WEST CREEK QUARRY DISTRICT INITIATIVE
REDEVELOPMENT OF A COMMERCIAL DISTRICT THROUGH INNOVATIVE, SUSTAINABLE STRATEGIES
PROJECT PARTNERS

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a. introduction
A.1 PROJECT INTRODUCTION
The Development of Parma

Parma Ohio the seventh largest city in Ohio was originally outlined and surveyed in 1806, by Abraham Tappan, a surveyor for the Connecticut Land Company, and was known as Township 6 - Range 13. This designation gave the town its first identity in the Western Reserve. Soon after, Township 6 - Range 13 was commonly referred to as “Greenbriar,” supposedly for the rambling bush that grew there. Benajah Fay, his wife Ruth Wilcox Fay, and their ten children, arrived from Lewis County, New York, and became the first settlers in 1816. It was then that Greenbriar, under a newly organized government seat under Brooklyn Township, began attending to its own governmental needs. Self-government started to gain in popularity by the time the new Greenbriar settlement contained twenty householders. However, prior to the establishment of the new township, the name Greenbriar was replaced by the name Parma. This was largely due to Dr. David Long who had recently returned from Italy and “impressed with the grandeur and beauty...was reminded of Parma, Italy and...persuaded the early townspeople that the territory deserved a better name than Greenbriar.”

Thus, on March 7, 1826, a resolution was passed ordering the construction of the new township. It stated, “On the petition of sundry inhabitants for a new township to be organized and erected comprising No. 6 in the 13th Range. Ordered that said Township No. 6 in the 13th Range be set off and erected into a new Township by the name of Parma, to be bounded by the original lines of said Township.”

On the same day, a public notice was issued to qualified electors by the County Commissioners. They met at the house of Samuel Freeman on April 3, 1826 to elect township officers according to the law. It was then that the first eleven officers were elected to lead the new government.

During this time, Parma Township remained largely agricultural. The first schoolhouse was a log structure built on the hill at the northern corner of what is now Parma Heights Cemetery. A memorial plate on a stone marks the spot. In 1827, the township was divided into road districts. The Broadview Road of today was then known as Town Line Road as well as Independence Road. Ridge Road was known then as Center Road as it cut through the center of town. York Road was then known as York Street as arrivals from the state of New York settled there. Pearl Road then had many names which included Medina Wooster Pike, Wooster Pike, the Cleveland Columbus Road, and the Brighton and Parma Plank Road.

A stone house, built in 1849 and known as the Henninger House, was occupied by several generations of Henningers and is still standing today. The house rests on one of the higher points in Cuyahoga County, which provided visibility for the entire northeastern part of Parma Township. This was also the same site where the Erie Indians, centuries before, stood to read and send fire signals as well as pray to their spirits.[1]

This house, now listed on the National Register of Historic Places sits at the locus of our study area, and its restoration is being undertaken by West Creek Conservancy. The study area for the project is the Creek Quarry District roughly between 5500...
A.2 ANTICIPATED OUTCOME

Similar to many of the inner ring suburban communities, Parma grew as a result of its proximity to the City of Cleveland. Roads and local business areas were established with the goal of moving people as quickly as possible into and out of the City of Cleveland; and no regard was given to the cartways or neighborhoods as places for people. As a result, the area has become a thoroughfare of congestion and road rage, and a difficult place to live with high vacancy rates for the neighborhood businesses, low property values, and difficulty attracting new residents.

Broadview Road is essentially a thoroughfare from Cleveland to the south suburbs. Pedestrian access is minimal (standard sidewalks and crosswalks at stoplights). There is no wayfinding or signage program identifying the district, nor do clear identifiable entry-ways to the large commercial areas exist. Pedestrian and bike access is unsafe and currently completely under-utilized. This is of specific concern owing to the extensive and dense residential development surrounding the proposed area (e.g. Forest City’s Midtown Towers apartment). Crosswalks are not attuned to a pedestrian-friendly environment, and sidewalks are lacking connectivity to the commercial areas that they serve. Massive parking lots throughout the proposed study area are under-utilized, lack uniformity, and any delineation of separation for

bike and pedestrian use. The City recently lowered the speed limit on Broadview, to decrease vehicular accidents, and to allow motorists the opportunity to become aware of local businesses. Inherently, slower speed limits are also an impetus to hopeful increased pedestrian/bike use. Overall, Broadview/Snow Road offers little to no alternative to vehicular transportation. Bicycle and pedestrian amenities are nonexistent and connections from adjacent neighborhoods, apartment complexes, are completely disconnected to the district amenities, and parallel side street options are nonexistent.

