

DOWNTOWN PAINESVILLE TRANSPORTATION AND STREETScape PLAN

A Transportation for Livable Communities Initiative

October 2010



Acknowledgements

The Downtown Painesville Transportation and Streetscape Plan would not have been possible without the guidance and commitment from the City of Painesville. The tireless efforts of our Steering Committee and enthusiastic participation by the business community and involved residents ensured that the vision created for this important downtown initiative met the unique needs each user group requires. The resulting plan is truly a community effort that evolved from a strong vision for a vibrant district. Downtown Painesville is an area of confluence that will continue to serve the surrounding communities for generations. We would like to thank the following for dedicating their time and talent to the planning process:

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A special thanks to:

The Painesville Senior Center and the First Church Congregational for providing meeting spaces and technology support throughout this public process.

The many residents, business owners and individuals that completed surveys and participated in the community planning process.

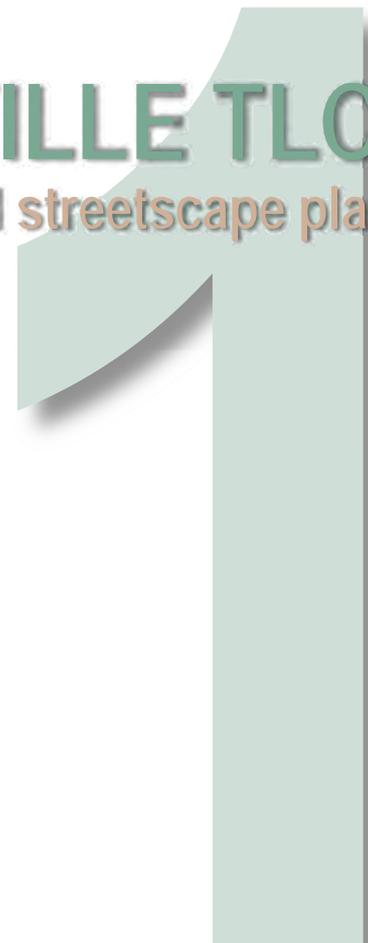
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THE DOWNTOWN PAINESVILLE TLCI

a community driven transportation and streetscape plan



The Downtown Painesville Transportation for Livable Communities Initiative

The City of Painesville has a longstanding history of proactively addressing enhancements to the City's physical character. This has allowed the City to remain a sustainable, evolving community that provides for the needs of residents, businesses and visitors. This planning study has been conceived to develop near-term and long-term streetscape and infrastructure recommendations that will enhance the multi-modal characteristics of five downtown streets.

Following the completion of the Downtown Painesville Master Plan in 2009, the City immediately began acting on the initiatives outlined in the plan. The City's plan served as a means of identifying a strategic guide to continued development within downtown neighborhoods. As stated in the master plan, "The main goal of this process is to establish momentum toward reinvestment in Downtown Painesville that restores, rediscovers and re-engages the various pieces that make up the greater whole to allow this special place to live up to the true potential it is worthy of."

The Downtown Painesville Master Plan has a strong focus on identifying public and private development that supports the creation of an interconnected network of downtown neighborhood districts with distinctive characteristics and land uses. Understanding that public and private investments work hand in hand to catalyze the rejuvenation of a place, a number of infrastructure, public space and street improvements were addressed. The goal of these recommendations is to improve the overall character and sense of place within Downtown Painesville.

To pursue the infrastructure and streetscape initiatives conceptualized within the Downtown Master Plan, the City of Painesville applied for funding through the Northeast Ohio Areawide Coordinating Agency (NOACA) for a Transportation for Livable Communities Initiative (TLCI) grant. The TLCI program has been created through Federal funds and administered locally as a means of providing communities with the ability to plan multi-modal transportation improvements in core, urban environments that promote sustainable development trends, improved pedestrian walking networks and the inclusion of safe bicycle facilities.

The grant program is designed to use transportation funds for more than the creation of new highways and auto-dominant street improvements. A TLCI allocates money to plan for the vitality of a city's neighborhoods through the creation of transit initiatives that promote walking, biking and public transit ridership in conjunction with driving. Through the TLCI program, NOACA is able to help improve the overall quality of life in core, urban neighborhoods to retain and attract residents and businesses as well as encourage sustainable economic development. Through a community-based approach, the links between transportation and community planning, as well as infrastructure and development are strengthened. This TLCI process provides a mechanism that brings transportation and development together to nourish one another, foster a spirit of community and achieve a unified vision.

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE PROGRAM GOALS

- Enhance the **economic viability** of existing communities within the region
- Enhance the region's **quality of life**
- Enhance a community's **identity**
- Foster **compact land use** development / redevelopment
- Facilitate accessibility by **improving the range of transportation choices** by adding or improving pedestrian, transit or bicycle facilities
- **Reduce air and water pollution** through best management practices
- Encourage **fuel and energy conservation**
- Promote a **healthier community** through planning and environmental linkages from an integrated transportation perspective
- **Preserve and enhance open space**, farmland and forests
- Assist the **redevelopment of urban core communities**
- Result in projects that can **compete at the regional level for capital funds** through NOACA's regional transportation investment process
- **Enhance the historic, archaeological, scenic and environmental elements** of the transportation system
- **Improve the safety and efficiency** of the existing transportation system

The Painesville Downtown Master Plan

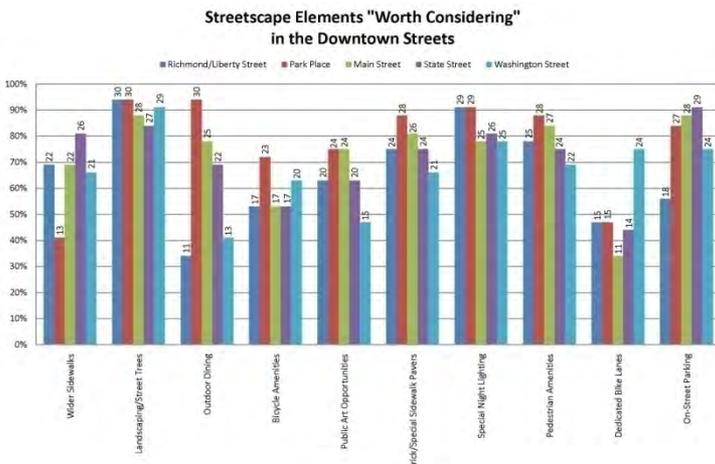


A COMMUNITY COMMITMENT TO A SUSTAINABLE PLAN

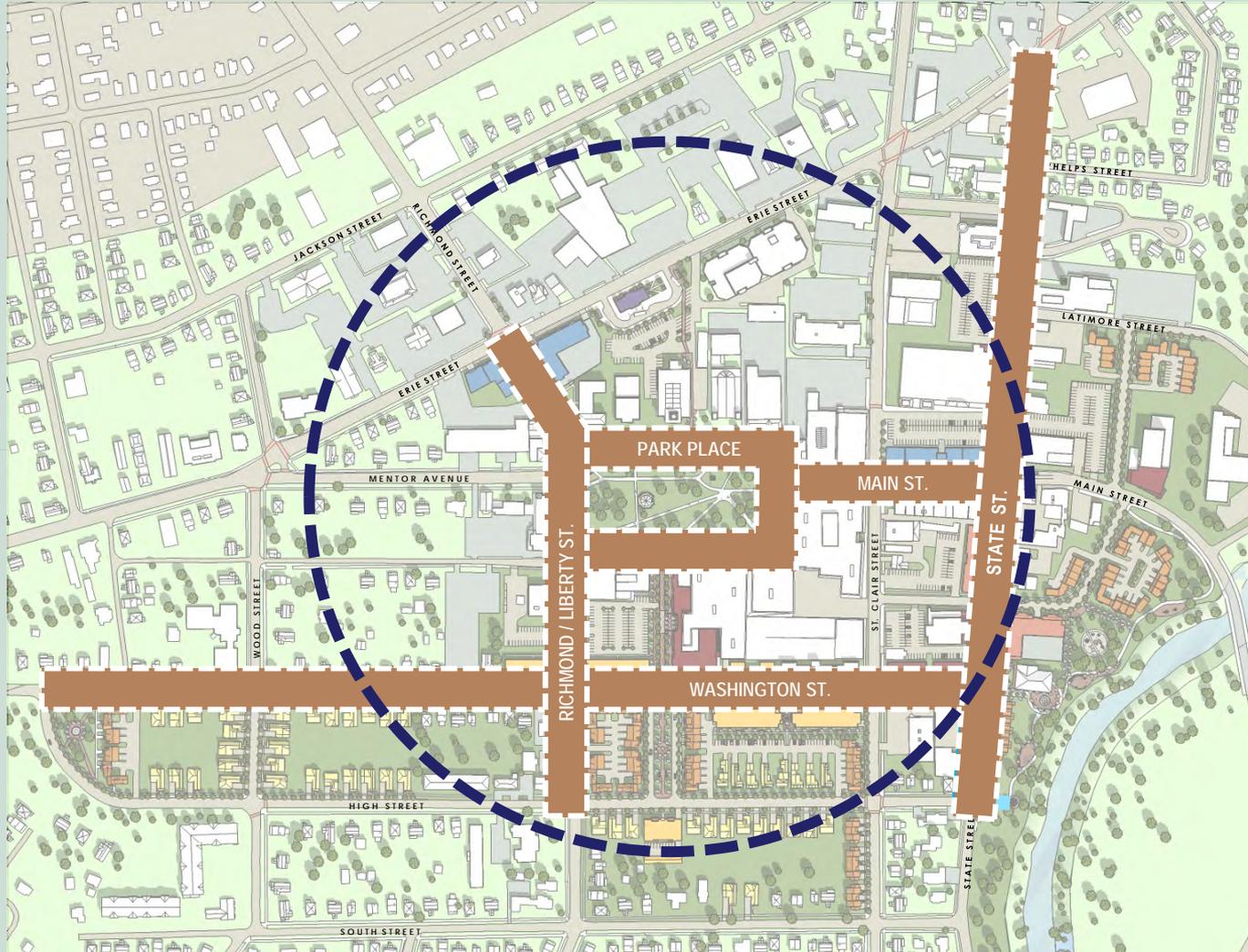
In order for the City of Painesville to successfully apply for and receive this TLCI funding, a number of criteria had to be met. This infrastructure and streetscape plan has to demonstrate the City's ability to proactively plan for future growth in a manner that is sustainable, economically viable and improves the quality of life for residents. The plan that will be outlined within this report will envision an enhanced character for five of Downtown Painesville's streets. Each of the five streets serves a unique and separate purpose within the City, and the long- and near-term initiatives proposed on the following pages demonstrate how the five streets can act as more than just a means for drivers to pass through Downtown. The initiatives outlined and prioritized through an interactive community process balance the necessity to create safe and efficient traffic patterns with functional and aesthetic improvements that create a series of connected urban spaces.

As a means of ensuring that the initiatives identified within this plan truly represent a shared view for the future of the Downtown streets, community interaction was integrated into the planning and design process. A Steering Committee was established that consists of community members, the Downtown Painesville Main Street association, business representatives, institutional stakeholders, and staff from Lake Erie College and the City. The Steering Committee worked hand-in-hand with the planning team throughout the process acting as local experts and a decision making panel. It is through their influence, guidance, opinions and ideas that the plan was guided from one phase to the next.

The design and function of streets affect a broad group of individuals. It is for this reason that community interaction was also sought throughout this process. Two community meetings and a business / property owner meeting were held in which nearly one hundred individuals were able to provide input on the ideas and improvements outlined within this report. Within each meeting, a presentation was given to the attendees and both large and small group discussions followed. Surveys were filled out by attendees which addressed their opinions on the existing conditions of the streets, long-term recommendations and near-term improvements amongst other topics. The discussions at these meetings and the comments received from the surveys have brought a number of issues and opportunities to light, and became meaningful and contributing parts of this infrastructure plan.



Creating a Connected Street Network



Our goal: Create multi-modal connections via:

- The Greenway
- The Riverfront Corridor
- Veteran's Park

to achieve a unified infrastructure network that supports Painesville's future.

Each of the five streets within this planning study have a unique character and role within Downtown Painesville.

From a pedestrian perspective, Downtown is encompassed within a ¼ miles radius – 5 minute walk – from Veteran's Park



ROLES OF THE DOWNTOWN STREETS

understanding how the City operates today



The Role of the Downtown Streets

EXISTING CONDITIONS ANALYSIS

The five streets that are the focus of this study include:

- Richmond / Liberty Street from Erie Street to the north and High Street to the south
- Park Place from Richmond / Liberty Street to the west and Main Street to the east
- Main Street from Park Place to the west and Mill Street to the east
- State Street between High Street to the south and Erie Street to the north
- East Washington Street from Liberty Street to the west and State Street to the east

Although there are additional streets that are integral components of Downtown Painesville, these five were selected based on their classifications within the state and federal highway network to obtain funding for the implementation of the initiatives proposed. The recommendations made within this plan for these five streets will be specific to each roadway. However, the principles behind each recommendation can be applied to the remainder of the streets throughout Painesville as funding becomes available for enhancements.

During the process of developing a strategy for the redesign of the five downtown streets, it is essential to first understand what role each plays within the current make-up of the City, and how the changing character of the neighborhoods envisioned within the master plan will affect that. In order to do this, the existing street network must be studied from a number of different perspectives. From a traffic engineering perspective, the five streets were analyzed in terms of their physical capacity to smoothly move cars through downtown in a safe and efficient manner. From an urban design point-of-view, the prioritization of different transportation typologies were analyzed.



Traffic analysis was conducted to evaluate the Existing and potential Future conditions within downtown Painesville. The traffic analysis is summarized within this document; the traffic report provides detailed information and it is included as an appendix. The study area included eight intersections, as illustrated at left and listed below.

- Erie Street (US 20) @ State Street
- St. Clair Street @ Main Street
- Erie Street (US 20) @ Richmond Street (SR 283)
- N. Park Place-Mentor Avenue @ Richmond Street-Liberty Street
- Main Street @ State Street
- Washington Street @ State Street
- Washington Street @ Liberty Street
- Main Street @ Park Place

Traffic volume data at these key intersections were used to evaluate intersection operations based on level of service (LOS), volume/capacity ratio (v/c) and average delay. The Ohio Department of Transportation (ODOT) and NOACA consider LOS D to be acceptable for the region. For signalized intersections, unacceptable levels of service were based on the overall intersection operations rather than individual movements. The v/c ratio was also used as a measure of effectiveness with a v/c of 1.0 or more for any approach traffic movement considered unacceptable. Intersection operations were analyzed for the morning and evening peak periods.

The traffic condition flow maps shown here, indicate the relative volumes and patterns in downtown Painesville during the AM and PM peak hours for the Existing traffic volumes. The figures show that there are heavier volumes traveling north-south than east west. The results of the level of service analysis for the existing conditions demonstrate that the intersections operate well above the LOS D performance standard, indicating that there is excess capacity within the roadway network and modification to the configuration of the roadways, such as reducing capacity to improve accommodations for non-motorized travelers and enhance the streetscape, is likely a viable consideration.



Existing Condition Traffic Flow Maps
(Width of arrow corresponds to amount of traffic volume)



Richmond Street / Liberty Street

The Richmond / Liberty Street segment of the street network represents an important gateway into the City of Painesville. As a connection to both State Route 2 to the north and Interstate 90 to the south, this roadway is a primary means of accessing the core of the City. Because of this, the street has become very auto-dominant in character with limited space allotted for sidewalks and very few pedestrian amenities.

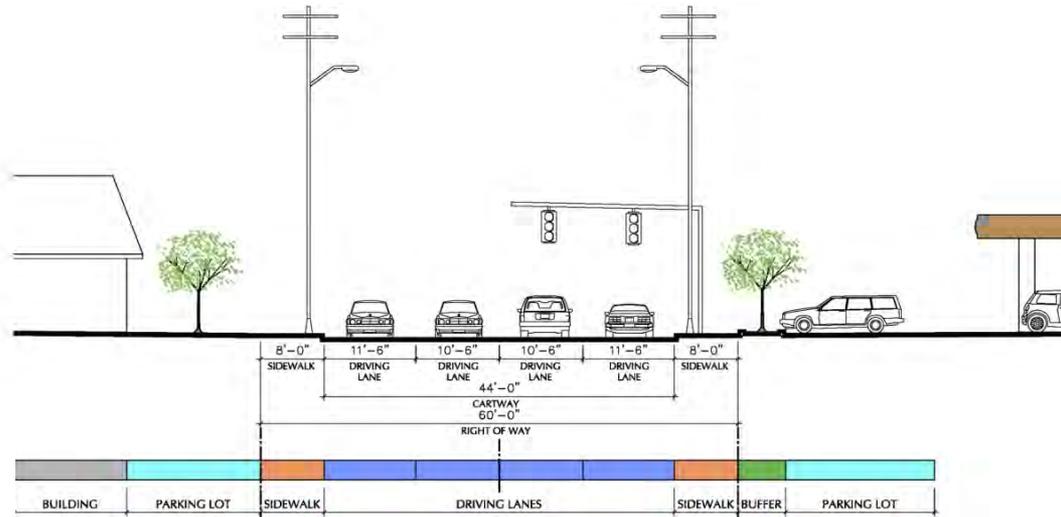
The land uses that line Richmond and Liberty vary greatly from one end of the study area to the other. At the north end, fast food restaurant chains and gas stations surround the Erie Street intersection - the northern gateway into Downtown Painesville. As one progresses south, institutional and corporate office buildings border Liberty as it passes along the western edge of Veteran's Park, while parking lots transition past the former Lake East Hospital campus and into a single-family residential neighborhood at the southern gateway.

The Downtown Painesville Master Plan envisions the extension of the walkable, pedestrian-oriented atmosphere surrounding the square to the north along Richmond Street with new mixed-use buildings on the two southern corners of the Erie / Richmond intersection. Additionally, the master plan calls for the extension of the residential neighborhoods to the south along Liberty through the integration of medium density housing on the former hospital site to transition between the town square and the single-family homes.





View of the northern gateway at the Erie Street intersection



View of the southern gateway at the High Street intersection



EXISTING CONDITIONS ANALYSIS - RICHMOND / LIBERTY STREET

Park Place

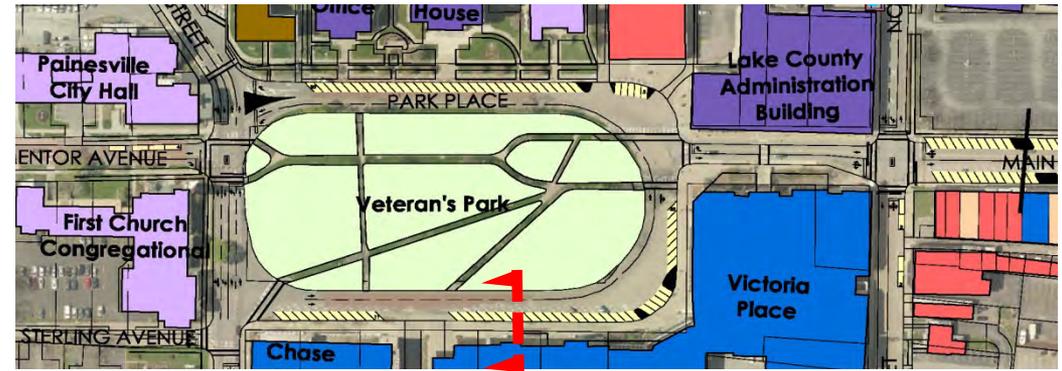
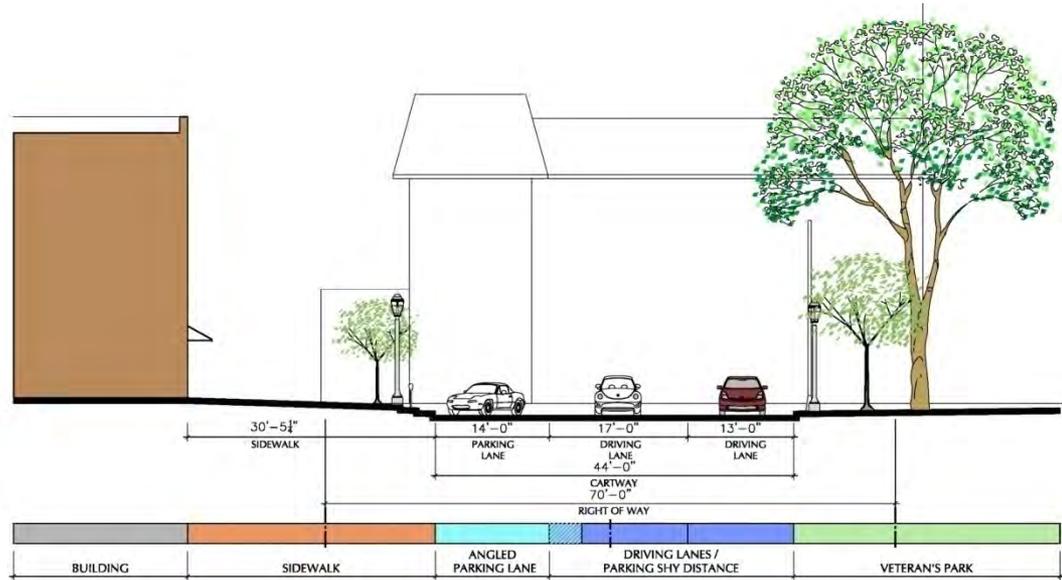
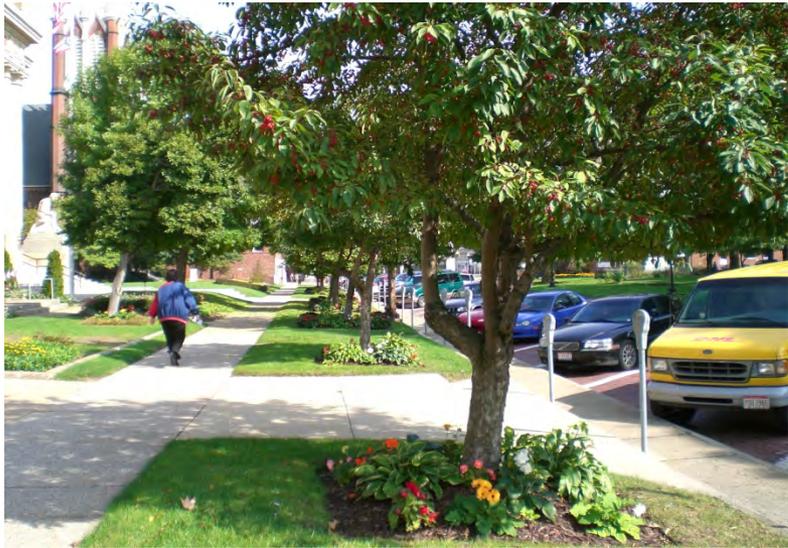
Park Place has one of the most unique characteristics of the downtown streets in that it has the potential to become an integral component of Veteran's Park, Downtown's defining public space. The roadway works as a one-way loop beginning at Park Place south, continuing north along the eastern side of the square past Main Street and curving back to the west to reconnect with Liberty Street. Along the outer edge of the loop, very wide sidewalks characterize the pedestrian environment adjacent to commercial and institutional development. On the south side of the square, the sidewalks are a continuous 30' wide swath of concrete leading to commercial storefronts that do not contribute positively to the overall character of the space. However, the sidewalks on the north side of the square are characterized by a large green tree lawn with old-growth trees that create a stronger connection to the center of the square. Along the interior of the loop, there are currently no sidewalks that encircle the edge of the square.

