

2011 Solon Master Plan Citizen's Committee
March 10, 2011 – 7:00 p.m.

The City of Solon Master Plan Citizen's Committee met at City Hall on the above date.

Present: Citizen members Eugene Kotmel, Eileen Siebert, Teresa Lichtcsien, Marilyn Matia, David Gordon, Regina Olbinsky, and Cindy Bomeli, Greg Rosenberg, Richard Perry; Planning Director Rob Frankland, Planner II Linda Crombie, and Secretary Cheryl Shackelford

Absent: Citizen Member Roger Newberry

Also present: Bill Mazur/Planning Commission member

Mr. Frankland gave a quick review of the topics discussed at the last two meetings. He said he would like to finish the review of the current 2010 Central Retail District Plan at tonight's meeting and at the next meeting move on to the Industrial Core section of the Master Plan. He said if the committee would like to have presentations on the Physical Inventory Plan, Economic Development Plan, Sanitary Sewer Master Plan, and the Traffic Master Plan, he could invite other department heads to speak on those sections. He explained that after completing the review of the current Industrial Core Plan he hopes to have the committee members begin the goal setting stage by going through various goal formulating exercises.

Mr. Frankland reminded the committee that the next meeting is scheduled for Thursday, March 24 at 7:00 p.m. He took this opportunity to ask if the committee members would like to change the meetings to Wednesdays, since Mr. Newberry indicated to him that Thursdays are not good for him. A discussion followed, whereas, the committee decided to keep the meetings on Thursdays and for the month of April the committee would meet on April 7 and April 21st.

Mr. Frankland said at the last meeting he had just finished the review of the recommendations for the four core shopping centers. Before moving on to the Center of Town section of the Master Plan, he asked if the committee members had any questions.

Mrs. Matia asked how large would the major anchor store as shown on the conceptual redevelopment for the Marc's/Sears plaza, and Mr. Frankland responded by saying it would have to be at least 60,000 to 80,000 square feet, which is the minimum size for a major anchor store. As mentioned previously at the last meeting, Mr. Frankland reiterated that based upon the recommendations of the 2010 Master Plan the Marc's/Sears site is the only feasible site to support a regional shopping center development, and also it recommends the zoning for this site be changed to a Planned Unit Development.

Center of Town

Mr. Frankland explained that the previous Master Plan Committee felt this section of the Master Plan was very important because they wanted to establish a defined Center of Town and it was recommended that the most feasible location for this would be the SOM/Bainbridge intersection.

In reference to the fast tracked Master Plan of 2001 for the Center of Town, Mr. Frankland noted that a lot of what was shown on this initial design plan has since been implemented, such as, the new Walgreen's, Fire Station 2, the new gazebo and the redevelopment of the Veterans' Memorial Park. At the time this conceptual site plan for the "Center of Town" was developed there was no Walgreen's nor was there a new Fire Station 2 building. Thus this section of the Master Plan was fast tracked because the Walgreen's store was coming in at the corner of SOM and Bainbridge at that time. He pointed out how the plan established development standards that were used at the corners by using the architectural design features of the Center for the Arts to guide the design of the new, Fire Station 2, and Walgreen's buildings. It also recommended that the new Fire Station building should be orientated toward the SOM Center/Bainbridge intersection and that the gazebo and the fountain line up with the angle of the Fire Station, and he noted that all of these design concepts have now been implemented at the site.

Mrs. Bomeli asked if the railroad bridge over SOM Center Road will remain as is, and Mr. Frankland replied by saying it is recommended in the Infrastructure Master Plan to remove the bridge. However, Mr. Frankland said that he personally would like the bridge to stay because it could be attractively renovated and serve as a pedestrian bridge.

Mr. Frankland further explained that a pedestrian bridge would provide a safe means for pedestrian access across SOM Center Road and improve the walkability for the entire Center of Town area, since it would also enable access to the Solon Historic Society Church building and the Solon Bull Home Museum. The current Master Plan recommends the Solon Historic Society "Church" building be restored back to its 1905 appearance, and the Solon Bull Home be restored back to its original condition and then converted to a museum.

Mr. Frankland informed the committee that since this 2001 plan, the City has purchased the Solon Bull home as well as the property immediately to the west. He pointed out the location on the conceptual Center of Town site plan where an Outdoor Cultural Event Center, which is shown, located on the north side of Bainbridge Road between the Solon Historic Society site and the Solon Bull Home. However, he noted that it has been suggested that an Outdoor Cultural Event Center should be located on the Community Park property because of the expected noise that would be generated from an outdoor amphitheater and the Community Park could easily handle the required parking. He commented that the committee might want to address

the location for an Outdoor Cultural Event Center through a rewrite of this section of the Master Plan.

