

June 26, 2017

MASTER PLAN 2016



Bay Village

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Bay Village, Ohio 44140

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About County Planning

The Cuyahoga County Planning Commission's mission is to inform and provide services in support of the short and long term comprehensive planning, quality of life, environment, and economic development of Cuyahoga County and its cities, villages and townships.

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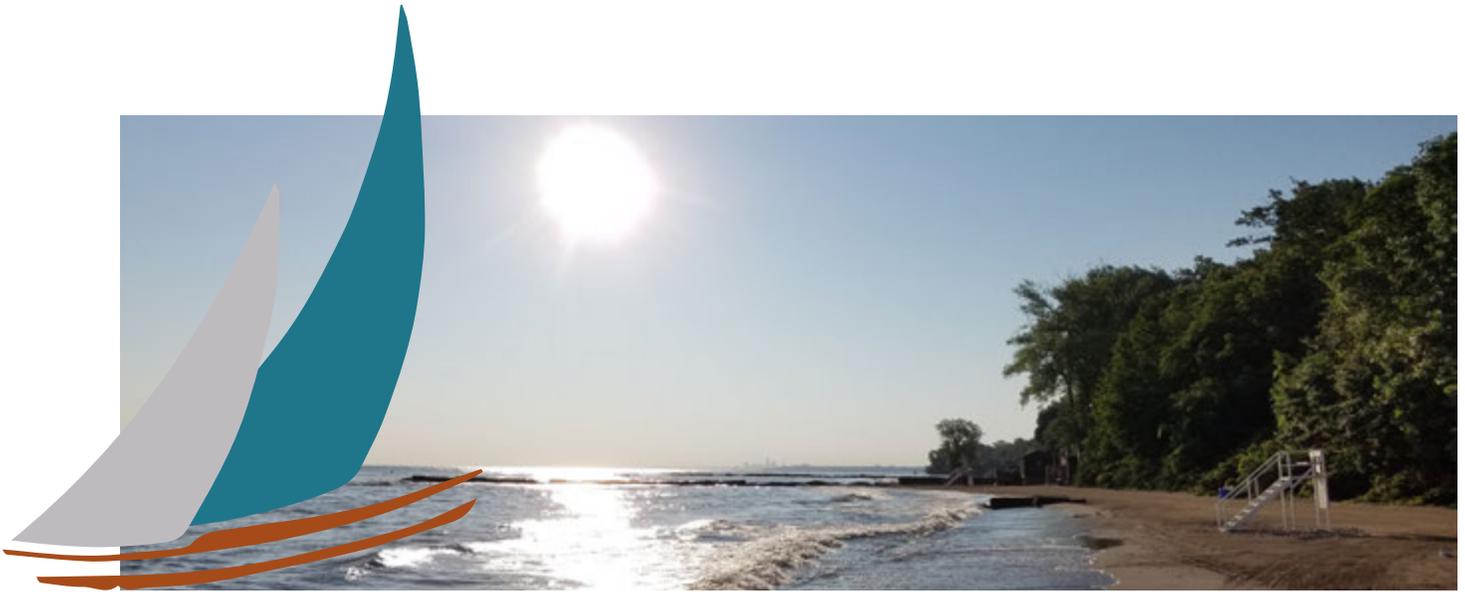
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INTRODUCTION

Located on the shores of Lake Erie, west of downtown Cleveland, Bay Village grew from farm land to a village of small, summer cottage homes designed to escape the city life. It is now an idyllic community full of tree-lined neighborhoods, community parks, and a quaint town center. It remains a place where people find their respite after spending the day working in the Big City, to raise their families in a safe and supportive community.

Having developed or preserved most of the available land, the City now must focus on redevelopment and strengthening the existing community. The challenge is finding ways to promote redevelopment that maintains and enhances the character and community of the City.

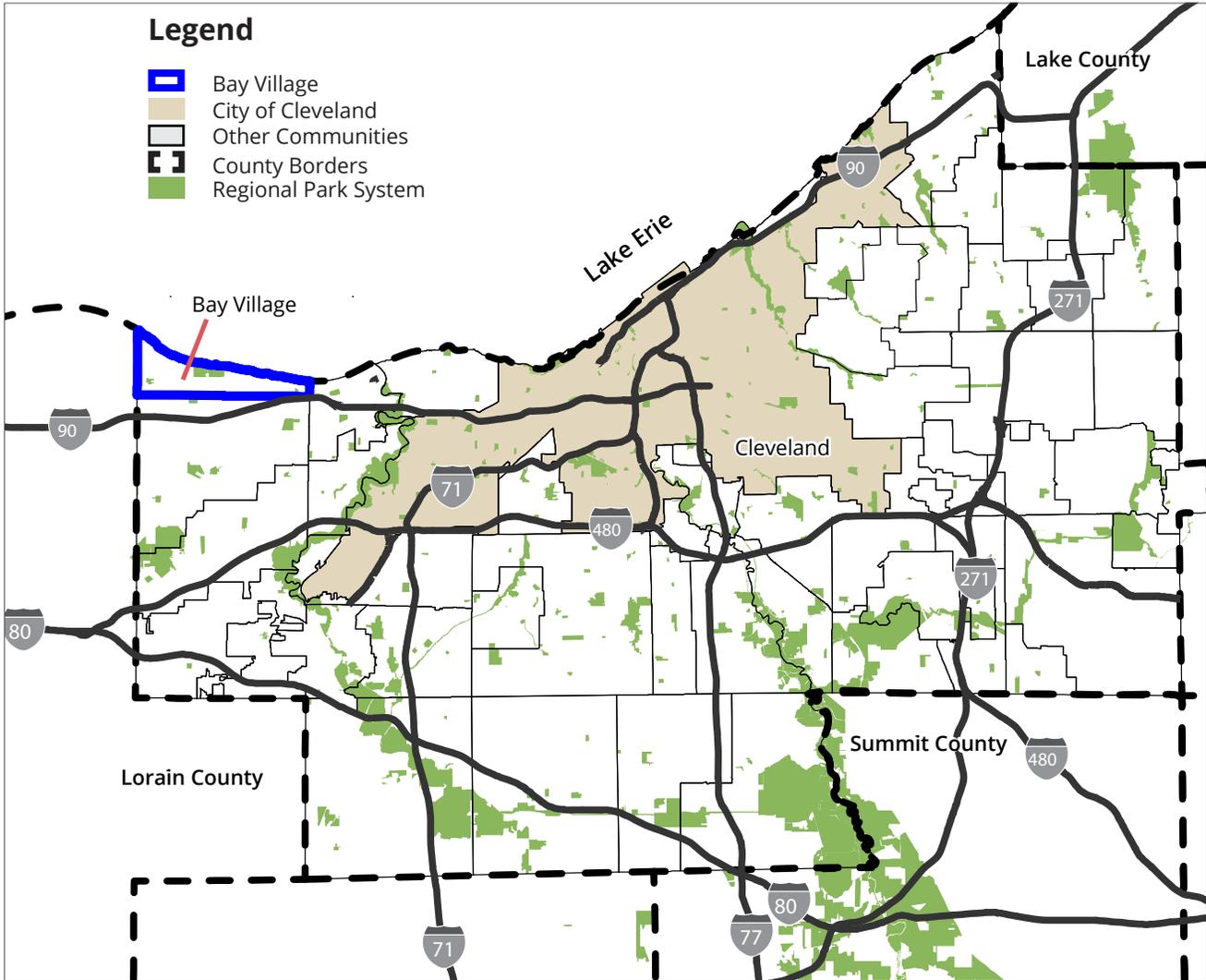
Bay Village previously completed a Master Plan in 1998, nearly twenty years ago. In that time, much has happened to affect the many components that make up the community. Housing was hurt by the Great Recession and is on a slow recovery. Environmental concerns

have become more prominent in the protection of nature and natural processes through new infrastructure and techniques. Isolated commercial development is being replaced with thoughtful mixed-use development.

This Master Plan and the process used to create it identifies the issues and concerns facing the City as it looks forward to the next ten years. Updating City regulations, maintaining and improving City services, providing housing for an aging population, and promoting smart redevelopment are issues that need to be addressed moving forward. This document will identify the issues, provide policies and actions to address them, and create a implementation plan to see the City's visions become a reality.



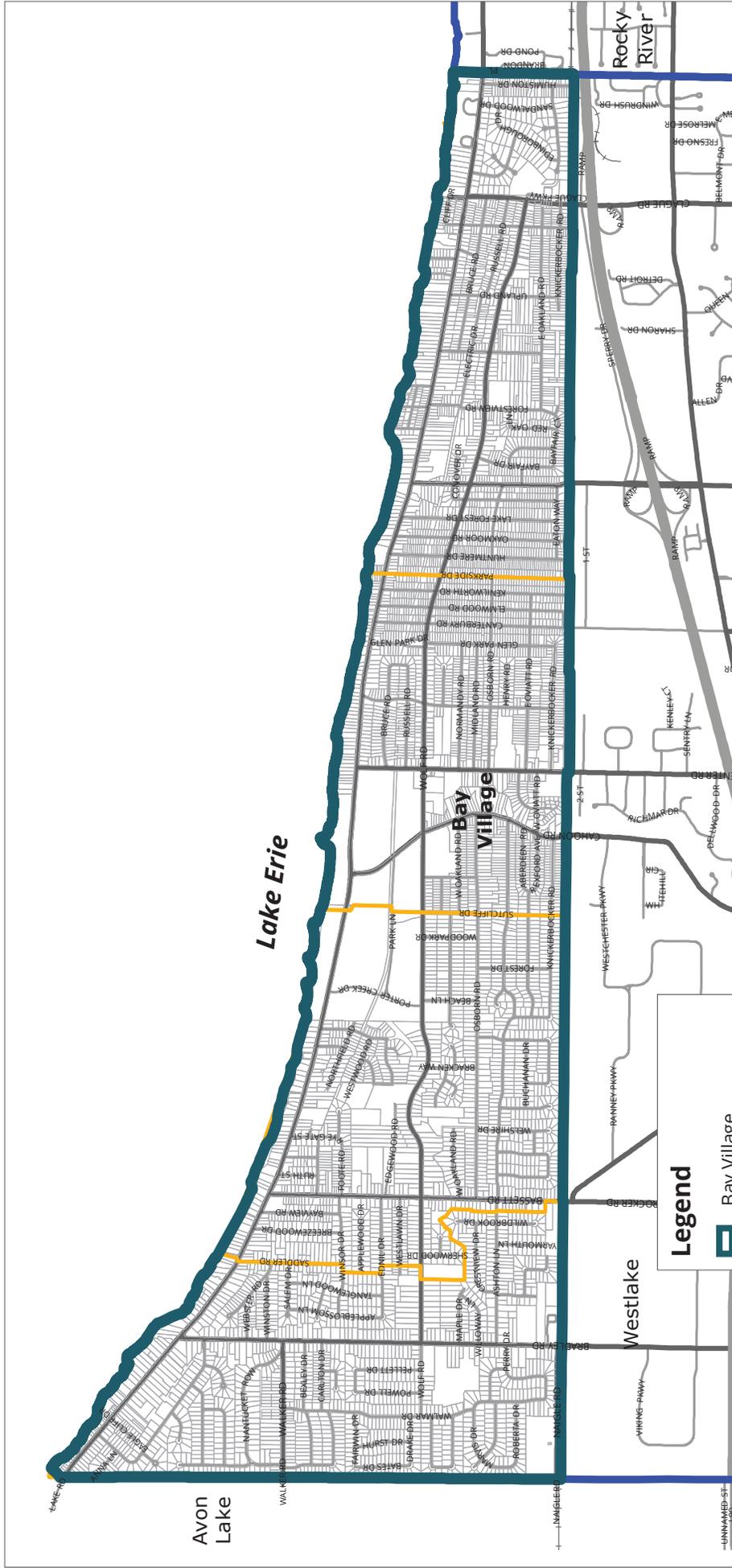
Map 1 Regional Context



The City of Bay Village (outlined in blue on Map 1) is located in the northwest corner of Cuyahoga County. It is bordered to the east by the City of Rocky River and to the south by Westlake. Avon Lake, in Lorain County,

borders to the west. Lake Erie forms the entire northern boundary of the City.

Map 2 Planning Area





SECTION 1



CURRENT CONDITIONS

Many factors affect a community's future, including population and housing trends, existing development patterns, proximity to highways, and natural features. The Current Conditions section provides an overall assessment of the existing conditions and trends in Bay Village.

WHAT'S IN THIS SECTION?

The section includes the following topics:

■ Population	6
■ Income	9
■ Educational Attainment	10
■ Housing & Affordability	11
■ Parks & Recreation	22

■ Environment	24
■ Transportation Network	28
■ Land Use & Zoning	32

The data for this section comes from numerous sources, including the U.S. Census' American Community Survey, Cuyahoga County, and the City of Bay Village.

HOW DO I USE IT?

The Current Conditions data will be used to inform goals, policies, and actions in the Master Plan's next phase.

POPULATION

POPULATION AND AGE

Historically, Bay Village mirrored Cuyahoga County's overall post war growth and then decline. Bay Village experienced a dramatic population increase from 1950 to 1970, when the City reached its peak population. Since 1970, Bay Village's population has slowly decreased (Table 1).

Bay Village's population has declined at a much slower rate than the County. From 1970 to 2010, Bay Village's population dropped by 13.8% while the County's population fell by 25.6%. Bay Village had an estimated 2014 population of 15,508, just slightly lower than its 2010 Census count.

Age of residents is important for understanding current and future housing and service needs. The population pyramid in Figure 1 displays the 2014 population of Bay Village and Cuyahoga County by age group. The City and the County have a similar population distribution with several slight, but important variations.

Bay Village has a larger population of children under 15 years old and a smaller population of residents age 15 to 34. Along with a larger population ages 40 to 49, this indicates the presence of families with young children.

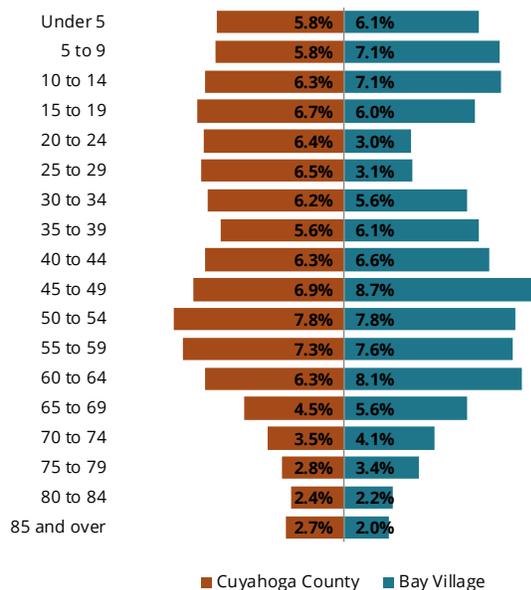
There is also a slightly larger presence of residents between the ages of 55 to 79, though slightly less in the age 80 or older demographic. This could indicate the need for housing options and services to better serve seniors and allow them to live in the City throughout their life.

Table 1
Population Change, 1950-2010, 2014

Year	Bay Village	Cuyahoga County
1950	6,917	1,389,532
1960	14,489	1,647,895
1970	18,163	1,721,300
1980	17,846	1,498,400
1990	17,000	1,412,140
2000	16,087	1,393,978
2010	15,651	1,280,122
2014	15,508	1,267,513

Source: U.S. Census Bureau, American Community Survey, B01003

Figure 1
Population Pyramid, 2014



Source: American Community Survey, B01001



RACE & ETHNICITY

The racial and ethnic background of a community can help to inform policy and program decisions. For this analysis, residents identifying as Hispanic were counted as a distinct group.

Over 96% of Bay Village's population is identified as White; Black and Hispanic minority populations are not represented at the same rate as Cuyahoga County as a whole. This is reflective of the West Side suburbs in general. Large percentage increases in the number of residents identified as Black or Other* are small changes in the overall population and do not indicate a major shift. The City's Hispanic population has actually decreased over time, which is counter to the population trends.

Figure 2
Race and Ethnicity, 2014

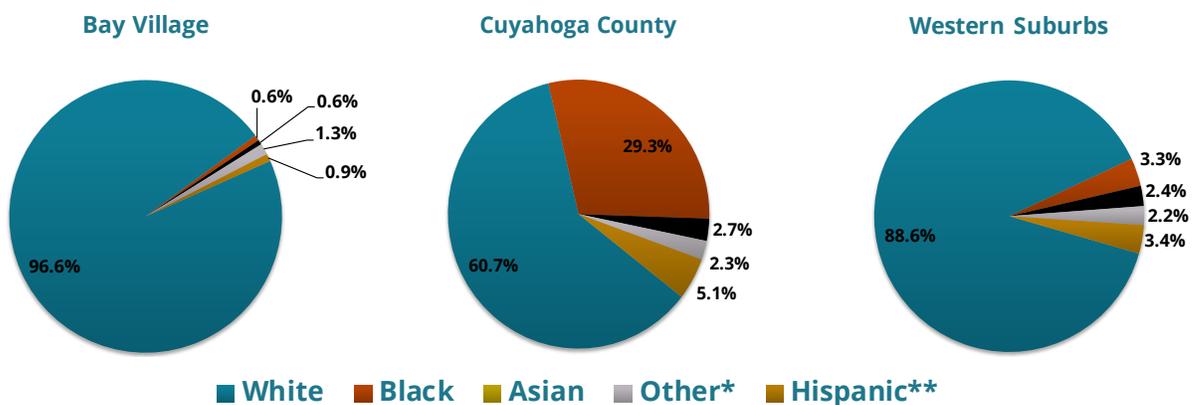
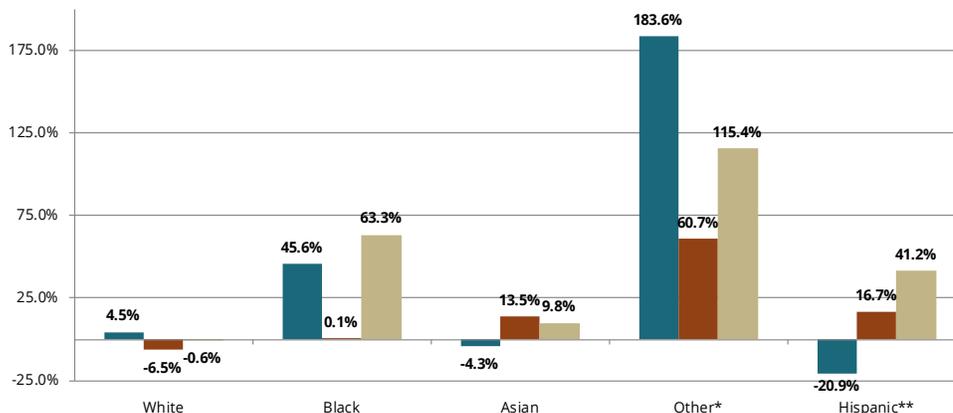


Figure 3
Change in Race and Ethnicity, 2009-2014



Source: American Community Survey, B03002

*Other includes American Indian and Alaskan Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Race Populations as defined by the U.S. Census Bureau
 **For this analysis, Hispanics are counted as distinct from other races.

HOUSEHOLDS

Households and household size are a key indicator for evaluating the structure of populations and determining the housing needs within the community.

Households in Bay Village decreased between 2000 and 2009, likely due to the Great Recession. Bay Village has experienced a strong resurgence in the number of households since 2009, gaining back over 300 households in 5 years of the nearly 500 lost in the previous decade.

Looking at household composition, the most significant growth came in 2 person households, as they grew 16.4% from 2009 to 2014. One person households declined by 10.1%. Three or more person households grew at a modest 3%. Comparing this with the change in population by age group shows that Bay Village has gained significant population in the 18 to 34 age group (17.2% growth between 2009 and 2014) and the 65 and over age group (23.9% growth between 2009 to

2014). Growth in 2 person households and in these specific age groups suggest that young couples and old couples, both without kids, have been driving population change.

This has implications on housing policy to help provide smaller housing for aging seniors and families without kids. The City also needs to work to preserve single-family housing for households with children, and to retain young couples when they start families.

Table 2
Household Change, 2000, 2009, 2014

Year	Bay Village	Cuyahoga County
2000	6,239	571,457
2009	5,742	542,058
2014	6,043	534,721

Source: American Community Survey, B11001

Table 3
Households By Household Size 2009-2014

Year	Bay Village		Cuyahoga County		West Side Suburbs	
	2009	2014	2009	2014	2009	2014
1-Person Household	1,523	1,383	192,498	196,927	25,200	27,662
Percent Change		-10.1%		2.3%		9.8%
2-Person Household	1,879	2,248	168,062	167,087	22,717	24,439
Percent Change		16.4%		-0.6%		7.6%
3 or More-Person Household	2,340	2,412	181,498	170,707	22,206	21,877
Percent Change		3.0%		-5.9%		-1.5%
Total	5,742	6,043	542,058	534,721	70,123	73,978

Source: American Community Survey, B11001



INCOME

Residents in Bay Village enjoy a high standard of living. Their income level is typically greater than those living in other west-side Cleveland suburbs.

Median household income is an important measure of the economic health of a community. Higher median income typically means higher tax revenues, increased purchasing power, and a high quality of life.

Median Income:

As



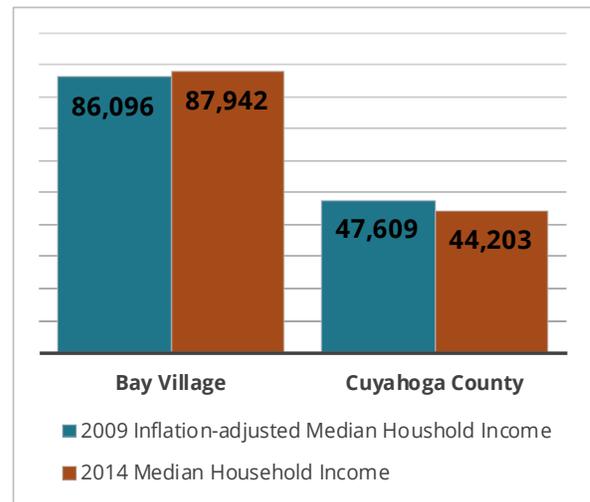
- Bay Village: \$87,942
- Avon Lake: \$81,840
- Avon: \$78,839
- Westlake: \$76,250
- Rocky River: \$63,889

Source: American Community Survey, B19013

can be seen in Figure 4, when adjusted for inflation, the median income has only marginally increased over the past five years. While it remains high and has fared better than many communities, it cannot be assumed that the community's wealth has grown.

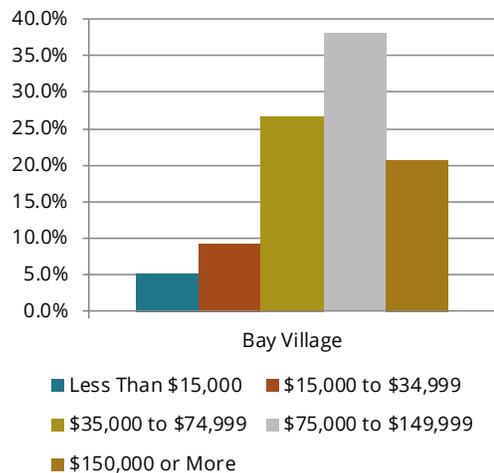
Figure 5 shows that Bay Village increased in households in all income brackets. Housing options and other services will be needed to accommodate a range of income levels

Figure 4
Inflation-Adjusted Median Household Income, 2009-2014



Source: American Community Survey, B19013; 2000 Census; BLS Inflation Calculator

Figure 5
Change In Income Categories, 2009-2014



Source: American Community Survey, B19013; 2000 Census; BLS Inflation Calculator

EDUCATIONAL ATTAINMENT

Higher educational attainment often indicates higher incomes, which can strengthen a community's economy. More than ¾ of Bay Village's population has some college education, which is higher than both the County and the West Side Suburbs.

This increase was faster than the County but slower than a few other West Side Suburbs.

The number of residents with only a High School Diploma or less remained relatively stable over the period between 2009 to 2014, just slightly increasing.

Trends show the City becoming more highly educated, as the number of people with at least some college increasing over 10% since 2009.

Figure 6
Educational Attainment by Community, 2014

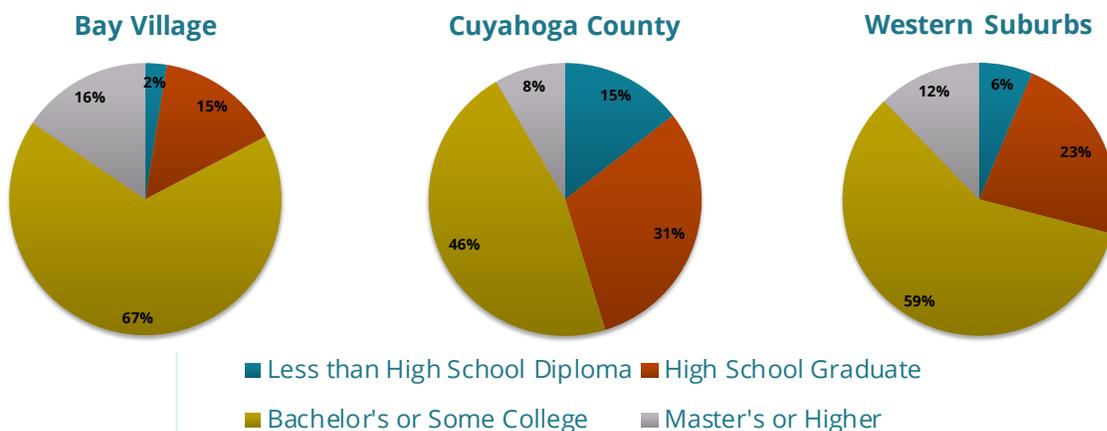
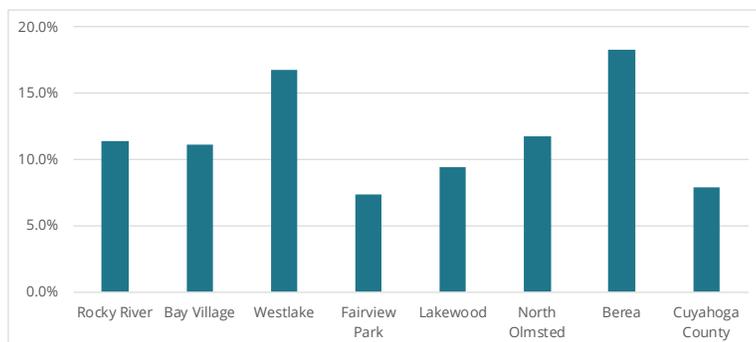


Figure 7
Change in College Educated Population, 2009-2014



Source: American Community Survey, B15002



HOUSING & AFFORDABILITY

A healthy housing stock is important for strong neighborhoods. The quality and type of housing will affect those seeking to live in this community. The appropriate options and location of housing types depends on each neighborhood, but generally the more options available, the healthier and more vibrant the community.

HOUSING UNITS

From 2009 to 2014 the total number of housing units in Bay Village increased by 317 units, or 5.3%. This is nearly back to 2000 housing unit levels, indicating growth and recovery from the housing market collapse during the Great Recession. The number of housing units mirrors the number of households, with a small surplus of units. This is beneficial to maintaining a healthy market and affordable housing options.

Table 4
Housing Unit Change, 2009-2014

Year	Bay Village	Cuyahoga County
2000	6,401	616,903
2009	6,000	621,092
2014	6,317	619,863

Source: American Community Survey, B25001

TENURE

Tenure describes whether a housing unit is owned or rented by the household residing in it. In Bay Village, 91.8% of units are owner-occupied, which is significantly higher than Cuyahoga County as a whole.

Compared to neighboring west-side suburbs, the City's percentage of owners is still significantly higher. On average, a west-side suburb (excluding Lakewood) has an owner-occupancy rate of 74.2%. This underscores the neighborhood character of Bay Village.

Table 5
Tenure, 2014

	Bay Village	Cuyahoga County
Renter-Occupied	494 8.2%	212,936 39.8%
Owner-Occupied	5,549 91.8%	321,785 60.2%
Total	6,043	534,721

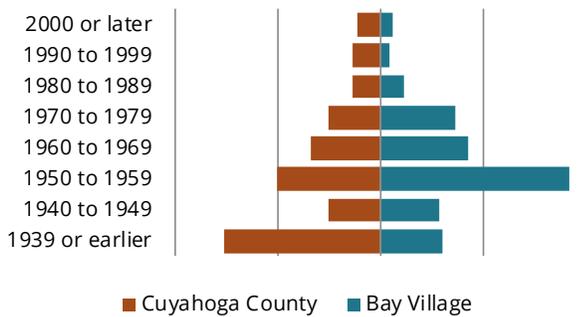
Source: American Community Survey, B25003

AGE AND TYPE OF UNITS

The age and type of housing units also gives insight into the future needs communities will have. Older units, for instance, often have greater costs for renovation, but may have more potential for mixed-use redevelopment. Figure 8 displays the percentage of housing units built by year in Bay Village

and Cuyahoga County. While most units in the County were built before 1940, over 45% of Bay Village’s homes were built in the 1950s & 60s. The number of new units has decreased as a percentage in every following decade. The low number of newer housing corresponds with the decrease in developable land in Bay Village. Construction of new housing units requires infill redevelopment of existing housing.

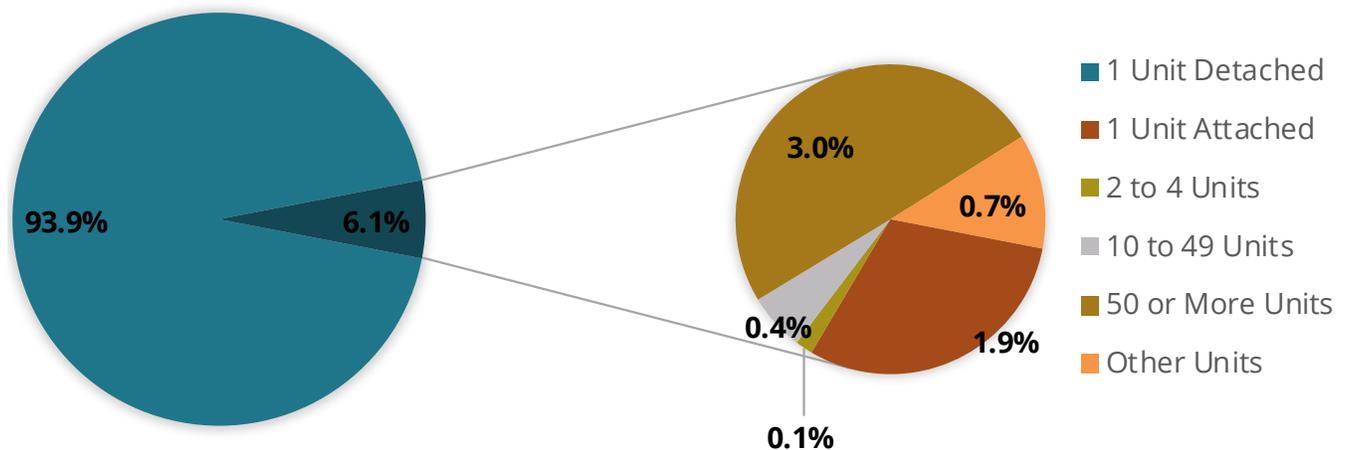
Figure 8
Year Built



Source: American Community Survey, B25034

In addition to the age of housing, the type of housing units in a community shows the

Figure 9
Number of Units in Structure, 2014



Source: American Community Survey, B25024

available options for prospective households. This gives insight into the availability of single-family and multi-family units in the City.

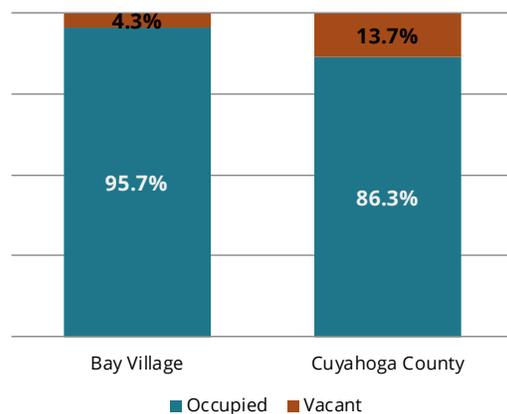
In Bay Village, 93.9% of units are single-family detached houses. Another 1.9% are single-family attached units. This makes sense knowing that almost 92% of residents are owner-occupants. This continues to highlight the importance of neighborhoods and the maintenance of housing standards to Bay Village. With so many single-family units, it is important the number of owner-occupants is measured, as an increase in rented single-family units can be indicative of poor housing markets and eroding property values.

OCCUPANCY

Occupancy rates show the percentage of housing units within a community that are currently occupied. Units listed as vacant are not necessarily abandoned, but may refer to homes that are for sale or second homes.

In 2013, Bay Village had a vacancy rate of 4.3%, significantly lower than Cuyahoga County's 13.8% vacancy rate.

Figure 10
Occupancy Rates, 2014



Source: American Community Survey, B25002

MEDIAN SALES PRICE

Median sales price of homes is an important indicator of the strength of the housing market and can display trends in housing sales over time within the community.

The median sales price for Bay Village in 2014 was \$180,000. Neighboring communities all had a higher median sales prices than Bay Village. Avon had the highest median sales price at \$298,214 while Rocky River had the only other median price below \$250,000.

One reason for this discrepancy may be due to the size of houses available in Bay Village. As noted previously, the majority of houses in Bay Village were built prior to 1970, when houses tended to be smaller than those built today. In fact, when looking at sales price per square foot on the real estate website Zillow.com, Bay Village is comparable if not

higher than surrounding communities. So while the median price is lower, it does not indicate a weak market or poor investment.

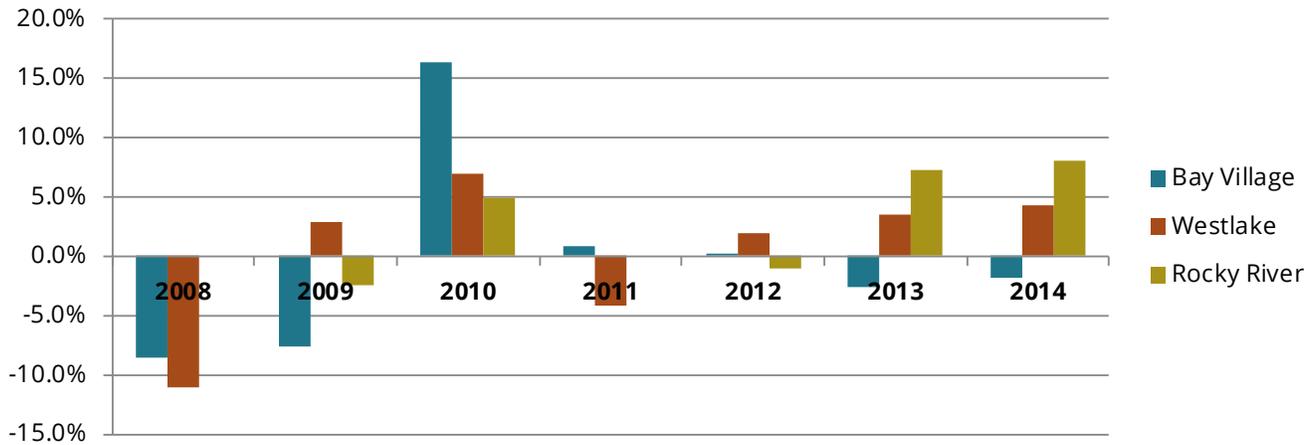
When viewed since 2007, median sales prices in Bay Village had a substantial drop as a result of the Great Recession. The City's rebounded strong in 2010 making up what it lost in the previous two years. Since 2010, median sales price has experienced a small decline along with outpaced growth in neighboring suburbs. Neighboring Cuyahoga County communities of Westlake and Rocky River experienced similar patterns of new growth in value in 2010, however not as strong. Bay Village returned close to its 2007 values in 2010 and has remained relatively stable since then. Westlake did not recover near its full value until 2013 while Rocky River has managed to maintain a healthy market throughout.