A defining concept for the roadway itself is the width of the pavement dedicated to the automobile. The road is wide enough for multiple lanes, with angled on-street parking around the outer perimeter. The street is much larger than needed based on the capacity of the traffic that uses it. At the corners of Veteran's Park, the pavement pulls even further towards the center of the square and away from the surrounding buildings. This results in Veteran's Park feeling removed from the surrounding buildings, with Park Place separating the two instead of bringing them together.





View along the Park Place South sidewalks side adjacent to commercial development
View along the Park Place North sidewalks adjacent to institutional development



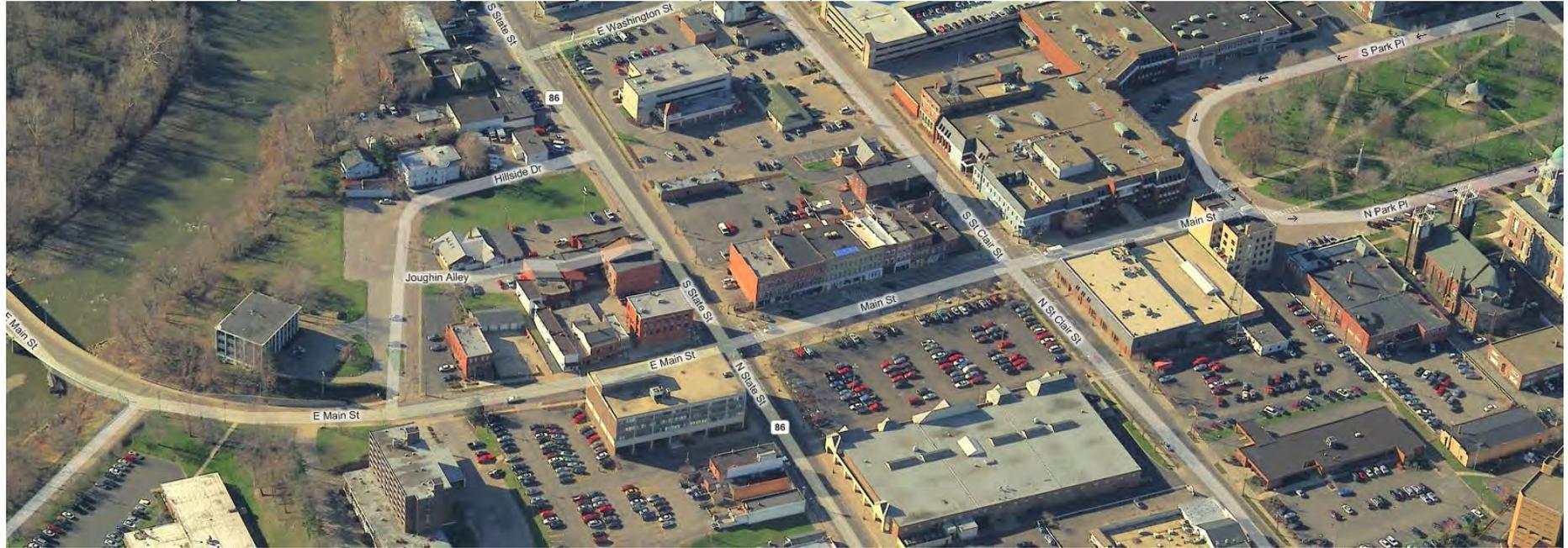
EXISTING CONDITIONS ANALYSIS - PARK PLACE

Main Street

Main Street is the shortest of the streets within the study area, but the most diverse within its two block length. The eastern block between St. Clair and State Streets has a unique juxtaposition between historic mixed-use two and three-story buildings with pedestrian-oriented storefronts on the south and a parking lot fronting what was previously a big-box retail building now used by the County as the Jobs and Family Services Center on the north. On the western block connecting to Veteran's Park, a recessed plaza entrance to the lower level of Victoria Place dominates the street. The design of the recessed plaza, with its densely landscaped edges and a large brick ramp connecting the sidewalk over the plaza to an upper entrance to Victoria Place, visually and physically cuts off Main Street from Park Place and Veteran's Park.

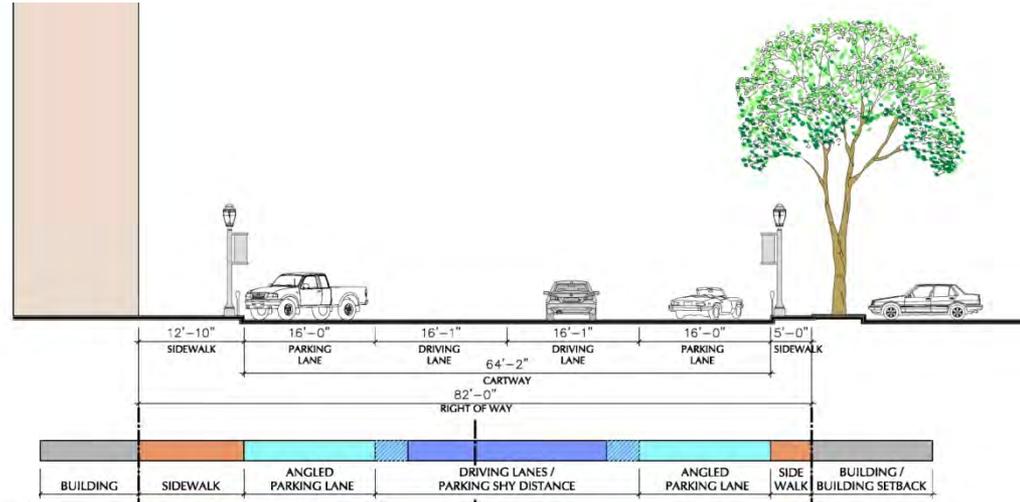
The street itself has been designed and altered over the years to prioritize parking for the commercial storefronts in the historic block. At Main Street's western end, the configuration and profile of the street was changed to accommodate angled head-in parking along both the north and south sides. In order to accommodate the depth of the parking spaces and the driving lanes in each direction, the sidewalk on the northern side of the street bordering the Jobs and Family Services Center parking lot was narrowed considerably to be five feet wide. In the adjacent eastern block of Main Street there is no on-street parking on either side of the street resulting in wider sidewalks. However, despite the wider sidewalks there is very little pedestrian activity within this block because the buildings are not designed and used to interact with the street.

Although short, this important connection between State Street, the historic block along Main Street and Veteran's Park has very little cohesion. Each of the four quadrants has its own unique identity and character, resulting in a roadway and urban space that separates rather than connects the two sides of Downtown Painesville.

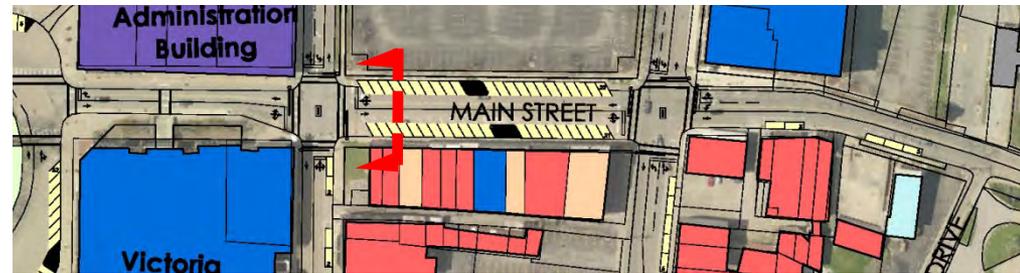




View looking west towards Veteran's Park



View looking west from Veteran's Park through recessed plaza



EXISTING CONDITIONS ANALYSIS - MAIN STREET

State Street

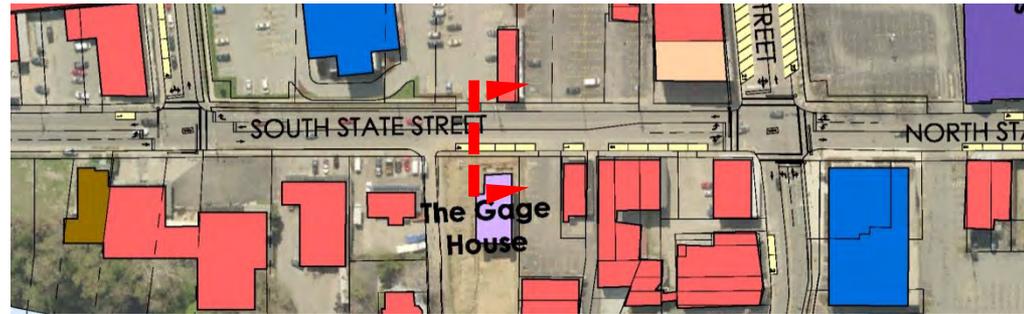
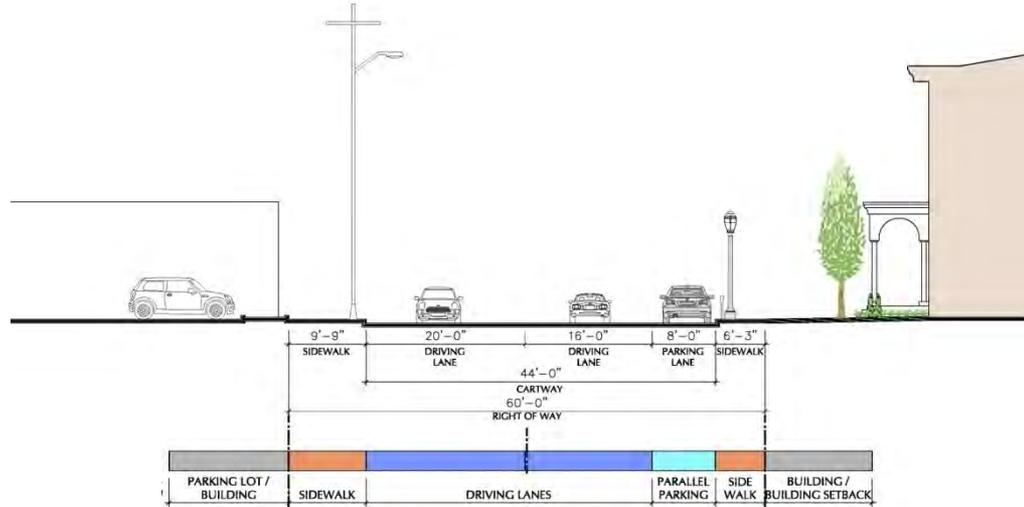
The State Street segment of the roadway network is the only street in the study area that is currently a state route. This results in the necessity for the lane configurations and widths to have a more stringent set of criteria by which they must be designed. Currently, the design of the cartway along State Street takes on many different configurations along the length of the street. The geometry is defined by a driving lane in each direction, but it is broken up by a series of left turn lanes and on-street parking lanes that vary from side-to-side. This results in driving lanes whose placement shifts within the cross section of the right-of-way.

With time, the development trends along State Street have varied greatly. Where State intersects with Main Street, near the center of the study corridor, one-, two- and three-story historic storefront buildings can be found intermixed with surface parking lots and more modern corporate office buildings. Along the northern portion of the corridor, churches, institutions and the new Morley Library begin to mix with residential homes. The southern portion of the study area introduces service retail facilities that are more auto-dominant in design and larger office buildings set back from the street edge with parking lots in front. The Downtown Painesville Master Plan calls for development initiatives that begin to blend this variety of land uses together through strategic mixed-use infill on key sites that are used as parking lots today. The intention behind the planned new development will be to provide a greater cohesion to the corridor and an enhanced sense of place to the street.





Views showing the juxtaposition of buildings and parking lots along State Street.



EXISTING CONDITIONS ANALYSIS - STATE STREET

WASHINGTON STREET

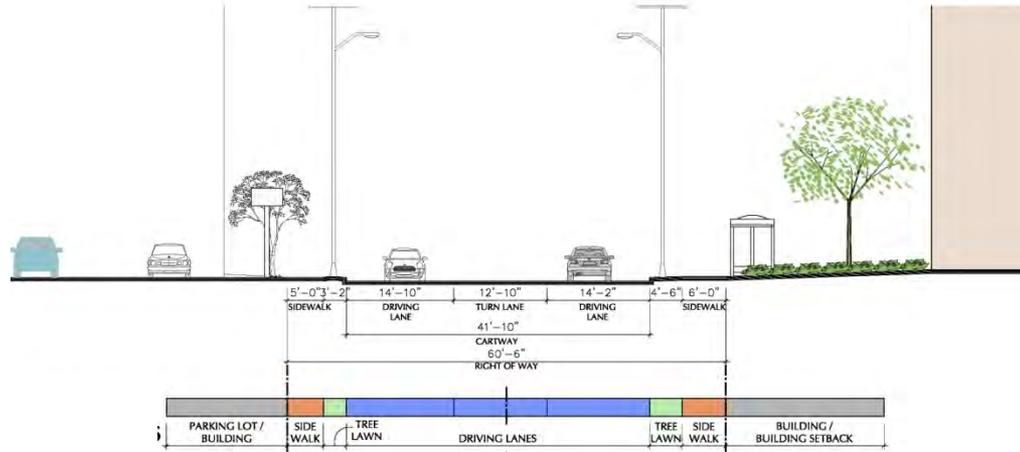
Washington Street is the roadway within the study area that will have the greatest change in character following the implementation of the development initiatives in the Downtown Master Plan. With the vacation of the Lake East Hospital site along the southern edge of Washington Street between Liberty and St. Clair Streets an immediate opportunity is available for redevelopment. The master plan calls for the site to be reimagined as a housing block with a mixture of multi-family buildings, townhomes, single-family homes and green space to connect the neighborhoods to the south with the city center.

As one travels to the west along Washington Street, the character of the street changes to single-family residential, with yet another opportunity for new housing to be constructed on the site of the former Harvey High School. This western leg of the street provides a very important connection within Downtown Painesville to the campus of Lake Erie College and the northern end of a multi-purpose recreation trail. The long-term planning for the trail is to continue the route from the western side of Downtown Painesville to the east where it will connect with the Grand River and eventually north to Lake Erie. This planned trail will offer the opportunity to bring a new and expanded group of users through the center of Downtown Painesville.





View looking east on Washington Street with the former hospital site to the right



View showing the planned residential redevelopment of the hospital site from the Painesville Downtown Master Plan



EXISTING CONDITIONS ANALYSIS - WASHINGTON STREET



A RATIONALE FOR INVESTMENT

why this plan is so important to the community's future



A Rationale for Investment

Given the operational performance of the downtown street network as seen in the traffic report, there is substantial potential to alter the configuration of the right-of-ways to better accommodate all users of the downtown transportation network. The study has shown that there is an overabundance of space designated to vehicular use, and that it is possible to shift some of this area within the right-of-way to better accommodate pedestrians and bicyclists. The idea of reconfiguring a public street to enhance multi-modal forms transit opportunities as opposed to solely vehicular use is a growing trend in the Nation's cities. This represents the idea of creating a "complete streets."

A complete street is one in which all types of transportation modes and user-types including children, adults, the elderly and disabled citizens are integrated into the design. The complete streets movement is a growing concept that places a strong priority on designing a roadway to improve the safety to its users and foster strong community identities through the design of public spaces that are cared for and heavily used by residents, business patrons and visitors. Many cities and states throughout the country have introduced complete streets regulations, and recently the Federal government has introduced legislation to provide funding for projects that are incorporating Livable Communities and Complete Streets programs.

Establishing a Streetscape Framework

In order to create complete streets within Downtown Painesville, a number of potential alternatives were considered to create a more accommodating and inviting streetscape environment. In order to create a complete streets, initiatives may include reducing the number of travel lanes, integrating curb extensions, visualizing new sidewalk treatments, providing bike lanes and other bicycle accommodations, addressing on-street parking, creating medians, adjusting traffic signal coordination, providing pedestrian crossing treatments, or utilizing storm water management techniques.

A set of defining principles were established by which the vision for the reconfiguration of the Painesville streetscape's were conceived and designed. The concepts described within this plan create an enhanced environment for multi-modal transportation users to access the businesses, institutions, recreational amenities and residences within the Downtown neighborhoods. Each scheme envisions the reconstruction of the existing right-of-ways through achieving the following goals:

- The configuration of the Downtown Painesville's right-of-ways through the district must be **SIMPLIFIED** to create a district with greater cohesion and a more uniform flow of traffic and on-street parking.
- **REORGANIZE AND REDEFINE** development patterns and public right-of-way enhancement standards.
- A **REBALANCING** of the street is necessary to accommodate the contemporary needs of the pedestrian, automobile and bicyclist.
- Physical enhancements and development at key locations must occur within the district to **REVITALIZE** and create places.
- Initiatives must provide for the needs of contemporary users, but **MAINTAIN THE HISTORIC ATMOSPHERE** of Downtown Painesville.

A number of communities throughout Northeast Ohio and throughout the country have undertaken streetscape initiatives that have catalyzed neighborhood redevelopment. In many cases, investments in the public right-of-way have transformed a street into a unique and special district. By establishing an identity, a neighborhood is provided with an exciting way of marketing itself, attracting new businesses or residents and creating a place in which people can identify with and want to be a part of. **Creating a vision for the streets within Downtown Painesville that will demonstrate the identity of the community, celebrate the uniqueness of the City and provide safe and accessible routes for all users will help Downtown to grow and evolve to remain a meaningful part of people's lives and the surrounding region.**

Recent Streetscape Initiatives within Northeast Ohio

Before



Prospect Avenue



Coventry Road



East 12th Street



After

Midtown Business District



Coventry Village



The Avenue District



A LONG-TERM INFRASTRUCTURE VISION

a plan that supports redevelopment



Envisioning an Enhanced Downtown Street Network

The recommendations that are proposed within this report discuss a series of initiatives that fall into three categories. These categories include, **long-term initiatives, near-term initiatives and private property initiatives.** It is essential to think about the recommendations in these ways to ensure that as funding opportunities are determined, no matter how big or small, the priorities determined for the streets can be realized. However, the importance of the three categories working hand-in-hand with one another is essential to ensure that resources used to realize this plan can contribute to build upon one another from one phase to the next.

A LONG-TERM VISION TO SUPPORT REDEVELOPMENT

This TLCI plan has created a long-term vision for each of the five streets within the Downtown study area. The concepts presented on the following pages were the result of an in-depth traffic analysis to determine the number of lanes and alterations to existing intersections necessary for safety and efficiency improvements. In addition, the configuration of the right-of-way, inclusion of multi-modal enhancements, the integration of green space, landscaping, amenities and special nodes within the streetscape was the direct result of a series of priorities articulated through the public process.

The Future traffic volume projections consider the land use changes proposed in the Painesville Downtown Plan (2009) and projected growth in background traffic volumes. Trip generation projections were developed for the existing land uses to be removed as well as proposed land uses to be implemented, as identified in the Painesville Downtown Plan. A summary of the planned land use changes are shown at the right.

