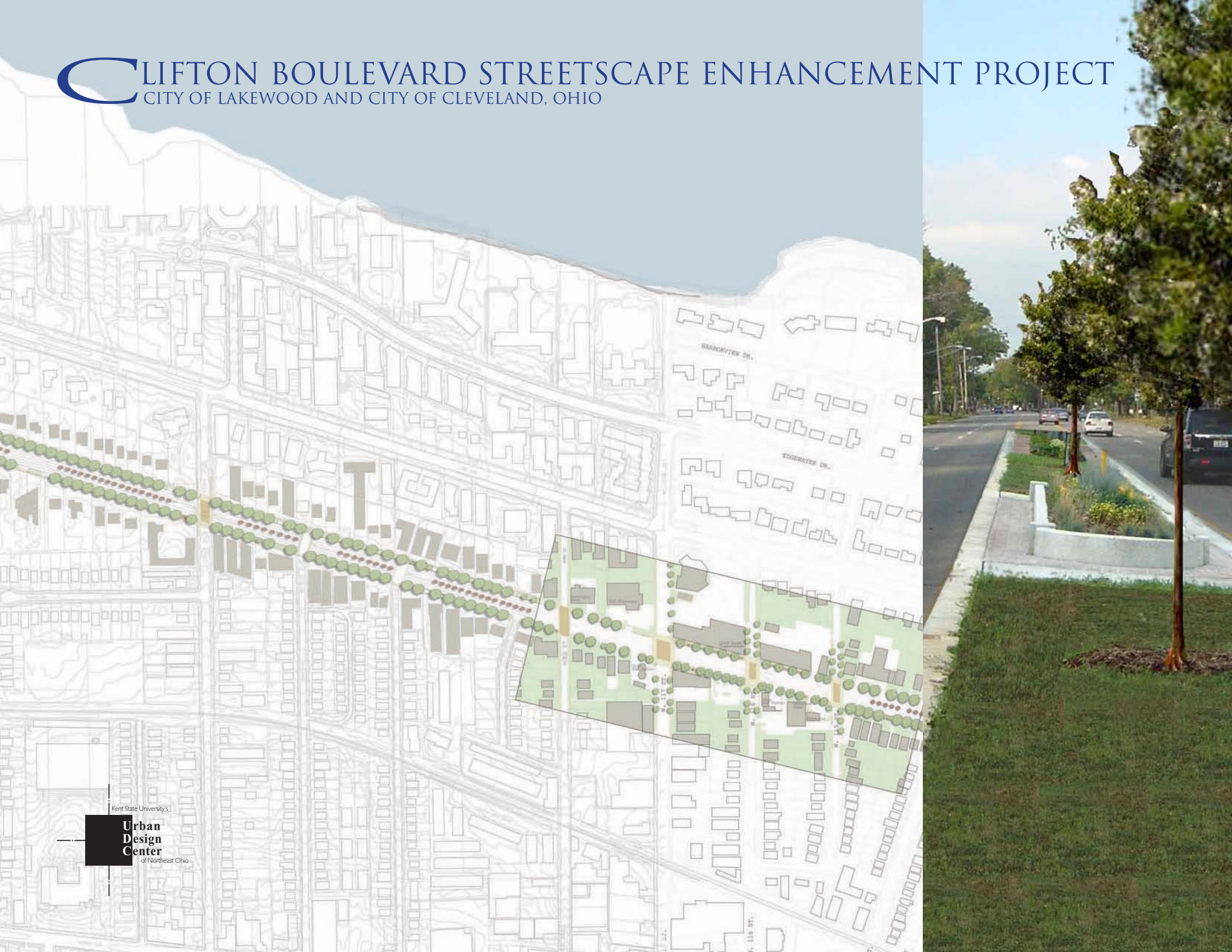


CLIFTON BOULEVARD STREETSCAPE ENHANCEMENT PROJECT

CITY OF LAKEWOOD AND CITY OF CLEVELAND, OHIO



Kent State University's

**Urban
Design
Center**

of Northeast Ohio

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Prepared for the City of Lakewood Department of Planning and Development *and the* City of Cleveland City Planning Commission

August 2006

INTRODUCTION

The State of Ohio Department of Transportation has proposed to resurface Clifton Boulevard in Lakewood and in Cleveland in 2006/2007. With this comes the opportunity to link the roadway improvements to the upgrading of other streetscape elements to significantly improve the total environment of the street. This integration of streetscape elements will improve the environment of the roadway for drivers and cyclists, improve the experience of the road for pedestrians, enhance the boulevard corridor for those living along the street, and stimulate economic development around walkable neighborhood nodes.

