

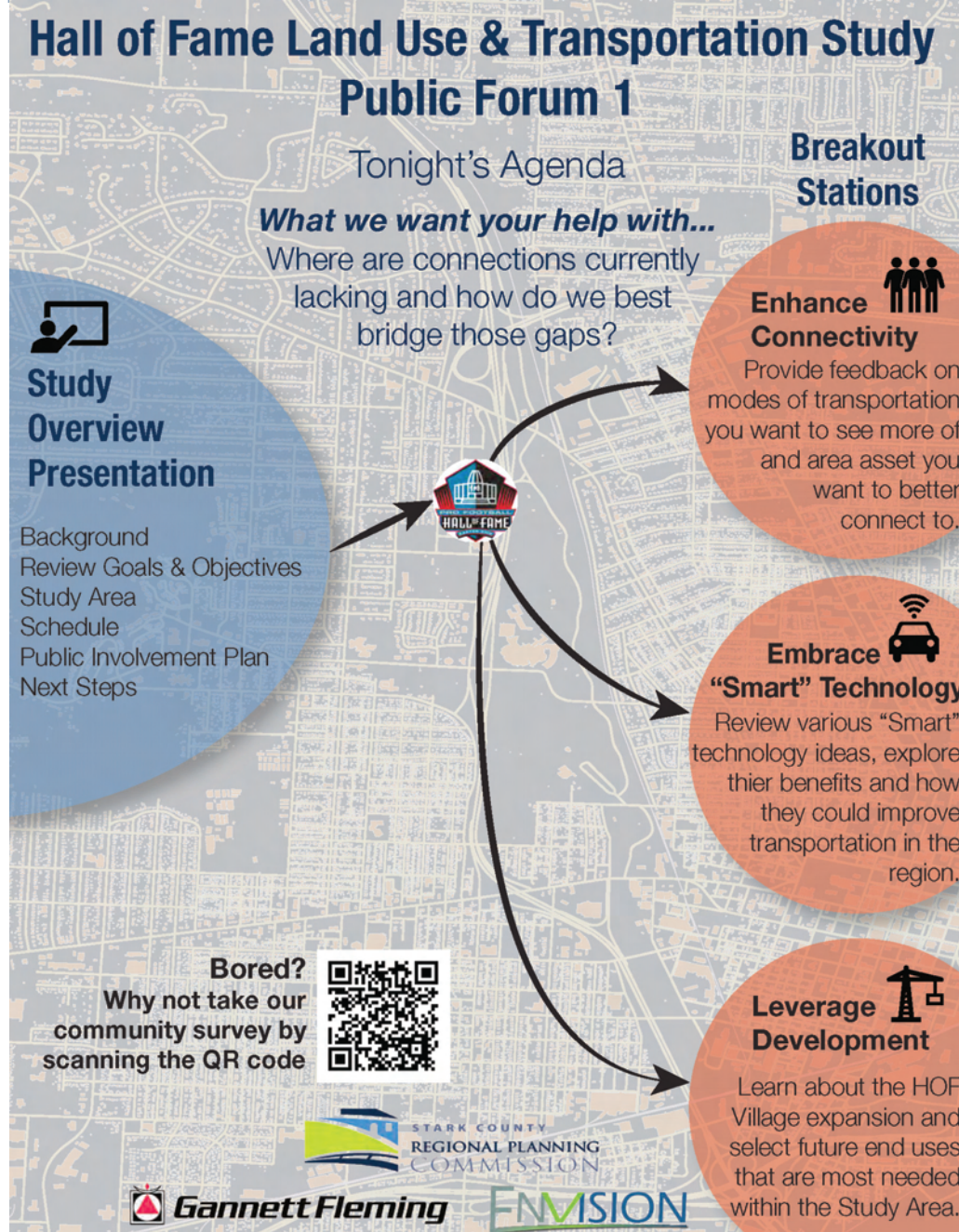
8. APPENDIX

APPENDIX **A**

PUBLIC MEETINGS

PUBLIC MEETING #1

AGENDA



SIGN-IN SHEETS



HOF Land Use/Transportation Study Public Meeting		
Date: March 20, 2018	Time: 5:00pm	Location: McKinley HS

SIGN-IN SHEET

Name	Email
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John Nagel	KddJohn@Aol.com
Melissa Spiva	MDSSpiva@gmail.com
COIN PETERS	COINHPETERS@GMAIL.COM
Suzanne Foraker	SUZANNE@K-9 HAIRSTYLES.COM

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www.gannettfleming.com



HOF Land Use/Transportation Study Public Meeting		
Date: March 20, 2018	Time: 5:00pm	Location: McKinley HS

SIGN-IN SHEET

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Amrita Harpe	AMRITA Harpe@gmail.com
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Tim Roden	WKSU + Nat Public Radio

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Frank Burkett	Shore Frank.burkett@dot.gov
Fred G. Steffen	

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Constance Blanton Ramsey	cblanton.cb@gmail.com
Terry Driggs	

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Lee Geisse	leegeisse@536Global.net
Donald Seewers	
Dan Stock	W 4 St
Janelle Lee	Canton Downtown Resident
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Erin Thompson	thompson.1220@gmail.com

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PRESENTATION SAMPLE

FHWA | Every Day Counts Grant



Overview

- + EDC Program Created to
 - Speed up Project Delivery
 - Address Challenges on Limited Budgets
- + Stakeholder Based Model
- + Strives to Make Innovation a Standard Practice that has Statewide Impact
- + New Innovation Categories Every 2 Years

Round 4: 2017-2018 Connecting Communities

- + Goal: To Develop Transportation Systems that are Inclusive and Interconnected Through Placemaking
- + Benefits:
 - Informed Decision Making
 - Increased Connectivity
 - Enhanced Health and Safety

Plan Must Follow Goals of EDC Grant

Example Project

Long Street Bridge - Columbus Ohio



Hall of Fame Study Goals

Enhance Connectivity



Transit Circulator
Bike/Ped
Complete Streets
Greenways
Inter-community

Embrace “Smart” Technology



Autonomous Shuttles
Directional Apps
Smart Parking
Variable Signage
Traffic Management

Leverage Development



Infill Redevelopment
Smart Growth
Mixed Use District
Local Attractions

Engage the Community



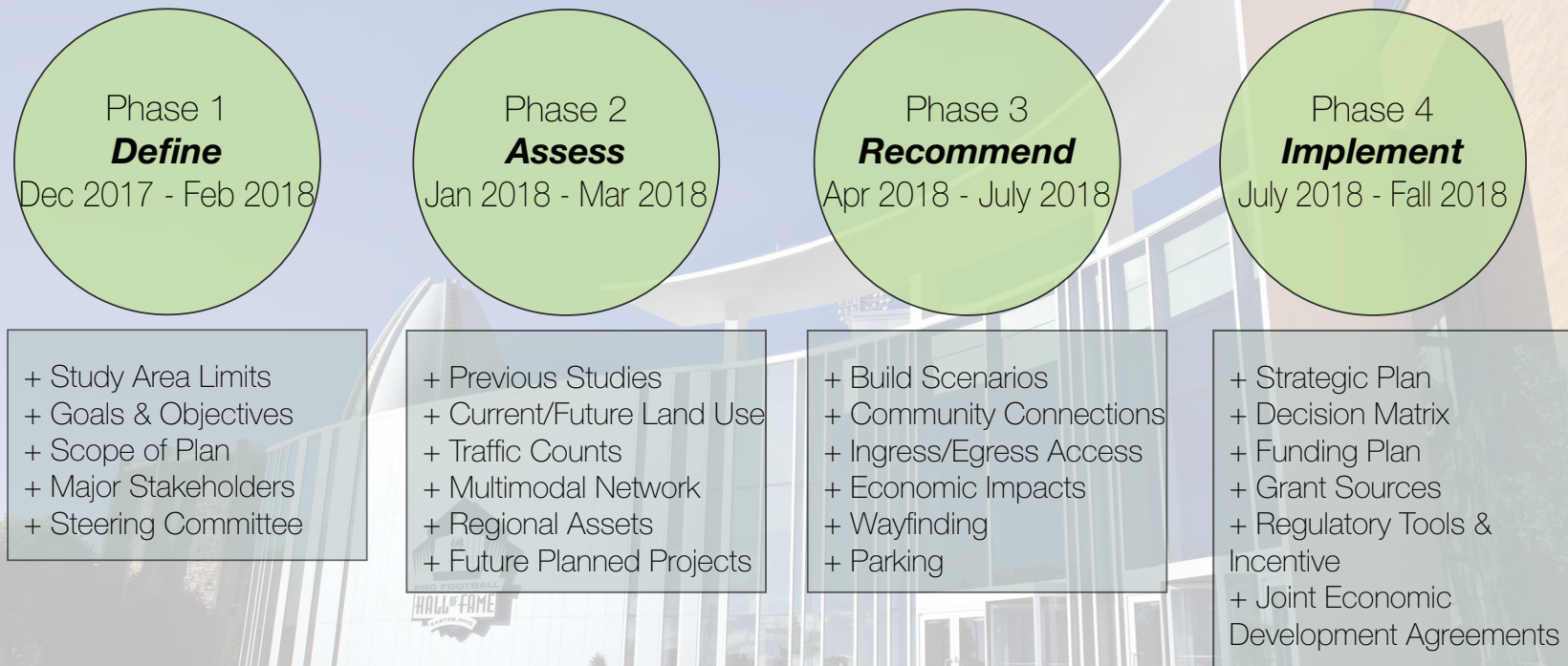
Public Forums
Community Surveys
Stakeholder Interviews
Social Media
Event Outreach

Encourage Implementation



Decision Matrix
Funding Strategies
Scenario Planning
Project Prioritization

Hall of Fame Study Schedule



Study Limits ●●●●●●●●➔

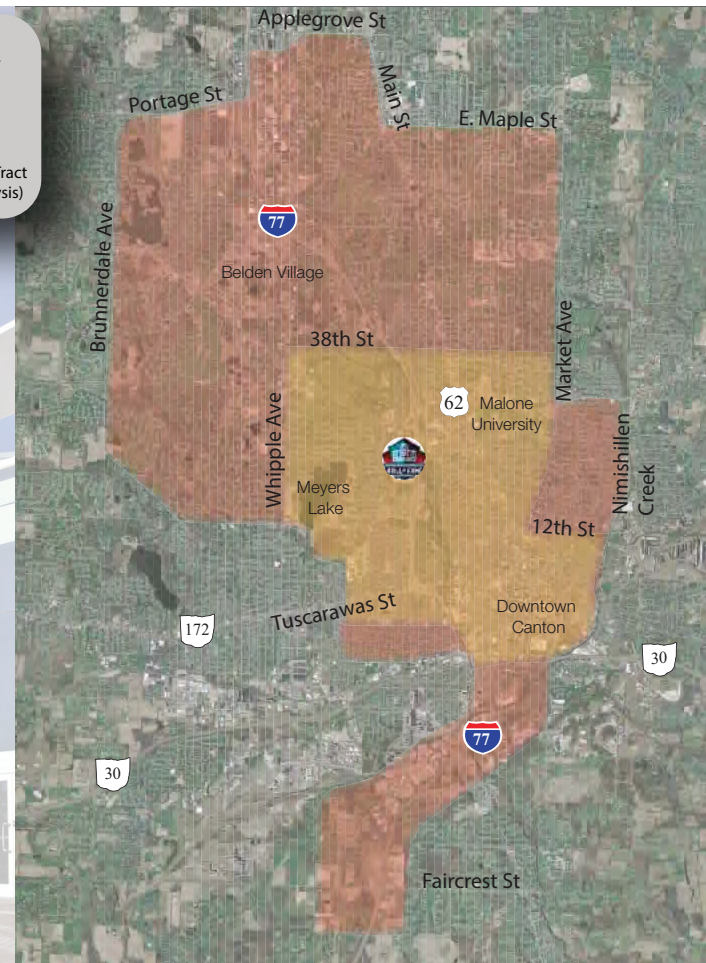
HOF Land Use & Connectivity Study Limits
Legend



- Primary Study Area
(For Physical Improvements)

- Secondary Study Area by Census Tract
(For Market Study & Land Use Analysis)

- + Study Limits Encompass Multiple Communities in the Area
- + Segregated into Primary and Secondary Study Area
- + Primary - For Physical Improvements
- + Secondary - For Land Use and Market Analysis
- + Goals are:
 - To Focus Improvements in Surrounding Neighborhoods most Impacted by HOF Expansion
 - Link to Downtown Canton

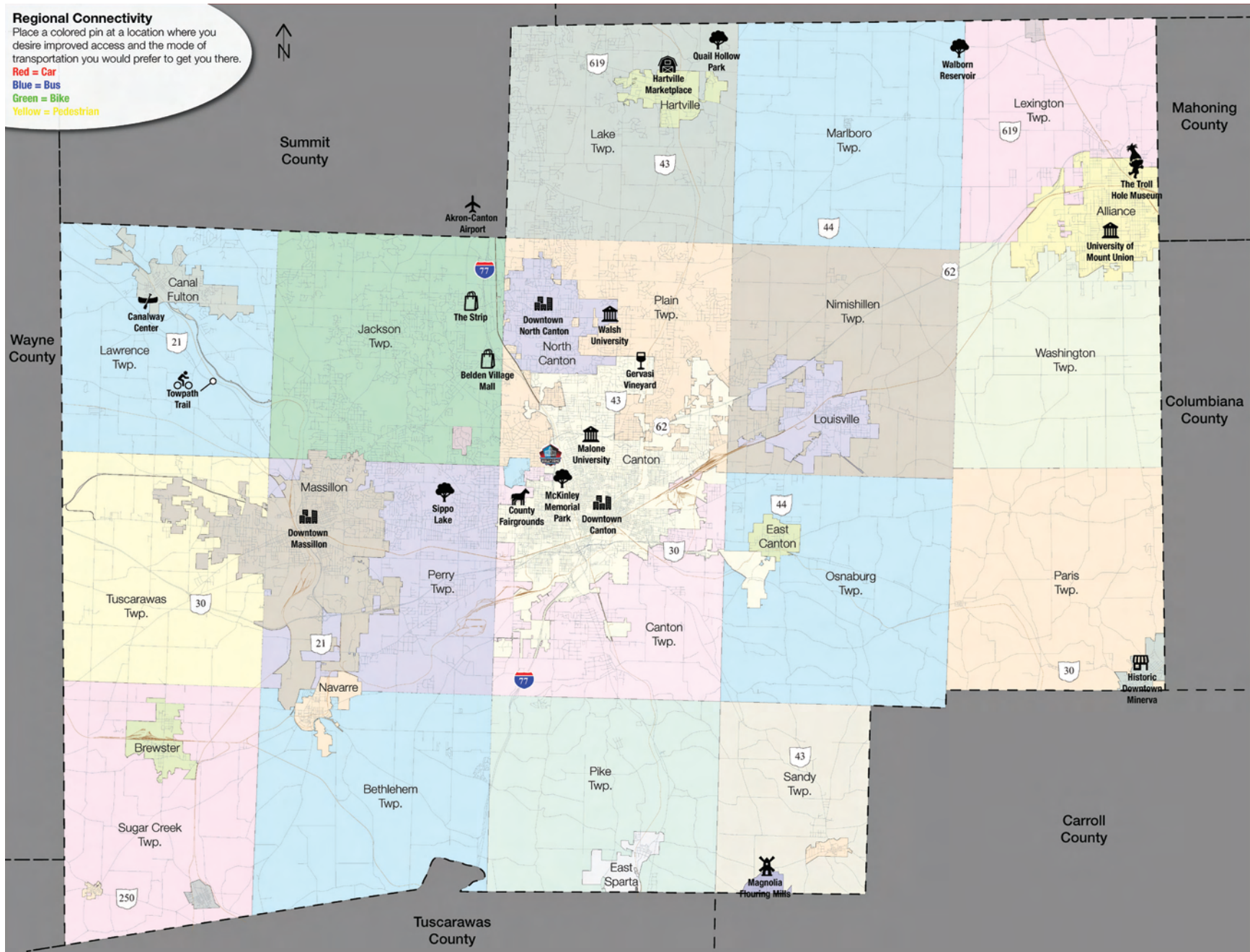


BOARDS / STATIONS

Regional Connectivity

Place a colored pin at a location where you desire improved access and the mode of transportation you would prefer to get you there.

Red = Car
Blue = Bus
Green = Bike
Yellow = Pedestrian



Future Land Use -

Place matching colored pins on your most desired future use, and at a location on the map below you want to see that use.

I am not interested in development of the immediate Hall of Fame Area



"Smart" Technology -

Below are some emerging "Smart" technology improvements. Which would you most like to see utilized in the area to manage and inform travelers?



Downtown Connectivity

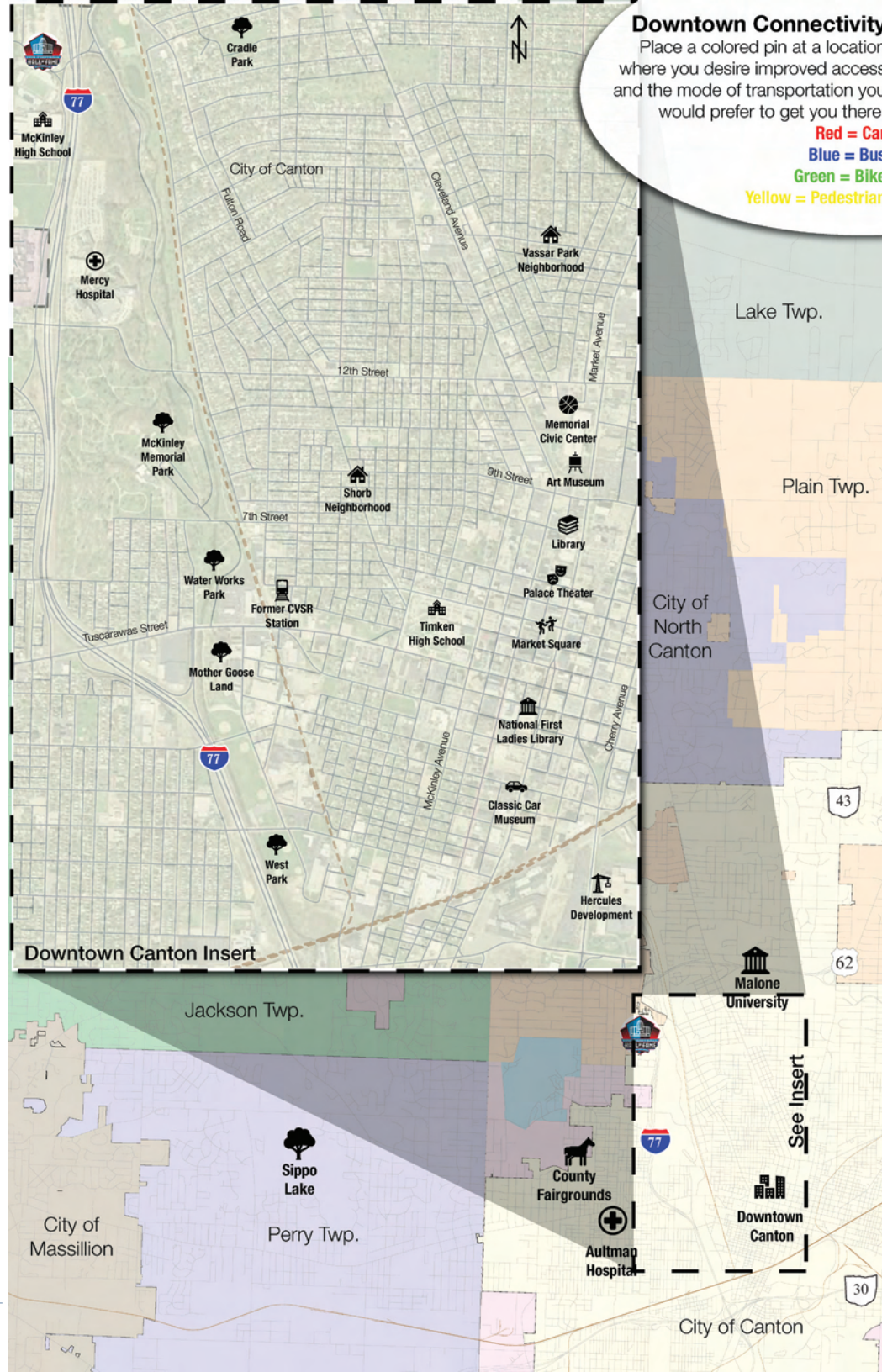
Place a colored pin at a location where you desire improved access and the mode of transportation you would prefer to get you there.