This project will analyze implementation tactics to re-develop the Broadview/Snow Road area, focusing on enabling safe pedestrian and bicycle access from the neighborhoods to large commercial + institutional anchors (e.g. library, shopping plaza, restaurants, parks); identify components to change Broadview Road from a choked thoroughfare to a corridor with functionality and connection, increase bicycle and pedestrian access, increase business attraction and visibility, and create a central planned theme for the large commercial area. Development concepts will analyze the implementation tactics to support + adopt complete street solutions, and other initiatives that will drive redevelopment of the Broadview/Snow Road commercial district through innovative and sustainable design (addition of recreational connections, bike parking/facilities, aesthetic improvements, signage/wayfinding installation, parklets, and associated recommendations to improve zoning/land use designations).
b. existing conditions
B.1 HISTORY OF WEST CREEK QUARRY

Development around the West Creek, also known as Quarry Creek, began over two centuries ago. This activity is due in large part to the beginning of the quarry industry in the area. Not only was the stone in high demand because of its superior quality but also to fulfill the construction boom. By 1920, there were houses to accommodate a population of 2,345 that would later grow to 82,845 after World War II. From house foundations to becoming the walls of the Ohio Canal, the quarries in the area provided strength to numerous structures that still stand today. The oldest, most notable, and present structure in the community is the Henninger House, which was constructed in 1849.

During the 1990s, a small group of concerned Parma citizens came together to preserve the creek and land around it, as developers threatened to erase the last 300 undeveloped acres of land within the area. This group of preservationists formed the West Creek Preservation Committee, which has grown to be the West Creek Conservancy the community knows today. Most of the population was unaware of the threat to replace the land with a new shopping mall and golf course but the West Creek Preservation Committee quickly spread the word to start the fight against it. In 2001, the committee went on to obtain a landslide vote of support from the community on a petition to preserve 160 acres, marking the beginning of their 324-acre land ownership. This accomplishment made way for what is now the West Creek Reservation. The land consists of hillsides, brooks, floodplains, and what is left of the former quarries and homes around them. The West Creek Preservation Committee began with a vision to not only preserve the untouched land but also make it available to the community for enjoyable activities.

“We piece it all together, parcel by parcel, acre by acre: back yards, side yards, right of ways, consolidations ... “
- Derek Schafer, West Creek Conservancy Executive Director

“On the petition of sundry inhabitants for a new township to be organized and erected comprising No. 6 in the 13th Range. Ordered that said Township No. 6 in the 13th Range be set off and erected into a new Township by the name of Parma, to be bounded by the original lines of said Township.”
- The History of Parma, by Ernest Kubasek and Bernard Survoy
“Once a landfill [not in entirety], the Cleveland Metroparks is doing a fantastic job of bringing the area back to its roots. Several miles of paved and unpaved hiking trails. Deer can be spotted regularly and the occasional coyote can be seen trotting through the woods.”
- Jeff, a happy park patron

Today, the West Creek Reservation is a nine-mile recreational trail that links up with surrounding residential neighborhoods, parks, and regional trail networks. In 2006, the Metroparks took over maintaining the land but the West Creek Conservancy remains as a large contributor to the expansion of the park. The Conservancy’s recent contributions include salvaging two acres of wetlands and sharing their knowledge in preservation with the City of Independence to enable the transformation of a desolate industrial site into a floodplain and public park for the community to utilize. Ten years and $25,000,000 of funding later, the West Creek Conservancy has protected more than 150 parcels over 700 acres of land, including projects in conservation, restoration, and trail activation.
B.2 EXISTING CONDITIONS - REGIONAL LEVEL
Relationship of study area within the greater Cleveland Metro Area.