The creation of a walkable/bikeable environment has been shown to be beneficial to people's health, to the community vitality and for the environment. Walking/cycling improves community interaction and provides easy, inexpensive and low-impact exercise that can improve the overall health of community residents. Walkable communities also provide economic benefits – housing values are often higher, walkable communities attract “New Economy” workers, and, together with improved transit, reduce commuting costs.

Clifton Boulevard in Lakewood and in Cleveland is a major east/west link in the regional roadway system. In the City of Lakewood, Clifton Boulevard runs for approximately 3 ½ miles from West Clifton Boulevard to West 117th Street at the eastern end. From West 117th Street Clifton Boulevard runs through the City of Cleveland to connect to the Shoreway at Lake Avenue.

1926



1937



1941



Clifton Boulevard



1948



Streetscape Enhancement Project

1948



1962 *below right*

1964 *right*



EXISTING CONDITIONS

In Lakewood the adjacent development is primarily residential, but also includes schools and churches. Some 40 cross streets feed into the boulevard with key access points at West Clifton Boulevard, Warren Road, Belle Avenue, Nicholson Avenue, and West 117th Street link to key amenities of the City. Although not included in the ODOT resurfacing project, the section between the Rocky River bridge and West Clifton Boulevard is an integral part of the Boulevard experience and, for the purpose of the streetscape enhancement study, should be considered a part of the project.

In Cleveland adjacent development is both residential and neighborhood-oriented retail. The retail uses are primarily concentrated in the section between West 117th Street and West 114th Street but other pockets of retail uses occur along this section of the corridor. Clifton Boulevard is approximately 1 ¼ miles with some 14 cross streets including major city connections at Baltic Avenue, West Boulevard and West 117th Street.

The roadway right-of-way is typically 120 feet and the roadway is 70 feet wide with parking permitted on both sides of the street with the exception of one side restrictions during the morning and evening rush hours.

In general residential buildings are set back 50 feet from the right-of-way line. Retail buildings are somewhat closer to the road although some are set back from the right-of-way line to increase the pedestrian sidewalk in front of the premises. The building stock is in good condition. Many buildings date from the early years of the twentieth century although there are more recent examples of retail buildings.





TRAFFIC CORRIDOR



TRANSIT CORRIDOR



LOCAL RETAIL

Streetscape Enhancement Project

Over the years the visual environment of the street has acquired a collection of paraphernalia that detracts from the visual environment of the street.

Sidewalks along the entire length of the boulevard are a mixture of the original sandstone and newer concrete panels, both ranging from excellent to hazardous in quality. Many of the trees along the boulevard are approximately 80 years old and are close to reaching the end of their life – selective cutting and replanting of new trees is a matter of some urgency in order to maintain the tree canopy. Tree lawns exist in varying states. ADA requirements are accommodated with different levels of success.

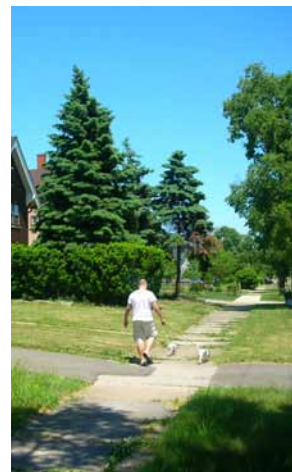
Other streetscape elements include street lighting, overhead wires, traffic signals, road-oriented regulatory and directional signs, street name signs, bus shelters, trash bins, and other elements that typically are placed in the street with little relationship to other elements already existing. The removal of streetscape elements or the consolidation of signs is not action that is often undertaken. With the planned roadway improvements comes the opportunity to reconsider the street environment in a unified manner. The City of Lakewood and the City of Cleveland have jointly expressed the intention of seeking enhancement funds from NOACA to assist with these improvements.

The results outlined in the following pages result from a series of public meetings held jointly between residents, business owners and tenants, City of Cleveland and City of Lakewood officials and elected councilmen, and neighborhood organization representatives. The meetings took place between April 2005 and June 2006.