Red = Car

Blue = Bus

Green = Bike

Yellow = Pedestrian



PUBLIC MEETING **#2**

AGENDA

Hall of Fame Land Use & Transportation Study Public Forum 2

**Provide Feedback on Potential
Recommendations in Sub-Areas**

Tuesday, June 12, 2018

5 pm to 7 pm

Downtown McKinley

Campus Cafeteria

521 Tuscarawas St.

Canton, OH 44702

**Hall of Fame
& Near West
Sub-Area**

Fulton Road Sub-Area

**Aultman
& Parkway
Sub-Area**

**Downtown
& Shorb
Sub-Area**



STARK COUNTY
REGIONAL PLANNING
COMMISSION



Gannett Fleming

ENVISION

SIGN-IN SHEETS



HOF Land Use/Transportation Study Public Meeting		
Date: June 12, 2018	Time: 5:00pm	Location: Downtown McKinley Campus

SIGN-IN SHEET

Name	Email
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Debra Yost	acdlyost@hotmail.com
Arnold Yost	ARNIELYOST@gmail.com
Robert & Holly Settimio	settimioh@yahoo.com
H PAUL SCHWITZGEBEL	PAUL.CANTON.OHIO@CMHC.COM
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Tom Thompson	Tom.Thompson@JRCARES.ORG
Pam Huth	PAMELA.EAN47@yahoo.com
Tim Rudell	WKSU + National Public Radio

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HOF Land Use/Transportation Study Public Meeting		
Date: June 12, 2018	Time: 5:00pm	Location: Downtown McKinley Campus

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Name	Email
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CHRIS NICHOLS	cnichols@starkcountycho.gov
Samantha Collmar	scollmar@starkparks.com
Dan Moeglin	dan.moeglin@cantonohio.gov
Don Stock	Stock.Don@starkparks.com

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PRESENTATION SAMPLE

Defining Subareas

Incorporating Past Plans

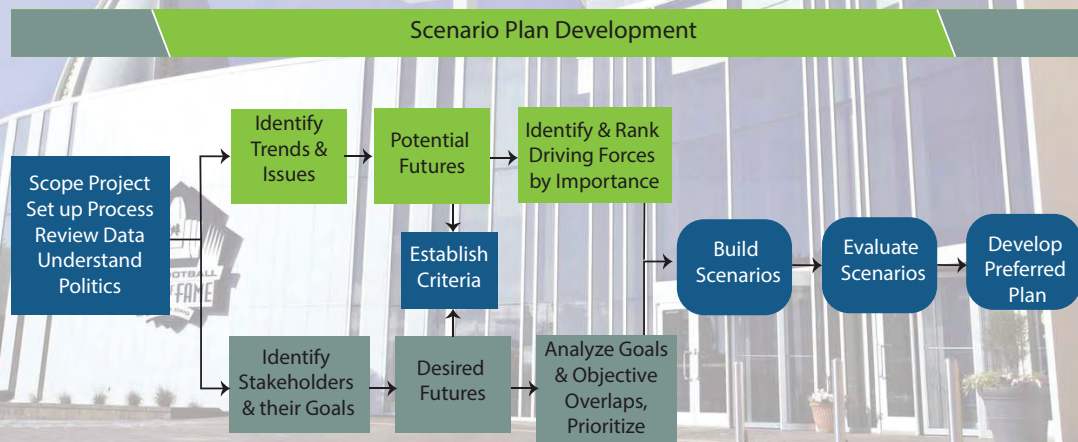
- + Reviewed all Relevant Past Plans and Gathered Recommendations within Study Area.
 - The Canton Connection Proposal (HKS Study)
 - Canton Downtown Development Plan
 - Canton Comprehensive Plan
 - SARTA Smart Cities Application
 - SCATS Transportation and Land Use Study
 - SCATS - Year 2040 Transportation Plan
 - I-77/US 62/Fulton Road Interchange Feasibility Study
 - Plain Township Master Plan
 - Stark Parks Trail and Greenways Plan
- + Past Recommendations discussed with SCRPC Staff and Recommendations with Continued Relevance were Carried Forward and added to Subarea Recommendation Maps.

Subarea	Location	Key Features	Notes	Recommendations	Notes	Notes	Notes	Notes	Notes
001 - The Canton Connection	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.	Map of future usage, showing water among business and residential areas, and a mix of future usage, including commercial, residential, and industrial. The map also shows the location of the Canton Connection, a proposed transit line connecting the city to the surrounding area.

Scenario Planning

Intro to Scenario Planning:

- + Asks the Question, “What do you Think Might Happen?” Not, “What Would you like to see Happen?”
- + Seek to find “given or baseline” recommendations to Establish Alternative Scenarios
- + Scenarios can be Based on Various Factors including: Development, Legislative Changes, Environmental Concerns, etc.



Scenario Planning



What Factor will Most Influence Future Transportation & Land Use Decisions in the Region?

Hall of Fame Village Factors



Village Build Out Progress?



HOF Village Profitability?



Total Annual Visitorship?

Outside Factors



Downtown Revitalization?



Smart Tech Integration?

Scenario Planning



Hall of Fame Village Scenarios

+ Want to Develop 3 to 5 Scenarios for the Study Area Based on Future Hall of Fame Village Visitation



Baseline Scenario

HOF Village Attracts Visitors at Current Level (300k/Year)



Moderate Scenario

HOF Village Attracts 3 to 5 times Current Visitation Levels (1 to 1.5 Million/Year)



Predicted Scenario

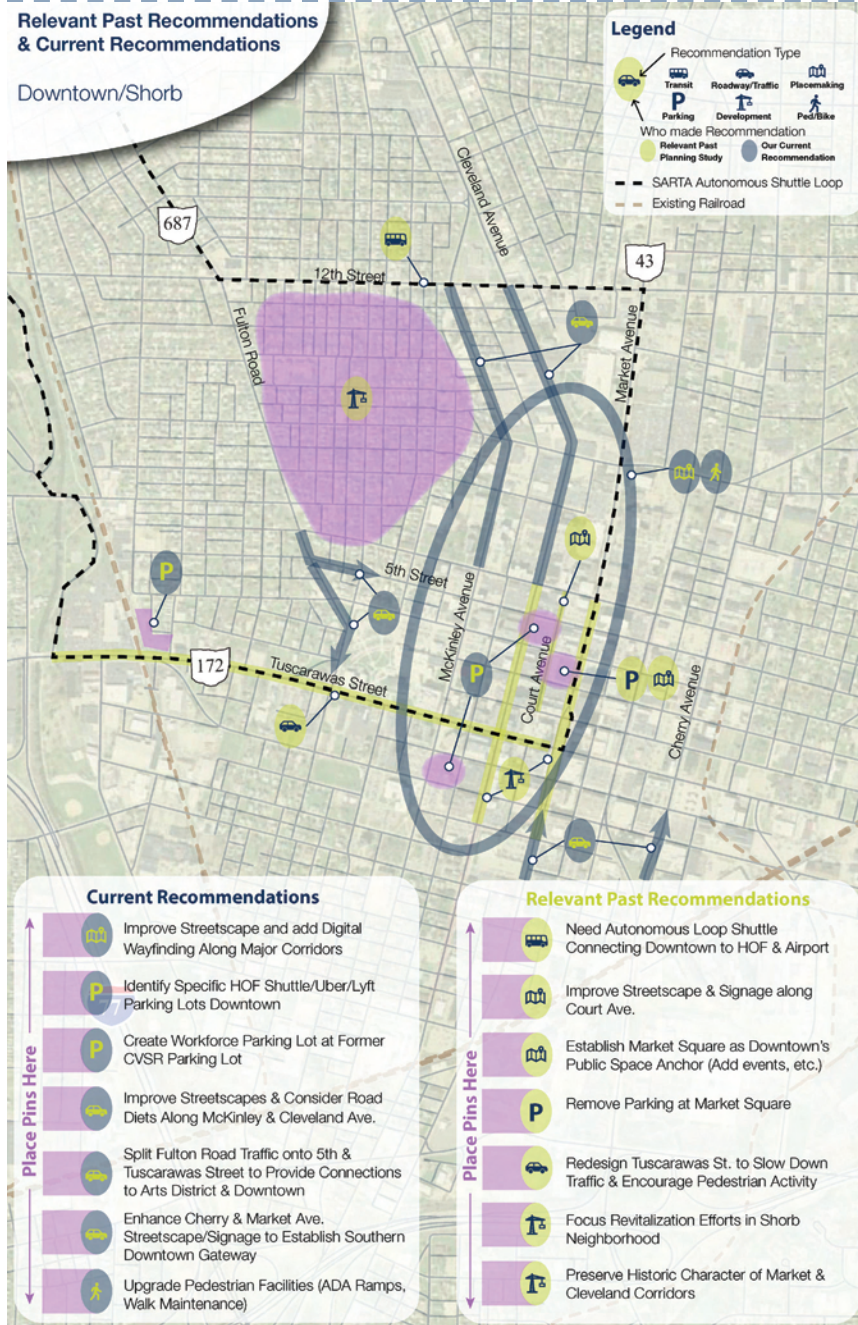
HOF Village Attracts Close to Anticipated Amount of Visitors (3 Million/Year)



BOARDS/STATIONS

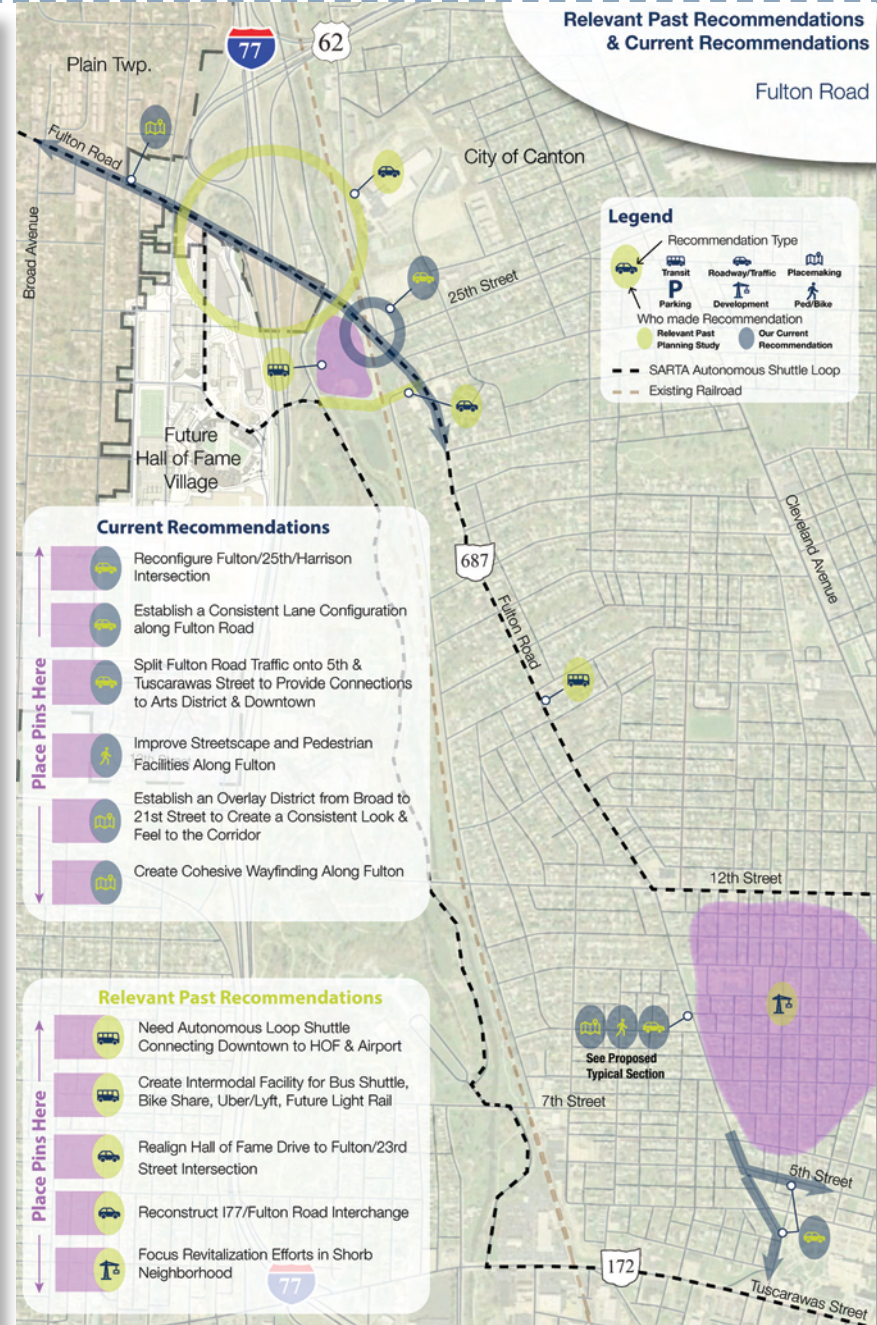
Relevant Past Recommendations & Current Recommendations

Downtown/Shorb



Relevant Past Recommendations & Current Recommendations

Fulton Road



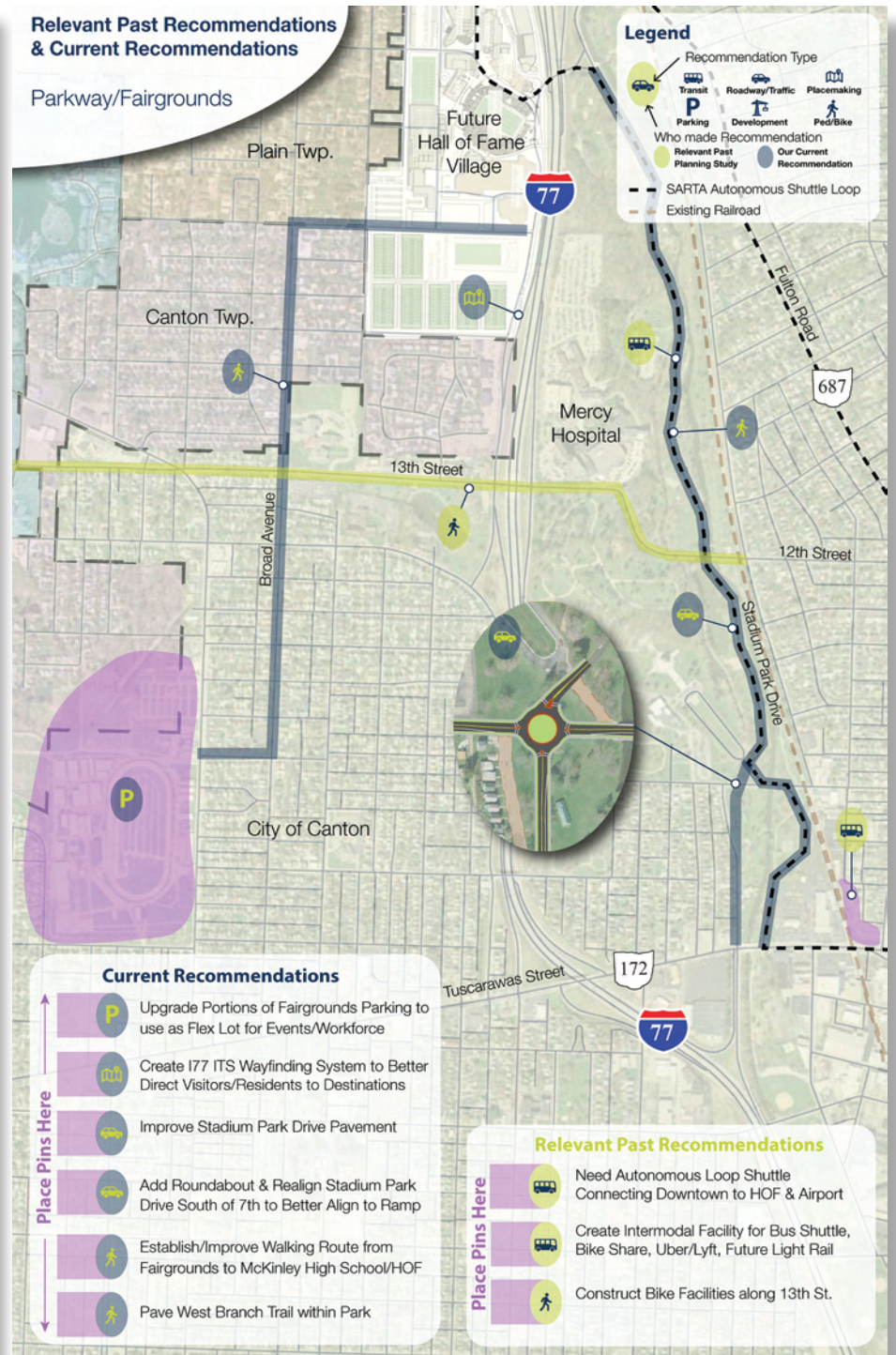
Relevant Past Recommendations & Current Recommendations

Hall of Fame/Vest



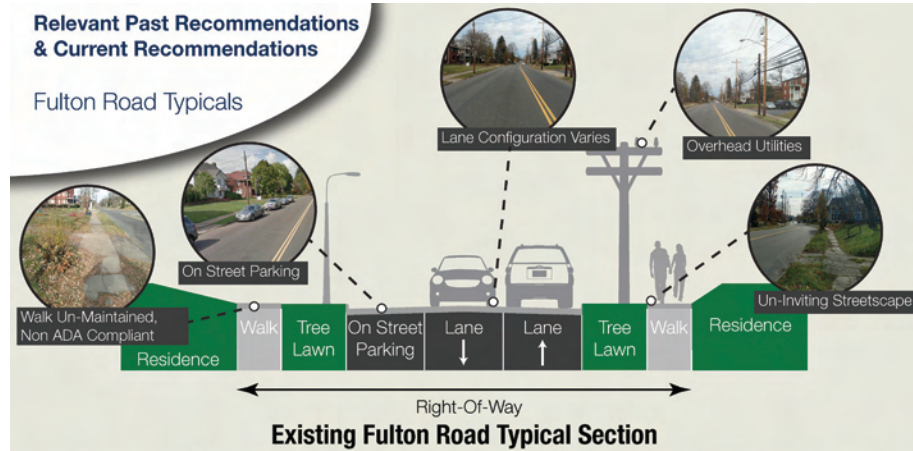
Relevant Past Recommendations & Current Recommendations

Parkway/Fairgrounds

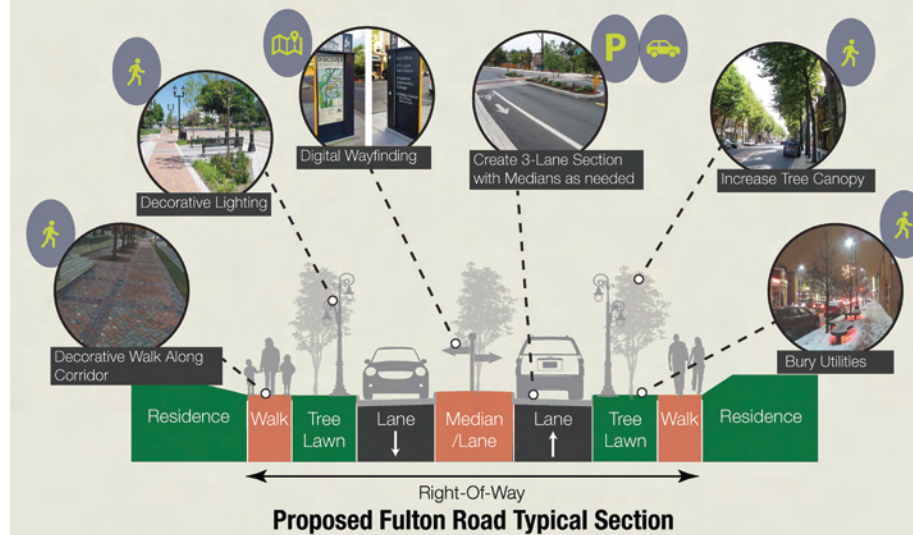


Relevant Past Recommendations & Current Recommendations

Fulton Road Typicals



Place **Green** and/or **Red** Pins in the Options Below



SIGN-IN SHEETS



HOF Land Use/Transportation Study Public Mtg. 3

Date: January 24, 2019 Time: 5:00pm Location: Main Library

SIGN-IN SHEET

Name	Organization
Gregg Elliott	LED Transportation
Linda Sirpilla	Neighborhood
Kevin Kapan	Neighborhood
Chuck Osborne	self
Rose Kesler	self / neighbor
Rick White	neighbor
Victoria VanKuslein	Congressman Bob Fritts office
Robert Griffith	FAWA
Steve Laniel	CRMSAL
Karl Lucas	SCATS
Nate Phinney	Malone University
Jennifer Richardson	JCI
Scott Hano	Plain Twp



HOF Land Use/Transportation Study Public Mtg. 3

Date: January 24, 2019 Time: 5:00pm Location: Main Library

SIGN-IN SHEET

Name	Organization
JOHN A. SABO	PLAIN TOWNSHIP
PATRICK WYATT	CANTON RESIDENT
H. PAUL SCHWITZ GEBEL	CANTON RESIDENT PASTOR
BOB ROSSITER	CANTON REPOSITORY
Mike & Dana Longhaghy	Canton Resident
Dave Grabowsky	CANTON Resident
Chris Nichols	CANTON TWP / STARK COUNTY
M. Vazquez	MISSISSAUGA TOWNSHIP
Frank Bortala	FHWA - OH
Alison Waples	Repository
STACEY ARMSTRONG	

HOF Land Use/Transportation Study Steering Committee Meeting

Date: January 24, 2019 Time: 1:00pm Location: SCRPC

SIGN-IN SHEET

Name	Organization	Initials
Marcus K. Zawacky	Hamilton Hills N.A. 25TH TO 30TH CLEVELAND TO FULTON	M.K.Z
Martin Zawacky		

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PRESENTATION SAMPLE

Decision Matrix – Prioritizing Recommendations

+ What We Have:

- Over 50 area Recommendations
- 3 Scenarios Housing Recommendations Based on Future HOF Visitors

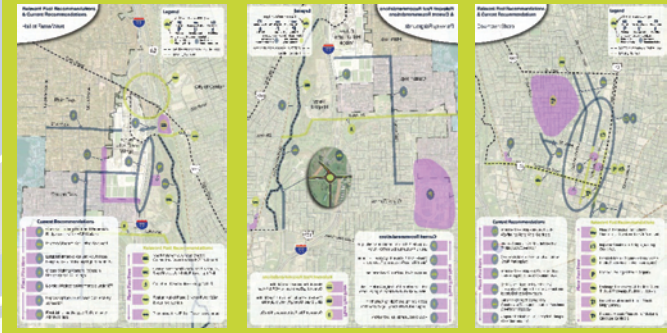
+ What We Need:

- To Prioritize Recommendations within Scenarios to Guild SCRPC
- Create an Implementation Plan to Fund Target Recommendations

+ How to do it:

- Create a Decision Matrix Based on Criteria that Meets Project Goals
- Rank Recommendations Based on Criteria

Recommendations



Scenarios



Prioritized Recommendations



Criteria Weightings

Criteria	Recommended Weightings		
	Scenario		
	Baseline	Moderate	Forecast
Project Cost	4	3	2
Political Priority	4	3	3
Project Readiness	3	3	2
Public Desire	3	3	3
Economic Impact	5	5	5
Connectivity Enhancement	5	5	5
Traffic Impact	3	4	5
Quality of Life Benefit	5	5	5
Visitor Benefit	5	5	5
Transformative Project	2	3	4