Table 6
Median Sales Price, 2014

Community	Median Sales Price
Bay Village	\$180,000
Westlake	\$258,500
Rocky River	\$241,100
Avon	\$298,214
Avon Lake	\$256,500

Source: Cleveland.com, Lorain County Auditor

Figure 11
Change in Median Sales Change Year to Year, 2008-2014



Source: Cleveland.com Home Sales Database

RECENT HOUSING TRENDS

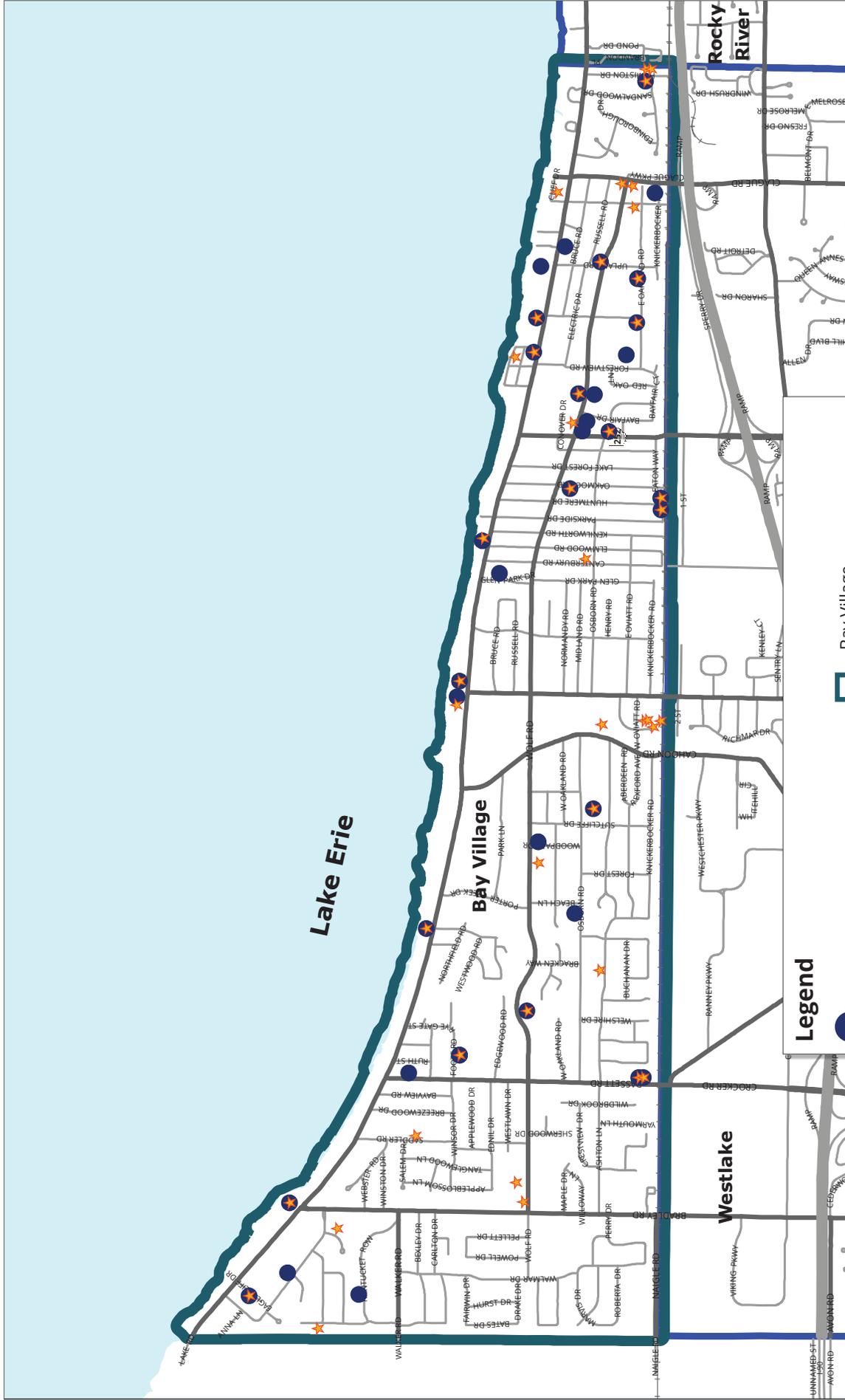
County Planning reviewed recent building permits issued in Bay Village to gain an understanding of trends related to new housing construction and rental housing. Between 2013 to 2016, forty-six (46) new single family homes were permitted in the City. Thirty-nine (39) homes were demolished. Map 3 shows the location of new homes and those that were demolished. As can be seen from the map, over twenty (20) homes were built on lots where existing homes were demolished.

Another trend that can be analyzed through permit data is the location of rental housing throughout the City. Map 4 shows the instances of rental housing inspections. As a primarily single-family community, this shows that there are pockets of the City where homes are not owner-occupied. These areas

are mostly concentrated in the central and eastern area of Bay Village.

Shifting houses from owner occupancy to rentals was common during the Great Recession: owners were unable to sell their homes, nor could they afford to remain there. Also, other families did not have the finances or could not get credit to buy homes and thus had to rent homes rather than buy them. The location and amount of rental homes available in some Bay Village neighborhoods may indicate that the effects of the Great Recession are still being felt. The good news is that rental registration and inspection programs can help to assure that homes are maintained to high standards regardless of occupation type.

Map 3 Single Family Construction and Demolition, 2013-2016

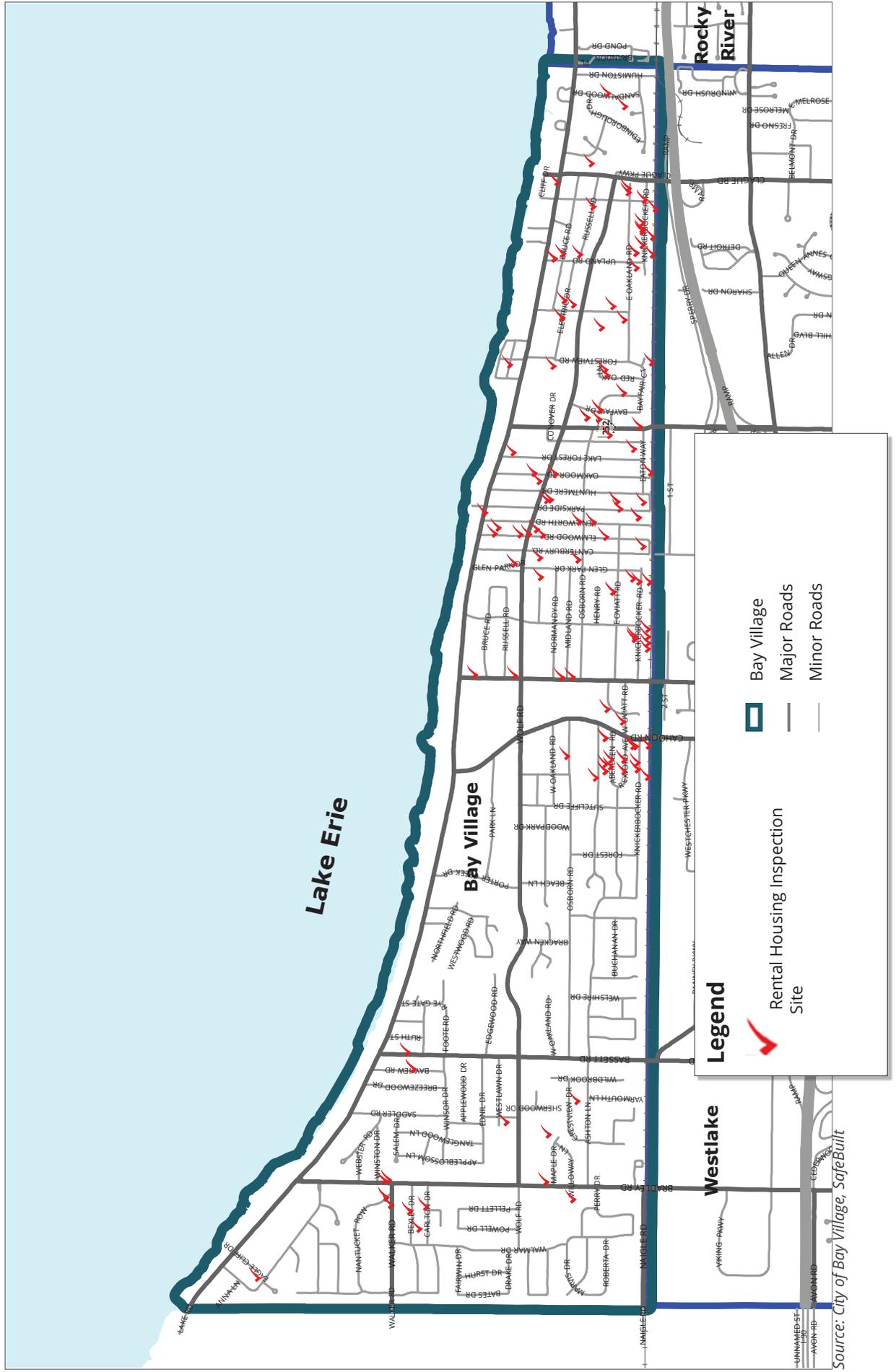


Legend

- Demolished single-family House
- New Single-Family Construction
- Bay Village
- Major Roads
- Minor Roads

Source: City of Bay Village, SafeBuilt

Map 4 Rental housing inspections, 2014-2016



Source: City of Bay Village, SafeBuilt



HOUSING AFFORDABILITY

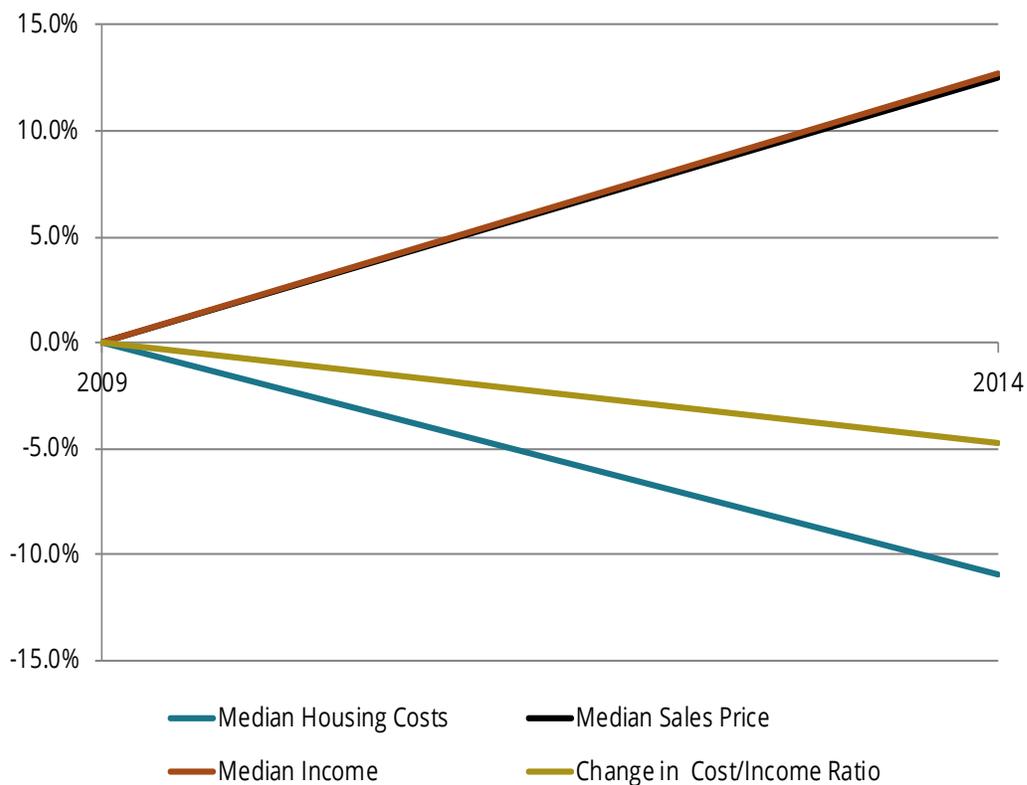
According to the U.S. Department of Housing and Urban Development, families or households that spend more than 30 percent of their income on housing are considered “cost burdened.”

The median housing costs as a percentage of household income in Bay Village was just 18% in 2014, significantly below the “cost burdened” threshold. In fact, the housing cost to income ratio has decreased from 22% since 2009. While housing price and income have increased, housing costs have decreased, making Bay Village an affordable place for homeowners

Median Rent in Bay Village is significantly higher than the median rent for Cuyahoga County as a whole (\$978/month vs. \$736/month). There are more affordable options for renting throughout Cuyahoga County, but since Bay Village has such an overwhelming amount of owner-occupied, single-family units, this may not be a significant issue for Bay Village.

Figure 12
Housing Affordability, 2009-2014

Source: American Community Survey



IMPROVEMENT TARGET AREAS

Bay Village is one of fifty-one communities that comprise the Cuyahoga Urban County. Communities in this group are eligible for various programs that are funded through the Federal Community Development Block Grant (CDBG) program. Locally, these programs are administered by the Cuyahoga County Department of Development.

Typically, projects are eligible to use CDBG funds by meeting income criteria. That is, the project must benefit low-to moderate-income families. Based on this criteria, projects in Bay Village would not typically qualify for funding due to the City's higher income levels.

However, a second criteria for using CDBG funds is that the project aids in the prevention or elimination of blight. In this instance areas that meet the definition of blighted by State or local law and have at least 25% of properties that suffer from building deterioration, abandonment, high occupancy turnover or vacancy of commercial buildings, or significant declines or abnormally low property values relative to the community.

In 2014, in accordance with requirements of the United State Department of Housing and Urban Development (HUD), County Planning undertook a survey of the Urban County to identify areas that met these requirements. These Improvement Target Areas (ITAs) would be eligible for CDBG funded programs based on the blight requirement and not income.

County Planning updated those ITAs that were identified in the previous study (completed in 2001-2003). Communities were also asked to self-identify areas for survey.

In 2003, Bay Village identified several residential blocks between Dover Center Road and Clague Road as Improvement Target Areas. The 2014 update added several blocks located west of Cahoon Road. Map 5 shows the location of ITAs from the 2014 update.

Identification as an ITA is not intended to be a condemnation of the neighborhood. There are many well kept houses in these neighborhoods and on these streets. However, due to the significant effects of the housing crash and economic recession, many homeowners were unable to keep up with maintenance issues, or turned to renting their homes rather than occupying them. As the economy improves it is expected that many of these areas will improve. Identification as an ITA is simply a means to enhance funding opportunities for the City and property owners to help provide building and infrastructure maintenance for these areas that would otherwise be ineligible for funding.

BUILDING PERMIT ACTIVITY

The ITA survey was limited to a visual inspection of building exteriors. Reviewing building permit data for exterior changes to a property can indicate where owners are investing in their properties. Since the survey was completed in 2014, and permit data was available starting in 2013, this allows analysis from before the ITA survey to the present.

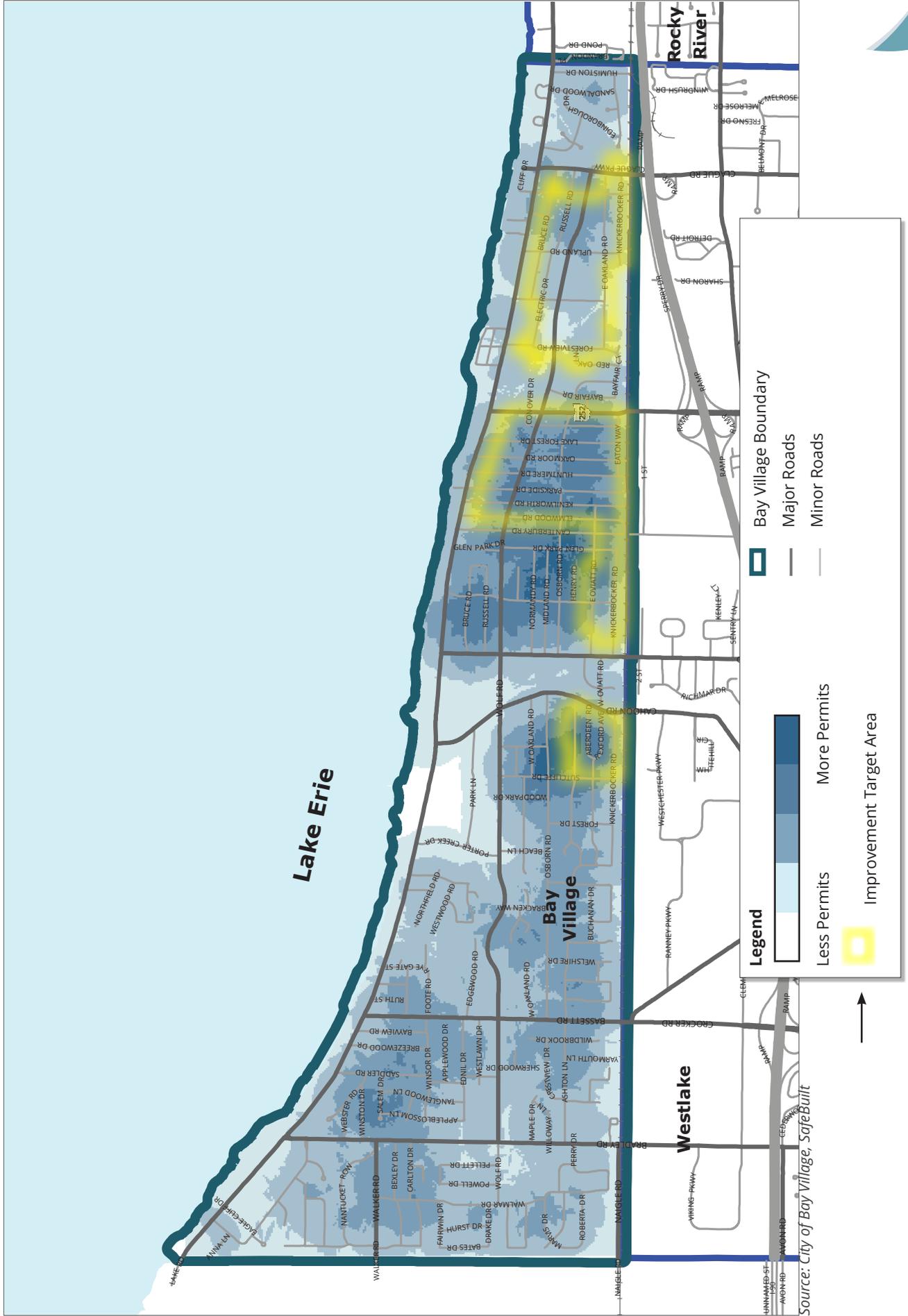
Building permits for exterior property work were selected from all types of permits. This included permits for siding replacement, roof replacement, decks, porches, and patios (new and replacement), new additions, as well as sidewalk and driveway repair. A density map was then created to show areas of high and low concentration of permits. Map 6 shows these concentrations.

As can be seen in the map, there are some significant concentrations of building permits for exterior repairs. The map is overlaid with the locations of the identified ITAs in Bay Village. The highest concentrations of permits are in the central part of the City. While the highest concentrations are not located directly in the ITAs, there is significant activity in the ITA west of Cahoon Road and the ITA between Dover Center and Columbia Roads.

This indicates that there has been improvements in and around these areas and hopefully this will create further momentum among homeowners and property values to spread and increase the efforts being made in these ITAs. Focusing on improvements and maintenance to roads, intersections, bike and pedestrian connectivity, storm sewer, street-scapes and other infrastructure can help to reinforce reinvestment in these areas.

Conversely, the easternmost ITA shows little permit activity during the same period and may require direct attention from the City in code enforcement and home maintenance programs.

Map 6 Exterior Building Permit Activity, 2013-2016



PARKS & RECREATION

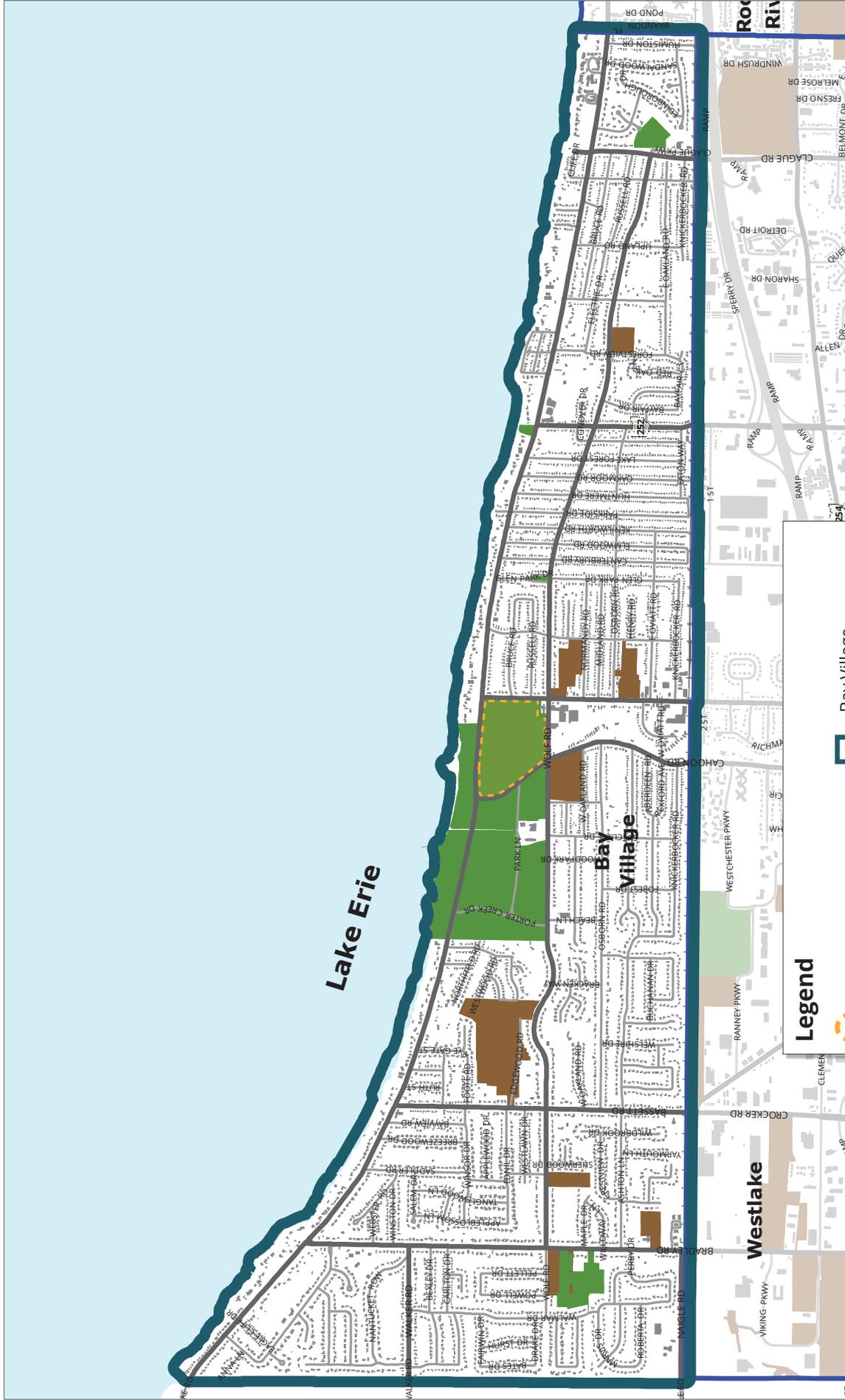
Parks and Recreation amenities provide space for active living, community interaction, and physical activity. Recreational facilities and access to Lake Erie are important to the quality of life of Bay Village residents. In the 2015 Community Survey, 85% of residents rated the City's parks and recreation facilities as either excellent or good. Another 83.3% rated access to Lake Erie the same. Being close to Lake Erie was the most significant reason the majority of residents choose to live in Bay Village.

City parks and recreation facilities include:

- *Cahoon Memorial Park:* Aquatic Center, tennis courts, sand volleyball, basketball courts, baseball and softball diamonds, exercise trail, soccer fields, playground, Memorial Rose Garden, Bay Village Community House, Rose Hill Museum & Osborn House, Bay Boat Club, and seasonal facilities.
- *Huntington Reservation, Cleveland Metroparks:* 103 acres with 1/2 mile of lake shoreline. Beach, trails, picnic areas, fishing, and play areas. Also houses the Lake Erie Nature & Science Center, and BAYarts.
- *Bradley Road Park:* Baseball and soccer fields, tennis courts, basketball courts, sand volleyball, playground, 1/2 mile exercise trail, and Bay Lodge.
- *Reese Park:* Playground, baseball field, tennis and basketball courts, and ice skating in winter.
- *Walker Road Park:* Soccer fields, pond/fishing, and exercise trail.
- *Skate & Bike Park:* Designated facility for skateboarders, scooters, and bikers.
- *Aquatic Center (Cahoon Park):* Water slides, diving boards, zero depth entry, toddler area, splash and spray area.
- *Dwyer Senior Center (Cahoon Park):* Facility providing senior programming including social, educational, recreational, and wellness programs. Also used for other recreation and community events.
- *Community House & Bay Lodge:* Buildings available to rent for events to Bay Village residents and city groups.
- *Community Gym/Fitness Room:* Located in Bay Village Middle School. Hosts many indoor programs, leagues, and events. Basketball and volleyball courts and fitness room.

As a built out community, there is little available land to create significant new or expanded parks in Bay Village. There are, however, opportunities to expand trail connections and to update existing facilities.

Map 7 Parks and Open Spaces



Legend

-  Recreation Center
-  Parks
-  Other Open Spaces
-  Building Footprints
-  Bay Village
-  Major Roads
-  Minor Roads

ENVIRONMENT

Properly functioning environmental systems are important to the health, safety, and quality of life for residents. Impaired environmental functions can impact water quality, land stability, and the sustainability of a community.

RIPARIAN ZONES

Riparian zones are identified as the environmental transition between aquatic and terrestrial ecosystems.

All of Bay Village drains to Lake Erie through three sub-watershed areas, the Porter Creek watershed and then two watersheds considered to drain directly into the lake. The Porter Creek watershed covers the central and southwestern areas of the City splitting the northwest and eastern portions of Bay Village into watersheds that flow directly into Lake Erie.

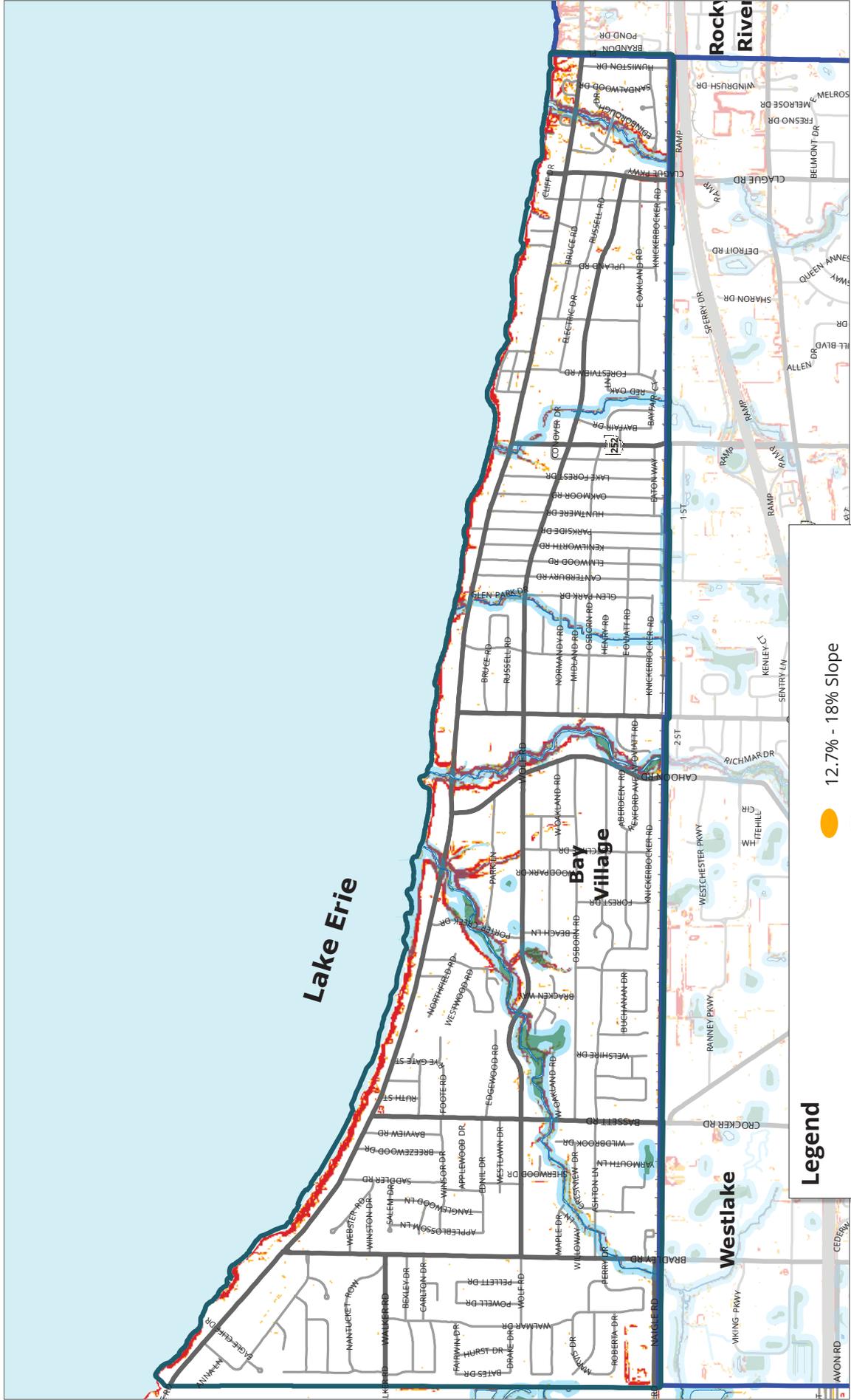
Porter Creek and Cahoon Creek are the major streams flowing through Bay Village. Important portions of these creeks are protected near their connection with Lake Erie at Huntington Reservation and Cahoon Park. Bay Village has considerable coast line with Lake Erie which includes its riparian zones. Development in Bay Village can have a significant impact on natural water systems and protection of these systems should be a priority in development regulations.

STEEP SLOPES

Steep slopes are defined as land with a slope of 12% or greater. They represent an environmental constraint that limits a community's developable land because they require additional engineering work such as filling, erosion control, and slope reinforcement. However, steep slopes can also be incorporated into construction as scenic overlooks or other beautifying features.

Bay Village is largely developed, which reduces the risks of damaging steep slopes with new development. Most of the areas of steep slope in the City are associated with the Lake Erie shoreline and Cahoon and Porter creeks. Significant areas around the mouths of these creeks have been preserved as part of the Huntington Reservation and Cahoon Park. Outside of the parks, many existing residential developments abut steep slopes around the creeks and Lake Erie. Focus should be on protecting the Lake Erie shoreline and stabilizing areas of steep slope near existing development to reduce future erosion from stormwater runoff.

Map 8 Waterways and Wetlands



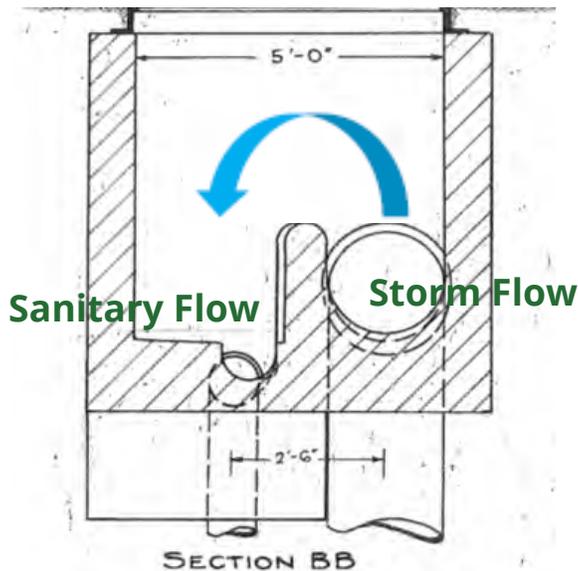
Legend

- Streams
- Major Waterways and Lakes
- Riparian Zones
- Wetlands
- 12.7% - 18% Slope
- 18.1% or Higher Slope
- Bay Village
- Major Roads
- Minor Roads

STORMWATER INFRASTRUCTURE

Bay Village largely developed at a time when the common practice was to place sanitary and storm sewer lines in a common trench with shared junction chambers. The drawback to this system is that storm flows are able to over-top a weir and mix with sanitary flows during peak storm events. An event termed a Combined Sewer Overflow, or CSO.

Common Trench Sewer Junction Chamber



Source: Hatch Mott MacDonald

The overflow of stormwater with sanitary flow creates significant environmental and public health hazards when the mixed sewage is discharged into open bodies of water. Contemporary standards prohibit CSOs and mandate the construction of separate sanitary and storm lines. Both require treatment prior to discharge into waterways.

Maintaining natural ecosystems and implementing green infrastructure can reduce the stormwater runoff that reaches the sewer

system and lessens the impact of peak storm flows on wastewater treatment facilities.

