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ACKNOWLEDGEMENTS

We would like to thank our Steering Committee members and Stakeholders for their commitment and support throughout the development of the 2022 West Maple Development Guidelines.

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I. EXECUTIVE SUMMARY



COMMUNITY-DRIVEN REVITALIZATION GOALS

Established through a Community Design Process to create a Shared Vision

Purpose:

The overall purpose of the West Maple Revitalization project is to beautify and connect the community from historic downtown Hartville at Prospect Avenue to the roundabouts at Kaufman Avenue.

Community Consensus:

We have gathered input from stakeholders; including business and educational leaders, government representatives of the Village of Hartville and Lake Township, as well as a survey of the general public.

This process has allowed us to reach a consensus for the future vision plan for West Maple Street.

Revitalization Goals:

The goals shown here have been crafted with the community, and should be used along with the vision and strategies shown in this document to guide all development in this community.



Enhance and unify the corridor's unique character and quality.



Connect amenities and destinations along the corridor with paths and trails that are accessible and welcoming to all.



Create a unified experience along the corridor to attract visitors, residents, and businesses to the area.



Create opportunities for collaboration that strengthen the corridor and its neighbors.



CHARACTER CONTEXT

Defining and Preserving the Character of the West Maple Corridor to help guide growth

The West Maple Corridor is at the junction of four different land uses which each bring a distinct character and historic connection to the Corridor. New development and improvements should incorporate aspects of the unique character described below to preserve this existing character and charm.

Industrial Heritage:

Hartville's historic growth was centered around rail infrastructure that connected the town to new economic markets. Industrial sites and structures can be reinvisioned and activated with new uses.

Quaint Village:

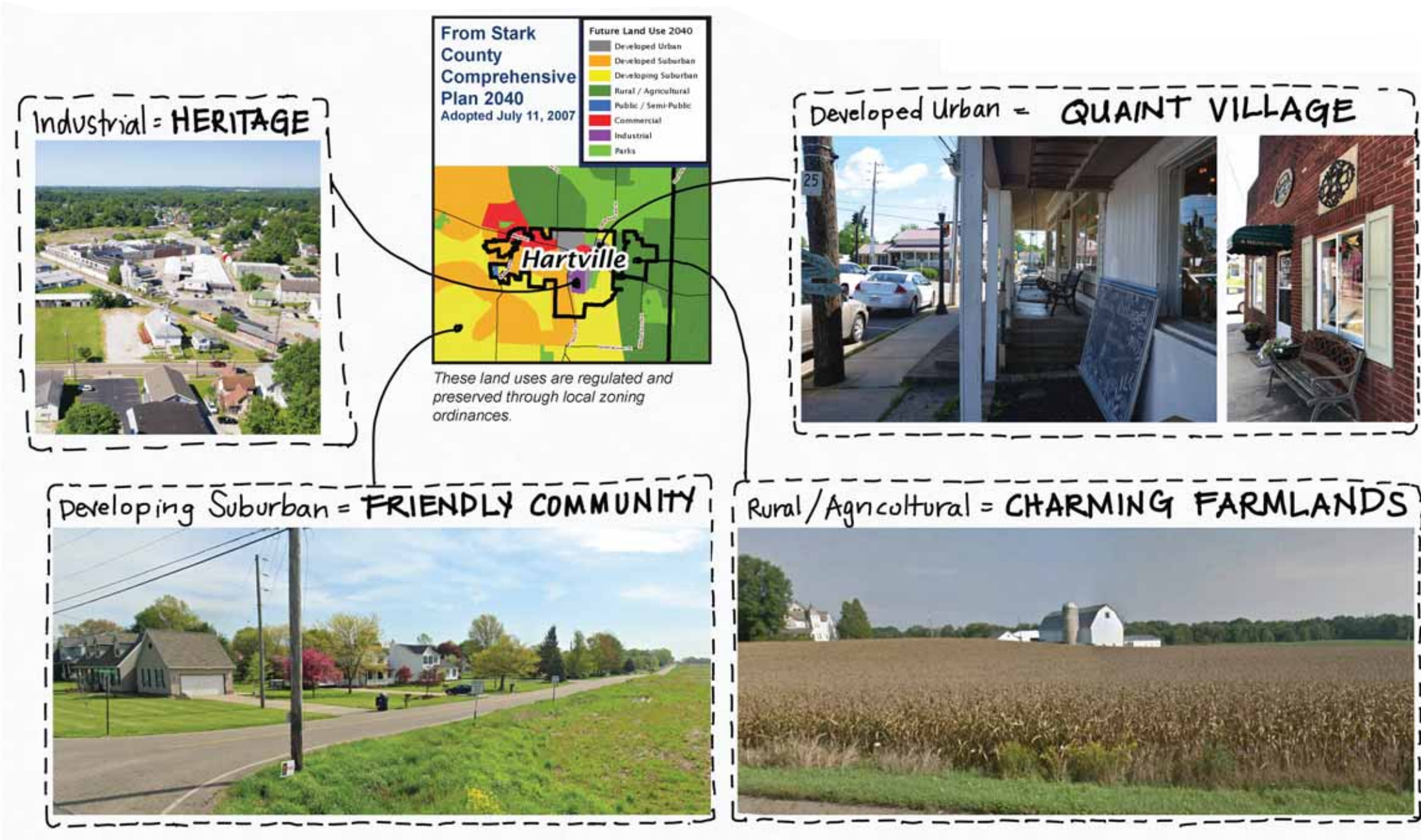
The Historic District in Downtown Hartville is comprised of shops and homes from the turn of the 19th century. Porches, sidewalks, and other pedestrian scaled streetscape elements bring charm to the district.

Rural and Agricultural:

The long landscape vistas surrounding the town are dotted with farmlands, tall grasses, barns, and grain silos. The charming farmlands offer opportunities to connect current residents and visitors to farming, while sharing the rich agricultural past.

Developing Suburban:

Population growth in the Hartville Lake area has transformed former farmlands to friendly residential communities. Residents support businesses along the corridor and opportunities to bring people together.



CONNECTED DESTINATIONS

Elevate and connect the three activity areas to create a continuous "Main Street" character



Corridor Destinations:

The West Maple corridor is comprised of three key activity centers that have become destinations both regionally and locally for the community.

Connecting Activities:

By enhancing and connecting the activities in these key destination areas, businesses and properties along and around the West Maple corridor can be strengthened as they work to support each other and enhance the community's experiences.

Extending Character:

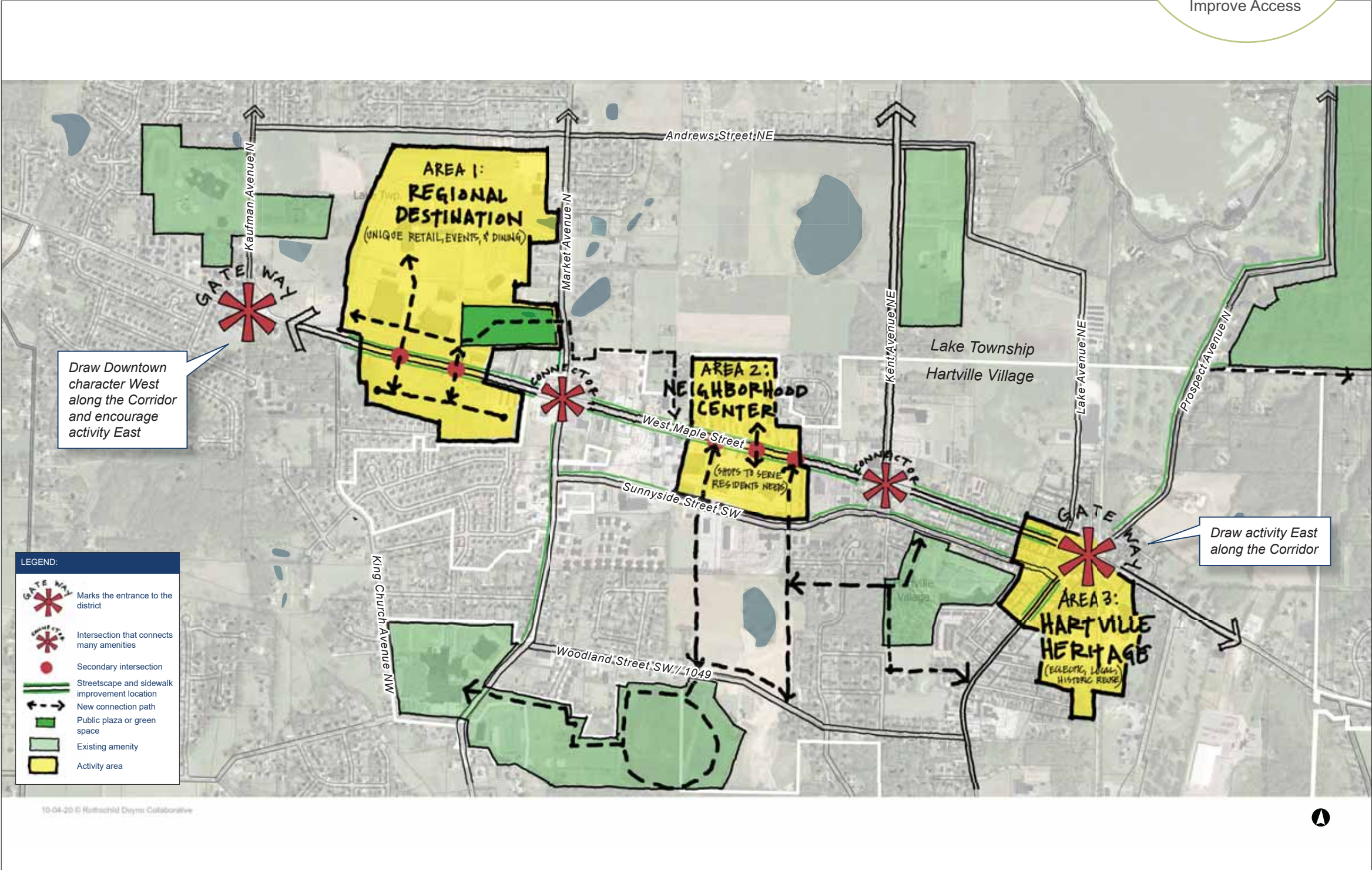
Historic downtown Hartville is quaint, charming, and pedestrian friendly. This charm is created by pedestrian friendly streetscape elements. The vision is to extend that character and charm further West through similar streetscape improvements that will enhance all neighboring properties.

Sunnyside Street Connector:

Streetscape improvements are also planned for Sunnyside Street which will become a bike and pedestrian friendly connector running parallel to West Maple Street.

Parks, Assets, and Trails:

New trails and routes are also planned, which will connect key parks and community destinations.



ENHANCING ACTIVITY AREAS

Each Activity Area has unique opportunities to Connect, Attract, and add Character through Collaboration



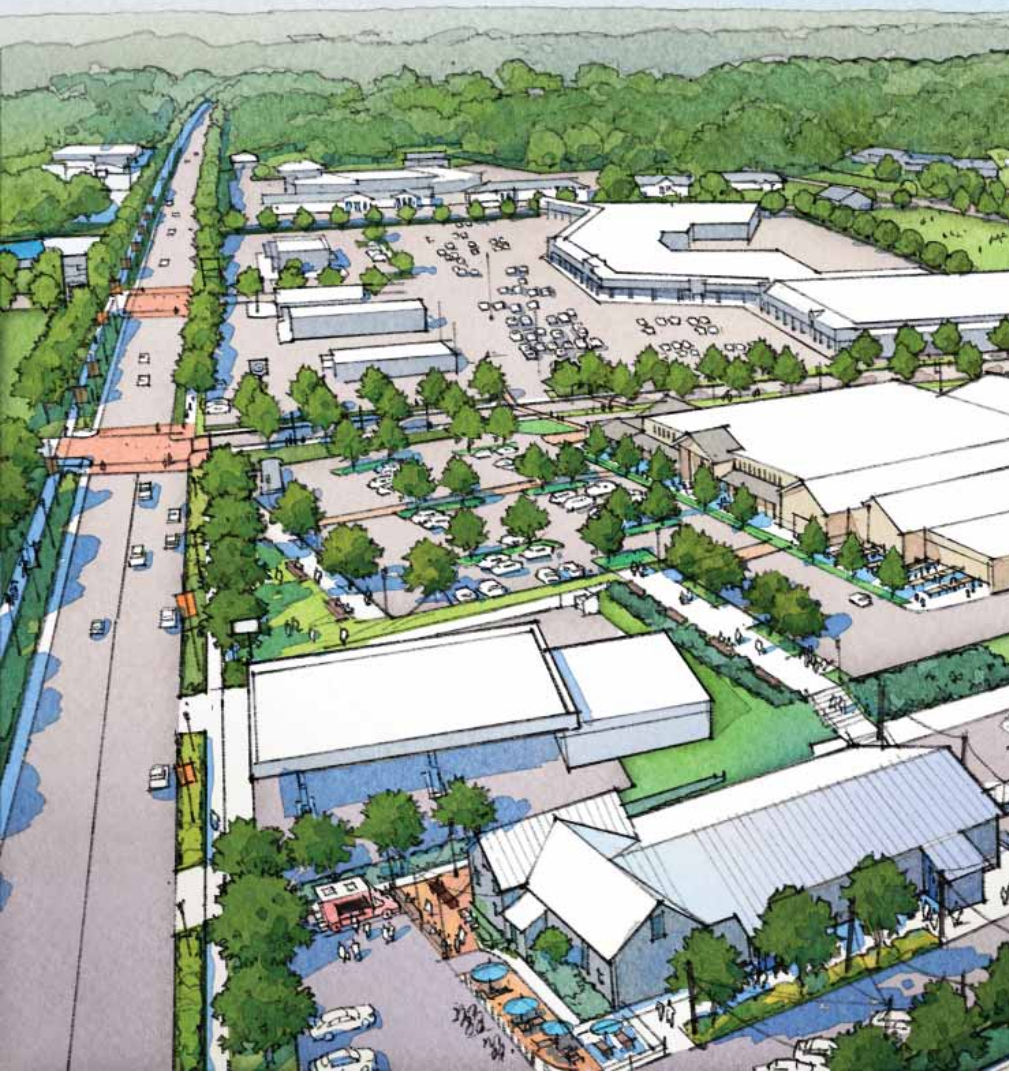
Area 1: REGIONAL DESTINATION

Unique retail, events, and dining experiences have drawn regional interest and visitors to the community. Improved connections and collaboration provide an opportunity for the extension of this activity to benefit other local businesses to the East. Incorporating aspects of the historic charm of downtown Hartville will provide a continuous character across the corridor.



Area 2: NEIGHBORHOOD CENTER

The concentration of shops serve and support residents needs and local community programs. Enhanced character, improved walkability, and strengthened community sidewalk and trail connections can lead to enhancements that will benefit all.



Area 3: HARTVILLE HERITAGE

Eclectic, local shops , historic retail, and industrial buildings make up the historic Hartville Heritage District. The character and charm of this downtown area reflects the history and identity of the community. The vision is to draw this character to the West.



COMMUNITY PRIORITIES

A Community Engagement Process to help develop the guidelines

Community Engagement Process:

The process began in the spring of 2020 with a series of stakeholder engagement interviews. Next, a virtual community survey reached 641 respondents. A hybrid virtual and in-person community workshop followed, further providing feedback and establishing community priorities.

Community Goals:

Streetscape Improvements that add character were identified as having the potential to make the biggest impact on the corridor. Better connecting amenities through trail and paths to improve access was also a high priority. Area 2, the Neighborhood Center, was identified as the area that needed the most attention.

SURVEY SAYS

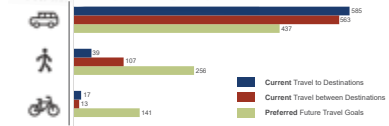
Feedback from the Digital Community Survey in September 2020

TOTAL RESPONDENTS: 641

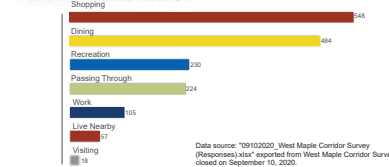
77%
Live Nearby

21%
Work Nearby

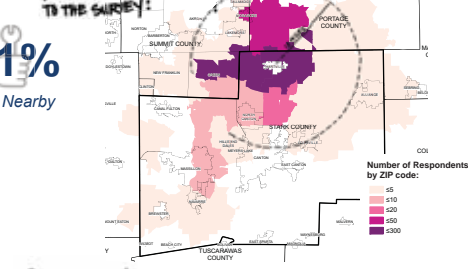
CURRENT + PREFERRED TRAVEL:



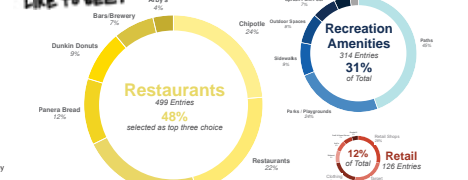
REASON FOR VISITING:



WHO RESPONDED TO THE SURVEY:



TOP THREE YOU'D LIKE TO SEE:



Hartville / Lake Community Development | West Maple Corridor and Hartville Revitalization Study

WHAT WOULD HAVE THE BIGGEST IMPACT ON THE CORRIDOR?

Community Vision Workshop Feedback

22



Streetscape & Landscape Improvements add **CHARACTER**

18



CONNECTED Trails and Paths Improve Access

12

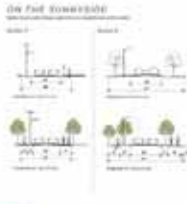


Activated Spaces **ATTRACT** the Community

6



COLLABORATIVE Tools and Structures to Implement



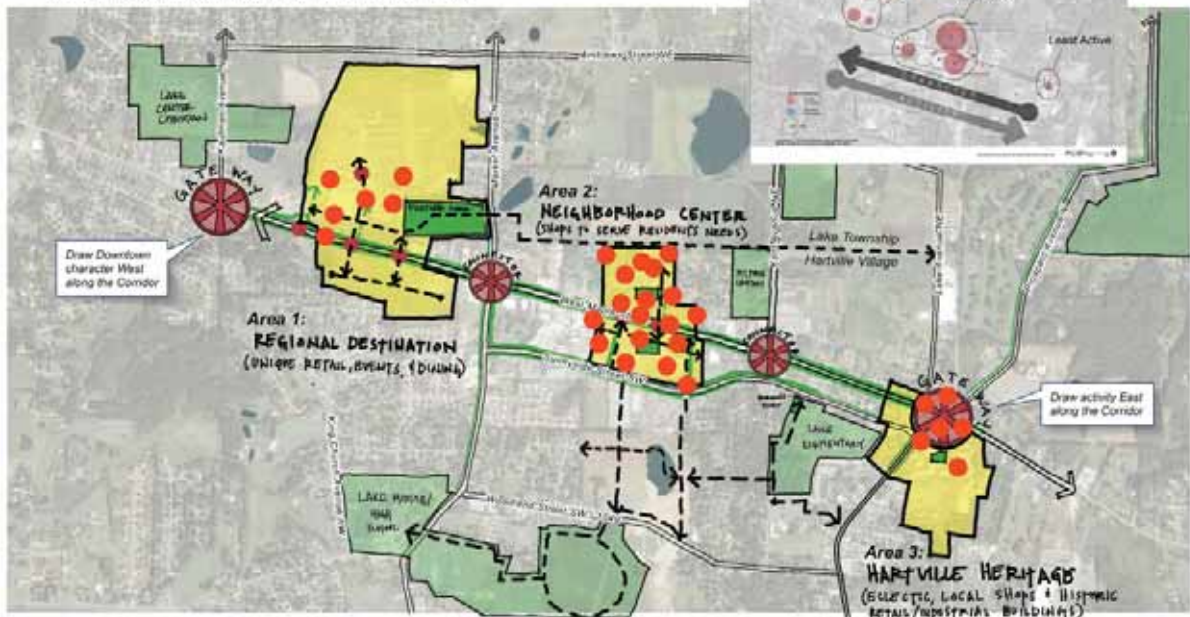
10-04-20 © Rothschild Doyne Collaborative

Hartville / Lake Community Development | West Maple Corridor and Hartville Revitalization Study

WHAT AREA NEEDS THE MOST ATTENTION?

Community Vision Workshop Priority Voting

CORRIDOR CONCEPT DIAGRAM



10-04-20 © Rothschild Doyne Collaborative

ZONING STRATEGIES

Considerations for updates to local Zoning Ordinances that support the Community Vision



Collaboration Opportunities:

The West Maple corridor spans two different Zoning districts. Through collaboration and the possibility of an overlay district, these Zoning ordinances could better align to support the goals of the community.

Zoning Ordinance Considerations:

Consider the classification of agricultural land for preservation. Develop a community process that would allow the land to transition over time with intent and community input.