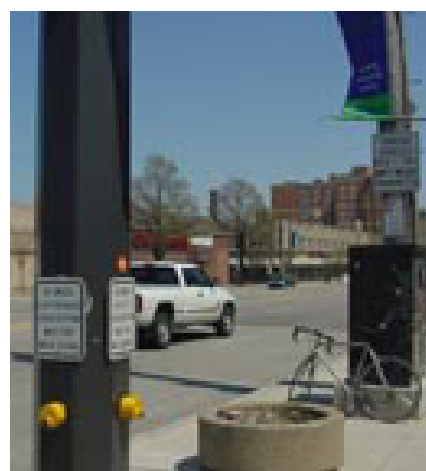
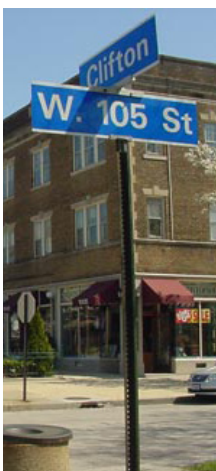




RESIDENTIAL



PEDESTRIAN REALM



SIGNS

Streetscape Enhancement Project

TREES



STREET FURNITURE





CLIFTON BLVD.



EASTERN GATEWAY



WEST 117th CENTER

GOAL OF THE PROJECT

To develop a consensus for improvements to Clifton Boulevard that enhances the environment of the street for those living along the street, for those using the street for walking or bicycling, for those patronizing the retail establishments, and for those traveling through the area between the West Shoreway and the western suburbs.



“Streets that are attractive, safe and suitable for walking are a key factor in community livability. Pedestrian-friendly streets create opportunities for people to meet and interact, helping to create community networks.”

“In several case studies, improving walking conditions in a community significantly increased retail sales and property values.”
(Local Government Commission, 2001).



Clifton Boulevard

THE REGIONAL CONTEXT

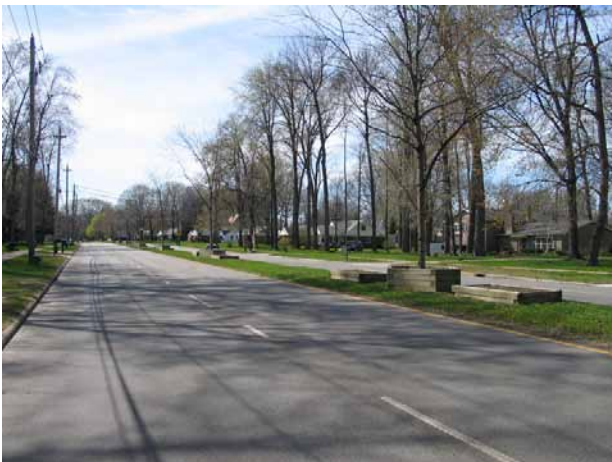
Linking the West Shoreway and the western suburbs
Linking Edgewater Park and te Rocky River MetroPark



PRECEDENTS

Precedents for the enhancement of the roadway by the use of a planted median can be found both within the Cleveland region and beyond. Here, historic examples are shown from Hilliard Boulevard in Rocky River and Shaker Boulevard in Shaker Heights. A recently completed example is East Washington Avenue in Madison, Wisconsin.

Enhancements should also include improved signage, better bus shelter environment, clear gateway and wayfinding markers, pedestrian crossings that clearly define the pedestrian priority, and public art.





Streetscape Enhancement Project

BOULEVARD PROPOSALS

Illustrated on this page and on the following pages are the proposed Streetscape Enhancement proposals for Clifton Boulevard.

Six different conditions have been identified: They are:

- Typical Median Plan and Section both in Lakewood (B) and in Cleveland (E).
- Special Treatment in School and Church Districts (A).
- Proposals for the West 117th Street/Clifton Boulevard Historic Retail Neighborhood and some additional treatment for the boulevard from West 115th Street to Hird Street (C).
- Proposals for traffic calming at non-signalized intersections (D).
- Recognition of the special conditions that occur at the Clifton Boulevard/West Boulevard intersection (F).



CLIFTON BOULEVARD STREETScape ENHANCEMENT PROJECT



THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION HAS PROPOSED TO RESURFACE CLIFTON BOULEVARD IN LAKEWOOD AND IN CLEVELAND IN 2007/2008. WITH THIS PROJECT COMES THE OPPORTUNITY TO LINK THE ROADWAY IMPROVEMENTS AND THE UPDATING OF OTHER STREETSCAPE ELEMENTS TO SIGNIFICANTLY ENHANCE THE TOTAL ENVIRONMENT OF THE BOULEVARD FROM THE WESTERN END OF THE WEST SHOREWAY IN CLEVELAND TO WEST CLIFTON BOULEVARD IN LAKEWOOD, A DISTANCE OF NEARLY FIVE MILES.

