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Project Sponsor / Agency Name Village of Grand River

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Preference for TLCI planning study development Either Will Work

Study Name Waterfront Entertainment District Revitalization

Total Project Cost 80000

NOACA Funding Requested 80000

Local Funding Committed 0

NOACA may consider partial funding for some projects. Please check the appropriate box below: My agency will not be able to implement the project if provided partial funding

Project Location (attach a location map at the end of the application) Village of Grand River

Project Study Area (including geographic boundaries) Grand River's Waterfront Entertainment District, which is bounded on the east by River Street, on the north by Henry Street, on the west by Williams Street, and on the south by Olive Street.

Detailed Project Description

Grand River's Waterfront Entertainment District ("the District") is home to two Northeast Ohio seafood institutions: Pickle Bill's and Brennan's Fish House, but much of the surrounding area has deteriorated. There is also a railroad track that was reactivated in 2016 by a short line railroad, the Grand River Railway ("GRRY") to serve the Morton Salt mine that actually runs directly through the Pickle Bill's parking area, creating a dangerous situation for negative interaction between the train, parked cars, and patrons entering and exiting the restaurant.

For this project, the Sponsor is working with the Lake County Port Authority to undertake a planning study based on the Complete Streets concept that will be focused on improving pedestrian access to the District and realigning the active rail to move it away from pedestrians and vehicles and make the area safer who all who use it. The ultimate project will be place-making effort designed around an aesthetically pleasing streetscape which makes use of decorative lighting, signage, pedestrian infrastructure, bicycle infrastructure, and green infrastructure to help revitalize the District and attract new investment.

There are several vacant commercial properties that the Sponsor hopes will be redeveloped as part of this project. This revitalization also presents the opportunity to open a whole new section of the riverfront to public access and create linkage between existing points of public access.

The Sponsor also wants the plan to use pedestrian and bicycle infrastructure to create connectivity between the commercial properties in the District, which will create district cohesion and help spur economic activity through investment in vacant and underutilized properties. Once this plan is developed, the Sponsor and the Port Authority will use it to pursue construction and implementation funding from various public and private sources.

Proposed Study Components

Bicycle Transportation Planning
Pedestrian Transportation Planning
Traffic Analysis
Economic Analysis*
Redevelopment Planning*
Other: Green Infrastructure Planning

**Proposed Study Components
Description**

Bicycle Transportation Planning will take advantage of the District's connectivity to coastal amenities and the existing bike lanes on Route 283 to the south. Pedestrian Transportation Planning will address the lack of sidewalks and parking in the right-of-way which make for high pedestrian/vehicle conflict potential. There are no defined pedestrian crossings of the rail line so potential train/pedestrian conflict is also high. Traffic Analysis will examine existing patterns and determine if changes can be made to traffic routing that will make the District more conducive to pedestrians. Economic Analysis will provide information about how revitalization can drive economic growth will be crucial to seeking implementation funding for the project from public and private sources. Redevelopment Planning will explore redevelopment opportunities for vacant and underutilized properties in the District. Green Infrastructure is aesthetically pleasing and will reduce runoff into the Grand River.

1. How does the proposed study meet the first and sixth TLCI objectives to (1) Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts and to (6) Provide people with safe and reliable transportation choices that enhance their quality of life while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio? (30 points)

Complete Streets and user safety are at the heart of this project. As noted above, there is almost no pedestrian infrastructure in the District, and the potential for pedestrian/vehicle conflict, pedestrian/railroad conflict, and vehicle/railroad conflict is high. By combining a Complete Streets plan that designates pedestrian rights of way through the use of proper sidewalks and crossings with a realignment of the railroad track, pedestrians can safely be routed away from other traffic.

The riverfront features public docks are at the end of Henry Street, and there are public pavilions at the end of Henry Street and further south at Rutherford's Landing with picnic tables where members of the public can sit and fish or just enjoy views of the river. The Sponsor would like to incorporate this access to make river connectivity a part of the overall project, as connections to water are a demonstrated addition to quality of life.

2. How does the proposed study meet the second TLCI objective to (2) Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems and advance NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio? (15 points)

The District has several vacant properties to which the Sponsor wants to attract reinvestment through place-making and beautification. There are two vacant restaurant sites and two marine commercial buildings which are adjacent to each other on the riverfront. Clearing the marine buildings would open up 300 feet of new public riverfront space and connect two of the existing public access points on the river, and create almost an acre of land that could be redeveloped in harmony with the rest of the District. The Sponsor intends to carry out the project with a design that creates linkages between these sites to create a more defined District feel. The GRRY has also indicated an interest in being incorporated into the overall project, potentially with a locomotive storage building that would have a public viewing area where District patrons could see the locomotives up close when they are not working.

3. How does the proposed study meet the third TLCI objective to (3) Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development? (15 points)

The overall goal of this is to use a Complete Streets template combined with aesthetic improvements such as decorative lighting, signage, pedestrian infrastructure, bicycle infrastructure, and green infrastructure to make the District a more attractive place that will draw new patrons and new investment in its vacant spaces. In terms of existing assets, the District has two operating destination restaurants and three public access points to the Grand River. By utilizing a complete streets approach with aesthetical features like decorative lighting, signage, and plantings, the Sponsor will enhance what is already in the District to establish a sense of place. The other component of the project, relocation of the rail line, will enhance the safe operation of the railroad, helping to ensure its viability, which in turn will preserve the rail infrastructure that is an important part of the local economy and which helps to reduce truck traffic and congestion in the area.

4. How does the proposed study meet the fourth TLCI objective to (4) Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure? (15 points)

Accessibility in the District currently is arguably limited; the lack of sidewalks and defined pedestrian rights of way makes the District not conducive to those with limited mobility. The project will support environmental justice through the use of green infrastructure which reduce the burden on existing storm water management systems, meaning the burden on ratepayers will be reduced and not be disproportionately borne by any segment of the population. The addition of bicycle infrastructure to the District will also advance accessibility and environmental justice by serving those who do not drive automobiles.

5. How does the proposed study meet the fifth TLCI objective to (5) Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA's regional goal to STRENGTHEN regional cohesion? (15 points)

This project will ultimately require the collaboration of a number of entities, both public and private. Successful completion and construction will involve the Village of Grand River, the Lake County Ohio Port and Economic Development Authority, the Lake County Department of Utilities, the Lake County Office of Planning & Community Development, the Lake County General Health District, Hess Engineering, and the Grand River Railway. All of these entities realize the importance of this project and its value not just to Grand River, but to Lake County as well.

6. How will the sponsor manage the study, and ultimately deliver the projects it recommends? Include any experience the sponsor has in managing a TLCI or TLCI-like public planning process. (10 Points)

The Sponsor intends to engage with a NOACA-approved TLCI Consultant to manage the study process. The Sponsor will work closely with the Consultant to ensure that public input is thoroughly included in the project, especially from the existing business and property owners in the District. The Sponsor has not managed a TLCI process, but the Sponsor was involved in the TLCI-funded Central Lake County Lakefront Connectivity Plan study, which involved Grand River and included the District as an area for connectivity.

Attachment 1: Map of proposed study area

https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66758226/446136147/66758226_study_area_with_uses_and_key.png

Attachment 2: Council/Board Resolution to apply for TICI Planning study and, if applicable, to fund local match https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66969818/446136147/66969818_grand_river_village_resolution.pdf

Attachment 3: Letter of Support from head of community/organization (e.g. Mayor, City Manager, Executive Director, etc.), that is sponsoring the study. https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66969819/446136147/66969819_mayor_conley_letter_of_support.pdf

Attachment 5: Additional Letters of Support (from non-government organizations) https://s3.amazonaws.com/files.formstack.com/uploads/3133969/66969803/446136147/66969803_letters_of_support_combined.pdf

Are you submitting more than one TICI Planning Study application? No

Digital signature of person submitting application:


