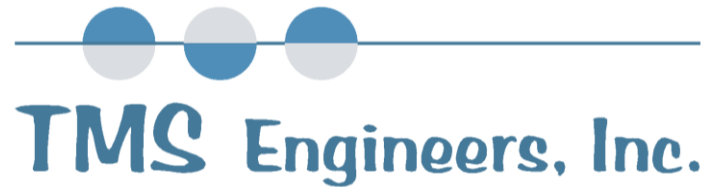




MIDDLEBURG HEIGHTS SOUTHLAND DISTRICT VISION IMPLEMENTATION

PUBLIC MEETING #2: JULY 27, 2021

INTRODUCTIONS



Middleburg HEIGHTS Community Master Plan

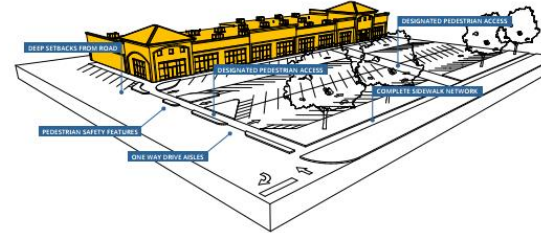
Draft June 22, 2021

RECOMMENDATIONS



1.1 CONNECTIVITY & INFRASTRUCTURE

WALKABLE DEVELOPMENT FRAMEWORK I: PARKING LOT RESTRUCTURING



The majority of commercial development within the City is fronted by deep and expansive parking lots, which also provides opportunities to create a more pedestrian-friendly environment. By restructuring how parking lots are organized and striped (create one-way instead of two-way drive aisles, angled spaces, etc.), enhancing pedestrian safety with bump outs and landscaping, and using what already exists and enhance pedestrians, but also improve the overall environment.

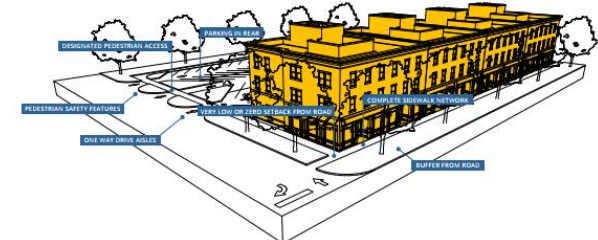
EXAMPLES OF PARKING



Source: Google Earth; Upper Arlington, Ohio

22 RECOMMENDATIONS | DRAFT JUNE 22, 2021

WALKABLE DEVELOPMENT FRAMEWORK II: COMPLETE REDEVELOPMENT



The City of Middleburg Heights is largely built out and minimal land remains open for new development. However, there always exists an opportunity for redevelopment, which should be supportive and welcoming to all types of mobility users and types. This should include pedestrian scaled amenities and fixtures, very low or zero setbacks to frame and



1.5 TARGET COMMUNITY AREAS

WHAT ARE TARGET COMMUNITY AREAS?

Target Community Areas are critical locations within the City and hold a unique significance for a number of reasons; including acting as key gateways within the community, redevelopment potential, opportunities for new development, or other similar qualities and characteristics. Generally, the areas identified below and within the map on the next page each hold an exceptional level of prominence within the City of Middleburg Heights, and were selected based on

conversations with the Project Team, stakeholder interviews, and comments from the public.

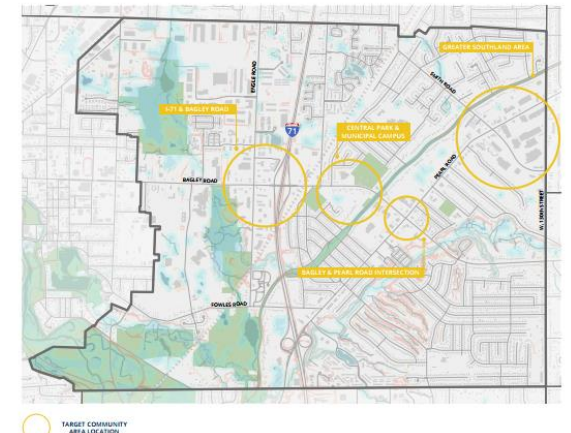
The following analysis takes a closer look at each of these four Target Community Areas more in-depth and provides Key Principles for how they should function within the community. Additionally, these Key Principles also provide general guidance for development and/or redevelopment should a site meet such criteria.



Source: Google Earth

30 RECOMMENDATIONS | DRAFT JUNE 22, 2021

LOCATIONS OF TARGET COMMUNITY AREAS



The above map and the locations of Target Community Areas were selected and refined based on conversations with the Project Team, stakeholder interviews, and comments from the public.

Source: County Planning (2021)

CITY OF MIDDLEBURG HEIGHTS MASTER PLAN 31

Community

Middleburg Heights unveils vision for Southland revitalization

Updated Jun 14, 12:33 PM; Posted Jun 13, 3:42 PM



Community News

Middleburg Heights approves mixed-use zoning for retail districts

Updated Mar 27, 2021; Posted Mar 27, 2021



Community News

Middleburg Heights seeks grant to offset Southland District planning costs

Updated May 09, 2021; Posted May 08, 2021



Middleburg Heights officials will apply for a Transportation for Livable Communities Initiative grant to help offset planning costs for the Southland District project. (City Architecture)

PLANNING & DESIGN DIRECTIVES FOR SOUTHLAND

An aerial architectural rendering of a proposed urban development in Southland. The plan shows a mix of building footprints, parking lots, and green spaces. A prominent feature is a large, circular, red-colored area in the upper right, possibly a park or a large plaza. The layout suggests a focus on pedestrian-friendly design, with buildings and parking integrated into the urban fabric. The background is a light gray, and the overall tone is professional and forward-looking.