THE ENHANCEMENT WILL IMPROVE THE EXPERIENCE OF THE ROADWAY FOR DRIVERS, CYCLISTS, PEDESTRIANS, AND THOSE LIVING ALONG THE STREET, AND WILL STIMULATE ECONOMIC DEVELOPMENT AROUND THE HISTORIC NEIGHBORHOOD NODE AT WEST 117TH STREET AND ADD VALUE TO PROPERTIES IN BOTH CITIES.



C

**West 117/
Clifton Boulevard
Retail Center**

Historic Street Neighborhood
(West 115th Street to Hand Street)
Patterned median/left turn lane only to allow for left turn traffic
encouraging and existing retail and higher-density residential properties.
Similar street scene treatment on both sides of the City Line to create
a smooth transition zone.

“Welcome to...” signs
High quality sidewalk concrete panels with special existing pattern
Pedestrian scale lighting
Banners on street and pedestrian light poles
Street trees in tree groves or planters
Sidewalk planters with street trees, shrubs and ground cover
Wayfinding kiosks and public art zone
Improved bus stop waiting areas
Pedestrian scale ramp at all intersections
Integrally colored crosswalks at signalized intersections
Integrally colored crosswalk intersection point
Traffic signals, light poles with key street and district names

Extension of C area (Cory Avenue to West 110th Street)
Higher level residential landscape route with retail on the ground floor
Higher density housing at higher pedestrian scale

Typical Median Plan and Street Section with planted median between 110th Street and West 115th Street
extension of pedestrian-scale lighting on Cory Avenue and at West 110th Street

D

**Non-signalized
Intersection**

Non-signalized pedestrian
crossing marking
“Pedestrian Crossing”
warning signs

E

Typical Median Plan and Street Section

General
Landscape Median with left turn lanes (left turn permit) plan
Median Apron
Overhead trees in median
Median planting - grass or ground cover
Median accent plantings with curb and shade planting
Improved bus stop waiting area
Banners on light poles
Pedestrian scale ramp at all intersections

Signalized Intersection
Integrally colored crosswalks at signalized intersections
Integrally colored concrete intersection panel

Cloud Median (Option for further consideration)
Continuous median across the intersection marking left turn
from the only street at West 108th and West 105th and West 103rd Street plus
Median Apron
Planter curbs
Shade planting
Non-signalized pedestrian crossing marking
Non-signalized intersection
Non-signalized pedestrian crossing marking
“Pedestrian Crossing” warning signs

F

**Clifton Boulevard/
West Boulevard
Intersection**

Improved bus stop waiting area
with additional overhead poles
No median planting within the
West Boulevard Right of Way
Additional signage to adjacent
block

