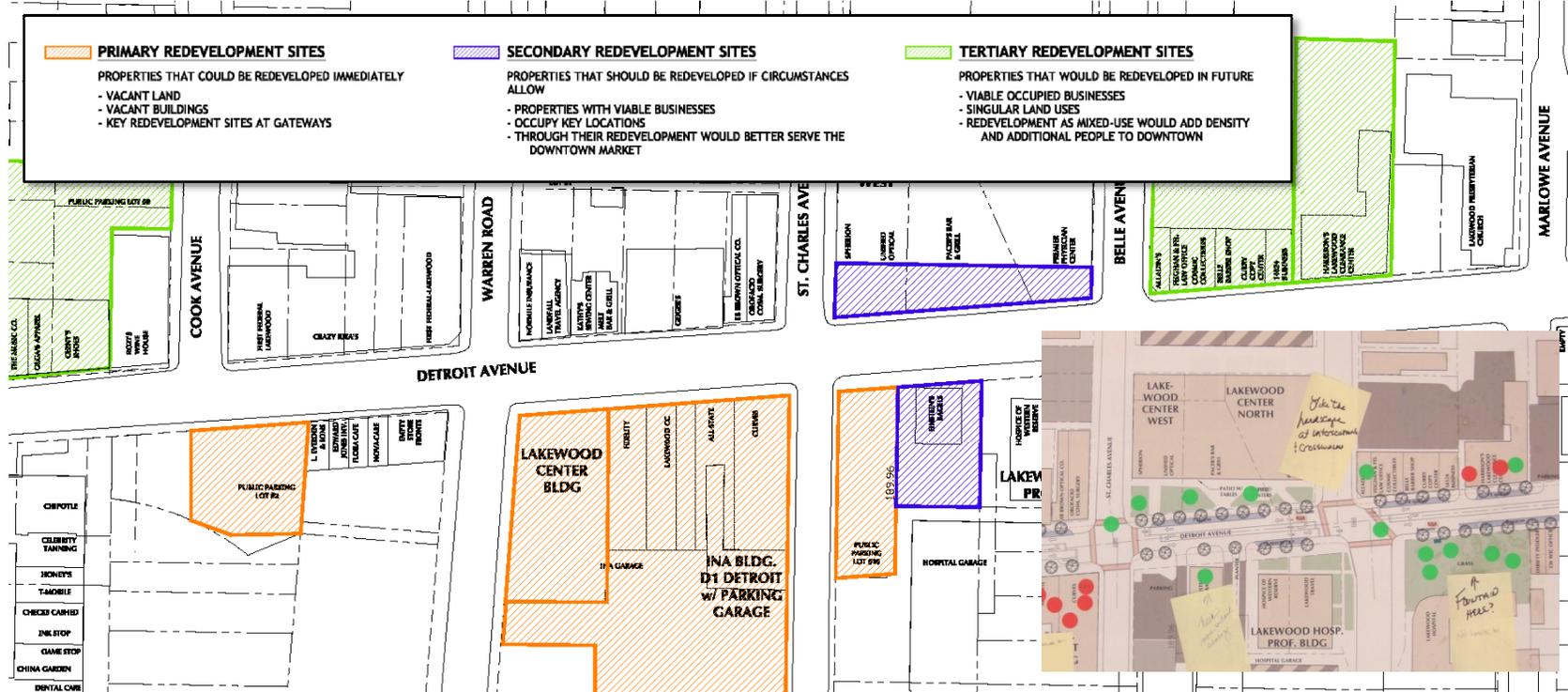
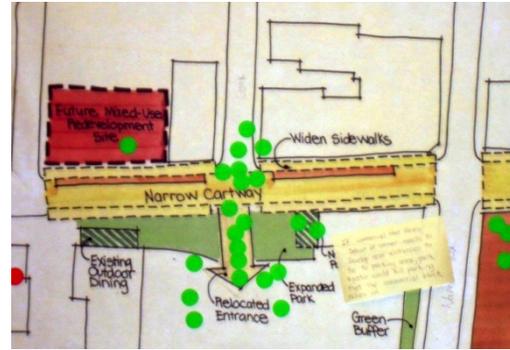


Opinions regarding development along the corridor that resulted from the public process



DETROIT AVENUE STREETScape PLAN

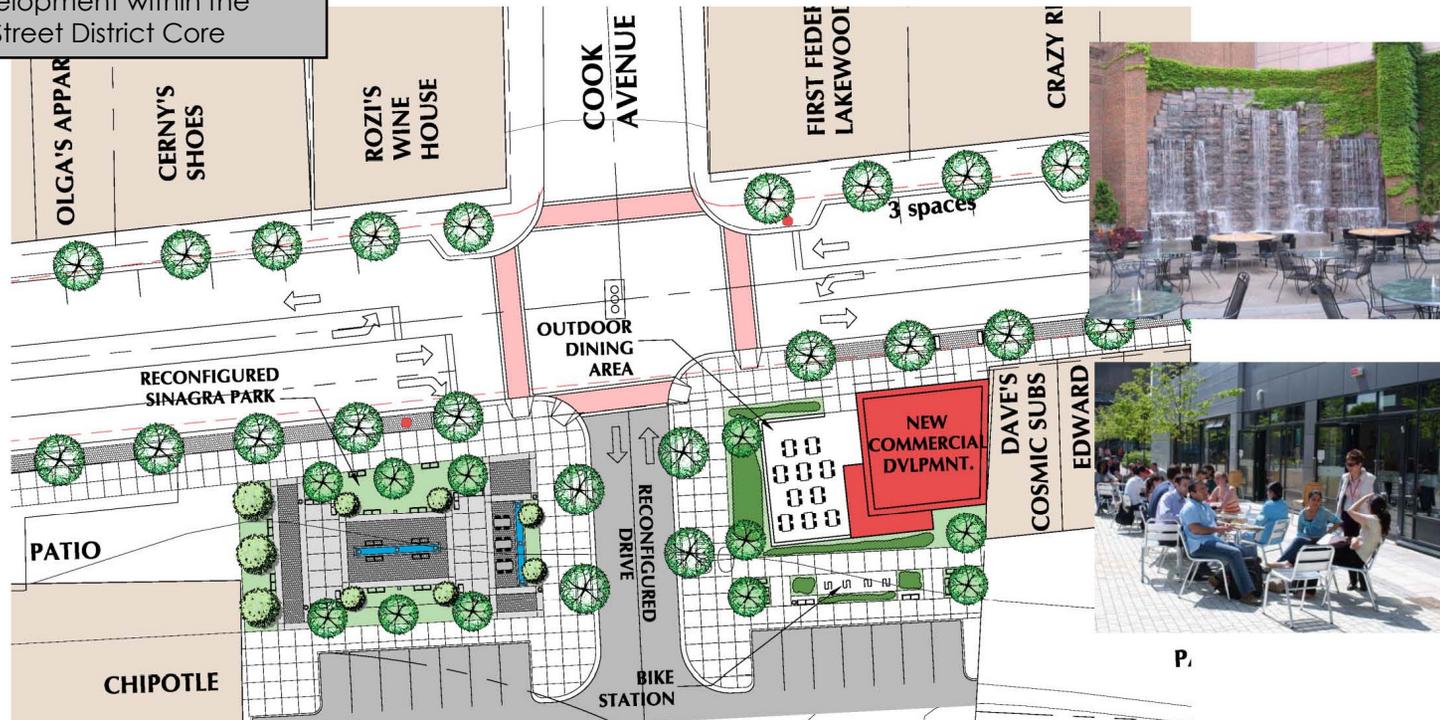
Attendees at the second community meeting placed green dots on maps representing existing places and development proposals they liked, and red dots on those that they did not.



Potential development sites along the corridor that resulted from the public process

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Proposed green space redevelopment within the Main Street District Core



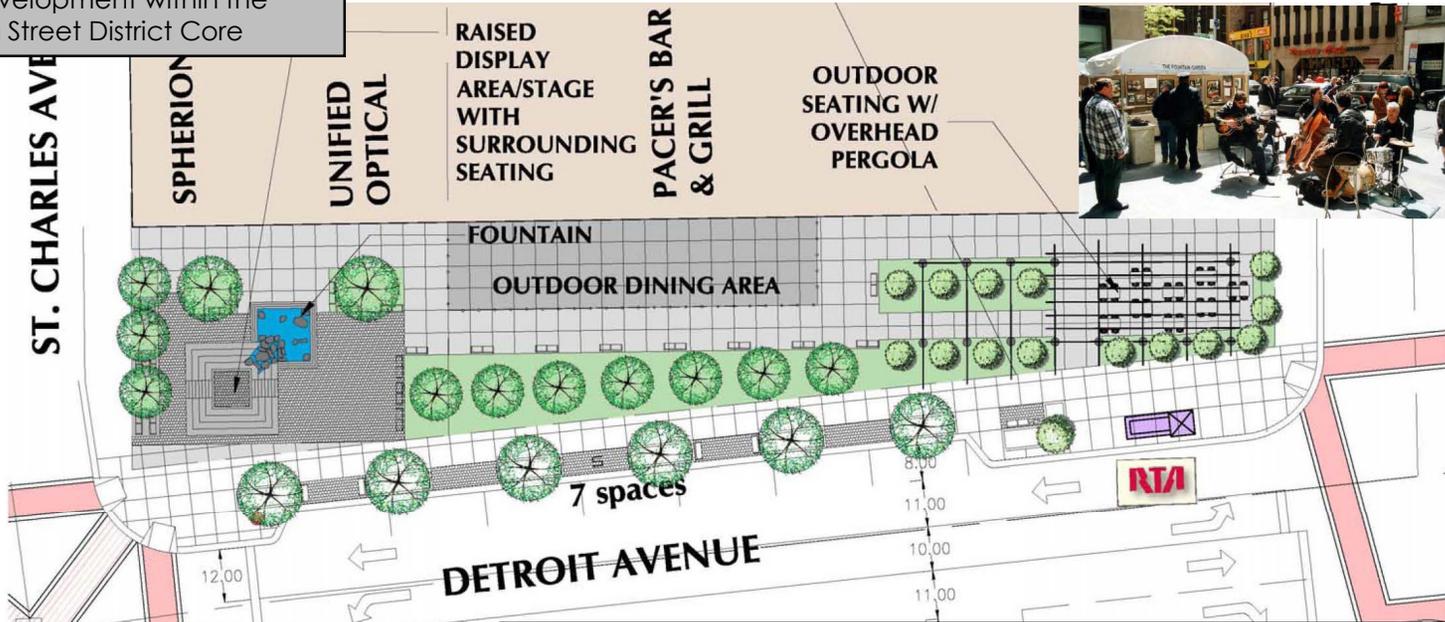
Site Design Considerations:

- Create an **urban plaza** adjacent to Detroit Avenue
- Use open space to create a **strong presence** along Detroit Avenue in the absence of buildings and to **shield parking lot**
- Provide usable/ programmed green space with hardy, native landscape materials that can be combined with sustainable approaches to creating a “greener” environment; i.e. Rain gardens, bio-infiltration swales, permeable pavements, etc.
- Creative **details and materials** used to give the urban plaza an identity and uniqueness
- Outdoor dining** area adds activity onto the street

RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

Proposed green space redevelopment within the Main Street District Core



Site Design Considerations:

- Create a series of programmed spaces inside **an urban plaza** adjacent to Detroit Avenue
- Use open space to create a **strong presence** along Detroit Avenue in combination with the adjacent buildings
- Maintain the gathering space as an area for **public events**
- Site layout must address the existing space inside the **adjacent buildings**
- Use a **focal point** in the plaza to engage the users from the street
- Creative **details and materials** used to give the urban plaza an identity and uniqueness
- Outdoor dining** area adds activity onto the street and in the plaza
- Create spaces that can adapt to employees and pedestrians through the use of moveable furniture

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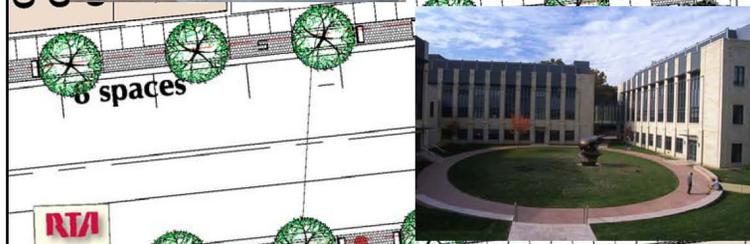


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Site Design Considerations:

- Create **public green** space adjacent to Detroit Avenue
- Use open space to create a **strong presence** along Detroit Avenue in combination with the adjacent buildings
- Maintain a formal space with outdoor seating and an open green which promotes user **socialization**
- Develop upon the theme of a **walker oriented** downtown
- Enhance the **linkage** to the Lakewood Hospital to Downtown Lakewood
- Creative **details and materials** used to give the urban plaza an identity and uniqueness



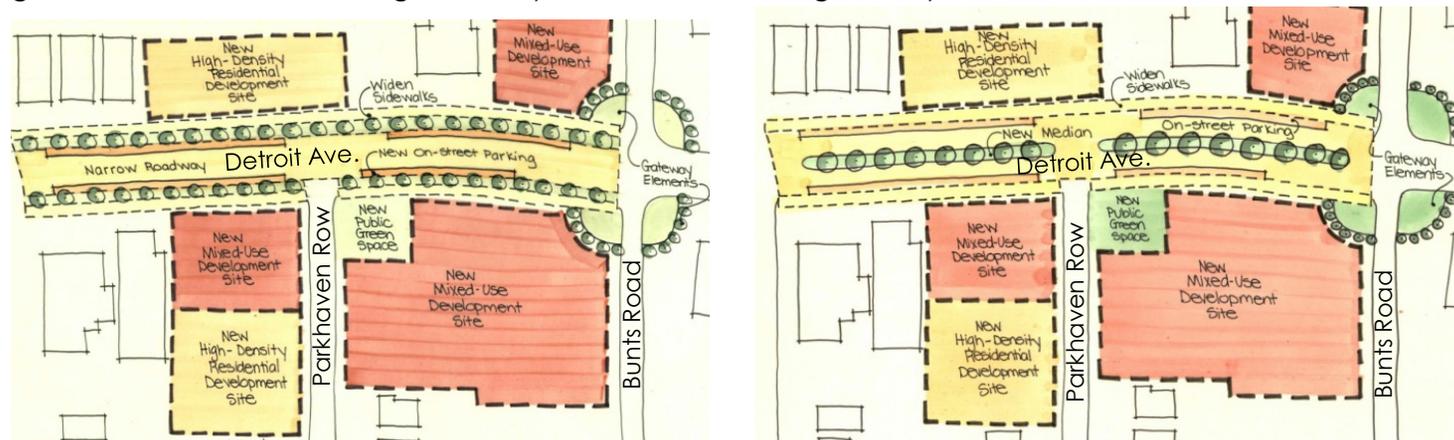
RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

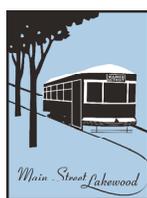
The Eastern Gateway (Lincoln Avenue to Bunts Road) – reimagining an underutilized portion of downtown

Within the eastern gateway segment of Downtown Lakewood, both public opinion and the determination of potential development sites focused on the area at the eastern most point in the district between Bunts Road and Robinwood Avenue. This portion of the street least represents the character and atmosphere found within the remainder of the district. With the combination of its seventy-five foot wide roadway, surface parking lots with cars overhanging the sidewalk and the vacant grocery store this section of Detroit Avenue is not welcoming to either pedestrians or those entering the downtown by car.

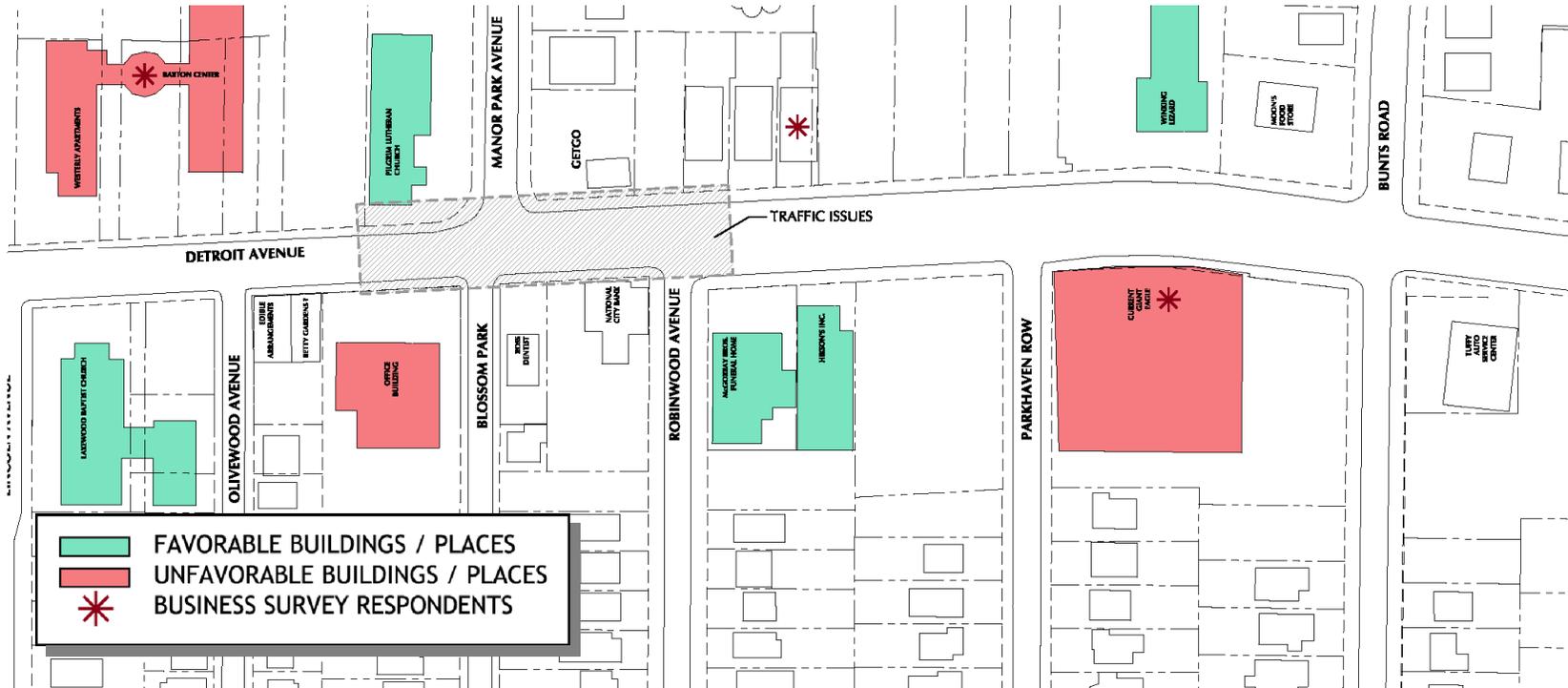
The development proposals illustrated for the eastern gateway challenge the validity of the most recent trends within these blocks that have focused on the car by recreating and extending the pedestrian oriented nature of the district core throughout this portion of downtown as well. Building from the commercial and residential uses that do exist, the reclamation of the proposed sites provide additional space for retail, restaurants, residential or office uses. In addition to utilizing the vacant sites on the south side of the street, the development proposals shown also include the site at the northwest corner of the Bunts / Detroit intersection for future reuse as a means of strengthening this gateway. Finally, the remaining parking lot along the north side of the street, currently screened by landscaping, may provide an opportunity one day to create a narrow infill parcel, completing the row of buildings that line the street and right-of-way within the eastern gateway.