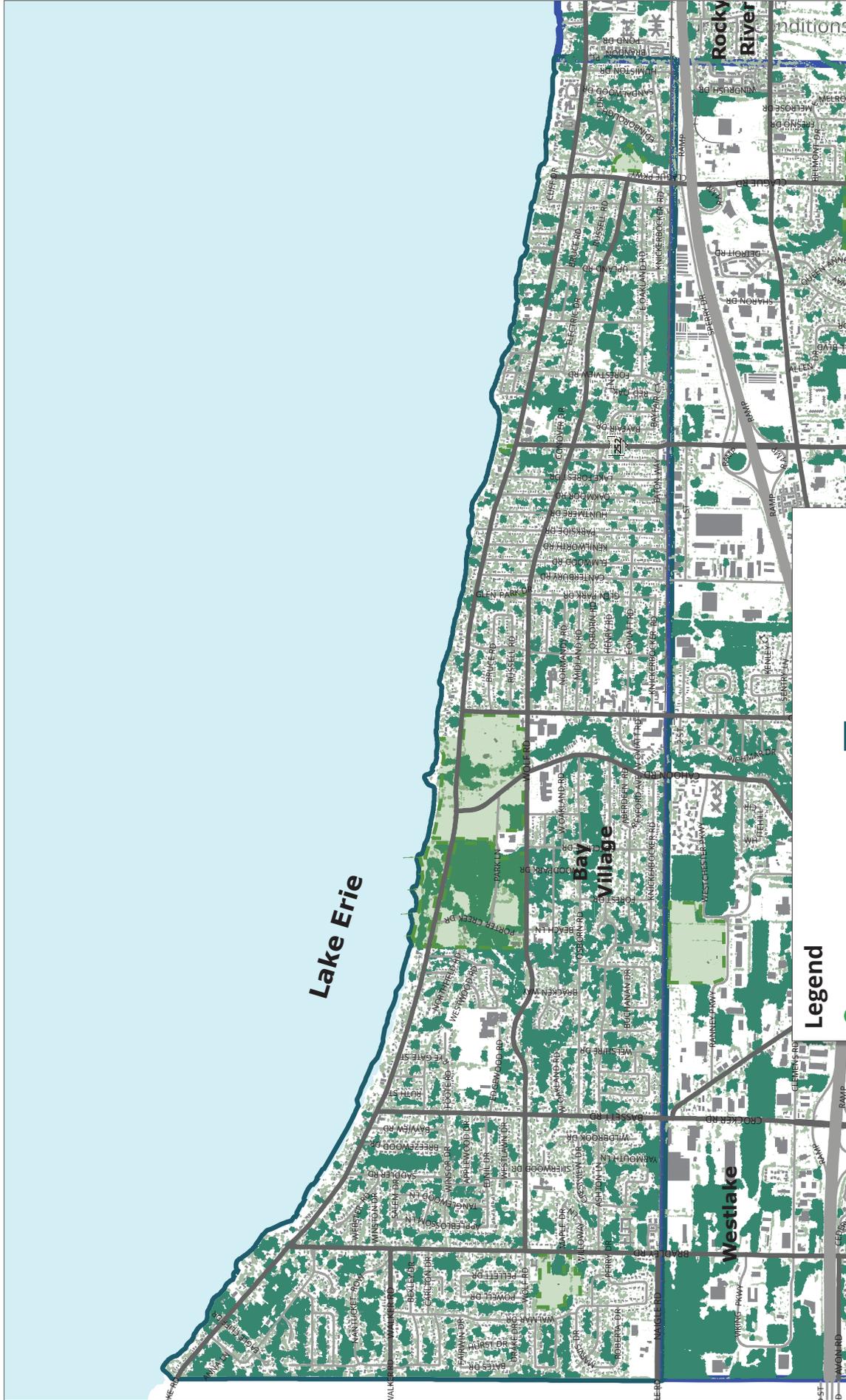
TREE CANOPY

Tree canopy is the amount of ground that is covered by trees when viewed from above. This includes the cover provided by the spread of leaves and tree branches out from the main trunk. Tree canopy can be a good tool to measure the amount of existing forest patch in a community. An extensive tree canopy and forest patch can provide many benefits including improved water quality, reduced soil erosion, increased stormwater retention, lower urban temperatures, reduced air pollution and increased property values.

Bay Village contains areas of significant tree cover. The main areas of dense tree canopy are Huntington Reservation and Cahoon Park and along the Cahoon and Porter creeks. Pockets of dense tree canopy are found between residential development and are significantly concentrated in the northwest corner of the City. Thinner tree cover throughout the rest of the City is typical of suburban development.

Totally, Bay Village has 1411.3 acres of existing tree canopy covering 49.1% of the City's land area. This ranks it 12th among the 59 Cuyahoga County communities.

Map 9 Tree Canopy



Legend

- Large Forest Patch
- Medium Forest Patch
- Small Forest Patch
- Bay Village
- Major Roads
- Minor Roads

TRANSPORTATION NETWORK

An adequate transportation system is essential for moving people and goods throughout a community and region. These networks are made up of roads, bridges, public transit routes, railroads, and bikeways. Complete transportation networks are important to developing efficient and accessible land uses.

COMMUTING PATTERNS

According to data from the U.S. Census, a large majority of Bay Village residents (88.5%) drive alone to work. Among other forms of commuting, 3.3% of residents carpool, 2.4% take public transit, and 1.4% walk or bike. Only 19.1% of residents worked in Bay Village; however 6.7% of residents worked from home. The mean travel time to work for residents is 24.7 minutes.

ROADS AND HIGHWAYS

Roads and highways form the most basic transportation network and connect a community to other areas. Bay Village is served by these major roads:

- *Highways:* There are no Interstate highways within Bay Village, however, I-90 runs parallel to its southern border and is easily accessible via interchanges at Clague, Columbia, and Bassett Roads.

- *Major Roads:* Lake Road and Wolf Road are the major east-west corridors through Bay Village. Dover Center Road runs north-south through the center of Bay Village, while Columbia (SR 252) and Bassett roads run north-south through the east and west sides of the city, respectively.

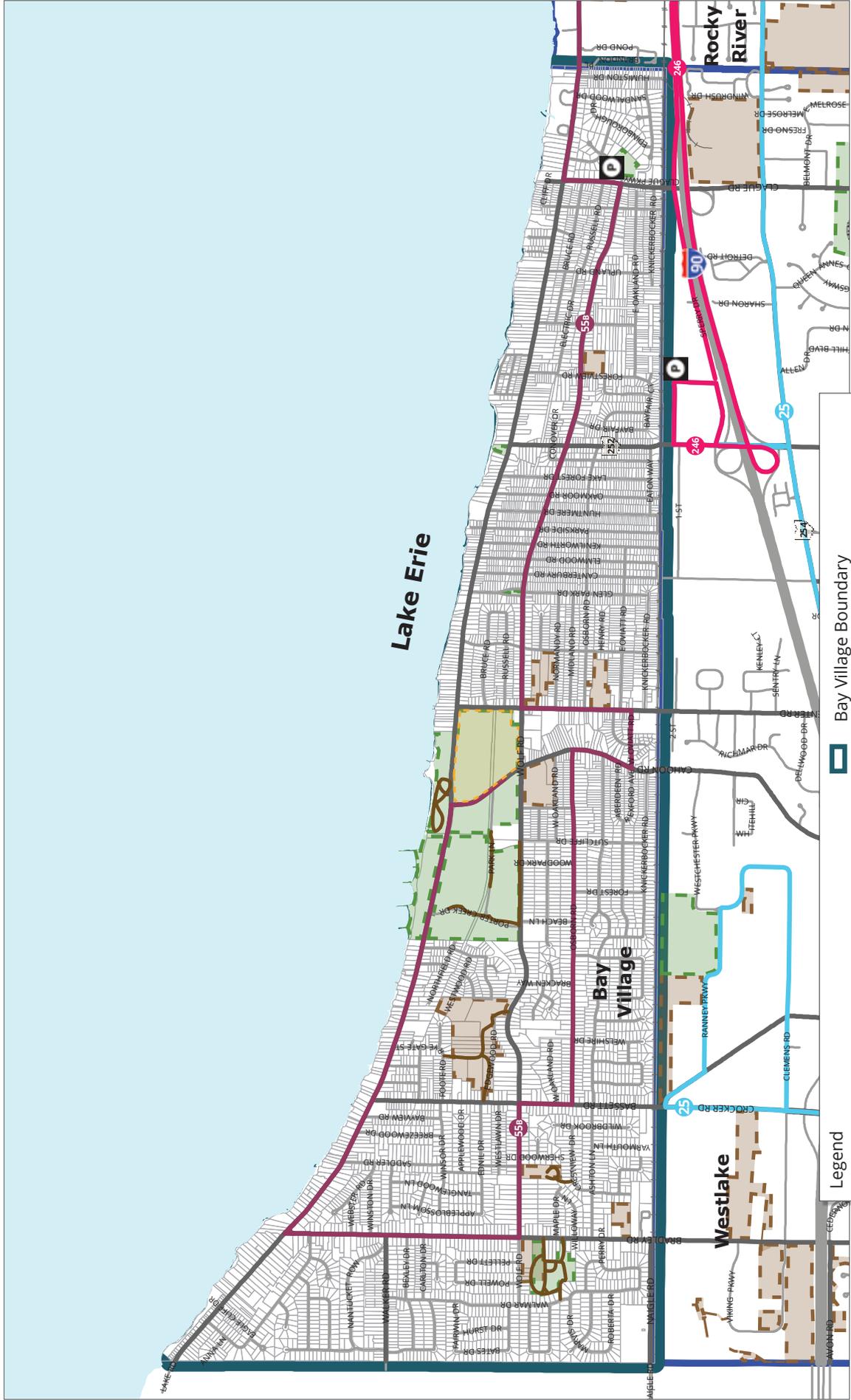
TRANSIT

Bay Village is served directly by two Greater Cleveland RTA bus lines. Route 55B is a bus rapid transit line that runs at peak hours during the week throughout the City to Downtown Cleveland. The Clague Road Park-N-Ride lot serves this route. Though not in Bay Village, the Westlake Park-N-Ride lot is located just south of the City limits just off of Columbia Road and the I-90 on-ramp. It is served by the 25 and the 246 BRT lines. In August of 2016, Route 43 serving Bay Village by connecting Cahoon Road to the Triskett Red Line station via Wolf Road was discontinued.

TRAILS

Bikeways and trails in Bay Village are limited to trails established in existing parks and the high school campus. There is only limited on-road dedicated bike infrastructure or designated routes throughout the City.

Map 10 Roads and Transit



Legend

- Bus Route (circle shows route number)
- Bike Paths
- P RTA Park-N-Ride Location
- Bay Village Boundary
- Parks and Open Space
- Government & Institutional
- Major Roads
- Minor Roads



PEDESTRIAN CROSSINGS

In the initial discussions with City Officials and residents, one issue that was commonly identified was the lack of safe pedestrian crossings at significant intersections and along major thoroughfares.

There are long stretches along many major roads through the City that lack marked or controlled pedestrian crossings. This is specifically a concern along Lake Road, where there are many access points to parks and Lake Erie. Crossing Wolf Road along the eastern and western residential portions of the City was also identified as an issue.

Major intersections of Wolf and Lake Roads with major north-south roads such as Clague, Columbia, and Bassett were also identified as needing new or increased pedestrian crossings. Pedestrian crossings near parks, schools and other amenities on all major roads are a significant issue as well.

Map 11 on the following page indicates important intersections and street crossings where new or enhanced pedestrian crossings should be investigated and considered.

BIKE ROUTES

Bay Village has an intact, well defined street grid with major roads running the length of the City both East-to-West and North-to-South. The City lacks significant bike infrastructure to allow residents and visitors to safely bike throughout the City to its parks, schools, commercial centers, and other amenities. The highlighted roads on the map indicate roads that could potentially incorporate bike signage and infrastructure to form

a complete bike network in Bay Village and connect cyclists and pedestrians to amenities.

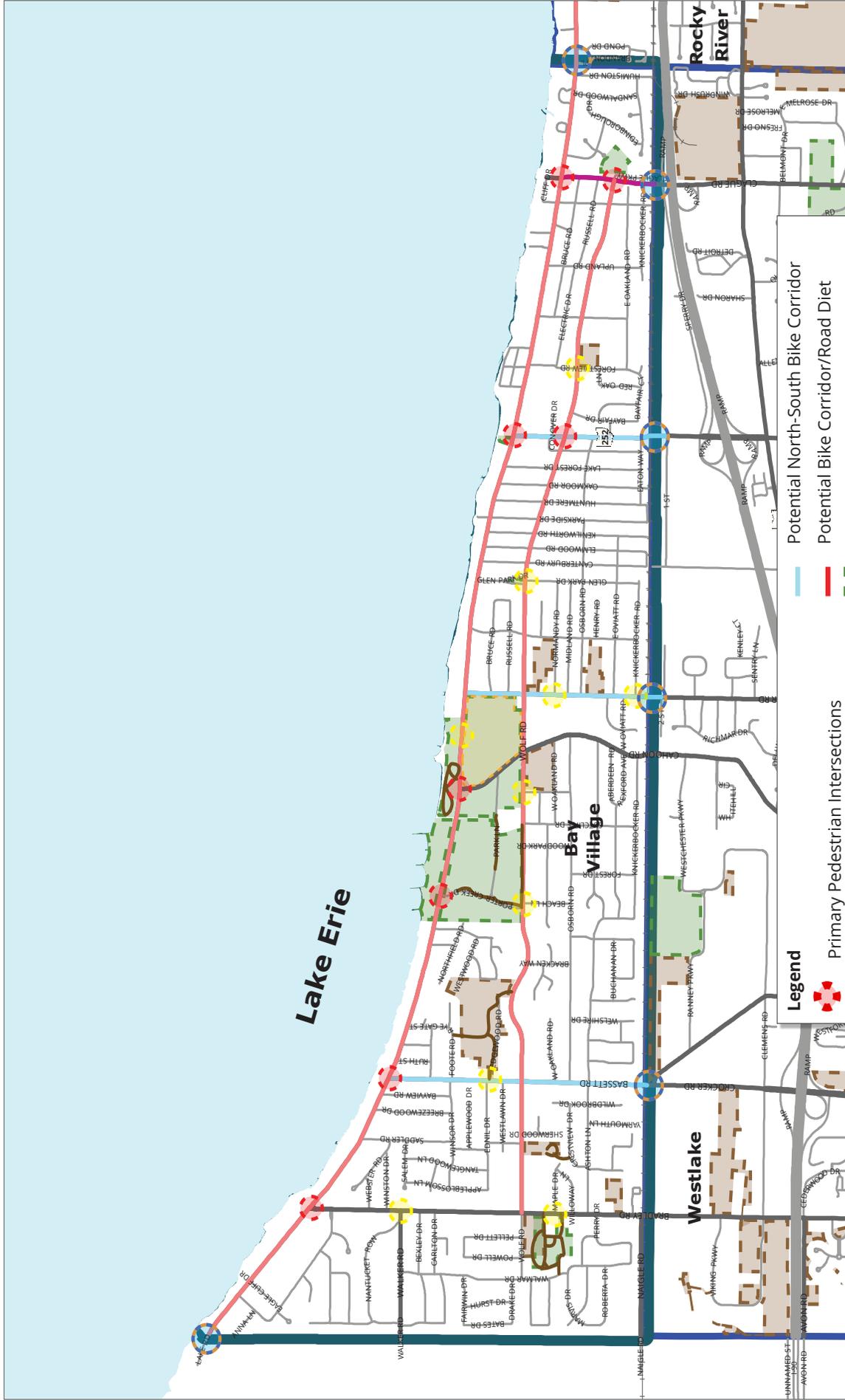
Clague Road is not only a candidate for bike infrastructure, it should also be studied for a road diet for safety and aesthetic reasons.

CITY GATEWAYS

City gateways mark the City's boundaries and welcome residents and visitors to Bay Village. The gateways indicated on Map 6 are important because they are located on major roads where people are likely to enter the City. They either feed directly into the Village Center or provide direct connection to Interstate 90. Special attention should be given to make sure that they are adequately marked and appropriately landscaped to welcome visitors.

Special consideration may be needed as those gateways along the southern boundary are shared with railroad crossings. Pedestrian improvements should be considered at these gateways to enhance safe crossing of the tracks.

Map 11 Pedestrian & Bike Enhancement Opportunities



Legend

- Primary Pedestrian Intersections
- Secondary Pedestrian Intersections
- City Gateway
- Potential East-West Bike Corridor
- Potential North-South Bike Corridor
- Parks and Open Space
- Recreation Center
- Government & Institutional
- Bay Village Boundary

LAND USE & ZONING

Land use and zoning describe two different but related topics. Land use describes how land is currently being used while zoning describes what uses are allowed to be constructed on a property. Land use and zoning do not need to match exactly; however, areas where they do not could indicate a need to update the zoning of a property or the need to create a new zoning district.

LAND USE IN BAY VILLAGE

Land use is commonly depicted using broad categories such as residential, commercial, or industrial areas. The Existing Land Use map on page 33 displays the current land uses in Bay Village.

The land use pattern in Bay Village is substantially suburban. It displays common land use patterns of what is often referred to as a “bedroom community”. The vast majority of the land is being used as single-family residential. There are significant retail commercial areas located along Dover Center Road. There are areas of multi-family, industrial, and office, but they tend to be located on the fringes of the City or adjacent to the major retail centers.

There are significant areas of Institutional uses throughout the City representing the local school system and the many churches and community facilities serving the community and its neighborhoods.

The other major land use within Bay Village is Open Space. Huntington Reservation and Cahoon Park make up the bulk of Open Space in the community, and are located between the Lake Erie coast and Wolf Road on either side on Cahoon Rd. This is not only the most significant concentration of open space, but it makes up over three-quarters of the designated open space in the community. There are several smaller open space areas in the City, but they are typically small in size mainly serving the surrounding neighborhood.

Vacant Land

Little vacant developable land remains within the City of Bay Village. Land has either been developed or preserved as open space. There are opportunities to redevelop existing commercial and residential areas.

ZONING IN BAY VILLAGE

Zoning is the main tool by which local governments control how land is used and how the characteristics of development are determined throughout the community. The structure and types of zoning available in a community can greatly affect a city's ability to permit or prohibit the types of growth or developments they wish to see in their community. Flexible and responsive zoning is a key element in a city's ability to adapt to changing economic, demographic, and social trends.

Bay Village's current zoning code is characteristic of a typical suburban structure. Commercial uses are located along Dover Center Road, especially at the intersection with Wolf Road. This creates a commercial "village center" at the intersection. Most of the City is zoned for detached single-family residential. There are small areas of Multi-Family and industry, but they are located separately from the single-family neighborhoods.

Bay Village's zoning code is simple and has served the City well by creating a largely residential community with local retail to serve residents. However, the changing nature of the economy, the preferences of residents, and the needs of the community have rendered the zoning overly simplistic and unable to adapt to new zoning needs, uses, and development concepts.

Mixed commercial uses are prohibited. The current code lacks the flexibility to accommodate new uses, development practices, and design standards that did not exist when the current ordinance was adopted. This hinders opportunities for necessary redevelopment of some commercial and residential areas. The Village Center has remained auto-oriented

and lacks a well-defined character. Its current design discourages pedestrian and bicycle traffic, and does not provide spaces that encourage people to gather, linger, and connect with the community.

The adherence to strictly single-family detached residential housing limits options for young professionals, small families, empty-nesters, and seniors. This forces longtime residents to move away or choose other locations because they cannot find housing that meets their needs. High-quality townhomes and multi-family units can be used to create vibrant, mixed-age communities. Combined with design standards, this can provide for redevelopment that fits the character and scale of the existing community and neighborhoods regardless of density or use.

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SECTION 2

COMMUNITY VISIONS

INTRODUCTION

The *Community Visions* describe the desired future for Bay Village to be achieved by this Master Plan. The *Visions* are lofty, deliberately broad and based on the community's perceived strengths, weaknesses, and reputation.

The Vision statements were developed through an inclusive process. County Planning worked with the Project Team, Steering Committee, and the Public to identify current and desired planning and development ideas for Bay Village. These issues and ideas were refined into seven individual Community Visions that should guide the City's future development.

The Visions are written as active statements, and indicate commitments by which the City will operate and guide its actions. Together the statements create a unified, comprehensive vision for Bay Village.

WHAT'S IN THIS SECTION?

The section includes seven Comprehensive Vision Statements for Bay Village's future:

- Keeping a Commitment to Place
- Continuing a Dedication to Quality Parks, Recreation and Lake Erie
- Diversifying Housing Options
- Establishing a Pedestrian & Bicycle Friendly Community
- Creating a More Vibrant Village Center
- Maintaining and Greening City Infrastructure
- Building Community

HOW DO I USE IT?

These Visions will be used to frame and give structure to the planning document and guide the development of the intermediate goals and specific actions to help achieve each Vision. These action steps will be defined and expanded in the next sections of the Plan: *Goals & Actions* and *Implementation*.



Source: Cleveland Metro Parks

VISION

KEEPING A COMMITMENT TO PLACE

Bay Village's single-family tree-lined neighborhoods and Lake Erie coastline define its character. The city will maintain its existing housing stock, protect and promote its shoreline, encourage sustainable practices, and seek out place-making opportunities while ensuring that future development fits within the existing sense of place.



VISION

CONTINUING A DEDICATION TO QUALITY PARKS, RECREATION, AND LAKE ERIE

Lake Erie, Huntington Reservation, Cahoon Park, the Aquatic Center, and other amenities are consistently cited by residents as one of the most compelling reasons to live in the City. Bay Village will continue its commitment to protecting and improving its environmental assets while providing its residents with the high quality spaces that make the community appealing.



VISION

DIVERSIFYING HOUSING OPTIONS

The top priority for housing in Bay Village is to maintain the existing homes and neighborhood character. However, there is also a desire for additional housing options, specifically for townhomes and cottage housing that will meet the needs of young families and professionals, as well as elderly residents who desire to age in place.



VISION

ESTABLISHING A PEDESTRIAN & BICYCLE-FRIENDLY COMMUNITY

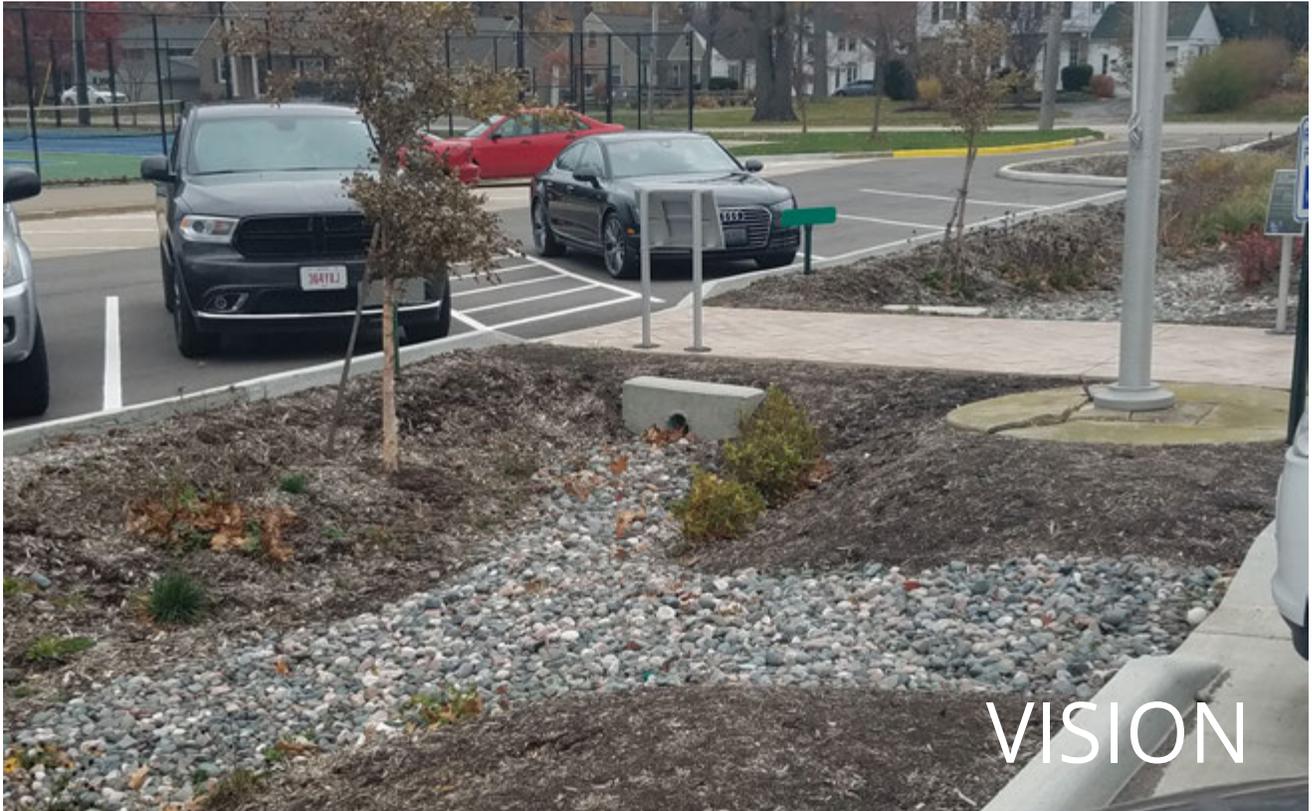
Bay Village's street grid is very efficient with good circulation and straightforward wayfinding. An expanded bike and pedestrian network with dedicated lanes, trails, enhanced crosswalks, and public transit that effectively serves residents will provide safe connections to community parks, amenities and institutions to promote healthy, active lifestyles.



VISION

CREATING A MORE VIBRANT VILLAGE CENTER

Currently, downtown Bay Village is dominated by parking lots and car-centric design, making it unwelcoming as a gathering place. A more walkable, bikable, and well-designed Village Center that incorporates mixed-use zoning will build upon the City's sense of place, complement existing amenities, enhance its sense of community, incorporate environmental design, and generate economic benefit through increased property values and "feet on the street" supporting and diversifying local retail.



MAINTAINING & GREENING CITY INFRASTRUCTURE

City infrastructure is a vital piece of any well-functioning municipality. Bay Village will maintain high standards of service for all City infrastructure and utilize environmentally sustainable design practices when adding or replacing infrastructure, including roads, crosswalks, sidewalks, sewers, and storm sewers. The City will make a concerted effort to alleviate stormwater management and flooding issues through innovative policies and green infrastructure.



VISION

BUILDING COMMUNITY

Schools, places of worship, cultural institutions, social organizations, and community events create opportunities for enjoyment and fulfillment in residents' daily lives. The City will continue to support local organizations and institutions to provide an increasing number of spaces and opportunities for people to connect, and provide a high quality of life to keep Bay Village desirable to residents, visitors, and businesses.

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SECTION 3



GOALS & ACTIONS

Realizing the desired vision for Bay Village is accomplished by reaching identified goals through specific actions. This section outlines those goals and actions as a comprehensive policy plan, that when pursued, will achieve the desired future for Bay Village.

WHAT IS IN THIS SECTION

Goals & Actions is divided into sections for each Community Vision topic. There will be some overlap between Visions to foster an integrated, comprehensive approach.

Each goal and its actions were developed using multiple sources. Results of the Current Conditions document, the Community Survey, as well as input from the City of Bay Village Master Plan Project Team and Steering Committee were integral to identifying issues and developing action items. They were also presented for comment at Public Meetings.

This document not only outlines goals and actions, but seeks to explain the purpose behind these recommendations. Throughout the document, highlighted boxes and pages identify additional information about critical topics and provide successful examples of policies and programs from other communities.

HOW DO I USE IT?

The Goals and Actions section identifies proactive steps the City and its partners should undertake in the coming years. It provides an explanation and reasoning for many of the Goals and Actions in the Plan. It also provides examples, definitions, and renderings to help provide context and guide actions. The concluding Implementation section will supplement the Goals and Actions section by defining specific partners, priorities, time frames, and potential funding sources.

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Source: Cleveland Metroparks



Throughout the planning process, the most prominent charge from residents was to maintain the character and quality of life that defines Bay Village. This idea was considered so important that it has influenced the development of all the goals and actions that follow.

The actions contained in this Vision Statement, and throughout this document, work together to balance responsible policy and development in Bay Village that promotes the preservation and enhancement of the City.

Goal 1. Establish policies for new development and retrofitting existing infrastructure that protects and enhances the existing tree canopy.

One of first concerns raised during the planning process was the protection and enhancement of the City's tree canopy. Emphasis was placed on protecting mature trees along streetscapes and around developed commercial and civic areas. Development policy also needs to emphasize tree protection. Tree protection is also an important component for the vision Maintaining and Greening City Infrastructure.

Action 1.1 As part of an overall tree protection ordinance, create a "tree bank" that requires identified trees that cannot be replaced on-site to be planted elsewhere in the City (see Maintaining and Greening City Infrastructure, Goal 1).

A "tree bank" operates as a part of an overall protection plan. Critical specimen trees, defined via a tree ordinance, that are removed as part of development must be recompensed. This includes planting new trees on-site or planting trees at a designated "bank" area. The removal of specimen trees is accompanied by a fee which can fund other tree protection actions. Tree banking could be incentivized with development bonuses.

Critical trees are usually defined based on:

- **Type** - hardwood, softwood
- **Size** - diameter at breast height
- **Purpose** - ornamental, native species
- **Environmental Impacts** - Ecology, habitat

Tree Bank locations and target areas include:

- Environmentally critical habitats;
- Parkland;
- Commercial Developments;
- Streetscapes and Tree Lawns;
- Buffer areas between developments.

Action 1.2 Reduce parking requirements and encourage shared parking agreements among businesses to reduce overall need for paved parking areas.

Goal 2. Increase the community's identity with, and awareness of, Lake Erie.

Action 2.1 Increase signage, marketing, local tourism programs, events and other interventions designed to highlight Lake Erie.

Goal 3. Place special attention on improving the streetscapes and aesthetics of major roads.

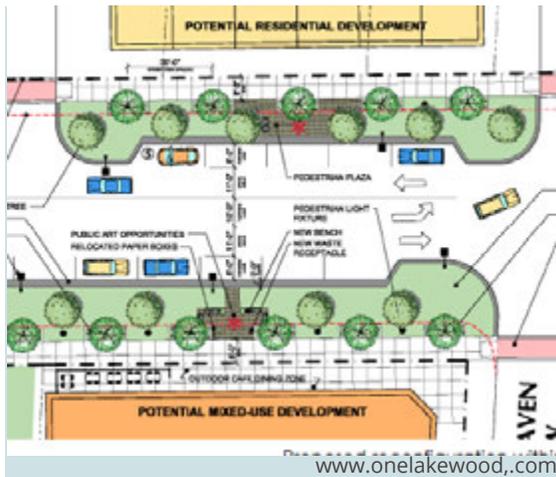
Action 3.1 Create streetscape plans and design guidelines for major roadways. (see Policy Map, pages 84 & 85)

- Major corridors: Wolf Road, Dover Center Road, Lake Road;
- Secondary Corridors: Clague, Bradley, Columbia & Cahoon Roads;
- Community Gateways.

Action 3.2 Implement a road diet and enhanced streetscape on Clague Road (see Establishing a Pedestrian and Bicycle Friendly Community, Goals 2 & 3).

Action 3.3 Construct bike lanes or an all-purpose-trail, stormwater infrastructure, and streetscape improvements along Wolf Road (see Establishing a Pedestrian and Bicycle Friendly Community).

Goal 4. Increase the rate of property inspections for code enforcement to maintain the high quality housing stock.



STREETSCAPE PLANS

Streetscape Plans, similar to design guidelines, prescribe the design, material, landscaping, layout, and other aspects of a public right-of-way to reach a desired look and feel on a street. Having a plan not only for how the streets should look, but how to implement it, is a powerful tool for a City and can work in conjunction with design guidelines and other development, transportation, and environmental policies.

Examples

**Detroit Avenue Streetscape Plan,
Lakewood, Ohio**

www.onelakewood.com/community-vision/commercial-development/

**Variety Village Streetscape Plan,
Westtown CDC, Cleveland, Ohio**

www.noaca.org/index.aspx?page=139



Variety Village Streetscape Plan, NOACA.org

Action 4.1 Focus attention to properties within the Improvement Target Areas as identified by County Planning.

Action 4.2 Work with local banks to help connect residents in need of home improvements to the Cuyahoga County Housing Enhancement Loan Program (HELP).

Many residents in need of home repairs are on fixed incomes and are not able to afford the improvements. Connecting them to this program will lessen the burden and assure the improvements are completed.

Goal 5. Develop design guidelines that ensure future residential development in Bay Village is consistent with the character that makes it a desirable place to live.

Bay Village is desired for its safe and charming neighborhoods. Maintaining and enhancing this local character was a constant theme during the planning process. Part of maintaining that charm involves giving the local government the ability to proscribe and review the physical design of new developments. This ensures that new development achieves the desired character of the City and requires high quality design and construction. Establishing these protocols will protect the City and residents property value regardless of the type of development.

Action 5.1 Create Neighborhood Conservation Districts to protect unique and/or historic residential neighborhoods.

Neighborhood Conservation Districts (NCDs) are one way to implement design review or design guidelines to protect neighborhood character. NCDs would delineate historical neighborhoods or blocks that have a significant common character or design that should be protected. Homes within these NCDs would be subject to design requirements or design review for exterior changes in order to ensure character and quality is maintained. It also allows an opportunity to enhance neighborhood character with original names, unique street signs, or other methods.

- Identify neighborhoods and architecture that is historically significant, such as cottages, bungalows, or historic houses along main streets.

Action 5.2 Create residential design guidelines to direct new development and major alterations or additions to existing homes.

Guidelines give clear expectations as to what is required for developers and homeowners when approaching new development, existing alteration, or addition to an existing home. This also protects the existing homes and neighborhoods by assuring that new buildings or additions are built to specific standards and do not alter the overall character and quality of the neighborhood. Guidelines can be tailored for specific neighborhoods requiring different standards.

Action 5.3 Give the Architectural Board of Review the ability to review residential construction and developments based on the design guidelines.

- Design review of structures to ensure they reasonably meet the design guidelines and standards for quality development.
- Ensure new construction is appropriate (size, massing, building orientation, site layout, etc.) to protect neighbors and neighborhoods.
- Protection of Neighborhood Conservation Districts or other historically important housing or structures.

Goal 6. Pursue the redevelopment of the Clague Road commercial area as a mixed-use area with medium-density residential and limited commercial or office/professional uses.

The Clague Road commercial area represents a significant redevelopment opportunity. As currently developed, the location and zoning restricts its attractiveness for tenants and use. Tucked in a corner next to the highway and behind a park, it is separated from the community. However, if the property's zoning and regulations are tailored appropriately, redevelopment can take advantage of the location.



Being buffered from neighborhoods makes this site isolated enough that even significant redevelopment would have little effect on neighbors. Even allowing development between 3-6 stories would not impact neighbors. Increased height would also make it visible to the highway and even Lake Erie. Its proximity to I-90 and easy access to Cleveland would also make it enviable as residential development. Combined with the streetscape and roadway enhancements proposed for Clague Road, it would make it an attractive redevelopment opportunity for eastern end of the City.

Action 6.1 Ensure zoning of the property permits mixed-use with medium-density residential and appropriate commercial and/or office uses.