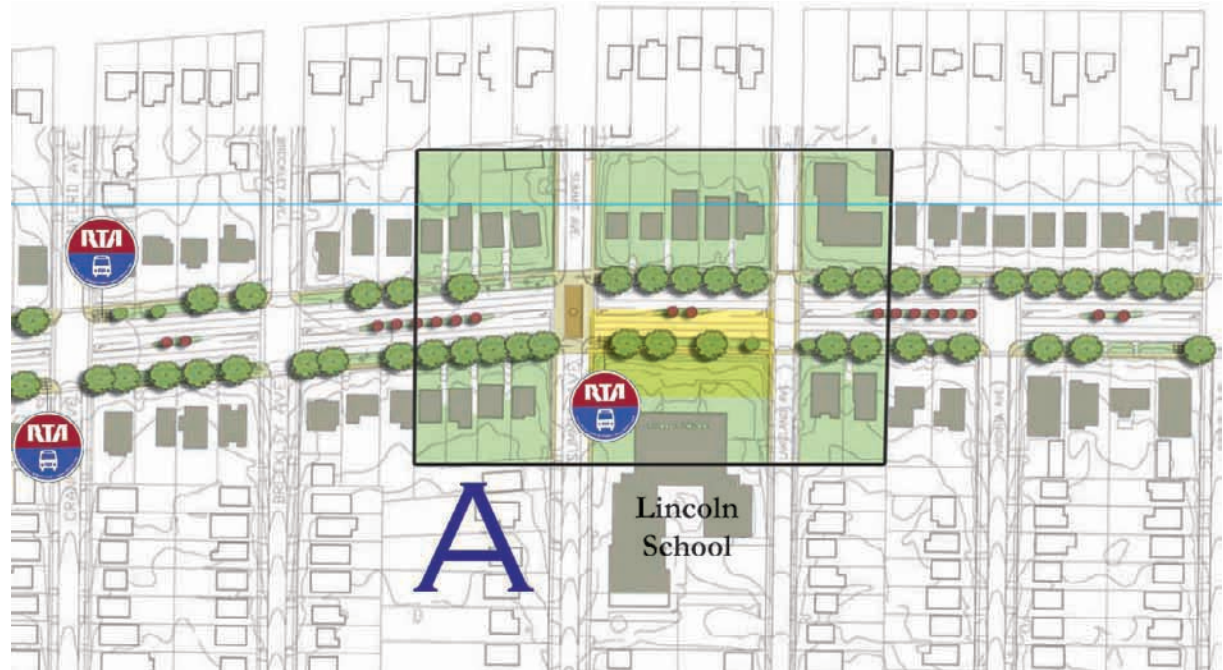
A

SCHOOL/CHURCH DISTRICTS

Taft School, Emerson School, St Luke's Church, Lincoln School

Typical Median Plan and Street Section plus:

- Pedestrian-scale lighting to create a pool of light in high-use pedestrian zones.
- Banners on street and pedestrian light poles.



TYPICAL MEDIAN PLAN AND STREET SECTION

General Landscaped Median with left-turn lanes (U-turns permitted) plus:

- Median Apron.
- Median planting - ornamental trees, grass and ground cover.
- Median accent planter with curb and shrub planting.
- Improved bus stop waiting area.
- Banners on light poles.
- Pedestrian curb ramp at all intersections.
- Additional signage to Lakewood Park, Lakewood Hospital and City Retail Center.
- New street trees as necessary.

Note that there is no planted median between Belle Avenue and St. Charles Avenue because of the high number of left turns.

Signalized Intersections:

- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection pane.l

CLOSED MEDIAN

(Option for further consideration)

Continuous median across the intersection restricting left turns from the side streets on streets that do not connect through to Detroit Avenue and Lake Avenue (Virginia, Ramona, Chase, Hathaway, Elbur, Jackson, Donald):

- Median Apron.
- Planter curb.
- Shrub planting.
- Non-signalized pedestrian crossing marking.

Non-signalized Intersection:

- Non-signalized pedestrian crossing marking.
- “Pedestrian Crossing” warning signs.





WEST 117/CLIFTON BOULEVARD RETAIL CENTER

*(Historic Retail Neighborhood:
West 115th Street to Hurd Street)*

Painted median/left-turn lane only to allow for left-turn traffic entering and exiting retail and higher-density residential properties.

Similar streetscape treatment on both sides of the City Line to create a smooth transition plus:

- “Welcome to ...” signs.
- High quality sidewalk concrete panels with special scoring pattern.
- Pedestrian-scale lighting.
- Banners on street and pedestrian light poles.
- Street trees in tree grates or planters.
- Sidewalk planters with street trees, shrubs and ground cover.
- Wayfinding kiosks and public art sites.
- Improved bus stop waiting areas.
- Pedestrian curb ramp at all intersections.
- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection panel.
- Traffic signals/light poles with key street and district names.



EXTENSION OF C AREA

(Cove Avenue to West 110th Street)