Weighted on a scale of 1 to 5
 1 = Least important
 5 = Most important

Example Baseline Scenario Results

Baseline Scenario												
Code	Recommendation	Criteria and Weightings										Total Score
		Project Cost	Political Priority	Project Readiness	Public Desire	Economic Impact	Connectivity Enhancement	Traffic Impact	Quality of Life Benefit	Visitor Benefit	Transformative Project	
		4	4	3	3	5	5	3	5	5	2	
D10	Establish Market Square as Downtown's Public Space Anchor (Add events, etc.)	3	5	4	4	4	2	1	5	5	5	149
G1	Create an integrated visitor website (or app) that provides real-time updates on traffic, parking, current events, dining options, and leisure activities, etc. for the Greater Canton Region that can easily be used by visitors to help relay important information	4	3	2	3	5	5	3	2	5	5	147
FR5	Create Cohesive Wayfinding Along Fulton	4	4	3	4	3	4	3	3	5	4	145
D2	Identify Specific HOF Shuttle/Uber/Lyft Parking Lots Downtown	5	3	5	2	3	3	4	4	5	2	144
D1	Improve Streetscape and add Digital Wayfinding for Pedestrians & Cars Along Major Corridors	3	4	3	4	2	3	3	4	4	4	131
D4	Improve Streetscapes & Consider Road Diets Along McKinley Ave.	3	4	2	4	2	4	2	4	3	4	125
FR3	Improve Streetscape and Pedestrian Facilities Along Fulton	3	4	2	4	2	3	2	4	4	4	125
G5	Continue to promote and brand SARTA as an efficient, safe, and cost-effective means of transportation in the region	5	3	5	1	2	3	3	3	4	3	125
FR4	Establish an Overlay District within Plain Twp. similar to the City of Canton's to Create a Consistent Look & Feel to the Corridor	5	3	4	2	4	2	2	3	3	3	122
D14	Preserve Historic Character of Market & Cleveland Corridors	5	3	4	3	3	1	1	3	4	3	117
D6	Upgrade Pedestrian Facilities (ADA Ramps, Walk Maintenance)	4	2	4	4	1	3	2	4	4	1	116
G3	Expand bike share to more locations within Stark County	4	3	3	2	2	3	3	3	3	3	113
P1	Upgrade Portions of Fairgrounds Parking to use as Flex Lot for Events/Workforce	3	2	3	3	3	3	3	3	3	2	111
D11	Remove Parking at Market Square	5	5	4	3	2	1	2	2	2	2	106
D9	Improve Streetscape & Signage along Court Ave.	4	3	3	3	2	2	1	3	3	3	105
FR2	Establish a Consistent Lane Configuration along Fulton Road	2	4	2	3	1	4	4	2	3	2	105
H11, P9	Construct Bike Facilities along 13th St.	3	3	3	3	2	3	2	3	2	2	102
H4	Create Walking Route for Western Residents to HOF Village	4	1	3	4	1	4	1	4	1	1	96
H8	Establish a Landscaped Buffer around Athletic Fields (assume right of way is needed)	3	3	3	5	1	1	1	5	1	2	95
P6	Pave West Branch Trail within Park	4	2	3	2	1	1	1	2	3	1	79
H2, P3	Improve Stadium Park Drive Pavement	3	2	2	2	1	2	2	1	2	1	70

Targeted Recommendations – Fulton Road Corridor

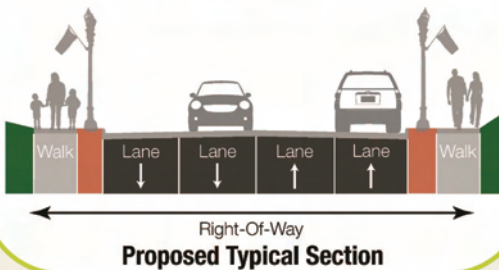


Broad to 21st Street

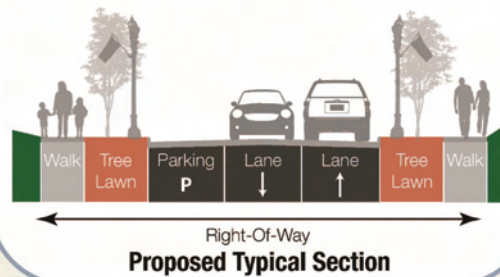
21st to 12th Street

12th to Tuscarawas Street

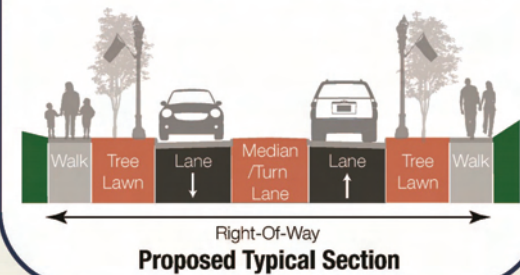
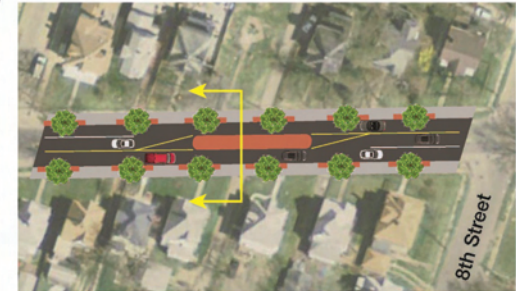
Fulton Road - Phase A



Fulton Road - Phase B



Fulton Road - Phase C



Pedestrian Promenade

Overview Map

Promenade Plan View

Promenade Attributes

- 1 Lengthen I-77 Bridge (from 50' to 200') to Allow for Promenade
- 2 Remove Hillside and Regrade East of New Bridge Span
- 3 Create 24' Wide Pedestrian Promenade to Connect HOF Village to Park and Future Intermodal Facility
- 4 Allow for 4 Travel Lanes Along Park Drive

Existing

Pedestrian Promenade - Looking West

Proposed

Pedestrian Promenade - Looking West

Promenade Enhancement Ideas

To establish the Promenade as more than just a walkway, pedestrian scaled amenities must also be considered.

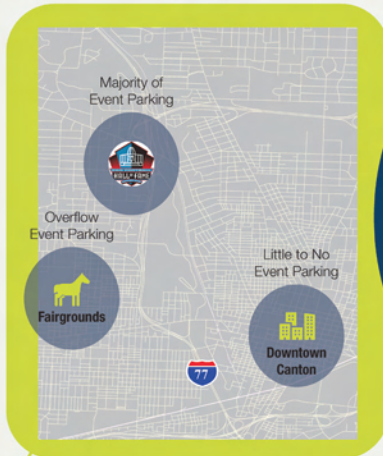
Programmable Lighting

Outdoor Games

Seating & Landscaping

Regional Parking Strategy

Today



Goal: Shift Parking Distribution of HOF Visitors Regionally

Future



Recommendations

Conduct a Comprehensive Parking Study of the Region to Determine Usage & Occupancy Rates as well as Pricing.

Upgrade Portions of the Stark County Fairgrounds Parking Lot to Improve Parking Conditions for Visitors During Events.

Investigate the Viability of an Intermodal Facility around the HOF Village for Bus Shuttle, Bike Share, Uber/Lyft, Future Light Rail

Recommendations

Integrate Parking Information into Regional ITS and Digital Wayfinding Systems.

Establish Smart Parking Policy for Public Lots and On-Street Parking.

Identify Locations for Uber/Lyft Layover Lots and Autonomous Shuttle Service.

Create Dynamic Parking Pricing where Rates Vary Based on Demand.

Improve Transit and Pedestrian Infrastructure to Encourage "One Stop" Parking

Plain Twp. Overlay District

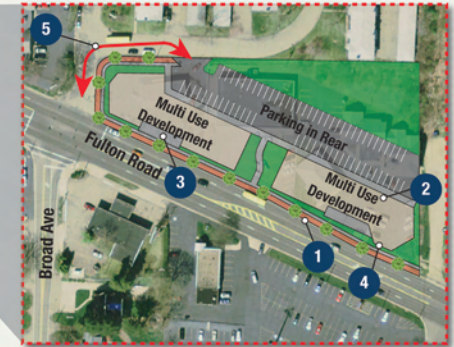
Overlay Map



What is an Overlay District?

An overlay district is zoning tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. Overlays can be used to encourage economic development, walkability or the enhance community character and preserve natural resources.

Sample Site Plan



Overlay District Design Guidelines

- Balance the needs of all users along the street. Provide wide sidewalks, on-street parking (where feasible) and an appealing streetscape to encourage pedestrian activity. Provide an engaging streetscape consisting of amenities, such as street trees and street furniture.
- Encourage mixed-use development at a pedestrian scale. Mixed uses can include a variety of retail, office, research and design, service, housing and public facility uses all within close proximity.
- Allow outdoor dining and temporary merchant space on the sidewalk area provided that a minimum six-foot pedestrian right-of-way remains unobstructed on the sidewalk.
- Orient buildings towards the street and surrounding buildings. Ensure the main entrance of a building faces the street and that no "blank walls" exist along the front facade of the building.
- Encourage joint driveway access and/or access to alleys behind buildings. The reduction of driveways will improve safety and enhance the streetscape.

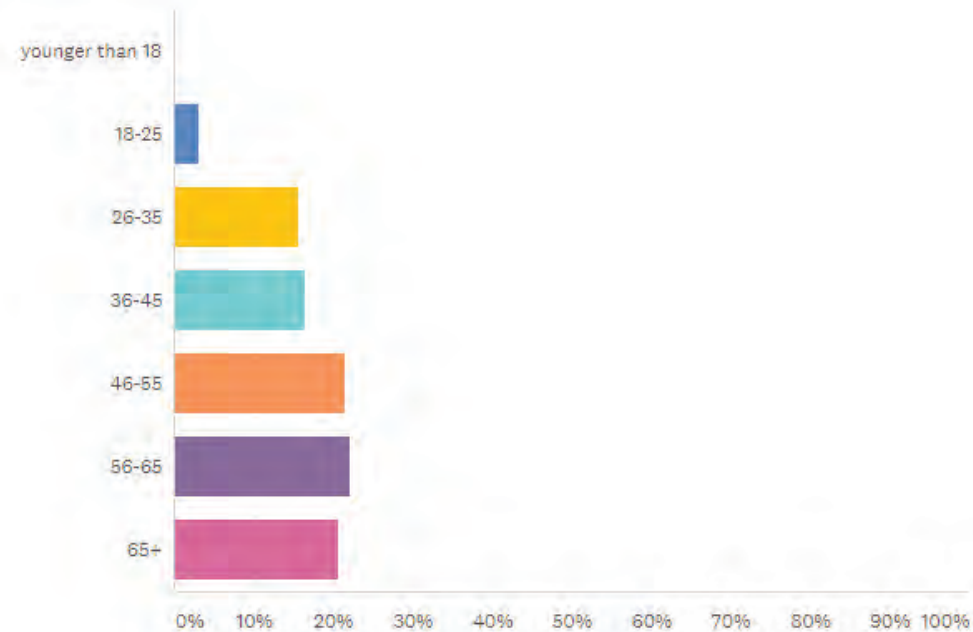
APPENDIX **B**

SURVEY

COMMUNITY SURVEY

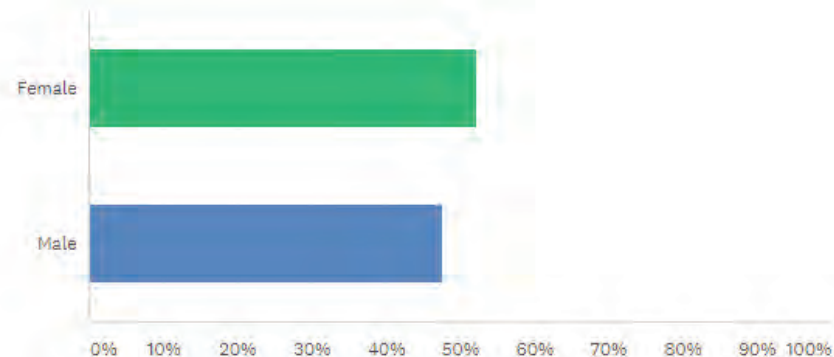
What is your age?

Answered: 320 Skipped: 2



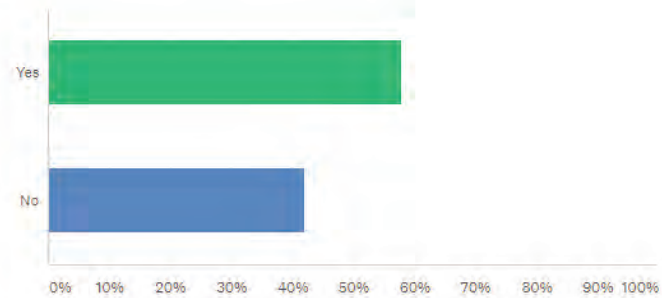
What gender do you identify as?

Answered: 319 Skipped: 3



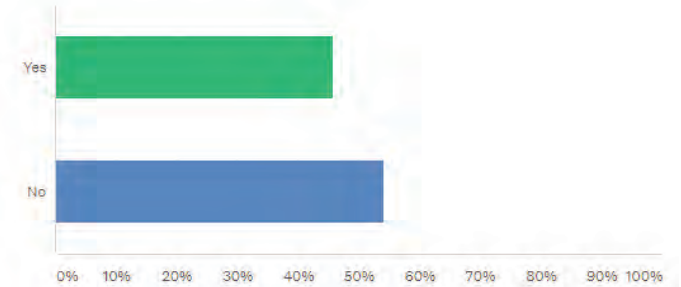
Do you LIVE within the study area map shown above?

Answered: 314 Skipped: 8



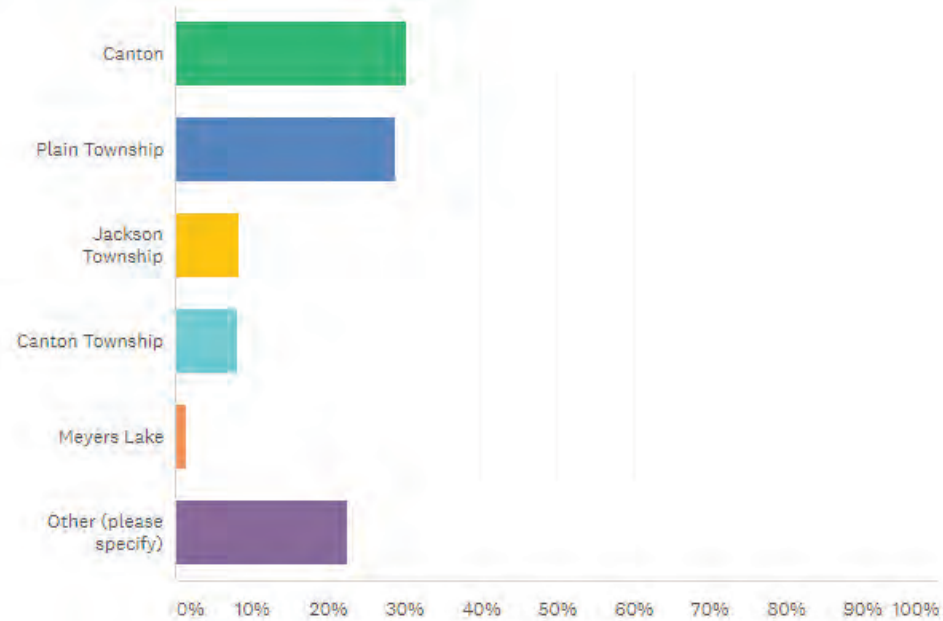
Do you WORK within the study area map shown above?

Answered: 316 Skipped: 6



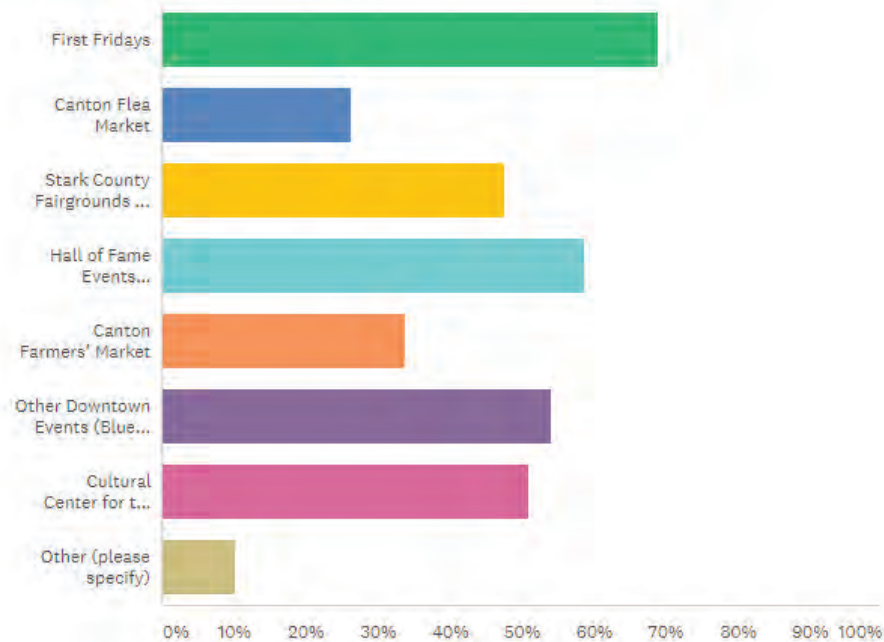
In what city, township or village do you reside?

Answered: 319 Skipped: 3



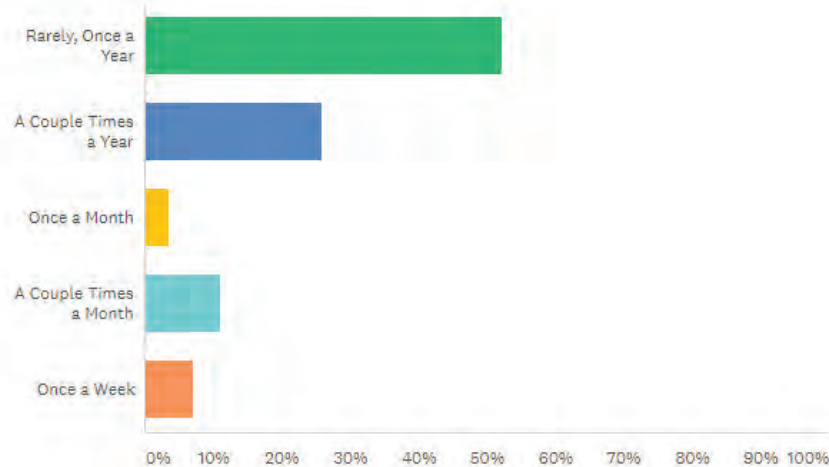
What Local Events do you attend? (Choose all that apply)

Answered: 304 Skipped: 18



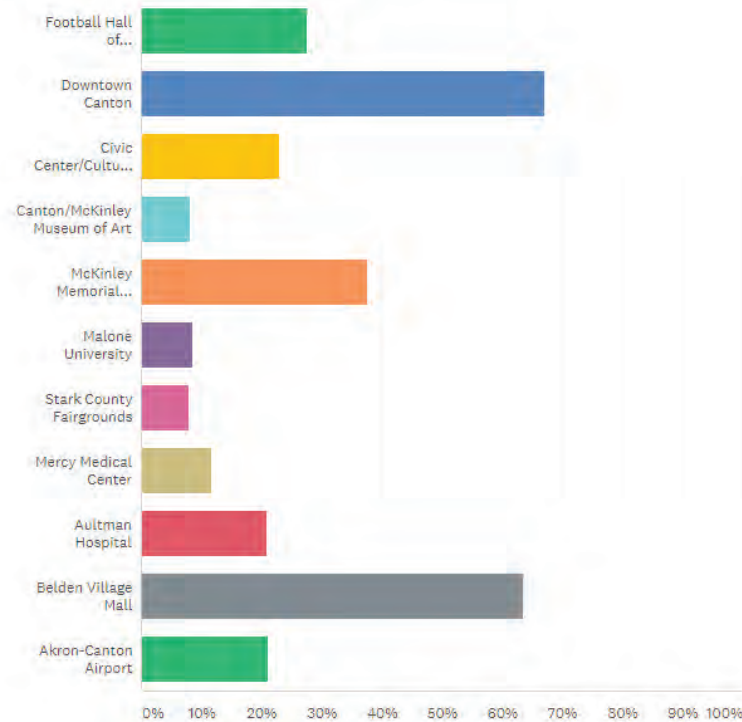
On average, how often do you attend events at the McKinley High School site? (which includes the Natatorium, Fieldhouse, Outdoor Fields and Performing Arts Center)

Answered: 308 Skipped: 14



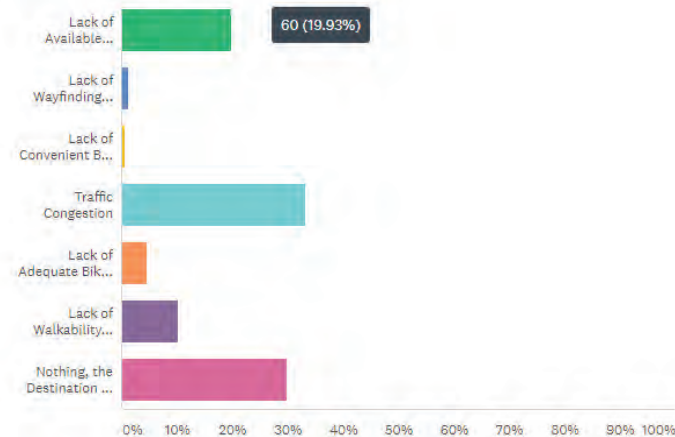
Of the following local destinations shown on the study area map select three that you frequent most.