Mr. Frankland said it is note worthy to understand that the Bainbridge/SOM intersection area is the first section of the city that has been implemented in accordance with a Master Plan.

In reply to Mr. Perry's questions regarding the railroad track that runs over the SOM Center Road bridge, and Mr. Frankland verified that this is the same railroad track that runs down along Bainbridge Road headed west, and going in the opposite direction this track goes in to the City of Aurora and there are portions of the track that have been vacated farther out past the City of Aurora. In fact, Mr. Frankland said there is a proposal to make this track a "Rails to Trails" that would connect Cleveland to Youngstown.

Mr. Perry questioned if it would make sense to make this railroad track functional for local commuter traffic only, and during the discussion it was mentioned that the noise of the trains would be disruptive to the abutting residential property owners.

Mr. Frankland explained that the railroad owns the land the tracks are on and they own the bridge over SOM Center Road. Whereas, he further explained that if the city did remove the bridge as recommended in the 2010 Master Plan, the railroad would have the right to require the city to pay the expense to put the bridge back up if the railroad decides to re-open the line.

Mr. Frankland recalled that about three to four years ago there were ongoing discussions between the railroad and the city, and that the city got Congressman LaTourette and Congressman Ryan involved in the discussions. He said the city would like to reopen the discussions about getting "Rails to Trails" put in or as an option the city could opt to go with "Rails and Trails", which means you leave the tracks in, so they can remain functional, which is probably what the railroad would prefer the city do, which then opens up a broad range of opportunities for the city to explore.

Speaking from a design perspective view, Mr. Frankland reiterated that he personally would like the bridge to remain because the city could renovate the bridge and make it attractive and utilize it for pedestrian traffic. And he does not like the idea that the city would have to pay to replace it.

Mrs. Lichtcsien said she envisions a transformation for the bridge by adding stone work down on either side of the bridge way and have the color of the stones tie in with the colors of the different brick work used throughout Solon.

Mrs. Lichtcsien said she would also like to see the bridge have an archway done in scrolled iron work; possibly having Finelli do the iron work so that it would incorporate the name "Solon" within the archway on the bridge. She

believes this archway would help to create a beautiful bridge way into the city.

Mr. Frankland explained that the 2001 conceptual plan called for a refacing of the retaining walls and the bridge with bricks. He said that he has a photo shop rendering that was prepared by the architectural firm who worked on the Fire Station 2 project and it shows iron work superimposed at the top, middle portion of the bridge with the iron work displaying the name "Solon", very similar to what Mrs. Lichtcsien has just described. He said he will bring the photo shop rendering to the next committee meeting.

Mrs. Lichtcsien said she believes if these types of upscale improvements could be made to the bridge it would help to create a positive focus to the Center of Town area.

Mrs. Bomeli asked if there are any future plans for a pedestrian bridge over SOM Center Road to connect the Community Park to the school campus, and Mr. Frankland said it has been brought up before, but never seriously discussed nor is it included in the current Master Plan. He mentioned that this could be something that this committee might want to address and make it part of the rewrite for the Master Plan.

Mr. Gordon asked if the city has had discussions with the railroad in regard to the bridge, and Mr. Frankland said yes. Mr. Frankland further explained that the railroad will allow the city to either restore the bridge or tear the bridge down; however, the city would have to incur the costs to put the bridge back up at the discretion of the railroad.

Mr. Gordon said he feels the suggestion to use the bridge for pedestrian traffic is a great idea because the tracks could be removed and if needed again by the railroad the tracks could be restored.

Mr. Frankland indicated that a new bike trail is a real possibility for Solon, noting that this new bike trail could connect Cleveland to Youngstown. Mr. Frankland pointed out that as most of the current trails and planned trails within the State of Ohio run north and south, and as the new proposed trail would proceed east and west providing a connection between these trails there could be significant State and Federal support for such a project.

Future Commercial Zoning Plan – Current Recommendations for the CRD

Mr. Frankland displayed both the existing zoning map for the Central Retail District area along with the Future Commercial Zoning map that reflects the recommendations from the 2010 Master Plan.

Mr. Frankland explained that the existing zoning map in many instances is a product of random zoning, which has evolved gradually over the past 40

years. Normally, he explained that a good zoning plan is laid out so as to provide a rational progression of lower intensity uses to higher intensity uses, such as, office to light commercial, light commercial to moderate commercial, moderate commercial to heavy commercial, etc.

Mr. Frankland reviewed that the 2010 Master Plan identified that one of the main problems with the existing zoning plan is that there are too many different Non-residential zoning classifications with no logical progression; five classifications are high intensity commercial, zero are moderate intensity commercial, and two are low intensity commercial. He gave a brief description of the various zoning classifications and how they have a conflicting role within the existing zoning plan.

In reference to the Future Zoning Plan, Mr. Frankland gave a review of the recommended Future Commercial zoning classifications, which are as follows:

C-1 Historic District: (Existing zoning classification) light commercial

CS-2: (New zoning classification) light commercial/service

CS-3: (New zoning classification) commercial/service

CS-4: (New zoning classification) heavy commercial/service

C-PUD: (New zoning classification) specifically intended to control the redevelopment of the core shopping centers

Mrs. Seifert asked what the zoning classification is for a fast food restaurant, and Mr. Frankland answered by saying fast foods restaurants would be permitted within the CS-3, which is considered moderate commercial.

Potential Commercial Zoning Extensions on the Perimeter of the CRD

Mr. Frankland reviewed that the Future Zoning plan recognizes two areas where there is the potential to extend both the existing C-1 Historic Commercial zoning, and the new CS-2 zoning classification, if it is implemented.

#1) Extend the C-1 Historic Commercial zoning on Bainbridge to the east side of SOM Road, up to the properties opposite of City Hall. Mr. Frankland noted that the C-1 zoning would be an appropriate zoning classification for this area because there are some existing century homes at this location, and the code provides preservation language, whereas, it does not allow any buildings to be modified and/or razed without Planning Commission and Council's approvals.

#2) The new CS-2 (light commercial/service) zoning classification if implemented would include properties currently zoned multi-family

residential that are located across from Solon Square Shopping Center (south side of Aurora Road), between Solon Blvd. and Solon Road.

From a planning standpoint, Mr. Frankland noted that the properties that are on the opposite side of the road from a commercial zoning district should typically have a similar type of zoning classification. Currently, there are multi-family apartment buildings located across the street from the shopping center and the plan recommends that this area be rezoned to a CS-2 light commercial.

Mr. Frankland explained that basically these recommendations in the plan came about in an attempt to achieve a more rational zoning plan for the area. He further explained that any zoning change would have to go before the voters for approval.

Discussion followed, where as, Mr. Frankland clarified that the intent here is not to relocate the apartments elsewhere, but to rezone the property to a CS-2 zoning to allow light commercial on the south side of Aurora Road; opposite the shopping center. Mr. Frankland noted that he has previously been approached by property owners in this area requesting that the properties be rezoned to commercial. He noted that the neighboring residential property owners to the south might not want the zoning changed to light commercial; however, any rezoning of the property would require voter approval.

Mrs. Matia asked if in the process of placing a proposed zoning change before the voters will they have the opportunity to consider a prepared site plan proposal or will the voters be asked to blindly rezone and then wait to see what happens. Mr. Frankland responded by saying that he believes a well designed redevelopment conceptual plan would be needed before the voters would consider approving any type of zoning change.

Infrastructure Policies within the CRD

Mr. Frankland gave a brief review of the proposed infrastructure improvements in the Master Plan based primarily upon recommendations from both the City Engineer and Public Works Commissioner, which are as follows:

SOM/Bainbridge Road Intersection Improvements: Realignment of Bainbridge to make Bainbridge Road a 90 degree intersection.

Mr. Frankland explained that there are actually two different conceptual plans showing the realignment of Bainbridge Road. The one plan shows Bainbridge Road rerouted with a sharp turn, then the road goes straight through the south portion of the Marc's/Sears plaza, and the other plan shows a more gentle curve in the road as it is also reroutes through the south portion of the Marc's/Sears plaza. Mr. Frankland explained that each of these proposals

could only proceed in conjunction with the redevelopment of the Marc's/Sears site, and the city would have to acquire several homes along Bainbridge Road before the city could consider realigning Bainbridge Road.

Mr. Perry asked if these two plans would constitute the closing of the current road leading to City Hall, and Mr. Frankland replied yes. Mr. Frankland further explained there would have to be an extension road coming off Bainbridge Road to provide access to City Hall. Mr. Frankland and the committee mutually agreed the one plan having the gentler turning radius would be the preferred plan.