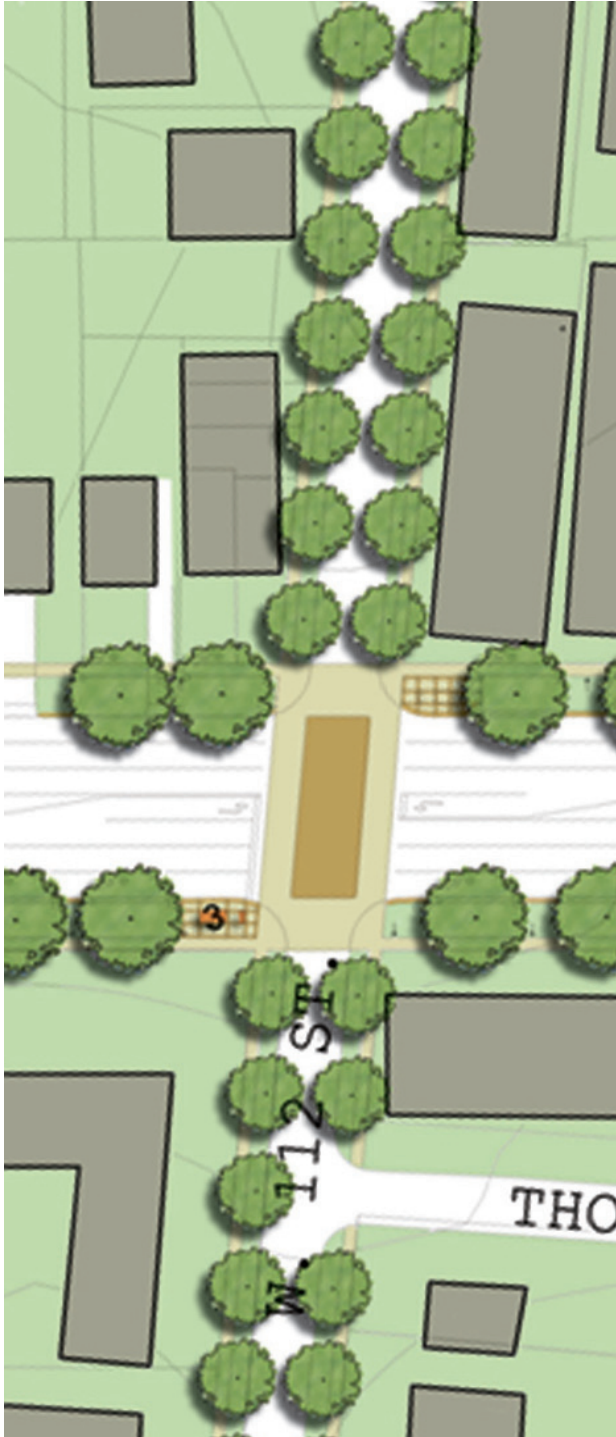
Higher-rise residential buildings some with retail on the ground floor

Higher density resulting in higher pedestrian traffic

Typical Median Plan and Street Section with planted median between 110th Street and West 115th Street and between Hurd Street and Cove Avenue plus:

- Extension of pedestrian-scale lighting to Cove Avenue and to West 110th Street.