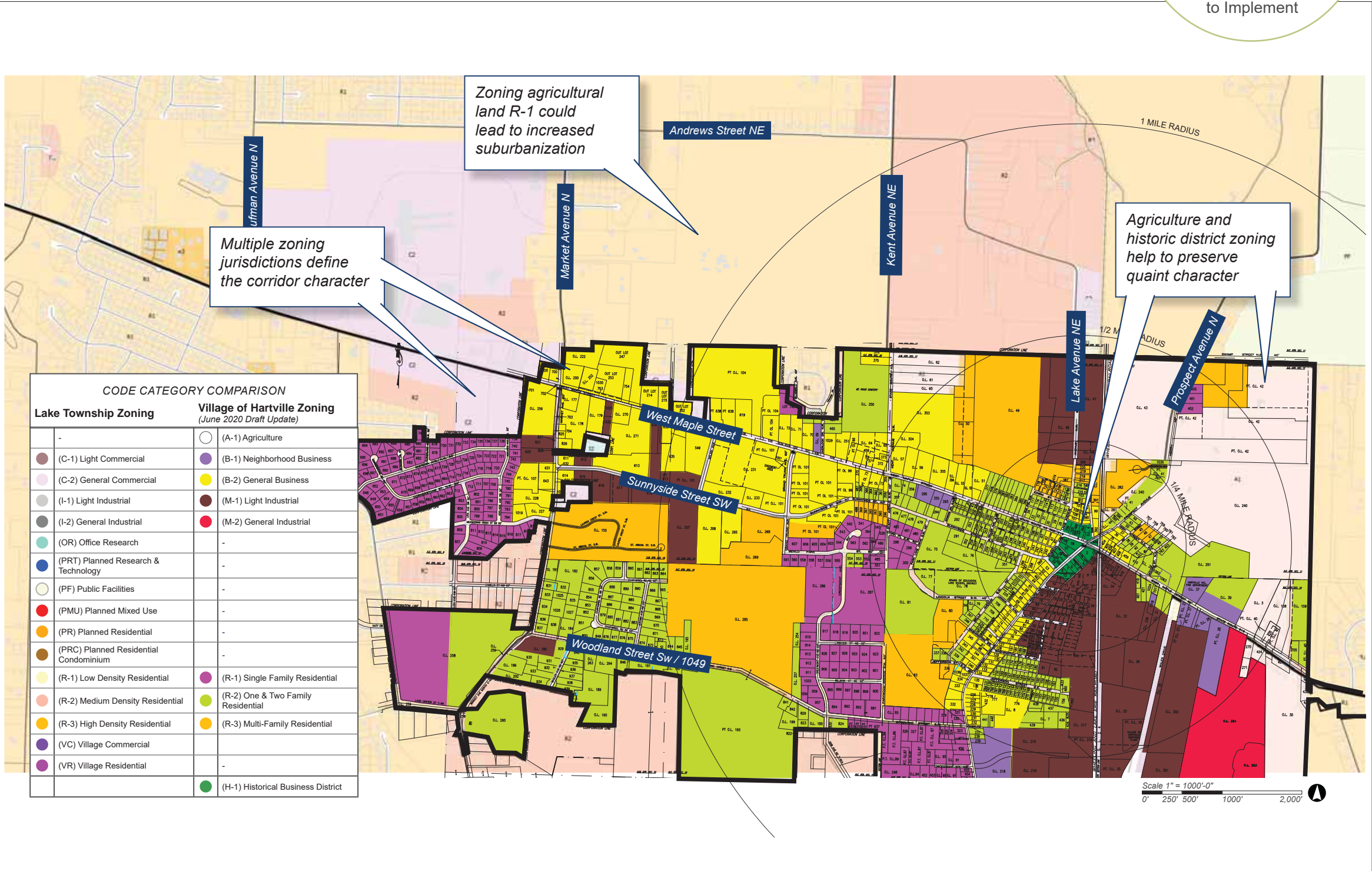
Consider the expansion of the Historic Business District, and create incentives that promote the preservation and enhancement of character in this area.

Consider the adoption of the streetscape strategies for all new development. Identify specific vendors who can provide consistent lighting and banners for a coordinated and continuous corridor identity.

Create a program that engages property owners to coordinate and collaborate on streetscape improvements at existing properties.

Reevaluate existing parking requirements and promote the integration of landscaping at all large parking lots.

Allow for temporary occupancy permits for pop-up events and uses within under utilized buildings.



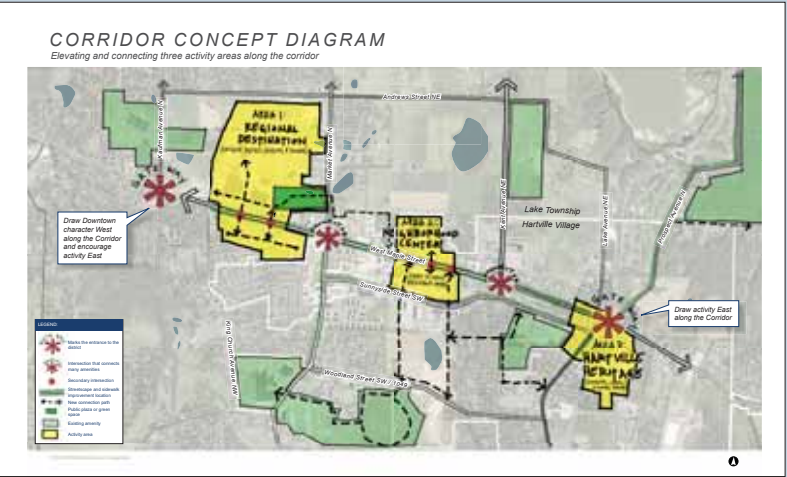
HOW TO USE THESE GUIDELINES

How to use this document to align your development project with the Community Vision

Step 1: CORRIDOR DESTINATIONS

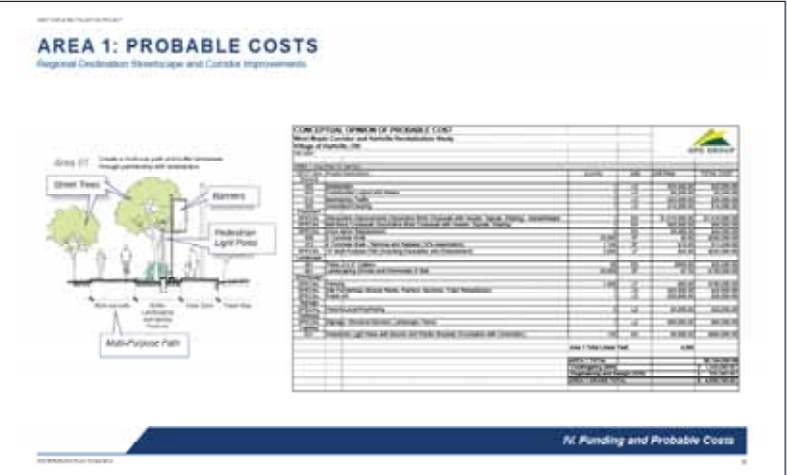
Determine where your property is located relative to the Corridor Destination Areas.

See Chapter I page 4



Step 4: FUNDING AND PROBABLE COST

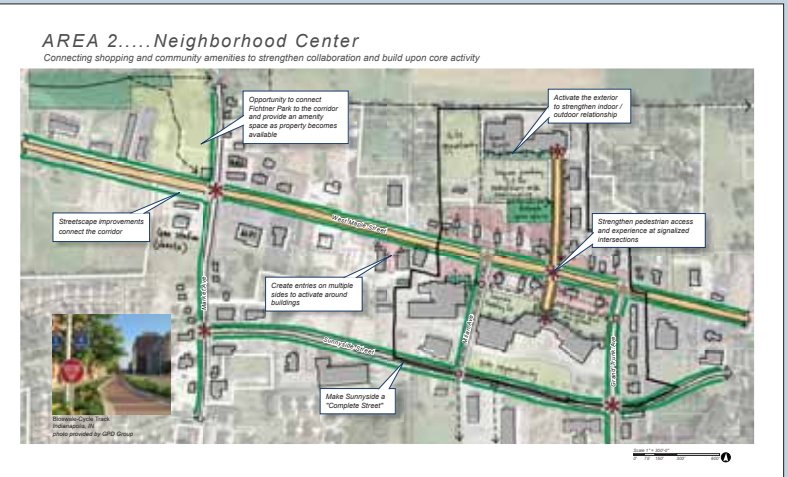
Work with local partners to explore opportunities for a public/private partnership to financially support aspects of your project that support the vision.



Step 2: COMMUNITY VISION

Review the Community Vision section to understand the goals for the associated Corridor Destination Area.

See Chapter II page 9



Step 5: COLLABORATIVE POTENTIAL

Collaborate with other property and business owners on programming to activate the corridor and attract visitors.



Step 3: DEVELOPMENT STRATEGIES

Apply appropriate strategies based on the site conditions and community goals.

See Chapter III page 21



II. COMMUNITY VISION

Area 1: Regional Destination

Area 2: Neighborhood Center

Area 3: Hartville Heritage

A SHARED VISION DIAGRAM

Enhancing three destination areas for a continuous and connected "Main Street"

Corridor Destinations:

The West Maple corridor is comprised of three key activity centers that have become destinations both regionally and locally for the community.

Connecting Activities:

By enhancing and connecting the activities in these key destination areas, businesses and properties along and around the West Maple corridor can be strengthened as they work to support each other and enhance the community's experiences.

Extending Character:

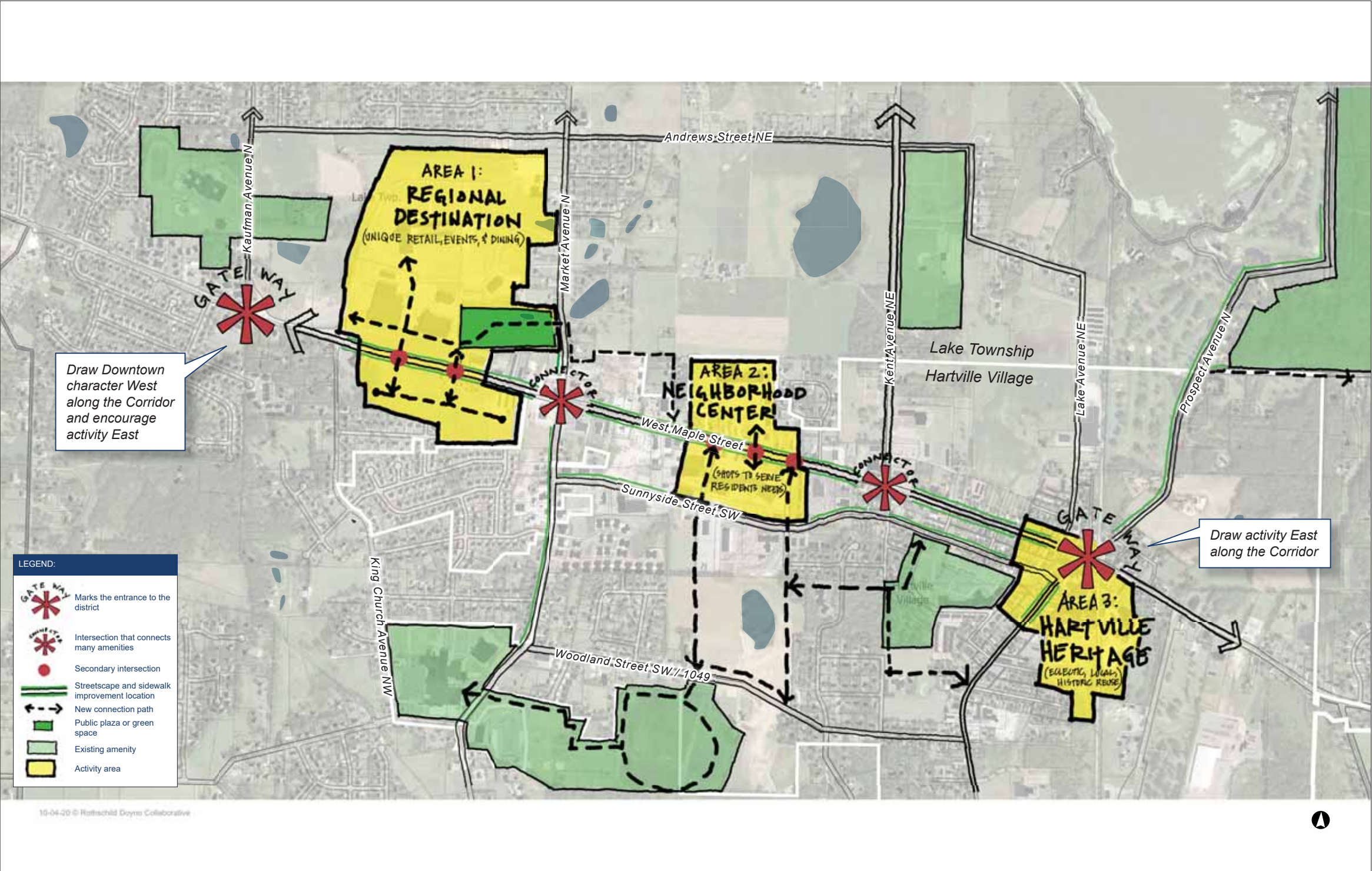
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Sunnyside Street Connector:

Streetscape improvements are also planned for Sunnyside Street which will become a bike and pedestrian friendly connector running parallel to West Maple Street.

Parks, Assets, and Trails:

New trails and routes are also planned, which will connect key parks and community destinations.



AREA 1: A REGIONAL DESTINATION

Expanding activity and infusing Hartville character and charm to area with the most visitors and regional draw

Context:

Area 1 is a regional destination that draws visitors to the area for unique retail, event, and dining experiences.

Vision:

With the largest amounts of open space, this area has the opportunity to provide new gathering spaces for the community. New development should compliment and enhance the existing iconic and historic uses, while also offering amenities to adjacent neighborhoods.

A Connected Campus:

A central pedestrian-oriented 'spine' can connect multiple destinations for an enhanced campus experience. Continuity of the West Maple streetscape can further enhance the character and charm of this area.

Honored Hartville History:

Once considered the outskirts of town, this area has the most significant opportunity to honor the area's agricultural heritage.

Recreational Field Opportunities:

With large undeveloped site areas, there are opportunities for local recreational fields to be located based on community need.

Playground Potential:

With neighborhood residential areas to the North and the South of this zone, there is an opportunity to offer playground spaces that connect the community to adjacent recreational and retail opportunities.

LEGEND:

Marks the entrance to the district

Intersection that connects many amenities

Secondary intersection

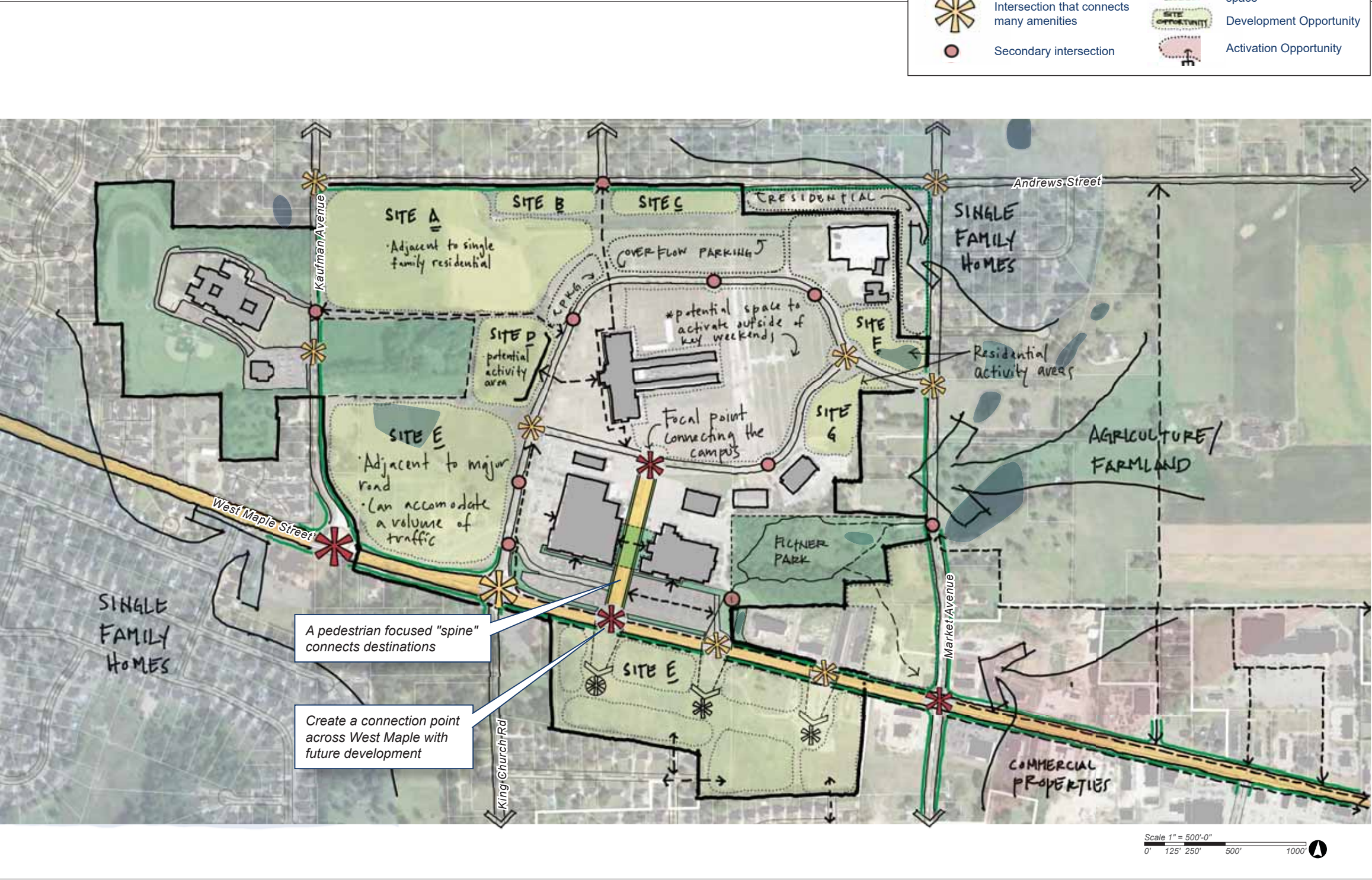
Streetscape and sidewalk improvement location

New connection path

Public plaza or green space

Development Opportunity

Activation Opportunity



II. Community Vision

CAMPUS AND CORRIDOR CONNECTOR

Enhance experiences with streetscape and pedestrian-scaled improvements that create a campus and cross-street connection

Context:

The existing Hartville Hardware, Kitchen, and Marketplace each draw regional visitors to the area. However, local and pedestrian access is limited without clear locations to cross the corridor and connect between destinations.

Vision:

Walkability, Signals, and Crossings:

Safe and well-defined street crossings should be made to the North and South residential areas. The future 'spine' offers an opportunity to create a cross-street connection at West Maple Street and site access for future property development.

Wayfinding and Storytelling:

Opportunities for the integration of public art with wayfinding and historic or educational signage can add unique charm and ease of site access and navigation.

Streetscape Improvements:

Extend the character of historic Hartville.

Meaningful Gateway Markers:

The roundabouts at Kaufman Avenue and King Church Road are opportunities to create a gateway and celebrate the West Maple community.

Build Activity, Community, and Interest:

With the largest open spaces, there is opportunity to gather the largest number of visitors and community as a whole. There is also opportunity to provide unique 'pop-up' or incubator events or spaces that can test the market for future development in the area.

Safe Crossing Precedent

Hudson, OH
photo by GPD Group

Public Art and Wayfinding Precedent

photo by Maggie Knaus

Potential focal point can be a branding element with an outdoor plaza / program space

Focal point visible from entry to the site

Encourage continuity of pedestrian scaled streetscape elements on larger properties

layered landscaping shields view of loading area

Create a series of pedestrian places connecting West Maple Street, Hartville Hardware, Kitchen, & Marketplace

Highlight along the corridor

Create a pedestrian friendly crossing in conjunction with adjacent development

pedestrian crossing light

potential drive

Establish a rhythm with streetscape elements including trees, lower level planting, lighting, and banners

sidewalk to downtown

Consider a landscaped median to facilitate a pedestrian crossing

Multi-use path

FUTURE DEVELOPMENT

Explore partnerships for paths and sidewalks near the right-of-way

potential planter road partition

Streetscape Section

ACTIVATED GATEWAY

A destination for community gathering and celebrations



Streetscape elements that add character, and improve safety and quality of life:

- 1 Activate Outdoor Spaces - Celebrate the community by hosting community wide special events
- 2 Wayfinding and Storytelling - Welcome and orient visitors with signage and public art at gateways
- 3 Continuity of Streetscape - Strengthen existing streetscape elements with continuity of trees and street edge definition
- 4 Safe Crossings and Community Connections - Guide pedestrian and bike traffic safely

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AREA 2: NEIGHBORHOOD CENTER

A Vision for connecting local community assets and promoting walkability

Context:

Area 2 is the Neighborhood Center where local residents come together to meet their day-to-day needs.

Vision:

As one of the areas where the local community spends their time, Area 2 has the greatest opportunity for building a sense of community. It was also identified at the October Community Workshop as the area that needs the most attention.

Walkability, Signals, and Crossings

This area was developed with a predominantly vehicular focus. The introduction of streetscape elements that promote and strengthen a safe pedestrian environment will add value to all adjacent properties.

Strengthen the cross road connections between and across West Maple and Sunnyside Streets to connect the local schools and neighborhoods to all local community assets.

Supported by Sunnyside

Running parallel to West Maple, Sunnyside Street tends to have less traffic. This makes Sunnyside a great opportunity for additional bike and pedestrian activity.

