



Trail Development Plan

Village of Glenwillow

November, 2005

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REGIONAL CONTEXT

The Village of Glenwillow is a suburb of the City of Cleveland located in the southeastern section of Cuyahoga County. Over the years the community has maintained a more rural character than many of the neighboring municipalities, but recent infrastructure improvements have accelerated the rate of development within the Village. Whereas new residential and industrial subdivisions within the Village are required to provide for pedestrian circulation, the major roads and older subdivisions do not have sidewalks or paths. As more people work and live within Glenwillow, providing safe walking and bike riding routes that connect all parts of the Village becomes more important.

Glenwillow is located in the midst of an existing and growing system of trails and bike routes. The Cleveland Metroparks Emerald Necklace and its system of multi-purpose trails touch the community at its northwest corner, and the municipalities surrounding Glenwillow have implemented or developed trail plans that approach the Village's borders. There is an opportunity for Glenwillow to link to these improvements and create a connected system.

Map 1 shows the existing and planned trails and bike lanes in the communities surrounding Glenwillow.

In the regional context, the major goals for trail connections through Glenwillow are:

- Connect the all-purpose trails in the parks along Tinkers Creek that are operated by the Cleveland Metroparks and the City of Twinsburg.
- Link the pedestrian and bike improvements on Pettibone Road in the City of Solon to the all-purpose loop that the Village of Oakwood has developed along the major streets in that community.

Together these connections would create both north-south and east-west routes through the Village.

The Cleveland Metroparks protects a corridor of open space along Tinkers Creek from the northwestern border of Glenwillow downstream to the Cuyahoga Valley National Park at the Cuyahoga River. At Glenwillow this protected open space corridor veers northeast away from Tinkers Creek and toward the Chagrin River Valley. The Metroparks all-purpose trail connects the area to a larger system of trails including the Towpath Trail along the Cuyahoga River.

The City of Twinsburg's Center Valley Park is served by an all-purpose trail along Tinkers Creek which is constructed to within approximately one-third of a mile from the southern border of Glenwillow. The trail connects many of the educational and recreational facilities of Twinsburg.

The City of Solon plans to improve Pettibone Road by widening the pavement to add five foot wide marked bike lanes on the north and south side of the road and adding sidewalks where there are currently none.

The Village of Oakwood is developing a loop of multi-purpose paths along a number of the major streets within the Village. These paths are separated from the streets by a tree lawn. The path along Richmond Road parallels the western border of Glenwillow and connects to the Cleveland Metroparks all-purpose trail at Hawthorn Parkway.

VILLAGE-WIDE PLAN

The Village of Glenwillow has a very distinct land use/zoning pattern. Tinkers Creek flows in a north-south direction separating the industrial east side of the Village from the predominantly residential west side of the Village. Near the center of the Village, at the confluence of Beaver Meadows Creek with Tinkers Creek, are structures that were part of the historic Austin Powder company town. The Village is using those structures as the foundation for creating a distinct town center district that includes small retail shops, smaller residential lots and municipal facilities such as the Village Hall, community center, historic exhibits, and recreation fields.

The valley of Tinkers Creek is envisioned as a greenway that can continue to buffer the residential area from the industrial district and also connect the Cleveland Metroparks South Chagrin Reservation to Twinsburg's Central Valley Park. Recreational trails along Tinkers Creek will complement plans for the town center and link these two park systems together. Stronger connections to the town center from both the residential and industrial sides of the Village, which would benefit the residents, workers and commercial establishments, are also desired.

The following are synopses of the routes shown on the Village-Wide Plan (*Map 2*).

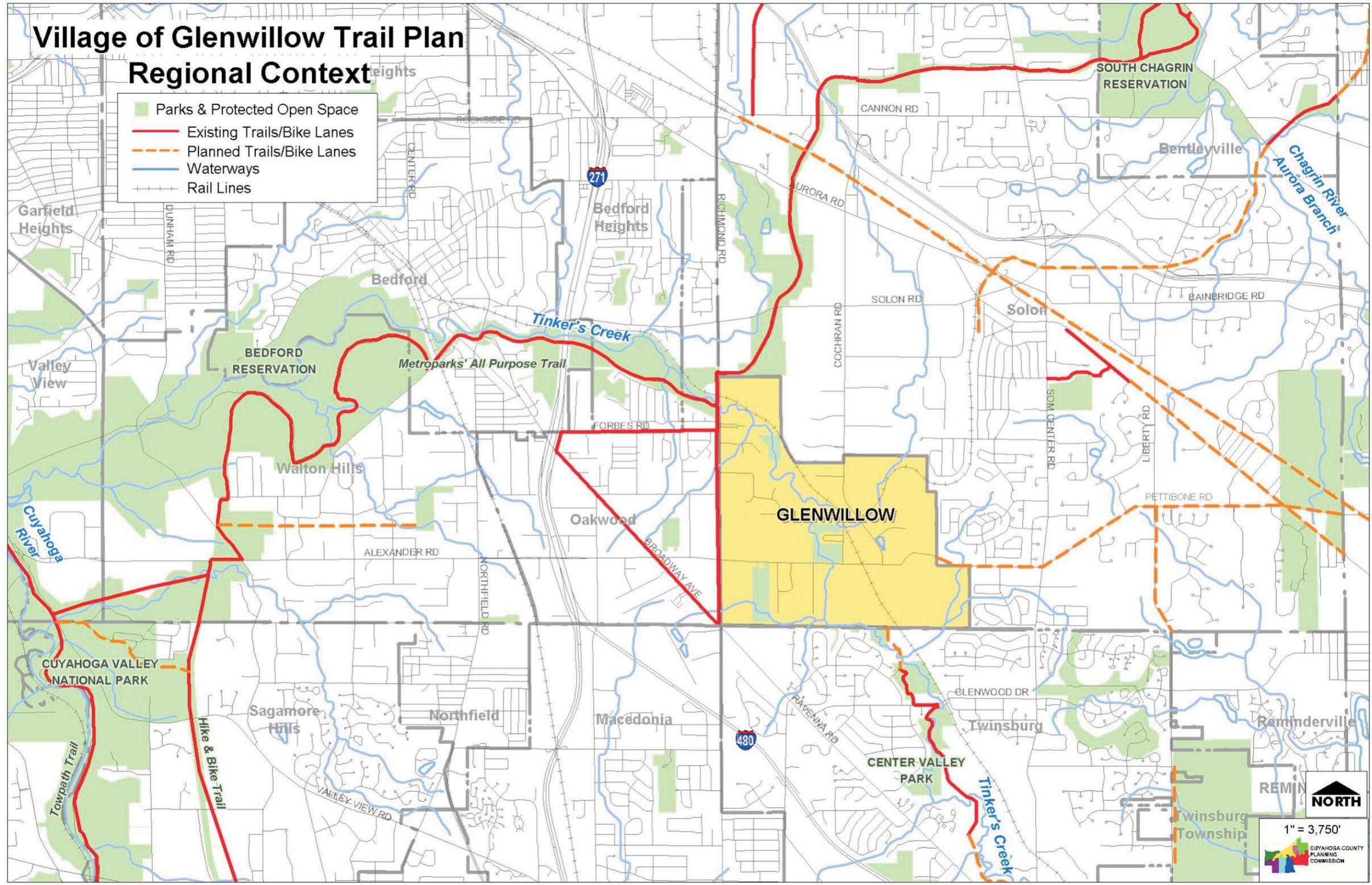
Pettibone West

The Pettibone West route would connect the residential west side of the Village to the town center. It would also link to the trail network that loops around the Village of Oakwood.

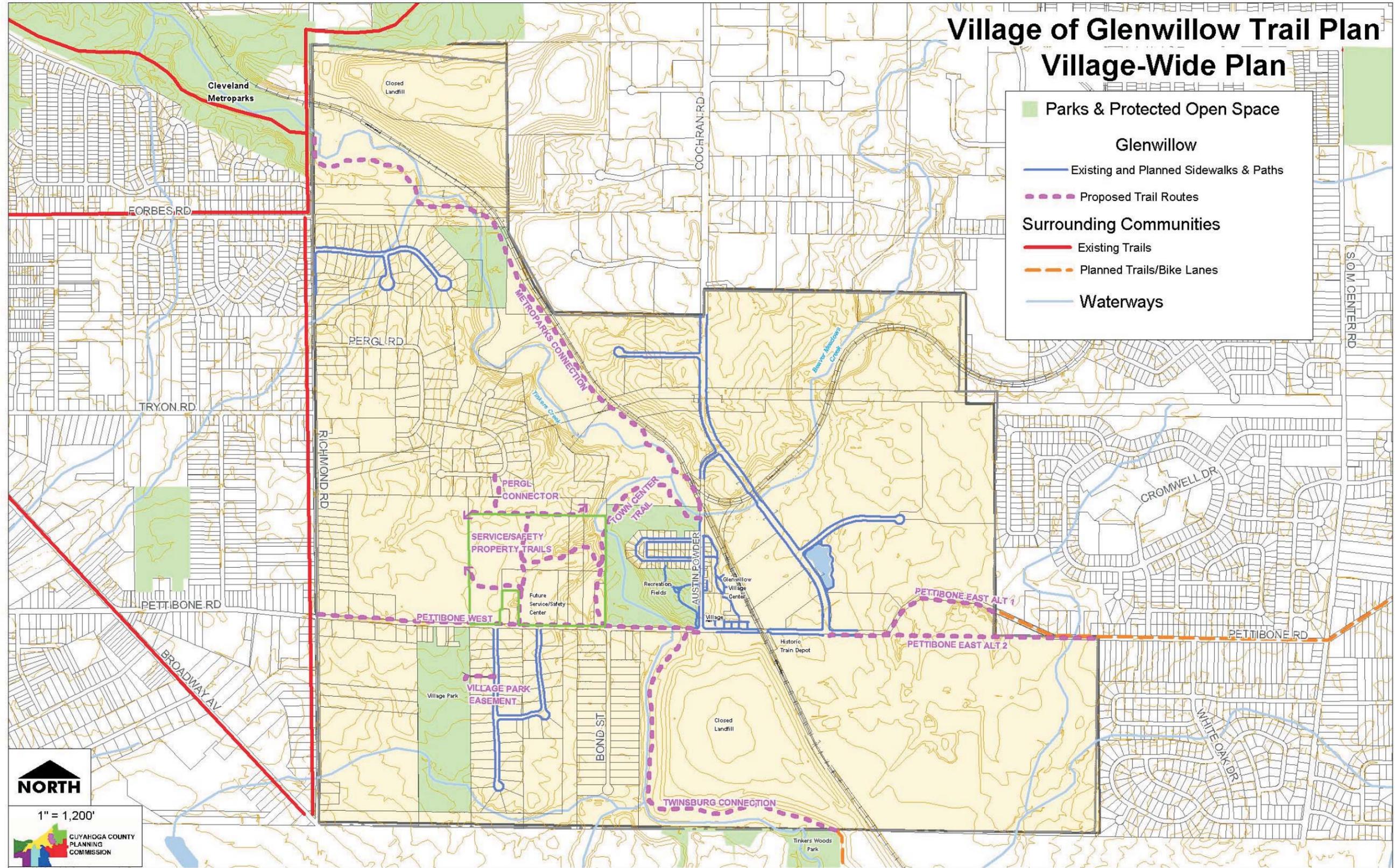
Pettibone East

The Pettibone East route would pass through the industrial area of Glenwillow but would also link Glenwillow to the many residential properties in Solon. Two alternative alignments for this connector are possible.

Map 1. Regional Context.



Map 2. Village-Wide Plan.



Twinsburg Connection

This route would use the existing service road at the base of the closed landfill and would link to the trail that serves the Twinsburg's Center Valley Park system and the many residential properties adjacent to it.

Town Center Trail

The Town Center trail would parallel Tinkers Creek at the western edge of the town center. When combined with Austin Powder Drive, the proposed route of this trail would allow residents to walk or bicycle in a loop around the town center and recreation fields. Over time, as other trails are completed, such as the Twinsburg Connection and the Metroparks Connection, this trail will also become part of a route for persons traveling in a north-south direction through the Village.

Metroparks Connection

This trail would be developed as part of a larger protected greenway along Tinkers Creek that would link the town center to the Cleveland Metroparks Hawthorn Parkway to the west.

Service/Safety Property Trails

The Village recently acquired 60 acres on the north side of Pettibone Road just to the west of Tinkers Creek and the town center for municipal uses that include the possible relocation of the Village's safety and service forces. The site's size and central location in the Village provides opportunities to create a system of paths to traverse the site and link various portions of the Village with one another.

Pergl Connector

A trail connection to Pergl Road would provide a much more direct walking and biking route to Village parks and facilities for residents living in this subdivision which does not have sidewalks.

Village Park Easement

An existing pedestrian/sanitary easement that exists between two homes on Pinecrest Lane could be used to develop a path that would allow residents of Pinecrest Lane and Maplewood Drive more direct access to the Village Park without having to travel to and along Pettibone Road.

The number and variety of projects discussed above means they will need to be implemented in phases. In addition, the relative complexity of projects and potential costs need to be considered (although preparation of cost estimates are outside the scope of this report).

It is suggested that a higher priority be placed on trail connections that help Glenwillow residents move within the Village and link with other trail networks, as well as projects that improve access to and from the town center, both for residents and visitors.

Following this methodology, the first group of projects to implement would be:

- Pettibone West
- Twinsburg Connection
- Town Center Trail
- Service/Safety Property Trails

A later group of projects to implement would be:

- Metroparks Connection
- Pettibone East
- Pergl Connector
- Village Park Easement

PETTIBONE WEST

Purpose

This potential bicycle/pedestrian trail would connect the residential western section of the Village with the town center. It would also link to the trail network that encircles Oakwood and provide access to the Cleveland Metroparks South Chagrin Reservation. The connector would be about 1.0 mile in length.

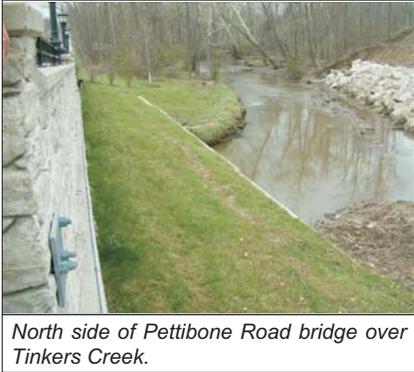
Existing Conditions

Pettibone Road is a two-lane road that is part of a 60-foot wide right-of-way. Utility poles and fire hydrants are located on the south side of the road. The road also has drainage ditches.

The recent improvements to the Pettibone Road bridge over Tinkers Creek includes an area of solid earth (currently grass) situated between the bridge and the end of the culvert.



South side of Pettibone Road, looking west from Tinkers Creek.



North side of Pettibone Road bridge over Tinkers Creek.

About one-half the length of the proposed trail would be located on land owned by the Village.

Issues/Priority

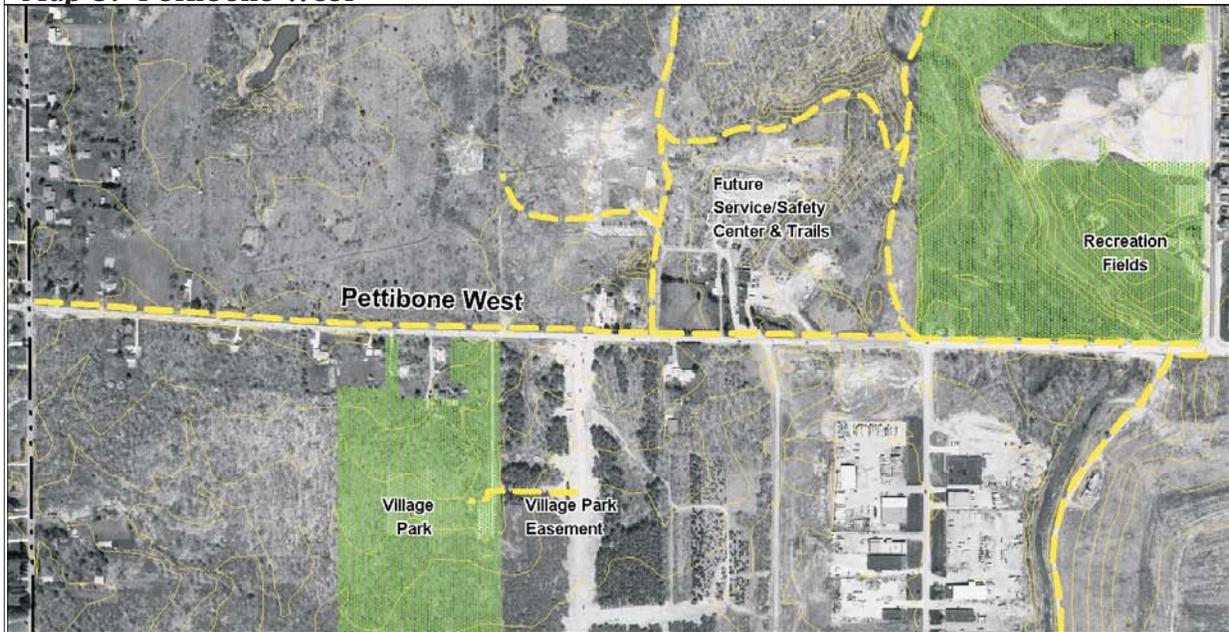
Due to the placement of utility poles and fire hydrants on the south side of the road, the trail should be located on the north side (*Map 3*). The exact location of the trail should also consider the placement of any existing underground utilities on the north side of the road, such as sewers.

At the bridge over Tinkers Creek, the trail should occupy the grassy area referenced above. Due to the fact that this area slopes slightly northward toward the end of the culvert, it would need to be leveled. In addition, a safety railing should be installed.

From the bridge westward to approximately the small Northeast Ohio Regional Sewer District (NEORS) facility, the trail would be situated near the edge of the Tinkers Creek floodplain. In this area the trail location should be adjusted, if possible, to avoid the floodplain.

From the NEORS facility to Richmond Road, the land on the north side of Pettibone Road is a combination of public and private holdings. On Village-owned property, the trail could be located either within or outside the right-of-way. This design flexibility could permit the existing drainage ditch to remain in place. On privately-owned property, the customary solution would be for the trail to remain inside the right-of-way. As a result, the location of the trail and drainage ditch may conflict, resulting in a need to spend extra funds to culvert the drainage ditch. If a de-

Map 3. Pettibone West



velopment proposal is submitted for the large privately-owned vacant property located between Richmond Road and the Village-owned property, an opportunity may exist to negotiate the exact alignment of the trail, relative to both the edge of the right-of-way and the location of the drainage ditch.

This trail has a high priority for implementation due to its immediate benefit. This trail would enable Glenwillow residents to connect to the trail network in Oakwood and Cleveland Metroparks and permit Glenwillow residents to reach the town center safely on an off-road trail.

Design

The proposed connector would be approximately ten feet wide and constructed of asphalt.

The trail should be separated from the edge of the existing pavement, although that distance may vary over the one-mile length of the trail.

PETTIBONE EAST

Purpose

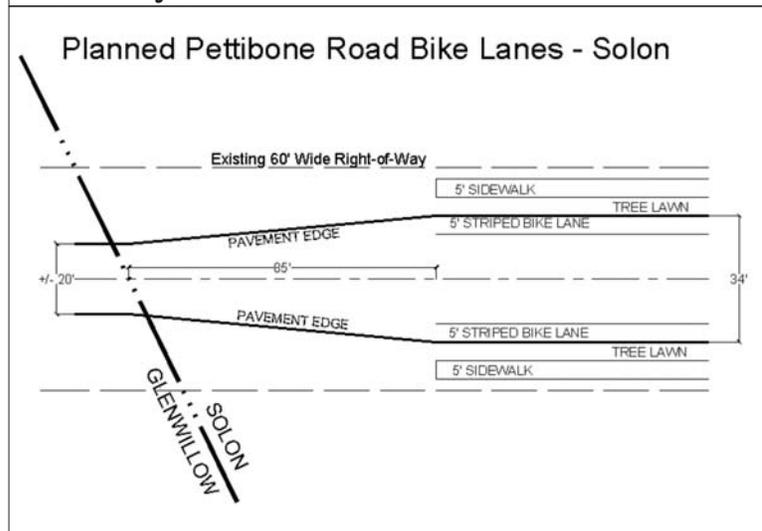
This potential bicycle/pedestrian trail would connect the heavily residential western section of Solon with the Glenwillow town center. Depending upon the alternative selected, the trail would be about 0.55 to 0.60 miles in total length.

Existing Conditions

Pettibone Road is a two-lane road that is part of a 60-foot wide right-of-way. Unlike the straight alignment of Pettibone Road west of the Village town center, this section of Pettibone Road is winding, and the terrain drops steeply just off the north edge of the roadway.

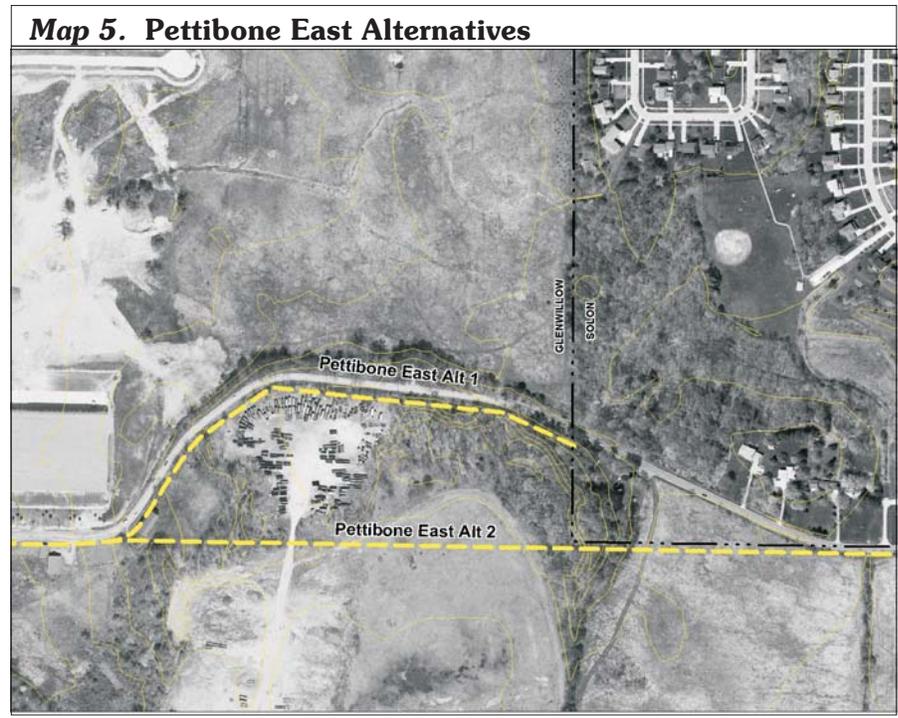
The City of Solon has an upcoming infrastructure project to modify Pettibone Road near the Glenwillow boundary (*Map 4*). Approximately 85 feet east of the Glenwillow boundary, heading eastward, the pave-

Map 4. City of Solon - Pettibone Road Improvement Project



ment would widen to 34 feet. This widened pavement would include two vehicular lanes, plus striped bike lanes on both sides of the road. The overall project would also include the construction of a sidewalk on both sides of the street.

On this section of Pettibone Road, the segment immediately east of Cochran Road and the segment at the Glenwillow/Solon boundary are situated in the same east/west alignment. Two alternatives are being suggested to provide a trail connection to handle the winding section of roadway between these two segments (*Map 5*).



Alternative 1, about 2,600 feet in length, would follow the south side of Pettibone Road. The north side of the road is not suitable, due to the steep drop in the terrain near the edge of the roadway.

Alternative 2, about 2,300 feet in length, would create a new section of Pettibone Road to connect with the existing segments immediately to the east and west. This infrastructure improvement would by-

pass the curve, creating a straight roadway. If the property surrounding this alternative is developed, another version of Alternative 2 could be built. In this option, a trail would be constructed in the Alternative 2 alignment, however it would be incorporated into the development plans for the site, instead of being built as part of a new section of Pettibone Road.

Issues/Priority

This existing roadway in Glenwillow does not provide an ideal bicycling environment, due to traffic speed, road geometry, and limited sight distances. The improvements to be constructed by Solon, combined with the existing conditions in Glenwillow, do not significantly improve the situation. For example, bicyclists traveling Pettibone Road westbound in Solon toward Glenwillow would have their dedicated bike lane end, forcing a quick transition into the westbound vehicular lane. The level of



Terrain change at north edge of Pettibone Road, looking west

safety would be better in the eastbound direction, where bicyclists would transition smoothly from the vehicular lane to a dedicated bike lane.

Alternative 1

The construction of a trail along the south side of Pettibone Road would not solve the safety issue discussed above. Bicyclists traveling Pettibone Road westbound in Solon toward Glenwillow would still have their dedicated bike lane end, requiring them to cross both vehicular lanes to reach the ten-foot wide, two-way path on the south side of the road. This would be a location where motorists would not expect to find a street crossing, and it would be made more precarious by the limited sight distances.

Placing a trail on the south side of Pettibone Road would require removal of the earthen mound that exists to screen the view of storage containers and dumpsters on the adjacent private property. The mound could be rebuilt just south of the trail, so that it would continue to screen the outdoor storage use.



Earthen mound on south side of Pettibone Road, looking west.

Alternative 2

The straightening of Pettibone Road would create street frontage for the land between the new road and the existing road, and the area would be sufficiently large for development.

The straightening of Pettibone Road would also create a safer environment for bicyclists and pedestrians. The dedicated bike lanes and sidewalks planned in Solon could be continued westward into Glenwillow, ending at the Cochran Road intersection. Between Cochran Road and Austin Powder Drive, the configuration of the existing right-of-way would mean that westbound bicyclists would need to transition to either the existing sidewalks or into the vehicular lane. Although not ideal, this transition off of a dedicated bike lane could be made safely due to the presence of a traffic signal at the Cochran/Pettibone intersection. It should also be expected that in the vicinity of the town center, bicyclists riding through the Village will remain in the roadway with vehicles, while bicyclists coming to the town center as a destination will transition to the sidewalks and move slowly, mingling with pedestrians.



Pettibone Road looking west toward Cochran Road.

Even with Pettibone Road improvements to be completed by Solon, this proposed trail connection will only provide a satisfactory level of safety and usefulness if Alternative 2 is implemented. Relative to several other trail recommendations, the creation of a new section of Pettibone Road may be more complex and more expensive. As a County Highway (95), the project would need to be coordinated through the Cuyahoga County Engineer's Office. The future straightening should also be reviewed in more depth to determine its benefits for traffic, safety, and development opportunities. It is recommended that this trail connection be considered as part of a later phase of trail development in the Village.

Design

The proposed connector would be approximately ten feet wide and constructed of asphalt.

TWINSBURG CONNECTION

Purpose

This potential bicycle/pedestrian trail would connect Pettibone Road at the town center southward to Twinsburg's Center Valley Park and its adjacent residential neighborhoods. Depending upon the alternative selected, the connector would be about 1.3 to 1.6 miles in length.

Existing Conditions

To facilitate the connection, the trail would use the existing service road situated at the base of the west and south sides of the closed BFI landfill, which continues southward from Glenwillow into Twinsburg. At different locations, the trail would then move into a wooded area containing Tinkers Creek (Map 6).



Landfill service road looking south from Pettibone Road.



Alternative A, about 1.3 miles in total length, would continue along the landfill service road in Twinsburg and then cross the creek near Glen Meadow Park and connect to an existing trail.

Alternative B, about 1.6 miles in total length, would leave the landfill service road at the Glenwillow/Twinsburg boundary and traverse Twinsburg's Tinkers Woods Park, where it would cross Tinkers Creek and exit onto the local road system. The trail would continue on Heritage Drive, Belmeadow Drive, and Moraine Drive, reaching the same northwest corner of Glen Meadow Park.

Issues/Priority

Due to its longstanding relationship with BFI, the Village should become the

facilitator for discussions involving BFI, Twinsburg, and the Village. Having both communities approach BFI jointly will help the company understand the overall purpose of this connector.

The service road meets Pettibone Road about 150 feet west of the intersection of Austin Powder Drive. Due to the proximity of the intersection and limited visibility to the east, trail users should not be encouraged to use this location to cross Pettibone Road. Instead, a short segment of trail should be built on the south side of Pettibone Road eastward to the intersection. Trail users could then cross safely at the intersection. The Pettibone Road right-of-way is 60 feet wide.



South side of Pettibone Road, looking east toward Austin Powder.

This trail would have an immediate benefit, enabling Glenwillow residents to connect to a trail network in Summit County. Conversely, Twinsburg residents would be able to travel north to Glenwillow, including the businesses that will evolve in the town center.

Design

The proposed connector would be approximately ten feet wide and constructed of asphalt. Depending upon the vehicular access needs of BFI, the pavement may be wider than ten feet.

For the short segment of trail on the south side of Pettibone Road, the trail should be separated from the edge of the existing pavement. The exact location of the trail may require a retaining wall.

The traffic signalization at the intersection should be upgraded to include a pedestrian activated crosswalk.

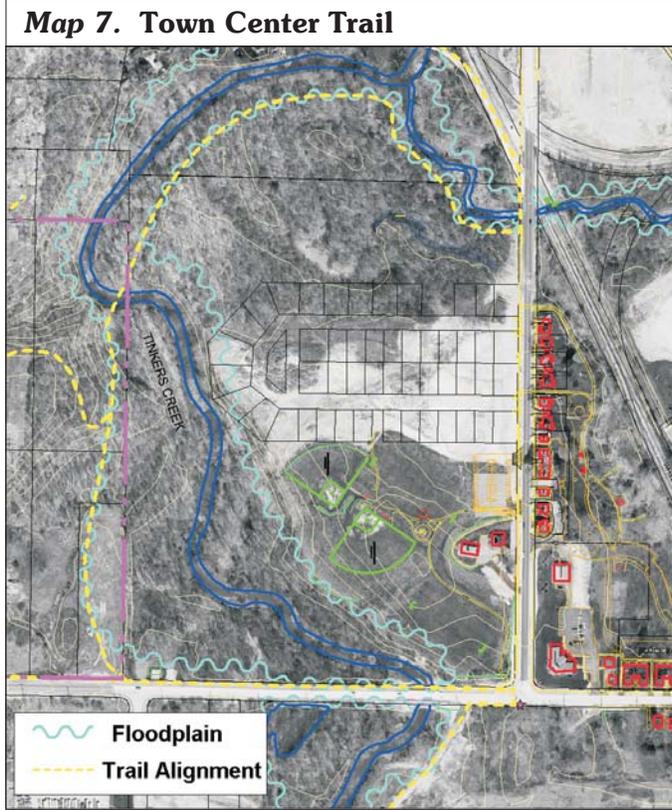
TOWN CENTER TRAIL

Purpose

This potential bicycle/pedestrian trail would roughly parallel Tinkers Creek as the stream meanders along the western edge of the town center. This approximately 0.7 mile route would provide an off-road alternative through natural areas.

Existing Conditions

The area considered for this trail is primarily wooded, and Tinkers Creek has a floodplain. Most of the proposed trail alignment is situated on property owned by the Village, although a section of the International Order of Odd Fellows (IOOF) property, to the south of Tinkers Creek, is also included.



Issues/Priority

The specific alignment of this trail may be influenced by the boundaries of the 100-year floodplain. Ideally, the trail should be developed outside the floodplain and incorporate boardwalks where it may cross wetter areas. It is anticipated that one bridge crossing of the creek would be necessary, as well as a short segment of trail within the 100-year floodplain, which may add regulatory paperwork (*Map 7*).

An easement or purchase would also need to be negotiated with the Independent Order of Odd Fellows (IOOF) concerning the small southern section of the property through which the trail would cross. This portion of the IOOF property is separated by Tinkers Creek from the portion of the property where residents live.

At Austin Powder Drive, the trail would meet the road just south of the existing bridge carrying the road over Beaver Meadows Creek. This bridge is scheduled for replacement by the Cuyahoga County Engineer in 2008. The bridge improvements could be undertaken to have this bridge resemble the recently improved nearby bridge carrying Pettibone Road over Tinkers Creek. As part of the replacement of the Austin Powder Drive bridge, the western walkway should be designed with a larger than average width in anticipation of future trail connections.

Combined with Austin Powder Drive, the proposed route of this trail would allow residents to walk or bicycle in a loop around the town center and recreation fields. Over time, as other trails are completed, such as the Twinsburg Connection and the Metroparks Connection, this trail will also become part of a route for persons traveling in a north-south direction through the Village. As these future trail connections and uses in the town center evolve, it may be preferable to encourage trail users to enter the town center. To facilitate that connection, the paths serving the recreation fields could be constructed as part of the broader trail system, and the parking lot on the west side of Austin Powder Drive could be used as a trailhead. Trail users could also be directed to the sidewalks and street pavement of Austin Powder Drive as a route to continue their north-south travels.



Austin Powder Drive, looking south across existing bridge over Beaver Meadows Creek.

This trail would have an immediate benefit for residents using the town center, and long-term would be part of a larger north-south route through the Village. It is recommended that this project be considered as part of the first group of trail development projects in the Village.

Design

The proposed connector would be ten feet wide and constructed of asphalt. Boardwalks of the same width may be needed in wetter areas.

The trail related improvements to the Austin Powder Drive bridge should occur during the Cuyahoga County Engineer's bridge replacement project.

As the trail network in Glenwillow evolves, the Town Center Trail will be the hub of activity for pedestrians and bicyclists. At that time, it may be useful to install wayfinding signage in the vicinity of a trailhead or the Pettibone Road/Austin Powder Drive intersection to direct people to various locations in the town center or other connecting trails.



Part of Tinkers Creek floodplain, west of Austin Powder Drive.

METROPARKS CONNECTION

Purpose

This potential bicycle/pedestrian connector would link the Village Center to Richmond Road just south of the Cleveland Metroparks' Hawthorn Parkway by generally following the course of Tinkers Creek and the Wheeling & Lake Erie Railroad. This approximately 1.5 mile route would provide an off-road alternative through natural areas.

Existing Conditions

The Wheeling & Lake Erie Railroad has a linear route, situated in a northwest-southeast alignment, which intersects Richmond Road and Austin Powder Drive. Tinkers Creek follows a meandering course just to the south of the railroad. In several locations, the 100-year floodplain of Tinkers Creek approaches close to the railroad tracks.

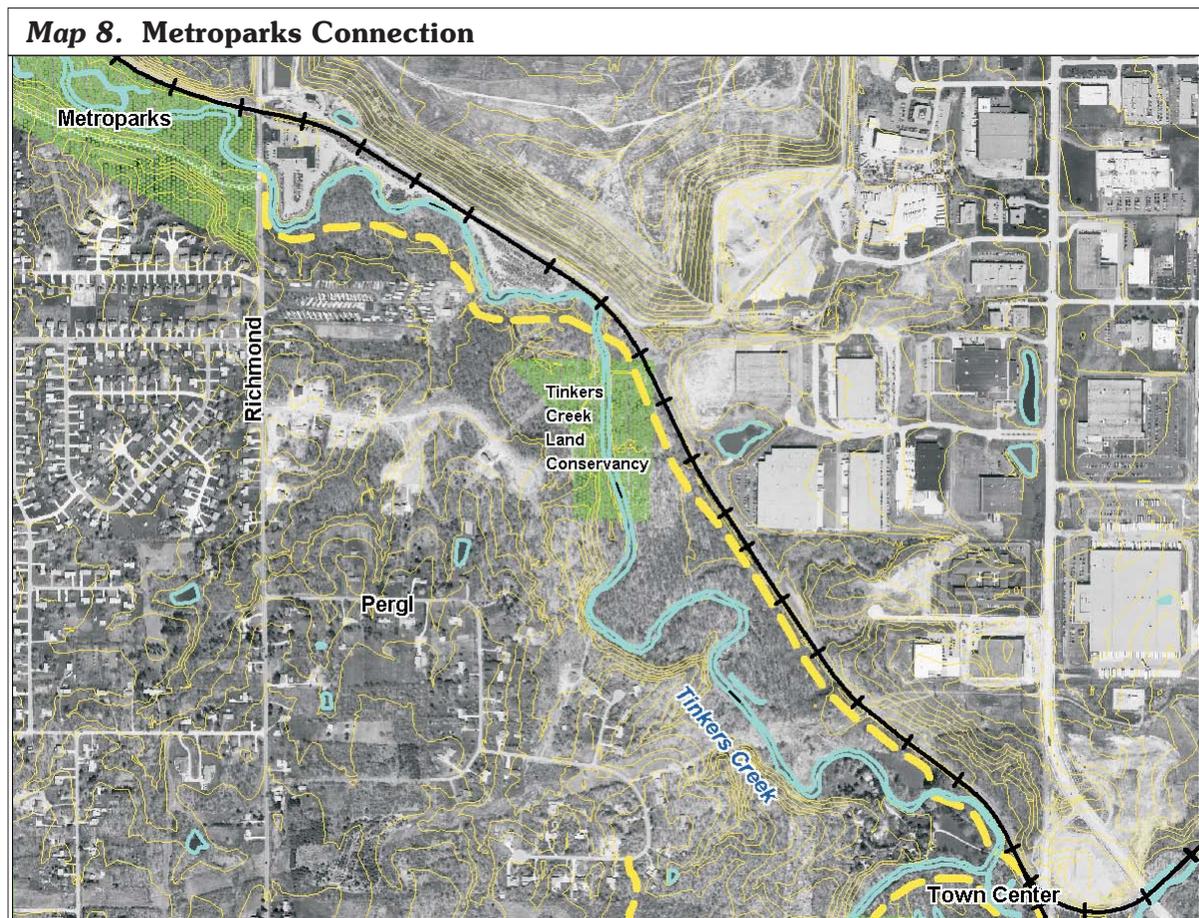
The Tinkers Creek Land Conservancy holds an easement on Permanent Parcel 991-04-008, a 15-acre parcel situated between the Tinkers Creek Valley Drive subdivision and the railroad tracks.

The Village holds a sewer line easement from the railroad, which parallels the north side of the railroad tracks. The Village sanitary sewer is in place pursuant to such easement. It is very close to the Wheeling & Lake Erie Railroad track, which is an actual operating railroad. While the

Village has surface use rights for purposes of maintenance of the sewers, it does not have rights which would allow surface use as a multipurpose trail even if it were to be determined to be proper to place a pedestrian trail within a few feet of an operating railroad. It is most reasonable to assume the railroad would not want to grant a new easement for a multipurpose trail so close to the tracks because it seems inherently unsafe.

Issues/Priority

Based upon the existing conditions described above, efforts have focused on the feasibility of a route on the south side of the railroad tracks (*Map 8*).



Construction of a trail on the south side of the railroad tracks would involve negotiating easements with a number of property owners, as well as the construction of several bridges. Near Austin Powder Drive, arrangements would need to be negotiated with the Independent Order of Odd Fellows (IOOF) concerning the safe crossing or sharing of their entrance drive, as well as the bridging of the creek in two locations. Near Richmond Road it appears necessary to shift the trail to the south side of Tinkers Creek, due to the industrial use that occupies the land between the south side of the railroad tracks and the meandering path of the creek.



IIOF property bridge, looking west.

In several sections it appears that the trail would be located within the 100-year floodplain, which may necessitate design adjustments, as well as add regulatory paperwork.

It is also suggested that the Village discuss this trail connection with Cleveland Metroparks. Due to the fact that the proposed connector links to a Metroparks Reservation on the north, coupled with the proposed Twinsburg Connection south of Pettibone Road, it would be worthwhile to explore the possibility of Cleveland Metroparks being involved as a partner in this trail project as part of a larger open space

preservation effort. For example, several parcels in this corridor are landlocked, meaning they have no direct access to a public street.

Relative to several other trail recommendations, this connection may be more complex and more expensive. It is recommended that this project be considered as part of a later phase of trail development in the Village.

Design

The proposed connector would be ten feet wide and constructed of asphalt. Privacy concerns from the abutting property owners, particularly the IIOF and the year-round residents on the property, would need to be taken into consideration.

SERVICE/SAFETY PROPERTY TRAILS

The Village of Glenwillow recently acquired 60+ acres of property on the north side of Pettibone Road just west of Tinkers Creek. The Village is considering moving its service, safety, and building department functions to the site. In addition, trails that would provide residents access to the natural areas on the site and could provide linkages to Village facilities and the town center are under consideration. The following section provides recommendations for the siting of uses on the property (*Map 9*).

Existing Conditions

Prior to the Village's acquisition, most of the property was owned by a construction company that used portions of the site for outdoor storage of material and equipment. The site is mostly vacant land. A portion of the site includes an industrial garage, a communications tower, and a separate residential structure set back approximately 100 feet from Pettibone Road. Five drive-

Map 9. Service/Safety Property



ways provide access to the site in the vicinity of the structures. High tension power lines cross the site in a north-south direction approximately 350 feet from its eastern border. The western portion of the site is generally flat. As the site approaches Tinkers Creek, the land slopes down toward the east. The valley of a small tributary to Tinkers Creek is located on the northeast portion of the site. The changes in topography create views from the center of the site towards the southeast.

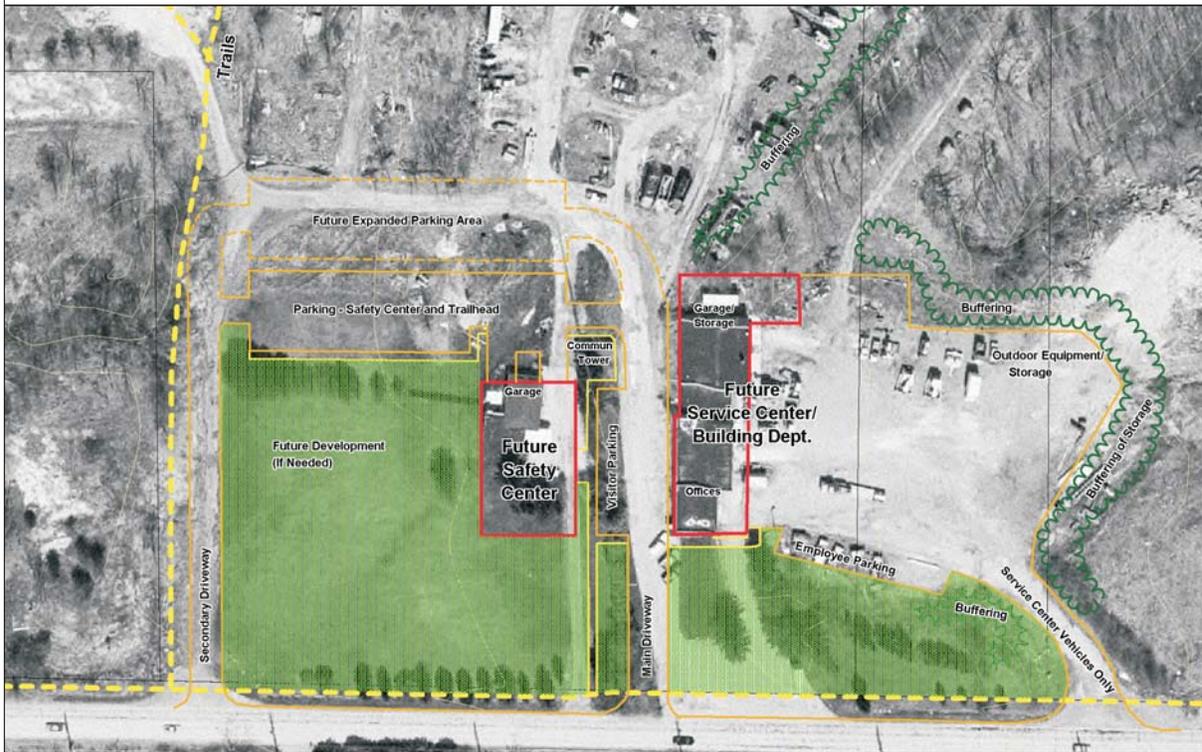
Siting Recommendations

If the Village is to relocate the service, safety and building department functions to the site, it is recommended that those uses be sited at the location of the existing structures (*Map 10*).

Service/Building Departments

The service and building department functions could be housed by rehabilitating and possibly expanding the existing industrial garage building, or by constructing a new building on the site of the existing structure. A more detailed study of the building would need to be conducted to determine the best option. The existing industrial garage building and adjacent area are situated on a small plateau that is slightly lower in elevation than the main portion of the site and slightly higher in elevation than Tinkers Creek. The topography and building location can assist in screening the uses associated with the service functions from other parts of the site.

Map 10. Safety/Service Property - Potential Facility Layout



The existing industrial garage is sited on a small hill where the garage and storage functions can be accessed from the lower elevation and at a location further back from the street. The office portion of the building can be accessed from the upper elevation, which is nearer to the street. The existing industrial garage is also just west of where high tension power lines cross the site near Bond Street. These conditions make this portion of the site more appropriate for a use that has the characteristics of an industrial use.

It is recommended that plantings be added to provide increased screening of outdoor storage of material or equipment. Outdoor storage should be screened from Pettibone Road, trail routes along Tinkers Creek, and from upper parts of the site.

The existing industrial garage covers a footprint of 6,700 square feet and has a usable area of 7,700 square feet. If the existing building were to be expanded, or if a new building were to be constructed with a larger footprint, the footprint should be extended eastward and/or northward. The footprint shown on the schematic site layout is 11,800 square feet, which is the footprint of the Village of Valley View's service garage and building.

Safety Center

The safety center should be clustered on the site near the service building. This layout would allow shared use of parking and access for office functions of the two buildings. Demolishing the existing residential structure on the property would allow the safety center to be built in coordination with the service building. Ideally, both buildings would be set back the same distance from the street, which would provide continuity in design for this civic complex. For example,

using the existing industrial garage as the basis for the setback places the distance at 100 feet. Garage areas should be designed at the rear of buildings or screened from the street. The footprint of the safety center building shown on the schematic site layout is 8,000 square feet, which is the size of the footprint of the Valley View police station.

Site Access

Access points to the site should be consolidated and more strongly delineated. The location of existing driveways can serve as the basis for future driveways. The easternmost drive can be re-used as access for service vehicles and employees housed in the service building. The three driveways in the vicinity of the existing industrial garage and the residential building should be consolidated into one drive located between the service building and the safety center. Visitor parking off this drive could serve both the safety center and the service building. The vacated driveways should be landscaped to blend into the rest of the frontage.

To promote efficient traffic circulation on the site, an existing driveway west of the proposed safety center could be improved to provide access to parking located to the rear of the safety center. Parking to the rear would shield the parking from the street and would allow it to be shared as trailhead parking for people using the future trails. Developing parking to the rear would also reserve the area west of the safety center for a future building site should the need for a new building arise. If a future increase in parking is needed, additional parking spaces can be constructed further to the north of the buildings. Access would be provided by extending the driveways.

Trails

Most of the 60 acre site is not developed and plans are to leave most of it in a natural state. Providing a location for multi-purpose trails in a natural setting of woods and meadows is an integral part of the plan for the site. There are places on the site where dirt vehicular paths already exist and can serve as a basis for locating future trails.

The trails developed on the site should be tied into the proposed Village-wide system of trails. For example, on-site trails should connect to a path along Pettibone Road and should be easily accessible from the on-site parking which can serve as a trailhead.

To the east and west, a trail could be aligned to connect to a future trail along Tinkers Creek, as well as to provide access if any future development occurs on the property to the west of the site. To the north, a connection between the site and the Pergl subdivision is also possible, but would require the crossing of privately held properties. A trail connection between the property and the Oddfellows Camp, about 500 feet to the northeast, may also be possible in the future.



Existing dirt vehicular path.

PERGL CONNECTOR

Purpose

This potential bicycle/pedestrian connector would link the approximately 95 homes on Pergl Road, Annetta Drive, Mello Drive, and the nearby Tinkers Valley Drive and Willow Tree Lane with a more direct route to the town center. At present, these residents can only access the town center by traveling approximately two miles along Richmond and Pettibone Roads.

Existing Conditions

The southeast section of Pergl Road contains a buildable, vacant lot between the homes at 27925 and 27935 Pergl Road, which is known as Permanent Parcel 991-06-023 (*Map 9*). This parcel is about 0.9 acres in size. Abutting this vacant parcel on its southern boundary is a landlocked, vacant parcel known as Permanent Parcel 991-08-002. This rectangular shape parcel is about 7.4 acres in size. Parcel 991-08-002 abuts the northern boundary of the acreage recently acquired by the Village for potential public uses, such as relocation of the Village's safety forces and service personnel.

Issues/Priority

Both of the parcels are privately owned. The Village would need to negotiate acquisition or easements with both property owners. In addition, users would not be able to reach the town center until a trail has been constructed across the Village property, which would then connect to Pettibone Road west of the town center. The development schedule for the Village property, as well as the possible expense of acquisition and/or easements makes this trail connector a lower priority.

An interim solution for residents living in the northwest section of the Village to improve access to the town center would be the completion of trail connections along Richmond and Pettibone Roads. A trail along Richmond Road is under construction, which would link to the Cleveland Metroparks on the north and Pettibone Road on the south. A high priority trail connection for the Village is Pettibone Road from the town center westward to Richmond Road. Although longer in distance than a direct connection to Pergl Road, the Richmond to Pettibone route would provide residents with a safe travel route that does not presently exist.

Design

The proposed connector would be ten feet wide and constructed of asphalt. Privacy concerns from the abutting property owners on Pergl Road would also need to be taken into consideration, balanced with the goal of creating an open, inviting path.

VILLAGE PARK EASEMENT

Purpose

This potential bicycle/pedestrian connector would link the approximately 50 homes on Pinecrest Lane and Maplewood Drive with the existing Village Park. At present, these residents can only access the park by traveling to and along Pettibone Road (*Map 11*).

Existing Conditions

The potential location for the connector exists as a 20-foot wide pedestrian/sanitary sewer easement that was included as part of the original Pettibone Glen Subdivision. It is located between the lots at 7550 and 7560 Pinecrest Lane. The easement appears to be maintained by the adjacent property owners. The easement roughly aligns with the existing parking lot and picnic shelter in the park.



Issues/Priority

It is suggested that the Village survey the residents of the Pinecrest and Maplewood neighborhood to determine if a direct trail connection to the park is desired. Due to the smaller number of residents that would be served by this connector, it is recommended that it be pursued after completion of higher priority trail connections in the Village.

Design

The proposed connector would be ten feet wide and constructed of asphalt. Privacy concerns from the abutting property owners would also need to be taken into consideration, while at the same time creating an open, inviting path.



Easement location looking west.

FUNDING SOURCES

The following is a description of a number of sources that can assist in funding the planning and construction of trails in the Village.

Ohio Department of Natural Resources (ODNR)

ODNR administers a number of recreational funding programs that provide funding for trail construction and related improvements.

Clean Ohio Trails Fund

Provides up to 75% of the project costs for eligible trail acquisition and development costs. The local match can be in-kind contributions or other interests in land, labor, or materials. Approximately \$6.25 million will be available in each of the first four years of the program. The current capital budget for state fiscal years 2005 – 2006 did not include funding for Round 4 of the Clean Ohio Trails Fund. However, funding for Round 4 is expected to be in the next capital budget (2007 -2008) that begins July 1, 2006. Therefore, COTF applications for Round 4 will be accepted until February 1, 2006.

Contact:

Mary Fitch, ODNR, Division of Real Estate and Land Management, 2045 Morse Road, C-4, Columbus, Ohio 43229-6693, 614-265-6477

Recreational Trails Program

Up to 80 percent matching federal funds is reimbursed.

Eligible projects include development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trails.

Contact:

Mary Fitch, 614-265-6477

Natureworks

Local governments can apply for up to 75 percent reimbursement grants (state funding) for acquisition, development, or rehabilitation of public park and recreation areas. The agency must have proper control (title or at least a 15-year non-revocable lease) to be eligible for a development or rehabilitation grant. Round 13 of NatureWorks will have an application deadline of February 1, 2006. An estimated level of funding will be provided at the beginning of October. Rounds 13 and 14 are dependent on the state's biennium capital bill that would normally be effective by July 1, 2006.

Contact:
Dameyon Shipley, 614-265-6646

Land and Water Conservation Fund Program

These grants provide up to 50 percent reimbursement for outdoor recreation projects. Federal money is administered by the state in cooperation with the National Park Service. The applicant must own the property being developed or rehabilitated (leased property is ineligible). Funding of this program is determined on a yearly basis by Congress. The stateside LWCF program is currently not funded in the President's proposed 2006 budget. If funding is not approved in the 2006 federal budget (anticipated date late 2005), no applications will be accepted for the February 1, 2006 deadline.

Contact:
Dameyon Shipley, 614-265-6646

Northeast Ohio Areawide Coordinating Agency (NOACA)

As the area metropolitan planning organization (MPO), NOACA administers a number of programs which locally distribute federal transportation funds that may be used for trails.

Transportation Enhancement Funds (TE)

Funds specifically set aside for implementation of projects that enhance an existing or proposed transportation facility. The TE program will fund up to 80 percent of the construction or implementation cost of a project. Bicycle and pedestrian projects must go from point A to point B, and perform a transportation function.

Surface Transportation Program (STP)

Funds may be used for a variety of transportation improvements, including capital costs for highway and transit improvements; road construction, reconstruction, resurfacing, and rehabilitation; bicycle and pedestrian projects; scenic and historical preservation facilities. The STP program will fund up to 80 percent of a project.

Congestion Mitigation /Air Quality (CMAQ)

Program provides funds for transportation and transportation related projects and activities that reduce congestion and improve air quality. Bicycle and pedestrian projects are eligible for CMAQ if they reduce the number of vehicle trips and miles traveled. Almost all bicycle projects eligible for Transportation Enhancements and Surface Transportation programs are likely to be eligible, but a higher burden of proof that the project will reduce air pollution will be required.

Contact: John Hosek, Director of Planning, 216-241-2414 ext. 261

Cuyahoga County Department of Development

The department operates one program that has been used to construct trails.

Competitive Municipal Grant Program

This annual competitive program awards projects up to \$150,000 to undertake activities ranging from infrastructure improvements to accessibility modifications. Project applications require a match. The Village of Oakwood has received funding through this program to construct portions of the trail network in their community. Due to the competitive nature of the program, conversations should be held in advance with Department of Development staff concerning an application for trails. Applications are due at a specific date each autumn.

Contact: Christine Nelson, Cuyahoga County Department of Development, 216-443-7260

Foundations

Kodak American Greenways Awards

Kodak, The Conservation Fund, and the National Geographic Society provide small grants to stimulate the planning and design of greenways in communities throughout America. Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects. In general, grants can be used for all appropriate expenses needed to complete a greenway project including planning, technical assistance, legal and other costs. The maximum grant is \$2,500. However, most grants range from \$500 to \$1,500.

Bikes Belong

Bikes Belong will accept requests for funding of up to \$10,000 for facility, capacity, and education projects. Facility project objectives: “To connect existing facilities or create new opportunities; leverage federal, state, and private funds; influence policy; and generate economic activity.”

Eligible facility projects include:

- Bikes paths, trails, routes, lanes, parking, and transit
- Mountain bike facilities
- Innovative and unique high-profile projects

Other

Cleveland Metroparks

The Cleveland Metroparks constructs and manages trails within its facilities. In the “Metroparks 2000: Park District Plan” produced in 1995, the Metroparks did identify the Tinkers Creek corridor as a potential future greenway. Its Hawthorn Valley Parkway does touch the Village at the Village’s northwest border. Any assistance the Metroparks could provide would require a trail to be part of a larger open space preservation initiative and would require leadership on the part of the Village to promote the open space protection.

Cuyahoga County Engineer

Several trail connections are proposed within portions of rights-of-way. Pettibone Road is a county road. Any major reconstruction projects would involve the Cuyahoga County Engineer’s office. Portions of the improvements suggested along Pettibone Road could be incorporated in future roadway projects. For example, the Austin Powder Drive Bridge over Beaver Meadows Creek is planned for replacement in 2008. A project to straighten Pettibone Road east of Cochran Road would be another example. Bike and pedestrian improvements that can tie into the proposed routes should be incorporated into the bridge design.

Federal Funding Earmarks

An earmark refers to funds assigned to a specific local or state project at the request of one or more members of Congress. Typically a member of Congress will request an earmark of a certain amount of money for a particular project in his or her district. This usually takes place in the congressional appropriations process, where actual funding amounts are assigned to a federal program. Earmarks do not have the strength of law, but because they are used to describe what Congress intends with its legislation, federal agencies are likely to honor them. In order to receive an earmark for a specific project, it is important to build a relationship with, and garner the support of, your U.S. representative or U.S. senator.