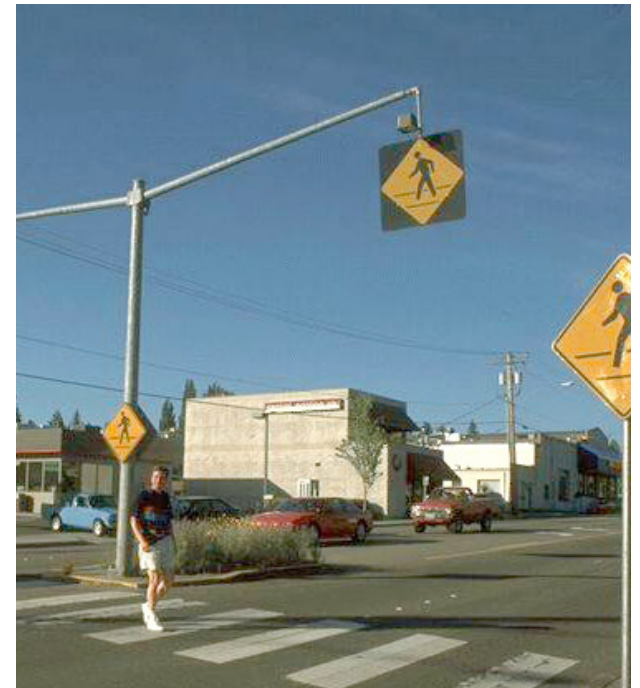




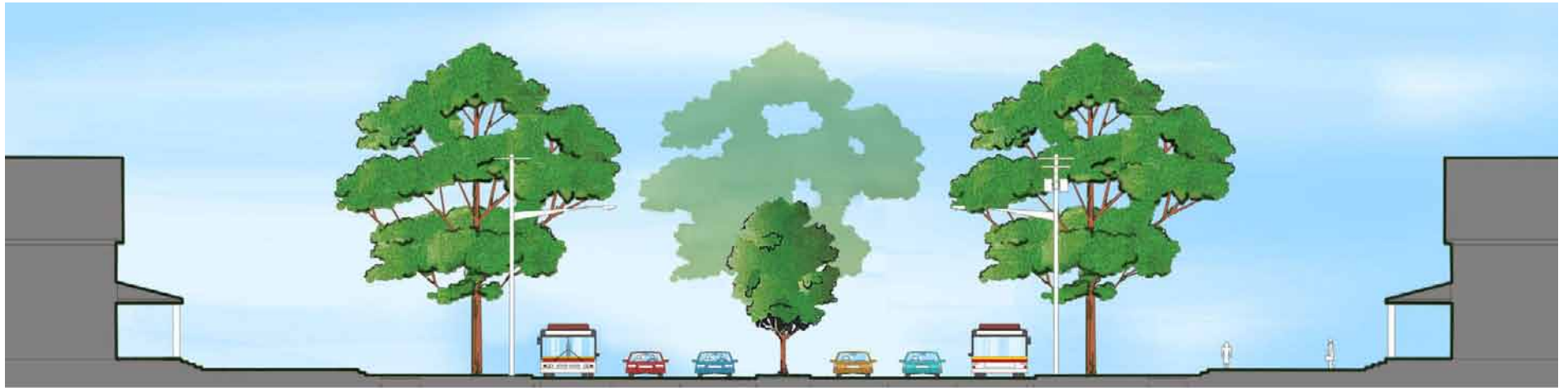
D

NON-SIGNALIZED INTERSECTION

- Non-signalized pedestrian crossing marking.
- “Pedestrian Crossing” warning signs.



Clifton Boulevard



E

TYPICAL MEDIAN PLAN AND STREET SECTION

General

Landscaped Median with left-turn lanes (U-turns permitted) plus:

- Median Apron.
- Ornamental trees in median.
- Median planting - grass or ground cover.
- Median accent planters with curb and shrub planting.
- Improved bus stop waiting area.
- Banners on light poles.
- Pedestrian curb ramp at all intersections.

Signalized Intersections:

- Integrally colored crosswalks at signalized intersections.
- Integrally colored concrete intersection panel.



CLOSED MEDIAN

(Option for further consideration)

Continuous median across the intersection restricting left turns from the side streets at West 108th and West 105th and West 103rd Streets plus:

- Median Apron.
- Planter curb.
- Shrub planting.
- Non-signalized pedestrian crossing marking.

Non-signalized Intersection:

- Non-signalized pedestrian crossing marking.
- "Pedestrian Crossing" warning signs.



