

JUNE 2012



Crossroad District Plan

Village of Richfield

Connecting Communities Grant
Akron Metropolitan Area Transportation Study

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prepared by:



Acknowledgements

Village of Richfield

Bobbie Beshara, Mayor

Michael K. Lyons, Former Mayor

Brian M. Frantz, AICP, Director of Planning & Zoning, Econ. Development

Ken Crandall, Former Village Planner

Ralph Waszak, Former Economic Development Director

Akron Metropolitan Area Transportation Study

Jason Segedy, Director

Curtis Baker, Planning Administrator

Krista Beniston, Planning Coordinator

Heather Davis Reidl, Mobility Planner

Environmental Design Group

Jeffrey R. Kerr, AICP, ASLA, Principal

Dwayne Groll, P.E., LEED AP, Principal

Peggy Spraggins, MPA, Public Consensus /Planner

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Executive Summary



- WHEATLEY DEVELOPMENT AREA**
- minimize site footprint
 - 305,000 sq office
 - 80,000 sq hotel
 - 42,000 sq retail
 - 42,000 sq residential
 - green infrastructure
 - porous pavement at parking lots
 - bio-swales
 - naturalized landscapes

- WALKING TRAIL**
- OVERLOOK STRUCTURE
 - gazebos

- BRIDGE IMPROVEMENTS**
- widen to allow 1.2' multi-purpose lane

- BRIDGE IMPROVEMENTS**
- widen to allow 1.2' multi-purpose lane

- VISITOR CENTER**
- low impact development
 - structure
 - parking lot
 - public art / focal point

- INTERSECTION IMPROVEMENTS**
- new landscaping

- INTERSECTION IMPROVEMENTS**
- new 4-way lighted intersection
 - pedestrian crosswalk pavement
 - landscape boulevard improvements

- PUBLIC TRANSPORTATION**
- public transit waiting structure

- BRIDGE IMPROVEMENTS**
- widen to allow 1.4' multi-purpose lane

- WALKING TRAIL**
- OVERLOOK STRUCTURE
 - gazebos

- BRIDGE IMPROVEMENTS**
- widen to allow 1.2' multi-purpose lane

- VISITOR CENTER**
- low impact development
 - structure
 - parking lot
 - public art / focal point

- INTERSECTION IMPROVEMENTS**
- new landscaping

- INTERSECTION IMPROVEMENTS**
- new 4-way lighted intersection
 - pedestrian crosswalk pavement
 - landscape boulevard improvements

- PUBLIC TRANSPORTATION**
- public transit waiting structure

- BRIDGE IMPROVEMENTS**
- widen to allow 1.4' multi-purpose lane

- WALKING TRAIL**
- OVERLOOK STRUCTURE
 - gazebos

- BRIDGE IMPROVEMENTS**
- widen to allow 1.2' multi-purpose lane

- VISITOR CENTER**
- low impact development
 - structure
 - parking lot
 - public art / focal point

- INTERSECTION IMPROVEMENTS**
- new landscaping

- INTERSECTION IMPROVEMENTS**
- new 4-way lighted intersection
 - pedestrian crosswalk pavement
 - landscape boulevard improvements

- PUBLIC TRANSPORTATION**
- public transit waiting structure

- PROPOSED OFFICE EXPANSION**
- ROAD IMPROVEMENTS
 - sidewalks
 - unified landscaping

- ROAD IMPROVEMENTS**
- sidewalks
 - unified landscaping

- PROPOSED RELOCATED GAS STATION**
- allow full turning movements

- GATEWAY FEATURE**
- Visual art element
 - relocate gas station

- I-77 GATEWAY / INTERSECTION**
- gateway feature
 - improved interstate signage
 - new dedicated right turn lane

- BRIDGE IMPROVEMENTS**
- 5' wide bike lanes - east & west
 - bound lanes
 - fences

- PROPOSED HOTEL**
- 145 rooms
 - 10,000 sq. banquet / conference / restaurant

- WHEATLEY ROAD IMPROVEMENTS**
- 5' wide bike lanes - east & west
 - bound lanes
 - landscaped boulevard

- KINROSS INTERSECTION IMPROVEMENTS**
- pedestrian crosswalk pavement
 - landscape boulevard improvements

- PROPOSED DISTRICT STORM WATER AREA**
- tiered constructed wetlands
 - boardwalk
 - walking trail
 - naturalized meadow planting

- CENTRAL GREEN**
- focal point
 - public common green

- PROPOSED NEW ROAD**
- 2 lanes (24' pavement)
 - sidewalk

- CONGRESS PARKWAY IMPROVEMENTS**
- unified landscaping

- SOUTHERN GATEWAY**
- entry sign & gateway element
 - pavement change for pedestrian
 - crosswalk



FINAL CONCEPT DISTRICT PLAN



EXECUTIVE SUMMARY

The Akron Metropolitan Transportation Study (AMATS) the Metropolitan Planning Organization (MPO) for Summit and Portage Counties funded a new initiative called "Connecting Communities Grant". Through a competitive process, the Village of Richfield received a grant in 2011 which allowed them to pro-actively plan and analyze existing and future transportation problems for expected development in a key location of the community. The study area, approximately 550 acres, bound by I-271, I-77, and intersected by Wheatley and Brecksville Roads, is an enviable location for all of Northeastern Ohio given its proximity to the population base in both Cleveland and Akron. This area has already been transformed from a trucking and logistics focus to a viable corporate business district. From this base of solid corporate businesses, easy access to a regional transportation network, and ample developable land, continued development of the study area will fuel Richfield's future economic growth. How this growth occurs proactively and with ensuring that the development is sustainable and with a focus on multi-modal forms of transportation is the basis for this study.

Through the planning process, current conditions of the district, along with the transportation network, economic development potential and cultural & environmental attributes of the area were reviewed and evaluated. The project resulted in suggestions to improve the transportation network for all users including pedestrians, bicyclists, and public transportation users; promote mixed use development with a focus towards

corporate business development, and to support a unified district branding strategy of beautification to improve the look and feel of the study area. The stakeholders involved in this project were well aware of the reality of development and the current economy, however it is the hope that future long-term decisions will be made that impact the study area based on the work in this study in order to meet the stated outcomes.

Through the comments and work of all involved in this process, it is the desire that the Richfield Crossroads District:

- *Be a desirable place to live and work;*
- *Promote Richfield as a more competitive location for commerce;*
- *Create a more desirable district that will result in higher land values;*
- *Bring additional revenue to the community;*
- *Utilize current multi-modal methods to attract employees who are looking for other types of amenities besides vehicular;*
- *Enhance the quality of life for residents and commercial enterprises;*
- *Maintain and increase property values; and*
- *Provide a safe environment to utilize non-motorized modes of transportation.*

- Improve the transportation systems to manage future increases in volume of vehicles.

This report is a “fluid” document and meant to be a guide for future development of the study area. When Village officials are reviewing development proposals, it is imperative that recommendations of this report are reviewed in context of current economic conditions, take into consideration a mix development of uses, total investment and any impact to the environment. This result is meant to be reviewed over time to reflect current conditions which may require adjustments to the concept plan.

The concept plan contained in this report is a general guidance tool to evaluate future development plans. The square footage numbers and land uses are simply a guide and not “hard” numbers based on a detailed market analysis.

It is the goal of this report and the planning process, that the Village utilizes the most appropriate zoning and development tools, concepts and best practices to attract development that will become an asset to the community as a whole.

RECOMMENDATIONS

There are several recommendations and next steps that the Village should consider undertaking in order to make this plan a reality.

1. Engage Partners

- Review plans with area developers to seek insight on marketability and mix of land uses for the study area.*
- Continue discussions with land owners to aggregate properties in order to maximize development value.*
- Engage a consultant to prepare a retail and office market analysis to better understand these markets and their development potential*
- Prepare a marketing package for the potential for the vacant lands on the south side of Wheatley Road.*

- Issue a Request for Proposal (RFP) to ascertain development interest for the south side of Wheatley Road, working with land owners and village officials.*

- Engage potential education and health care organizations to consider locating satellite facilities in the project area.*

2. Zoning Review

- Consider creating a new zoning district for the South of Wheatley Road property that could include a Planned Unit Development (PUD) or overlay district that would allow a density bonus over underlying zoning to encourage existing land owners to aggregate the land to build additional value for property. Overlay districts uses existing zoning but allows for stringent design guideline that would provide additional protection and oversight from the Village.*

- Elements in this district could include:*

- *Design guidelines and land use regulations;*
- *Access management to limit curb cuts;*
- *Density bonuses for green building and green infrastructure;*
- *Regional storm water management ; and*
- *Public amenities such as plazas, trails, and public green spaces.*

3. Infrastructure Improvements

- The Village should consider striping bike lanes on Brecksville Road from Everett Road to Highlander Parkway to encourage users and to improve safety.*

- Continue working with AMATS to finance roadway improvements for Wheatley and Brecksville Road improvements to include bike lanes, all-purpose trails , and boulevard features.*

- Coordinate existing and future traffic signals to ensure manageable traffic flow.*

- Begin to plan for enhancements to the bridges in and adjacent to the study area by working with Ohio Department of Transportation (ODOT) to understand*

bridge replacement/repair timelines ensure any improvements include multi-modal features.

- e. Design standards for a "Gateway" into the project area and with unique features that identify the area and the relationship to the Village. Engage ODOT to design and plan for gateway landscaping at ramp areas on I-77 and I-271.*
- f. Support the extension of Highlander Parkway to connect Congress Parkway as development occurs in the area.*

4. Financing

- a. Develop a strategic funding plan to leverage local funds to implement proposed improvements.*
- b. Investigate tools such as Tax Increment Financing/ Business Improvement Districts to develop a revenue stream to pay for improvements.*
- c. Keep abreast of state funding for road improvements such as the Ohio Department of Development 629 funds to assist with internal road infrastructure improvements when new jobs are proposed for the area.*
- d. Continue working with AMATS on Transportation Enhancement (TE) and Surface Transportation Program (STP) funds for various improvements.*
- e. Develop private-public partnerships when appropriate, to build leverage for grants and other monies available.*

5. Site Specific Recommendations

- a. Begin a dialogue with the owners of the Sunoco Gas Station, McDonald's Restaurant and Kinross Business Park to consider relocating the gas station location to the west of current McDonald's property in order to improve the overall traffic flow of the area.*
- b. Collaborate with land owners to consolidate property on the south side of Wheatley Road to create a single development area that will generate the highest value for land owners and a competitive development opportunity for the parcel.*

- c. Extend Congress Parkway connecting Highlander Parkway and Congress Parkway.*

6. Amenities

- a. Design standard signage and "wayfinding" standards for the project area.*
- b. Select lighting standards for district that will also be imposed for all new development or construction and replacements.*
- c. Develop a plan for "critical" landscape areas – gateway, boulevard, and key intersections (Wheatley/Brecksville); prioritize these areas and identify a funding plan.*



Introduction



CONNECTING COMMUNITIES GRANT

In 2010, AMATS announced a new program called the Connecting Communities Planning Grant. This grant was established to help communities study the balance between land use decisions and transportation infrastructure investment. This program helps communities develop transportation plans based on proactive and integrated land use decisions. It is the goal of the program that these plans will focus on the concept of “livability” for the community. It is the hope of AMATS that these plans enhance neighborhoods by improving transportation connections and promoting alternative modes of transportation such as walking, biking and using public transportation throughout the community. Richfield, along with the Metro RTA, were the first communities to receive this inaugural grant in 2011.

PURPOSE OF GRANT AND PROJECT OUTCOMES

The purpose of this grant is to:

- *Examine vehicular, bike and pedestrian traffic;*
- *Maximize traffic management and alternate modes of transportation;*
- *Develop a master plan to link the diverse components of the area;*

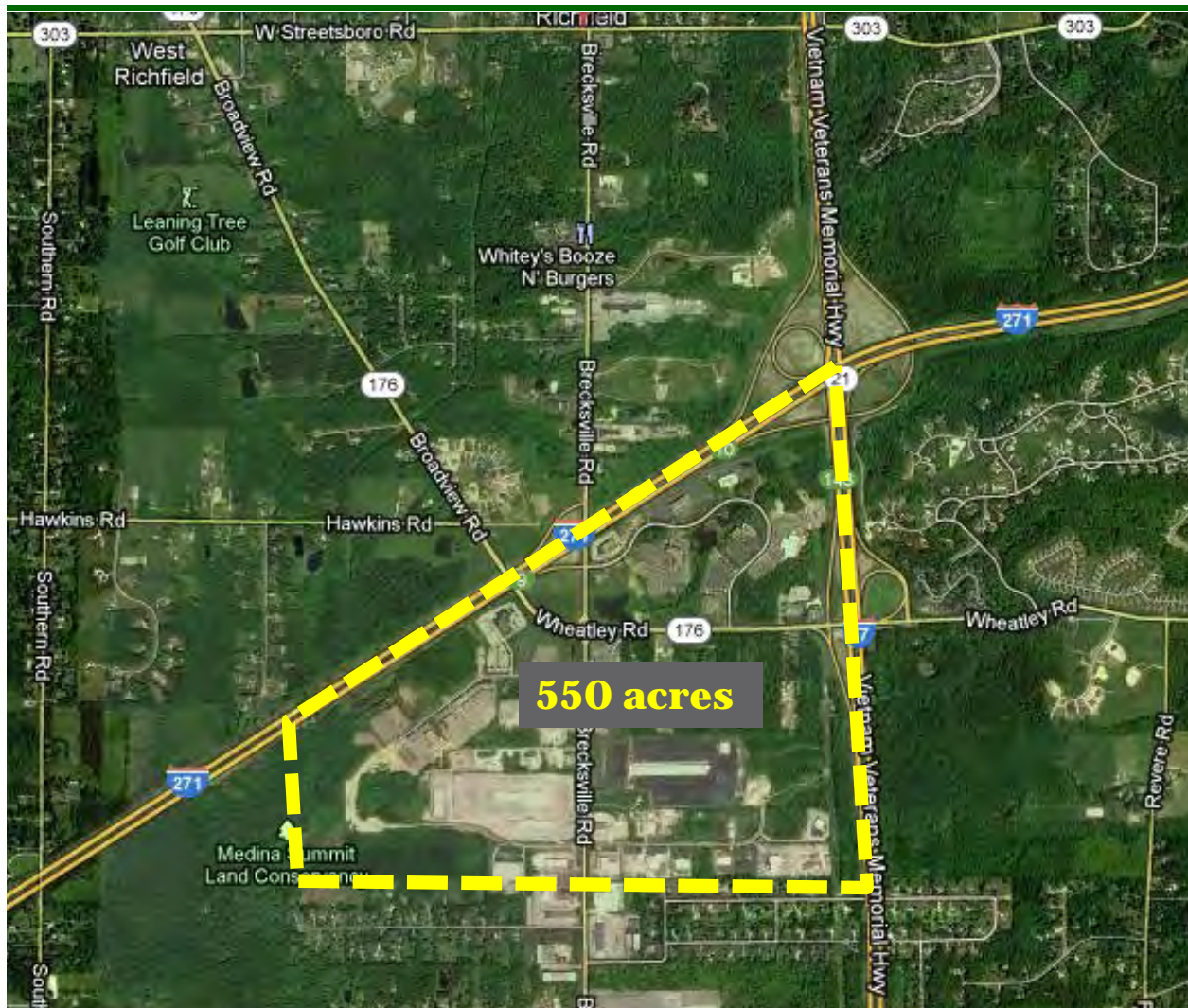
- *Improve traffic flow and develop access to public transportation;*
- *Connect residential and business areas;*
- *Improve aesthetic street design to improve the gateway to Richfield and the Cuyahoga Valley National Park;*
- *Reduce neighborhood isolation;*
- *Develop land use scenarios for vacant land with complete street principles;*
- *Suggest a comprehensive plan for multi-modal transportation solutions;*
- *Design a “complete street” and pedestrian walks and trails network; and*
- *Develop an aesthetically beautification plan with trees and plants which will improve the water quality of the area.*



Study Area

STUDY AREA

The area of this study is approximately 550 acres of land located in the southwest quadrant of I-77 and I-271 and at the intersections of Wheatley Road, Broadview Road, and Brecksville Road. The south and west boundaries are located at the back of parcels along Congress and Highlander Parkways. Geographically, this district represents about 10% of the Village.



Study Area



Source: Bing Maps, Microsoft, Inc.