The trip generation projections were made using the Institute of Transportation Engineer's Trip Generation Manual, 8th Edition, and estimated transit trips from the Painesville Transit Hub TLCI Study (August 2007). The results of the trip generation analysis are summarized in the table below. It is interesting, yet not surprising, to note that the future land uses are expected to generate slightly less traffic than the existing condition, with an estimated 290 and 250 fewer trips in the study area during the AM and PM peaks, respectively. The hospital and school land uses, both heavy generators of peak hour traffic, are being replaced with other, less peak hour intensive land uses. As a result, the Future condition traffic volumes analyzed for this study were based on 0% change due to the projected land use modifications. Given that the time frame for implementation of the new land uses is unknown, basing the Future condition analysis on the traffic generated by the existing land uses represents the most conservative condition.

Land Uses to be Eliminated

- Commercial 73,300 SF
- Single family home 1 dwelling unit
- Hospital 213,000 SF
- High school 750 students



Redevelopment Land Uses

- Residential
 - Single-family homes 50 dwelling units
 - Townhomes 107 dwelling units
 - Apartments 189 dwelling units
- Retail 87,170 SF
- Office 97,180 SF
- Transit Center 4,040 SF



The projected change in Future condition background traffic volumes was coordinated with NOACA. Future volumes were projected based on a growth rate (0.4% per year, linear) that was calculated by comparing the Year 2009 ADTs to NOACA's Year 2030 ADTs. and applied to the Year 2009 Existing Peak Hour volumes to obtain the Year 2030 Peak Hour projected turning movements. Build condition traffic volumes were developed based on projected improvement scenarios, with the proposed modifications to the roadway network. The only volume change for the Build condition is at the N. Park Place-Mentor Avenue @ Richmond Street-Liberty Street intersection because the eastbound left turn movement is not currently permitted but it will be allowed in the future.

TABLE 5-1: TRIP GENERATION RESULTS SUMMARY

Scenario	Estimated Trips Generated								
	Weekday			AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Additional Proposed Land Use	5,100	5,094	10,194	349	253	602	453	580	1,033
Replaced Land Use	8,107	8,098	16,205	556	333	889	605	681	1,286
Total Change Resulting in Proposed Scenario	-3,007	-3,004	-6,011	-207	-80	-287	-152	-101	-253

Future traffic conditions for the project area were analyzed to assess the potential impact of changes to the study intersections. The future No-Build condition analysis is based on projected volumes with the roadway network as it exists today while the Build condition represents the future volume projections with a series of recommended physical modifications.

Analysis of the Downtown Painesville roadway network shows that overall operations at all area intersections currently function at acceptable levels of service. Analysis of the proposed changes in land use represented in the Painesville Downtown Plan in conjunction with a set of recommended roadway modifications does not show significant negative impacts. A comparison of the overall delay at the intersections in the projected Build and No-Build scenarios shows that five of the eight intersections analyzed are projected to experience either improved operations or at most an additional 2 seconds of delay per vehicle, depending on location, analysis tool, and peak hour.

A comparison of the No-Build and Build LOS shows that almost all locations are projected to experience the same overall LOS under the Year 2030 Build condition as is projected under the Year 2030 No-Build condition. Only one intersection under both Scheme C and Scheme D is projected to operate at an overall worse LOS, however, the change in LOS is still within the acceptable range (LOS A changes to LOS B under Scheme C and LOS B changes to LOS C under Scheme D).



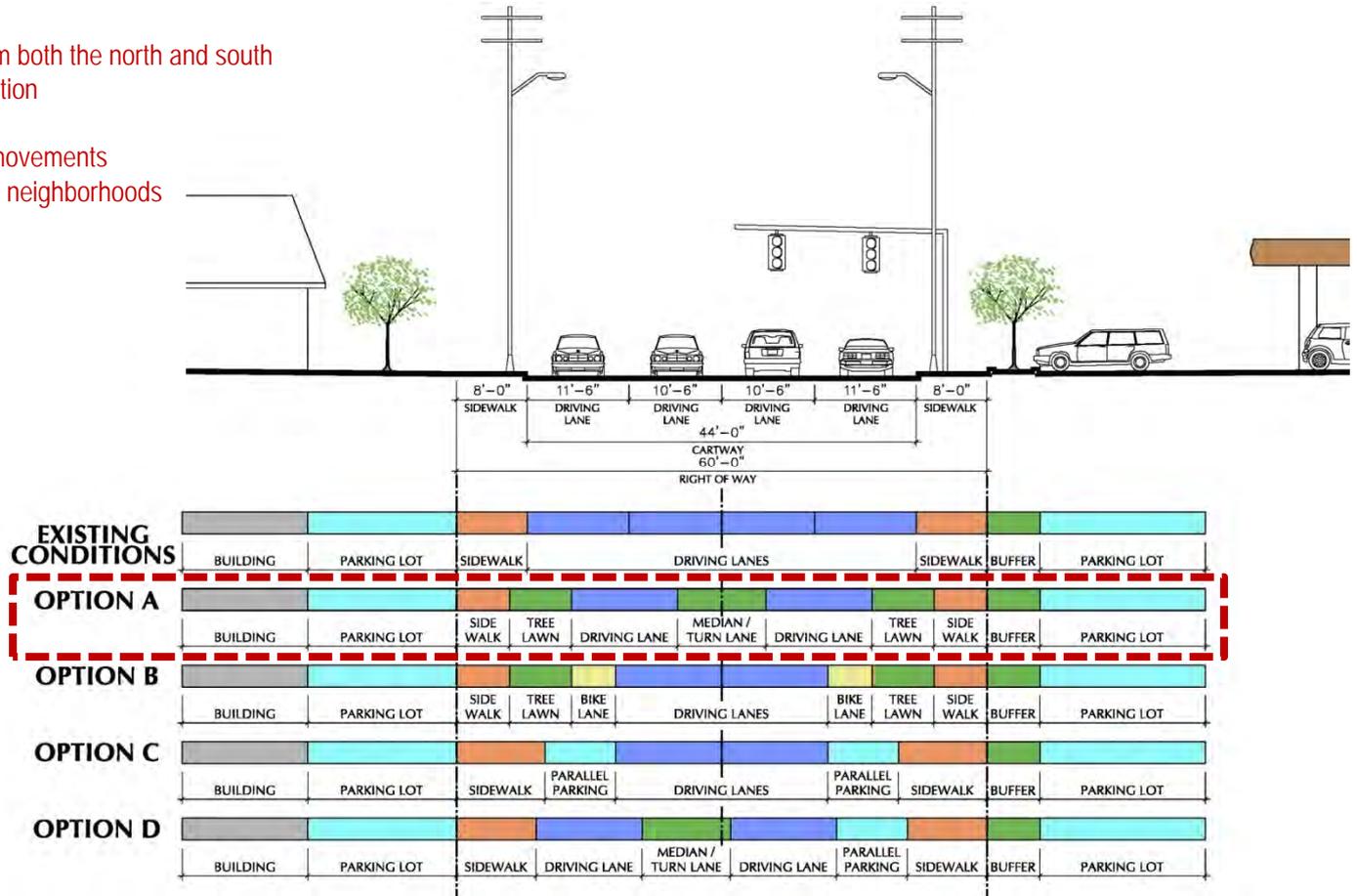
For each of the five Downtown streets, a multi-colored bar was created for each street that provides a graphic representation the existing right-of-way's space allocations for driving lanes, on-street parking lanes, sidewalks and planting beds. In order to develop priorities for the streets, a series of rebalancing diagrams were created. These are represented by graphic bars that depict by color what can be possible within the right-of-ways through the addition of bike lanes, landscaped medians, altering the width of driving lanes or widening sidewalks. The rebalancing diagrams were reviewed with the Steering Committee members and with attendees at community meetings and a set of priorities arose for each of the five streets. These priorities served as a guide for determining the appropriate reconfiguration of the Downtown streets that are articulated in the long-term visions found on the following pages.

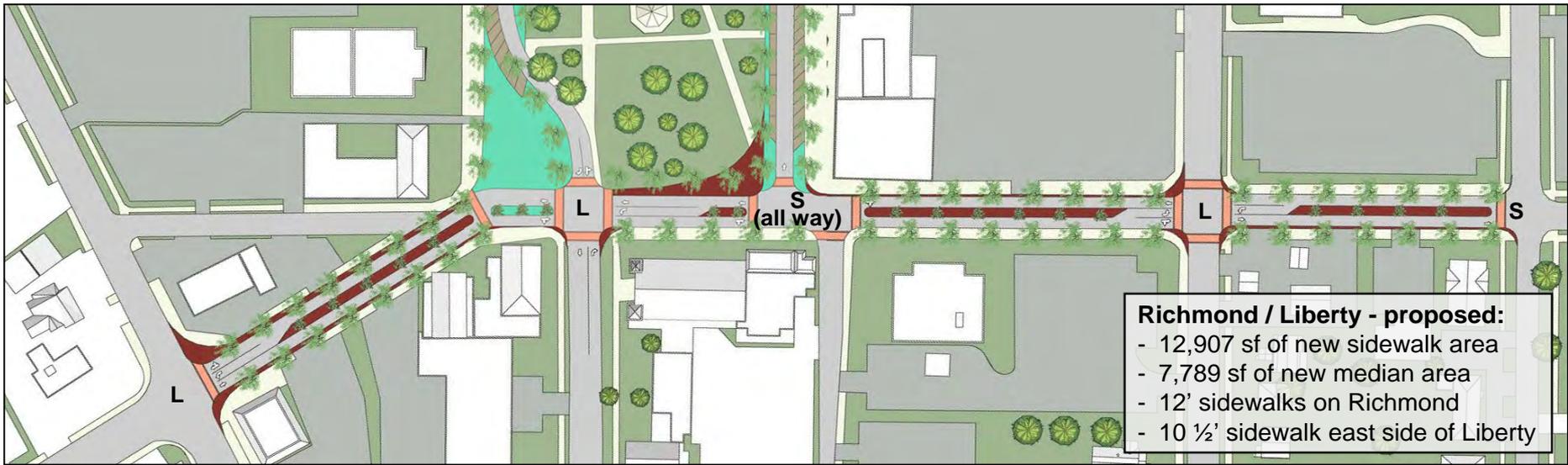
Richmond Street / Liberty Street – *The Gateway Street*

Through its reconfiguration and reorientation, the Richmond / Liberty Street corridor has the opportunity to take on a new role within the Downtown Painesville street network. The street must become an aesthetically pleasing roadway that welcomes residents, employees and visitors into the Downtown core whether they arrive via car, Laketrans public transit, on foot or by riding a bicycle. When beginning to consider different possibilities for how the street could be reconfigured, the following priorities were articulated by the Steering Committee and presented to the public as a basis to judge the viability of different scenarios:

- Give the street a unique character
- Create a gateway into Downtown – from both the north and south
- Provide places for signage and information
- Soften and green the street
- Create safer and more efficient traffic movements
- Tie Veteran's Park into the surrounding neighborhoods

The street section that was chosen as the most appropriate reconfiguration of the Richmond / Liberty corridor integrates a number of transportation and aesthetic changes to the right-of-way that simplifies the traffic patterns while also creating a safer, more pedestrian friendly street. The plan recenters the roadway within the right-of-way and utilizes a three lane cartway configuration. A single driving lane is proposed to run in either direction, with a central median that is interrupted by a left turn lane where necessary. By simplifying the lane patterns along the corridor and providing only one through lane, the curve at the Park Place North intersection will be made much safer for drivers and reduce the number of accidents that occur here due to its current configuration.





LONG-TERM INITIATIVES - RICHMOND / LIBERTY STREET

From a pedestrian standpoint, the recentering of the roadway and narrowing of oversized lanes provides the opportunity to widen the sidewalks and allow for the integration of planting beds and street trees. The narrow sidewalks that exist today do not provide enough width for street trees to grow. In addition, the turning radii are proposed to be narrowed where necessary to allow more space for pedestrians and to calm traffic. By slowing the speed of automobiles as they turn the corner, it will provide drivers with greater control of their vehicles and help to prevent their wheels from driving onto the curb and endangering pedestrians waiting to cross the street.

In addition to the reconfiguration of the lanes, a major vehicular improvement recommendation for the Richmond / Liberty corridor occurs at the intersection of Park Place South and Sterling Avenue. Currently, drivers are not required to stop when traveling south bound on Liberty. This creates a confusing situation for drivers that are not familiar with the area, and makes it difficult for pedestrians to have the opportunity to cross Liberty and access Veteran's Park. This plan recommends that the intersection be changed to accommodate an all-way stop which will make it more intuitive for drivers and increase access for pedestrians between the east and west side of the street.

The most significant aesthetic improvement to the street will be the inclusion of the new landscaped median. The median will not only help to eliminate unnecessary pavement where a left turn lane is not needed, but will give the corridor a unique identity within the Downtown street network. Through this addition of green space, the overall environment of the street will be softened, and will highlight the route as a gateway into the Downtown neighborhoods for drivers, pedestrians and bicyclists. To enhance the feeling of arrival and sense of place that the median begins to bring to the street, it also provides the opportunity to integrate signage and public art that speaks to the special character of Painesville.

Examples of Proposed Improvements





Liberty Street



View looking north towards Veteran's Park depicting the current right-of-way configuration



View depicting the proposed reconfiguration with the new sidewalk / landscaping areas depicted in red



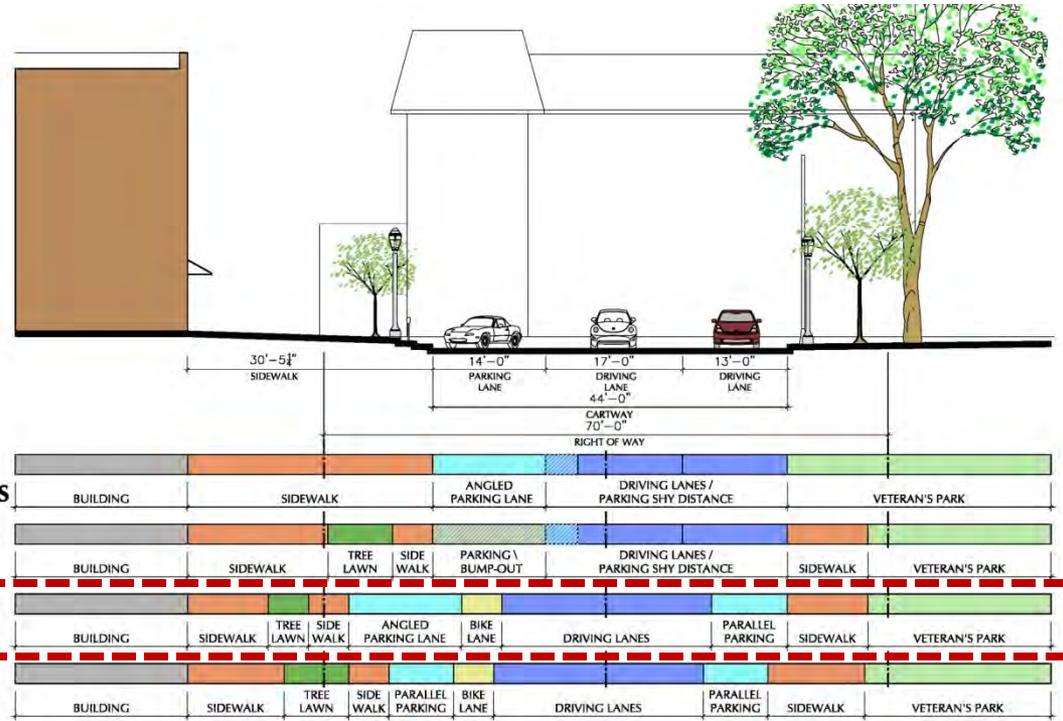
Park Place – *The City Center*

The recommendations for altering the configuration of Park Place revolve around the idea of reconnecting the central green of Veteran's Park with the outer ring of streetscape and development that encircle it. The planning work envisioned for the street reinforces the idea that the square is a unique and special place within Downtown Painesville. In order to unite the square with the development that surrounds it, the division that is created by the street must be eliminated. Priorities for Park Place that emerge from the community process include:

- Add landscaping to soften the sidewalk
- Create a more accessible park
- Provide on-street parking
- Promote storefront business development
- Create a multi-modal town center
- Enliven Veteran's Park

The recommendation for the reconfiguration of Park Place begins with the alteration of the road geometry to match its function. Although the street operates as a one lane road, its width would allow for two lanes due to a previous streetcar line operated around the perimeter of the park. It is the recommendation of this plan that the driving lane be narrowed to reduce the division between Veteran's Park and the sidewalk. In addition, the roadway is proposed to be narrowed through the elimination of excess paving at the corners of Veteran's Park. By shrinking the street and pavement, it provides the potential for additional green space within the square, shortened crossing distances for pedestrians and minimizes the visual separation between Veteran's Park and the surrounding development.

However, the largest functional change proposed for Park Place occurs at the northern intersection with Liberty and Mentor Avenues. The proposal calls for the realignment of Park Place North to eliminate the double, or split, intersection that occurs today with Mentor Avenue. This would improve the vehicular functionality of the intersection as it would eliminate the necessity for separate traffic signal phases for both Park Place and Mentor. In addition, this will have a vast improvement on the pedestrian network as well. The realignment will allow for a crosswalk to be included along all four sides of the intersection. The current signal phasing has only one short cycle dedicated to pedestrians crossing Liberty Street between City Hall and Veteran's Park, while the realignment provides for longer pedestrian crossing times and increased connections to the central square.



Park Place - existing:

- 30' wide sidewalks
- No sidewalks along Park
- 78 existing parking spaces



Park Place - proposed:

- 7,702 sf of new sidewalk area
- 23,516 sf of new park area (5,831 sf relocated park)
- 71 parking spaces



Although the realignment removes green space from the center of Veteran's Park, a significant new green space is created at the northeast side of the intersection. This new park space creates a formal front lawn for City Hall, and the opportunity to integrate signage, public art or a monument. The green is also positioned directly in front of a large existing residential apartment building, and through its design can become an outdoor amenity for residents at a smaller and more intimate scale than exists in Veteran's Park.

Recognizing the importance of parking to support existing businesses and the future growth of the square, on-street spaces were maximized in the proposed plan. The existing angled parking is maintained around the outer perimeter, and adjusted where necessary with the realignment of Park Place North. Additionally, new parallel parking spaces are proposed along the perimeter of Veteran's Park along Park Place South to support the commercial businesses.

The pedestrian network is vastly enhanced through this proposal. New crosswalks are included in the plan around the perimeter of the park. At each crosswalk location, the sidewalk width is extended the depth of the on-street parking lanes to shorten the crossing distance, and further strengthen the connection between the outer perimeter of Park Place and Veteran's Park. These perimeter sidewalks along the southern and eastern sides are extremely wide, but are devoid of pedestrian amenities and landscaping. The proposal calls for the integration of landscaping beds and special paving areas that would create small gathering spaces. Within each of these spaces, benches, trash receptacles, wayfinding signage and bike racks could be clustered to promote social interaction and community involvement.

Throughout the community process, participants have expressed a great deal of appreciation for the square, but feel that few opportunities are provided for its use outside of city-wide events. The observation was made that the existing sidewalks through the park do not allow one to stroll through the square, but only guide a user from one side to the other. The proposal recommends the construction of a new pedestrian promenade surrounding the exterior of the square, with a new series of paths through the center that will promote increased use and social gathering. The new promenade will create a more inviting and welcoming atmosphere for Veteran's Park on a daily basis, and benefit the space during special events. The design of the promenade can be used as a staging area for public events, structured to accommodate heavy loads from vendor booths, integrate an underground electrical system that can be used to provide power sources when needed and integrate enhanced lighting for safety at night.

Examples of Proposed Improvements





Park Place South



View looking north towards Liberty Street depicting the current right-of-way configuration



View depicting the proposed reconfiguration with the new sidewalk / landscaping areas depicted in green

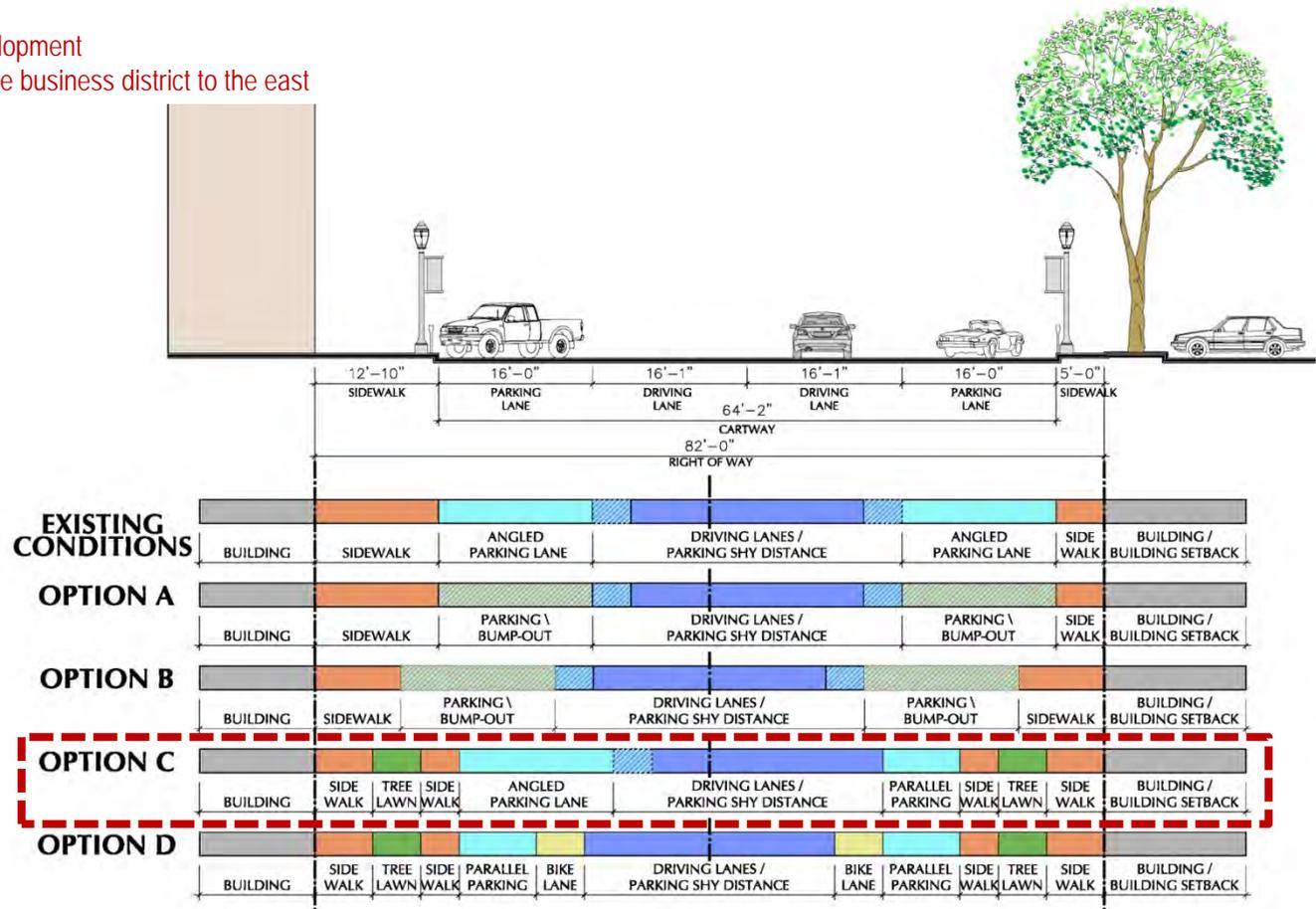


Main Street – *The Historic Commercial Street*

The disconnectedness of the Main Street blocks is the guiding force behind the recommendations for the street. Main Street feels disconnected from both an infrastructure and development standpoint, with four very different environments within each of the four quadrants. Recommendations must bring consistency and unify the street. The following priorities were developed for Main Street throughout the community process:

- Unify the two blocks
- Maintain parking for businesses
- Widen sidewalks for pedestrians
- Support existing and future commercial development
- Reconnect Veteran's Park to the west with the business district to the east
- Make the street a destination

Developing continuity through the configuration of the roadway with driving lanes and on-street parking lanes that create wider sidewalks for pedestrians became the basis for the proposed reconfiguration. The roadway configuration in this long-term recommendation maintains the single driving lane in either direction that exists today, but narrows the width of the lanes to better balance the space allocated to vehicles versus pedestrians. Similar to the existing roadway, the angled parking in the southeast block at the historic mixed-use buildings is retained. However, on the north side of the street the recommendations is to change the angled parking to parallel to widen the sidewalk. This parallel parking is then continued into the western block to add additional spaces and maintain continuity. The proposal will result in 39 parking spaces, in the place of 43 existing spaces, but will create a more balanced and unified corridor.





Similar to the treatment of the parking lanes on Park Place, curb bump-outs or extensions are created to shorten the crossing distance and enhance the sidewalk area. These extensions allow for additional public spaces along the sidewalks on Main Street than are possible today. Although the widened sidewalks will allow additional landscaping beds, street trees, public art, lighting and amenities to be installed, the sidewalk extensions become true gathering spaces in which clusters of seating or bicycle parking areas can be created.

The long-term recommendation for Main Street that will have the most dramatic impact on the pedestrian environment is the reconstruction of the recessed plaza in the southwest block in front of Victoria Place. The plaza has the potential to be a meaningful and contributing part of the overall character of the Main Street streetscape. However, in order to realize this it must be redesigned in a manner that will better integrate it with the surrounding sidewalk instead of cut it off.

It is the recommendation of this study that the thick, harsh landscaping and wooden rail retaining walls be replaced with softer, more transparent materials that will allow for more visibility between the upper and lower levels. With a stronger connection between the two levels, the lower plaza will actually have the ability to contribute to the streetscape rather than detract from it as it does today. This area has the potential to become a quaint outdoor dining area for a restaurant that could be located in Victoria Place with special lighting, music and activities to energize Main Street.

Through the renovation of the recessed plaza, the ramp that leads to the Main Street entrance for Victoria Place over the center of the recessed plaza must also be addressed. It is the recommendation of this study that a feasibility study be completed for the building to determine if an alternate accessible ingress and egress route can be constructed that would result in the elimination of the ramp. If elimination is not possible, a number of alternatives can be examined to minimize the negative impact the ramp has on the street, and open the views that it currently blocks between the eastern and western ends of Main Street. The study should assess the feasibility of the ramp configuration being altered to run parallel with Victoria Place as opposed to perpendicular, or at a minimum to replace the brick walls with a more transparent railing design. During the winter months the existing ramp can become slippery due to ice build-up, and can be dangerous for pedestrians. Should the ramp be reconstructed, surface materials should be chosen that will provide enhanced traction and potentially include an ice melting system in the walking path to make it safer.

Examples of Proposed Improvements





Main Street



View looking east towards Veteran's Park depicting the current right-of-way configuration



View depicting the proposed reconfiguration with the new sidewalk / landscaping areas depicted in purple



State Street – *The North-South Connector Street*

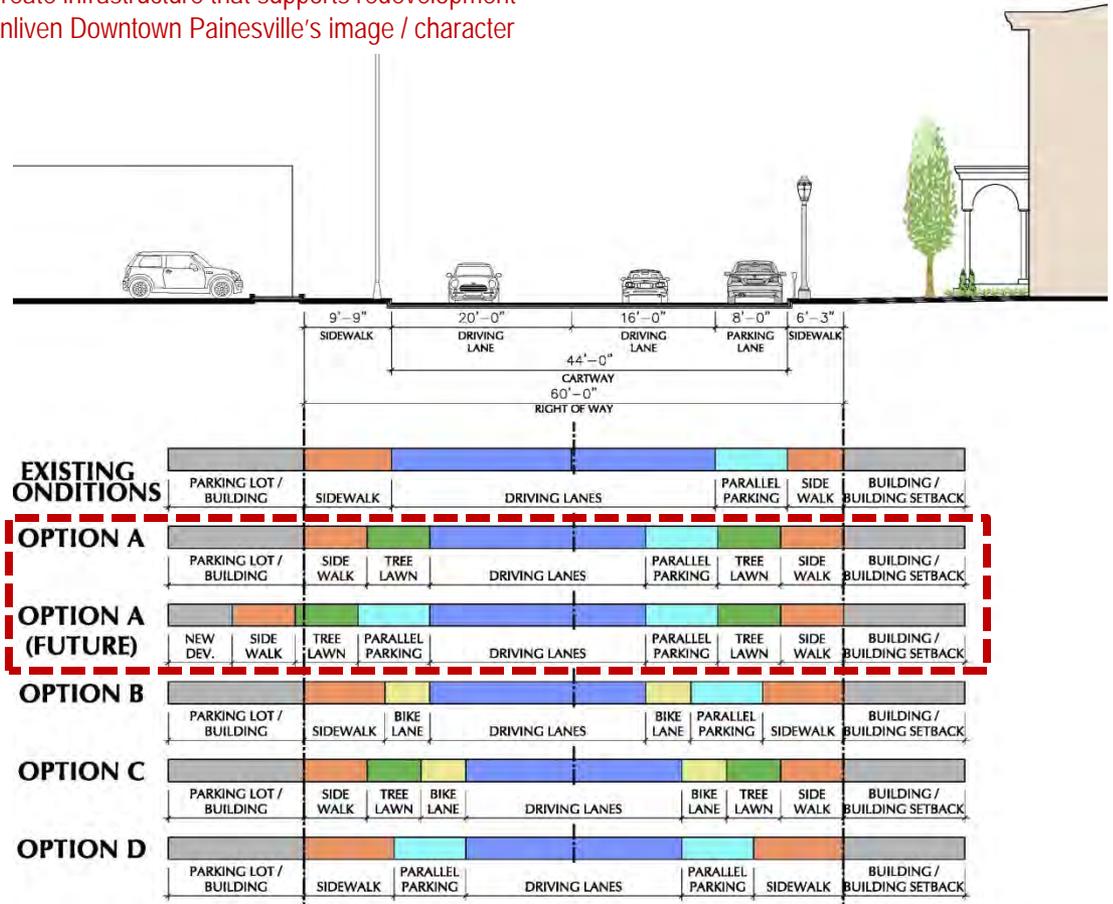
The long-term recommendation for the State Street corridor defines a character for the street by developing a continuity that will tie it into the Downtown core. From a vehicular standpoint, the cartway should be simplified to create a more unified approach to defining driving lanes, turning lanes and on-street parking treatments. With a well-defined and predictable roadway network, pedestrians on the sidewalks will have an increased feeling of safety and security as they will have a better understanding of where and how interactions with automobiles will occur. The following priorities were articulated for State Street through the planning process:

- Widen sidewalks to create a pedestrian oriented street
- Provide parking for businesses
- Accommodate bikes through share-the-road signage
- Promote a mixed-use downtown district
- Create infrastructure that supports redevelopment
- Enliven Downtown Painesville’s image / character

In order to widen the sidewalks along State Street, the roadway’s lane configuration needs to be altered to reduce the width of the street dedicated to cars. The existing roadway is striped in such a way as to accommodate areas of on-street parking in different locations on both the east and west side of the street as well as left turn lanes at various intersections. For a driver, this means traveling in lanes that shift location within the width of the street at a regular basis.

The recommendation for the reconfiguration of State Street simplifies the overall geometry of the lanes. A single driving lane in both the north and south-bound direction is integrated into the roadway, with dedicated on-street parallel parking lanes defined by curb bump-outs along the eastern side. At intersections where the traffic analysis dictates a left-turn lane is necessary, no on-street parking is proposed in order to maintain widened sidewalks.

The decision to consolidate on-street parking to the east side of the street is based on the current development trends. There is a greater concentration of traditional store-front commercial spaces on the east side of State Street today, with much of the west side of the street defined by commercial and office buildings that have their own dedicated parking lots. However, the redevelopment plans outlined in the Downtown Painesville Master Plan call for the elimination of some of these single-use developments and their associated parking lots.





It is anticipated that in the future new mixed-use developments that incorporate sidewalk-oriented commercial storefronts may benefit from additional on-street parking along the west side of the street. If this becomes a necessity as redevelopment initiatives move forward, it is the recommendation of this plan that the enhanced pedestrian atmosphere along the sidewalks remain a priority. In order to accomplish this and provide a parallel parking lane, the development agreement between the City of Painesville and private redevelopments should dedicate a set-back along the face of the State Street property line so that additional on-street parking can be on the west side, and a widened sidewalk be retained adjacent to the private development.

The wider sidewalks are critical to create a separation between the pedestrian and vehicular zones along State Street. In its current condition, the pedestrian zone is not well defined due to the limited width of the existing sidewalks. Other than the necessity for street lighting, the sidewalks are too narrow to incorporate pedestrian amenities or landscaping where limited tree lawns currently exist. This has resulted in a uniform environment in which the concrete sidewalks blend with the street itself, blurring the boundaries of the vehicular and pedestrians realms.

The proposed reconfiguration of State Street prioritizes and enhances the pedestrian realm by creating sidewalks with a minimum width of fourteen feet. In areas where there is no on-street parking and curb bump-outs exist, the eastern sidewalk can grow up to twenty-one feet wide. The fourteen foot wide sidewalks provide the necessary width to accommodate not only an active commercial streetscape, but the integration of street trees and landscaping beds that act as both a visual and physical separation between vehicles and pedestrians.

Due to its high visibility within the greater area as a connection between Erie Street / Route 20 and the communities to the south of Downtown, the integration of aesthetic streetscape elements that speak to both the pedestrian and automobile driver are a high priority along State Street. The new street trees begin to accomplish this by adding a repetitive, vertical layer at the edge of both the sidewalk and the roadway. However, there are a number of other layers that can be integrated into the streetscape design that will build from the landscaping to represent the special nature of this section of State Street as a part of Downtown Painesville. Working with existing and future light poles, a coordinated public art and hanging basket program are recommended.

Given the nature of the roadway network that intersects with State Street, only the Main and Erie Street intersections are traditional four-way intersections. The remaining three-way intersections that line the State Street corridor can blend in with the surroundings where curb cuts and large expanses of uninterrupted concrete are present, becoming confusing for both pedestrians and drivers. Surrounding intersections with hanging flowering baskets on light poles will highlight their presence and begin to establish a hierarchy along the street. A public art banner program can then be implemented on the light poles along State Street between the intersections. These banners can either be permanent installations, or a rotating public art display that highlights different public artists, themes or seasons.

Examples of Proposed Improvements





State Street



View looking north towards Main Street depicting the current right-of-way configuration



View depicting the proposed reconfiguration with the new sidewalk / landscaping areas depicted in orange





Through the decision to provide a ten foot wide multi-modal path along the southern edge of the right-of-way, it became a necessity to offset the cartway in two different ways along the corridor. The block bordered by Liberty Street on the west and St Clair on the east represents the most dramatic change to the existing roadway. Given the plan for the construction of medium density housing, providing on-street parking on both sides of the street is a priority within this block. Due to a wider existing right-of-way, the streetscape plan calls for dedicated parallel parking lanes and new seven foot wide tree lawns on both the north and south side of Washington Street, a residentially scaled five foot wide sidewalk on the north side and the ten foot multi-modal path on the south. The streetscape recommendation also responds to the Downtown Master Plan by calling for breaks in the parallel parking lanes where the planned green space and new roadways are to occur on the hospital site that will provide a link between the residences on the hospital site and Veteran's Park.

In the blocks west of Liberty leading to Lake Erie College, and between St Clair and State Street at the east, a second right-of-way configuration is used. Within these blocks the existing curb lines are shifted to the north to create additional width along the southern edge of the right-of-way and accommodate the multi-modal path. Because the existing housing to the east of Liberty is primarily single-family homes with individual driveways, it was determined that on-street guest parking was only necessary on one side. The recommendation calls for a dedicated parking lane on the southern edge of the cartway to buffer the multi-modal path from the driving lanes.

The design of the multi-modal path must be unique and different from the surrounding sidewalks within the downtown neighborhoods. This includes both the paving materials chosen for the path itself as well as how it is signed. It is the recommendation of this plan that the path should be paved with a specially colored concrete surface that will identify it as a link in the greenway trail. This should occur in both the city blocks as well as at street crossings. In addition, pavement markings should call out the path with special consideration given to the interaction of pedestrians and bicyclists. Directional signage should identify the path, sites within downtown, connections to Veteran's Park and to Lake Erie College, and should be located at the junction of Washington Street and the greenway trail as well as at key intersections along the street.

Examples of Proposed Improvements

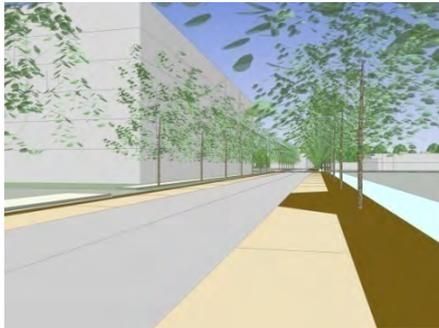




Washington Street



View looking east towards State Street depicting the current right-of-way configuration



View depicting the proposed reconfiguration with the new sidewalk / landscaping areas depicted in brown and the bike trail in blue



LONG-TERM INITIATIVES - WASHINGTON STREET



STRATEGIES FOR THE NEAR-TERM

a methodology for implementing the visions today



IMPLEMENTATION STRATEGIES FOR THE NEAR-TERM

The long-term initiatives that were discussed in the previous section of this report provide a vision for the complete reconfiguration of the streets. However, the planning team understands that the complete reconstruction of a downtown's infrastructure is a costly undertaking.

This Transportation for Livable Communities Initiative project was conceived to facilitate an improved downtown public space network. While a priority for this infrastructure planning is to set the stage for redevelopment, the recommendations must also support the existing businesses and residents. In order to assist in the immediate improvement of the downtown streets, a series of near-term initiatives has been outlined for the five corridors being studied. These will create a more welcoming atmosphere and better functioning streets for pedestrians, bicyclists and drivers.

The near-term improvements that are outlined are designed to be phased so as to grow into the long-term recommendations as additional funding sources are identified. The recommendations outlined within this section of the report focus on the creation of strategies that have the potential to be implemented within the next three years. The proposals for each street are designed to accomplish the priorities articulated for the long-term recommendations, but in a way that is more efficient from a budgetary and timing standpoint.

The proposals outlined on the flowing pages are meant to serve as a guide for the City's investment in it's public infrastructure. For each street a series of recommendations is listed with an accompanying map that depicts the intended locations for these near-term recommendations. Where appropriate, detailed drawings have been created that depict the recommended improvements and in some cases sample product selections that represent the nature of Downtown Painesville.

The Implementation section of this report will outline the methodology used to prioritize the near-term investments. The recommendations in bold on the following pages were identified as priority improvements for each street by the Steering Committee.



to Infrastructure Place

To create places with a focus on people, infrastructure built for traffic is being repositioned in cities across Europe and North America.

IT IS BEGINNING TO BE A MORE WIDELY understood priority in both Europe and North America that as much traffic as possible—including some public transport—should be routed below ground, and that elevating it, and thus creating two levels of roadway above ground, wastes potential and throtles organic

Across Europe, some major road structures that throtle city center expansion have been removed or remodeled. In Birmingham, England, Masshouse Circus, an elevated road that collared the eastern side of the city center, was demolished in 2002, creating more than

12 acres (5 ha) of developable land. This land has been divided into parcels and is being phased into the market. Currently on the site are buildings from the first parcel developed by David McLean Ltd. in a consortium with Royal Bank of Scotland and Nikal. Known

as Masshouse, the 3.2 million-square-foot development will include 500 residential units, 10 per-

A new pattern of surface roadways—none of them with more than four lanes and with pedestrian crossings at short intervals throughout—was constructed in 2003. Altogether, the public realm works cost \$28 million (£14 million). The project was further stimulated by investment in two new higher education facilities at the perimeter of the cleared land that previously had been unattractive sites for development.

Countryside Properties is leading the second, 5.2-acre (2.1-ha) parcel phase of development. The mixed-use project known as City Park Gate will be completed in 2007 and will include 500 residential units, 10 per-

City's have an important role to play in creating place

Richmond Street / Liberty Street – *The Gateway Street*

In the near-term, the recommendations for the Liberty / Richmond corridor focus on safety improvements to the roadway and beautification of the gateways into Downtown Painesville.

Prior to moving the curbing, utilities and underground infrastructure through a complete reconstruction, the roadway can be restriped to accommodate the safety and transportation recommendations. This will have the greatest impact on the street adjacent to Veteran's Park where the roadway curves at the Park Place South and Mentor Avenue intersections. Simplifying the configuration, reducing the number of lanes, clarifying turning movements, and altering the signal phasing will lessen the confusion for drivers, and in turn increase the walkability of the corridor as it connects with Veteran's Park.



Proposed near-term streetscape enhancements to the Richmond / Liberty Street corridor:

- Restripe the roadway – one lane in each direction with a striped median / center turn lane
- Narrow the Liberty Street extension intersection through restriping
- Create an all-way stop at the Park Place South intersection
- Plant missing street trees adjacent to the Congregational Church & City Hall
- Create gateway signage at the Erie Street intersection
- Create gateway signage at the High Street intersection
- Restripe and paint the crosswalks along the street in a green color
- Enhance the design of the crosswalks that connect to the Park through additional treatments



It is recommended that the beatification of the street in the near-term include the addition of gateway elements at the Erie and High Street intersections to demarcate the entrances into the Downtown Painesville. Additionally, the infill of street trees where existing tree lawns are wide enough to accommodate their growth will provide a more continuous atmosphere between the intersections. The gateway elements can include both a landscaping and signage component that will make a strong visual statement. At the Erie Street intersection, there are small spaces that can be utilized at the southern side of the intersection adjacent to the Arby's restaurant and BP gas station. The northern side of the High Street intersection can accommodate gateway gardens in front of the multi-family building on the west side and as a component of the hospital redevelopment site to the east.

The gateway elements can be designed to accommodate a varying number of details and elements based on the amount of funding available upon their design and construction, including illuminated signage and graphic elements that can be seen in the evening. The landscaping envisioned could be brightly colored, flowering in different seasons and layered to draw attention to signage and the importance of the intersection. It would be the recommendation of this plan that signage welcoming individuals to Downtown Painesville be surrounded by larger, denser landscaping behind it, and smaller plantings around the base. The signage itself should be designed in a way so that it is visible to passing motorists, with simple graphics that are easily understandable and highlight Downtown Painesville as the city center.



View looking north on Liberty Street at the High Street gateway into Downtown Painesville



View looking south on Richmond Street at the Erie Street gateway into Downtown Painesville

Example gateway enhancements from other neighborhoods



Richmond / Erie Gateway Enhancement Alternative 1

In the near-term, the incorporation of simple treatments will dramatically enhance the entrance into Downtown Painesville from the north. Decorative light poles, banners and landscaping will provide a sense of arrival that is missing today as one enters into the historic center of the City.



Existing Downtown Gateway

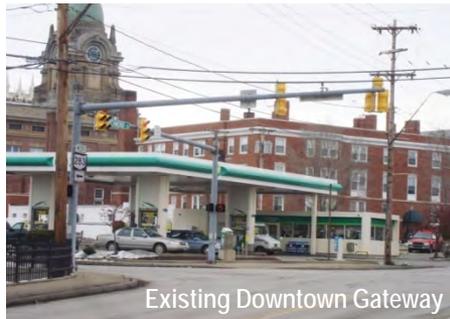


Potential Enhanced Downtown Gateway

Longer-Term Gateway Enhancements



Potential Enhanced Downtown Gateway



Existing Downtown Gateway

Richmond / Erie Gateway Enhancement Alternative 3

Pylons can be constructed at the corners of the intersections that mark the entrance into Downtown Painesville with flowering vines that grow up the base and an internally illuminated upper signage portion. An alternative would be to utilize the pylons as supports for an archway that spans the width of the roadway.



Potential Enhanced Downtown Gateway



Potential Enhanced Downtown Gateway

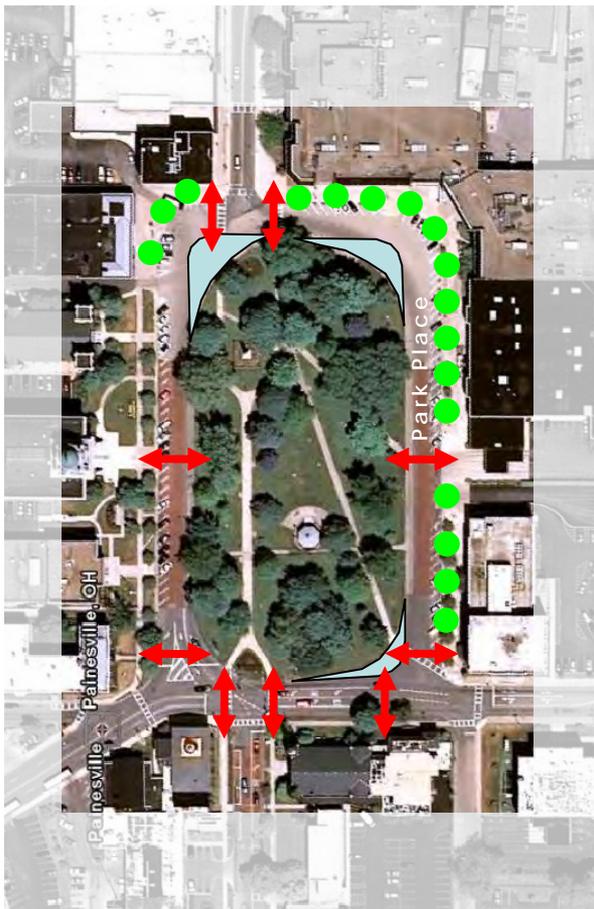
Richmond / Erie Gateway Enhancement Alternative 2

The construction of decorative walls that integrate signage, planters, lighting and new street trees at the corners of the intersection announce the entrance into Downtown Painesville while creating a more balanced environment for pedestrians at what is currently an auto-dominated gateway.

Park Place – *The City Center*

The near-term recommendations for Park Place are conceived to better connect Veteran's Park to the surrounding development both physically and visually.

A series of landscaping and public space enhancements are proposed to strengthen ties between the two sides of Park Place. The oversized concrete sidewalks in front of the commercial buildings can be softened through the addition of large planters that would temporarily take the place of the street trees proposed in the long-term reconstruction of the sidewalks. Planters can either be designed as specialty pieces of public art, or purchased from an existing retailer. In addition, the plantings selected can vary with the changing seasons so as to provide a new palette of colors, a unique design and continuous visual stimulation for pedestrians year round.

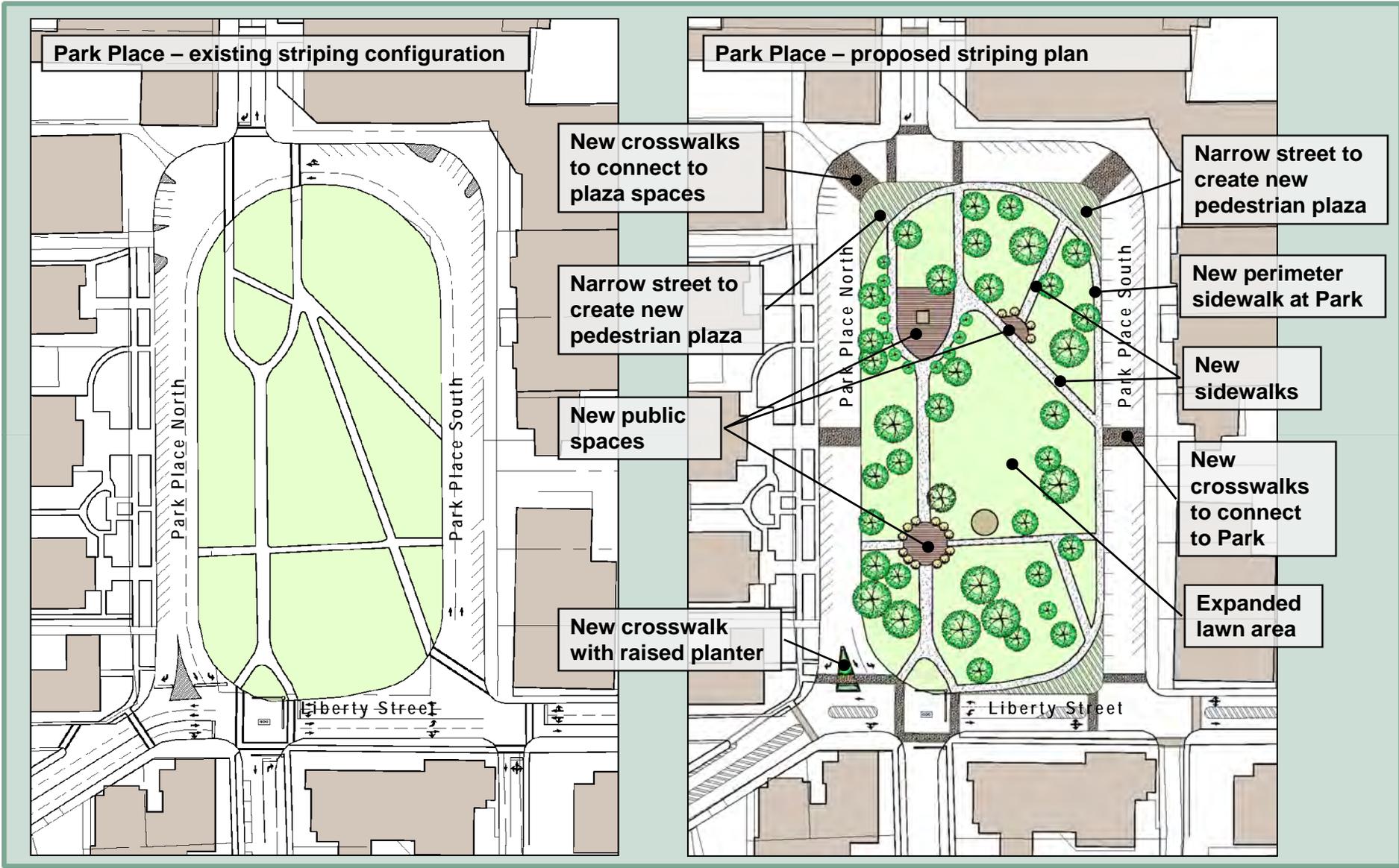


Proposed near-term streetscape enhancements to Park Place:

- Restripe Park Place South to add parallel parking
- Narrow the curb cut at the bank drive through / parking lot entrances
- Construct planters in the striped center area of the Park Place North / Liberty intersection
- Create new midblock crosswalks with associated signage to access Veteran's Park
- Create new crosswalks at the NE and SE corners of Veteran's Park
- Purchase and install new decorative planters along the sidewalks (south and east sides of the street)
- Purchase new benches and waste receptacles to install on the sidewalk in front of commercial businesses
- Purchase new bike racks to install on sidewalks
- Restripe and paint the crosswalks along the street in a green color
- Enhance the design of the crosswalks through additional treatments

Proposed near-term enhancements to Veteran's Park:

- Restripe the roadway to remove traffic from the wide NE, SE and SW corners of the park
- Purchase and install large planters and/or bollards at the NE and SE corners of the park to create plazas
- Purchase new café tables for the SE plaza
- Purchase new game tables and seating for the NE plaza
- Construct a new sidewalk around the perimeter of the park (east, south and west sides)
- Construct the proposed new connector sidewalks within Veteran's Park
- Construct the proposed new plazas / seating areas where the sidewalks intersect within the park
- Remove the existing sidewalk between SW corner and Main Street for expanded lawn area
- Add landscape lighting within Veteran's Park



An opportunity for unifying the Park and outer perimeter of the street can also be accomplished through the reallocation of the excess space within the roadway at the corners to become a pedestrian oriented zone that is a part of Veteran's Park. In preparation for the eventual implementation of the long-term recommendation to narrow the roadway, the excess space at the corners can be programmed to support the businesses and uses that face it. The spaces can be economically transformed through the use of large planters – that can relate to those on the surrounding sidewalks – and bollards to mark the new perimeter of the street, and painting the existing pavement to demonstrate its new use as a pedestrian plaza.

A similar program was successfully implemented in many intersections throughout New York City to create enhanced public spaces and test new traffic patterns prior to constructing permanent city parks. In the case of Downtown Painesville, these reappointed sections of roadway must be programmed to directly relate to the surrounding uses in order to become a meaningful piece of the urban infrastructure. At the southeast corner of Veteran's Park, the excess roadway area can be converted into an outdoor dining patio in which patrons of the growing number of restaurants around the square can enjoy. At the northeast corner, the space should be programmed and furnished to support events and activities that relate to the neighboring Senior Center.

Restriping the roadway will allow for the proposed parallel parking spaces adjacent to Veteran's Park to be realized, and a new sidewalk constructed around the perimeter of the park adjacent to the parking lane. The restriping plan also proposes a new crosswalk at the Park Place North / Richmond intersection. To shorten the crossing distance and provide a pedestrian refuge, it is recommended that the existing portion of the roadway that is striped to separate the right turn lane be converted into a planter. A raised planter can be integrated into the street without having to demolish the existing asphalt.

Alterations to the sidewalk network within Veteran's Park will also help to promote an increased use of the space. Enhancements may include both new sidewalks that promote the use of Veteran's Park as a place to gather and enjoy. Additional access points around the north and south sides of the square can link to new paths that will connect the existing assets of the park, and intersect to create new gathering spaces. Along these paths, uplighting of the large trees will create a strong visual appeal to the space, while providing additional lighting that will increase the sense of safety and security for pedestrians in the evening.

Examples of Different Degrees of Potential Crosswalk Enhancements:



Painted Crosswalk



Colored and Stamped Concrete Crosswalk



Unit Paver Crosswalk



Existing three dimensional view of the Park Place / Main Street intersection

Proposed pedestrian plazas that can be created through the reallocation of excess roadway paving



Before and after view of a temporary pedestrian plaza created in New York City

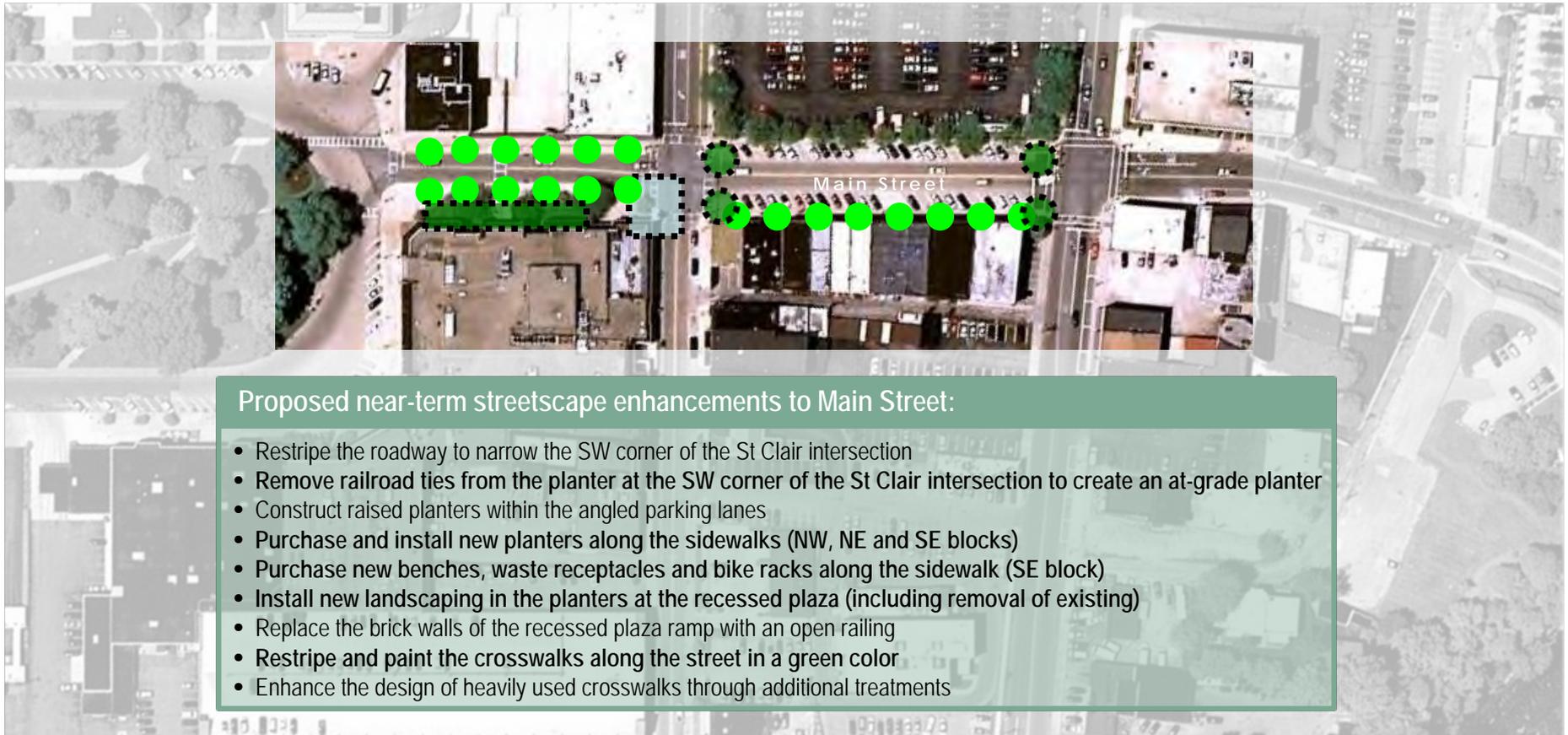


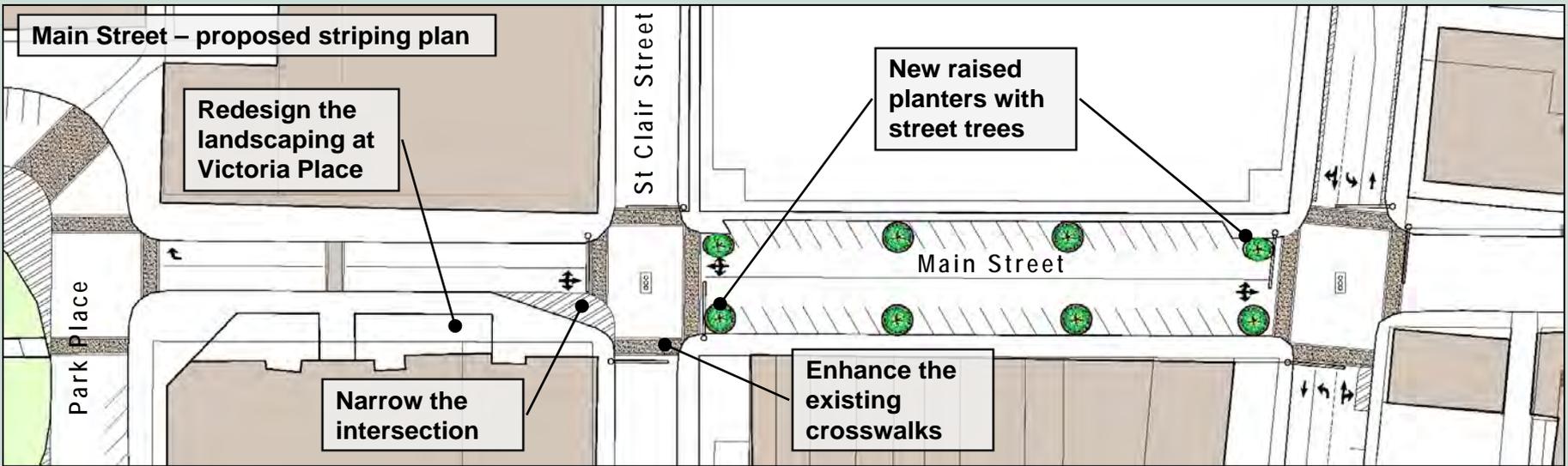
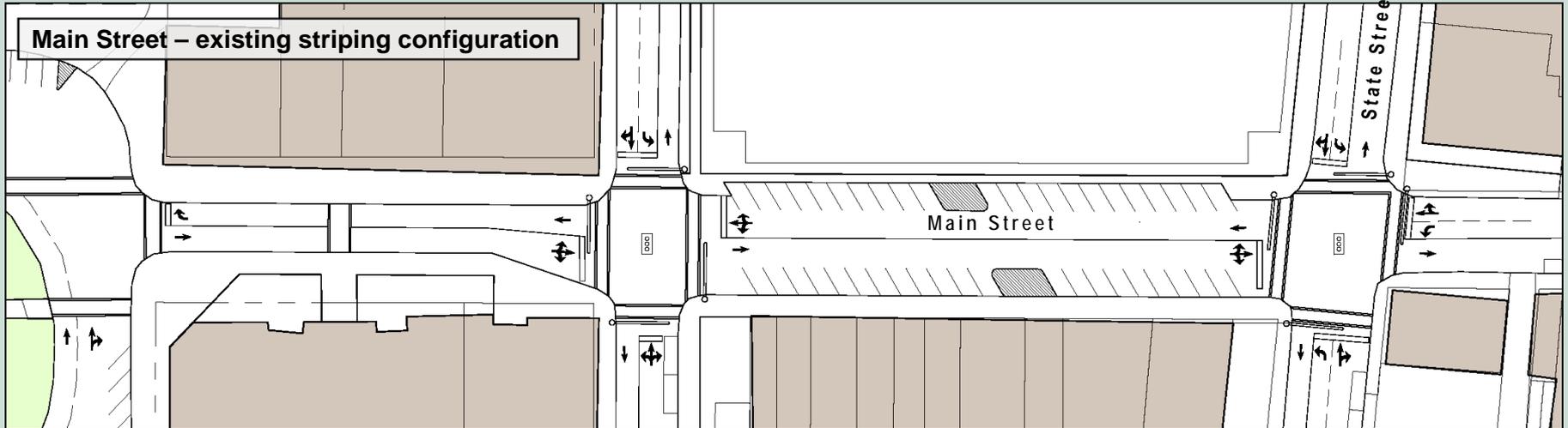
Amenities envisioned to enliven the streetscape

Main Street – *The Historic Commercial Street*

A series of near-term landscaping initiatives are proposed along Main Street to build towards the long-term reconstruction of the roadway.

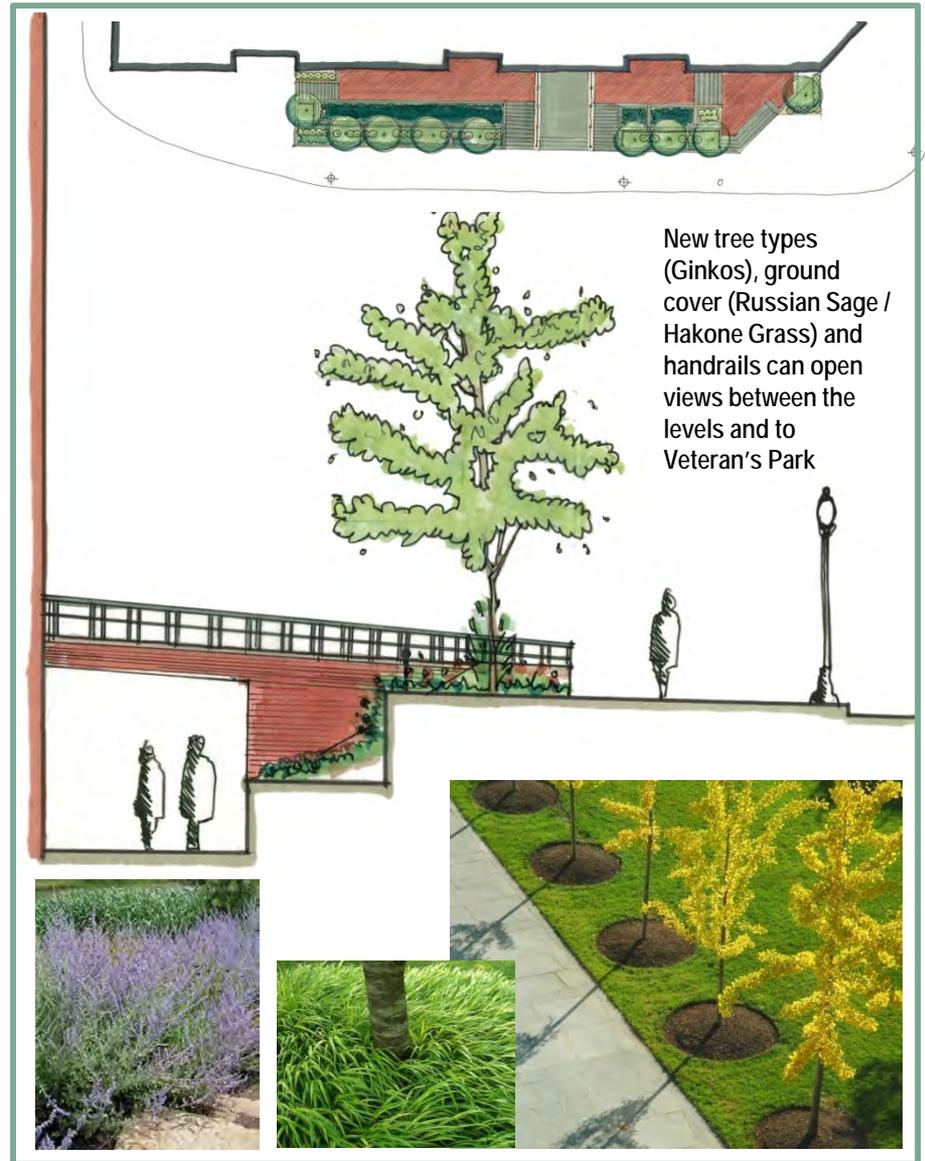
As a means of providing linkages between Park Place and Main Street, it is the recommendation of this plan to continue the planters proposed for Park Place along Main Street as well. Given the difference in scale and the narrower sidewalks along Main Street, a smaller version of the planters may be required. However, a similar style of planter and seasonal landscaping should be used. Based on the existing sidewalk widths, it will be possible to integrate these planters in all of the blocks except the northeast block in front of the Jobs and Family Services Center parking lot. This continuous treatment will help to increase a sense of unity along the street that does not exist today.





A coordinated landscaping effort can also be addressed in the near-term for the recessed plaza in front of Victoria Place. With the long-term recommendation being to renovate the plaza and expand the lower level by removing the lower planting beds, the upper areas can be relandscaped in the short-term in a manner that provides stronger visual ties between the upper and lower levels.

The existing landscaping and trees that have been planted are very dense, and obscure the line of sight between the two levels as well as those in an east-west direction along the sidewalk. It is the recommendation of this plan that the existing evergreen and Hawthorn trees be replaced with new street trees that are more suitable to an urban commercial district. Appropriate street trees would have a less dense canopy that would allow one to be able to see signage and buildings through the branches, and have branches that grow in a vertical rather than horizontal direction so as to not cut off sight lines between Main Street and Veteran's Park. Lower landscaping and flowering plants can be included in the planting beds that will provide greater visual appeal to the edge, and soften the impact of the cold concrete walls of the existing planters.



The addition of landscaping to create a more appealing pedestrian environment can also be helpful in calming traffic by visually narrowing the roadway in the eastern block. The long-term recommendation calls for sidewalk bump outs to be constructed at the ends of blocks where on-street parking occurs. However, in the near-term a similar effect can be accomplished with large planters that can be constructed by creating masonry walls that rise above the street level to a depth that will allow plants to grow once the enclosures are filled with top soil. Based upon the size of the planters created, the soil depth can be calculated to accommodate ornamental street trees that will further help to visually narrow the street.



Existing view of Main Street

Pedestrian amenities can be purchased and integrated within the streetscape that can later be utilized in the long-term reconstruction. This is important now within the historic block to promote gathering and socializing within this pedestrian-oriented zone. Due to the width of the sidewalk, there is not enough space to create seating clusters, but benches and trash receptacles can be integrated parallel to the storefronts in the near-term. When the full streetscape is constructed, the same benches can be reused to create seating clusters within wider sidewalks.



Proposed view with new raised planters to narrow the roadway and enhanced crosswalks



State Street – *The North-South Connector Street*

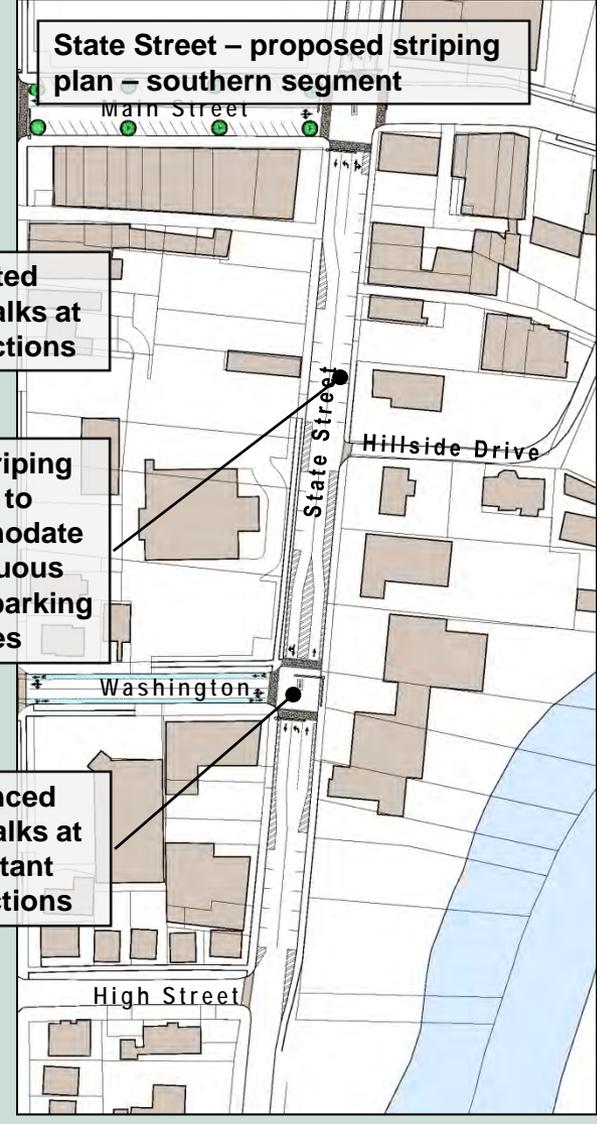
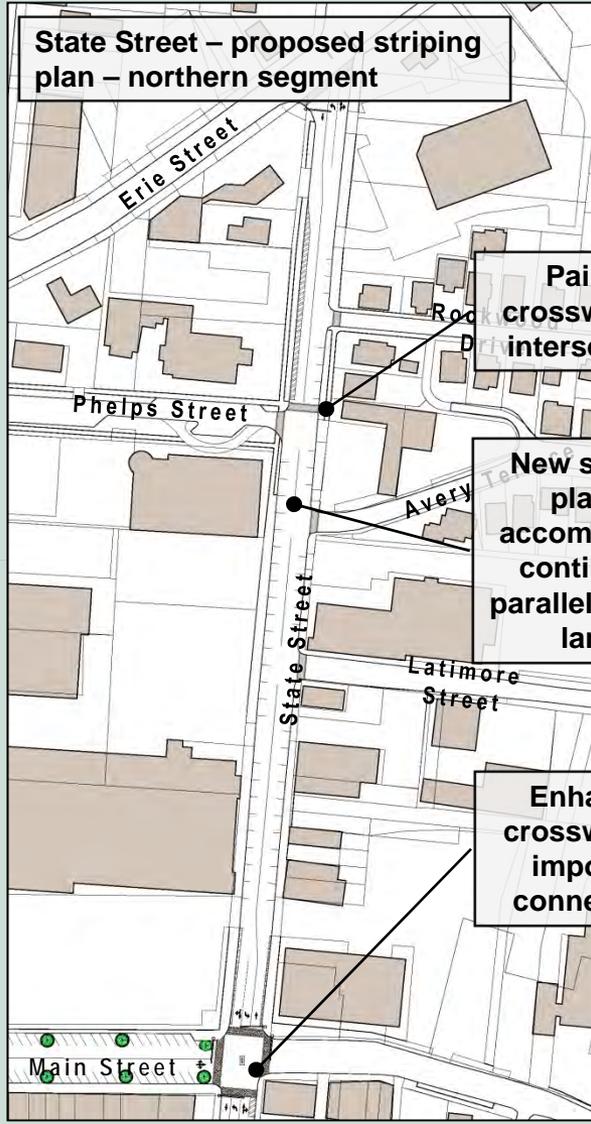
Near-term enhancements to the State Street corridor can be accomplished through a series of technical and aesthetic improvements based on how the roadway operates.

In order to simplify the existing traffic network, a restriping plan for the street has been created. The long-term recommendation calls for the narrowing of the curb-to-curb width of the street in order to widen the sidewalks. However, in the near-term the lanes can be striped with additional width that will eventually be allocated to sidewalks used as an additional parallel parking lane on the west side of the street. This will provide an additional buffer for the sidewalk along the eastern side.



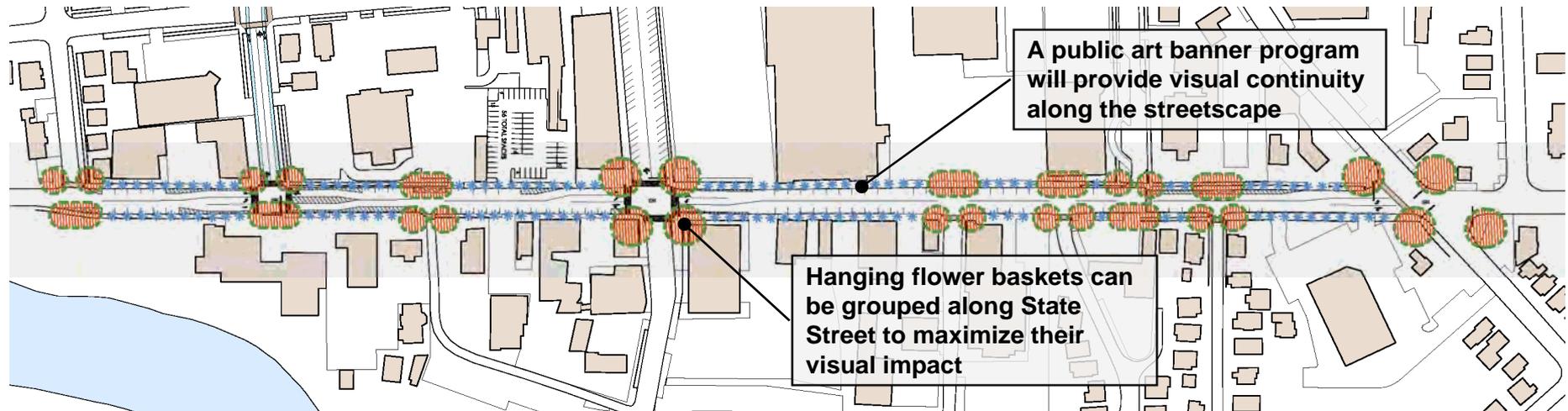
Proposed near-term streetscape enhancements to State Street:

- Restripe the road with a single lane in both directions and additional parallel parking on both sides of the street
- Consolidate the city's hanging baskets along State Street
- Create a public art banner program for the street
- Infill street trees in tree lawns where missing south of Erie Street and north of Washington Street
- Restripe the city run parking lot to eliminate a curb cut
- Purchase rectangular planters to buffer the sidewalk at the parking lot
or
- Remove paving and add landscaping along the right-of-way
- Restripe and paint the crosswalks along the street in a green color
- Enhance the design of the crosswalks at important connections



To enhance the pedestrian environment, crosswalk treatments can be integrated into the roadway in many different forms. Highlighting the crosswalks in a manner that sets them apart from the surrounding asphalt roadway creates a safer pedestrian path as it becomes more visible for motorists. The most economical enhancement will be to paint the existing asphalt crosswalks a color to provide a visual separation and allow them to stand out more to drivers. However, as roadway enhancements become necessary at various locations, the crosswalks can be replaced with a specially colored concrete to correspond with the painted asphalt. The colored concrete can be stamped to resemble individual pavers with a stamp already owned by the City. At particularly important nodes, such as the intersection of State Street at Main or Washington, the crosswalks can integrate concrete pavers that can be laid with multiple colors or patterns. Crosswalk enhancements should be integrated uniformly throughout Downtown Painesville to create a cohesive pedestrian network of connections.

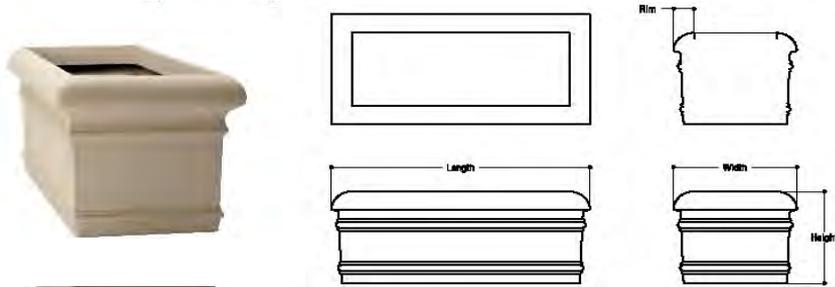
While the near-term recommendations for State Street do not include the widening of the sidewalks to be able to integrate street trees, landscaping can be integrated in other manners that will enhance the long-term recommendations. A hanging basket and public art banner program can be implemented that will begin to provide an order and continuity to the corridor. Flowering hanging baskets can be purchased and hung from existing light poles surrounding intersections, with colorful banners mounted to the light poles in between. By clustering the hanging baskets at intersections two things can be accomplished. Maintenance will be simplified by not using the flowers throughout the entire city, and the sometimes difficult to discern three-way intersections will be more visible to drivers and pedestrians.



An additional near-term recommendation that the City can undertake to enhance the pedestrian walkability of the corridor involves the City-run public parking lot along the western side of the street to the south of Main Street. The existing parking lot and alley have a series of three curb cuts that interrupt the sidewalk, and the asphalt paving of the parking lot directly abuts the concrete sidewalk. This configuration blurs the boundaries of the pedestrian and vehicular realms, creating a section of sidewalk that feels uncomfortable to walk along.

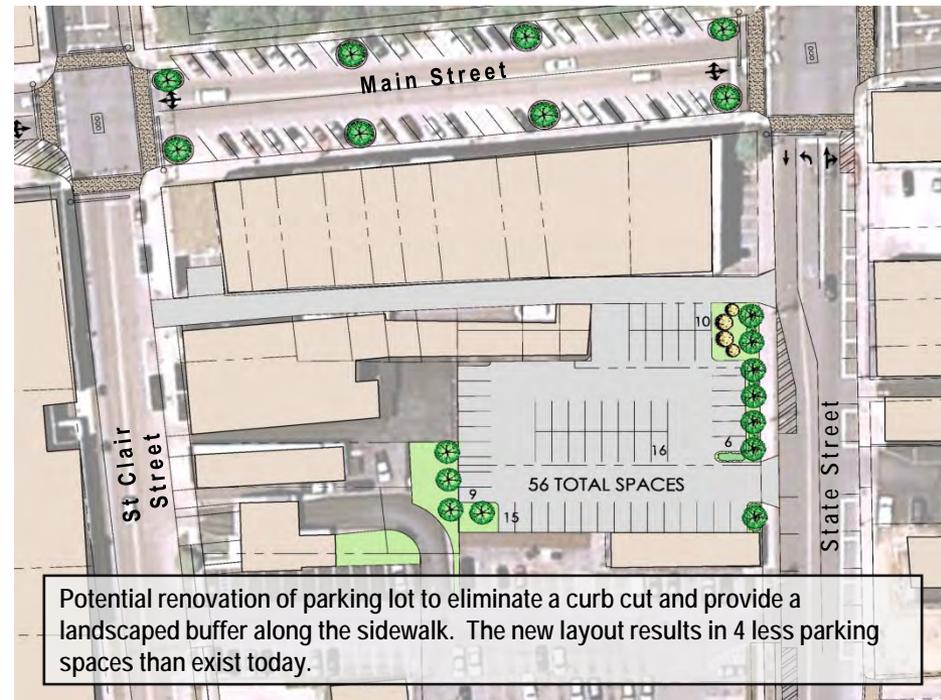


Two alternatives exist to create a buffer between the parking lot and the sidewalk. The most economical option would be to purchase a series of long rectilinear planters that can run parallel with the sidewalk to create a buffer. A more permanent solution would be to replace the asphalt areas along the edge of the parking lot with a green tree lawn wide enough to plant grass, trees, shrubbery and a decorative fence. However, with both scenarios the parking lot spaces should be reconfigured to eliminate one of the three curb cuts in order to minimize vehicular interruptions in the pedestrian realm.



A rectilinear planter that could become a parking lot buffer

A parking lot designed to become a temporary pedestrian plaza



Potential renovation of parking lot to eliminate a curb cut and provide a landscaped buffer along the sidewalk. The new layout results in 4 less parking spaces than exist today.

Washington Street – *The Greenway Corridor*

Near-term improvements to the Washington Street corridor should improve the multi-modal characteristics of the street to better integrate the Greenway Trail with Downtown Painesville.

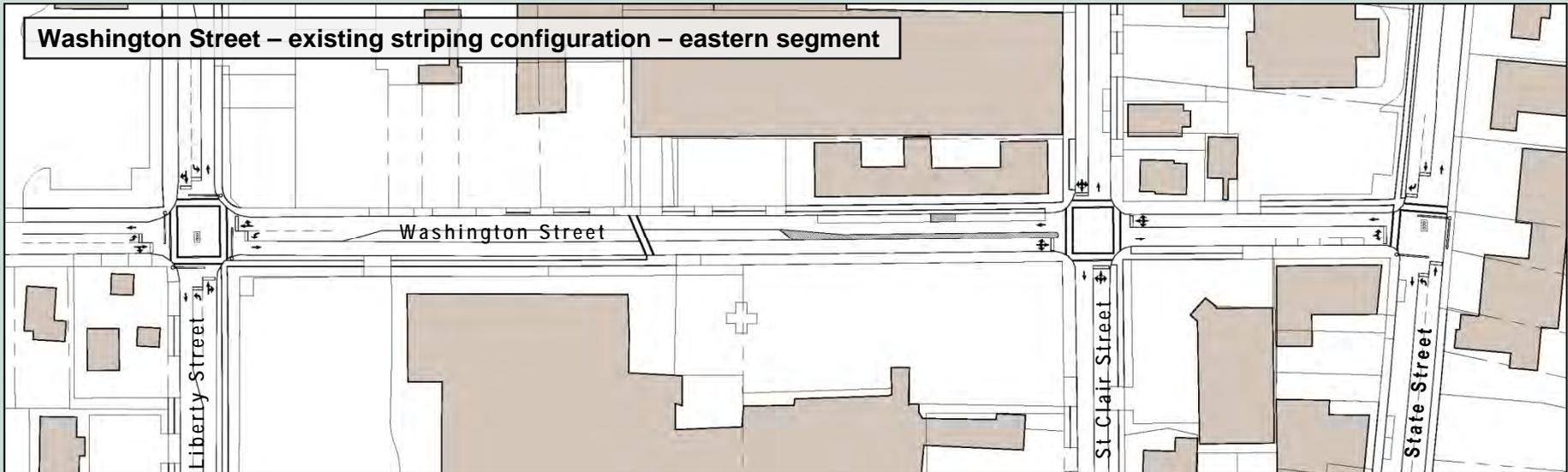
Restriping the roadway to create bike lanes that directly link recreation users to the downtown neighborhoods will be critical as redevelopment along the street takes place. Although the off-street multi-modal path is the preferred option in the long-term, it will involve reconstructing the roadway. This may be possible in segments as the redevelopment of the Harvey High School and Lake East Hospital sites occur. However, the full connection between the existing trail and State Street must also accommodate users in the near-term. In order to make users feel more at ease with riding within the street itself, the bike lanes should not only be striped and signed, but painted a color to create an additional separation between them and the driving lanes. This is especially important where the bike lanes cross intersections.



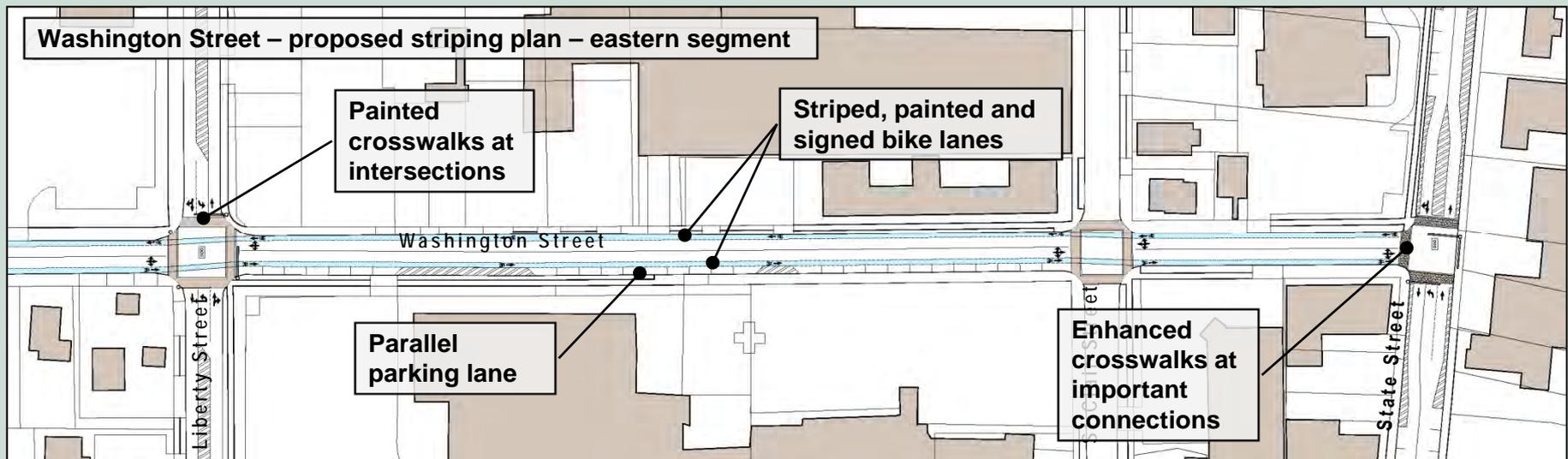
Proposed near-term streetscape enhancements to Washington Street:

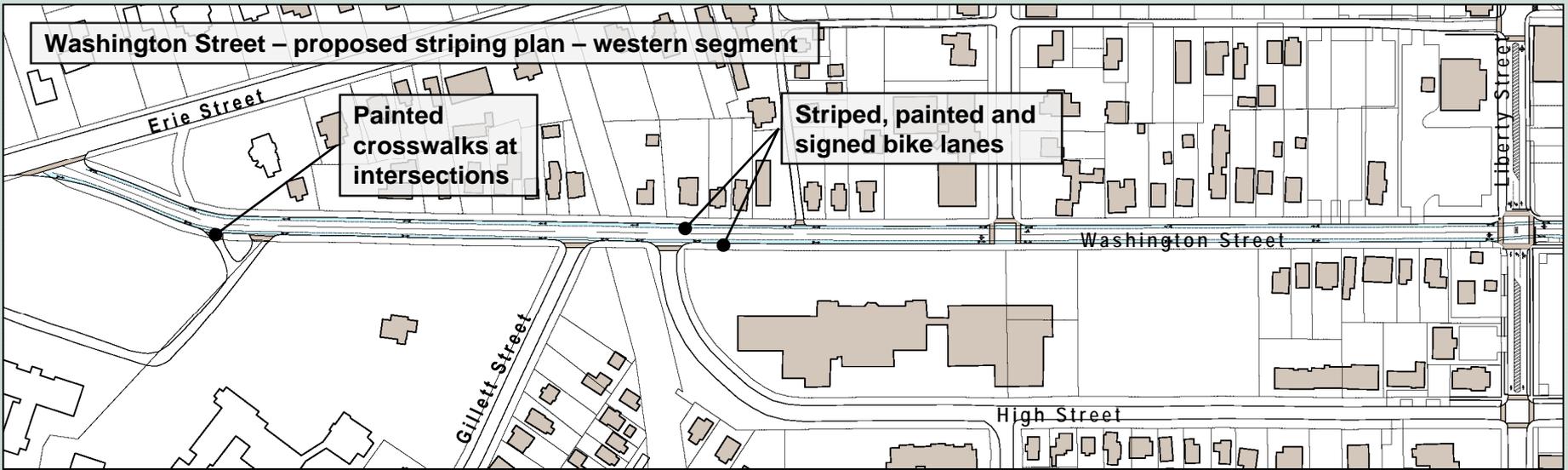
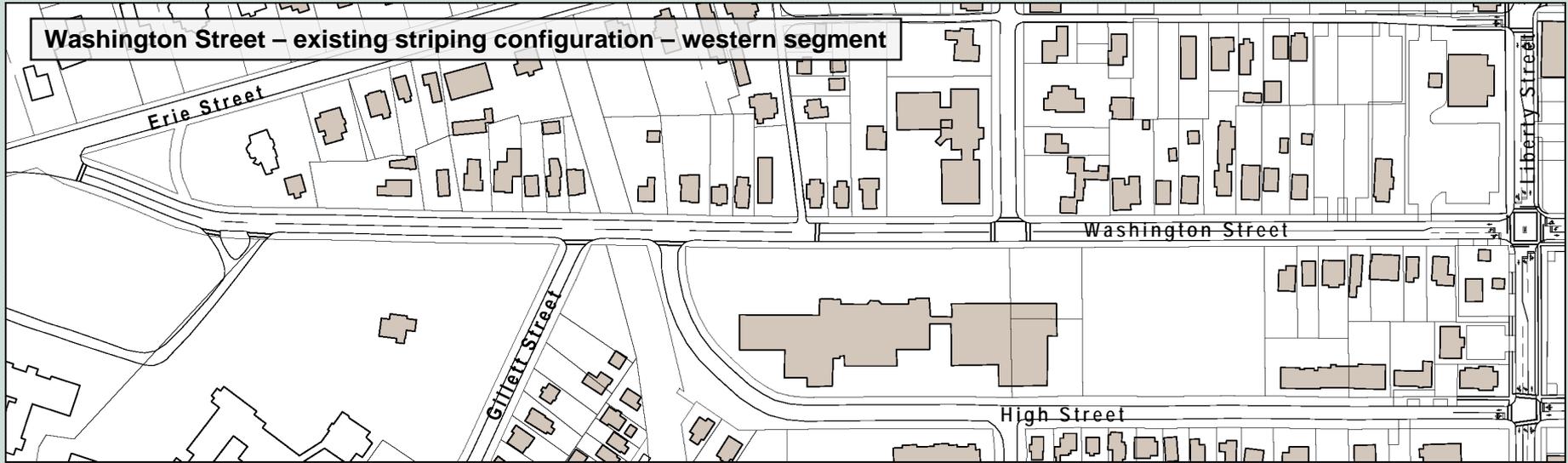
- Restripe the street and paint bike lanes to connect the Greenway Trail with Downtown
- Infill street trees to the west of Liberty
- Implement a wayfinding signage program delineating the trail and surrounding downtown destinations
- Restripe and paint the crosswalks along the street in a green color

Washington Street – existing striping configuration – eastern segment



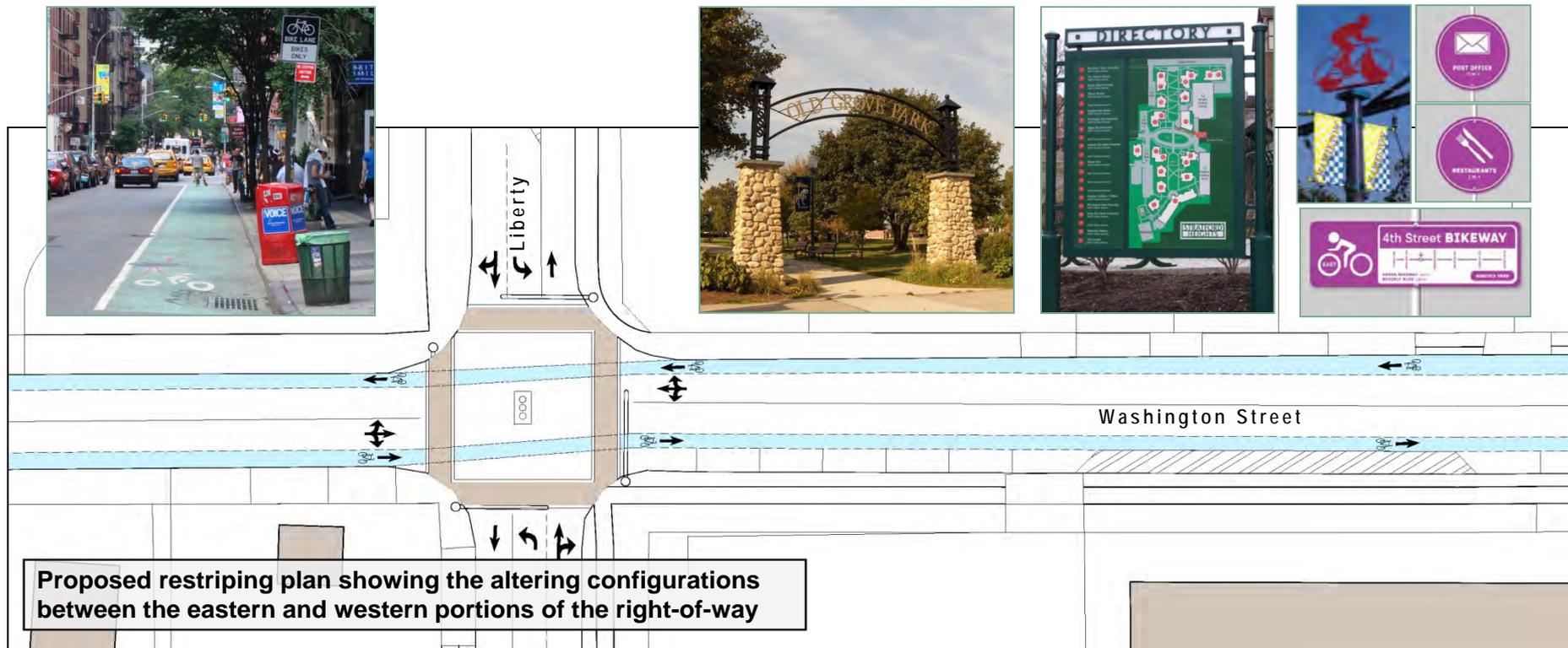
Washington Street – proposed striping plan – eastern segment





The pedestrian environment can be enhanced in the near-term through a series of visual improvements. West of Liberty Street, a program to replace missing street trees in front of homes will enhance the look of Washington Street as a part of the Greenway Corridor. To the east of Liberty Street, the overhead power lines that are no longer needed because of the redevelopment of the hospital into residences should be buried during building construction. Along the north side of the street a program similar to that proposed for the City-run parking lot on State Street can be implemented to consolidate the excessive number of curb cuts that interrupt the sidewalk and minimize conflict points where cars will need to cross the proposed bike lanes.

Along Washington Street, a signage program that highlights not only the path of the Greenway Corridor but the connections to Veteran's Park and the other destinations to the north should be integrated into the streetscape. This signage must be designed differently than a typical directional signage program geared towards the automobile. This signage should be lower and clearly visible to pedestrians and bicyclists. The information provided can highlight destinations that might include the Park, restaurants, shops, the Morley Library, the City's recreational fields or bicycle repair shops and parking areas. This is critical to ensure that recreational users of the Greenway Trail do not pass through the center of the City without knowing about, and feeling comfortable stopping and taking advantage of all that Painesville has to offer.





PRIVATE PROPERTY ENHANCEMENTS

utilizing public-private partnerships to create unified streets



UTILIZING PUBLIC-PRIVATE PARTNERSHIPS TO CREATE UNIFIED STREETS

When planning for a comprehensive streetscape program along mixed-use downtown streets, it is essential to address both public and private initiatives that affect the overall visual and physical character. Public improvements to the right-of-way, roadway and sidewalks begin to set the stage for the revitalization of a downtown district. However, the buildings and properties that line the streets must also demonstrate the same commitment to creating a vibrant urban town center. It is these surrounding buildings that define the physical boundaries of public spaces. This is of particular importance at the ground floor level of a building where there is the most interaction between the multi-modal users of a street and development. However, in instances where vacant lots and parking lots line right-of-ways, a defined edge to the public space of a street and its pedestrian realm can become eroded.

Creating partnerships between public agencies and land owners can have a substantial impact on how a city grows and develops. When a successful public / private development partnership is formed it can benefit both parties immensely. From a private property owner's point of view, partnerships to create funding opportunities and programs to help coordinate between multiple downtown businesses are possible as public money can be used to reduce the necessary overhead costs. From a public standpoint, a municipality can ensure that by being a partner and it can help to define a redevelopment program to accomplish the priorities that it sets for downtown and the inclusion of public amenities. These are the types of amenities that will benefit the greater community but are less profitable for a private property or business owner.

The private property initiatives proposed within this streetscape plan envision a mixture of initiatives that will make existing businesses more attractive, increase interaction between land uses and pedestrians, beautify Downtown Painesville and create an animated cityscape in both the day and the evening. The following planning recommendations are intended to aid existing building, business and property owners in prioritizing improvements that will benefit the overall Downtown Painesville streetscape plans.



As transportation & infrastructure projects are becoming more prevalent within the region, it is becoming apparent that revival takes both public and private investment to succeed

Parking Lot Screening / Curb Cut Consolidation

Creating a soft and pedestrian friendly edge between parking lots and the sidewalk will positively enhance the aesthetic of a street. Due to the variety of commercial, institutional, county offices and the former hospital campus, a large number of parking lots have been constructed along the City streets and have a large impact on the overall character of the blocks.

In some instances, property owners have created a strong edge between the paved surface and the public sidewalks. The First Merit Bank parking lot at the corner of Liberty and Washington is a good example of using a grass lawn, a hedge row and a line of mature trees to provide a green and defined edge. Other parking lots within Downtown Painesville have taken first steps in creating this same atmosphere by erecting decorative fences or maintaining a tree lawn that borders the sidewalk but would benefit from additional treatments. However, other parking lots have no setback or amenities along their edges and the asphalt paving blends into the sidewalk.

The strongest examples of successful parking lot screening along a sidewalk or public right-of-way occur when a layering of materials are used to create the vertical street edge. These include the use of decorative fencing, trees and base plantings that work in conjunction with the light poles and other items within the right-of-way itself. By integrating a well defined edge to a parking lot, what can otherwise be seen as detracting from the overall character of a street can become a pleasing experience for a pedestrian. Depending upon the size of the property, and the layout of the parking spaces, the edge treatment may even be able to accommodate small seating areas or public art displays that become amenities shared with the greater community.

Examples of Proposed Improvements



Layers of landscaping, fencing and lighting creating a buffer



Public art creating a defined edge along a sidewalk



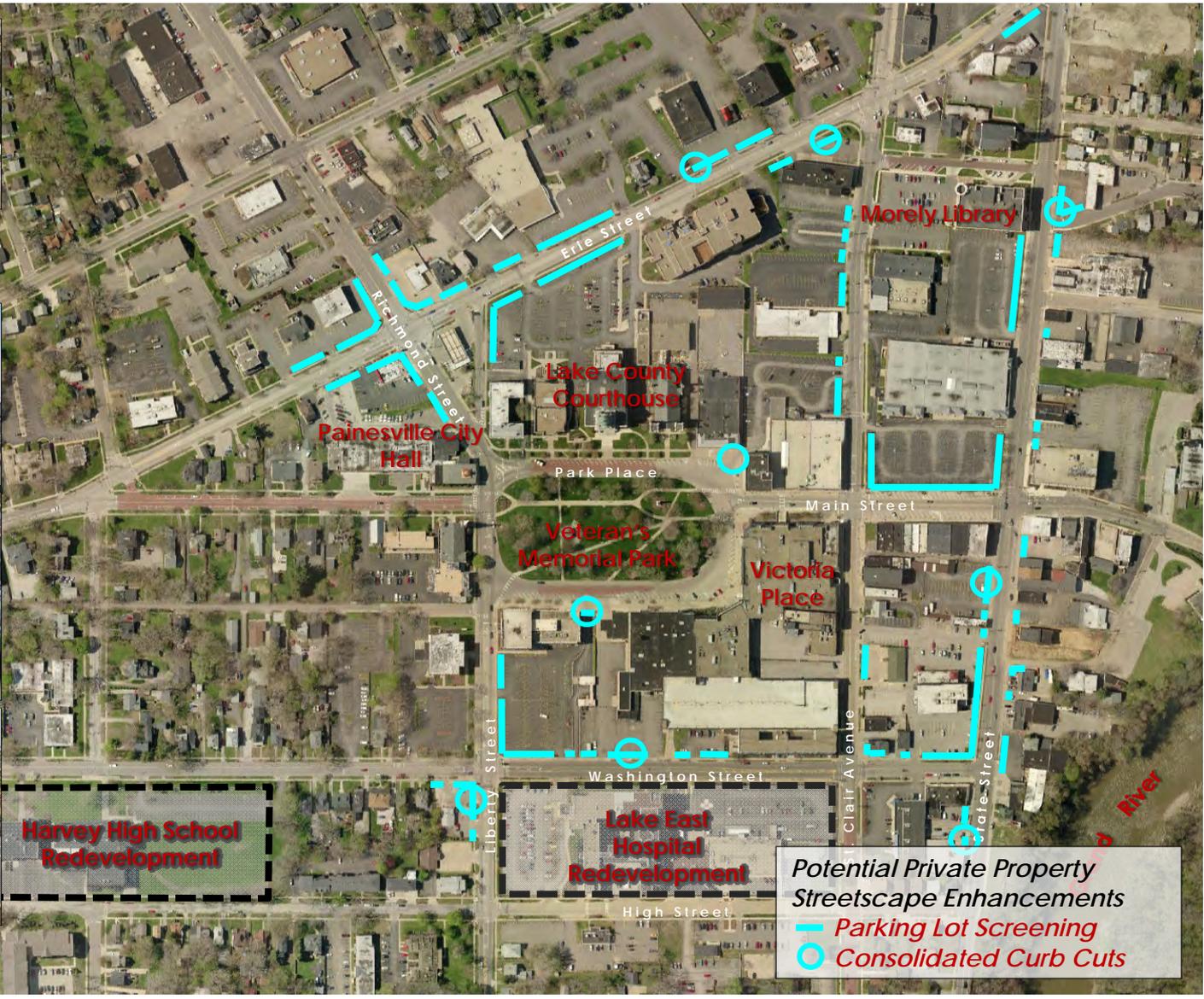
The setback in front of a parking lot used as a public gathering space



Successful parking lot edge treatment at First Merit Bank



Parking lots that would benefit from additional edge treatments



PRIVATE PROPERTY INITIATIVES - PARKING LOT SCREENING

Facade and Storefront Renovations

Along multi-modal streets such as those in Downtown Painesville it is important for a retailer to be able to advertise to patrons on multiple levels. Successful downtown buildings and commercial spaces are designed to be visible and attractive to both pedestrians and drivers. From a driver's point-of-view, larger signage, awnings or facade treatments are necessary to catch one's eye as they move at a more rapid pace. As a pedestrian, eye level signage and aesthetic treatments that can occur on a smaller scale will draw one's attention to a particular building or retailer.

Multiple layers of signage are often incorporated into a building's design, and open storefronts and awnings are used to engage the interior space with the street. Within Downtown Painesville, there is a growing number of buildings and storefronts in which this is occurring, many of which have undergone renovations since the inception of this planning study. One example of a coordinated signage and storefront program that responds to both automobile and pedestrian traffic is at Joughin Hardware. Large open storefronts and awnings that provide shelter along the sidewalk are attractive to pedestrians, while a large overhead sign hanging perpendicular to the street and the striped fabric chosen for the awnings attract the attention of motorists passing by.

However, there are a number of buildings and businesses in Downtown Painesville that would benefit from a storefront renovation program. For some buildings this may require a complete renovation of the existing building facade. Examples of this include such structures as the Lake County Administrative Center on Main Street, portions of the Victoria Place facade and the municipal parking structure. However, other buildings within Downtown may require minor improvements to build upon what already exists. An example of this would be the potential for the businesses within the Main Street historic block to create a consolidated graphics program that would set a standard size and height for pedestrian-oriented signage. These could be in the form of blade signs, individual to each retailer that would hang over the sidewalk and add yet another level of visual connection between the businesses and commercial retailers.

In 2010, the City of Painesville received CDBG funding from Lake County to establish a program that provided funding, coordination and the implementation of storefront improvements. This program represented a strong step in creating public / private partnerships between downtown stakeholders and the municipality that will be able to work towards achieving the goals outlined in this plan. The City plans to apply again in the future.