Answered: 316 Skipped: 6



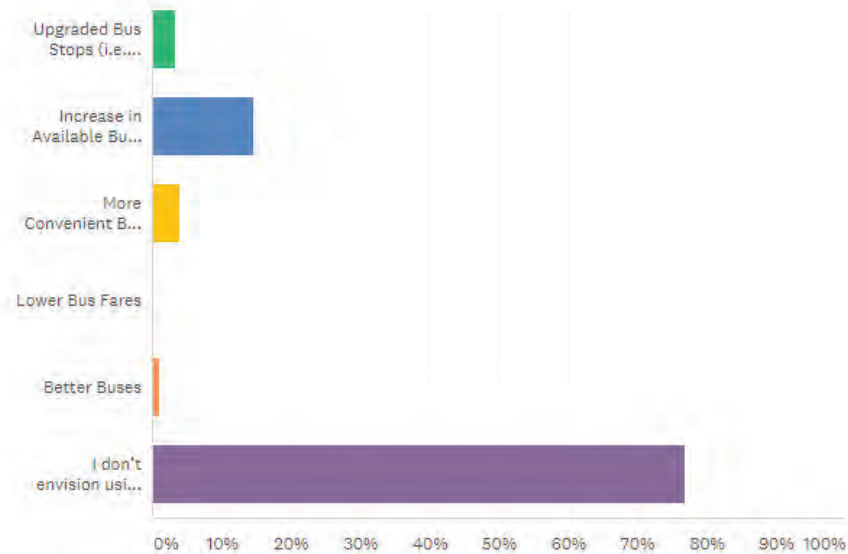
What is your biggest challenge getting to and from the local destinations you selected in the previous question?

Answered: 301 Skipped: 21



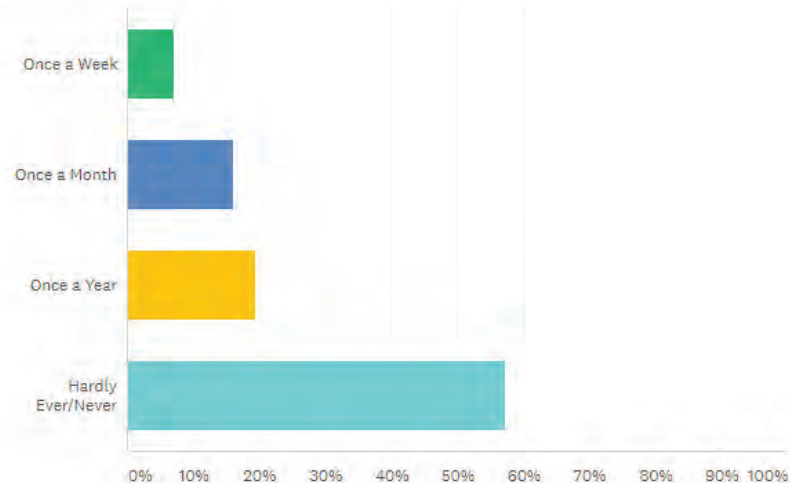
Which of the following improvements would best encourage your use of public transit (SARTA)?

Answered: 299 Skipped: 23



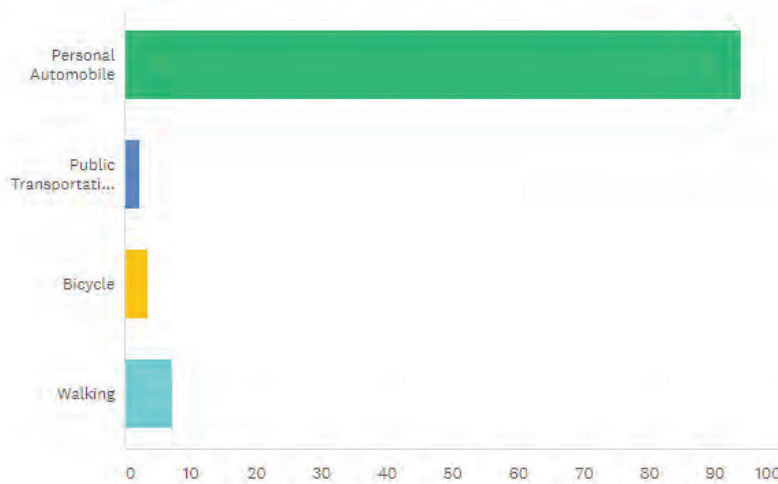
If light rail running from the Akron Canton Airport to Downtown Canton was determined to be feasible in the future, how often do you think you would utilize it?

Answered: 309 Skipped: 13



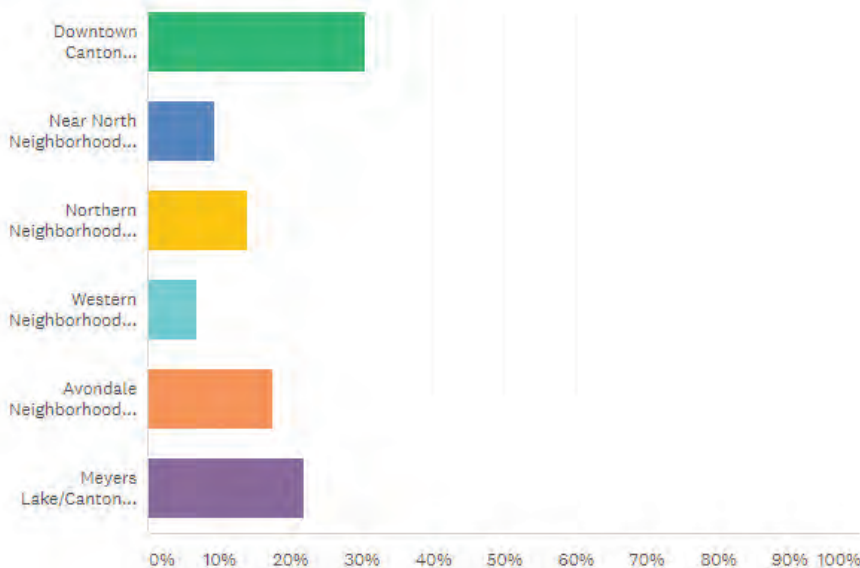
By percentage, how often do you utilize the following mods of transportation for your daily activities? (Sum of answers must add to 100)

Answered: 314 Skipped: 8



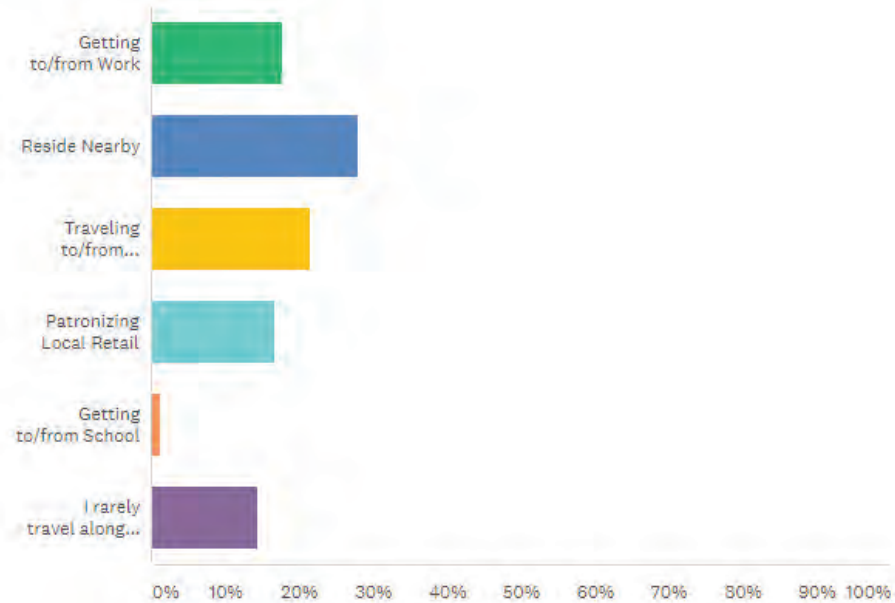
Which portion of the study area would you most like to see improved bicycle, pedestrian and transit connections to and from?

Answered: 279 Skipped: 43



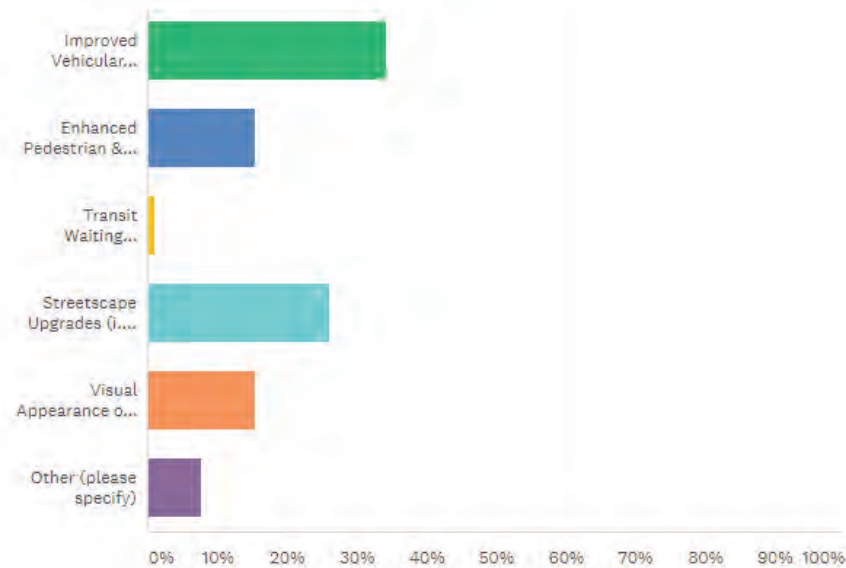
What is your primary reason for traveling along Fulton Road?

Answered: 297 Skipped: 25



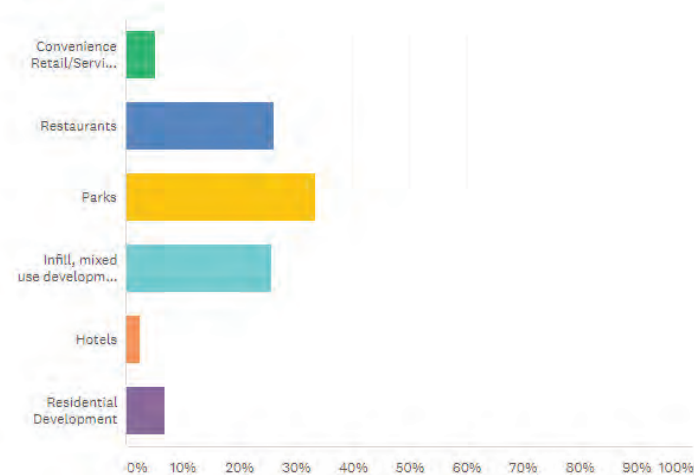
What improvements would you most like to see along Fulton Road?

Answered: 286 Skipped: 36



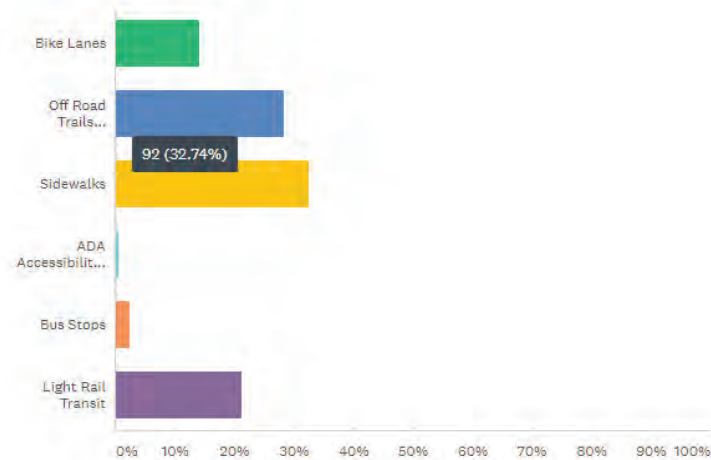
What type of future end use would you most like to see in the area around the Football Hall of Fame?

Answered: 287 Skipped: 35



Which type of multi-modal facility (Bicycle, Pedestrian or Transit) would you like to see more of in the study area?

Answered: 281 Skipped: 41



Please express any additional ideas or thoughts you have about future transportation, bicycle, pedestrian and transit connectivity or land use within the study area.

Answered: 152 Skipped: 170

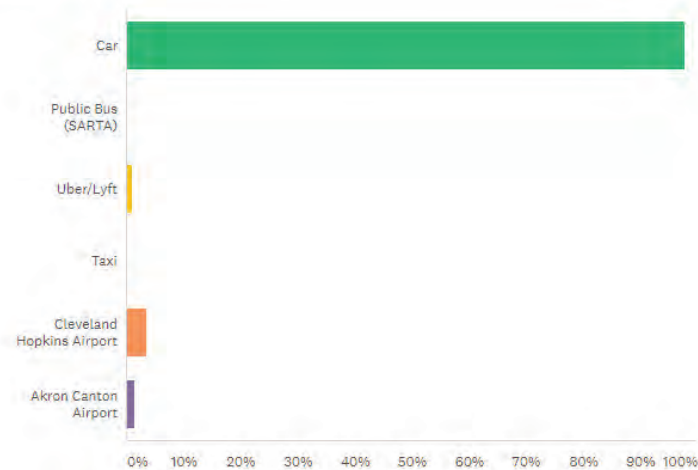
How do you think the expansion of the Hall of Fame Village will impact the immediate area? Will the expansion be positive? What concerns do you have?

Answered: 259 Skipped: 63

VISITOR SURVEY

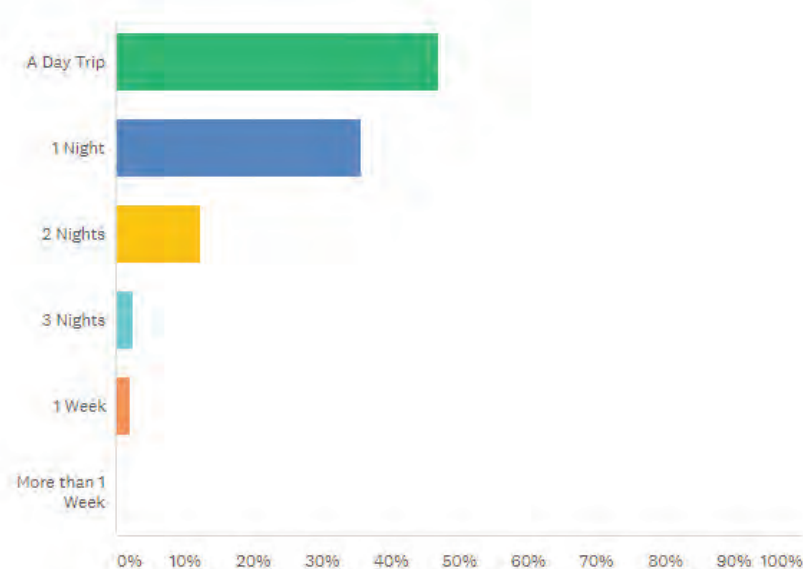
What mode of transportation do you use to travel to the Pro Football Hall of Fame? (Check all that apply)

Answered: 193 Skipped: 0



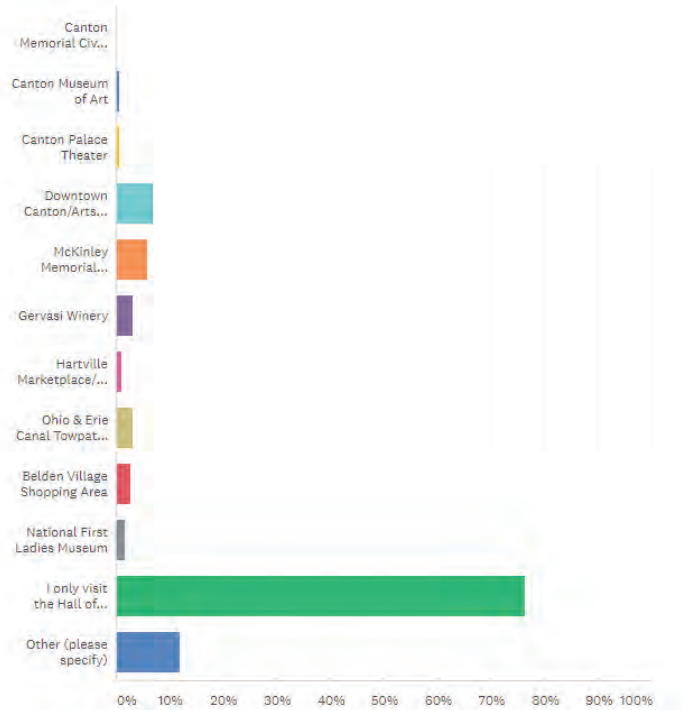
During a typical visit, how long do you stay in Greater Canton?

Answered: 193 Skipped: 0



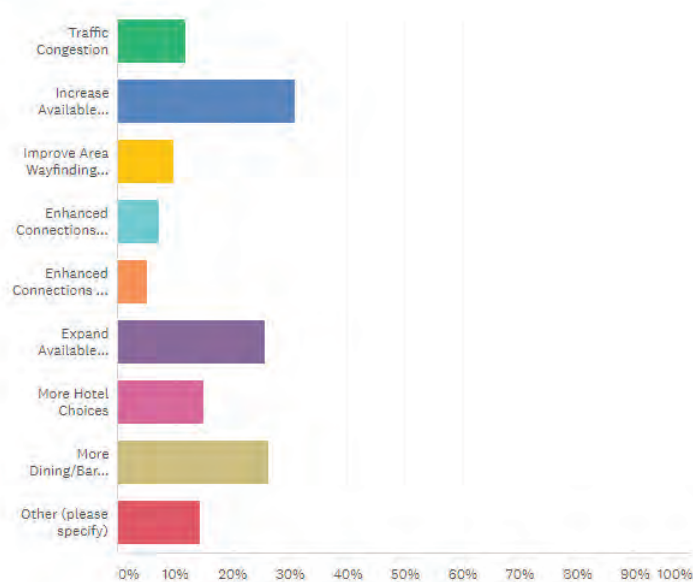
Excluding the Pro Football Hall of Fame, what other area attractions do you visit? (Check all that apply)

Answered: 186 Skipped: 7



Which of the following needs to be improved to make your visit to the area more enjoyable? (Check all that apply)

Answered: 152 Skipped: 41



Please share any additional thoughts you have regarding your stay in the Greater Canton Area.

APPENDIX **C**

DECISION MATRIX

Baseline Scenario

Tier	Code	Recommendation	Criteria & Weightings										Total Score
			Project Cost 4	Political Priority 4	Project Readiness 3	Public Desire 3	Economic Impact 5	Connectivity Enhancement 5	Traffic Impact 3	Quality of Life Benefit 5	Visitor Benefit 5	Transformative Project 2	
Tier 1	D8	Establish Market Square as Downtown's Public Space Anchor (Add events, etc.)	3	5	4	4	4	2	1	5	5	5	149
	G1	Create an integrated visitor app that provides real-time updates on traffic, parking, current events, dining options, and leisure activities, etc. for the Greater Canton Region that can easily be used by visitors to help relay important information	4	3	2	3	5	5	3	2	5	5	147
	FR5	Create Cohesive Wayfinding Along Fulton	4	4	3	4	3	4	3	3	5	4	145
	G8	Conduct a Regional Parking Study that analyzes existing and future inventory and usage rates as well as Identifies Specific HOF Shuttle/Uber/Lyft Parking Lots	5	3	5	2	3	3	4	4	5	2	144
	D3	Improve Streetscapes & Consider Road Diets Along McKinley Ave.	3	4	2	4	2	4	2	4	3	4	125
	FR3	Improve Streetscape and Pedestrian Facilities Along Fulton	3	4	2	4	2	3	2	4	4	4	125
	G5	Continue to promote and brand SARTA as an efficient, safe, and cost-effective means of transportation in the region	5	3	5	1	2	3	3	3	4	3	125
Tier 2	FR4	Establish an Overlay District within Plain Twp. similar to the City of Canton's to Create a Consistent Look & Feel to the Corridor	5	3	4	2	4	2	2	3	3	3	122
	D11	Preserve Historic Character of Market & Cleveland Corridors	5	3	4	3	3	1	1	3	4	3	117
	D5	Upgrade Pedestrian Facilities (ADA Ramps, Walk Maintenance)	4	2	4	4	1	3	2	4	4	1	116
	G3	Expand bike share to more locations within Stark County	4	3	3	2	2	3	3	3	3	3	113
	P1	Upgrade Portions of Fairgrounds Parking to use as Flex Lot for Events/Workforce	3	2	3	3	3	3	3	3	3	2	111
	D9	Remove Parking at Market Square	5	5	4	3	2	1	2	2	2	2	106
	FR2	Establish a Consistent Lane Configuration along Fulton Road	2	4	2	3	1	4	4	2	3	2	105
	H9, P6	Construct Bike Facilities along 13th St.	3	3	3	3	2	3	2	3	2	2	102
Tier 3	H3	Create Walking Route for Western Residents to HOF Village	4	1	3	4	1	4	1	4	1	1	96
	H6	Establish a Landscaped Buffer around Athletic Fields (assume right of way is needed)	3	3	3	5	1	1	1	5	1	2	95
	P4	Pave West Branch Trail within Park	4	2	3	2	1	1	1	2	3	1	79

Moderate Scenario

Tier	Code	Recommendation	Criteria & Weightings										Total Score
			Project Cost 4	Political Priority 4	Project Readiness 3	Public Desire 3	Economic Impact 5	Connectivity Enhancement 5	Traffic Impact 3	Quality of Life Benefit 5	Visitor Benefit 5	Transformative Project 2	
Tier 1	G2	Install infrastructure and encourage the adoption of Smart Parking both on street and within public parking lot/garages	2	3	1	3	4	4	4	5	5	4	145
	G6	Develop a comprehensive digital wayfinding system (from airport to downtown and points in between) to aid in guiding visitors to their destinations and promote local attractions	3	3	1	3	4	3	4	4	5	3	135
	FR7, H8	Create Intermodal Facility for Bus Shuttle, Bike Share, Uber/Lyft, Future Light Rail	2	4	2	2	3	5	2	3	5	4	130
	D4	Enhance Cherry & Market Ave. Streetscape/Signage to Establish Southern Downtown Gateway	3	3	3	4	3	3	1	4	4	4	125
	H4	Develop Pedestrian Promenade under I-77	2	2	1	5	3	5	2	3	4	4	125
Tier 2	D10	Redesign Tuscarawas St. to Slow Down Traffic & Encourage Pedestrian Activity	3	4	3	3	3	3	2	3	3	3	116
	P2	Add Roundabout & Realign Stadium Park Drive South of 7th to Better Align to Ramp	3	3	3	3	2	4	4	2	3	2	113
	FR1	Study Roundabout Reconfiguration of Fulton/25th/Harrison Intersection	4	2	1	3	1	4	4	3	3	3	110
	G4	Within neighboring townships, ensure zoning codes specify sidewalk construction within new developments around the HOF Village	5	1	1	2	3	3	2	4	3	1	103
Tier 3	H2, P3	Establish/Improve Walking Route from Fairgrounds to McKinley High School/HOF	4	2	4	3	1	3	1	3	3	1	96

Forecast Scenario

Tier	Code	Recommendation	Criteria & Weightings										Total Score
			Project Cost 4	Political Priority 4	Project Readiness 3	Public Desire 3	Economic Impact 5	Connectivity Enhancement 5	Traffic Impact 3	Quality of Life Benefit 5	Visitor Benefit 5	Transformative Project 2	
Tier 1	D7, H7, P5	Need Autonomous Loop Shuttle Connecting Downtown to HOF & Airport	2	4	1	2	2	5	3	3	4	4	125
Tier 2	D6, H5	Encourage SkyLift Development from Downtown to HOF Village	3	4	2	1	2	4	2	1	4	5	110
	FR8, H10	Realign Hall of Fame Drive to Fulton/23rd Street Intersection - 23rd Street Extension	3	3	2	2	1	4	4	2	3	2	103
	FR9, H11	Reconstruct I-77/Fulton Road Interchange	1	3	2	1	1	4	4	3	3	2	101
Tier 3	G7	Explore unique branding for SARTA or shuttle loops/routes connecting the HOFV to other attractions	4	1	3	1	1	4	2	3	4	2	98
	D2	Consider Workforce Parking Lot at Former CVSR Parking Lot	4	3	4	1	3	2	2	3	1	1	87
	H1	Consider Parking Deck and Pedestrian Bridge over I77 for HOF Workers	1	1	1	1	2	3	2	3	1	2	73

APPENDIX **D**

SAMPLE
OVERLAY
TEXT

Sample Overlay District Language

Sample Overlay District Language

Below is sample mixed-use and pedestrian overlay district language based on recommendations detailed within the Hall of Fame Land Use & Transportation Study. This language is meant to provide a starting point for SCRPC, Plain and Canton Townships to begin discussions to consider the addition of these overlay districts within their respective zoning codes. This language HAS NOT been reviewed by either Plain or Canton Township and should NOT be used as draft language unless accepted by Plain or Canton Township's Trustees. This language is strictly an example meant to provide an idea on how an overlay district might be regulated.