If Bainbridge Road was realigned, Mr. Frankland noted that it would free up an area of green space for an outdoor gathering space adjacent to City Hall and the Arts Center.

Mrs. Olbinsky asked what the advantages would be if Bainbridge Road was realigned, and Mr. Frankland said it has been implied by the traffic experts that it would improve safety. However, he noted that there are some intersections within the city that have a higher number of reported accidents as compared to this intersection.

Mrs. Olbinsky asked if the city has ever considered putting in roundabouts, and Mr. Frankland said there have been talks, but nothing is proposed in the Master Plan.

Mr. Frankland polled the committee to get their opinion on whether or not they believe Bainbridge Road should be realigned if the opportunity arose through a redevelopment proposal, and the committee members indicated that they would prefer it remain as is, because the costs would outweigh the benefits.

Aurora Road/US 422 Connector Road: The plan recommends a connector road to provide an alternative route from Aurora Road to 422 to alleviate the traffic on SOM Center Road, but does not propose a specific location for such a road.

Discussion amongst the committee followed in regard to how the previously proposed Central Parc redevelopment plan would have allowed for a connector road and an access road, which would have helped to prevent additional traffic on SOM Center Road.

SOM/Aurora Road Intersection Improvements: The plan recommends capacity improvements be made by adding additional turning lanes.

SOM/Solon Intersection Improvements: The plan also recommends capacity improvements be made by adding additional turning lanes.

Mr. Frankland informed the committee that most of Solon's intersections have a Level of Service D rating, which means the improvements are warranted. As previously mentioned at the last meeting, he reminded the committee that he could invite the City's Traffic Engineer, City Engineer, and Public Works Commissioner to attend a meeting to provide technical answers to their questions, if so desired.

"Bob Evans" Service Road: The plan recommends a service road to connect the Bob Evans Restaurant entrance drive with the SOM/Kruse Drive connector drive to provide the existing businesses in this area the means to have an alternative access road that would come out at a signalized intersection on SOM Center.

Increase Capacity on US 422 and Solon Ramps: The plan recommends that the city should support capacity increases on US 422 entrances and exits ramps as a regional policy, which basically means adding additional lanes. Mr. Frankland noted that by adding additional exits ramps onto SOM Center would also increase the traffic back ups that already occur on SOM Center Road. In regard to adding additional entrance ramps, Mr. Frankland noted that ODOT does not like to increase the ease of getting on the highway because it causes level of service problems for the highway.

Widen Bainbridge Road to Three Lanes: The plan recommends that Bainbridge Road be widen to three lanes between SOM Center Road and Solon Road by installing a center turning lane. However, Mr. Frankland noted that there may not be enough room for three lanes to go in due to the building setbacks within the Historic Commercial district along this section of Bainbridge Road.

Boulevard Configuration for SOM Center Road: The plan recommends the reconfiguration of SOM Center Road between US 422 and Bainbridge Road be converted to a boulevard configuration; basically meaning a divided highway that could have turning lanes. Mr. Frankland explained that this would give the city the opportunity to enhance and beautify the SOM Center roadway into the city; but could only occur in conjunction with a project to redevelop Marc's/Sears plaza.

Mr. Perry asked if the boulevard concept would help to reduce lane capacity coming off of US 422, and Mr. Frankland explained that the city could not afford to reduce lane capacity. Mr. Frankland further explained that if the boulevard was put in the city would have to keep the same number of lanes and also acquire additional right-of-way.

Mr. Perry stated that he would like to see any improvements made that would provide alternative routes for people traveling in and about Solon.

Mr. Frankland agreed, and he noted that under the requirements of the current Zoning Code new development site plans are required to provide

banked cross-access between adjoining property owners when feasible, which will also help improve traffic circulation.

Solon Road Widening: The plan recommends at least one additional eastbound lane and one additional westbound lane to be added to the portion of Solon Road located between SOM Center and Aurora Road.

It was suggested by a committee member to add an additional turning lane, instead of adding two more lanes. Mr. Frankland also suggested the committee might want to look at alternative means of getting traffic from Aurora directly to 422 as a Master Plan goal.

Install Pedestrian/bicycle lanes within the CRD: The plan recommends installing bicycle paths and pedestrian walking paths throughout the Central Retail District area.