The area of study for the project is located on the east side of the city of Cleveland, OH, highlighting the relationship to major arterials, highways, and regional transportation linkages.
B.3 EXISTING CONDITIONS - CITY LEVEL
Relationship of study area to surrounding Cleveland neighborhoods, RTA bus lines, main arterials, and highways.
## B.5 LOCAL SITE CONDITIONS

### SYMBOL LEGEND

- Major Road / Street
- RTA Bus Line 51A
- RTA Bus Stop Shelter
- RTA Bus Stop
- Amenity
- Landmark
- Existing Multi-Use Path

![Map of West Creek Quarry District](image-url)
B.6 EXISTING CONDITIONS - DEMOGRAPHICS

Population information within the study area

Commuter Transportation in Parma, Oh

Commute Time in Parma, Oh
9.1%
Persons below poverty line
about three-fifths of the rate in the Cleveland-Elyria, OH Metro Area: 14.8%
about three-fifths of the rate in Ohio: 14.8%

\(^\d\) Margin of error is at least 10 percent of the total value. Take care with this statistic.

34,983
Number of housing units
the Cleveland-Elyria, OH Metro Area: 957,518
Ohio: 5,156,546
B.7 EXISTING CONDITIONS - ANTICIPATED PROJECTS

Major, catalytic projects currently under construction or in planning in study area.

**BROADVIEW ROAD BRIDGE**
Scheduled for 2018

**WEST CREEK RESERVATION ADDITION**
Proposed acquisition in 2018

**CVS PHARMACY**
Scheduled for construction in 2017

**PITT OHIO**
On track for completion in last quarter of 2016

**OPEN-AIR SHOPPES AT PARMA**
Scheduled for substantial completion in 2017

**BROOKPARK ROAD RESURFACE**
Scheduled for April 2019

**RIDGE ROAD REPAIR & RESURFACE**
Scheduled for December 2016

**ROYALVIEW DRIVE BRIDGE REPAIR**
Scheduled for May 2015

**WESTERN CAMPUS PUBLIC SAFETY TRAINING CENTER PHASE 2**
Scheduled for construction in March 2018

**ANTHONY ZIELINSKI PARK SPLASH PAD**
Scheduled for completion in summer 2017

**BAGLEY ROAD CONSTRUCTION**
Scheduled for substantial completion in late 2017

**BROOKPARK ROAD SIGNAL SYNCHRONIZATION**
Scheduled for April 2020

**WEST CREEK RESERVATION ADDITION**
Proposed acquisition in 2018

**BROOKPARK ROAD DECK REPLACEMENT**
Scheduled for April 2018

**BROADVIEW ROAD BRIDGE**
Scheduled for 2018

**BROADVIEW ROAD RESURFACE**
Scheduled for April 2018

**CHIPOTLE MEXICAN GRILL**
Recently opened beginning of 2016

**BROOKPARK RAPID STATION**
Recently opened mid-2016

**RIDGE ROAD REPAIR & RESURFACE**
Scheduled for February 2015

**ROYALVIEW DRIVE BRIDGE REPAIR**
Scheduled for May 2015

**BROOKPARK ROAD RESURFACE**
Scheduled for April 2018

**BROOKPARK ROAD DECK REPLACEMENT**
Scheduled for April 2018

**BROADVIEW ROAD BRIDGE**
Scheduled for 2018

**BROADVIEW ROAD DECK REPLACEMENT**
Scheduled for April 2018

**BROADVIEW ROAD RESURFACE**
Scheduled for April 2018

**CHIPOTLE MEXICAN GRILL**
Recently opened beginning of 2016
B.8 EXISTING STREET CONDITIONS
Existing conditions and approximate typical dimensions of main arterial streets in study area

C.1.A EXISTING BROADVIEW ROAD STREET SECTION - NORTH OF SNOW ROAD

- Roadway is in fair condition
- Treelawns are in fair condition; trees are inconsistent on outside side of road
- Sidewalks are in fair to poor condition;
- Bicycling amenities are not present

TYPICAL VIEW OF BROADVIEW RD (NORTH BOUND)