Activated Outdoor Spaces

Create gathering spaces to connect community. Activity on display will attract visitors to stay longer, further creating opportunities for adjacent businesses.

LEGEND:

Marks the entrance to the district

Intersection that connects many amenities

Secondary intersection

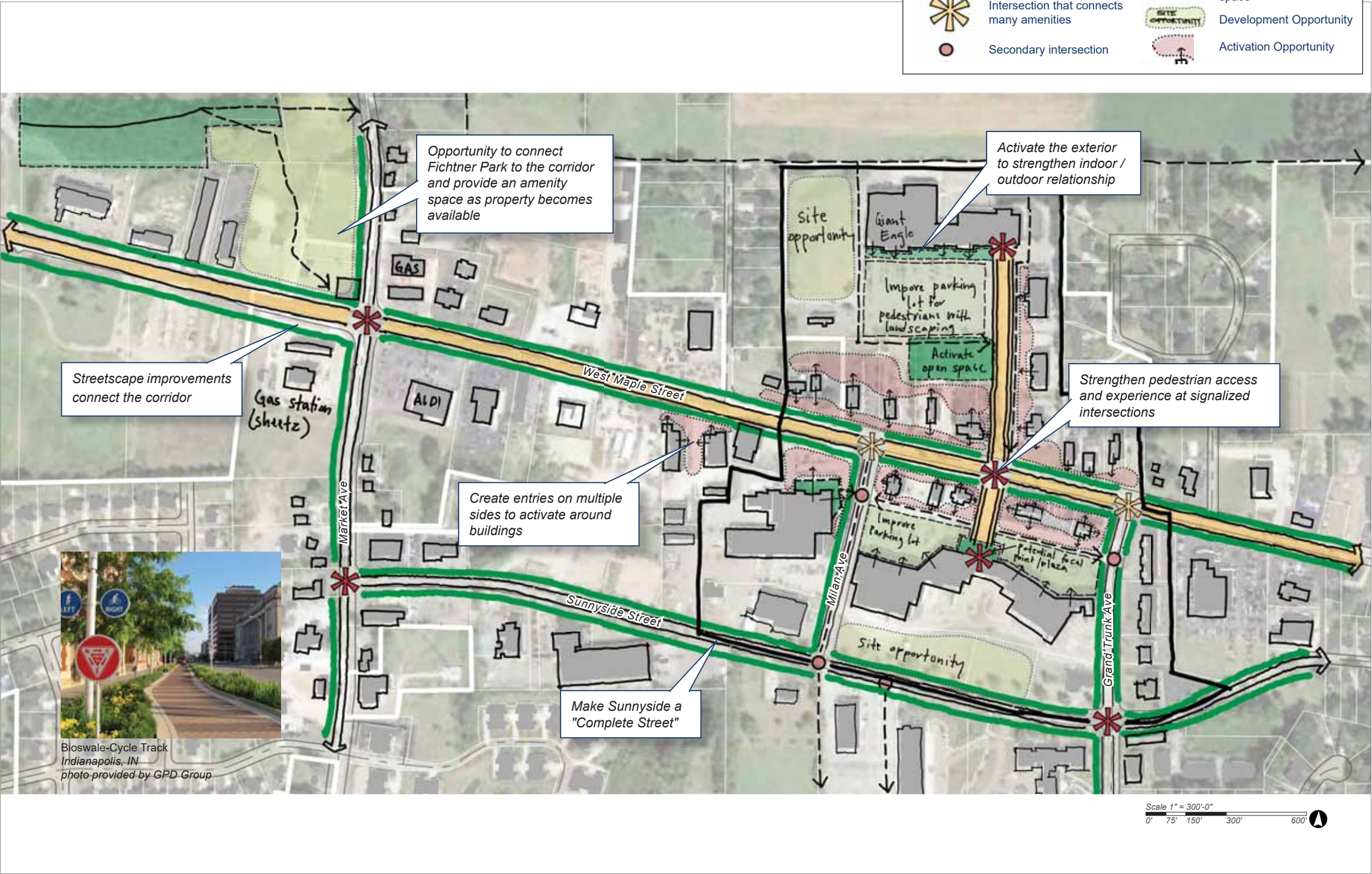
Streetscape and sidewalk improvement location

New connection path

Public plaza or green space

Development Opportunity

Activation Opportunity



NEIGHBORHOOD CONNECTOR

Enhancements to Promote Pedestrian Safety and Comfort

Context:

Area 2 is at the center of the West Maple corridor study area, and uniquely positioned between several cross roads and arrival points within the community.

Vision:

Property owners are encouraged to improve their outdoor spaces, and coordinate sidewalk networks to promote inner-property connectivity and walkability.

Streetscape Improvements

Street trees, pedestrian scale lighting, and community banners will extend community charm and create a more inviting pedestrian environment. The extension of these streetscape improvements onto private properties will further enhance businesses.

Build Activity, Community, and Interest

Businesses located closest to West Maple should consider the multiple sides of frontage. By locating occupiable outdoor spaces on the quieter side of the building, community gathering and connections can be enhanced.

Landscaped Parking Lots

Introduce landscaping to existing parking lot areas to enhance the pedestrian environment and reduce heat island effect. Businesses can share parking to ensure enough capacity is provided. Analysis of parking utilization and coordination with local Zoning ordinances can further reduce the need for large paved areas that lack character, definition, and charm.

Central Spine Precedent



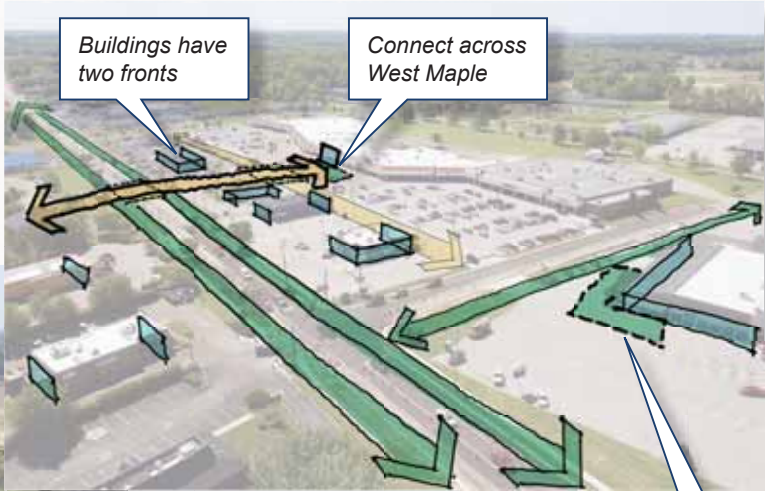
Easton Town Center, Photo by Walker Evans

Encourage the extension of streetscape elements in pedestrian focused areas of large sites

Activate Open Space Precedent



Photo by Margo Reed / The Philadelphia Inquirer



Buildings have two fronts

Connect across West Maple

Encourage indoor/outdoor activation at key locations

Extend sidewalk to future trail network



Pedestrian spine that connects developments across West Maple

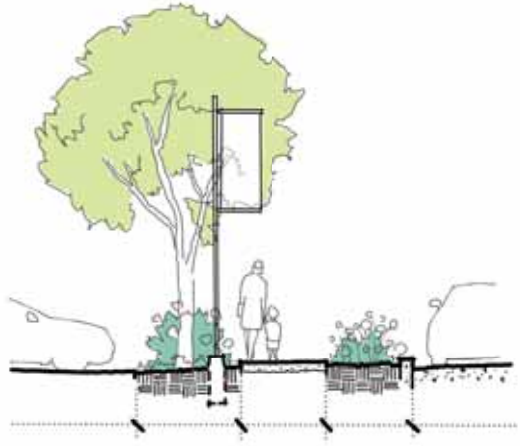
Activate outdoor spaces with dining

Potential to have trees on either side of the sidewalk

Outdoor Dining Precedent



Photo by Merrill Shindler

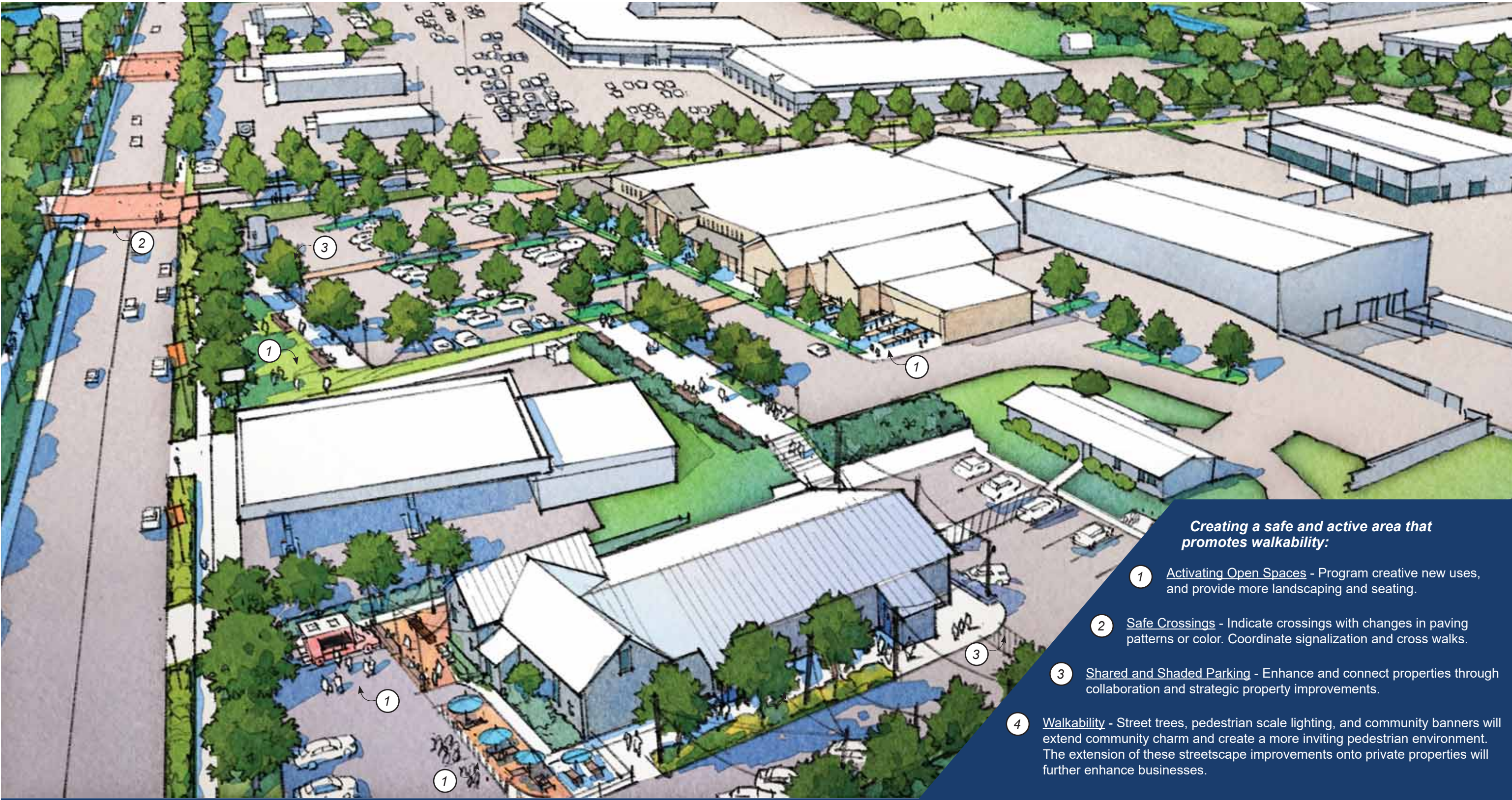


Streetscape Section

II. Community Vision

NEIGHBORHOOD POTENTIAL

A Vision for Strengthening Character, Walkability, Connections, and Community



Creating a safe and active area that promotes walkability:

- 1** Activating Open Spaces - Program creative new uses, and provide more landscaping and seating.
- 2** Safe Crossings - Indicate crossings with changes in paving patterns or color. Coordinate signalization and cross walks.
- 3** Shared and Shaded Parking - Enhance and connect properties through collaboration and strategic property improvements.
- 4** Walkability - Street trees, pedestrian scale lighting, and community banners will extend community charm and create a more inviting pedestrian environment. The extension of these streetscape improvements onto private properties will further enhance businesses.

NEIGHBORHOOD CHARACTER INFUSION

A Vision for Streetscape Improvements that promote walkability, community pride and identity



Streetscape elements that add character, and improve safety and quality of life:

- 1 Pedestrian-scaled Lighting - Improves safety at night, lighting sidewalks below tree canopies

2 Wayfinding and Storytelling - Pedestrian-scaled signage can be educational, build community pride, and/or orient someone to where they are in the community and how to get to other community assets
- 3 Seasonal and Low-Maintenance Landscaping - Provides interest and displays community care, pride and identity

4 Increased Tree Canopy - Provides shade, clean air, and community character
- 5 Community banners - Honors the community, build character and pride

6 Property signage and improvements - Provides clarity of property identity and access

AREA 3:HARTVILLE HERITAGE

A Vision for enhancing and extending the existing character and historic charm

Context:

This historic downtown area was first developed around the location of the railroad line that brought industry to the community. As it developed long before the predominance of the automobile, there is still a lot of historic and pedestrian-scaled charm that created the identity of the Village.

The industrial relics of the community's prior age of industry are also a unique opportunity for redevelopment.

Vision:

Build Activity, Community, and Interest

There is already a strong culture of gathering and walkability in this area. Unique and historic spaces offer experiences and opportunities to gather in different ways than other areas can offer. Local business owners should coordinate business hours, plan festivals, special sales, walking tours, and events. Interim use strategies for under utilized spaces or buildings will also help to build interest and activate all properties.

Shared Parking

As the built environment is more dense in this area, shared parking strategies will help to support growth.

Community Connections:

Consider the coordination of trolley bus service between Area 1 and Area 3, to enhance and connect the visitor experiences.



II. Community Vision

BOOKEND VISION CONCEPTS

Creating a Gateway that marks the threshold in and out of the West Maple Corridor

Context:

This Area becomes a bookend to the Area 1 roundabouts and gateways. Activation and connection between these areas will link the character and activity of both ends of the corridor.

Vision:

Activation and connection across all sides of the street is critical to the support of all local businesses in this area. Allow pedestrian and bicycle activity to become more balanced with vehicular traffic. Sightlines, signals and traffic speeds should all be studied in order to support this vision.

Walkability, Signals, and Crossings:

The creation of a safe pedestrian and bike crossing near this intersection is an important link for the broader community to connect to some of its greatest regional assets. Consider the use of public art to better define intersections and crossings where pedestrians should be given priority.

Meaningful Gateway Markers:

The intersection of West Maple, Prospect, and the railroad creates a unique opportunity to design a gateway element that celebrates the history and identity of the community while also prioritizing and clarifying pedestrian safety.

Streetscape Improvements:

Strategic landscape strategies can help to define edges between public and private spaces.

Defining Pedestrian Areas Precedent

Photo by KDKA/CBS Local

Enhance streetscape and continue across the corridor.

Define the intersection and improve the crossing for pedestrians and bikes.

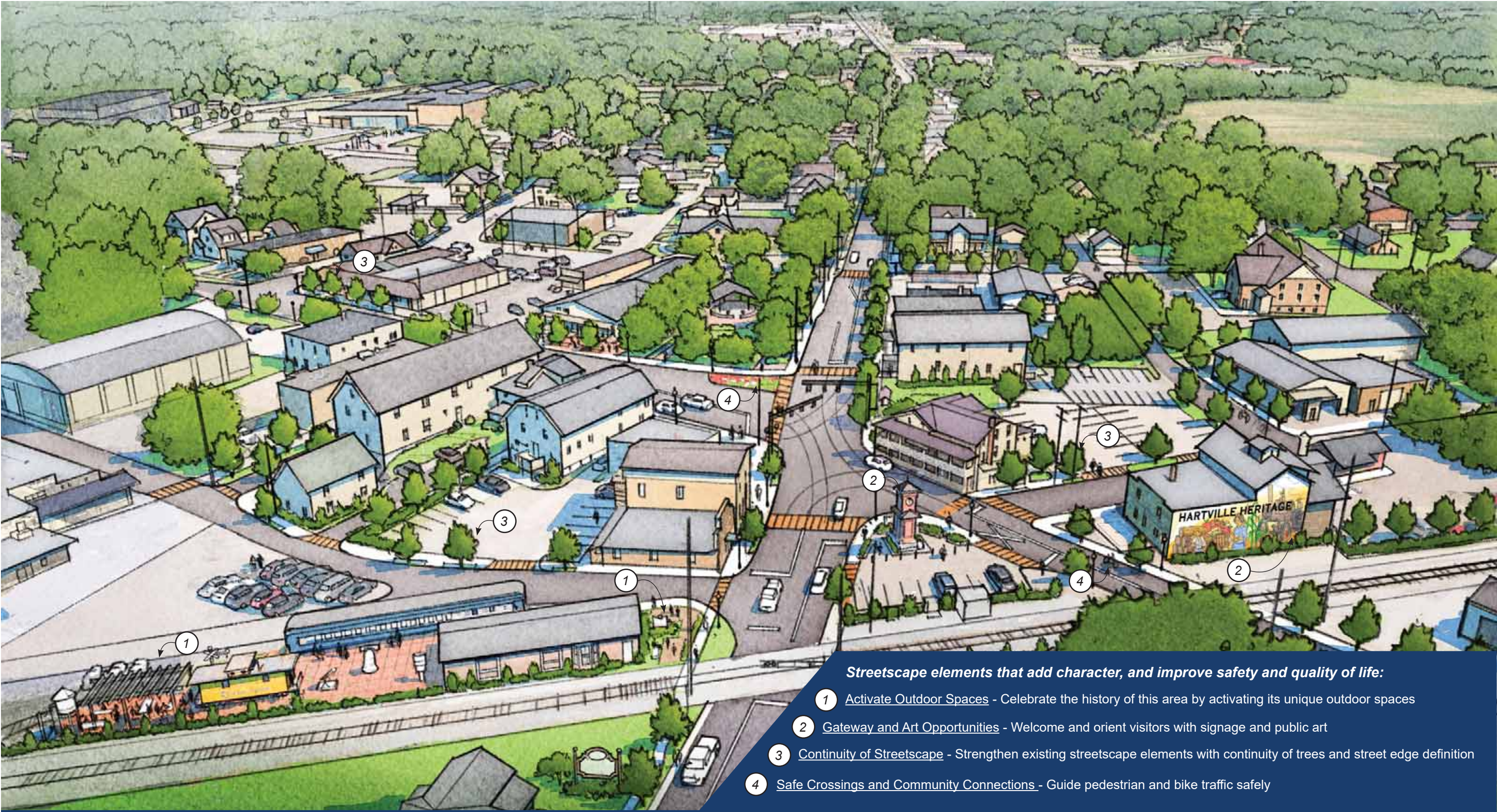
Potential gateway element

Gateway Element Precedent

Celebrate history / heritage and activate unused spaces.

ENHANCED GATEWAY

Potential development opportunities and streetscape improvements signaling the gateway and enhanced historic district



III. DEVELOPMENT STRATEGIES

IMPLEMENTATION STRATEGIES

Identifying Strategies for physical change that support the community goals

Strategies for Implementation:

This document includes strategies for development that can align and advance with the Community Vision and Goals.

Collaboration:

Through open dialogue and exchange of ideas, these strategies can continue to evolve in pursuit of the community goals.

Funding Opportunities:

Private-Public partnerships should be considered, especially in regards to pursuit of funding opportunities that will continue to emerge over time.

Community Leadership:

Hartville Lake Community Development and the Lake Township Chamber of Commerce can continue to play a role as community leaders, as they have helped to guide this community process.

However, the pursuit of these goals will ultimately require the adoption and advocacy for the use of these guidelines and continued evolution of strategies that can help implement these community goals.

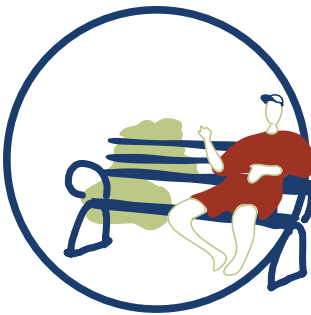
GOALS:



Streetscape & Landscape Improvements add **CHARACTER**



CONNECTED Trails and Paths Improve Access

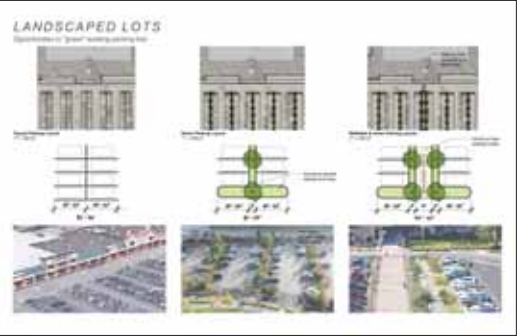
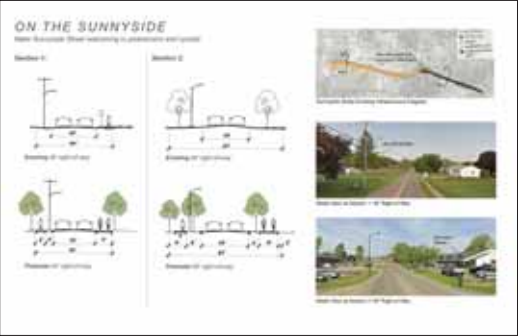
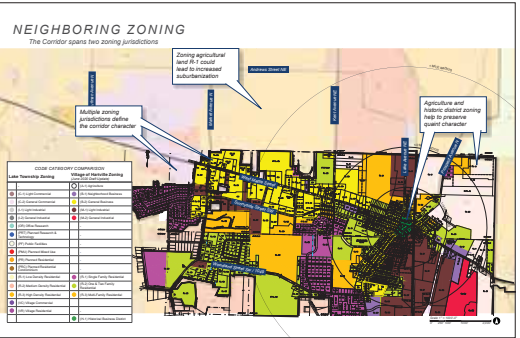


Activated Spaces **ATTRACT** the Community



COLLABORATIVE Tools and Structures to Implement

STRATEGIES:



HONORED HARTVILLE HISTORY

Defining and Preserving the Character of the West Maple Corridor to help guide growth



The Historic Hartville character is the Corridor's greatest asset. Preservation of this character is the Community's highest priority.

Quaint Village

New development throughout the corridor should incorporate these pedestrian scaled elements.

Work with property owners to enhance the walkability of their property by incorporating aspects of the historic character to elevate the pedestrian experience.

Charming Farmlands

New development throughout the corridor should incorporate these pedestrian scaled elements.

Work with property owners to enhance the walkability of their property by incorporating aspects of the historic character and elevate the pedestrian experience.

Industrial Heritage

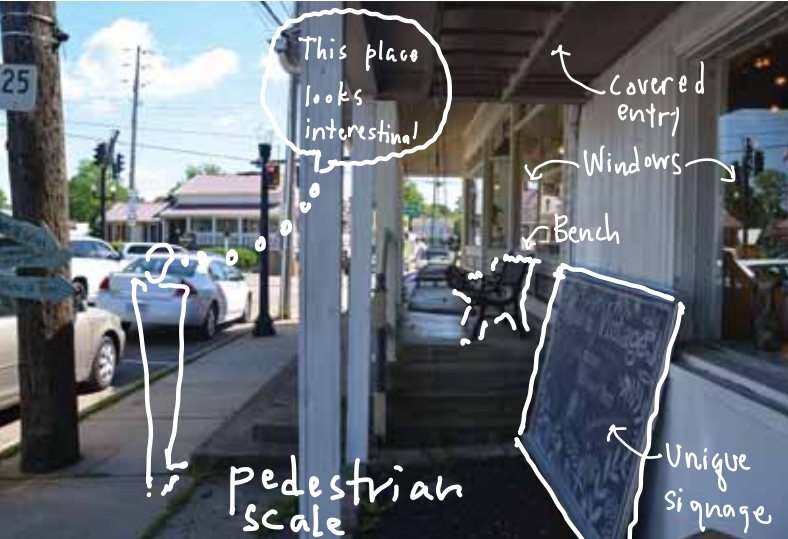
Work with land owners to activate former industrial sites as public spaces or pop-up event locations.

Consider opportunities for new industry to bring well-paying, skilled labor jobs to the area.

Preserve industrial structures as artifacts in the landscape.

Quaint Village

Preserve the unique charm of the Historic Hartville Downtown and extend the character throughout the corridor



Historic, pedestrian-scaled street lamp post and signage in historic Hartville downtown area



Idea: Integrate multiple scales of flower pots and signs to activate the pedestrian experience

Charming Farmlands

Defining and Preserving the agricultural heritage of the community. Relating new landscaping that aligns with aesthetic and memory of farming history.



Preserve existing long vistas to farmlands beyond



Idea: Integrate landscape materials reminiscent of agricultural fields

Industrial Heritage

Opportunity to create unique new spaces that honor the history of the area and utilize existing industrial relics.



Existing properties with industrial and railroad history



Idea: Hold a Festival similar to Discover Pittsburgh: Beers of the Burgh

III. Development Strategies

COMMUNITY CONNECTIONS

Identifying a network of connection points to enhance existing community assets



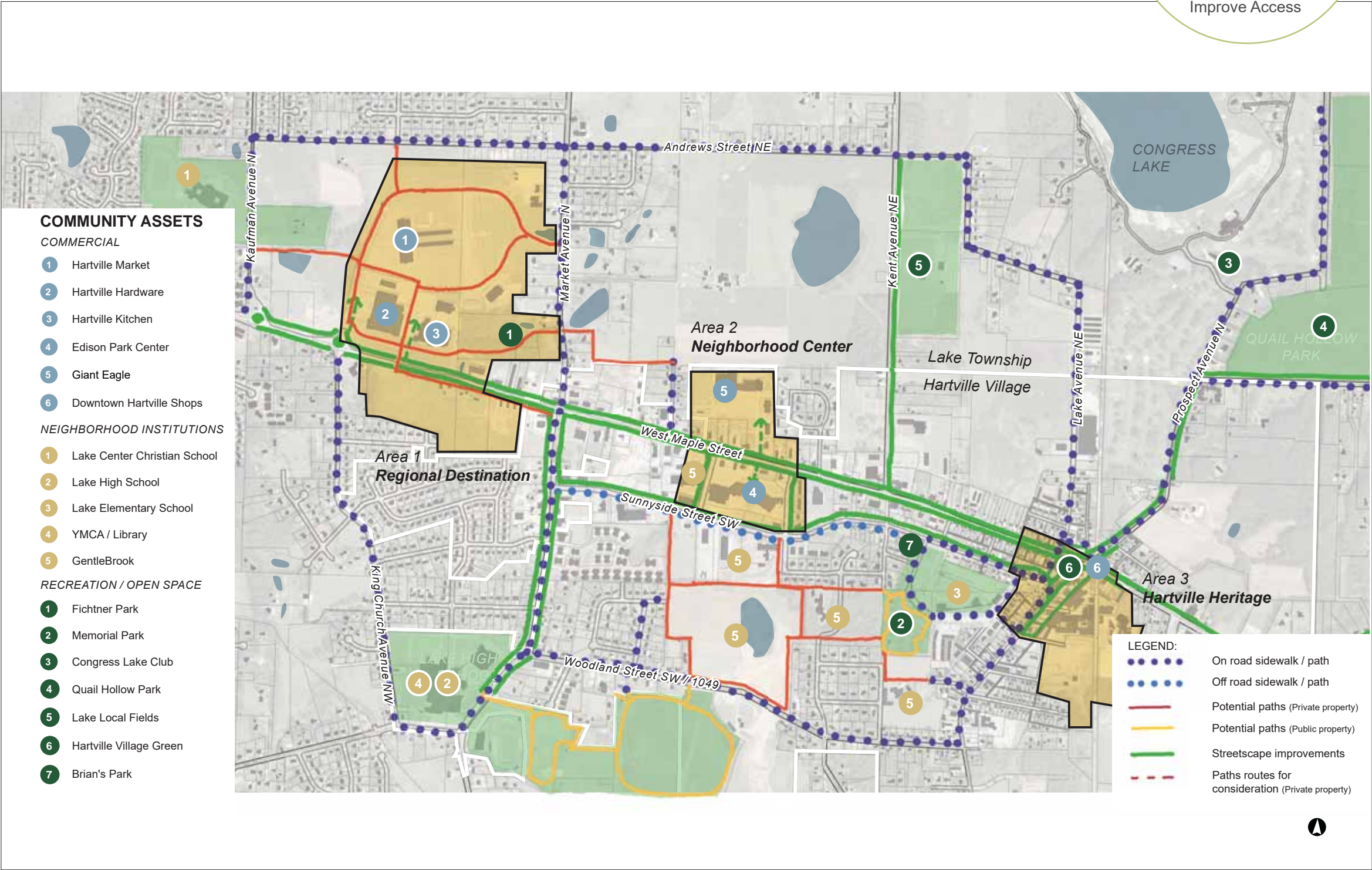
Collaborate for Connections

Work with public entities and private land owners to create a pedestrian and bike network throughout the community, connecting neighborhood assets and amenities.

Create community path and trail maps that identify and promote the use of these routes.

Development Considerations:

- Strengthen pedestrian networks to and around the high school and elementary school areas, creating continuous and safe routes to West Maple.
- Create a continuous and safe pedestrian and bike access between the West Maple corridor and Quail Hollow Park.
- Improve Sunnyside Street as a multi-modal connector parallel to the Corridor.
- Consider locations for trail heads near key retail or restaurant locations to promote activity and increase potential business opportunities. Trail heads can include restrooms, rental opportunities, and other facilities that support outdoor recreation.
- Ensure trails and paths create a complete loop, and add mile markers and resting opportunities for those using them recreationally.
- Where possible, separate bicycle routes from vehicular routes in high traffic areas.



III. Development Strategies

WAYFINDING AND STORYTELLING

Location opportunities for installing wayfinding, educational, and historic story signage that benefits the whole corridor

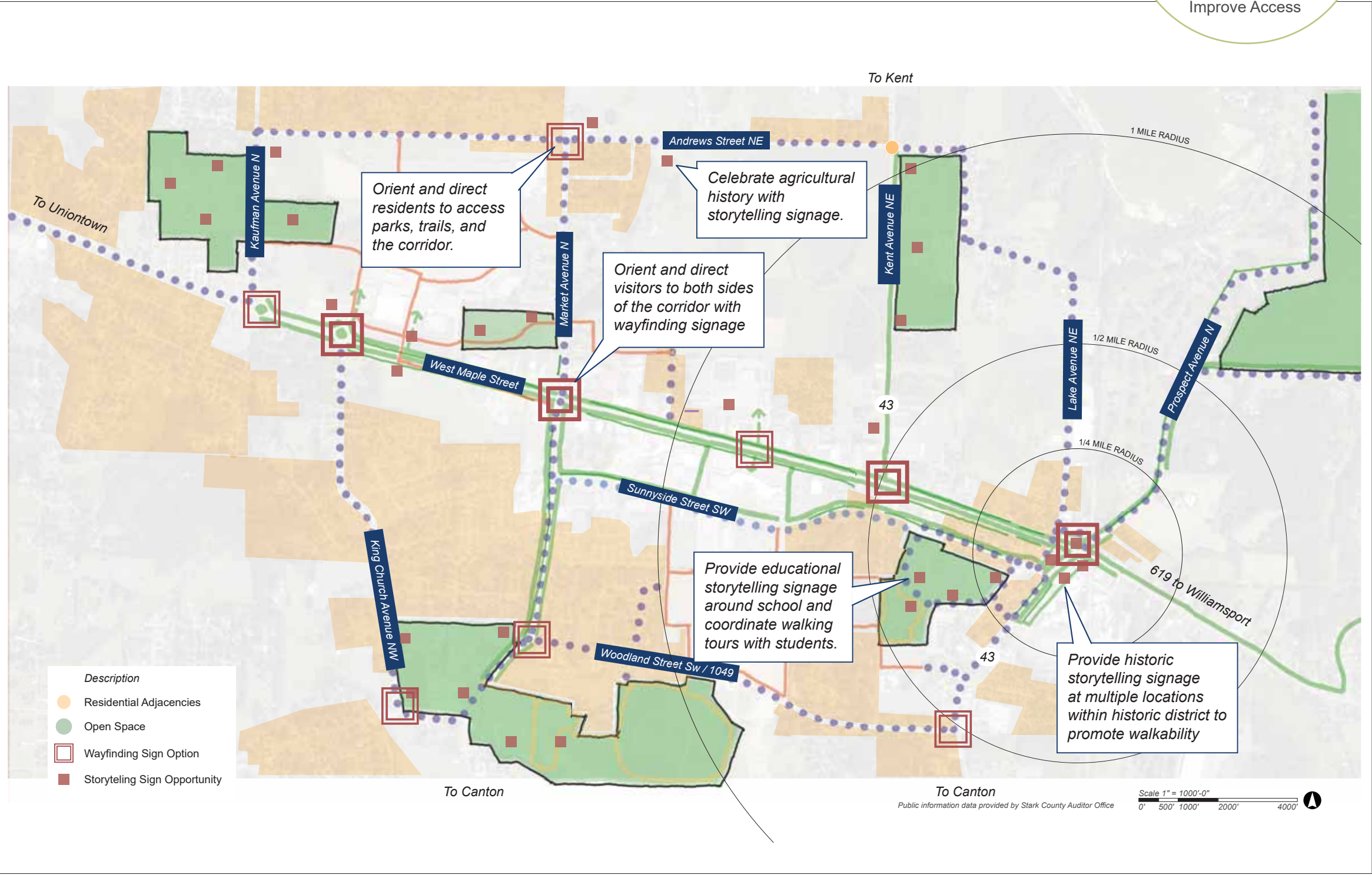


A connected community can improve access by orienting visitors through wayfinding signage and public art both at the vehicular and pedestrian scales.

Storytelling signage that educates the public about the history builds interest and pride. Fun facts and educational signage builds connection and identity specific to environmental interventions, destinations, or community assets.

Development Considerations:

- Vehicular and pedestrian-scaled wayfinding signage should be located at key intersections and arrival points along the corridor.
- Consideration for the size and scale of this wayfinding signage should be made based upon the type of connector - whether it is local, regional, or residential.
- Educational or storytelling signage should be provided at a pedestrian scale, and add interest along larger stretches of sidewalk or trail paths. This signage should be integrating with an area for benches or other street furniture to also provide a place to rest along the route.
- Work with the local community to gather stories and collectively select which stories to highlight as a representation of the community's past, pride, and aspirations for the future. Coordinate walking tours.



III. Development Strategies



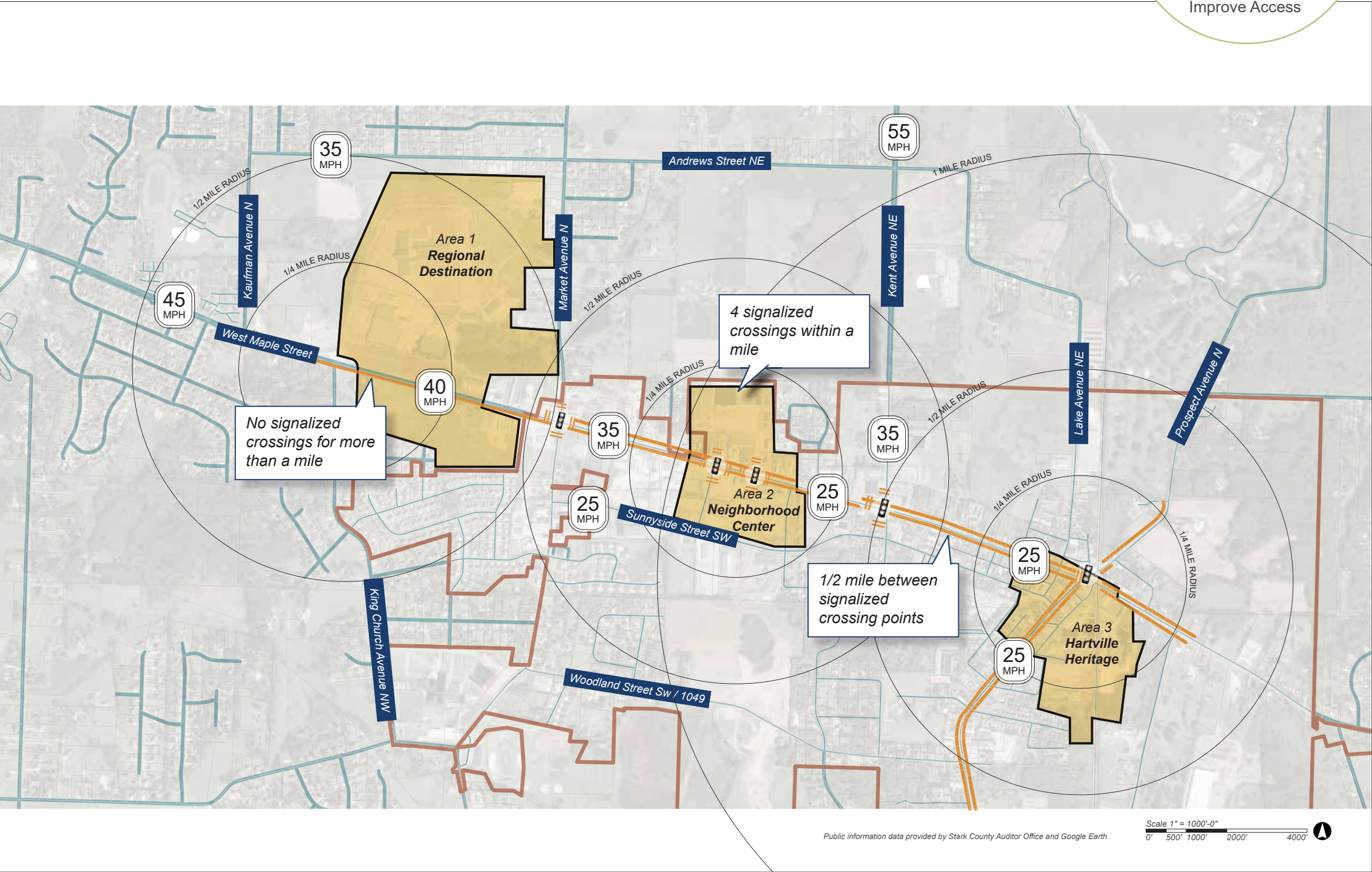
WALKABILITY, SIGNALS, AND CROSSINGS

Enhancing pedestrian safety at vehicular intersections throughout the corridor

Vehicular travel speed has a direct impact on perceived pedestrian safety and walkability of the corridor. Signalized intersections offer a moment for vehicular traffic to stop and give priority to a pedestrian and bicyclist to cross the corridor. Cross street connections are critical for revitalization of the corridor.

Development Considerations:

- Consider and study the impact a consistent travel speed along the corridor could have on walkability. By slowing down traffic, businesses could also gain more visibility and exposure to passersby.
- Consider the addition of a signalized crossing within Area 1. This could be aligned with the central spine, and be signalized only by demand when a pedestrian or bicyclist wishes to cross. The signal could be upgraded with future development to the South of the corridor.
- Coordinate the signals at existing intersections to allow on demand signal changes when pedestrians and bicyclists are present. Allow enough time for pedestrians of all mobility speeds to cross safely before advancing vehicular traffic.
- Coordinate travel speed changes with adjacent and parallel paths to avoid unintended cut-around traffic that might impact neighboring residential and school zone areas.



III. Development Strategies

SUPPORTED BY SUNNYSIDE

Parallel pathways can promote different types of travel and broader neighborhood connection



Utilize existing right-of-ways along Sunnyside Street to create family-friendly pedestrian and cyclist routes that avoid conflicts with the higher volumes of traffic along West Maple.

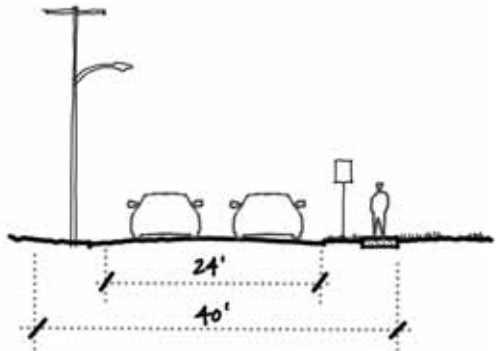
Cross road connections between Sunnyside Street and West Maple must also be strengthened to allow this new neighborhood connector to also improve access to the corridor and ensure it is welcoming to all.

These streetscape improvements will not only improve access, but also add value to adjacent properties along Sunnyside Street.

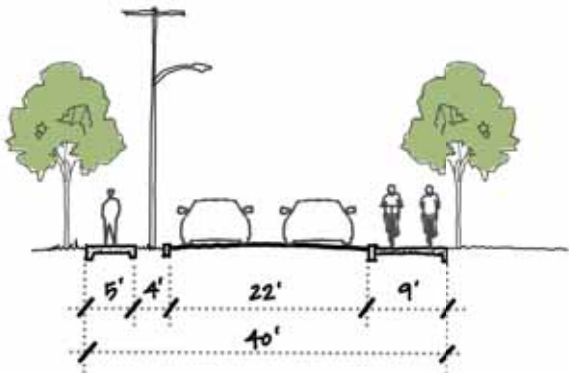
Development Considerations:

- Coordinate right-of-way width and existing overhead utilities to create continuous sidewalks. Coordination sidewalk access with adjacent property owners, and snow removal programs for safety.
- Consider separate cyclist tracks where possible within the right-of-way. Incorporate signage and mile-markers along the route.
- Select street tree species compatible with overhead utility lines. Utilize larger trees at open areas without overhead lines to establish long term tree canopy growth. Establish tree care guidelines and regular maintenance programs to ensure long term health of trees.
- Define safe intersections at key cross streets.

Section 1:

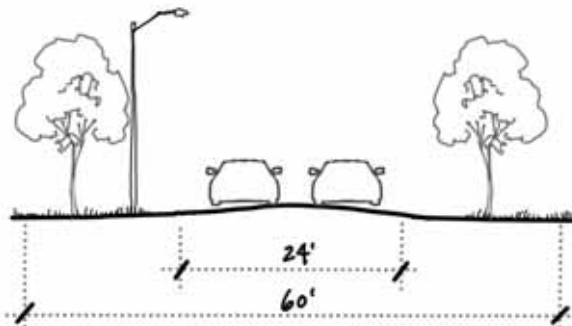


Existing 40' right-of-way

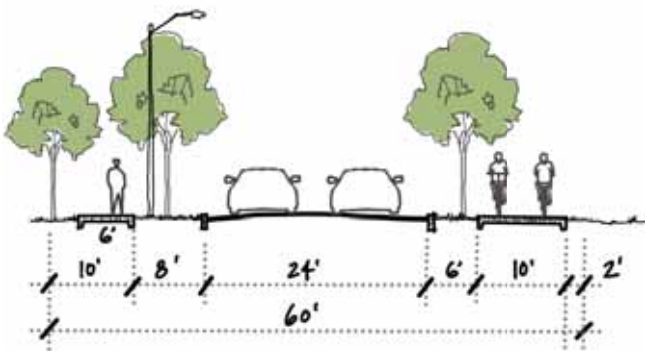


Potential 40' right-of-way

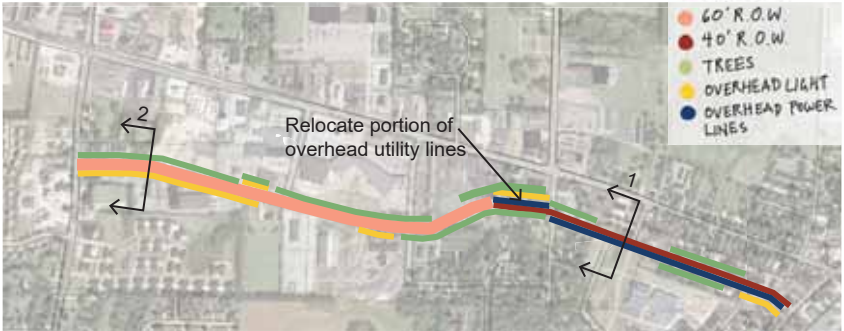
Section 2:



Existing 60' right-of-way



Potential 60' right-of-way



Sunnyside Street Existing Infrastructure Diagram



Street View at Section 1: 40' Right of Way



Street View at Section 2: 60' Right of Way

III. Development Strategies

MEANINGFUL GATEWAY MARKERS

Tell the story and express the identity of the Corridor at key thresholds into the community gateways



Gateway Celebrations:

Each end of the corridor presents an opportunity to celebrate the entry into and out of the corridor. These gateways help build and express the identity of the community and add character. These otherwise empty spaces can become activated with gateway elements that further attract the community to the corridor.

Development Considerations:

- Utilize the two existing roundabouts at Area 1: Regional Destination and the triangular property at Area 3: Hartville Heritage to establish thresholds in and out of the corridor.
- Identify a maintenance plan for the upkeep and potential seasonal changing of these gateways, through collaboration with local business owners, organizations, and residents.
- Consider holding a competition for proposals for these gateway spaces to build interest and allow for a community process where entries can be discussed, evaluated, and voted upon.
- Integrate identification and wayfinding signage at these key thresholds.
- Create a lighting plan to allow for the illumination of the gateway in the evenings, while also respecting the lighting needs of neighboring properties.



GATEWAY ELEMENTS

- ☐ Landscaping
- ☐ Monument / sculpture
- ☐ Location identification signage
- ☐ Specialty pavement
- ☐ Lighting

In compliance with ODOT guidelines for design and maintenance.



The Western Gateway near Area 1

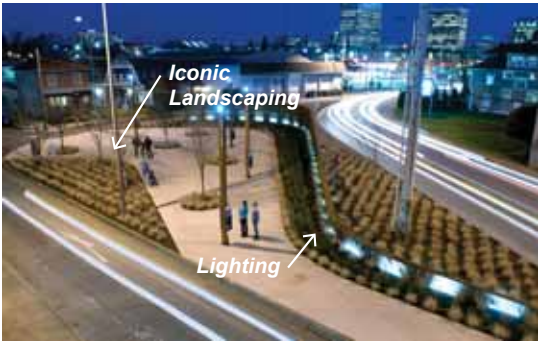


The Eastern Gateway at Area 3

Gateway Precedents



South Bend, Indiana Gateway. Sculpture by Rev. Austin Collins. Photo by Matt Cashore/University of Notre Dame.



Martin Luther King, Jr. Boulevard Gateway by Zink Studio



Downtown Franklin Tennessee Main Street by Alisa Kessler



Old Town Westchester by Robert Harris Photography

III. Development Strategies

INCREASED TREE CANOPY

Identifying the impact large areas of pavement can have on character and identity



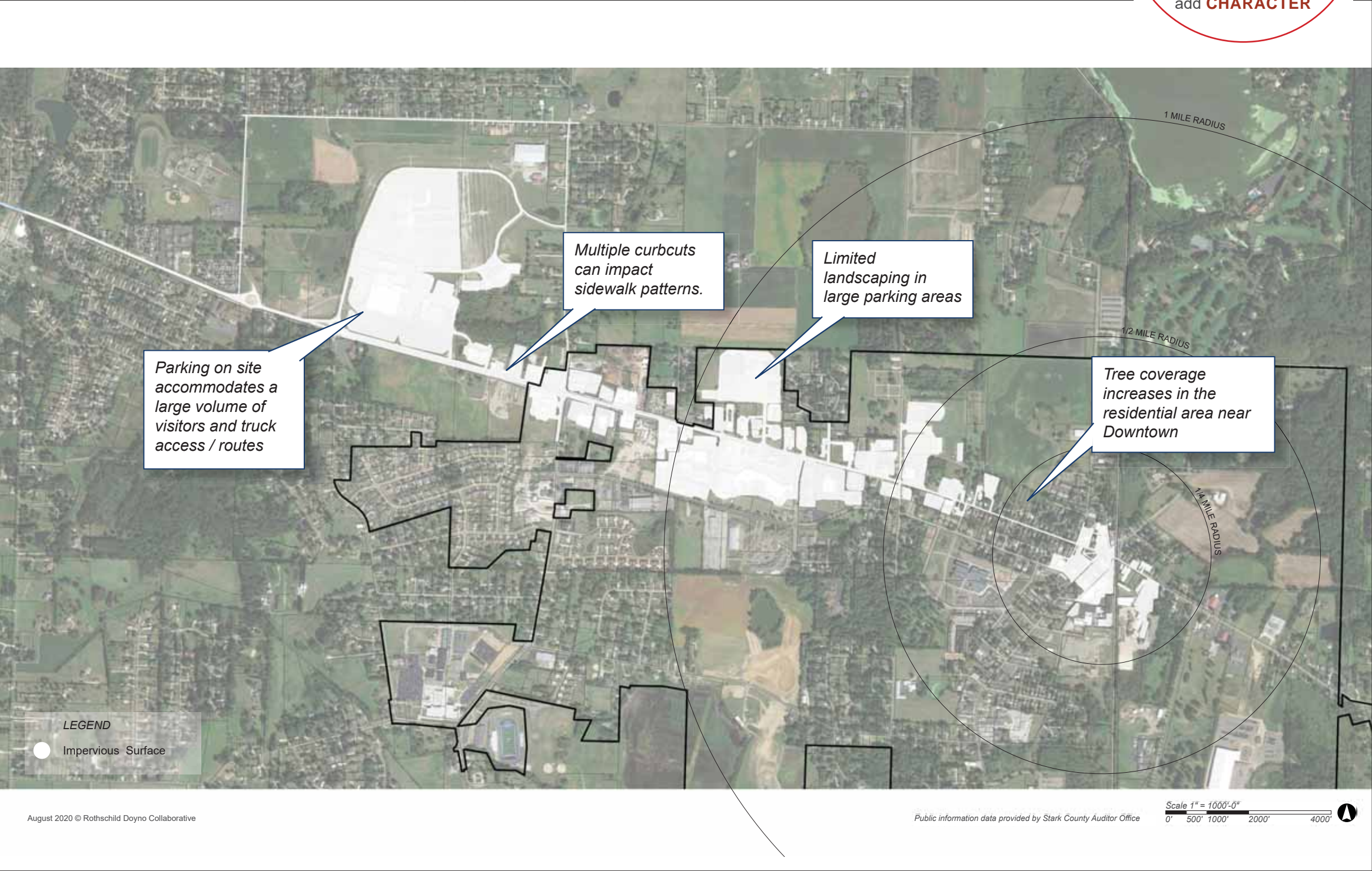
Currently there is a large portion of land along the corridor that is paved hardscape for vehicular access and parking. The paved areas grew over time with individual disconnected parking lots each accessed by their own curb cut at West Maple Street.

These large parking lot areas create heat islands that lack shade. They collect and distribute contaminants from vehicles and deposit them in nearby soils.

Bringing the character of the Corridor into private lots and modifying paved areas will have a significant impact in improving the character of the corridor.

Development Considerations:

- ❑ Incorporate landscaping into parking areas to connect to the historic and rural character of the corridor, and reduce large paved areas.
- ❑ Work with property owners to consider an internal circulation network through private properties for shoppers to move between destinations without using the Corridor.
- ❑ Work with property owners to consider opportunities to consolidate curb cuts that access each property. Fewer curb cuts will increase the amount of sidewalk along the corridor, making it more friendly for pedestrians.



III. Development Strategies

LANDSCAPED PARKING LOTS

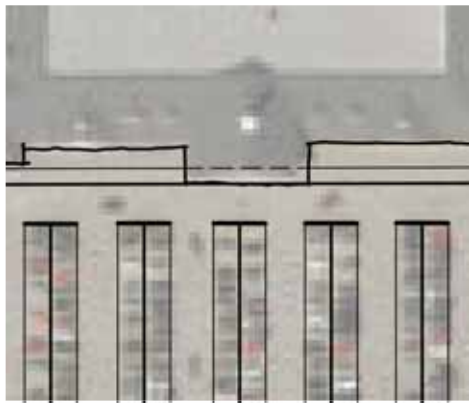
The incorporation of landscape in parking lots adds character, manages stormwater, and cools the environment



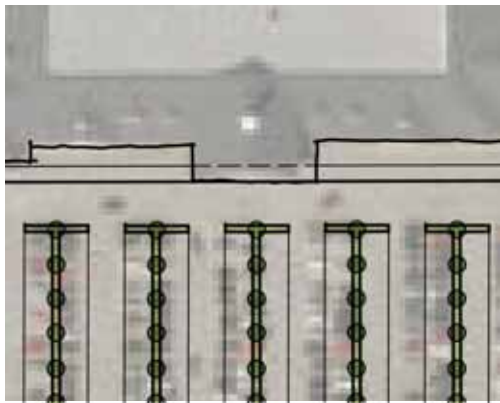
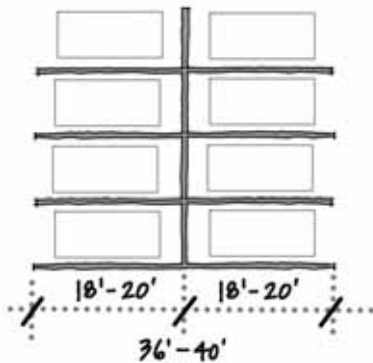
Large parking lots with minimal landscape are efficient for maximizing parking counts and simplifying snow removal. However, these large paved areas lack character and shade. These parking lots currently provide more spaces than are needed to serve customers and fulfill parking demands. By combining and connecting neighboring parking lots, the community can further reduce the need for these large, under utilized, paved areas within key community activity centers.

Development Considerations:

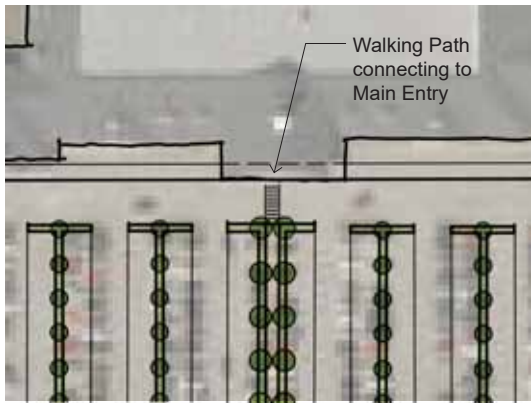
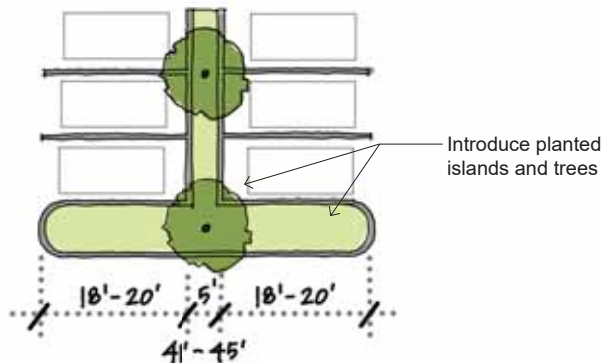
- Re-evaluate the number of parking spaces required by occupancy type in the current zoning codes, and calculate needs based on current use studies. Establish incentives for neighboring parking lots to collaborate and make agreements for shared use and loops.
- Require trees and defined pedestrian paths within all new or renovated parking areas. Establish a minimum ratio of parking spaces to trees in both the Hartville and Lake Township zoning ordinances.
- Use landscaping and differentiated paving patterns to define pedestrian walkways. Incorporate native trees and grasses to connect to the rural character of the community.
- Incorporate rain gardens between parking rows to manage stormwater and aid in water runoff quality by filtering particulates, further supporting adjacent agricultural properties.



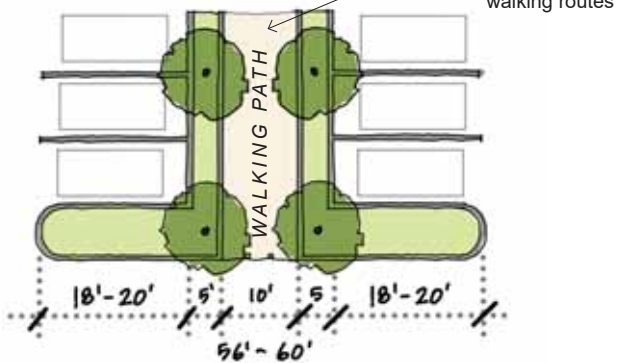
Typical Parking Layout
1" = 100'-0"



Green Parking Layout
1" = 100'-0"



Walkable & Green Parking Layout
1" = 100'-0"



III. Development Strategies

STREETSCAPE IMPROVEMENTS

Continuity of key streetscape elements will create a cohesive corridor



Area 1: Regional Destination:
Create multi-use paths with buffers between modes of travel including pedestrian, bikes, and cars.

- Buffer pedestrians and cyclists from busy road with layered landscaping
- Multi-use path can be an amenity for future development.
- Incorporate pedestrian-scaled elements
- Verify Tree Selection relative to overhead lines and planting beds

Area 2: Neighborhood Center:
Enhance walkability between shops, properties, and across the corridor.

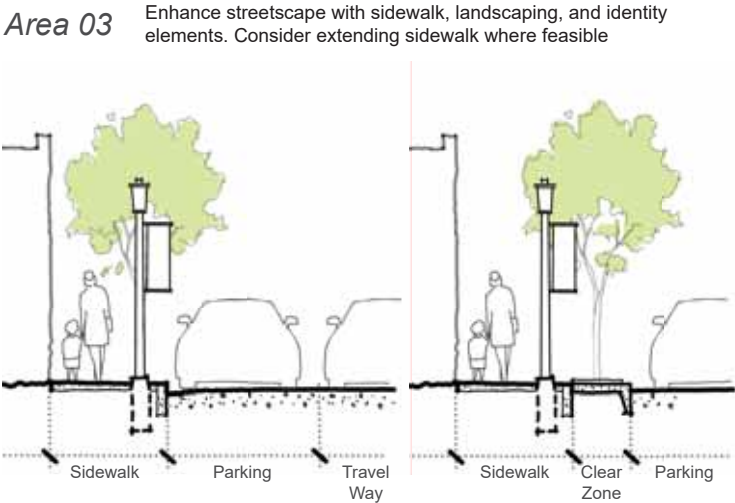
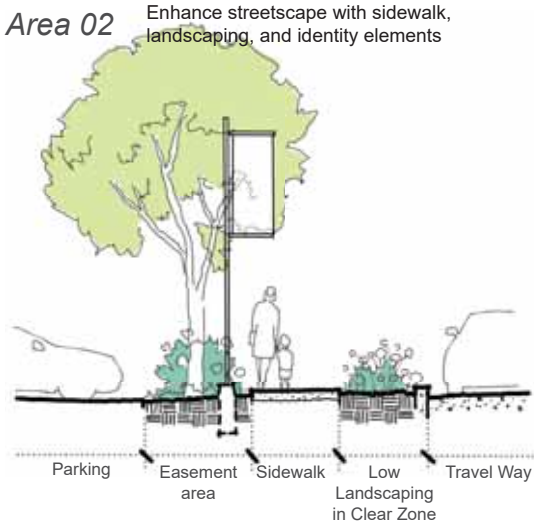
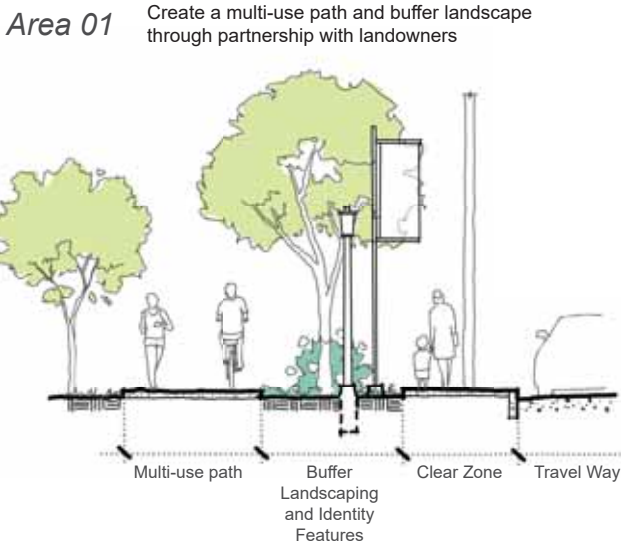
- Increase tree canopy throughout
- Layer landscaping where possible to create a buffer between the road and sidewalk
- Consider connections and transitions from Areas 1 and 3 to ensure continuity from the sidewalk to multi-use paths
- Establish tree spacing guidelines, lights, and banners

Area 3: Hartville Heritage:
Enhance streetscape with additional landscaping and banners.

- Expand and establish regular street tree rhythm with appropriate sized tree wells.
- Add planters and benches where possible based on sidewalk depth and clear zone.

STREETSCAPE ELEMENTS

- | | | | |
|---|---|---|---------------------------------------|
| <input type="checkbox"/> Pedestrian scaled lighting | <input type="checkbox"/> Canopy trees | <input type="checkbox"/> Public art | <input type="checkbox"/> Mailboxes |
| <input type="checkbox"/> Banners that tell a story | <input type="checkbox"/> Understory trees | <input type="checkbox"/> Specialty pavement | <input type="checkbox"/> Garbage Cans |
| <input type="checkbox"/> Benches | <input type="checkbox"/> Pedestrian scaled planting | <input type="checkbox"/> Sidewalks | <input type="checkbox"/> |
| <input type="checkbox"/> Pedestrian scaled signage | <input type="checkbox"/> Rain garden | <input type="checkbox"/> Paths | |



Dublin, OH
photo by GPD Group



Bedford, PA
photo by GPD Group



photo by GPD Group



Pittsburgh, PA

III. Development Strategies

TREE SELECTION GUIDELINES

Continuity of key streetscape elements will create a cohesive corridor



Street Tree planting has a significant impact on improving the character and walkability of the community.

The success of tree installation depends on providing the right level of soil remediation, a planting bed area with enough room for root growth over time, the proper selection of tree species specific to the tree location, and the on-going maintenance and care of the trees.

Verification and coordination should be done with a landscape professional for specific locations before installation.

Development Considerations:

- As trees are added along the corridor, consideration of sight lines and tree spacing must also be coordinated with business frontage and signage views.

Create an identity by providing a highlight color along West Maple utilizing multiple species types, and the following recommendations:

- Plant species with seasonal flowering at key intersections
- Establish a rhythm along the corridor where flowering occurs every other block, alternating blocks, interior of the block, etc.
- Stagger species on both sides of a sidewalk/ trail in repeating or alternating patterns, whether you have ornamentals one side or shade trees on another.



Amelanchier canadensis



Crataegus crus-galli 'Inermis'
www.provenwinners.com



Koelreuteria paniculata
www.mc-power.com



Prunus sargentii

Medium/Small Trees

Location:

Within proximity of Overhead Wires

Spacing:

20'-25' o/c

Species:

Amelanchier canadensis
Cornus mas
Crataegus crus-galli 'Inermis'
Koelreuteria paniculata
Prunus sargentii
Syringa reticulata 'Ivory Silk'
Malus 'Spring Snow' Crabapple



Celtis occidentalis 'Windy City'
nysufc.org



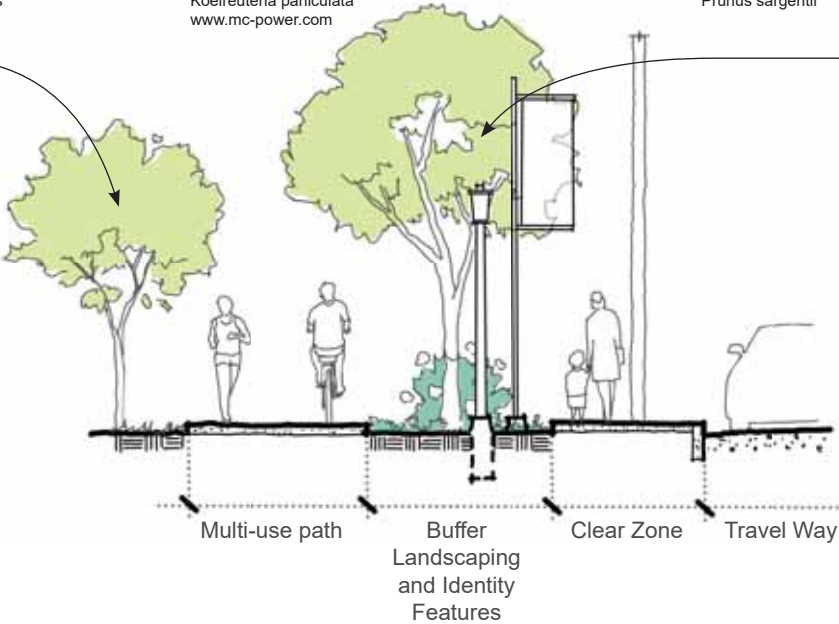
Ginkgo biloba 'Autumn Gold'
charlottetree.com



Platanus x acerifolia 'Exclamation!'
mortonarb.org



Zelkova serrata 'Village Green'
garden.org



Large Trees

Location:

Outside of proximity of Overhead Wires

Spacing:

40'-50' o/c

Species:

Celtis occidentalis 'Windy City'
Ginkgo biloba 'Autumn Gold'
Gleditsia triacanthos var. inermis 'Skyline'
Gymnocladus dioicus 'Espresso-JFS'
Platanus x acerifolia 'Exclamation!'
Robinia p. 'Purple Robe'
Taxodium distichum
Tilia tomentosa
Ulmus 'Morton' Accolade
Ulmus 'Patriot'
Ulmus x 'Homestead'
Ulmus x 'Pioneer'
Zelkova serrata 'Village Green'

III. Development Strategies

ACTIVATED OUTDOOR SPACES

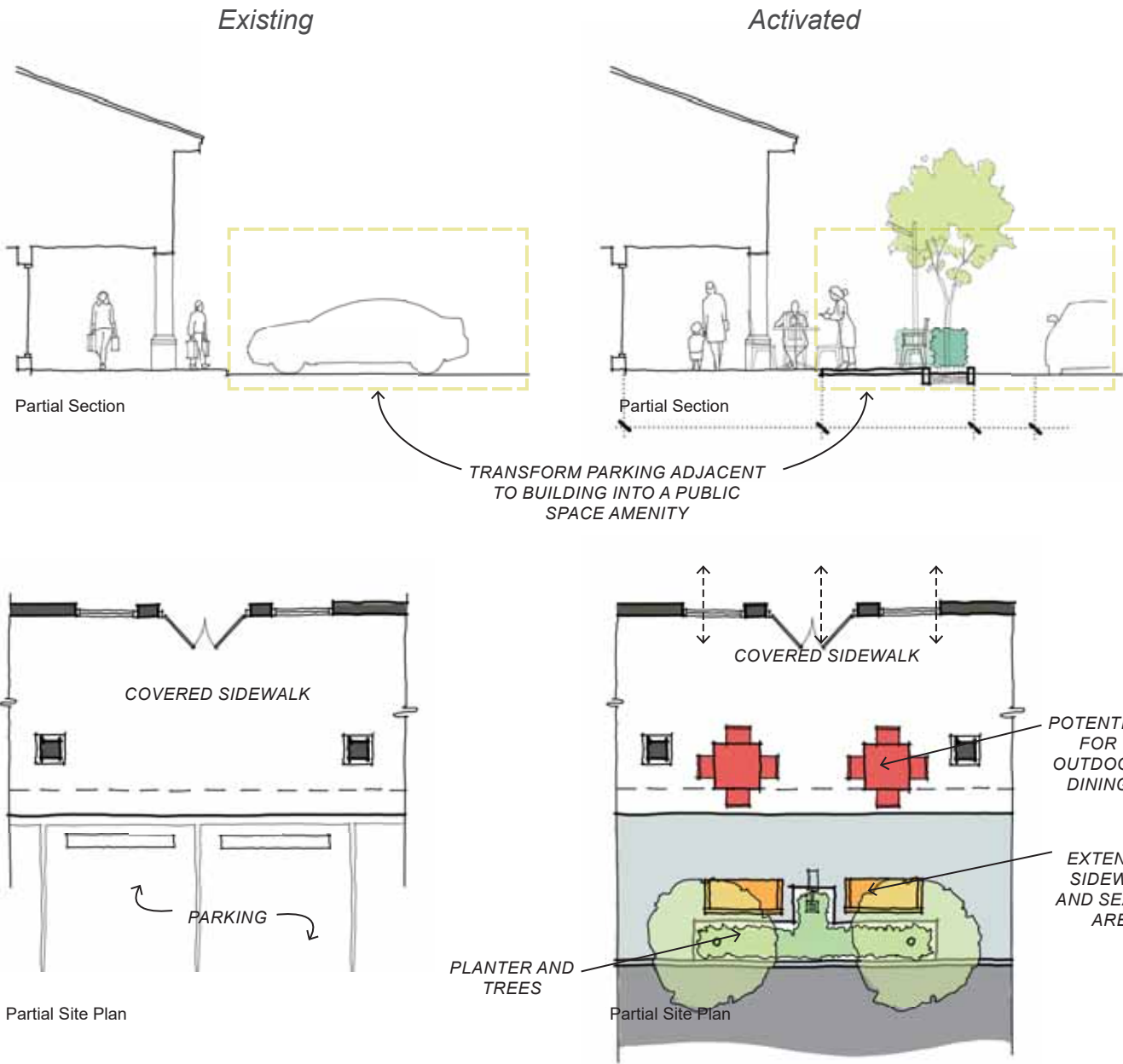
Strategies for occupying spaces to promote and connect indoor and outdoor activity in front of buildings and shops



Under utilized spaces just outside of buildings, shops, and restaurants can be activated with landscaping, furniture, and alternative parking strategies. This activation promotes the display of activity, which attracts additional users. It also allows for the possibility for outdoor dining and encourages shoppers to stay a while longer and take a moment to rest. These spaces also build community, as they allow for a place to overlap and connect with each other as residents and visitors enjoy these spaces together.

Development Considerations:

- ❑ Consider relocating or eliminating parking spaces right outside of storefront or restaurant entries. These spaces can then be reclaimed and create a buffer between pedestrian and vehicular environments, further promoting walkability in shopping areas.
- ❑ These reclaimed and extended sidewalk areas can further enhance the pedestrian experience by providing seating areas with planters and landscaping.
- ❑ The creation of outdoor dining spaces further enhances the connection of indoor and outdoor activities, as well as the opportunity for community connections.
- ❑ Coordinate the location of these activated areas to be near business entries, and along sight lines on entry approaches to improve wayfinding to these new community spaces.



III. Development Strategies



BUILD ACTIVITY, COMMUNITY, AND INTEREST

Utilizing existing open space to generate activity, interest, build a market, and strengthen the sense of community

Community is one of the greatest strengths of the Hartville / Lake area. The West Maple corridor should both reflect and enhance this sense of community through the activation of existing open spaces.

Each Area has a unique character and opportunity to provide amenities and programming.

By investing in these amenities and programs, property and business owners can strengthen community bonds and build a market for new development that could increase value for existing property owners.

Development Considerations:

- Property owners can reference suggestions for ways to activate open spaces shown here, and begin to build these programs and recreational amenities.
- HLCD and the Chamber of Commerce can collaborate with local organizations to strengthen and make consistent the way local events and opportunities can be communicated and promoted within the community.
- Pop-up events could gauge interest and incubator businesses could test the market through creative and temporary activation of under utilized spaces.
- Seasonal collaborations with other local industries should also be considered.



Hartville Hardware, Kitchen, and Flea Market

Area 01
Destination recreation uses and events that activate the site throughout the week and take advantage of the large open spaces and easy access

POTENTIAL AMENITIES

- ☐ Sports fields / tournaments (baseball, volleyball, soccer)
- ☐ Cycle track / multi-purpose track
- ☐ Walking trails connecting to the park and community
- ☐ Outdoor event or wedding venue
- ☐ Drive-in movies
- ☐ Seasonal activities (outdoor ice-rink)
- ☐ Exercise park / equipment
- ☐ Snow shoeing on trails and sledding hill



Splash Pad / Ice Rink
Frog Pond, Boston, MA
photo: Mark Hunt



Senior Exercise Park
Carbide Park, LaMaruqe, TX
photo: NRPA



Raised Cycle Track
Vancouver, BC
photo: Carl Sundstrom



Edison Park Center and Hartville Center Shopping

Area 02
Activities that attract shoppers, compliment existing businesses, and promote walkability

POTENTIAL AMENITIES

- ☐ Outdoor plaza amenity with focal point
- ☐ Farmer's market / food vendors
- ☐ Food trucks
- ☐ Kid's outdoor activities (weekend bouncy house)
- ☐ Connected sidewalks
- ☐ Indoor/outdoor dining
- ☐ Craft stations
- ☐ Outdoor rooms



Screen on the Green
Hudson, Ohio
photo by Screen on the Green



Farmers Market
Blacksburg, VA
photo: blacksburgfarmersmarket.com



Village of Hartville Historical District

Area 03:
Recreation uses that enhance liveability and attract residents daily to strengthen existing and attract new businesses

POTENTIAL AMENITIES

- ☐ Dog Park
- ☐ Holiday lighting and celebrations
- ☐ Connected walking routes / sidewalks
- ☐ Street festivals and themed events
- ☐ Playgrounds and family activities
- ☐ Sidewalk sales for local businesses
- ☐ Park concerts
- ☐ Outdoor games (cornhole, checkers, Jenga)



Street Festival
Open Streets Pittsburgh, 2017
photo: Open Streets PGH



Laurie Crawford Dog Park
Manatee County, FL
photo: mymanatee.org



Holiday Lights
Boston, MA
photo: treakearth.com

III. Development Strategies

IV. FUNDING AND PROBABLE COSTS

CONCEPTUAL OPINION OF PROBABLE COST

Overview and Strategy

Project Overview:

The concepts shown in the feasibility study were utilized to determine a preliminary opinion of probable costs (OPC) for The West Maple Corridor Streetscape and Landscape Improvements project.

Project costs include a breakdown of general construction items including constructed and repaired pavement, the addition of various streetscape amenities, public signage, pedestrian lighting, gateway features, street trees, and landscaping.

An OPC has been separated into four distinct areas including:

- Area 1:** Kaufman Avenue to Market Avenue
- Area 2:** Market Avenue to Kent Avenue
- Area 3:** Kent Avenue to Prospect Avenue
- Area 4:** Sunnyside Street from Market Ave to Prospect Ave

It is not the intention of this study to assign a sequence of construction but rather to provide logical and viable pieces for implementation over time.

Please note that the pricing, contingencies, and opinion contained or referenced herein anticipates a standard economic environment and does not account for any uncertainty related to COVID-19 or the current extreme market conditions and is based on current pricing in November 2021.

See Concept Plans for Locations

Basis for the Calculations

ODOT Item	Project Description	Quantity	Unit	Unit Price
General				
624	Mobilization	1	LS	\$25,000.00
623	Construction Layout and Stakes	1	LS	\$8,500.00
614	Maintaining Traffic	1	LS	\$25,000.00
202	Demolition/Clearing	1	LS	\$10,000.00
Pavement				
SPECIAL	Intersection Improvements (Decorative Brick Crosswalk with Header, Signals, Striping) - Market/Maple	1	EA	\$1,016,000.00
SPECIAL	Mid-Block Crosswalk (Decorative Brick Crosswalk with Header, Signals, Striping)	1	EA	\$88,000.00
SPECIAL	Drive Apron Replacement	5	EA	\$8,000.00
608	4' Concrete Walk	25,000	SF	\$8.00
253	4' Concrete Walk - Remove and Replace (10% Assumption)	1,100	SF	\$12.00
SPECIAL	10' Multi-Purpose Path (Including Excavation and Embankment)	5,000	LF	\$45.00
Landscape				
661	Trees (2-2.5" Caliper)	90	EA	\$650.00
661	Landscaping (Shrubs and Perennials) 8' Bed	24,000	SF	\$7.50
Streetscape				
SPECIAL	Fencing	1,800	LF	\$60.00
SPECIAL	Site Furnishings (Bicycle Racks, Planters, Benches, Trash Receptacles)	1	LS	\$45,000.00
SPECIAL	Public Art	1	LS	\$30,000.00
Signage				
SPECIAL	Historic/Local/Wayfinding	5	LS	\$5,000.00
Gateway				
SPECIAL	Signage, Structural Element, Landscape, Fence	1	LS	\$80,000.00
Lighting				
631	Pedestrian Light Poles with Banner and Planter Brackets (Foundation with Connection)	120	EA	\$8,000.00

Reference Code

Initial estimates based on concept plans. Final quantities will need to be determined with more project specifics.

Per Unit Estimate

AREA 1: PROBABLE COSTS

Regional Destination Streetscape and Corridor Improvements

Area 1:
Kaufman Ave to Market Ave:

This portion of the corridor is a .85 mile 4-6 lane recently reconstructed thoroughfare that travels along Maple Street at an east-west orientation.

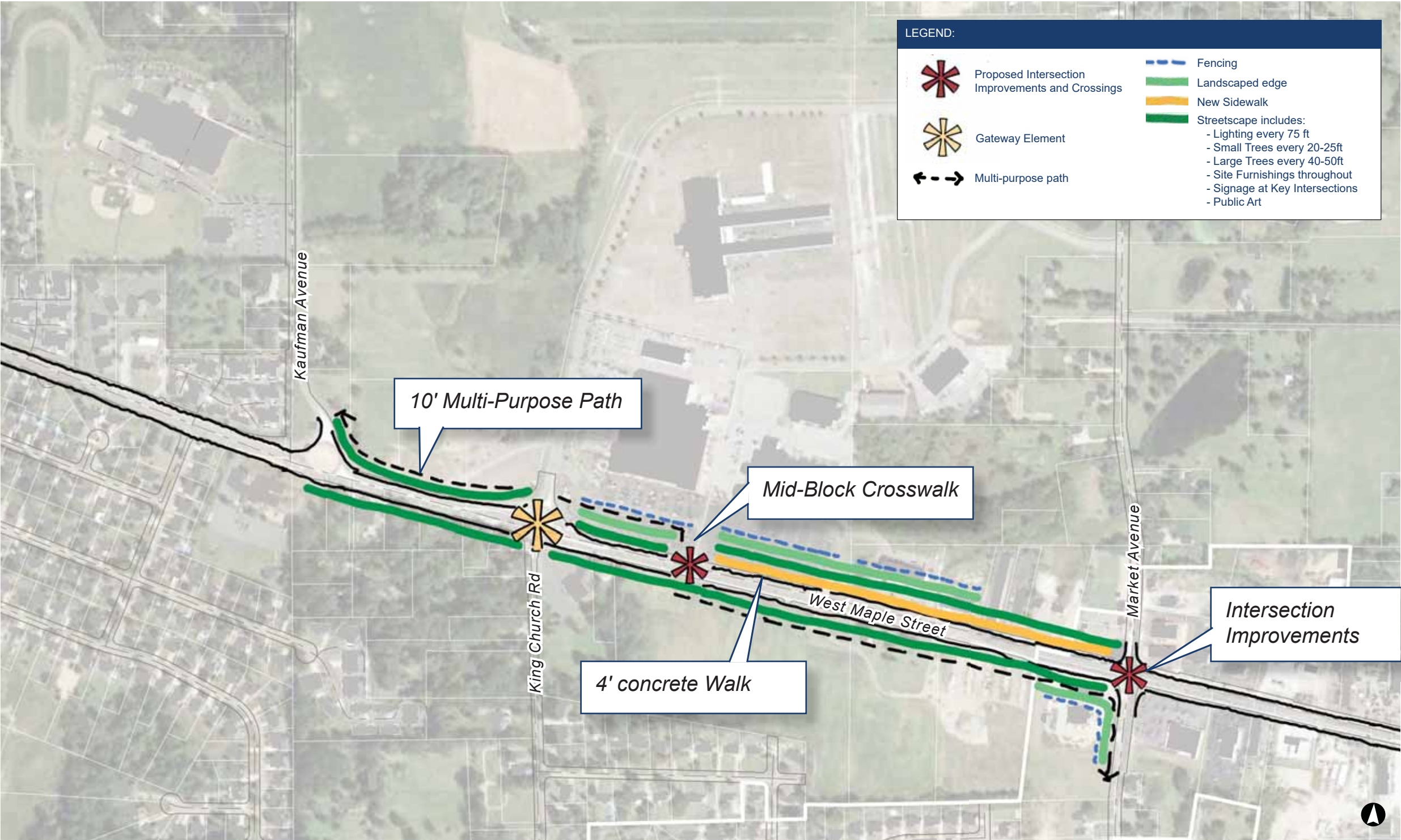
The traffic circle at the outset of Maple Street acts as the gateway into the community entering from the west.

The south side of the corridor includes a 10' concrete sidewalk with abundant open space.

The north side of the corridor has no sidewalk and includes a community shopping center as well as other retail street fronting establishments.

The elements for this area include welcoming gateway features, wayfinding and historical signage, landscape enhancements, sidewalk connections, intersection improvements, and the construction of a separate 10' shared-use path that spans the entire Kaufman-Market area.

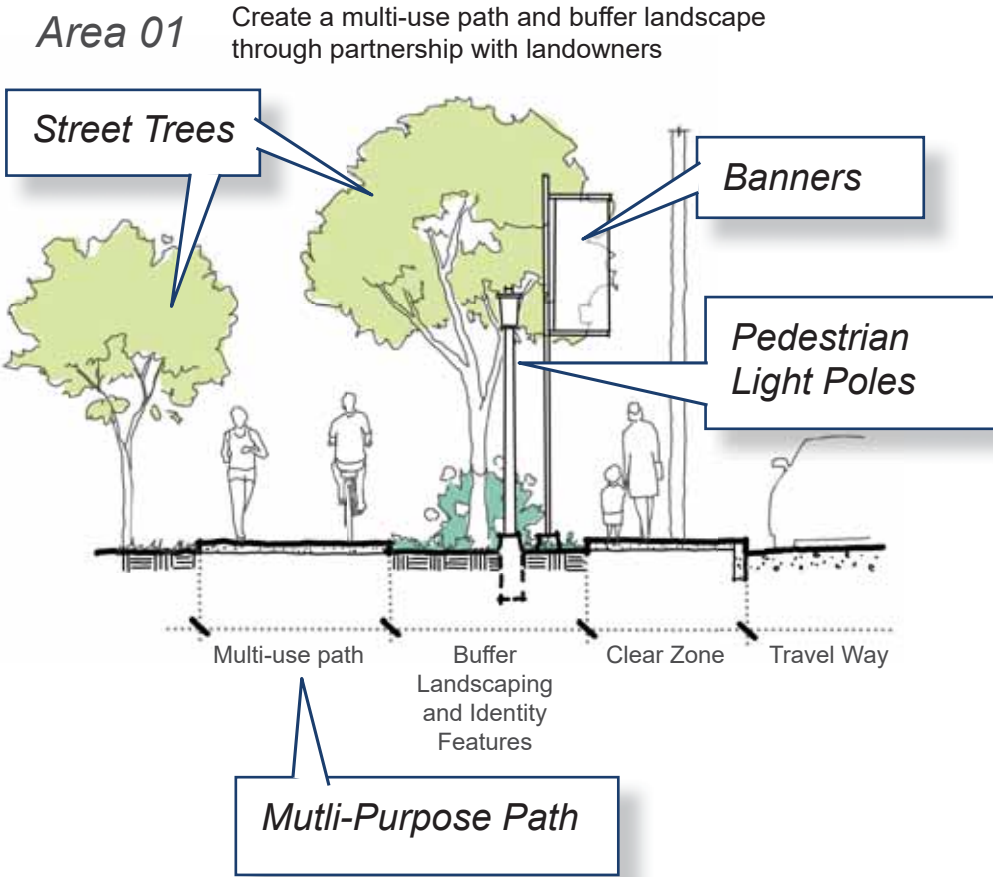
Key priorities for this area include pedestrian safety, corridor continuity, and the establishment of a formal entrance into the Village of Hartville.




IV. Funding and Probable Costs

AREA 1: PROBABLE COSTS

Regional Destination Streetscape and Corridor Improvements



CONCEPTUAL OPINION OF PROBABLE COST						
West Maple Corridor and Hartville Revitalization Study						
Village of Hartville, OH						
10/13/21						
AREA 1 (Kaufman to Market)						
ODOT Item	Project Description	Quantity	Unit	Unit Price	TOTAL COST	
General						
624	Mobilization	1	LS	\$25,000.00	\$20,000.00	
623	Construction Layout and Stakes	1	LS	\$8,500.00	\$5,500.00	
614	Maintaining Traffic	1	LS	\$25,000.00	\$20,000.00	
202	Demolition/Clearing	1	LS	\$10,000.00	\$10,000.00	
Pavement						
SPECIAL	Intersection Improvements (Decorative Brick Crosswalk with Header, Signals, Striping) - Market/Maple	1	EA	\$1,016,000.00	\$1,016,000.00	
SPECIAL	Mid-Block Crosswalk (Decorative Brick Crosswalk with Header, Signals, Striping)	1	EA	\$88,000.00	\$88,000.00	
SPECIAL	Drive Apron Replacement	5	EA	\$8,000.00	\$40,000.00	
608	4' Concrete Walk	25,000	SF	\$8.00	\$200,000.00	
253	4' Concrete Walk - Remove and Replace (10% Assumption)	1,100	SF	\$12.00	\$13,200.00	
SPECIAL	10' Multi-Purpose Path (Including Excavation and Embankment)	5,000	LF	\$45.00	\$225,000.00	
Landscape						
661	Trees (2-2.5" Caliper)	90	EA	\$650.00	\$58,500.00	
661	Landscaping (Shrubs and Perennials) 8' Bed	24,000	SF	\$7.50	\$180,000.00	
Streetscape						
SPECIAL	Fencing	1,800	LF	\$60.00	\$108,000.00	
SPECIAL	Site Furnishings (Bicycle Racks, Planters, Benches, Trash Receptacles)	1	LS	\$45,000.00	\$45,000.00	
SPECIAL	Public Art	1	LS	\$30,000.00	\$30,000.00	
Signage						
SPECIAL	Historic/Local/Wayfinding	5	LS	\$5,000.00	\$25,000.00	
Gateway						
SPECIAL	Signage, Structural Element, Landscape, Fence	1	LS	\$80,000.00	\$80,000.00	
Lighting						
631	Pedestrian Light Poles with Banner and Planter Brackets (Foundation with Connection)	120	EA	\$8,000.00	\$960,000.00	
				Area 1 Total Linear Feet:	4,500	
				AREA 1 TOTAL		\$3,124,200.00
				Contingency (40%)		\$ 1,249,680.00
				Engineering and Design (12%)		\$ 524,865.60
				AREA 1 GRAND TOTAL		\$ 4,898,745.60

AREA 2: PROBABLE COSTS

Neighborhood Center Streetscape and Corridor Improvements

Area 2:
Market Avenue to Kent Avenue

This portion of the corridor is a .80 mile 4-5 lane thoroughfare that has been recently reconstructed from Market Avenue to Milan Avenue.

The corridor transitions into an existing 3 lane alignment from Milan Avenue to Kent Avenue.

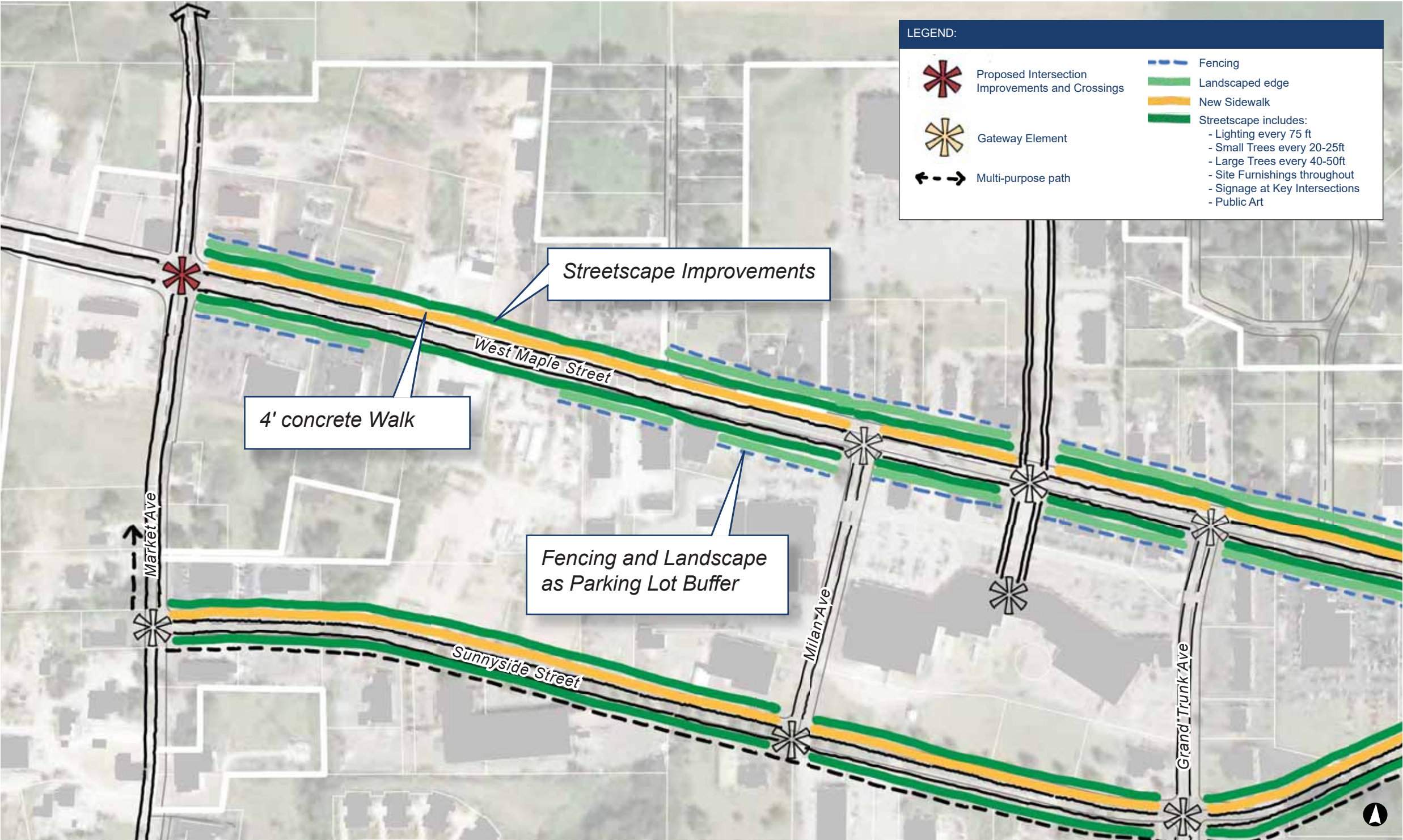
This area includes the largest concentration of commercial activity in the community.

The southside of Maple includes a 5' connected sidewalk system with a 5' setback from edge of curb with no pedestrian crosswalks at key intersections.

The northside of Maple includes a disconnected 5' concrete sidewalk system with a 10' setback from edge of curb.

Land use is primarily commercial including the Hartville Centre Shopping Mall and casual eating establishments.

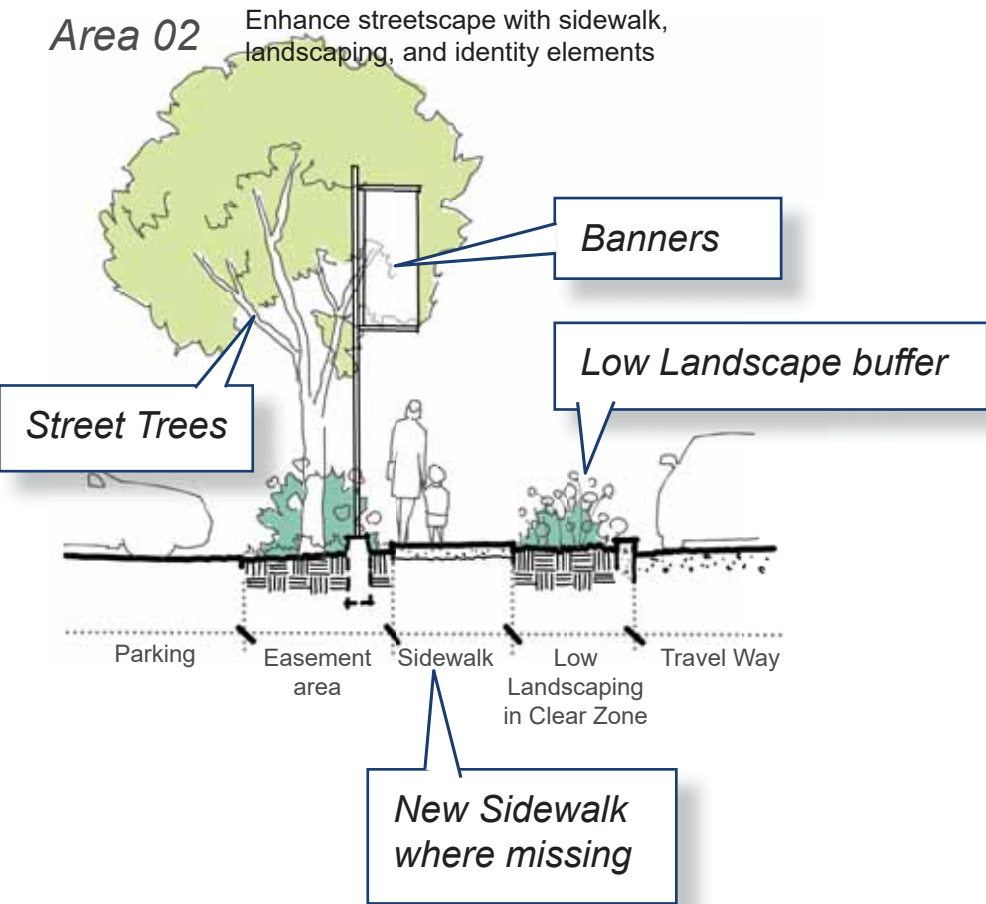
The elements for this area prioritize the repair of existing sidewalks, construction of new sidewalks, and human scale landscaping to encourage pedestrian activity.




IV. Funding and Probable Costs

AREA 2: PROBABLE COSTS

Neighborhood Center Streetscape and Corridor Improvements



CONCEPTUAL OPINION OF PROBABLE COST					
West Maple Corridor and Hartville Revitalization Study					
Village of Hartville, OH					
10/13/21					
AREA 2 (Market to Kent)					
ODOT Item	Project Description	Quantity	Unit	Unit Price	TOTAL COST
General					
624	Mobilization	1	LS	\$20,000.00	\$20,000.00
623	Construction Layout and Stakes	1	LS	\$7,000.00	\$7,000.00
614	Maintaining Traffic	1	LS	\$20,000.00	\$20,000.00
202	Demolition/Clearing	1	LS	\$10,000.00	\$10,000.00
Pavement					
SPECIAL	Intersection Improvements (Decorative Brick Crosswalk with Header, Signals, Striping) - Kent/Maple	1	EA	\$696,000.00	\$696,000.00
SPECIAL	Mid-Block Crosswalk (Decorative Brick Crosswalk with Header, Signals, Striping)	0	EA	\$0.00	\$0.00
SPECIAL	Drive Apron Replacement	0	EA	\$8,000.00	\$0.00
608	4' Concrete Walk	21,200	SF	\$8.00	\$21,208.00
253	4' Concrete Walk - Remove and Replace (10% Assumption)	3,200	SF	\$12.00	\$38,400.00
SPECIAL	10' Multi-Purpose Path (Including Excavation and Embankment)	0	LF	\$45.00	\$0.00
Landscape					
661	Trees (2-2.5" Caliper)	130	EA	\$650.00	\$84,500.00
661	Landscaping (Shrubs and Perennials) 8' Bed	38,000	SF	\$7.50	\$285,000.00
Streetscape					
SPECIAL	Fencing	4,500	LF	\$60.00	\$270,000.00
SPECIAL	Site Furnishings (Bicycle Racks, Planters, Benches, Trash Receptacles)	1	LS	\$45,000.00	\$45,000.00
SPECIAL	Public Art	1	LS	\$30,000.00	\$30,000.00
Signage					
SPECIAL	Historic/Local/Wayfinding	5	LS	\$5,000.00	\$25,000.00
Gateway					
SPECIAL	Signage, Structural Element, Landscape, Fence	0	LS	\$80,000.00	\$0.00
Lighting					
631	Pedestrian Light Poles with Banner and Planter Brackets	110	EA	\$8,000.00	\$880,000.00
</					

AREA 3: PROBABLE COSTS

Hartville Heritage Streetscape and Corridor Improvements

Area 3: Kent Ave to Prospect Ave

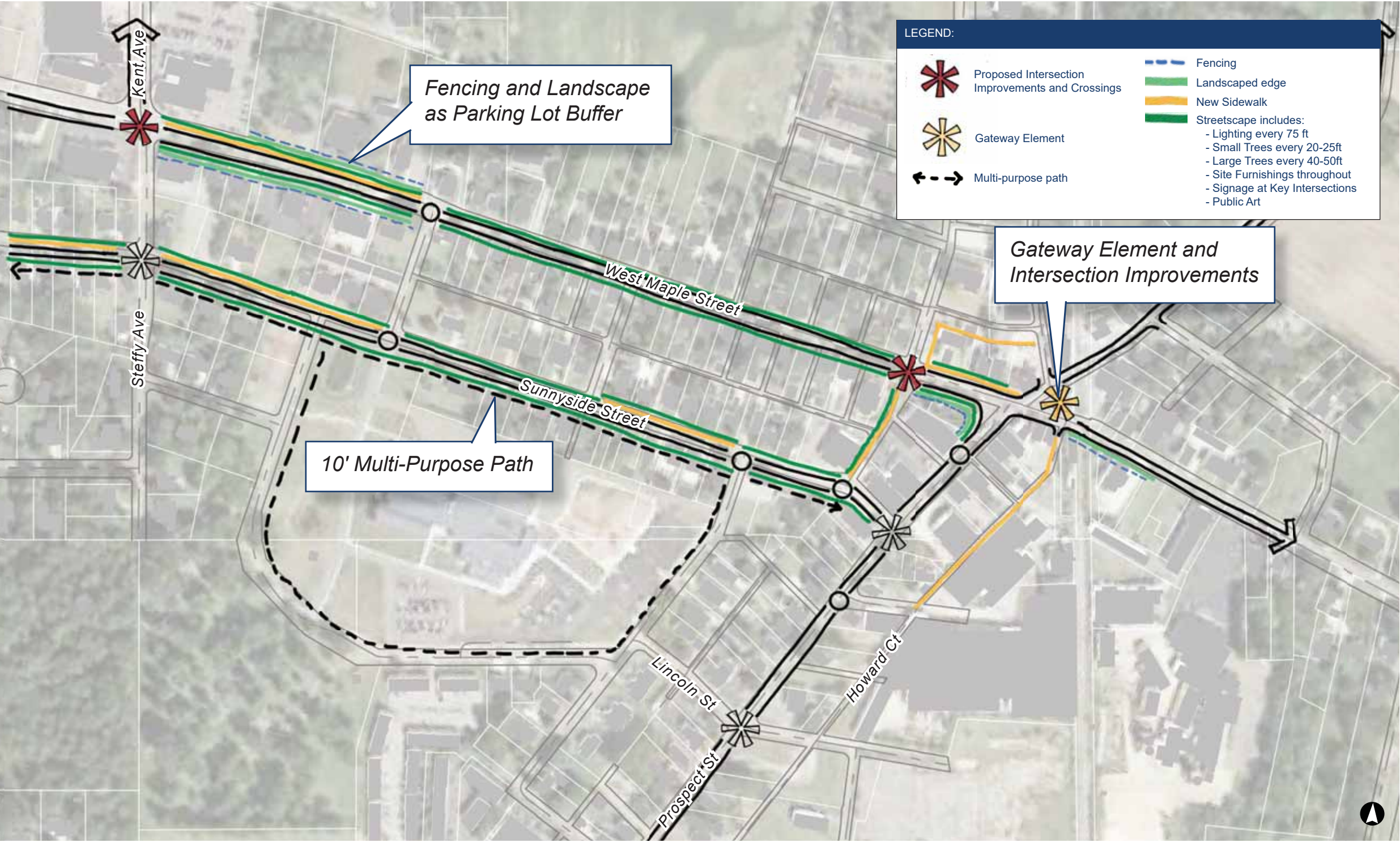
This portion of the corridor is a .6 mile 2 lane thoroughfare in a residential area.

This project zone acts as the gateway to the community from the east beginning at the intersection of Maple, Prospect, and the existing railroad line which is a community focal point.

The southside and northside of the corridor includes a connected 5' sidewalk system in need of repair with a 5' setback from edge of curb.

2-story residential homes line the street until Lake Avenue where a traditional downtown commercial district is located.

The elements for this area prioritize intersection improvements including paving, signaling, and striping, as well as gateway features that will attract residents and encourage further commercial development.

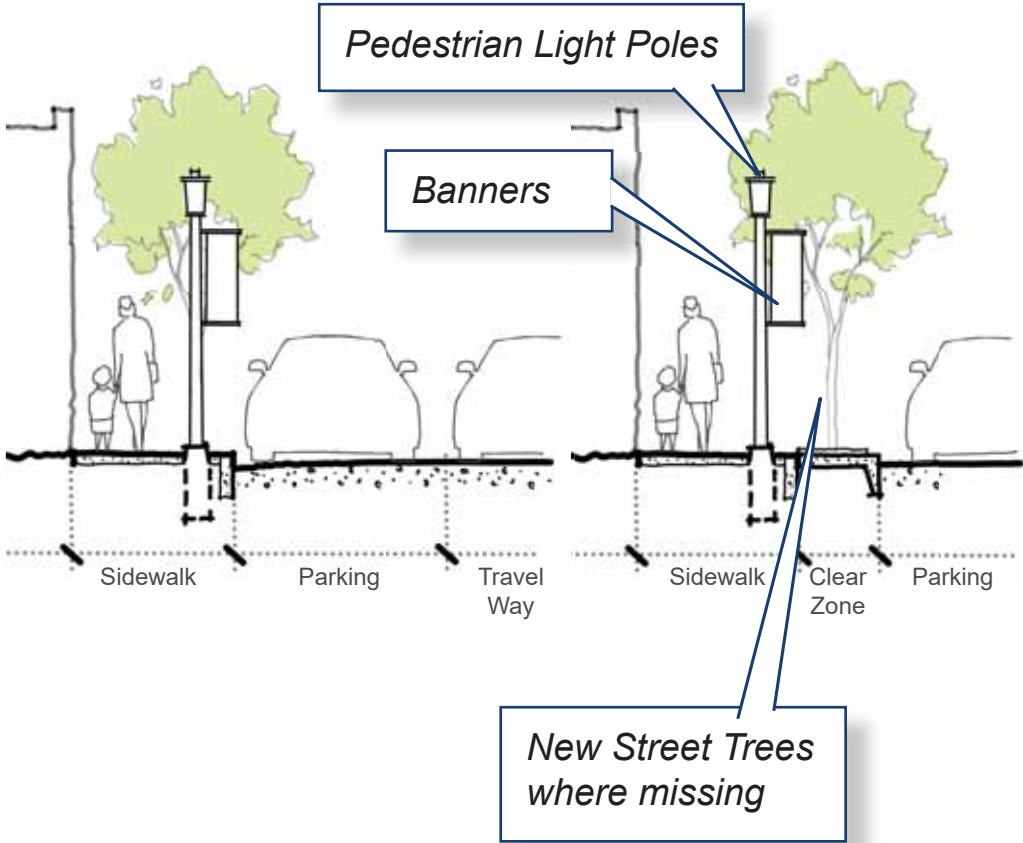


IV. Funding and Probable Costs

AREA 3: PROBABLE COSTS

Hartville Heritage Streetscape and Corridor Improvements

Area 03 Enhance streetscape with sidewalk, landscaping, and identity elements. Consider extending sidewalk where feasible



CONCEPTUAL OPINION OF PROBABLE COST					
West Maple Corridor and Hartville Revitalization Study					
Village of Hartville, OH					
10/13/21					
GPD GROUP					
AREA 3 (Kent to Prospect)					
ODOT Item	Project Description	Quantity	Unit	Unit Price	TOTAL COST
General					
624	Mobilization	1	LS	\$18,000.00	\$18,000.00
623	Construction Layout and Stakes	1	LS	\$5,500.00	\$5,500.00
614	Maintaining Traffic	1	LS	\$20,000.00	\$20,000.00
202	Demolition/Clearing	1	LS	\$10,000.00	\$10,000.00
Pavement					
SPECIAL	Intersection Improvements (Decorative Brick Crosswalk with Header, Signals, Striping) - Prospect/Maple	1	EA	\$736,000.00	\$736,000.00
SPECIAL	Mid-Block Crosswalk (Decorative Brick Crosswalk with Header, Signals, Striping)	1	EA	\$88,000.00	\$88,000.00
SPECIAL	Drive Apron Replacement	0	EA	\$8,000.00	\$0.00
608	4' Concrete Walk	4,600	SF	\$8.00	\$4,608.00
253	4' Concrete Walk - Remove and Replace (10% Assumption)	2,400	SF	\$12.00	\$28,800.00
SPECIAL	10' Multi-Purpose Path (Including Excavation and Embankment)	0	LF	\$0.00	\$0.00
Landscape					
661	Trees (2-2.5" Caliper)	80	EA	\$650.00	\$52,000.00
661	Landscaping (Shrubs and Perennials) 8' Bed	14,800	SF	\$7.50	\$111,000.00
Streetscape					
SPECIAL	Fencing	2,500	LF	\$60.00	\$150,000.00
SPECIAL	Site Furnishings (Bicycle Racks, Planters, Benches, Trash Receptacles)	1	LS	\$45,000.00	\$45,000.00
SPECIAL	Public Art	1	LS	\$30,000.00	\$30,000.00
Signage					
SPECIAL	Historic/Local/Wayfinding	5	LS	\$5,000.00	\$25,000.00
Gateway					
SPECIAL	Signage, Structural Element, Landscape, Fence	1	LS	\$80,000.00	\$80,000.00
Lighting					
631	Pedestrian Light Poles with Banner and Planter Brackets	60	EA	\$8,000.00	\$480,000.00
Area 3 Total Linear Feet:				3,250	
AREA 3 TOTAL					\$1,883,908.00
Contingency (40%)					\$753,563.20
Engineering and Design (12%)					\$316,496.54
AREA 3 GRAND TOTAL					\$2,953,967.74