Mr. Frankland explained that this goal could only be achieved slowly over time as the four core shopping centers are redeveloped because it would require substantial land acquisition and right-of-way expansions.

Underground Utilities: The plan recommends that underground utilities be provided throughout the Central Retail District.

Mr. Frankland explained that this would be a very costly endeavor and it could only occur during a redevelopment project of one of the four core shopping centers. He noted that the current streetscaping design with the bollards within the Central Retail District gets lost with all the overhead utilities.

Remove/Replace Norfolk Southern Railroad Bridge: The plan recommends that the bridge be removed and that the road depression in the area of the bridge be brought up to grade.

This topic was discussed earlier, and Mr. Frankland again shared his thoughts by saying he feels the bridge should remain because if removed it would eliminate any opportunity to allow pedestrian traffic to safely cross over SOM Center Road.

Mr. Rosenberg asked if the verbiage in this section of the Master Plan be replaced to read "Repurpose" rather than Remove. Mr. Frankland affirmed that it would be within the realm of this committee to recommend a change in the verbiage.

Mr. Olbinsky said that she likes how the section of the railroad running across Liberty Road was recently paved over. Mr. Frankland said the city had that section paved over, noting if necessary it would be easy to restore the tracks, as can be required by the railroad.

Provide all Storm Water Retention on Site: The plan recommends all storm water retention/detention should be retained on site.

In reference to a recent article in the newspaper regarding Mayor Drucker's four level plan on how to allocate and spend money, Mr. Kotmel asked what level or category does the Master Plan fit in, and Mr. Frankland answered by saying that he had not read the article. However, Mr. Frankland stated that the Mayor and Council have made it a top priority to achieve redevelopment of the core shopping centers, and if that means infrastructure improvements are needed as mentioned within the Master Plan, he believes the city would help financially to support the project.

Mr. Frankland reaffirmed the importance in having a Master Plan in place as discussed at previous meetings, so that once the economy turns around, the city will have the planning tool in place necessary to guide future development projects.

Streetscape Concepts for CRD: The plan recommends two distinct streetscape design concepts; Standard CRD Streetscape Design Concept and the Historic District Streetscape Design Concept.

In reference to the Standard Streetscape Design concept, Mr. Frankland explained that this plan reflects what has already started to occur along SOM Center Road, but without the bollards. Instead, the plan calls for benches, lighting poles, and decorative wrought iron railing to provide vertical elements. Mr. Frankland noted that the planters that have been installed along SOM Center were put in without irrigation being provided, therefore, this caused a maintenance problem in keeping them watered. If this standard streetscape design were to be extended in other areas of the city as recommended in the Master Plan it has been suggested that irrigation be provided.

Mr. Kotmel asked what type of landscaping would be used within the median strip if the SOM Center Boulevard was installed, and Mr. Frankland answered by saying those details are not specified in the current Master Plan and that the city would hire a landscape firm to design a plan that would require Planning Commission and Council approval.

Mrs. Lichtcsien mentioned that a section of Harvard Road in Moreland Hills has been transformed with a beautiful streetscape design; the design is simple and classic. She said that she called the City of Moreland Hills and was told that they do the maintenance and that irrigation was installed at that location.

Mr. Perry asked when the next Master Plan Committee would be appointed, and Mr. Frankland said 2017. With that said Mr. Perry suggested this committee focus their attention on the Central Retail District with the

forethought that once the economy would spring back; concentrate on what can be done to provide the most benefit to the city.

Mr. Frankland agreed, and he asked the committee to keep in mind and remember what it is that draws people to live in Solon, and from there try to determine goals that will serve to enhance and improve upon Solon's amenities, such as the Schools and Arts Center. He noted that he believes the two most crucial Master Plan issues are the redevelopment of the Central Retail District and maintaining the Industrial Core.

Mr. Frankland informed the committee that the current Master Plan does not include a Residential Plan, which is very much needed. He said that he was hoping this committee would address that goal in order to maintain residential property values.

In reference to the Historic District Streetscape Design Concept, Mr. Frankland explained that this streetscape design has a more subtle understated design approach as compared to the Standard Streetscape Design Concept. The Historic District Streetscape design concept calls for the use of stone pavers, Historic style light fixtures, and wrought iron fencing are used throughout the district. It also promotes small plaza areas with sitting benches.

Mrs. Olbinsky left the meeting at 8:30 p.m.

Standardized Street Signs:

As a follow up to the discussions from the previous meeting regarding the replacement of the existing green street signs with a uniform standard street sign concept, Mr. Frankland explained that this project needs to be fast tracked, since the city is planning to take advantage of available grant money having a deadline date of April 1. He further explained that he plans to present this project to Safety & Public Properties at their special meeting scheduled on March 21.

Mr. Frankland presented the committee with a mock up street sign that the service department made based upon the committee's previous recommendations: blue sign with the white reflective lettering, scalloped cut outs at the corners, and white reflective vinyl decal that adds a decorative scalloped border around the sign.

Per Service Director Bandiera, Mr. Frankland explained that the city could save a lot of money by not having the scallop cut outs at the corners of the sign, and instead the white reflective decal could be used to mimic the scalloped look at the corners.

Mr. Frankland presented pictures of similar street signs that were mounted to decorative poles. He noted that decorative brackets could be used for the

new street signs within the residential areas; however, the existing poles throughout the city are galvanized and the end result would not be as attractive as the signs shown in the pictures mounted on decorative poles. It was suggested by the Engineering department to paint the galvanized poles black, but in speaking with the Service Department they advised Mr. Frankland that painting the existing poles would only create a maintenance problem.

Mr. Frankland said he will find out the costs to replace the existing poles with decorative poles. He explained that this would be a phased project because the immediate area scheduled for the replacement signs will occur in the commercial areas, and the commercial areas will not have the decorative poles. Therefore, this will allow the city more time to plan for the replacement of the poles in the residential areas, since the FHA mandate requirement does not take effect until a couple of years from now.

Several of the committee members requested a darker navy blue be used, and one member stated that he likes the blue color used for the mock up sign. Mr. Frankland indicated that the FHA has a limited color selection, green, blue, or brown.

Mr. Perry asked how the decorative poles and brackets would hold up in bad weather, and Mr. Frankland replied by saying the Service Director informed him that the decorative poles are made from a composite material, which should hold up well. As for the brackets, Mr. Frankland said he believes durability will be taken into consideration when selecting the brackets.

Mrs. Lichtcsien asked if the signs are made in America, and Mr. Frankland said he believes they are.

Mr. Frankland said he will report back to the committee at their next meeting in regard to the outcome of the Safety & Public Properties meeting on the street signs.

Attitudes Survey

Mr. Frankland passed around a copy of the "City of Solon Community Attitudes" study that was prepared by the Cuyahoga County Planning Commission at the city's request in 2001.

Mr. Frankland said he has allocated money in his budget, so that if the committee feels it would be beneficial he can have the Cuyahoga County Planning Commission conduct a another survey this year. He explained that basically the survey is a means to involve more Solon residents in the Master Plan process. The survey could also include any specific questions that perhaps the committee, Mayor, or city council would like to have answered.

Mr. Frankland informed the committee that he personally recommends the survey be done. He noted however that by doing the survey it would extend the time period that the committee would have to meet throughout the spring and summer, but that the meetings could be cut back to once a month.

The survey was sent out to 1 in 15 households, and Mr. Frankland said the response rate was high at approximately fifty percent.

Standardized Public Signage Plan:

Mr. Frankland explained that there are three categories of signage addressed within the current Central Retail District Plan.

1) Central Retail District Identification Signage: These signs would be placed along the main arterial roads announcing entry into the Central Retail District area.

2) Street Identification Signage: This topic was discussed earlier, which will provide uniformed standardize street signs throughout the city.

3) Directional Signage: The plan recommends directional signage should be placed at prominent intersections within the Central Retail District; SOM/Solon, SOM/Aurora, and SOM/Bainbridge.

Mr. Frankland said he believes these types of signs could serve well in certain areas, such as, directing visitors to Uptown Solon. However, he believes they could also become problematic in other areas, such as at the corners, whereby having too many signs they will lose their effectiveness.

Mr. Frankland gave a brief review of the topics and issues related to the 2010 Central Retail District Plan, which are as follows:

- Establish the goals for Central Retail District—quality redevelopment.
- Establish the strategy to achieve the goals—focus on the four core shopping centers.
- Establish the tactic to achieve the goals—which is to bring developers in and work with them to redevelop the core shopping centers.

Mr. Frankland commented that the ultimate goal of the Central Retail District Plan should be to provide a logical achievable road map for getting redevelopment in the CRD area, which begins with establishing an action plan.

Mr. Frankland concluded by saying he plans to review the current Industrial Core Plan at the next meeting.

The committee meeting ended at 8:45 p.m.