- Commercial, office, and residential uses would ensure that the property remains a tax producing asset for the City.
- Residential uses would benefit from access to the interstate and Reese Park, and also support associated retail.
- Impacts on transportation would be minimal as Clague Road from Wolf Road to the Interstate is already built to handle a significant amount of traffic.

Action 6.2 Allow increased building height or additional stories on the Clague Road commercial area to enhance development opportunities.

- Increased height would be possible without impacting adjacent neighborhoods.
- The site is already well below grade compared to the Interstate and Clague Road.
- It is buffered by a stream and wooded area from the neighborhood to the east.
- Increased height would make the site more visible and could potentially benefit residential development by offering views of the Lake.

Action 6.3 Ensure the enhancement of local connections between neighborhoods to Reese Park and the Clague Road commercial area as part of redevelopment plans.

- Redevelopment of the commercial area would provide an opportunity to increase connectivity to Reese Park and Wolf Road from surrounding neighborhoods.

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VISION

CONTINUING A DEDICATION TO QUALITY PARKS, RECREATION, AND LAKE ERIE

Lake Erie is the biggest recreational asset in Bay Village. Connecting residents and visitors to the lake is essential to maintaining the high quality of life residents currently enjoy, as it defines the character of the community and proves attractive to new residents and visitors.

The City also has many other great parks and recreational amenities. Facilities that might otherwise be located at Cahoon Park must be provided elsewhere as that park is closed on Sundays. Outdated and insufficient amenities at some park facilities is required to enhance quality services and increased recreational opportunities.

Goal 1. The City will make strategic efforts to maintain and improve the accessibility to Lake Erie for residents and visitors.

Lake Erie is one of the most important amenities for Bay Village. It contributes significantly to the local character and the high quality of life enjoyed by residents. The City has current access to the lake through the Huntington Reservation Metro Park as well as the Bay Boat Club in Cahoon Park. In order to strengthen the connection to Lake Erie and enhance recreational opportunities, the City should focus on expanding access to the lake, enhancing existing connections, and ensuring that these connections are marketed, advertised, and integrated to the core identity of the City.

Action 1.1 Plan and develop new park space with access to Lake Erie at the vacant site in Cahoon Park at the mouth of Cahoon Creek (See Highlight on page 47).

This site is part of Cahoon Park and is currently undeveloped. It is a small space that could provide a picnic pavilion, grills, fire rings, a small beach, or other passive recreation features. Cahoon Park was donated to Bay Village and its residents to be used as park forever. Currently this small portion of the park cannot be used as intended in the Cahoon Will. Restoration, added amenities, and new access will enhance the parks mission and provide more access to the lake.

Action 1.2 Study the feasibility and acquisition of new land to create another access point to the Lake Erie shoreline.

Goal 2. Continue to improve existing park facilities with amenities that best serve park-goers.

Bay Village has great park amenities. As the City looks to the future, it is important to ensure that the current facilities are maintained to a high standard. It is also important to ensure that the facilities, equipment, programming and other aspects of the parks evolve to provide the desired and needed recreational options for the population.

Action 2.1 Enhance and expand sports fields in parks on the east and west sides (Reese, Bradley, Walker) that can host sporting events on Sundays.

Action 2.2 Expand the amenities and awareness of the Fitness Room.

- The current Fitness Room, located in the Bay Middle School is small and has low visibility in the community. The City should seek to make the fitness room larger and more visible.
- Long term relocation to a larger, more visible site should be considered.

Action 2.3 Invest in renovations to the Community House, especially the kitchen and meeting facilities.

- The building is a part of the newly created Cahoon Park Historical Area and is an important historical landmark and community event facility.
- The site is outdated and needs a complete interior renovation (kitchen, bathrooms, event facilities, electric).
- Preservation of significant historical characteristics of the building should be incorporated.

CONNECTING TO LAKE ERIE

Lake Erie is a major asset and essential to the character and quality of life in Bay Village. The 2016 Community Survey showed that the number one reason people live in Bay Village is its proximity to Lake Erie. Huntington Reservation provides excellent access to the lake along with the Bay Boat Club. However, throughout the planning process there has been a desire expressed to increase connections with Lake Erie. Any additional connection to the lake strengthens the future of Bay Village.

A Park on Lake Erie

Action 1.1 of Goal 1 recommends enhancing the undeveloped plot of land in Cahoon Park at the mouth of Cahoon Creek west of the Bay Boat Club. This would create a new connection to the Lake Erie shoreline and complement the existing amenities.

Cahoon Park was donated "for the citizens, people and Village of Bay" to be used forever as a park. This last portion of the park can be improved to better serve the intent of its donation.



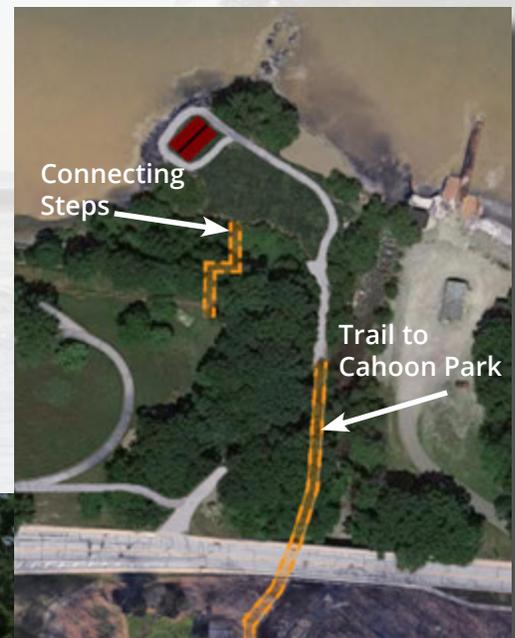
Currently

Construction spills site in Cahoon Park where Cahoon Creek enters the Lake. Bay Boat Club is on the right

Potential Enhancement

The area could be developed simply with just the grading of the land and seeding with grass to create a passive recreation area on the Lake. Other enhancements could include:

- A bike/pedestrian trail that connects to the rest of Cahoon Park under Lake Road.
- A picnic pavilion with restrooms, grills, and campfire rings would provide activity space to enjoy the lake-front location.
- A small beach or natural shoreline could be developed to allow visitors to access the Lake.
- Connecting steps to walking paths.



Goal 3. Work jointly with neighboring communities to expand the recreational amenities and programs available to residents.

Action 3.1 Work with Avon Lake to enhance aquatics and recreation facilities at the Walker Road Park to be jointly operated and open on Sundays.

The current aquatics center in Cahoon Park is outdoors and closed on Sundays. Residents desire an aquatic recreation center that would be open year-round and on Sundays. Walker Road Park, operated jointly with Avon Lake, has the space for the development of such a facility. It also provides an opportunity to work with Avon Lake to share the cost and provide both communities with amenities.

- The city should study the feasibility and support for an indoor aquatics/rec center jointly with Avon Lake. Investigate contingencies as such a facility may not pay for itself, but could still be worth local support.
- If a joint aquatics or rec center is not feasible, investigate the construction of a splash pad at Walker or Bradley Parks that could be utilized on Sundays.

Action 3.2 Work with the Cities of Westlake, Avon Lake, and Rocky River on reciprocity agreements for recreational facilities and programs at subsidized or reduced fees.

Action 3.3 Approach Rocky River or Westlake regarding the feasibility of a joint recreational center at Reese Park and/or redevelopment of the adjacent commercial area.

The commercial area on Clague road is an opportunity for redevelopment as it is underutilized with very poor visibility for business. If not redeveloped as a commercial or mixed-use area, it could be used to expand Reese Park and provide recreational facilities. Its location bordering Rocky River and Westlake provide an opportunity to work regionally on such a development.

Goal 4. Utilize regional resources such as the Northeast Ohio Areawide Coordinating Agency (NOACA) and Cleveland Metroparks to plan and implement improvements to recreational facilities.

Action 4.1 Seek additional funding for new and ongoing projects from NOACA's Transportation for Livable Communities Initiative.

- New multi-modal transportation studies.
- Implementation grants.



Action 4.2 Ensure the City is represented in the Cleveland Metroparks Master Planning process and other development issues for Huntington Reservation.

- Cleveland Metroparks will update its Master Plan for Huntington Reservation in 2019.
- The Transportation for Livable Communities Initiative Cuyahoga Greenway study will also begin in 2017 and will include the Metroparks, Huntington Reservation, and Bay Village in the study area and as stakeholders.

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Bay Village is known and desired for its tree-lined single-family neighborhoods. However, Bay Village has a significant population of residents over the age of 55. Aging residents looking for smaller, lower maintenance housing options will be hard pressed to remain in Bay Village as few of these options exist. Similarly, young professionals who desire to live in and enjoy the amenities of Bay Village also lack options besides large, single-family homes.

Strategically allowing more diverse, higher density housing options, such as condominiums, cottage housing, and townhomes, would provide needed housing options. Updating zoning regulations to allow mixed-use and attached residential options in appropriate locations can also spur redevelopment of commercial areas. Appropriate development and design regulations will ensure the quality and value of the City's neighborhoods are maintained.

Goal 1. Encourage the development of denser residential neighborhoods adjacent to the Village Center, including Dover Junction and other appropriate locations.

Single-family detached housing neighborhoods are the greatest strength of Bay Village. However, the City lacks diverse housing options to attract residents of all ages and to allow residents to age in place. Townhomes, condos, and other attached housing types can be allowed in strategic locations to provide needed housing for Millennials and seniors. Examples of existing denser development in the City include:

- Cambridge Commons on Bradley Road.
- Cahoon Ledges on West Oviatt Road.

Diverse Housing: Types & Examples

Townhomes

Townhomes are attached single-family residential structures. Typically smaller in size than traditional homes, some can be just as large. They are typically two to three stories in height. Townhouse developments lend themselves to walkability. They often have large central courtyards, parks, or other shared greenspace rather than individual yards.

Maintenance, landscaping, and snow shoveling is usually a service provided for the development through a homeowner association.



Cottage or Cluster Housing

Cottage housing, or cluster housing, builds smaller houses on a development around shared communal space such as a central courtyard. Houses can be either attached or detached, but are smaller than typical housing, with minimal separation, and often only one story. Shared courtyards are maintained by a homeowner association.



In-Law Suites

Also known as granny flats, are small secondary living units built adjacent or connected to a primary single-family residence. If attached, they may share kitchen or other facilities with the main residence, but often are separate areas with a separate entrance. They are usually single-story and are restricted to residence by seniors or immediate family members.





Action 1.1 Continue to Refine City Ordinance 1158 to clarify requirements for denser, attached development and the locations where it is appropriate.

- Establish a process for deciding where attached developments would be appropriate.
- Consider delineating locations or neighborhoods where attached housing would not be appropriate.
- Map appropriate and inappropriate areas for consideration of attached housing.
- Indicate which types of housing should be considered in appropriate locations.
- Clarify language on senior housing as a requirement for a development project.

Action 1.2 Permit cottage housing, townhomes, and condos as part of denser development in and around the Village Center and Dover Junction.

- Smaller housing types appeal to seniors looking to downsize and reduce property maintenance obligations.
- They also appeal to Millennials, professionals, and young families desiring smaller spaces or who are buying their first home.
- The Village Center and Dover Junction are prime areas for smaller, attached housing types.
- It would provide transition from commercial to residential areas.
- Its proximity to commercial amenities would also cater to those desiring to be able to walk to shopping and entertainment.
- It could also be used to spur redevelopment of the Village Center.

Action 1.3 Allow mixed-use residential development in the Village Center, including Dover Junction, and the Clague Road commercial area.

- Mixed-use zoning permits residential and commercial uses in the same building or on the same parcel.
- It also provides flexibility and options for development which can help encourage redevelopment of stagnant commercial areas.
- Both locations are already built-out commercial areas and redevelopment would not be detrimental to existing neighborhoods.

Action 1.4 Determine the appropriate housing density to be permitted to promote development of diverse housing in the Village Center.

- Approximately 6-8 units per acre would accommodate moderate density townhomes and live-work units.

LAKWOOD'S HOUSING FORWARD PROGRAM

- Surveyed 12,654 one-and two-bedroom homes
- 1,741 homes in poor condition
- Connected homeowners to resources and technical assistance
- Used code enforcement mechanisms proactively
- Improved approximately 1,400 homes in 18 months

www.onelakewood.com/community-vision/housing/

Goal 2. Develop a revitalization strategy for Improvement Target Areas (ITAs) in Bay Village (see Keeping a Commitment to Place, Action 4.1).

Improvement Target Areas are eligible for Community Development Block Grant funding to implement property maintenance and repair. The City can help strengthen neighborhoods by investing in infrastructure and programs in these neighborhoods. Efforts should be expanded City-wide with rotating focus areas to accommodate staffing and budgets.

Action 2.1 Prioritize the repair of neighborhood infrastructure including sidewalks, curbs, street repair and resurfacing, and sanitary and storm sewer replacement and separation.

Action 2.2 Enhance code enforcement inspections and ensure enforcement citywide with additional focus given to County Planning-identified ITAs.

Action 2.3 Support home maintenance and repair through local programs and funding.

- Work with banks and community organizations to provide low-or no-interest loans for minor home repairs.
- Increase awareness of and facilitate the use of countywide programs such as the Housing Enhancement Loan Program (HELP).
- Allow code enforcement fines and inspection fees to be refunded as part of correction of maintenance issues.

Goal 3. Encourage senior-friendly housing and development policy.

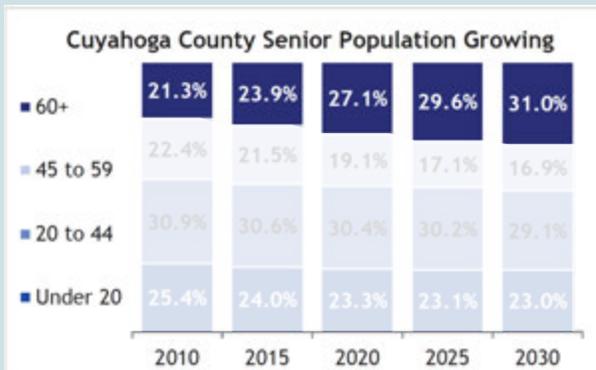
Action 3.1 Focus on developing and promoting senior housing for those age 55 and over.

- Aging in place is a major concern as many seniors who living in Bay Village cannot find appropriate housing options for their stage of life and must move from the City.



HOUSING AN AGING POPULATION

A growing senior population is driving the planning for housing in communities across the United States. Cuyahoga County and Bay Village are no exception. This will require the inclusion of housing options in the City that cater to the unique needs of seniors. Single-story, universal design, communal spaces, minimal maintenance, walkable neighborhoods, and transportation assistance are all characteristics of communities where seniors can age in place. Bay Village is known for single-family neighborhoods; however, the City lacks more diverse housing options that meet the needs of seniors. A more diverse housing stock would mean an increase in density in appropriate areas, but is not a call for high density towers or apartments. A moderate density of 6-8 units per acre would accommodate condos, townhomes, and cottage or cluster homes that cater to seniors wishing to live in and enjoy Bay Village.



The Center for Community Solutions; Scripps Institute of Gerontology

By 2030, Cuyahoga County is estimated to have a population with 31% aged 60 and over. Currently, 49.5% of Bay Village's 15,508 total population is age 45 or older, and would be 60 or older by 2030.

Top Considerations for Leaving Bay Village:

45 to 64 Year Olds

1. For lower taxes (54.3%)
2. For a different climate (26.7%)
3. For a smaller house (14.3%)
4. For attached condos/clustered homes (13.6%)
5. For retirement friendly community (13.6%)

65+ Years Old

1. For lower taxes (40.4%)
2. For a smaller house (24.0%)
3. For retirement friendly community (19.1%)
4. For attached condos/clustered homes (16.9%)
5. To be closer to family/friends (12.6%)

2016 Community Survey - County Planning

Action 3.2 Promote the development of attached housing in appropriate locations.

- In and near the Village Center, Dover Junction, and Clague Road Commercial Areas;
- Adjacent to existing cottage or cluster home developments;
- Apartments, condos, cottage homes, and other styles targeted to seniors.

Action 3.3 Allow In-Law suites or Granny Flats in single-family districts.

- These are small secondary dwelling units attached or associated with a primary residence. They provide independent living space for seniors and would provide options for multi-generational Bay Village families.
- Regulations can be written to ensure these units are used by family members or seniors only and not rented out as unrestricted apartments.

Action 3.4 Increase housing density in appropriate locations for townhomes, condominiums, and cottage or cluster housing.

- In and near the Village Center, including Dover Junction;
- Promote and support redevelopment and home maintenance in ITAs through new infrastructure and appropriate zoning policy.

Action 3.5 Support Bay Interfaith Housing in their effort to refurbish Knickerbocker Senior Apartments.

Knickerbocker Senior Apartments represent a significant source of affordable senior housing in Bay Village. The building however, is severely outdated and in need of renovation. Current efforts are underway by community groups to secure grant funding to renovate the building. This would modernize the building making it safe, ADA compliant, and though it would decrease the total number of units, it would make the new units better suited for seniors and their needs. Other key issues are:

- The building is located in an ITA and adjacent to Dover Junction.
- The City needs to ensure public infrastructure is maintained or repaired as part of the initiatives for improving ITAs.

Goal 4. Remove regulatory impediments to housing options in Bay Village.

The rezoning process is often the most significant issue hindering appropriate redevelopment. Ensuring that a efficient, defined, and public process for rezoning exists will, in combination with design standards and review processes, give property owners, developers, and citizens protection and certainty in the rezoning and development process.

Bay Village currently uses referendum zoning, which can be an excessively long process with no certainty of a quality outcome for either the City or the developer.

Disadvantages to referendum zoning:

- Referendum zoning hinders property owners and local developers from creating quality development.
- The excessive time required to go through the referendum process costs developers money reducing the viability of development opportunities.
- It deters developers or property owners from even considering a project although it may be recommended in an adopted master plan.
- It negates the ability of elected officials, professional staff, and review boards to work with developers to guide appropriate development.



- Developers are unsure of the quality and appropriateness of their projects because the City officials and staff they work with in the development process have no say in the final outcome.
- It removes representational authority of elected officials to review, recommend and ultimately authorize or deny projects.

Action 4.1 Amend the City Charter to repeal referendum zoning in favor of City Council review and approval of rezoning requests.

City Council review and decision on zoning changes resolves many of the disadvantages of referendum zoning while protecting the character and quality of life of Bay Village. It is the standard procedure throughout much of the United States.

A standard City Council based zoning change process includes:

- Rezoning would be reviewed and voted on for final approval (or denial) by City Council through an open public process.
- Development plans would be reviewed, and a recommendation made to Council by the City Planning Commission and other public review boards.
- Other City boards and departments would review development plans for compliance to development regulations within the City.
- Affected utilities or government departments, such as schools, water, or sewer departments, would also review plans for compliance and service.
- Appeals of zoning decisions made by Council from residents, developers, or other parties would go through the local courts.

Advantages of this process:

- Elected representatives make the final decision on a rezoning.
- Council and City staff would have the ability to work with developers to convey the expectations and requirements of quality development.
- Developers would be certain of the requirements and expectations of the City for the approval of projects.
- Review of projects is based on design and construction standards and can also be tied to Comprehensive Plans and future-land use maps.
- The process takes place in open, public meetings, with multiple readings, where residents can provide input and voice concerns.
- Hearings take place during regularly scheduled, monthly City Council meetings, reducing the time required to get a final decision.

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VISION

ESTABLISHING A PEDESTRIAN & BICYCLE-FRIENDLY COMMUNITY

Allowing residents to easily and safely travel to the many parks and amenities throughout the City is important for a high quality of life. Increased pedestrian and bicycle enhancements at strategic locations will better connect to the community. Alternatives to auto travel also encourage an active lifestyle leading to a more fit and healthy community.

Enhanced streetscapes, bike lanes, pedestrian crossings, and connected amenities increase the safety and enjoyment for all modes of transportation. They also enhance the aesthetics and character of Bay Village which supports local economic development by attracting people to the Village Center to shop, eat, and enjoy its public spaces.

Goal 1. Ensure that Bay Village is safe and accessible for pedestrians and cyclists as well as automobiles.

Action 1.1 Enhance pedestrian and bicycle infrastructure at important street crossings and intersections (see [Focus Areas Map, pages 84 & 85](#)).

- The intersection of Lake and Columbia Roads;
- At intersections along Wolf Road between Clague and Dover Center Roads;
- Near parks, schools and other community amenities on Lake, Bradley, and Walker Roads.

Action 1.2 Evaluate crossing locations for potential implementation of appropriate enhanced crossing infrastructure.

Increased signage, enhanced signal lights to control traffic, and pedestrian islands and other physical infrastructure that provides a barrier between auto and pedestrian traffic makes intersections safer and more attractive.

ENHANCED INTERSECTION INFRASTRUCTURE INCLUDES:

- HAWK signals (**H**igh-Intensity **A**ctivated cross**W**alk **K** beacon)
- Medians or pedestrian islands
- Enhanced crosswalks
- Increased signage
- Off-set crosswalk



Action 1.3 Determine the appropriateness and feasibility of implementing “Pedestrian Scrambles” at the intersections of Wolf and Dover Center and Wolf and Cahoon Roads ([see graphic at top of page 71](#)).

- Pedestrian Scrambles are signaled intersections where all lanes of traffic have red lights and pedestrians are allowed to cross in all directions, including diagonally.
- All red signal patterns are already in use at these two intersections.
- Many pedestrians cross diagonally through the intersections already to decrease the crossing time and distance, although it is not legally allowed.
- Integrating additional pedestrian signals, signage, and markings as part of a Pedestrian Scramble would make the intersection safer and would instruct pedestrians and drivers how to navigate the intersection safely and legally.
- The Scramble is integrated with the typical traffic signal pattern, but can also be used more frequently during special events.



PEDESTRIAN SCRAMBLE OPERATION & MARKING



Source: City of Columbia, Missouri

Source: WKRN.com (Nashville, TN)

Action 1.4 Initiate a Safe Routes to School program.

- This program provides funds for pedestrian and bicycle infrastructure and safety programming, increasing safety and encouraging healthy lifestyles.
- Potential funding source for pedestrian and bicycle infrastructure.

Goal 2. Implement a road diet on Clague Road from Wolf Road to Lake Road.

Action 2.1 Eliminate one lane in each direction and add a center median to beautify the space, calm traffic, and create a welcoming gateway.

Action 2.2 Implement bike lanes in the right of way to enhance bicycle connectivity in Bay Village's east side.

Action 2.3 Engage the City of Cleveland Water Department to improve the Pump Station property at the intersection on Clague and Lake Roads.

- Improve the area with benches, tables, paths or other passive amenities.
- Beautify the intersection frontage to create an inviting gateway to the City.

Goal 3. Enhance bicycle and pedestrian connectivity along Wolf Road between Dover Center and Clague Road.

Action 3.1 Implement an all-purpose trail, separated bike lanes, or other appropriate bike & pedestrian infrastructure along Wolf Road.

- An 80 foot right-of-way with 30-foot tree lawns from the Village Center to Clague Road; allowing room for enhanced bike infrastructure.
- A trail or dedicated bike lanes would allow for cyclists and pedestrians to travel both directions protected from street traffic.

Making Complete & Green Streets in Bay Village



Complete streets are roadways designed to safely and comfortably accommodate users of all modes, ages, and abilities. They include improved sidewalks, dedicated bike lanes, transit facilities, and landscaping as part of a comprehensive program.

Green streets incorporate environmentally friendly infrastructure into the design of a street to minimize environmental disruption and incorporate greenspace.

Opportunities exist in Bay Village to increase infrastructure for alternative transportation (i.e. bikes and pedestrians) without impacting auto transportation. Wolf Road and Clague road present two examples of roads where complete and green streets can be implemented.

Clague Road

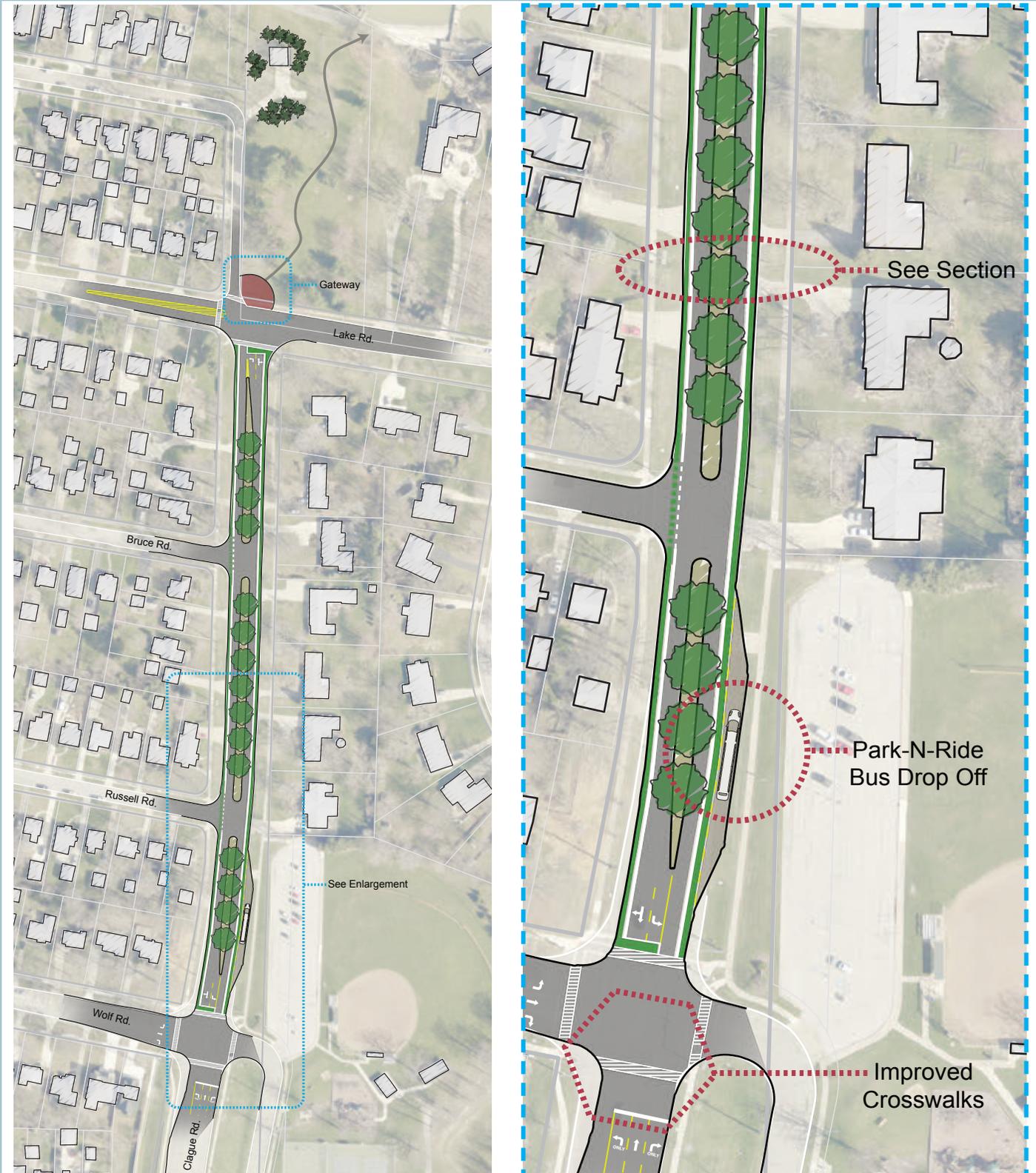
A short, but significant road in Bay Village, it connects to the first exit on I-90 coming from the east. It mainly serves to connect drivers to Wolf and Lake Roads, which can also be reached from exits at Columbia and Bassett Roads. Having four lanes within the city limits is unnecessary for the amount of traffic on the road, even in peak hours. It serves only to welcome residents and visitors to Bay Village neighborhoods with a sea of pavement.

Current Conditions



With a Road Diet





A road diet, reducing Clague Road from Wolf Road to Lake Road down to two lanes, with turn lanes at intersections, would maintain service to drivers but also allow for the installation of bike lanes and a greened center median for a more neighborhood-centric design and character.

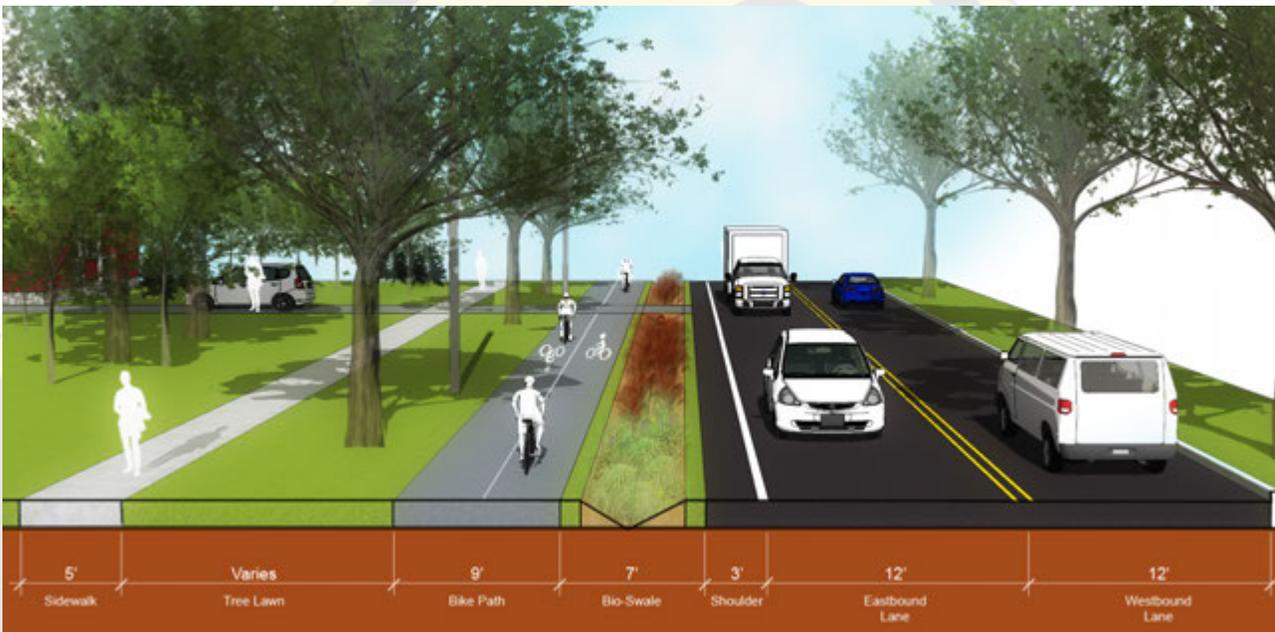
Wolf Road

Wolf Road is a major corridor connecting the east and west sides of Bay Village to the Village Center. Serving mainly residential neighborhoods, it provides an excellent opportunity to enhance infrastructure for alternative transportation modes, especially bicycles and pedestrians, to connect residents to City amenities without needing to use a car. With 80 feet of right-of-way for a two lane street, there is ample space to implement enhanced bicycle and pedestrian infrastructure. It would also allow for green infrastructure, such as bioswales and rain gardens, to enhance and beautify the large tree lawns and drainage ditches next to the road.

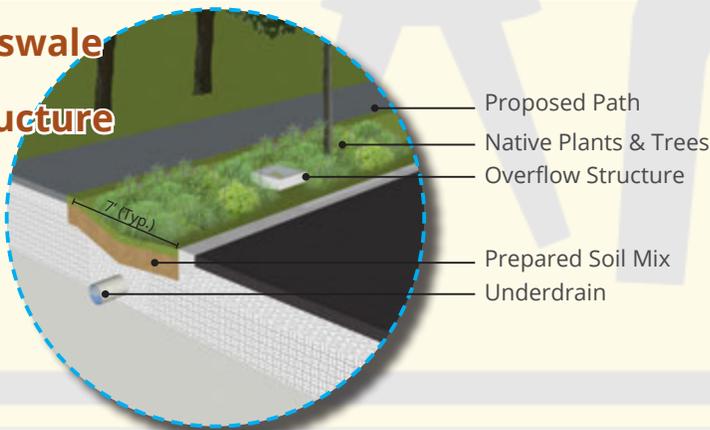


Current Conditions

With an All-Purpose Trail and Bioswales



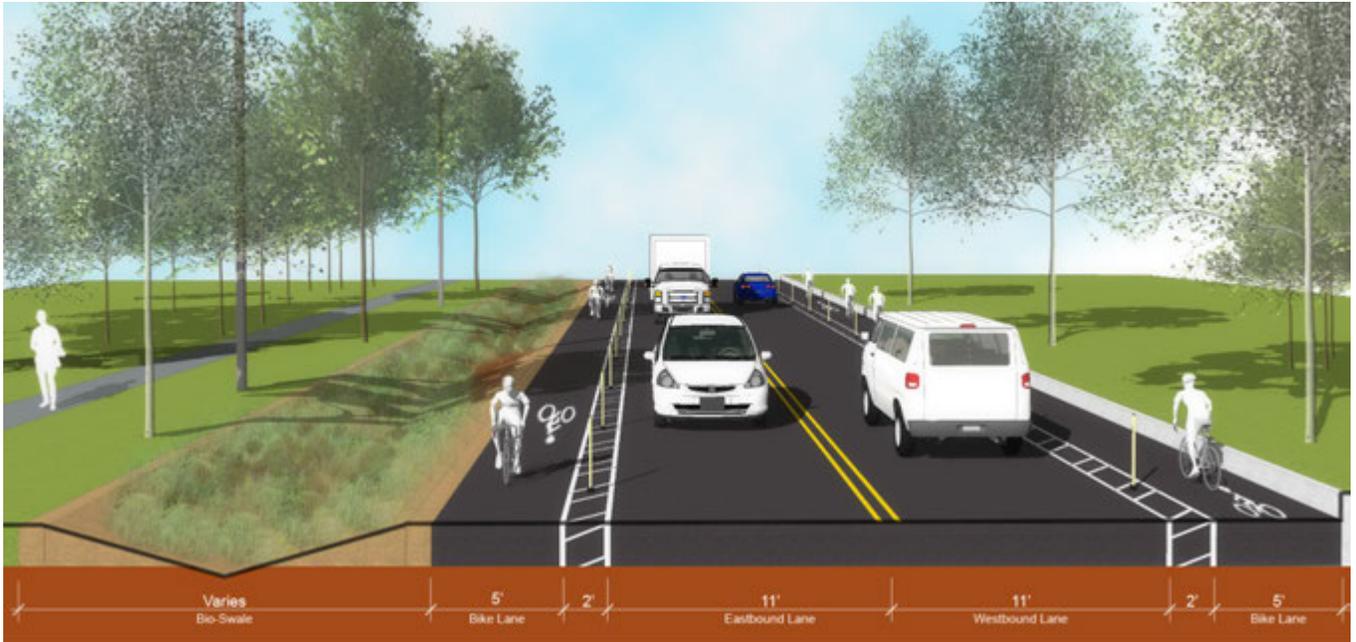
Bioswale Structure



These conceptual renderings show the implementation of an all-purpose-trail and bioswales along the south side of Wolf Road. This would increase bike and pedestrian safety, connect neighborhoods to amenities, reduce stormwater impact, and increase neighborhood aesthetics.