- **Support increased and bicycle access**
- **De-emphasize the automobile, and reconsider parking minimums**
- **Build a mixture of uses into the sites**
- **Orient buildings along main streets and limit front parking areas**
- **Incorporate and elevate spaces for people**

NOACA TRANSPORTATION FOR LIVABLE COMMUNITIES (TLCI) & REGIONAL STRATEGIC PLAN OBJECTIVES

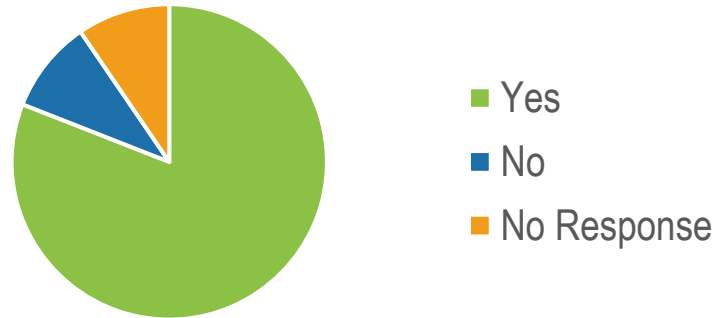
- Developing transportation projects that provide **more travel options**
- **Promoting reinvestment** in underutilized or vacant/abandoned properties
- Supporting **economic development**
- Ensuring that the **benefits of growth and change are available to all** members of a community
- Providing people with **safe and reliable transportation** choices
- Enhancing **regional cohesion**

PROJECT SCOPE

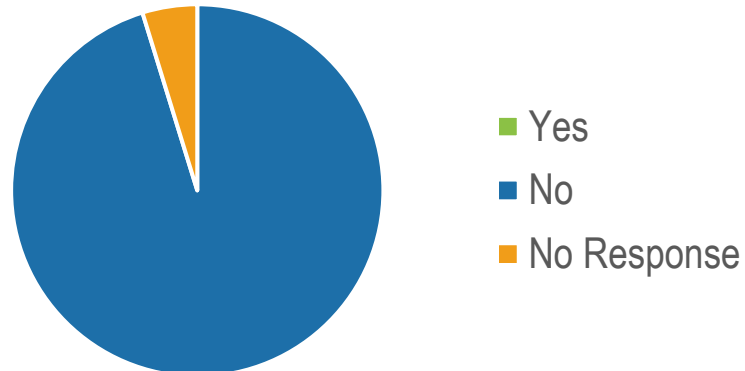
- **Community Engagement**
 - Information & updates provided online
 - 3 public meetings to share information, collect feedback, & present preferred district vision
- **Transportation & Traffic Engineering**
 - Collect existing conditions traffic data at key intersections
 - Calculate & project out anticipated trips generated
 - Recommend improved intersection & roadway configurations
- **NOACA TLCI Implementation Grant Authorship**
 - Develop project cost estimates
 - Identify & reconcile potential funding sources
 - Compose & coordinate grant application

SURVEY RESULTS – WHAT WE HEARD

Is the traffic analysis presented 7/7
reflective of your experience at
Southland?



Do you use transit to access
Southland?

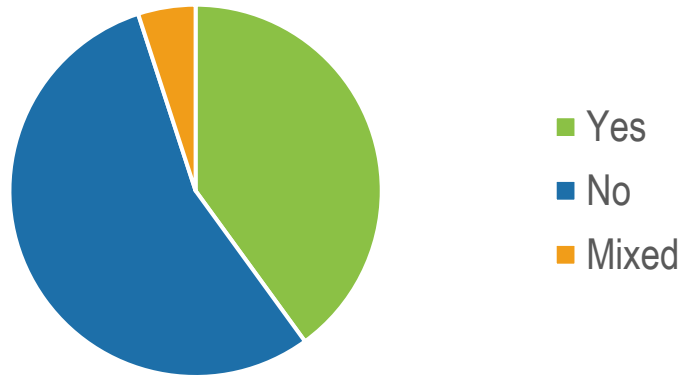


Surveys Received: 21

- Vehicular delays occur occasionally when exiting onto Pearl Rd. or West 130th St.
 - **Traffic lights on Smith Rd. are timed too long**
- 95% do not believe speed is an issue.
 - It was noted that some drivers speed to get through traffic signals
- **None of the respondents use transit** to access Southland.
 - "Live nearby"
 - **"Not convenient.** Wait times too long." or **"There isn't any."**
 - "Bicycle connections... would be very helpful and appreciated."
 - Suggestion: "A slow moving tram that runs every half hour / hour."
- All respondents feel safe driving through Southland, but **only 53% feel safe biking.**

SURVEY RESULTS – WHAT WE HEARD

Is Southland a walkable and/or bikeable place?



Do you feel safe biking through here?

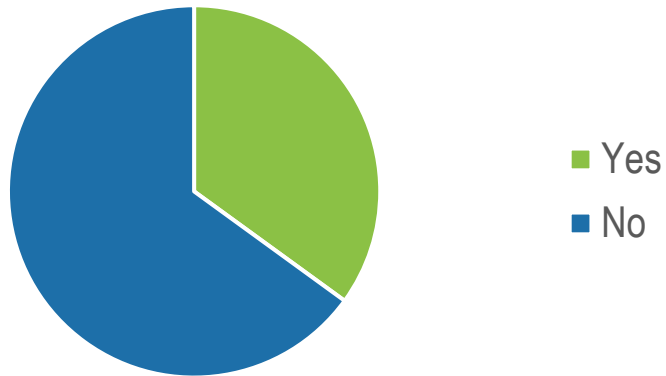


What would make it more walkable / bikeable for you?

- “Less parking areas, maybe add greenspace & pathways...along with enticing stores to shop at.”
- “**Bike racks** and larger/safer area for bikes.”
- “**Wider sidewalks**, more designated walking space.”
- “Periodic benches in the shade”
- “Reconfigure the driveway and parking areas so walkers and cyclists don't have to dodge cars.”
- “**Separate bike path**”
- “Safe, exclusive bike lane the **connects to Big Creek** bike path; Exclusive bike path into Southland business area; Bicycle amenities like bike racks or lockers, water stations and parklets; Bike traffic signals for crossing Smith Rd and Pearl Rd with flashing lights.”

SURVEY RESULTS – WHAT WE HEARD

Do you see Southland as a gathering place?



Would you want it to be in the future?



Do you want to see **Smith Road / Visconsi Way** have a more "Main Street" feel?

- "Yes! Lose the re-sale shops and add fun and current stores, possibly **coffee shops/small dining** choices."
- "**Mixed use is an ideal way to revitalize the area.** Brings an option for wider variety of retail to service a broader selection of customers."
- "YES! **We need a downtown area.**"
- "Yes, be great for Middleburg Heights and move us forward like our great community center feel."
- "Smaller stores with close parking. No parallel parking on Smith or Pearl, please! Prefer parking lots over pull in / back out spaces."
- "Yes - a **diversity of stores** / retail and gardens / trees / green space."
- "No - I feel this would make it busier than it is now."
- "Yes - **consider winter use** & needs too. Maybe heat sidewalks for safety in the winter."