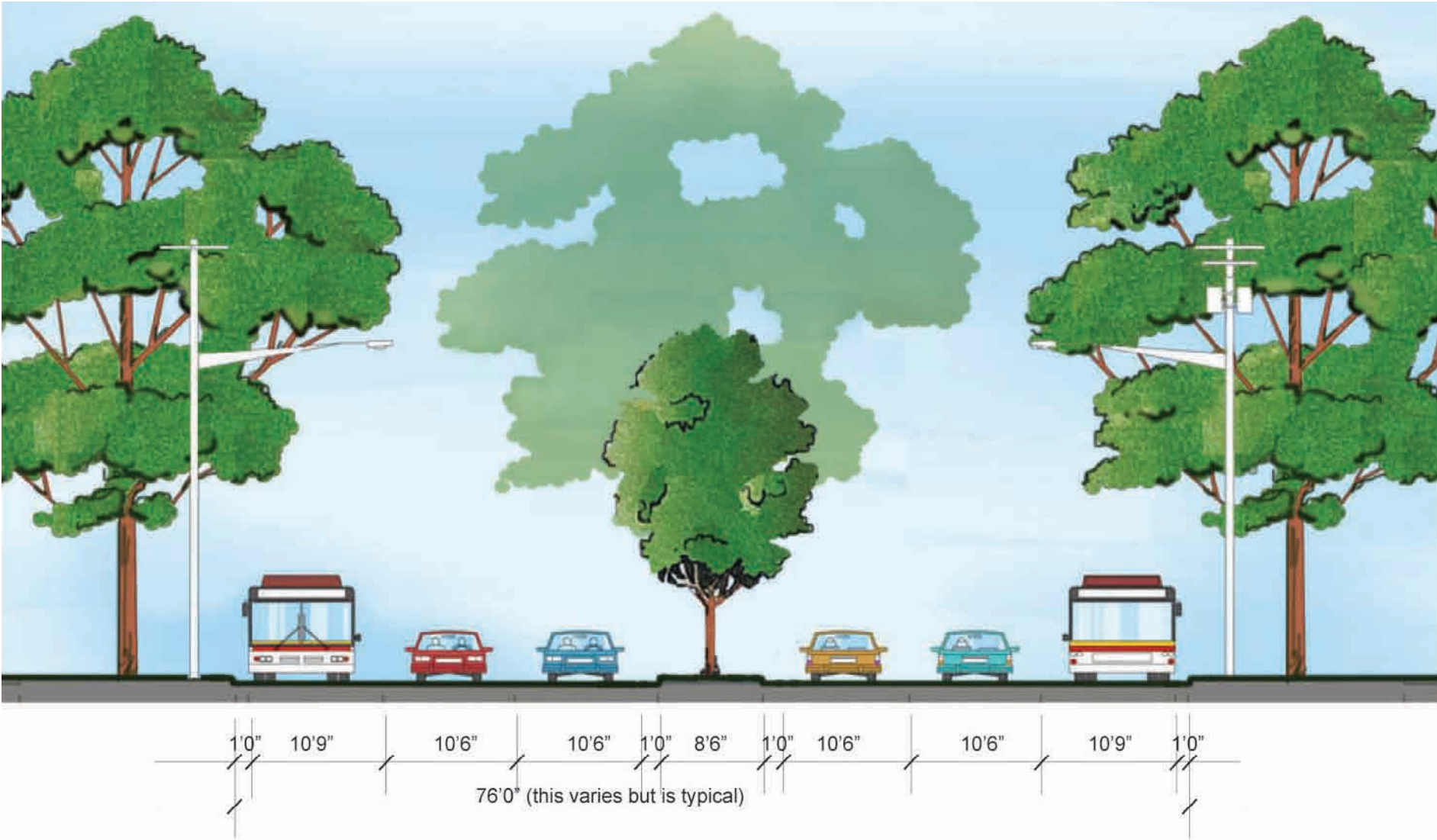
Streetscape Enhancement Project

F

CLIFTON BOULEVARD/ WEST BOULEVARD

- Improved bus stop waiting area with additional sidewalk paths.
- No median planting within the West Boulevard Right-of-Way.
- Additional signage to Edgewater Park.

PROPOSED STREET SECTION





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PRELIMINARY COST ESTIMATE

	LAKEWOOD				CLEVELAND			
Landscaped Median	quantity	unit	unit price	total price	quantity	unit	unit price	total price
demolition	64,531	SF	0.70	45,200.00	26,637	SF	0.70	18,650.00
earthwork	3,585	CY	10.00	35,850.00	1,500	CY	10.00	15,000.00
new curbs	15,973	LF	18.00	287,514.00	6,425	LF	18.00	115,650.00
colored ped. crossings concrete	48,000	SF	13.00	624,000.00	33,600	SF	13.00	436,800.00
colored intersection panel concrete	21,100	SF	13.00	274,300.00	14,770	SF	13.00	192,010.00
ornamental trees	50	each	400.00	20,000.00	54	each	400.00	21,600.00
shade trees	254	each	500.00	127,000.00	111	each	500.00	55,500.00
shrubs	1,000	each	50.00	50,000.00	300	each	50.00	15,000.00
topsoil	2,500	CY	40.00	100,000.00	1,000	CY	40.00	40,000.00
gravel base	1,800	CY	50.00	90,000.00	750	CY	50.00	37,500.00
seeding	64,000	SF	0.20	12,800.00	26,000	SF	0.20	5,200.00
utility modifications	1	LS	20,000.00	20,000.00	1	LS	10,000.00	10,000.00
	Sub Total			1,686,664.00	Sub Total			962,910.00
	Contingency(20%)			329,250.00	Contingency (20%)			189,450.00
	TOTAL			2,015,914.00	TOTAL			1,152,360.00
Sidewalk Improvements								
sidewalks	27000	LF	30.00	810,000.00	11400	LF	30.00	342,000.00
shade trees	50	each	500.00	25,000.00	54	each	500.00	27,000.00
special pedestrian paving	8000	SF	18.00	144,000.00	24000	SQ	18.00	432,000.00
driveway aprons	344	each	1,500.00	516,000.00	126	each	1500.00	189,000.00
pedestrian lights	56	each	2,500.00	140,000.00	48	each	2,500.00	120,000.00
street furniture	1		10,000.00	10,000.00	1		5,000.00	5,000.00
bus waiting areas (special concrete)	23	each	1,000.00	23,000.00	15	each	1000.00	15,000.00
gateway signs	2	each	5,000.00	10,000.00	2	each	5,000.00	10,000.00
	Sub Total			1,678,000.00	Sub Total			1,140,000.00
	Contingency (20%)			335,600.00	Contingency (20%)			228,000.00
	TOTAL			2,013,600.00	TOTAL			1,368,000.00
	GRAND TOTAL			4,029,514.00	GRAND TOTAL			2,520,360.00

Notes:

Shade Trees - assume 10% replacement

Bus waiting areas are for concrete pad only