AERIAL PHOTOGRAPH



Existing Conditions

EXISTING LAND USE



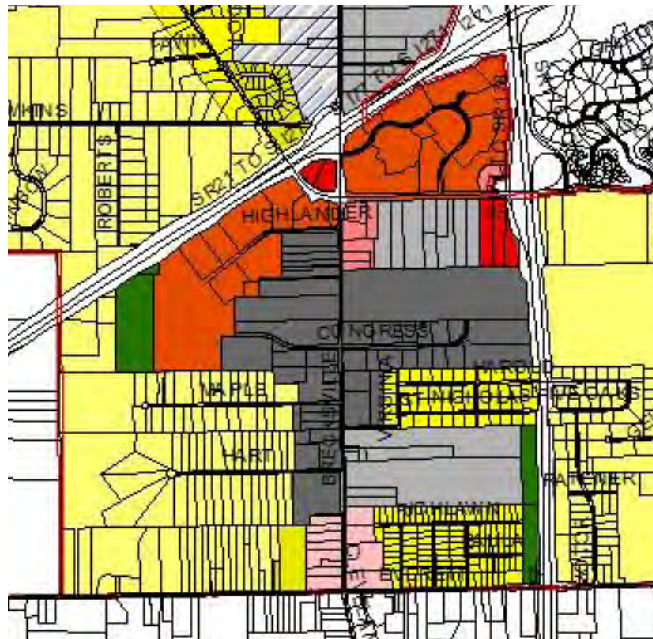
Land-Use Types

Agriculture	Business-Retail Stores	Institutional-Schools	Residential-2 Family
Business-Office	Industrial-Automotive	Park-Private	Residential-Multi Family
Business-Restaurant	Industrial-Light Manufacturing	Park-Public	Residential-Nursing Home
Business-Retail Outdoors	Industrial-Office Warehouse	Residential-1 Family	Utility
	Institutional-Lodges	Residential-1 Family Cluster	Vacant

EXISTING ZONING

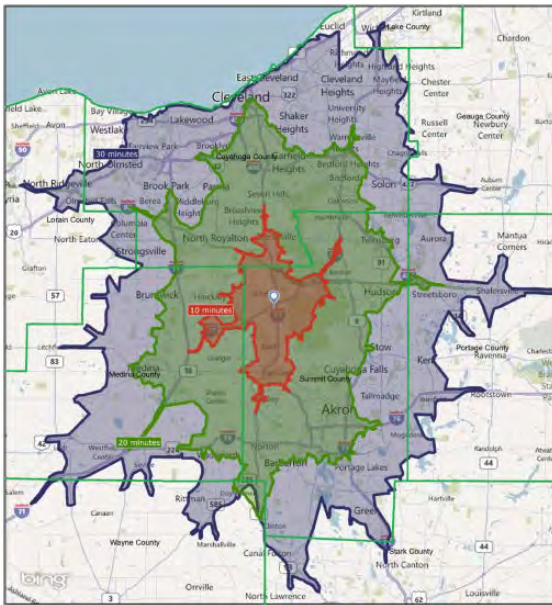
Legend

CD Conservation District
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Cluster Residential
R-4 Multifamily Residential
CHI Historic Commercial
CHII Historic Commercial
C-1 Local Retail
C-2 General Business
C-3 Special Commercial
PCD Planned Commerce District
OL Office Laboratory
OLI Office and Limited Industrial
I Industrial



DEMOGRAPHICS

Richfield Village was incorporated in 1967 from Richfield Township. It is approximately 8.5 square miles. As of the 2010 census, the population of the Village is 3,650 persons with a daytime population of 6,500. The Village was formerly known for its agricultural development, however it currently has a mix of residential and commercial development, primarily office buildings. Richfield is centrally located between the Cleveland and Akron metropolitan areas. Within a thirty minute drive, there is a population of just over 2 million people (US CENSUS,ESRI).



Travel Time Map - ESRI

GOVERNANCE

The Village has adopted a charter which outlines the form of government consisting of an elected Mayor and seven council members. The Village offers a variety of municipal services including: police, fire, service, parks & recreation, and programs for senior citizens. The Village continues to be a very desirable Summit County community demonstrated by the approximately 41 new housing starts and seven new commercial buildings over the last three years, in spite of the region's poor overall economy.

INFRASTRUCTURE

All areas in the study quadrant have access to city water and sanitary service supplied by the City of Cleveland, Division of Water and Northeast Ohio Regional Sewer District (NEORS) , respectively.

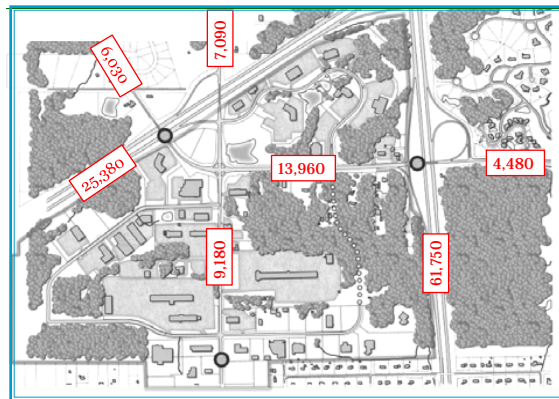
ZONING

Currently, the zoning on the subject property is Office and Limited Industrial, Highway Commercial and Special Commercial. During this study, Village officials were reviewing many aspects of the Village's Zoning Map, including this area. The proposed zoning changes for this area were presented to the stakeholder group for review and comment. The Zoning classifications for the study area is the zoning that was approved in October 2011.

TRAFFIC COUNTS

AMATS has determined the existing 2011 Average Daily Traffic counts for the following roads are as follows:

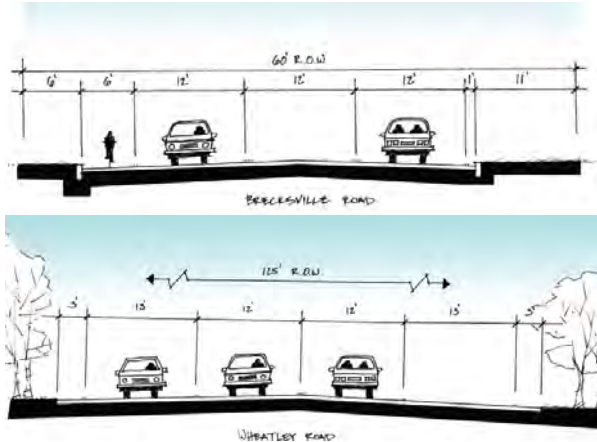
- Interstate I-77 - 61,750 vehicles
- Interstate I-271 - 25,380 vehicles
- Wheatley Road Interchange - 6,030 vehicles
- Wheatley Road - 13,960 - vehicles



Traffic Counts. (Source: AMATS)

ROAD NETWORK

Wheatley and Brecksville Roads are the two main thoroughfares out of the district. Wheatley Road is an east-west road that starts at the intersection of Brecksville and



Existing Road Section

Broadview Roads at the heart of the district and moves east. It has both on and off ramps accessing I-77 North and South as well as the ramp to I-271 North. Wheatley Road continues east and connects residential portions of Richfield Township before it descends into the Cuyahoga Valley National Park. Wheatley Road is currently a four-lane road between I-77



Wheatley Road

and Brecksville Road. According to AMATS, current traffic volumes are around 14,000 cars daily. However, with a heavy concentration of businesses, the peak rush hour volumes can create heavy but manageable congestion at times. Wheatley Road is blessed with a 125-foot wide right-of-way. This allows for the potential of additional road improvements without the need for right-of-way acquisition. Wheatley, while well served as a vehicular road system, is not very conducive to other forms of transportation. There are currently no sidewalks or bike lanes that would service alternative transportation. It was noted several times in the stakeholder meetings that workers from other parts of the district did not find it easy to walk to other parts of the district.



Brecksville Road - Wheatley Road Intersection

Brecksville Road is the other major road through the district. It is a state route (SR 21) that is a major north-south route that connects Richfield Village with Bath Township and eventually Fairlawn/Montrose to the South and the City of Brecksville to the north. Majority of the road is a two-lane road with turn lanes. However, on the southern portion of



Brecksville Road

the district it has wide shoulders and are currently used as an informal bike lane. Brecksville Road has on-ramp access to I-271 South just north of the district and an off-ramp from I-271 north across from Kinross Parkway.



Highland Parkway

Wheatley Road turns into Broadview Road at the intersection with Brecksville Road. Broadview travels northwest connecting with the historic district at SR 303. While it is an unlikely walk, there are limited provisions for other modes of transportation other than vehicle travel between the Crossroad District and historic district.

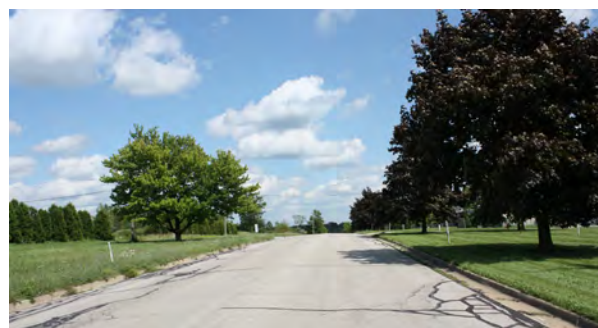
Kinross Parkway serves multiple office complexes in the Kinross business park. It has access at two signaled intersections on both Wheatley and Brecksville Roads.



Brecksville Road at Congress Parkway

Highlander Parkway serves as another business park collector road. A traffic signal has recently been installed at the intersection with Brecksville Road to improve traffic circulation at peak commuting times. Highlander Parkway has continued to be extended as development continues. The long range plan is to connect with Congress Parkway and create another connection option with Brecksville Road to ease congestion and provide another emergency access point for this development.

Congress Parkway is a east-west collector road that crosses Brecksville Road on the southern portion of the district. As noted above, Congress Parkway on the western



Congress Parkway - East of Brecksville Road

side of Brecksville Road will eventually connect with Highlander Parkway to create an internal loop. Currently, Congress Parkway dead ends on both the east and west portion.

PUBLIC TRANSPORTATION NETWORK

There is limited public transportation network in the district. Metro RTA has a route that travels along SR 21/ Brecksville Road and provides limited access to the district.

BICYCLE NETWORK

While there are no formal bike lanes or all-purpose trails



5- Minute / 1/4 Mile Walk Diagram

in the district, there are informal bike lanes on Brecksville Road to the south. In addition, with the proximity to the Cuyahoga Valley National Park, there is demand for routes into the district – most likely Wheatley Road.

PEDESTRIAN NETWORK

There are very few sidewalks that allow people to safely and conveniently walk throughout the district. In addition, the district feels vehicular dominant and is too large to connect everyone within a comfortable 5 minute walk. Numerous comments were made at the stakeholder meeting that ability for workers to access local amenities such as food and coffee would be an asset. In addition, there is an increasing focus for business and their employees to provide opportunities for exercise. Walking is a common demand that is currently not

available. Most of the employees have been forced to walk in the roads as there are not sufficient sidewalk networks. Lastly, crossing Brecksville and Wheatley Roads has also been a challenge with the lack of sufficient traffic calming pedestrian crosswalks at key signaled intersections.

BRIDGES

There are three main bridges that provide access to the district. Bridges on Wheatley, Brecksville, and Broadview Roads are too narrow to provide access for anything other than



Broadview Road Bridge over I-271

vehicular traffic. Brecksville and Broadview bridges crossing I-271 are traditional two-lane bridges while Wheatley Road bridge crossing I-77 is slightly wider. Since these are key gateways to the district, they become a barrier for other modes of transportation.

EXISTING LAND USE

The district is predominately office and industrial uses. The district can be broken down into smaller development



Westfield Insurance/Cisco Systems Office Building in Stonegate

footprints which have their own unique use and footprint. On the northeast part of the district is Kinross business area. It was developed by a single developer to serve individual corporate office buildings. While most of the development



Charles Schwabb Building in Kinross Lakes

has been built, there still remains opportunities for additional office buildings and some limited retail along Wheatley Road. To the west, Highlander Parkway serves the Stonegate business park. This district has both corporate office buildings and light industrial uses. Like Kinross, it already has a large core of buildings, but still has future building areas towards the rear of the development area. The southwest part of the district is the Congress Parkway area. This area is older and is currently a mix of logistic/trucking companies and light industrial business users. There are some parcels that have the opportunity to be redeveloped. The last and probably the most significant development opportunity in the district is the area south of Wheatley Road. The lots in this area are narrow and deep and are currently owned by eleven different land owners. The Village owns a portion of these lots. The lots are currently zoned for office and limited industrial but the Village's updated comprehensive land use plan shows a potential future use of Office and Limited Industrial, Highway Commercial and Special Commercial. Either way, development of these individual parcels will be difficult as they will prevent any significant comprehensive development like the Kinross or Stonegate. With value only at the front of the parcel and additional zoning

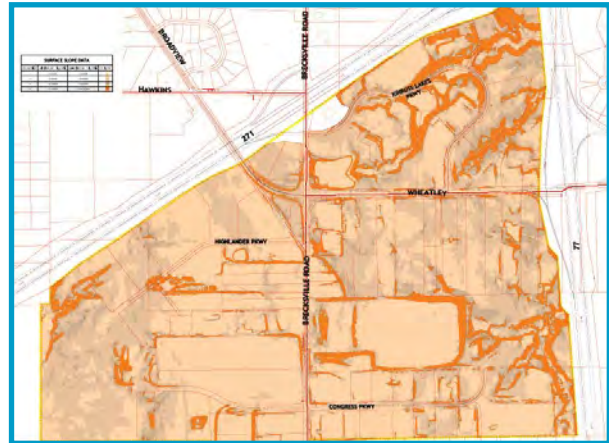


Sunoco Gas Station on Wheatley Road at I-77 Interchange

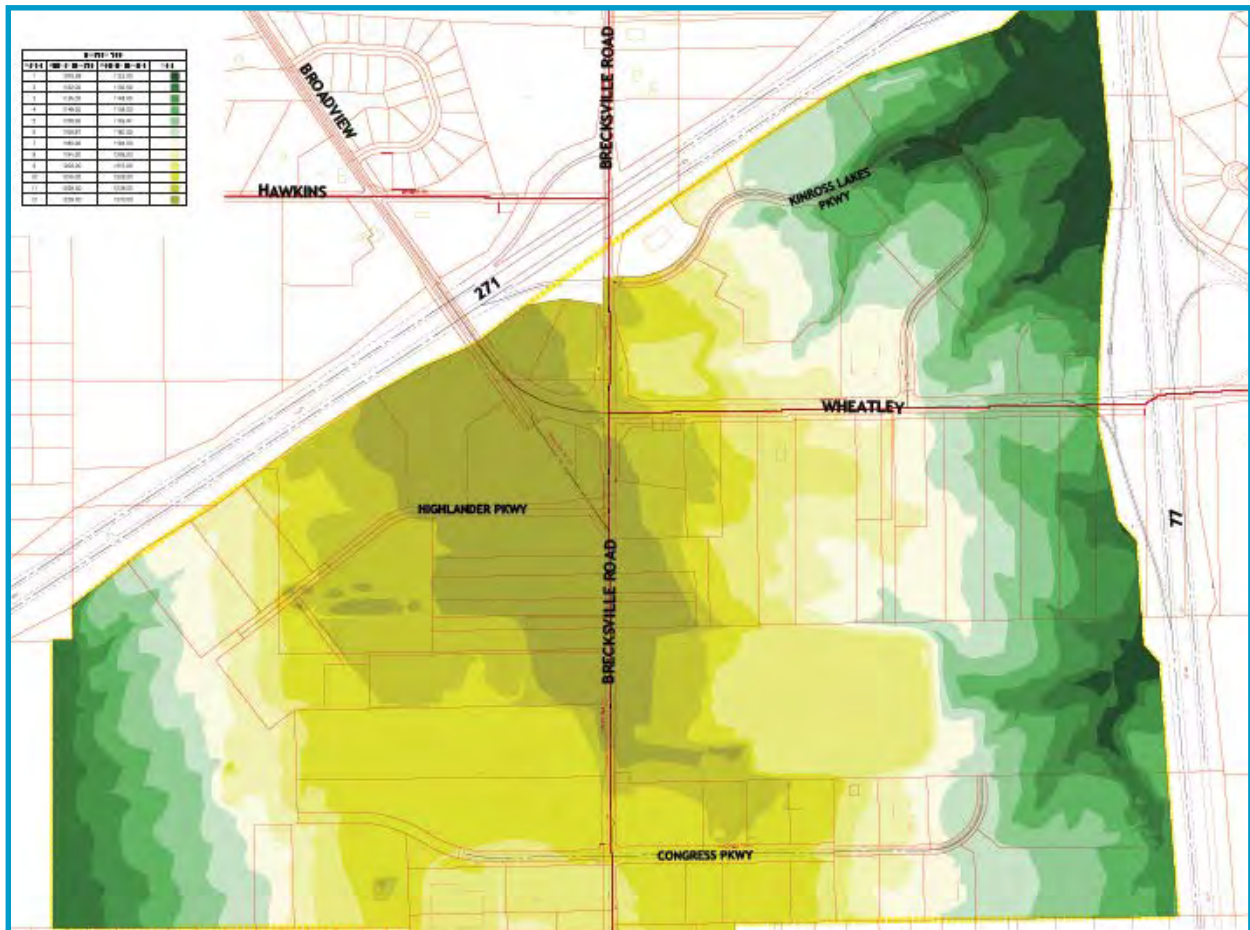
restrictions related to side yard setbacks, the individual land owners have limited development value. In addition, with the potential for each of these parcels having its own curb cut onto Wheatley Road, there is a cause for concern from a traffic and safety perspective.

GEOGRAPHY

The high point of the district is located at the intersection of Brecksville and Wheatley Roads. The area slopes away in all directions from this intersection. The area has natural ravines and green space at its edges, but are not limited factors and have been protected or avoided. There are areas of steeper slopes, but can be addressed with a sensible and sustainable development pattern. There are areas of second growth woodlands at the development perimeters that could be protected. The site naturally drains east and west along Brecksville Road to two different watersheds. To the east it drains towards I-77 and the Cuyahoga Valley. The area to the west of Brecksville Road drains to North Fork of the Yellow Creek watershed. Even with these environmental features, the Village's balance growth plan, identifies this area as Primary Development Area.



Slope Analysis



Topographic Analysis



Public Engagement

STAKEHOLDER/PUBLIC MEETINGS



PUBLIC/STAKEHOLDER INVOLVEMENT

This project was accomplished working with three main groups. The Steering Committee, the Stakeholder Group and the official bodies of the Village: Council and the Planning Commission. The Steering Committee, composed of Village and AMATS staff and the consultants, did the initial work by establishing goals, schedules, reviewing concepts, providing background information, and setting the parameters of the project. The parameters were set in alignment with the proposal for the project and the goals of the Connecting Communities Grant.

The Steering Committee sought the input from critical stakeholders in the Richfield community consisting of commercial and industrial business owners, developers, local and state agency representatives, long-time residents, and elected and appointed officials of the Village. The stakeholders were invited to participate in two public meetings in order to ascertain their input on various aspects of the study area. A complete list of those attending these meeting can be found in the Appendix.