Existing Traffic Control

1. Speed Limits

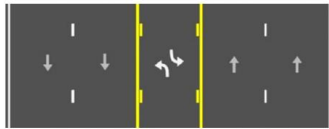
- Pearl Road = 35 mph
- W. 130th Street = 25 mph
- Smith Road = 25 mph

2. Signalized Intersections

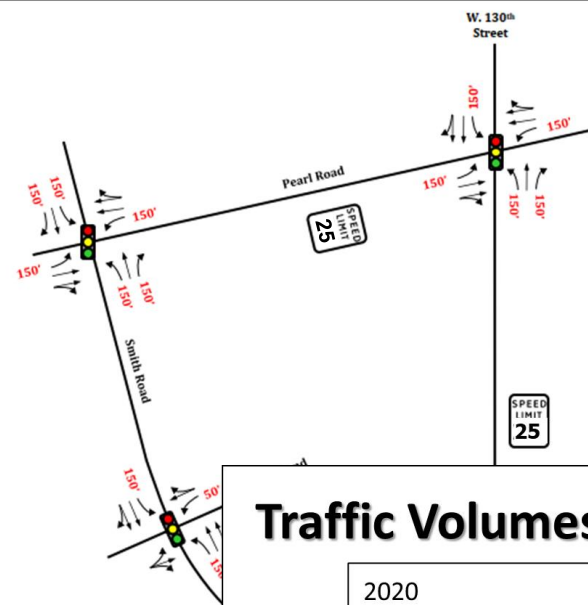
3. Turn Lanes

4. Through Lanes

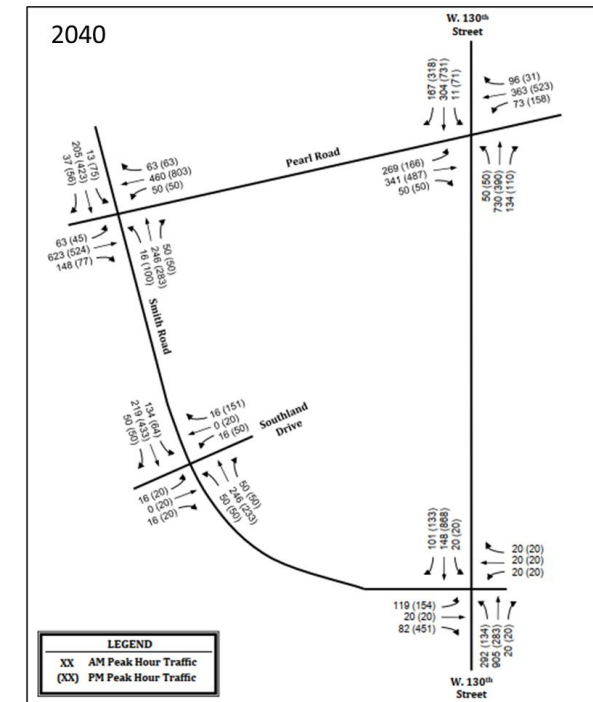
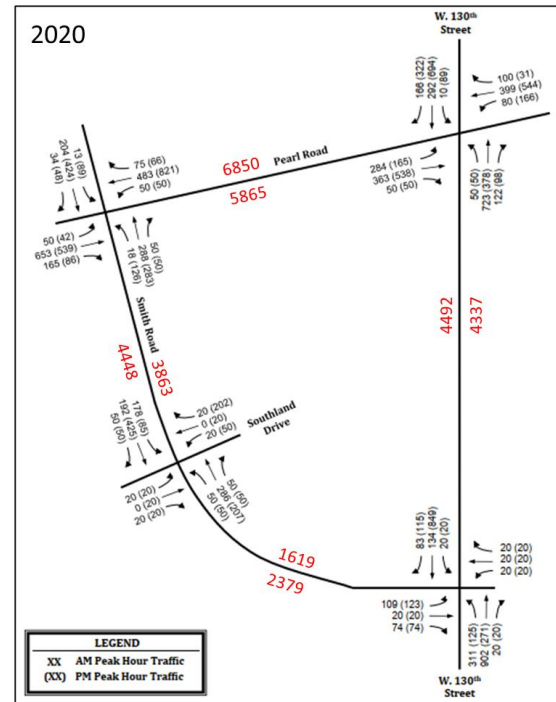
- Pearl Road = 4 + TWLTL
- W. 130th Street = 4 + TWLTL
- Smith Road = 4 + TWLTL



TWLTL = Two Way Left Turn Lanes



Traffic Volumes



VAN AKEN DISTRICT

SITE INTERVENTION

Located in Shaker Heights, Ohio, the Van Aken District is a recent local example of successful improvements made to underutilized retail through mixed-use development.

On seven acres of land, a 1950s shopping center has been transformed into a vibrant new lifestyle center. District features include a five-story, 103-unit apartment building, 64,000 square feet of office space, a central green space, 80,000 square feet of retail storefronts, a food hall and beer garden.

The following four elements are reflected by the completed Van Aken District and can be applied to a re-imagined Southland Shopping Center as well.