Examples of Proposed Improvements



Storefront signage programs that interact with pedestrians walking along the sidewalk



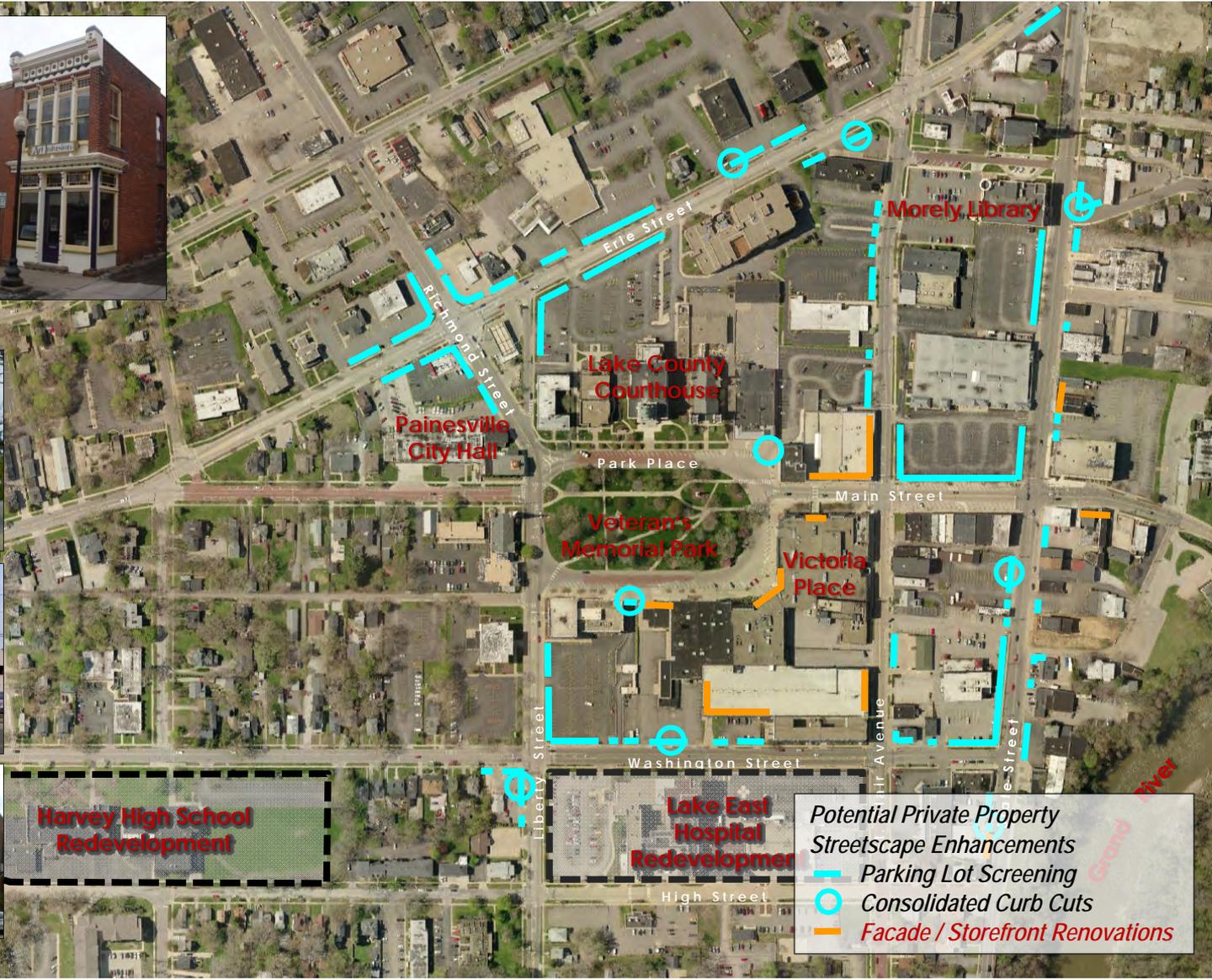
Before and after images of a commercial storefront renovation



Successful storefront renovation initiatives



Buildings eligible for improvements



Potential Private Property Streetscape Enhancements

- Parking Lot Screening
- Consolidated Curb Cuts
- Facade / Storefront Renovations

PRIVATE PROPERTY INITIATIVES – FACADE IMPROVEMENTS

Animate Blank Storefronts and Building Walls

Although a great deal of improvement can take place through the renovation and enhancement of existing facades and storefronts, there are blank building walls and storefronts that do not qualify for these programs but still must be addressed. When a blank building wall is located along a pedestrian-oriented commercial or mixed-use street, it can have an adverse affect on the pedestrian walkability and perception of a district. When a pedestrian encounters a blank wall or storefront on a building it can have the effect of acting as a deterrent to that individual walking further along the street. This is not a good trait for a downtown street that is undergoing an investment to increase its multi-modal nature and attract a greater number of pedestrians.

There are instances which occur throughout downtown Painesville in which blank side walls of buildings now front a street where they were not originally intended, or new uses occur in ground floor spaces that no longer necessitate the use of storefront display windows. Examples of this occur in such locations as the southeast corner of St Clair and Main where a building has been torn down, the transition of the ground floor of the former commercial building on Park Place and Main into County offices, or the facade of the utility building on St Clair. By decreasing the interaction between these buildings and the adjacent street, the social life of the public space that surrounds them is negatively affected.

These blank walls and storefronts can become engaging streetscape elements through the inclusion of such initiatives as adding murals to blank walls, creating a storefront in an empty commercial space that resembles the type of tenant desired or using landscaping to cover a blank surface. An alternative example of a public-private initiative that was undertaken in a San Francisco neighborhood to attract visitors to a commercial district addressed a number of blank storefronts at once. Within this program, a number of empty storefronts were identified, public artists commissioned to decorate each and a marketing campaign was developed to entice visitors to view the art while walking through the commercial district and taking advantage of existing businesses.

The City of Painesville is beginning to pursue an initiative through a partnership with a local artist to develop mock backdrops that can be installed in vacant storefronts that represent the animated type of activity one would envision if the store were occupied. An additional public / private partnership being formed is between the City and property owners to allow the art to be displayed on a rotating basis dictated by the downtown commercial vacancy rates at the time.

Examples of Proposed Improvements



A mural mimicking the surrounding storefronts animates the public space along the sidewalk on a blank building wall in a walkable commercial district



Signage for a neighborhood deli was added to a vacant commercial space by a building owner to advertise the type of business that the neighborhood would like to attract to the space



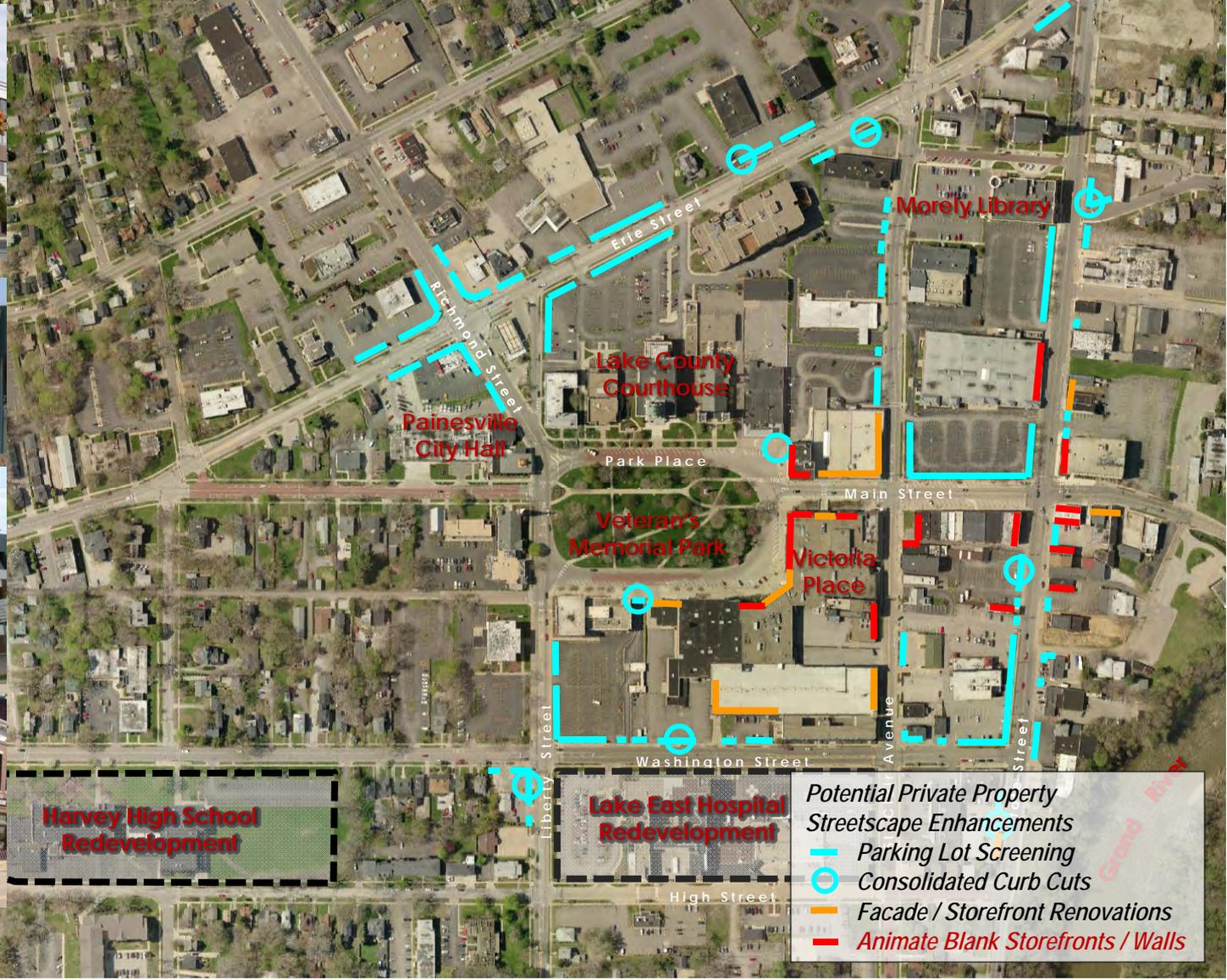
A trellis system and landscaping create visual appeal on the side wall of a commercial building



A public art program that utilized vacant storefronts in a neighborhood commercial district to attract visitors to the neighborhood and promote existing businesses



Blank or underutilized storefronts and building walls in Downtown Painesville



PRIVATE PROPERTY INITIATIVES - BLANK BUILDING WALLS

Illuminate Architecture

In a climate such as Northeast Ohio's in which the winter months result in a lengthy season where it is dark early in the evening lighting plays an important role in dictating the character of a place. Within the public realm, this includes street lighting and other decorative lighting along the sidewalk. However, the lighting of private property can not only help to illuminate the sidewalks, but enhance the overall atmosphere, sense of place and perception of safety.

Providing a welcoming and safe atmosphere in the evening through the illumination of the buildings as well as the streets will help to highlight the architectural character and heritage of the City as well as highlight the businesses and amenities. The City Hall colonnade and dome are some of the only instances in which a Downtown Painesville building is lit in the evening. There are many opportunities throughout the City in which public buildings, commercial blocks or monuments can be illuminated. The United Methodist Church on Park Place North is currently undertaking a study to light its architectural features and the towers that flank the front entrance. Other structures such as the County Courthouse dome, Main Street mixed-use buildings, Victoria Place, bank office buildings or the Veteran's Memorial would support a more attractive vision for the district through the use of uplighting, the illumination of building entrances or even temporary public art lighting displays relating to a holiday or season.

An opportunity for a public / private partnership to support the illumination of buildings that meet specific criteria should be studied through a partnership between Painesville Electric and property owners. Incentives could be provided that might assist property owners in purchasing light fixtures or offsetting increased utility expenses.

Examples of Proposed Improvements



Lighting can be used to highlight the historical features of a building



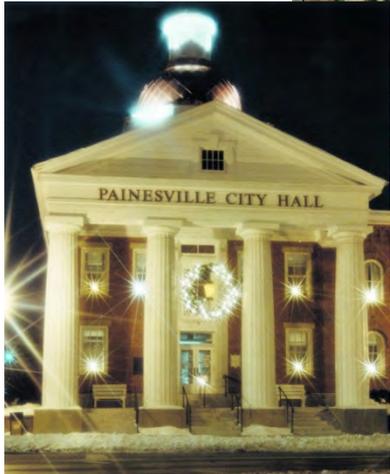
Highlighting buildings entrances through lighting can make a place more welcoming at night



Uplighting on mixed-use commercial buildings add character



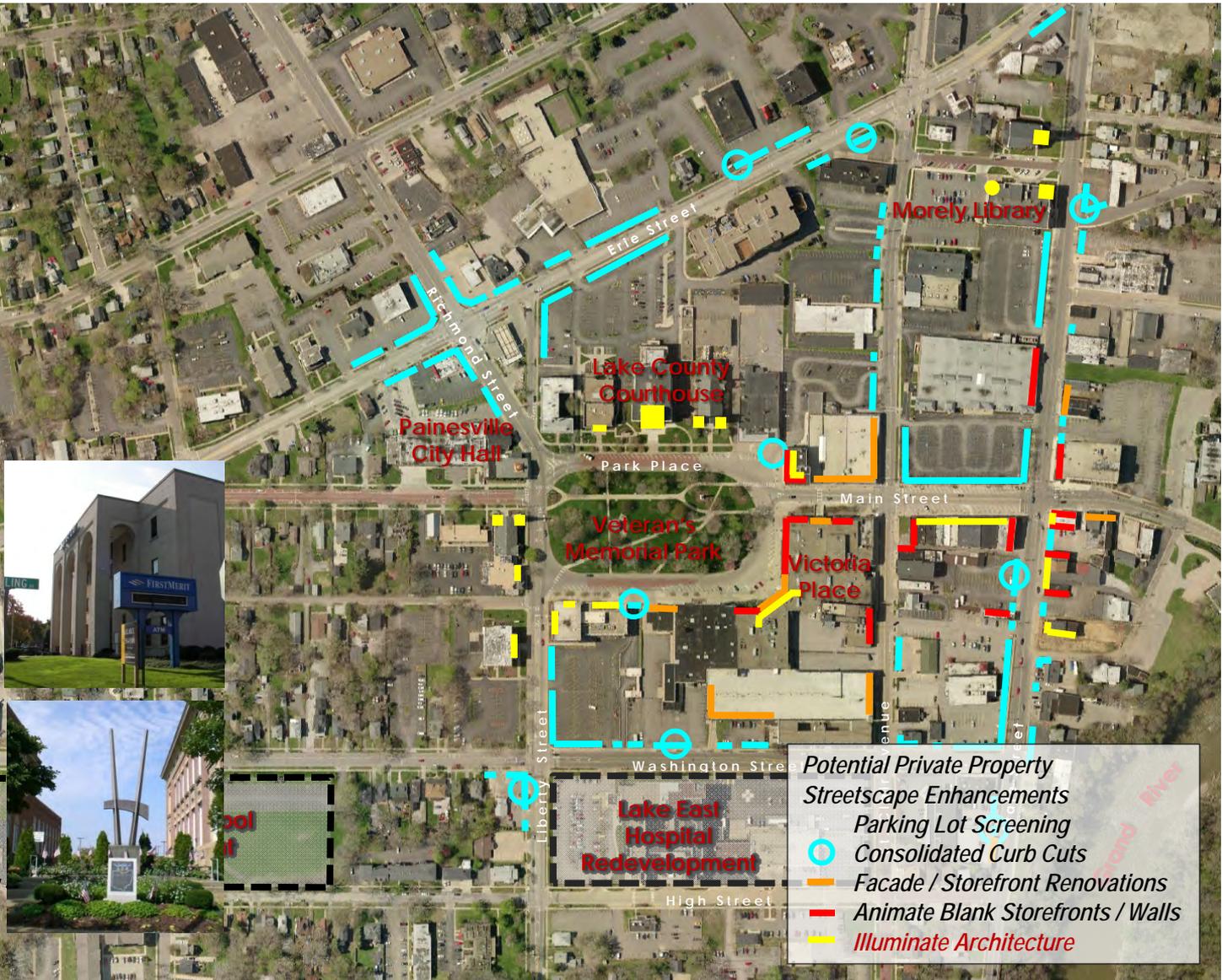
When street lighting is coordinated with landscape lighting and building illumination, animated evening streetscape atmosphere is created



City Hall illuminated at night



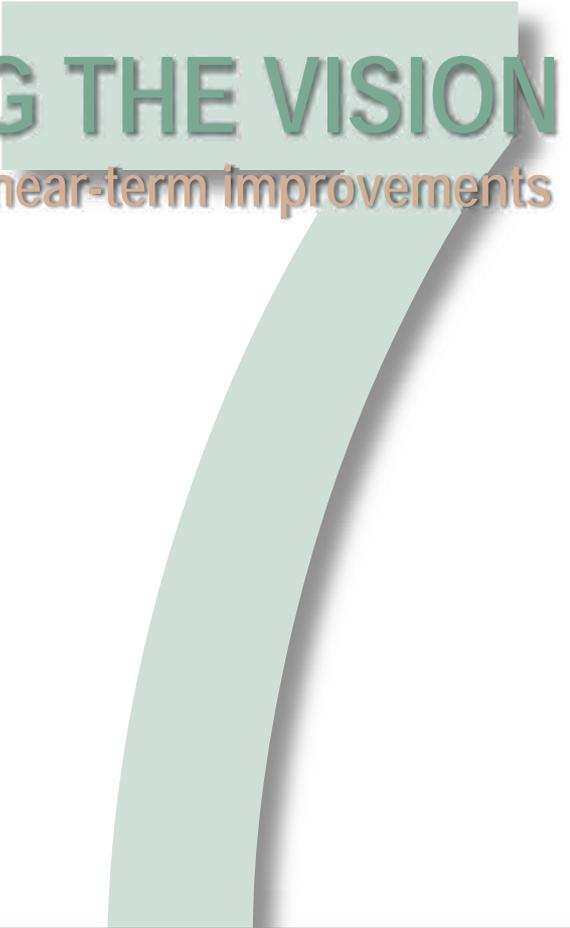
Buildings and places that have the potential to be lit



- Potential Private Property Streetscape Enhancements**
- Consolidated Curb Cuts
 - Facade / Storefront Renovations
 - Animate Blank Storefronts / Walls
 - Illuminate Architecture

PRIVATE PROPERTY INITIATIVES - BLANK BUILDING WALLS





IMPLEMENTING THE VISION

prioritizing the near-term improvements

Implementing the Vision

PRIORITIZING THE INVESTMENTS

Upon envisioning long-term, near-term and private property initiatives that will enhance the streets and public spaces within Downtown Painesville the process of developing a prioritization and implementation strategy to realize the visions was undertaken for the near-term initiatives. Although the City of Painesville is pursuing the acquisition of funds to reconstruct the roadways as per the long-term visions, this planning process chose to focus on the near-term strategies as they can have an immediate impact on the character and use of the City.

The interactive community process was utilized to prioritize the near-term investments for implementation. A Top 10 list was generated based on public feedback as to which initiatives would most benefit the downtown streets from a safety, use and aesthetic standpoint. In order to do this, the planning team utilized both the Steering Committee's input as well as that of the broader business and citizen base at one the final community meeting.

This process began with a compilation of a comprehensive list of near-term initiatives envisioned for the Richmond / Liberty Street corridor, Park Place, Veteran's Park, Main Street, State Street and Washington Street. A presentation of the near-term initiatives was given to the Steering Committee to fully explain the proposals. Committee members were asked to select the top initiatives that they would prioritize for each street and Veteran's Park. To aid the City in ensuring that the priorities articulated by the Steering Committee are both realizable and fundable within the three-year timeline articulated, a preliminary construction cost analysis was also prepared.

The TOP 10 LIST of Priority Streetscape Enhancements

As determined through the interactive community process, the following near-term initiatives have been determined by the planning team, Steering Committee and the greater community as the priorities for implementation. To assist the City, cost estimates have been provided for each.

The Downtown Painesville Transportation and Streetscape Plan Top 10 List:

- Richmond / Liberty Streets - Create gateway signage at the Erie Street intersection – ornamental lights with signage banners or low signage walls
- State Street - Remove paving and add landscaping along the right-of-way to buffer the parking lot from the sidewalk
- Main Street - Install new landscaping in the planters at the recessed plaza in front of Victoria Place
- Park Place - Purchase and install new decorative planters along the sidewalks (south and east sides of the street)
- State Street - Infill street trees in tree lawns where missing north of Washington Street
- Park Place - Purchase new benches and waste receptacles to install on the sidewalk in front of commercial businesses
- Veteran's Park - Purchase and install large planters and/or bollards at the NE and SE corners of the park to create plaza areas
- Main Street - Purchase and install new planters along the sidewalks (NW, NE and SE blocks)
- Washington Street - Restripe the street and paint bike lanes to connect the Greenway Trail with Downtown
- Richmond / Liberty Streets - Restripe the roadway – one lane in each direction with a striped median / center turn lane

Upon the determination of the top 28 near-term enhancements as voted on by the Steering Committee, the list was brought to the public at a community meeting for assessment. Community members were asked to vote for the ten near-term initiatives that they felt, through implementation, would have the most powerful impact on the City's streets and public spaces. Although the results of this vote resulted in the creation of the City's Top 10 list of implementable strategies, this does not preclude other enhancements, both near- and long-term, from occurring should funding sources be found. The Top 10 list is created to provide a road map to guide funding strategies. Upon implementation of these ten items, the next ten initiatives to receive the highest votes will become priorities, and so on.

A SHARED VISION AND RESPONSIBILITY

As the City continues to move forward to implement the initiatives described within this plan, one of the most important aspects of this process that must be fostered and strengthened is the idea that everybody has a role in the enhancement of Downtown Painesville. Within this document a number of publicly lead projects have been identified. However, they will only be successful in enhancing and sustaining the City in the future if private businesses, residents, stakeholders and community leaders are a part of their design, funding, implementation and upkeep. In addition, public investments must be reinforced by investments in private properties through building renovations, business development and property upkeep.

Given this project's goal of preserving the history and character of Downtown Painesville while setting the stage for new development, it is imperative to understand that the walkability, bikeability and ease of traffic flow is impacted by the buildings and properties that line the streets just as much as it is by the design and amenities included in right-of-ways themselves. Growing the public-private partnerships that have begun through this Transportation and Streetscape Plan will allow the City, residents and Downtown stakeholders to work towards a unified vision that will result in a series of active, prosperous and sustainable Downtown neighborhoods that everyone can be proud to take ownership in and want to be a part of.