SAMPLE

Sample Overlay District Language

DEFINITIONS

Architectural Articulation - The division of a building façade into distinct sections; the materials, patterns, textures, and colors that add visual interest to a building or facade; areas with higher levels of articulation are typically more inviting pedestrian environments.

Façade Coverage - The percentage of lot width (or development site area width) that must be covered by the building's front façade.

Habitable Space - A space in a building which is used or designed to be used for living, sleeping, eating or cooking for residential uses, but not including garages, bathrooms, utility, storage and laundry rooms, halls or closets. For commercial spaces, habitable space is designed to be used for working space, retail displays or dining.

Liner Building - A building specifically designed to mask a parking lot or a parking structure from a frontage.

Mixed Use - The use of a lot or building with two or more different land uses including, but not limited to, residential, commercial retail or office, in a single structure or a group of physically integrated structures.

Screening - Decorative fencing, evergreen vegetation or landscaped earth berms maintained for the purpose of concealing from view the area behind such fences, evergreen vegetation or berms. When fencing is used for screening, it shall not be less than six nor more than eight feet high, unless otherwise provided.

Transparency - The ability to see through, with clarity, and to allow in light through the use of a glass window, door or storefront.

Sample Overlay District Language

Relationship of Overlay Districts to Base Districts

Where land is classified into an overlay zoning district as well as a base zoning district, the regulations governing development in the overlay district shall apply in addition to the regulations governing the underlying base district. In the event of an express conflict between the standards of the overlay zoning district and the base district, the standards governing the overlay district shall control.

FULTON ROAD MIXED-USE OVERLAY DISTRICT

Purpose

The purpose of the Fulton Road Mixed-Use Overlay District is to advance recommendations focused on revitalizing the Fulton Road Corridor originally envisioned within the Stark County Regional Planning Commission's Hall of Fame Land Use and Transportation Study. The Fulton Road Corridor is characterized by primarily Mid- to Late- 20th Century, auto-oriented suburban development that has resulted in an uncoordinated pattern of buildings and parking lots along a busy thoroughfare. Much of this development is now aged, out-dated, underutilized and no longer consistent with modern development standards in terms of building placement, architectural quality and overall site design. The future Hall of Fame Village (HOFV) project lies just to the east of this district and is poised to develop a mixed-use village that includes an expanded Hall of Fame museum, an expanded stadium field, and entertainment area, hotels, restaurants, offices, medical research facilities and other similar uses. To capitalize on this development and serve as an extension of the HOFV, the goal of this district is to encourage a dense, mixed-use district that can support high quality, pedestrian friendly and economically viable development.

Boundaries

The limits for the Fulton Road Mixed-Use Overlay District are shown above.

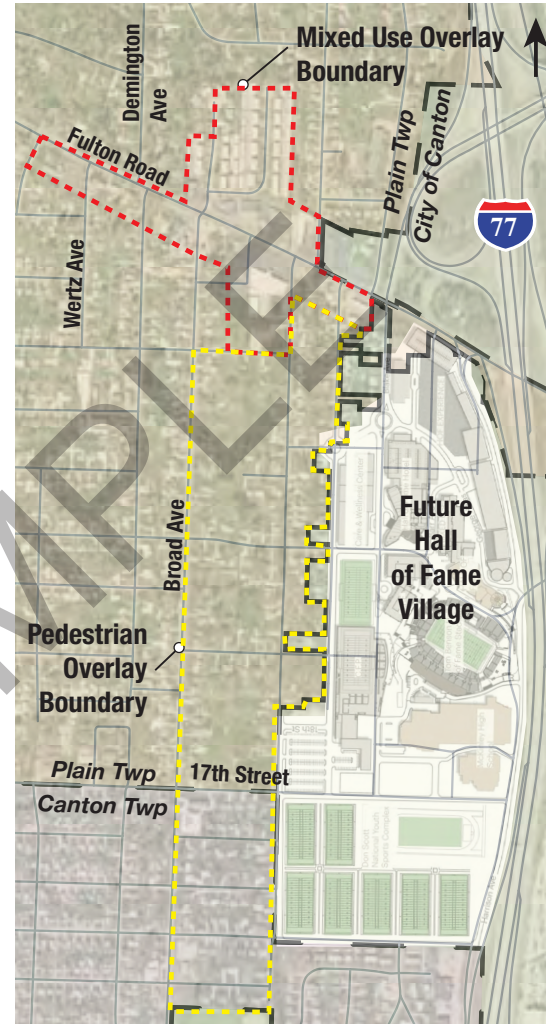


Figure 1 - Overlay District Map

Sample Overlay District Language

Uses

All permitted uses within the underlying zoning district are permitted as part of the overlay district unless specifically prohibited below. Additional permitted uses within the overlay district are also listed below to promote mixed use development.

Additional Permitted Uses

- Mixed use - Any combination of permitted commercial and residential within the same structure(s)

Prohibited Uses

- Single family and two-family dwellings (residential uses within mixed use projects are permitted)
- Car washes
- Drive-thru, drive-in, drive-up facility for food and beverage sales or financial institutions.
- Internet café and/or skilled games.
- Automobile, truck, trailer, and farm implement sales, service, and storage.

Building Placement

1. **Setback** - To form a distinct street edge and define the border between the public space and the private space of the individual lot, new buildings should be set back a minimum of 20 feet from the back of curb on Fulton Road. The maximum building setback is 30 feet from the back of curb. This approach promotes active streets and provides visual interest to the pedestrians.
2. **Frontage** - New buildings shall be designed to cover at least 80% of the lot frontage. If the remaining portion of the frontage is not required for vehicular or pedestrian access to the lot, a decorative enclosure wall or gate shall be installed along the remaining frontage. The enclosure wall or gate design shall be designed in a manner which meets the purposes and goals of this section (See figure 4).

Building Design and Use

1. **Orientation** - Buildings shall relate to and be oriented towards the street.
2. **Entrances** - The main entrance of a building or other structure must face the street and be clearly articulated through the use of architectural detailing. Secondary rear entrances may also be permitted. Front entrances may not be closed off in favor of rear entrance.
3. **Upper Floors** - Residential, office, and institutional uses may be located above the first floor of a commercial building.
4. **Service Areas** - Service areas (loading docks, shipping/receiving) and utility service connections shall be located at the back of the building.
5. **Ground Floor** - The first floors of all buildings shall have a habitable space, housing office, commercial or institutional uses, within the first 20 feet of building depth fronting the street.

Sample Overlay District Language

- Blank Walls** - Blank walls or roof planes longer than 30 feet shall be avoided along the streetscape. A blank wall is a facade that does not add to the character of the streetscape and does not contain transparent windows or doors or sufficient ornamentation, decoration or articulation. Architectural articulation required.

Window Transparency

- Ground Floor** - For buildings designed primarily for commercial retail uses, the street-level front façade shall be designed with a storefront window system comprised of a minimum of 70% clear window glass providing an unobstructed view into the interior of the storefront to a minimum of 4 feet.

Landscaping Standards

- Building foundation landscaping is required for all façades of all primary structures unless the façade is directly adjacent to a patio or plaza. Any portion of a façade not directly adjacent to a permitted paved area shall incorporate at least one deciduous or evergreen shrub per each linear foot of the façade, planted at the minimum spacing on center per industry standard for the species. Foundation planting beds shall be a minimum of 5 feet in width as measured from the foundation. Raised planters may be used if architecturally integrated with the adjacent façade. At least 50% of the landscape bed shall be covered in living plant material.

Streetscape Design

- Function & Appearance** - Street design shall balance the needs of all users, and streetscape design is critical to this balance. The streetscape shall consist of sidewalks and amenities, such as street trees, decorative lighting and street furniture. Providing wide sidewalks and an appealing streetscape encourages pedestrian activity.
- Sidewalks** - Construction of walkways must conform to Stark County Standards. However, the Township can approve the overall design of walkways and the streetscape. Therefore, flexibility exists as it relates to the design of these areas. Example street design standards are outlined in the City of Canton's streetscape typology, streetscape design guidelines and urban catalog documents.
- Outdoor Merchandise** - Merchandise may be displayed on the sidewalk, provided that a minimum six-foot pedestrian right-of-way remains unobstructed.
- Outdoor Dining** - Outdoor dining shall be permitted in any yard area and on the sidewalk area provided that a minimum six-foot pedestrian right-of-way remains unobstructed on the sidewalk. All outdoor dining areas shall be enclosed with an ornamental fence no more than 3 feet high. Other forms of enclosures may be considered and approved by the Township.

Sample Overlay District Language



Figure 2 - Existing Fulton Road Corridor

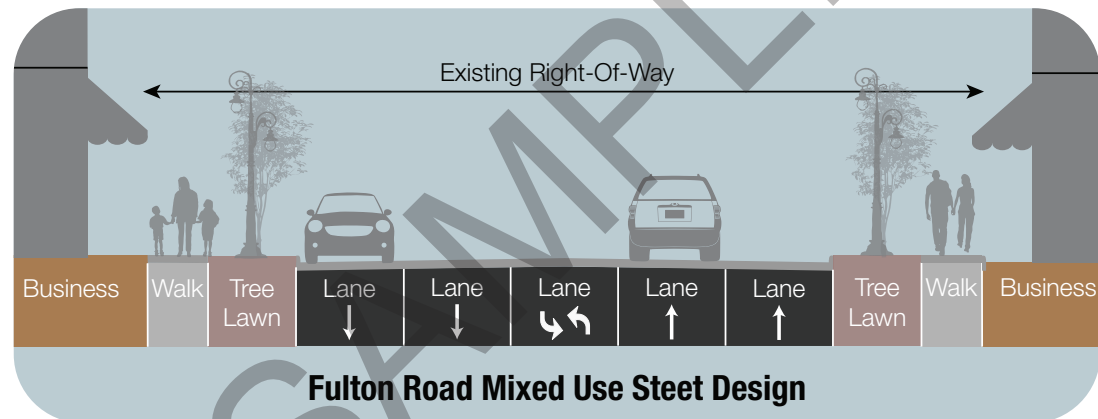


Figure 3 - Future Fulton Road Typical Section

Vehicular Access

1. **Preferred Access** - Vehicular access shall be provided from a side street, rear alley, or shared parking lot connection wherever possible, and avoided on Fulton Road if possible. Curb cuts on Fulton Road shall be minimized in quantity and width. When feasible, vehicular access shall be provided in a shared drive location along a shared property line.
2. **Fulton Road Access** - If/when access from Fulton Road is provided, it will be necessary to coordinate with the Stark County Engineer and the Ohio Department of Transportation (ODOT) to identify required curb cut width and other access requirements.

Sample Overlay District Language

Parking Location

1. **Prohibited Locations** - Off-street parking, loading, and associated drive aisles shall not be located between a building façade and the street, unless otherwise specified herein.
2. **Preferred Locations** - Parking lots shall be located to the side or rear of the primary structure. The minimum setback for a parking area or drive aisle is 5 feet from the edge of sidewalk. The intervening space shall be designed with one of two options, depending on the parking lot setback:
 - a. **Option 1 Street Wall** - Where a surface parking lot or vehicular use area is located within 10 feet of the sidewalk, a low masonry street wall or wrought iron-style fence treatment shall be installed between the property line and edge of parking (See Figure 4). This area shall be landscaped, including low-rise shrubs and flowers to further visually buffer the parking area. A masonry street wall shall be designed to be architecturally compatible with the primary structure, and physically integrated with the façade where possible. Openings for pedestrian connections to the public sidewalk are permitted. A wall or fence shall be 24" to 36" in height.
 - b. **Option 2 Continuous Hedge Treatment** - Where a parking lot or vehicular use area is located greater than 10 feet from the sidewalk, a continuous evergreen hedge treatment shall be installed within 5 feet of the parking lot edge (See Figure 5). The landscape treatment shall include evergreen shrubs. A street wall treatment meeting the requirements of Option 1 may be used as an alternative to this treatment.

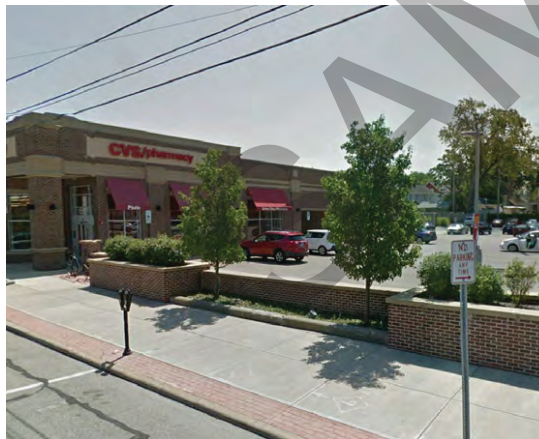


Figure 4 - Street Wall Example

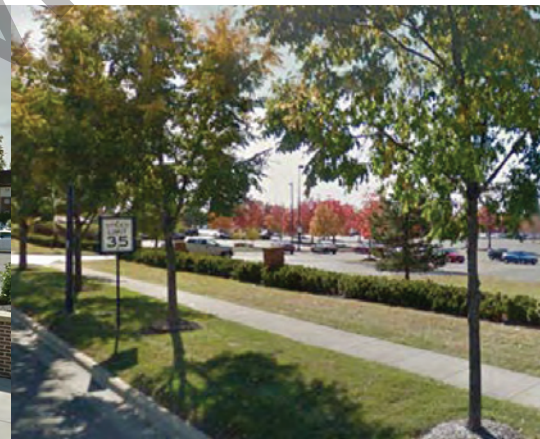
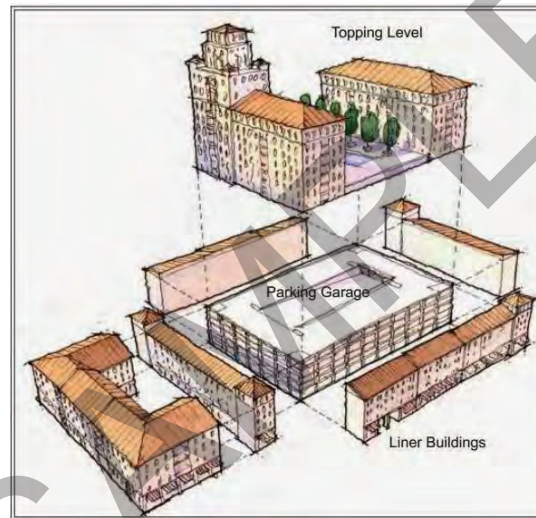


Figure 5 - Continuous Hedge Example

Sample Overlay District Language

Parking structure/deck design

1. **Screening** - Screening of structured parking and/or enclosed parking by a liner building along principal and secondary street frontages shall be utilized to disguise a parking structures.
2. **Liner Building** - Height of Liner Building shall be equal or greater than the height of the parking structure. Frontage buildout of liner building shall be equal or greater than the width of the structured or enclosed parking it screens, less permitted openings.



Parking Structure with Liner Building(s)

Figure 6 - Liner Building Example - El Paso, Texas

Sample Overlay District Language

ACCESSORY STRUCTURES & SERVICE FACILITIES

Mechanical Equipment

1. **Screening** - All mechanical equipment and building-mounted utilities shall be screened from view from the public right-of-way.
2. **Rooftop Mounting** - Rooftop mounting of mechanical equipment is preferred, and shall be screened with an architecturally integrated rooftop parapet/utility well design extending at least to the height of the equipment, and wrapping all façades of the building.
3. **Location** - Ground-mounted or façade-mounted mechanical equipment is not permitted on a street-facing façade. Ground mounted or façade-mounted equipment shall be located to the side or rear of the primary building, and setback from the front façade a minimum of 20 feet. Ground-mounted equipment shall be screened from view of the public-right-of way or adjacent properties with an architecturally integrated wall or fence treatment or with fully opaque evergreen landscaping extending at least to the height of the equipment. (See Figure 7)

Dumpsters and Service Areas

1. Dumpsters and other solid waste receptacles shall be located behind the primary structure and shall be fully screened with a fence or wall treatment designed to coordinate in material and color with the primary structure. Enclosures shall be surrounded by a landscape bed extending a minimum of 3 feet on all sides, excepting for service access, and include a mixture of evergreen and deciduous shrubs creating a continuous landscape treatment around the sides and rear of the enclosure. Dumpster enclosures shall have fully operable gates and shall be closed when not being serviced. Gates shall be oriented away from the public street right-of-way whenever possible. (See Figure 8)



Figure 7 - Utility Screening Example



Figure 8 - Dumpster Screening Example

Sample Overlay District Language

Signs

1. **Wall Mounted Signs** - Associated with a storefront window system shall be incorporated into an architecturally integrated sign band feature located above the storefront. Wall signs may be internally or externally illuminated. Internally illuminated wall signs shall be designed with individually mounted channel-style letters. Internally illuminated wall-mounted cabinet signs are prohibited. Exterior illuminated wall signs shall utilize an aesthetic light fixture coordinated with the building architecture.
2. **Canopy or Awning Signs** - Are permitted if associated with an individual storefront space. Awning signs shall not be internally illuminated. Signs mounted to a structural canopy shall be designed with individually mounted channel-style letters. Internally-illuminated canopy mounted cabinet signs are prohibited.
3. **Roof-Mounted Signs** - Are prohibited.
4. **Pole-Mounted or Pylon-Style Signs** - Are prohibited.
5. **Changeable Copy and Electronic Animated Signs** - Are prohibited.
6. **Building-Mounted Projecting Signs (Blade or Pendant Style)** - Shall be located within 6 feet of the primary entrance of the tenant space to which the sign is associated. Projecting signs may extend above a public sidewalk, but shall be located at least 8 feet above grade.
7. **Storefront Windows** - May incorporate window signs no greater than 20% of the area for any individual window pane. For corner buildings with secondary street frontage, storefront transparency shall extend to a minimum of 10 feet on the secondary street façade.
8. **Monument Signs** - Are limited to 6 feet in height. Pole-mounted signs are prohibited. Monument signs shall be set back from the public right-of-way a minimum of 8 feet. This setback does not apply if the sign is attached to and architecturally integrated with the façade of the primary structure.
9. **Monument-Style Signs** - Shall be designed with a solid, aesthetic masonry base that visually coordinates with the associated primary structure.
10. **Mounted Signs** - May be internally or externally illuminated. Exterior light fixtures may be attached to the sign structure if the fixture is coordinated with building-mounted light fixtures and oriented in a downcast direction. Ground-mounted light fixtures shall be shielded from view with landscaping.



Figure 9 -
Example Site
Light

Site Lighting

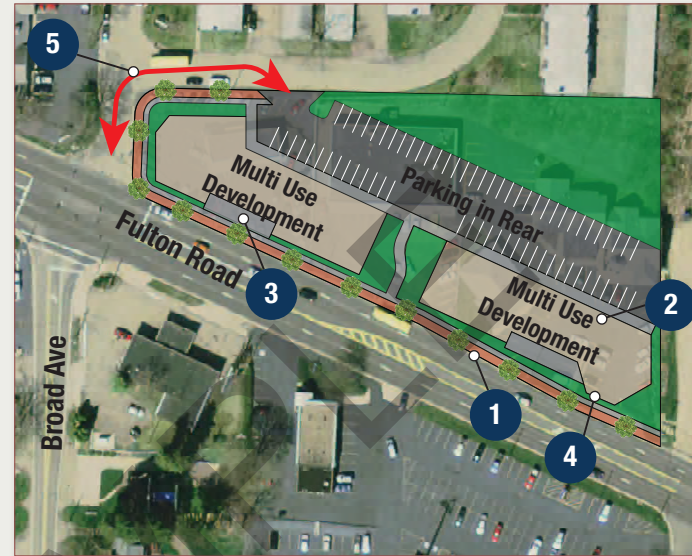
All pole mounted lighting fixtures within parking areas shall be consistent throughout the corridor, utilizing the same fixture, pole, and arm types, or similar as approved by the Zoning Commission (See Figure for an example of approved fixture types, poles, and arms.). The maximum pole height shall be 15 feet when any yard or property abuts a residential district, lot in a recorded subdivision, or any lot used for residential purposes however, if the abutting residential properties are zoned for a commercial use, or planned for a commercial use by the Plain Township Comprehensive Plan, the standard pole height requirements shall apply.

Sample Overlay District Language

Mixed Use Development Sample Site Plan

The illustration to the right provides an example of a mixed-use site plan along the Fulton Road Corridor and highlights the major design guidelines of the District.

Sample Site Plan



Overlay District Design Guidelines

- 1  Balance the needs of all users along the street. Provide wide sidewalks, on-street parking (where feasible) and an appealing streetscape to encourage pedestrian activity. Provide an engaging streetscape consisting of amenities, such as street trees and street furniture.
- 2  Encourage mixed-use development at a pedestrian scale. Mixed uses can include a variety of retail, office, research and design, service, housing and public facility uses all within close proximity.
- 3  Allow outdoor dining and temporary merchant space on the sidewalk area provided that a minimum six-foot pedestrian right-of-way remains unobstructed on the sidewalk.
- 4  Orient buildings towards the street and surrounding buildings. Ensure the main entrance of a building faces the street and that no "blank walls" exist along the front facade of the building.
- 5  Encourage joint driveway access and/or access to alleys behind buildings. The reduction of driveways will improve safety and enhance the streetscape.

Figure 10 - Sample Mixed Use Site Plan

Sample Overlay District Language

PEDESTRIAN OVERLAY DISTRICT

Purpose

The purpose of this district is to encourage pedestrian mobility within neighborhoods directly adjacent to the HOFV project to provide access to the HOFV and to improve the resident's quality of life.

Boundaries

The boundaries of the pedestrian overlay district are detailed on the map to the right.

Pedestrian Facilities

Within any new development pedestrian facilities shall be provided within the public right-of-way in accordance with Stark County Subdivision Regulations, Section 610.1.B.1. All walks shall include American Disabilities Act (ADA) compliant curb ramps at intersections and mid-block crosswalk locations.

Street Lighting

1. Street lights shall be located between the curb and the sidewalk.
2. Light poles shall be spaced 100 feet apart or as otherwise approved or required by the Zoning Commission.
3. Street light location shall be coordinated with adjacent parcels to achieve even spacing throughout the corridor unless otherwise approved or required by the Zoning Commission.

Street Trees

1. Street trees shall be equally spaced.
2. Street trees shall be planted at a minimum rate of one tree per 40 feet of frontage.
3. A minimum of one street tree shall be required per parcel.
4. Tree location shall be coordinated with adjacent parcels to achieve even spacing throughout the corridor or as otherwise approved or required by the Zoning Commission.

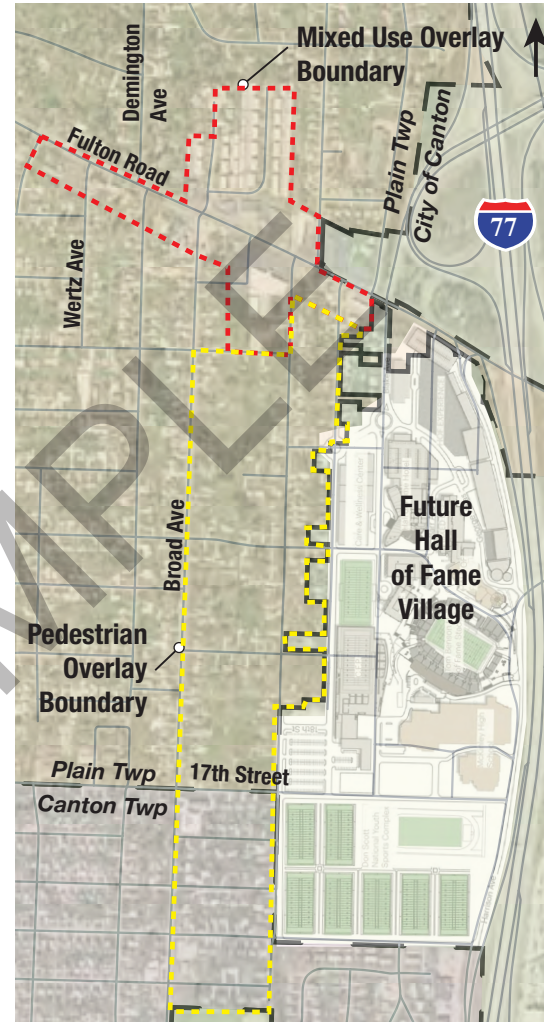
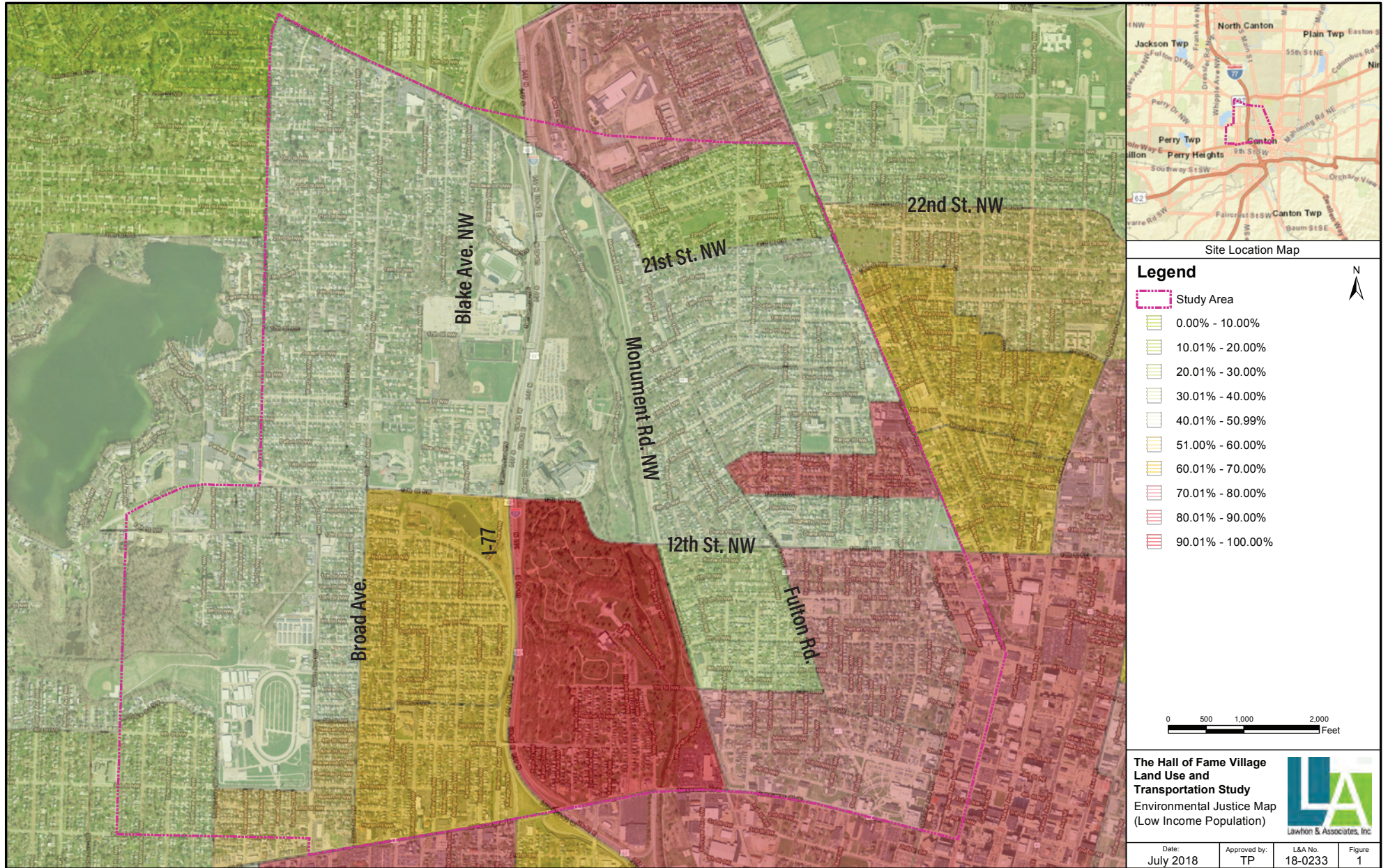


Figure 11 - Overlay District Map

APPENDIX **E**

ENVIRONMENTAL OVERVIEW MAPS



Legend

- Study Area
- 0.00% - 10.00%
- 10.01% - 20.00%
- 20.01% - 30.00%
- 30.01% - 40.00%
- 40.01% - 50.99%
- 51.00% - 60.00%
- 60.01% - 70.00%
- 70.01% - 80.00%
- 80.01% - 90.00%
- 90.01% - 100.00%



0 500 1,000 2,000
Feet

**The Hall of Fame Village
Land Use and
Transportation Study**
Environmental Justice Map
(Low Income Population)

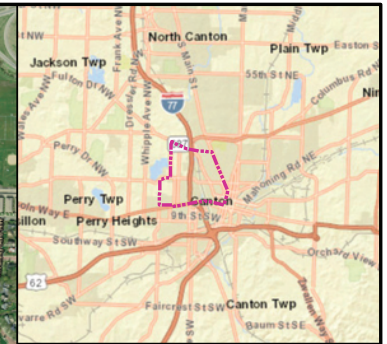
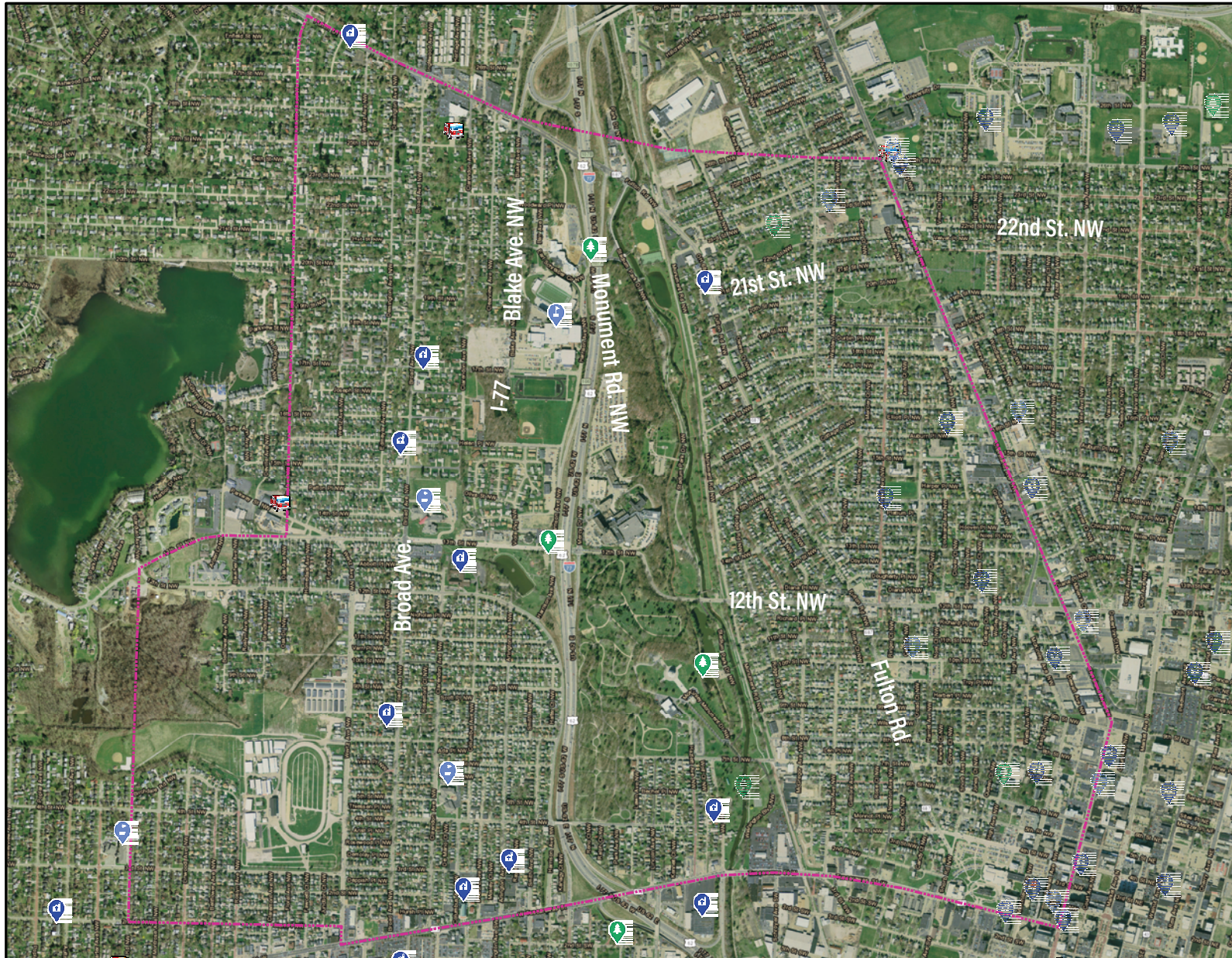


Date: July 2018	Approved by: TP	L&A No: 18-0233	Figure 1
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File Name: Environment Justice.mxd

Edited: 8/6/2018 By: afahay

Source: OSP



Site Location Map

Legend

- Study Area
- Schools
- Parks and Recreation Areas
- Police Stations
- Fire Stations
- House of Worship



0 500 1,000 2,000
Feet

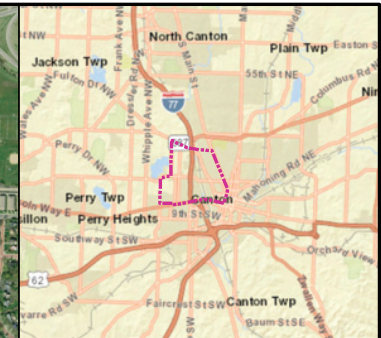
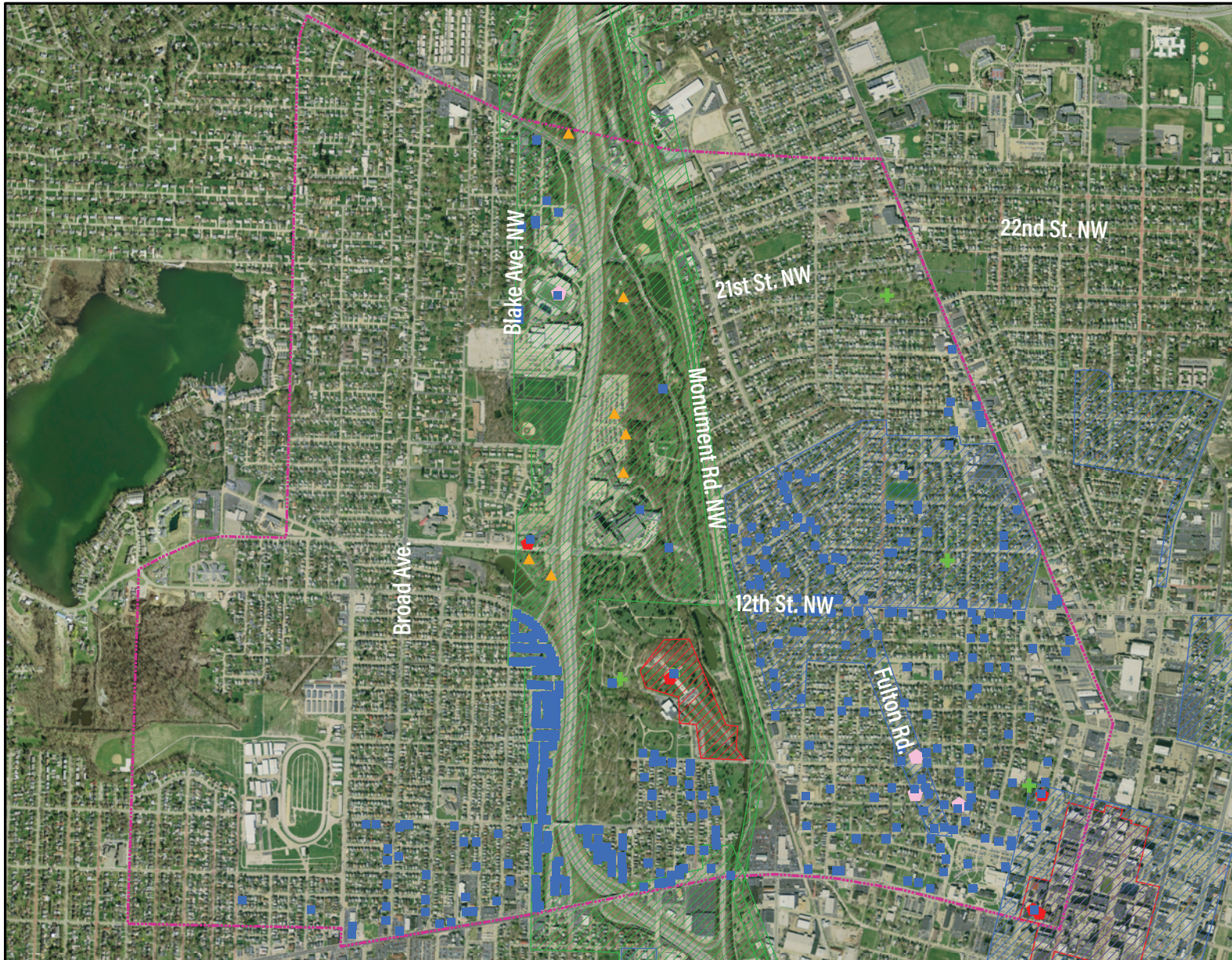
**The Hall of Fame Village
Land Use and
Transportation Study**
Community Facilities Map



Date: July 2018	Approved by: TP	L&A No. 18-0233	Figure 1
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File Name: Comm Facilities.mxd

Edited: 8/6/2018 By: alshay



Legend

- ▲ Archaeological Sites
- Historic Structures
- ⬭ NR Determinations of Eligibility
- ◆ NR Listings
- + OGS Cemeteries
- Phase 1
- Historic Previously Surveyed Areas
- NR Boundaries
- Study Area



**The Hall of Fame Village
Land Use and
Transportation Study**

Cultural Resources Map



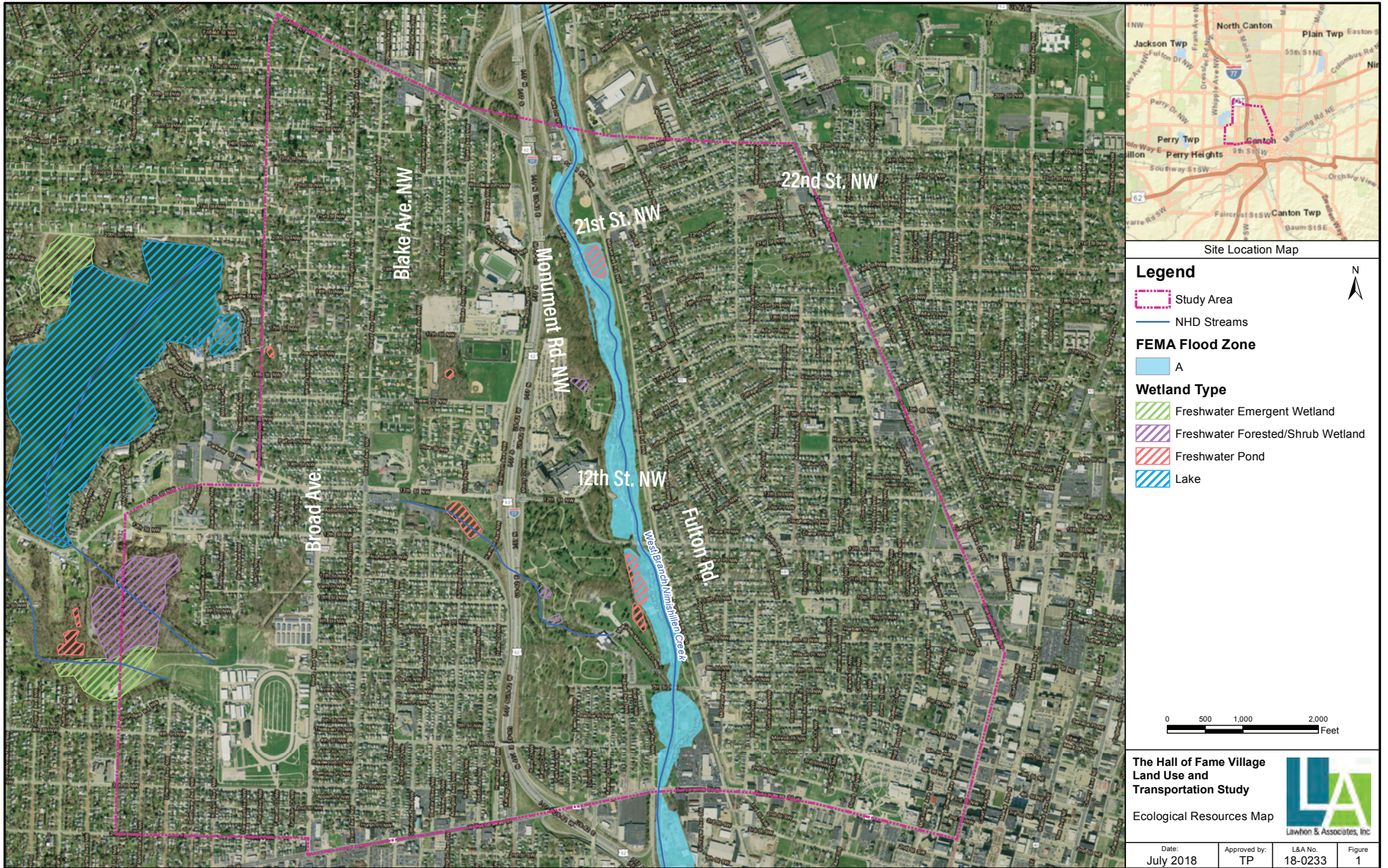
Lawhon & Associates, Inc.