Redevelopment sketches from the design process



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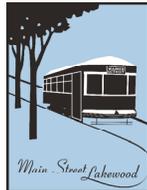
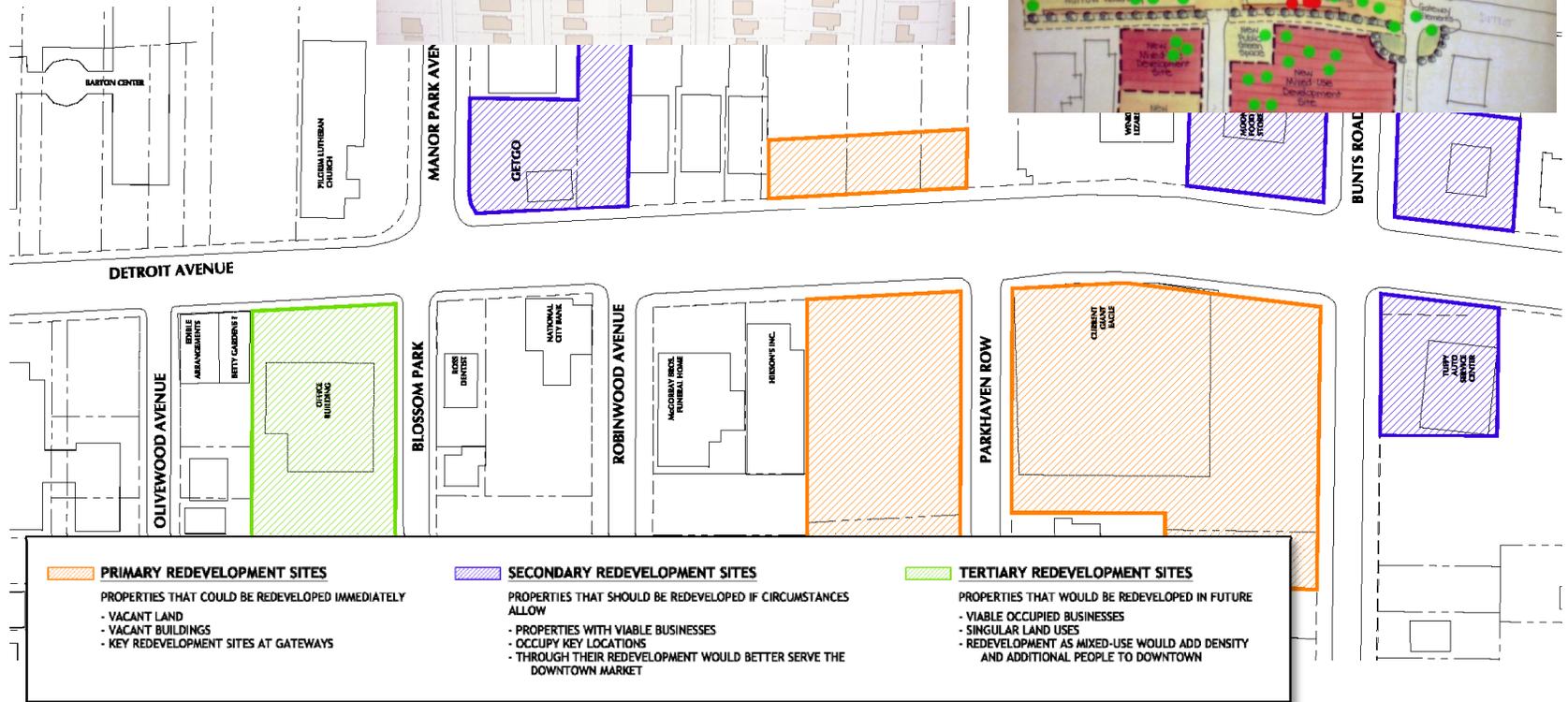
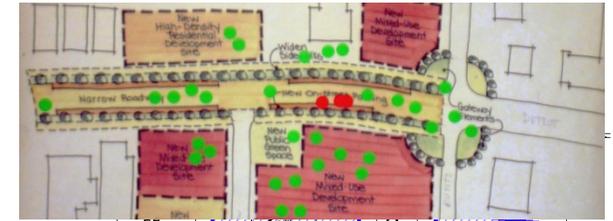
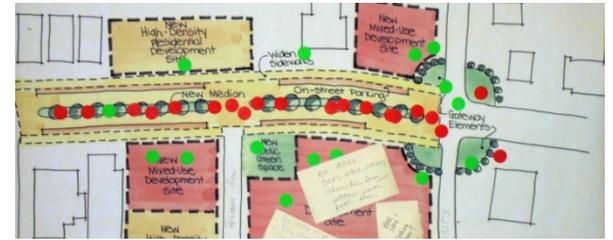


Opinions regarding development along the corridor that resulted from the public process



DETROIT AVENUE STREETScape PLAN

Attendees at the second community meeting placed green dots on maps representing existing places and development proposals they liked, and red dots on those that they did not.



Potential development sites along the corridor that resulted from the public process

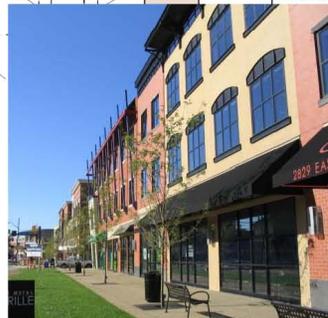
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Proposed redevelopment
within the Eastern Main Street
Gateway



Site Design Considerations:

- Replace vacant Giant Eagle building and parking lots with **mixed-use development**
- Create a **mid-block parking** structure to accommodate new retail and/or residential uses between Parkview and Bunts
- Replace single use commercial buildings with **mixed-use buildings** in the future
- New townhome development to provide **building frontage** at existing parking lot
- Create a **gateway and transit waiting environment** at Bunts Road through the use of specialty plantings, signage and bus shelters
- Integrate rain gardens and other **ecologically friendly** methodologies into the design of the expanded tree lawns / gardens
- Buildings can be set back from right-of-way a maximum of 12' to **allow for outdoor dining** and plantings



RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

How can continuity be achieved throughout all of Detroit Avenue, yet address the individual identity of its districts?

As discussed previously in this document, the Detroit Avenue corridor spans the full length of the City of Lakewood from its eastern boundary with Cleveland at West 117th Street to its western border at the Rocky River valley. The downtown district, discussed in depth within this streetscape plan, lies roughly at the center of the city. However, the base street plan proposed with its simplified arrangement of lanes and rebalanced pedestrian and automobile realm is designed to be integrated along the street throughout all of the City of Lakewood.

This will bring a level of continuity to the street from a city wide stand point that does not exist today. However, the details of the streetscape design as it is applied to the downtown district do not necessarily represent the character of the other four districts; the Entertainment and Theater District, Rosewood Antiques District, Garfield District and Rockport / Eastgate District. Each of these areas, although a part of the same main street, have unique characteristics and development trends that set them apart from one another.

As the extents and characteristics of each of these districts are outlined in the following pages, it is essential to remember that as one travels the length of the street there will not be an abrupt change from one to the other, but a gradual evolution of the urban fabric in which the streetscape is envisioned to reflect and blend from one area to the next. The following pages outline the types of amenities, landscaping treatments, lighting possibilities and development trends that can be integrated into each district. The first will be the Entertainment and Theater District, which will grow into the Rosewood Antiques District and eventually the western end of Downtown Lakewood at Arthur Avenue and the library. Beginning at the eastern end of the city, the more residential character of the Rockport / Eastgate District will be described as it transitions into the institutionally based Garfield District and eventually the wide tree lawns of the eastern gateway segment of Downtown.



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The Entertainment and Theater District (The western border of the City to approximately West Clifton Boulevard)

The Entertainment and Theater District is an evolving portion of Detroit Avenue that has been characterized in recent years by a series of storefront renovations and an increase in restaurants and bars. As the Entertainment and Theater District has continued to grow in popularity from the viewpoint of both business owners and patrons, the diversity of the restaurants and bars has also begun to grow to cater to a wider variety of individuals.

As this business district continues to thrive, it is the recommendation of this study that a version of the streetscape design proposed for Downtown be applied to this portion of the street as well. However, within the Entertainment and Theater District, it is recommended that the streetscape enhancements and amenities themselves take on a more pronounced and bold role. The addition of dramatic colors, lighting and signage will provide the Entertainment District with an atmosphere that will be more animated than other parts of Detroit Avenue, especially in the evening hours when the majority of the business patrons frequent the area.

The Rosewood Antiques District (Approximately West Clifton Blvd. to Arthur Ave.)

The Rosewood Antiques District is similar in many ways to the Entertainment and Theater District in that it retains the same high level of activity and excitement. However, this district is characterized by such new investments as the YMCA. Growing in relation to these dramatic, yet family oriented, businesses are such things as antique stores, local artist studios and restaurants.

The new and developing businesses and institutions, both large and small, have the ability to work with the streetscape design within this district to create areas within the public infrastructure that can represent their own unique aspects. In some cases, this may involve the inclusion of plazas or public spaces to eliminate the gap between public and private land, or the replacement of a small group of street trees at an existing building to accommodate outdoor dining. At the western edge of the district, a transition into Downtown occurs at the public plaza / sculpture garden planned for the entrance to the public library.



Restaurants in the District



The Beck Center for the Arts

DETROIT AVENUE STREETScape PLAN

The Eastgate / Rockport District (The eastern border of the City to approximately Alameda Avenue)

Bordering the City of Cleveland on the eastern edge of the City of Lakewood, the Eastgate / Rockport District is the site of a great deal of new development that is defining the character of the area. Previously vacant and underutilized parcels within the district are now the site's high density residential development that promotes the smaller, more intimate scale of Detroit Avenue within this area.

The streetscape within this portion of Detroit Avenue has the ability to continue the overarching configuration as the Downtown with new simplified lane alignments and the inclusion of street trees and lighting at the same the intervals. However, the detailing of the ground plane and streetscape amenities can change to provide the more subdued atmosphere that is in character with the greater concentration of residential that occurs within this district than within the others. Plush tree lawns can be integrated in place of the harder concrete and stone pavers between tree pits in blocks that are predominantly housing. Areas at intersections, or in blocks that have a higher concentration of pedestrian and business activity, can retain the larger areas of pavement as in the Downtown District, and integrate seating areas for residents and business patrons to use.

The Garfield District (Approximately Alameda Avenue to Bunts Road)

The Garfield District creates the link between the residential character of the Rockport District and Downtown. This district is characterized by a series of institutional campuses and large-scale developments such as the City Hall, the new Garfield Jr. High School and St. Edward's High School.

Due the large scale of many of the uses and their institutional nature, grand tree lawns and planting beds that span the length of several streets, trees would complement the existing development. As with the previous districts discussed, the roadway configuration and the spacing of light fixtures and street trees will retain continuity along the street. However, through the integration of grand tree lawns and larger planting beds the Garfield District will be able to blend seamlessly with the residential character of the tree lawns proposed within the Rockport District and the mixture of paving patterns and tree lawns in the eastern main street gateway that resulted from the narrowing of the roadway.

The following pages illustrate the extents of these city-wide districts, design considerations for each and example imagery of how these considerations have been implemented in similar places around the country.



New homes in the Rockport District



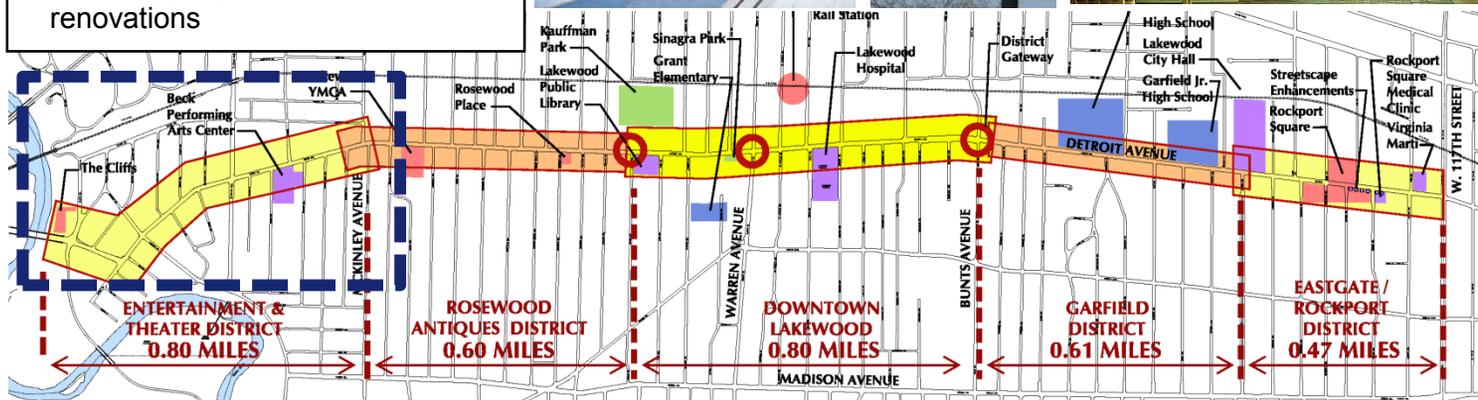
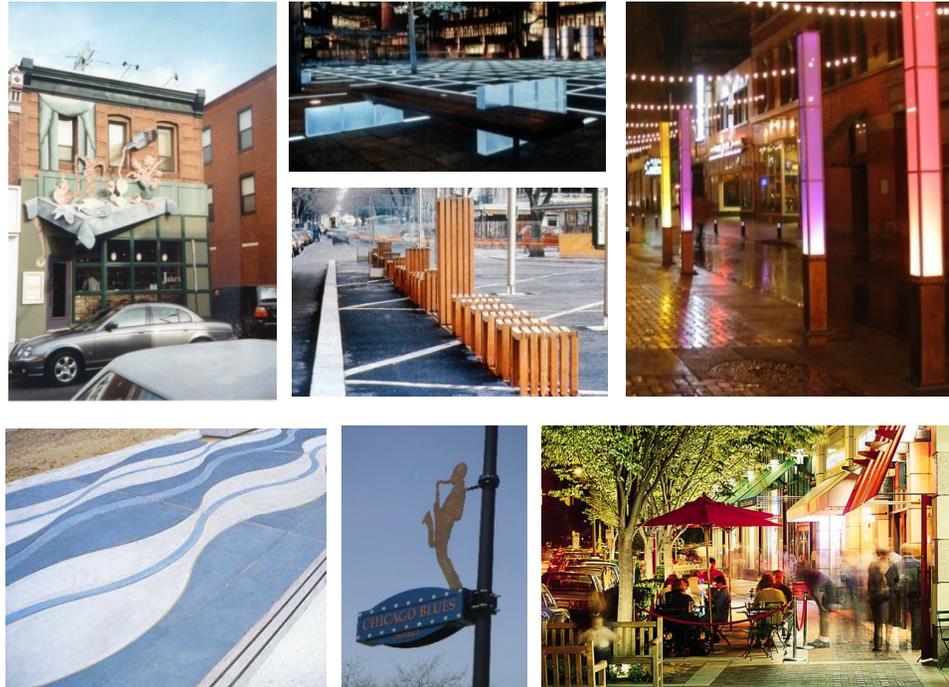
The Garfield School and St. Edwards's High School in the Garfield District



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Entertainment and Theater District Design Considerations:

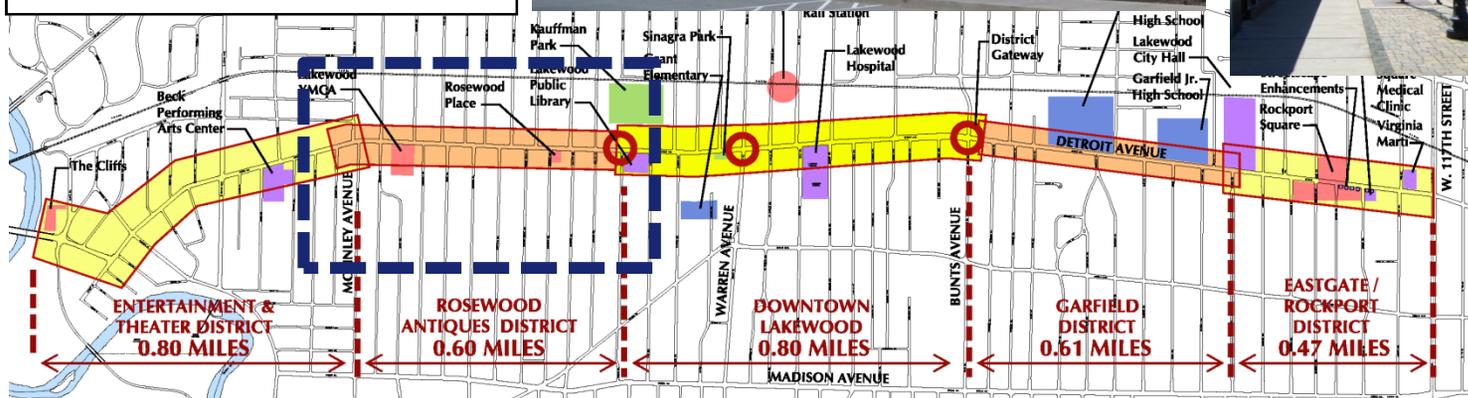
- Expanded public art opportunities
- Integrate unique pedestrian lighting fixtures
- Create custom pedestrian amenities – benches, bike racks, etc.
- Paving areas between tree planters can take on a more whimsical design pattern
- Ensure that storefronts are well lit at night to create an active environment
- Provide up lights at tree pits
- Create district signage unique to the district and Beck Center
- Promote businesses to explore unique signage and storefront renovations



DETROIT AVENUE STREETSCAPE PLAN

Rosewood Antiques District Design Considerations:

- Retain some aspects of the Entertainment and Theater District
- Begin to integrate aspects of the streetscape design from the Downtown Lakewood as it transitions to the east
- Provide areas of expanded paving, lighting and public art opportunities to highlight major institutions and stakeholders
- Provide the opportunity to replace street trees with outdoor dining where existing conditions require to support institutions
- Integrate corridor signage directing visitors to attractions along Detroit Avenue



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Rockport District Design Considerations:

- Expand upon residential character of the district with the streetscape improvements already underway at the Rockport development
- Through the narrowing of the roadway, create green tree lawns
- Individual tree pits and expanded paving areas should be used along sections of blocks with a dense commercial presence
- Create small, intimate seating areas midblock
- Where residential development occurs, create a visual and physical separation through the use of fencing, low garden walls or plantings between the building and the sidewalk



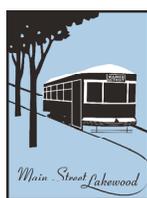
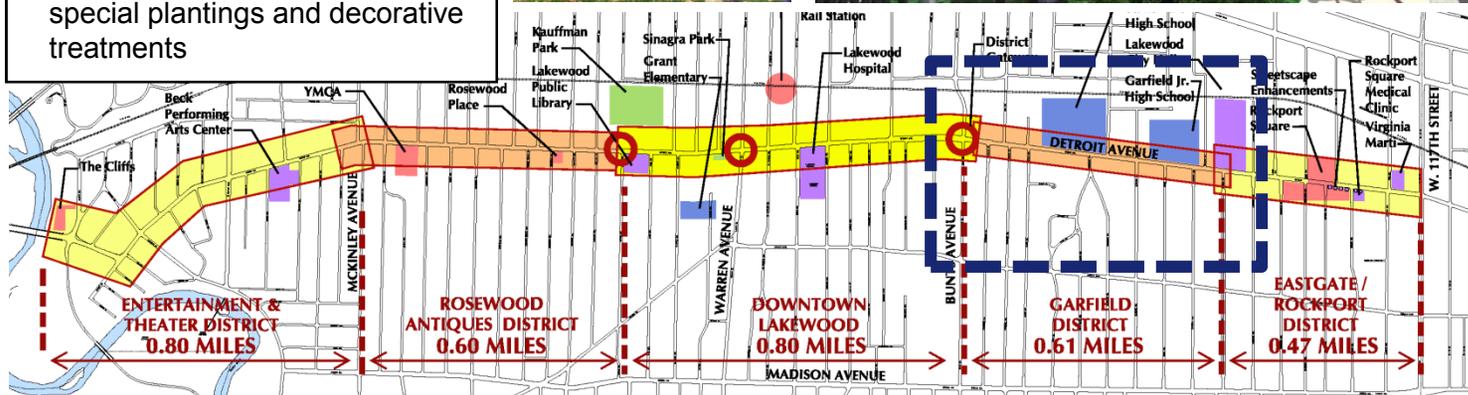
RETHINKING MAIN STREET

DETROIT AVENUE STREETSCAPE PLAN

Garfield District

Design Considerations:

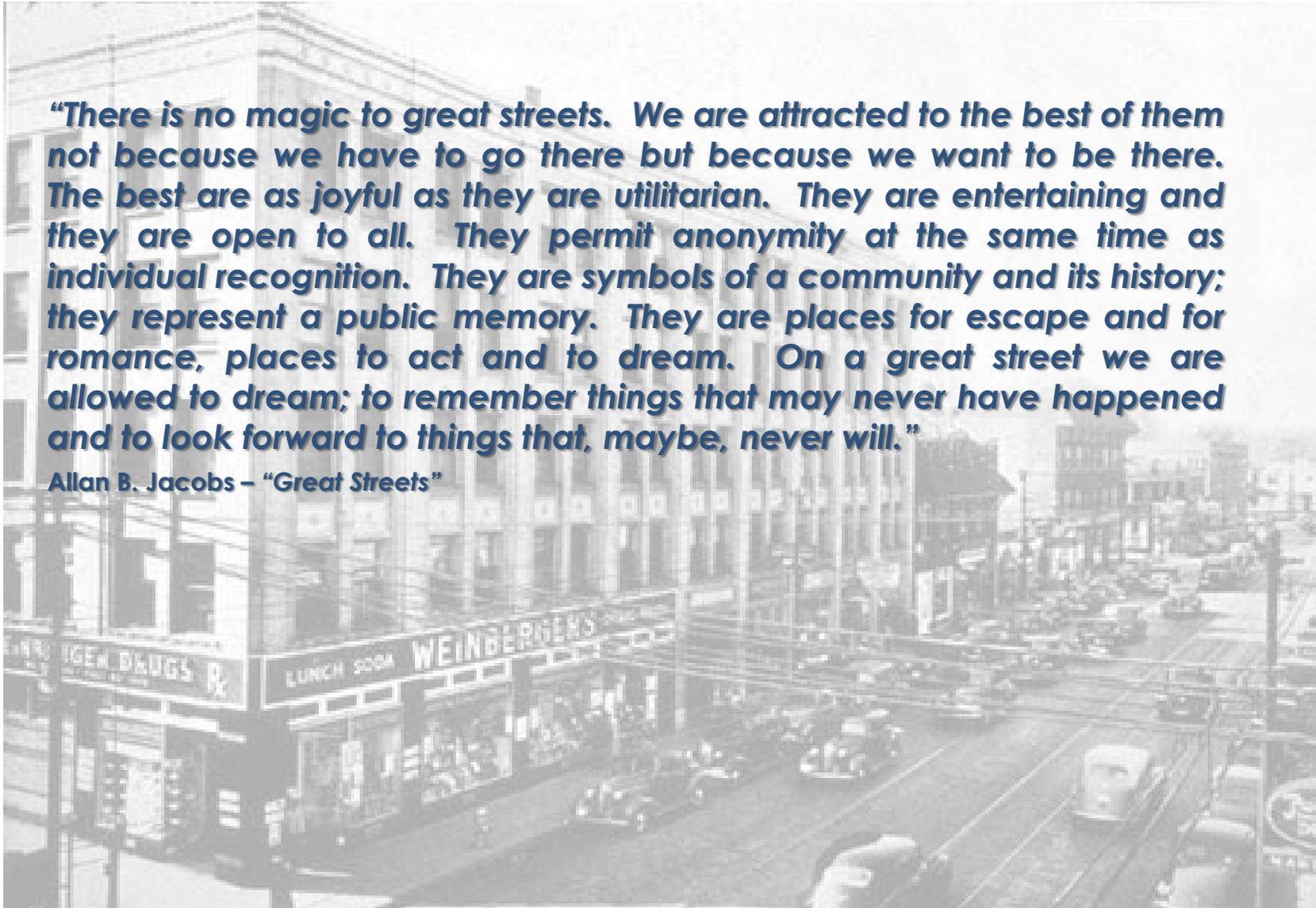
- Retain some aspects of the Rockport District
- Begin to integrate aspects of the streetscape design from the Downtown Lakewood as it transitions to the west
- Promote the creation of grand tree lawns and yards in front of existing large-scale development and institutions
- Where additional paving areas / pedestrian connections to the curb are required, break the tree lawns into a series of long planting beds
- Where planting beds occur, create urban gardens through special plantings and decorative treatments



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“There is no magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there. The best are as joyful as they are utilitarian. They are entertaining and they are open to all. They permit anonymity at the same time as individual recognition. They are symbols of a community and its history; they represent a public memory. They are places for escape and for romance, places to act and to dream. On a great street we are allowed to dream; to remember things that may never have happened and to look forward to things that, maybe, never will.”

Allan B. Jacobs – “Great Streets”



RETHINKING MAIN STREET





***A New Unified
Main Street Vision***

DETROIT AVENUE STREETSCAPE PLAN

How can this vision be achieved?

What are the next steps for accomplishing the strategic plan?

This study is intended to serve as a first step in the process of revitalizing Downtown Lakewood. However, this is only the beginning of an ongoing process that will continue through the reconstruction of Detroit Avenue, the redevelopment of properties that maximizes their potential and as Downtown Lakewood continues to emerge as a thriving, high-quality destination. As has been demonstrated through their commitment to this planning process, the City of Lakewood, Main Street Lakewood, local stakeholders and the greater community are committed to the proposed plan set forth in this document, and the vision it is based on. The following outlines the process in which steps will be taken to ensure that everyone shares this vision and the infrastructure project becomes a reality.

- Provide final plan to City of Lakewood [Planning Commission](#)
- Following a [public meeting](#), Planning Commission will recommend adoption of plan to [City Council](#) to become part of the [Community Vision](#)
- Lakewood [City Council](#) approval
- Lakewood Planning and Development Department provides a copy of plan for [NOACA Staff Review](#) and approval
- City of Lakewood presents plan to [NOACA's Transportation Advisory Committee](#) (NOACA TAC)
- NOACA TAC [recommends approval](#) to NOACA Board
- The [NOACA Board](#) [adopts the plan](#) as the official plan for Detroit Avenue
- Project [funding sources](#) are determined
- A set of [Engineering and urban design drawings](#) are prepared for the roadway reconfiguration
- Roadway [construction](#)



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Summary recommendations for the Downtown Main Street District streetscape

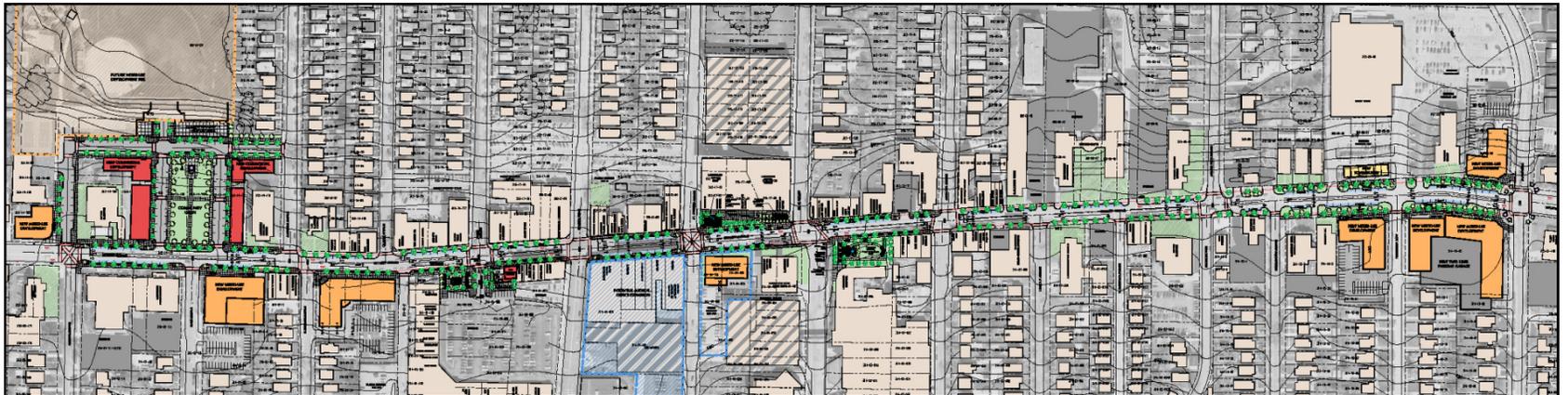
As a result of the streetscape plan described within this study, the following recommendations represent a summary of the planning process:

- Narrow and realign the cartway with the center line of the right-of-way to provide a continuous 11' driving lane in each direction, an 8' parking lane on each side where possible and a 10' center turn lane
- Maximize on-street parking in front of businesses
- Coordinate a corridor wide signalization plan along Detroit Avenue
- Bury or move the electrical service to the rear of properties as economically feasible
- New construction and redevelopment must incorporate ground floor retail that is open to the street and sidewalk
- It is preferred that new developments construct mixed-use buildings
- Large-scale new development should incorporate a parking structure to meet its generated requirements and to be used to support surrounding businesses
- Incorporate green / environmentally conscious construction techniques into the streetscape
- Choose landscaping and street trees that are easily maintainable and will not block storefronts and signage
- As funds become available for short-term improvements they can be directed towards purchasing items such as benches, trash receptacles or other pedestrian amenities that can be reused in the eventual complete reconstruction of the street
- Work with the RTA to incorporate Transit Waiting Environment / Main Street District gateway improvements at the bus stops at Bunts Road, Warren Road and Arthur Avenue
- In the short-term incorporate banners and hanging baskets to enliven the streetscape
- Provide additional signage, streetscape and aesthetic improvements at municipal parking lots to better link them to the business district
- Incorporate design enhancements to the public spaces along the street that promote an active, walkable district and the healthy lifestyles initiative
- Establish a Business Revitalization District (BRD)
- Establish a Streetscape Committee to coordinate, review and approve what is installed within the right-of-way on a city wide level
- Define a business support / retention plan for stakeholders along Detroit Avenue during the construction process
- Review the zoning along Detroit Avenue with the following options in mind:
 - Amend the current code to allow for mixed-use development without requiring a variance
 - Amend the current code to allow a building to be built to the right-of-way without requiring a variance
 - Review the potential for a Form Based Zoning Code or a series of design guidelines to govern new development

DETROIT AVENUE STREETScape PLAN

What would the reconstruction of Detroit Avenue yield?

In order to determine the true worth of a project such as the Detroit Avenue streetscape plan, one must judge the merits of the investment both in terms of its qualitative and quantitative impacts. Thus far the report has discussed the positive impacts that the reconfiguration of the street will have on the traffic flow through downtown, the aesthetic improvements that accompany an enhanced pedestrian environment and its potential impact on development. However, it is when one begins to quantify what this investment means in terms of area of new sidewalk created, number of street trees or new on-street parking spaces that the physical impacts on the district become truly apparent.



The Downtown Lakewood Main Street District plan with the new streetscape and redevelopment sites



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Quantifying the Investment

The areas depicted on this drawing represent the total land areas of new sidewalks, street trees, on-street parking spaces and green space that are added to the Downtown Main Street District as a result of the proposed streetscape plan.



- Acres of street pavement removed and turned into sidewalk: **+ 1.36 acres**
- Acres of new or reconfigured green space: **+ 3.92 acres**
- Number of new street trees added: **218 trees**
+ 143 trees
- Number of on-street parking spaces: **134 spaces**
+ 23 spaces

DETROIT AVENUE STREETScape PLAN

Estimating the Project Costs

To aid in understanding the ultimate implementation of these plan recommendations, a budget analysis for the infrastructure / streetscape construction was created. Although these budgets are preliminary and based on conceptual recommendations, they are meant to serve as a guide to what it might take to implement this vision as well as establish an order of magnitude for the various recommendations including the reconfiguration of Detroit Avenue, burying the utilities along its length and integrating streetscape amenities throughout downtown.

The following cost analysis is based on considerations of the scope and complexity of the improvements, our experience with similar type roadway / streetscape construction projects and comparisons of these projects and comparisons of these project's cost on a lineal foot basis. The conceptual budgets outlined below for the reconstruction of Detroit Avenue within the Downtown Main Street District are reflective of the area between Arthur Avenue to the west and Bunts Road to the east, including the complete narrowing of the roadway, new curbs, new sidewalks, utility improvements, burial of the electric lines, new street lights, new street trees and landscaping, and new streetscape amenities as per the recommendations of this study.

The projected costs associated with this estimate are capital in nature and do not include such items as the ongoing maintenance of the streetscape and landscaping. These budgets are in 2007 dollars and will need to be adjusted with inflation for current market prices at the time of construction.

Downtown Lakewood Main Street District Conceptual Budget Analysis (Arthur Avenue to Bunts Road)

	<u>Length Of Street</u>		<u>Budgeted Cost / Lineal Foot</u>	=	<u>Anticipated Construction Cost</u>	<u>Administrative Costs (15%)</u>	<u>Total Budget</u>
Reconstruction of the street:	4,380 l.f.	x	\$1,510 / l.f.	=	\$6,613,800		
Burial of Utilities:	4,380 l.f.	x	\$570 / l.f.	=	\$2,496,600		
Streetscape Amenities / Landscaping:	4,380 l.f.	x	\$520 / l.f.	=	\$2,277,600		
TOTAL CONCEPTUAL BUDGET ANALYSIS:					\$11,388,000	\$1,708,200	\$13,096,200



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The following budgets have been estimated on a linear foot basis for the remaining four districts along the length of Detroit Avenue within the City of Lakewood. Although the design solutions for each district will be tailored to respond to the individual characteristics of each, the basic methodology and design language proposed for the Downtown Main Street District has been applied to the approximate length of each district to estimate the following construction costs. We have therefore utilized the same linear foot budget for each district consistent with the conceptual nature of the design study.

**Entertainment District Conceptual Cost Estimate
(Western border of the City to West Clifton Boulevard)**

<u>Length Of Street</u>		<u>Price per Lineal Foot</u>	=	<u>Anticipated Project Cost</u>
2,500 l.f.	x	\$2,990 / l.f.	=	\$7,475,000

**Eastgate / Rockport District Conceptual Cost Estimate
(Eastern border of City to Alameda Avenue)**

<u>Length Of Street</u>		<u>Price per Lineal Foot</u>	=	<u>Anticipated Project Cost</u>
2,450 l.f.	x	\$2,990 / l.f.	=	\$7,325,500

**Cultural Arts District Conceptual Cost Estimate
(West Clifton Boulevard to Arthur Avenue)**

<u>Length Of Street</u>		<u>Price per Lineal Foot</u>	=	<u>Anticipated Project Cost</u>
4,950 l.f.	x	\$2,990 / l.f.	=	\$14,800,500

**Garfield District Conceptual Cost Estimate
(Alameda Avenue to Bunts Road)**

<u>Length Of Street</u>		<u>Price per Lineal Foot</u>	=	<u>Anticipated Project Cost</u>
3,230 l.f.	x	\$2,990 / l.f.	=	\$9,657,700

A NEW UNIFIED MAIN STREET VISION

DETROIT AVENUE STREETSCAPE PLAN

What first steps can be accomplished in the short term?

Given the fact that it is a large undertaking and will require time to raise the necessary funds to complete the full reconstruction of the street necessary to narrow the roadway, widen the sidewalks, bury the utilities, plant new street trees and integrate the streetscape amenities, it is the belief of the planning team that short-term improvements should be identified that will enhance the district. The implementation of these small, beginning steps will assist the City in maintaining the high level of enthusiasm that has emerged for the creation of this vision for Downtown Lakewood.

A Strong Business District

Through the establishment of the Main Street Lakewood program, there has been a growing interest by local business and property owners to take an active role in the preservation and enhancement of Downtown Lakewood. This is a trend that should be supported and strengthened. Both Main Street Lakewood and the businesses that are currently active within the organization must continue to market the benefits of acting as a unified team on the overall business district, and the payoffs that will result for individual retailers.

As support continues to grow within the business community, the creation of a Business Improvement District (BID) or a similar organization would be recommended. By organizing in this type of a manner, the business district gains a level of control over what can be accomplished along the street and how funds can be spent within the district. Tax money paid to the City by the businesses and property owners within the boundary of the BID can be directed to specific projects based on the determination of the organization. Other commercial streets / districts that have established this type of organization have used the funds raised for such items as the ability to integrate public art within the district, to purchase streetscape amenities during the reconstruction of their main street, to provide maintenance and upkeep for garbage pick-up and landscaping or even the addition of a full time patrolman walking the commercial district to ensure no problems arise.

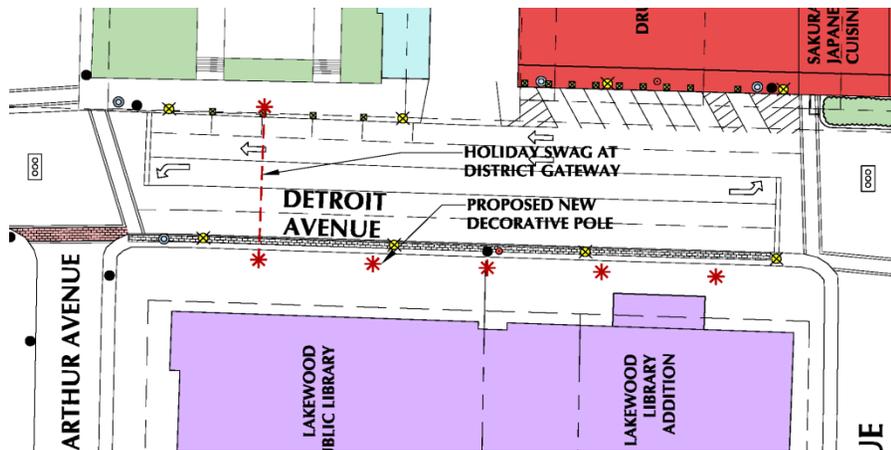


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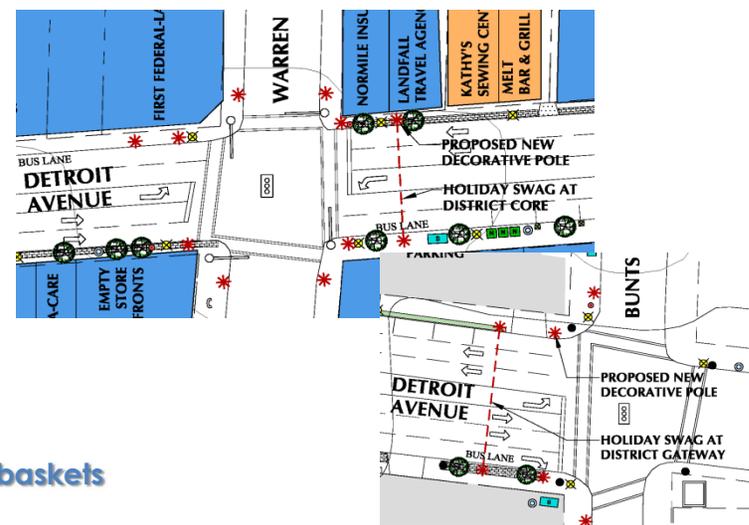
Streetscape Amenities

The integration of some of the streetscape amenities discussed within this report will be possible as a short-term implementation strategy to begin to accomplish the goals of creating a stronger pedestrian environment along Detroit Avenue. Where possible given the current sidewalk widths, integrating such things as benches, trash receptacles and bike racks in public spaces and along the lengths of blocks will add to the accessibility and overall atmosphere of the district. These are items that, should funding become available to purchase, could be reused within the final reconstruction of the street as well. Of particular importance would be the inclusion of a bench and trash receptacle at all bus stops where a shelter does not currently exist. These types of improvements are consistent with RTA's Transit Waiting Environment initiative.

As a second means of integrating pedestrian elements into the existing sidewalks and enlivening the district in the short term, Main Street Lakewood can expand upon their hanging basket program. The baskets are currently placed within the downtown and hung from utility poles that line the corridor. However, new decorative poles can be ordered and erected in strategic locations within Downtown Lakewood that will allow for the strongest visual and physical impact of their placement. For example, groupings of poles that would allow for both hanging baskets and custom banners could line the streetscape in front of the library, be placed along the street edge of public spaces along the corridor, or ring the four corners of intersections that act as gateways into downtown.



Locations where new decorative poles with hanging flower baskets and banners can be integrated into the existing streetscape



A NEW UNIFIED MAIN STREET VISION

DETROIT AVENUE STREETScape PLAN

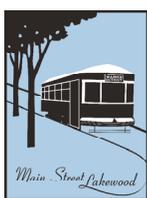
Restriping the Street

At the time of the preparation of this report, the City and the Ohio Department of Transportation are finishing a roadway resurfacing project along Detroit Avenue. Although the timing of this much needed utility and roadway project was not able to coincide with the completion of this planning process and the ability to obtain funds and the complete reconstruction of the street, this provides an opportunity to partially implement and test some of the recommendations.

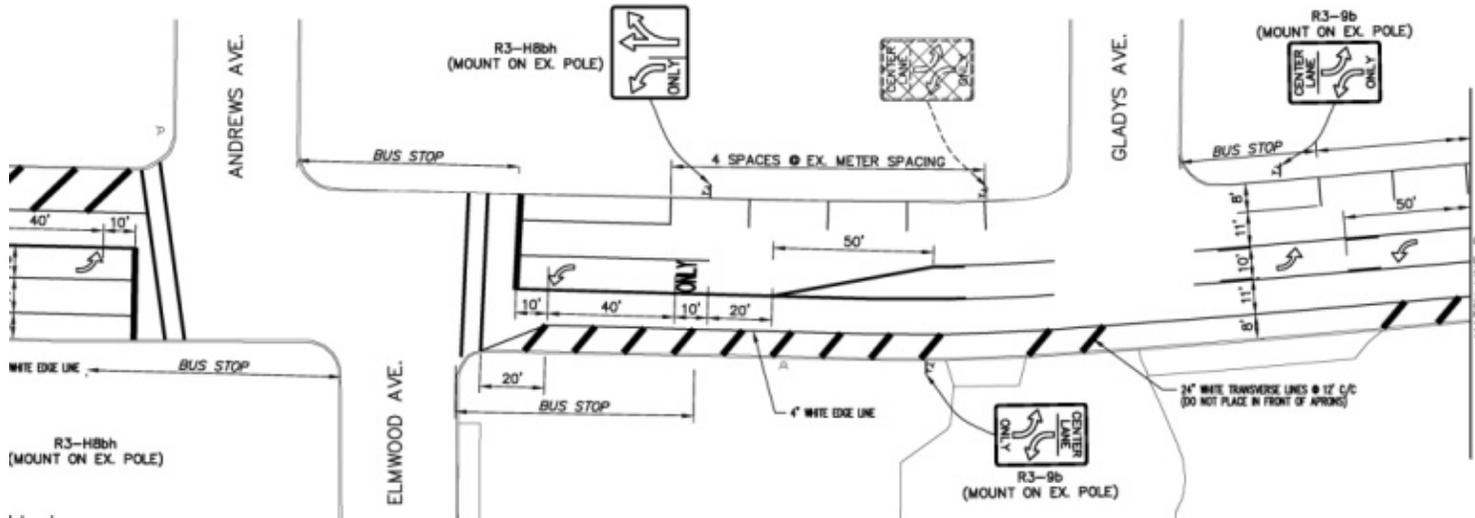
Following the resurfacing of the roadway, the restriping is planned to follow as closely as possible the new roadway layout proposed within this document as opposed to restriping the street as it currently exists. This will include the single driving lane in each direction, the center turn lane and the on street parking lanes. The lane widths themselves will not match the exact dimensions that are proposed due to the fact that the curbs will remain in their current positions for the time being, but the simplification of the lane layout and the additional on-street parking that will result will immediately benefit the downtown businesses.

Additionally, the restriping plan will go beyond the limits of the downtown district as it will be implemented from West 117th Street to the Rocky River valley – a first step in the effort to bring continuity to the city's main street.

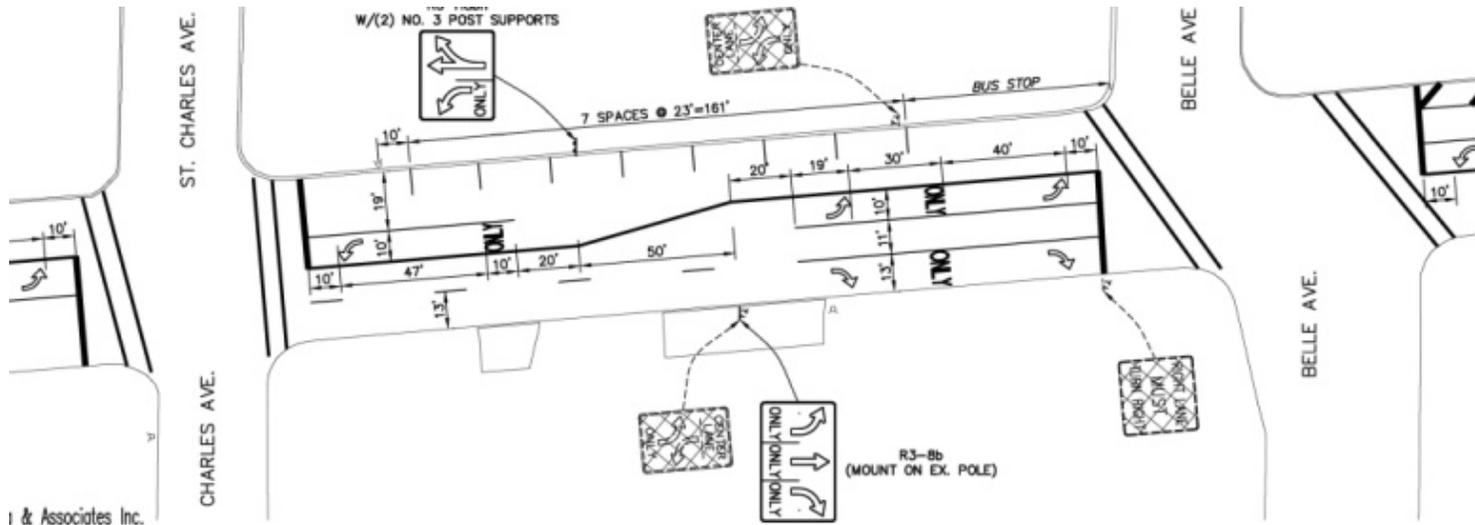
Detroit Avenue at the intersection of Elmwood Avenue showing the restriping of lanes that resulted from this planning process as a preliminary short-term solution to simplifying the right-of-way configuration within the existing curb lines



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Sample areas from the restriping plan drawn by the engineering firm of Michael Benza and Associates



A NEW UNIFIED MAIN STREET VISION

DETROIT AVENUE STREETSCAPE PLAN

Creating a unified vision that will present the ANSWER to the community's questions

Through this process and this plan, the project team has attempted to identify an answer to the community's questions regarding infrastructure initiatives and improvements to the public realm that are reality-based and encourage Downtown Lakewood to grow in a sustainable manner. The overall roadway system, streetscape details, and potential future land use plans that have grown from it are all reflective and consistent with the community's objectives and goals that were generated throughout this process. By actively involving stakeholders and residents, the initiative resulted in a collaborative effort that encompasses the ideas, concerns and visions of the people that truly value and are embedded in the establishment of a revitalized downtown.

As challenges of rising competition from nearby communities and continued patterns of unplanned growth continue to escalate, the need to intervene with strategic investment is greater than ever. The foundations of a true downtown that other communities are trying to fabricate from scratch are already here and must be preserved, enhanced and expanded upon. As per the goals established, this study has revealed that the true potential of Downtown Lakewood commences with the establishment of a reorganized, redefined, rebalanced and revitalized public realm. It has also shown that both public and private investments must work hand in hand to ensure that Downtown Lakewood is both preserved and enhanced to reach its full potential.

The Detroit Avenue Streetscape Plan is a tool for current and future community leaders, residents and stakeholders. While many of the recommendations are specific, the plan is intended to serve as a point of departure for future phases, provide flexibility and continue to evolve over time. Opportunities for change must continue to be addressed proactively and with an eye toward long-term results and benefits. The City of Lakewood must continue to approach development and investment in the context of the plan recommendations to ensure the highest quality of growth occurs. The true intention behind this plan is to establish momentum toward reinvestment in Downtown Lakewood while setting a higher standard for redevelopment that lives up to the potential and aspirations that this community is worthy of.

This Detroit Avenue TLCI Streetscape Plan has provided an answer to the community's questions about Downtown Lakewood to understand where the City is **TODAY**...and envision where this investment can lead **TOMORROW**...



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Looking east from Warren Road TODAY...

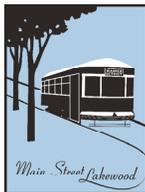
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DETROIT AVENUE STREETScape PLAN



NOACA
Planning For Greater Cleveland



LAKWOOD
OHIO

...streetscape enhancements creating a balanced street TOMORROW...

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...with redevelopment following, creating a dynamic backdrop to the street.

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The auto-dominated eastern gateway TODAY...

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...reorganized to become integral to downtown TOMORROW.

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The variety of conditions in the western gateway TODAY...

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DETROIT AVENUE STREETScape PLAN

Why is this important for the City of Lakewood?

After completing the study of this streetscape and redevelopment plan for Detroit Avenue within Downtown Lakewood, it is once again necessary to revisit the question that began this process. *“Why is this important for the City of Lakewood?”* However, this time the question does not look for answers to justify the validity of the study, but for reasons why this plan should not sit on a shelf collecting dust and be forgotten. The answers to the question provide the mind set and motivation necessary to bring the vision outlined on the previous pages to reality.

A PROJECT CONCEIVED OF AND DESIRED BY THE COMMUNITY

It is important to remember that this plan for Lakewood's Downtown Main Street district was conceived through an interactive process that strove to create a vision that represented the needs, desires and characteristics for the City's future of the many residents, business stakeholders and civic leaders who participated in the process. Throughout the planning work, there were no preconceived notions of what the final vision would look like. Each step was based upon the results of the previous one and built incrementally upon one another, evolving into something that can be supported by the greater community.

BUSINESS RETENTION AND DISTRICT GROWTH AMID GROWING COMPETITION

As discussed previously when this question was first posed in the introduction of this document, the importance of reacting to the increasing competition from new suburban commercial developments is critical. Downtowns like Lakewood's across northeast Ohio must continue to ensure that they remain unique destinations with businesses and retailers that attract people to them. This concept does not end with the mix of businesses however. Just as important, if not more so, is the growing trend where individuals are once again drawn to the nostalgia and charm of downtown main streets. The creation of a true urban place, with a cohesive and inviting atmosphere, is essential to attract both users and new businesses to the district.



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Lakewood is a step ahead of many cities in that the downtown is intact, there is an eclectic mixture of retailers, large employment centers such as Lakewood Hospital are major stakeholders and dense neighborhoods surround Detroit Avenue providing a wide base of daily users. However, the implementations of the proposals outlined within this study are critical to tie this urban district together and create an immediately recognizable place within the greater context of the city. This will be essential to ensure that the existing uses will not only remain, but that new and expanding uses continue to be attracted to Downtown Lakewood.

A DEMONSTRATION OF CIVIC PRIDE AND VALUES

The interest of the City of Lakewood and Lakewood Community Progress Inc. in this important civic project demonstrates to the greater business and residential community that this city is in fact worth investing in and caring about. Through the construction of this streetscape design, the City will be able to demonstrate that the preservation and enhancement of Lakewood's history and eclectic character should still be celebrated. Furthermore, the streetscape proposal demonstrates Lakewood's commitment to preserving the walkability of the district as an extension of the programs sponsored by the City and the Hospital to promote walking and fitness routes that celebrate healthy living.

**TO CREATE A TRANSPORTATION / INFRASTRUCTURE ENHANCEMENT THAT DEMONSTRATES
A COMMITMENT TO THE PRESERVATION OF OUR COMMUNITY AND ENVIRONMENT**

Through the investment in the region's established mixed-use communities such as Lakewood's Downtown Main Street district, a key step is taken in determining an environmentally friendly form of regional growth. As a basis for NOACA's Transportation for Livable Communities Initiative process, the design of the Detroit Avenue streetscape promotes inter-modal transportation options, lessening the region's growing dependence on the automobile. The construction of this streetscape with its environmentally friendly design features demonstrates to the greater population the importance of being an active participant in preserving the place in which we live.

Even though this is the end of this study, it is just the beginning of a greater process. Everybody must keep asking questions and striving for the next set of answers until this proposal is realized. The Detroit Avenue streetscape and redevelopment plan is greater than the 4,380 linear feet that it encompasses, as its lasting effects will reach far beyond its boundaries and positively affect the lives of individuals long into the future.



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Appendix

DETROIT AVENUE STREETSCAPE PLAN

DETROIT AVENUE STREETSCAPE CONCEPTUAL DESIGN PLAN

STEERING COMMITTEE MEETING NO. 1

JANUARY 23, 2007

PROJECT MEETING NOTES

The purpose of the meeting was to discuss the elements involved in the planning process that is beginning, familiarize the Steering Committee with the type of work that City Architecture undertakes in streetscape projects of similar scope, set a preliminary schedule for the project and reach a consensus regarding the agenda for the upcoming community meeting on January 31st.

Attendees:

Jennifer Hooper	- Main Street Lakewood
Paul Beegan	- Main Street Lakewood
Tom Jordan	- City of Lakewood
Dryck Bennett	- City of Lakewood
Dennis Albrecht	- City of Lakewood
Michelle Johnson	- NOACA
Randy Doi	- Steering Committee member
Michael Fleenor	- Steering Committee member
Sean McDermott	- Steering Committee member
John Waddell	- Steering Committee member
Mary Beth Feke	- RTA
John Motl	- ODOT District 12
Paul Volpe	- City Architecture
Matt Schmidt	- City Architecture

The meeting began with an introduction and welcome by Dryck Bennett and Jennifer Hooper. Paul Volpe and Matt Schmidt of City Architecture then reviewed a PowerPoint presentation with the group, parts of which will be shown at the upcoming community meeting. Throughout the presentation a discussion regarding the project took place. The following points are a summation of the major topics of conversation during the meeting:

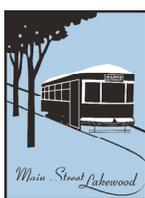
- 'Main Street Lakewood' is the public portion of LCPI and will be used throughout the presentation and on materials at the public meeting.
- The meeting will begin with an introduction and welcome by the Mayor, followed by a description of LCPI and Main Street Lakewood's role within the community before the streetscape presentation begins.
- The committee is in favor of the idea of using past City Architecture streetscape projects as a basis for beginning the discussion with the public, however the number of projects will be reduced.
- It is believed that the Coventry Road streetscape study is an example that should be expanded on for discussion in the community meeting to make a point about the formation of a BID, the addition of on-street parking, new businesses that have opened since the completion of the street and how public investment in the street has spurred additional private investment outside of the right-of-way.
- The Prospect Avenue streetscape is a good example of what is possible through narrowing the street and widening the sidewalks.

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Detroit Avenue Streetscape Conceptual Design Plan
Steering Committee 1 Meeting Notes

January 23, 2006

- The Chagrin Lee case study is a good comparison to Detroit Avenue as well with the reconfiguration of the roadway and the linkages of the project to public transit (both busses and the RTA train line).
- Conversations are still taking place regarding the commuter train line that is proposed between Lorain and Cleveland. A stop would be located within the Downtown Lakewood area, and will be added to the maps accordingly.
- The Brookpark Road case study was beneficial to the Steering Committee, but will be left out of the presentation for the community meeting.
- The portion of the presentation that discusses the Downtown district in relation to its regional competitors (including Legacy Village and Crocker Park) is important in framing the streetscape discussion and should remain in the community presentation.
- The drawing depicting the Downtown District within the context of the City of Lakewood should also show the other districts along the length of the street, including the Eastgate/Rockport District and the Entertainment/Antique District. The map will also be altered to include the Garfield School, St. Ed's, Grant Elementary, additional parks and the new streetscape in place at Rockport Square.
- It was decided that break out groups may be the most effective if meeting participants are asked questions regarding a specific topic about the streetscape as opposed to their general observations / feelings about a segment of the street.
- It is estimated that anywhere from 50-200 people will be attending the meeting. We will be planning for 8 break out groups, in which four topics of discussion will be randomly assigned to individual groups.
- The City parking lot adjacent to Sinagra Park is not highly utilized and can be redesigned to become an extension of the park as we get into the design phase of the project.
- At the community meeting a map of the City of Lakewood will be set up at the entrance to the room and people will be asked to place a dot sticker on the map demarcating where they live within the City. This will be used to immediately get people engaged as active participants in the meeting as they enter the door as well as to see the range with which people from around the City attend the meeting.
- Elements from the parking study showing that there is not a lack of parking for downtown will be included in the presentation.
- A follow up survey to collect attendee's responses to the meeting and any additional comments they have will be passed out.
- Following the first community meeting a series of meeting dates for the next phase of the planning process were defined as follows:
 - March 9th - 1:00 - A workshop meeting with the Steering Committee to discuss design concepts and basic street framework. We would like to have this meeting at our offices so that we have easy access to any drawings, example imagery or other items that may aid in the process.
 - March 15th - time to be determined - A presentation of the results of the first community meeting and the Steering Committee workshop for the Design Committee.
 - April 19th - Community meeting #2



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Detroit Avenue Streetscape Conceptual Design Plan
Steering Committee 1 Meeting Notes

January 23, 2006

- Approximately one week before the second community meeting invite the Steering Committee to our office to review the presentation for the second community meeting. An exact date will be solidified as the week approaches.
- June 28th – Potential date for the third community meeting.

These meeting minutes are provided for your review. Please let us know if you have any additions or clarifications. Thank you for your participation in the meeting.

Sincerely,

CITY ARCHITECTURE

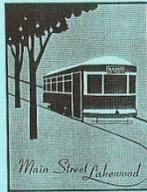
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APPENDIX

DETROIT AVENUE STREETSCAPE PLAN



Main Street Lakewood & The City of Lakewood

First Public Meeting for the Detroit Avenue Streetscape Master Plan

January 31, 2007
7:00 p.m.
Grant Elementary



The Detroit Streetscape Master Plan is provided by a generous Transportation for Livable Communities Initiative (TLCI) grant from the Northeast Ohio Areawide Coordinating Agency (NOACA) that was awarded to a partnership of Main Street Lakewood and the City of Lakewood.

Main Street Lakewood is an independent, non-profit community development corporation. It is led by a volunteer board of directors, four committees and a paid executive director. Anyone (business owner, resident) with interest and time can volunteer on a committee. The board represents the business community within the District as well as representatives from the City and the Chamber of Commerce.

Main Street Lakewood Board of Directors:

President: Dave Shaw, First Federal Lakewood
Vice-President: Mikelann Ward Rensel
Treasurer: Tim Laskey, Laskey CPA & Chamber of Commerce
Secretary: Kathy Berkshire, Chamber of Commerce
 Sean Brennan, Chamber of Commerce
 Curt Brosky, Westerly Apartments
 Randy Doi, Architect
 Dr. Dave Estrop, Lakewood School District
 Chas Geiger, Geiger's
 Mayor Tom George, Mayor City of Lakewood
 Jack Gustin, Lakewood Hospital
 Tom Jordan, Planning Director for the City of Lakewood
 Mary Louise Madigan, Lakewood City Council
 Mary Sue McGorray, McGorray Bros. Funeral Home
 Steve Ott, Attorney
 Corey Rossen, Rozi's Wine House
 Ken Warren, Lakewood Library
Executive Director: Jennifer Hooper

The volunteer led Detroit Avenue Streetscape Steering Committee has played an active role in selecting the consultant, planning this meeting and guiding the overall project.

Steering Committee Members:

Paul Beegan	Ex-Officio:
Randy Doi	Tom Jordan, Planning & Development
Michael Fleenor	Dryck Bennett, Planning & Development
Sean McDermott	Dennis Albrecht, City Engineer
John Waddell	Michelle Johnson, NOACA
Jennifer Hooper	Mary Beth Feke, RTA
	John Modl, ODOT
	Melinda Bartizla, ODOT

City Architecture Inc. is a full-service professional architectural and planning firm established in 1989 and is headquartered in MidTown in Cleveland, Ohio. Their ultimate goal is to "create places of enduring value that the community can identify with, remember and care for." City Architecture has been honored at a national, state and local level with professional awards, honors and recognitions. A small sampling of their projects include the Coventry Road Streetscape, Little Italy Master Plan, and the Prospect Avenue Streetscape.

AGENDA

7:00: Welcome	Dave Shaw, President of Main Street Board
Comments	Mayor Tom George
Background on Main Street Lakewood	Jennifer Hooper Executive Director
7:10: The Planning Process	Paul Volpe & Matt Schmidt City Architecture
What is involved in a streetscape study?	
Case studies and examples	
Detroit Avenue current conditions, characteristics and patterns	
Land Use Analysis	
8:00: Strengths, Weaknesses, Opportunities, Challenges	
Break-Out Discussion Groups	
8:20: Presentation of Ideas and Next Steps	City Architecture
8:45: Conclusion	Paul Beegan, Chairman Main Street Design Committee

Don't forget to fill out the survey! You may also take it with you and send it in at a later date. If you have additional ideas or concerns that come to mind after the conclusion of this meeting, feel free to email or call either:

Jennifer Hooper at Main Street Lakewood at 521-0655
 jhooper@lcpa.org
 Or
 Dryck Bennett in the City Planning Dept at 529-6634
 aldryck.bennett@lakewoodoh.net

All ideas, comments, concerns will be passed to City Architecture to be included.

*The next public meeting is scheduled for Thursday, April 19th 7:00 pm,
 Grant Elementary
 Thank you for coming and participating!*

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DETROIT AVENUE STREETScape CONCEPTUAL DESIGN PLAN

COMMUNITY MEETING NO. 1
MEETING MINUTES

January 31, 2007
Grant Elementary

The following are the meeting minutes from the first of the three community meetings to be conducted as a part of this planning initiative.

All attendees, were asked to sign in, and a map of the neighborhood was displayed at the entrance for all to place a dot where they currently live or on the business / institution they were there to represent.

The attendees were also given an agenda for the meeting along with a survey to be completed at the conclusion of the evening asking their thoughts on the process to date and if any other issues were not addressed in the meeting that should have been.

At the conclusion of the meeting:

- 79 People signed in
- 62 Placed dots on the map
- 17 People completed the follow up survey

Dave Shaw, President of the Main Street Lakewood Board, began the meeting with an introduction and welcome. He discussed the grant that the City of Lakewood received from NOACA for this design study and the process through which the design will be created.

Lakewood Mayor Tom George welcomed everyone and thanked them for attending. Mayor George expressed the importance of taking part in this public process and being an active member of the City of Lakewood to help shape the future of the City.

Jennifer Hooper, Executive Director of Main Street Lakewood/ Lakewood Community Progress Inc., gave a background on Main Street Lakewood and it's role in the community. Jennifer then gave a short description of the National Main Street Program and its 4-Point Approach, how Main Street Lakewood is addressing each and an overview on the assets of downtown Lakewood.

Jennifer then introduced Paul Volpe and Matt Schmidt of City Architecture. Paul Volpe presented a PowerPoint show that explained the community planning process. The City Architecture presentation began with an overview of The Transportation for Livable Communities Initiative (TLCI) work plan and what the goals for the redevelopment plan will be. Some of City Architecture's Streetscape Redevelopment Projects were shown as relative work examples. Paul then presented Downtown Lakewood's regional context with respect to other regional competitors. Downtown Lakewood was compared with Legacy Village and Crocker Park to demonstrate the idea and importance a mixture of uses and connectivity between a main street and the surrounding residential community. Next, Matt Schmidt gave an existing conditions analysis of Downtown Lakewood, including a description of Detroit Avenue. For purposes of discussion the street was broken into three main areas based on the physical characteristics of the right-of-way as well as the patterns of surrounding development. These included the Western Gateway, District Core and Eastern Gateway. Matt showed photographs, street plans, street sections and analysis drawings that demonstrated the current conditions, characteristics and patterns of each district. The audience then formed into break out groups to discuss the following topics:

The City of Lakewood
Main Street Lakewood
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January 31, 2007

Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 1 Minutes

- Streetscape and Public Realm (Groups 1)
- Land Uses and Activities (Groups 2)
- Traffic Flow and Parking (Groups 3)
- Existing Buildings and Development Potential (Groups 4)

The following feedback was generated from the break out group discussions:

Streetscape and Public Realm (Group 1)

'What We Don't Like':

- Overhead Utility Wires and Telephone Poles are unattractive
- Intersections that are not at right angles, do not have a direct cross or have jogs in the pedestrian path are undesirable
- Some occupied and un-occupied storefront conditions detract from the overall streetscape by use of ugly or out of place signage and window display, especially around Warren and Cook Roads
- There is an inconsistency among the storefronts of Detroit Ave.
- There is poor and inconsistent signage as well
- Some renovations are "not appropriate" historically. I.E. a historic building should not be partly renovated with a modern look, so that there are two different styles apparent on one façade
- Unscreened street-side parking lots
- Jogging Sidewalks, varied widths, and inconsistent plantings don't provide a consistent pedestrian realm. The area by Belle Avenue and Detroit Avenue is an example of a very narrow sidewalk that changes to a very open and wide area
- There is not enough quality green-space along Detroit Avenue
- Many areas have a sidewalk that is too narrow
- There is an inconsistent amount of trash cans placed throughout the downtown district
- Pedestrian Signals in front of Lakewood City Centre
- The Burger King Drive thru is unsafe and unattractive
- The lack of a defined bicycle space and lack of bike racks are deterrents to all bike riders

'What We Do Like':

- There is a convenience about Downtown Lakewood; it is possible to accomplish a series of daily activities within the district
- Brick crosswalks are a welcomed element to the streetscape
- There are a series of areas with ample landscaping; trees, flowers, grass
- There are parks either within or in close proximity to the Downtown District
- The green space in front of the Lakewood Hospital
- Outdoor Dining adds character and livelihood to the street, the patio in front of Chipotle is a good example of this
- The Old Christian Science Building
- Buildings up to the sidewalk

The City of Lakewood
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City Architecture



Michael Benza & Associates, Inc.
Consulting Engineers and Surveyors



DETROIT AVENUE STREETSCAPE PLAN

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Detroit Avenue Streetscape Conceptual Design Plan
Community Meeting 1 Minutes

January 31, 2007

- People on the street
- Density and variety give the opportunity to bring more people
- Kauffman Park is a well-used space that gives the option for active recreational uses
- The small scale of commercial buildings (the repetition of bays) is a likeable consistent feature to Detroit Avenue
- There are a series of examples of quality architecture
- Ground floor retail is an appealing factor to pedestrians that travel along Detroit Avenue
- The Lakewood Public Library is strong civic anchor to the community
- The new construction going on (library and Lakewood Presb. Church) are signs of new change
- Anything we do to calm traffic is a good thing

'What We Would Like to See':

- Gateways should not only be incorporated at the East and West ends of the Downtown Districts, but also at the side streets as well
- Parking would be better placed behind buildings, or better connections should be made to parking from the street
- More street-side dining is desirable
- RTA circulators should look better, and the RTA stops shelters should be better defined
- More decorative and uniform lighting is desirable
- An overall integrated parking plan that describes locations and gives directions would help to ease the thought that there is not enough parking
- There should be a marketing plan that could be used to recruit new business, possibly maintained by a marketing professional
- More art galleries would bring in another type of customer to the neighborhood
- More unique clothing stores would bring in more customers as well
- 3 or 4 large, substantial stores or businesses could bring a larger crowd in that could wander across the smaller stores that surround the anchor stores
- Outdoor recreation or gathering spaces give a break in the buildings and also give space to spawn other social activities
- More festivals help to celebrate local heritage/culture and also help to give identity to downtown
- More professional offices (doctor's, lawyers, etc.) will help to fill space and give a more diverse selection of services in the area
- Providing bike lanes promotes a better pedestrian environment and gives the bike rider a safer environment
- Streetscape amenities, such as benches and plantings add charm, identity, and character to the area
- A mixed-use facility could be a possible development for the old Giant Eagle site, possibly a satellite university
- A series of kiosk businesses would help to add more business and activity to the street without the use of a storefront
- A trolley system that would go back and forth down Detroit Avenue
- Parking lanes, with traffic bulbs at the cross walks would help by making the crossings narrower, and also by calming traffic and creating a buffer between the sidewalk and the lanes where traffic flows
- The Downtown District is a high use area for RTA and would benefit from bus shelters; per the RTA, CSU and Ryan McKenzie Transit Waiting Environments study

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Detroit Avenue Streetscape Conceptual Design Plan
Community Meeting 1 Minutes

January 31, 2007

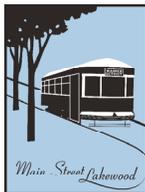
- The bus shelters should be thoughtfully designed and could do wonders for the perception of a pedestrian friendly Lakewood, they should all include a bench, roof, screen b/w road and people, bus schedule, and a local events bulleting board or posting area
- The connection from Detroit Avenue to Kaufman Park should be redesigned to give a better relationship between the two and to also advertise the public park to visitors; a sign or archway with a landscaped pathway could be used
- Bike racks are an important need for the city; a bike stencil painted (instead of striped lanes) would promote Lakewood as bike-friendly

'Possible Development Areas':

- INA Building
- Kauffman Park
- Giant Eagle
- Infill areas around Gladys Road and Cook Road
- Drug Mart Plaza
- Einstein Bagels
- Burger King

Land Uses and Activities (Group 2)

- Detroit Avenue needs a realistic market mix that works for the Downtown District. It doesn't have to be a copy of something else, but something that is organic and unique
- The Downtown District needs to capitalize on the culture, age, and diversity that can be found here
- The Downtown District needs to become more of a destination; festivals could add more activity and another reason for people want come here
- More clothing stores would bring in more customers as well; National brands, chain or local stores would be OK
- The public square at Belle and Detroit Avenue could be a better defined plaza that could be used for certain uses
- There is more of a need for "everyday" shopping, not just specialty items
- Arthur Avenue should be the "Gateway" into the Downtown District neighborhood
- There is a "dead area" by the tennis courts at Kaufman Park
- Farmer's Market and other activities that are during "user friendly" hours would entice more of a daytime crowd
- There is a need for more green space that will provide for more outdoor social activities; like eating and visiting
- Outdoor cafes will bring a stronger presence of other people to the forefront of the street
- A quality streetscape will support the neighborhood retail and restaurants while promoting the image of the district; "three birds with one stone"
- The Drug-Mart Strip Plaza is an ideal area for redevelopment; mixed uses and green space could be possible replacements
- Parking with access to public transportation could make better use of the existing parking around the neighborhood
- There is concern for the small, independent shops along Detroit Avenue



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- Galleries would bring in another type of customer to the neighborhood
- Emphasis on the uniqueness of the neighborhood and it's businesses needs to be made
- A bookstore would be a beneficial addition to the Downtown District
- Attractive, readable signage is important in pedestrian orientation and navigation
- Parking: Should it be off Street, Should it be behind Stores, Should in have incentives?
- More restaurants add more activity
- A bedding and house wares store would also be a beneficial addition to the Downtown District
- Art Walks would help the district to become more of a destination
- Late Night Events, i.e. "moonlight madness" would also help the district to become more of a destination
- The "Historic Buildings versus Modern Use Requirement " argument needs to be addressed
- Existing Signage needs to be upgraded
- An Organic Restaurant, Food Store, or Café may do well in the area
- Wi-Fi Hot Spots could be incorporated into the streetscape design
- The INA Building and the Lakewood North and West Buildings do not fit with the general character of the district, and need to be better incorporated possibly through architectural treatments or landscaping.
- City Hall would be an important civic use in the Downtown District; could it be moved downtown
- Pedestrian amenities, such as Shade Structures and Awnings, could add to the pedestrian environment
- Better Quality Residential Uses on 2nd and 3rd floors of mixed use buildings would invite more people to live and therefore shop in the Downtown District
- There should be more options for Housing for Hospital Employees
- A theater or movie house would add a destination to the neighborhood that would likely benefit other uses, particularly restaurants, bars, and cafes.

Traffic Flow and Parking (Group 3)

- There is a perception that there is inadequate parking in the Downtown District
- RTA/ Circulator needs to be beefed up and revamped
- There are not enough pedestrian crossings in the Downtown District
- Speeding is a problem, there needs to be different ways to calm traffic
- Detroit Avenue should have a more "bike-friendly" environment
- More pedestrian space is desirable
- A possible solution would be to focus automobile traffic onto Clifton Blvd. and pedestrian traffic onto Detroit Avenue
- Green space is an issue
- On-Street Parking, and how and where to incorporate it is also an issue
- How can cars and parking be balanced with the pedestrian experience?
- Kaufman Park is an area of concern for parking
- Identification signage for parking could be important in helping users to locate parking options and to change the perception of inadequate parking
- Existing parking spaces could be upgraded
- Traffic consistency is an issue

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- Can safe and adequate space be given to both pedestrians and bicyclists?
- Barrier-free parking is also an issue
- Where would diagonal or parallel parking work better?

'Are there specific areas along Detroit Avenue that you feel traffic is a problem or are unsafe when driving?':

- Manor Park
- Gladys Avenue; at the Burger King
- Areas where big trucks stop to make deliveries or pick ups
- Where are the high accident areas?

'Are there specific areas along Detroit Avenue that you feel traffic moves smoothly and works well?':

- Belle Avenue and Detroit; where the signals were improved
- Timed walk signals
- Diagonal Crosswalks

General Items:

- What use is Kaufman Park?
- How would public restrooms work in the Downtown District?
- Can building facades be upgraded with minimal improvements?
- Can all utilities be put underground?
- Can there be a lighting scheme that would be more welcoming?

Existing Buildings and Development Potential (Group 4)

'What do you feel are the best characteristics of development along Detroit Avenue in Downtown?':

- A variety of architecture adds interest to the streetscape
- On-Street Parking adds safety elements and is better for business
- Pedestrian accessibility enables easier use of the street and its storefronts
- Colorful awnings add interest to the facades with minimal work/money
- Geiger's has an attractive storefront
- There are destinations in the neighborhood which bring certain business into the area
- Clear sidewalks make for a more comfortable and less stressful pedestrian environment
- There is a variety of traffic; bus, car, pedestrian, and bike
- Mixed use makes the Downtown District a more lively place
- There is a viable hospital and offices in the Downtown District
- The public library is an important piece to the Downtown District
- There is a public park in the area, which provides for other recreational uses
- Outdoor dining adds people to the street that are easily seen

'What are the worst characteristics of current development in Downtown?':

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DETROIT AVENUE STREETSCAPE PLAN

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Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 1 Minutes

- There is a lot of auto congestion in the district
- There is a perception of a lack of maintenance provided by the city for Detroit Avenue
- Green space is lacking in the area
- Sidewalks are too narrow in many areas to provide a comfortable pedestrian realm
- There are businesses on Detroit Avenue that do not face the street
- Poor infill buildings have been built
- Overhead wires clutter the appearance of the street
- Some of the signage is poor unattractive
- More creativity could be used in the design of much of the street side signage
- There is no evening lighting presence in the district
- The district does not have any character defining elements, which attribute to a lack of identity for the area. Identification and destination information should start from off I-90
- Better street signage will not only add character to the district, but will also provide directional information
- There is no buffer
- Gathering places (outdoor) are lacking
- Truck loading is a problem, the trucks detract from the safety and appearance of the street, but are vital to the neighborhood stores
- There is a poor transition between commercial and residential use areas
- The Drug-Mart site needs redevelopment, it could possibly be considered for parking opportunities

'What buildings along Detroit Avenue in the Downtown do you think contributes best to the character of the district? Why?':

- The Masonic Temple
- The Phoenix
- The Winking Lizard
- The Lakewood Public Library
- The different churches
- The original Hospital
- Hickson's Inc.
- McCorray Brothers Funeral Home
- First Federal Lakewood
- Geiger's
- Aladdin's
- Plantation Home
- Dave Wright's Building
- The Kucinich Building
- The Hylander Restaurant
- Sinagra Park

'What buildings do you think detract from the character of the district? Why?':

- The INA building

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Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 1 Minutes

- Marc's Plaza
 - Einstein's Bagels, color
 - Drug Mart
 - Giant Eagle
 - The Westerly
 - Lakewood Center
 - Harrison's
 - Taco Bell
 - Burger King
 - Party Station
 - Peck
- There is an overall lack of teen destinations in the Downtown District
- There are also minimal private spaces in the area

'Are there specific sites along the street that you feel should be redeveloped?':

- The Drug Mart
- The old Giant Eagle building
- Harrison's
- Peck
- Any of the green spaces along the street
- Kaufman Park
- The telephone building
- INA
- Board of Education
- The Grant School

- Could the Railroad right of way be used for large truck traffic?
- How will tenants in buildings we do not want be relocated?

Additional comments:

- After attending the meeting and walking the district a resident expressed the opinion that the project should be extended three blocks further to the west – ending at Rosewood Avenue.
- A meeting attendee provided information regarding bike lanes and under what circumstances (lane configurations and widths / on street parking alternatives / etc.) segregated bike lanes are appropriate. It is also believed that an increase in the potential for bicycle parking in the downtown district would be beneficial both for users and business owners.
- Anything that can be done to widen sidewalks should be explored.
- If parking lanes are maintained along Detroit Avenue, traffic "bulbs" at the cross walks would help to shorten the crossing distance as well as calm traffic.
- It would be beneficial to those that use downtown if each bus stop along Detroit Avenue had a bus shelter with a place to sit, bus schedule, signage, etc.



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Community Meeting 1 Minutes

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- Kauffman Park is an important amenity for the downtown, but due to the current relationship between the street the park they feel like two separate destinations. A stronger pathway unifying the two should be integrated.

These meeting minutes are provided for your review. Please let us know if you have any additions or clarifications. Thank you for your participation in the meeting.

Sincerely,
CITY ARCHITECTURE

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Main Street Lakewood
City Architecture

communities initiative



APPENDIX

DETROIT AVENUE STREETSCAPE PLAN

DETROIT AVENUE STREETSCAPE CONCEPTUAL DESIGN PLAN

COMMUNITY MEETING NO. 1
SURVEY RESULTS

January 31, 2007
Grant Elementary

Following the first community meeting in the planning process, the attendees were asked to fill out a survey regarding their opinions of the meeting. Of the 79 attendees, 17 people filled out the surveys. The following represent their responses:

QUESTION 1.

Do you consider yourself or your business a part of the downtown district?

Yes	No
9	8
(53%)	(47%)

QUESTION 2.

If so what street do you live on or where do you work?

- Lake
- Live on Detroit Ave. and work on Lakeland.
- Live on Belle and work on Detroit.
- Live on Bonnieview.
- Marlowe Avenue
- Live on Maple Cliff work on Detroit – Warren.
- Work on Detroit Avenue (Howard Hanna)
- Cook.
- Work on Detroit Avenue.
- Work- 8-minute walk from Robinwood.
- Concord Drive. (Drive a van for special education children)
- Marlowe between Detroit and Franklin

QUESTION 3.

Do you think this community meeting was a successful first step in the planning process for Detroit Avenue?

Yes	No
15	0
(88%)	(0%)

QUESTION 4.

Do you plan on attending the next meeting?

Yes	No
17	0
(100%)	(0%)

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January 31, 2007

Detroit Avenue Streetscape Conceptual Design Plan

Community Meeting Survey Results

QUESTION 5.

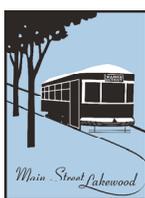
Are there any subjects or issues that you'd like to discuss at our next meeting?

- Financial aspects of execution of the plan.
- Cost to taxpayers.
- Balance technology and modern retail expectations with historic preservation, green space and parking.
- Fixing Detroit Avenue to four lanes only.
- Distinct possibilities of major tear down (Drug Mart or CVS Pharmacy) to take advantage of the land behind or the Bunt Giant Eagle area.
- A strong additional benefit to making a community more walk-able to improve health of community members.
- What is the City department doing to encourage the vision of main street. Are there other incentives / grants for businesses to encourage them to make improvements to the properties.
- We should not build things that require a lot of time and money to maintain. Contractors should provide a better guarantee of their work.
- A definable "Gateway" at Bunt would be nice.

QUESTION 6.

Do you have any additional ideas or thoughts on the future of Downtown Lakewood as a result of this meeting?

- Wireless destinations and rooftop dining would be nice.
- Parking – Close door access is needed so that we wont have to walk around a building that is a block long to get to the front door. A new years eve family destination like Akron would be nice.
- Car usage will become financially less viable in the future due to oil shortages, probable limits or taxation on global warming producing gas emissions, and high costs of new alternative technology. Lakewood is uniquely positioned to be the antidote to urban sprawl and the car based culture. Lakewood should capitalize on the idea of car free living and make downtown very walkable, have good public access to public transportation. It would be nice to incorporate commuter rail and a city wheels car with a pedestrian friendly concept.
- Keep the circulator bus. Enforce 25 mph speed limit. Expand Study area to "West 117 – Rocky River". Put streetlights on building walls, similar to Toronto to eliminate overhead lines and poles. What can be done to encourage walking, using bicycles, scooters realizing that Detroit is home to 18-wheelers?
-



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Detroit Avenue Streetscape Conceptual Design Plan
Community Meeting Survey Results

- Former Giant Eagle site needs to be something special for the community, like "Marc's" etc. Infill retail, upscale housing would be nice as an enhancing tax revenue booster. A satellite college / trade school campus would have potential at 14013 Detroit Avenue. An example would be the Remington Trade School in North Olmsted.
- Think where you want long and short term parking to be and price accordingly.
- Lakewood is a great town for bicycles. Accommodating cyclists would be good for main street economically. Calming traffic and making provision for good short-term bike parking could achieve this.
- There should be a focus on on-street dining, bike racks & green space. It would be nice to have a wrought iron Art Work (like Coventry).
- Making businesses accountable for the maintenance of their storefront, sidewalk, landscaping up to the curb and enforce fined if not addressed.
- Parking and transportation access to Downtown, Cleveland.
- Keep the public well informed and well involved as this meeting was.
- Due to the compact nature of Lakewood we must always be sure that retail and housing do not cause problems to each other. (Ex- noise of outdoor activities after 10 pm. is very disturbing for nearby residences.
- Connect Kaufman Park to Detroit Avenue.
- Role of Lakewood hospital, and what they are giving to the City.
- Straightening Belle Avenue from north to south.

DETROIT AVENUE STREETScape PLAN

Detroit Avenue Streetscape Business / Property Owner Survey
 Main Street Lakewood
 January, 2007

You may leave this information blank if you prefer but completing it will help us gauge concerns or issues for specific areas.

Business Name: _____ Contact Name: _____

Address: _____

Phone Number: _____ Email: _____

Keep in mind these questions are geared for Detroit Avenue only! Make an "X" in the appropriate space.

1. Do you think that street and / or sidewalk lighting is adequate?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

Comments: _____

2. Do you think Detroit Avenue is safe?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

Comments: _____

3. Do you think Detroit Avenue is generally clean and attractive?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

Do you think there are some areas that are worse or better than others?:

Other Comments: _____

4. Do you think walking along Detroit Avenue is a pleasant experience?

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

What do you think could be added or changed to improve the pedestrian experience?

5. Do you think parking (both public and private) along Detroit Avenue is sufficient for your business?

On-Street:

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

Off-Street:

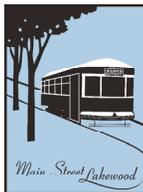
Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all

Comments: _____

6. Where do you identify your business as being located?

Lakewood: _____
 Downtown Lakewood: _____
 Westside: _____

Any other comments or suggestions you'd like to share:



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Detroit Avenue Streetscape Business / Property Owner Survey – RESULTS SUMMARY
 Main Street Lakewood
 February 26, 2007

A total of 19 surveys were returned. Approximately 130 surveys were sent to all downtown businesses and property owners. This represents a 15% response rate. The majority response is in bold type. All comments provided are direct quotes or in some cases paraphrased from the surveys. Any emphasis noted is the respondents. Main Street conclusions are on the last page.

The respondents were:

- Discount Drug Mart
- Plantation Home
- Phoenix Coffee
- Burger King
- Lion and Blue
- Lakewood Presbyterian Church
- Belle Barber Shop
- Giant Eagle
- Empty Nest
- G. Telidis (owns 14126 Detroit – small apt bldg)
- Anonymous
- William J. Gaydos & Associates
- The Exchange
- Allstate Insurance
- Norka Futon
- Cemy Shoes
- Westerly Apartments
- Phillips Vacuum Cleaner Co.
- Korean Karate Center

1. Do you think that street and / or sidewalk lighting is adequate?
 19 responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
2 – 11%	10 – 53%	1 – 5%	5 – 26%	1 – 5%

Comments:

- Detroit seems very dark
- Sidewalk lighting is poor
- Only existing lighting is street lights and is awful
- Lampposts along the sidewalk would improve the walking environment. Safety & aesthetics would increase with better pedestrian lighting.
- Old style streetlamps would look nice in the downtown area.
- Lighting can be improved by newer more modern lights.
- It could be brighter and have better curb appeal.
- The street could benefit from attractive lamps / posts

2. Do you think Detroit Avenue is safe?
 19 Responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
1 – 5%	8 – 42%	3 – 16%	5 – 26%	2 – 11%

Comments:

- Based on theft in store, unsure
- Strong police presence is seen and always appreciated
- Bikes and skateboards are the biggest concern of the seniors walking on Detroit. Also uneven sidewalks and poor snow removal of walks by certain merchants
- A bike lane would improve sidewalk safety

- Too much traffic going too fast and not enough crosswalks – not pedestrian friendly
- Not enough pedestrian crosswalks across Detroit not enough pedestrian signs / lights little traffic enforcement confusion as far as number of lanes. When walking down the street cars automatically pull up over the crosswalk.
- There are a lot of young kids hanging around by chipotle, burger king and coffee shop. People don't feel safe walking thru street with a bunch of kids. Maybe a foot patrol by police?
- I don't care for the groups of rambunctious young adults that loiter in the business areas.
- With influx of homeless and panhandlers it would be nice to see beat cops again. We are a walkable neighborhood. We have bike cops – beat cops could develop a feeling of security and welcome.

3. Do you think Detroit Avenue is generally clean and attractive?
 19 Responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
0	8 – 42%	3 – 16%	4 – 21%	4 – 21%

Do you think there are some areas that are worse or better than others?:

- Above ground utility cables, power lines etc are very unattractive
- Some store fronts need attention
- The front of Lakewood Center & INA Buildings are quite drab, though having wider sidewalks: good area for streetscape improvements
- Too many shopping carts left abandoned
- Much trash on street. Papers, plastic bags, fast food containers. All areas are about equal.
- Food establishments (fast food) seem to have more litter around them, as well as coffee shops.
- The entire length of Detroit is a mess condition of pavement, sidewalks and excessive litter
- Any areas with trees and wider sidewalks are better. Mostly feel as if I'm walking with traffic because there is little separation between sidewalk and street.
- It can always be more attractive with wider sidewalks, lights, so forth.
- At any given time, the city trash cans are overflowing and debris is blowing down Detroit Avenue. Perhaps we need more bins and more frequent pick-ups. The flower baskets were a great idea but they needed better execution. The Drug Mart Plaza is an eyesore. The vacant strip across from First Federal is unattractive. The south side of Detroit between Warren and Belle is ugly and the large groups of people gathering around the bus stop can be intimidating. We need to do something to help the Winking Lizard. Developing the Old Giant Eagle would be great.

Other Comments:

- Unless utilities are buried / hidden, why bother?
- Though not in downtown, the awesome new YMCA creates a very dark and imposing edifice at night. Brightening up of this area is very important.
- Sidewalks are filthy, appearance of streets.
- More public trash cans with ashtrays!!!
- There is DEFINITE need for more trash receptacles. I notice near Detroit / Gladys & by Marc's Plaza trash on the ground and overflowing receptacles.

DETROIT AVENUE STREETSCAPE PLAN

4. Do you think walking along Detroit Avenue is a pleasant experience?

18 Responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
0	5 – 28%	4 – 22%	6 – 33%	3 – 17%

What do you think could be added or changed to improve the pedestrian experience?

- Flowers, small trees, brick pavers, landscaping
- Needs a facelift, look at Crocker Park
- Brighter more pleasant lighting & hardscape would enhance the walking appeal as well as possibly widening sidewalks on north side lessening impact of traffic.
- Vacant storefronts become occupied with new business.
- Sidewalks are too narrow. Bikes, skateboards and uneven sidewalks. Some seniors feel threatened when approached by a group of young people walking down the street.
- Landscaping, benches and attractive lighting
- A bike lane would be great. So many times I or my customers have almost been run down by a bike on the sidewalk. Plus so many citizens commute by bike and I think they would be grateful.
- More green areas and plantings. Bury the power lines. Look at Charleston, SC, Birmingham, MI etc.
- Trees, lampposts, wider sidewalks, more crosswalks, more pedestrian signs, enforcement of speed limit, less traffic, flowers pots, boxes, baskets etc.
- Not tons of students to walk thru
- Wider sidewalks, new lighting

5. Do you think parking (both public and private) along Detroit Avenue is sufficient for your business?

On-Street: 19 Responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
2 = 11%	2 = 11%	2 = 11%	4 = 21%	9 = 47%

Off-Street: 19 Responses

Definitely	Yes, But could be improved	Neutral	Somewhat	Not at all
3 – 16%	1 – 5%	3 – 16%	5 – 26%	7 – 37%

Comments:

- Our parking lot is always full
- Street parking is difficult. Convenience is very important market factor.
- The business parking lots need more 30 minute free parking spaces. Store customers should not have to pay for parking.
- Barton Senior Center has 200+ members who live throughout the westshore area. That number used to be double. Many left due to no parking for guests / visitors at our facility. Seniors don't want to walk several blocks. They simply go to other senior centers in Rocky River etc. where they can park next to the building.
- Open up the lot behind the Party Station. Get rid of the "permit" section. We lost a lot of spots to that.
- When parking on Detroit is available again due to Library construction, it seems sufficient. We are anxiously awaiting regaining use of street parking soon.
- Where do I begin!

- There is no bike parking which causes problems people have to put bikes on meters, trees, or in the middle of the sidewalk.
- People park in my parking lot (Burger King) for the coffee shop and the stores across the street.
- We are lucky to be right around the corner from a public lot and have on street parking.
- It would be a big improvement is they did away will all parking on Detroit and helped building owners develop parking lots and back entrance scapes behind their buildings.

6. What Streetscape amenities would you like to see added? Check all that apply. Most responders checked more than one. Results are shown as number of responses.

Benches / Seating	<u>11</u>	Wider Sidewalks	<u>11</u>
Landscaping	<u>15</u>	Public Gathering Areas	<u>7</u>
Bike Racks	<u>7</u>	Sidewalks with Decorative Materials (bricks, pavers etc.)	<u>14</u>
Public Art	<u>5</u>	New Lighting	<u>11</u>

7. Where do you identify your business as being located?

20 Responses (one person checked two locations so that counted as two answers)

Lakewood:	<u>2 = 10%</u>
Downtown Lakewood:	<u>16 = 80%</u>
Westside:	<u>2 = 10%</u>

Any other comments or suggestions you'd like to share:

- It needs updated
- Creation of a strategic marketing plan for downtown and Lakewood in general is very important. With a concise marketing plan and advertisement, Lakewood could become an attractive destination for restaurants, small shops, taverns and other life style amenities. A sister program marketing Lakewood as a great place to live would also be wise emphasizing convenience, linkage and the like.
- We need better signage and awareness or rear store parking and rear store entrances.
- Eliminate one parking lane and widen sidewalks on both sides of the street
- Great necessity for bicycle lanes
- Being a waterfront city, closer to a major city, close to airport – Lakewood has never taken advantage of these things. Clean it up!
- There should be more public space where people can gather. There should be areas for sidewalk cafes. There should be trees to help keep the street cool in the summer. (The trees at Summit are an oasis.) The sidewalk should be wider and the street more narrow. The fact that it is a state route should not affect our quality of living, we can create a street that is safe in an emergency situation, but does not favor the car over the person. A street that is a reflection of a community, not of traffic patterns or a throughway for vehicles.
- I love my drive to work. I live in Parma, it is such a nice drive. Great looking houses and businesses. People are out shopping all the time. I think if you make it a little safer for the families to walk.
- I was disappointed in the flower baskets on Detroit over the summer. I had to actively search for them. A waste of money in my opinion. I hope not a good example of future plans. I would be embarrassed if I had executed that the idea was great, execution was poor.
- Any eye improvement and space improvement would help Detroit. Right now it is too congested.
- Lakewood has the capacity and the potential for being a destination city. There needs to be a culture of planning AND implementation developed.



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Conclusions / Trends:

- Generally it seems businesses feel that Lakewood and Detroit Avenue can be a destination if we can capitalize on our existing assets and work to improve lighting, safety, cleanliness. The overall consensus was that Detroit Avenue is not in terrible condition but needs updating and improvements to the attractiveness of the District.
- Some are concerned about groups of teenagers, skateboarders
- Litter and a need for either more garbage cans or more frequent garbage pick-up
- Concerns about traffic, pedestrian safety and appeal – a need to cater more to pedestrian traffic as opposed to vehicular traffic
- Many feel parking is an issue for both cars and bikes
- Vast majority (80%) of businesses who responded identify their business as being located in downtown Lakewood, as opposed to just Lakewood or the Westside. This is an excellent opportunity to capitalize on an existing sense of neighborhood and location – common marketing, advertising etc.

DETROIT AVENUE STREETSCAPE PLAN

DETROIT AVENUE STREETSCAPE CONCEPTUAL DESIGN PLAN

STEERING COMMITTEE WORKSHOP

MARCH 9, 2007

PROJECT MEETING MINTUES

The purpose of this meeting was to discuss the current conditions of Detroit Avenue, agree upon a set of goals for the project, analyze the configuration of the right-of-way, discuss the potential for what the right-of-way can accommodate and begin to look at sites for potential redevelopment along the street.

Attendees:

Jennifer Hooper	- Main Street Lakewood
Paul Beegan	- Main Street Lakewood
Dryck Bennett	- City of Lakewood
Randy Doi	- Steering Committee member
Michael Fleenor	- Steering Committee member
John Waddell	- Steering Committee member
Paul Volpe	- City Architecture
Matt Schmidt	- City Architecture

The meeting began with City Architecture presenting an overview of the analysis work that had been completed along the street. This included the role of Detroit Avenue in the context of the City of Lakewood, zoning, downtown district characteristics, an analysis of the comments regarding the aesthetics of the district from the community meeting and business surveys, the characterization of development sites into three classifications and an analysis of the existing lane configuration along the street.

The group was also presented with a set of common themes that have emerged throughout the project development thus far that are included as an attachment to this document. Based on the analysis and the feedback from the community process the following goals have been established for the streetscape plan for downtown Lakewood:

- The configuration of the Detroit Avenue right-of-way through Lakewood's Downtown must be **simplified** to create a district with greater cohesion and a more uniform flow of traffic and on-street parking.
- **Reorganize and redefine** development patterns and public right-of-way enhancement standards within downtown Lakewood to support the three main sub-districts that have been identified – the western gateway, district core and eastern gateway.
- A **rebalancing** of the street is necessary to accommodate the contemporary needs of the pedestrian, automobile and bicyclist.
- Physical enhancements at key locations must occur along Detroit Avenue to **create places** that residents and visitors alike will come to find synonymous with Downtown Lakewood.

The central focus of the workshop meeting was to discuss the right-of-way of the street itself, and develop a consensus about how it should be reconfigured to meet the needs of a wide variety of users. The current configuration of the street entails a right-of-way that varies from 75' wide in

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some places to over 100' at its widest location on the eastern edge of the district. Within the right-of-way the street itself is laid out in a variety of configurations including a three lane (two driving and one turning) configuration with parallel parking on either side, to a five lane configuration with angled parking on either side, to a seven lane configuration. On street parking is provided in many places along the street, but it not continuous within the blocks or in its orientation. An additional characteristic that defines the right-of-way is the continuous left turn lane that is striped throughout the district.

A series of diagrams were created for various points along the street in which the right-of-way was divided into different configurations that allowed for through lanes of traffic, a left turn lane, bicycle lanes, on street parking and widened sidewalks.

Sketches were also prepared that began to identify redevelopment sites along the street at major nodes. A mixed-use node at the eastern gateway with Bunts was proposed that included the addition of a central median within the widest section of the right-of-way. Development centered around the intersection of Belle and Detroit was enhanced through the addition of new buildings on the northeastern and southeastern corners of the street that would create unified green spaces and the proposal for the inclusion of outdoor market and festival venues surrounding the intersection. The intersection of Warren and Detroit was identified as a major gateway into the downtown district, at which a new commercial building was proposed to enliven Sinagra Park and the adaptive reuse of the Lakewood Center Building was proposed to add new residential units to the district. The final redevelopment scheme involved the western gateway in which the single-story Drug Mart and CVS plazas were redeveloped as mixed-use buildings, Arthur and Mars Avenues were extended north of Detroit and park extensions were created along the new streets to link Kauffman Park into the fabric of downtown development.

An open discussion between the group took place regarding the right-of-way configurations and the development sites. The following are the points that were raised within the discussion:

- The restriping of the street to include a continuous turning lane was done not long ago. The exact reasons for this are unknown.
- The varying size of the right-of-way is unique to the district. The history of this is not known.
- Kauffman Park is a big issue that should be dealt with in this study. The park itself will not be necessary in its current configuration with the completion of the Lakewood Schools renovations.
- It was proposed that in the next community meeting the issue of the park be raised as to its role in the city, and if that land should be included within a larger redevelopment site that would then recreate a public greenspace in a way that would better meet the needs of the residents.
- Diagonal parking is not liked and should not be included in the plan.
- It was determined that accommodating the needs of bikers within the downtown district through such things as bike parking is more important than dedicated bike lanes. Bike lanes should not be included in the reconfiguration of the right-of-way.
- On street parking should be retained and increased where possible along both sides of the street.
- The question was raised whether or not a continuous turning lane is necessary along the entire length of the street, or if would only be necessary only at certain locations or where a

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Detroit Avenue Streetscape Conceptual Design Plan
Steering Committee Workshop Minutes

March 9, 2007

signalized intersection exists. This is an issue that will be raised with the engineers involved with the project.

- The current entrance to the Marcs Plaza does not align with any other intersection. The proposal was made that it be realigned with the traffic signal at the intersection of Detroit and Cook Avenue.
- The potential exists for the Harrison's Building to be included within a development site.
- The RTA system was analyzed, and approximately seven different locations along both the north and south sides of the street were identified as current bus stops for the different routes that service the district. A conversation will be necessary with ODOT to determine if this is necessary, or if stops can be eliminated / combined to simplify the traffic patterns along the street.
- A proposal for the redevelopment of the former Giant Eagle site and parking lots was given to the City. That should be obtained and integrated into the design of the streetscape.
- The creation of a mixed-use district at the eastern gateway with Bunts would dramatically change the character of the street and any proposed improvements.
- If a stronger residential component is being integrated into the eastern gateway it is believed that the median be eliminated from this proposal and additional land within the right-of-way adjacent to the development sites be transferred back to the private property owners along the strip.

At the conclusion of the meeting it was decided that a group get together to discuss a proposed reconfiguration of the street in terms of traffic engineering issues. A meeting will be set up that will include members of the city engineering staff, ODOT, NOACA, RTA and Michael Benza and Associates, the civil engineering consultant with the project.

These meeting minutes are provided for your review. Please let us know if you have any additions or clarifications. Thank you for your participation in the meeting.

Sincerely,

CITY ARCHITECTURE

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communities initiative



APPENDIX

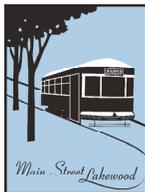
DETROIT AVENUE STREETSCAPE PLAN



Main Street Lakewood & The City of Lakewood

Second Public Meeting for the Detroit Avenue Streetscape Master Plan

April 19, 2007
7:00 p.m.
Grant Elementary



The Detroit Streetscape Master Plan is provided by a generous Transportation for Livable Communities Initiative (TLCI) grant from the Northeast Ohio Areawide Coordinating Agency (NOACA) that was awarded to a partnership of Main Street Lakewood and the City of Lakewood.

Main Street Lakewood is an independent, non-profit community development corporation. It is led by a volunteer board of directors, four committees and a paid executive director. Anyone (business owner, resident) with interest and time can volunteer. The board represents the business community within the District as well as representatives from the City and the Chamber of Commerce.

Main Street Lakewood Board of Directors:

President: Dave Shaw, First Federal
Vice-President: Mikelann Ward Rensel
Treasurer: Tim Laskey, Laskey CPA & Chamber of Commerce
Secretary: Kathy Berkshire, Chamber of Commerce
 Sean Brennan, Chamber of Commerce
 Curt Brosky, Westerly Apartments
 Randy Doi, Architect
 Dr. Dave Estrop, Lakewood Schools
 Chas Geiger, Geiger's
 Mayor Tom George, Mayor of the City of Lakewood
 Jack Gustin, Lakewood Hospital
 Tom Jordan, Planning Director for the City of Lakewood
 Mary Louise Madigan, Lakewood City Council
 Mary Sue McGorray, McGorray Bros. Funeral Home
 Steve Ott, Attorney
 Mike Summers, Summer's Rubber Co.
 Ken Warren, Lakewood Library

The volunteer Detroit Avenue Streetscape Steering Committee has played an active role in selecting the consultant, planning this meeting and guiding the overall project.

Steering Committee Members:

Paul Beegan	Ex-Officio:
Randy Doi	Tom Jordan, Planning & Development
Michael Fleenor	Dryck Bennett, Planning & Development
Sean McDermott	Dennis Albrecht, City Engineer
John Waddell	Michelle Johnson, NOACA
	Mary Beth Feke, RTA
	John Modl, ODOT
	Melinda Bartizla, ODOT

City Architecture Inc. is a full-service professional architectural and planning firm established in 1989 and headquartered in MidTown in Cleveland, Ohio. Their ultimate goal is to "create places of enduring value that the community can identify with, remember and care for." City Architecture has been honored at a national, state and local level with professional awards, honors and recognitions. A small sampling of their projects include the Coventry Road Streetscape, Little Italy Master Plan, and the Prospect Avenue Streetscape.

AGENDA

7:00: Welcome	Paul Beegan, Chair LCPI Design Committee
7:10: Review of 1 st Mtg and Next Steps	Paul Volpe City Architecture
7:25: Preliminary Recommendations	Paul Volpe & Matt Schmidt City Architecture
7:45: Break-Out/Preferences	
8:05: Discussion	Paul Volpe & Matt Schmidt City Architecture
8:45: Conclusion	Paul Beegan, Chair LCPI Design Committee

Don't forget to fill out the survey! You may also take it with you and send it in at a later date. If you have additional ideas or concerns that come to mind after the conclusion of this meeting, feel free to email or call:

Dryck Bennett in the City Planning Dept at 529-6634
aldryck.bennett@lakewoodoh.net

Any ideas presented will be passed along to City Architecture to be included.

Thank you for coming and participating!

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DETROIT AVENUE STREETScape CONCEPTUAL DESIGN PLAN

COMMUNITY MEETING NO. 2
MEETING MINUTES

April 19, 2007
Grant Elementary

The following are the meeting minutes from the second of the three community meetings to be conducted as a part of this planning initiative.

All attendees were asked to sign in and were also given an agenda for the meeting along with one sheet of red dots and one sheet of green to be used at the conclusion of the evening to mark what they like and dislike about the Streetscape Idea Boards (Landscaping, Hardscaping, Public Art, Development Types, Public Spaces) and the Proposed Streetscape Plans.

Paul Beegan began the meeting with an introduction and welcome. He then introduced Paul Volpe and Matt Schmidt of City Architecture. Paul Volpe began with a PowerPoint presentation that started with a short review of the first community meeting and then discussed where we are in the TLCI work plan. He then provided examples of what a quality streetscape entails and how they differ from the "lifestyle" centers within the region. Paul presented current City Architecture work that is seeking to exemplify the ideals of a quality streetscape. He also showed Detroit Avenue in a historical light and illustrated how the street has changed over time. He described how these changes affected the street configuration and how City Architecture's plans will look to simplify and enhance Detroit Avenue. Paul then defined Downtown Lakewood's regional context and how it relates to the rest of the city and to greater Cleveland.

Next, Matt Schmidt delineated the goals for tonight's meeting and described how the community's comments from the first meeting were taken into the development of these goals. Matt specified the process and goals of simplifying the street lane configuration. Matt then presented the three main areas based on the physical characteristics of the right-of-way as well as the community's response to each. He concluded his discussion of each area with the proposed layout and marked out conceptual development opportunities for specific sites in each area. Matt finalized his segment with instructions to the audience concerning the Streetscape Idea Boards. The audience then perused each board and added stickers and comments to each. The following represents the sticker counts, written comments gathered from each board and also includes general comments made on each board during the concluding discussion.

The drawings and images provided for public comment are attached to these minutes.

Boards:

Development Types

- **Picture A (townhomes) = Green-23, Red-2**
Comments- Kills flow for pedestrian shoppers, residential is private space, discourages interaction and people gathering.
- **Picture B (commercial) = Green-11, Red-14**
- **Picture C (commercial) = Green-0, Red-26**
Comments- I don't like the parking spaces.
- **Picture D (office) = Green-8, Red-10**

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April 19, 2007

Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 2 Minutes

- **Picture E (single family) = Green-16, Red-6**
Comments- Kills pedestrian flow, from shop to shop, acts as dead space.
- **Picture F (commercial) = Green-1, Red-38**
Comments- I hate the parking spaces.
- **Picture G (mixed use) = Green-32, Red-9**
Comments- I like it.

Development Types General Discussion Comments:

The Marc's commercial building is liked more than the Target commercial building because it is close to the street. The awnings and uplighting give the Marc's a better street presence.

The Marc's is too contemporary.

The Target isn't appealing because it is a big box development surrounded by a sea of parking.

The Office picture is too contemporary. The Office use creates a pedestrian dead zone.

Office use is welcome because workers in the office are likely to be customers to commercial uses on the street.

Landscape Materials/ Softscaping

- **Picture A (tree pit w/ grate) = Green-13, Red-3**
Comments- Need green on ground level. This will easily fill with cigarette butts and other trash on ground.
- **Picture B (Green street tree pit) = Green-16, Red-0**
Comments- Underground sprinklers. Water, How? How do you prevent weeds? How do you prevent shifting of paving blocks?
- **Picture C (grass bed) = Green-0, Red-22**
- **Picture D (no street trees) = Green-0, Red-23**
- **Picture E (compact tree form) = Green-17, Red-0**
- **Picture F (heavily planted tree pit) = Green-16, Red-1**
Comments- Nice, but who waters?
- **Picture G (planter) = Green-12, Red-12**
Comments- I like the pattern and the space. Nice, but who waters? Like the flowers, hate the planter. Nice, but how will it be maintained?
- **Picture H (hanging basket) = Green-16, Red-3**
Comments- I prefer the hanging baskets of flowers. How do they get regular watering? Nice light posts with hanging baskets.
- **Picture I (basket in tree pit) = Green-18, Red-0**
Comments- Native plants, to our zone, disease resistant.

Landscape Materials/ Softscaping General Discussion Comments:

Who will do the maintenance? Will irrigation be incorporated into the design?

The planters can be decorated seasonally.....like in Chicago.

Store owners will not want to pull weeds after maintaining their properties all day.

I don't like the look of the concrete curb in picture F.

Do we want people to be able to sit on the planters?

Paving Materials/ Hardscaping

- **Picture A (concrete sidewalk w/ tree pit) = Green-3, Red-15**



DETROIT AVENUE STREETSCAPE PLAN

Page 3

Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 2 Minutes

April 19, 2007

- Comments- Only if there is a lot of plant color, forget the dirt.
- **Picture B (concrete sidewalk w/ brick pavers) = Green-12, Red-8**
 - **Picture C (colored concrete) = Green-19, Red-1**
 - **Picture D (concrete sidewalk) = Green-0, Red-23**
 - **Picture E (brick paver sidewalk) = Green-18, Red-6**
- Comments- It has proven Lakewood cannot maintain brick paver sidewalks, you NEED stamped. No heaving, weeds, pop outs, etc.
Brick can be installed over a concrete base and in an asphalt setting bed. Its more durable than any concrete I've come across.
If you're going to spend a lot of money improving the "look", why use a method that looks cheap....please use real brick.
Real brick please....no stamped concrete.
Brick has a tendency to become uneven over time, not handicap accessible, as well as slipping in bad weather.
- **Picture F (concrete paving with 2 scoring patterns) = Green-33, Red-3**
 - **Picture G (concrete sidewalk with colored concrete inset) = Green-14, Red-2**
 - **Picture H (rusticated cobble) = Green-9, Red-9**
- Comments- This paving material is very difficult to push a stroller or wheelchair or cart on; what about snow removal? Dangerous for elderly.

Paving Materials/ Hardscaping General Discussion Comments:

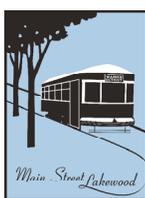
Concrete pavers lose coloration with the weather and salt spray.
Bricks become uneven over time.
There is too much concrete in Picture D.
Can we use heated concrete to melt snow? Can we have a maintenance team to keep sidewalk clean and clear?

Public Art/ District Identity

- **Picture A (frog sculpture) = Green-17, Red-4**
Comments- More moveable parts that children can play with.
- **Picture B (gateway) = Green-24, Red-11**
- **Picture C (clock tower) = Green-3, Red-20**
Comments- Design could be better, but props to the bike rack.
A public square center for intersection with art/ or architectural piece that identifies community; like Hudson has a tower. Don't like the sea of concrete.
- **Picture D (light pole sculpture) = Green-3, Red-16**
- **Picture E (monumental parklet) = Green-21, Red-3**
- **Picture F (chess light sculpture) = Green-6, Red-22**
- **Picture G (9 sculpture) = Green-4, Red-30**
- **Picture H (wall mural) = Green-24, Red-6**
Comments- Good Art.
- **Picture I (banners) = Green-19, Red-3**

Public Art/ District Identity General Discussion Comments:

The light posts in Picture D are too contemporary, but I like the idea.
The chess sculpture lights are too modern.



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Detroit Avenue Streetscape Conceptual Design Plan Community Meeting 2 Minutes

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Banners could be changed with season, and could be used to advertise things that go on in the neighborhood.
Wall murals are great ways to cover up blank walls.

Public Spaces/ Areas of Confluence

- **Picture A (farmer's market) = Green-29, Red-0**
Comments- Farmer's Market should have hours that allow people who work during the day to use them.
- **Picture B (spray fountain) = Green-1, Red-10**
- **Picture C (town square) = Green-3, Red-9**
Comments- Same old, same old.
- **Picture D (waterfall feature) = Green-19, Red-3**
- **Picture E (basketball court) = Green-4, Red-7**
Comments- Bring basketball back, in very visible places.
- **Picture F (artistic pocket park) = Green-2, Red-13**
- **Picture G (outdoor cafe) = Green-24, Red-2**
- **Picture H (quad space) = Green-6, Red-3**
- **Picture I (sculptural gather space) = Green-14, Red-2**
Comments- I like the fountain,fountains, fountains, fountains.
- **Picture J (corporate space) = Green-15, Red-1**
Comments- I like it.
- **Picture K (outdoor chess) = Green-6, Red-10**
Comments- "Great good places"-something people can do and hang out, but must be multi-generational.

Public Spaces General Discussion Comments:

The wind from Lake Erie can be a deterrent to Kaufman park, esp. if buildings around it are cleared.
Farmers markets are great ways to promote a self-sustaining community, and provide revenue to local retailers.
The mist spray in Picture B seems like it would be a nuisance.
The town square in Picture C is too traditional, it reminds me of Strongsville.
Picture D has great possibilities because it not only functions as public art, but also has a calming presence that can help to drown outside noise.
The fountain would be calming.
Picture G is an attractive space and adds to the street.
The chess set seems like it would be a nuisance.

Proposed Overall Streetscape Plan (Only areas w/ significant dot concentrations are recorded)

- **Taco Bell = Green-0, Red-4**
Comments- Now there are too few RTA stops!
- **Lakewood LIC Library = Green-5, Red-0**
- **Drug Mart = Green-0, Red-15**
Comments- Keep Drug Mart-make it a nicer building.
- **CVS Plaza = Green-3, Red-2**
Comments- We don't need any more drug stores, McDonalds, BKs, Taco Bells, bars, Wal-Marts, Targets, dollars stores, check cashing stores.

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- **Andrews and Detroit Ave. Intersection = Green-0, Red-2**
 Comments- Eliminate double stoplight. Can Elmwood be shifted west to better connect with Andrews? Replace Wilhelm's with another flower store....no phone store.
- **Burger King = Green-0, Red-2**
 Comments- Teens loiter in front of the BK. Need bike parking throughout the downtown district, so bikers can park safely and shop. It could also reduce car traffic.
- **Sinagra Park = Green-0, Red-4**
 Comments- Teen delinquency, skateboards are out of control.
- **New Sinagra Park vehicular entrance = Green-5, Red-0.**
- **Marc's Plaza & parking lot = Green-1, Red-20**
 Comments- Make this public square with sidewalk cafes and an open air market on weekends. Remove American Flag mural. Need more green space along Warren Road.
- **Lakewood Center Building = Green-0, Red-8**
 Comments- No parallel parking on south side. Need improved RTA shelters so people can wait under cover, not in the rain. This would increase ridership and reduce traffic. RTA has funding for this, but we must apply and make the request.
- **Einstein's Bagels = Green-1, Red-0**
 Comments- Need more outside seating.
- **Lakewood Hospital = Green-5, Red-0**
 Comments- Add fountain and benches.
- **Thrifty Peddler = Green-9, Red-0**
- **Plantation House = Green-1, Red-1**
 Comments- Front face of senior housing is an eyesore for Detroit Ave.
- **D. Kucinich Office = Green-3, Red-4**
 Comments- One entrance for both parking lot entrances.
- **Getgo = Green-1, Red-5**
- **Apartment Units next to Getgo = Green-4, Red-0**
 Comments- Need more outside seating.
- **Parking next to Hikson's = Green-0, Red-4**
 Comments- Require iron fencing b/w parking lots and sidewalks (here and across street).
- **Giant Eagle = Green-0, Red-7**
 Comments- Clothing Store, bookstore, or practical retail.
- **Moon's Food Store = Green-0, Red-10**
- **Tuffy Auto = Green-1, Red-6**

Proposed Redevelopment Plans

- **Detroit and Belle Ave. = Green-37, Red-2**
 Comments- Like consistency of wider sidewalks, parking on 2 sides, etc. Love taking advantage of future train stop.
- **Kaufman Park 1- External Roads = Green-3, Red-7**
- **Kaufman Park 2- New Town Square = Green-52, Red-9**
 Comments- Space for farmer's market needed. We need a recreational area, park, putt putt, kids need a place to play.
 Why eliminate park altogether? Integrate it with the stores. Open Market. No more stores.
 Keep the hill for sledding in the winter.

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April 19, 2007

- Like the idea of developing the park; need to keep a playground as a part of it, which helps make visit to library w/ kids a nice walking experience.
- **Detroit and Warren Road 1- New Commercial Bldg. = Green-12, Red-1**
 Comments- Local artist store.
 - **Detroit and Warren Road 2- Expanded Park. = Green-26, Red-2**
 Comments- If commercial that faces Detroit at corner needs to develop rear entrances to tie to parking area, park and patio would kill parking that the commercial block relies on.
 - **Detroit and Bunts Road 1- Boulevard = Green-17, Red-20 (most red on blvd.)**
 Comments- No more churches, bars, hair salons, drug stores, fast food stores.
 Add book store, clothes store....Old Navy.
 No more drug stores, taco bells, McDonalds, Burger Kings, Walgreen's, Marc's, bars, Wal-Mart.
 - **Detroit and Bunts Road 2- No Boulevard = Green-33, Red-3**

Following this meeting the final traffic analysis will be completed and design proposals for the streetscape and development sites will be created based on the preferences expressed above. After working with the Steering Committee to refine the proposals they will be presented at the next community meeting.

Sincerely,
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 Main Street Lakewood
 City Architecture



DETROIT AVENUE STREETSCAPE PLAN

DEVELOPMENT TYPES



A-TOWNHOMES



B-COMMERCIAL



C-COMMERCIAL



D-OFFICE



E-SINGLE FAMILY



F-COMMERCIAL



G-MIXED USE

LANDSCAPE MATERIALS/ SOFTSCAPING



A



B



C



D



E



F



G



H



I

● LIKE IT.....OR NOT ●
 ▼ COMMENTS ▼

● LIKE IT.....OR NOT ●
 ▼ COMMENTS ▼

NOACA
 Planning For Greater Cleveland



LAKWOOD
 OHIO

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PAVING MATERIALS/ HARDSCAPING

PUBLIC ART/ DISTRICT IDENTITY



A



B



C



D



E



F



G



H

● LIKE IT.....OR NOT ●
 ▼ COMMENTS ▼



A



B



C



D



E



F



G



H



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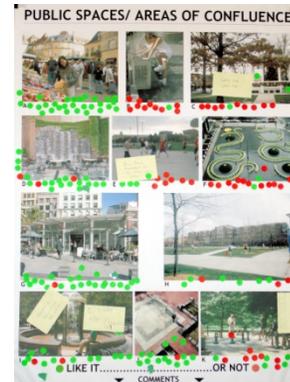
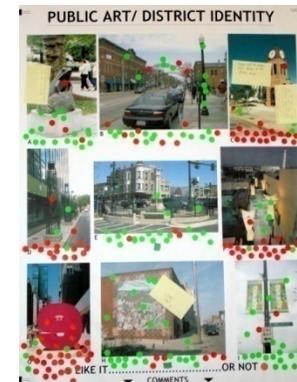
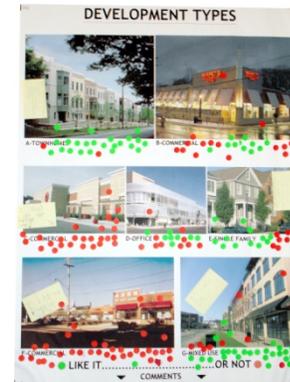
● LIKE IT.....OR NOT ●
 ▼ COMMENTS ▼

DETROIT AVENUE STREETSCAPE PLAN

PUBLIC SPACES/ AREAS OF CONFLUENCE



● LIKE IT.....OR NOT ●
 ▼ COMMENTS ▼



Photographs of the boards after the conclusion of the public meeting depicting the items that attendees did and did not think would best represent the future of Detroit Avenue



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Rosewood Ave. to Arthur Ave.



Arthur Ave. to Warren Rd.



Cook Ave. to Marlowe Ave.



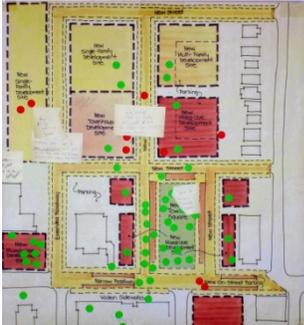
Marlowe Ave. to Robinwood Ave.



Manor Park Ave. to Bunts Rd.



The Detroit Avenue / Cook Avenue intersection



Detroit Avenue at Arthur Avenue and Kaufmann Park



Detroit Avenue and Bunts Road at the 100' right-of-way



DETROIT AVENUE STREETSCAPE PLAN

DETROIT AVENUE STREETSCAPE CONCEPTUAL DESIGN PLAN

STEERING COMMITTEE MEETING NO. 3

JULY 12, 2007

PROJECT MEETING NOTES

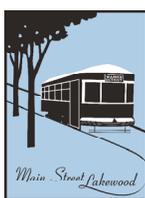
The purpose of the meeting was to discuss streetscape and development designs for Downtown Lakewood, the breakdown of districts from east to west within the City and determine the best course of action for finishing the community process involved in this plan.

Attendees:

Mary Anne Crampton - Main Street Lakewood
Paul Beegan - Main Street Lakewood
Dryck Bennett - City of Lakewood
Dennis Albrecht - City of Lakewood
Michelle Johnson - NOACA
Michael Fleenor - Steering Committee member
Sean McDermott - Steering Committee member
Marybeth Fekke - RTA
John Moxl - ODOT District 12
Doug Hogan - The Illuminating Company
Paul Volpe - City Architecture
Matt Schmidt - City Architecture

Throughout the course of the meeting a series of drawings were presented to the group gathered around a large table including an overall plan of a proposed streetscape configuration and development plan for Downtown, detailed streetscape plans for the three sections of the downtown (eastern gateway, district core and western gateway), an axon of each of the three areas and a drawing of the entire city that depicts different districts along the length of Detroit Avenue. The following points are a summation of the major topics of conversation during the meeting:

- The potential development site shown at the northeast corner of Belle and Detroit should be eliminated. New tenants have moved into the previously vacant Harrison's Furniture building, reinvigorating the street at this point.
- The Steering Committee believes that this plan should be viewed as a 20-year development cycle, and additional development sites can be added to the plan to reflect future visions for the street even if viable businesses currently occupy those sites.
- The Burger King site should be considered for future development.
- The Taco Bell site at the corner of Detroit and Arthur should be considered for redevelopment. In addition, the church between Taco Bell and Kauffman Park should also be added to this site.
- Kauffman Park should remain as a development site. A series of options can be presented both within the plan and to the public as to its potential future uses. These can include the proposal shown at the meeting in which a community green is located where the existing Drug Mart Plaza is that connects back to the existing park, a scheme where a new green relates more directly to the library addition and a scheme in which higher density development is shown on the site.



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- Many of the comments at the community meeting regarding the site preferred that some sort of green space be preserved, and liked the idea that the Little Links miniature golf course and playground supported the idea of bringing a family to the library.
- Part of Kauffman Park could be reused as a community garden, and would support the Farmer's Market that takes place. If this does not end up as the appropriate place for a community garden the plan should recommend options as to where a community garden might best be located within Lakewood.
- A bike center should be integrated into one of the public spaces associated with the plan. This could include at a minimum covered and secure parking for bicycles. This could happen at either Sinagra Park, or the public space at St. Charles in front of the hospital or the Lakewood Center North building. The Lakewood Center North building is a good alternative in that it would not only be supported by the biggest contingent of the work force within the city, but would also be near the potential future commuter rail station behind the building.
- The new mixed-use buildings shown on the plan setback 10' from the right-of-way line were preferred to allow for slightly larger sidewalks, outdoor dining areas or landscaping.
- Some places have areas in which a family or business sponsors a tree pit along a street and can plant and maintain whatever they would like in it. This could be a good way of raising community interest in public space and could be integrated on a block near the library or proposed community green.
- Signage guidelines must be addressed in the final report to ensure that provisions are made for both vehicular and pedestrian oriented business signage.
- Landscaping recommendations must be cognizant of the desire of businesses to not have trees blocking their signage.
- Within the final report it is essential to recommend a BID be formed between downtown merchants and property owners.
- Storm water management and ecologically friendly landscaping treatments can play upon the fact that this is a lakefront community and be a central theme to the development of the streetscape and public spaces. This may take the form of tree pits that filter run off or a biofiltration pond / rain garden in Kauffman Park that can provide a means for watering community gardens.
- There are some additional areas in which right turn lanes may need to be integrated into the streetscape.
- RTA busses would like to use curbside lanes for picking up and dropping off passengers. They do not like dedicated bus lanes in line with on-street parking as it can cause accidents with busses pulling in and out of traffic.
- Transit waiting environments would make a lot of sense if included at bus stops near the library, the hospital and the Lakewood Towne Center plaza.
- Development at Bunts on the site of the former Giant Eagle should be all higher density mixed-use buildings. Although the townhomes shown on a portion of the site are nice, they will not meet the needs of the developers to profitably develop the site.
- No crosswalks will be allowed at unsignalized intersections as Detroit Avenue is a state route.
- At the current time a city owned parking garage integrated with new retail is not needed. However, given the long range planning that is taking place with development sites, it could be a good idea to integrate these into the plan to meet future needs.

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Detroit Avenue Streetscape Conceptual Design Plan
Steering Committee 3 Meeting Notes

July 12, 2007

- Ideal sites for the development of a new parking garage can include the eastern end of the district within the development on the old Giant Eagle site, in the parking lot between the new Giant Eagle and Detroit Avenue or within any redevelopment of Kauffman Park.
- It was decided that in the interest of long term planning the Lakewood Towne Center plaza should be included as a redevelopment site. No specific plan will be proposed for the site, but given the average lifespan of a center of its magnitude general provisions for the reuse of the site will be included within the report.
- A section of the final report will include provisions for new buildings, storefronts and signage.
- The northwest corner of the Detroit / Bunts intersection should be included as a development site. This would include the Moon's Food Store and two apartment buildings to its north.
- Recognizing that the burial of utilities is expensive within a streetscape project a phased approach should be suggested in which a certain area (yet to be determined within the downtown) will be targeted for the initial burial of utilities.
- The water theme that will begin to define the streetscape along Detroit Avenue can be extended into a number of public art opportunities including lighting, fountains, or paving patterns both in the street and sidewalk.

At the conclusion of the meeting it was decided that the LCPI Design Group should review this project prior to the community meeting and help to make some of the remaining decisions. This meeting will be scheduled as soon as possible. City Architecture will also be meeting with RTA and the City Engineer as soon as possible to finalize all bus and turning patterns.

The final community meeting will be scheduled at the end of August.

Sincerely,

CITY ARCHITECTURE

City of Lakewood
Main Street Lakewood
City Architecture

communities initiative



Michael Benza & Associates, Inc.
Consulting Engineers and Surveyors



APPENDIX

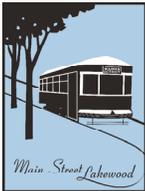
DETROIT AVENUE STREETSCAPE PLAN



Main Street Lakewood & The City of Lakewood

Third Public Meeting for the Detroit Avenue Streetscape Master Plan

August 28, 2007
7:00 p.m.
Grant Elementary



The Detroit Streetscape Master Plan is provided by a generous Transportation for Livable Communities Initiative (TLCI) grant from the Northeast Ohio Area-wide Coordinating Agency (NOACA) that was awarded to a partnership of Main Street Lakewood and the City of Lakewood.

Main Street Lakewood is an independent, non-profit community development corporation. It is led by a volunteer board of directors, four committees and a paid executive director. Anyone (business owner, resident) with interest and time can volunteer. The board represents the business community within the District as well as representatives from the City and the Chamber of Commerce.

Main Street Lakewood Board of Directors:

President: Dave Shaw, First Federal
 Vice-President: Mikelann Ward Rensel
 Treasurer: Tim Laskey, Laskey CPA & Chamber of Commerce
 Secretary: Kathy Berkshire, Chamber of Commerce
 Paul Beegan, Beegan Architecture
 Erin Fach, Chamber of Commerce
 Curt Brosky, Westerly Apartments
 Randy Doi, Architect
 Dr. Dave Estrop, Lakewood Schools
 Chas Geiger, Geiger's
 Mayor Tom George, Mayor of the City of Lakewood
 Jack Gustin, Lakewood Hospital
 Tom Jordan, Planning Director for the City of Lakewood
 Mary Louise Madigan, Lakewood City Council
 Mary Sue McGorray, McGorray Bros. Funeral Home
 Steve Ott, Attorney
 Mike Summers, Summer's Rubber Co.

The volunteer Detroit Avenue Streetscape Steering Committee has played an active role in selecting the consultant, planning this meeting and guiding the overall project.

Steering Committee Members:

Paul Beegan	Ex-Officio:
Randy Doi	Tom Jordan, Planning & Development
Michael Fleenor	Dryck Bennett, Planning & Development
Sean McDermott	Dennis Albrecht, City Engineer
John Waddell	Michelle Johnson, NOACA
	Mary Beth Feke, RTA
	John Modl, ODOT
	Melinda Bartizla, ODOT

City Architecture Inc. is a full-service professional architectural and planning firm established in 1989 and headquartered in MidTown in Cleveland, Ohio. Their ultimate goal is to "create places of enduring value that the community can identify with, remember and care for."

City Architecture has been honored at a national, state and local level with professional awards, honors and recognitions. A small sampling of their projects include the Coventry Road Streetscape, Little Italy Master Plan, and the Prospect Avenue Streetscape.

AGENDA

7:00: Welcome	Mary Anne Crampton, Executive Director Lakewood Community Progress, Incorporated
7:05: Review of the Public Process	Paul Volpe City Architecture
7:10: Conceptual Recommendations	Paul Volpe & Matt Schmidt City Architecture
8:05: Discussion	Paul Volpe & Matt Schmidt City Architecture
8:30: Conclusion & Next Steps	Tom Jordan, Director Planning and Development

If you have additional ideas or concerns that come to mind after the conclusion of this meeting, feel free to email or call:

Dryck Bennett in the City Planning Dept at 529-6634
 aldryck.bennett@lakewoodoh.net

Any ideas presented will be passed along to City Architecture to be included.

Thank you for coming and participating!

a transportation for livable

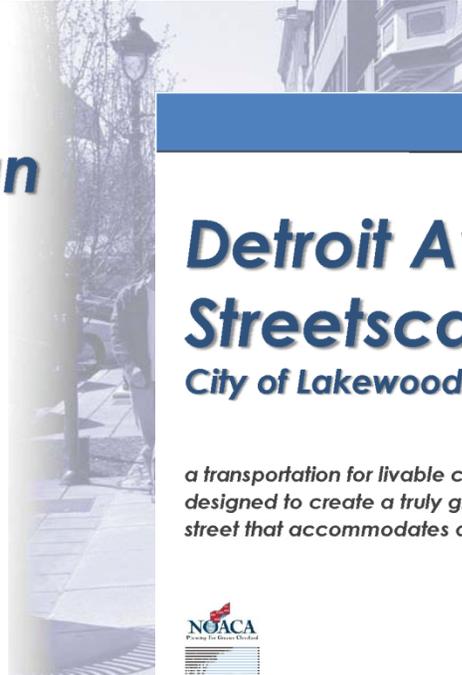
Detroit Avenue Streetscape Plan

City of Lakewood, Ohio

*a transportation for livable communities initiative
designed to create a truly great downtown main
street that accommodates all of its diverse users*



October 12, 2007



Detroit Avenue Streetscape Plan

City of Lakewood, Ohio

*a transportation for livable communities initiative
designed to create a truly great downtown main
street that accommodates all of its diverse users*

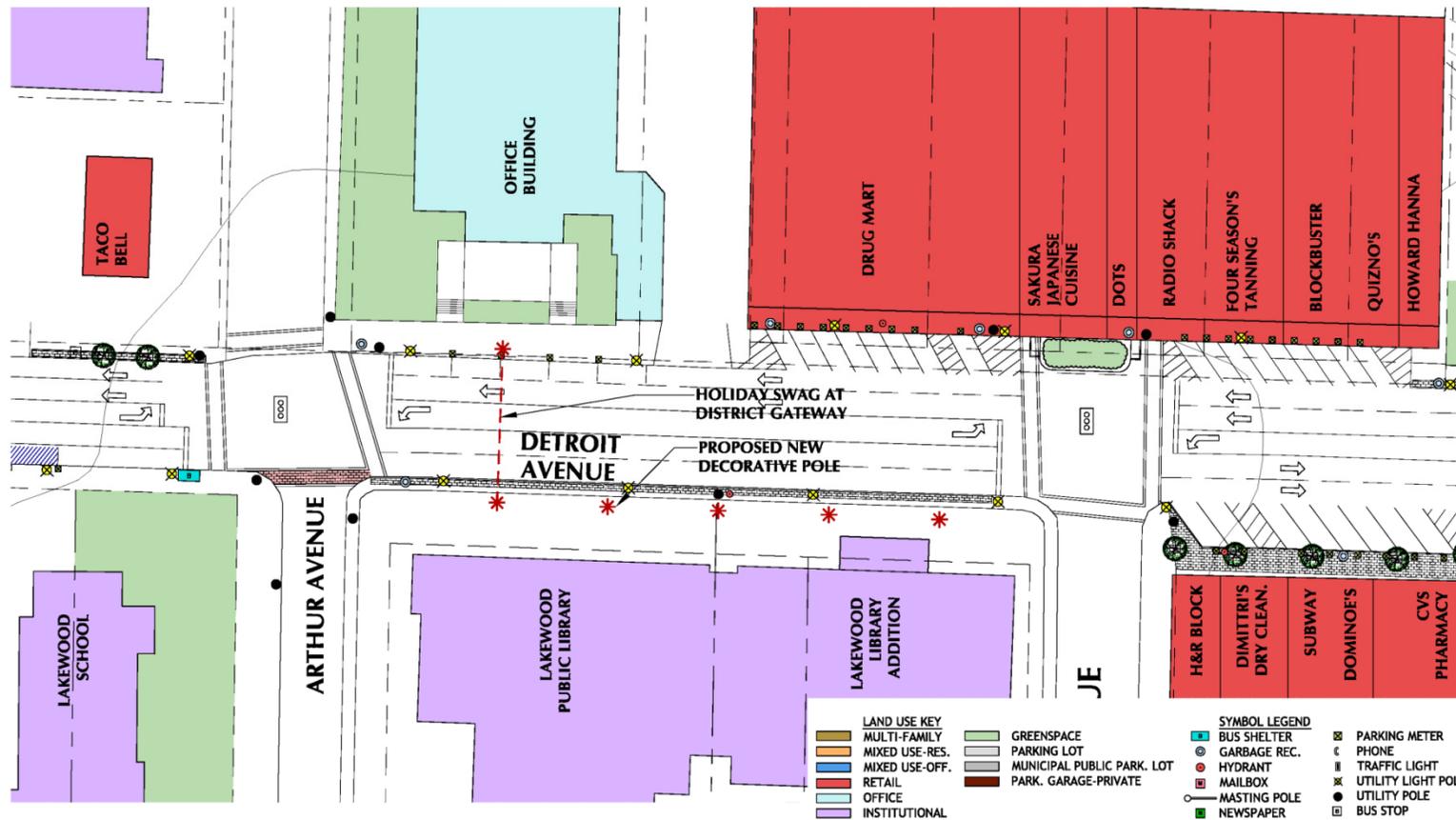


November 19, 2007



Following the completion of the third community meeting, draft versions of this report were presented to the City of Lakewood and Main Street Lakewood on October 12, 2007 and November 19, 2007. These were reviewed by the Steering Committee, and comments presented at meetings on October 23, 2007 and December 7, 2007 and by the Main Street Lakewood Design Review Committee at a meeting on October 25, 2007.

DETROIT AVENUE STREETSCAPE PLAN



DETROIT AVENUE STREETSCAPE DECORATIVE POLE LOCATIONS

CITY OF LAKEWOOD

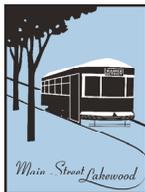
CITY ARCHITECTURE

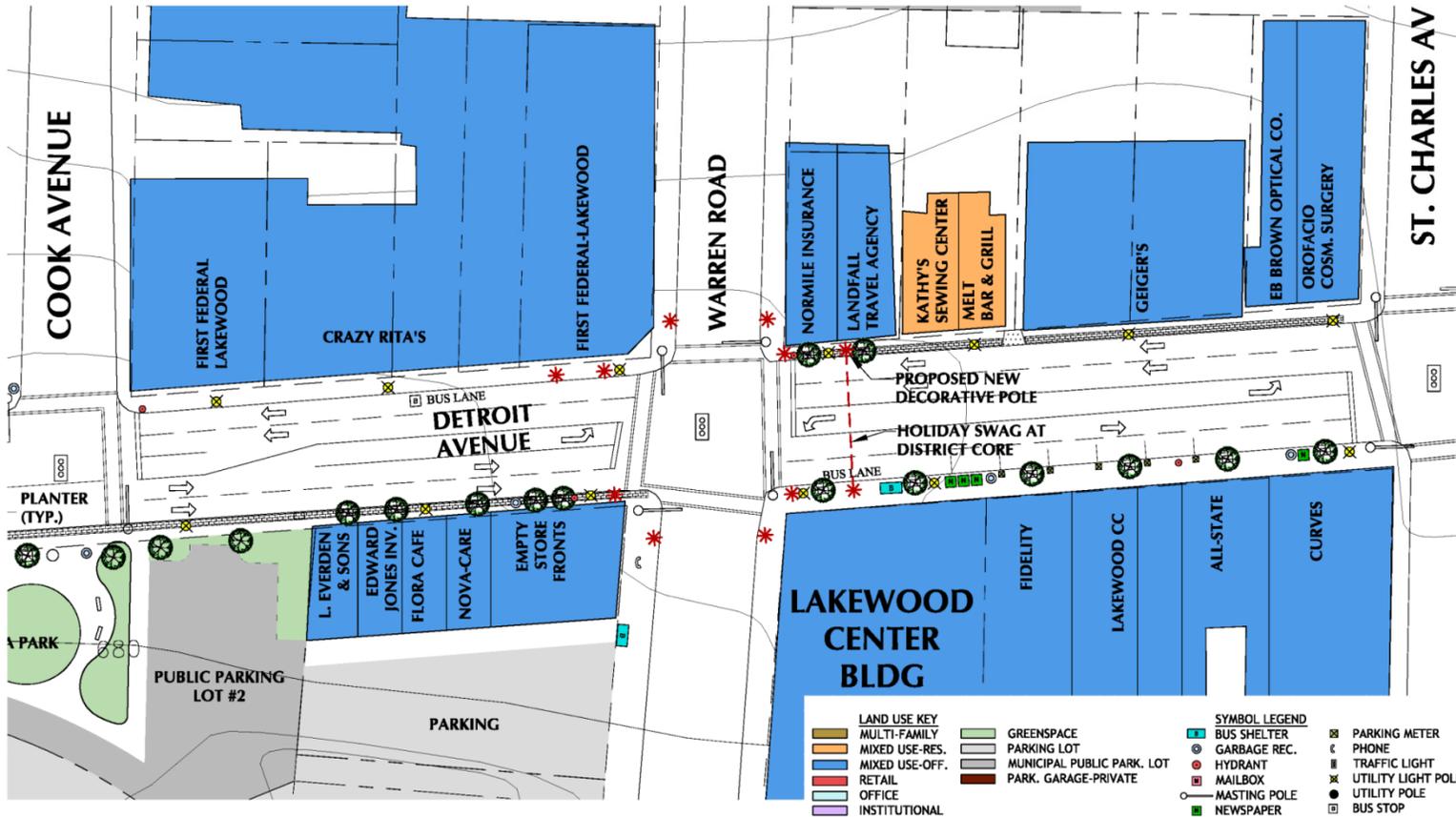
SEPTEMBER 19, 2007

X:\2007\7004\203-planning\proposed\existing-pole locations.dwg, EC Plan-5-22x34 (3)

A study was conducted to determine potential locations for decorative poles that would hold banners and hanging baskets as well as be able to support swags that would hang across Detroit Avenue during the holidays.

a transportation for livable

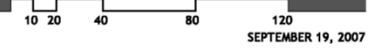




DETROIT AVENUE STREETScape *DECORATIVE POLE LOCATIONS*

CITY OF LAKEWOOD

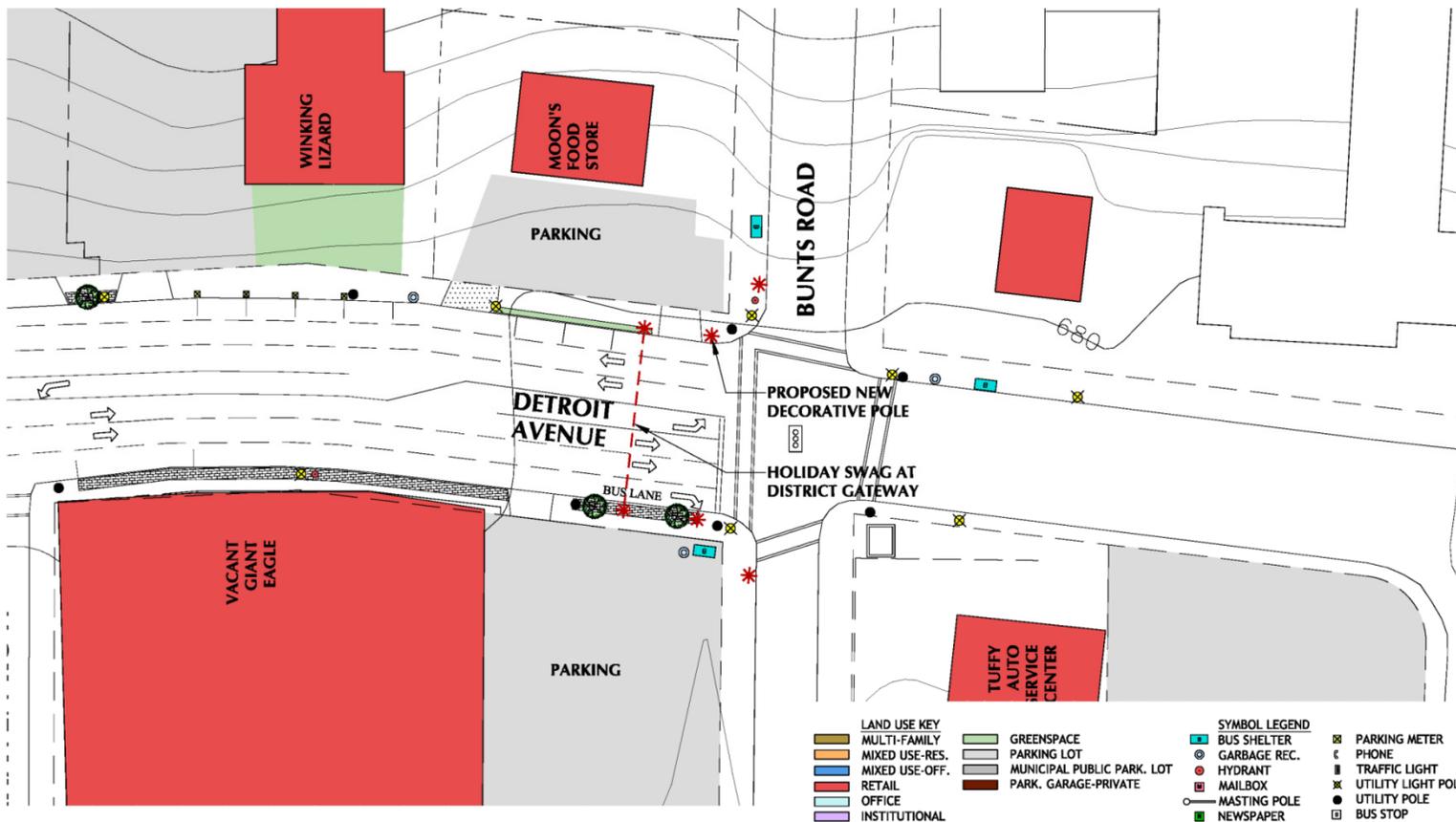
CITY ARCHITECTURE



X:\2007\7004\203-planning\proposed\existing-pole locations.dwg, EC Plan-5-22x34 (2) SEPTEMBER 19, 2007

APPENDIX

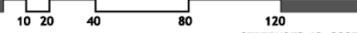
DETROIT AVENUE STREETSCAPE PLAN



DETROIT AVENUE STREETSCAPE DECORATIVE POLE LOCATIONS

CITY OF LAKEWOOD

CITY ARCHITECTURE



SEPTEMBER 19, 2007

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J: Decorative Pole Locations / K: Partial Estimated Project Costs for Construction

DETROIT AVENUE STREETSCAPE CONCEPTUAL PROJECT DEVELOPMENT BUDGET APPROX. Warren Road - Belle Avenue			
December 14, 2007			
<p>The project area used to determine this conceptual budget entails the portion of the street in which Detroit Avenue will be narrowed as proposed between the center point of the intersections of Warren Road and Belle Avenue. This represents approximately 670 linear feet of right-of-way within the Main Street District Core area. At this point along the corridor the right-of-way is 75'. However, it should be noted that as costs are translated into other areas along Detroit Avenue the right-of-way width may increase or decrease, causing a change in the overall linear foot costs associated with the work. The projected costs associated with this estimate are capital in nature and do not include such items as the ongoing maintenance of the streetscape and landscaping. These budgets are in 2007 dollars based on other construction projects of a similar scope, and will need to be adjusted with inflation for current market prices at the time of construction.</p>			
ITEM	QUANTITY	UNIT COST	TOTAL
SITE DEMOLITION & PREPARATION			
- Walk Removed	12,510 s.f.	\$3.00 s.f.	\$37,530
- Curb Removed	1,247 l.f.	\$5.00 l.f.	\$6,235
- Drive Apron Removed	228 s.y.	\$35.00 s.y.	\$7,980
- Catch Basin Removed	4 e.a.	\$500.00 e.a.	\$2,000
- Pavement Removed	670 l.f.	\$6.00 l.f.	\$4,020
SITE DEMOLITION & PREPARATION SUB-TOTAL			\$57,765
MOBILIZATION (10%)			\$5,777
CONTINGENCY (10%)			\$5,777
TOTAL SITE DEMOLITION & PREPARATION CONSTRUCTION IMPROVEMENT BUDGET			\$69,318
INFRASTRUCTURE CONSTRUCTION			
Street			
- Roadway Reconstruction (excavation, base, asphalt, etc.)	670 l.f.	\$200.00 l.f.	\$134,000
- ODOT No. 3 Catch Basin	4 e.a.	\$7,600.00 e.a.	\$30,400
- Curb Type 6	1,295 l.f.	\$22.00 l.f.	\$28,490
- Signing and Striping	670 l.f.	\$19.00 l.f.	\$12,730
- Integrally-colored stamped concrete crosswalks	3,539 s.f.	\$22.00 /s.f.	\$77,860
- Manhole Adjusted to Grade	12 e.a.	\$500.00 e.a.	\$6,000
- Utility Meter Box Adjusted to Grade	17 e.a.	\$600.00 e.a.	\$10,200
- Fire Hydrant and Fire Hydrant Assembly	3 e.a.	\$2,000.00 e.a.	\$6,000
Sidewalks			
- 6" Concrete Walk	10,324 s.f.	\$7.50 s.f.	\$77,430
- Precast Unit Pavers / 6" Integrally Colored Concrete Walk	1,825 s.f.	\$20.00 s.f.	\$36,500
- Curb Ramp	12 e.a.	\$1,300.00 e.a.	\$15,600
- 8" Drive Apron	0 s.y.	\$50.00 s.y.	\$0
- Rolled curbing at tree pits	1,152 l.f.	\$15.00 /l.f.	\$17,280
Utilities			
- Traffic Signalization	3 e.a.	\$45,000.00 e.a.	\$135,000
- Electrical Work (Burial of Utilities)	670 l.f.	\$570.00 l.f.	\$381,900
- Maintenance of Traffic	670 l.f.	\$32.00 l.f.	\$21,440
INFRASTRUCTURE SUB-TOTAL			\$990,830
MOBILIZATION (10%)			\$99,083
CONTINGENCY (10%)			\$99,083
TOTAL INFRASTRUCTURE CONSTRUCTION IMPROVEMENT BUDGET			\$1,188,996
STREETSCAPE AMENITIES			
Landscaping			
- Ground cover (top soil, mulch, seed, etc.)	431 c.y.	\$20.00 /c.y.	\$8,620
- Deciduous street trees	29 ea.	\$700.00 ea.	\$20,300
- Misc. shrubbery, plantings in tree pits	29 ea.	\$1,300.00 ea.	\$37,700
- Hanging baskets (for district signage poles - pairs)	6 ea.	\$500.00 ea.	\$3,000
- Irrigation	960 l.f.	\$26.00 /l.f.	\$24,960

Site Amenities + Furniture			
- Bike rack (6' powder coated)	2 ea.	\$800.00 ea.	\$1,600
- Bench (6' powder coated)	5 ea.	\$1,350.00 ea.	\$6,750
- Bench (4' powder coated)	10 ea.	\$1,000.00 ea.	\$10,000
- Trash receptacles	8 ea.	\$900.00 ea.	\$7,200
- Banners (pairs)	10 ea.	\$500.00 ea.	\$5,000
- District signage poles (24' tall for swags)	6 ea.	\$3,000.00 ea.	\$18,000
- District signage / gateway markers / public art	1 l.s.	\$8,000.00 l.s.	\$8,000
Utilities			
- Electrical outlets in tree pits (one per tree)	29 ea.	\$600.00 ea.	\$17,400
STREETSCAPE AMENITIES SUB-TOTAL			\$168,530
GENERAL CONDITIONS (8%)			\$13,482
OVERHEAD AND PROFIT (12%)			\$20,224
CONTINGENCY (10%)			\$16,853
TOTAL STREETSCAPE AMENITIES CONSTRUCTION IMPROVEMENT BUDGET			\$219,089
TOTAL CONSTRUCTION BUDGET			
			\$1,477,403
ENGINEERING AND URBAN DESIGN FEES AND EXPENSES (15%)			
			\$221,610
TOTAL CONCEPTUAL PROJECT DEVELOPMENT BUDGET			\$1,699,013
APPROXIMATE COST PER LINEAR FOOT			
			\$2,536