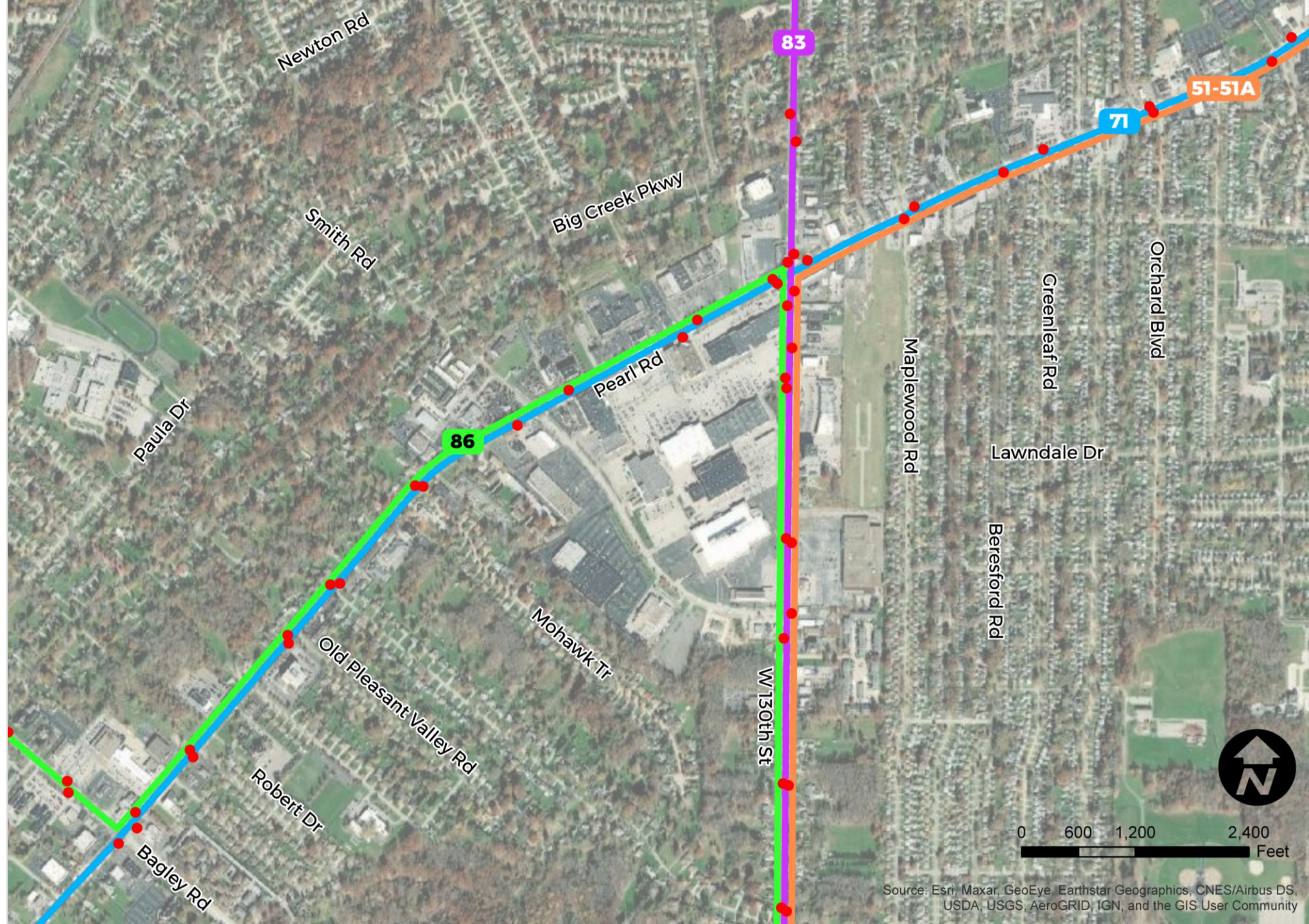
- 1 Active edges and vibrant district gateway
- 2 Strengthened street presence and retail
- 3 Pedestrian-friendly circulation
- 4 A newly re-imagined mixed-use district



RTA Transit Service

GCRTA Bus Routes

- Route 51-51A (30 min)
- Route 71 (60 min)
- Route 83 (30 min)
- Route 86 (60 min)
- GCRTA Bus stops



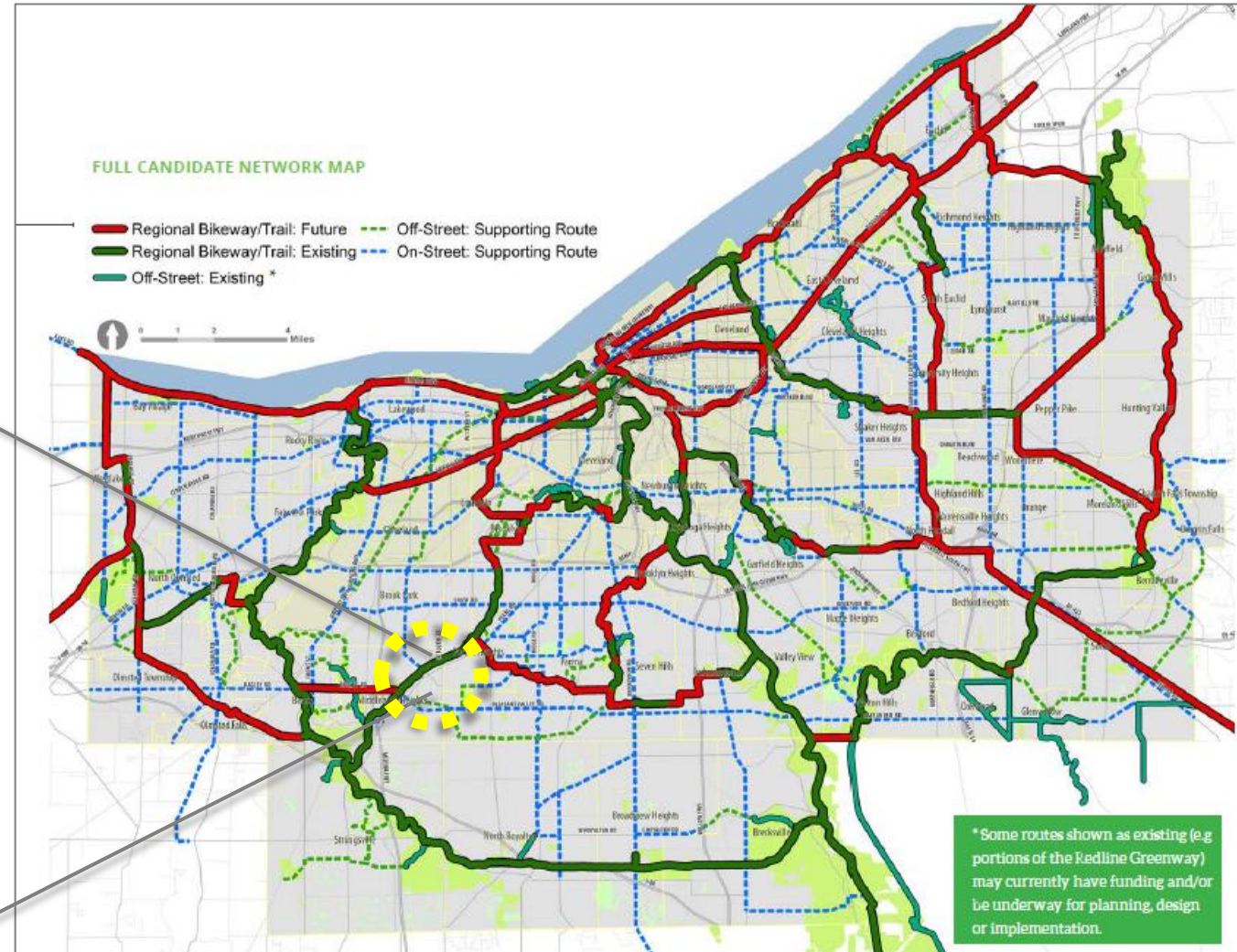
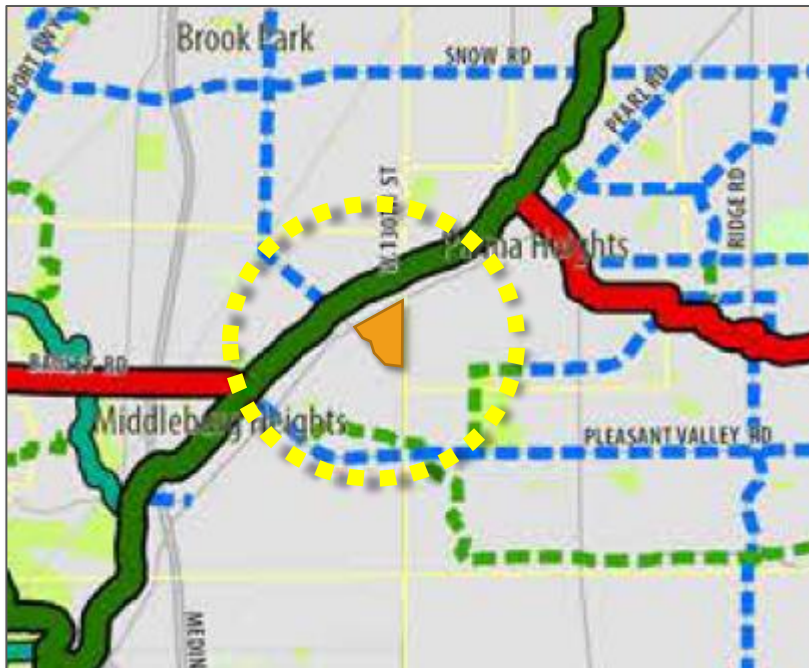
TRANSIT WAITING ENVIRONMENT

- Shelter
- Real time arrival information
- Lighting
- Trash receptacle
- Landscaping
- Bike parking
- First/last mile connections

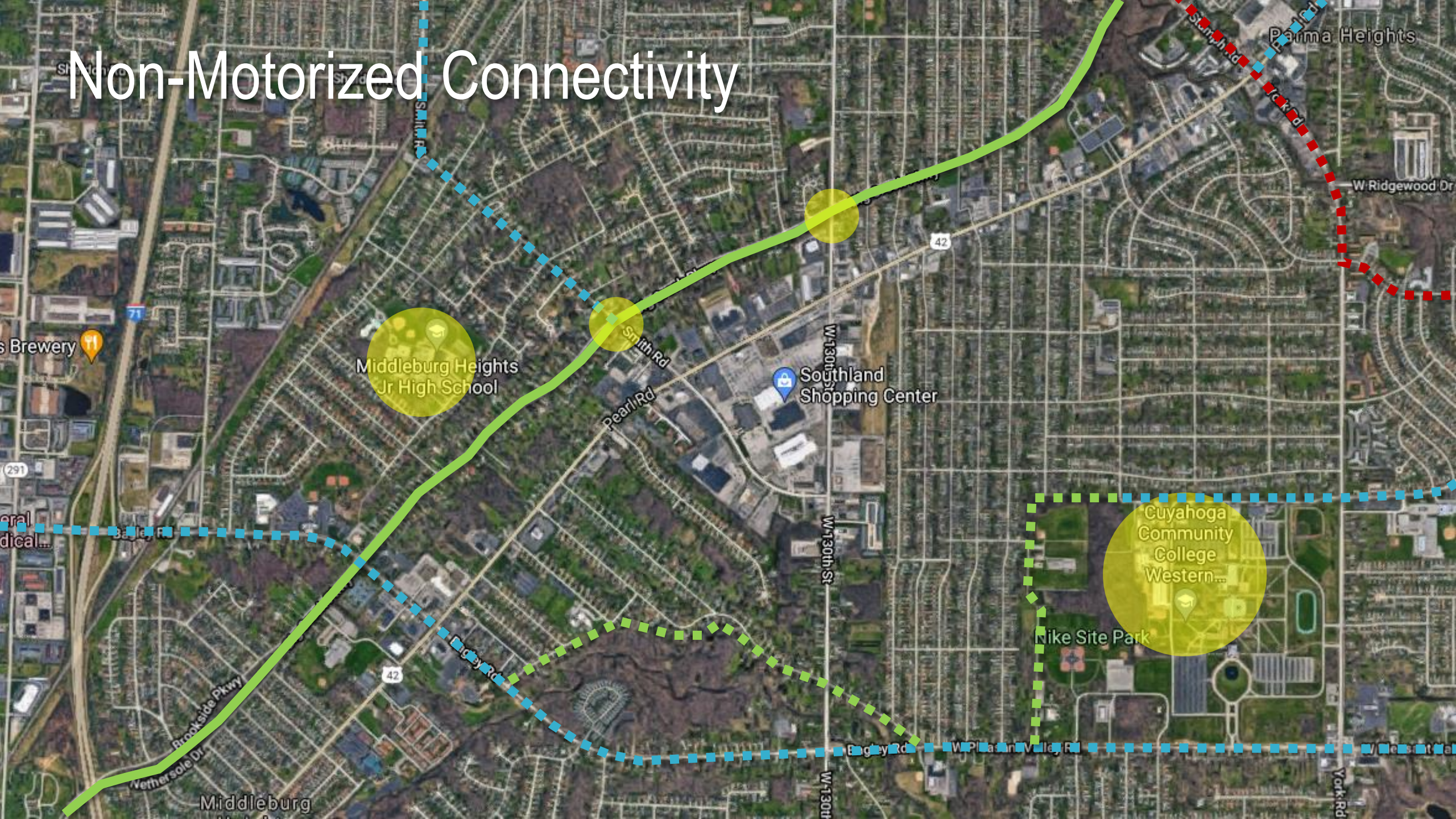


Non-Motorized Connectivity

- Cuyahoga Greenways Plan existing & proposed facilities
- Tri-C
- Coordination with Parma Hts & Parma



Non-Motorized Connectivity



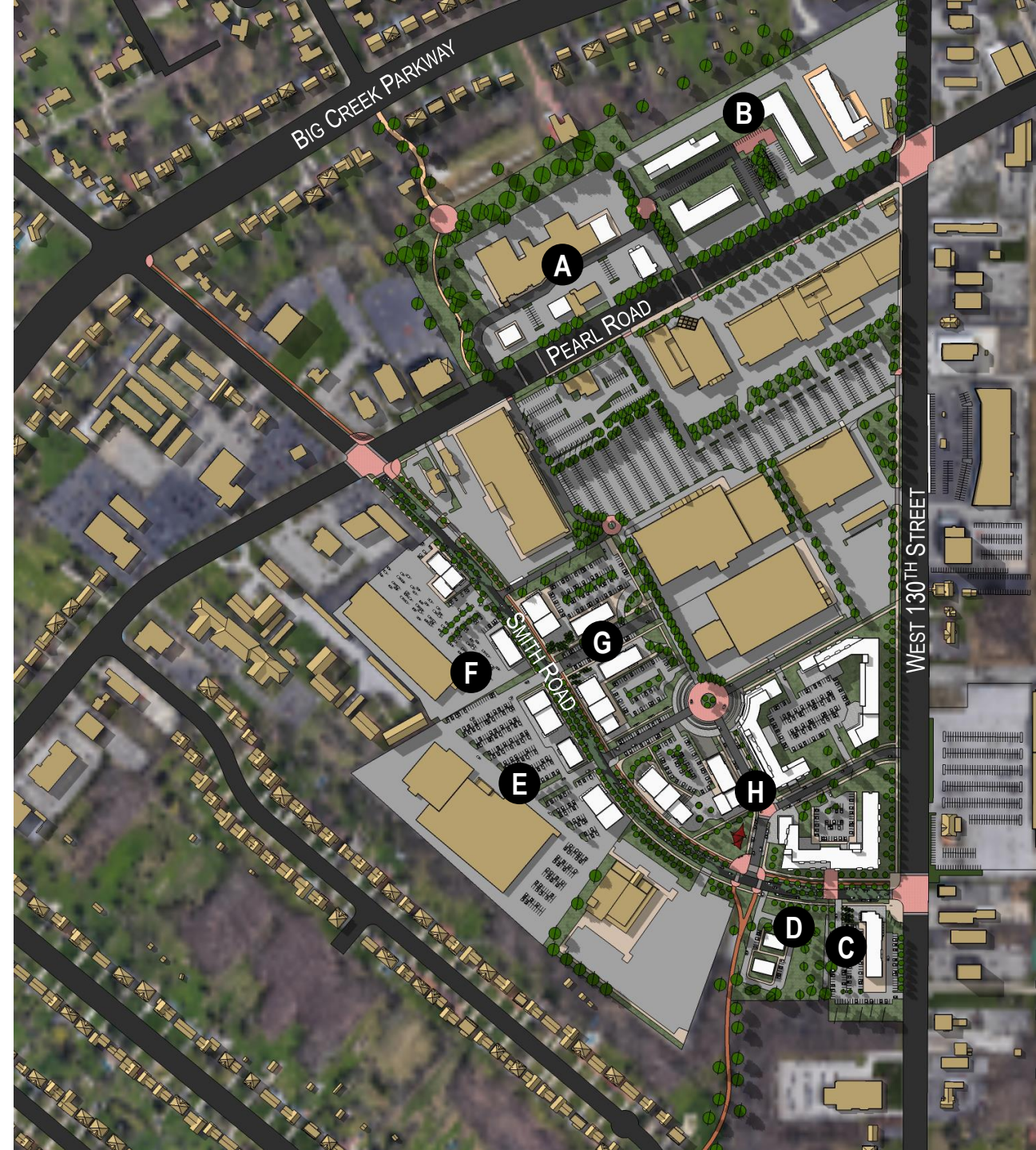
SITE DEVELOPMENT STATS

POTENTIAL DEVELOPMENT TOTALS:

NEW COMMERCIAL RETAIL SPACE:	417,000 SF
NEW COMMERCIAL OFFICE SPACE:	161,000 SF
NEW RESIDENTIAL SPACE - TOWNHOMES:	110 UNITS
NEW RESIDENTIAL SPACE - MULTI-FAMILY:	860 UNITS (934,000 SF)
NEW RESIDENTIAL SPACE - SF / CLUSTER HOMES:	79 UNITS
NEW GREEN SPACE:	168,500 SF (3.8 ACRES)

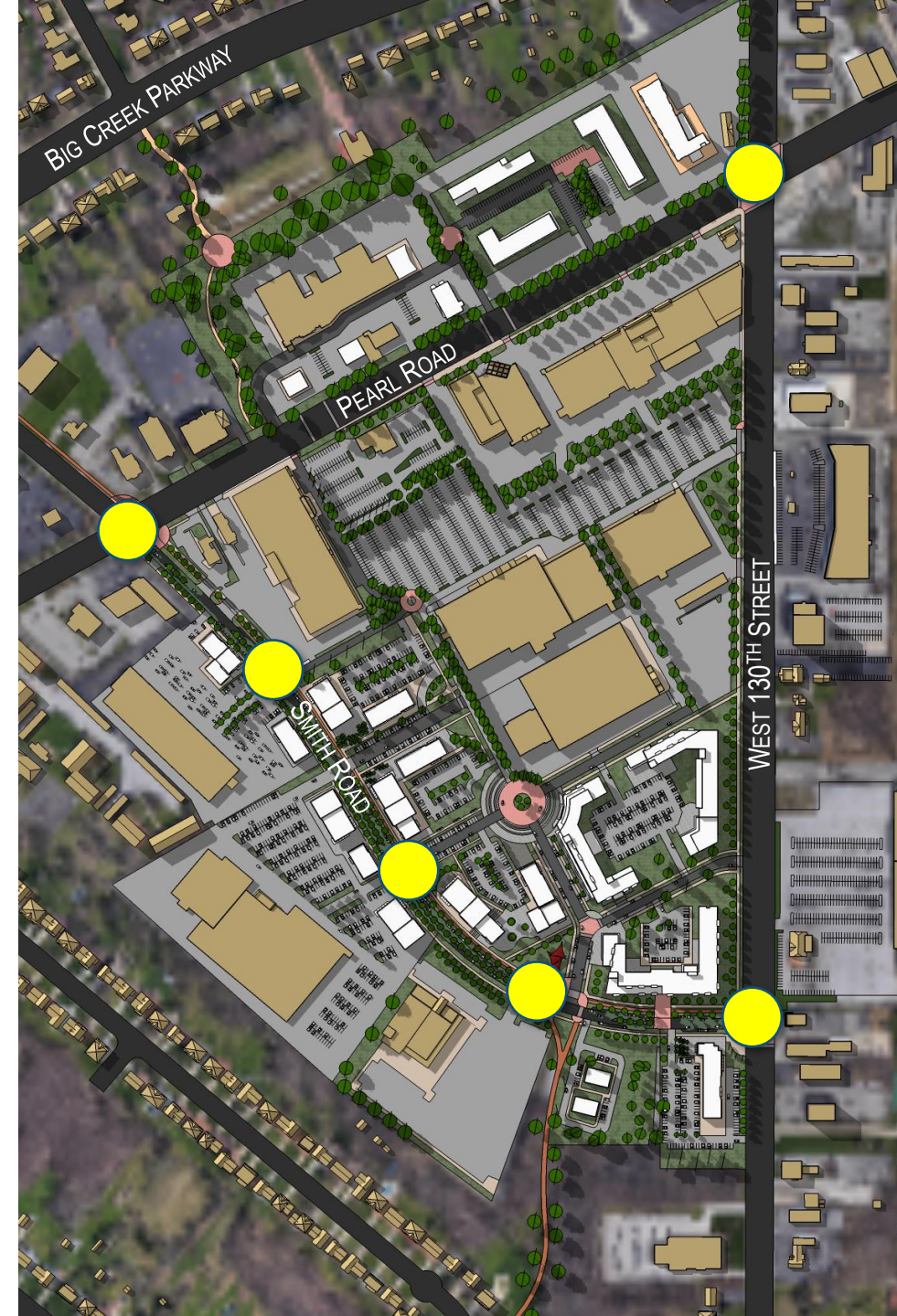
DEVELOPMENT SITES:

- Site A - Create strong frontage along Pearl Road
- Site B - Redevelop to create gateway and new use options
- Site C - Redevelop gas station as district gateway
- Site D - Medina Creative Housing development
- Site E - Create strong frontage along Smith Road / new housing options
- Site F - Create strong frontage along Smith Road / new housing options
- Site G - Redevelop site to create new activities and street frontage
- Site H - Redevelop as mixed use core / green space

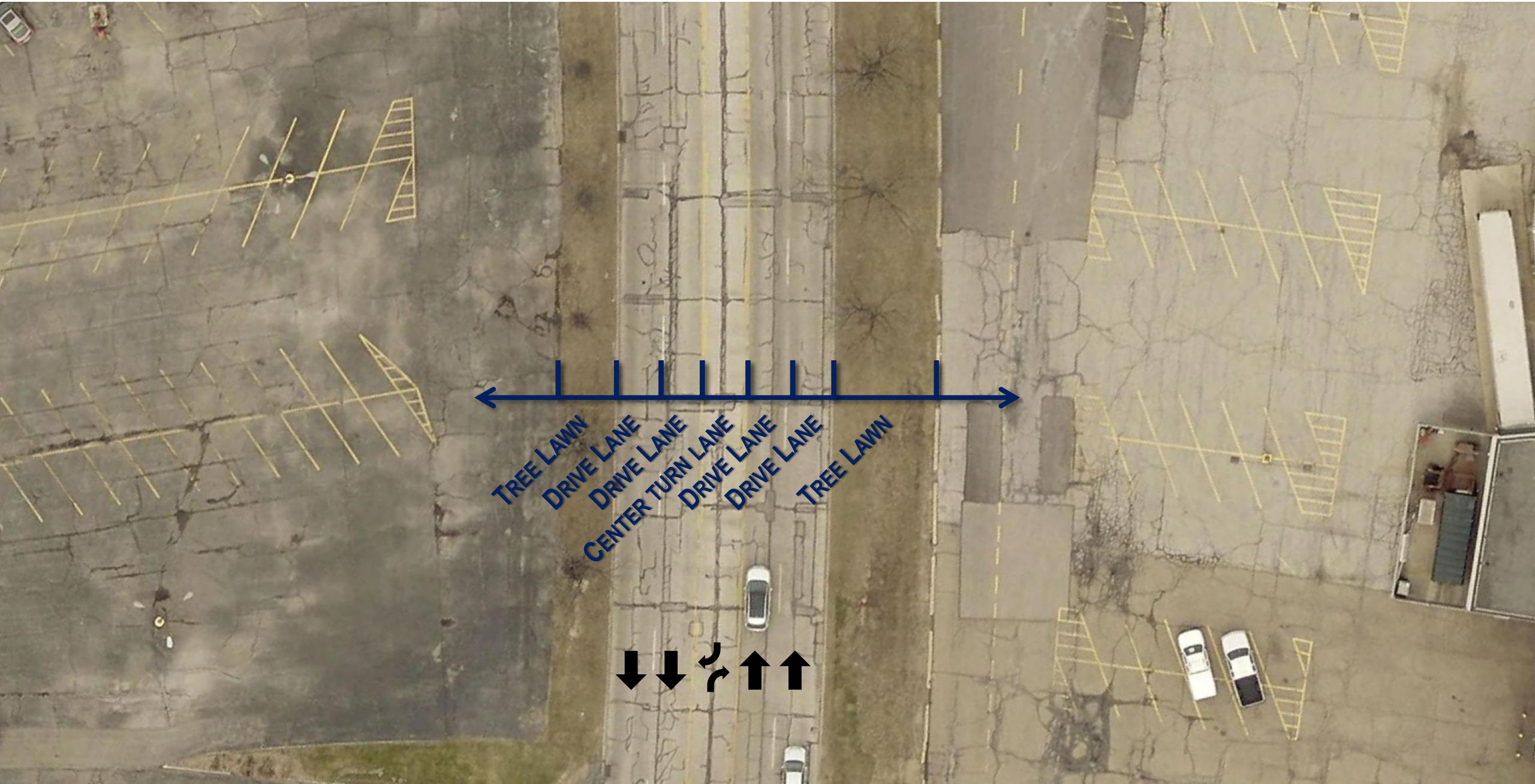


FUTURE CONDITIONS TRAFFIC

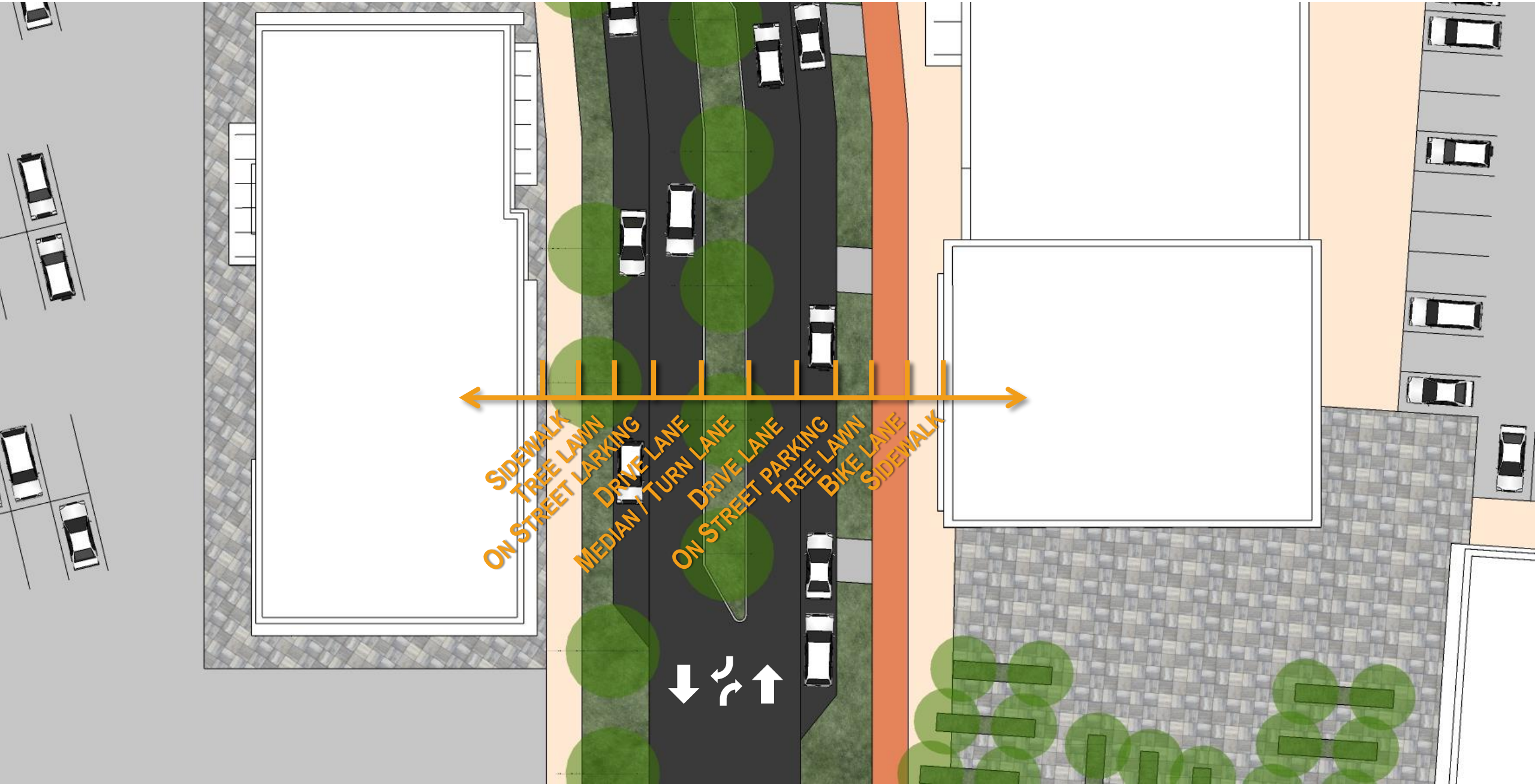
- Develop projected site-generated traffic for proposed development
- Analyze and document anticipated travel patterns and operational performance at study area intersections
- Accommodate all travel modes with Southland District and connecting to adjacent neighborhoods
 - Bicycle, pedestrian, transit, motor vehicle
 - Infrastructure configuration and related accommodations
 - Safe & comfortable travel for all modes
- Document traffic analysis, results and recommendations to qualify and apply for NOACA funding



SMITH ROAD – EXISTING CONFIGURATION



SMITH ROAD – PROPOSED CONFIGURATION



Smith Road Traffic Operations Existing Conditions (2020)

LEGEND

xx / xx AM / PM
peak hour volume

LOS A Free Flow
LOS B ↓
LOS C ↓
LOS D Design Standard
LOS E At Capacity
LOS F Over Capacity

*LOS Level of Service

C / D



340 / 450



420 / 560

A / B



400 / 280



220 / 530

B / C



- LOS D or better on Smith Road
- Volumes indicate excess roadway capacity

Smith Road Traffic Operations Proposed - Opening Year (2025)

LEGEND

xx / xx AM / PM
peak hour volume

LOS A Free Flow
LOS B ↓
LOS C ↓
LOS D Design Standard
LOS E At Capacity
LOS F Over Capacity

*LOS Level of Service

C / D



330 / 510



470 / 610

A / B



400 / 300



240 / 580



A / B

- LOS D or better on Smith Road
- Improved LOS at Smith/W. 130th
- Analysis indicates acceptable performance with road diet

Smith Road Traffic Operations Proposed - Design Year (2040)

LEGEND

xx / xx AM / PM
peak hour volume

LOS A Free Flow
LOS B ↓
LOS C ↓
LOS D Design Standard
LOS E At Capacity
LOS F Over Capacity

*LOS Level of Service

C / D



320 / 520



560 / 610

A / B



380 / 320



260 / 610

B / B



- LOS D or better on Smith Road
- Analysis indicates acceptable future performance with road diet

SOUTHLAND VISION PLAN



SOUTHLAND VISION PLAN



SOUTHLAND VISION PLAN





NEXT STEPS

An aerial architectural rendering of a city district. The scene features several large, modern buildings with white and grey facades. There are extensive parking lots with many cars. A prominent circular plaza with a red-paved center and a green lawn is located in the upper right. The overall style is a semi-transparent architectural overlay on a faded aerial photograph of the actual location.

- **Finalize transportation recommendations**
- **Revise Development Plan as needed**
- **Report out final District Vision**
- **Next Meeting: Thursday, August 26, 2021**