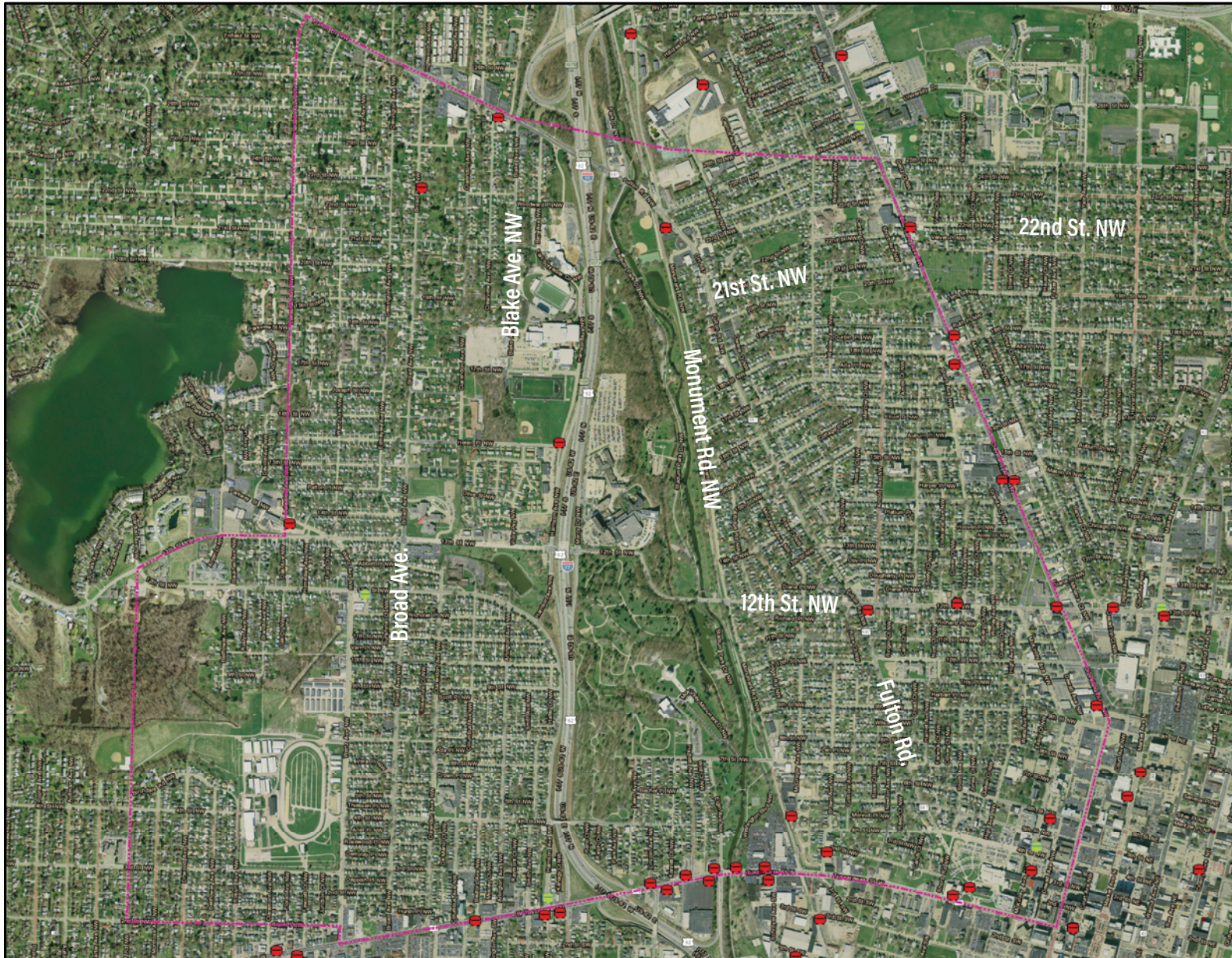
Date: July 2018	Approved by: TP	L&A No. 18-0233	Figure 1
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Source: OSIP

File Name: Cultural Res.mxd

Edited: 8/6/2018 By: afailey





Site Location Map

Legend

- + Hazardous Waste Sites
- BUSTR Facilities- Inactive
- BUSTR Facilities - All Active
- Study Area

0 500 1,000 2,000 Feet

The Hall of Fame Village
Land Use and
Transportation Study

ESA Sites Map

Date: July 2018
Approved by: TP
L&A No. 18-0233
Figure 1

Lawhon & Associates, Inc.

Source: OSP

File Name: ESA Sites Map.mxd

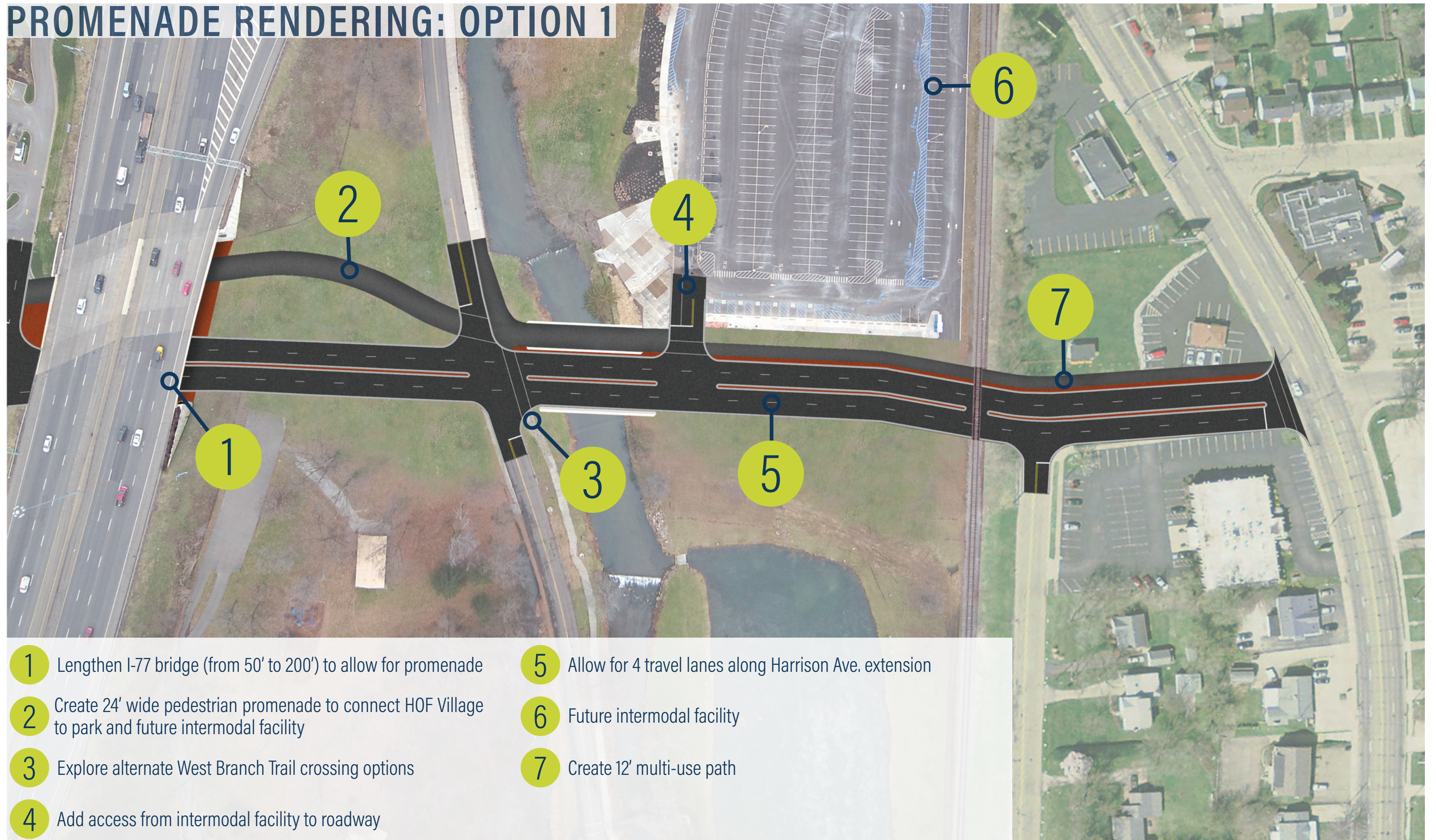
Edited: 8/6/2018 By: ashley

APPENDIX **F**

I-77

PROMENADE
CONCEPTS

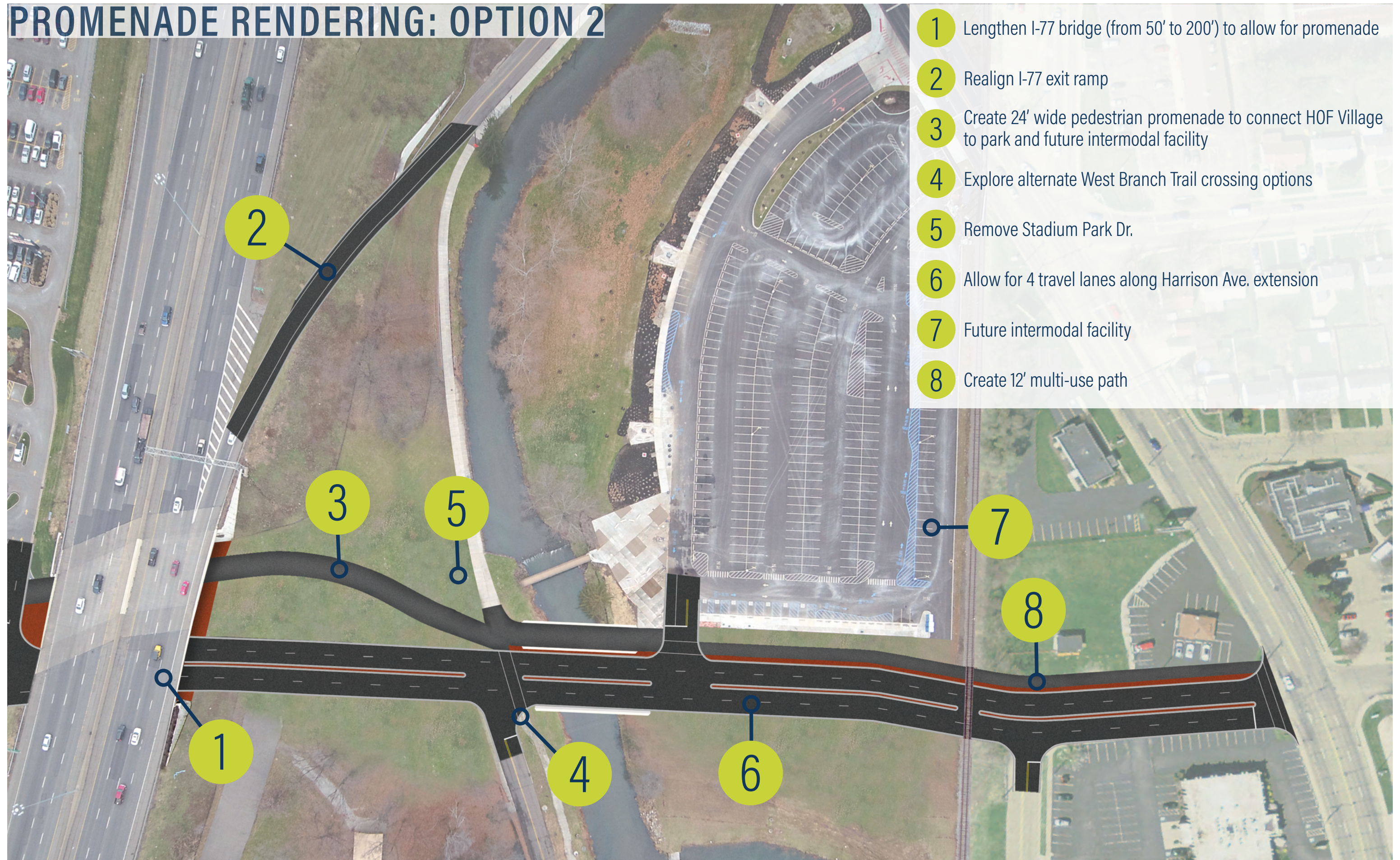
PROMENADE RENDERING: OPTION 1



- 1 Lengthen I-77 bridge (from 50' to 200') to allow for promenade
- 2 Create 24' wide pedestrian promenade to connect HOF Village to park and future intermodal facility
- 3 Explore alternate West Branch Trail crossing options
- 4 Add access from intermodal facility to roadway

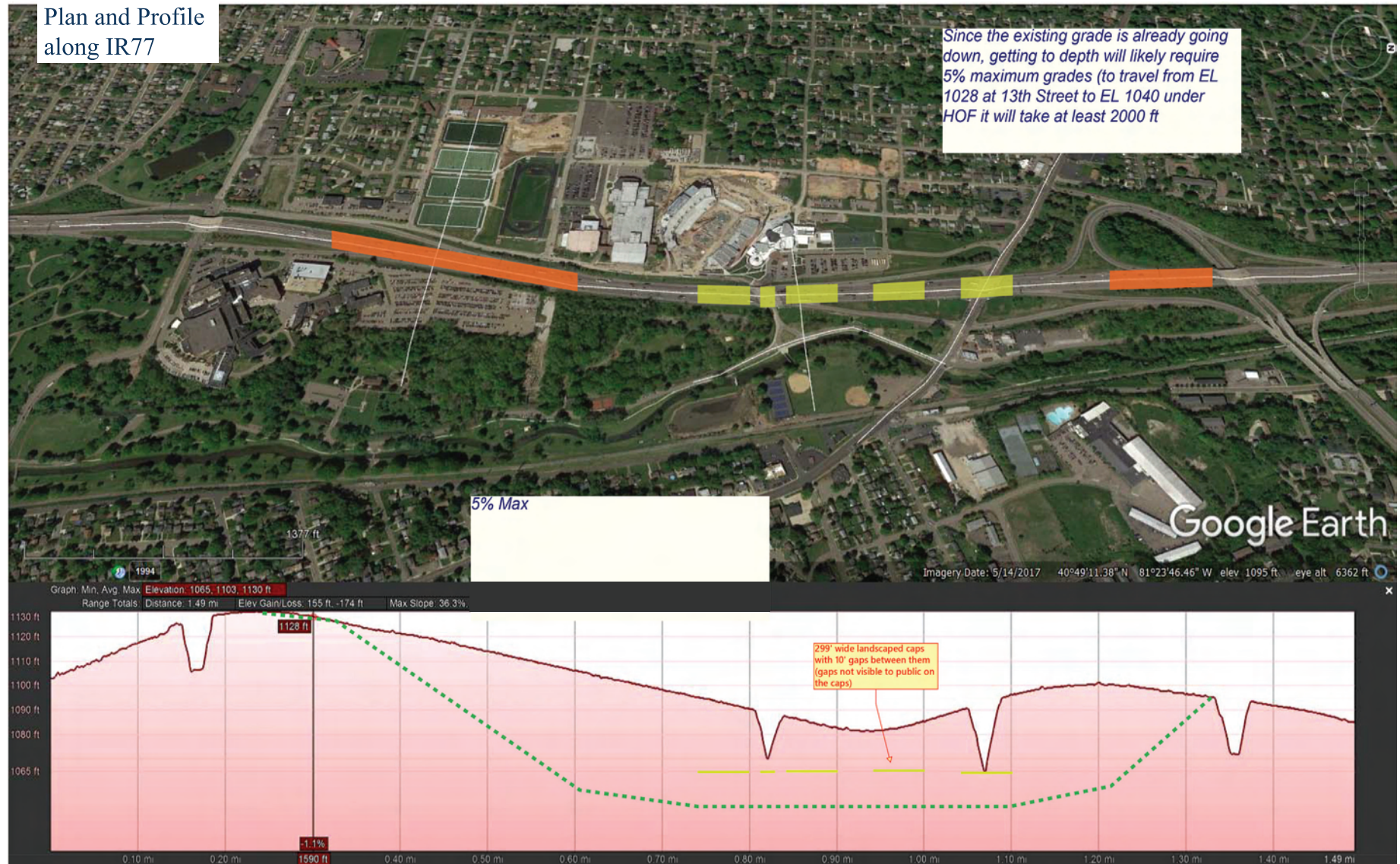
- 5 Allow for 4 travel lanes along Harrison Ave. extension
- 6 Future intermodal facility
- 7 Create 12' multi-use path

PROMENADE RENDERING: OPTION 2

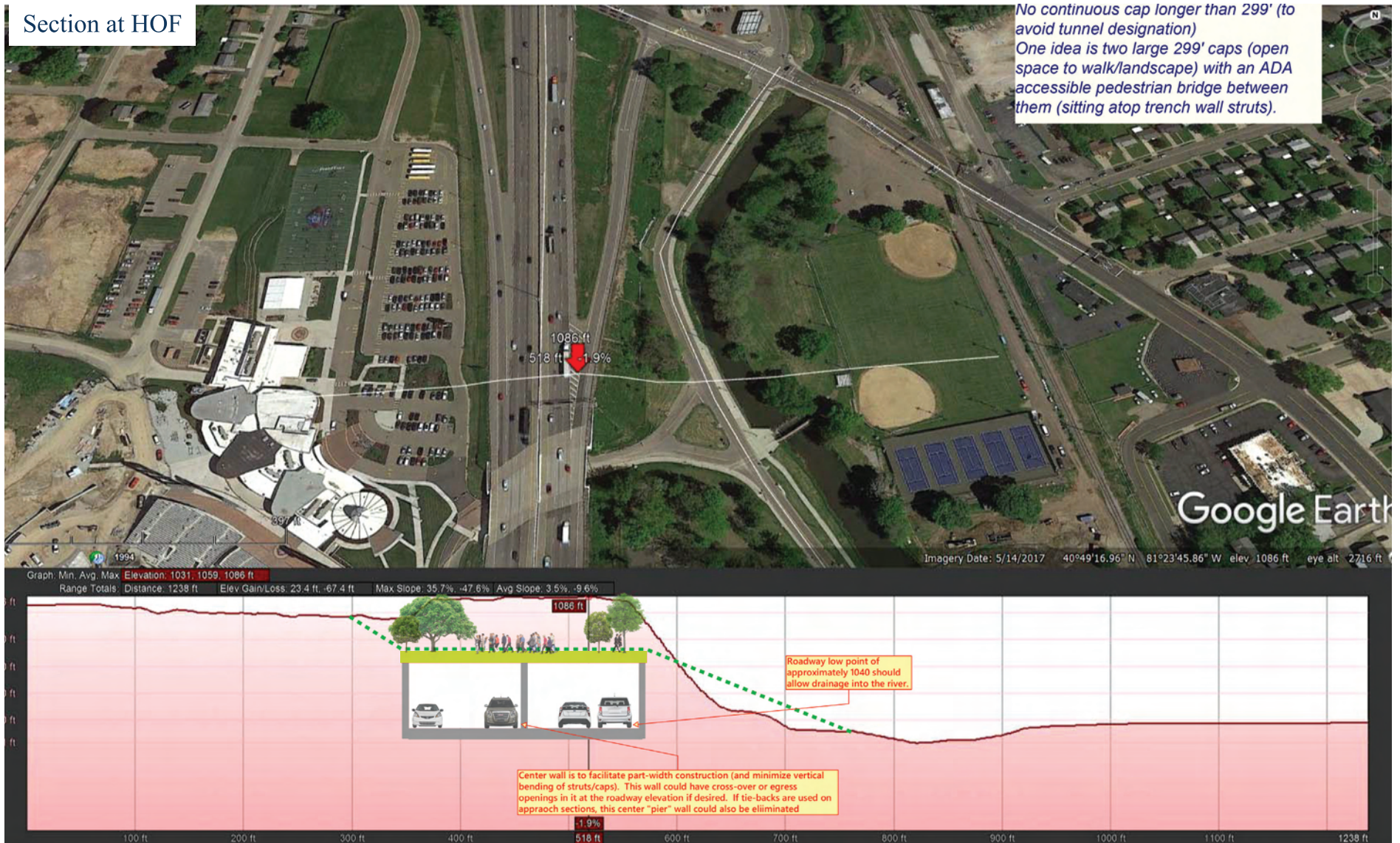


- 1 Lengthen I-77 bridge (from 50' to 200') to allow for promenade
- 2 Realign I-77 exit ramp
- 3 Create 24' wide pedestrian promenade to connect HOF Village to park and future intermodal facility
- 4 Explore alternate West Branch Trail crossing options
- 5 Remove Stadium Park Dr.
- 6 Allow for 4 travel lanes along Harrison Ave. extension
- 7 Future intermodal facility
- 8 Create 12' multi-use path