With Separated Bike Lanes and Bioswales



The above transect shows a typical section of Wolf Road if on-road bike lanes in each direction were to be implemented. With 80 feet of right-of-way there is ample room to add approximately 10 feet of width to the roadway to add a five foot wide bike lane with a two foot buffer in each direction. The additional roadway could easily be added from the south side of the street where no curb and gutter exist. This would still leave significant space to enhance the current drainage ditches with bioswales to better handle stormwater runoff from the road.

Implementation

These potential enhancements to Wolf Road are meant to provide visual concepts for what could be done to increase the safety, usability, beauty and overall functionality of Wolf Road. The ultimate decision on what should be installed will need further planning, budgeting, and engineering studies to determine what best fits the City's needs. Any project of this scope would take time and may need to be completed in stages. Planning for such a project, however, means that the project could be worked into a capital improvements program to be done in conjunction with a complete resurfacing or replacement of Wolf Road. This would also allow the City to take efforts to ensure the project is done quickly and steps are taken to limit or alleviate any inconvenience to residents.

Whatever is ultimately implemented, Wolf Road represents a major opportunity to connect, enhance, and beautify the City while making Bay Village an even more attractive place to live.

Action 3.2 Implement streetscape and stormwater enhancements as part of any roadway project along Wolf Road.

- Street trees, bioswales, rain gardens and other green infrastructure could be implemented to help manage stormwater along the road;
- Stormwater-friendly street curbs or edge treatments;
- Separation and replacement of existing sanitary and storm sewer could be implemented more economically and would increase potential funding opportunities if done as part of a complete rebuild of Wolf Road.

Goal 4. Implement a Connectivity Plan that connects the Village Center’s shopping, parks, and civic areas.

Action 4.1 Connect the Bay Square shopping center to Cahoon Creek with pedestrian paths.

Action 4.2 Focus redevelopment efforts on the former gas station property in the Village Center to resolve a persisting redevelopment opportunity.

Action 4.3 Enhance connections from the Village Center commercial area to Lake Erie.

- Bike and pedestrian paths and trails.
- Pedestrian plazas and enhanced greenspace.

Action 4.4 Update the Village Bicycle Cooperative’s Bay Village Bicycle Routes plan and map to promote alternative recreation and transit options in the City.

- Make the Bay Village Bicycle Routes Master Plan available throughout the City and on-line.
- Distribute in print, on websites, and possibly as an app for mobile devices.

Goal 5. Work with neighboring communities to ensure quality RTA Bus Rapid Transit service to Bay Village and the west side.

Action 5.1 Work toward the long term goal of increased bus service and eventual commuter rail service to the west side.

Goal 6. Implement the recommendations from the NOACA 2016 Cahoon Park Connectivity Study.

Action 6.1 Apply for NOACA Implementation Grant funds to implement the recommendations from the 2016 *Cahoon Park Connectivity Study*.

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CREATING A MORE VIBRANT VILLAGE CENTER

The Village Center is the City's main commercial area and connects neighborhoods to a common civic space. It is essential that the Village Center develop a unique character with appropriate businesses and services for residents and visitors. Redevelopment and cohesive design for this area is important to the economic health of Bay Village.

The Village Center, including the Dover Junction Shopping Center, should be a place where residents can choose to shop or spend a night

out with family and friends. It should allow for quick trips or invite shoppers to stay all day with unique local businesses and restaurants, public spaces, and cultural amenities.

The goals and actions included here are intended to bring about this more vibrant, cohesive Village Center. Pages 84-86 provide conceptual renderings that pull these actions together to demonstrate the physical transformation that can enhance the character and value of the Village Center and Dover Junction.

Goal 1. Increase housing options and density in the Village Center (see [Diversifying Housing Options, Goals 1, 3 & 4](#)).

Action 1.1 Incorporate mixed-use zoning to create diverse development that supports local businesses, creates a sense of place and strengthens the City's commercial center.

Action 1.2 Focus on development of diverse housing for senior living (55+).

Action 1.3 Support local organizations in their efforts to maintain and renovate the Knickerbocker Senior Apartments.

Goal 2. Implement recommendations from the 2004 Kent State *Bay Village Retail Improvement Strategy* that will encourage new development in the Village Center to strengthen the character and vibrancy of the community.

The Village Center connects Bay Village Square and Dover Junction shopping centers to City Hall and Cahoon Park. It connects the City at its commercial and civic core.

In 2004, Kent State University completed a study of the commercial center and put forth recommendations to strengthen the Village Center into a unique, cohesive, and connected area. However, very few recommendations have been implemented and many of the issues identified in 2004 are still concerns today.

Completed over a decade ago, the study's recommendations should be reviewed for their relevance to current Village Center objectives. It is a valuable starting point for issues such as mixed-use zoning, housing, and connectivity in the Village Center.

Action 2.1 Create Design Guidelines for the Village Center commercial areas to create a cohesive and unique character to live and shop.

- Screening of parking areas, dumpsters, etc.;
- Prescribe requirements for building orientation, height, massing, wall articulation, materials, etc.;
- Promote greenspace and walkability.

Action 2.2 Reduce paved areas and increase shared parking in the Village Center.

Action 2.3 Review the *Bay Village Retail Improvement Strategy* recommendations for those that should still be implemented, including those that should be updated based on current conditions or new objectives.

- Renderings on pages 85-86 incorporate several recommended strategies from the study.

Goal 3. "Keep Bay Dollars in Bay."

Action 3.1 Work with local shopping centers to keep and support local businesses.

Action 3.2 Engage the West Shore Chamber of Commerce to create a local Business Alliance to develop, promote, and support a unique Bay Village Shopping District.

- Help develop City design requirements;
- Create a district identity and advertising campaign.

BAY VILLAGE

RETAIL IMPROVEMENT STRATEGY

VILLAGE CENTER STUDY

Bay Village contains two major shopping centers, Bay Village Square and Dover Junction, connected by Dover Center Road. Along with City Hall and Cahoon Park they form the Village Center of the City. In 2004, Bay Village engaged Kent State University to complete a study of the commercial core of the City.

The study put forth recommendations to strengthen the commercial core of the City into a unique, cohesive, and connected area to serve as the heart of the City. Due to the economic downturn after the completion of the study, few recommendations were ever implemented.

At the beginning of the Master Plan process, the study was used as a guide to identify the planning issues surrounding the Village Center. Throughout the Master Plan process, many of the ideas and goals for the Village Center as part of the 2004 study were still cited as issues and goals today.

Design guidelines, mixed-use zoning, pedestrian connectivity, and housing diversity first put forward in the 2004 study should be pursued and implemented to strengthen the commercial core of the city to better serve residents and visitors alike. Changing conditions may require the careful revision of the previous recommendations, but the 2004 study is an excellent starting point for developing and implementing ideas to strengthen the Village Center.



The Kent State study provided many renderings and design ideas for the Village Center. These covered site layouts, building design, housing development, zoning, greenspace, and connectivity.

Attached are and a half story cluster housing in the Agri in Bay village

Action 3.3 Support and develop local businesses and boutique shops.

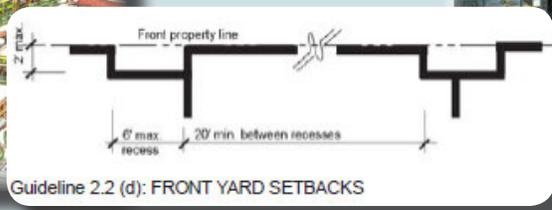
- Provide necessary services and amenities to residents.
- Attract residents and visitors seeking local goods and a unique shopping experience.
- Develop an identity and reputation for locally owned small businesses with quality craftsmanship, products, and services.

Action 3.4 Create a local revolving loan fund to renovate commercial storefronts and buildings.

DESIGN GUIDELINES

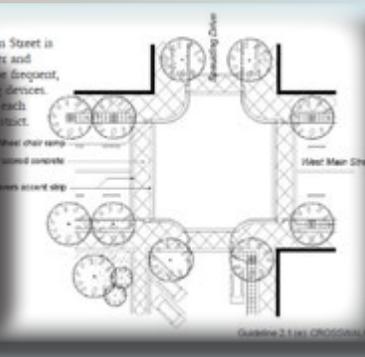
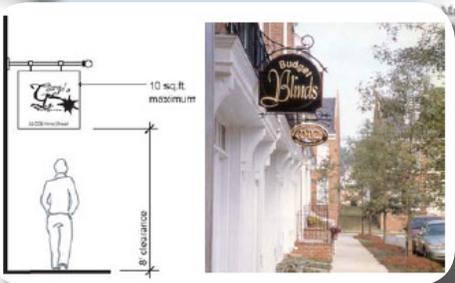
Design guidelines are a powerful administrative tool used to shape the look and feel of a community. They specify building design, materials, site layout, architectural features, and other elements required in developments. They help City review boards and staff implement a cohesive community design and character and provide easy to understand expectations.

Pictures, drawings, and diagrams are used throughout to give visual guidance to the regulations and requirements.



scale light fixtures are available in a historic and contemporary styles – solar fixtures

Guidelines can cover public right-of-way, parking lot landscaping, building setbacks, facade treatments, crosswalk design, building materials, signs, street trees, massing, fenestration and furniture.



Source: City of Kent Ohio: www.kentohio.org/reports/comprehensive.asp



Goal 4. Reduce impervious surface in the Village Center.

Reducing the amount of pavement in the Village Center, including Dover Junction, provides opportunities to beautify spaces and makes the area safer for drivers, pedestrians, and cyclists. Less pavement also helps to better handle stormwater runoff. Many of the following actions are incorporated into the renderings on pages 84-86.

Action 4.1 Remove excess access drives (curb cuts) along Dover Center Road.

Action 4.2 Incentivize the replacement of a limited number of existing parking spaces with bioswales, trees, and landscaping.

Action 4.3 Allow reduced parking requirements for commercial zones.

Action 4.4 Connect the Village Center to Cahoon Park via bike and pedestrian infrastructure so park visitors do not need to drive from the park to the shopping areas and City parking can be used as overflow.

Goal 5. Support the creation of a local arts district that connects to the Village Center.

Action 5.1 Support an arts and cultural district connecting Huntington Reservation, BAYarts, the Lake Erie Nature and Science Center, Bay Village Middle School, the library, Cahoon Park.

Action 5.2 Examine the potential for the development of an outdoor amphitheater in the arts district or near the Village Center.

Action 5.3 Site the new library in or near existing arts and civic uses (see Building Community).

Action 5.4 Enhance bicycle and pedestrian connectivity between the arts district, safety campus, Bay Middle School, and Village Center (see Establishing a Pedestrian & Bicycle Friendly Community).

Goal 6. Institute bike, pedestrian, and transit enhancements in and around the Village Center to increase connectivity and safety (see Establishing a Pedestrian and Bicycle Friendly Community, Goal 4).

Action 6.1 Implement unique bike parking/racks in the Village Center.

Action 6.2 Allow substitution of bike parking in place of auto spaces in parking regulations.

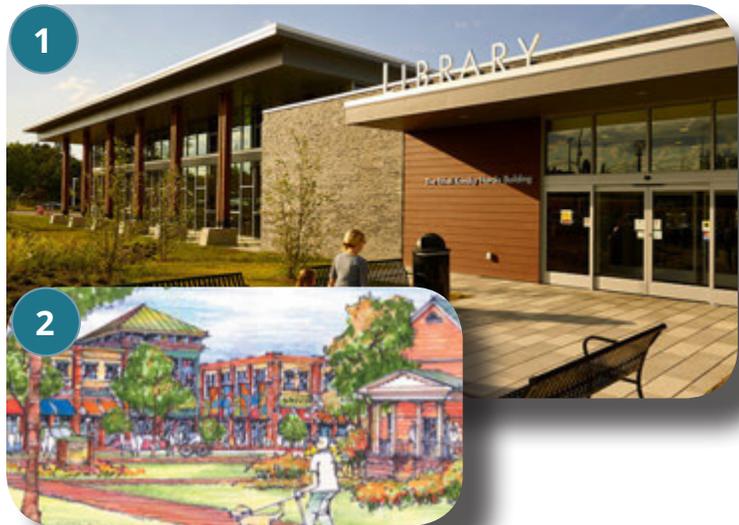
Action 6.3 Apply for NOACA Transportation for Livable Communities Initiative (TLCI) Planning and Implementation grant funds for alternative transportation projects in and connecting to the Village Center.

Village Center Transformation



The Village Center is the civic and commercial heart of Bay Village providing recreational, shopping, and civic amenities. The action ideas recommended in this Plan are designed to enhance these amenities by strengthening the physical and social connections to the Village Center. These renderings incorporate actions from this Plan to show their potential for transformation of the Village Center. Their purpose is to show achievable possibilities for making the Village Center a more vibrant, better connected community amenity.

A new, modern library **(1)** can be a centerpiece of the Village Center providing cultural, educational, recreational, and civic programs with state-of-the-art technology. Locating it in Cahoon Park also provides easy access to City Hall, the Dwyer Center, and park amenities. It can also be a catalyst to create a new civic gathering space **(2)** between City Hall with pedestrian connections between the park and shopping. The space to hold public events or just relax and enjoy a good book or afternoon with your family.



Targeted implementation of mixed-use zoning that allows attached housing in the Village Center **(3)** can create needed housing options and better utilize existing commercial space. Townhomes, cottage homes, or live-work flats can provide housing options for seniors, empty-nesters, and young professionals without expanding impacts into existing neighborhoods.

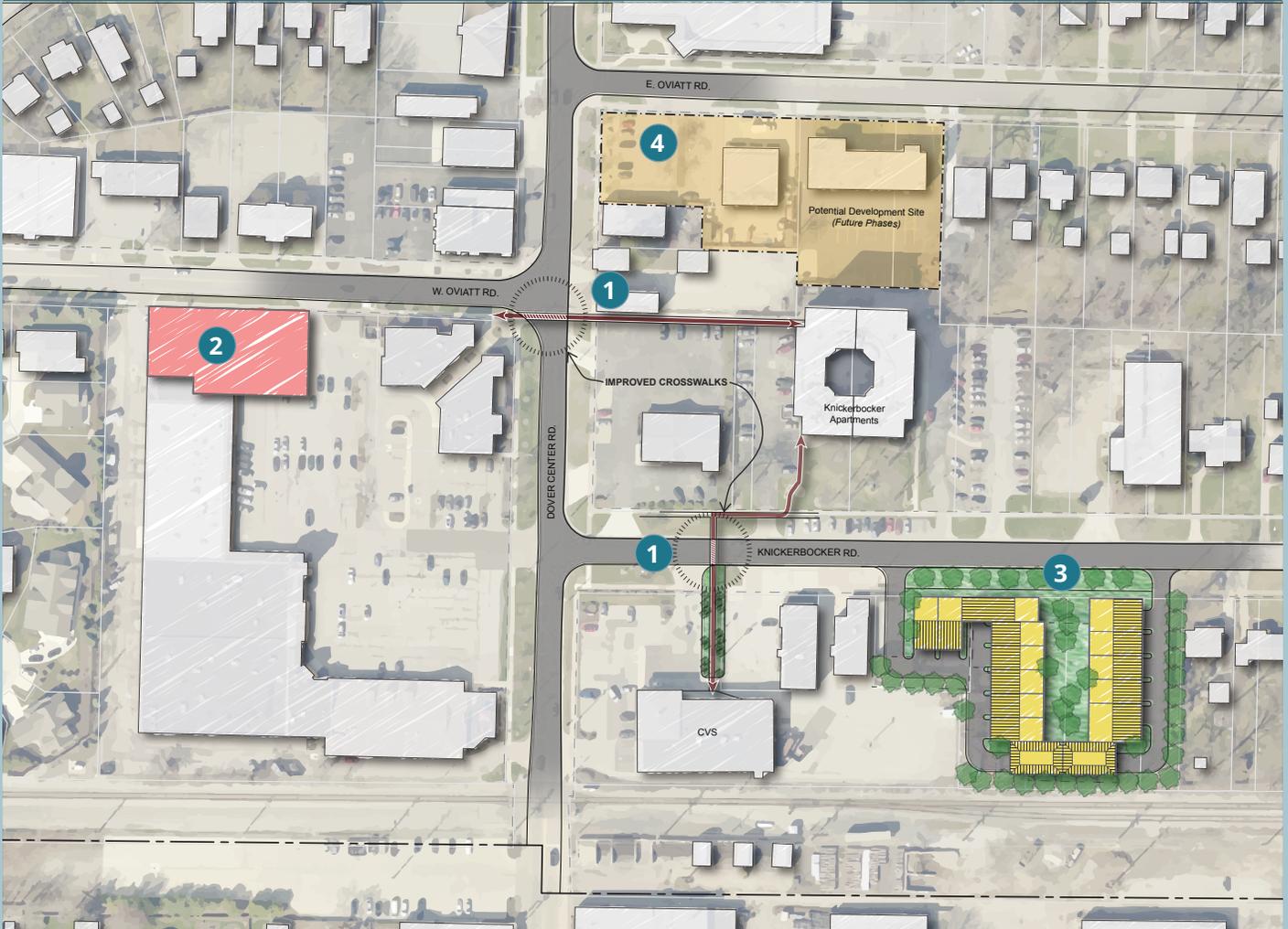


Streetscape plans, design guidelines, and decreased pavement can help beautify major street corridors making them more attractive, safe, and pedestrian friendly. Landscaping and pulling shopping up to the street **(4)** beautifies spaces



and encourages pedestrian traffic. Adding on-street parking along the north side of Wolf Road **(5)** can offset losses in off-street parking due to redevelopment and increased landscaping while also calming traffic. Together, these types of actions will help create a stronger "Sense of Place" in the Village Center and better serve residents and businesses alike.

Dover Junction Development



1 Improved paths and crosswalks can help connect the Knickerbocker senior apartments to necessary amenities such as the CVS Pharmacy at the corner of Dover Center and Knickerbocker Roads and the shopping, dining, and services located at the Dover Junction shopping center.

2 Adding a commercial structure along W Oviatt in Dover Junction would pull the building up to the street allowing the development of pedestrian friendly shopping or dining while better utilizing existing space. Such a structure could attract a large tenant such as a restaurant or several smaller tenants such as local shops and services.

3 Cottage homes, townhouses, or live work units could be implemented along the south side of Knickerbocker Road to provide more diverse options for seniors and others. It would also provide a more pleasing appearance and efficient layout compared to the patchwork commercial development that currently exists.

4 A City-owned parking lot and aging commercial offices along E Oviatt provide a future opportunity for redevelopment of commercial, residential, or mixed-use to further update and enhance the commercial core of the City into a more inviting and vibrant area.

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VISION

MAINTAINING & GREENING CITY INFRASTRUCTURE

Infrastructure provision and maintenance is one of the most significant responsibilities for a city. Ensuring that roads, sewers, and other public infrastructure are safe and functioning properly is important for residents quality of life. Incorporating infrastructure and practices that promote and protect the environment are also important in an age of climate change.

Promoting environmental health and protection is also essential for the City's tree canopy, parks, and the coastline and water quality of Lake

Erie. Incorporating "green" policies and infrastructure throughout the City will help ensure that Bay Village is a safe, healthy, and resilient community.

A significant issue in Bay Village is flooding from combined storm and sanitary sewers. Green infrastructure can help alleviate this problem while also providing beautification for parking lots, yards, and streetscapes. Working towards complete separation of storm and sanitary sewers is important to completely eliminate the issue.

Goal 1. Protect and enhance the existing tree canopy in Bay Village.

As noted in the Vision for Keeping a Commitment to Place, protecting the City's trees and its tree canopy is important to Bay Village's future. Trees play an important role in the beauty and character of the City and have been shown to increase property values. They also hold a critical environmental role that must be protected as well. They absorb stormwater, regulate air temperatures, and provide habitat. Regulations that protect existing trees during development and encourage the planting of additional trees will help ensure the long term health of the City's tree canopy.

Action 1.1 Implement a Tree Protection Ordinance for the City (see Keeping a Commitment to Place, Goal 1).

The “tree bank” recommended in the “Keeping a Commitment to Place” Vision would be just a part of a comprehensive tree protection ordinance for the City. A comprehensive tree protection ordinance would also:

- Prioritize planting and protecting important native species (oak, walnut, maple, and beech, etc.) that have a significant impact on the tree canopy.
- Provide incentives for protecting important tree specimens.
- Develop a fee schedule or formula to determine the cost for removing trees based on their size and importance.
- Delineate the different criteria for commercial and residential areas.
- Create regulations pertaining to individual trees and stands of trees, as well as street trees and other landscaping applications of trees.
- Address proper tree maintenance and repair, including shared maintenance and requirements for utility companies.
- Delineate the criteria for which a tree can be removed.

Action 1.2 Pursue the placement of power utilities underground.

Placing power lines underground can protect the tree canopy, but also protects the power lines and homes from damage during storms. This is a significant concern for neighborhoods with a significant, mature tree canopy

TREE PROTECTION ORDINANCES are a common tool used throughout the United states by communities desiring to protect important trees, tree stands, and their tree canopy. They can be crafted to a communities desired goals and needs for protection. For more information on the development and implementation of tree ordinances please see:

- ***Linking Land Use & Ohio’s Waters: Best Local Land Use Practice - Chapter 10 Tree and Woodland Protection.*** Ohio Balanced Growth Program: www.balancedgrowth.ohio.gov/BestLocalLandUsePractices/BestLocalLandUsePracticeChapters.aspx
- ***Developing Tree Protection Ordinances in North Carolina.*** North Carolina Forest Service: ncforestservice.gov/Urban/pdf/treeProtection.pdf
- ***Tree Ordinance Guidelines.*** International Society of Arboriculture: www.isa-arbor.com/education/onlineResources/treeOrdinanceGuidelines.aspx

BAY VILLAGE STORMWATER INFRASTRUCTURE

One of the key findings from the 2016 Community Survey is the importance of addressing issues with outdated and ineffective storm sewer infrastructure and the resulting flooding. Bay Village has a combined sewer, meaning both sanitary and storm sewers are in the same trench in separate pipes. Under normal circumstances, the volume of both is handled without issue. In times of significant rainfall, stormwater backs-up in the shared service vaults where the trenches are open. This leads to stormwater mixing with raw sewage known as Combined Sewer Overflow (CSO). This leads to environmental contamination when the mixed sewage flows into Lake Erie. The lack of capacity to handle stormwater also leads to flooding in low lying areas leading to property damage.

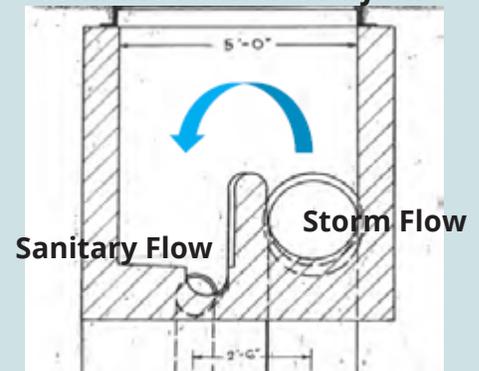
This plan has several action items to combat this issue. However, this is a significant infrastructure issue as the long term solution is to implement new, separate storm and sanitary sewer lines. This is costly and will take a well organized, long-term effort to implement. In the short-term, working to reduce large impervious areas (parking lots), increasing natural areas and vegetation, and implementing green infrastructure, such as bioswales and rain gardens, can help reduce the stormwater burden and reduce flooding events.

2016 Community Survey

36.2% The percent of residents who said the quality of City sewer service and flooding was **Poor** or **Very Poor**

96.7% The percent of residents who said provision of City sewer service and flooding was **Important** or **Very Important**

Combined Sewer Overflow



Source: Hatch Mott MacDonald

Goal 2. Work with Cuyahoga County and other organizations to inventory and grade stormwater and sewer infrastructure and create an Improvement Plan to address the most critical needs.

Replacing existing combined storm and sanitary sewer infrastructure is imperative for the long-term health, safety, and quality of life in Bay Village. The current system is outdated and insufficient to handle volume leading to flooding and environmental pollution. See the above highlight box on stormwater infrastructure for more detail.

Action 2.1 Implement a combined sewer separation or disconnection policy when replacing roads or implementing other major infrastructure projects.

Action 2.2 Implement a stormwater fee to help pay for the maintenance, replacement, and upgrading of stormwater infrastructure.

Green Infrastructure: Reducing Impervious Surface

Bioswales & Rain Gardens

Natural or semi-natural landscaping features designed to slow, collect, infiltrate, and filter stormwater. They are typically low-lying and sloped, to collect and slow storm water, with hydric soils and vegetation allowing runoff to absorb and infiltrate. Rain gardens are smaller and often residential. Bioswales are typically designed and engineered to manage stormwater for larger, more highly developed areas.

Source: Soil Science Society of America, www.soils.org



Parking Lots

Permeable pavements infiltrate, treat, and/or store rainwater where it falls. They can be made of pervious concrete, porous asphalt, or permeable interlocking pavers. Reducing impervious surfaces in parking lots and along streets with permeable pavement, planters, tree boxes, and rain gardens can also help reduce excess storm runoff.

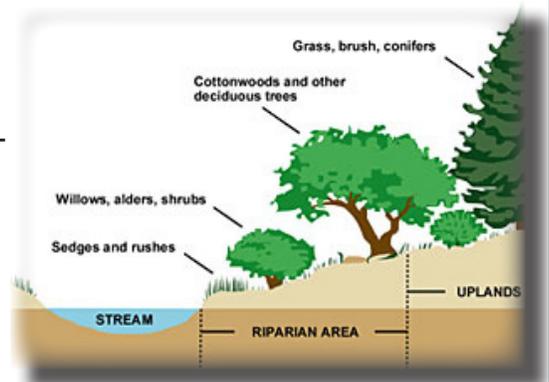
Source: US Environmental Protection Agency, www.epa.gov



Riparian Setbacks

Riparian areas are where land meets a river, stream, or body of water. They often consist of wetlands, flood plains, and other low-lying areas that are critical to ecological functions. Requiring setbacks for development protects these areas, maintaining their ecological function and minimizing erosion and flooding. Riparian setbacks:

- Range from 25' to 300' depending on the water-course drainage area
- Are minimum distances and apply to both sides of a watercourse
- Conform to community land development patterns and environmental management goals



Sources:

Chagrin River Watershed Partners: www.crowp.org
University of Nevada Cooperative Extension, www.unce.unr.edu



What is Green Infrastructure? Alternative urban stormwater management techniques and practices that use natural vegetation and special materials to protect or mimic natural processes to absorb, filter, and treat stormwater runoff. Green infrastructure may involve preserving, restoring, or constructing vegetated areas and natural corridors in developed areas.

Source: Ohio Environmental Council

Action 2.3 Update development regulations to promote and require “green infrastructure”, reduced impervious surface, and other development practices that reduce impacts on environmental processes.

Action 2.4 Expand the use of bioswales, rain gardens, permeable pavement, and other forms of green infrastructure throughout the City.

- For reference, see page 91 on the green improvements to the Bay Village City Hall parking lot completed in 2016.

Action 2.5 Incentivize homeowners to implement green residential stormwater infrastructure such as rain gardens, or rain barrels.

- Create a stormwater credit or rebate program that reduces the stormwater fee based on the implementation of certain additional stormwater infrastructure or treatments.

Goal 3. Promote energy efficiency and other environmentally sustainable practices throughout the City.

Action 3.1 Involve local organizations such as the Bay Village Green Team to help educate and assist residents with sustainable practices.

Action 3.2 Perform a Citywide energy and sustainability audit and evaluate return on investment for energy efficient upgrades.

Action 3.3 Create a sustainability plan with benchmarks for the City.

Using the Citywide audit from **Action 3.2**, incorporate environmental sustainability policies and requirements for City actions and operations.

City-wide sustainability initiatives and regulations could include:

- Pursue LEED Certification for City buildings.
- Institute waste reduction policies for departments and buildings.
- Incorporate sustainability criteria into the evaluation of City RFPs, contracts, or other decision making processes.
- Require sustainable and energy saving features in the update, remodel, or expansion of City facilities.

Goal 4. Implement bioswales and other green infrastructure along the south-side of Wolf Road between Dover Center and Clague Road to enhance stormwater retention and treatment and to beautify the streetscape.

Action 4.1 Complete in conjunction with the design and construction of bike lanes or an All-Purpose-Trail along Wolf Road (see Establishing a Pedestrian and Bicycle Friendly Community, Goal 3).

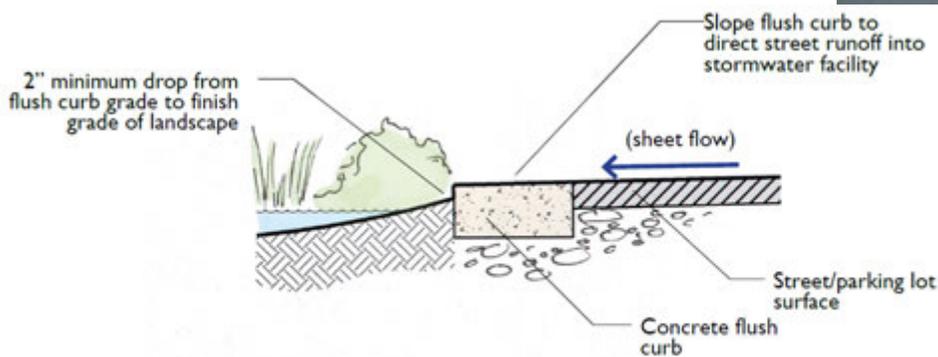
Action 4.2 Separate combined storm and sanitary sewer along Wolf Road.

Goal 5. Implement streetscape improvements on major streets to create a more residential feel.

Action 5.1 Implement tree planting and bioswales as infrastructure and beautification.

Action 5.2 Ensure that appropriate curbs or street edge treatments are implemented whenever streets are repaved.

- Use curb design that integrates with stormwater management infrastructure.



Concrete Flush Curb Section View



Source: San Mateo County Sustainable Green Streets and Parking Lots Guidebook

BAY VILLAGE CITY HALL GREEN PARKING LOT

In 2015 the Bay Village City Hall replaced its existing parking lot with a “green” parking lot. The project reduced the amount of impervious surface by installing bioswales and pervious pavement in place of an existing, smaller tree lawn. The lot was reduced from 64 to 51 parking spaces, still, overflow parking is readily available at nearby Cahoon Park. Informative plaques provide information on how the system works and the benefits it provides to the environment. This is an excellent example of the reduction of pavement and the integration of stormwater management features to beautify the Village Center and make it more environmentally stable.



Goal 6. Protect the water quality of Lake Erie and other local water sources.

Action 6.1 Engage homeowners and businesses on responsible use and disposal of lawn and household chemicals and waste to eliminate hazardous runoff.

Action 6.2 Implement riparian setback regulations along streams and the Lake Erie shoreline.

Riparian zones are where a body of water (lake, stream, river, etc.) meets land. This includes the immediate banks but also the low-lying areas adjacent to the banks extending inland. These are critical environmental areas as they often include flood plains and wetlands that are critical to the ecological functioning of the body of water and surrounding environment. They play a critical role in stormwater management and flood control. However, they are susceptible to erosion which can threaten the safety and value of property.

Delineating buffers to include riparian areas around bodies of water, to exclude development and disturbance, protects the ecological functions of these areas. Buffer areas can be tailored based on the size and significance of bodies of water. They can also include variance exceptions that can permit limited disturbance so long as the health and functions of the area are protected.

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While infrastructure, parks, economic development, and other issues constitute the bulk of the plan, the City's many groups and institutions are the elemental pieces holding the community together. Incorporating schools, churches, community groups and others makes the Plan truly comprehensive.

While other visions address the connecting of people to spaces, this is meant to address the connection of people to the community and to each other. The ideas in this vision connect people and groups to each other in support of the community and this plan. Having buy-in to the community by residents, groups, and institutions is essential for the City's future.

Goal 1. Work with the Cuyahoga County Library System and the Bay Village School Board to identify and procure a site for a future new library and uses for existing buildings that provide space for the School Board and potential redevelopment.

Libraries are no longer simply book repositories, but are community education centers. They offer access to information through new technology and provide classes and programs to educate and enrich the lives of residents. They provide inviting spaces to relax and enjoy your favorite books, learn a new hobby, receive job search training, or space to hold a meeting with your local organization.

The current library building is older and significantly outdated in terms of the service and amenities it can provide. It is one of the only buildings in the Cuyahoga County Library System that has not been either replaced or significantly renovated in the last decade. The library has the funds to build a new facility, presenting an outstanding opportunity for the City to create an amazing amenity with little incurred cost.

Action 1.1 Work with the library to identify and secure the land needed for the new library.

A new library would ideally be located in the Village Center. This would strengthen the connection between Village Center shopping, City government buildings, and Cahoon Park and Lake Erie. Finding space next City Hall would allow for the two buildings to collaborate on programs and provide community gathering space. It would enhance the hub of activity that exists in the Village Center to support local businesses. *See the “Village Center Transformation” highlight on pages 84-85 for a more detailed concept.*

Action 1.2 Identify design features, technology components, community spaces, collaboration with neighboring buildings and amenities, and potential uses desired in the new facility.

- New libraries feature technology, education, and community uses to create a community education and event center.
- Incorporate cafes, reading gardens, and other amenities.
- Updated flexible meeting and classroom space.

Action 1.3 Work with the Cuyahoga County Library System and the Bay Village School District to plan for the reuse of the current library location.

- Consider moving the School Board offices into the current library location.
- Promote the redevelopment of the current School Board offices.

Goal 2. Reinforce the public safety campus around the Fire and Police Departments.

The campus setting surrounding the Police and Fire stations provides the community with a hub of activity space centered on safety services. Reinforcing this campus would enhance community space as well as help deliver better, more efficient safety services.

Action 2.1 Construct a new or remodel the existing fire station.

- The fire department is becoming outdated and lacks flexible space.
- The fire department receives a surprising number of visits by people passing through to schools and parks, offering education opportunities.

Goal 3. Encourage local social, cultural, and religious groups to work together to coordinate and cooperate in the organization and operation of local events.

The planning process showed that there is a real desire to connect people and groups together. Goals 3 and 4 in this vision focus on bringing together people and the institutions that build the fabric of the community. This will strengthen the bonds in the community and encourage citizen participation throughout the community.



Action 3.1 Engage the Community Council to coordinate and cooperate in the scheduling and marketing of the City and events and to maximize participation.

Action 3.2 Create a master schedule of community cultural and social events available through the City.

Action 3.3 Install community information kiosks throughout the City at high use areas (Village Center, parks, library, schools etc.).

- Place community calendars, special event, public notices, maps, and other information on these kiosks to inform residents and visitors of events and issues.
- Kiosks could be interactive digital boards.

Goal 4. Take steps to improve the involvement of the Bay Village School District in community activities and events.