STAKEHOLDER GROUP SEPTEMBER 7, 2011

The first meeting was held on September 7, 2011, with over 40 people in attendance. The purpose of the meeting was to gather stakeholder's perspective on current needs and opportunities, establish a vision for the district, and to develop their input on design goals and opportunities for the area. The two-hour meeting was a chance for the participants to hear details about the study area including current land conditions, traffic, zoning, and recreational opportunities. The group was asked to identify issues, concerns or other aspects of future development for the study area. The stakeholder group was then divided into small groups and asked to further discuss the ideas that were generated relative to the study area such as type of uses such as commercial, residential, industrial or recreational; natural land assets, traffic and potential overall development. The small groups then reported out to the larger group and ideas were documented, summarized and categorized for future use.

The result of the stakeholder meeting exemplified the following:

Design

- *Create a high tech business-friendly district*
- *Address gateways and bridges*
- *Design streets more comprehensively*

Environment

- *Preserve environmental features*
- *Promote green buildings*
- *Reduce storm water impacts*

Infrastructure

- *Avoid too many curb cuts*
- *Examine current and future traffic*
- *Design for multiple transportation modes*
- *Keep pace with municipal services*

Pedestrian scale

- *Lack of pedestrian connections*
- *Provide access between development areas*
- *Roads not pedestrian friendly*

Land Use

- *Provide mix of uses, but maybe not regional retail destination*
- *Provide convenience retail for employees and residents*

The Steering Committee took the comments, and suggestions from the stakeholders into consideration while developing a "concept plan" for the area with the ideas of developing a "Place-based Design" that encompasses multi-modal transportation methods and various land uses. Several different scenarios were developed by the consultants, evaluated by the Steering Committee and redefined into the recommended Concept Plan.



PLANNING COMMISSION MEETING DECEMBER 13, 2011

The Steering Committee presented a “concept plan” on the subject property to the Planning Commission and several members of Village Council. The presentation consisted of the following:

- *Existing land conditions such as terrain and slope Analysis;*
- *Travel times from the central site to areas in Northeast Ohio;*
- *Existing zoning;*



- *Current street conditions and walkability;*
- *Conceptual Plan evolution;*

The Overall Concept Plan for the areas included components of:

- *Various forms of transportation (roads, pedestrian, and public transportation)*
- *Intersections improvement ideas;*
- *Needed upgrades to bridges;*
- *Potential additional development; and*
- *District amenities and enhancements such as public art, gateway improvements, and public spaces.*

After a short discussion by the members of Planning Commission, it was agreed that the plan would be presented to the original Stakeholder Group at a meeting on February 1, for further comment and input.

STAKEHOLDER GROUP FEBRUARY 1, 2012

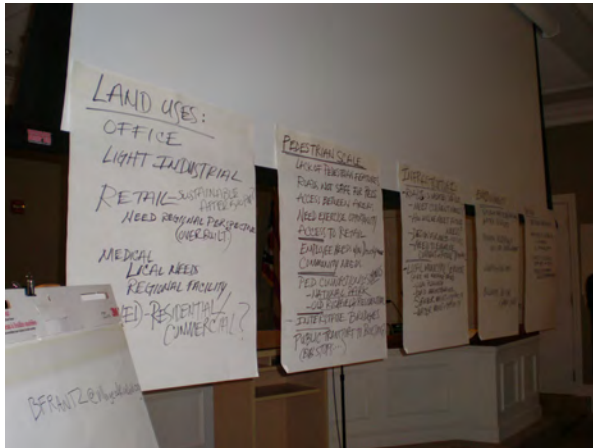
The original Stakeholders Group that met in September was reconvened in order to review the Concept Plan as developed by the Consultants and Steering Committee. Specifically, the Concept Plan centered on the following major ideas:

- *A Road Network;*
- *Sketches of various improvements to the Wheatley / Kinross Intersection;*
- *A Public Transportation Network;*
- *A Bicycle Network;*
- *A Pedestrian Network;*
- *Review of the limitations of the three bridges that connect into the area;*
- *A development footprint for future development;*
- *Various amenities that will enhance the aesthetics in the overall district; and*
- *District storm water management and green infrastructure.*

The Stakeholder Group divided into small groups for further discussion and input on each of the components of the Concept Plan. The Steering Committee evaluated the comments presented at the meeting and revised the plan as appropriate.

PLANNING COMMISSION / VILLAGE COUNCIL MEETING FEBRUARY 14, 2012

The Steering Committee presented the final Concept Plan for the study area to the Planning Commission and several members of Village Council. The group reviewed all aspects of the plan as listed above. Village officials offered some additional comments, but overwhelmingly, agreed that the plan was realistic and achievable for the Village. The Consultants and the Village stated they will finalize the plan and prepare the final report to be submitted to AMATS and the Village.





Proposed Concept Plan

- WHEATLEY DEVELOPMENT AREA**
- mixed use development
 - 305,000 sf office
 - 80,000 sf hotel
 - 41,000 sf retail
 - 82,000 sf residential
 - green infrastructure
 - porous pavement at parking lots
 - bio-swailes
 - naturalized landscapes

- WALKING TRAIL**
- gazebo

- OVERLOOK STRUCTURE**
- gazebo

- BRIDGE IMPROVEMENTS**
- widen to allow 14' multi-purpose lane

- BRIDGE IMPROVEMENTS**
- widen to allow 14' multi-purpose lane

- VISITOR CENTER**
- low impact development
 - structure
 - parking lot
 - orchard
 - public art / focal point

- INTERSECTION IMPROVEMENTS**
- new landscaping

- INTERSECTION IMPROVEMENTS**
- new 4-way lighted intersection
 - pedestrian crosswalk pavement
 - landscape boulevard improvements

- PUBLIC TRANSPORTATION**
- public transit waiting structure

- PROPOSED OFFICE EXPANSION**

- ROAD IMPROVEMENTS**
- sidewalks
 - unified landscaping

- PROPOSED RELOCATED GAS STATION**
- allow full turning movements

- GATEWAY FEATURE**
- visual art element
 - relocate gas station

- I-77 GATEWAY / INTERSECTION**
- gateway feature
 - new landscaping
 - improved interstate signage
 - new dedicated right turn lane

- BRIDGE IMPROVEMENTS**
- 5' wide bike lanes - east & west bound lanes
 - fence

- PROPOSED HOTEL**
- 145 rooms
 - 10,000 sf. banquet / conference/ restaurant

- WHEATLEY ROAD IMPROVEMENTS**
- widen to 5 lanes
 - 5' wide bike lanes - east & west bound lanes
 - landscaped boulevard

- KINROSS INTERSECTION IMPROVEMENTS**
- pedestrian crosswalk pavement
 - landscape boulevard improvements

- PROPOSED DISTRICT STORM WATER AREA**
- tiered constructed wetlands
 - fountain
 - boardwalk
 - walking trail
 - naturalized meadow planting

- CENTRAL GREEN**
- focal point
 - public common green

- PROPOSED NEW ROAD**
- 2 lanes (24' pavement)
 - sidewalk

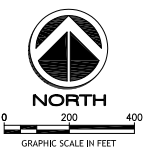
- EXISTING STORM WATER BASIN**
- naturalize edge

- CONSERVATION AREA**

- PROPOSED NEW DEVELOPMENT AREA**
- light industrial / office

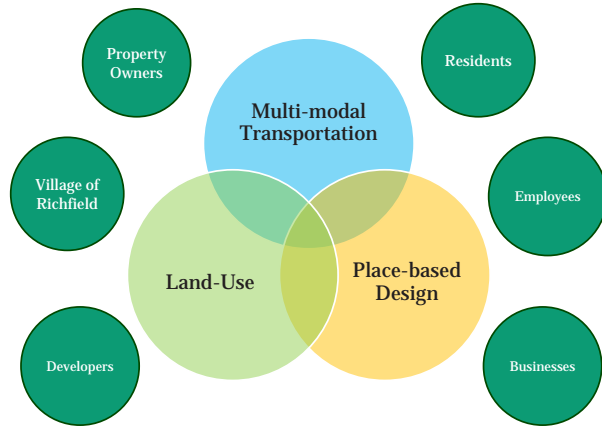
- CONGRESS PARKWAY IMPROVEMENTS**
- new sidewalk
 - unified landscaping

- SOUTHERN GATEWAY**
- entry sign & gateway element
 - boulevard & plantings
 - pavement change for pedestrian crosswalk



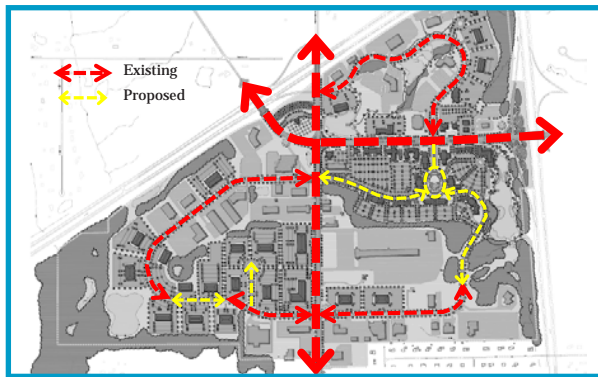
PROPOSED CONCEPT PLAN

Concepts for development in the district centered around three components: Multi-modal Transportation, Land Use and "Place-Based" Design.



ROAD NETWORK

Wheatley Road – The current four lanes are projected to be sufficient to carry the existing and proposed traffic. However, the current conditions do not foster a pedestrian feel because of the width of pavement. Adding a boulevard and additional turn lanes at the Kinross intersection provides the opportunity to create a visual amenity to the district by providing landscaped islands. This would discourage additional curb cuts on Wheatley and would allow cross lane turns at the Kinross



intersection. The boulevard could be similar to what the City of Brecksville has created on SR 82 west of Brecksville Road. The current curb-cut at the Sunoco gas station adjacent to the southbound exit ramp is a safety concern. In addition, left turn movements coming out the McDonald's is also a challenge at times. The reconfiguration would require right-in and right-out turning movements. The intersection of Wheatley

Road and Kinross could also be incorporated with safety crossing improvements such as specialty paved crosswalks.

Brecksville Road – The current configuration of two lanes with turn lane and unpainted wide shoulders are currently adequate for traffic volume. We are recommending no changes at this time. However, future 2035 projections from AMATS based on additional commercial and office use could affect the level of service in the district. Widening may be required to accommodate additional lanes.

Highlander/Congress Parkway Connection – There are already plans to extend Highlander Parkway to connect to the western section of Congress Parkway. This will provide an additional access point on Brecksville Road and mitigate traffic congestion during peak rush-hour times as well provide additional access for safety forces.



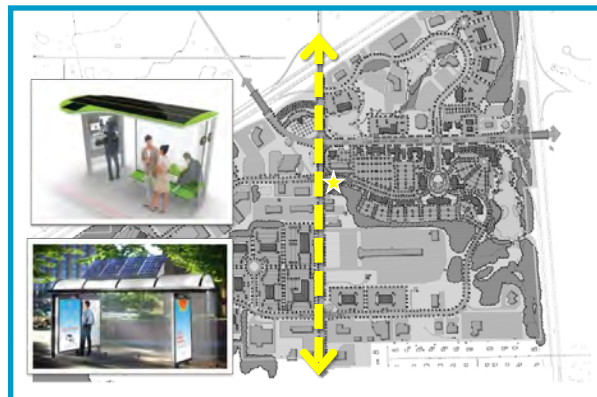
Proposed Extension of Congress Parkway/Highlander Parkway

South-of-Wheatley Road Extension – The comprehensive development of the parcels south of Wheatley Road would allow for an effective road network. First would be the connection from the south on Congress Parkway north to



Proposed Extension of Congress Parkway to South of Wheatley Area

a connection at the Kinross intersection on Wheatley Road. This would, again, help with district-wide traffic flow, provide additional access to the parcels on Wheatley, and increase value for a comprehensive development. A fear of using this as a cut-through from Brecksville Road could be mitigated by limiting weights (trucks) or putting in a round-a-bout or traffic circle. An additional road could parallel Wheatley Road at the back of the parcels and connect at the signalized intersection of Highlander Parkway and Brecksville Road. These two roads provide value to this area by allowing development to take advantage of the entire parcel and not just the land adjacent to Wheatley Road.



Public Transportation Route

PROJECTED TRAFFIC COUNTS

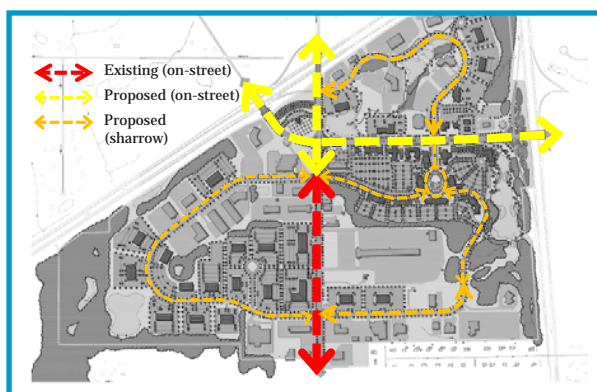
The projected traffic counts assume 600,000 square feet of office space would be built which would result in an increase of 2500 employees at peak times in the morning and evening hours.

Highway	Location	2035 Adjusted Volume
Brecksville Road	South of SR 176	15,273
Brecksville Road	Between SR 176 and I-271 ramp	10,493
SR 176	West of I-77	12,715
I-77	Ghent to Wheatley Rd.	76,040
I-77	Wheatley to I-271	77,640
I-77	I-271 to Brecksville Rd.	70,220
I-271	Medina County line to Brecksville Rd.	43,220
I-271	Brecksville Rd. to I-77	39,120

Projected Traffic Counts (Source: AMATS)

BICYCLE NETWORK

Brecksville Road currently has widened shoulders south of the district. We recommend that the Village formally stripe the lanes as dedicated bike lanes and add appropriate signage. Additional work would be required closer to the Wheatley Road intersection. Widening the road is required to accommodate a five-foot bike lane. In addition, the proposed improvements on Wheatley Road include a five-foot bike lane in both directions. At all the bridges, bike lanes would be constricted. It is recommended that the Village work with ODOT on any planned improvements to the bridges on Wheatley, Brecksville, and Broadview Roads that accommodation for pedestrians and bike lanes be incorporated into the improvements. Highlander and Congress Parkways should be signed and striped as 'sharrows', or shared use roads. Bike facilities such as bike racks, lockers, and changing facilities should be encouraged in the district.



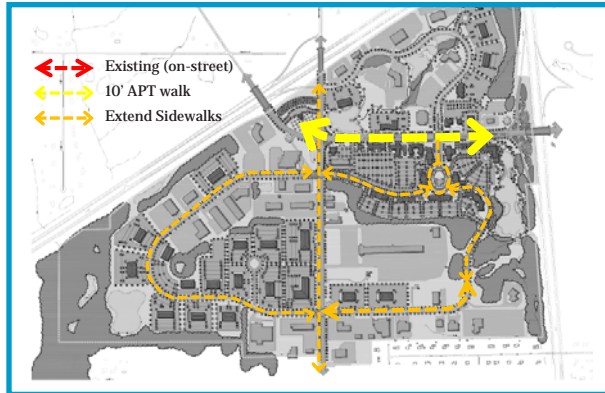
Public Bicycle Network

PUBLIC TRANSPORTATION NETWORK

Access to the district through public transportation is important in providing additional options for workers in the district. While this may be a small percentage of workers, the ability to serve companies was noted by some business owners as important. With limited public transportation routes, we would recommend, at a minimum, creating a formal transit waiting environment (bus stop) that could provide a sheltered environment for workers that utilize public transportation. The most logical place for this would be as close to the intersection of Brecksville Road and Wheatley Road as it is the most centrally located area in the district allowing pedestrians access to the greatest number of businesses within a ¼ mile walk.

PEDESTRIAN NETWORK

The district currently lacks a sense of scale that encourages pedestrian use. The lack of pedestrian connections and distances between development area such as Kinross and



Public Pedestrian Routes

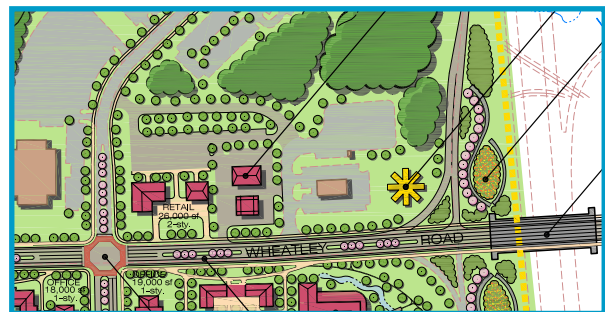
Stonegate only reinforce this perception. Improvements should be made to encourage safe access along the major spines – Brecksville and Wheatley Roads. Sidewalks are proposed on Wheatley Road including a 10’ all-purpose trail (widened sidewalk) on the southern side of Wheatley Road. All roads should incorporate sidewalks to allow people to circulate in the district. Special pavement crosswalks should also be incorporated at intersections of Kinross/Wheatley, Congress/Brecksville, and Highlander/Brecksville including signage and pedestrian traffic signals. Comments from the existing businesses note that the increasing focus on employee health suggests that opportunities for walking would be valuable. In addition to the sidewalk network, additional trails could be incorporated at Kinross around the development with special opportunity at the

pond. Also, south of the Wheatley development area suggests additional trails around the eastern portion of the development could also be incorporated. Sidewalks should connect all bridges in anticipation of accommodation for pedestrians.

Pathways, sidewalks, and trails should be extended into the adjacent neighborhoods to promote better multi-modal connections.

PROPOSED LAND USE

Kinross Area – Kinross development area is mostly built-out. The development has a few footprints that may be developed allowing for two to three additional corporate office complexes. The current business/corporate user is matching with the overall district use and should be encouraged to continue. The southern edge of the development area along Wheatley Road, near the existing McDonald’s, needs to be



Wheatley Development Area

Office	305,000
Hotel	80,000
Retail	41,000
Residential	82,000

Kinross Lakes Development Area

Office	200,000+
Retail	26,000

Highlander/Congress Development Area

Office	450,000
Lt Ind/Office	250,000+/-



slightly reconsidered. With anticipated increased traffic volume, the proposed boulevard, and safety concerns limiting curb-cuts should be supported. Because of these issues, it is recommended that the Village work with the current owners of the Sunoco gas station to relocate to the west of the McDonald's. This would also allow for a more modern and competitive larger facility. In addition, a road connection to Kinross Parkway should be incorporated to allow vehicles to make left turns at the signal at the Kinross and Wheatley intersection since the proposed boulevard would prevent left turn movements. Limited retail could be incorporated in this area per the development and zoning agreements between the developer and the Village.

Highlander/Congress Parkway Area – CAM continues to develop the Stonegate development. Highlander has been extended to accommodate additional office and light industrial users. It is anticipated that Highlander will eventually be extended and connect with Congress Parkway. These uses are supportive of the image of the district. The area on Congress Parkway west of Brecksville Road is currently providing access to light industrial and trucking facilities. These businesses are, according to some of the business owners, profitable and maximizing the value of the area. The Village does need to explore whether this use should be encouraged long term or if continuing the office and light industrial use extending from Stonegate would provide the land owners a higher and better use. However, with limited market demand to absorb the amount of development identified in the plan, redevelopment in this area may be a very long prospect.

Congress Parkway Area – East of Brecksville Road on Congress Parkway has a mix of industrial, trucking, and office buildings. Some of the existing facilities are vacant or do not currently meet modern needs of uses. Redevelopment should be encouraged in this area. Light industrial is the most appropriate use for this area. Connecting Congress Parkway



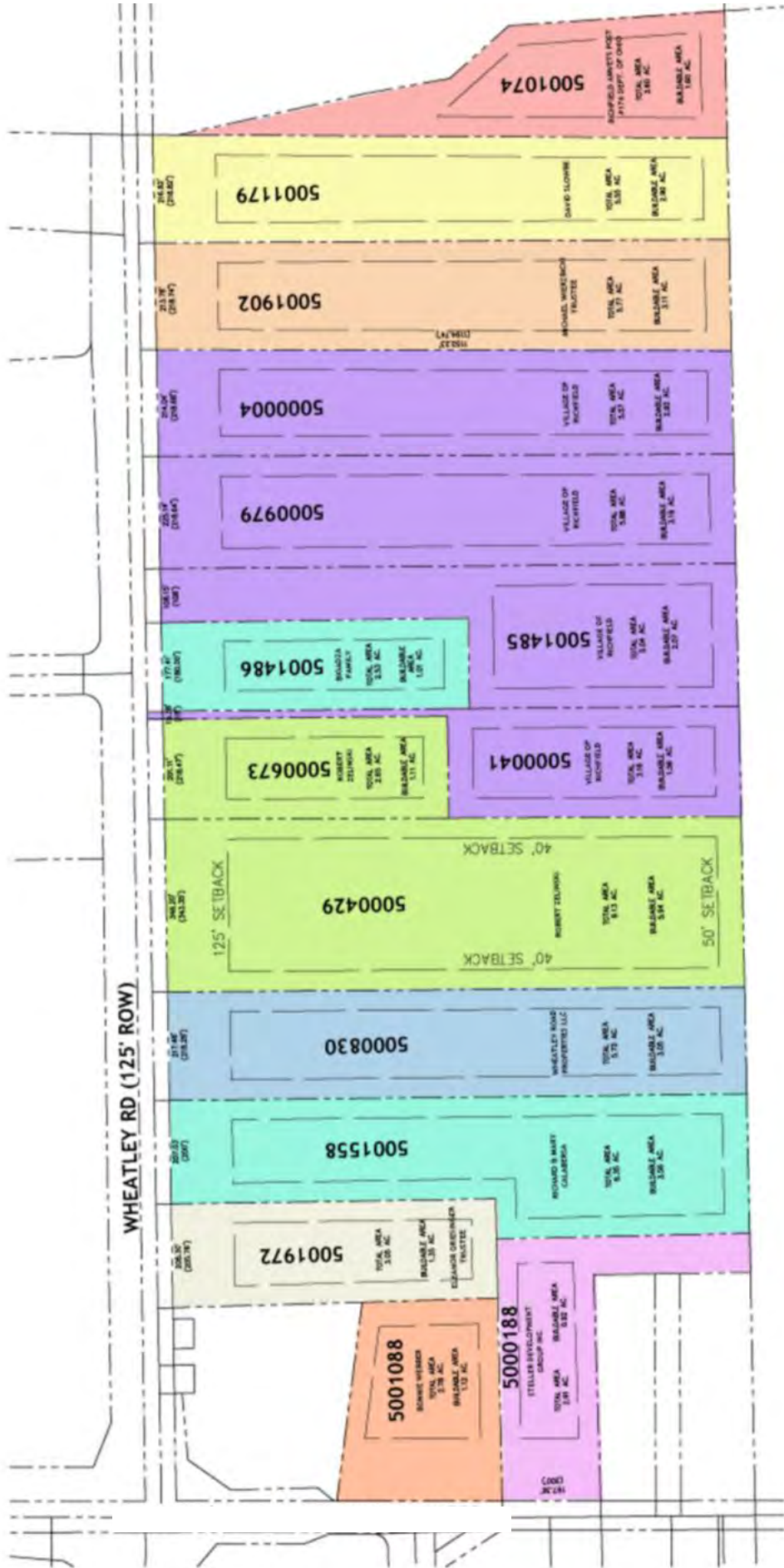
Proposed Congress Parkway/Highlander Parkway Area

with the South-of-Wheatley development will provide additional value for the area and may improve land values.

South-of-Wheatley Area – The largest undeveloped part of the district is the 14 parcels that stretch from I-77 to Brecksville Road. There are currently 11 land owners of which the Village of Richfield is the largest with 19.45 acres. Current uses include residential, light industrial, landscaping companies, and some vacant parcels. The general shape of the lots is around 200' wide by 1150' deep. The narrowness and deepness of the parcels create inefficiencies for traditional commercial developments. As individual development, lots would create multiple curb cuts with small development footprints at the front of the lots and unusable space in the rear. Each development footprint would require their own parking and storm water management area. The plan suggests that a higher value would be created for all land owners if they were to develop this area as a collective development. This would provide the ability to create more desirable commercial buildings. An internal road network as described previously, would allow the entire development area to be used to allow for a more effective and efficient use of land including shared parking, unified storm water management area and development amenities that could not be incorporated into individual lots. The consultants prepared three different scenarios from traditional pod development to internal 'main street' development styles.

The preferred development scheme pushed buildings to the front of the development creating a presence along Wheatley Road and integrating the multi-modal improvements along Wheatley Road. A unified development would reduce the curb cuts to two major lighted intersections at Kinross/Wheatley and Highlander Parkway/Brecksville Road. The stakeholders, public and planning commission members noted that they did not see this area as a regional retail destination. The most common use agreed was for continuing the theme of creating a high-tech business district with additional corporate office buildings and limited "support" retail businesses such as restaurants, and convenience stores.

There was additional support for allowing some type of residential. While there was not a complete agreement what that may be, it was agreed that apartments and single family housing would not be appropriate. There was support for residential over retail. Other uses such as senior housing or assisted living was mentioned but disagreement on the market of that use in this location. Regional hotel was also identified as a potential use assuming that it had visibility to the interstate. In the end, it was determined that some mix of land uses is what should be supported. The plan currently shows a mix of



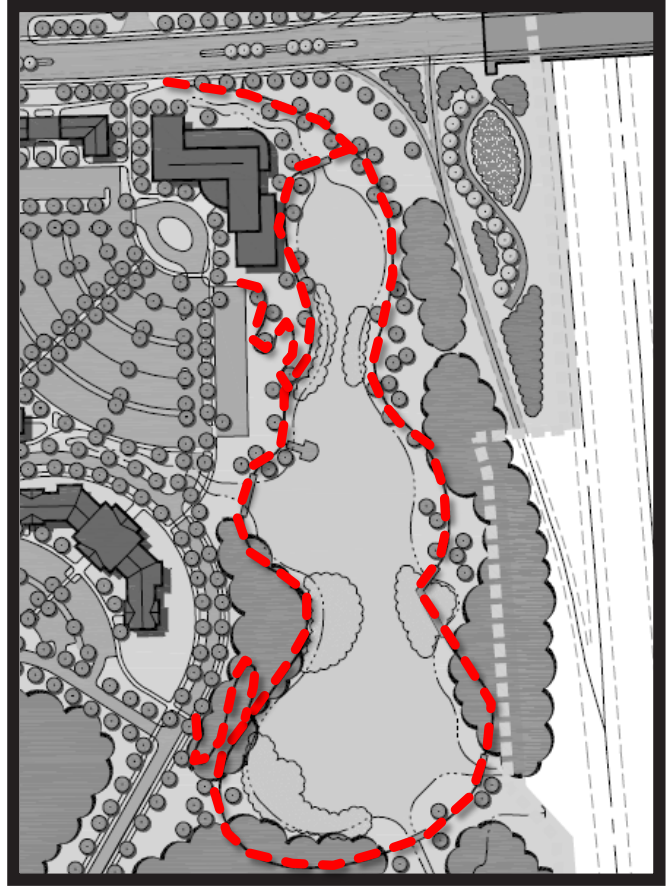
EXISTING PROPERTY PARCEL OWNERSHIP



**PROPOSED SOUTH OF WHEATLEY
DEVELOPMENT AREA**

REGIONAL STORM WATER MANAGEMENT AREA & TRAIL

300,000 SF (60%) of office, 80,000 SF (16%) hotel, 41,000 SF (8%) of convenience retail, and 82,000 SF (16%) of residential. Further discussions with the planning commission will be needed to determine the appropriate mix.



OPPORTUNITIES FOR INTEGRATING PUBLIC ART

The appropriate use of land at the intersection of Broadview / Brecksville and Wheatley Roads was discussed by both the Steering Committee and the Stakeholder Group. Because of the small size of this parcel, the limited access at this intersection, and sight distances, discussion about this triangular piece of property, centered around a possible location for "Public Art" as a gateway or entrance into the area of this study. Public Art is used to create a "sense of place" or ambiance of a specific genre. Public art can include monuments, sculptures, architectural designs, fountains and other such artifacts that have a significant meaning to the community. It is usually best that the local government owns the property and thus would be responsible for maintenance and upkeep of the

art form. It would also be important that there is suitable accessibility for the general public to look at or study the art. In recent years, public art has increasingly begun to expand in scope and application in response to creatively engaging a community's sense of 'place'. At the present time, the Village does not own this parcel and thus would need to acquire it or obtain an easement to install an object of public art that appropriately represents the area.



POND OVERLOOK

Located on the northeast corner of the Wheatley / Brecksville Road intersection is an existing pond that is suitable to create an "overlook" with a gazebo extending into the water for viewing which could connect to the proposed multi-purpose trail. It was discussed at the various meetings about the potential to build an office building with a restaurant overlooking the water. This type of development is another way to create a 'sense of place' that combines the natural features of the area in a business environment. This would also create an opportunity for use outside the traditional business hours, in the evenings and weekends.

While this section is part of the Kinross Development, it is adjacent to the subject area and can enhance both developments. There is ample land adjacent to the pond to build an office building that could also take advantage of the trail, water and highly visible intersection.



Green infrastructure is an approach that communities can choose to maintain healthy waters, provide multiple environmental benefits and support sustainable communities. Unlike single-purpose gray storm water infrastructure, which uses pipes to dispose of rainwater, green infrastructure uses vegetation and soil to manage rainwater where it falls. By weaving natural processes into the built environment, green infrastructure provides not only storm water management, but also flood mitigation, air quality management, and much more. (USEPA)

Zoning, building codes and development agreements would need to be amended to allow for this approach. When a development is proposed, green infrastructure standards would need to be the norm and not the exception. Policy Guidelines, Design Guidelines and other Guidance Documents for new and re-development projects should be created by the Village in order to ensure that green infrastructure techniques were being utilized. The USEPA and OEPA have

many samples available for use by local governments. They also offer grant programs to assist in the cost of implementation such as the Section 319 Non Point Pollution Funding and the Surface Water Improvement Fund.





Recommendations

RECOMMENDATIONS

There are several recommendations and next steps that the Village should consider undertaking in order to make this plan a reality.

1. Engage Partners

- a. Review plans with area developers to seek insight on marketability and mix of land uses for the study area.
- b. Continue discussions with land owners to aggregate properties in order to maximize development value.
- c. Engage a consultant to prepare a retail and office market analysis to better understand these markets and their development potential
- d. Prepare a marketing package for the potential for the vacant lands on the south side of Wheatley Road.
- e. Issue a Request for Proposal (RFP) to ascertain development interest for the south side of Wheatley Road, working with land owners and village officials.
- f. Engage potential education and health care organizations to consider locating satellite facilities in the project area.

2. Zoning Review

- a. Consider creating a new zoning district for the South of Wheatley Road property that could include a Planned Unit Development (PUD) or overlay district that would allow a density bonus over underlying zoning to encourage existing land owners to aggregate the land to build additional value for property. Overlay districts uses existing zoning but allows for stringent design guideline that would provide additional protection and oversight from the Village.
- b. Elements in this district could include:
 - Design guidelines and land use regulations;
 - Access management to limit curb cuts;
 - Density bonuses for green building and green infrastructure;

- Regional storm water management ; and
- Public amenities such as plazas, trails, and public green spaces.

3. Infrastructure Improvements

- a. The Village should consider striping bike lanes on Brecksville Road from Everett Road to Highlander Parkway to encourage users and to improve safety.
- b. Continue working with AMATS to finance roadway improvements for Wheatley and Brecksville Road improvements to include bike lanes, all-purpose trails , and boulevard features.
- c. Coordinate existing and future traffic signals to ensure manageable traffic flow.
- d. Begin to plan for enhancements to the bridges in and adjacent to the study area by working with Ohio Department of Transportation (ODOT) to understand bridge replacement/repair timelines ensure any improvements include multi-modal features.
- e. Design standards for a “Gateway” into the project area and with unique features that identify the area and the relationship to the Village. Engage ODOT to design and plan for gateway landscaping at ramp areas on I-77 and I-271.
- f. Support the extension of Highlander Parkway to connect Congress Parkway as development occurs in the area.

4. Financing

- a. Develop a strategic funding plan to leverage local funds to implement proposed improvements.
- b. Investigate tools such as Tax Increment Financing/ Business Improvement Districts to develop a revenue stream to pay for improvements.
- c. Keep abreast of state funding for road improvements such as the Ohio Department of Development 629 funds to assist with internal road infrastructure improvements when new jobs are proposed for the area.

- d. Continue working with AMATS on Transportation Enhancement (TE) and Surface Transportation Program (STP) funds for various improvements.
- e. Develop private-public partnerships when appropriate, to build leverage for grants and other monies available.

5. Site Specific Recommendations

- a. Begin a dialogue with the owners of the Sunoco Gas Station, McDonald's Restaurant and Kinross Business Park to consider relocating the gas station location to the west of current McDonald's property in order to improve the overall traffic flow of the area.
- b. Collaborate with land owners to consolidate property on the south side of Wheatley Road to create a single development area that will generate the highest value for land owners and a competitive development opportunity for the parcel.
- c. Extend Congress Parkway connecting Highlander Parkway and Congress Parkway.

6. Amenities

- a. Design standard signage and "wayfinding" standards for the project area.
- b. Select lighting standards for district that will also be imposed for all new development or construction and replacements.
- c. Develop a plan for "critical" landscape areas – gateway, boulevard, and key intersections (Wheatley/Brecksville); prioritize these areas and identify a funding plan.





Funding Strategies

FUNDING STRATEGIES

Communities must always be aware of available funding for capital projects and take advantage when they are available. The first and usually the most difficult step is having a realistic and practical plan with projects clearly identified and justified. This document can be used as the first step in the planning process which will give the Village of Richfield an advantage for competitive funding.

The first step in developing a funding strategy is to prioritize the recommendations outlined in this document and to ascertain a reasonable cost estimate. Once the priorities for these initiatives are established, funding plans can be developed for each of them. It is very likely, that the funding stream will be different for each recommendation.

Tax Increment Financing TIF - One source of revenue to help pay for public infrastructure may be generated from a non-school Tax Increment Financing Program (TIF). This program allows property taxes, outside of the public schools share, to be diverted to the Village to pay for infrastructure improvements. The program is outlined in the Ohio Revised Code Sections 5709.40 - 5709.43 for municipalities. There is a section of the TIF laws that allow for all property taxes, outside of existing taxes, be used to pay for a specific project, including the schools portion based on the specific project. This funding strategy would need to be discussed at the time a project is proposed to the Village. Using this part of the TIF laws would require officials of the Revere School District to approve the project.

Special Improvement District (SID) - Another method for funding is a Special Improvement District (SID) allowed by the Ohio Revised Code for communities to pay for a capital improvement. ORC Section 1117.02 allows property owners to pay an additional tax or fee designated for specific services or improvements within the district's boundaries. Property owned by government and churches is exempt unless representatives of these properties request in writing to be included. The SID enables a community, neighborhood, or business district to tax itself for specific improvements and services. A SID can capture the energy of property owners motivated to make community improvements, and can provide benefits to the community-at-large with no additional financial burden to local government coffers.

Impact Fees - The Village should also look into the possibility of establishing dedicated revenues that may not be imposed currently such as development impact fees. This revenue can be deposited into a dedicated fund, established by Village Council, to pay for improvements identified in this report. One local community has established a \$400 per sub lot development fee that is dedicated to the Recreation Fund. These funds then pay for a specific project approved by the community. The City of Portland, Oregon has imposed a tier impact fee schedule to pay for parks and other recreational capital projects.

Admission Fees - Many communities also use revenue generated from travel and tourism activities as a dedicated revenue source for projects like these since they will bring people to the Village to utilize their businesses, restaurants and other retail operations. This fee might be appropriate based on the specific type of project that is located in the area.

Ohio Department of Development - The Ohio Department of Development offers many grant programs to communities who can assist private development with job creation. One of those programs is entitled the 629 Roadway Grant. This program assists a public/private development to build roadways that will open parcels for development based on the number of jobs created over a specific time period.

The Office Tax Incentives (within the Dept. of Development) is responsible for managing the state's business development tax incentive programs and overseeing the administrative performance of various local property tax incentive programs. The Job Creation Tax Credits, Business Tax Credits and Community Reinvestment Areas are only a few of the programs that can be offered to appropriate projects. The Department also offers low-interest loans for the purchase of land, development, construction, related costs of equipment and technology.

Ohio Department of Natural Resources - There are two state grant programs available to communities for trails and pedestrian walkways, both sponsored by Ohio Department of Natural Resources (ODNR), called Recreational Trails and Clean Ohio Trail Fund. The monies are used to fund routes or trails that are in alignment with the state of Ohio's priorities. Those recommended routes that qualify for this program should be identified so that the preliminary work of the grant application

can be done well in advance of the annual deadlines, which has been February 1 in past years. Many times, a community must submit these grant applications more than once to receive funding, however, the grants are for 75% or 80% of the project, which is a significant amount.

AMATS - Akron Metropolitan Area Transportation Study is Summit County's Metropolitan Planning Organization, who is responsible for managing federal transportation money. This organization manages federal money that is used to enhance various forms of transportation throughout our region. Two of the programs they manage are: Transportation Improvement Program (TIP) and the Transportation Enhancement (TE) funds. Both these programs can be used for future development in this area.

Private Foundations - Other sources of funding may be secured from private foundations that have an interest in the Richfield community and/or promoting one aspect of the multi-modal system such as bicycling and bike routes. For example, a national organization entitled Bikes Belong funds trails and programs that encourage bicycling at all levels. Private foundations have stated missions and purposes for their funds. Most are interested in public projects that enhance the quality life of the populace. Information on private foundations can be found in the Foundation Center Library located in downtown Cleveland.

source of POTENTIAL REVENUE	program NAME	FOCUS
AMATS	Transportation improvement Program	The Community can work with AMATS to meet requirements so the specific plan can be placed on their prioritized list of federal - aid highway, transit, bicycle and enhancement projects in the 5-county region. This program is the implementation tool of the long-range plan for AMATS and as projects get closer to implementation, they are palce on the TIP to secure federal funds.
Summit County Engineer's Office	Road Improvement	Funds are available for work on county roads including road and bridge construction plans; bridge inspections, project planning; environmental research; construction management; road and bridge maintenance; traffic studies; vehicular counts; geodetic surveys; and tax map revisions. Funds are from: Ohio Vehicle Registration Fee, COunty Permissive Motor Vehicle License Tax, State Gasoline Tax and available Federal Highway and Bridge Funding.
Local Funds	Development Impact Fees	Impact fees vary for each community. These fees can range from a one-time fee for new development of a set amount of money to a tiered system based on the impact to the community. The City of Portland, Oregon recently imosed a System Development Charges, of SDC's, which are one-time fees assessed on public infrastructure (such as water, transportation, and parks) needed as a result of new development. SDC's help ensure that growth pays for the need it creates, and is a key piece of a balanced funding strategy. The City imposed a tiered fee structure to pay for park improvements.
Local Funds	Special Improvemnet District	The Ohio Revised Code allows local business to work together to create a Special Improvement District wherein businesses agree to tax themselves in order to pay for a service or improvement that the local government cannot afford. Ohio Revised Code Section 1710.02 is the enabling authority for municipalities.
Local Funds	Tax Increment Financing	Tax Increment Financing (TIF) is a tool that uses future gains in taxes to finance current improvemnts that will create those gains. When a public project (e.g, sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing typically occurs within the designated Urban Renewal governing body. ORC Sections 5709.40-5709.43 outlines specific requirements for municipalities.

source of POTENTIAL REVENUE	program NAME	FOCUS
ODNR	Clean Ohio Trails Fund	The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Up to 75% matching State of Ohio funds are reimbursed under Clean Ohio Trail Fund. All projects must be completed within the 15 months from the date that they are signed into contract. Eligible projects include: Land acquisition for a trail, trail development, trailhead facilities, engineering and design. (pleas note: Funding for this program has been postponed at this time)
ODNR	Recreation Trails Fund	Eligible project include development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usages; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trail.
ODOT	Multi-Modal Planning	Funding for paved shoulders; restriping roads to create wider lanes; building sidewalks and trails; installing traffic calming and marking crosswalks or on street bike lanes as part of new highways or roadways.
ODOT	Transportation Enhancement Program	<p>The Transportation Enhancement Program provides funds for projects that enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of transportation infrastructure. Primary project categories are Historic and Archeological, Scenic and Environmental, and Bicycle and Pedestrian.</p> <p>The program provides up to 80% of costs for construction only. Right of way acquisitions costs are only allowable for specific qualifying activities (acquisition of historic sites, scenic easements, and abandoned railway corridors). Applicants must commit to a 20% cash match for construction, which must be currently available and readily accessible.</p>
BIKES BELONG inc	Community Partnership Grants	These grants are designed to foster and support partnerships between Village or country governments, non-profit organizations, and local businesses to improve the environment for bicycling in the community. Grants will primarily fund the construction or expansion of bicycle facilities such as bike lanes, trails, and paths, The grants committee will also consider advocacy projects that promote bicycling as a safe and accessible mode of transportation.
PRIVATE BUSINESSES	Various	Many businesses are willing to partner with the community to fund projects such as the creation of bicycling routes to encourage their employees to exercise and improve their health.
PRIVATE FOUNDATIONS	Various	Variety of private and independent foundations are available that have an interest in the well-being of the Richfield Community who may be willing to support a project for the greater good of the community.

FUNDING SOURCE WEBSITES

INITIALS	FULL NAME & WEBSITE
AMATS	Akron Metropolitan Area Transportation System www.amatsplanning.org
CBDG	Community DevelopmentBlock Grant www.hud.gov/offices/cpd/communitydevelopment/programs
CDFA	Catalog of Federal Domestic Assistance www.cfda.gov
DOPWIC	Dept. of Public Works Integrating Committee www.pwc.state.oh.us
FC	Foundation Center www.fconline.foundationcenter.org
HHS	Health & Human Services www.hhs.gov
HUD	Housing & Urban Development www.hud.gov
ORC	Ohio Revised Code www.ohio.gov
ODNR	Ohio Department of Natural Resources www.odnr.state.oh.us
ODOD	Ohio Department of Development www.odod.state.oh.us
ODOT	Ohio Department of of Transportation www.odot.state.oh.us
OEPA	Ohio Environmental Protection Agency www.epa.state.oh.us
OMB	Office of Management & Budget www.whitehouse.gov/omb
COSE	Summit County Engineer's Office http://engineer.co.summit.oh.us
USDA	US Dept. of Agriculture www.usda.gov
USEPA	US Environmental Protection Agency www.epa.gov



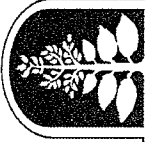
Appendix

Richfield Crossroads Charrette Meeting Agenda

September 7th 4-6pm

- I. Greeting and project introduction - Mayor Lyons (4:05-4:10)
- II. AMATS: "Connecting Communities" Planning Grant goals – Curtis Baker (4:10-4:15)
- III. Project introduction & site analysis (identified issues) – FBG Team (4:15-4:30)
 - a. *[Powerpoint – land use maps from Comp Plan, photos]*
- IV. Group exercise - identifying issues – FBG (4:30-5:00)
 - a. Facilitator: Peggy Spraggins
 - b. Scribe: Mayor Lyons
 - c. *[Post-it boards & markers – FBG]*
- V. Prioritize/balancing issues small group exercise – FBG (5:00-5:20)
 - a. Have individuals list their issues.
 - b. Any issue that was not addressed in the group exercise?
 - c. How do we think about prioritizing these issues? What values do we use? What considerations? What does success look like?
 - d. Any issue that was not brought up?
 - e. *[Small-group facilitator/paper & pens]*
- VI. Conceptual idea development exercise – FBG (5:20-5:40)
 - a. *[Small-group facilitator/paper & pens, color markers]*
 - b. *[30x42 maps of super region, regional context, site area]*
- VII. Group Recap – FBG (5:40-6:00)
 - a. *[facilitator recap]*

Priority Questions

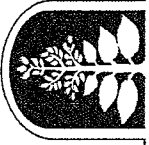


Meeting Sign-in Sheet

Meeting: Richfield Crossroads Committee Public Meeting
 Host: _____ Date: Sept 7, 2011 Time: _____

Attendees

Name (Print Please)	Email Address	Department / Organization	Phone Number
KEER BACON	KEER.BACON@ACCOMMODATE.ORG	Metrol RTA	570-564-2289
Laura Risdan JOHN CIOCKEVICH	laura.risdan@ohioattorneygeneral.gov	Ohio SCI Councilman - Richfield	330-659-4600 330-659-9893
BILL FEYH GREGG CRAMER	WIREFEY@PESCO.COM CRAMER@GREATERKAKRON	GEFHQA	330-245-2630 x13
BOB DEAG	CHAMBER.ORG		330/237-1213
ROD ZELIWSKI	BDEAG@DEAF.Cam		330-455-2153
MIKE WIERBICKI	9084 WHEATLEY 3974 WILSON ST		330-659-9052 330-659-3325
DAVE WYATT	3055 BAYST 44286	RICHFIELD SW JUSTICE	330-659-4700
JAN PARADISE	JanParadise@SummitEngineering.com	SRP	330-643-8105
CONNIE KROUSS BRAN UMENOR	CKROUSS@SUMMITOH.NET bwagner@ccgenenergy.com	SCDOD CCG	330-643-2893 330-659-3120
Laura Risdan RON COILL	laura.risdan@ohioattorneygeneral.gov ron.coill@econnection.com	Peace Officers Training econnection/RESIOFOR	330-659-4600 330-523-1830
MAC BIGGAR JERRY RETRA	mbiggar@chartwalkgroup.com JERRY@RETARCACTORS.COM	Continued Group	216-839-2020 530-657-2200



Meeting Sign-in Sheet

Meeting:		Date:	Time:
Host:		Attendees	
Name (Print Please)	Email Address	Department / Organization	Phone Number
KEVIN SKERL	KEVIN_SKERL@NPS.GOV	NATIONAL PARK SERVICE	330-650-5071x4
Charles Boester	chb@case.edu	Village of Richfield P+Z	330-659-2445
D. Colp		GUARDIAN FOREST	330.659-7200
Bill Snyder	bill.snyder@natl.com	National Interstate	330 659 8900
MARY CALBERSA	MAEYCALBERSA@JUNO.COM	LANDOWNER	216-52-4507
Joe Hardley	jhardley@netcuplanning.org	Agency-AEFCD	330-252-0337
JOE SICKAEN	SICKAEN@SSWORLD.COM	AMUETS	330-807-0688
DICK RAUCH		AMUETS	330-659-6490
EMILY HUNNINGER		RESIDENT	201.320.9321
JOEY VIZANKAR	A.VIZANKAR@DOT.STATE.MD	DOT, D-4	330-786-2200
LORIE FEUNOVE	LORIE.FEUNOVE@dot.state.md.us	DOT D4	330-786-4810
PAUL JOHNSON	PAUL.JOHNSON@oeconnection.com	OE CONNECTION	330-525-1820
Chris Beelle	christian.beelle@schurb.com	Charles Schurb	330-908-9598
JEFF MACKBOE	JEFFM@DAMN.COM.P.COM	DAM, ZAV.	330-896-3253
JON BICARDER	WHITKEYS@AOL.COM	JMST PROPERTIES	330 659-4076
Jim Moewler	JMOEWLER@PROTECTINGSEMPARS.COM	Chamber	330-659-3579

RICHFIELD CONNECTING COMMUNITIES PROJECT

Comments made from the small groups.

Traffic on Wheatley Road – Commuting patterns of existing workers

Developing a specific strategy moving forward

a. Mega develop

b. Zoning code

Uses- mixed v. retail v. office

c. Residential- Is village open?

Market Analysis for retail potentials.

Needed for S. Wheatley area:

- Property owner cooperation
- How will village help sell property and work with a developer.

Pro: - Develop close to Wheatley and water feature and Gateway to Richfield

Concerns: - What is image off 77? Office Buildings off Wheatley are too small to locate near the street.

- With additional office space, will bring need for more retail

Advantages:

- Complete Highlander connection.
- Move Gas Station away from corner - yes
- Develop Wheatley Road as a "Boulevard Concept" and as a " Gateway to County"
- Develop the area as a "High Quality HUB" - Be a "Positive" for Richfield.
- Develop the area as a "High tech area"

Concerns:

- Maybe too dense on S. Wheatley
- Cover of B'ville low N.W.
- Need Community recreation opportunities.
- Already have too much office: need better mix of support services (ie retail, commercial)
- Need more emphasis on retail.
- Allow Multi- family development to increase population base ... will the Village accept this?
- Develop storm water area throughout the area to enhance the aesthetics for the entire development.
- Senior living idea not favored.
- Need amenities like a drug store.

RICHFIELD CONNECTING COMMUNITIES PROJECT

OFFICES:

- Focus on medical field
- Create a Landscape median

Residential not appropriated maybe an Assisted Living facility would be.
Need local retail stores for workers.

Challenges:

- Property owners will need to work together
- Reasonable agreement on property value.
- Manage the growth traffic.
- Market area (jointly) and manage in cooperation.
- Coordinating property owners (assessment property).
- Support retail.
- Traffic flow.
 - Connect congress Parkway Blvd. to Wheatley Road
- Create a Bike path off road from I-77 East

Recreational Facilities incorporated into green space.

Community patterns.

Parking (Garage vs. open space).

Costs - Funding Sources available?

Studies to determine ratio of retail to commercial need for the area.

How to best develop a Pedestrian / cycling network.

Use of an Overlay district for development and property ownership.

Can new Parking/Office space support this intensity.

What about the Utility and infrastructure capacity?

What are the neighboring communities planning that might have an impact on this development?

What are the current and rush hour traffic counts for this area?

We already have too much office space.

We already have too much green space

What is the current requirements for Green Space v. development ratio? Would this need to be changed?

What is the process moving forward and the next steps?

LAND USES:

OFFICE

LIGHT INDUSTRIAL

RETAIL - SUSTAINABLE
AFTER 5:00 PM?

NEED REGIONAL PERSPECTIVE
(OVERBUILT)

MEDICAL

LOCAL NEEDS

REGIONAL FACILITY

MIXED - RESIDENTIAL /
COMMERCIAL?

DESIGN:

BRIDGE AESTHETICS

WHEATLEY AS GATEWAY;
TO RICHFIELD
TO NATIONAL PARK

STREETS TO INVITE
BOTH CARS and PEOPLE.

STREETS DESIGNED
MORE COMPREHENSIVELY

ENVIRONMENT:

STORM WATER/EROSION
WATER QUALITY

PHYSICAL RESTRAINTS
ON SITE DEVELOPMENT

LIGHTING DESIGN

BUILDING DESIGN
(GREEN-LEEDS)

INFRASTRUCTURE:

- ROADS: S. WHEATLEY CURB CUTS.
 - MEET CURRENT NEEDS?
 - HOW WILL WE MEET FUTURE NEEDS?
 - DESIGN FOR MULTI-MODAL
 - NEED TO EXAMINE CURRENT + FUTURE TRAFFIC

- LOCAL MUNICIPAL SERVICES:
(ARE WE KEEPING PACE?)
 - SNOW PLOWING
 - ROAD MAINTENANCE
 - SEWER MAINT. + CAPACITY
 - WATER MAINT + CAPACITY

PEDESTRIAN SCALE:

LACK OF PEDESTRIAN FEATURES
ROADS NOT SAFE FOR PEDS
ACCESS BETWEEN AREAS
NEED EXERCISE OPPORTUNITY
ACCESS TO RETAIL

EMPLOYEE NEEDS WIN Developments
COMMUNITY NEEDS.

PED. CONNECTIONS: SCHOOLS

- NATIONAL PARK

- OLD RICHFIELD/RESIDENTIAL

INTERSTATE BRIDGES.

PUBLIC TRANSPORT TO BUILDINGS
(BB STOPS.....)



**VILLAGE OF RICHFIELD
CONNECTING COMMUNITIES PLANNING GRANT**

**Presentation to Planning Commission
Dec. 13, 2011**

1. Welcome and Project Introduction - Mayor Michael K. Lyons
2. AMATS "Connecting Communities" Planning Grant - Curtis Baker, Planning Administrator.
3. Project - Jeff Kerr, Planner/Landscape Architect - Floyd Browne Group.
 - A. Existing Conditions.
 - B. Process used to discuss options from stakeholder meeting.
 - C. Proposed Plan
4. Planning Commission discussion on proposed plan.
5. Next Steps.
 - a. Plan revised by Steering Committee: Dec. 16
 - b. Public meeting with stakeholders: Jan. 18 (alt. date: Feb. 1)
6. Final Comments - Mayor Lyons.
7. Adjourn.



Welcome & Introductions

MAYOR MIKE LYONS
VILLAGE OF RICHFIELD

CURTIS BAKER
AMATS

JEFF KERR
FLOYD BROWNE GROUP

Akron Metropolitan Area Transportation Study (AMATS)

CURTIS BAKER
PLANNING ADMINISTRATOR (ACTING)
AKRON METROPOLITAN AREA TRANSPORTATION STUDY

What is AMATS ?



- Metropolitan Planning Organization (MPO)
- Develop regional transportation plan
- Oversee the expenditure of federal transportation funds
- Coordinate transportation improvements with federal, state and local officials
- Serve as a forum for elected officials to discuss regional planning initiatives

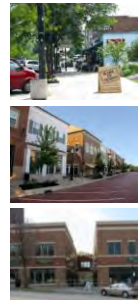
Proactive Planning

- Region's resources are limited
- How & where do we invest to maximize our funding
- Need to think about pedestrians, bicyclists & transit users when we design & build



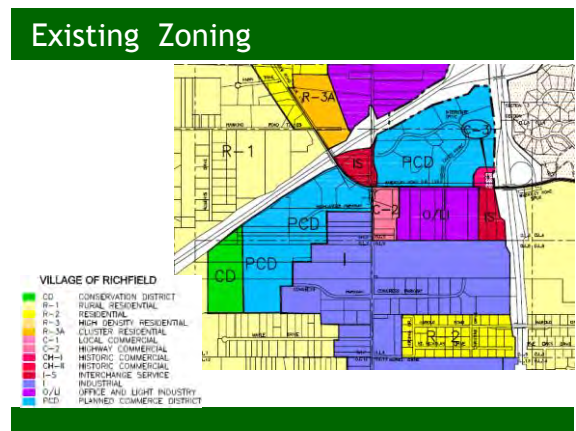
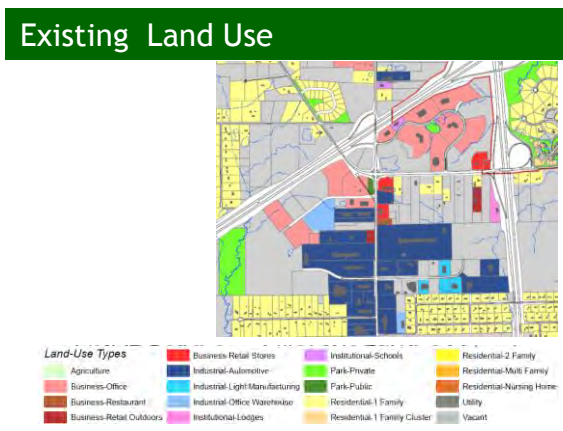
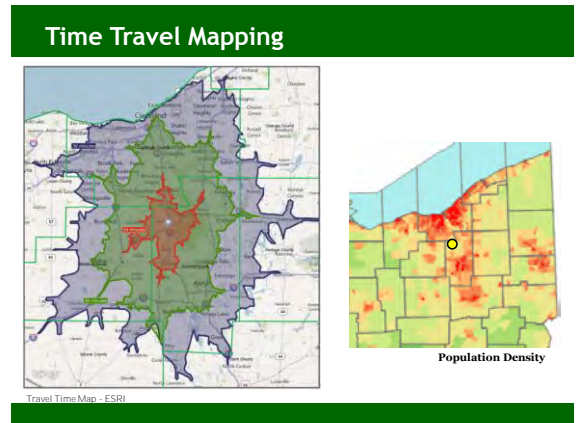
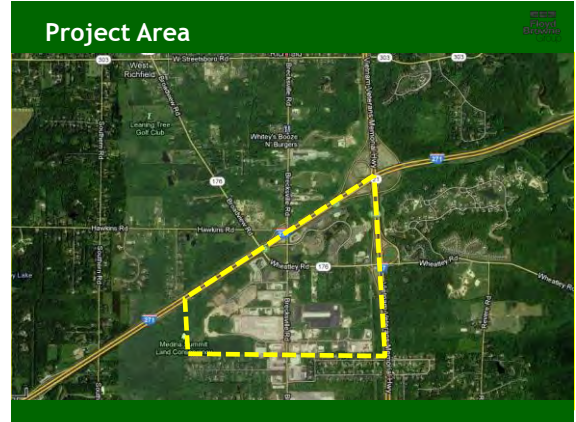
Connecting Communities Initiative

- An initiative to integrate land use and transportation planning
 - Increase transportation alternatives & promote efficient land use patterns
- Recommended creating a planning grant to:
 - Promote transportation choices
 - Enhance economic competitiveness
 - Support & value existing neighborhoods

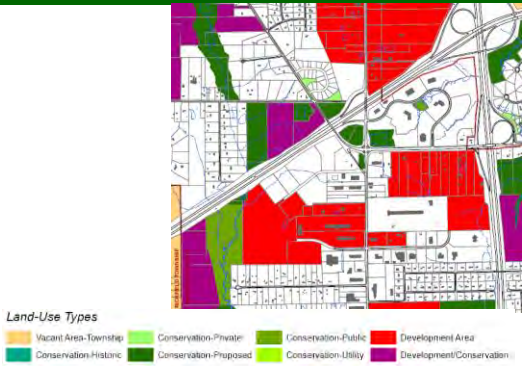


Planning Grant Program

- Village of Richfield & City of Akron/METRO were grant recipients
- Richfield's application:
 - Improve traffic flow & consider bicycle, pedestrian & transit options
 - Connect the different areas
 - Create a 'gateway' to the CVNP & historic village center



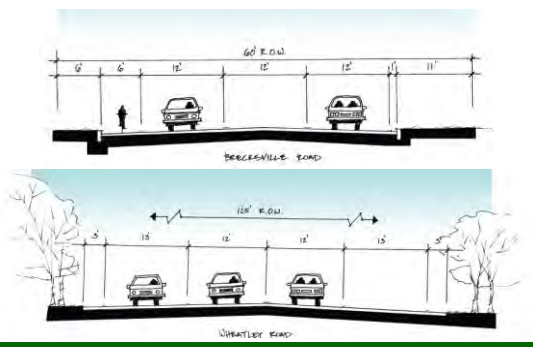
PCA-PDA Areas



Existing Site Context



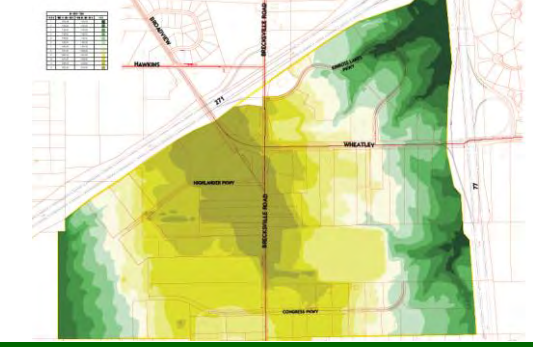
Existing Street Sections



Walkability

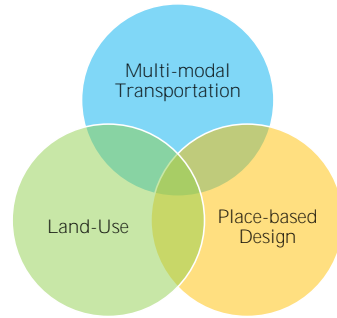


Terrain Analysis



Slope Analysis

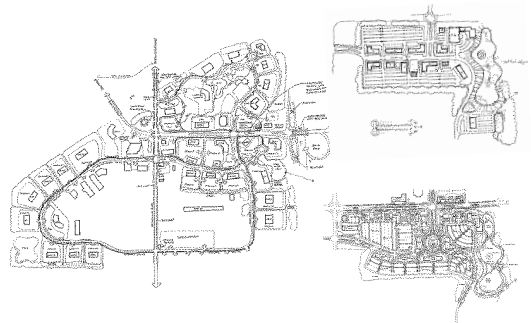




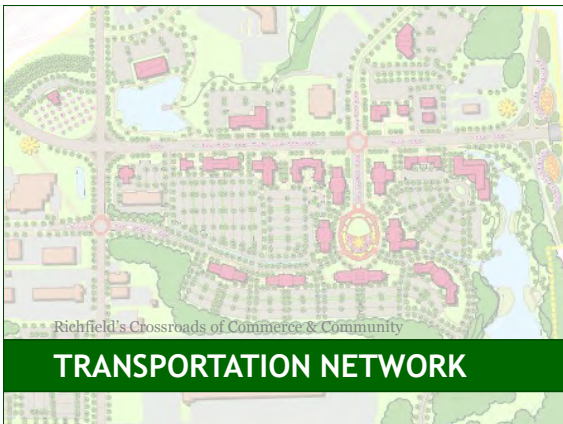
Public Meeting

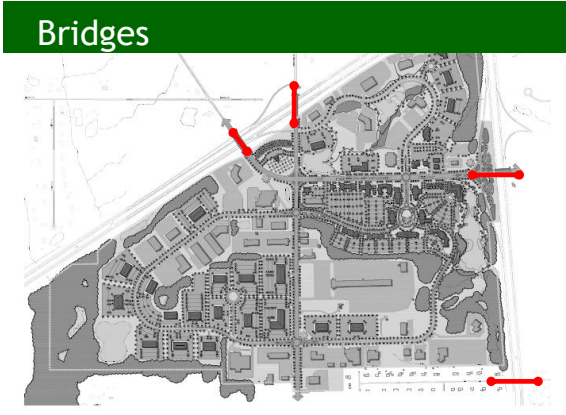
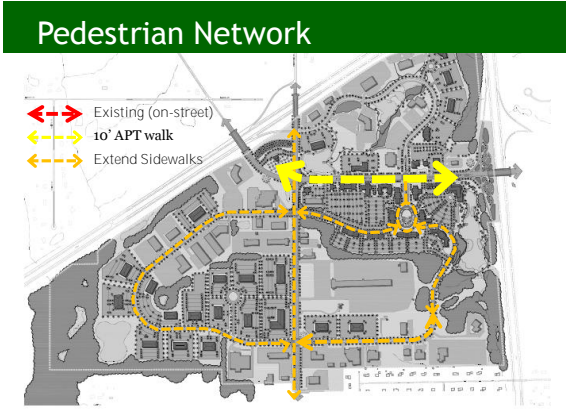
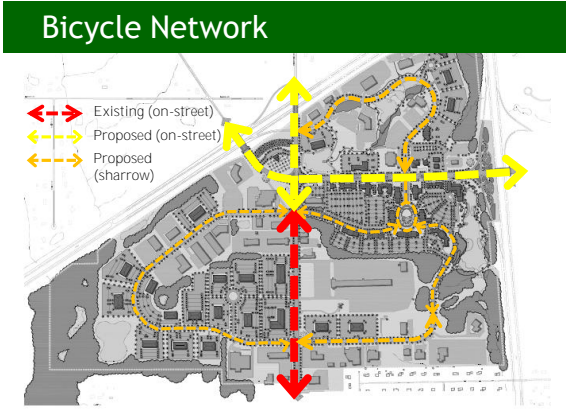
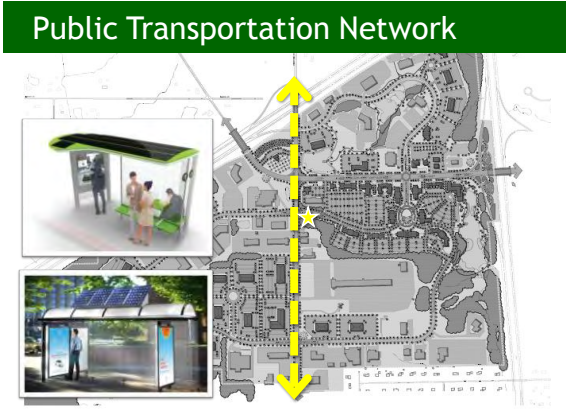
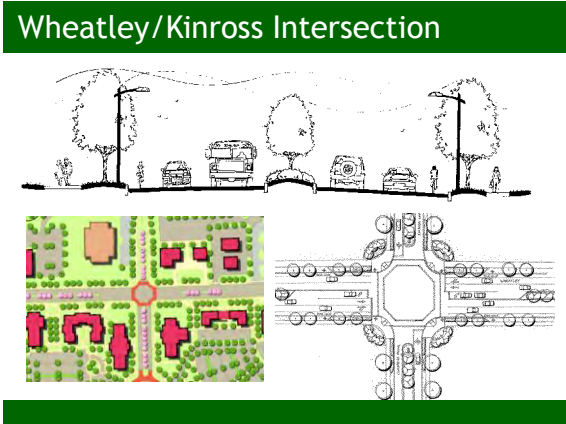
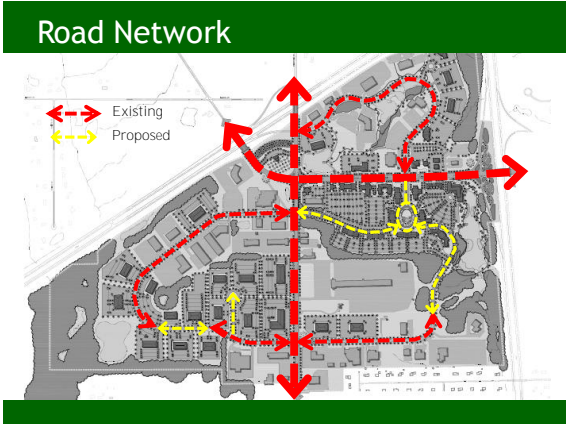


Conceptual Plan Evolution



Overall Conceptual Plan

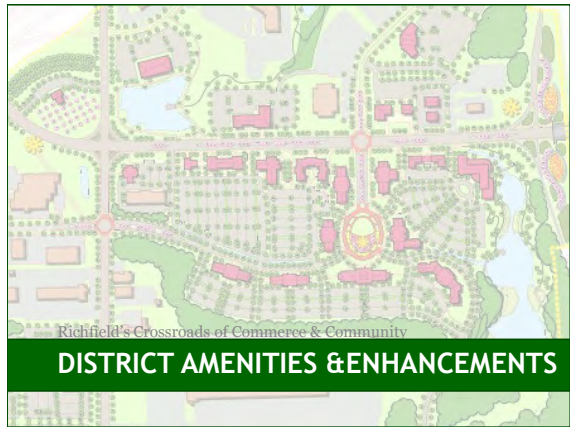






Proposed Development by Area

Wheatley Development Area	
Office	305,000
Hotel	80,000
Retail	41,000
Residential	82,000
Kinross Lakes Development Area	
Office	200,000+
Retail	26,000
Highlander/Congress Development Area	
Office	450,000+/-
Lt. Ind./Office	250,000 +/-



I-77 Gateway Area



Pubic Art



Water Overlook



Public Spaces



Richfield's Crossroads of Commerce & Community

GREEN INFRASTRUCTURE

Regional Stormwater Wetland



Green Infrastructure



Richfield's Crossroads of Commerce & Community

NEXT STEPS



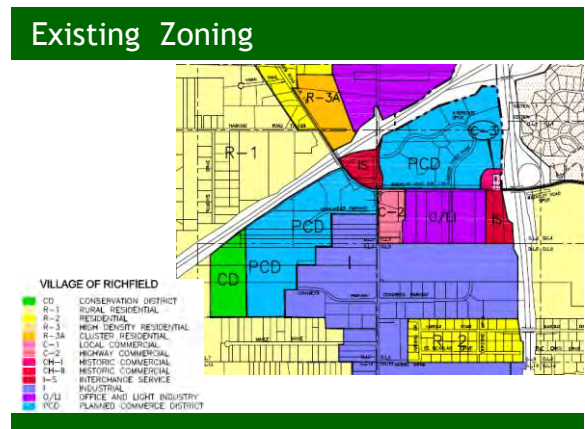
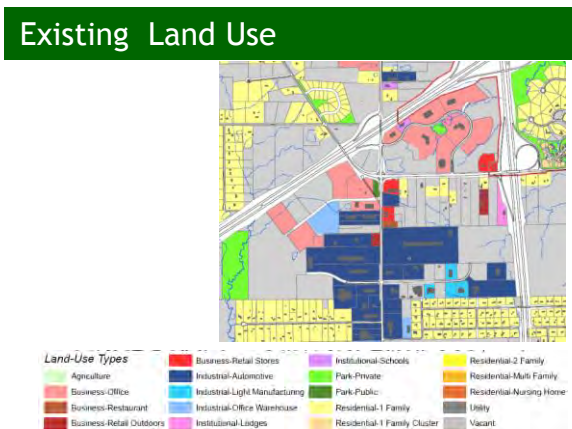
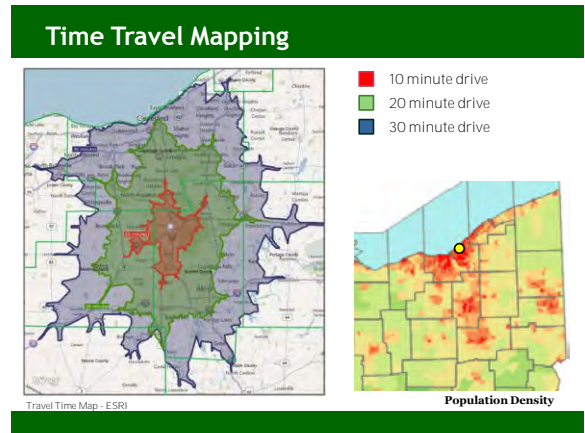
Public Meeting (Jan/Feb 2012)
Finalize Plan
Prepare Report
Provide Funding & Implementation

Richfield's Crossroads of Commerce & Community Planning Study
 Village of Richfield, Ohio

amars

Floyd Browne

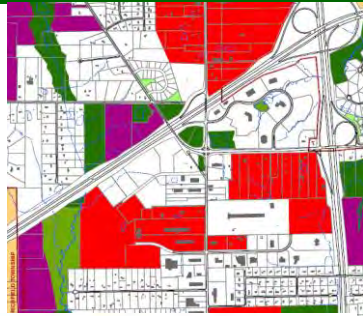
Stakeholder/Public Meeting
 February 1, 2012



PCA-PDA Areas

PCA – Primary Conservation Areas

PDA – Primary Development Areas



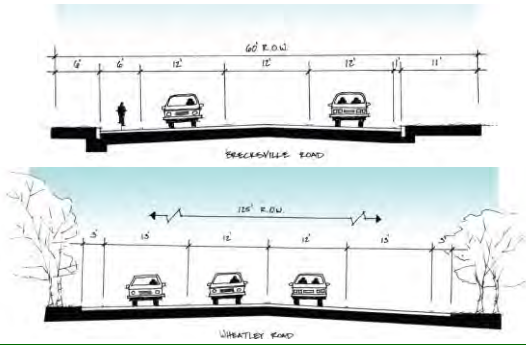
Land-Use Types

- Vacant Area-Township
- Conservation-Private
- Conservation-Public
- Development Area
- Conservation-Historic
- Conservation-Proposed
- Conservation-Utility
- Development/Conservation

Existing Site Context



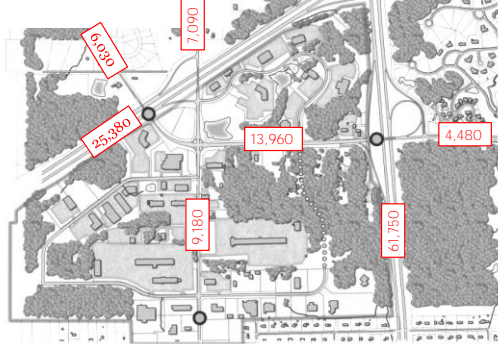
Existing Street Sections



Walkability



Traffic Volumes



SOURCE: AAATIS TRAFFIC COUNTS

Terrain Analysis



Slope Analysis



Stakeholder Meeting

September 7, 2011

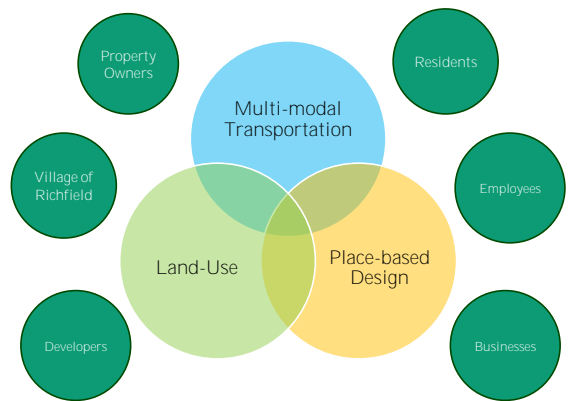


What we heard

- Design**
 - Create a high tech business friendly district
 - Address gateways & bridges
 - Streets design more comprehensively
- Environment**
 - Preserve environmental features
 - Promote green buildings
 - Reduce stormwater impacts
- Infrastructure**
 - Avoid too many curb cuts
 - Examine current & future traffic
 - Design for multiple transportation modes
 - Keep pace with municipal services
- Pedestrian scale**
 - Lack of pedestrian connections
 - Provide access between development areas
 - Roads not pedestrian friendly
- Land Use**
 - Provide mix of uses, but maybe not regional retail destination
 - Provide convenience retail for employees & residents



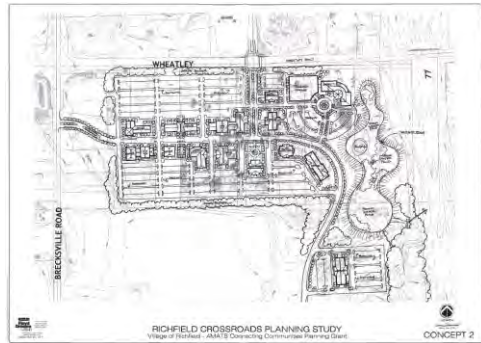
PEDESTRIAN SCALE
 LACK OF PEDESTRIAN FEATURES
 ROADWAY NOT WIDE ENOUGH FOR PEDESTRIANS
 NEED EXERCISE OPPORTUNITY
 ACCESS TO PUBLIC
 EMPLOYEE BEGINNING BUSINESS
 COMMUNITY AREAS
 FEEL WELCOME TO VISIT
 -WALKING PATH
 -BICYCLE PATH
 -PUBLIC TRANSPORT TO BUILDING
 (NEEDS TO BE)



Conceptual Plan Evolution



Conceptual Plan Evolution



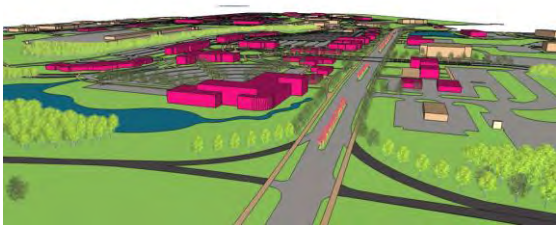
Conceptual Plan Evolution



Draft of Conceptual Plan

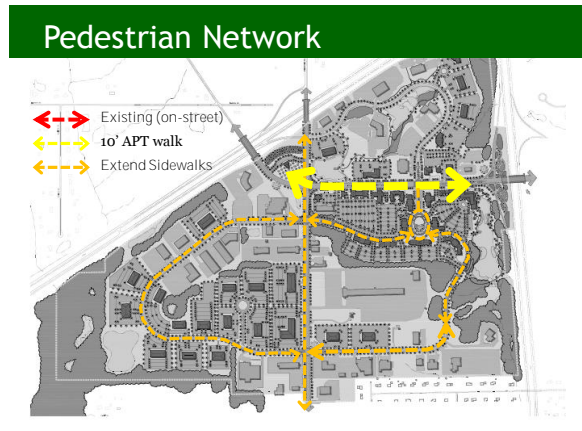
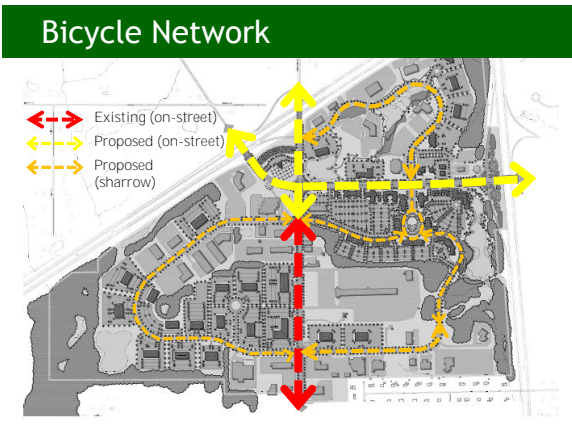
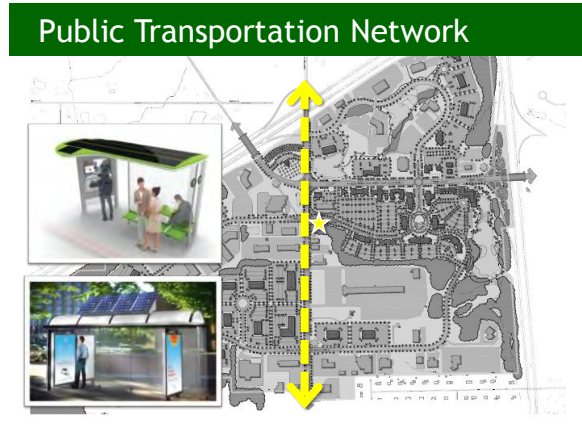
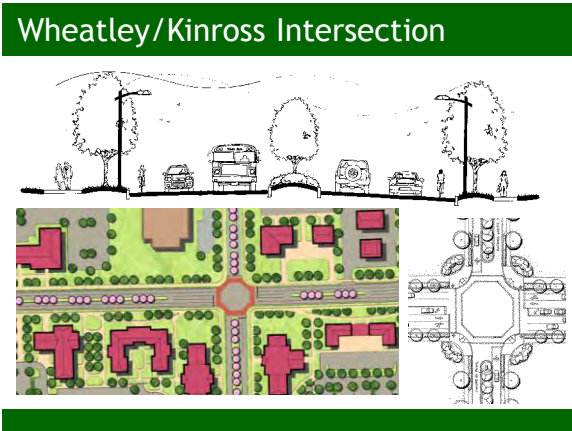
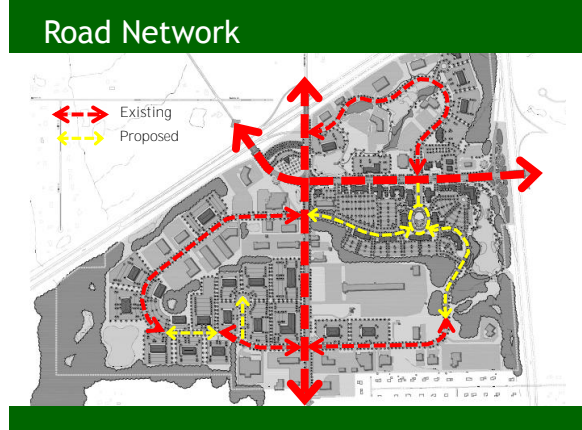
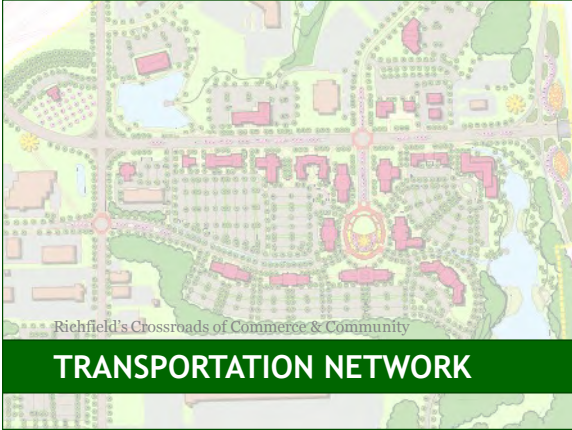


Draft of Conceptual Plan

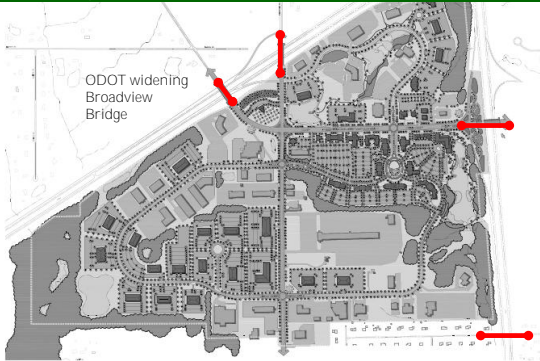


Draft of Conceptual Plan





Bridges



Overall Conceptual Plan

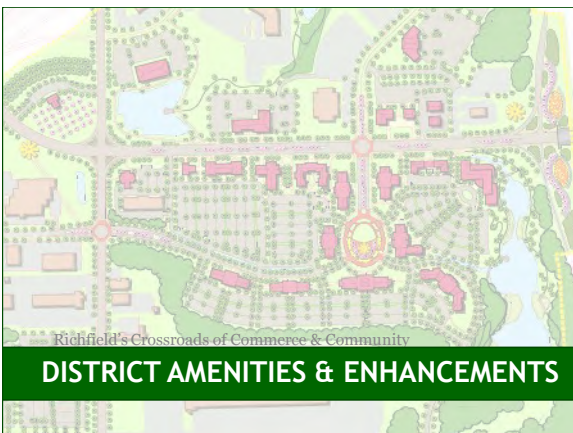


Proposed Development by Area

Wheatley Development Area	
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Kinross Lakes Development Area	
Office	200,000+
Retail	26,000

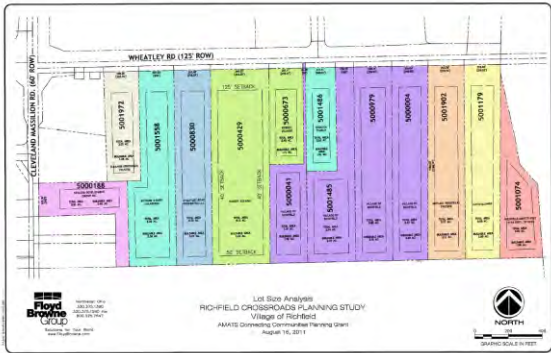
Highlander/Congress Development Area	
Office	450,000 +/-
Lt Ind/Office	250,000 +/-



I-77 Gateway Area



Area South of Wheatley Road



Area South of Wheatley Road



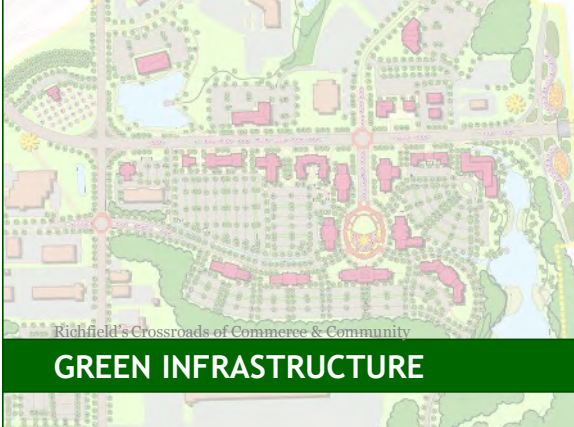
Public Art



Water Overlook



Congress/Highlander Area



Regional Stormwater Wetland



Green Infrastructure



Richfield's Crossroads of Commerce & Community

GROUP BREAK-OUT

Group Questions

Three Questions...

1. What are the advantages/disadvantages to the community?
2. What are some of the challenges moving this project forward?
3. How can you help to see it completed?

Open Discussion on Next Steps


BRIAN M. FRANTZ, AICP
VILLAGE OF RICHFIELD

CURTIS BAKER
AMATS

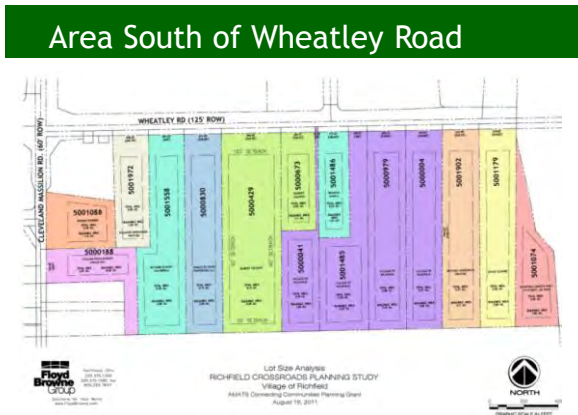
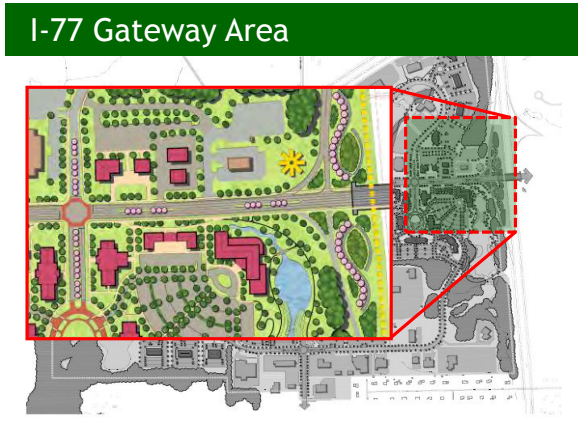
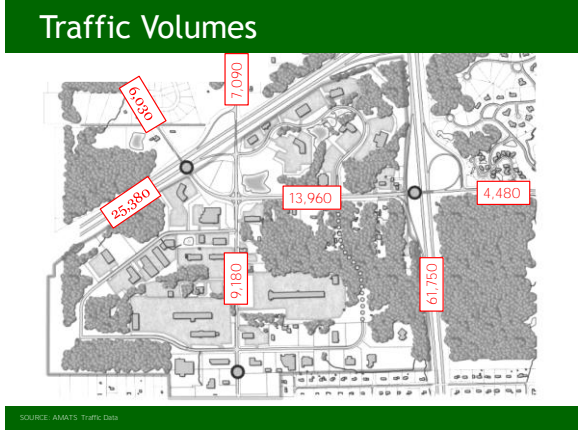
JEFF KERR, ASLA
FLOYD BROWNE GROUP

Richfield's Crossroads of Commerce & Community Planning Study

Village of Richfield, Ohio



Stakeholder/Public Meeting
February 1, 2012

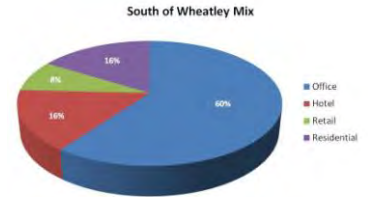
Area South of Wheatley Road



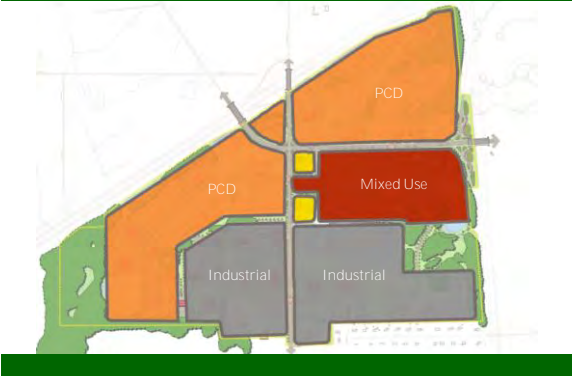
Area South of Wheatley Road

Wheatley Development Area

Office	305,000
Hotel	80,000
Retail	41,000
Residential	82,000



Conceptual Land Use



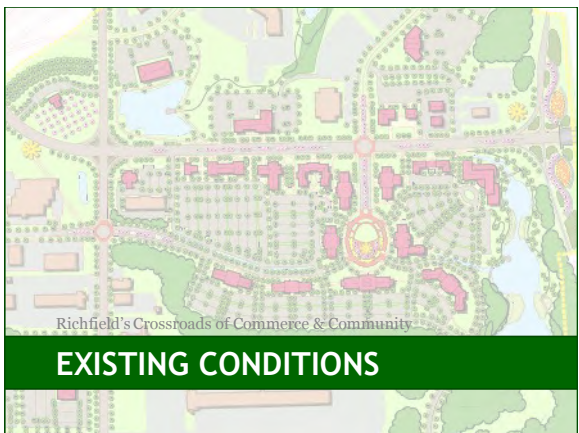
Richfield's Crossroads of Commerce & Community Planning Study
Village of Richfield, Ohio

amats

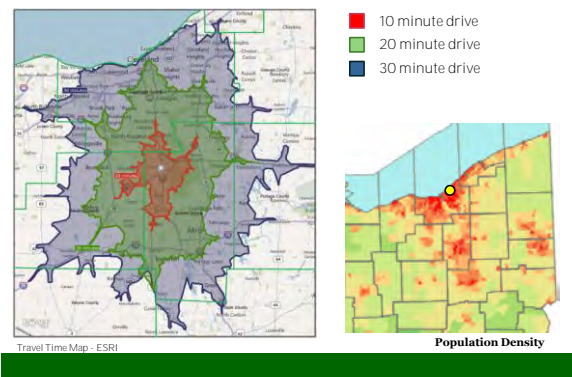
Stakeholder/Public Meeting
February 1, 2012

Floyd Browne GROUP

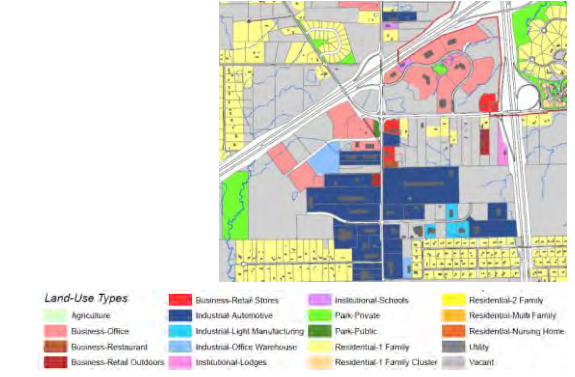
Project Area



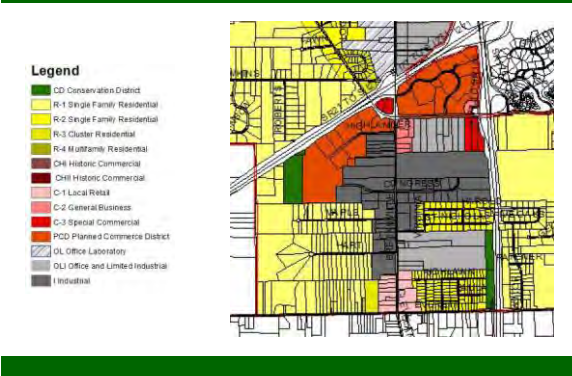
Time Travel Mapping



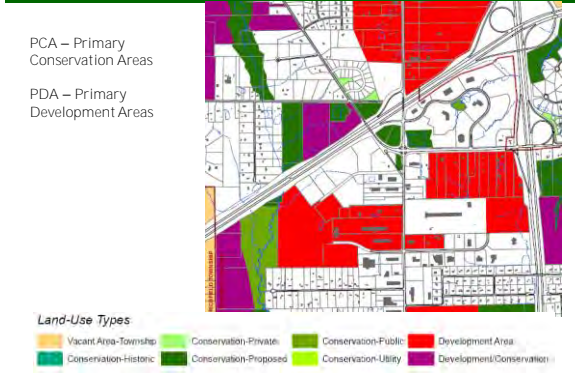
Existing Land Use



Existing Zoning



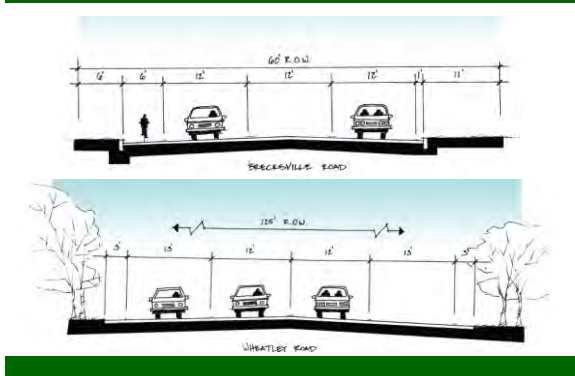
PCA-PDA Areas



Existing Site Context



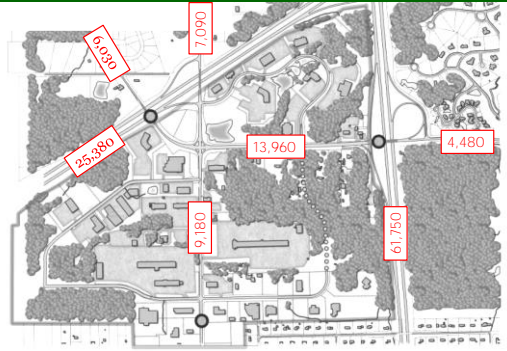
Existing Street Sections



Walkability

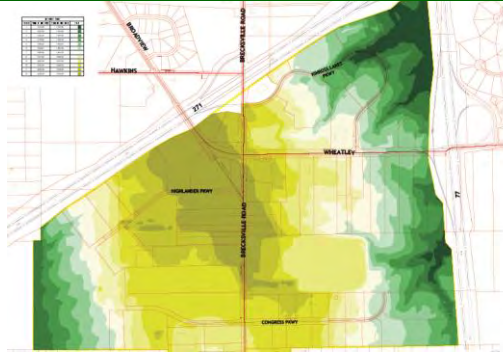


Traffic Volumes



SOURCE: AMATS Traffic Counts

Terrain Analysis



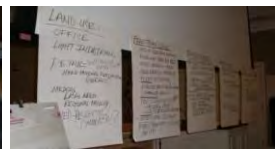
Slope Analysis



STAKEHOLDER MEETING

Stakeholder Meeting

September 7, 2011

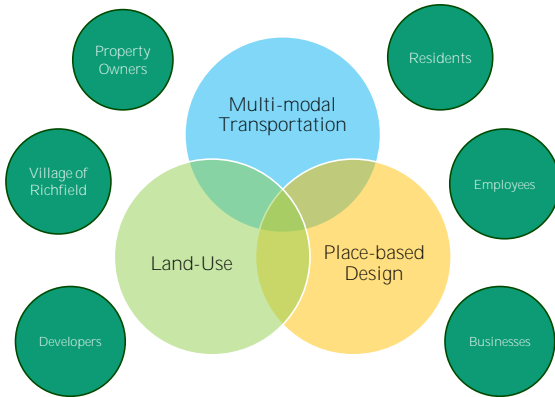


What we heard

1. Design
 - Create a high tech business friendly district
 - Address gateways & bridges
 - Streets design more comprehensively
2. Environment
 - Preserve environmental features
 - Promote green buildings
 - Reduce stormwater impacts
3. Infrastructure
 - Avoid too many curb cuts
 - Examine current & future traffic
 - Design for multiple transportation modes
 - Keep pace with municipal services
4. Pedestrian scale
 - Lack of pedestrian connections
 - Provide access between development areas
 - Roads not pedestrian friendly
5. Land Use
 - Provide mix of uses, but maybe not regional retail destination
 - Provide convenience retail for employees & residents



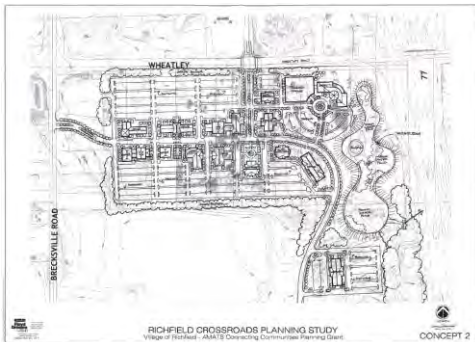
PEDESTRIAN SCALE
 LACK OF PEDESTRIAN FEATURES
 ROAD AND SPACE FOR FEEL
 ACCESS BETWEEN AREAS
 NEED EXERCISE OPPORTUNITY
 ACCESS TO RETAIL
 EXISTING HIGHWAY INTERSECTION
 COMMUNITY AREAS
 FEEL CONFLICT WITH TRAFFIC
 - BARRIERS TO PEDESTRIAN
 - NEED TO BE MORE FRIENDLY
 PUBLIC TRANSPORT TO BICYCLING
 AND STREETS



Conceptual Plan Evolution



Conceptual Plan Evolution



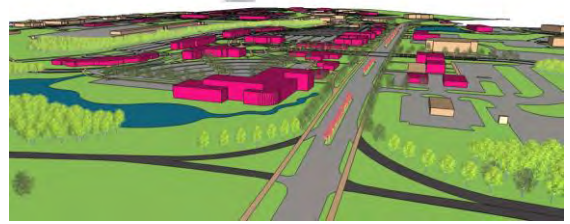
Conceptual Plan Evolution



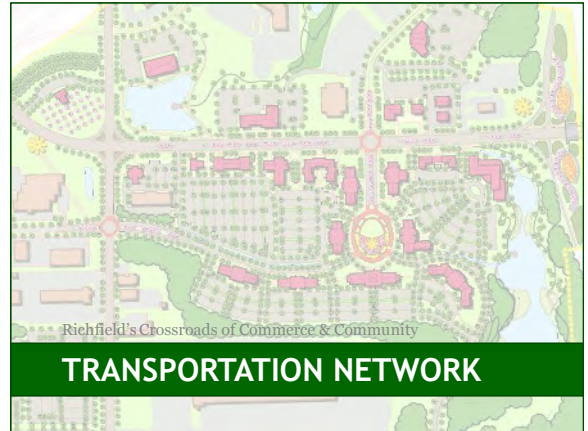
Draft of Conceptual Plan



Draft of Conceptual Plan



Draft of Conceptual Plan



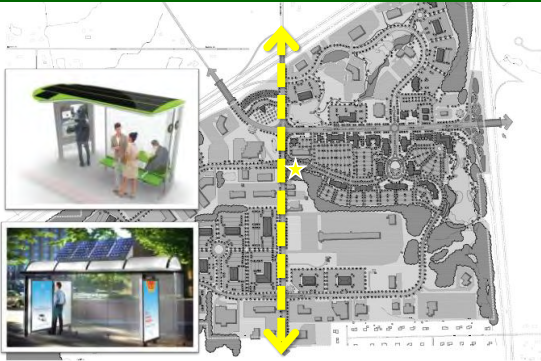
Road Network



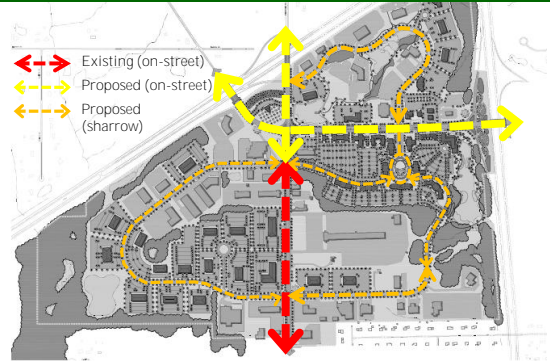
Wheatley/Kinross Intersection



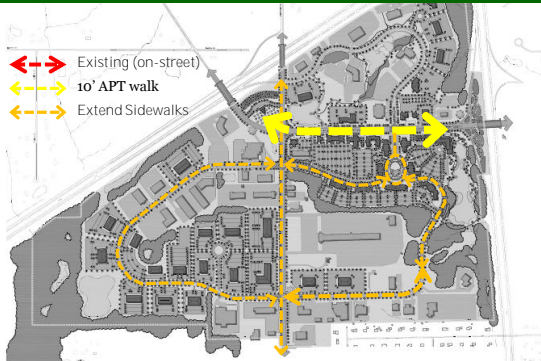
Public Transportation Network



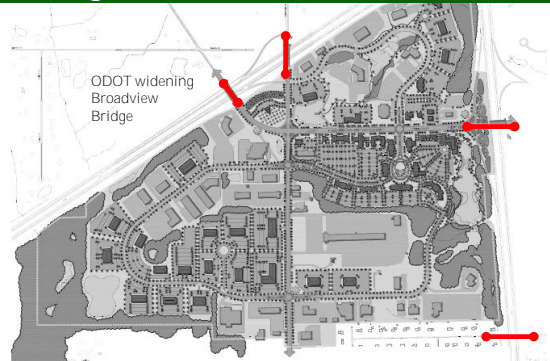
Bicycle Network



Pedestrian Network



Bridges



Overall Conceptual Plan



Proposed Development by Area

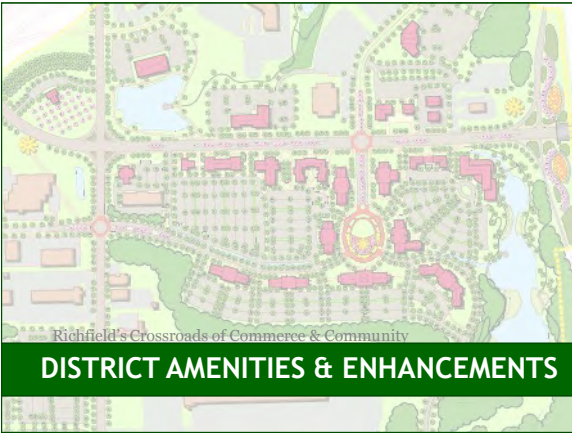
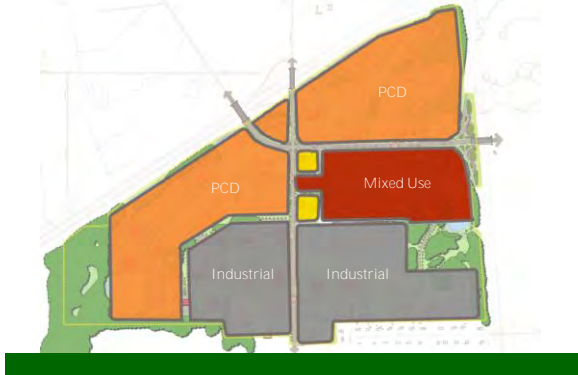
Wheatley Development Area	
Office	305,000
Hotel	80,000
Retail	41,000
Residential	82,000

Kinross Lakes Development Area	
Office	200,000+
Retail	26,000

Highlander/Congress Development Area	
Office	450,000+/-
Lt Ind/Office	250,000 +/-



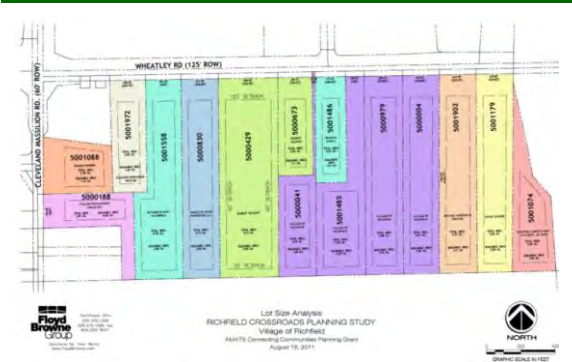
Conceptual Land Use



I-77 Gateway Area



Area South of Wheatley Road



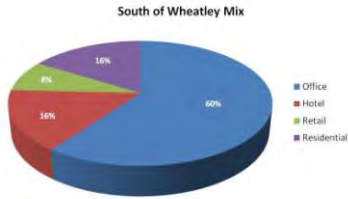
Area South of Wheatley Road



Area South of Wheatley Road

Wheatley Development Area

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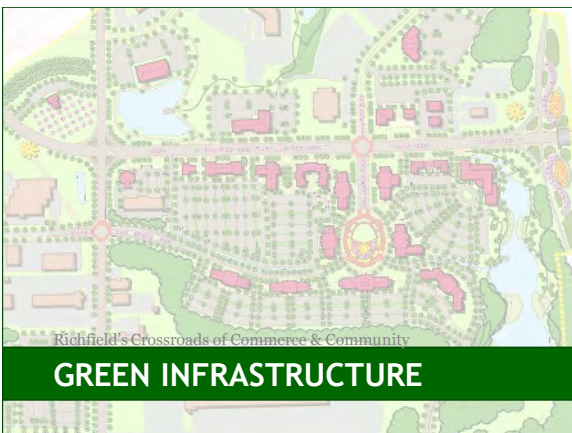
Public Art



Water Outlook



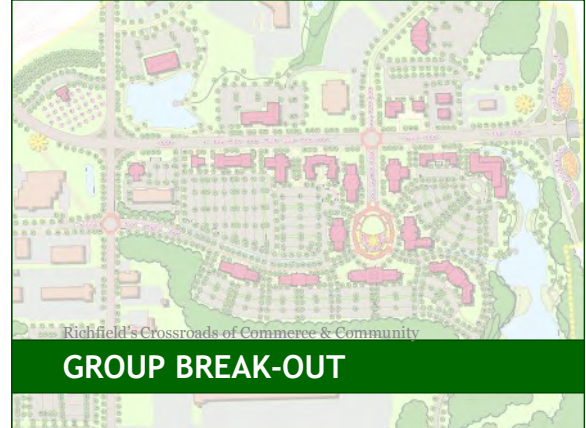
Congress/Highlander Area



Regional Stormwater Wetland



Green Infrastructure



Group Questions

Three Questions...

1. What are the advantages/disadvantages to the community?
2. What are some of the challenges moving this project forward?
3. How can you help to see it completed?

Open Discussion on Next Steps

BRIAN M. FRANTZ, AICP
VILLAGE OF RICHFIELD

CURTIS BAKER
AMATS

JEFF KERR, ASLA
FLOYD BROWNE GROUP