I-77 COVERED TRENCH CONCEPT

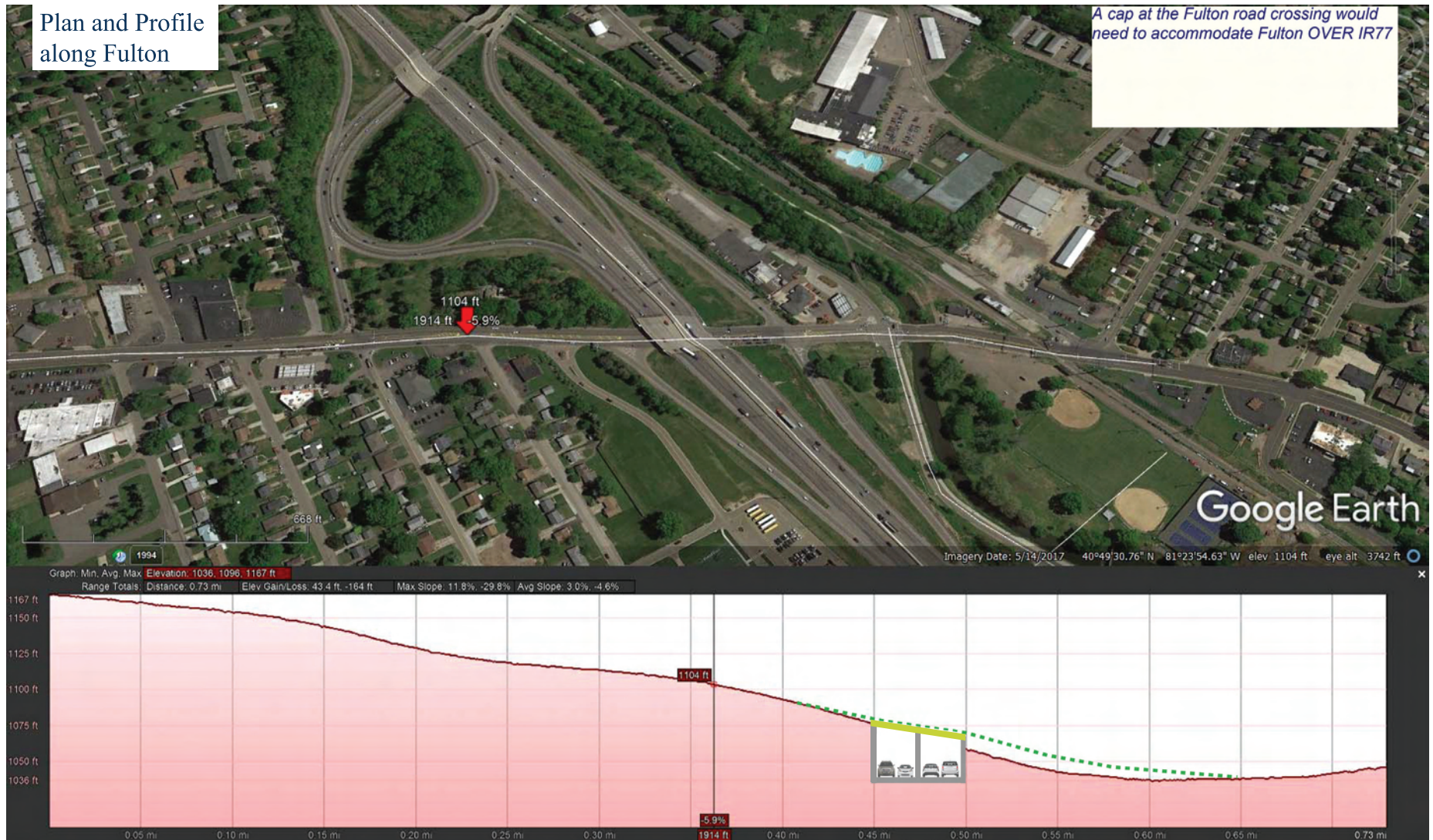


Section at HOF

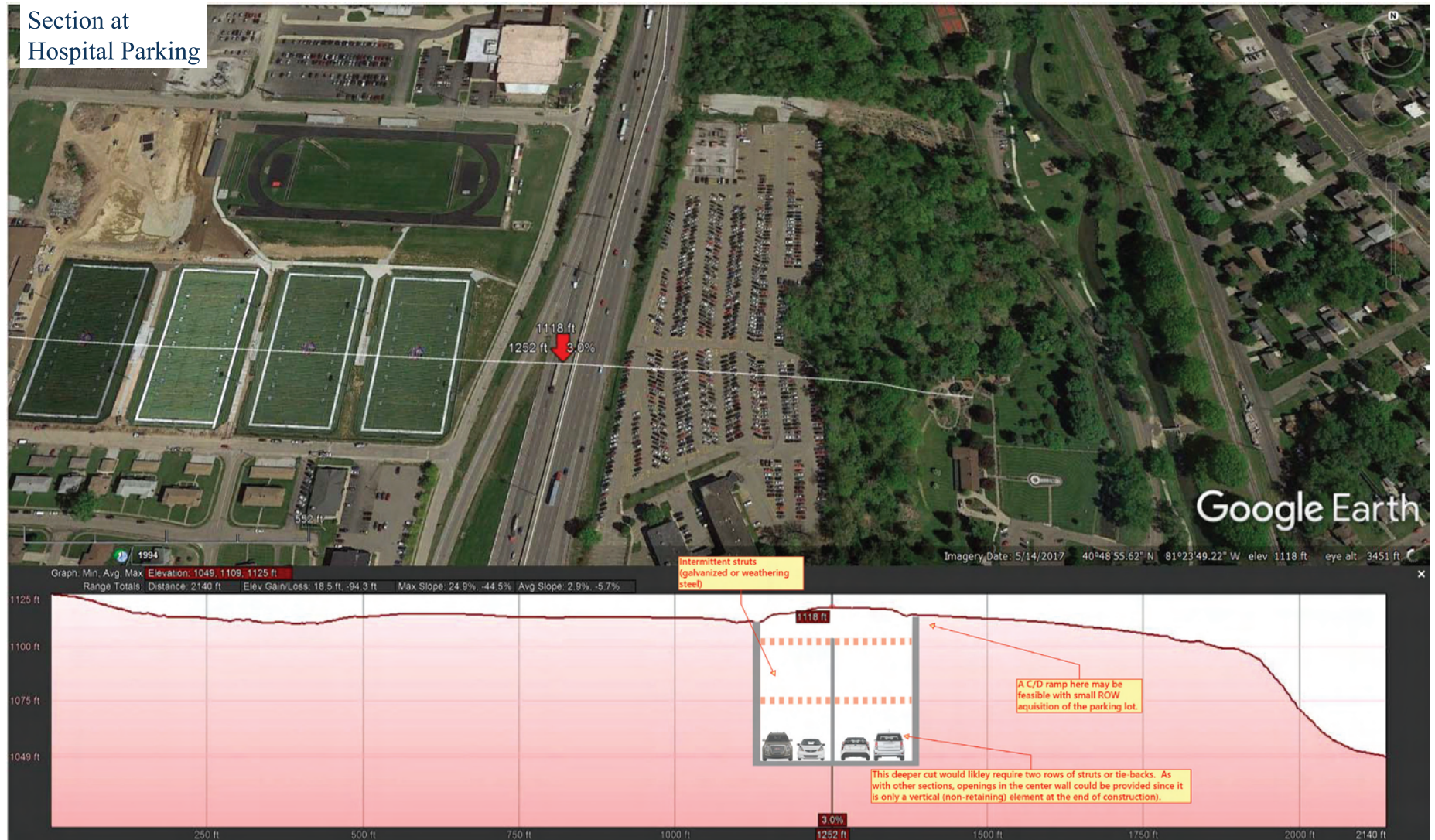


Plan and Profile along Fulton

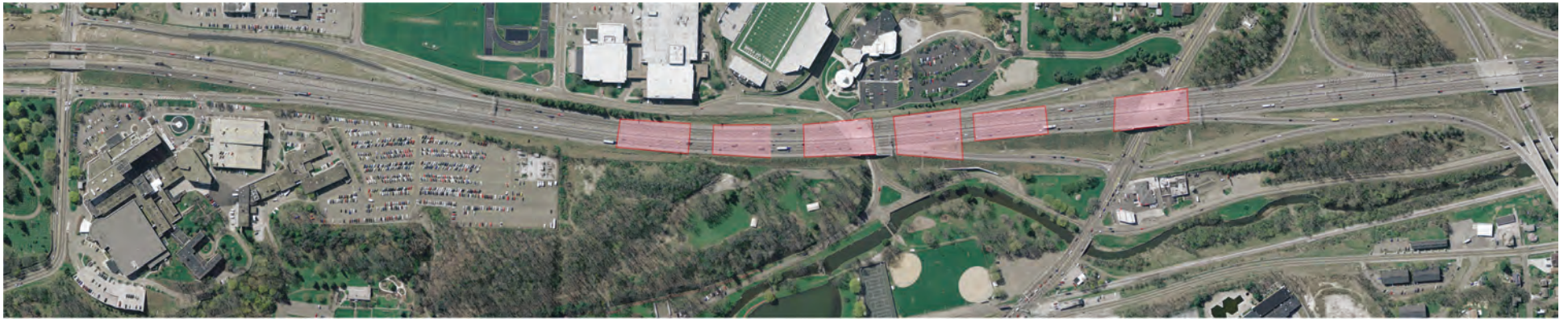
A cap at the Fulton road crossing would need to accommodate Fulton OVER IR77



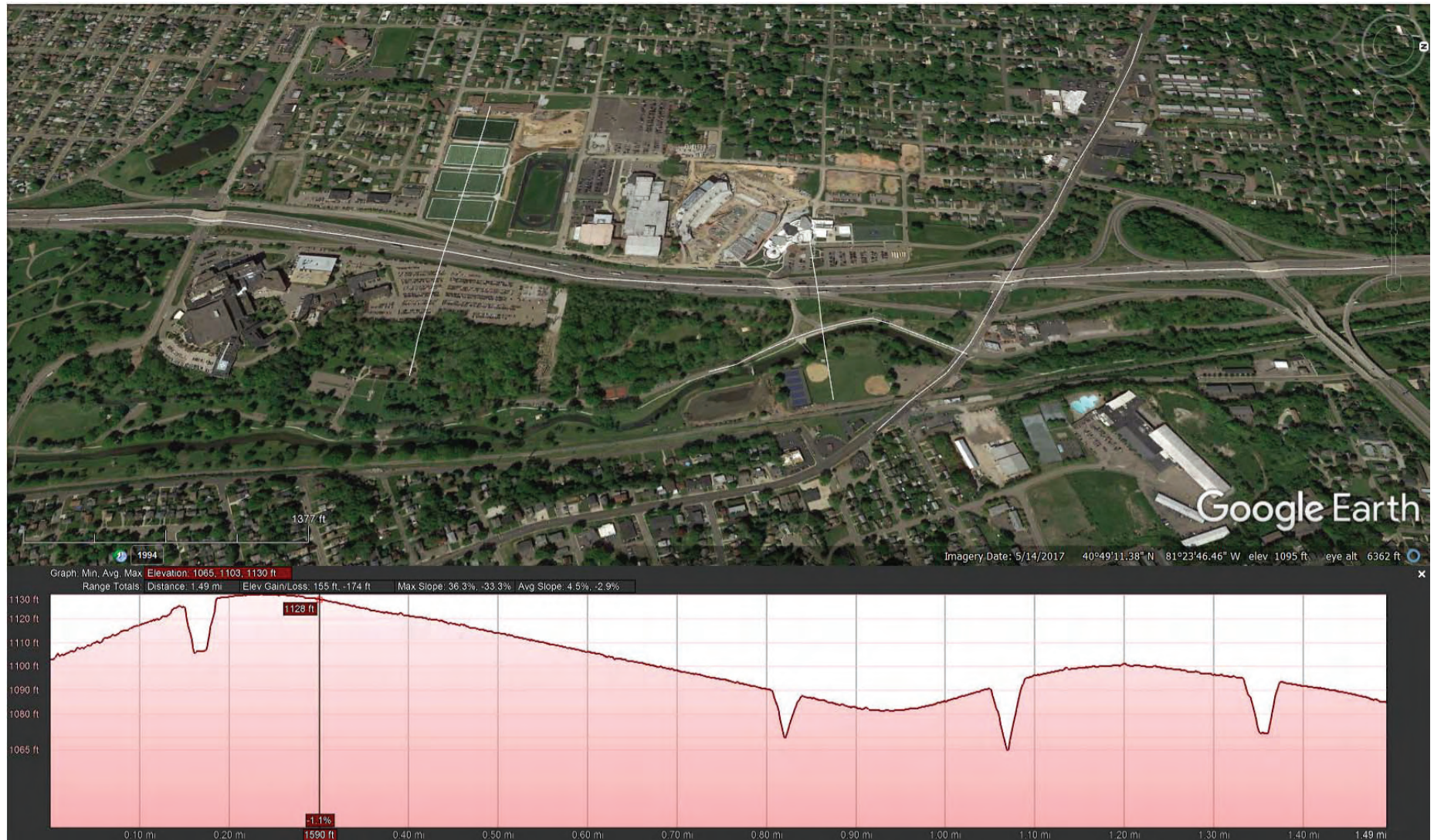
Section at Hospital Parking



I-77 OPEN TRENCH CONCEPT



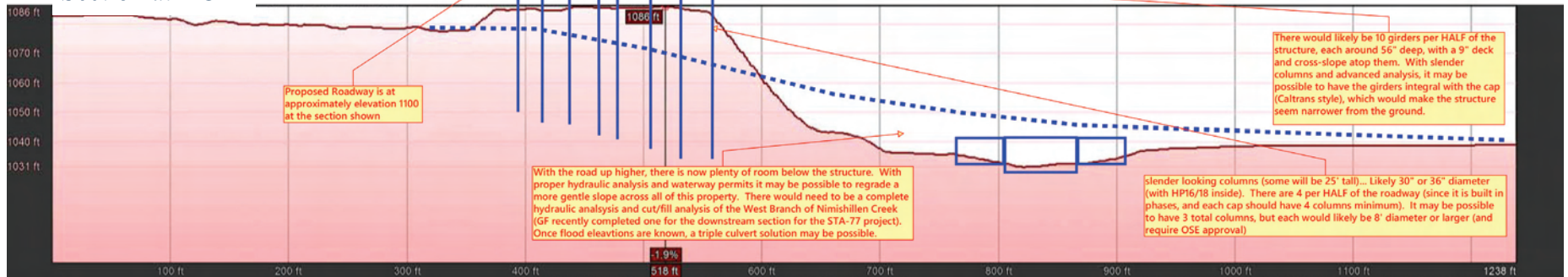
I-77 RAISED BRIDGE CONCEPT

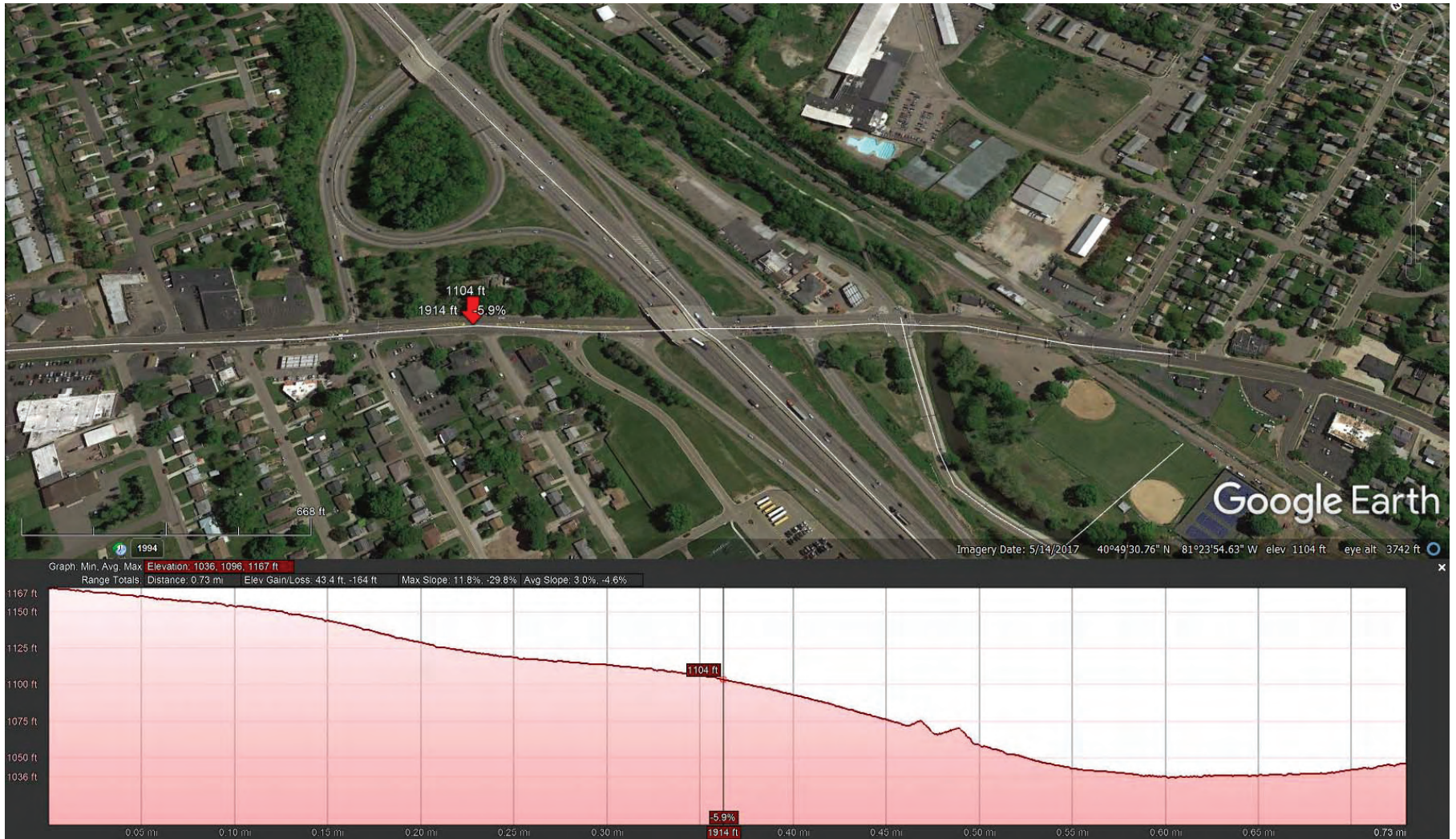


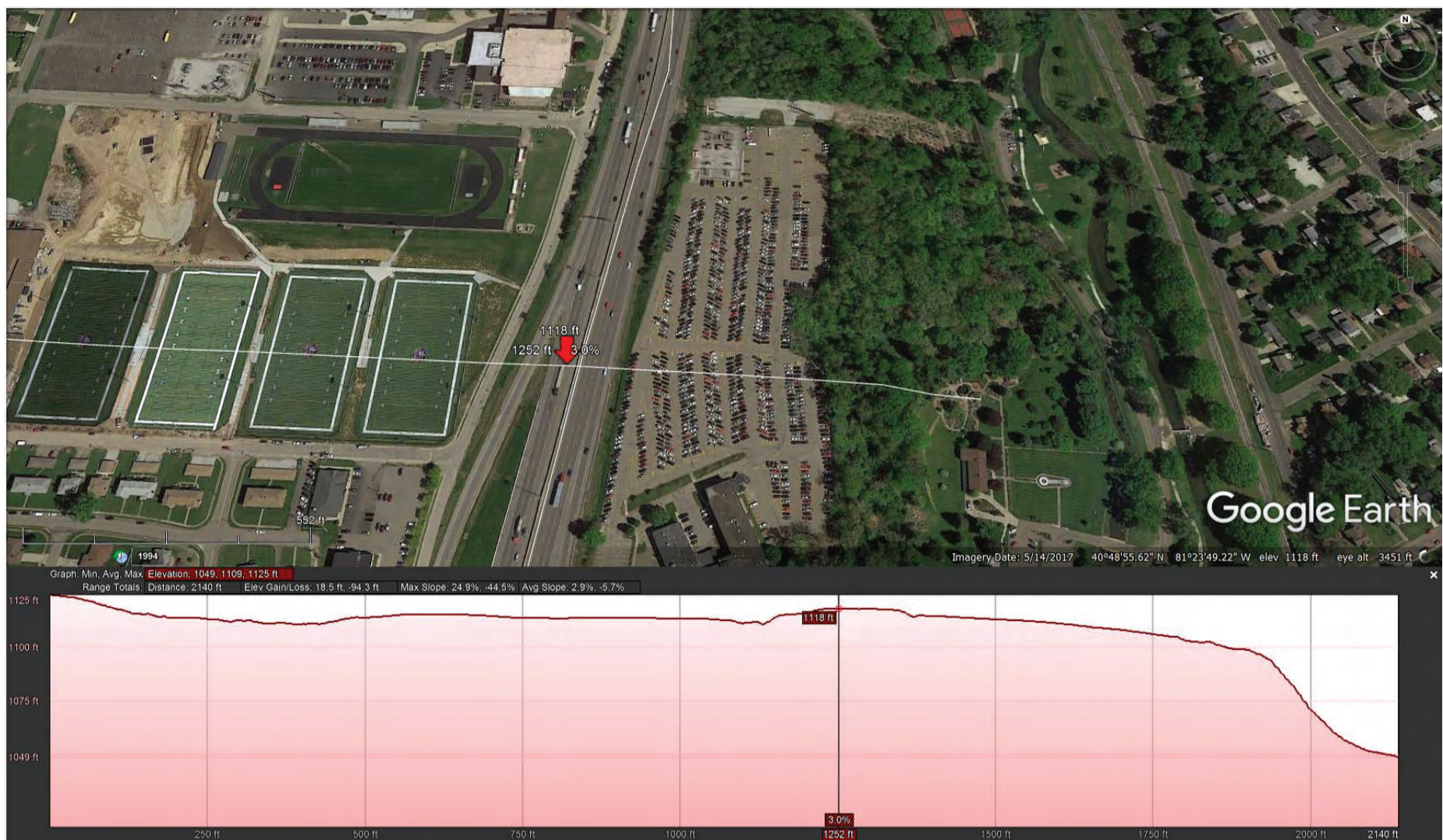
Section at HOF



Section at HOF







I-77 150-FOOT SPANS