As stated in Goal 3, the planning process showed that there was a desire to strengthen the connections between the residents and the City's civic institutions. The local school district is one of the most significant organizations in the City. Connecting the school to the lives of residents, whether they have children in the system or not, strengthens the school system and helps enrich the lives of Bay Village residents.

Action 4.1 Cooperatively implement community service days, local internship programs, and shared recreational facilities.

Action 4.2 Create activities and connections that benefit and involve the entire community, not just those with children in the school district.

Goal 5. Build new crossing guard stations to replace those existing at a number of intersections.

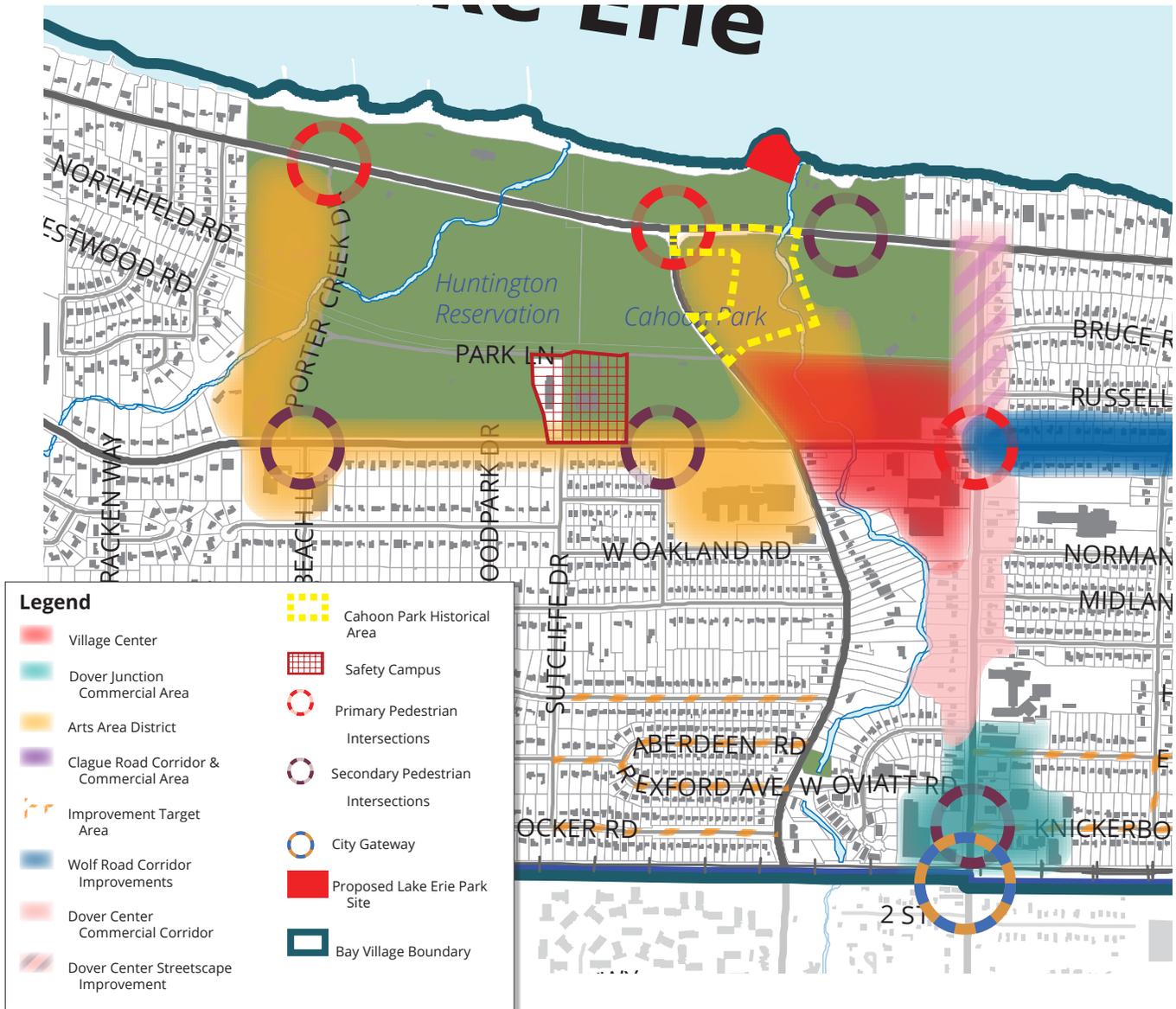
The City has existing crossing guard stations throughout the City. Unfortunately many have come into disrepair. The stations themselves are important for protecting children going to school as they aid in signifying that the intersection will have children crossing during school hours. Fixing them up represents a small and simple way to add character and beauty to intersections. It also can help involve local organizations, artists, and individuals in their designs and remodel. Focusing on them as public art might also provide opportunities for grant funding to accomplish the task.

Action 5.1 Enhance intersections by replacing or renewing crossing guard stations by incorporating public art and design featuring local artists and groups, and highlighting local character.

BAY VILLAGE: POLICY MAP

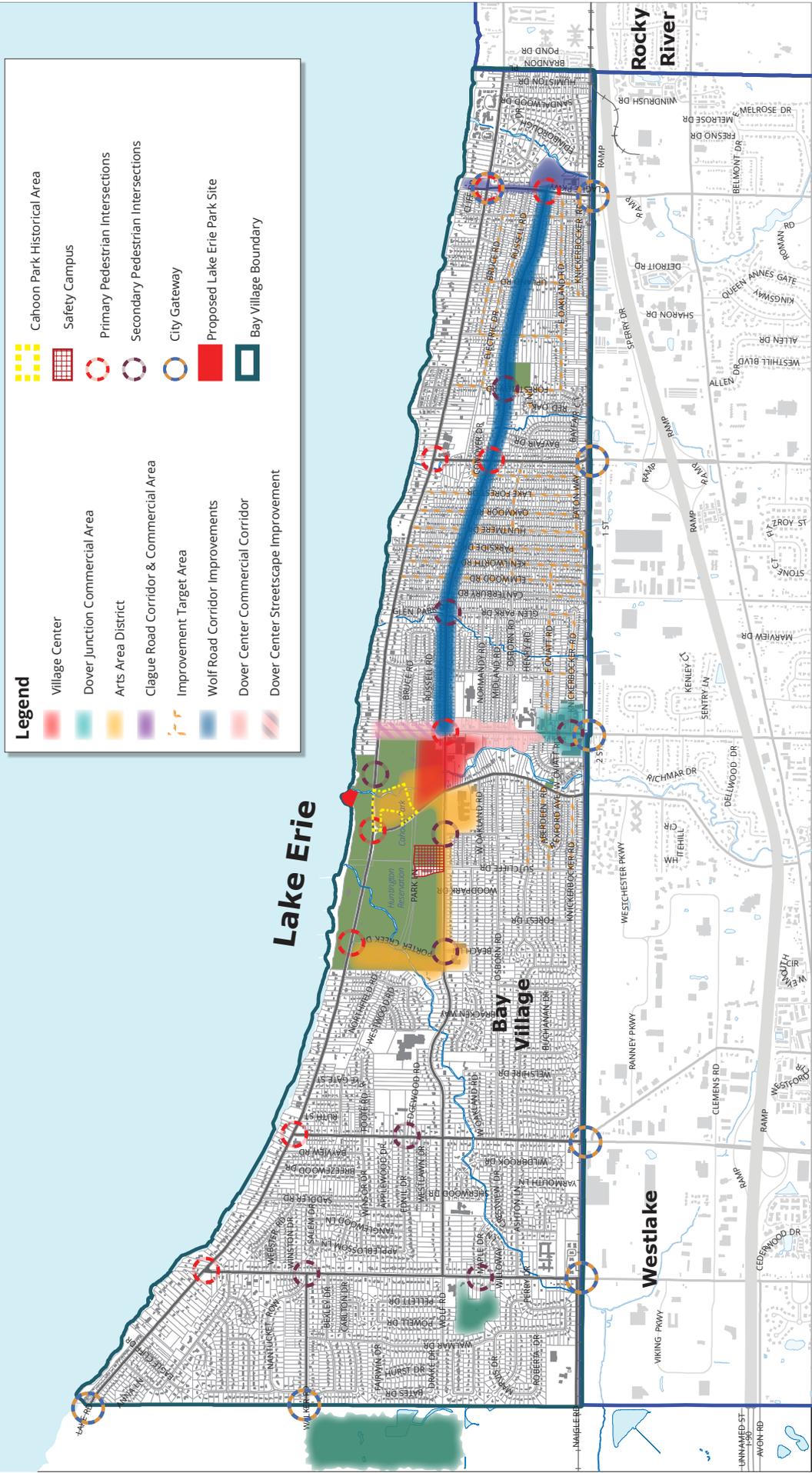
Many of the goals, actions, and overarching policies put forth in this plan will have physical impacts on the City. The Plan recommends street and intersection improvements, neighborhood investment, design guidelines, and other actions for specific locations. This map seeks to identify those targeted locations and areas and show them on the map for clarity and simplicity. It provides comprehensive, easy to identify information that may not have been able to be included in the text of the action or goal itself. It is a supporting map that should be viewed in conjunction with the individual policies.

VILLAGE CENTER



Bay Village Master Plan 2016

Focus Areas



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SECTION 4



IMPLEMENTATION

Moving a Master Plan from vision to implementation requires commitments of time and resources. The Implementation section ties individual actions to responsible parties, time frames, and potential funding sources to ensure everyone is aware of how actions will be accomplished.

WHAT'S IN THIS SECTION?

This section includes tables that correspond to each topic, goal, and action item from the Policy section. Each action includes a time frame identifying how long it could potentially take to accomplish the action once initiated, parties that are responsible for its implementation, potential level of funding needed, and possible funding opportunities.

The implementation tables are meant to serve as a guide; however, priorities, funding streams, and responsible parties can change over time. New resources should be evaluated against the action items as they arise.

HOW DO I USE IT?

The Implementation section informs not only City staff and administration of who is responsible for undertaking actions, but it also discusses partnerships with private property owners, other municipalities, and other levels of government to demonstrate that accomplishing the plan will take collaborative efforts from many partners.

PLAN IMPLEMENTATION

THE MASTER PLAN'S ROLE

Upon adoption by City Council, this document will become the guidebook for the decisions made and issues pursued by the City of Bay Village. It is a road map to guide policy, legislation, community outreach, and regional cooperation to reach the goals and visions developed and outlined here.

The Plan itself is not legislation, and upon adoption, it has no force of law. The power in the plan comes from the citizens, politicians, community groups, and city staff who put in the hours and effort to complete the planning process and develop the desired vision for Bay Village's future.

This included eight Project Team meetings with representatives from the City government and staff and community groups. Three Steering Committee meetings, made up 15 Bay Village residents, were also held. There were also 3 Public Meetings and a final public presentation before City Council. Plus the countless hours of independent time devoted by individuals to develop, review, and edit the materials and ideas for the Plan.

From the beginning this has been the Community's Plan. That is why the power to implement these goals and actions is in their hands. The community must hold their government accountable to use this Master Plan as the guide by which decisions are made and action taken.

This can be done through separate legislation, ad hoc committees, or through individual action and pressure by individuals and community groups. The government and Council will be held to this document only as much as they are held accountable by the citizens.

This does not mean that this document is inerrant or that goals and priorities will not change. This Plan is meant to be an active document, and it should be reviewed and updated over time to adapt to changing ideas and conditions in the City. New opportunities may arise that were not envisioned or were given a lower priority based on the conditions during the planning process. These opportunities should not be dismissed, but evaluated based on the ongoing needs and the overarching Vision this plan has defined for the City.

While this document is not legislation, through this process the Project Team, the Steering Committee, and many individuals have helped develop ideas to ensure that the public, the City Government and staff, and City Council take ownership of this plan and see that it is implemented and updated throughout its working life.

ACCOUNTABILITY & OWNERSHIP

The State of Ohio does not require planning and does not tie any particular programs, rights, or funding to Master Plans. Therefore, the City (elected officials, City staff, community organizations, those involved with the planning process, and citizens of Bay Village) must make a concerted effort to implement the plan.

As stated before, the plan is a living document and should be updated periodically to reflect new priorities and opportunities. Reviewing the plan allows priorities to be updated and also allows residents to hold elected officials and the City accountable for addressing the issues and actions identified through this process.

This highlights the most significant challenge to the implementation of this plan, the actual pursuit of identified actions, policies, and desired outcomes. Often, when there is no pressure or accountability, master plans get adopted, set on a shelf, and forgotten until it is time to do a new plan.

Throughout the planning process those involved were adamant about ensuring this Plan is used to guide the decisions and direction of the City. Discussions about ideas often ended with discussions on how to ensure the ideas became a reality. The Steering Committee played an essential role in pushing the idea of implementation and accountability to the forefront.

Several ideas have been developed and should be considered by City Council as ways to ensure the plan is implemented and regularly updated.

The strongest recommended action would be to have the City Council pass, as part of the adoption of the Plan, a resolution requiring elected officials and City Departments and Staff to use the Plan as a guide for their decision making and policy goals. This resolution would also require monitoring the progress of implementation and regular updates to the Master Plan.

A strong way to do this would be to create a Master Plan Implementation Committee to continually review the progress of the Master Plan and to update the plan on an annual or bi-annual basis. Council could create a sub-committee, delegate the process to the Planning Commission, or create a special committee that includes a mix of Council members, City Staff, members of City Boards, and citizens to meet on a regular basis. Meetings and updates on the plan should be transparent and open to the public.

Even with the creation of such a system for accountability, it is important that residents and local organizations remain involved and vigilant in their local government. Staying involved in public meetings, communicating with elected officials and City Staff, and voting can go a long way in ensuring that this Plan and the Vision for Bay Village, created by the community, becomes a reality.

IMPLEMENTATION TABLES

The implementation tables on the following pages link directly to the Goals & Actions. The tables outline the Projected Timeline, Responsible Parties & Partners, Estimated Cost, and Potential Funding Sources.

Changing circumstances, priorities, and funding streams may require this action table to be updated from time to time. It is important to recognize the table is a guide and can be changed when circumstances warrant.

The City should evaluate the status of the plan regularly to ensure that actions are being completed and to adjust priorities, timelines, or funding sources as necessary.

COLLABORATION

It is important to recognize that there are factors that impact the City that are beyond its control. In such cases, it is important to forge supportive partnerships with those who do have control. In addition, because cities across the County and State are facing declining resources, it is more important than ever to engage firms, institutions, and citizens to collaborate in the work of government.

The Master Plan identifies opportunities for engaging with other entities in developing mutually beneficial programs. With this in mind, the City can serve as a champion and supporter to help spur collaborative action.

RESPONSIBLE PARTIES & PARTNERS

Responsible Parties & Partners include individuals and departments throughout the City government as well as other local and regional governmental organizations, non-profit groups and institutions, local businesses, private citizens, and design professionals that should be included as key stakeholders in the undertaking and completion of each Policy or Action. **Identification as a responsible party does not indicate any requirement for financial obligation, only inclusion in the implementation process.** Responsible Parties & Partners are identified through symbols as shown in the legend on the following pages.

COST ESTIMATES

The implementation tables contain three levels of cost estimates: High, Medium, and Low. Because of the ever-changing nature of projects, costs are variable; however, the ranges provided below give a general understanding of the costs of undertaking a project.

For the purposes of this plan, High, Medium, and Low cost ranges can be understood as follows:

Estimated Cost Range	
High Cost	Over \$500,000
Medium Cost	\$100,000 to \$500,000
Low Cost	Up to \$100,000

Importantly, estimated costs are only supplied for the action as described. They do not take into account additional steps.



For instance, the cost of the action “Create a government facility Master Plan” is only for the development of the plan. The cost does not take into account the cost of any actions—such as building maintenance or upgrades—that would follow from such a plan.

ACTION PRIORITIES

The priority of actions are identified by stars in the implementation tables. Actions with three stars are the highest priority while actions with fewer stars are lower priority. Action priority also takes into account the ten year life of the plan. An action may be important, but may be a lower priority because it is not as time sensitive as other actions or will be more important in the later life of the plan.

FUNDING OPPORTUNITIES

This section lists different public and private grant funding opportunities available for completing each action. Listing of the grant opportunity does not mean that the action meets all criteria for the grant or that the grant will be awarded. It signifies that this source should be further explored during the completion of the listed action. This may require the scope or final outcome of an action to be amended. Such requirements should not deter pursuing any action.

Keep in mind that many of the actions put forth are policy oriented or conceptual ideas, requiring further development, public planning, or final engineering. The implemented action may not look like any conceptual ideas put forth in the plan, but should help reach the desired final outcome from the Vision or Goals.

Planning for Grant Opportunities

Actions tied to a planning process can help in the application for grant funding. Many grants are awarded on a competitive basis. Having the backing of a planning document can help strengthen grant applications by showing community input, community support, and statistics and data behind the plan. This Master Plan and other planning documents are important assets for the City as it pursues funding opportunities.

PUBLIC RESPONSE

Following each Vision is a section that contains a short analysis of responses gathered from the public during the final Public Meeting. This information is provided to help guide Administration and Council in understanding on which actions there is consensus, and on which actions or issues there is mixed support or vocal concerns. This is meant to guide discussion and aid decision makers in understanding what issues should be pursued first, and which issues need further analysis and consideration.

PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

County Planning surveyed the Steering Committee to obtain opinions on the perceived difficulty of implementing an action versus the perceived impact the action would have on achieving the Vision. Each action was ranked for both “difficulty” and “impact”. For “difficulty” an action could be ranked as:

- Easy to complete
- Moderately difficult to complete
- Difficult to complete

For “impact” each action could be ranked as:

- Minimal impact
- Moderate impact
- Significant impact

The responses were then weighted to find an average ranking. For action difficulty, “Easy” actions were given a weight of “3”, “Moderate” actions given a “2”, and “Difficult” actions given a “1”. For action impact, “Minimal” was given a “1”, “Moderate” was given a “2”, and “Significant” was given a “3”. Number of responses for each was multiplied by the weight factor, scores were added together, then divided by the total number of responses to reach the average score for each category.

To further evaluate the actions, the average perceived difficulty was then subtracted from the average perceived impact of each action. A positive result indicated that the action should have a greater impact relative to the difficulty of implementing that action. A negative number indicates that the impact of the action would not be greater relative to the difficulty of completing the action. The magnitude of the difference could indicate actions that would have out-sized impacts relative to their difficulty, or actions whose difficulty to implement would significantly outweigh their impact.

The results are opinions on the “perceptions” that exist for these actions and should be used to help decision makers understand what the public may think or feel about implementing these actions and which actions could have the most impact. The results are not meant to be a singular criteria to judge each action. They are meant as a guide to identify actions that could potentially have an out-sized impact or could indicate actions that may be

expensive, contentious, or whose value may not match the difficulty involved.

An action that may have a perceived negative difference, may still be a necessary action and an action with a positive value may only need to be acted upon should an opportunity arise. The results should be viewed in context with the information in the Goals & Actions section as well as the assigned priorities and other information in the Implementation Tables to reach a complete and informed decision.

IMPLEMENTATION TABLES KEY

RESPONSIBLE PARTIES AND PARTNERS

City of Bay Village

BV Administration & City Council

LD Law Department

BD Building Department

CS Community Service Department

SD Service Department

FI Finance Department

PR Parks and Recreation Department

PD Police Department

FD Fire Department

PC Planning Commission

TC Tree Commission

ABR Architectural Board of Review

Private and Non-Profit Entities

 Village Bicycle Cooperative

 Bay Village Green Team

 Local Organizations & Non-Profits

 Local Businesses

 Residents / Property Owners

 West Shore Chamber of Commerce

 Qualified Design Professionals

 Local Schools (Public & Private)

Other Governmental Agencies

 Cleveland Metroparks

 Northeast Ohio Areawide Coordinating Agency (NOACA)

 Cuyahoga County Department of Public Works

 Cuyahoga County Library System

 Ohio Department of Transportation (ODOT)

 Greater Cleveland Regional Transit Authority (RTA)

 Local Power Utilities

 Neighboring Communities

ESTIMATED COSTS

Estimated Cost Categories

\$\$\$ High (Over \$500,000)

\$\$ Medium (\$100,000 - \$500,000)

\$ Low (Under \$100,000)

KEEPING A COMMITMENT TO PLACE

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Establish policies for new development and retrofitting existing infrastructure that protects and enhances the existing tree canopy. (Page 49)				
A1.1 As part of an overall tree protection ordinance, create a “tree bank” that requires identified trees that cannot be replaced on-site to be planted elsewhere in the City (see Maintaining and Greening City Infrastructure, Goal 1).	1-2 years ★ ★	 	\$	Tree Fund Keep America Beautiful Grant Programs ODNR Land and Water Conservation Fund Ohio EPA Surface Water Improvement Fund
A1.2 Reduce parking requirements and encourage shared parking agreements among businesses to reduce overall need for paved parking areas.	1-2 years ★ ★		\$	Heritage Ohio Main Street Program ODSA Local Government Innovation Fund
G2 Increase the community’s identity with, and awareness of, Lake Erie. (Page 50)				
A2.1 Increase signage, marketing, local tourism programs, events and other interventions designed to highlight Lake Erie.	1-2 years ★		\$	Cuyahoga Arts and Culture Creative Culture Grants National Endowment for the Arts “Our Town” Grants The Cleveland Foundation
G3 Place special attention on improving the streetscapes and aesthetics of major roads. (Page 50)				
A3.1 Create streetscape plans and design guidelines for major roadways. (see Policy Map, pages 84 & 85)	2-3 years ★ ★		\$	Keep America Beautiful Grant Programs National Endowment for the Arts “Our Town” Grant
A3.2 Implement a road diet and enhanced streetscape on Clague Road (see Establishing a Pedestrian and Bicycle Friendly Community, Goals 2 & 3).	2-3 years ★ ★		\$\$	NOACA Surface Transportation Program State Capital Improvement Program Transportation Alternative Program



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
<p>A3.3 Construct bike lanes or an all-purpose-trail, stormwater infrastructure, and streetscape improvements along Wolf Road (see Establishing a Pedestrian and Bicycle Friendly Community).</p>	<p>3-5 years</p> <p>★ ★ ★</p>	<p>SD   </p> <p></p>	<p>\$\$\$</p>	<p>Congestion Mitigation and Air Quality Program NEORS Green Infrastructure Grant Program NOACA Surface Transportation Program NOACA Technical Assistance Program ODOT Safe Routes to School Program ODSA Alternative Stormwater Infrastructure Loan Program Rockefeller Foundation Grants The People for Bikes Community Grant Transportation Alternatives Program</p>
<p>G4 Increase the rate of property inspections for code enforcement to maintain the high quality housing stock. (Page 50)</p>				
<p>A4.1 Focus attention to properties within the Improvement Target Areas as identified by County Planning.</p>	<p>2-3 years</p> <p>★ ★ ★</p>	<p>BD </p>	<p>\$</p>	<p>Community Reinvestment Area Program Heritage Home Program</p>
<p>A4.2 Work with local banks to help connect residents in need of home improvements to the Cuyahoga County Housing Enhancement Loan Program (HELP).</p>	<p>Ongoing</p> <p>★ ★ ★</p>	<p>BD  CS    </p>	<p>\$</p>	<p>Community Reinvestment Area Program Heritage Home Program</p>
<p>G5 Develop design guidelines that ensure future residential development in Bay Village is consistent with the character that makes it a desirable place to live. (Page 51)</p>				
<p>A5.1 Create Neighborhood Conservation Districts to protect unique and/or historic residential neighborhoods.</p>	<p>1-2 years</p> <p>★ ★</p>	<p>BV  ABR  LD  </p>	<p>\$</p>	<p>Ohio Historic Preservation Tax Credit Program Ohio State Historic Preservation Fund Certified Local Government Grants</p>
<p>A5.2 Create residential design guidelines to direct new development and major alterations or additions to existing homes.</p>	<p>1-2 years</p> <p>★ ★ ★</p>	<p>BV  ABR  BD  LD  </p>	<p>\$</p>	<p>—</p>

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A5.3 Give the Architectural Board of Review the ability to review residential construction and developments based on the design guidelines.	1-2 years ★ ★ ★	BV ABR LD	\$	—
G6 Pursue the redevelopment of the Clague Road commercial area as a mixed-use area with medium-density residential and limited commercial or office/professional uses.				
A6.1 Ensure zoning of the property permits mixed-use with medium -density residential and appropriate commercial and/or office uses.	1-2 years ★ ★ ★	BV PC LD 	\$	—
A6.2 Allow increased building height or additional stories on the Clague Road commercial area to enhance development opportunities.	1-2 years ★	PC PC 	\$	—
A6.3 Ensure the enhancement of local connections between neighborhoods to Reese Park and the Clague Road commercial area as part of redevelopment plans.	1-2 years ★ ★	BV PC   	\$	The Cleveland Foundation

PUBLIC RESPONSE

Public sentiment is strong to strengthen and maintain the neighborhoods of Bay Village and the qualities that attract residents to Bay Village. Quiet, tree lined streets, quality housing, ample parks and recreational amenities, quaint shopping centers, and access to Lake Erie.

Public response to actions proposed in this vision reinforce those ideas. Residents were very supportive of design guidelines for both residential and commercial areas. They were wary of allowing increased height, though our recommended action specifically limits an increase to the Clague Road commercial area, where the increased height would not impact neighborhoods as it would be placed in the context of the already significant height of the ramps from I-90.

Residents were also very supportive of developing bike infrastructure and bioswales along Wolf Road. This would enhance stormwater infrastructure, neighborhood connectivity, safe recreational opportunities for residents and families, and beautify the corridor, so long as there were no negative impacts on traffic flow or intrusion in neighborhoods.

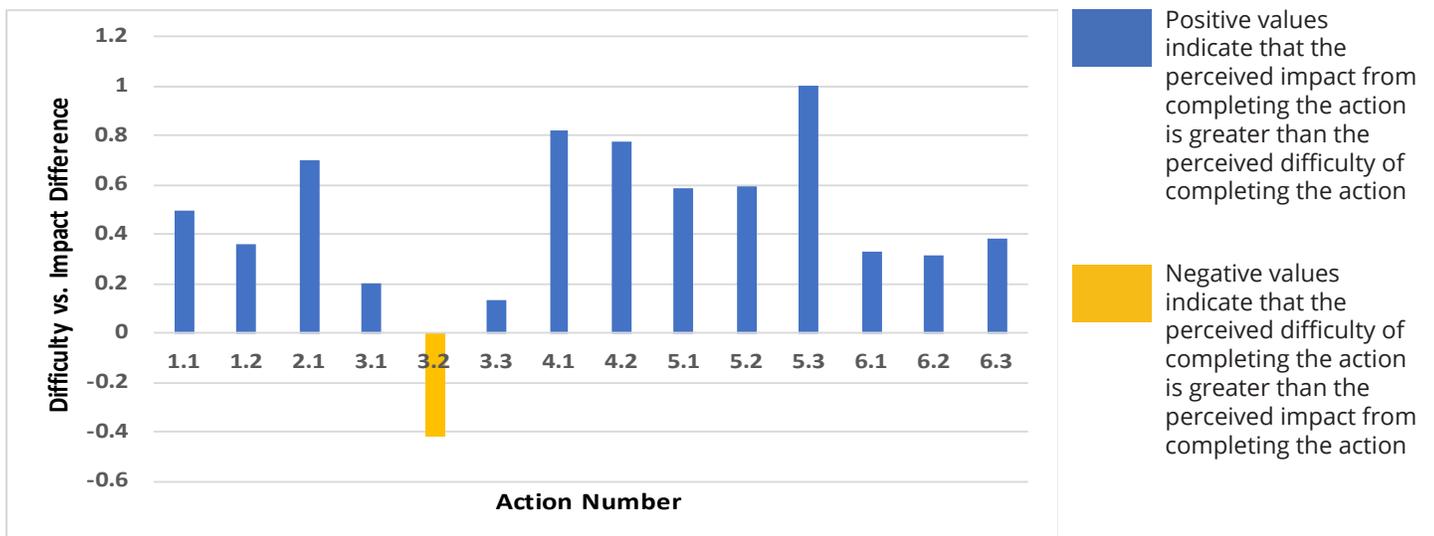


Residents also encouraged continuing efforts to strengthen code enforcement and support home maintenance. This keeps in line with the overall support for maintaining and strengthening neighborhoods.

The public was not as supportive of increasing signage and marketing of access to Lake Erie. Locals struggle with the challenges brought by the crowds of visitors drawn to Huntington Reservation and its beach every summer. Residents felt that their own access and enjoyment of Lake Erie was reduced. Developing new City park amenities with access to the Lake can help reduce the impact of crowds and provide other options for residents.

PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Only one action, 3.2, implementing a road diet on Clague Road was perceived as having less value than the difficulty to complete it. Action 5.3, giving the ABR the ability to review residential construction based on design guidelines had a positive difference of 1. Actions related to design review and design guidelines, as well as strengthening code enforcement, all had significant positive values.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

CONTINUING A DEDICATION TO QUALITY PARKS, RECREATION, AND LAKE ERIE

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 The City will make strategic efforts to maintain and improve the accessibility to Lake Erie for residents and visitors. (Page 55)				
A1.1 Plan and develop new park space with access to Lake Erie at the vacant site in Cahoon Park at the mouth of Cahoon Creek (See Highlight on page 47).	3-5 years	      	\$\$\$	Corporate Sponsorship KaBOOM ODNR Land and Water Conservation Fund ODNR NatureWorks Program ODNR Recreational Trails Program Ohio EPA Surface Water Improvement Fund Robert Wood Johnson Foundation Grants The Cleveland Foundation
A1.2 Study the feasibility and acquisition of new land to create another access point to the Lake Erie shoreline.	2-3 years	    	\$	—
G2 Continue to improve existing park facilities with amenities that best serve park-goers. (Page 56)				
A2.1 Enhance and expand sports fields in parks on the east and west sides (Reese, Bradley, Walker) that can host sporting events on Sundays.	2-3 years	    	\$- \$\$	Corporate Sponsorship ODNR NatureWorks Program Private Sponsorship Robert Wood Johnson Foundation Grants The Cleveland Foundation
A2.2 Expand the amenities and awareness of the Fitness Room.	1-2 years	 	\$	Corporate Sponsorship Private Sponsorship Robert Wood Johnson Foundation Grants
A2.3 Invest in renovations to the Community House, especially the kitchen and meeting facilities.	2-3 years	    	\$\$\$	Corporate Sponsorship Private Sponsorship



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G3 Work jointly with neighboring communities to expand the recreational amenities and programs available to residents. (Page 58)				
A3.1 Work with Avon Lake to enhance aquatics and recreation facilities at the Walker Road Park to be jointly operated and open on Sundays.	3-5 years ★ ★	BV PR LD FI 🏠	\$\$\$	Corporate Sponsorship Private Sponsorship Robert Wood Johnson Foundation Grants
A3.2 Work with the Cities of Westlake, Avon Lake, and Rocky River on reciprocity agreements for recreational facilities and programs at subsidized or reduced fees.	1-2 years ★ ★ ★	BV PR LD FI 🏠	\$	ODSA Local Government Innovation Program
A3.3 Approach Rocky River or Westlake regarding the feasibility of a joint recreational center at Reese Park and/or redevelopment of the adjacent commercial area.	1-2 years ★	BV PR LD FI 🏠	\$	ODSA Local Government Innovation Program
G4 Utilize regional resources such as the Northeast Ohio Areawide Coordinating Agency (NOACA) and Cleveland Metroparks to plan and implement improvements to recreational facilities. (Page 58)				
A4.1 Seek additional funding for new and ongoing projects from NOACA's Transportation for Livable Communities Initiative.	Ongoing ★ ★ ★	BV SD PR 🏠 🚲	\$	Congestion Mitigation and Air Quality Program NOACA Surface Transportation Program NOACA Technical Assistance Program ODOT Safe Routes to School Program Robert Wood Johnson Foundation Grants State Capital Improvement Program The People for Bikes Community Grant Transportation Alternatives Program
A4.2 Ensure the City is represented in the Cleveland Metroparks Master Planning process and other development issues for Huntington Reservation.	1-2 years ★ ★ ★	BV PR 🌱 🚲 green team	\$	—

PUBLIC RESPONSE

Three actions stand out from the public response at the final meeting as having significant and near universal support. The first is the development of new park space with access to Lake Erie. As stated in the previous Vision, residents tend to feel that the city's current access points, especially Huntington Reservation are overwhelmed by regional visitors in the summer. A new access point in Cahoon park could alleviate this issue and provide a new place for residents to enjoy Lake Erie. One commenter specifically mentioned offering boating, kayaking, sailing, and other water safety courses through the City.

Residents are also in favor of renovating the Community House. This issue has been brought up since the beginning of the planning process and should be a high priority for the City. Working with neighboring communities to offer shared recreational programs and access is also highly supported.

While the public is supportive of working with neighboring cities on recreational amenities, there is indication that there is not universal support for major projects and expenditures such as joint aquatics facilities or expanded playing fields. There was almost no support in adding a commercial kitchen to the Dwyer Center, so that action was removed.