IV. Funding and Probable Costs

AREA 4: PROBABLE COSTS

Sunnyside Streetscape and Corridor Improvements

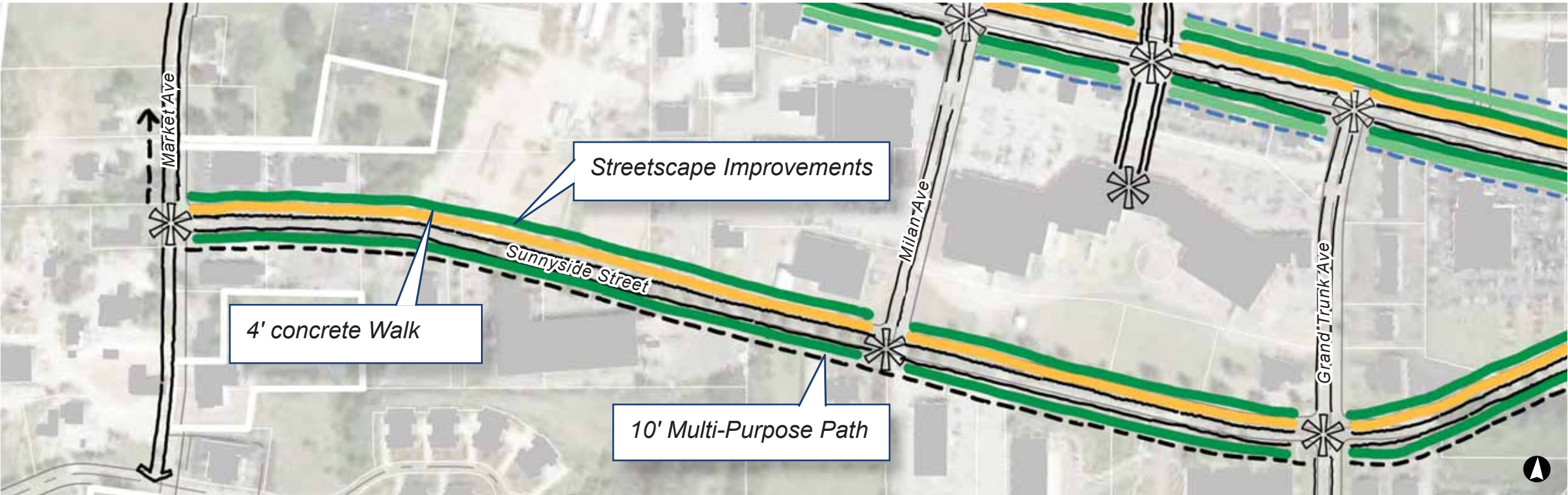
Area 4 Sunnyside Corridor:

The Sunnyside Corridor area includes road improvements and the construction of a 10' shared-use path beginning on Sunnyside Street at Market Avenue and terminating at Prospect Avenue.

This is a 1.2 mile linear area that will connect existing sidewalks as well as provide off-street multi-modal activity.

The corridor is rural in nature with open areas and recreational destinations including Brian's Park and Memorial Park.

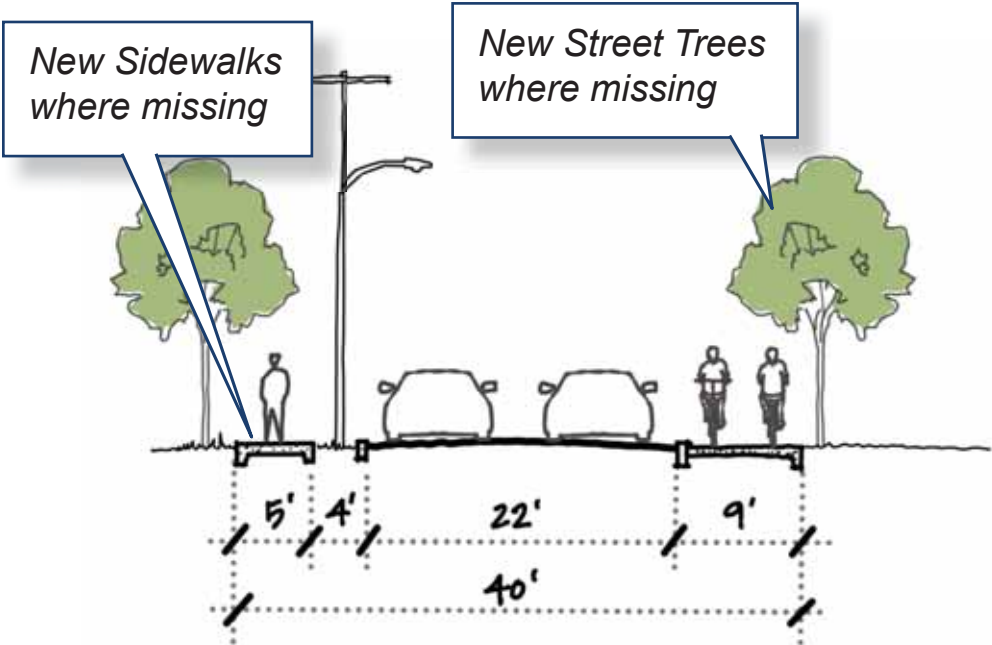
The focus of this corridor is the construction of the 10' shared-use path adjacent to residential homes, an assisted living community, and an elementary school creating safe non-vehicular connections for these users.



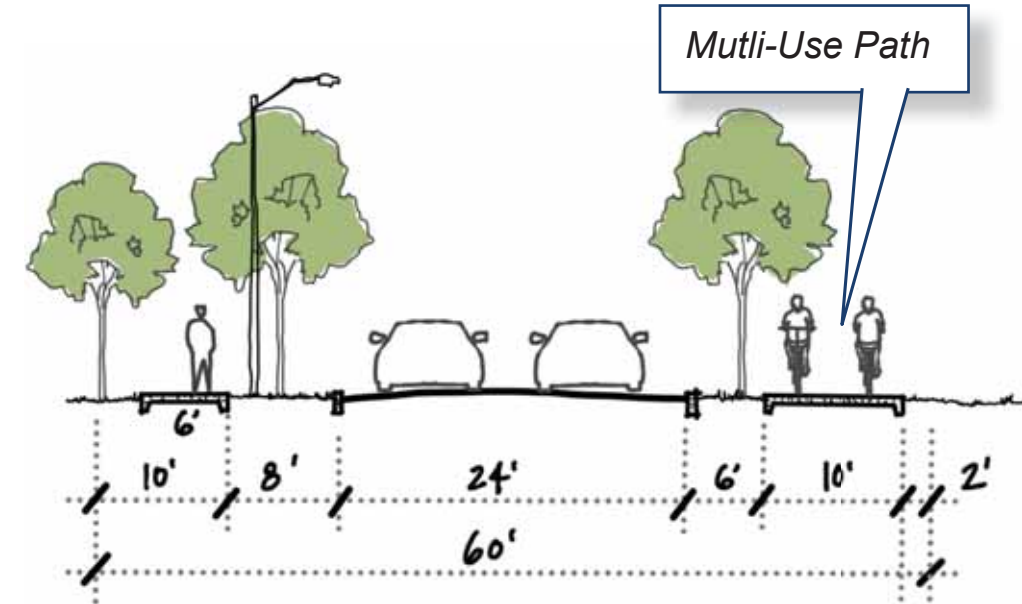
IV. Funding and Probable Costs

AREA 4: PROBABLE COSTS


Sunnyside Streetscape and Corridor Improvements



Potential 40' right-of-way



Potential 60' right-of-way

CONCEPTUAL OPINION OF PROBABLE COST					
West Maple Corridor and Hartville Revitalization Study					
Village of Hartville, OH					
10/13/21					
					
Sunnyside Corridor (Cost Items South of Maple)					
ODOT Item	Project Description	Quantity	Unit	Unit Price	TOTAL COST
General					
624	Mobilization	1	LS	\$18,000.00	\$18,000.00
623	Construction Layout and Stakes	1	LS	\$7,000.00	\$7,000.00
614	Maintaining Traffic	1	LS	\$25,000.00	\$20,000.00
202	Demolition/Clearing	1	LS	\$20,000.00	\$10,000.00
Pavement					
SPECIAL	Intersection Improvements (Decorative Brick Crosswalk with Header, Signals, Striping) - Prospect/Maple	0	EA	\$0.00	\$0.00
SPECIAL	Mid-Block Crosswalk (Decorative Brick Crosswalk with Header, Signals, Striping)	0	EA	\$0.00	\$0.00
SPECIAL	Drive Apron Replacement	8	EA	\$8,000.00	\$64,000.00
608	4' Concrete Walk	40,000	SF	\$8.00	\$40,008.00
253	4' Concrete Walk - Remove and Replace (10% Assumption)	0	SF	\$12.00	\$0.00
SPECIAL	10' Multi-Purpose Path (Including Excavation and Embankment)	9,500	LF	\$45.00	\$427,500.00
Landscape					
661	Trees (2-2.5" Caliper)	380	EA	\$650.00	\$247,000.00
661	Landscaping (Shrubs and Perennials) 8' Bed	0	SF	\$7.50	\$0.00
Streetscape					
SPECIAL	Fencing	0	LF	\$60.00	\$0.00
SPECIAL	Site Furnishings (Bicycle Racks, Planters, Benches, Trash Receptacles)	0	LS	\$45,000.00	\$0.00
SPECIAL	Public Art	0	LS	\$30,000.00	\$0.00
Signage					
SPECIAL	Historic/Local/Wayfinding	3	LS	\$5,000.00	\$15,000.00
Gateway					
SPECIAL	Signage, Structural Element, Landscape, Fence	0	LS	\$80,000.00	\$0.00
Lighting					
631	Pedestrian Light Poles with Banner and Planter Brackets	130	EA	\$8,000.00	\$1,040,000.00
		Sunnyside Total Linear Feet:		6,350	
		Sunnyside Corridor TOTAL			\$1,888,508.00
		Contingency (40%)			\$755,403.20
		Engineering and Design (12%)			\$317,269.34
		Sunnyside Corridor GRAND TOTAL			\$2,961,180.54

FINANCING OPTIONS

To be explored for funding transportation focused improvements

OHIO DEPARTMENT OF TRANSPORTATION/FHA

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
<https://www.fhwa.dot.gov/specialfunding/stp/>

U.S DOT
Office of Stewardship, Oversight and Management
David Bartz
512-417-5191

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. With the FAST Act transportation funding bill, approximately \$300,000 per year is apportioned to Stark County for the 5310 program for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. Proposed projects must meet needs or fill gaps identified in the Coordinated Public Transit-Human Services Transportation Plan.

Stark County Area Transportation Study
Senior Planner
Karl Lucas
330-451-7386

CONGESTION MITIGATION AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated. CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. Non-capacity adding projects that can demonstrate an emissions reduction are generally eligible.

Ohio Department of Transportation
SPR Part I Program Manager
Andrew Shepler
614-466-2348

SPECIALIZED TRANSPORTATION PROGRAM (5310)

The Specialized Transportation Program is intended to enhance mobility for seniors and persons with disabilities by providing Federal Transit Administration funds for programs in small urbanized and rural areas that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary

Ohio Department of Transportation
5310 Program Coordinator
Kierra Branch
614-387-5190

OHIO TRANSIT PARTNERSHIP PROGRAM

The department instituted the Ohio Transit Partnership Program (OTP2) to provide state funds to the rural and urban transit systems in Ohio beginning in state fiscal year 2020. Tier II projects are focused on regionalization, coordination, technology, service expansion, workforce initiatives, and healthcare initiatives.

Ohio Department of Transportation
Urban Transit Coordinator
Juana Hostin
614-644-0304

OHIO PUBLIC TRANSPORTATION GRANT PROGRAM

As authorized under Section 5501.07 of the Ohio Revised Code, the goal of this program is to provide safe/reliable public transportation in Ohio. Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems can apply.

Ohio Department of Transportation
Urban Transit Coordinator
Juana Hostin
614-644-0304

MOBILITY MANAGEMENT PROGRAM

Mobility Management Projects are capital projects that increase access to mobility for Ohioans by increasing understanding and awareness of transportation needs, promote coordination of transportation options to meet needs, and build sustainable and healthy communities by integrating transportation into planning and programs. Mobility management activities are eligible for funding through the Elderly Individuals with Individuals with Disabilities (Section 5310) Program and the Rural Transit Program (Section 5311).

Ohio Department of Transportation
Public Transit Manager
Macie Moore
614-728-9609

SAFE ROUTES TO SCHOOL (SRTS)

The Safe Routes to School program provides resources, technical assistance and project funding to encourage and enable students in grades K-8 to walk or ride their bike to school. This program is funded at \$4 million annually for projects in 5 categories: Engineering, Encouragement, Education, Enforcement and Evaluation. Infrastructure projects within two miles of schools serving K-8 students. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering. Project limit: \$400,000.

Cait Hurley
Safe Routes to Shool & Active Transportation Manager
(614) 466-3049

URBAN PAVING PROGRAM

This program provides funds for eligible surface treatment and resurfacing projects on state and U.S. Routes within municipal corporations. The ODOT funding is intended to provide non-structural overlays (resurfacing) when appropriate based on PCR. Surface treatments include, but are not limited to crack sealing, chip sealing, microsurfacing, fine graded polymer asphalt concrete overlays (smooth seal); or diamond grinding for concrete surfaces. Funding is provided on an 80-20 basis with the local governments providing the 20% match for project construction costs, however, locals are encouraged to provide more than 20% to stretch the amount of available funds.

Gery Noirot
ODOT District 4
District Deputy Director
(330) 786-3100

TRANSPORTATION IMPROVEMENT DISTRICT

In Ohio, a Transportation Improvement District (TID) is a local form of government that strives to promote intergovernmental and public-private cooperation of transportation resources and investments. Includes overseen financing, construction, maintenance and repair of public roadways throughout the county.

Christina Wagner
ODOT District 4 & 12
(330) 786-3122

STATE INFRASTRUCTURE BANK (SIB)

The Ohio Department of Transportation maintains a direct loan and bond financing program, authorized under the Ohio Revised Code, Chapter 5531, for the purpose of developing transportation facilities throughout Ohio. The State Infrastructure Bank (SIB) is used as a method of funding highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life.

Ohio Department of Transportation
SIB Coordinator
Brenna Smithers
614-752-0416

METRO PARKS PROGRAM

he Metro Parks Program provides state funds for park drives or park roads within the boundaries of county parks. Funds are provided to the park districts through the Biennial Transportation Appropriations Act. Biennial funding is currently \$4.4M. Each park district gets an individual allocation determined by using the percentage of total vehicle registrations by county as provided by the Ohio Department of Public Safety. OPRA requires that each of the park districts must own land or hold lease to land in the state of Ohio. All costs in excess of the metro park district allocation are paid by the park district. Funds can be used for the materials and labor necessary for construction, reconstruction, improvement, repair, and maintenance of park drives, park roads, park access roads, and parking lots

Ohio Department of Transportation
Jeff Shaner
614-644-6394

TOWNSHIP STIMULUS PROGRAM GUIDANCE

The Township Stimulus Program is a one-time program providing Federal funds to townships for sidewalk, roadway and culvert (less than 10 feet) projects located within township limits. The allocation for this program will be administered by ODOT's Division of Planning, Office of Local Programs. The total funding available for this program is \$8 million and a funding limit of \$250,000 per project has been established. ODOT will provide 100% of eligible costs for all phases of the project, up to the specified project funding limit.

Ohio Department of Transportation
Nicole Lawhorn
Program Manager
614-752-6581

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.

Stark County Rrgional Planning Commission
Karl Lucas
(330) 451-7386

IV. Funding and Probable Costs

FINANCING OPTIONS

Broader community based funding resources

OHIO PUBLIC WORKS COMISSION (OPWC)

STATE CAPITAL IMPROVEMENT PROGRAM (SCIP)

The State may issue up to \$120 million through Program Year 25 and then \$150 million in Program Years 26 through 30. To apply for State Capital Improvement Program funds the subdivision must apply to its District Public Works Integrating Committee (DPWIC). Evaluation criteria focuses on financial need of the subdivision, project strategic importance to the district and subdivision, and emphasizes the repair and replacement of infrastructure rather than new and expansiory infrastructure. Eligible projects include: Bridges and culverts, roads, solid waste disposal facilities, storm water and sanitary collection, water supply and distribution systems, and wastewater treatment systems.

Ohio Development Services Agency (ODSA)
(614) 466-2285

LOCAL TRANSPORTATION IMPROVEMENTS PROGRAM (LTIP)

The Local Transportation Improvement Program Details (LTIP) was created by the legislature in 1989 and currently provides approximately \$55 million in gasoline tax receipts annually (the equivalent of one cent). LTIP funds may be used for basic infrastructure improvements on roads and bridges only. Applicants may apply for grants up to 100% of the project cost. Each district has its own application requirements and schedule.

CLEAN OHIO FUND

The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Special emphasis was given to projects that: are consistent with the statewide trail plan; complete regional trail systems and links to the statewide trail plan; link population centers with outdoor recreation area and facilities; involve the purchase of rail lines linked to the statewide trail plan; preserve natural corridors; provide links in urban areas to support commuter access and provide economic benefit.

Djuan S.M Hammonds, MPA
Office of Department Natural Resources
2045 Morse Road, E-2 Columbus, Ohio 43229
614-265-6417

PEOPLE FOR BIKES

THE PEOPLE FOR BIKES COMMUNITY GRANT PROGRAM

PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.

peopleforbikes.org

PRIVATE

ARBOR DAY FOUNDATION - TD GREEN SPACE GRANTS

TD Green Space Grants support green infrastructure development, tree planting, forestry stewardship, and community green space expansion as a way to advance environmental and economic benefits toward a low-carbon economy. Through the program, municipalities in the United States and Canada are eligible to receive \$20,000 (USD) - \$25,000 (CAD) grants in support of local forestry projects in areas of great need within a community.
<https://www.arborday.org/programs/tdgreenspacegrants/>

The Arbor Day Foundation
211 N. 12th Street
Lincoln, NE 68508
1-888-448-7337

USDA FOREST SERVICE

GLRI FOREST RESTORATION

The U.S. Department of Agriculture, Forest Service will support projects in the Great Lakes basin that implement the following strategic, priority actions: Reduce Runoff from Degraded Sites through Green Infrastructure – Capture or treat stormwater runoff by planting trees and other vegetation as an integral component of green infrastructure. The minimum and maximum Federal funding requests vary depending on program area, with an overall range of \$50,000 to \$300,000. A 20% non-Federal cost share of the total program cost is required.

Eastern Region
Regional Office
626 East Wisconsin Ave
Milwaukee, WI 53202
414.297.3600 (voice)
414.297.3678 (TTY)

OHIO DEVELOPMENT SERVICES AGENCY

ALTERNATIVE STORMWATER INFRASTRUCTURE LOAN PROGRAM

The Alternative Stormwater Infrastructure Loan Program offers below-market rate loans for the design and construction of green infrastructure as part of economic development projects. Up to \$5,000,000 in loan funds per project are available to governmental entities through the program. Development partners are encouraged to partner with the governmental entity for their projects. The funds can pay for design, demolition, construction, materials and administrative costs associated with the green infrastructure project. This program targets a specific challenge of redevelopment projects by reducing the cost to businesses and communities that need to minimize both the financial and

Annie van Blaricorn
Office of Community Development
(614) 728-3183
Annie.vanBlaricom@development.ohio.gov

STARK COMMUNITY FOUNDATION

COMMUNITY RESPONSIVE GRANT

If your organization's need is related to COVID-19, please apply for a Community Responsive Grant. At the heart of the community is the neighborhood. Vibrant neighborhoods are central to creating and maintaining homes and relationships that are sources of pride around a common purpose. Community pride and a sense of accomplishment create a shared experience that moves a community forward to achieve greater and greater accomplishments. Our intent is to provide the foundation of skills and programs needed to transform our neighborhoods into better places to live, learn, work, play, and raise families. Stark Community Foundation's Community Responsive Grants Program awards more than 60 grants annually. SCF traditionally receives 80-100 proposals per year with awards typically ranging from \$2,500 to \$50,000.

Stark Community Found.
(330) 454-5855
info@starkcf.org