- Roadway is in fair condition
- Treelawns are inconsistent or replaced with brick pavers
- Sidewalks are in fair to poor condition
- Bicycling amenities are not present

TYPICAL VIEW OF BROADVIEW RD (NORTH BOUND)

- Roadway is in fair condition
- Treelawns are inconsistent or replaced with brick pavers
- Sidewalks are in fair to poor condition
- Bicycling amenities are not present
C.1.A EXISTING SNOW ROAD STREET SECTION - WEST OF BROADVIEW

TYPICAL VIEW OF SNOW ROAD (WEST OF BROADVIEW RD)
- ROADWAY IS IN FAIR CONDITION
- TREELAWSNS ARE NOT TYPICALLY PRESENT
- SIDEWALKS ARE IN FAIR TO POOR CONDITION
- BICYCLING AMENITIES ARE NOT PRESENT

C.1.A EXISTING ROCKSIDE ROAD STREET SECTION - EAST BROADVIEW RD

TYPICAL VIEW OF ROCKSIDE ROAD (EAST OF BROADVIEW RD)
- ROADWAY IS IN FAIR CONDITION
- TREELAWSNS ARE NOT TYPICALLY PRESENT
- SIDEWALKS ARE IN FAIR TO POOR CONDITION
- BICYCLING AMENITIES ARE NOT PRESENT

TYPICAL VIEW SECONDARY STREETS
- ROADWAY IS IN FAIR CONDITION
- TREELAWSNS ARE NOT TYPICALLY PRESENT
- SIDEWALKS ARE IN FAIR TO POOR CONDITION
- BICYCLING AMENITIES ARE NOT PRESENT
c. project objectives
C.1 PROJECT PROCESS

The anticipated outcomes of this study of the West Creek Quarry District are the following:

- Map existing conditions;
- Identify linkages based upon adjacent plans, NOACA priority bicycle routes and neighborhood development plans;
- Identify gateways;
- Identify improvements to be made to the Rockside Road - Broadview Road intersection;
- Develop a streetscape plan for the area;
- Develop conceptual cost estimates for streetscape improvements;
- Identify possible funding sources.

Project Kick-off Meeting // April 1, 2016

- Review the project scope, schedule and team responsibilities with the client
- Identify Stakeholders
- Discuss issues and goals for the project
Site Inventory
Through the use of on-site observation an inventory of existing conditions were recorded highlighting the successes and identifying areas requiring improvement within the district. Items observed include:
- Land use;
- Utilities;
- Current bus activity;
- Current pedestrian patterns & conditions;
- Vehicular circulation and traffic inventory;
- Wayfinding conditions;
- Transit waiting environments;
- Street furniture;
- Sustainable practices.

Stakeholder & Community Engagement
A successful district wide plan is not complete without input and participation from the community and businesses that support it. Engaging stakeholders and the community allows the design team to receive immediate feedback on developing guidelines and preferences.

The design team led a total of six meetings (three stakeholder and three community) during the process providing an open forum for discussion focusing on the overall vision for the district as well as identifying priorities. Presentations and minutes from the meetings can be found in Appendix A.

community & stakeholder priorities:
- greater sense of vibrancy/energy
- improved pedestrian circulation
- bike friendly paths and/or lanes
- green space
- programmed public spaces
- district wide signage
- connection to existing assets
- stormwater management solutions

Meeting Synopsis
The design team led a total of six meetings (three stakeholder and three community) during the process providing an open forum for discussion focusing on the overall vision for the district as well as identifying priorities.
C.2 DESIGN OBJECTIVES

create clear sense of place

improve pedestrian safety & enhance connectivity

engage + leverage local assets
d. identity
D.2 GATEWAYS & SIGNAGE

Bench

Bus stop

Planter
D.2 GATEWAYS & SIGNAGE
D.2 GATEWAYS & SIGNAGE
TYPICAL LIGHT POLE
e. pedestrian safety
E.2 CROSSWALKS
Pedestrians are one of the most at-risk groups of roadway users. While they account for only 3 percent of all Americans involved in traffic crashes, they represent 14 percent of all traffic fatalities (National Center for Statistics and Analysis, 2013a). In order to emphasize pedestrian crossings and raise the visual awareness of these pedestrian areas, we propose marking pedestrian crossings with two distinctive patterns that can be thermally set into the existing asphalt. The design are based on folk art embroidery patterns of the Eastern European cultures that settled in Parma. We are proposing one pattern to be used on Broadview Road and one pattern to be used on the Snow Road crosswalks. The use of distinct patterns support the overall district wayfinding plan and work to create a vibrant and distinct crossing experience.
LEGEND

1. CROSSWALK IMPROVEMENTS WITH SPECIAL PATTERN
2. NEW MEDIAN WITH STREET TREES
3. NEW BUS STATION SHELTERS WITH WAYFINDER SIGNAGE
4. RAIN GARDENS
5. SHARED PEDESTRIAN AND BICYCLE PATH
6. PARKLETTE WITH SEATING
E.3 CROSSWALK IMPROVEMENTS - SNOW & BROADVIEW

LEGEND

1. CROSSWALK IMPROVEMENTS WITH SPECIAL PATTERN
2. NEW MEDIAN WITH STREET TREES
3. NEW BUS STATION SHELTERS WITH WAYFINDER SIGNAGE
4. RAIN GARDENS
5. SHARED PEDESTRIAN AND BICYCLE PATH
6. PARKLETTE WITH SEATING
E.3 CROSSWALK IMPROVEMENTS - SNOW ROAD WEST

LEGEND

1. CROSSWALK IMPROVEMENTS WITH SPECIAL PATTERN
2. NEW MEDIAN WITH STREET TREES
3. NEW BUS STATION SHELTERS WITH WAYFINDER SIGNAGE
4. RAIN GARDENS
5. SHARED PEDESTRIAN AND BICYCLE PATH
6. PARKLETTE WITH SEATING
The populations most negatively affected by obesity are individuals who live in suburban developments that discourage physical activity and minority and low-income individuals who have few physical activity resources. A multi-use universally accessible pedestrian trail is suitable for walkers, joggers, bicycles, and in-line skaters provides a simple and easy to access opportunity for physical movement for a variety of skill levels. This path provides direct connection to the districts amenities as well as a direct link to the 278 acre West Creek Reservation. Multi-Use Paths are important community amenities. They signal a communities commitment to physical activity, fitness, and health, connect its open spaces, and are an important consideration for new home buyers when comparing communities and housing options.
E.5 RAIN GARDENS

**URBAN PLAN 1 PLANT SCHEDULE**

<table>
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<tr>
<th>QUAN</th>
<th>KEY</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>SPACING</th>
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<tr>
<td>2</td>
<td>AM</td>
<td>ARONIA MELANOCARPA</td>
<td>BLACK CHOKEBERRY</td>
<td>#3 CONTAINER</td>
<td>3’ O.C.</td>
</tr>
<tr>
<td>5</td>
<td>SN</td>
<td>SPIREA NIPPONICA ‘SNOWMOUND’</td>
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<tr>
<td>9</td>
<td>E</td>
<td>EUPATORIUM DUBUM ‘BABY JOE’</td>
<td>BABY JOE JOE PYE WEED</td>
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<td>HEAVY METAL SWITCHPASS</td>
<td>#2 CONT.</td>
<td>18’ O.C.</td>
</tr>
</tbody>
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**MATERIALS AND INSTRUCTIONS**

- **Steel Tree Pit Guards (3 Sides)**
- **Clean-OUT and HDPE Pipe**
- **Rain Gardening**
- **6’x12’ Epoxy-Bonded Stone Strip Bed**
- **5’-0” L-Shaped Edging with Minimum 9” Stakes**
- **6” Solid Dual Wall HDPE Pipe to Existing Drainage Structure**
- **Tree Planting - When Directed**
- **Steel Tree Pit Guards (3 Sides)**
- **Mulch Layer**
- **Open-Graded Stone Base**
- **Wrap Stone in Geotextile (Top and Sides Only)**
- **Engineered Soil**
- **Undisturbed Soil**
- **Existing Roadway**
- **6”x15” Concrete Header (3 Sides)**

**PROJECT SCHEDULE**

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<td>HEAVY METAL SWITCHPASS</td>
<td>#2 CONT.</td>
<td>18’ O.C.</td>
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E.6 STREET SECTIONS - BROADVIEW SOUTH

Existing Broadview Road Street Section

Proposed Broadview Road Street Section
E.6 STREET SECTIONS - SNOW ROAD WEST

Existing Snow Road Street Section

Proposed Snow Road Street Section
E.7 SIDEWALK IMPROVEMENT - SNOW ROAD EXISTING
E.7 SIDEWALK IMPROVEMENT - SNOW ROAD PROPOSED
E.7 SIDEWALK IMPROVEMENT - SNOW ROAD EXISTING
E.7 SIDEWALK IMPROVEMENT - SNOW ROAD PROPOSED
E.7 SIDEWALK IMPROVEMENT - BROADVIEW ROAD EXISTING
E.7 SIDEWALK IMPROVEMENT - BROADVIEW ROAD PROPOSED
F.2 LOCAL ASSETS - SW SNOW AND BROADVIEW
F.2 LOCAL ASSETS - SW SNOW AND BROADVIEW
F.2 LOCAL ASSETS - SW SNOW AND BROADVIEW
F.3 CONNECTING TO WEST CREEK - WEST
F.3 CONNECTING TO WEST CREEK - NORTH
F.3 CONNECTING TO WEST CREEK
F.4 LOCAL ASSETS - MIDTOWN PLAZA
F.5 LOCAL ASSETS - HENNINGER HOMESTEAD
LEGEND

1. CROSSWALK IMPROVEMENTS WITH SPECIAL PATTERN
2. NEW MEDIAN WITH STREET TREES
3. NEW BUS STATION SHELTERS WITH WAYFINDER SIGNAGE
4. RAIN GARDENS
5. SHARED PEDESTRIAN AND BICYCLE PATH
6. PARKLETTE WITH SEATING
g. implementation
G.1 IMPLEMENTATION

This project is solely located within the City of Parma, but crosses multiple sectors of the community. studioTECHNE|architects, The City of Parma and West Creek Conservancy, directly coordinated efforts with the various commercial/civic interests (e.g. Cuyahoga County Library, Cleveland Metroparks, RTA, Forest City, and numerous individual businesses along the corridor). The Greenway tie-in will require coordination with the cities of Brooklyn Heights and ultimately Seven Hills and Independence, which will be supported by West Creek Conservancy and Cleveland Metroparks.

Transportation-oriented connections to the residential neighborhoods are pivotal for the library, GCRTA, Forest City, as well as the private businesses along the corridor (restaurants, grocery store, banks, etc). Systemic change to zoning, land use, and traffic reconfiguration will need to be implemented in order to pragmatically implement complete street initiatives and create safe, equitable access throughout the corridor, which will define it as an important district, and a hub of creative activity and place-based redevelopment.

Increasing connectivity, access, and associated objectives will have positive public health benefit owing to increased access, ease of such access and prioritizing walking and bicycling within this commercial area.

Conceptual costs have been developed for the developed projects. Implementation strategies will require a balance of funds from public, local, state and federal sources. West Creek Conservancy along with the City of Parma will be able to leverage multiple funding streams owing to the proximity of West Creek Reservation and the opportunity to connect 21 acres of trails and paths to 30,000 residents within walking distance to the park. Locally, funding will be sought from NOACA, Great Lakes Restoration Initiative, Great Lakes Protection Fund, and for the storm water component North East Ohio Regional Sewer District.

Multi-Use Trail and Storm Water Funding Sources Include:

- Federal Recreational Trails Program
- Kodak American Greenways Grants
- PeopleforBikes Community Grants
- Bikes Belong Coalition
- Alta Planning + Design Grants
- Conservation Alliance Grants
- Surface Transportation Block Grant Program
- Community Transformation Grants
- Ohio EPA
- EPA’s Clean Air Transportation Communities
- Neighborhood Conservation/Urban Reconstruction Program

Based on feedback from the residents, the highest priority project is the connection of Henniger House to the West Creek Reservation. This approximately 1 mile long multi-use trail will serve to allow safe pedestrian and bicycle friendly access to West Creek Reservation and the community, demonstrate healthy community goals, clean water and air practices, and signal the communities commitment to a healthy sustainable community.
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<td>Snow – South Park</td>
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<tr>
<td>Broadview – Sandpiper</td>
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<tr>
<td>Broadview – West Ridgewood Rd.</td>
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<td>Library</td>
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<td>South Park Creek Side Park</td>
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<td>Land Improvements</td>
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<td>Bench + Planter</td>
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**Multi-Use Trail**

**Snow Rd. Multi-Use Trail 3,600’**
- **Demo + Excavation**
- **Asphalt Paving + Drainage Base**
- **Painting + Markings**
- **Bus Stop Relocation**
- **Guy Wire Relocation**
- **Information Pylon Signage**
- **On-Street Pedestrian Signage**

**Broadview Rd. Multi-Use Trail 5,000’**
- **Demo + Excavation**
- **Asphalt Paving + Drainage Base**
- **Painting + Markings**
- **Bus Stop Relocation**
- **Guy Wire Relocation**
- **Information Pylon Signage**
- **On-Street Pedestrian Signage**

**Vinewood Multi-Use Trail 2,356’**
- **Demo + Excavation**
- **Asphalt Paving + Drainage Base**
- **Painting + Markings**
- **Bus Stop Relocation**
- **Guy Wire Relocation**
- **Information Pylon Signage**
- **On-Street Pedestrian Signage**

**Curbs + Rain Gardens**
- **Demo + Excavation**
- **Asphalt Paving + Drainage Piping**
- **Soil + Growing Medium**
- **Decorative Iron Fence**
- **Plants**

**Trash Cans**
- **Pitch**

**Total for All Elements** $3,000,668
h. conclusion
The Snow/Broadview Road Corridor is currently functioning as a thoroughfare from the Cleveland Metropolitan area to the south suburbs, rather than acting as an economic hub. The corridor exemplifies commercial recession, the larger office and retail complexes are not competitive nor have they maintained stable occupancy or tenancy. The developments within the study area are only geared to vehicular traffic, rather than a sustainable mix of vehicle, bicycle, pedestrian and public transit. This limits the ability of the district to attract new business and new residents.

Land usage within the corridor is not systemic, nor is the overall zoning pattern. The district has a large residential population, healthy civic institutions, parks, and commercial assets, and has the opportunity to leverage these assets with a sustainable pedestrian connected matrix that will provide health and safety benefits to the surrounding community. Neighborhood and community connections to Snow/Broadview Road are pivotal. With redefined transit and safe bike-pedestrian access, some of the most densely populated neighborhoods will be able to access the grocery stores, Cuyahoga County Library, dozens of restaurants, multiple banks, and an array of other shops and destinations. Of greatest importance is the connections of the residents to the integrated network of the West Creek Greenway - an intercommunity 21-mile system, connecting West Creek Reservation to the towpath trail, CVNP, dozens of schools, churches, rec centers, and other regional systems.

Simply revamping or providing a facelift is insufficient to help sustain the district. The first step in revitalization is to redefine the transportation corridor - providing connectivity, safe access, usage and opportunity, and efficiencies of land use and direct connectivity between the Quarry Creek corridor and the West Creek Greenway will support additional economic activity by integrating not only complete streets recommendations, but also potential traffic reconfiguration, district signage, residential connection, and placed-based methods for enhancing land use, ecological functionality and transit oriented development.

This connection first strategy brings immediate change to the district. It develops the amenities being sought by the next generation of home buyers - pedestrian and bike friendly streets, walkable shopping, eating and entertainment options as well as improved air and water quality.

Features of the plan most sought by the community and the local business leaders:

- Ability to Walk + Bike to Local Businesses and Landmarks
- Prioritize People over Cars
- Safe Pedestrian Crossings
- Activation and Reduction of Parking Areas with Events + Festivals
- Reading Gardens + Places to Meet
- Focus on Local - Ensure Local Restaurants provide Food + Beverages to Events