CONTINUING A DEDICATION TO QUALITY PARKS, RECREATION, AND LAKE ERIE

Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

● Highest Priority ● Lowest Priority

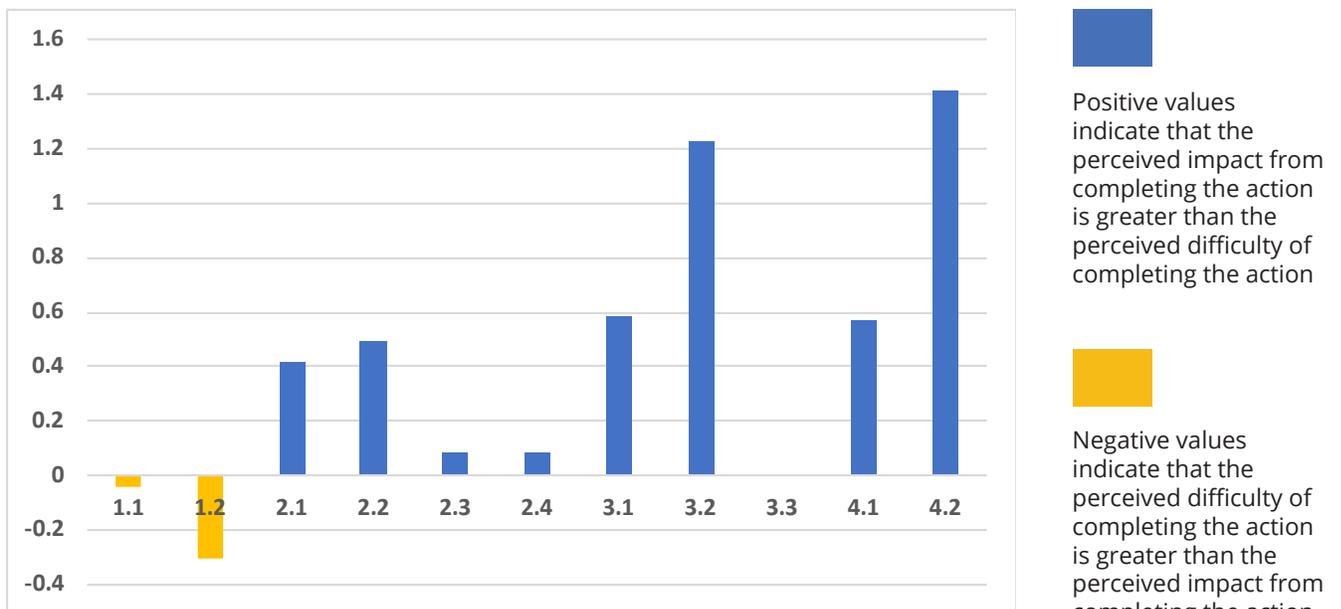
	Work jointly with neighboring communities to expand the recreational amenities and programs available to residents.	Utilize regional resources such as the Northeast Ohio Area-wide Coordinating Agency (NOACA) and Cleveland Metroparks to plan and implement improvements to recreational facilities.	Other Comments or Issues?		
	<p>Work with Avon Lake to enhance aquatics and recreation facilities at the Walker Road Park to be jointly operated and open on Sundays.</p> <p>Work with the Cities of Westlake, Avon Lake, and Rocky River on recreational reciprocity agreements for recreational facilities and programs at subsidized or reduced fees.</p> <p>Approach Rocky River or Westlake regarding the feasibility of a joint recreational center at Reese Park and/or redevelopment of the adjacent commercial area.</p>	<p>Seek additional funding for new and ongoing projects from NOACA's Transportation for Livable Communities Initiative.</p> <p>Allow increased ensure the City is represented in the Cleveland Metroparks Master Planning process and other development issues for Huntington Reservation.</p>			
DRAFT PRIORITY	★★★	★★★	★★	★★★	★★★
YOUR PRIORITY					
COMMENTS?					<p>Should not use the cash from Lake Erie for new two parks</p> <p>More work cooperation with Cleveland Metroparks</p> <p>Working on making of better, actually need some of great facilities for Lake Erie improvement like this = Blue Lake, Lakeside, etc.</p>



PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Action 3.2, regarding working with Westlake and other neighbors on reciprocity and joint recreational programs, and Action 4.2, ensuring the City is represented in the master plan update for Huntington Reservation in 2019, both had significantly higher value than their perceived difficulty. They also had significant support from the public at the public meeting. These are important actions to pursue.

Actions 1.1 and 1.2 were the only negative values. They deal with creating new access to Lake Erie in Cahoon Park and purchasing new land to develop lake access, respectively. The values are small and based on the planning process and feedback at the last public meeting, there is significant support for developing lake access in Cahoon Park. It is not a priority to purchase new land and the perceived value in doing so may not outweigh the difficulty of doing so.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

DIVERSIFYING HOUSING OPTIONS

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Encourage the development of denser residential neighborhoods adjacent to the Village Center, including Dover Junction and other appropriate locations. (Page 61)				
A1.1 Continue to Refine City Ordinance 1158 to clarify requirements for denser, attached development and the locations where it is appropriate.	1-2 years ★ ★ ★	BV PC LD 	\$	—
A1.2 Permit cottage housing, townhomes, and condos as part of denser development in and around the Village Center and Dover Junction.	1-2 years ★ ★	BV PC LD	\$	—
A1.3 Allow mixed-use residential development in the Village Center, including Dover Junction, and the Clague Road commercial area.	1-2 years ★ ★ ★	BV PC LD	\$	—
A1.4 Determine the appropriate housing density to be permitted to promote development of diverse housing in the Village Center.	1-2 years ★ ★	BV PC LD	\$	—
G2 Develop a revitalization strategy for Improvement Target Areas (ITAs) in Bay Village (see Keeping a Commitment to Place, Action 4.1). (Page 64)				
A2.1 Prioritize the repair of neighborhood infrastructure including sidewalks, curbs, street repair and resurfacing, and sanitary and storm sewer replacement and separation.	3-5 years ★ ★ ★	BV SD	\$\$\$	Congestion Mitigation and Air Quality Program NEORS D Green Infrastructure Grant Program NOACA Surface Transportation Program ODOT Safe Routes to School Program State Capital Improvement Program The People for Bikes Community Grant Transportation Alternatives Program



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A2.2 Enhance code enforcement inspections and ensure enforcement citywide with additional focus given to County Planning-identified ITAs.	2-3 years ★ ★ ★	BD	\$\$	—
A2.3 Support home maintenance and repair through local programs and funding.	2-3 years ★ ★	BD CS   	\$- \$\$	Community Reinvestment Area Program Heritage Home Program Ohio Historic Preservation Tax Credit Program
G3 Encourage senior-friendly housing and development policy. (Page 64)				
A3.1 Focus on developing and promoting senior housing for those age 55 and over.	Ongoing ★ ★ ★	BV PC LD	\$- \$\$	—
A3.2 Promote the development of attached housing in appropriate locations.	Ongoing ★	BV PC	\$	—
A3.3 Allow In-Law suites or Granny Flats in single-family districts.	1-2 years ★ ★ ★	BV PC LD	\$	—
A3.4 Increase housing density in appropriate locations for townhomes, condominiums, and cottage or cluster housing.	3-5 years ★ ★	BV PC LD	\$	—
A3.5 Support Bay Interfaith Housing in their effort to refurbish Knickerbocker Senior Apartments.	1-2 years ★ ★ ★	BV 	\$	—
G4 Remove regulatory impediments to housing options in Bay Village. (Page 66)				
A4.1 Amend the City Charter to repeal referendum zoning in favor of City Council review and approval of rezoning requests.	3-5 years ★ ★	BV PC LD 	\$- \$\$	—

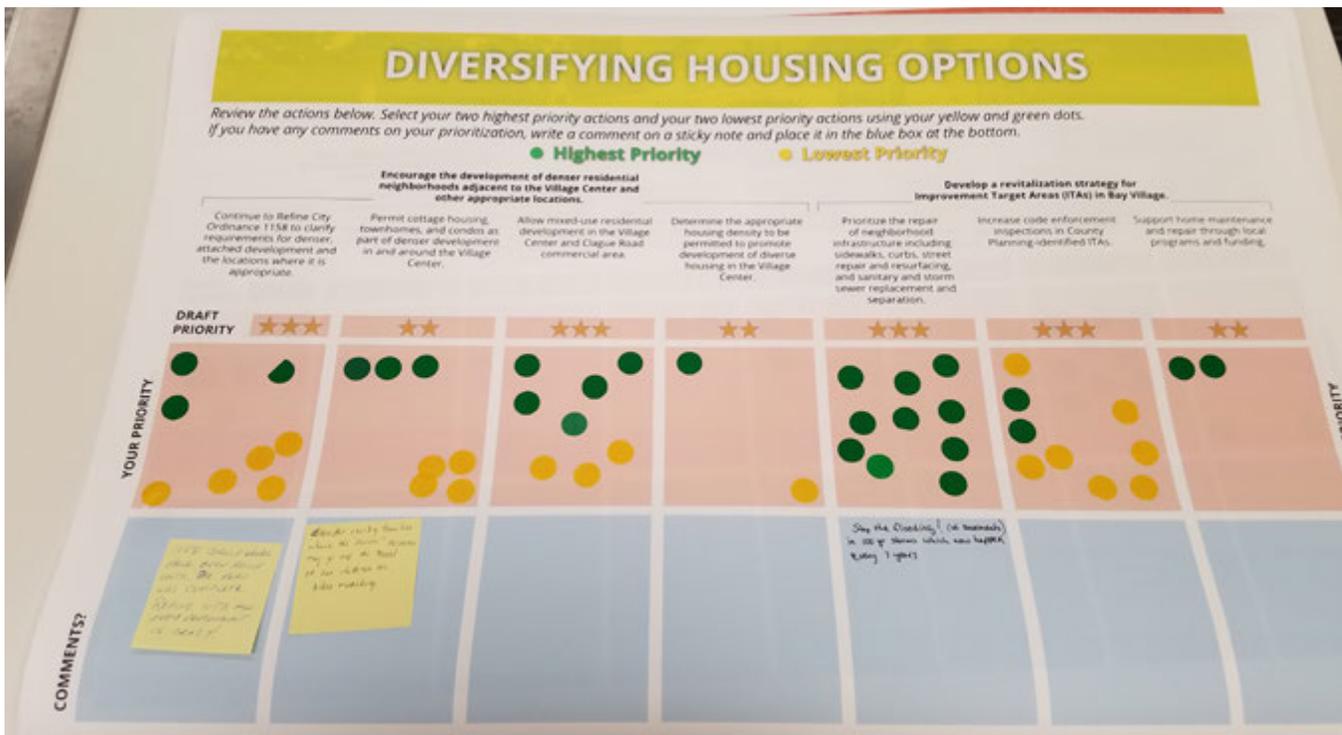
PUBLIC RESPONSE

In response to the actions in this plan, the public was generally supportive of providing more diverse housing options. They were very supportive of providing those options for seniors so that aging residents are able to stay in Bay Village.

There were two main concerns, however. The first being that new housing types did not encroach into or disrupt existing single-family neighborhoods. The plan is very clear that these new types of housing should only be placed where appropriate, which is generally in the Village Center and existing commercial areas, or next to where similar housing already exists. The plan also does not propose large multi-family apartment complexes or significantly increase density, outside the possibility of the redevelopment of the Clague Road commercial area.

The second concern is with the proposal to change from referendum zoning to Council approval of rezoning. County Planning recommends this action based on professional experience and standard operating procedures in most jurisdictions. It is a significant change, but would not remove public review or approval. It would empower the City Council to hold public hearings, give approvals, and work for what is best for the City.

Regardless of what is ultimately done, it is a worthwhile action to pursue and discuss through an open and public process.



DIVERSIFYING HOUSING OPTIONS

Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

● Highest Priority ● Lowest Priority

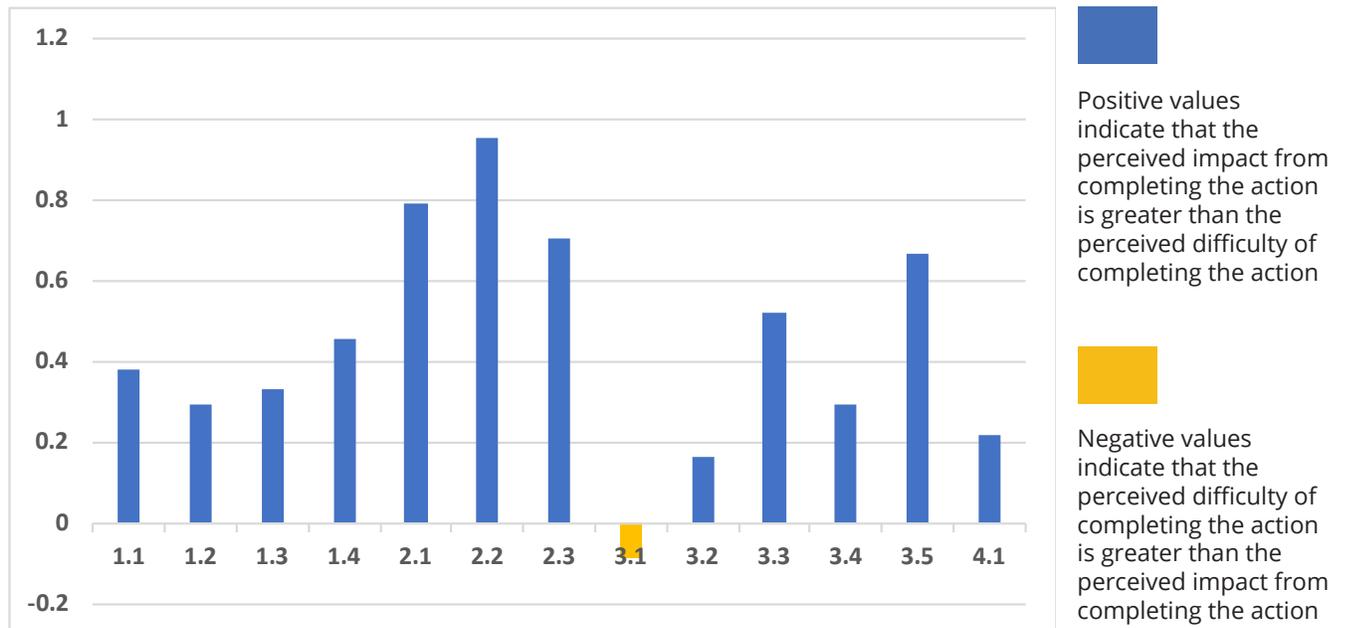
	Encourage the development of denser residential neighborhoods adjacent to the Village Center and other appropriate locations.				Develop a revitalization strategy for Improvement Target Areas (ITAs) in Bay Village.		
	Continue to Refine City Ordinance 1158 to clarify requirements for denser, attached development and the locations where it is appropriate.	Permit cottage housing, townhomes, and condos as part of denser development in and around the Village Center.	Allow mixed-use residential development in the Village Center and Clague Road commercial area.	Determine the appropriate housing density to be permitted to promote development of diverse housing in the Village Center.	Prioritize the repair of neighborhood infrastructure including sidewalks, curbs, street repair and resurfacing, and sanitary and storm sewer replacement and separation.	Increase code enforcement inspections in County Planning-identified ITAs.	Support home maintenance and repair through local programs and funding.
DRAFT PRIORITY	★★★★	★★	★★★★	★★	★★★★	★★★★	★★
YOUR PRIORITY	4 Green, 4 Yellow	4 Green, 4 Yellow	4 Green, 4 Yellow	1 Green, 1 Yellow	4 Green, 4 Yellow	4 Green, 4 Yellow	2 Green, 2 Yellow
COMMENTS?	<p>It is important to have a clear definition of what is meant by "dense" development.</p>	<p>Make sure that the density is not too high for the area and that it is compatible with the existing housing.</p>			<p>Do the "checklist" (at least) in all of them which was done during 1-2015.</p>		



PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Actions for Goal 2, Develop a revitalization strategy for Improvement Target Areas, all had a significant positive difference between their perceived impact and their perceived difficulty to complete. These goals focus on strengthening code enforcement, fixing neighborhood infrastructure, and assisting with home maintenance. These are also higher priority actions and contribute to the general theme of strengthening neighborhoods.

Focusing on development of senior housing was the only negative perceived difference. However, senior housing was strongly supported by the public throughout the plan. This sentiment may be influenced by the limited development opportunities in Bay Village.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

ESTABLISHING A PEDESTRIAN & BICYCLE FRIENDLY COMMUNITY

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Ensure that Bay Village is safe and accessible for pedestrians and cyclists as well as automobiles. (Page 69)				
A1.1 Enhance pedestrian and bicycle infrastructure at important street crossings and intersections (see Focus Areas Map, pages 84 & 85).	2-3 years		\$\$	Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program County Surface Transportation Program ODOT Safe Routes to School Program State Capital Improvement Program (SCIP)
A1.2 Evaluate crossing locations for potential implementation of appropriate enhanced crossing infrastructure.	1-2 years		\$	ODOT Safe Routes to School Program
A1.3 Determine the appropriateness and feasibility of implementing "Pedestrian Scrambles" at the intersections of Wolf and Dover Center and Wolf and Cahoon Roads (see graphic at top of page 71).	1-2 years		\$	NOACA TLCI Program
A1.4 Initiate a Safe Routes to School program.	1-2 years		\$\$	ODOT Safe Routes to School Program
G2 Implement a road diet on Clague Road from Wolf Road to Lake Road. (Page 71)				



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
<p>A2.1 Eliminate one lane in each direction and add a center median to beautify the space, calm traffic, and create a welcoming gateway.</p>	<p>2-3 years</p> <p>★ ★</p>	<p>BY SD FI green team DOT</p>	<p>\$\$\$</p>	<p>Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program State Capital Improvement Program (SCIP)</p>
<p>A2.2 Implement bike lanes in the right of way to enhance bicycle connectivity in Bay Village’s east side.</p>	<p>2-3 years</p> <p>★ ★ ★</p>	<p>BY SD FI DOT</p>	<p>\$\$</p>	<p>Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program State Capital Improvement Program (SCIP)</p>
<p>A2.3 Engage the City of Cleveland Water Department to improve the Pump Station property at the intersection on Clague and Lake Roads.</p>	<p>1-2 years</p> <p>★ ★ ★</p>	<p>SD PR DOT</p>	<p>\$</p>	
<p>G3 Enhance bicycle and pedestrian connectivity along Wolf Road between Dover Center and Clague Road. (Page 71)</p>				

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
<p>A3.1 Implement an all-purpose trail, separated bike lanes, or other appropriate bike & pedestrian infrastructure along Wolf Road.</p>	<p>3-5 years</p> <p>★ ★ ★</p>	<p>BV SD FI</p> <p>  </p> <p>DOT </p> <p></p>	<p>\$\$\$</p>	<p>Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program ODOT Safe Routes to School Program State Capital Improvement Program (SCIP)</p>
<p>A3.2 Implement streetscape and stormwater enhancements as part of any roadway project along Wolf Road.</p>	<p>Ongoing</p> <p>★ ★ ★</p>	<p>BV SD FI</p> <p> DOT </p> <p></p>	<p>\$- \$\$\$</p>	<p>Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program ODOT Safe Routes to School Program State Capital Improvement Program (SCIP) NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program Ohio EPA Surface Water Improvement Fund Ohio EPA 319 Grants Ohio Department of Public Works Clean Ohio Program.</p>
<p>G4 Implement a Connectivity Plan that connects the Village Center’s shopping, parks, and civic areas. (Page 76)</p>				
<p>A4.1 Connect the Bay Square shopping center to Cahoon Creek with pedestrian paths.</p>	<p>1-2 years</p> <p>★</p>	<p>SD  </p> <p> </p>	<p>\$</p>	<p>Transportation Alternatives Program NOACA TLCI Program ODOT Safe Routes to School Program</p>



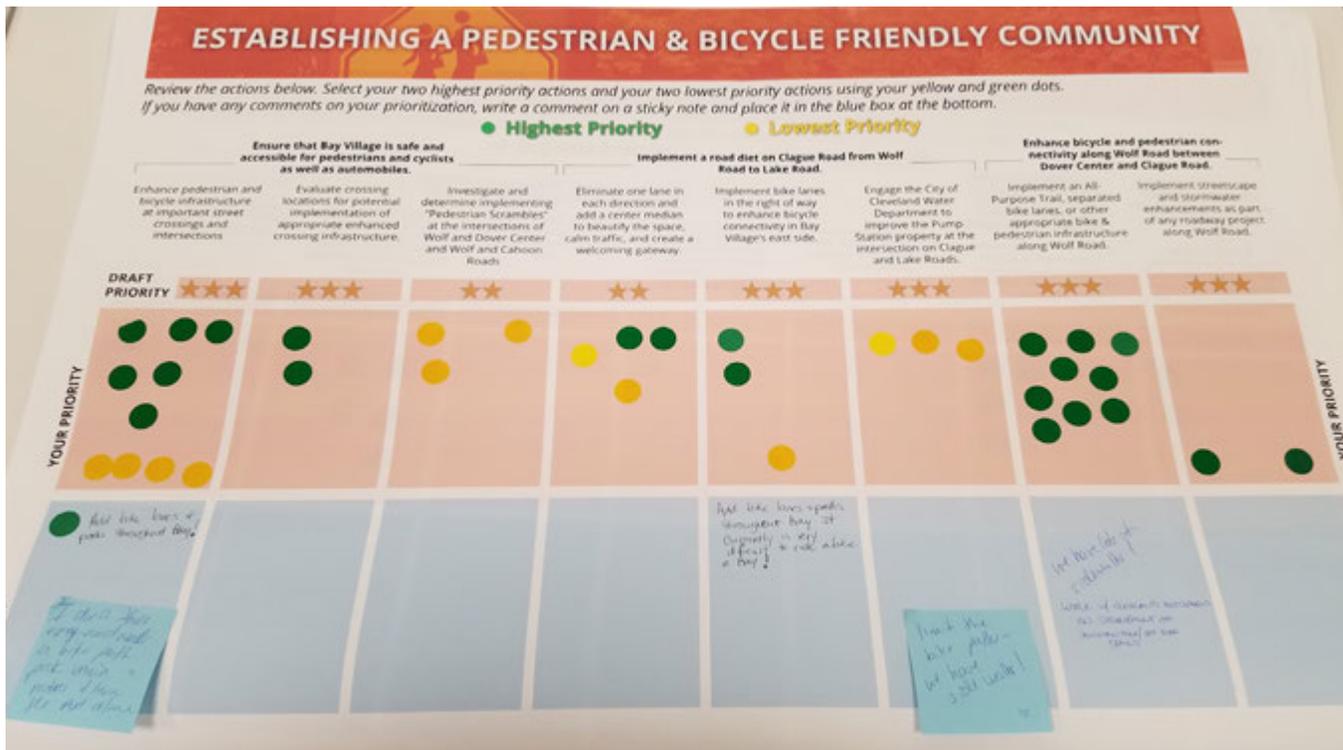
Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A4.2 Focus redevelopment efforts on the former gas station property in the Village Center to resolve a persisting redevelopment opportunity.	Ongoing	    	\$	Tax Increment Financing Tax abatement or incentive programs Community Reinvestment Area
A4.3 Enhance connections from the Village Center commercial area to Lake Erie.	2-3 years	      	\$\$	Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program
A4.4 Update the Village Bicycle Cooperative's Bay Village Bicycle Routes plan and map to promote alternative recreation and transit options in the City.	1-2 years	       	\$	NOACA TLCI Program
G5 Work with neighboring communities to ensure quality RTA Bus Rapid Transit service to Bay Village and the west side. (Page 76)				
A5.1 Work toward the long term goal of increased bus service and eventual commuter rail service to the west side.	Ongoing	     	\$\$\$	Transportation Alternatives Program NOACA TLCI Program NOACA Surface Transportation Program Congestion Mitigation and Air Quality Program County Surface Transportation Program Ohio Transit Preservation Partnership Ohio Public Transportation Grant Program - Urban Transit Program
G6 Implement the recommendations from the NOACA 2016 Cahoon Park Connectivity Study. (Page 76)				
A6.1 Apply for NOACA Implementation Grant funds to implement the recommendations from the 2016 Cahoon Park Connectivity Study.	1-2 years	     	\$	NOACA TLCI Program NOACA Surface Transportation Program

PUBLIC RESPONSE

There was mostly agreement with the actions and priorities for establishing a pedestrian & bicycle friendly community. There was mixed support for enhancing pedestrian and bicycle infrastructure at important intersections. This required some clarification in the action and document: not every intersection would need both bike and pedestrian infrastructure. Bicycle infrastructure would only be needed along roads with bicycle routes, such as a potential Wolf Road all-purpose-trail. The majority of the focus would be on improving pedestrian crosswalks, signage, and signals to make crossing streets easier and safer.

The Wolf Road all-purpose-trail did receive a lot of support and would be a transformative project for the City. It would provide recreational opportunities, connect amenities, strengthen neighborhood appeal, and improve the overall appearance of the corridor.

One surprising area of support for an action was “Work toward the long term goal of increased bus service and eventual commuter rail service to the west side.” This was a low priority action, and the time frame and cost would push this action much further into the future than the life of this plan. However, it is significant to see support for public transportation in Bay Village. Hopefully, the City and residents can find ways to support increased public transit in the region.



ESTABLISHING A PEDESTRIAN & BICYCLE FRIENDLY COMMUNITY

Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

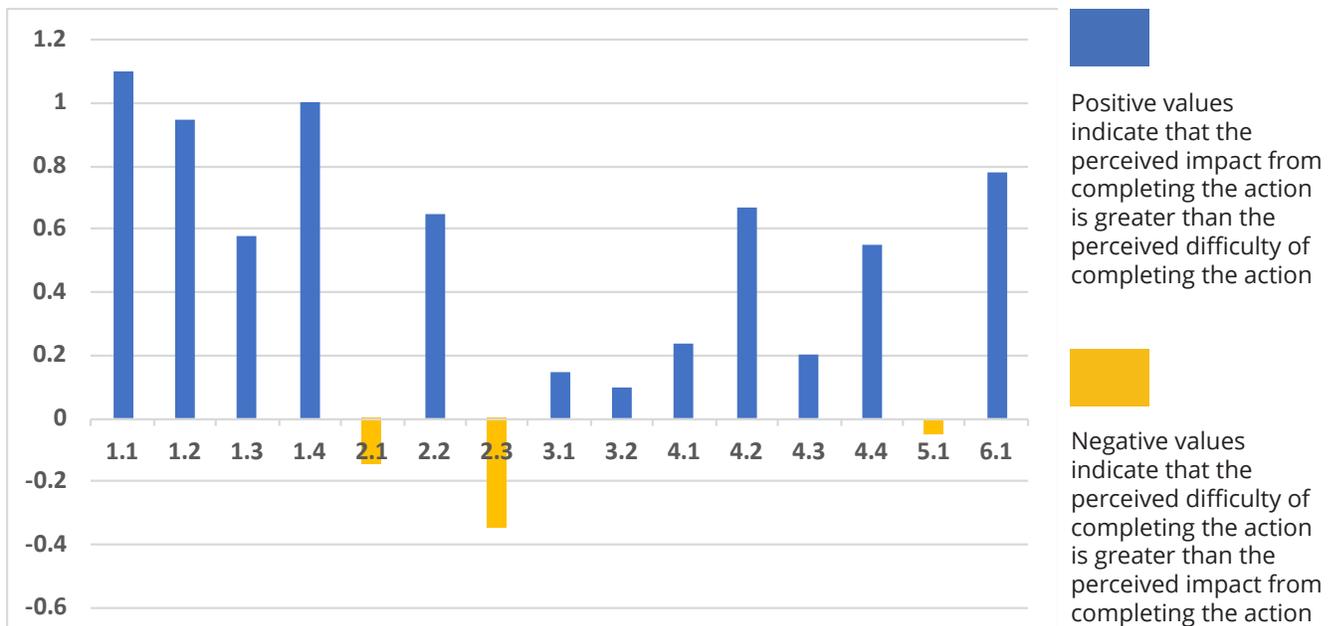
	● Highest Priority			● Lowest Priority			
	<p>Ensure that Bay Village is safe and accessible for pedestrians and cyclists as well as automobiles.</p> <p>Enhance pedestrian and bicycle infrastructure at important street crossings and intersections.</p> <p>Evaluate crossing locations for potential implementation of appropriate enhanced crossing infrastructure.</p> <p>Investigate and determine implementing "Pedestrian Scrambles" at the intersections of Wolf and Dover Center and Wolf and Caboon Roads.</p> <p>Eliminate one lane in each direction and add a center median to beautify the space, calm traffic, and create a welcoming gateway.</p> <p>Implement bike lanes in the right of way to enhance bicycle connectivity in Bay Village's east side.</p> <p>Engage the City of Cleveland Water Department to improve the Pump Station property at the intersection on Clague and Lake Roads.</p> <p>Enhance bicycle and pedestrian connectivity along Wolf Road between Dover Center and Clague Road.</p> <p>Implement an All-Purpose Trail, separated bike lanes, or other appropriate bike & pedestrian infrastructure along Wolf Road.</p> <p>Implement streetscape and stormwater enhancements as part of any roadwork project along Wolf Road.</p>						
DRAFT PRIORITY	★★★★	★★★★	★★	★★	★★★★	★★★★	★★★★
YOUR PRIORITY	●●●●●	●●●	●●	●●●	●●●	●●●●●	●●
	<p>● Add bike lanes + crosswalks at this intersection</p> <p>● I don't see any need for a bike path - just when a path is there, it's not always</p>				<p>● Add bike lanes + paths throughout Bay Village</p> <p>● Currently a very difficult to ride along a path</p>		<p>● Add bike lanes + paths throughout Bay Village</p> <p>● Work on stormwater retention and treatment on various roads in Bay Village</p>



PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Actions for Goal 1 are all perceived to have an out-sized effect on this vision compared to their difficulty. This makes sense as many of these can be achieved with low cost measures such as new painting and signage, fixing sidewalks and ramps, bollards, or small pedestrian islands. Major infrastructure can be added only to the most necessary locations. Much of this can also be accomplished through standard maintenance and capital improvement programs. Multiple grant opportunities for funding such projects exist as well.

Working with Cleveland Water to enhance their property at the intersection of Lake and Clague had small negative value. The plan does not call for creating a large park, simply activating the area with some benches, simple paths, and some landscaping. It may not have a significant impact, but can be a simple way to increase park space, beautify a major intersection, and provide access to an underutilized space, all without significant expense or difficulty.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

CREATING A MORE VIBRANT VILLAGE CENTER

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Increase housing options and density in the Village Center (see Diversifying Housing Options, Goals 1, 3 & 4). (Page 79)				
A1.1 Incorporate mixed-use zoning to create diverse development that supports local businesses, creates a sense of place and strengthens the City's commercial center.	1-2 years	★ ★ ★ BV PC LD	\$	—
A1.2 Focus on development of diverse housing for senior living (55+).	Ongoing	★ ★ ★ BV PC	\$	—
A1.3 Support local organizations in their efforts to maintain and renovate the Knickerbocker Senior Apartments.	1-2 years	★ ★ ★ BV 	\$	Private Sponsorship
G2 Implement recommendations from the 2004 Kent State Bay Village Retail Improvement Strategy that will encourage new development in the Village Center to strengthen the character and vibrancy of the community. (Page 80)				
A2.1 Create Design Guidelines for the Village Center commercial areas to create a cohesive and unique character to live and shop.	1-2 years	★ ★ ★ BV ABR BD LD 	\$	Downtown Special Improvement District
A2.2 Reduce paved areas and increase shared parking in the Village Center.	1-2 years	★ ★ BV PC  	\$	Downtown Special Improvement District
A2.3 Review the Bay Village Retail Improvement Strategy recommendations for those that should still be implemented, including those that should be updated based on current conditions or new objectives.	1-2 years	★ ★ ★ BV PC  	\$	—
G3 "Keep Bay Dollars in Bay." (Page 80)				
A3.1 Work with local shopping centers to keep and support local businesses.	Ongoing	★ ★ ★ BV   	\$	Cuyahoga County Enterprise Zone Tax Incentives Grow Cuyahoga Fund



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A3.2 Engage the West Shore Chamber of Commerce to create a local Business Alliance to develop, promote, and support a unique Bay Village Shopping District.	2-3 years ★ ★	BV W 👤	\$	Heritage Ohio Main Street Program
A3.3 Support and develop local businesses and boutique shops.	Ongoing ★ ★ ★	BV W 👤	\$	Cuyahoga County Enterprise Zone Tax Incentives ECDI Cleveland’s Microenterprise Loan Fund Program Grow Cuyahoga Fund
A3.4 Create a local revolving loan fund to renovate commercial storefronts and buildings.	2-3 years ★ ★	BV FI LD	\$\$- \$\$\$	Cuyahoga County Storefront Renovation Program Grow Cuyahoga Fund
G4 Reduce impervious surface in the Village Center. (Page 83)				
A4.1 Remove excess access drives (curb cuts) along Dover Center Road.	2-3 years ★ ★	PC SD	\$\$	Congestion Mitigation and Air Quality Program Downtown Special Improvement District NOACA Surface Transportation Program
A4.2 Incentivize the replacement of a limited number of existing parking spaces with bioswales, trees, and landscaping.	1-2 years ★	BV PC SD ABR	\$- \$\$	NEORS Green Infrastructure Grant ODSA Alternative Stormwater Infrastructure Loan
A4.3 Allow reduced parking requirements for commercial zones.	1-2 years ★ ★	BV PC 📍	\$	—
A4.4 Connect the Village Center to Cahoon Park via bike and pedestrian infrastructure so park visitors do not need to drive from the park to the shopping areas and City parking can be used as overflow.	3-5 years ★ ★ ★	PC PR 🚲 📍	\$- \$\$\$	Congestion Mitigation and Air Quality Program NOACA Surface Transportation Program ODNR Recreational Trails Program Transportation Alternatives Program
G5 Support the creation of a local arts district that connects to the Village Center. (Page 83)				
A5.1 Support an arts and cultural district connecting Huntington Reservation, BAYarts, the Lake Erie Nature and Science Center, Bay Village Middle School, the library, Cahoon Park.	3-5 years ★ ★ ★	PC PR 👤 📋 🌱	\$	Cuyahoga County Arts and Culture Creative Culture Grants National Endowment for the Arts “Our Town” Grant

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A5.2 Examine the potential for the development of an outdoor amphitheater in the arts district or near the Village Center.	1-2 years ★	PR      	\$	—
A5.3 Site the new library in or near existing arts and civic uses (see Building Community).	1-2 years ★ ★	BV   	\$	—
A5.4 Enhance bicycle and pedestrian connectivity between the arts district, safety campus, Bay Middle School, and Village Center (see Establishing a Pedestrian & Bicycle Friendly Community).	2-3 years ★ ★ ★	PR  PD  FD    	\$- \$\$	Congestion Mitigation and Air Quality Program NOACA Surface Transportation Program ODOT Safe Routes to School Program Robert Wood Johnson Foundation Grants The People for Bikes Community Grant Transportation Alternatives Program
G6 Institute bike, pedestrian, and transit enhancements in and around the Village Center to increase connectivity and safety (see Establishing a Pedestrian and Bicycle Friendly Community, Goal 4). (Page 83)				
A6.1 Implement unique bike parking/racks in the Village Center.	1-2 years ★	SD    	\$	Congestion Mitigation and Air Quality Program Downtown Special Improvement District NOACA Surface Transportation Program The People for Bikes Community Grant Transportation Alternatives Program
A6.2 Allow substitution of bike parking in place of auto spaces in parking regulations.	1-2 years ★	BV  PC  ABR   	\$	—
A6.3 Apply for NOACA Transportation for Livable Communities Initiative (TLCI) Planning and Implementation grant funds for alternative transportation projects in and connecting to the Village Center.	1-2 years ★ ★ ★	BV   	\$	NOACA TLCI Program



PUBLIC RESPONSE

The goals and actions for the Village Center received a lot of feedback at the final Public Meeting. There was agreement on the desire for design guidelines and design review. There is also support for developing senior housing in the Village Center, and supporting local businesses.

There is considerable concern for the actions related to reducing the amount of paved areas in the Village Center. There is some worry that focusing on increasing bike and pedestrian access will impact those who still wish to drive and park. The goal is to get all forms of transportation to coexist in the Village Center. It is also to improve the environmental function and stormwater management of the area. The reality is that commercial centers are often over-parked, and implementing reductions in pavement may remove a few spaces but provide environmental and beautification enhancements. They also allow for new redevelopment opportunities.

One clarification was needed, by "removing curb cuts" we are referring to excess drive way access to commercial areas, not ADA crosswalk ramps on sidewalks, which should remain and be maintained.

One idea that received significant support was the creation of an Arts & Cultural District around the Village Center and connecting to Huntington Reservation. There are many ways this could be realized and would need to be further developed by interested stakeholders, but it could provide a unique and attractive amenity to the City.

CREATING A MORE VIBRANT VILLAGE CENTER

Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

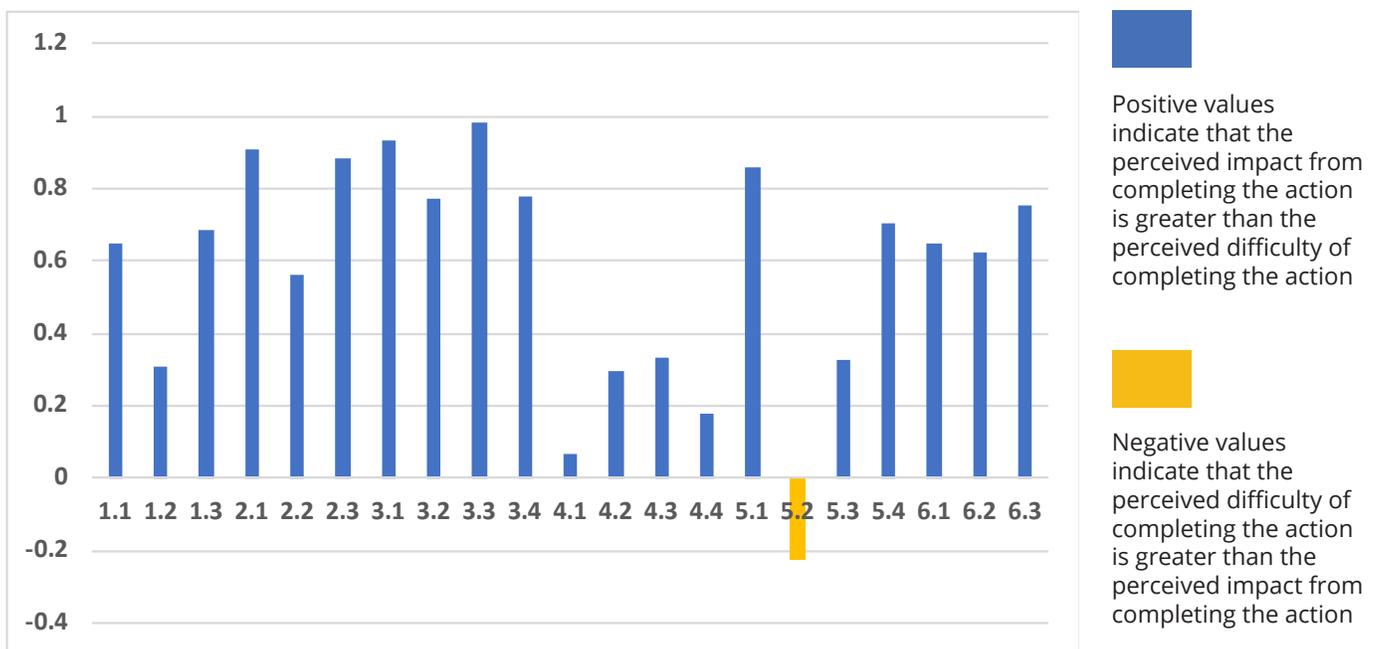
● Highest Priority ● Lowest Priority

Support the creation of a local arts district that connects to the Village Center	Examine the potential for the development of an outdoor amphitheater in the arts district or near the Village Center.	Site the new library in or near existing arts and civic uses	Enhance bicycle and pedestrian connectivity between the arts district, safety campus, Ray Middle School, and Village Center	Institute bike, pedestrian, and transit enhancements in and around the Village Center to increase connectivity and safety	Implement unique bike parking racks in the Village Center.	Allow substitution of bike parking in place of auto spaces in parking regulations.	Apply for NOAA, TUCI Planning and Implementation grant funds for alternative transportation projects in and connecting to the Village Center.
Support an arts and cultural district connecting Huntington Reservation, BAKarts, the Lake Erie Nature and Science Center, Ray Village Middle School, the library, Cahoon Park.							
DRAFT PRIORITY ★★★	★	★★	★★★	★★	★	★★★	
YOUR PRIORITY							YOUR PRIORITY
COMMENTS: <i>It already has the arts district</i>		<i>off to the side</i>					<i>Love the idea that connects to the Village Center</i>

PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

All but one action had a positive differential in its perceived impact. Many had a difference greater than .5, especially actions for Goals 2 & 3 covering design guidelines, design review, and economic development in the Village Center. These results conform well with public feedback that strongly supports maintaining and improving the character of the Village Center and supporting local business.

Developing an outdoor amphitheater had the only negative value. It is a low priority action, so it would be best pursued only if the opportunity presents itself. However it does have support and if the Arts & Cultural District begins to develop, it could change development conditions and increase its priority.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

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MAINTAINING & GREENING CITY INFRASTRUCTURE

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Protect and enhance the existing tree canopy in Bay Village. (Page 89)				
A1.1 Implement a Tree Protection Ordinance for the City (see Keeping a Commitment to Place, Goal 1).	1-2 years	   	\$	—
A1.2 Pursue the placement of power utilities underground.	Ongoing	    	\$\$\$	—
G2 Work with Cuyahoga County and other organizations to inventory and grade stormwater and sewer infrastructure and create an Improvement Plan to address the most critical needs. (Page 91)				
A2.1 Implement a combined sewer separation or disconnection policy when replacing roads or implementing other major infrastructure projects.	1-2 years	   	\$	—
A2.2 Implement a stormwater fee to help pay for the maintenance, replacement, and upgrading of stormwater infrastructure.	2-3 years	   	\$	—
A2.3 Update development regulations to promote and require “green infrastructure”, reduced impervious surface, and other development practices that reduce impacts on environmental processes.	1-2 years	    	\$-\$ \$\$	NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program
A2.4 Expand the use of bioswales, rain gardens, permeable pavement, and other forms of green infrastructure throughout the City.	Ongoing	  	\$-\$ \$\$\$	NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program
A2.5 Incentivize homeowners to implement green residential stormwater infrastructure such as rain gardens, or rain barrels.	1-2 years	   	\$	—



Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G3 Promote energy efficiency and other environmentally sustainable practices throughout the City. (Page 93)				
A3.1 Involve local organizations such as the Bay Village Green Team to help educate and assist residents with sustainable practices.	1-2 years ★ ★ ★		\$	Keep America Beautiful Grant Program The George Gund Foundation
A3.2 Perform a Citywide energy and sustainability audit and evaluate return on investment for energy efficient upgrades.	1-2 years ★ ★		\$	The George Gund Foundation
A3.3 Create a sustainability plan with benchmarks for the City.	1-2 years ★ ★		\$	The George Gund Foundation
G4 Implement bioswales and other green infrastructure along the south-side of Wolf Road between Dover Center and Clague Road to enhance stormwater retention and treatment and to beautify the streetscape. (Page 94)				
A4.1 Complete in conjunction with the design and construction of bike lanes or an All-Purpose-Trail along Wolf Road (see Establishing a Pedestrian and Bicycle Friendly Community, Goal 3).	3-5 years ★ ★ ★		\$\$\$\$	NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program
A4.2 Separate combined storm and sanitary sewer along Wolf Road.	3-5 years ★ ★ ★		\$\$\$\$	NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program
G5 Implement streetscape improvements on major streets to create a more residential feel. (Page 94)				
A5.1 Implement tree planting and bioswales as infrastructure and beautification.	1-2 years ★ ★		\$\$	Tree Fund Keep America Beautiful Grant Programs NEORS Green Infrastructure Grant Program ODSA Alternative Stormwater Infrastructure Loan Program

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A5.2 Ensure that appropriate curbs or street edge treatments are implemented whenever streets are repaved.	1-2 years ★		\$	—
G6 Protect the water quality of Lake Erie and other local water sources. (Page 95)				
A6.1 Engage homeowners and businesses on responsible use and disposal of lawn and household chemicals and waste to eliminate hazardous runoff.	1-2 years ★★	    	\$	—
A6.2 Implement riparian setback regulations along streams and the Lake Erie shoreline.	1-2 years ★★	  	\$	—

PUBLIC RESPONSE

The public response to the “Maintaining & Greening City Infrastructure” Vision express the desire to solve flooding problems, including support for implementing green infrastructure. However there is hesitance to implement any type of fee to help pay for infrastructure. Residents recognize that the environmental issues are a concern and are important to a healthy, beautiful community.

Infrastructure problems are expensive to fix, however. Without dedicated funds for sewer projects, issues will persist into the foreseeable future. Relying simply on the City’s general operating fund budget would take a long time while also possibly limiting the implementation of the most effective types of infrastructure. Informing residents on environmental and financial costs associated with flooding, how stormwater fees are assessed, and what benefits homeowners would experience can advance these actions. It is also an area where the City can work regionally with neighboring jurisdictions to raise funds and share costs. It is an issue that needs to be further pursued.

Another public concern, that was not initially addressed, was placing power utilities underground. There is significant concern about the effects of power outages and damage to homes during storms. This idea was worked into some of the existing actions covering infrastructure maintenance and capital improvements implementation.

MAINTAINING & GREENING CITY INFRASTRUCTURE

Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

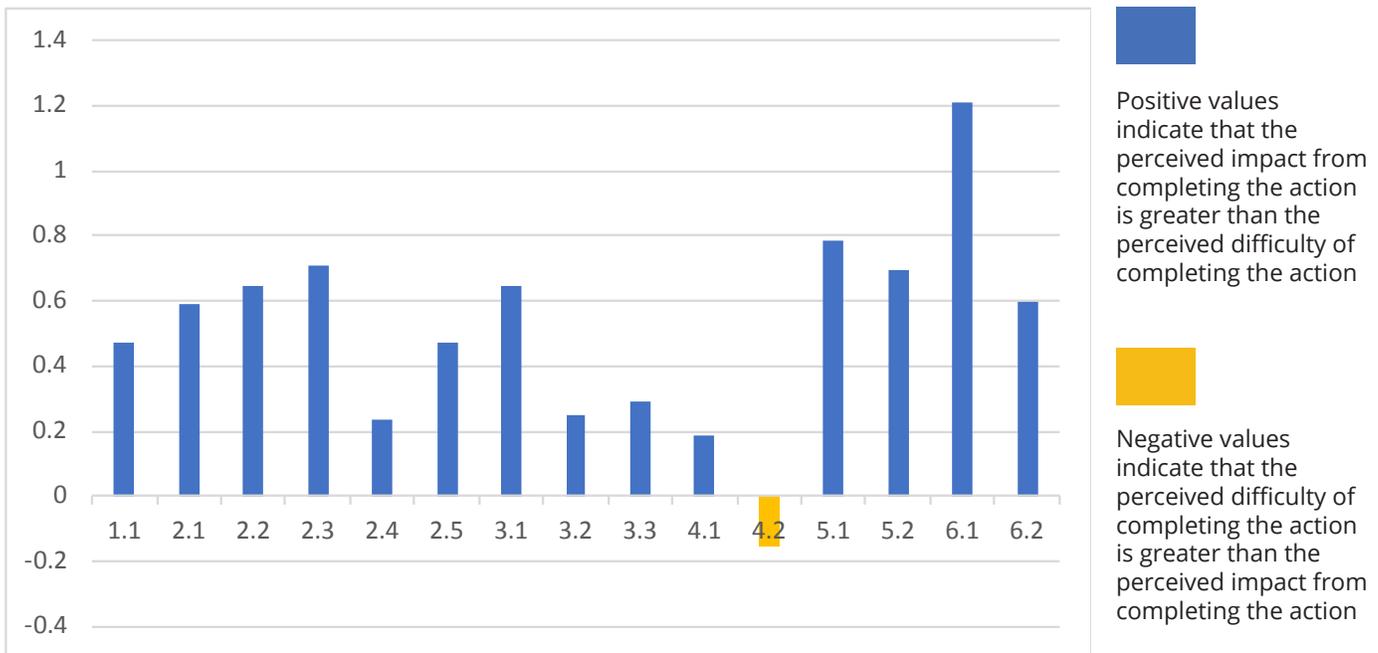
● Highest Priority ● Lowest Priority

YOUR PRIORITY	★ ★	★ ★ ★	★ ★ ★ ★	★ ★ ★ ★ ★	★ ★	★	★ ★	★	YOUR PRIORITY
	<p>Promote energy efficiency and other environmentally sustainable practices throughout the City. (continued)</p> <ul style="list-style-type: none"> Perform a Citywide energy and sustainability audit and evaluate return on investment for energy efficient upgrades. Create a sustainability plan with benchmarks for the City. 	<p>Implement bioswales and other green infrastructure along the south-side of Wolf Road between Dover Center and Clague Road to enhance stormwater retention and treatment and to beautify the streetscape.</p> <ul style="list-style-type: none"> Complete in conjunction with the design and construction of bike lanes or an All-Purpose Trail along Wolf Road Separate combined storm and sanitary sewer along Wolf Road. 	<p>Implement streetscape improvements on major streets to create a more residential feel.</p> <ul style="list-style-type: none"> Implement tree planting and bioswales as infrastructure and beautification. Ensure that curbs or street edge treatments are implemented whenever streets are repaved. 	<p>Protect the water quality of Lake Erie and other local water sources.</p> <ul style="list-style-type: none"> Engage homeowners and businesses on responsible use and disposal of lawn and household chemicals and waste to eliminate hazardous runoff. Implement riparian setback regulations along streams and the Lake Erie shoreline. 					
	<p><i>Love in City, solar could be a big cost savings long term when placed on large rooftops like the bank building</i></p>	<p><i>We have lots of sidewalks</i></p>	<p><i>Implement underground power lines. Lots plan for global warming weather disasters, road the power lines underground. High Priority</i></p>	<p><i>Like that but they don't put solar panels on a panel up</i></p>					<p><i>People could be able to finance the land, not use water, not use the street, not use the sidewalk</i></p>

PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Action 6.1, “Engage homeowners and businesses on responsible use and disposal of lawn and household chemicals and waste to eliminate hazardous runoff” appears to have an outsize impact compared to the difficulty of implementing it. There was concern that the action was trying to restrict homeowners in caring for their lawns. However, the main purpose would be to educate homeowners on environmentally safe fertilizers, appropriate practices for applying fertilizers to reduce runoff, and disposing of fertilizers and chemicals to reduce the amount of chemicals making it into surface waters and eventually the lake.

Separating sanitary and storm sewer has a small negative value. This is most likely due to the perceived difficulty of completing the action. Stormwater and sanitary infrastructure requires significant materials, construction, and time making it expensive. However, it is a very important action and an issue that was identified in the Community Survey and focused on throughout this process and needs to be pursued to solve a critical issue.



*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.



BUILDING COMMUNITY

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
G1 Work with the Cuyahoga County Library System and the Bay Village School Board to identify and procure a site for a future new library and uses for existing buildings that provide space for the School Board and potential redevelopment. (Page 97)				
A1.1 Work with the library to identify and secure the land needed for the new library.	1-2 years ★ ★ ★	BY PR	\$	—
A1.2 Identify design features, technology components, community spaces, collaboration with neighboring buildings and amenities, and potential uses desired in the new facility.	1-2 years ★ ★ ★	BY	\$	ODSA Local Government Innovation Fund
A1.3 Work with the Cuyahoga County Library System and the Bay Village School District to plan for the reuse of the current library location.	1-2 years ★ ★	BY	\$	—
G2 Reinforce the public safety campus around the Fire and Police Departments. (Page 98)				
A2.1 Construct a new or remodel the existing fire station.	2-3 years ★	BY FD	\$\$-\$ \$\$\$	—
G3 Encourage local social, cultural, and religious groups to work together to coordinate and cooperate in the organization and operation of local events. (Page 98)				
A3.1 Engage the Community Council to coordinate and cooperate in the scheduling and marketing of the City and events and to maximize participation.	1-2 years ★ ★ ★	BY	\$	—
A3.2 Create a master schedule of community cultural and social events available through the City.	1-2 years ★ ★	BY	\$	—

Goals and Actions	Projected Timeline & Priority	Responsible Parties & Partners	Est. Cost	Potential Funding Sources
A3.3 Install community information kiosks throughout the City at high use areas (Village Center, parks, library, schools etc.).	1-2 years ★	BY    	\$	Corporate Sponsorship The Cleveland Foundation
G4 Take steps to improve the involvement of the Bay Village School District in community activities and events. (Page 99)				
A4.1 Cooperatively implement community service days, local internship programs, and shared recreational facilities.	1-2 years ★★	BY    	\$	Keep America Beautiful Grant Program The Cleveland Foundation
A4.2 Create activities and connections that benefit and involve the entire community, not just those with children in the school district.	1-2 years ★★ ★	BY      	\$	The Cleveland Foundation The George Gund Foundation The Kresge Foundation Grants
G5 Build new crossing guard stations to replace those existing at a number of intersections. (Page 99)				
A5.1 Enhance intersections by replacing or renewing crossing guard stations by incorporating public art and design featuring local artists and groups, and highlighting local character.	1-2 years ★★	BY      	\$	Congestion Mitigation and Air Quality Program National Endowment for the Arts "Our Town" Grant NOACA Surface Transportation Program Transportation Alternatives Program



PUBLIC FEEDBACK

The “Building Community” Vision was added to the plan by the Steering Committee to capture the connection of residents to the City and to each other. It was a recognition that a plan needs to include more than physical infrastructure, land use, and economic development. The public did not feel that many of these actions were of high priority; they are not as popular or significant as major infrastructure projects. However, they are still important actions and they can have a big impact on the health and vitality of the community.

Implementing a Safe Routes to School program and working to create programs and connections that benefit the entire community were significant actions to support the school district. It was especially important to reach out to those residents who may not have children or other connections to the school district.

A vocal group of citizens are satisfied with the current library and its location, however, throughout the planning process there has been significant support through the Project Team, the Steering Committee, and the public to build a new library. It is important to have a library that meets the needs of the City. The benefits of a new library and the benefits of placing the new library in the Village Center is a great opportunity that had very strong support throughout the planning process.

BUILDING COMMUNITY

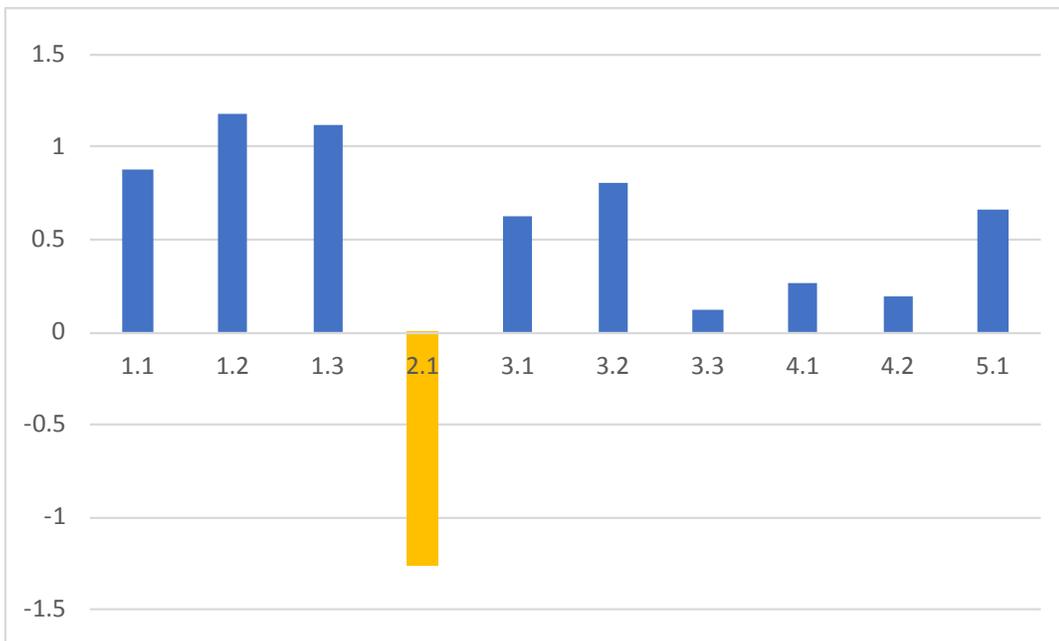
Review the actions below. Select your two highest priority actions and your two lowest priority actions using your yellow and green dots. If you have any comments on your prioritization, write a comment on a sticky note and place it in the blue box at the bottom.

	● Highest Priority			● Lowest Priority			
	<p>Work with the Cuyahoga County Library System and the Bay Village School Board to identify and procure a site for a future new library and uses for existing buildings that provide space for the School Board and potential redevelopment.</p> <p>Work with the library to identify and secure the land needed for the new library.</p> <p>Identify design features, technology components, community spaces, collaboration with neighboring buildings and amenities, and potential uses desired in the new facility.</p>	<p>Work with the Cuyahoga County Library System and the Bay Village School District to plan for the reuse of the current library location.</p>	<p>Reinforce the public safety campus around the Fire and Police Departments.</p> <p>Construct a new or remodel the existing fire station.</p>	<p>Encourage local social, cultural, and religious groups to work together to coordinate and cooperate in the organization and operation of local events.</p> <p>Engage the Community Council to coordinate and cooperate in the scheduling and marketing of the City and events and to maximize participation.</p>	<p>Create a master schedule of community cultural and social events available through the City.</p>	<p>Install community information kiosks throughout the City at high use areas (Village Center, parks, library, schools etc.)</p>	
DRAFT PRIORITY	★★★★	★★★	★★	★	★★★★	★★	★★
YOUR PRIORITY							
COMMENTS?	<p>NO, it's not what we need. We need a library in the Village Center.</p>	<p>Keep it in current locations</p>	<p>Are you kidding? it's not that old!!</p>	<p>Engage + coordinate with Community Council + that works. For example: Home Theater Planning center + council etc. Send out text reminders as you do emergency alerts.</p>	<p>Send like a... + schedule calendar for educational + art events - including the Schools. Both ways can go.</p>		

PERCEIVED DIFFICULTY VERSUS PERCEIVED IMPACT

Working to develop a new library and the potential redevelopment of existing library and Board of Education sites were perceived to have significant value beyond their difficulty. This has been an ongoing issue so much of the process for completing this action has already been started. The fact that the library has the funds to build a new library makes this action easier to pursue, as well as a very high priority. The City and the Library are working together to accomplish this action and it will have a significant impact on the Village Center. The redevelopment and reuse of existing school and library properties will take longer, but could present opportunities in the future.

Replacing the fire station had one of the most significant negative values of the entire plan. There is little perceived impact for something that would require a large expenditure to complete. However, this is a ten year time frame and the City must be aware of aging buildings and their maintenance. This is not a high priority now, but could become so later in the life of this plan. It is also important to keep the idea of the "safety campus" open and to realize that a new or remodeled fire station can add value not just to safety services, but also increase community assets.



Positive values indicate that the perceived impact from completing the action is greater than the perceived difficulty of completing the action

Negative values indicate that the perceived difficulty of completing the action is greater than the perceived impact from completing the action

*See page 103 & 104 for a description of the methodology and use of the difference in perceived difficulty versus perceived impact chart.

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APPENDIX A



POTENTIAL FUNDING SOURCES

A table and description of different grant programs, loan programs, and other funding sources to help pay for or reduce costs for communities to implement infrastructure and other programming. Each source includes a the program name, the source of the funding, a brief description of the program or what projects are eligible, whether there is a community match, and the most recent web site.

These programs and sources cover those that are listed in the Implementation Tables, but this is not an exhaustive list, and communities are encouraged to continually seek out new sources and opportunities.

Funding Name	Issuing Agency	Project Eligibility
Community Reinvestment Area Program	Ohio Development Services Agency	Allows municipalities or counties to designate areas where investment has lagged as a CRA to encourage revitalization of the existing housing stock and the development of new structures.
		development.ohio.gov/bs/bs_comreinvest.htm
Congestion Mitigation and Air Quality Program	NOACA	<ul style="list-style-type: none"> • Bicycle lanes on roadway • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Non-construction outreach related to safe bicycle use
		www.noaca.org
County Surface Transportation Program	County Engineers Association	<ul style="list-style-type: none"> • Bicycle lanes on roadway • Paved Shoulders • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming
		publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx
Cuyahoga Arts and Culture Various Grants (Creative Culture Grants)	Cuyahoga Arts and Culture:	Arts and cultural projects in Cuyahoga County.
		www.cacgrants.org/grant-programs
Cuyahoga County Enterprise Zone Tax Incentives	Cuyahoga County Department of Development	Enterprise Zones serve as an additional economic development tool for communities attempting to retain and expand their economic base
		development.cuyahogacounty.us/en-US/enterprise-zone-tax-incentives.aspx
Cuyahoga County Storefront Renovation Program	Cuyahoga County Department of Development and Municipalities	Determined by municipality
Downtown Special Improvement District	Property owners	At least 60 % of owners of the front footage or at least 75% of owners of the land area within the proposed SID agree to petition the city/village to create a SID.

Funding Name	Issuing Agency	Project Eligibility
ECDI Cleveland's Microenterprise Loan Fund Program	Cuyahoga County Department of Development and ECDI	Access to capital and technical assistance to microenterprise businesses and entrepreneurs: • Establishment of a New Business (less than one year of operation) • Expansion of an Existing Business (one or more years of operation) • Purchase of Equipment, Machinery or Supplies/Inventory • Startup Operating Costs/Working Capital (limited to no more than 50% of total loan request) • Other uses may be considered but may be limited by program policies
development.cuyahogacounty.us/en-US/Microenterprise-Loan-Fund-Program.aspx		
Grow Cuyahoga Fund	Cuyahoga County Department of Development	Any legitimate business purpose, including working capital, machinery and equipment, acquisition of land and building, construction, renovations and tenant improvements
development.cuyahogacounty.us/en-US/grow-cuyahoga-county.aspx		
Heritage Home Program	Cleveland Restoration Society and area banks: Key and Third Federal Savings	Low-interest fixed-rate home equity loans and technical services for homeowners to maintain and improve older houses. Typical project examples are: roof repair and replacement, painting, insulation, window repair and replacement, basement waterproofing, masonry repair, kitchen and bath renovation, compatible additions, finishing attic and basement, electrical, plumbing and HVAC.
www.heritagehomeprogram.org/preservation_toolbox.php		
Heritage Ohio Main Street Program	Heritage Ohio	Designed to improve all aspects of the downtown or central business district, producing both tangible and intangible benefits. Improving economic management, strengthening public participation, and making downtown a fun place to visit
www.heritageohio.org/programs/ohio-main-street-program/		
Tree Fund	Tree Research and Education Endowment Fund	Research and Education Grants in Root and Soil Management; Planting; Plant Health Care; Risk Assessment and Worker Safety; Urban Forestry; Arboriculture Education
www.treefund.org/grants		
HRI Grants	Horticultural Research Institute	Research that specifically deals with green industry related issues
www.kab.org/site/PageServer?pagename=about_home		
KaBOOM!	KaBOOM!	Building of play spaces that: <ul style="list-style-type: none"> • Demonstrate the need for a playground in your community • Have a space that does not currently have a playground on site or have a playground that needs to be replaced • Will implement a community-build model to engage the larger community in all aspects of project planning and playground build execution
kaboom.org/grants		
Keep America Beautiful Grant Programs	Keep America Beautiful	Grants to support volunteerism, beautification, community greening, litter prevention, recycling, waste reduction, and more
www.hriresearch.org/index.cfm?page=Content&categoryID=165		
National Endowment for the Arts "Our Town" Grant	National Endowment for the Arts	<ul style="list-style-type: none"> • Enhance the social and/or economic livability of the community. • Address the needs of existing residents and institutions in the community. • Support for artists, design professionals, and arts organizations that integrate the arts and design into the fabric of civic life and/or community plans. • Creative approaches to addressing community challenges or priorities. • Projects may include arts engagement, cultural planning, and design projects
www.arts.gov/grants-organizations/our-town/introduction		



Funding Name	Issuing Agency	Project Eligibility
NEORS Green Infrastructure Grant Program	NEORS	Professional Services such as design and engineering costs, structural analysis, and construction costs for stream and wetland restoration and innovative stormwater management practices with green infrastructure, such as rain gardens, bioretention, pervious pavement, and other site-based stormwater management practices in the combined sewer area www.noaca.org
NOACA Surface Transportation Program	NOACA	• Bicycle lanes on roadway • Paved Shoulders • Signed bike route • Shared use path/trail • Spot improvement program • Bike racks on buses • Bicycle parking facilities • Trail/highway intersection • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming www.noaca.org
NOACA Technical Assistance Program	NOACA	Funds NOACA staff planning expertise on community-based multimodal transportation projects. The program improves the safety, efficiency, and preservation of the transportation system for all users, and improves the quality of life in the region www.noaca.org
NOACA TLCI Program	NOACA	Planning grants: <ul style="list-style-type: none"> • Transportation plans supporting redevelopment • Bicycle and pedestrian network/complete streets implementation plans • Transit-oriented development plans • Neighborhood traffic calming plans, including improvements for bicycle and pedestrian safety and accessibility • Transportation Demand Management studies Implementation grants: <ul style="list-style-type: none"> • Included a public involvement/engagement process • Have a multimodal transportation focus (i.e., pedestrian, bicycle, roadway, safety, and/or transit analysis and recommendations) • Recommend specific countermeasures at specific locations www.noaca.org
ODNR Clean Ohio Trails Fund	ODNR	Improve outdoor recreational opportunities by funding trails for outdoor pursuits clean.ohio.gov/RecreationalTrails/
ODNR Land and Water Conservation Fund	ODNR	Acquisition, development, and rehabilitation of recreational areas ohiodnr.com/tabid/10762/default.aspx
ODNR NatureWorks Program	ODNR	Acquisition, development, and rehabilitation of recreational areas ohiodnr.com/tabid/10762/default.aspx
ODNR Recreational Trails Program	ODNR	Includes development of urban trail linkages, trailhead & trailside facilities, acquisition of easements & property, development and construction of new trails ohiodnr.com/tabid/10762/default.aspx
ODOT Safe Routes to School Program	ODOT	• Bicycle lanes on roadway • Bike racks on buses • Bicycle parking facilities • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Paved Shoulders • Signed bike route • Traffic calming • Shared Use Path Construction that can include recreational trails provided they also serve a transportation component • Safe Routes to School projects that are within a designated radius of a K-8 school. www.dot.state.oh.us/saferoutes

Funding Name	Issuing Agency	Project Eligibility
ODSA Alternative Stormwater Infrastructure Loan Program	Ohio Development Services Agency	Design and construction of green infrastructure as part of economic development projects in currently or previously developed areas
		development.ohio.gov/cs/cs_altstormwater.htm
ODSA Local Government Efficiency Program	Ohio Development Services Agency	Learn six sigma to improve key processes within local governments and make services simpler, faster, better and less costly
		development.ohio.gov/cs/cs_localgovfund.htm
ODSA Local Government Innovation Fund	Ohio Development Services Agency	Projects to create more efficient and effective service delivery. Projects are expected to facilitate improved business environments and promote community attraction with their plan for efficiency, collaboration, or shared services
		development.ohio.gov/cs/cs_localgovfund.htm
Ohio EPA Section 319 Grants	OEPA	Nonpoint source pollution, stream/wetland restoration, agricultural BMPs, acid mine drainage, riparian restoration, riparian & wetland protection (conservation easements), other nonpoint source implementation projects
		www.epa.state.oh.us/dsw/nps/319Program.aspx
Ohio EPA Surface Water Improvement Fund	OEPA	Stream restoration and renaturalization, riparian restoration and protection, wetland restoration and protection, innovative stormwater demonstration (public property only), lake restoration and protection, agricultural BMP demonstration projects.
		www.epa.state.oh.us/dsw/nps/swif.aspx
Ohio Historic Preservation Tax Credit Program	Ohio Development Services Agency	Provides tax credit in order to leverage the private redevelopment of historic buildings
		development.ohio.gov/cs/cs_ohptc.htm
Ohio State Historic Preservation Fund Certified Local Government Grants	The Ohio History Connection	Projects that: strengthen community historic preservation, protect and preserve cultural resources, promote economic development
		www.ohiohistory.org/preserve/state-historic-preservation-office/clg/clggrants/
Ohio State Historic Preservation History Fund	The Ohio History Connection	Projects in three categories: Organizational Development, Programs & Collections, and Bricks & Mortar.
		www.ohiohistory.org/preserve/local-history-services/history-fund/history-fund-guidelines
Ohio Rail Development Commission Grants and Loans	Ohio Rail Development Commission	Rail projects with public benefit, including Freight Rail Development or Spur; Structure Rehabilitation of Construction; Track Acquisition; Passenger Initiative; Rail Tourism
		www.dot.state.oh.us/DIVISIONS/RAIL/Pages/default.aspx
Robert Wood Johnson Foundation Grants	Robert Wood Johnson Foundation	The Robert Wood Johnson Foundation provides grants for projects in the United States and U.S. territories that advance our mission to improve the health and health care of all Americans
		www.rwjf.org/en/grants/what-we-fund.html
Rockefeller Foundation Grants	Rockefeller Foundation	The Rockefeller Foundation works to spread the benefits of globalization to more people in more places around the world. Funding inquiries must fit within four core issue areas: Advance Health, Revalue Ecosystems, Secure Livelihoods & Transform Cities. Within the Transform Cities issue is a focus on pushing the U.S. over the tipping point toward transportation planning and infrastructure policy that serves the needs of 21st century America.
		www.rockefellerfoundation.org



Funding Name	Issuing Agency	Project Eligibility
Section 402 Highway Safety Funds	ODPS	<ul style="list-style-type: none"> • Maps • Safety/education position • Police patrol • Helmet promotion • Safety brochure/book • Training
publicsafety.ohio.gov/grants.stm		
State Capital Improvement Program (SCIP)	OPWC	<ul style="list-style-type: none"> • Bicycle lanes on roadway • Paved Shoulders • Trail/highway intersection • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Signal improvements • Curb cuts and ramps • Traffic calming • All improvements must be made in conjunction with roadway improvement project
www.pwc.state.oh.us/Infrastructure.html		
The Cleveland Foundation	The Cleveland Foundation	Projects focusing on Education, Neighborhoods, Human Services, Arts and Culture, Economic Development
www.clevelandfoundation.org/grants/grants-overview/		
The George Gund Foundation	The George Gund Foundation	Projects focusing on Arts, Economic Development and Community Revitalization, Education, Environment, Human Services
gundfoundation.org/		
The Kresge Foundation Grants	The Kresge Foundation	Projects focusing on Arts and Culture, Health, Human Services
kresge.org/		
The People for Bikes Community Grant	People for Bikes and Bike Industry Partners	PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.
www.peopleforbikes.org/pages/grant-guidelines		
Transportation Alternatives Program	NOACA	<ul style="list-style-type: none"> • Bicycle lanes on roadway • Bicycle parking facilities • Bicycle storage/service center • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Paved Shoulders • Signed bike route • Traffic calming • Shared Use Path Construction that can include recreational trails provided they also have transportation component
www.noaca.org		
Western Reserve Land Conservancy Grants	Western Reserve Land Conservancy, partnering with Dominion	General operating , marketing, and project-specific costs.
www.wrlandconservancy.org		



County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE