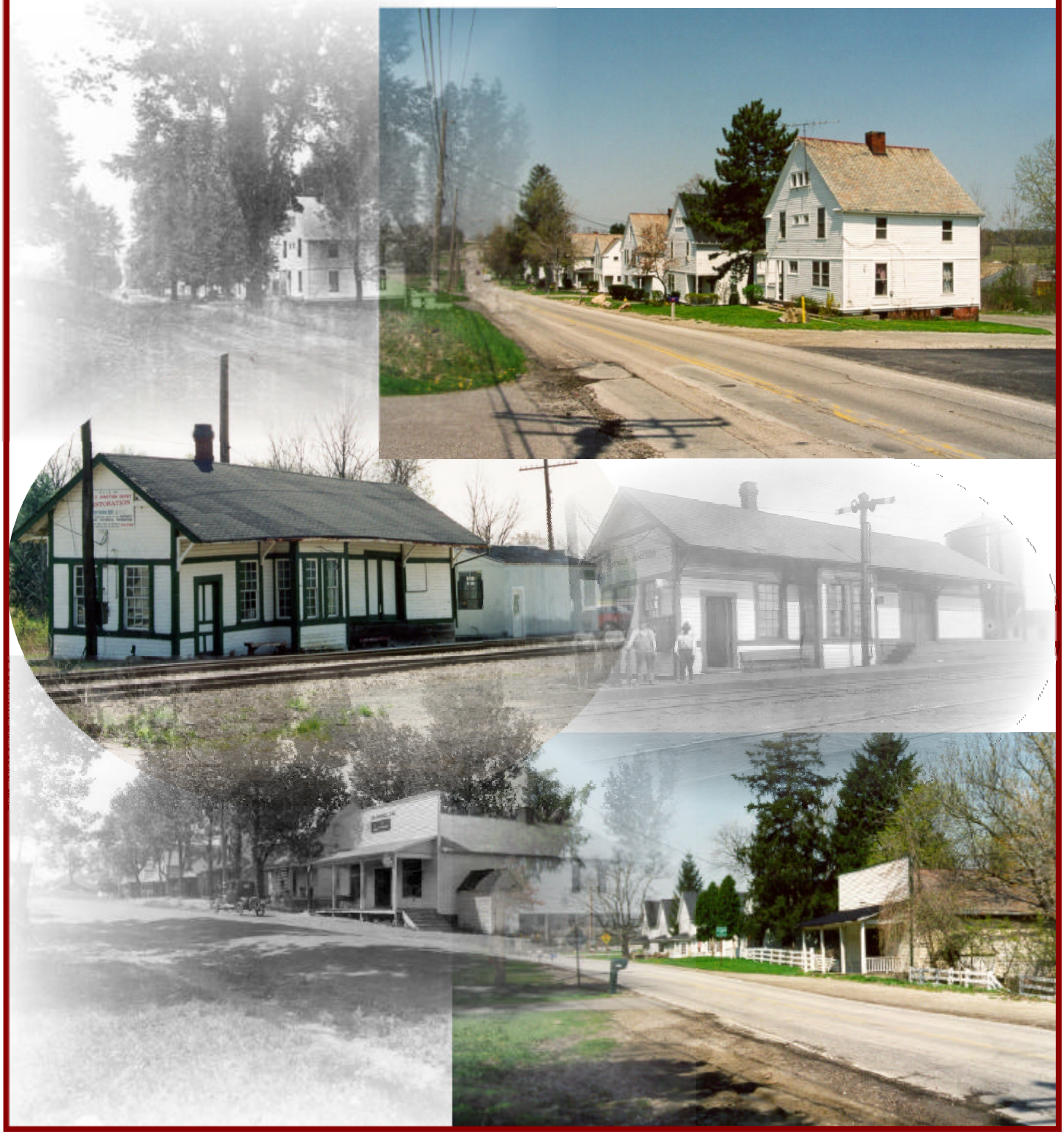
# GLENWILLOW
# Town Center Strategic Plan



## INTRODUCTION

The Village of Glenwillow has up to this point in time, been bypassed by much of the development pressure which has affected many of the surrounding cities in southeastern Cuyahoga and northern Summit counties. The Village has remained a rural enclave, much of whose character has been shaped by the Austin Powder Company, which developed an explosives factory, a working farm and a company town around the end of the 19th century. The recent construction of water and sewer lines and the relocation of southern leg of Cochran Road in Glenwillow will accelerate the pace of development in the Village. Duke Realty is developing the former Austin Company farm into an industrial park.

The Village understands that additional development is inevitable but is looking to preserve portions of its history and ensure that the structures preserved are economically self sufficient and contribute to an enhanced image for the entire Village. The main image associated with Glenwillow in the past was as the home of two of Cuyahoga County's landfills. The Village has focused its revitalization interests on the area centered around the company town developed by the Austin Powder Company at the intersection of Pettibone and Old Cochran Roads. This area is the geographic center of the Village, is the location of a number of municipal facilities and has very distinct man-made and natural boundaries. Tinkers Creek, Beaver Meadows Creek, the Wheeling and Lake Erie Railroad and the closed BFI landfill surround the area and create a well defined Town Center District. The Village has recently negotiated an agreement to control all of the land within the Town Center District with the exception of the houses on the south side of Pettibone Road.

The recently completed Glenwillow Master Plan analyzed the area and made recommendations for the reuse of the company houses and historic train station and for the development of additional business and housing structures on vacant land in the district. The plan also made suggestions for streetscape and public improvements and for linkages to a regional open space system. Included in the master plan were general recommendations for steps to be taken to implement the proposals. The Village has taken steps to assume control of property within this Town Center District. The purpose of this project is to follow through on a number of the recommendations in the master plan in order to further facilitate the creation of a vibrant village center which builds off the historic structures located there. The study is intended to provide the Village with information which can be used to make decisions in the implementation of the Town Center Plan.

Specifically, the Town Center Strategic Plan will cover the following areas:

- ✓ **Train Depot Relocation**: The report summarizes the existing situation, issues and study related to the relocation of the depot.

- ✓ **General Store and Company Houses Renovation**: Issues related to the existing condition and reuse of the homes will be identified and preliminary economic analysis and cost estimates related to rehabilitation are included.

- ✓ **Vacant Land Analysis**: Economic and site analysis will be conducted for the vacant property to the north of the existing playfields and to the rear of the company houses.

- ✓ **Streetscape**: Improvements to the public domain are important to setting the stage for, and attracting private interests to locate within the Town Center. The study will propose a concept for improvements within the right-of-way which will complement the roadwork which is being undertaken by Cuyahoga County on Old Cochran and Pettibone Roads. Examples of specific design elements will be presented and the development of preliminary costs will be included in order to demonstrate the scope of the project. Costs will be developed for that portion of the streetscape which is in front of the company houses within the Village's control. In addition, it has been recommended that a public space be created between the general store and the train depot, should the depot be relocated. Concepts for the design of that space and general costs estimates will be provided.

- ✓ **Gateways**: As part of the streetscape, ideas for the gateways into the Town Center will be developed further, and will include graphics illustrating the concepts and case studies on examples of similar projects.

- ✓ **Overall Town Center Plan**: The overall plan will be refined based upon new information and a more detailed site inspection than conducted for the Master Plan. General objectives will be included.

- ✓ **General Strategy**: The plan will list the pros and cons of various scenarios for implementation of the project, identify potential funding sources for public improvements and discuss the potential phasing of those improvements.

- ✓ **Design Guidelines**: Design guidelines for the rehabilitation of the existing company houses, the construction of new housing and the construction of new commercial buildings will be developed.

## TRAIN DEPOT RELOCATION

### Introduction

One of the most important pieces to the revitalization of the Town Center is the rehabilitation of the Falls Junction Train Depot. As indicated in the Glenwillow Master Plan this project can serve as a focal point of the district and serve as an attraction and anchor which provides a uniqueness to the district and which will draw visitors from which other businesses nearby could benefit.

### Existing Conditions

The train depot is currently located on the southeast corner of the crossing of the Wheeling and Lake Erie Railroad and Pettibone Road. This is not the original location of the depot. The depot was originally built in 1883 and located approximately 1/4 mile to the north at the junction of the existing Wheeling and Lake Erie track and a rail line which connected to Chagrin Falls (hence the name "Falls Junction"). The depot was moved to its present location in 1892 when Austin Powder relocated its facilities from Cleveland to Glenwillow.

Midwest Railway Preservation Inc. ("Midwest Railway")has proposed to rehabilitate the depot using its own labor and to look for necessary funding to pay for structural improvements. It plans to turn the depot into a railroad interpretive center. Historical information on the Village of Glenwillow and the Austin Powder Company could also be included in the displays. Midwest Railway would also bring a caboose to the site for permanent display on stand-alone siding. In addition, Midwest Railway is interested in running excursions a couple of times per year from the depot. Cooperation from the Wheeling and Lake Erie Railroad and the acquisition of the necessary insurance are needed to stage such trips. Midwest Railway still intends to rehabilitate the depot even if such excursions cannot be carried out. If only stand-alone siding is needed, Midwest Railway could provide the track. If the siding were to be connected to the through track to facilitate train trips, then a switch would be required which would cost $10,000 if Midwest Railway could not find one themselves. The foundation of the depot is sinking and is causing stress on the structure of building itself. The situation requires that a solution be undertaken sooner than later before the condition cannot be repaired. Temporary stabilizing of the structure is estimated at $8,500.

In order to facilitate the project, the Village has paid for preliminary architectural and engineering work related to the relocation and rehabilitation. A $9,000 contract has been completed by R.C.U. Architects Inc. (with Elewski & Associates providing engineering work) for a preliminary study to determine the cost to move and renovate the station. It is estimated that final construction documents would cost another $23,000.

Before proceeding the Village is looking for the answer to a number of issues. These include:

- ✓ Ownership of building and land,
- ✓ Moving the depot, keeping it in its existing location, or building a replica,
- ✓ Including restrooms and a meeting room as part of the renovated building,
- ✓ Funding for the renovations

## Ownership

Midwest Railway currently owns the depot building and has a 99-year lease from the Wheeling and Lake Erie Railroad for the land underneath. If the depot were to be moved to the northwest corner of the crossing, it would the be on land which is under the control of the Village. Midwest Railway has indicated that it is flexible on who owns the building as long as they have long-term rights to operate it as a railroad interpretive center. Midwest Railway is willing to sell the depot to the Village for $1 as long as the depot is moved to the northwest corner of the rail crossing. In return Midwest Railway will lease the depot back for 25 years. The Village will be responsible for foundation and structural improvements while Midwest Railway will be responsible for minor cosmetic repairs and painting of the exterior and the creation of the museum for the interior.

## Moving Depot or Keeping in Place

The depot is currently on the southeast corner of the Wheeling and Lake Erie crossing of Pettibone Road. Directly east, along Pettibone Road there is a drainage area which is wet much of the year. South of the depot, and along the tracks there is an area which could be used for parking. An option of moving the depot to the northwest corner of the crossing and adjacent to the general store building has been identified as an alternative. Ac-

*Photo 1. The foundation of the depot is sinking, necessitating repairs. Moving the depot to a new foundation may actually make rehabilitation easier.*

cording to the Village the State Historic Preservation Office has approved the relocation of the depot as long as its orientation to the tracks remains the same. That is the side of the depot which currently faces the track would face the track in the new location. As previously cited, the depot has been moved once in the past already.

Moving the depot to the northwest corner of the crossing would put it in a location which would create a greater synergy with the rehabilitation and reuse of the general store and homes on Pettibone Road. A key to the success of the Town Center as a district are the connections between the various uses. If the depot is left at its current site and parking is developed behind it, away from Pettibone Road, there is a greater chance that visitors will get in their cars and leave rather than walk over to the north side of the street to patronize any shops which may occupy the houses.

By moving the depot to the northwest corner, there is the potential to create a development where the depot is integrated into the rest of the district. Parking can be designed to serve the shops as well as the depot and the natural flow of people will be more conducive to visiting both. Moving the depot also sets the stage for creating a public space between the general store and the depot which could serve as a focal point for the district and serve as a staging area for functions planned at the depot.

Moving the depot may also make rehabilitation easier. If the building were to be rehabilitated at the existing location then the depot would have to be lifted so that work on the foundation could be performed underneath. If the depot were moved, a new foundation could be constructed and then the depot could be moved and set on top of it. R.C.U. Architects had AA Movers inspect the building and it was determined that the structure could be moved. The cost of the move was estimated at $26,000. The Village has negotiated with BFI to pay for $25,000 of the cost of the move. The cost of moving is then a minimal factor in the decision.

The option of creating a replica has also been discussed. This is not a preferable option. Authenticity and detail are important for creating a quality area which people will want to return to. Part of what will attract people to the train station is the sense that it is from another era and the history it represents is genuine to that structure. A new structure will be somewhat antiseptic.

### Include Restrooms and Information Center as Part of Rehabilitation

The Village Architect and Engineer did a preliminary investigation on whether it would be preferable to include restrooms and an information center as part of the depot rehabilitation or to construct them as part of a separate building. As part of the depot rehabilitation those facilities were studied as part of a basement which would serve as a new foundation. A basement would require extensive site modifications because of handicapped accessibility requirements and the relation to existing sewer elevations. The architect de-

termined that it would be preferable to provide the other facilities in a separate building and put the depot on a slab on grade or over a crawl space with trench footings.

*Photo 2. The train depot in Bedford has been rehabilitated and is maintained by the Bedford Historical Society. It is located adjacent to Bedford's Town Square where a number of public events are conducted each year.*

Preliminary cost estimates for moving and rehabilitating the building with a basement was determined to be approximately $350,000. The cost with a separate restroom and information building was estimated at $250,000. Site work (not included in the above figures) for the basement option was also higher because of the ramping and sewer lift stations needed.

The siting and design of a new restroom and information building is important. The design of the building should complement the architecture of the depot and its location should not block the view of the depot from the street or the general store. Such a building would also be best situated so that it not only services the depot but is also convenient to other parts of the district. Any building located to the rear of the existing buildings on Pettibone Road may require sewer lift stations to tie into existing sewers on Pettibone Road. This could increase the cost by $10,000 to $12,000.

### Additional Site Improvements

Long-term, the area between the general store and train depot should be developed as a public space. The design of the space could cost up to $85,000 based upon the concepts presented in the streetscape section of this document. Should the funding to improve this area not become available until after the rehabilitation of the depot, then the area could be used in the short-term for parking. The expense of asphalt paving (which the Village Engineer estimated to be approximately $47,000) should not be incurred and a short-term gravel lot would be preferred. Permanent parking should be developed to the rear of the buildings on Pettibone Road. In the design of site improvements, space may also be reserved in the long-term for the construction of a sheltered waiting area which would serve those waiting for train excursions, or as protection from inclement weather in general. The National Park Service recently constructed shelters for the Cuyahoga Valley Line. Pictured is the shelter constructed at Brecksville. The design and construction, which was performed in-house, cost approximately $60,000.

*Photo 3. A long-term consideration for site improvements around the train depot could include the construction of a separate covered waiting area similar to the ones constructed for the Cuyahoga Valley Line.*

*Photo 4. Its location near the site of the relocated train depot and its rectangular and open floorplan make the general store a good candidate for a food related use which can act as a draw for the entire district.*

## GENERAL STORE

### Existing conditions

The general store building is located 150 feet west of the railroad crossing at Pettibone Road and approximately 110 feet from the proposed location of the relocated train depot. The building was the centerpiece of life in the area at the turn of the 20th century and included the post office. The proximity of the general store building to the train depot and the historic nature of the general store itself present an important opportunity to create a focal point for the district that can generate activity from which other uses in the district can benefit.

The building is a one-story structure. It has a rectangular shape 32 feet in width and 54 feet in depth (1,728 square feet) with an open floor plan. In addition, an 8 foot deep porch runs the entire width of the front of the building. Unlike the houses which are set back 15 to 20 feet from the right-of-way, the porch of the general store is located right against the right-of-way.

The building currently uses oil heat. An inspection of the building by the Village's building inspector in April of 1999 indicated the following repair needs:

**Interior**

- ✓ Basement
  - Support framing needs repair
  - Foundation walls need waterproofing
- ✓ First Floor
  - Wiring needs updating to code
  - Windows need repair/replacement
  - Additional exits from building needed

**Exterior**

- Chimney needs tuck-pointing
- Roof slate/decking needs repair
- Rotted roof edges and perimeter box board need replacing
- Siding needs painting
- Basement windows need repair/replacement
- Rear foundation wall bowed-out

An appraisal done by the Industrial Appraisal Company in June 2000 for insurance purposes valued the replacement cost of the building at approximately $110,000. The cost of replacement less the depreciation resulting from the observed condition of the building, or the 'actual cash value' was estimated at just over $57,000.

## Reuse

With 1,700 square feet of space and a generally open rectangular floorplan, the general store building could be used for a number of small retail uses. When in locations along trails, historic general stores have been converted to such uses as bike, canoe and outdoor wear shops. The size of space lends itself to a number of other specialty shops such as gifts, flowers, and clothing. The use occupying the general store should be complementary to the renovated train depot and the potential public space between. It should be a traffic generator from which other retail uses can benefit. Food uses generate more traffic than other forms of retail and attract people during all hours and seasons. It is recommended that the general store be renovated for some type of eating establishment.

The Urban Land Institute's "Dollars and Cents of Shopping Centers: 2000" studies receipts and expenses of shopping centers and reports its findings annually. With respect to selected food tenants in neighborhood shopping centers (less than 100,000 square feet) it reports the following national information on median square footage of the store and median rents.

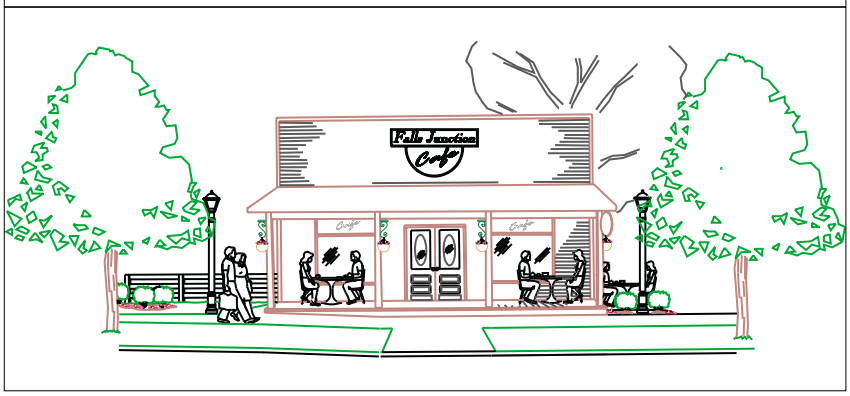
| Tenant | Median Square Feet | Median Rent |
|---|---|---|
| Bakery | 1,536 | $11.48 |
| Bagels | 2,362 | $13.25 |
| Coffee/Tea | 1,344 | $18.33 |
| Deli | 1,930 | $11.50 |
| Donut | 1,200 | $18.12 |
| Hamburgers | 2,925 | $14.97 |
| Ice Cream | 1,200 | $14.50 |
| Other Fast Food | 1,700 | $11.38 |
| Pizza | 1,500 | $12.05 |
| Restaurant w/Liquor | 3,381 | $13.50 |

As the above information shows, the size of the building is slightly small for a full scale restaurant. The building should be large enough for a smaller restaurant, sandwich shop or coffee shop. While the space may be occupied by a chain store, a fast food outlet in the space would not bolster the district's image as a unique destination.

A food establishment would be able to utilize the front porch of the general store. During good weather a couple small tables could be set up on the porch for diners. The presence of street life would make the district more appealing as a destination. A food establishment would not rely on the patronage of a narrowly focused group of people but would serve workers from Cochran Road establishments, residents and visitors. Beyond the front porch, outdoor dining could be accommodated by reserving a portion of the area between the general store and relocated train depot for tables and seating. The outdoor eating area, such as a patio or deck, could be designed into an overall plan for a plaza with improvements for the dining area included in the cost of renovating the general store.

Because eating establishments generate more traffic than other types of retailers they also require more parking than other types of retail. A food establishment may require 2 to 4 times the parking of other stores. For a building the size of the general store that would require approximately 25 to 30 spaces. While parking needs to be convenient, the location

*Figure 1. Accommodating activity which can be seen from the street will add a sense of vitality to the district. The illustration shows the general store rehabilitated as a small eatery.*




of the parking should not result in large paved areas which separate uses and which interrupt the flow of buildings and the pedestrian experience of the district. A flexible approach to parking should be taken. Parking within the district should be shared among uses, encouraging people to walk past other buildings on the way to their destination. Parking should be developed throughout the district in smaller lots. It may also be desirable to create small lots just east of the railroad tracks to satisfy some of the demand for parking within the district. Patrons of an eating establishment will be willing to walk a farther distance if their experience along the walk is pleasurable. Landscaping, tree canopies and snow removal in the winter are important along the pedestrian routes between parking and the general store. A drop-off point would also be a convenience to consider.

Deliveries of goods should be accommodated toward the rear of the building, away from the street. The delivery and refuse area should be screened from the rest of site through landscaping and fencing. If a restroom and public information building is constructed as part of the train depot renovation, it may be possible to locate such a structure so that it also screens the service area of the general store building.

**Potential Value**

The value of the building will vary depending upon the rent level which can be charged. Assuming the building has been improved, the rent for an eating establishment could be between $12 and $18 per square foot. The "Dollars and Cents of Shopping Centers" estimates the operating expenses in the midwest for neighborhood shopping areas to be $3.40 per square feet. That includes charges for maintenance, advertising, taxes, insurance and management expenses. Subtracting that figure from the above rent levels results in net operating balances of between $8.60 and $14.60 per square foot. Multiply those figures by 1,728 square feet and the net operating income for the building could be $14,800 to $25,200 per year.

A capitalization rate can be applied to these cash flows to determine what an investor would be willing to pay for a property now based upon future cash flows. The net income is divided by the capitalization rate to determine the value of the property. A capitalization rate of 8.75% was used since that is a typical current interest rate for the purchase of real estate. Using this methodology the resulting value of the building after it was upgraded would be between $170,000 to $288,000. This assumes that the building also had sufficient parking. Thirty parking spaces (assuming 400 square feet per space [includes aisles and drives] would require approximately 12,000 square feet of area. Using the cost figures in the streetscape section of the report, asphalt parking area would cost approximately $18,000, while the porous GravelPave option would cost closer to $32,000. Accord-

ing to R.S. Means construction cost data, the median cost to construct a restaurant in the Cleveland area is approximately $150 per square foot. A 1,728 building would then cost $258,000.

## COMPANY HOUSES

### Introduction

The houses built around the turn of the 20th century by the Austin Powder Company to accommodate its workers occupy the most visible frontage within the Town Center and are central to the formulation a new image for the district and the Village. Alternatives which have been discussed for the future use of the structures include keeping them as residential properties or converting them to small shops or professional offices. The data and analysis in this section is intended to provide the Village information in determining the benefit of converting the homes to small shops and offices versus leaving them as rental properties. Potential costs, revenues and expenses for each option is included.

*Photo 5. The existing company houses occupy the most visible frontage within the Town Center and are grouped in two clusters. The picture shows some of the houses in the cluster along Old Cochran Road.*

### Existing Conditions

**Monthly Rents.** The monthly rents for the 16 company houses on the east side of Old Cochran and the north side of Pettibone Roads range from $100 to $400 per month, which is below market value for the area. The total amount which could be collected under the current rent structure if all the houses are occupied would be $5,825 per month, or $69,900 per year. According to Village Officials, three of the homes (two of which are on Pettibone Road) are vacant. A small number of the homes are still occupied by Austin Powder Company workers which have a lifetime assurance of living in the home they occupy.

**Insurance Appraisal.** An appraisal was conducted for the Village for insurance purposes on the value of the abovementioned 16 houses, on the general store building and on the house and pavilion on the west side of Cochran Road. The value of the individual homes ranged from $50,000 to $90,000 each. The total value was identified as $1.1 million dollars for the 16 homes. The general store was valued at $57,000 and the house and pavilion on the west side of Old Cochran was $148,500.

**Conditions.** The Village's Building Inspector inspected each of the homes and noted those items which would be required to bring them up to code (One home, 7319 Cochran could not be entered and no inspection was conducted). Major repairs which he recommended included exterior waterproofing of the foundation walls, updating of the electrical wiring, and the replacement of various exterior elements including steps, porches, gutters and side boards. For each home a list of required repairs was prepared.

*Table 1: Existing Conditions of company houses*

| Address | | Monthly Rent | Insurance Appraisal Sound Value | Living Area S.F. | Repair Estimate - Building Department Rule of Thumb |
|---|---|---|---|---|---|
| 7315 | Cochran | $400 | $70,109 | 1,517 | $3,500 |
| 7319 | Cochran | $385 | $50,432 | 1,100 | No figure |
| 7325 | Cochran | $375 | $80,885 | 1,530 | $3,500 |
| 7329 | Cochran | $100 | $55,471 | 1,090 | $22,000 |
| 7333 | Cochran | $350 | $57,197 | 1,120 | $19,500 |
| 7339 | Cochran | $400 | $57,197 | 1,120 | $6,000 |
| 7343 | Cochran | $250 | $55,471 | 1,020 | $17,000 |
| 7353 | Cochran | $425 | $81,145 | 1,480 | $18,500 |
| 7357 | Cochran | $425 | $59,743 | 1,110 | $18,500 |
| 7359 | Cochran | $440 | $77,187 | 1,600 | $18,500 |
| 7367 | Cochran | $380 | $76,776 | 1,460 | $20,500 |
| 7373 | Cochran | $470 | $89,772 | 1,700 | $18,500 |
| 29645 | Pettibone | $275 | $73,167 | 1,455 | $17,000 |
| 29665 | Pettibone | $400 | $73,913 | 1,548 | $3,000 |
| 29705 | Pettibone | $400 | $70,109 | 1,208 | $18,500 |
| 29715 | Pettibone | $350 | $70,109 | 1,058 | $20,500 |
| | | | | | |
| | Subtotal | $5,825 | $1,098,683 | 21,116 | $225,000 |
| Tie In Homes to Sanitary Sewers | | | | | $32,000 |
| **TOTAL** | | | | | **$257,000** |

For each of the repairs types, the Village's Building Inspector identified ballpark figures for eliminating the deficiency. Those ballpark figures were:

Rewire - $1,500
Roof - $3,000
Siding - $7,000
New Furnace - $2,500
Paint - $2,500
Exterior Waterproofing - $15,000

CPC staff applied those figures to the list of repairs identified by the Building Inspector to derive a repair estimate for each of the homes. The total repair cost for the 15 homes inspected was in the vicinity of $225,000. The costs ranged from $3,000 to $22,000 per home. Applying that range to the one home which was not inspected would bring the total for 16 homes to between $228,000 and $247,000. The bulk of the expenses relate to the waterproofing of the basement walls. Out of the 15 homes, 11 were identified as needing waterproofing which the inspector stated would need to be done from the outside if it were to be done correctly. Basement waterproofing accounted for $165,000 of the $225,000 total.

In addition, the houses, which are currently on septic systems, will cost approximately $2,000 each to connect to the sanitary sewers and the connection will be required by the EPA. For 16 houses, results in a cost of $32,000. Together these basic costs for repairing the buildings is approximately $250,000.

The above figures are summarized in ***Table 1***.

## Potential Revenues and Costs

### Rent as Homes

**Revenues.** As previously mentioned, the houses currently rent for between $100 to $400 per month. Assuming they were fully rented, this would bring in approximately $5,825 per month or $69,000 per year. Single-family homes for rent in this vicinity are not prolific in the newspaper. It would not be unreasonable to expect that $600 per month could be obtained for these houses.

**Costs.** Vacancies and items such as property taxes, insurance and maintenance costs will reduce the amount actually realized by the Village. The following are estimates of potential costs.

**Property Taxes.** There are no separate figures for the County's estimated value of the 16 houses and the triangular piece of land on which they sit. An estimate of what the first year's taxes could be was based upon identifying that portion of the land area and that portion of the total number of buildings the company houses make up of the larger parcel 991-22-003 on which they are sited (parcel 991-22-003 includes the area east of the railroad tracks).

The county has valued parcel 991-22-003 at $4.84 million. $4.5 million is land value and $342,000 is building value. The 9.25 acres on which the houses sit are 3.54% of the total area of the larger parcel and the 16 houses are 72.3% of the total number of structures (22) which are on the property. Applying those ratios to the County's values results in an assessed value of $159,000 for the land and $248,000 for the houses. This is well below the value identified in the insurance appraisal. Applying the Village's property tax rate to these figures results in an annual property tax expense of $7,827. This number would likely change when a new County appraisal is conducted for the property in the future.

**Insurance.** According to State Farm Insurance, the typical insurance for a rental dwelling of this nature is $25 per month or $300 per year. For all 16 homes this comes out to $4,800 per year.

**Water.** Typically water and sewer are included in the rent paid by the tenants but that is not the case for the company houses. Currently, tenants pay for water themselves. Because they are on septic systems there is no sewer charge. If a home is empty then a $10 per month charge by the water company is levied on the property owner. Assuming one unit is always vacant, the expense would then be $120 per year. If sewers are hooked up and the water/sewer bill were to be paid by the landlord (which is how it is normally handled in this area), the cost could be $25 per month for each unit or a total expense of $4,800 per year for all the houses. This additional expense could be covered in higher rental rates.

**Management Fees.** Expenses would be incurred to manage the property. It could be the cost of Village personnel if the Village decides to handle the management themselves or it could involve paying a fee to a company which could operate the houses for the Village. Such fees generally are approximately six to eight percent of the gross revenues. A higher percentage is charged depending upon the size of the property. Smaller properties will be charged higher rates. Assuming that an 8% fee is charged, the Village would

| *Table 2, company houses Rented as Houses* | | | | |
|---|---|---|---|---|
| | **Current Rents** | | **$600 per house per month** | |
| Estimated Gross Income | | $69,000 | | $115,200 |
| Less 5% Vacancy | $3,495 | | $5,760 | |
| Effective Gross Income | | $66,405 | | $109,440 |
| Annual Expenses | | | | |
| Property Taxes | | $7,827 | | $7,827 |
| Insurance | | $4,800 | | $4,800 |
| Water | | $120 | | $120 |
| Maintenance | | $7,200 | | $7,200 |
| Management Fee (8%) | | $5,312 | | $8,755 |
| Total Expenses | | $25,259 | | $28,702 |
| Net Operating Income | | $41,146 | | $80,738 |
| Return of Village's Portion of Property Tax | | $430 | | $430 |
| Net Income | | $41,576 | | $81,169 |
| Value Using Cap Rate | 8.75% | $475,460 | 8.75% | $927,642 |

pay in the vicinity of $5,300 per year. This figure could also be used as a proxy for estimating the cost of Village personnel if the Village managed it themselves.

**Maintenance.** If the Village were to make all the capital repairs which were identified by the Building Inspector, the maintenance costs should be reduced. In most leases renters are responsible for damage for which they incur on the property and are required to put down a rental deposit to cover any damage they cause. Normal wear and tear costs will still be born by the landlord. The rooms will need to be painted between tenants, the carpeting will have to be replaced every few years and plumbing and heating problems will occasionally arise. Older systems will require higher levels of maintenance than others. It is impossible to know what future issues will arise but a figure of $450 per house or $7,200 total per year was used to estimate the maintenance cost.

**Resulting Values of the Property.** Subtracting the expenses from the revenues results in the net income from the property. A capitalization rate can be applied to these cash flows to determine what an investor would be willing to pay for a property now based upon future cash flows. The net income is divided by the capitalization rate to determine the value of the property. A capitalization rate of 8.75% was used since that is a typical current interest rate for the purchase of real estate. At the current level of rents the net income from the property is estimated to be approximately $41,000 per year resulting in a value of $475,000 as a rental property. This is well below the appraised value. If $600 per month is received from the homes then the net income could be $81,000 and the value of the houses would be closer to $925,000 as a residential rental property.

***Table 2*** summarizes the above calculations.

### *Rent as Office or Commercial*

**Capital Improvements:**
*Building Improvements:* A walk-through of three of the company houses which were vacant was conducted in early February of 2001 by Cuyahoga County Planning Commission staff, the Village's Finance Director and Clint Williams (a realtor and owner of the

Grand Pacific Junction development in Olmsted Falls). Mr. Williams has experience in converting older buildings into small shops and offices.

Mr. Williams thought that the buildings lent themselves well to the conversion to small shops and offices. The first floor of these houses are divided into two large rooms, one of which is a kitchen. There is a wide opening between the two rooms. The two houses on Pettibone Road also have a large bathroom on the first floor. The bathroom in the house on Cochran Road is on the second floor. The second floor of the homes were divided into two or three bedrooms. Each building also has a basement which Mr. Williams said tenants would value as storage space. Even without waterproofing the basement walls Mr. Williams stated tenants could use pallets to keep their inventory dry.

The large rooms on the first floor and the wide openings provide good flexibility for the display of items and movement on the floor. Removing counters and cabinets in the kitchens would be required for shops. These items may be kept in buildings renovated as offices depending upon the type of tenant. Some work would be required to patch holes in walls from picture hangers. Some places were noted where removing the plaster and replacing with drywall would be a preferred method of repairing problems.

The bathrooms in the Pettibone Road homes are very large. These could be renovated to comply with ADA requirements but instead of renovating the bathrooms of each building, the provision of a central facility for the district should be explored. There are article 34 provisions which allow some deviation from OBBC requirements in order to preserve the historic character of historic buildings. The restroom building considered for the train depot may also serve as the required facility for the houses. The front doors of all the houses are not very high off the ground and ramps needed to provide wheelchair access would not be excessive. A ramp similar to that used at the Village's Building Department would also work for the other company houses. In some cases, the rear steps to the houses may need to be reworked, not only to repair them, but to upgrade the entrance to the buildings from the rear parking areas which are proposed.

Underneath the carpeting are hardwood floors. Some will need to be sanded and refinished while some may just need to be cleaned up. Hardwood floors and other original details in the interior, such as the side window latches, need to be preserved and highlighted in the renovation of the houses. This attention to detail in the renovation is what will make the district unique and attractive. Improvements which make the buildings appear clean and new but which remove the character of the properties will not be a benefit in the long run. Details on the exterior of the buildings are also important and it is recommended that the original wood siding not be covered. Painting the houses various colors to create more visual interest and individuality is preferred.

Mr. Williams felt the entire house would be used. Second floor display area is acceptable for the type of shops which would look to locate in these buildings. If a shop did not need the second floor area, an office use could occupy the second floor and would pay a similar rent to that obtained for the first floor. The storage area which the basement provided would be considered a bonus by many tenants.

There are many types of commercial uses which could occupy these buildings including office, food concerns, service establishments and retail shops. The historic buildings within Olmsted Falls are occupied by the following type of offices and shops:

**Offices**
Law Office
Insurance Agent

**Retail**
Health Food/ Skin Care
Candles
Paper Studio
Gifts and FurnishingsFood
Teddy Bears
Antiques
Southwest Gifts
Dolls
Cigars and Tobacco
Art

**Services**
Dress/Sewing Alterations
Cleaners/Alterations
Pet Grooming
Veterinary Clinic
Hair Salon and Barber
Hotel and Banquets

**Food**
Restaurants and Café
Take-out Pizza
Coffee Shop
Bakery and Deli
Candy

*Photo 6. Solon, Peninsula, Twinsburg and Hudson are all examples of communities with similar geographic location as Glenwillow whose centers include historic buildings occupied by small offices and shops. The picture shows houses in Solon which have been converted to office use.*

The Village of Glenwillow spent approximately $40,000 in renovating one of the company houses into the offices for the Building Department. This included exterior waterproofing of the foundation. It was felt that a budget of $40,000 to $60,000 per house would provide sufficient funds to prepare the houses for use as shops or offices and to bring them up to the physical condition desired by the Village. At an average of $50,000 per house, the total cost of renovation would be $800,000 (this includes the repairs cited by the Village's building inspector). There are just over 21,000 square feet of space in the 16 houses (excluding basement). This results in a cost of approximately $38 per square foot to renovate. If one basement storage space is included, this number would be slightly lower. According to the R.S. Means "Building Construction Cost Data" for the year 2000, the median new retail construction cost for the Cleveland area is $60 per square foot. This includes space constructed for storage.

*Site Improvements:* The value of site improvements (excluding the right-of-ways) would include the creation of parking, walks between the parking and buildings or other amenities specifically designed for the shops or offices. An initial contact was made with a company that specializes in pervious paving materials and produces a product called "Gravelpave" in order to ascertain what the cost may be of developing a parking area which is both in keeping with the rural character of the Village and is environmentally friendly. The Gravelpave system looks like a gravel lot and allows water to drain through minimizing runoff, but has the strength of a hard surface lot.

The cost of on-site improvements such as parking and plantings is detailed in the streetscape section. The following is a summary of those estimates.

| | | |
|---|---|---|
| **Old Cochran Road (12 houses)** | | |
| Plantings | $ 4,400 | |
| Parking and Drives | $ 96,000 | (Gravelpave) |
| Walkways | $ 45,000 | |
| Design & Engineering (7%) | $ 10,200 | |
| Contingency (10%) | $ 15,500 | |
| Subtotal | $171,100 | |
| | | |
| **Pettibone Road (5 houses)** | | |
| Plantings | $ 1,050 | |
| Parking and Drives | $ 54,000 | (Gravelpave) |
| Walkways | $ 18,700 | |
| Design & Engineering (7%) | $ 5,200 | |
| Contingency (10%) | $ 7,900 | |
| Subtotal | $ 86,850 | |
| | | |
| **TOTAL** | **$257,950** | |

The initial cost of asphalt is less than that of the Gravelpave system. It is estimated that the initial capital cost would be $66,000 less with asphalt, reducing the total cost of the site improvements closer to $190,000.

Combined, renovating the houses for shops and offices and providing basic site improvements such parking and landscaping is estimated to cost approximately $1,050,000. If asphalt were used for the parking, the initial capital outlay for all the houses would be just under $1,000,000. Cost of site improvements and building renovations would be approximately $50 per square foot.

**Revenues and Expenses:**
*Revenues:* Typical rental rates are in the $8 to $12 per square foot range (yearly) for commercial space. This is according to retail reports from Grubb and Ellis, interviewing Clint Williams, the owner of the Grand Pacific Junction development in Olmsted Falls and talking to a small retailer with several shops in northern Summit and Portage Counties. According to Mr. Williams, he rents out his buildings, which are similar to the houses in the Village, for around $1,000 to $1,500 per month. His retail and office rents are close to the same rate. In addition a common area maintenance (CAM) charge of $75 per month (which covers snow plowing, grass cutting, painting and landscaping) is paid. The shopping center across from his development charges $275 per month CAM charge. Tenants also pay $40 per month (he started with $25 per month) for a merchants association which advertises and plans events. His development took 2 years to fill up and he had a crew of 7 people working. According to the retail source CAM charges are typically $1 to $2 per square foot.

Based upon the above numbers it was estimated that $10 per square foot could be received from the buildings. This would result in rents between $900 and $1,400 per month for each house. The total revenues would be around $200,000 per year. The analysis from the master plan showed that income tax revenue from conversion of the homes to shops and offices would range from $13,000 to $53,000 per year.

## Costs - Expenses

**Property Taxes**: The first year property taxes are estimated the same as for the houses. The valuation of the property is likely to be higher as a retail use and will result in higher property tax costs in the future. Those estimates would still need to be determined.

**Insurance**: According to State Farm Insurance, cost for a retail shop would be approximately $750 per year. This would be a total cost of $9,440 per year.

**Water**: According to Clint Williams the landlord pays for water. This would be a large expense for a restaurant but most retailers would not use that much water. An office may use more but the usage for showers and laundry will not be that of a residential unit. A preliminary estimate of $10 per month for each unit is used (compared to $25 for a residential unit)

**Maintenance**: Common area maintenance charges will cover many of the maintenance costs. A comprehensive updating of the buildings, above the basic repairs identified by the Village Building Inspector, are assumed for converting the houses into potential shops. These updates should minimize the amount for yearly maintenance. On average a retail tenant can be expected to turnover every three or four years. Some painting and cleanup would be expected between tenants. Minor repairs will probably also need attention. The Urban Land Institute's "Dollars and Cents of Shopping Center: 2000" estimates that building maintenance costs $0.23 per square foot per year. Approximately $300 per year per building was budgeted for maintenance.

**Management**: Because the gross amount of rent is much higher than under the residential scenario, 6% was used instead of 8%. This results in a charge of $12,000 per year which is over twice the cost of managing the residential properties.

**Resulting Value of Property.** Subtracting the estimated costs from the revenues results in an income of approximately $170,000 per year. Using the same 8.75% cap rate as in the residential example would result in a potential value of approximately $1.9 million dollars which is well above the value in the residential scenarios and the appraised value.

Initial capital improvements to upgrade the houses and convert them to offices was approximately $800,000. In addition, site improvements (parking, landscaping) were estimated at $257,000. The $1,057,000 in required capital improvements is lower than the resulting value of $1.9 million. If property taxes were based upon the cost of improvements they would rise to $19,200 per year from the estimated $7,800 per year. This extra expense would lower the value of the houses to $1.76 million. On average each house and associated parking would be worth $110,000 if upgraded and converted for shops or offices.

***Table 3*** summarizes the above assumptions and calculations.

## Recommendation

Converting the company houses into small shops and offices would be the preferable option not only from a purely economic development standpoint but also from a community

*Table 3, company houses Rented as Commercial*

| Address | | 1st & 2nd Story S.F. | Retail Rent per S.F.* | Monthly Rent | | | |
|---|---|---|---|---|---|---|---|
| 7315 | Cochran | 1,517 | $0.83 | $1,259 | Estimated Gross Income | | $210,315 |
| 7319 | Cochran | 1,100 | $0.83 | $913 | Less 5% Vacancy | $10,516 | |
| 7325 | Cochran | 1,530 | $0.83 | $1,270 | Effective Gross Income | | $199,800 |
| 7329 | Cochran | 1,090 | $0.83 | $905 | | | |
| 7333 | Cochran | 1,120 | $0.83 | $930 | Annual Expenses | | |
| 7339 | Cochran | 1,120 | $0.83 | $930 | Property Taxes | | $7,827 |
| 7343 | Cochran | 1,020 | $0.83 | $847 | Insurance | | $9,440 |
| 7353 | Cochran | 1,480 | $0.83 | $1,228 | Water | | $1,920 |
| 7357 | Cochran | 1,110 | $0.83 | $921 | Maintenance | **** | $4,850 |
| 7359 | Cochran | 1,600 | $0.83 | $1,328 | Management Fee (6%) | | $11,988 |
| 7367 | Cochran | 1,460 | $0.83 | $1,212 | Total Expenses | | $36,025 |
| 7373 | Cochran | 1,700 | $0.83 | $1,411 | | | |
| 29645 | Pettibone | 1,455 | $0.83 | $1,208 | Net Operating Income | | $163,775 |
| 29665 | Pettibone | 1,548 | $0.83 | $1,285 | Return of Village's Portion | | $430 |
| 29705 | Pettibone | 1,208 | $0.83 | $1,003 | of Property Tax | | |
| 29715 | Pettibone | 1,058 | $0.83 | $878 | | | |
| | | | | | Net Income | | $164,205 |
| | | 21,116 | | $17,526 | | | |
| | | | | $210,315 | Value Using Cap Rate | 8.75% | $1,876,630 |
| S.F. - Square Feet | | | | | **** Common Area Maintenance Fee will cover maintenance of grounds | | |
| *Equivalent of $10/s.f. per year | | | | | | | |

image perspective. A unique opportunity presents itself to the Village to recreate its image. Because the existing company houses occupy the highest profile locations within the Town Center, their use will have the biggest impact on the perception of that location. Their continued use as houses will not provide as great of an impression that Pettibone and Old Cochran is the focal point of the community. In addition, leaving them as residential uses affects how the property around them could be developed and still be compatible with the houses. If land to either the rear of the houses or to the west of Old Cochran Road were to be developed with commercial uses, the increased traffic and activity surrounding the houses would reduce their desirability as places to live.

## Additional Considerations

**Federal Rehabilitation Investment Tax Credit**: The National Register of Historic Places is a program administered by the National Park Service. The National Register is a federal designation intended to confer recognition, through a variety of criteria, to properties of local, state, or national significance. The more than 71,000 listings on the National Register include districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture. These listings incorporate about one million resources.

The Austin Powder Company era buildings in Glenwillow would be eligible for National Register listing due to their history and architecture. The train depot would also be eligible

for listing. It is one of only a few buildings of its type and age remaining in Cuyahoga County.

Benefits of National Register listing include an investment tax credit for work approved by the National Park Service that is undertaken on income-producing (depreciable) properties, as well as a review process for federally-assisted projects to mitigate potential negative impacts to National Register properties. In addition, legislation is currently being considered at the federal level to expand the current incentives and at the state level to create additional incentives. National Register designation does not place restrictions on owner-occupied properties. If owners use their own funds, they are free to sell, restore, remodel, or demolish the property.

The investment tax credit provides a credit of 20% for rehabilitation that meets the Secretary of the Interior's Standards for Rehabilitation. These standards ensure that rehabilitation work retains the architectural character of the building. Project requests are reviewed by the Ohio Historic Preservation Office and the National Park Service. The credit is available on properties that are considered depreciable according the Internal Revenue Service code. Rehabilitation expenditures must exceed $5,000 or the adjusted basis of the property (generally the purchase price, minus land cost, plus improvements already made, minus depreciation already taken). Qualified rehabilitation costs include the work undertaken on the building, plus soft costs such as fees and other construction-related costs. The owner must hold the building for five full years after completing the rehabilitation, or pay back the credit based upon a sliding scale of the actual length of time held. If all of the estimated $800,000 in improvements to the building were considered eligible, the credit would be worth $160,000.

More detailed information can be obtained at http://www2.cr.nps.gov/tps/tax

**Minimum ADA Requirements.** The Americans with Disabilities Act of 1990 (ADA) provides comprehensive civil rights protection to people with disabilities, prohibiting discrimination in employment and enhancing opportunities for independent, unassisted access to buildings and services. Passage of the law broadened the scope of existing accessibility laws to cover virtually all properties open to the general public. New and existing buildings must meet basic levels of accessibility for individuals with physical disabilities including impaired mobility, hearing, speech, and sight. ADA requirements specify various levels of access for existing properties, properties for which alterations are planned, and new construction. ADA also gives special consideration to historic properties listed on the National Register of Historic Places to ensure that significant materials, features, and spaces are not destroyed in the process of making them accessible.

In existing properties, architectural and communication barriers must be eliminated when it is "readily achievable," which under the ADA is defined as "easy to accomplish without much difficulty or expense." Examples of alterations include access ramps, installing offset hinges to widen doorways between rooms or into bathrooms, installing lever handles on a door, and installing flashing alarm lights. The judgment of whether or not an alteration is readily achievable must be made on a case-by-case basis, taking into account factors such as the size, type, and overall financial resources of the business involved, as well as the nature and costs of the access improvements needed. Therefore, it is not possi-

ble to generalize about what may be required for the buildings in Glenwillow without a detailed assessment.

The Ohio Historic Preservation Office is available to provide technical assistance to evaluate the types of alterations that may be needed and how they could be accomplished. In addition, tax incentives are available to help offset the costs of accessibility alterations. The Internal Revenue Code allows a deduction of up to $15,000 per year for expenses associated with the removal of qualified architectural and transportation barriers.

**Preservation Easements.** A historic preservation easement is a flexible, negotiated preservation tool that provides perpetual protection of a property. An easement is a legal agreement between a property owner and a preservation organization that gives the organization the right to monitor and protect the architectural and historical character of the property. When granting an easement, the owner agrees to meet minimum maintenance standards and seek approval from the recipient organization of any proposed alterations before starting work. Due to the fact that the easement is filed as part of the deed for the property, it is binding on all future owners. The preservation organization is required to make regular inspections, provide written inspection reports, and make recommendations to the owner regarding appropriate maintenance, repair, and treatment practices. In addition, the owner can consult with the organization as needed to discuss preservation issues and maintenance problems. An easement does not effect zoning regulations and/or ordinances. Current tax laws provide charitable deductions for easement contributions only for properties listed on the National Register of Historic Places, either individually or as a contributing building within a historic district. An easement will likely reduce the appraised value of a property, meaning an owner should see a reduction in the property tax assessment. The actual value of the easement should be determined by a qualified appraiser.

More information on preservation easements can be obtained from the Cleveland Restoration Society.

**Ohio Basic Building Code.** The purpose of Sections 3406 and 3408 of the Ohio Basic Building Code (OBBC) is to facilitate the preservation, rehabilitation, and restoration of existing buildings designated as historic, such as properties listed in the National Register of Historic Places.

The regulations focus on the issues of fire safety, emergency egress, and life safety by compensating with alternative methods to achieve a solution that meets standards of safety. In addition, applying alternative methods is intended to help retain historic elements of the building such as stairs, exposed structural elements, and decorative details that would otherwise need to be removed to meet the conventional provisions of the OBBC. Utilizing the fire safety, emergency egress, and life safety benefits that already exist in the building also provides the opportunity to save money on rehabilitation costs, and dovetails with meeting the Secretary of the Interior's standards for federal investment tax credit projects.

The majority of buildings in Glenwillow will change in use, from residential to either office or retail. Therefore, it is important that an architectural firm skilled in applying OBBC Sections

3406 and 3408 be retained for the design process, in order to ensure that the architectural qualities of the buildings are retained.

**Certified Local Governments.** This federal program, which is administered in each state through the State Historic Preservation Office, does not provide "bricks and mortar" funds. It funds historic surveys, building reuse studies, formulation of design guidelines, etc. However, in order to be eligible for funding, the community must approve a historic preservation ordinance, establish a preservation review committee, as well as make other commitments. Although it makes good sense for a larger place like Shaker Heights (which is a certified local government), it probably does not make sense for Glenwillow.

## VACANT LAND ANALYSIS

### West Side of Old Cochran Road

**Existing Conditions.** On the west side of Old Cochran Road, north of the existing playfields is vacant land. The land is part of permanent parcel number 991-22-002. This parcel, which is rectangular in shape, is 48.5 acres in total area. Although the parcel in total is close to 50 acres, the vacant area north of the ballfields is smaller. The playfields and house on the west side of Old Cochran Road occupy 14.5 acres. Tinkers Creek runs north to south through the site and 10.5 acres is located on the east side of Tinkers Creek, in a floodplain and separated from the vacant area within the Town Center. Another 3 acres on the east side of Tinkers Creek is also in a floodplain. That leaves approximately 20.5 acres which can be developed.

Approximately 3 acres of wetlands have been identified in scattered locations on the site. The wetlands were identified in a wetlands study performed by Flickinger Wetland Services Group in 1997 as part of the Bond Street sewer construction. Mitigation requirements depend upon the quality of wetland on the site. At the time of the wetland study, there was no requirement to categorize the quality of wetlands, so the replacement requirement is not known. A Section 404 permit from the Army Corp of Engineers and a Section 401 water quality certification from the Ohio EPA will be required to disturb the wetlands. The wetlands are located in such a pattern that little construction could occur on the site without the disturbance of the wetlands. Although options for wetlands mitigation include paying funds to create or restore wetlands in designated wetland "banks" in other areas, since the Village Master Plan calls for approximately half the site to be preserved for opens space, it is recommended that the wetlands be recreated as part of the site layout if possible. If it is not possible, then other sites within the Village along Tinkers Creek or Beaver Meadows Creek should be explored as sites for wetlands creation.

The Bond Street sewer runs diagonally from the southwest to the northeast across the middle of the site. The layout of the site is illustrated in ***Figure 2***.

In September 1998, the Village had an appraisal performed on the vacant land on the west side of Cochran Road and north of the athletic fields. The valuation was performed by Grugle and DeWilde Inc. and estimated 16 acres of land to be worth $265,000, or $16,500 per acre. The valuation was based upon the existing zoning which allows 1 acre residential lots. The Village Master Plan calls for residential development on this site which include lots which are 1/4 acre in size and that half the land be reserved for open space.

The 1/4 acre lots would be more in keeping with the scale of development reflected by the Austin Powder company houses and recognizes that since this site is in the center of the Village it is unique and would be appropriate for a higher density of development than other residential areas of the Village.

Issues to be considered with respect to the disposition and development of the land include:

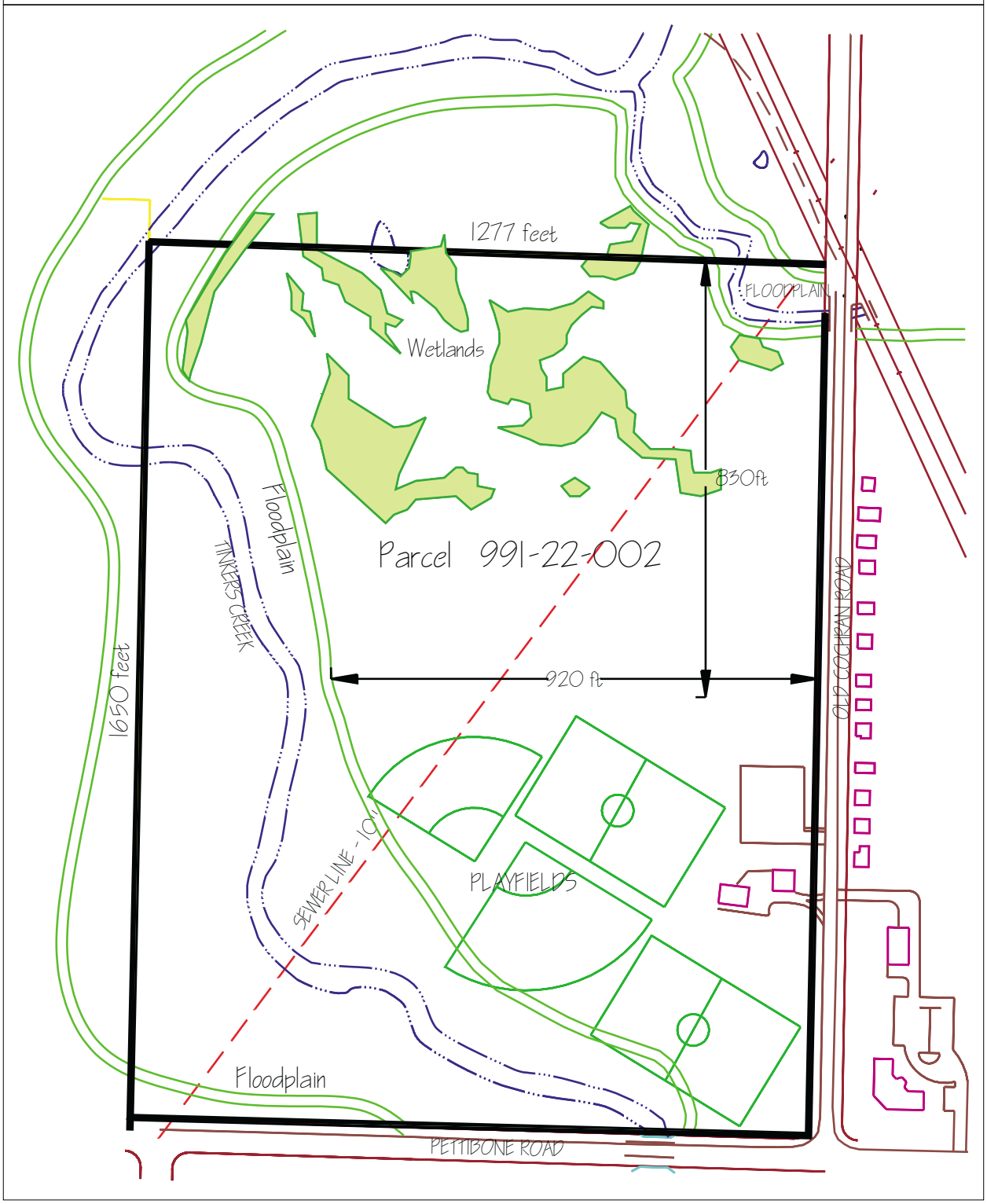
- ✓ Should the land be developed for all residential as is suggested in the Village Master plan or should a portion or all of it be developed for retail?
- ✓ What form should the development take and what constraints do the sewer line and wetlands impose?
- ✓ Considering the changes in assumptions since the first appraisal, what is a likely fair value for the property?

**Mix of Uses.** With respect to the first question, it is the opinion that some residential presence in the Village Center is necessary to provide a sense of vitality to the district. The existing homes are being considered for conversion to small offices and shops. It could be argued that these homes should be left as housing and that new retail be developed on the vacant land. In such a scenario, the new retail would be at the opposite end of the district from the renovated train station and general store and the potential synergy between the retail and this focal development would be greatly reduced. In addition, if the entire site was developed as retail, using a rule-of-thumb of 10,000 square feet of building for every 1 acre of land, as much as 150,000 square feet of retail could be developed west of Old Cochran Road. The scale of that much development and the traffic it could potentially generate (an additional 6,500 trips per day - in 1998 this portion of Old Cochran served 7,730 trips per day) would be contrary to the character which is desired for the Village center. The square footage currently considered for conversion is in the range of 23,000 square feet. The existing company houses would be located between an industrial area and a retail center, reducing the desirability and quality of life in those homes.

Such a retail center could also potentially detract from a greenspace along Tinkers Creek, especially if it were developed as a typical strip development. Loading areas would need to be located somewhere on the site. Most likely they would be near the rear of the development and adjacent to a the potential greenspace. Unless innovative paving materials were used, the development would also result in a large increase of runoff into the creek. The potential of attracting a 150,000 square foot retail development in which the scale of individual buildings is complementary to the existing building fabric is much less than if a residential development occupied the site.

A higher price can be obtained selling property for retail development instead of for single-family houses. Developing a portion of the site for retail or office would increase the potential return from the property. Commercial development on just the frontage on Old Cochran Road would increase the potential value of the vacant land and not result in such an increase in commercial area as to change the character of the Village Center. It would also complement the planned conversion of the houses on the east side of Old Cochran Road to offices or small shops. Still, if only the frontage on Old Cochran Road

*Figure 2. Parcel Number 991-22-002*



were developed for commercial use and most of the site was constructed as housing, the scale and design of the individual commercial buildings is still an issue. Design of the commercial buildings needs to acknowledge the scale and design of the buildings on the east side of Old Cochran. A new urbanist type of housing, which promotes walkable residential streets with houses with porches and the garages set back from the street is envisioned for the site.

The importance of design considerations of any new development in the Village Center cannot be overstated. In investigating the potential value of the site under various development scenarios, talks with real estate and development people indicate that the Village has some work to do to overcome the negative impressions associated with the former landfill sites. The impressions not only will effect the price of the vacant land under consideration but also the success of other housing developments in the Village, the amount people are willing to spend on a lot, and the amount they are willing to put into a new home. The design guidelines will address scale and design issues of new commercial buildings.

**Development Scenarios.** A number of various layouts of single-family development were created in order to see how the scale of development considered could actually layout on the site and to give input into estimating construction costs which could be used in estimating the value of the site. The layouts were also produced to determine what type of wetlands disturbance could be expected and how constraining the location of the sewer line is in developing the site.

Schematics of the plans are shown in ***Figures 3 to 6*** and associated economic analysis is presented in ***Table 4***.

Site Plans A to C assume leaving the sewer line in its present location and designing the subdivision layout around it. They also assume residential development along Old Cochran Road. The lots are approximately 60 feet in width by 170 feet in depth or 10,200 square feet. They reflect the scale of the spacing of the Austin Powder houses. Reserving some frontage for a potential parking area for trail users, a frontage of approximately 600 feet along Old Cochran Road remains for development. All the site plans show development facing Old Cochran Road and also assume the construction of the small parking lot for a trailhead.

Site Plan A is the schematic shown in the Village's Master Plan. A single-loaded entry road is located adjacent to the playfields and the front facades of the houses along that street help to frame the public space of the playfields. Because much of the roadway is single-loaded, a higher cost per lot for infrastructure improvements would be incurred. In this scenario, approximately 13.6 acres of land is developed (44 lots), including 1.8 acres of wetlands which would be disturbed, and requires the construction of 2,000 feet of roadway. If the Village were to divest itself of any of the playfield land in the future, additional houses could be constructed as an extension of this layout.

Site Plan B attempts to reduce the amount of roadway by creating a double-loaded road which ends at a stub street. Instead of a cul-de-sacing and creating a large expanse of paving, the stub street ends open to the surrounding greenspace. Service vehicles would exit by backing into the adjacent stub before heading forward down the entry road. In or-

der to complement the surrounding open space, the front facade of the houses would face away from the street and out toward the creek and playfields. The trail system surrounding the development could serve as the sidewalk for these homes. Although this layout results in four (4) less lots it requires only two-thirds the roadway.

Site Plan C expands upon the amount of land which is developed in order to maximize the value to the Village. In order to put two streets in, a portion of the land owned by the Oddfellows Camp, which is across the creek from their main facility but adjacent to the vacant site, would need to be included. In addition, a part of the playfields site would also need to be included. This layout covers more acres than alternatives A & B and results in approximately a 50% increase in the number of lots which could be created. In this schematic the development also faces Old Cochran Road which gives a sense of connection to the uses on the east side of Old Cochran Road. The sense of connection to the playfields to the south is limited because the back of the houses, instead of the front facades, frame the public space to the south. Reorienting the houses so the front facade faces the opens spaces would change this, but then the residential streets themselves would be dominated by garage doors and would lose the sense of character.

Site Plan D assumes moving the existing sewer line as part of the project and re-engineering it so that it becomes part of the sewers for the residential streets. Instead of residential fronting Old Cochran Road, small office and shops are assumed. In order to relate to the scale of the existing houses on the east side of the street, the parking is located to the rear of the commercial buildings and the buildings are designed to give the impression that they are smaller than they are. Smaller scale buildings, faces or features should be located at either the north or south ends of the frontage and buildings at the center of the frontage should be designed with setbacks which hide the width of the building. The buildings should be setback from the road the same distance as the houses across the street. Commercial frontage will require more depth in the property than residential structures. The schematic shows the first 200 feet reserved for commercial (including approximately 40 feet for buffering between the parking and adjacent residential. It is estimated that the commercial area would occupy 2.5 acres and include between 15,000 and 30,000 square feet of office and small commercial in a combination of one- and two-story structures.

Because of the extra depth needed for commercial frontage, in order to provide for two residential streets on the remaining land, the depth of the residential lots were reduced from 160 or 170 feet to 135 feet. Reducing the depth results in lots which are 8,100 square feet in size. Half of these lots do back onto a large open space which gives the perception that the lots are larger. Other new urbanist developments, such as the Mill Creek development off Turney Road in Garfield Heights are more dense than what is shown in the schematic. At Mill Creek, the larger lots are 50 feet by 120 feet with most lots only 43 feet by 100 feet in dimension. In Site Plan D the residential streets flow into the playfields and a trail provides a pedestrian connection back to the Town Center.

**Value.** Potential values for the property were estimated based upon the four schematics. Current prices for 1/4 acre lots in the area were researched. Prices on the multiple listings for the Village of Oakwood were approximately $25,000, while Solon lots were $55,000. The fact that Glenwillow is within the Solon school district is a major selling point but the image of the landfills and general impressions of the Village make it doubtful if Solon prices could currently be obtained in Glenwillow. The realtor for Dinallo & Wintrup said they are

*Figure 3. Site Plan A*

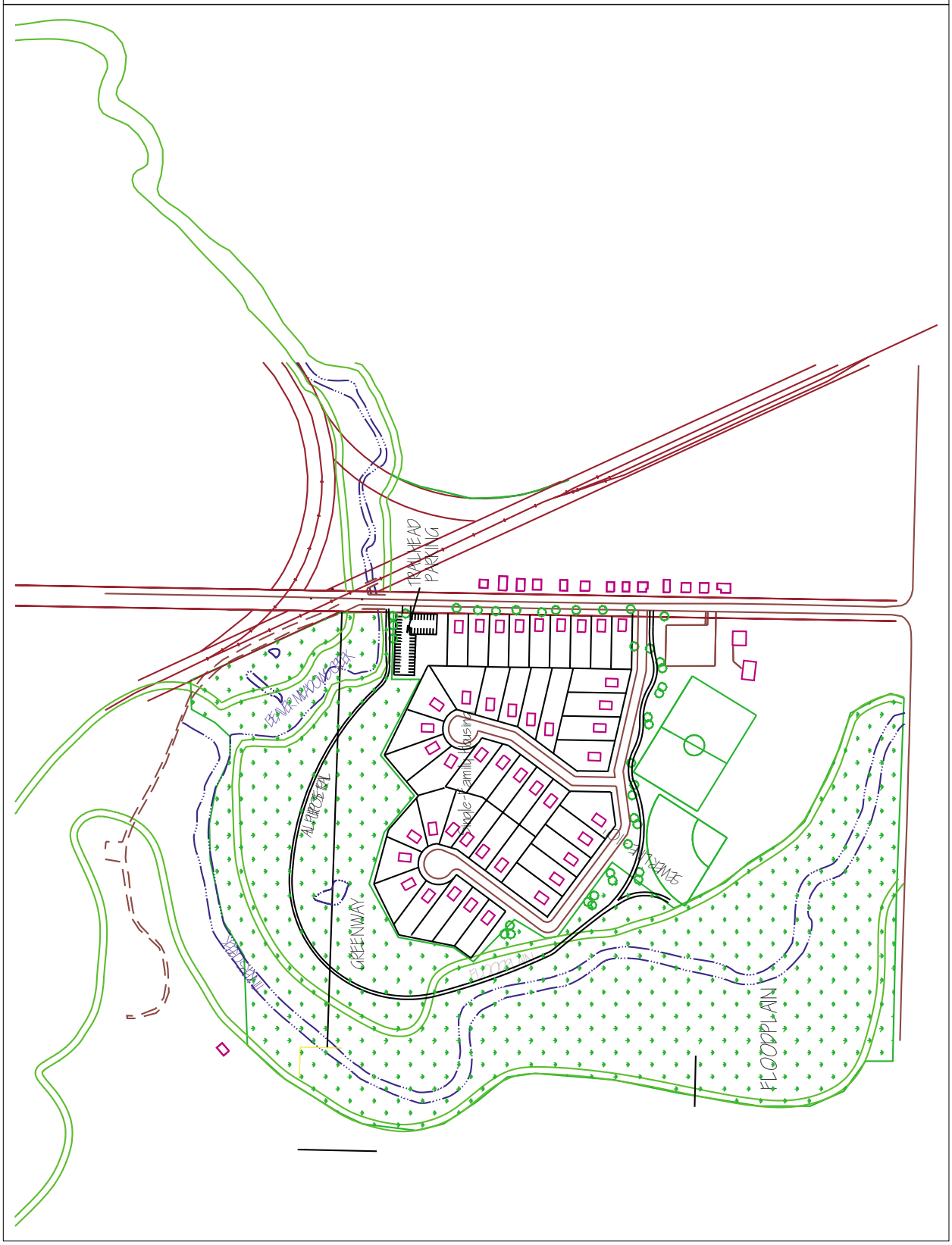


*Figure 4. Site Plan B*

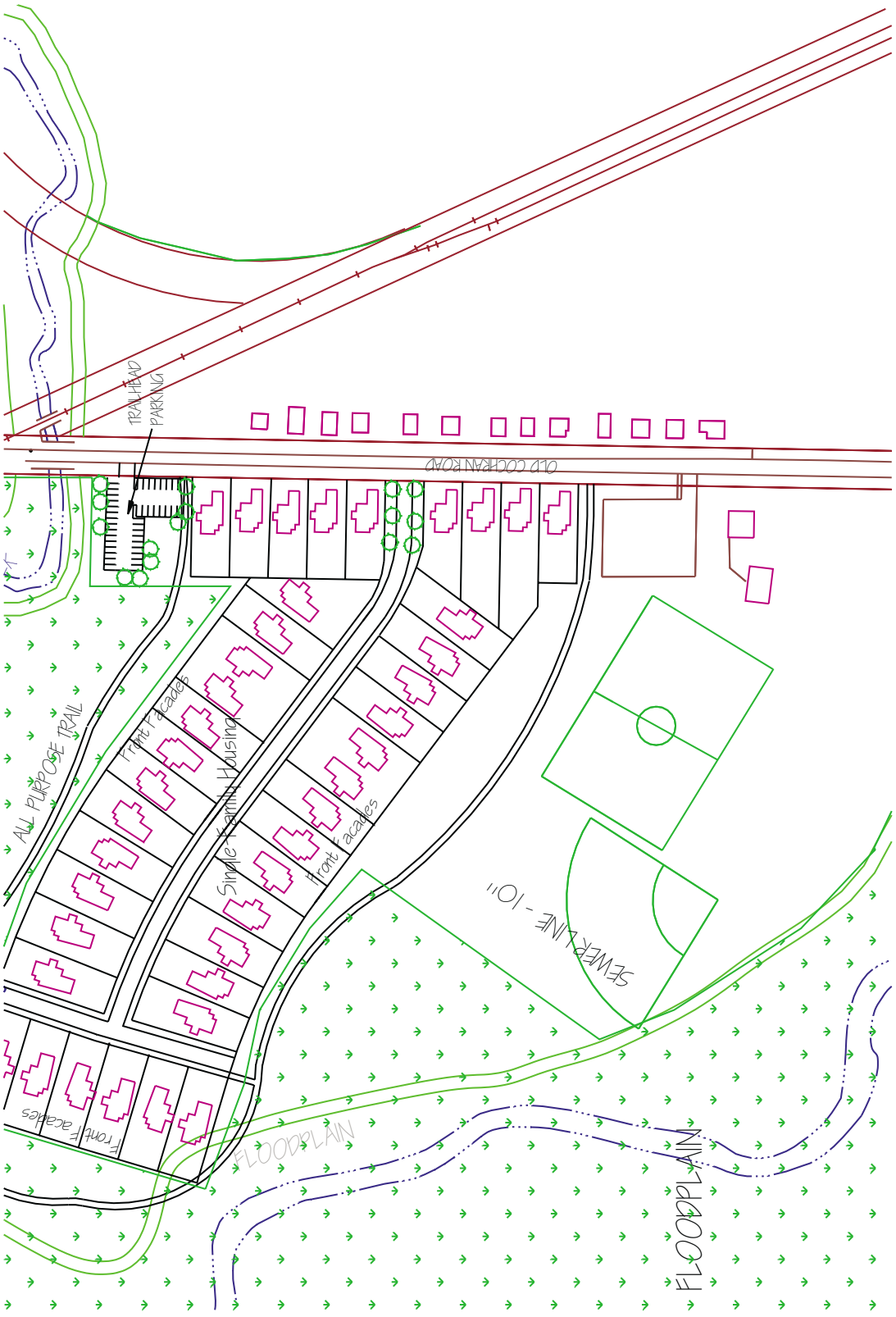


*Figure 5. Site Plan C*

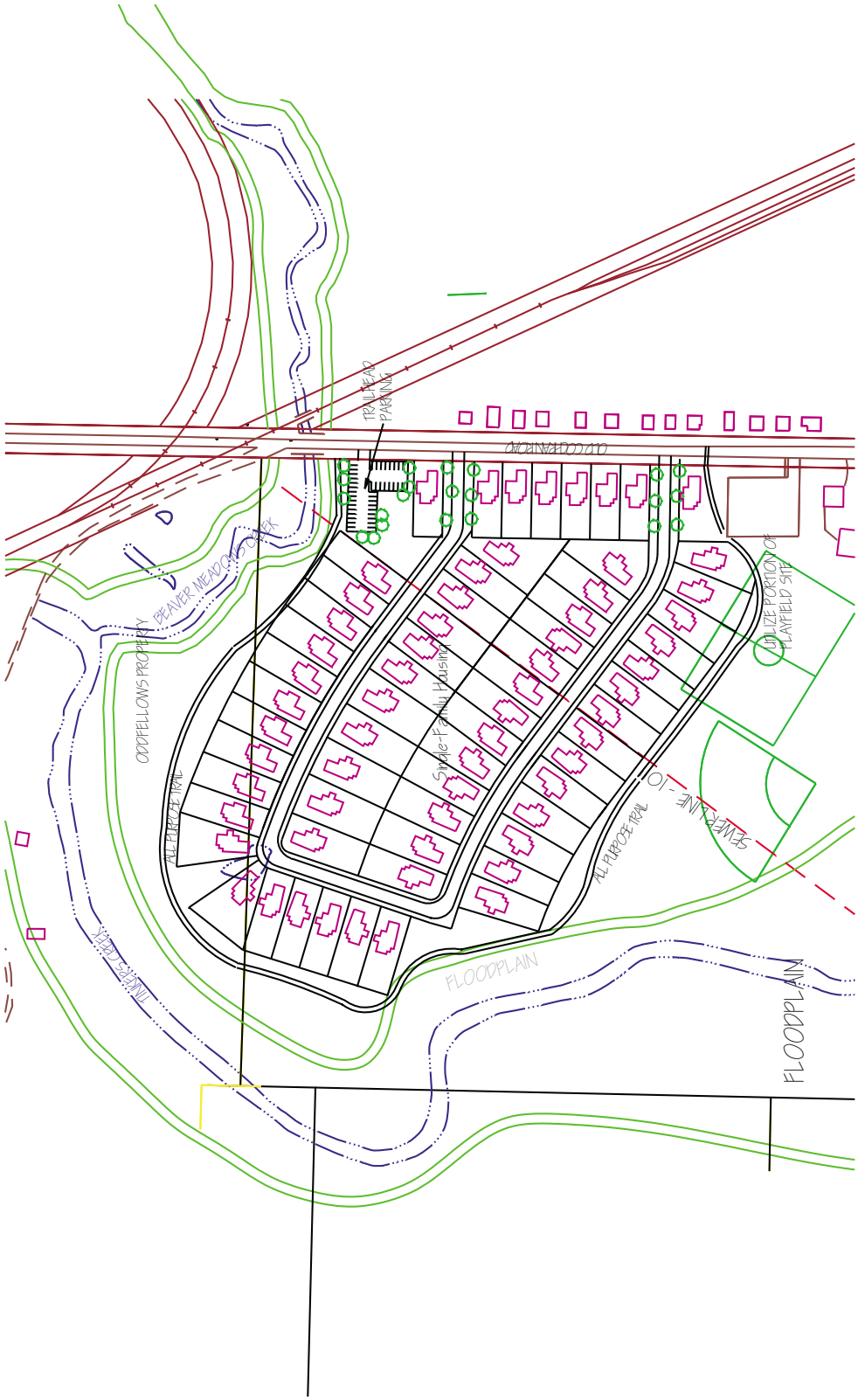


*Figure 6. Site Plan D*

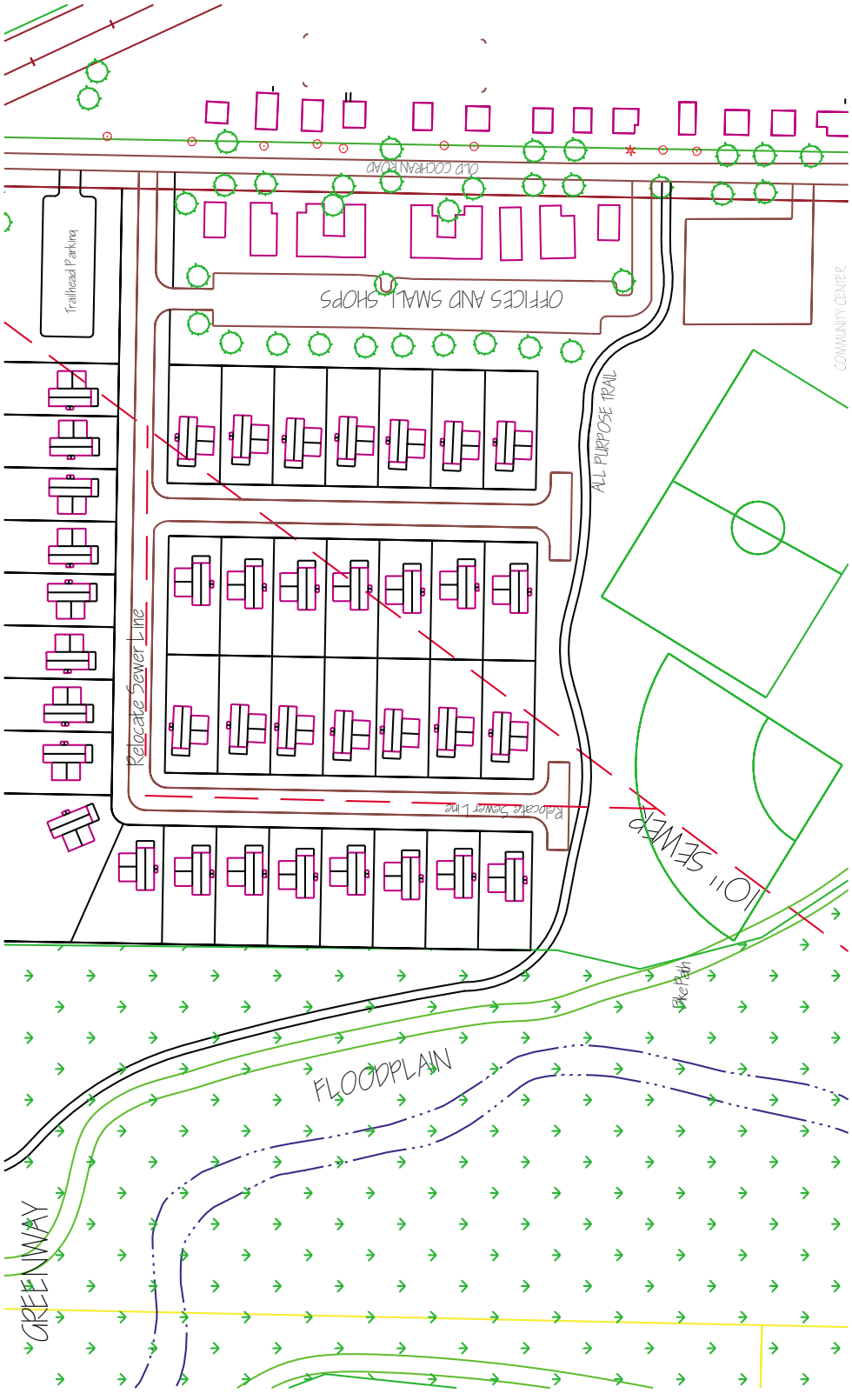


*Table 4, Glenwillow Vacant Land*

| | Site Plan A | Site Plan B | Site Plan C | Site Plan D |
|---|---|---|---|---|
| Land Area (Acres) | 13.6 | 11.2 | 18.6 | 12.3 |
| Wetlands (Acres) | 1.8 | 2.6 | 3.0 | 1.4 |
| Length of Roadway (Feet) | 2,000 | 1,375 | 2,335 | 1,820 |
| Residential Lots (Number) | 44 | 40 | 62 | 38 |
| Commercial Area (Sq. Ft.) | 0 | 0 | 0 | 22,000 |
| **Scenario 1** | | | | |
| **Price of Lots in Oakwood - $25,000** | | | | |
| Revenue from Comml. Land | $0 | $0 | $0 | $312,500 |
| Revenue from Sales of Lots | $1,100,000 | $1,000,000 | $1,550,000 | $950,000 |
| Less: | | | | |
| Developers Profit | $275,000 | $250,000 | $387,500 | $237,500 |
| Cost of Roadway | $1,000,000 | $687,500 | $1,167,500 | $910,000 |
| Wetlands Mitigation | $34,200 | $49,400 | $57,000 | $26,600 |
| Costs | $1,309,200 | $986,900 | $1,612,000 | $1,174,100 |
| Available for Cost of Land | -$209,200 | $13,100 | -$62,000 | $88,400 |
| Price per Acre | -$15,382 | $1,170 | -$3,333 | $7,187 |
| Land Cost per House | -$4,755 | $328 | -$1,000 | n/a |
| **Scenario 2** | | | | |
| **Price of Lots in Solon - $55,000** | | | | |
| Revenue from Comml. Land | 0 | 0 | 0 | $312,500 |
| Revenue from Sales of Lots | $2,420,000 | $2,200,000 | $3,410,000 | $2,090,000 |
| Less: | | | | |
| Developers Profit | $605,000 | $550,000 | $852,500 | $522,500 |
| Cost of Roadway | $1,000,000 | $687,500 | $1,167,500 | $910,000 |
| Wetlands Mitigation | $34,200 | $49,400 | $57,000 | $26,600 |
| Costs | $1,639,200 | $1,286,900 | $2,077,000 | $1,459,100 |
| Available for Cost of Land | $780,800 | $913,100 | $1,333,000 | $943,400 |
| Price per Acre | $57,412 | $81,527 | $71,667 | $76,699 |
| Land Cost per House | $17,745 | $22,828 | $21,500 | n/a |
| **Scenario 3** | | | | |
| **Midway Point - $40,000 per Lot** | | | | |
| Revenue from Comml. Land | 0 | 0 | 0 | $312,500 |
| Revenue from Sales of Lots | $1,760,000 | $1,600,000 | $2,480,000 | $1,520,000 |
| Less: | | | | |
| Developers Profit | $440,000 | $400,000 | $620,000 | $380,000 |
| Cost of Roadway | $1,000,000 | $687,500 | $1,167,500 | $910,000 |
| Wetlands Mitigation | $34,200 | $49,400 | $57,000 | $26,600 |
| Costs | $1,474,200 | $1,136,900 | $1,844,500 | $1,316,600 |
| Available for Cost of Land | $285,800 | $463,100 | $635,500 | $515,900 |
| Price per Acre | $21,015 | $41,348 | $34,167 | $41,943 |
| Land Cost per House | $6,495 | $11,578 | $10,250 | n/a |

currently asking from $52,000 to $89,000 for a minimum 1 acre lot in the Tinkers Creek subdivision off Richmond Road and that sales are slow because people do not want to put the money into a house which justifies that expense for land. While the lots in Site Plan D are slightly smaller than those in the other three scenarios, it is assumed that the house size will be basically the same so that the value of the lot should not be substantially different from the other scenarios.

*Table 5, Vacant Land Assumptions*

| | | | |
|---|---|---|---|
| **Cost to Mitigate Wetlands (per Acre)** | $19,000 | **Commercial Property** | |
| *Source: Army Corp of Engineers | | Estimated Value per Acre | $125,000 |
| **Cost per Linear Foot to Develop Roadway** | $500 | | |
| *Sources: Elewski & Associates $550-600 | | Auditor Value - 9 comml properities in | |
| Kingdom Development $470 | | Solon, Walton Hills, Oakwood | |
| **Typical Developer Profit on Gross** | 25.0% | $72,000 to $193,000 per acre | |
| Sales Price of Lot | | 9 Comml Transactions - Cuyahoga Cty | |
| * Source: Kingdom Development | | 1999 - $60,000 to $200,000 per acre | |
| **Land Cost to Final House Cost** | 25.0% | Grubb & Ellis - 4th Quarter 2000 | |
| *Source: Smythe Cramer | | Land for Big Box retail - $250,000 per acre | |
| **Recent asking Prices for 1/4 acre Lots** | | | |
| Oakwood 1-$24,900 1-$25,500 | $25,000 | | |
| Solon 1-54,900 1-$60,000 | $55,000 | | |
| Twinsburg 1-$20,000 | | | |
| For 1/2 acre lots | | | |
| Oakwood 1-$33,000 1-$44,000 | | | |
| Solon 1-$79,000 | | | |
| *Source: Smythe Cramer | | | |
| **Other Related Information** | | | |
| Grugle & Dewilde Appraisal - Site | | | |
| Appraisal Price | $265,000 | | |
| Land Area - Acres | 16.02 | | |
| Price per Acre | $16,542 | | |
| Dinallo & Wintrup Homes - approx 1 acre | | | |
| Asking price per lot $52,000 to $89,000 | | | |
| Pavlish Property - Solon SOM Center Road | | | |
| Asking Price | $3,300,000 | | |
| Acreage | 72 | | |
| Price per Acre | $45,833 | | |
| Number of Homes | 40 | | |
| Acres per House | 1.8 | | |
| Land cost per House | $82,500 | | |

Commercial property was estimated at $125,000 per acre. The values for commercial property can vary widely. County auditor's valuations for commercial land in surrounding communities were searched. Nine properties found varied in value from $72,000 to $193,000 per acre. Commercial transactions from 1999 showed a range from $60,000 acre to $200,000 per acre. In addition, information from a local retail broker indicated that the value would be between the going price in Solon and Oakwood. Corner lots on main streets sell for between $150,000 and $200,000. Because the frontage is on Old Cochran Road and not on the main through route, the property's value would drop to range of $100,000 to $150,000. An average of $125,000 per acre was assumed.

Requirements for developer's profits, average cost for constructing a residential street and the average cost for wetlands mitigation were obtained from various sources listed in the assumptions presented in ***Table 5***. Costs associated with each of these items were deducted from revenues from the sales of the number of lots shown in each scenario.

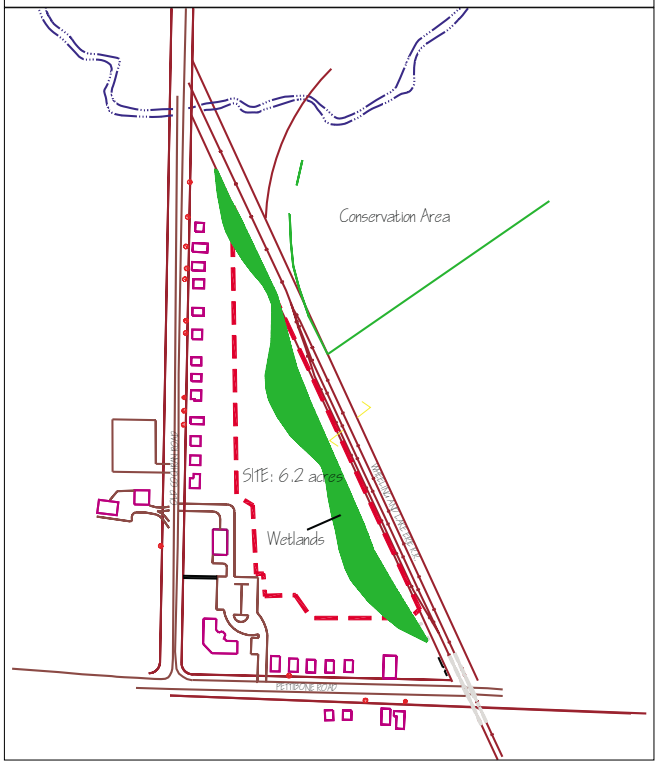
Site Plan A, which includes a much longer stretch of single-loaded streets, requires more capital improvement for the amount of revenue it generates, thus leaving the least amount of funds available for purchase of the property. The numbers show that if the Village can come close to achieving property prices which are comparable to Solon, the value of the vacant land should increase appreciably. At property prices near the levels of Oakwood, the value of the land is much less. Because commercial property tends to sell for higher prices than residential property, selling a portion of the site for commercial use should increase the price for which the property can be sold. Increasing the permitted density of development beyond the existing one lot per acre requirement also increases the value of the property.

From both land use, site plan and economic perspectives Site Plan D would seem to be the preferred alternative. A small amount of commercial development on the Old Cochran Road frontage will increase the return on the property and should be compatible with a conversion of the company houses into small shops or office. The design of such commercial development, however, is critical so as not to detract from the historic preservation efforts across the street. Some flexibility with respect to the allowed residential lot sizes should be given so that a development which fits the site can be designed. Visual and functional connections between the residential development and the playfields and Old Cochran Road will strengthen the identity of the district.

### Land Behind Company Houses

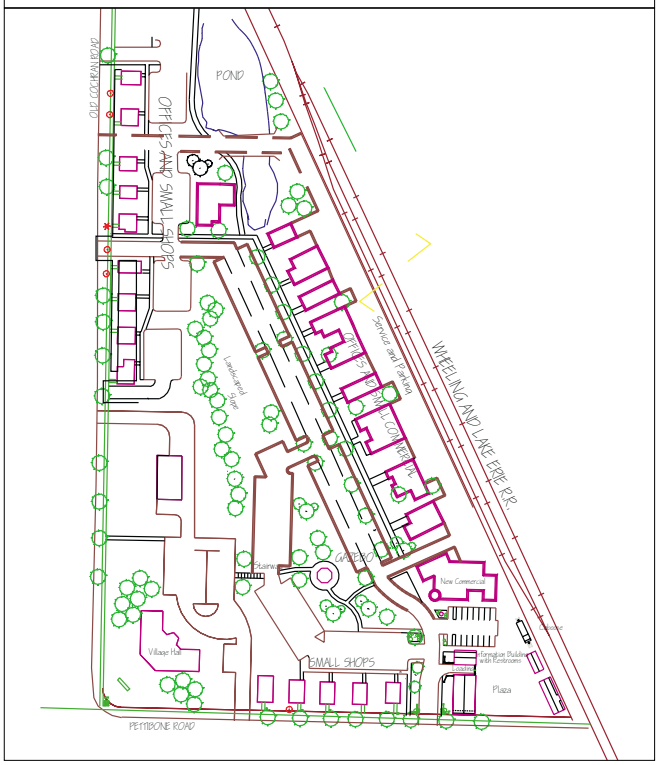
**Existing Conditions.** To the rear of the company houses is a triangular area of vacant property which is part of the same parcel as the houses. The property is covered with trees and is lower in elevation than the street. It slopes downhill to the north and east. The northeastern border of the site is the Wheeling and Lake Erie tracks. The site encompasses approximately 6.2 acres. It is 340 feet deep at its widest point and is 1,100 feet long.

*Figure 7. Vacant Land Behind company houses*




When the Wheeling and Lake Erie Railroad was built it was put on a raised bed which stops the flow of water to the east and forces it to the north through a drainage area along the railroad tracks and towards Beaver Meadows Creek. This low area along the side of the tracks has been identified as a wetlands by a map prepared in April 1992 by the Flickinger Wetland Services Group, Inc. entitled "Wetland Delineation of the Proposed Browning- Ferris Industries Commercial Park". The delineated wetlands covered approximately 2.1 acres. The location of the site and wetlands is shown in ***Figure 7***. As explained earlier in the section regarding the vacant land on the west side of

*Figure 8. Schematic Site Plan*




Cochran Road, a Section 404 permit from the Army Corp of Engineers and a Section 401 water quality certification from the Ohio EPA will be required to disturb the wetlands. The wetlands are located in such a pattern that little construction could occur on the site without the disturbance of the wetlands. Although options for wetlands mitigation include paying funds to create or restore wetlands in designated wetland "banks" in other areas, it is recommended that the wetlands be recreated along other sites within the Village along Tinkers Creek or Beaver Meadows Creek. Master plans for the Village and the Emerald Valley Industrial Park both show areas along these waterways as being reserved for greenspace and these corridors should be explored for sites for wetlands creation.

Sanitary sewers are located on both Old Cochran and Pettibone Roads. Both roads are at higher elevations than the site but Old Cochran Road slopes downhill to the north toward Beavers Meadows Creek to an elevation level with the site. Connecting sewers for the site to the Old Cochran Road sewer at a point north of the existing company houses near Beaver Meadows Creek would work with the existing slope of the land. Water is available from a 12" line in Old Cochran Road and a 16" water main located in Pettibone Road.

**Uses.** Consistent with the Village's Master Plan, it is envisioned that this area should serve as a site for new office or commercial development which will visually and physically tie together the two clusters of renovated company houses and complete the creation of a small commercial district as part of the Village's Town Center. This area is a shorter and more convenient connection between the two clusters of houses than the existing street pattern. The site could remain vacant or be designed as a park, but in those scenarios the flow of activity between the Old Cochran and Pettibone houses would be limited and the sense of district would be much weaker. Residential use would only result in the development of approximately 13 houses even with the denser standards proposed for new housing within the district. The units would be very close to the rail tracks and just across from industrial uses. A schematic of how the site may layout for additional commercial buildings is illustrated here.

**Layout and Value.** Development on this site should be constructed so that it seems to be an extension of the roadway system within the Town Center and the new buildings laid-out so that they front on the "roadway". The structures should be designed so that the front facades include setbacks which minimize the look of the width of the buildings and should also include some 2 story sections to create a consistency of scale with the existing houses which front on Old Cochran and Pettibone. Parking areas should be designed so

that they are broken up into smaller sections with substantial planting areas around and within them. Service areas should be located toward the railroad tracks and screened by the buildings from view from the main streets. If retail or restaurants are developed as part of the new development, they should be located as close as possible to the southern part of the site, close to the train station and Pettibone Road. This part of the site is better positioned to take advantage of the activity generated by uses on the street. More detailed design considerations are included in the design guideline section of the report. Within the schematic a pond is shown as an amenity feature to add character to the district. A pond or some other type of wetland feature could also serve as an on-site mitigation measure for wetlands remediation.

It is estimated that a little over 40,000 square feet of new office and possibly retail could be developed upon the site. Because the site is to the rear of existing buildings and not on street frontage, the value of the property will be less than for property on the street. In addition, because of the odd shape of the lot and the desire to incorporate a relatively high percentage of landscaping into the site design, the amount of building constructed on the acreage could be less that expected from an average commercial development. In the schematic drawing the buildings, parking and drives occupy approximately 5 acres of the site. In the typical strip development, a building of just over 40,000 feet would typically be located on 4 acres of land. Because of the location to the rear of existing buildings, the value of the property would most likely be below the $125,000 per acre assumed for the property on the west side of Old Cochran Road and a developer would likely only pay a price equivalent to that for a 4 acre site (4 acres at $100,000 per acre = $400,000). Using the rule of thumb that wetlands remediation will cost $19,000 per acre, it is estimated that the price for the site would need to be reduced by approximately $30,000 to $40,000.

According to R.S. Means construction cost data the average construction cost for 41,500 square feet of office or retail would be approximately $2.8 million dollars.

## ADDITIONAL DEVELOPMENT CONSIDERATIONS

In addition to the major elements of the Town Center development which have been previously covered, the are a number of other items affecting the physical layout of the district which should be considered.

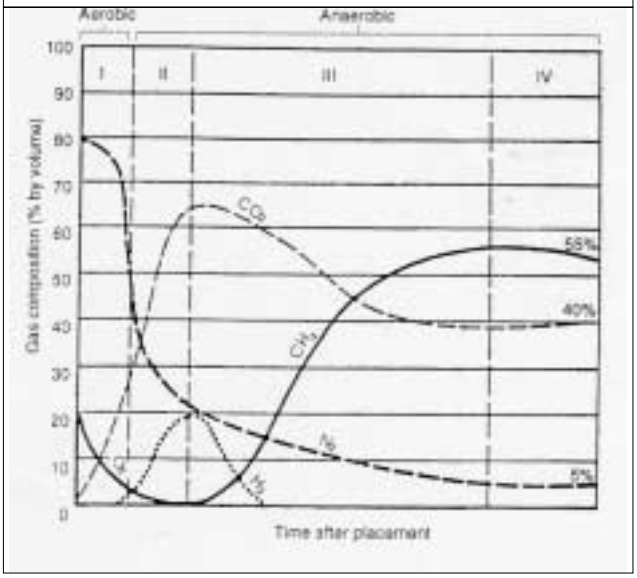
### Company Houses on South Side of Pettibone

The houses on the south side of Pettibone Road are owned by BFI and are not involved in the transfer of ownership to the Village. According to BFI, at this time they have no plans to change their use of the houses. They plan on continuing to rent them out and are not planning to tear them down.

The continued presence of the homes on the south side of Pettibone Road is important for the integrity of the historic district. If those homes were to ever be demolished, the feeling along the street would be substantially changed. It is therefore important that some protection against the demolition of those buildings be put in place. This may mean the establishment of a design or historic review district in which any type of exterior change to the buildings is reviewed by a public body or it may mean some type of contractual

agreement that states BFI will not sell to another party or demolish the buildings without the Village's right of first refusal or approval.

*Figure 9. Changes in Landfill Gas Composition Over Time (U.S. EPA, 1993d)*




The issue of safety and liability within those houses because of potential methane gas migration has been a subject of concern. Monitoring of the landfill began in 1996 for groundwater and methane and is required to be monitored for 30 years. There are 40 gas monitoring wells around the landfill, 10 of them near the houses and Pettibone Road. To this date, the monitoring wells have recorded no methane migration around the houses (there have been low readings a couple of times on the south side of the landfill in Twinsburg). The landfill has a gas extraction system which can be turned up to take out more methane. Methane (CH4) is combustible when it makes up between 5% and 15% of the air. The amount of methane produced typically increases toward the later stages of decomposition as part of an anaerobic decomposition process (see ***Figure 9)***.

As an extra safety precaution, monitors could be put in basements to detect the presence of methane.

The migration of methane gas is more of a concern if there are potential migrations routes, such as along a sewer line, or if the surrounding soils are permeable. The County Board of Health did not indicate any such routes. Soils surveys of Cuyahoga County indicate that the predominant soil types to the north of the landfill are Wadsworth silt loam and Ellsworth silt loam. According to the soils surveys the permeability of these soils is slow to very slow.

The County Board of Health indicates that if off-site methane is identified, then the landfill owner would have to remediate the situation. New buildings could be constructed on the south side of Pettibone Road if such a proposal were made. If any buildings are to be constructed within 1,000 feet of the landfill then the gas extraction plan would need to be updated to show that gas in not migrating to the new structure.

### Company Houses East of the Wheeling and Lake Erie Railroad

BFI has indicated no plans to demolish or change the use of the three company houses on the south side of Pettibone Road. Should these buildings be threatened in the future, they could possibly be moved into the Town Center District, most likely on the south side of Pettibone Road, which would fill in gaps between the existing buildings and further solidify the building fabric of the Town Center. Adding these buildings to the south side of Pettibone Road within the Town Center is not necessary, though, for that part of the district to seem complete. In their present location outside the Town Center District they do perform the function of helping to block BFI's facility from Pettibone Road and for providing a

transition from the Town Center to the industrial district. Even if most of the area east of the Wheeling and Lake Erie tracks is developed industrial, saving these buildings and the adjacent farm buildings on the south side of Pettibone Road will help to preserve some of the rural history of the Village in a very visible location.

The two two-family houses on the north side of Pettibone Road do not fit in the industrial park plans of Duke Realty. There has been consideration of moving the buildings into the Town Center District. Is there a benefit to doing this and where should such buildings be moved? There are four possible locations to move these buildings:

1. South side of Pettibone Road,
2. Behind the general store and relocated train station,
3. On the west side of Old Cochran Road, north of the playfields,
4. On the east side of Old Cochran Road, south of the existing houses.

**South Side of Pettibone Road.** To relocate the two-family buildings to the south side of Pettibone Road within the Town Center District would require locating them between the existing houses. While both sets of buildings were built as part of the same development, there are some differences in the basic physical features which would not fit together if intermixed. The biggest difference is the orientation of the buildings. The two-families are side-by-side units which combined form a building which is much wider than the single-family units located now on the south side. In addition, the gables on the single-family units are front facing while those on the two-family are side facing. Relocating the two-family between the existing buildings would disrupt the rhythm of the existing building fabric. In addition, the gaps between the buildings currently are landscaped as yards for the houses which softens the feel of Pettibone Road and makes it more attractive.

**Behind the General Store.** New buildings are proposed for development behind the general store and relocated train station. Moving the two-family houses there would be consistent with the recommendation of new buildings and they would help to block the view of the Best Buy warehouse on the east side of the railroad tracks. This location, however, is a very important one for attracting the type of retail or restaurant use which may not be able to locate in a renovated house. Siting the two-family houses in this location would limit the types of uses which could locate in this important spot.

**West Side of OldCochran Road.** Another option to consider is moving the buildings to the west side of Old Cochran Road across from the existing houses. There are approximately 600 feet of vacant frontage on the west side of Cochran Road, the largest amount of vacant frontage on the main roads within the Town Center. Sixty feet will be occupied by road access for the property to the rear of the frontage. The two-families will occupy at least 120 feet, or just over 20%, of the remaining frontage, leaving 420 feet for new development. Because of the amount of continuous frontage within the district, this may be some of the most valuable land to a developer for new construction. Relocation of the houses to this site would occupy some of the most prime land within the Town Center. In addition, depending upon the type of development which does locate next to them, the two-family houses and the new commercial development may not work together to create a cohesive look for the west side of Old Cochran Road.

**East side of Old Cochran Road South of the Existing Houses.** In the analysis of the Town Center as a district, an existing deficiency which has been identified is that the Pettibone cluster of houses and the Old Cochran cluster of houses are located relatively far apart from one another. This weakens both the visual connection and the functional connection between the two streets. The houses on Old Cochran Road are especially far from the main intersection of Pettibone and Old Cochran. As an attempt to lessen that distance and tie the two clusters together, a final site to consider for the relocation of the two-family houses is along the frontage of Old Cochran Road in front of the service garage.

There currently is an eight to 10 foot change in grade from the street to service garage. That change in elevation will be reduced as the roadway is cut down by as much as four feet as part of the roadway project. Just as the houses on the north side of Pettibone are at street level in the front and have an exposed basement to the rear, the relocation of the two-families to this site would result in the same situation.

The service garage sets 80 feet back from the street. The maximum depth of the two-family houses is 37 feet. There is currently room for the buildings, although parking would have to be shared with parking developed behind the houses on Old Cochran Road or with the Village Hall. The appropriateness of the existing location of the service garage in the long-term is also a question which needs to be considered, and should it ever be moved, parking could be developed on the site it currently occupies.

*Photo 7. If saved from demolition and moved, the two-family houses currently located east of the railroad tracks could fill frontage on old Cochran Road and bring the two clusters of company houses closer together.*

The two-family houses have a very different look as compared to most of the existing houses on Old Cochran Road. This site, however, is at the southern end of that row of houses and is spaced farther away than the other houses are from each other. Because the large house on the west side of the road, which is of a different style, is located between the existing houses and the proposed site and because the road is on an upslope as opposed to a downslope, this site is set apart from the remainder of the houses on Old Cochran and this lessens the need for conformity in style.

From a long-term planning perspective, this site would be the preferred site for the relocation.

## Location of Service Building

The Village's service building is located within the Town Center behind the Village Hall off Old Cochran Road. It was recently built in 1997 and occupies 2,688 square feet of space. The Village employs six part-time personnel and, according to the Village's Master Plan, may need to employ seven to ten full-time employees at build-out based upon employment figures of similar-sized communities. Many communities locate their service buildings within industrial areas because the type of operation is more compatible with industrial uses. Also, as redevelopment occurs within the Town Center District, the presence of the service building may become more incompatible with surrounding uses and may become a hindrance for future improvements. Some time in the future the Village may want to consider moving the service garage over to the industrial side of the Village. The build-

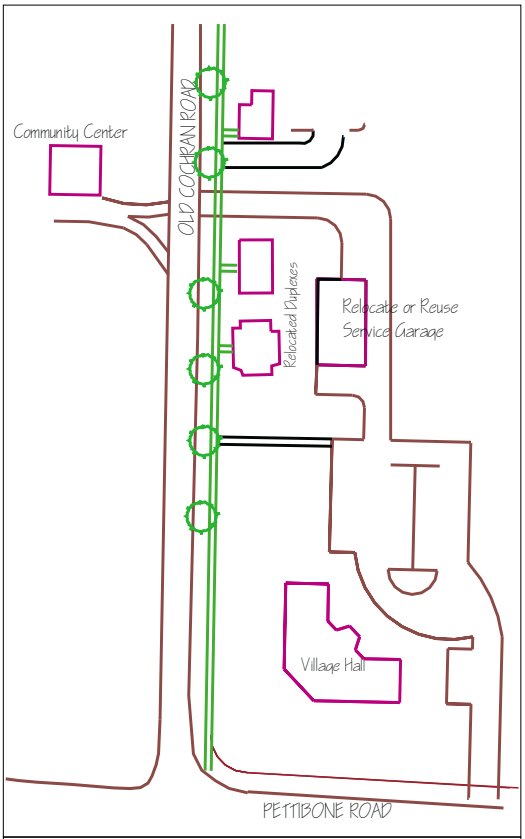



*Figure 10. As development within the Town Center occurs, the Village may want to consider removing the existing service garage or reusing it for a use more compatible with office and retail development.*

*Photo 8. The relocaton of the Village's service faclities to the barns on the south side of Pettibone Road would present an opportunity to ensure the preservation of these historic structures and allow the site of the existing service building to be used for a use more compatible with the function of the Town Center.*

ing may be reused for a use more compatible with office and retail or may be taken down to provide additional convenient parking. Moving the service functions could also provide an opportunity to save some of the farm buildings located on the south side of Pettibone Road, within the existing industrial area. It may be possible to convert the barns into service buildings for the Village while preserving the exterior look of the structures. This would allow those historic buildings to be put to a productive use and a portion of the Village's history outside of the Town Center would be preserved.

### Public Transportation

The Greater Cleveland Regional Transit Authority (GCRTA) operates the 41A route in Solon which services the industrial parks off Cochran Road. In the future this route should be extended to serve the industrial areas of Glenwillow. When development begins to take place within the Town Center, talks with the GCRTA should be conducted to consider looping the route through the Town Center before the buses head back north along Cochran Road.

### Use of the BFI Landfill

The closed BFI landfill has a two to three foot clay cap on top which is meant to keep water from penetrating into the fill material and creating leachate (a product of water interacting with decomposing solid waste). The landfill has a methane extraction and monitoring system and a leachate collection system around its perimeter. BFI will mow and monitor the site for 30 years. Any reuse of the site would need EPA approval and any new use could not undermine the integrity of the site. As a large grassy mounded area the site does provide, at least visually, a sense of open space. As more of the Village is devel-

*Photo 9. Recreational uses which involve little disturbance of the property may be possible on the site of the landfill south of the Town Center. Here model airplane enthusiasts fly their planes on the Warner Road landfill in Garfield Heights.*

oped in the future, areas of open space will become more important. Its location adjacent to the proposed greenway along Tinkers Creek complements the plan by providing a green context for that part of the greenway corridor. There may be a limited number of recreation uses for the landfill site which would not disturb the fill and may create activity that would further benefit uses in the Town Center. Model airplane or kite flying clubs or events are two such activities. An educational component to the site could also be created to teach school children or the general public about environmental issues such as waste disposal.

## STREETSCAPE PLAN

### Introduction

An important element in the revitalization of Glenwillow's Town Center is the improvement of the public right-of-way. The public right-of-way is the first space experienced by a person entering a place and provides the first impression. It also sets the context and tone for other improvements and is a unifying element in creating the character and sense of a district. In addition to establishing an image for the area, the right-of-way provides the important functions of providing access and connections and also a place to socialize.

### Streetscape Scope

The scope of the streetscape plan includes the north side of Pettibone Road from the Wheeling and Lake Erie Railroad tracks to Tinkers Creek and the east side of Cochran Road from Pettibone Road north to Beaver Meadows Creek. These frontages were studied because they include the homes which are being considered for renovation and to which the Village may take title. This plan includes a design concept that will include sidewalks, lighting, trees and other amenities to assist in developing a theme for the Town Center. Cost estimates for the streetscape design concept are also included to identify the general level of the funding needed and to assist in identifying funding mechanisms available for its implementation. While the scope of the study only includes the frontages identified above, the other sides of Pettibone and Cochran Roads should also be improved. The guidelines from this report can also serve as the basis for those improvements.

### Existing Conditions

Pettibone Road is a major countywide east-west through route. It also links the Town Center area with the residential portion of Glenwillow to the west and the industrial part of the village to the east. Cochran Road was a major north-south arterial which ends at the "T"-intersection with Pettibone Road. The southern leg of Cochran Road was recently relocated to the east to open up land east of the Town Center for industrial development. The portion of Cochran Road which runs through the Town Center (referred to as "Old

Cochran Road") connects into "New" Cochran Road north of the boundaries of the Town Center. As part of the New Cochran Road construction project, Cuyahoga County is upgrading Pettibone Road and Old Cochran Road within the boundaries of Town Center.

Currently, Pettibone and Old Cochran Roads are 20 to 22 feet wide with gravel shoulders. There are no sidewalks or other amenities. There are a number of mature trees near the street on Cochran Road but very few trees line Pettibone Road . Mailboxes and posts are currently the predominant streetscape fixture. The current streetscape does not lend itself to creating a significant impact on the passerby and is not inviting for the pedestrian. There is also no evidence to the driver of the historical background of the area and its place in the Village heritage.

The County upgrades include replacing the asphalt roads with 26 foot wide concrete streets with curbing. In order to address site line and drainage issues, the County is also regrading the roadways. Pettibone Road will be slightly lowered alleviating runoff from the road toward the houses on the north side of the road. Near the crest of Old Cochran Road, just north of its intersection with Pettibone Road, Old Cochran Road will be lowered by as much as 4 feet. This lowering of the road elevation will improve the site lines at the Old Cochran and Pettibone intersection and make the approaches and crossing safer.

In the vicinity of the Austin Powder company houses, the widening (approximately 4 feet) of Pettibone Road will be toward the houses on the south side of the road. Since the alignment of the new road is slightly different from the existing street's paved area, near the rail crossing Pettibone Road will be widened by a couple feet to both the north and south. Slight changes in the alignment also affect in which direction Old Cochran Road will be widened. In the vicinity of the Village Hall and playfields the road will be widened to the west. Further north the road will be widened to as much as 4 feet closer toward the Austin Powder company houses on the east side of the street.

## Goals

A streetscape plan can contribute to the development of an image for a place by setting the context for the public realm. The Town Center's history is manifested in the Austin Powder Company town, the Falls Junction train depot and its proximity to Tinkers Creek. The Glenwillow Master Plan emphasized the preservation of this history and the existing rural character in the future development of the community. To help achieve this objective and contribute to the vitality of the Town Center, the streetscape should strive to:

- ✓ Complement revitalization efforts to the Austin Powder company houses and Fall Junction train station by establishing a district identity which strives to maintain the rural village feeling through the proper layout, design and use of materials.

*Photo 10. Historic rural landscape on Pettibone Road near general store.*

*SOURCE: Austin Powder Company archives*

- ✓ Provide connections between the various parts of the district and also integrate and coordinate connections to adjacent existing and future recreational, business and residential uses.

- ✓ Create a comfortable and safe environment which encourages circulation within the Town Center District.

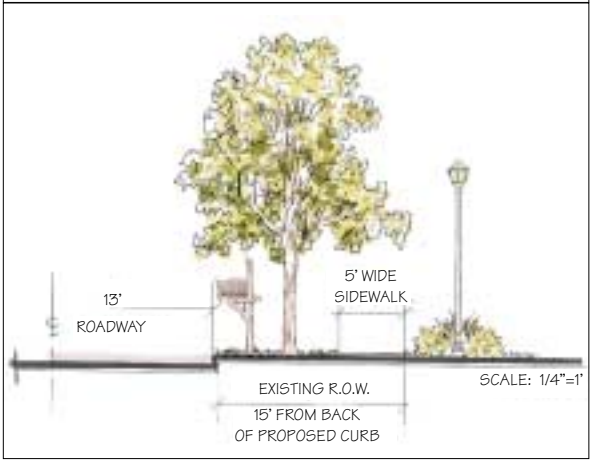
- ✓ Provide the necessary information and amenities for pedestrians, bicyclists and motorists to locate and support the uses in the district.

## Overall Design Concept

The streetscape design proposed is fairly simple. Because the appearance which is sought is that of a rural village, overly ornate or complicated design features are not proposed. For long stretches, the streetscape will consist of street trees, tree lawns and sidewalks. Pole lights and mailboxes will be added at locations in front of buildings. Concentrations of improvements should be reserved for those locations which are designed as entrypoints or as gathering places for people.

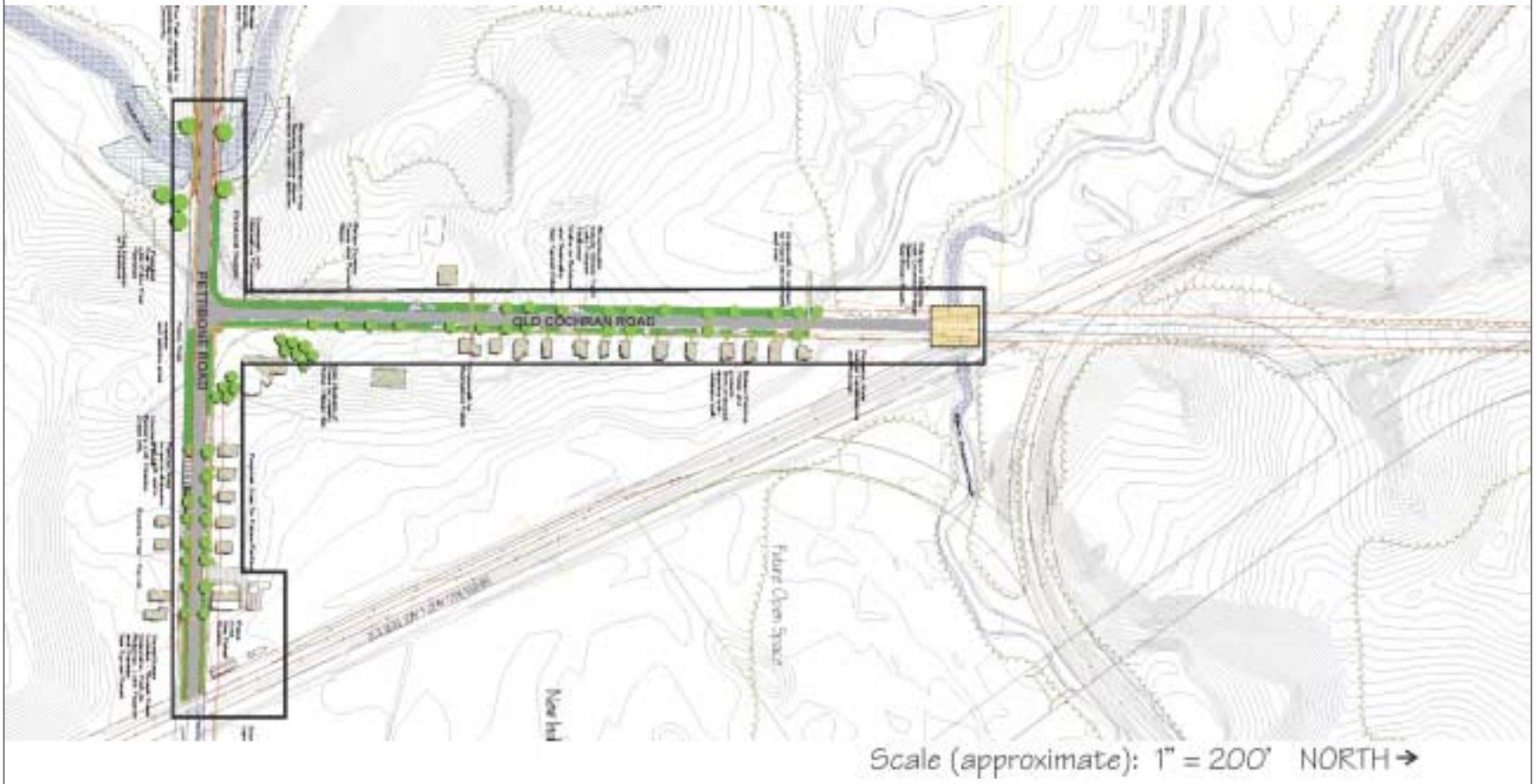
The proposed streetscape design uses various components to achieve the goals outlined. Street trees are used to create a pedestrian scale environment for the shopper and to create a unified look which establishes the district's character from the street. A sidewalk system is proposed along Pettibone and Old Cochran Roads to ease pedestrian circulation to future shops and offices. Portions of this sidewalk system should be designed to be integrated into other trail and sidewalk systems which connect the Town Center to adjacent recreation, residences and employment centers. Sidewalks should be located further away from the street in order to improve the pedestrian's sense of safety and to bring them closer to the uses located within the buildings. Lighting and mailboxes will add functional and decorative elements which will make the street visually more interesting. At night the lighting will also reinforce the district's image as a unique place within the Village. A typical cross-section of the streetscape is presented in ***Figure 12***. Although not within the right-of-way, foundation plantings at buildings will be important elements for achieving a visually interesting street environment.

*Figure 12. Streetscape Cross-Section*




Pettibone and Old Cochran Roads have been broken into four sections in order to present a more detailed description of the design concept for each of those areas.

*Figure 11. Project Area*



### Area 1: Pettibone Road from Wheeling and Lake Erie Railroad Tracks to Old Cochran Road Intersection

At the eastern end of Area 1 is gateway to the Town Center located at the Wheeling and Lake Erie Railroad's crossing of Pettibone Road. This gateway will include landscaping, signage and fencing that reflects the rural village character of the district. The proposed relocation of the historic Falls Junction Train Depot to the northwest corner of the crossing will create a focal point at this entry. A plaza is proposed adjacent to the relocated station to serve station visitors and to function as a community gathering place and events site.

Street trees within Area 1 are located at a consistent setback, and their locations are sited to consider existing building views and locations of driveways. Sidewalks will line the street within the right-of-way on both sides of Pettibone Road. An access drive to proposed parking at the rear of the renovated houses on the north side of the road is recommended for west of the general store. Fencing, landscaping and signage will mark the location of this entryway (***Figure 13***).

A vacant area, now surrounded by a wooden fence, exists on the south side of Pettibone Road, across from the Village's Building Department. The site had been the location of the Old Village Hall. This void in the building fabric would be an ideal location for the relocation into the Town Center of one of the company houses located east of the rail tracks. Before such an effort could be undertaken, issues related to methane infiltration from the landfill to the south would have to be addressed. In the absence of such a relocation, the site could be used as a very visible and convenient parking area to serve the uses in the homes on Pettibone Road. Such a lot could provide approximately 7 parking spaces to visitors or trail users. A five foot wide landscaping strip which could include white fencing would buffer the view of the cars from the sidewalk. Village Hall is located at the northeast corner of Pettibone and Old Cochran. This building occupies a prominent location at the main intersection in the district. Additional trees planted in clusters are proposed on either side of the building to add shade, to create a more pedestrian friendly scale and to frame the building as a centerpiece.

### Area 2: Pettibone Road from Old Cochran Road Intersection to Bond Street

This area acts as an entry at the western end of the district for both drivers on Pettibone Road and for potential users of a trail system which is proposed along Tinkers Creek. The trail would merge with the sidewalk system in the vicinity of the Pettibone and Old Cochran intersection. A crosswalk system designed to use alternative pavers across Old Cochran Road and Pettibone Road will provide the trail user a identifiable route across the roadways and alert the vehicular user they are entering into a pedestrian environment and should slow down. Signage for directions to the Tinkers Creek trail as well as to the shopping district and train station is recommended in this area to guide users. Utilization of the old landfill service road as a trail to connect to residences to the south in Twinsburg is recommended. A path along Pettibone Road connecting to Bond Street and the remainder of the community to the west is also recommended. Other improvements for this area include making the crossing of Tinkers Creek a distinct gateway to the district. This would be done with the use of historical district signs and enhancing the culvert with walls which give the impression of crossing a stone bridge. In addition, stream restoration of Tinkers Creek which would eliminate invasive plants and which would restore the

streambank to a habitat that is attractive and interpretive could be undertaken at this entrance (***Figure 14***).

**Area 3: Old Cochran Road from Pettibone Road Intersection to Playfield Parking Lot**

This section of right-of-way is very exposed since it is bounded by the wide grass lawn of the Village Hall on the east and the open area of the playfields to the west. The area is not an inviting environment for pedestrians. Improvements in this area are intended to highlight the Village Hall, develop a sidewalk which can also serve as part of the Tinkers Creek trail system and create a more pedestrian friendly scale to this section of street. Proposed street improvements will widen the roadway up to 6 feet to the west and will also lessen the grade at the crest by about 4 feet.

A cluster of trees is proposed near the north end of Village Hall to frame the building. North of Village Hall street trees are proposed to be planted within the right-of-way between the street and sidewalk. The trees will provide shade and their canopy will create a more pedestrian scale environment. A sidewalk is proposed only for the east side of the street in this area. Sidewalk development is not proposed for the west side of Old Cochran Road from Pettibone Road to the former village hall building due limited space between the roadway and fence and because of the desire to direct people to the side of the street where the renovated houses are located. Preservation of the existing fencing along the playfields is recommended to retain the rural character of the area.

Although not part of the streetscape plan, another suggestion for making this section of road more pedestrian friendly and for creating a better connection between the Pettibone and Cochran clusters of houses, is to relocate some of the remaining houses east of the Wheeling and Lake Erie railroad tracks to the area between the Village Service Garage and Old Cochran Road. In front of the houses on Old Cochran Road, the streetscape would be the same as that in front of the houses on Pettibone Road. The integration of existing trees into the streetscape is recommended to retain the existing rural character of the district and maintain the large canopies these trees provide. Measures will need to be taken to protect these select trees in the road expansion project. A paved crosswalk to the proposed community center building and playfields is recommended to provide access to these facilities and to future residential or commercial areas (***Figure 15***).

**Area 4: Old Cochran Road to Beaver Meadows Creek**

The streetscape plan for this area is a continuation of the plan for Area 3 with the planting of new street trees, the preservation of existing trees, and the development of sidewalks and lighting. Although no streetscape is shown for the west side of Old Cochran Road, the same streetscape should be built when that side of the street is developed. A crosswalk similar to that described in Area 2 is recommended near the last structure to provide a connection between the east side of the street and the proposed trail system along Tinkers Creek. The northen entry to the Town Center district is located where Old Cochran Road crosses Beaver Meadows Creek. This area should be designed as a distinct gateway. Historic district signage, improvements to the bridge (possibly constructing or retrofitting it to look like a covered bridge) and accommodations for a trail crossing are proposed (***Figure 16***).

*Figure 13, Area 1, Pettibone Road, Railroad to Old Cochran Road*

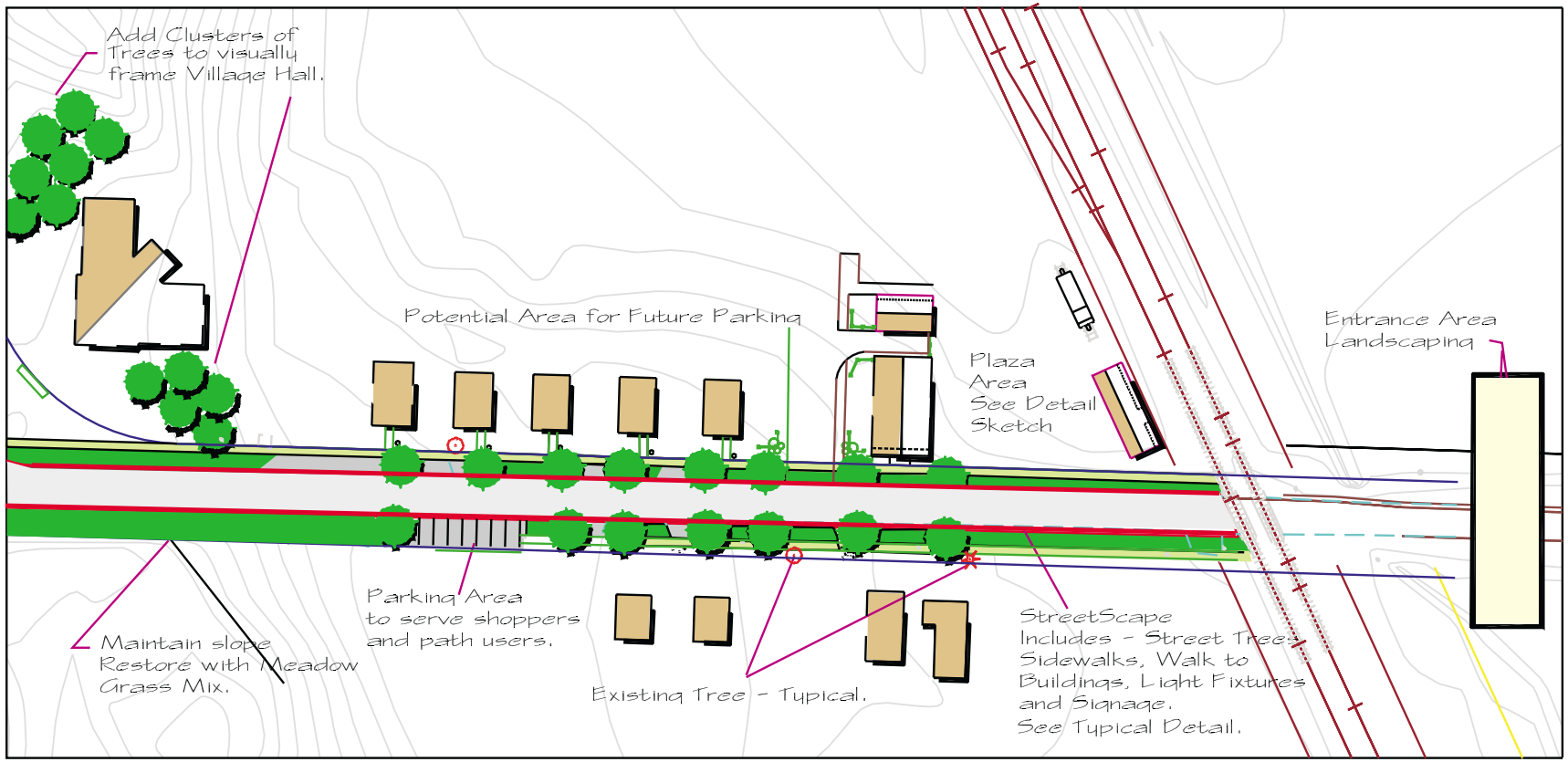


*Figure 14. Area 2, Pettibone Road, Old Cochran Road to Tinkers Creek Bridge*

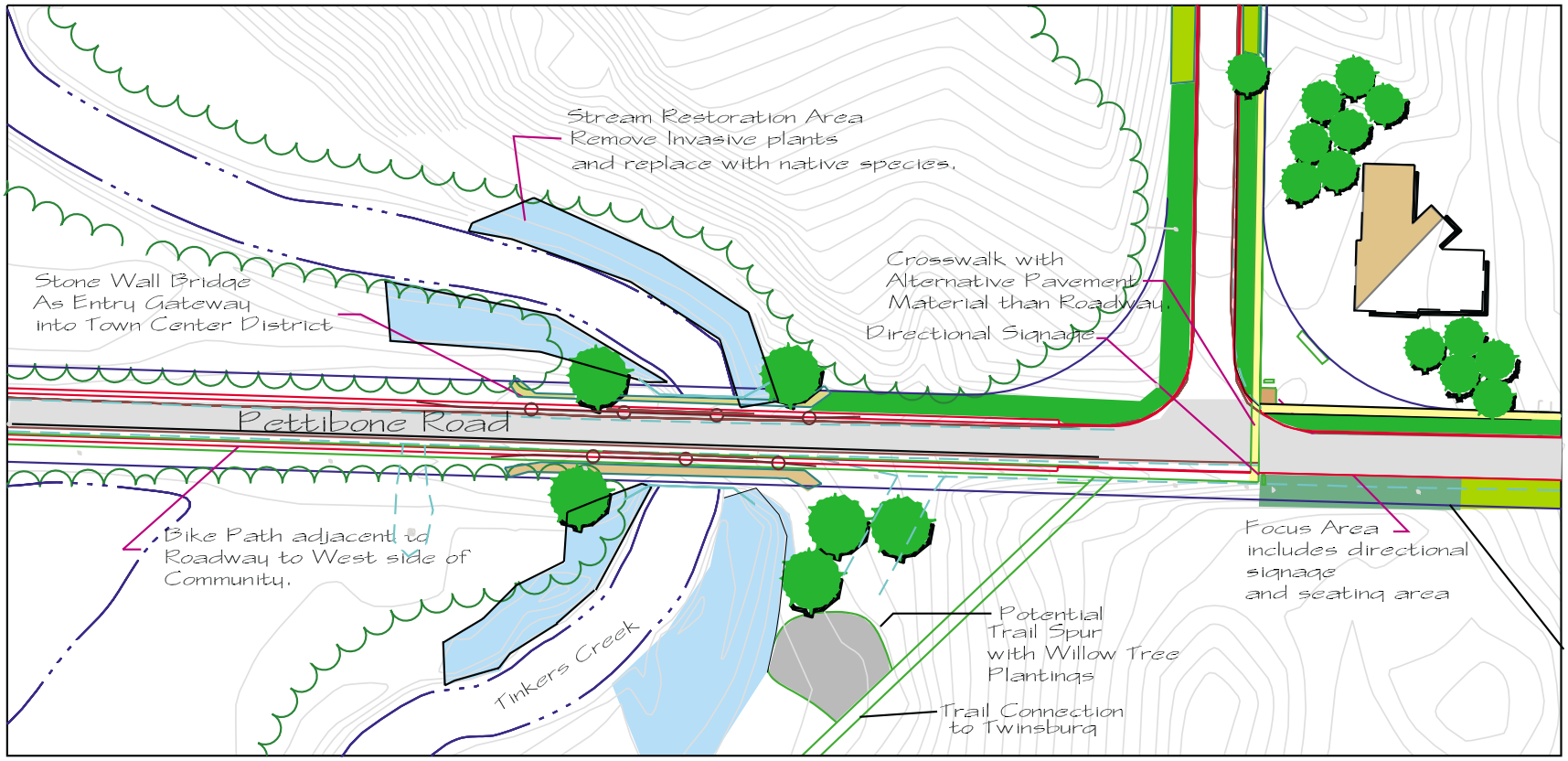


*Figure 15. Area 3, Old Cochran Road, Pettibone Road to Playfields Parking Lot*

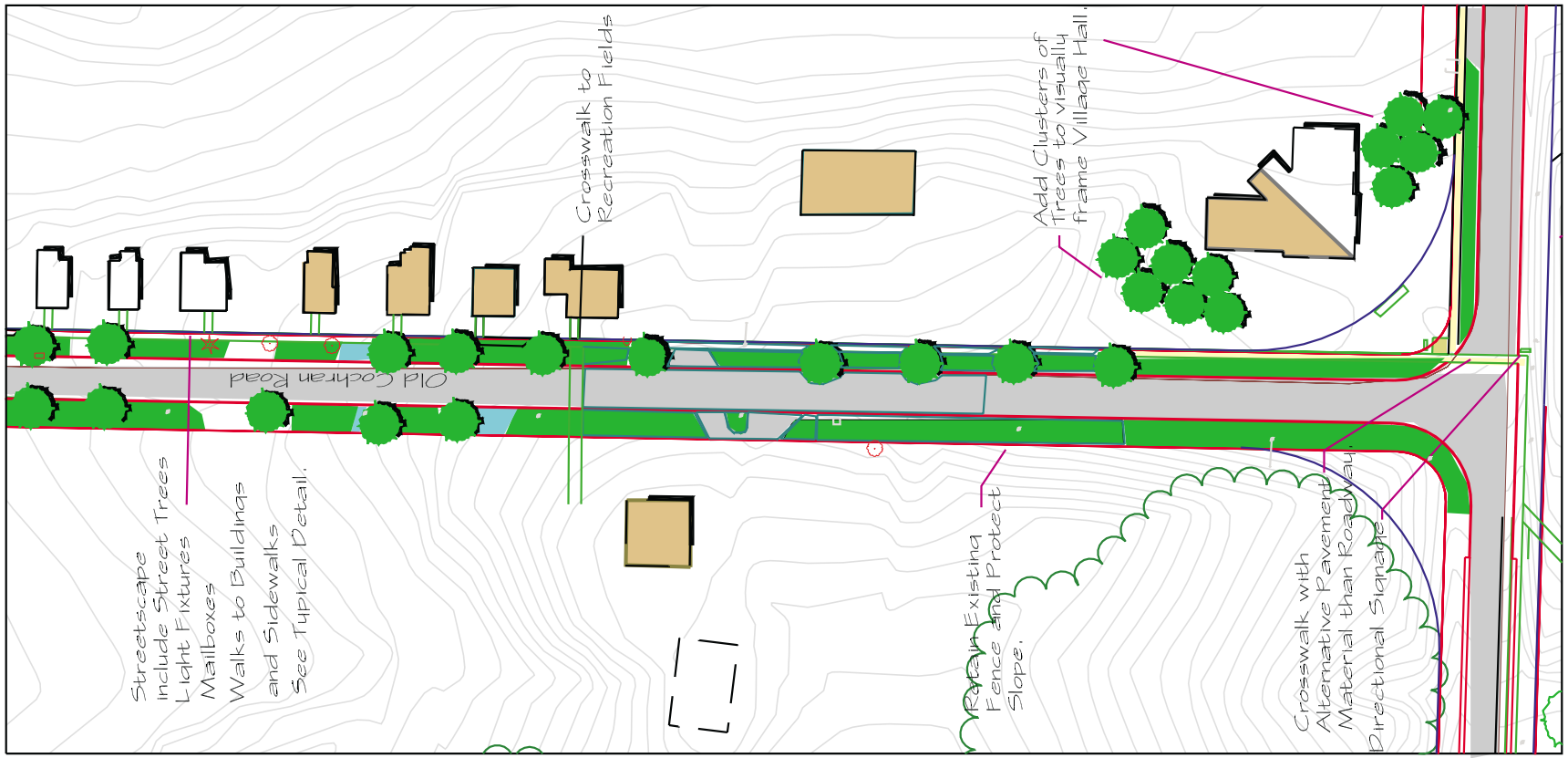
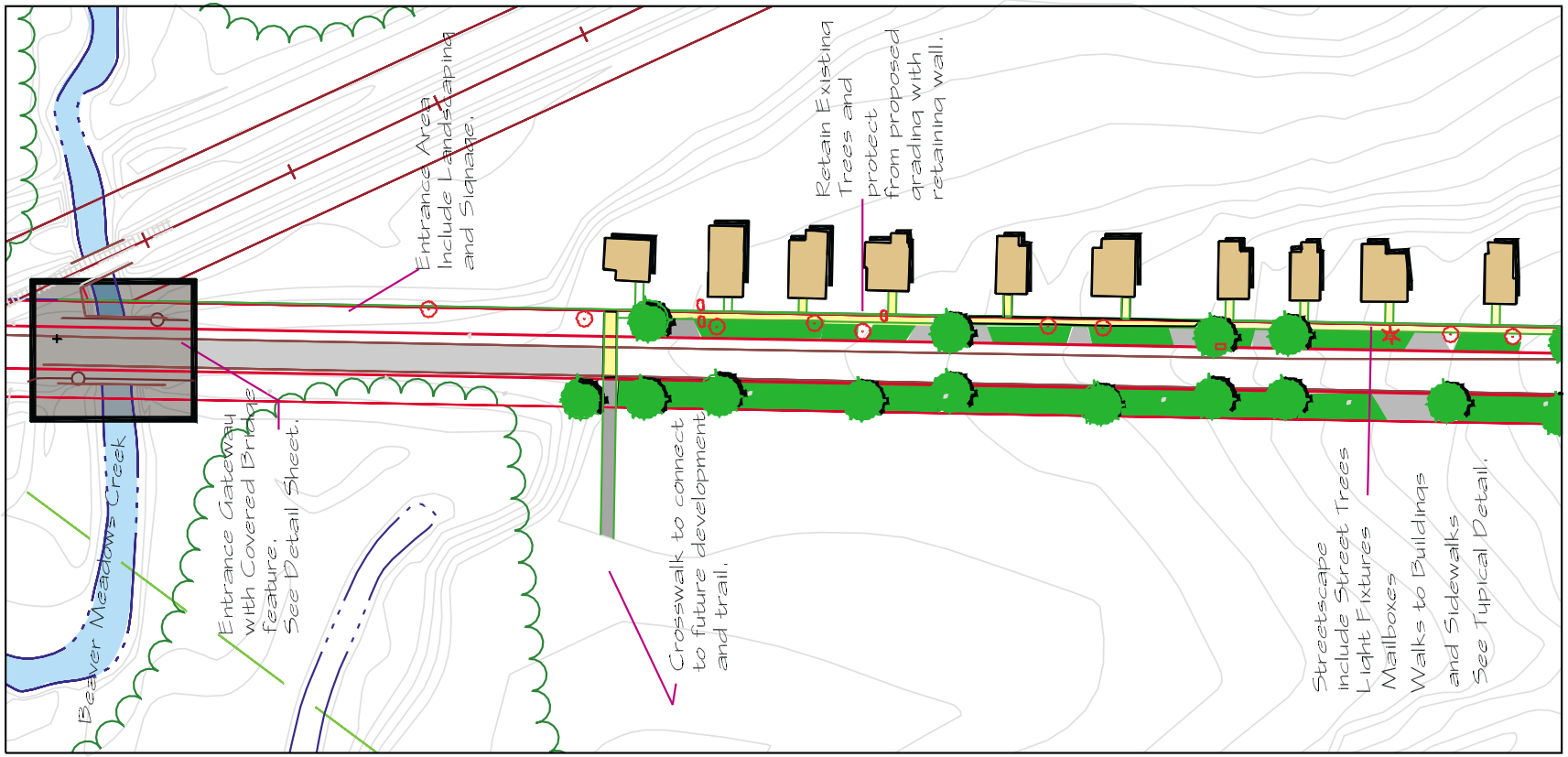


*Figure 16. Area 4, Old Cochran Road to Beaver Meadows Creek*



## Design Element Recommendations

The streetscape design concept recommends using consistent design materials to develop a strong unified character to the Town Center District. These design materials are described further below.

### Street Trees

The street trees recommended for this streetscape should be deciduous trees that have high canopy heights to assist in viewing the storefronts. They should also reflect the rural character of the area while also considering road maintenance factors such as road salt tolerance. Suggested species for use as street trees and the cluster of trees on either side of Village Hall include, but are not limited to:


*Photo 11. Street Trees*

*SOURCE: Ohio State University Plant Directory, 1998*

- ✓ Celzam Maple 'Celebration' (similar to Red Maple)
- ✓ White Ash
- ✓ Sugar Maple
- ✓ Linden

The use of existing saplings in the field on the west side of Old Cochran Road is suggested. Transplanting these as street trees would save costs and would have the benefit of using native plantings.

In addition, the use of the Willow Oak as specimen tree at focal points and in cluster areas is recommended to encourage the rural character and associate with the Village theme.

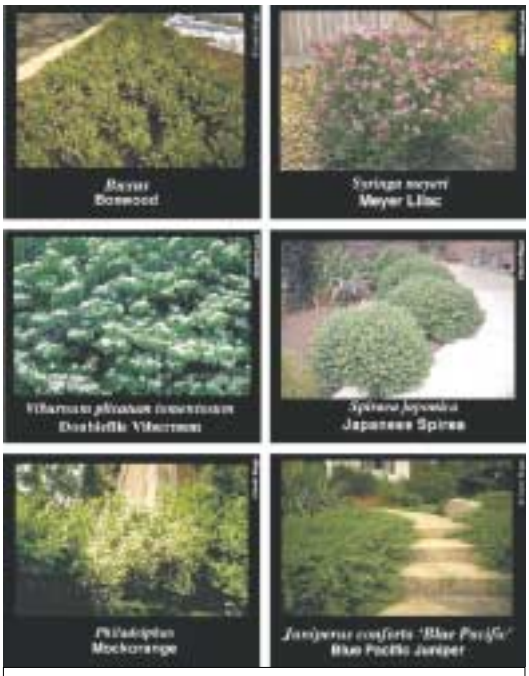



*Photo 12. Foundation Plant Material*

*SOURCE: Ohio State University Plant Director, 1998*

### Foundation Plant Material

The perimeter of the buildings need to have an inviting and neat appearance to attract visitors and emphasize the architecture of the building. The material should also contribute to the historical and rural themes of this district. Suggested foundation plantings include, but are not limited to:

- ✓ Boxwood
- ✓ Viburnum species
- ✓ Mockorange
- Lilac
- Spirea
- Juniper species

*Photo 13. Exposed Aggregate Concrete*

*Photo 14. Gravelpave*

*SOURCE: Invisible Structures*

## Sidewalk

Paving materials should also reflect the rural character and time period for the area. Modern brushed concrete sidewalks would look out of time with the structures. The use of concrete with more exposed aggregate for the pedestrian walks and crosswalks will provide a rural village and historical character to the district without additional maintenance costs. Porous paving or crushed gravel for parking areas will also integrate into the overall character of the district as well as lessen required stormwater managment for the area.

*Photo 15. Light fixture style recommended*

*SOURCE: Holophane*

*Photo 16. Light fixture style recommended*

*SOURCE: Holophane*

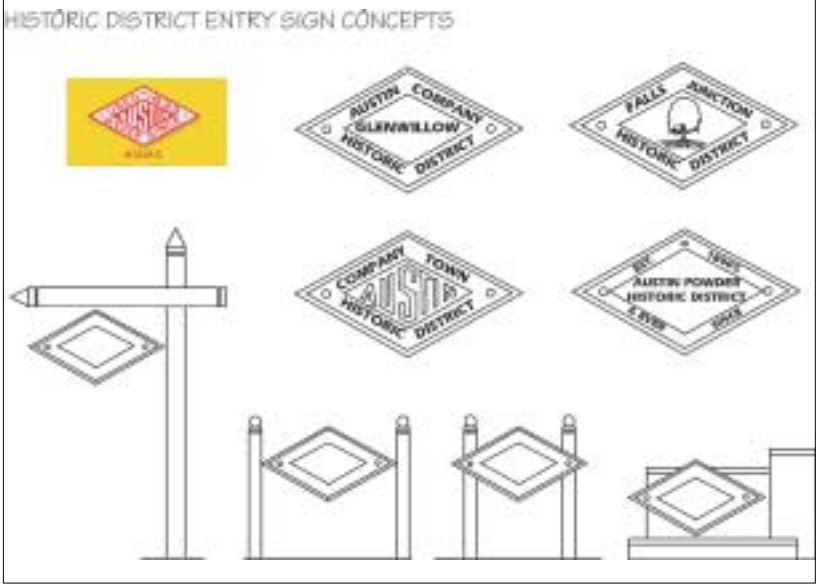
## Lighting

Light fixtures are recommended at the sidewalks heading up to the shop and office entrances. This will provide safety for the pedestrian and district, create a unified element to the streetscape, and add to the rural village character of the district. A pole light fixture at approximately 8 feet in height is recommended similar to ***Photos 15 and 16***. The fixture style should have a simple and historic appearance.

## Signs

Signs are an important component for defining the image of the district and its history. Signs should be of a consistent style and color for entryway signs as well as information or directional signs. Entry sign concepts presented in ***Figure 17*** reflect the Village's history by incorporating the Austin Company logo into a sign design. The alternatives presented show variations on the same theme and also a number of mounting styles. Use of wood or similar material, as shown in ***Photo 17***, is recommended for sign supports.

*Figure 17. Entry sign concepts*



## Other Streetscape Amenities

Amenities that will complement the streetscape appearance and visitor experience includes elements such as benches, trash receptacles and bike racks. The style of these elements as shown in ***Photo 18*** should again reflect the overall theme of the streetscape character to provide a pleasing place to work or shop.

*Photo 17. Potential signage style and materials*

*Photo 18. Bench style*

*SOURCE: Victor Stanley, Inc.*

## Focus Areas

Certain locations within the Town Center District are proposed for more intensive streetscape improvements. These include locations which are designed as entrypoints or as gathering places for people. More detailed information is presented below on issues and considerations for the development of these important locations.

## Train Depot Plaza

The historic Falls Junction train depot is proposed to be relocated to the northwest corner of the Wheeling and Lake Erie's crossing at Pettibone Road and east of the general store building. The building will be rehabilitated and turned into a museum. The area between the general store and the relocated train depot is proposed as a gathering space. The proposed plaza area would serve as a multi-functional space. It would provide an area for people visiting the museum or waiting for train excursions a place to sit. It would provide a gathering place and resting place for shoppers and office workers within the district and it can serve as a Village gathering area for community events. A portion of the site could be designed to accommodate outdoor dining if the general store building was rehabilitated for a restaurant or coffee shop. Also, location of a waiting sation for train excursions should be considered as part of the plaza area in the future (***Photo 19***). ***Figures 18 and 19*** provide suggestions for seating areas with shade trees, walking areas, connections to other facilities in the district, a stage area for events, and landscaped areas to create seasonal interest and variety.

*Photo 19. Train waiting station, Cuyahoga Valley National Park*

## Town Center Gateways

There area three entry points into the Town Center. They include two creek crossings and one railroad track crossing. Each entryway into the Town Center district should highlight these unique features. Below are recommendations for improvements to create distinct first impressions for the district.

*Figure 18. Plaza Alternative 1*

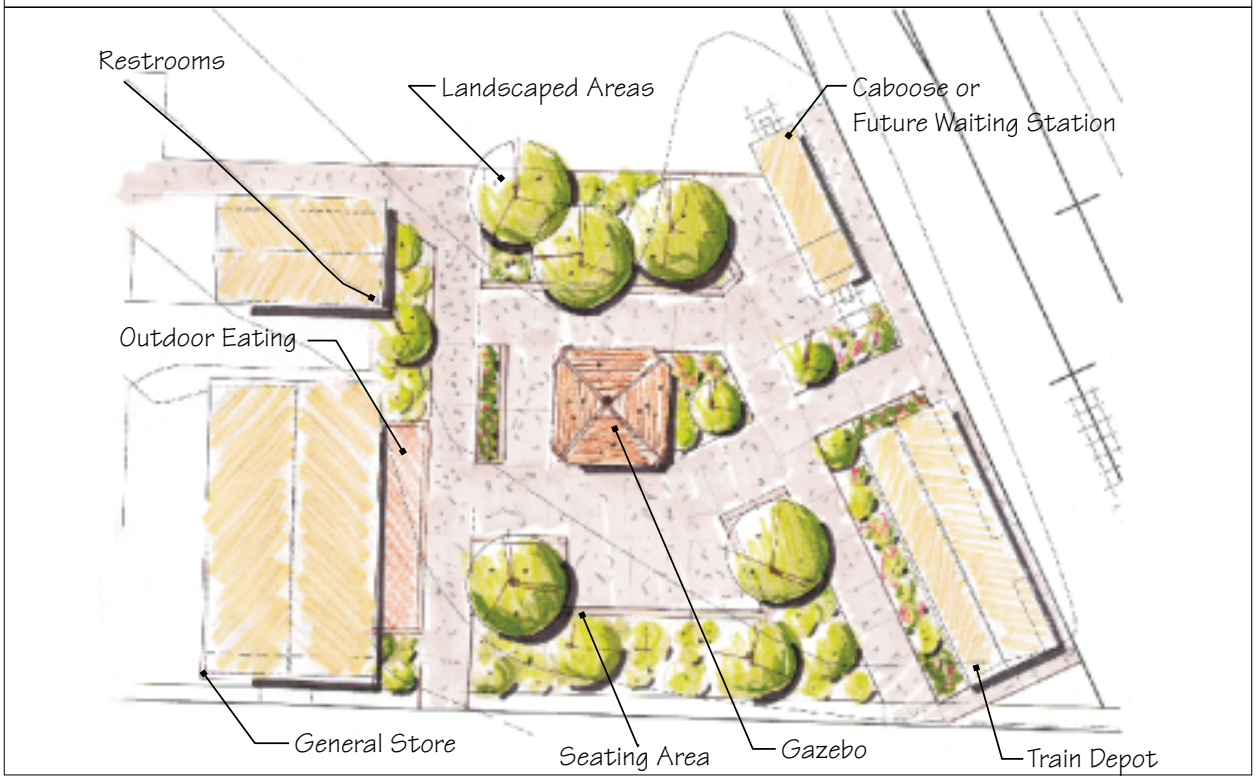



*Figure 19. Plaza Alternative 2*

***Pettibone Road at the Lake Erie and Wheeling Rail Road***
The railroad tracks and proximity to the train depot develop a backdrop to a visitor entering from this direction. Improvements that emphasize this entry as a rail crossing would reinforce the theme for this area. This could include painting the support poles and arms for the flashers and gates in colors which relate to the rehabilitated train depot or which relate to the Wheeling and Lake Erie Railroad. In most cases it is desirable that these structures be gray and blend in with the background of the sky. At this location, however, making them standout could add visual interest to the district and tie them in as components of the entry which were designed to be at that specific location and not generic objects which could be located at any crossing. The name of the crossing or district could also be affixed to the poles or arms. Foundation planting material described above with additional use of a Willow Tree with signage and fencing that is similar to existing fencing is recommended in the design concept (***Figures 20 and 21***).

***Pettibone Road at Tinkers Creek***
Tinkers Creek is culverted under Pettibone Road. Pettibone Road will be upgraded as part of the County roadway project. The roadway project provides an opportunity to incorporate gateway improvements into the design. To highlight the fact that the entryway is a water crossing, the design of the roadway should incorporate improvements which create the impression of crossing on a bridge. It is recommended that the design create the appearance of a bridge with stone walls. Elements of the design should not be too ornate. It should complement the rural character which is proposed for the rest of the district. The stone pattern could be achieved by the use of concrete forms. An irregular stone pattern is suggested. Lighting and banners could also be incorporated into the design to further highlight the sense of entry. Historic area signs announcing the district should also be part of the overall gateway design. Other improvements at this entryway could include the planting of Willow Trees near Tinkers Creek and streambank restoration to eliminate invasive plants and reintroduce native plants that are attractive and interpretive of the Creek's habitat (***Figure 22***).

***Old Cochran Road at Beaver Meadows Creek***
With the opening of new Cochran Road, the amount of through traffic, especially truck traffic will be reduced on Old Cochran Road. This entry into the Town Center is also a water crossing and a gateway similar to that proposed for Pettibone Road could also be developed at this location. Another option for designing a gateway which contributes to the sense of rural character, is to design the Old Cochran Road crossing of Beaver Meadows Creek either as or with the appearance of a covered bridge. This option would create an even more distinct entry than a stone wall bridge but would be more involved and more expensive.

The existing bridge span is approximately 70 feet and sits about 10 feet over the creek. While the roadway itself is only 23 feet wide, the distance between the outside edge of the bridge walls is 43 feet wide. The bridge is to be rehabilitated as part of the County roadway project before it is turned over to the Village. Historic district signage and landscaping should also be included in the entryway design. The Glenwillow Master Plan and the Town Center Plan also identify this location as an entrypoint to the district for an all-purpose trail which could be constructed along Tinkers Creek and which could connect the Town Center to the existing Cleveland Metroparks trail to the northwest and the Twinsburg trail to the south. The design of any improvement to the bridge over Beaver Meadows

*Figure 20. Pettibone Road and Wheeling & Lake Erie Railroad-Gateway*

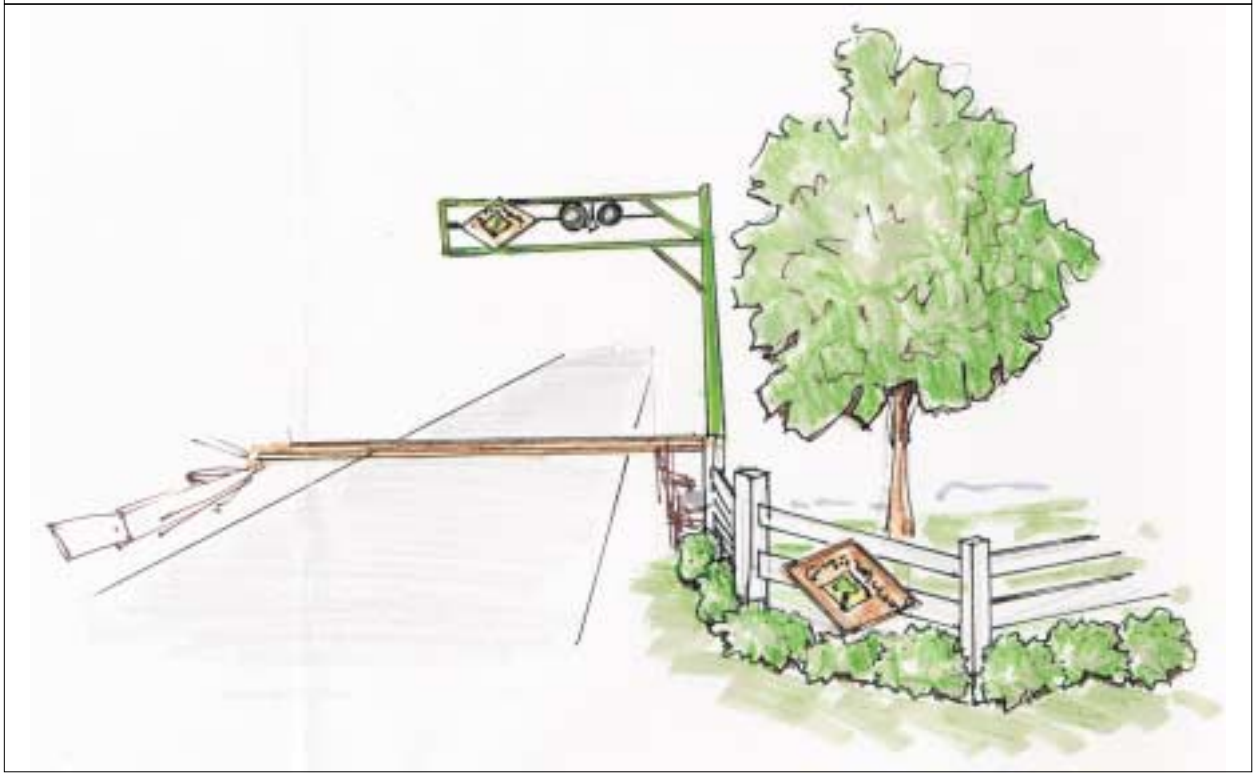


*Figure 21. Pettibone Road and Wheeling & Lake Erie Railroad-Gateway*

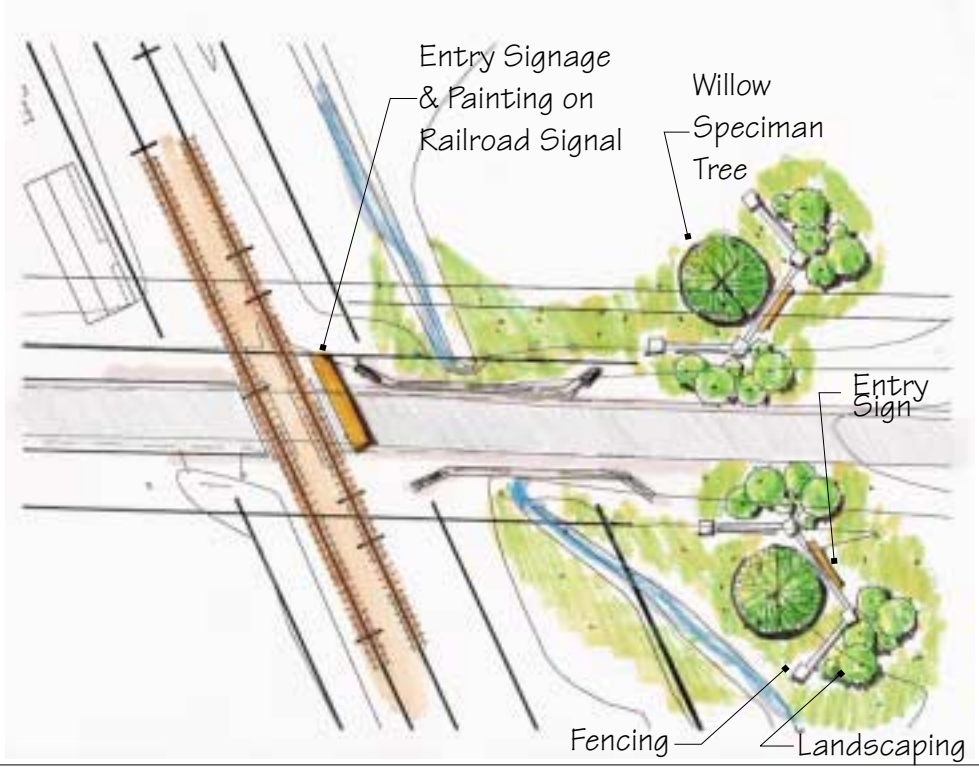


*Figure 22. Glenwillow Town Center, Pettibone Road - Gateway*


Creek should allow space for the trail crossing. It is envisioned that this crossing would be part of a main trail so 10 feet should be reserved for a trail or a lane.

Covered bridges were originally constructed in this area because wood was cheap and readily available as a building material, and covering the wooden truss-work and planks with a roof protected the bridge from the elements and extended its life. Covered bridges have become an attraction which draws people. There are web sites devoted to Ohio's historic and covered bridges and Ashtabula County has an annual festival centered on its 16 covered bridges. Covered bridges come in many different designs. According to the Ashtabula County engineer, wood trusses can meet the structural requirements for roadways. The above photographs illustrate some of the many forms these bridges have taken in Ohio.

The idea of constructing new covered bridges is more common than would be expected. A number of covered bridges have recently been constructed or substantially rehabilitated in Ohio. During the 1990's the Ashtabula County Engineer John Smolen designed and constructed two new covered bridges. In 1995 the 107-foot long Giddings Road Bridge and in 1998 the 110-foot long Netcher Road Bridge were constructed with funding using enhancement mon-

*Photo 20. Covered Bridges*

*SOURCE: Covered Bridges of Northeast Ohio and Western Pennsylvania website.*


*Photo 21. Giddings Road Bridge*

*Ashtabula County Covered Bridge Festival Website*


*Photo 22. Netcher Road Bridge*

*Ashtabula County Covered Bridge Festival Website*

eys from the TEA-21 program. The Giddings Road bridge cost $285,000 while the price for the Netcher Road Bridge (which was more elaborate) was $550,000. In 1999, using federal grants, a 162-foot long covered bridge was opened in Williams County in northwest Ohio. There is a current effort underway in Clermont County in southwest Ohio to enhance a bridge replacement project with a wood-frame structure to replicate a covered bridge torn down in 1928. A local residents committee in Goshen Twp. is working with the Clermont County Engineer and is trying to raise an extra $100,000 above the bridge replacement cost to add the historical enhancement. Cuyahoga Falls is currently assessing a request by a developer to construct a required bridge for a residential subdivision as a covered bridge. The developer wants to provide the development with a rural feel. The City had collected $200,000 for a conventional bridge (100 foot span) through the assessment of a $1,000 fee each on lot in the subdivision's previous phases. The developer would participate in funding the additional cost.

Closer to Glenwillow the National Park Service reconstructed the Everett Road covered bridge in the Cuyahoga Valley National Park in 1986. The Park Service designed the bridge in-house and the total project cost, including stream bank stabilization came to $325,000.

***Case Study - Olmsted Falls***

A new covered bridge was constructed in Cuyahoga County in 1998 in Olmsted Falls. The bridge was the inspiration of the Olmsted Falls Kiwanis and was constructed on the site of an old bridge which had been closed for 10 years. It was designed by Donald Timmer of Richland Engineering in Strongsville and was constructed using Amish workers. The bridge is internally illuminated. The span is 90 feet in length and approximately 30 feet above the creek below. Raising money was the biggest obstacle. The Kiwanis began by selling pavers at $50 apiece to help pay for it but found that they could not pay for it. The $20,000 they raised that way went to pay for incidentals. The total bridge cost was around $300,000 to $320,000 for a completely new structure. While attempts to fund the bridge through state agencies were unsuccessful, the area's state representative took an interest in the project and was able to secure it in the governor's budget. The State of Ohio provided $125,000 of the cost while the City of Olmsted Falls funded $75,000. A philanthropic donation, which included naming rights for the bridge, provided another $80,000. Cuyahoga County provide in-kind services worth approximately $40,000 to remove the old bridge. From the time the idea was initially presented to the time of construction a total of 3 years had passed. Actual construction included 2 months of off-site work and 3 months of on-site assembly. The engineer provided the names of potential builders. Out of the 9 companies which were contacted, 3 provided bids.

***Photos 23 and 24*** show the Old Cochran Road entry to the Town Center with the Everett Road and Olmsted Falls Bridges superimposed on it.

*Photo 23.*

*Photo 24.*

The foregoing examples give a sense of scale of the financial obligation in the construction of a new covered bridge. Most of these spans were approximately 100 to 120 feet long compared to the 70 foot span on Old Cochran Road. A variety of funding sources were tapped to construct these bridges. The development of an entry with stone walls (as is proposed for the Pettibone Road entrance) could be developed sooner than the construction of a wooden bridge or a wooden cover on the existing bridge. The development of those options would require additional engineering studies and the identification of funding. Waiting to develop such a structure may also provide time to negotiate with the selected developer or possibly the Metroparks (if the valley is preserved as a reservation and a trail is constructed) for participation in the design and funding.

The first step in further investigations of a covered bridge is to hire an engineering firm to assess the situation on Old Cochran Road. Previously the Village should visit various covered bridges in the area and get a sense of what style and type they are looking for. A preference of whether the Village would rather construct a wooden structure on the existing bridge (if that is possible) or construct an entirely new wooden truss bridge should be determined. That will affect the focus of the engineering contract. The Village's desire for authenticity and its willingness or ability to find or commit a larger amount of funding would be the main determinants. A rule-of-thumb for engineering and design work is 7% of the project costs. If a bridge were to cost $300,000 to $350,000 then the engineering and design contract would be approximately $20,000 to $25,000.

Further contacts on the engineering of covered bridges include:

- ✓ John Smolen, Ashtabula County Engineer - 1-440-576-6424
- ✓ Donald Timmer, P.E. (Semi-retired) - Richland Engineering, Strongsville - 1-440-846-1144
- ✓ Ron Maddox - DLZ-Dodson-Stilson Engineering, Columbus - 1-614-848-4141

## Conclusion

The streetscape design concept will set a tone for the district and create an inviting and cohesive place for people to visit and use. Together, the elements outlined form a function for appearance and character within the Town Center which future development projects should complement.

## Preliminary Design Cost Estimate

To assist in formulating the next steps for funding and implementation of the streetscape concept, a preliminary cost estimate has been developed. The cost estimates developed also include figures for improvements which are not part of the initial streetscape construction, but which are site improvements for adjacent property near the company structures which also set the context for upgrading the existing buildings and constructing new buildings. The figures are divided into three sections:

- ✓ Streetscape
- ✓ Site Improvements
- ✓ Plaza Alternatives

Streetscape covers elements within the public rights-of-way such as:

- ✓ street trees,
- ✓ sidewalks,
- ✓ light fixtures and posts,
- ✓ new mailboxes and posts
- ✓ entryway trees and signs.

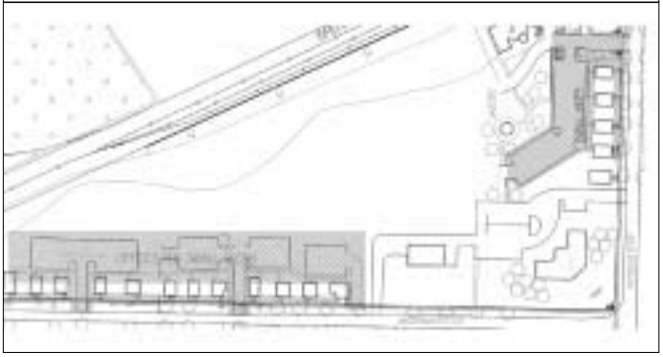
The areas covered by the streetscape estimates are shown in ***Figures 13 to 16***. The estimates do not include the cost of a covered bridge or the construction of decorative walls on existing bridges.

The site improvements include improvements around the company houses which would be required to upgrade the properties so that they could function for retail and office uses. These improvements include:

- ✓ new plantings along the foundations of the houses,
- ✓ development of parking lots to the rear of the houses (The total cost figures indicate the use of porous paving material which is recommended for environmental and aesthetic reasons. The initial cost is higher than that of asphalt. The alternative cost for asphalt is also given as an option),
- ✓ walkways to the houses from both the sidewalk and the parking to the rear.

The areas covered by these improvements are shown in ***Figure 23***.

*Figure 23, Parking Areas and Walkways*



The plaza alternatives were illustrated in ***Figures 18 and 19*** and include such enhancements as:

- ✓ trees and shrubs,
- ✓ lighting fixtures,
- ✓ paving materials,
- ✓ seating areas.

The details of the estimated costs are provided in the following tables. Final

costs can be determined when detailed design and engineering plans are put together. At this time it is estimated that streetscape and site improvements along Pettibone and Old Cochran will cost in the range of:

- ✓ Streetscape - $283,000 (Pettibone - $160,000 / Old Cochran - $123,000)
- ✓ Site Improvements - $258,000
- ✓ Plaza Alternatives - $70,000 to $85,000.

## STREETSCAPE PRELIMINARY DESIGN - COST ESTIMATES

### Streetscape

| **Pettibone Road** | **Quantity** | **Cost Per Item** | **Total Cost** |
|---|---|---|---|
| **Street Trees** | 20 | $125.00 | $2,500.00 |
| 'Celzam' Maple @ 2-1/2" caliper | | | |
| (approx. 15' in height) | | | |
| (Source:Lake County Nursery) | | | |
| Labor | 20 | 1-1/2mh/tree 28.87 | $577.00 |
| **Exposed Aggregrate Pavement** | | | |
| Includes Material & Labor for Installation | | | |
| (Source: Behnke & Associates) | | | |
| Area #1 - North Sidewalk | 4949s | $9.00/sf | $44,541.00 |
| Area #1 - South Sidewalk | 2223 sf | $9.00/sf | $20,007.00 |
| Area #2 - Sidewalk to Bridge | 2058 sf | $9.00/sf | $18,522.00 |
| **Lighting Fixtures** | | | |
| *Holophane* | | | |
| RSL -350 Residential Postop | 7 | $600 | $4,200.00 |
| **Lighting Post** | | | |
| 10' height | | | |
| Aluminum Decorative | 7 | $400 | $2,800.00 |
| (Source: Holophane | | | |
| List Price Schedule, 1999) | | | |
| Labor for installation of fixtures | 7 | $68.50 each | $479.00 |
| (Source: RS Means) | | | |
| Labor for Trenching for conduit | 300lf | $5.00/lf | $1,500.00 |
| **Mailboxes & Posts** | 7 | $150.00 each | $1,050.00 |
| (does not include labor) | | | |
| **Subtotal** | | | **$96,176.00** |
| **Willow Trees at Gateway** | 6 | $106.25 | $637.50 |
| @ 2" caliper | | | |
| (Source: Lake County Nursery) | | | |
| Labor | 6 | 28.87/tree | $173.00 |
| **Stream Restoration** | | $5,000 | $5,000.00 |
| **Entry Sign** | 2 | $1000 | $2,000.00 |
| **Directional Signs** | 3 | $500 | $1,500.00 |
| **Pedestrian Crossing Signals** | 2 | $8,700 | $17,400.00 |
| **Parking Area** | | | |
| GravelPave | 3085 sf | $1.89/sf | $5,830.00 |
| Basecourse- 4" deep compacted | 342 sy | $4.84/sy | $1,655.00 |

| | | | |
|---|---|---|---|
| (includes labor and equipment RSMeans) | | | |
| 1" fill for GravelPave rings | 342sy | $1.25/sy | $427.00 |
| Labor | 8 mnhrs | $25.63 /hr | $205.00 |
| (Source Ohio Dept of Labor, Prevailing Wage) | | | |
| (does not include grading) | | | |
| Subtotal: | | | $8,117.00 |
| | | | |
| *Option #2 - Asphalt* | | | |
| *Asphalt -* | *3085 sf* | *$1.44/sf (+102.9% CostIndex)* | *$4,570.00* |
| 6" stone base, 2" binder course, 1"topping | | | |
| (does not include grading costs) | | | |
| Source: RSMeans) | | | |
| **Fencing** | 200 lf | $11.00/lf | $2,200.00 |
| Vinyl Split Rail Fence | | | |
| (Bufftech Plastic Fence 3 rail post with | | | |
| %"x5" posts set in concrete footer- Borchert Fence Co, Cleveland) | | | |
| **Village Hall Cluster Trees** | 12 | $125.00 | $1,500.00 |
| Willow Oak @ 2" caliper | | | |
| Labor for Tree Planting | 12 | $28.87 each | $346.00 |
| (RS Means) | | | |
| ***GravelPave Option -Subtotal:*** | | | ***$38,874.00*** |
| | | | |
| Total: | | | $135,050.00 |
| | | | |
| Design & Engineering Costs @ 7.2% | | | $9,723.00 |
| Contingency Costs @ 10% | | | $14,477.00 |
| **Total:** | | | **$159,250.00** |

| **Old Cochran Road** | **Quantity** | **Cost Per Item** | **Total Cost** |
|---|---|---|---|
| **Street Trees** | 28 | $125.00 | $3,500.00 |
| 'Celzam' Maple @ 2-1/2" caliper | | | |
| (approx. 15' in height) | | | |
| (Source:Lake County Nursery) | | | |
| Labor | 28 | $28.87/tree | $808.00 |
| **Exposed Aggregrate Pavement** | | | |
| Includes Material & Labor for Installation | | | |
| (Source: Behnke & Associates) | | | |
| Area #3 - Sidewalk | 2952 sf | $9.00/sf | $26,568.00 |
| Area #4 - Sidewalk | 2210 sf | $9.00/sf | $19,890.00 |
| Crosswalks | 1166sf | $9.00/sf | $10,494.00 |
| **Lighting Fixtures** | | | |
| *Holophane* | | | |
| RSL -350 Residential Postop | 17 | $600 | $10,200.00 |
| **Lighting Post** | | | |
| 10' height | | | |
| Aluminum Decorative | 17 | $400 | $6,800.00 |
| (Source: Holophane | | | |
| List Price Schedule, 1999) | | | |
| Labor | 17 | $68.50 each | $1,164.00 |
| Labor for trenching for conduit | 700lf | $5.00/lf | $3,500.00 |
| **Mailboxes & Posts** | 17 | $150.00 each | $2,550.00 |
| (does not include labor) | | | |
| (Source: Mailbox Installers Website, Miamiville, OH) | | | |
| **Subtotal** | | | **$85,474.00** |
| | | | |
| **Entry Sign** | 1 | $1000 | $1000.00 |
| **Directional Signs** | **2** | $500 | $500.00 |
| **Pedestrian Crossing Signals** | 2 | $8,700 | $17,400.00 |

| | | | |
|---|---|---|---|
| (RSMeans) | | | |
| **Subtotal:** | | | **$18,900.00** |
| **Total:** | | | **$104,374.00** |
| Design & Engineering Costs @.2% | | | $7,515.00 |
| Contingency Costs @ 10% | | | $11,180.00 |
| **Total:** | | | **$123,077.00** |

## Site Improvements

### Old Cochran Road

| | | | |
|---|---|---|---|
| **Foundation Planting at Houses** | | | |
| 10 shrubs/small trees at | 170 | $14.00 | $2,380.00 |
| 12 houses on north side of Pettibone | | | |
| various species @ #2 container size | | | |
| Labor for shrub planting | 170 | $12.00 each | $2,040.00 |
| (RS Means) | | | |
| **Subtotal** | | | **$4,420.00** |
| | | | |
| **Parking Lot and Walkways** | | | |
| **Parking areas** | | | |
| **Gravel Pave** | 30,320sqft | $1.89/sf | $57,304.00 |
| Base Course - 4" deep compacted | 3,368 sy | $4.84/sy | $16,301.00 |
| 1" fill for GravelPave rings | 3,368 sy | $1.25/sy | $4,210.00 |
| Labor | 48 mnhrs | $25.63/hr | $1,230.00 |
| (Source: Ohio Dept of Labor, Prevailing Wage) | | | |
| (does not include grading) | | | |
| Subtotal: | | | $79,045.00 |
| *Option #2 - Asphalt* | | | |
| *6" stone base, 2" binder course, 1" topping* | *30,320sf* | *$1.44/sf (+102.9%costindex)* | *$44,926.00* |
| *(does not include grading)* | | | |
| (Source: RSMeans) | | | |
| **Drives** | | | |
| **GravelPave** | 6405sqft | $1.89/sf | $12.105.00 |
| Base Course - 4" deep compacted | 711 sy | $4.84/sy | $3,441.00 |
| 1" fill for GravelPave rings | 711 sy | $1.25/sy | $888.00 |
| Labor | 14 manhours | $25.63/hr | $358.00 |
| (Source: Ohio Dept of Labor, Prevailing Wage) | | | |
| (does not include grading) | | | |
| Subtotal: | | | $16,792.00 |
| *Option #2 - Asphalt* | | | |
| *6"stone base, 2" binder course, 1" topping* | *6405 sf* | *$1.44/sf (+102.9%costindex)* | *$9,490.00* |
| (Source: RSMeans) | | | |
| (does not include grading) | | | |
| **GravelPave Option Subtotal** | | | **$95,837.00** |
| | | | |
| **Walks** | | | |
| Along Parking Lot (5 foot wide) | 670 lf/3350 sf | $9.00/sf | $30,150.00 |
| To Houses- From Parking 4 ft wide | 136lf/544sf | | $4,896.00 |
| From Sidewalk 4 ft wide | 1441f/576sf | | $5,184.00 |
| To Street from Parking (5 foot wide) | 1061/530sf | | $4,770.00 |
| **Subtotal** | | | **$45,000.00** |

### Pettibone Road

| | | | |
|---|---|---|---|
| **Foundation Planting at Houses** | | | |
| 10 shrubs/small trees at | 50 | $14.00 | $700.00 |

| | | | |
|---|---|---|---|
| 5 houses on north side of Pettibone | | | |
| various species @ #2 container size | | | |
| Labor for shrub planting | 50 | $7.05 each | $352.00 |
| (RS Means) | | | |
| **Parking Lot and Walkways** | | | |
| **Parking areas** | | | |
| **Gravel Pave** | 16,559sqft | $1.89/sf | $31,296.00 |
| Base Course - 4" deep compacted | 1,839 sy | $4.84/sy | $8,900.00 |
| 1" fill for GravelPave rings | 1,839 sy | $1.25/sy | $2,298.00 |
| Labor | 28 mnhrs | $ 25.63/hr | $717.00 |
| (Source: Ohio Dept of Labor, Prevailing Wage) | | | |
| (does not include grading) | | | |
| Subtotal | | | $43,211.00 |
| *Option #2 - Asphalt* | | | |
| 6" stone base, 2" binder course, | | | |
| 1" topping | *16,559 sf* | *$1.44/sf* (+102.9%cost index) | $24,535.00 |
| (Source: RSMeans) | | | |
| (does not include grading) | | | |
| **Drives** | | | |
| GravelPave | 4109sqft | $1.89/sf | $7,766.00 |
| Base Course - 4" deep compacted | 456 sy | $4.484/sy | $2,207.00 |
| 1" fill for GravelPave rings | 456 sy | $1.25/sy | $570.00 |
| Labor | 10mnhrs | $25.63/hr | $256.00 |
| (Source: Ohio Dept of Labor, Prevailing Wage) | | | |
| (does not include grading) | | | |
| Subtotal: | | | $10,799.00 |
| *Option #2 - Asphalt* | | | |
| 6" stone course, 2" binder course, 1" topping | 4109sf | $1.44/sf (+102.9%cost index) | $6,087.00 |
| (Source: RSMeans) | | | |
| **Subtotal** | | | **$54,806.00** |
| | | | |
| **Walks** | | | |
| Along Parking Lot | 215 lf/1075sf | $9.00/sf | $9,675.00 |
| (5 foot wide) | | | |
| To Houses - From Parking 4 ft wide | 58lf/522sf | | $4,698.00 |
| From Sidewalk 4 ft wide | 42lf/168sf | | $1,512.00 |
| To Street from Parking | 63lf/315sf | | $2,835.00 |
| (5 foot wide) | | | |
| **Subtotal** | | | **$18,720.00** |
| Total: | | | $218,783.00 |
| | | | |
| Design & Engineering Costs @ 7.2% | | | $15,752.00 |
| Contingency Costs @ 10% | | | $23,453.00 |
| **Total** | | | **$257,988.00** |

**Notes**:

Construction Drawings and Specifications are recommended for this project to ensure quality and proper construction practices.

Final plant selection and installation should be conducted by a certified nurseryman.

Final Lighting Fixture Layout and wattage selection should be conducted by the supplier of the fixture being purchased.

Conduit across roadway ,to connect to the main electrical source, should be installed during the road construction phase.

Stream Restoration Plans should be conducted by the Village Landscape Architect in partnership with the Cuyahoga Soil & Water District Office.

Final sign design and layout should be conducted by a Graphic artist and sign company.

Final color of the aggregate concrete should be approved by the Village Landscape Architect and sample panels provided to the Village prior to final approval for material and installation.

Exposed Aggregate Concrete crosswalk needs to be researched and specified to meet ODOT mix requirements for road construction pavement.

The use of B&B plants is preferred for all plant material proposed.

Tree Planting Labor does not include cost for topsoil, site preparation and freight costs.

## Plaza Alternatives

| **Plaza Alternative 1** | **Quantity** | **Cost Per Item** | **Total Cost** |
|---|---|---|---|
| Landscaping | | | |
| Ornamental Trees | 5 | $100.00 | $500.00 |
| Labor | 5 | $28.87/tree | $144.00 |
| (Source:Lake County Nursery) | | | |
| Perennials | 100 | $5.00 | $500.00 |
| Deciduous Shrubs | 25 | $14.00 | $350.00 |
| Evergreen Shrubs | 25 | $14.00 | $350.00 |
| Labor | 150 | $12.00 | $1,800.00 |
| Lighting Fixtures | 8 | $300.00 | $2,400.00 |
| Bollards | | | |
| **Exposed Aggregrate Pavement** | 6675 sq ft | $9.00/sf | $60,075.00 |
| Includes Material & Labor for Installation | | | |
| (Source: Behnke & Associates) | | | |
| **Retaining Seat Wall** | 210 lf/70cy | $68.50/cy | $4,795.00 |
| Labor | | | $480.00 |
| **Gazebo Structure** | 336 sf | | $8,250.00 |
| *Poligon* Structure | | | |
| "Marquee" Style with | | | |
| Metal Roof | | | |
| Materials Only | | | |
| **Subtotal:** | | | **$79,544.00** |
| Design & Engineering Costs @ 7.2% | | | $5,743.00 |
| Contingency Costs @ 10% | | | $8,528.00 |
| T**otal:** | | | **$85,287.00** |

| **Plaza Alternative 2** | **Quantity** | **Cost Per Item** | **Total Cost** |
|---|---|---|---|
| **Landscaping** | | | |
| Ornamental Trees | 7 | $100.00 | $700.00 |
| Labor | 7 | $28.87 | $202.00 |
| Perennials | 100 | $5.00 | $500.00 |
| Deciduous Shrubs | 20 | $14.00 | $280.00 |
| Evergreen Shrubs | 20 | $14.00 | $280.00 |
| Labor | 140 | $12.00 | $1,680.00 |
| **Lighting Fixtures** | 10 | $300.00 | $3,000.00 |
| Bollards | | | |
| **Concrete Paver Plaza & Stage** | 5485 sq ft | $9.00/sf | $49,365.00 |
| Includes Material & Labor for Installation | | | |
| (Source: Behnke & Associates) | | | |
| **Retaining Seat Wall** | 180 lf/60cy | $68.50/cy | $4,110.00 |
| **Subtotal:** | | | **$60,117.00** |
| Design & Engineering Costs @7.2% | | | $4,328.00 |
| Contingency Costs @ 10% | | | $6,444.00 |
| **Total:** | | | **$70,889.00** |

## OVERALL DEVELOPMENT PLAN

As previously mentioned, converting the company houses into small shops and offices would be the preferable option, not only from a purely economic development standpoint but also from a community image perspective. Additional small amounts of commercial and office space could also be developed to complement the conversions, provide space to desirable uses which could not use the converted houses, and also increase the value of the property. A residential presence in the district is also desirable to create activity at those times that most businesses would not be open.

While the population of the Village itself is not great, there are substantial working and residential populations in adjacent communities and the Town Center is on a major travel route which will become increasingly busy as new industrial and residential development is constructed within Glenwillow. The following satellite image (***Figure 24***), taken in the fall of 2000 shows the density of development surrounding the Village. The nearest major retail centers are located between 1.5 to 4.5 miles away from the intersection of Old Cochran and Pettibone.

Glenwillow's population has remained steady at around 450. This number should increase over the next few years as new subdivisions are built off Richmond and Pettibone Roads. The Village's master plan projects a build-out population of approximately 1,500 residents. The surrounding area, especially northern Summit County, has grown tremendously over the last decade. Population increases in adjacent communities are as follows:

| Community | 1990 Population | 2000 Population | Increase |
|---|---|---|---|
| Oakwood | 3,392 | 3,667 | 8% |
| Solon | 18,548 | 21,802 | 17% |
| Macedonia | 7,509 | 9,224 | 22% |
| Twinsburg | 9,606 | 17,006 | 77% |

In addition, 14,000 people work in Solon in businesses off Cochran Road and another 4,000 to 8,000 will occupy future industrial space within the Village of Glenwillow. There is a substantial residential and daytime working population surrounding the Village.

The following schematic shows how the Town Center may lay out based upon the previous analysis.

As illustrated the development plan for the Town Center would include:

- ✓ 56,000 to 72,000 square feet of new retail/office space
- ✓ 23,000 square feet of renovated retail/office space (company houses and general store)
- ✓ 35 to 40 new single-family homes.

*Figure 24. Satellite Image of Surrounding Development, October, 2000*

*SOURCE: LANDSAT 7 (Ohio LINK LANDSAT 7 Satellite Data Server)*

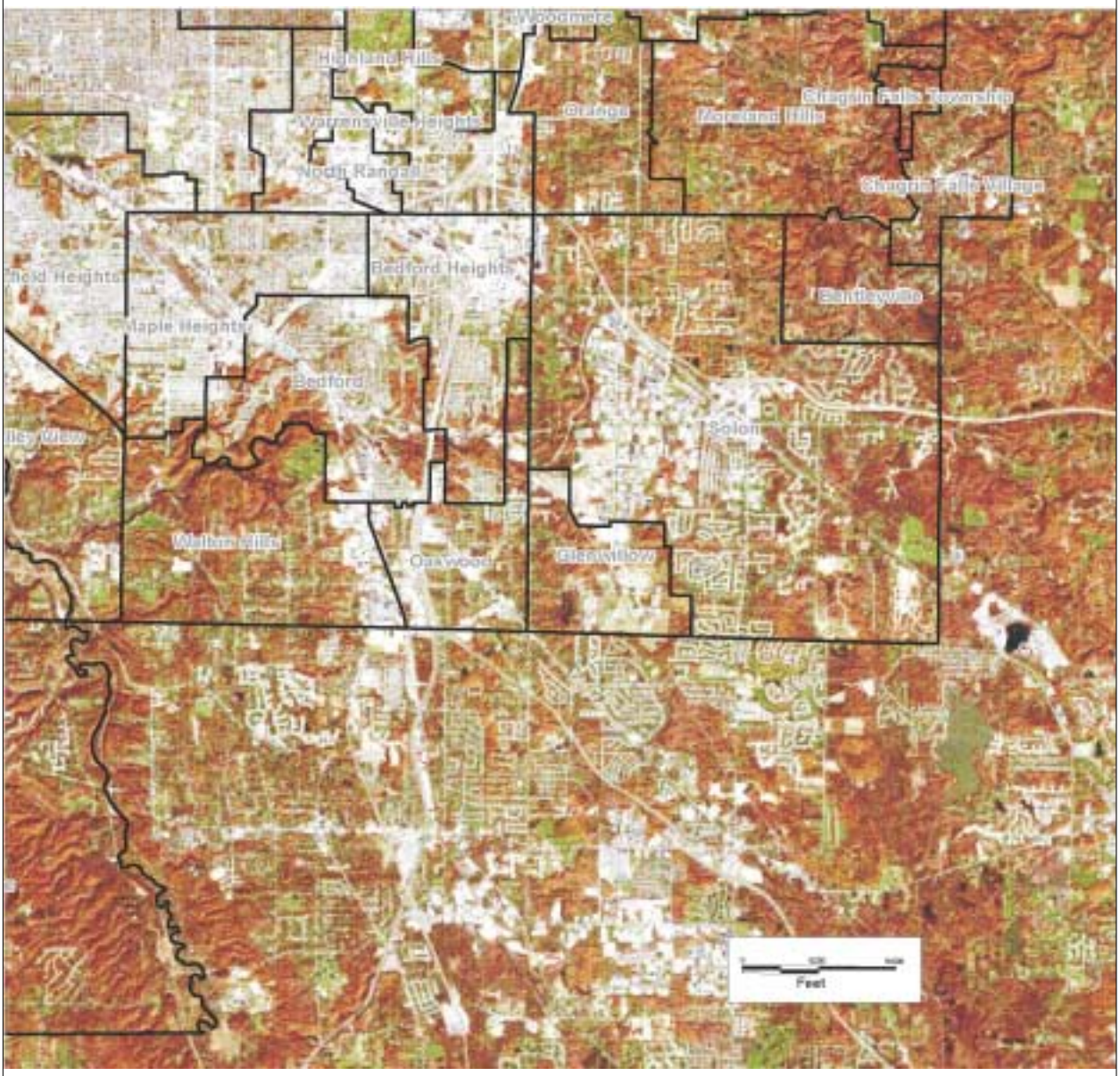
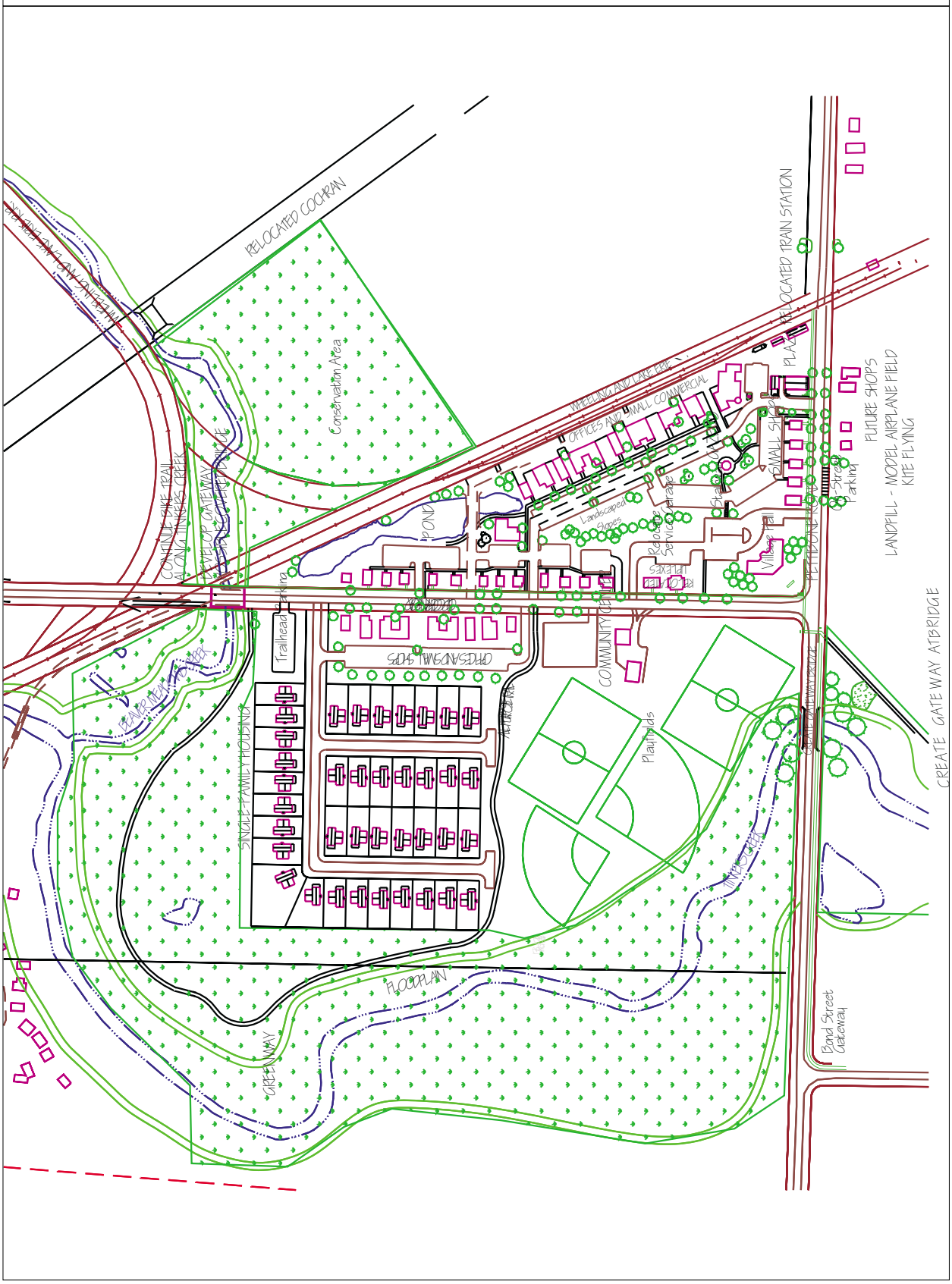


*Figure 25. Overall Development Plan*



In addition, new public amenities such as the rehabilitation of the train station and adjacent site improvements, a new streetscape and gateway improvements, and greenway protection are important investments for making the district attractive to developers.

## GENERAL STRATEGY

### Alternatives

A number of alternatives have been considered as to who should develop the Town Center and how the property should be disposed. They include:

- ✓ Subdivide the property into lots and sell to individual entrepreneurs.
- ✓ Sell the building footprints and leave the grounds as a common area run by association.
- ✓ Sell to a developer.
- ✓ Create a non-profit corporation to development and manage.
- ✓ Keep ownership and management with the Village.

Each of these scenarios has it pros and cons. The following is a list of the positives and negatives for each alternative.

**Subdivide into Lots**

| ***Pros:*** | ***Cons:*** |
|---|---|
| Quicker to find individuals for individual houses | More complicated zoning, review and legal agreements needed to achieved desired result |
| Open to more parties/less capital needed to be involved | Potential unequal property maintenance |
| Village can divest incrementally and quicker | Increase asset value only benefits Village through increased property taxes |
| More flexibility on disposition of property | More property owners to deal with, many not experienced |

**Sell Building Footprints, Keep Grounds Common**

***Pros:***

Maintains flexibility in disposition of property

Less capital needed by individuals to be involved

Village can divest incrementally and quicker

***Cons:***

Value of houses less because of ownership of only structure

Politics within association

Costs for improvements fronted by Village until enough tenants to cover costs

Increase value only benefits Village through increased property taxes

**Sell to Developer**

***Pros:***

Single-ownership easier to deal with

Experience with market and finding tenants

Ability to use rehab tax credits

***Cons:***

Complexity of project may require more than one developer

Control by Village not as great as with non-profit forms of control

Developer may not share vision or future events may change plans - more emphasis on own profit

Increase asset value only benefits Village through increase property taxes

**Non-Profit Corporation Manages**

***Pros:***

Can solicit funds for rehabilitation

Still pays property taxes

Emphasis on long-term vision

Village control of agency board

***Cons:***

Capital and funding may take longer

Not as "deep of pockets" as developer

May not have experience and connections which developer has

Entrepreneurial incentive lacking

Space needed for administration

**Village Owns and Manages**

***Pros:***

Village controls

Village benefits economically

Emphasis on long-term vision

***Cons:***

Not entrepreneurial organization/lack of ability to react quickly to market factors

Potential for political manipulation

Village takes risks of loss and fronts capital for all improvements

Full-time sophisticated staff needed to develop and manage project - can that person be found?

Entrepreneurial incentive needed to be built into position

Extra bookkeeping and separate accounts

It is recommended that the Village work with a developer, or developers, to rehabilitate the homes and develop the vacant portion of the Town Center. The Village does not have the capacity and expertise to do it itself and the checks and balances built into the governmental system does not lend itself well to an entrepreneurial endeavor such this development project. A developer should bring to the table, experience, relationships, risk-taking attitude and a creativity which are needed to make the project successful. The Village should still play an important role in the development by working with the developer to establish goals and parameters for the project, assisting with legal and financial issues, working on public investments which complement project and reviewing design related matters. It also will be responsible for crafting an agreement with the developer which maximizes the financial benefit to the Village in the sale or transfer of properties and also includes safeguards to ensure that the developer completes all parts of the agreement, not just those which would be most profitable to him.

## Request for Proposals

In finding a developer to work with, it is recommended that the Village embark on a competitive process which would involve the issuance of a Request for Proposals (RFP) to a number of developers, a review and ranking of the responses, a selection of the preferred respondent, and a negotiating process with that developer. Because the preferred development program includes a number of different types of projects (new construction and rehabilitation, residential and commercial), there may not be one developer willing to take on all aspects of the project. Therefore, developers should be allowed to form partnerships which include companies that specialize in the various components. The response should not only refer to who would be responsible for what part of the initial con-

struction, but continued management of the commercial properties should also be part of the response. By issuing the RFP to a number of developers, the Village will better guard its interests by soliciting additional ideas, making the process more competitive, and providing more assurance that it attained the best agreement possible.

A Request for Proposals is a packet of information which asks developers to respond with their interest to a proposed development project with a proposal which includes who they are and their experience, what they would develop, the timing and phasing of the project, a financial plan for the project, and their proposed ownership structure. The RFP is an opportunity for the Village to tell developers what its goal for the project is, what its preferences are, and what part it is willing to play in the process. The Village may have a preferred development plan and timing for that plan but it needs a partner to carry the project out. That partner will have its own considerations in exactly what it will offer and propose to carry out the project. As such the RFP process is an opportunity to find a developer whose ideas and proposal are most beneficial and to the liking of the Village. It is a starting point for negotiations and collaboration. A Request for Proposals typically has a number of sections. The two main headings include a project description and a proposal submission.

In the project description the potential responder is educated about the site, the surrounding context and the goals of the project.

Background material would include such items as:

- ✓ Description of the site:
  - ✓ Size and dimension
  - ✓ Soil and topography
  - ✓ Utilities
  - ✓ Description of buildings

- ✓ Surrounding Context
  - ✓ Existing residential populations and locations
  - ✓ Existing industrial population and locations
  - ✓ Existing commercial locations

- ✓ Future Plans
  - ✓ Train depot rehabilitation and streetscape improvements
  - ✓ Greenway plan
  - ✓ Future industrial development and employees
  - ✓ New residential development

- ✓ Any other special issues unique to developing within the district

Goals for what the development is intended to achieve should be included:

- ✓ Creating a community focal point which upgrade the entire Village's image

- ✓ Developing a walkable and vibrant community center

- ✓ Developing a center which complements the historic nature of the Austin Powder Company houses
- ✓ Contribute to the tax base of the community
- ✓ Creating a design which protects and capitalizes on the unique environmental features of the site

The preferred development program would also be included in the package as well as the role the Village foresees for itself with respect to public improvements or review of the project. It may be desirable during the response period to set up a meeting where potential respondents could attend and could ask further questions about the project and could also take a tour of the site and some of the vacant structures. This would allow them to better respond to the RFP or confirm their interest in the project.

The second part of the RFP would explain the submission requirements. Components of this section would address what should be included in the respondents submission, including:

- ✓ Development Proposal - including a conceptual development plan which includes a detailed description of uses, square footage, units, site plan and any other drawings which would illustrate the proposal.
- ✓ Proposed Team and Experience
- ✓ Financial Plan - including how the Village will be economically compensated for the land and buildings
- ✓ Schedule and Phasing
- ✓ Ownership/Management Structure

It would also include such items as:

- ✓ Submission Deadline (usually one month from issuance)
- ✓ Evaluation Criteria - quality of response, capacity of the team, proposed financial considerations.
- ✓ Evaluation Process
- ✓ Disclaimer - right to accept or reject proposal in whole or in part or withdraw the RFP

### Funding for Improvements

Clint Williams, owner of the Grand Pacific Junction retail complex in Olmsted Falls, toured the houses. In his opinion, if one is trying to attract a merchant, then the environment should be in place so that they fall in love with the place. At that point the streetscape,

and the exterior and the interior of the house should be finished. In order to attract a developer, the Village should apply the same logic.

The Village should be willing to invest in the public right-of-way and other public spaces to create an environment which is conducive to private development. If some of the improvements are not in place at the time the Village is courting developers, future improvements the Village will be planning and undertaking will be important to communicate to potential developers.

While a portion of the financial considerations which the Village will gain through transfer of its assets within the Town Center can be used for further improvements in the district, there are a number of outside sources of funds which should be pursued since the improvements contemplated for the district further goals funded by a number of federal, state, local and non-profit organizations. Many of the sources require matching grants. A list of the public improvements discussed, their estimated cost and potential sources of funds are included in ***Table 6***.

The following is a brief description of some of the funding sources listed above. Appendix A includes copies of program descriptions with examples of funded projects and contacts.

**TEA 21**. The train depot is eligible for federal Transportation Enhancement funds as part of overall transportation funding in the Transportation Equity Act for the 21st Century (TEA 21). In this program, grant funds are made available to a variety of projects that enhance the travel experience and foster the quality of life in communities. One of the twelve categories of eligible projects is the "rehabilitation and operation of historic transportation buildings, structures, or facilities." This program is administered locally by NOACA. Applications are accepted on an ongoing basis. A portion of the TEA 21 moneys are also administered by ODOT. These funds can also be used for scenic and environmental transportation enhancements and for pedestrian and bicycle facilities.

**Transportation and Community and System Preservation Pilot Program**. This Federal Highway Administration Program includes grants which can be used to plan and implement strategies which improve the efficiency of the transportation system, reduce impacts of transportation and identify strategies to encourage compatible private sector development patterns. Examples of projects which have been funded across the nation include pedestrian and bike access related programs, historic district improvement projects and greenway projects. Applications are submitted to FHWA Division offices.

**Grants for Public Works and Economic Development**. This program is administered by the Department of Commerce's Economic Development Administration. It is intended to assist in the construction of public works intended to initiate and support the creation or retention of permanent jobs in the private sector. The project should improve the opportunity for the successful establishment or expansion of commercial or industrial facilities. Tourism facilities qualify. The regional office for the EDA should be contacted for more information.

**NatureWorks and Clean Ohio Fund**. NatureWorks is an existing program administered by the Ohio Department of Natural Resources to protect water and habitat resources and

*Table 6. Funding Sources*

| IMPROVEMENT | ESTIMATED COST | POTENTIAL FUNDING SOURCES |
|---|---|---|
| **Streetscape** | $283,000 | FHWA - Transportation & Community & System Preservation Pilot Program |
| (Including gateway, excl bridge) | | EDA - Grants for Public Works and Economic Development |
| | | ODOT - TEA21 Enhancement Funds |
| | | NOACA - TEA21 Enhancement Funds |
| | | County - CDBG Funds |
| **Train Station** | | FHWA - Transportation & Community & System Preservation Pilot Program |
| Moving ($26,000 - $25,000 BFI) | $1,000 | EDA - Grants for Public Works and Economic Development |
| Final architect & engineering | $23,000 | ODOT - TEA21 Enhancement Funds |
| Rehab, info blg, parking | $225,000 | NOACA - TEA21 Enhancement Funds |
| | $249,000 | County - CDBG Funds |
| | | Gund Foundation |
| | | Cleveland Foundation |
| **Plaza** | $80,000 | FHWA - Transportation & Community & System Preservation Pilot Program |
| | | EDA - Grants for Public Works and Economic Development |
| | | County - CDBG Funds |
| | | Gund Foundation |
| | | Cleveland Foundation |
| | | Lila Wallace - Readers Digest Urban Parks Initiative |
| **Bridges** | | ODOT - TEA21 Enhancement Funds |
| Walled* | $147,000 | NOACA - TEA21 Enhancement Funds |
| Covered | $300,000 | State Rep. - State Budget (Olmsted Falls example) |
| | | Developer Contribution |
| * Total cost of walled bridge, County will not pay for lighting & railing which is $26,000. May pay for walls. | | Assessment on New Lots in Village |
| | | Gund Foundation |
| **Bike Trail ($200,000 / mile)** | | FHWA - Transportation & Community & System Preservation Pilot Program |
| Vacant Land (3000 ft or .6 mile) | $115,000 | ODOT - TEA21 Enhancement Funds |
| Base of Landfill (4900 ft. or .93 mile) | $185,000 | ODOT - TEA21 Bicycle and Pedestrian Project |
| | $300,000 | ODNR - Natureworks |
| | | ODNR - Recreational Trails Program |
| | | NOACA - TEA21 Enhancement Funds |
| | | Metroparks - (need to assure linkage to Richmond Rd) |
| | | Lila Wallace - Readers Digest Urban Parks Initiative |
| **Rehabbed Company Houses** | | Private Developer Funds |
| Site (parking, walks) | $258,000 | Public Assistance: |
| Building Improvements @ $50,000/hs | $800,000 | County CDBG - ADA compliance |
| | $1,058,000 | County CDBG - Storefront Renovation (ITA) |
| | | County CDBG - Economic Development Loan |
| | | ODOD - Loan Funds - Buckeye Fund |
| | | National Register Designation - Fed. Rehab Invest. Tax Credit 20% |

*FHWA - Federal Highway Administration*
*EDA- Economic Development Administration, Dept. of Commerce*
*ODOT - Ohio Department of Transporation*
*ODNR - Ohio Department of Natural Resources*
*ODOD - Ohio Department of Development*
*NOACA - Northeast Ohio Areawide Coordinating Agency*
*CDBG - Community Development Block Grants*

develop park and recreation projects. Rules for the Clean Ohio Fund are being formulated at this time. It is intended to provide money for brownfields cleanup, farmland preservation, open space protection and the development of trails. It will be administered by ODNR and the Environmental Protection Agency.

**Private Foundations**. The Cleveland area is home to two very large charitable foundations, the Cleveland Foundation and the Gund Foundation. In their grantmaking criteria both foundations identify improvements which create amenities and support culture of the area as priorities. Quality urban design, neighborhood quality of life and open space protection are also included in that list. The Lila Wallace-Reader's Digest Urban Parks Initiative is a large nationwide program which supports open space initiatives, including the creation of greenways.

**Community Development Block Grants**. Cuyahoga County administers CDBG funds for the Urban County of which Glenwillow is part. Public facilities and improvements are eligible for funding. Types of eligible improvements applicable to the Town Center project include parking facilities, street improvements and pedestrian malls and walkways. With respect to rehabilitation of the company houses CDBG funds may be pursued to assist removal of architectural barriers. Activities which assist economic development and historic preservation are also eligible for CDBG funds. The County administers a storefront renovation program using CDBG funds. Such funds could defray some of the cost for a developer in rehabilitating the company houses.

## Phasing of Public Improvements

Public improvements should be coordinated with respect to design and timing with the selected developer(s) of the Town Center.

The new streetscape improvements and the rehabilitation of the train station and associated site improvements should be undertaken first in order to establish an environment which will encourage developer interest in the rehabilitation of the company houses and the general store. The proposed streetscape design is compatible with either residential or commercial use of the company houses. The streetscape improvements should be targeted to be completed within the first year after the rehabilitation of Pettibone and Old Cochran Roads by Cuyahoga County. If outside sources of funds can be secured to undertake the improvements, it may make sense to delay the streetscape improvements to meet the timing requirements of those funds. The streetscape improvements should be completed before the company houses are to be opened as office or shops. As used here, the streetscape improvements are defined as those elements which are located within the public right-of-way, excluding the gateway improvements. With respect to gateway improvements, the redesign of the Tinkers Creek crossing of Pettibone Road should be piggybacked onto the County roadway improvements. The construction of the walls and the lighting elements should be undertaken as part of the roadway upgrades.

The rehabilitated train depot is one of the proposed main anchors within the district. In its current location it is in danger of further deterioration, so the first priority is to move it on a solid foundation to its proposed location. At the same time applications should be made to the various sources for funds to not only rehabilitate the train station but to undertake the various site improvements around the depot such as the plaza area. In addition to the focus on the historic preservation aspect of project, an emphasis in the funding applica-

tions should be placed on the train depot improvements as part of a larger development plan which is striving to create a sense of place, which will result in economic development and which has an environmental component to it. The depot improvements should be timed so that they are completed at least by the time the first shops are opening within the renovated company houses. Historic district signage at the gateways on Pettibone Road should also be in place as the house renovations are completed.

The gateway at the crossing of Old Cochran Road over Beaver Meadows Creek is not as high profile as the Pettibone Road gateways and can be undertaken at a later time. In this plan the option of constructing a covered bridge over Beaver Meadows Creek has been raised. Such an improvement is relatively expensive. By delaying improvements at this gateway, the Village will have more time to seek potential sources of funds or to assess whether the financial aspects of the deal struck with the developer provides enough capital to undertake such a structure. In addition, in the larger plan it is envisioned that a trail would enter the Town Center at this crossing and a trailhead would be developed somewhere in the vicinity of this crossing. The Metroparks has indicated support for such a trail and a willingness to participate in trail related improvements. They would only consider this though if there were a connection to the existing Metroparks system. If the Village were to support the preservation of land along Tinkers Creek and the development of a trail connection which connected to Twinsburg and the Metroparks, it may be able to bring the Metroparks in as a partner in designing, finding funds and implementing improvements at the Beaver Meadows Creek gateway. Because its entry is located at this site, the Odd Fellows Club could also be brought into discussions on the design of improvements in this area.

South of Beaver Meadows Creek, the property along Tinkers Creek is owned by either BFI or the Village. Depending upon the success or timing of creating a greenway connection between Richmond Road and Old Cochran Road, it may make sense to first pursue the development of a trail, coordinated with the City of Twinsburg, that connects into Summit County. As illustrated earlier, there are a number of outside pots of money which are dedicated to trail and greenway development. The density of housing within Twinsburg provides many potential patrons for shops within the Village and the trail would provide another way for them to access Glenwillow. Pursuing this section of trail first may limit the Metroparks involvement in constructing improvements. The Metroparks should still be consulted on this trail if it will be connected to their system in the future or if they will be asked to take over maintenance of it. They could also provide technical assistance in design matters such as the crossing of Pettibone Road. During this project, landscaping and creek restoration activities around the Pettibone/Tinkers Creek gateway can be implemented.

***Figures 26 through 30*** show how the Town Center could evolve from its present status to it potential future layout.

Figure 26. Town Center Existing

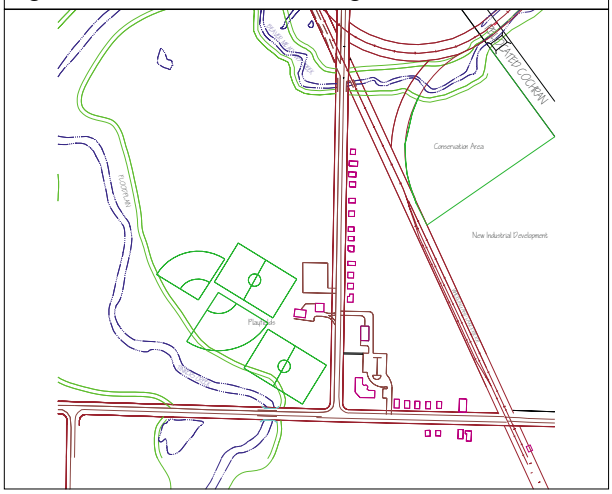



Figure 27. Town Center Phase 1

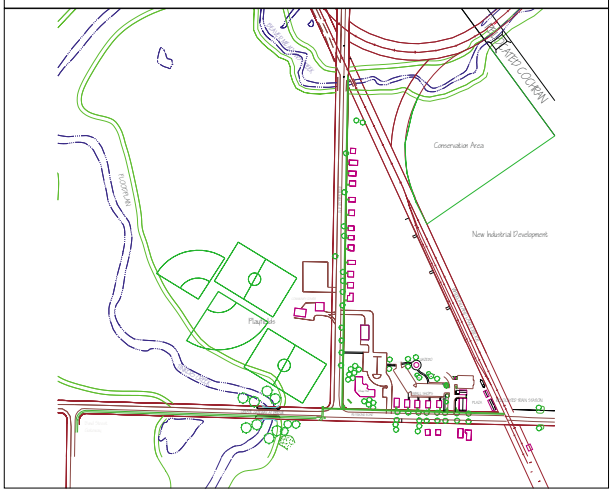



Figure 28. Town Center Phase 2

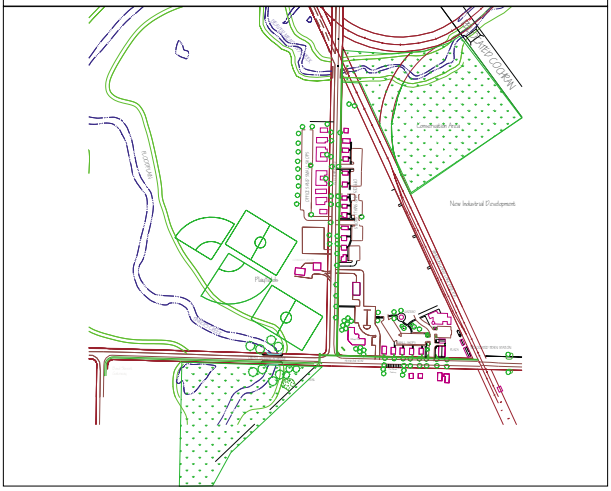



Figure 29. Town Center Phase 3

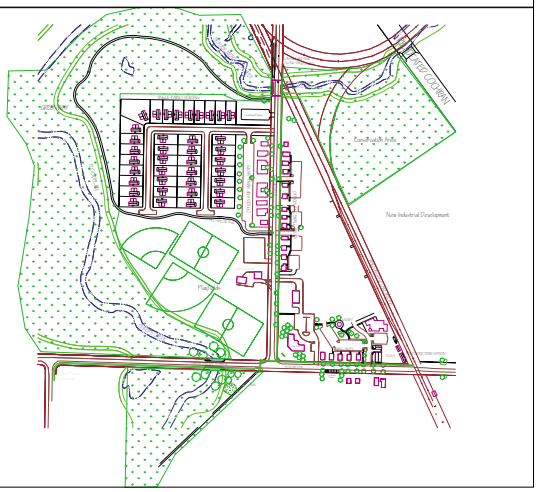
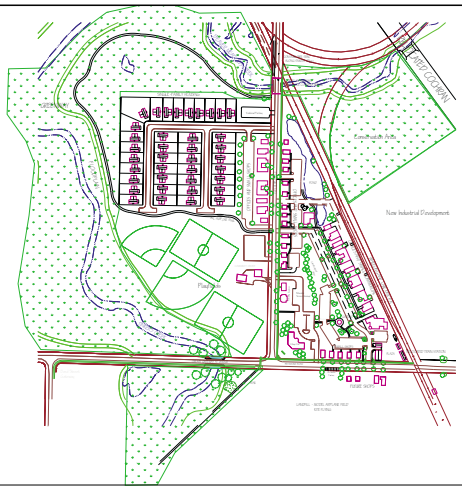



Figure 30. Town Center Phase 4



# DESIGN GUIDELINES

## Introduction

The following guidelines are to serve as a framework for new development and for renovating and retrofitting existing structures within the Village Town Center. Any new development within the district, both residential and nonresidential, should complement the style and type of the company houses already located on Old Cochran and Pettibone Roads. It is the Village's desire to both preserve the historic structures within the Town Center and welcome new structures which have compatible architectural characteristics. Thoughtful and sensitive design, and quality of construction and materials are important to the project's success.

*Photo 25. A view looking east on Pettibone Road of the company houses around the turn of the 20th century and today. (Historic photo provided by the Austin Powder Company)*

## Retaining Historic Character of Village

In the early 1890's The Austin Powder Company located in what is known today as the Village of Glenwillow. The Austin Powder Company, which manufactured explosives, black mining powder, and blasting accessories, had begun to outgrow it's location near present day Harvard and Denison Roads, now the industrial heart of the City of Cleveland. Production there had steadily increased to the point of being unsafe, and a new location at Falls Junction Station near Glenwillow provided a suitable place because of its remote location. By the turn of the century, the Austin Powder Company had built a total of 41 houses to house its workers. More than half of these houses remain today, and very closely resemble their original appearance. They should be preserved as much as possible with their historical origins. In the following section, specific recommendations for the conversion of the existing structures are presented that protect the historical appearance of the company town.

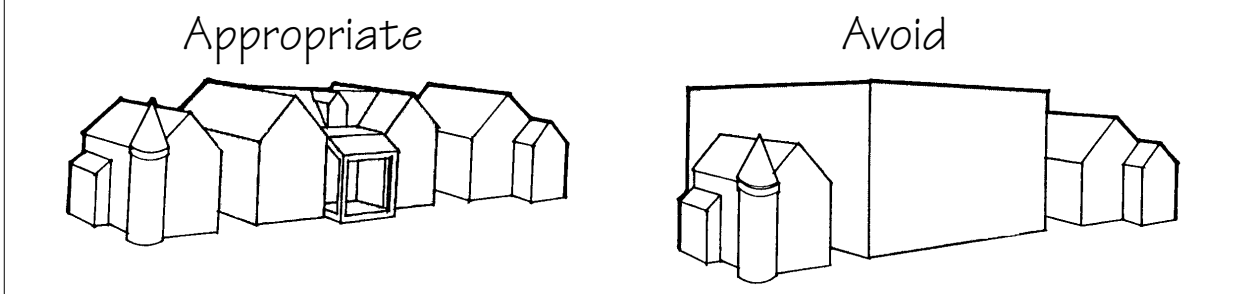
*Photo 26. A view looking west on Pettibone Road of the general store and company houses at the turn of the 20th century and today. (Historic photo provided by the Austin Powder Company)*

## Recommendations for Complementary New Structures Within the District

New construction within the established Village Town Center, either residential or commercial should be complementary to the existing buildings located there. It should be compatible in materials, size, scale, color, and texture with the earlier buildings. It is not necessary to precisely replicate the structures however, but rather to be consistent with the character, and complimentary to the building materials and details of the existing structures. Careful attention to the form (shape) and style (fashion) of the new buildings should be given in order to establish some visual

*Figure 31. Additions should be consistent with the scale of the existing buildings.*

*Source: Historic District Design Guidelines for New Construction, Salt Lake City Utah prepared by the Utah State Historical Society.*




linkage to the past. Guidelines for the construction of new residential and commercial buildings are presented following the guidelines for rehabilitation of the existing structures.

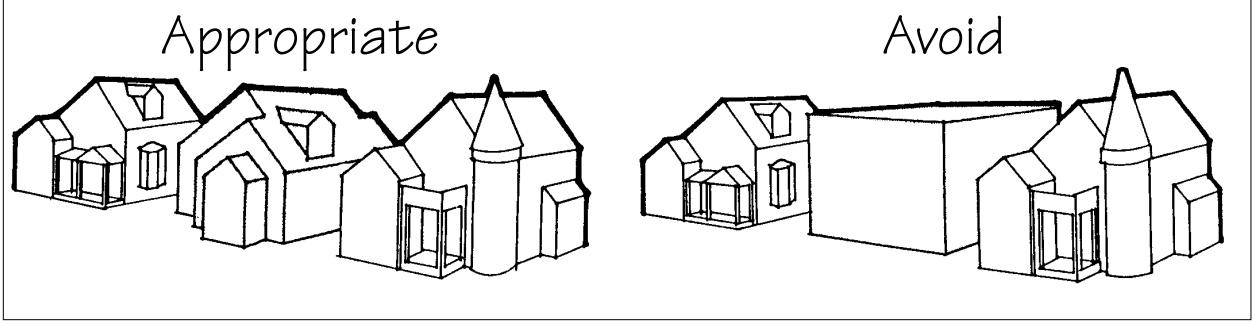
## Guidelines for Existing Structures on Old Cochran and Pettibone Roads

### Site Planning

***Scale***: The existing buildings relate in size and proportion to each other, and any renovations or additions should be consistent with the original scale of the area. The addition should not be larger than the original structure or overwhelm it in size, and should be recessed and usually have a lower roof. Although an addition to an existing structure may be large in overall square footage, it should not be more than 50% of the size of the original structure. The average size of an existing house is 1,335 square feet, but ranges from 1,085 to 1,750 square feet. The largest house, 7380 Cochran Rd, is the exception at approximately 2,500 square feet. In general, the addition should be constructed so that it maintains the architectural integrity of the house. The addition should also maintain the existing scale and rhythm of the streetscape.

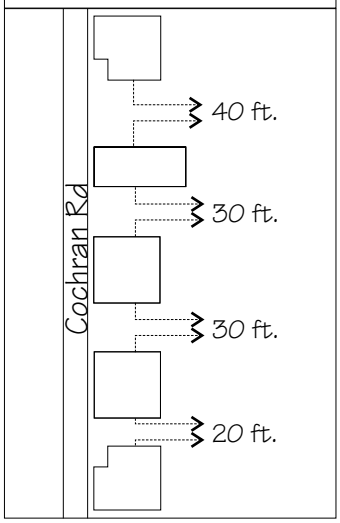
*Figure 32. Additions should have varied massing, instead of a plain, faceless facade.*

*Source: Historic District Design Guidelines for New Construction, Salt Lake City Utah prepared by the Utah State Historical Society.*



***Setbacks***: The company houses on Cochran Road are approximately 25 feet from the road pavement, while the houses and general store on Pettibone Road are approximately 20 feet from the road pavement. This setback distance should be preserved, so as to be consistent and create pedestrian flow among the buildings. The buildings should remain close to the right-of-way and should not be moved away from the street for any reason.

*Figure 33. Average Distance Between Houses.*




***Building Orientation***: The houses currently face the street and are oriented to the right-of-way. Changes which alter the original directional expression are strongly discouraged. While a rear entrance may be acceptable, there may be a tendency to abandon the front door. Therefore, it is strongly encouraged to preserve the front door as the main entrance to the building, even if a rear entrance is used. The function of the front doorway is both ceremonial as well as practical. A common feature on the existing houses which should also be preserved is a porch which leads to the front door. *(See more on porches in the Architectural Details section)*. Any existing houses which may be relocated into the Village Town Center should also be situated with the front door facing the street.

***Massing***: The existing company structures relate to each other on the street. The variety, as well as similarity of their shapes, help break up uninteresting boxlike forms and create a cohesive district. Any alteration to the facade should not result in a single monolithic form or boxlike design. Maintaining the existing facade as much as possible is strongly recommended.

*Photo 27. The distance between the existing houses ranges from 20-50 feet, with an average distance of 30 feet.*

***Spacing of Buildings/Rhythm***: This characteristic refers to the distance between the structures. The average distance between the houses is approximately 30 feet, although slightly less on Pettibone Road. This distance should be preserved and continued as it encourages walkability and lends to the feel of a small, quaint town. The minimum distance between any building is currently 20 feet.

## Main Architectural Features

***Style***: The houses located in the Village Town Center are vernacular in style, in that they are a unique, local phenomenon and cannot be labeled as a specific architectural style. They share many features however, that are typical of Colonial Revival and Victorian construction popular in late 1890's. Principal characteristics of these styles include a dominant facing front gable, steeply pitched roof, clapboard siding and classically inspired trim details such as cornices, pilasters and pediments. Some of these features are often seen in Stick and Queen Anne style construction which are specific types of Victorian housing.

*Photo 28. A front-facing gable roof is the predominant roof shape in the Village Town Center.*

***Height***: The Village company houses range in height from 1½ stories to 2½ full stories. In order to keep this uniformity, changes which alter the existing height of the structures are strongly discouraged. The maximum height for any building is 35 feet while the minimum is 23 feet tall. A change which alters the height of the building should respect the neighboring houses and the district in general.

***Roof***: The roof is one of the defining visual features on the houses in the Village Town Center. It is strongly recommended to retain the original shape of the roof including pitch, eave lines, ridge lines and materials. The existing houses have a front-facing gabled roof line, with few exceptions. These exceptions in roof shape include a hipped roof and centered gable roof line. Less common is the side gable roof found on the two-family houses on Pettibone Rd.

***Roof Shape***: Every effort should be taken to retain the original front-facing gable on the house. Typically, the main front-facing gable has cornice returns at either end. These returns should be preserved and the roof shape should not be altered during an expansion or renovation.

***Roof Pitch***: The company houses have a roof pitch or slope of approximately 30 to 45 degrees. The continuity of the roof pitch is a unifying design characteristic and should be preserved. If alterations to the roof of an existing structure are made, the slope of the roof should not exceed or be more shallow than the original roof pitch of the existing houses.

*Figure 34. A moderately pitched roof is preferred in the Village Town Center.*


***Roof Material***: Plain slate shingles are original to the Village company houses and general store, and are the preferred roof material. If a house still has an original slate roof, it should be maintained and repaired whenever possible. An annual inspection of the roof is recommended to detect any minor problems with the original gray slate. If a new roof is necessary and using slate is not feasible, materials should be chosen that imitate and/or resemble a slate roof. The new roof should ideally be replaced with shingles that match in size, shape, color, and texture as the original. It is strongly recommended to consider alternatives to asphalt shingles and select materials that resemble a slate roof.

*Photo 29. Slate shingles were the original roof material used on the company houses and should be preserved whenever possible.*

*NOTE: It is important and advised to preserve or replace any roof mounted architectural features such as dormers, cupolas, cornices, brackets, and trusses.*

*Figure 35. Miscellaneous Architectural Features*

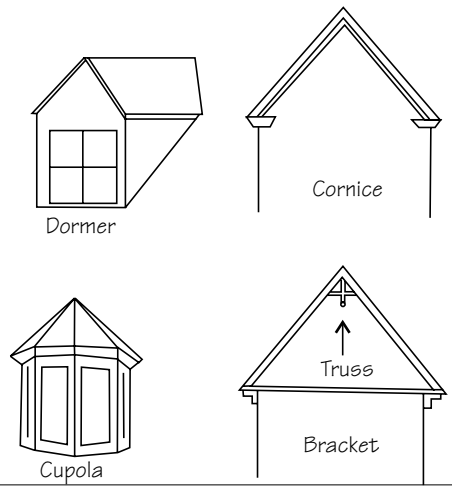



*Photo 30. Scalloped siding and sunburst siding (below) are decorative siding features found on a number of existing houses and should be preserved.*

*NOTE: Television antennae and mechanical equipment such as air conditioners should be put in an inconspicuous location. In no case should these be visible from the street.*

*NOTE: If they are to be used, skylights should be installed on the rear side of the roof, should extend no more than 6 inches from the roof plane, and should not be visible from the street.*

*Photo 31. Sunburst Siding*

***Siding***: The original clapboard siding is still present on many of the wood frame houses and the old general store. Preserving and/or repairing the original wood siding is the preferred alternative. A simple dropped siding was also used in the Village Town Center, found mainly on the train depot. When necessary, replace the horizontal siding, which has an exposure of approximately 4-4½ inches, with new wood siding that duplicates the old in terms of thickness and size. A corner board is a common feature on the existing houses which helps to frame the house's edges. Some houses have decorative siding such as scalloped edges or sunburst designs which should also be preserved.


*Photo 32. Detail features help frame the company houses, such as a corner board, front fascia and cornice board.*

Aluminum and vinyl siding, brick veneer, and asbestos shingles are unacceptable siding alternatives and are discouraged for several reasons. Mainly, these materials were unavailable when the buildings were constructed and would alter the character and appearance of the house. Also, it is often not possible to duplicate original features of the building including cornices, molding, and details using replacement siding. In addition, problems with moisture, water damage and insect at-

tacks can occur when replacement siding, such as aluminum or vinyl, is layered over existing wood siding.

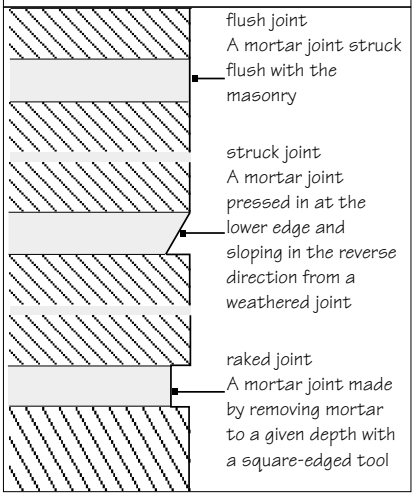
***Trim***: The company houses have many decorative trim elements that help to distinguish the structure. Wide window and door surrounds help frame these openings and are found on many of the company houses. Also common on many of the company houses is a cornice board, or a decorative board that follows the inside edge of the roof to either the roof line or to the horizontal returns which are found at the corners of structures that are at least two-stories tall. A front fascia, which is a long board that runs the horizontal length of the house's facade, is a predominant trim element and should be preserved. Houses which have altered the front fascia board lack a visual connection between the upper story and roof line.

Avoid adding trim or other details that are not appropriate and which may never have been present.

***Foundation***: Red brick was the dominant foundation material on the company buildings. The continued use of brick should be encouraged and reuse of any original bricks and stone in reserve is recommended. Any new brick should match the original as close as possible in color and texture. When cleaning brick foundations, use the gentlest method possible such as hand-scrubbing or low pressure water and soft natural bristle brushes. Sandblasting is strongly discouraged since it removes the outer layer of the masonry and exposes the porous interior to water and deterioration. Chemical cleaning solutions may also have an adverse affect with masonry materials and should be avoided.

*Figure 36. A flush joint was commonly used on the foundation of the existing houses.*

*SOURCE: A Visual Diction of Architecture, Francis D. K. Ching, 1995*




Foundations should not be painted. Once masonry is painted, it is very difficult to restore it to its original appearance, because the masonry absorbs the first layers of paint into its pores. In the event that the masonry is already painted, built-up paint or peeling paint can be removed by special chemical strippers formulated for masonry. It may be necessary to repaint the foundation in a color that matches the original masonry.

*Photo 33. A red brick foundation, common on many of the company houses, should be preserved and maintained.*

Because mortar joints between the brick and stone can deteriorate with age, care should be taken to re-point the joints during repair or restoration of the foundation. The mortar work on many of the company houses was done in a traditional combination of sand and lime and the new mortar and its joints should match the old mortar in size, composition, color, texture and profile. Mortar was typically finished with a flush joint, where the mortar is even with the masonry. Keeping masonry joints properly tuck-pointed minimizes moisture damage.

*Photo 34. Principal Roof Porch Type*

## Architectural Details

***Porches***: Porches are a predominant feature on the Village company houses. Many houses have a porch which is actually part of the principal roof with a recessed front corner porch, while other houses have a porch separate from the house with an overhang and secondary roof. Typical dimensions of a recessed porch found on Old Cochran Road range from 5 by 4 feet to 7 by 6 feet. Porches located to the side of the house occupy a variety of dimensions but generally range in size from 72 to 132 square feet. Houses that have a porch with a secondary roof such as those on Pettibone Road range in size from 22 by 7 feet to 24 by 6 feet.

*Photo 35. Secondary Roof Porch Type*

The original porch with its wooden railings and support columns should be preserved whenever possible. If original columns must be replaced, choose new ones that closely match the material, size and shape of the originals. The existing wooden porch columns on Pettibone Rd are typically 5 feet tall and 4 ½ inches wide and have notches 1 foot from the top. Old Cochran Road porches have slightly more decorative qualities and stylized columns. The porches in the Village Town Center have railings that vary in height from 26 to 34 inches, with balusters or an enclosed wall. Wrought iron railing and other non-wood materials are not acceptable railing replacements on the company houses. Wood grill or lattice work below the porch should be maintained and replaced, if necessary.

*Photo 36. Porch located to the side of the house.*

***Opening/Enclosing a Porch***: Changing an existing porch by opening or enclosing it is strongly discouraged. Although a number of changes have occurred since the houses were originally built, such changes have become "historic" in their own right, such as the enclosed porches on Pettibone and should therefore, be preserved. Enclosing an existing porch is strongly discouraged because of its importance to the building's architecture and historical integrity. These open porches are a transition to the outdoors as well as a distinctive element of the company houses.

***Porch Steps***: A number of existing houses have porch steps that lead to the house. These steps should be repaired or, if necessary, replaced with new wooden steps of the same

size. Concrete porch steps are less acceptable and may be more expensive than their wooden counterparts. Steps and porch flooring should be painted a medium or dark color that is compatible with the overall color scheme of the house.

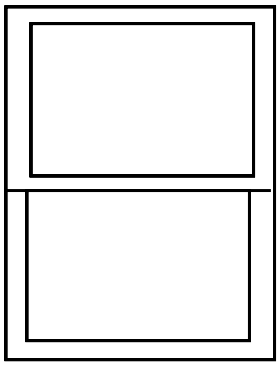
If hand rails are to be used, they should match the railings used on the porch. Hand railings should ideally be made of wood and be painted the same trim colors as the porch and house. Hand rails made of non-wood materials are unacceptable and discouraged. In general, hand rails should include balusters or spindles that match the design of the porch railing.

***Decks***: If a business such as a restaurant or coffee shop wishes to provide additional seating in favorable weather, a deck may provide additional floor space. Although a deck is not recommended on the company houses, it may be acceptable within the Village Town Center if it is located expressly to the rear of the house. The deck should appear to be a natural extension of the house, rather than an unrelated appendage. It should not be out of scale with the house and should employ a similar design of columns, balusters, and lattice work of the open front porches on the existing houses.

*Photo 37. Symmetrically located windows are common on the existing structures and their placement should be preserved.*

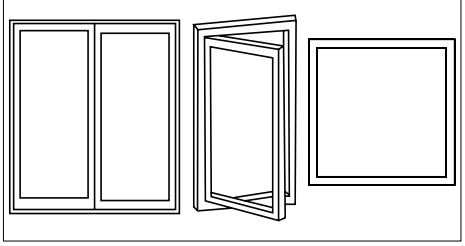
***Windows***: Windows are a significant feature of the houses as they help define the scale and proportion of the building. A simple double-hung window with a single plane of glass in each sash is typical of the company houses and should be retained. The windows are typically oriented in a symmetrical or balanced fashion and are aligned horizontally on each story of the company houses. The windows should be kept within this original and balanced placement on each of the company houses.

*Figure 37. A typical one-over-one window, common on the company homes.*



If existing windows cannot be preserved, new windows should match the size, type, color, and sash profile of the original windows. Introducing new window openings and/or enlarging or reducing window openings should be avoided because it can dramatically change the proportion of the entire house. Pictures windows, sliding windows, glass block, etc. are inappropriate in the historic Village Town Center. It is also recommended to retain and repair original window hardware whenever possible.

*Figure 38. Unacceptable types of windows in the Village Town Center, including sliding casement, and picture windows.*

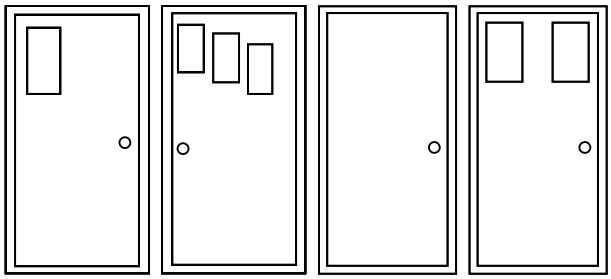


***Other Windows***: A number of the houses also have decorative windows of small panes of colored glass which should be preserved and maintained. Clustered attic windows are also common and should also be maintained. These decorative windows pro-

vide additional character to the company houses and every effort should be made to showcase these window features.

*Figure 39. Examples of inappropriate doors in a historic district.*

*SOURCE: Residential Design Guidelines for Rock Island Historic Districts and Landmarks, Rock Island Preservation Commission, 1993*



***Storm Windows***: While storm windows can provide energy efficiency and added protection, they may alter the historic appearance of the building. Care should be taken to properly size and install the storm window. Storm and screen panels that are appropriate for older buildings are available. Makeshift window coverings are inappropriate and are discouraged.

*Photo 38. Colored glass windows are found on a number of company houses and should be preserved.*

***Shutters***: Window shutters were not original to the Village company houses and should not be added.

***Doors and Doorways***: Whenever possible, the original door, trim, fixtures, and porch structure of the front entrance should be preserved. If the repair of an existing door is not possible, it should be replaced with a doorway similar in style and design to the original. Steel doors are not recommended and are inappropriate to these turn of the 20th century houses. The creation of new doorway openings within existing walls is strongly discouraged. The use of sliding patio doors is also discouraged on the historic company houses. If they must be used, they may be permitted when located to the rear of the house.

***Storm Doors***: Storm doors should ideally feature a large pane of glass or screen, if they are to be used. Many commercial structures do not feature a storm door at all. However, if a storm door is to be used, it should be simple in design and should reveal, as much as possible, the door behind it. Wooden storm doors that were original to the house should be preserved and maintained. A standard aluminum storm door is discouraged in the Village Town Center, however, a metal door that features a full length panel of glass or screen may be acceptable.

*Photo 39. If a storm door is to be used, one that reveals the main door is preferred in the Village Town Center.*

*Photo 40. Clustered decorative windows are important details on the existing company houses.*

***Chimney***: Chimneys should be maintained and repointed as necessary, rather than be removed or replaced. Existing bricks and stones

*Photo 41. The central location of the chimney and red brick material are common on the company houses.*

should be reused whenever possible. Joints should be repointed with mortar that is compatible in color, size, and texture to the original. The mortar was typically applied as a flush joint and should be replaced as such.

Efforts should be made to keep the chimney in its original position. However, if a new chimney is necessary, it should be placed in an inconspicuous location so as not to conceal important historic features of the house. Even if a chimney is no longer being used, it should be kept intact.

***Gutters***: It is desirable to retain and restore built-in gutter systems, especially where they are part of prominent decorative features. Downspouts should be tucked into inconspicuous corners, where possible, and not run across windows and exposed areas. If gutters and downspout materials need to be replaced, they should be appropriate to the house and should have the same size, shape, profile and placement as the original gutter and downspout system. Round downspouts and half-round gutters are much more appropriate to these turn-of-the-century houses and are recommended over the more contemporary, square design.

*Photo 42. Although the gutter is located inconspiciously along the corner board, it blocks the detailed porch column.*

***Color Palette***: Although it is important to consider the original paint color, the use of color may help differentiate uses among the many houses. Old photographs suggest the houses may not all have been painted white. Muted colors and earth tones which are more reminiscent of the turn of the century may be more appropriate and would be encouraged. Antique colors such as a light olive, tan, yellow, light gray, and white are appropriate shades of color. At least two paint colors should be used, a main body color and a trim color. A third color could be used on the window sash. Medium or pale shades of color are also acceptable, while bright and shocking colors are discouraged. The painting of previously unpainted surfaces is strongly discouraged. Paint manufacturers such as Sherwin Williams and Benjamin Moore have developed color palettes that may be referred to for recommendations.

***Other***: Strive to provide handicap access without damaging the essential architectural character of the property. Handicap access may be most achievable at the front of the existing houses, because the change in grade between the ground and building entrance is moderate. As an alternative, access could be created from the rear. The access ramp or lift should be unobtrusive in design.

Replace or install necessary building services such as heating, electrical, and plumbing in areas or spaces that require the least possible alteration to the plan, materials, and appearance of the building.

## Signs

**Character:** Signs and advertising are important elements in a commercial district, because well-designed signs can add character to the street as well as identify businesses. Overall, signage should complement the building rather than detract from it. Signs should be creative, appropriate to the area, and pleasing to the eye - not jarring, cluttered, or competitive.

**Types of Signs**: Certain types of signs recommended within Glenwillow's Town Center include awning or canopy signs, a painted window sign, a free standing sign, nameplate, projecting sign, suspended sign in the porch area, and a wall sign. The number and size of signs per building facade should be limited to the fewest necessary to clearly identify the businesses located within. If there are multiple tenants within the same building, their signage should be carefully coordinated to ensure overall design integrity with the character and scale of the building. Within Glenwillow's Town Center district, it is strongly recommended to retain any signs that reflect the property's history and development.

**Logos**: Corporate logos may be permitted within the Village Town Center provided they follow certain criteria. The sign(s) should respect the architectural style of the building to which they are attached. The sign design should be compatible with other signage in the historic district in terms of its size, composition, placement and illumination. The manufacturer's name or trademark logo should be a size that is consistent with other signs in the Village Town Center. Sign color and material selection should relate to the color scheme, materials, and texture of the building rather than depend upon "high contrast" factors in order to be effective.

*Photo 43. Corporate signage can be discreet and effective, such as this McDonald's restaurant in Hudson, Ohio.*

*SOURCE: American Planning Association, PAS 452, June, 1994*

**Materials**: Signs should be fabricated on, and of, materials that are good quality, durable, and complementary to the building of which they become a part. Standard materials that are non-plastic (wood, iron, brass, tin, and aluminum) are preferred within the Village Town Center. Painted signs, whether on a backboard or window, are acceptable and encouraged. Neon and electronic signs are too contemporary and would detract from the historic district. The color of the sign should also complement the building. Generally, sign materials should be made so as to weather well, reduce maintenance, and resist vandalism.

Signs should ideally be mounted to a backboard, which is then fastened to the structure, instead of affixing the lettering directly to the building. The backboard should also be made of non-plastic materials and complement the building to which they are affixed. Signs which are painted or mounted on a backboard safeguards the building from numerous nail holes and siding damage when a business sign must be changed.

**Size**: Overall, signs should be compatible with the architectural style of the building of which they are attached. Because the buildings are small and close to the street, signs

*Photos 44, 45, 46. Examples of appropriate sign placement on the Village company homes. Signs are from the Grand Pacific Junction Shopping District in Olmsted Falls, Ohio.*

need not be overly large. They are not meant to be read from long distances. Storefront signage should be scaled to be read by a pedestrian or from vehicles moving slowly which are a short distance away. In addition, all types of signs should respect the visibility requirements and signage of neighboring storefronts. The sign or signs of one's business should not crowd or block out other signage. Billboards and billboard-size signs are not permitted.

The size of the sign depends on the type of sign desired. Recommended sign dimensions vary from 2 square feet for nameplates, 10 square feet for freestanding or projecting signs, and 24 square feet for a wall sign. Window signs should not occupy more than 25% of the window area.

The lettering and symbols of the signage should be large and clear enough to be visible to both pedestrian and automobile traffic passing through the district. Building street numbers should also be clearly visible. Various letter styles may be appropriate and may help exemplify the nature of the business. However, lettering should not exceed the size necessary for effective advertising.

**Placement**: To maximize the effectiveness of signage, it should always be considered a complementary part of the structure. The sign should fit comfortably within any given frame of the architectural design and is best located when it is limited to defined spaces above entrances and display areas. Signs are not permitted to be mounted or displayed above the roof line. There are several alternatives, depending on the house, of where to best locate a sign.

For instance, many of the two-story company houses with second-story windows widely spaced apart could feature a sign in the space between these windows, provided it is at least 4 inches away from the roof of the porch (one full clapboard) and at least 1 foot away from each window (see ***Photo 44***). On two-story houses with multiple windows on the second floor, a sign would be best located in the space below the second story win-

dows and at least 4 inches (one full clapboard), above the front fascia board (see ***Photo 45***). A hanging or suspended sign would be best suited on the smaller, 1½ story houses in the Village Town Center (see ***Photo 45***). Signs should not cover, interrupt or obscure architectural features of the building.

Examples illustrated only demonstrate sign placement and do not reflect additional improvements to the house such as painting, landscaping, etc.

*Photo 47. Projecting signs and awnings, common in commercial districts, could also be featured on many of the company houses.*

**Illumination**: Light sources should be designed so that they appear as finished elements in the sign design or they should be screened from view with landscaping or other design elements. Internally lit signs are not permitted with the Village Town Center. In addition, flashing, moving, rotating, or intermittently lighted signs are not permitted.

## Landscaping

New plantings should enhance, not hide or overwhelm, the house. Landscaping materials should frame views towards the house. Careful consideration should be given to the selection of plant species and the placement of plantings. Suggested foundation plantings are listed in the Streetscape section of the plan.

*Photo 48. Wooden or vinyl picket fencing that resembles wood fencing is the preferred type of fencing around the historic company houses.*

Removing healthy, mature trees and eliminating open green areas is strongly discouraged. Use of marble chips, gravel, railroad ties, and similar material is also discouraged, as these items are not traditional landscape materials or ground covers.

**Fencing**: Decorative fencing may be appropriate within the Village Town Center when employed properly. Wooden picket fences and wire fencing with scalloped edges are more fitting to the historic company houses. Other acceptable alternatives to fencing in the Village Town Center include a simple vinyl fence that resembles a picket fence. Fences particularly appropriate to the company houses include wooden or vinyl picket fencing, while a standard 3-rail wooden fence would be more appropriate near the general store and train depot. These fence styles are acceptable around the historic structures, but they should be coordinated along the street, and not be alternated or used in a haphazard pattern. A potential solution is to select one type of fencing for use on a specific street.

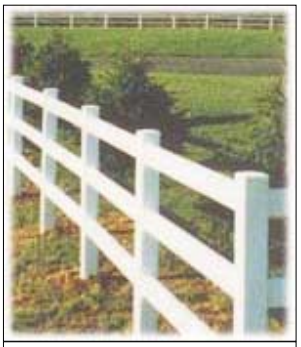


*Photo 49. The standard, wooden 3-rail fence would be more appropriate near the general store and train depot.*


*Photo 50. Board-on-board fencing and rustic split rail fences should be avoided around the historic company buildings.*

Wooden fences should be painted and not stained. Because fences should be more decorative in nature, the maximum height recommended for a fence around the historic company houses is 3 feet. Fences should help to frame driveways, walkways, and landscaping features, rather than simply line the street.

Although it was not historically used in the Village, wrought iron or tubular metal fencing that resembles wrought iron, may be an acceptable alternative. It is recommended to avoid split rail fencing, board-on-board style fencing, and chain link fences around the historic company buildings.

### Guidelines for New Residential Structures within District

New residential construction within the Town Center should be designed so that it appears like it could have been developed around the turn-of-the-20th-century, the era in which the existing Austin Powder Company houses were constructed. Designs of new housing should use visual cues from the existing structures in order to provide a sense of continuity and order to the Town Center district. New residential development should visually integrate well with surrounding uses and not appear to turn its back on the rest of the district. It should incorporate many of the design concepts which characterize new urbanist developments.

### Site Planning

**Street Pattern**: The Village's existing subdivision regulations encourage winding street patterns. This is in part intended to complement the rural character promoted for the Village in general and to accommodate safety considerations for motorized vehicles, the predominant method of moving through the Village. New development in the Town Center, however, is intended to complement the turn-of-the-century structures on Pettibone and Old Cochran Roads and should be laid-out in a pattern which is more in keeping with small villages of that era.

A denser, pedestrian oriented grid pattern is recommended. Streets should be laid-out so that the new subdivision integrates as much as possible with the surrounding recreational and commercial uses. Links which promote easy walking access to other portions of the district are encouraged.

Streets should have pavement widths which are 24 to 26 feet wide. Sidewalks should be included on both sides of the street. Trees which grow to a height that can produce a canopy over the street are recommended. The streetscape plan for Pettibone and Old Cochran Roads suggests a number of trees which would be appropriate for those streets. Such trees would also be appropriate for new residential streets in the Town Center. They include:

- ✓ Red Maple
- ✓ White Ash
- ✓ Sugar Maple
- ✓ Littleleaf Linden

**Lot Size and Density**: Homes in residential sections of the Village are currently required to be sited on lots which are approximately one acre in size. Within the Town Center, however, a minimum one acre lot size would be counterproductive to the goal of creating a pedestrian friendly environment and would also result in the spacing and scale of houses which are out of character with the historic structures. On average, the existing houses are located with one structure for every 60 feet of frontage. In order to maintain that sense of rhythm it is recommended that new residential lots be between 50 and 70 feet in width.

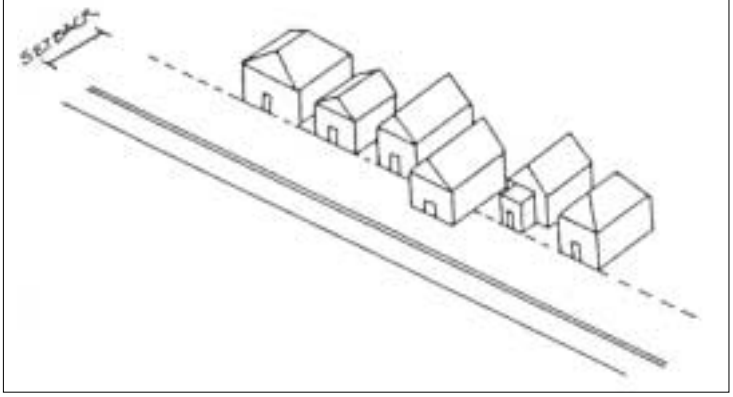
In addition, the depths of lots should be designed so that they promote a scale of blocks which are pedestrian in nature and which also allows a cohesive layout within the dimensions available on the site (between the commercial frontage and floodplain, there is approximately 660 feet of depth on the west side of Old Cochran Road). In many older walkable neighborhoods the depths of lots were in the range of 120 feet. In the oldest neighborhoods in the Cleveland area the dimensions were even less. In the new Mill Creek subdivision off Turney Road in Cleveland, a project which includes many new urbanist characteristics, lot depths vary from 70 feet to 175 feet, with most 120 feet or less.

Considering the dimensions of the site and the goals of creating a walkable district and utilizing the site efficiently, a lot depth of approximately 135 feet would be recommended.

**Setbacks**: The historic company houses are set back relatively close to the street, creating a greater sense of connection between the buildings and the public right-of-way, and contributing to the pedestrian scale of the Town Center. The historic houses are set back approximately 30 feet from the street, but are only 15 feet from the public right-of-way. The proximity between the structures and the public space will be reinforced when sidewalks are developed along Pettibone and Old Cochran Roads and more pedestrian traffic is encouraged.

*Figure 40. New construction should respect existing setbacks and be oriented close to the right-of-way.*

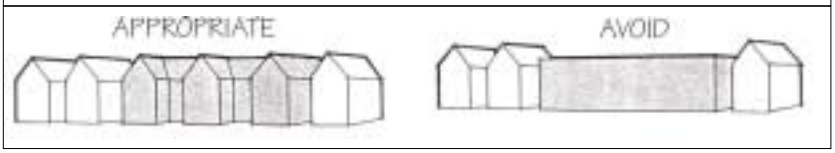
*Source: Residential Design Guidelines for Rock Island Historic Districts & Landmarks, Rock Island Preservation Commission, 1993.*



New development within the Town Center should also be set back at a distance which maintains a connected relationship between street and structure. Setbacks of 15 to 30 feet are recommended. If new construction is located on either Pettibone or Old Cochran Roads, the location of buildings should be in line with the setback established by existing structures.

*Figure 41. New construction should maintain the existing rhythm of the historic district, and although a new structure may be larger than its counterparts, it should maintain the rhythm of the corridor.*

*Source: Historic District Design Guidelines for New Construction, Salt Lake City Utah prepared by the Utah State Historical Society.*




**Spacing of Buildings/ Rhythm**: The existing houses average one house for every 60 feet of frontage. The distance between the existing houses varies from 20 to 50 feet with an average spacing of 30 feet. New residential homes should also exhibit a similar spacing of buildings. The minimum setback from house to side lot line is recommended to be 10 feet.

**Building Orientation**: Existing buildings are oriented perpendicular to the street with the shorter footprint dimension parallel to the street. The typical company house is 24 to 26 feet wide. Buildings are sited at right angles to the street.

New housing should also be sited parallel with the street. If the house is wider than the typical width of the existing company houses, portions of the front facade (such as the garage door) should be set back to give the appearance that the new house's facade is of the same scale as the existing company houses. Each new house should have a main front door which faces the street.

*Figure 42.Facades should be broken into smaller varied masses which are common in historic districts. Uninteresting, boxlike forms are unacceptable within the Village Town Center and should be avoided.*

*Source: Historic District Design Guidelines for New Construction, Salt Lake City Utah prepared by the Utah State Historical Society.*


**Massing and Scale**: The existing company houses average 1,335 square feet in size with first floor areas ranging from 550 to 950 square feet. New homes are likely to be larger in total square footage than many of the existing houses, but they should be designed so that they appear to be similar in scale from the street. As previously mentioned, the apparent width of the new house is an important factor in the sense of scale, as is the height of the new structure. Articulation and detail on the facade are also important elements which affect the perceived size of a building by breaking down a wall into smaller components. Detail elements which are continued from building to building will also provide a visual link between structures and promote a sense of continuity and district. Boxlike structures without detailing on the front facade should be avoided.

**Open Space**: While a higher density of development is recommended for housing within the Town Center, the inclusion of open space as part of new residential construction is recommended. The open space should be designed so that it is usable for passive or active recreation, and if possible, be linked or incorporated into larger open space areas surrounding the development. It is recommended that 50% of the development site be reserved for open space.

The Town Center is bordered on two sides by creeks: Tinkers and Beaver Meadows. The Village Master Plan proposes conservation of areas along both creeks through the Village. North and south of Glenwillow the creek is bounded by the Cleveland Metroparks and Twinsburg City parks. Conservation along Tinkers Creek within Glenwillow would link these two systems together. A trail connection is considered as part of the linkage. Floodplains and riparian areas around these waterbodies should be preserved as open space.

Wetlands have been identified at sites within the Town Center. If they cannot be left intact, it is recommended that they be recreated on-site as part of the open space requirement and stormwater management system.

*Photo 51. New construction is encouraged to employ similar features of the company houses which are typical of Queen Anne (top), Stick (center) and Colonial Revival (bottom) construction.*

## Main Architectural Features

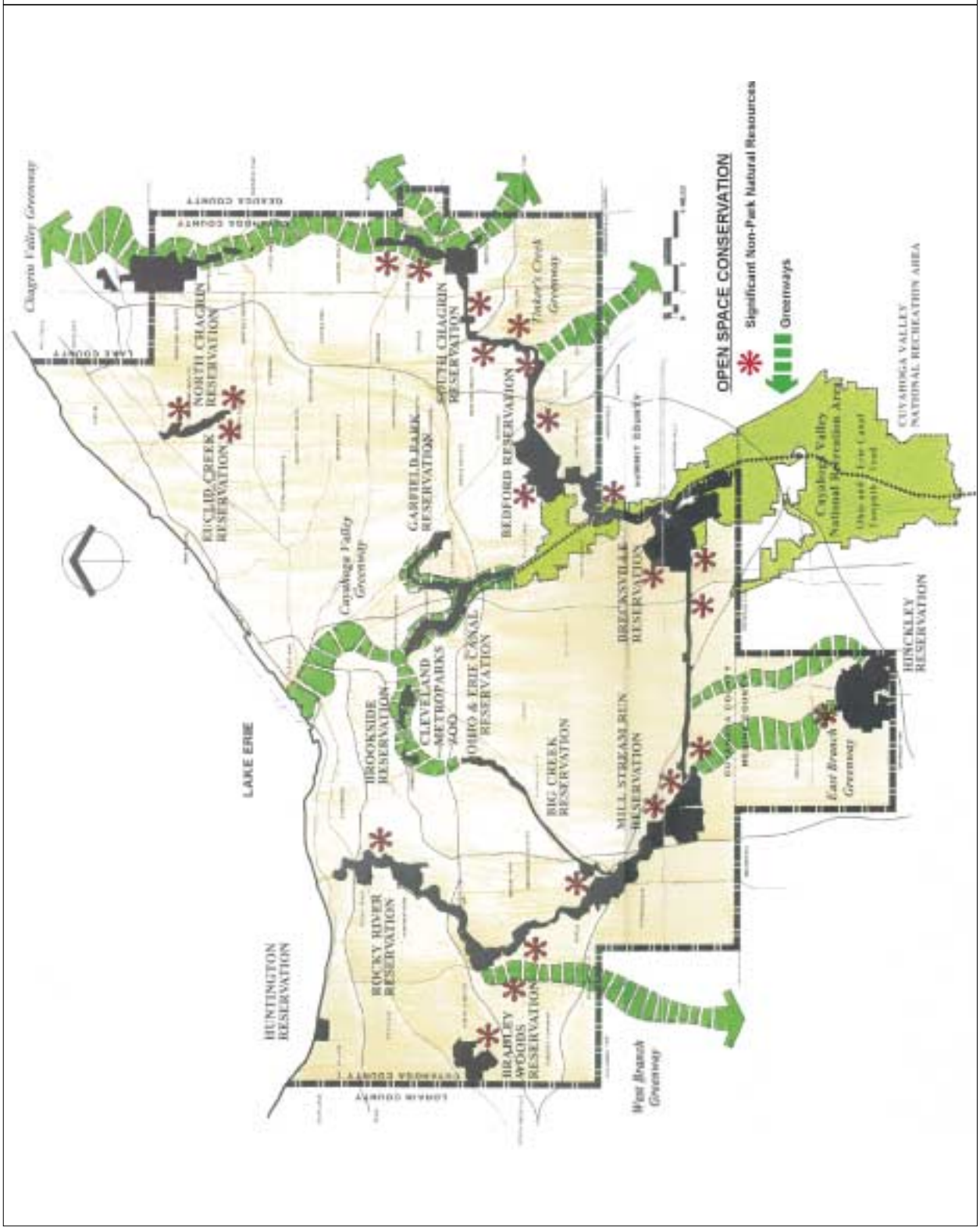
**Style**: New construction should respect the existing feel and framework of the District and should be compatible with the vernacular style of housing in the Village Town Center. Because the company houses have an eclectic style, elements from several housing periods would be appropriate. However, styles reminiscent of Colonial Revival and Victorian housing, popular in the late 1890's are recommended. Principal characteristics of these styles include a dominant facing front gable, steeply pitched roof, clapboard siding (shingles or boards), and classically inspired trim details such as cornices, pilasters and pediments. Some of these features are often seen in Stick and Queen Anne style construction, which are specific types of Victorian housing.

**Height**: New construction should be compatible with the height of the existing Village company houses. This refers not only to the overall height, but the height of foundations, main stories, eaves, and ridge lines. New buildings should not exceed 2 ½ stories or 35 feet, but should have a minimum height of 1 ½ stories or 23 feet.

**Roof**: Because roofs play such a dominant role in establishing a house's character, special attention should be given to the roof's features. The roof shape, pitch, direction, roofing material and color are all important ele-

*Figure 43. Preserving greenspace along Tinkers Creek within the Town Center is consistent with the larger scale ideas for expanding the network of protected open spaces and linkages around Cuyahoga County as this map shows.*

*Source: Metroparks 2000 Park District Plan, June, 1995.*



ments of new construction which should harmonize with the existing buildings in the Village Town Center.

*Figure 44. A low building among tall buildings disturbs the balance of the streetscape.*

*Source: Residential Design Guidelines for Rock Island Historic Districts & Landmarks, Rock Island Preservation Commission, 1993.*

**Roof Shape**: A front-facing roof gable (or a gable that faces the street) is the dominant roof type in the Village Town Center and should be continued in new construction. Cornice returns are encouraged and would complement the return detailing on the existing company houses.

*Photo 52. Cornice returns and a front-facing gable are dominant features on existing company houses and are encouraged in new construction.*

**Roof Pitch**: Because roof pitch is such a characteristic feature of the company houses, a moderately pitched roof, approximately 30-45 degrees, is the favored roof dimension in new construction. A very shallow pitch or steep pitch would not complement the existing roof dimensions and is generally discouraged.

**Roof Material**: Because slate shingles were the original roofing material on the company houses, new construction should try to harmonize with the existing structures with complementary roof materials. The original slate roofs on the company houses have a earthy gray color with hints of reds, rather than plain black shingles. It is highly recommended to select roof materials that resemble the original slate shingles found on many of the existing houses, and to consider alternatives to basic asphalt shingles in new construction. Imitation slate shingles, as well as asphalt shingles that resemble slate, are now available in a variety of products that better resemble the original slate roofs than the typical gray asphalt, 3-tab design. Other types of roof materials such as copper and wood shingles are generally discouraged because they are not a part of the building stock in the historic Village Town Center.

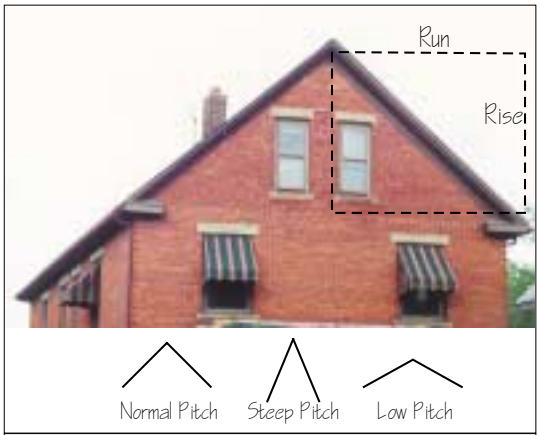



*Photo 53. New construction should maintain a similar roof line and pitch found on the existing houses.*

***NOTE***: Mechanical equipment such as air conditioners and television antennae should be put in an inconspicuous location and should not be visible from the street.

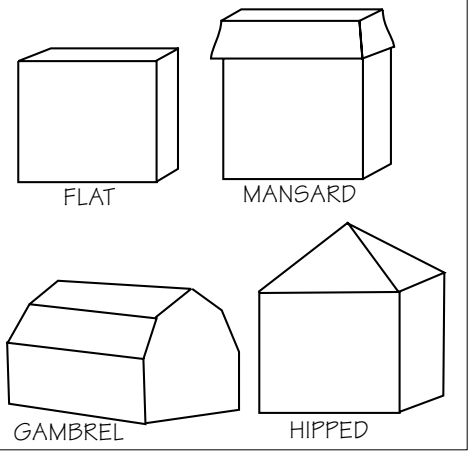



*Figure 45. The following types of roofs are inappropriate within the Village Town Center and do not complement the existing structures.*


*Photo 54. A long horizontal fascia board is common on the existing company houses and should encouraged in new construction.*

*Photo 55. The use of brick on the facade or entry way of new construction is strongly discouraged.*

***Siding:*** New construction should feature wood clapboard siding which matches the existing house's siding in terms of board thickness and exposure. The horizontal siding should have an exposure of 4-4½ inches, and should have a smooth finish. Corner boards and fascia boards, common on many of the company houses, help to frame the house and should be encouraged on new construction. A front fascia board that runs the entire horizontal length of the structure is also strongly encouraged for new construction. Decorative siding such as scalloped edges or sunburst in design is also encouraged on new construction. Brick facades or brick around the entryway is discouraged.

***NOTE***: Avoid adding trim or other details that were not appropriate to the historical context of the company town at the turn-of-the-20th-century.

**Foundation**: A red brick foundation is strongly recommended, especially on houses that front on main roads such as Old Cochran and Pettibone Roads, because it was the dominant foundation material used in the Village Town Center. Less common, but also acceptable, is a foundation made with rough-faced sandstone blocks. Foundations are to be exposed masonry and are not to be painted. Foundations should also be raised high enough so that the facing is visible, consistent with the houses in the area. The front foundation on existing buildings ranges in height from 8 inches to 15 inches tall, with an average height of one foot.

## Architectural Details

**Porches**: Front porches are a distinctive element of the company houses. Small functional porches are encouraged on new residential structures. New porches should complement the recessed and overhang porch varieties common on the existing houses. Acceptable porch sizes range from 5 x 4 to 5 x 9 on recessed porches, and 22 x 7 to 24 x 6 for overhang porches. Porches should have a minimum depth of 4 feet, but not be deeper than 15 feet. Porch railings should be approximately 30 inches tall, accompanied by simple porch columns. Porches should be subtle and simplistic nature, comparable to those of the company town.

**Windows**: Windows are a key design component. Every effort should be made to ensure that window treatments complement those found on the existing company houses. Both the variety and placement of window openings in new construction should be similar to those of the existing structures. The predominant window type on the company houses is a double-hung window, with a single pane of glass in each sash. It is recommended that new residential construction also have predominantly single pane, double-hung windows. Other window elements such as the lintel, trim, and sill should complement the exterior detailing of the house and harmonize with other windows in the Village Town Center.

*Photo 56.Front porches are strongly encouraged on new housing and should incorporate simple design elements similar to those on existing structures.*

The placement pattern of windows on each story of the company houses typically consists of paired or spaced double-hung windows aligned horizontally. Window placement on new residential buildings should also replicate this pattern.

More contemporary windows, although inappropriate in the historic Village Town Center, may be used, but only if they are NOT located on the public face of the building. Windows such as bay and bow windows, picture windows, sliding or pivoting windows, sky lights, glass block windows etc. are generally discouraged, but may be used if located expressly to the rear of the structure and/or are not visible from the street.

Decorative windows are common on many of the existing houses. Small, clustered, stained glass windows found on many of the existing company houses, especially on Old Cochran Road, enhance the beauty and uniqueness of the structure. New construction is encouraged to include small windows that are more decorative in nature and which are complementary to the smaller windows of the company houses.

**Shutters**: Window shutters, although not original to the Village company houses, may be acceptable on new construction. The shutters should appear to be functional i.e., match the height and width of the window opening, and be nailed or hinged to the window frame and not the wall, if they are to be used in new construction.

*Figure 46. New construction should employ decorative components of windows and harmonize with the existing windows of the company houses.*

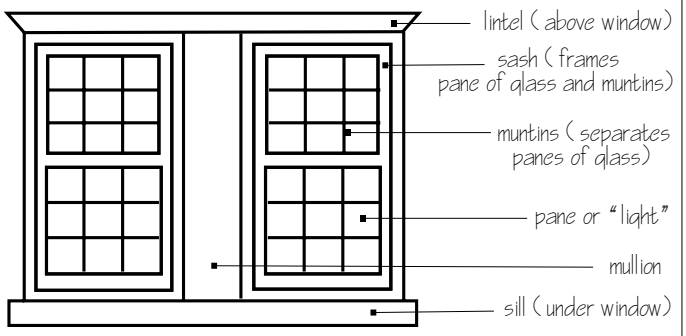
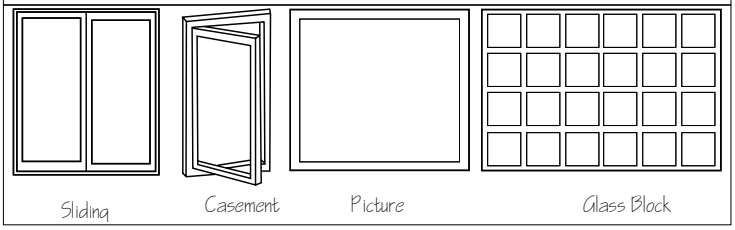


*Photo 57. Windows that are proportionally balanced are encouraged in new construction.*

*Figure 47. Windows which are inappropriate for public facades in the Village Town Center include sliding, casement, picture, and glass box windows.*




**Doors and Doorways**: Doors on newly constructed houses should be inviting from the street. The door should ideally feature windows in its design to visually link the outdoors with indoors. Steel doors are inappropriate within the Village Town Center and are strongly discouraged.

*Photo 58. Smaller decorative windows which complement the existing ornamental windows of the Village Town Center are encouraged in new construction.*

While multiple doorways are permitted on a house, new construction should always feature a front entrance. The main entrance however, should not dominate the street or overwhelm the house. Typical entryways on existing houses in the Village Town Center are one-story tall and are made of the same wooden clapboard material as the house. Entryways on new construction should ideally be one-story and be made of materials similar to the house. Sliding patio doors are discouraged within the Village Town Center, but may be permitted when located on the rear of the house.

*Figure 48. Inappropriate use of shutters.*

*Source: Residential Design Guidelines Rock Island Preservation Committee.*

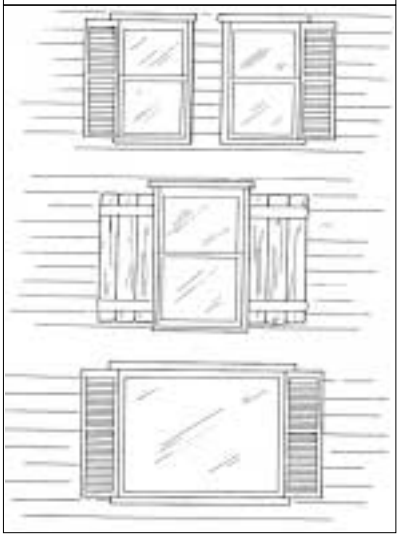


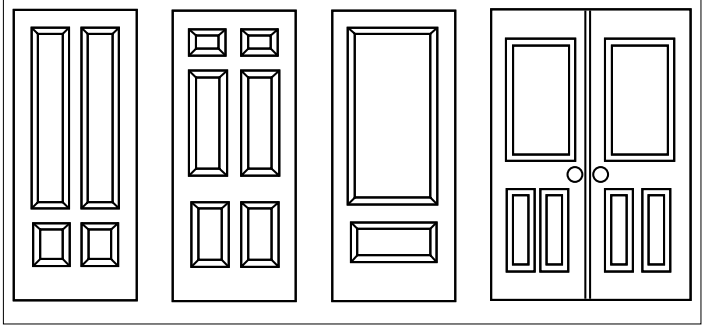
*Photo 59. New housing in the Village Town Center should feature a front entrance that relates to the scale of the house, as pictured in these examples at Mill Creek in the City of Cleveland.*

**Storm doors**: Storm doors should ideally feature a large pane of glass or screen. The storm door should be simple in design and should reveal, as much as possible, the door behind it. Milled aluminum finishes on storm doors are discour-

aged. Storm door colors should harmonize with the overall color scheme of the house.

*Figure 49. Examples of appropriate doors for historic houses.*

*Source: Residential Design Guidelines for Rock Island Historic Districts & Landmarks, Rock Island Preservation Commission, 1993.*

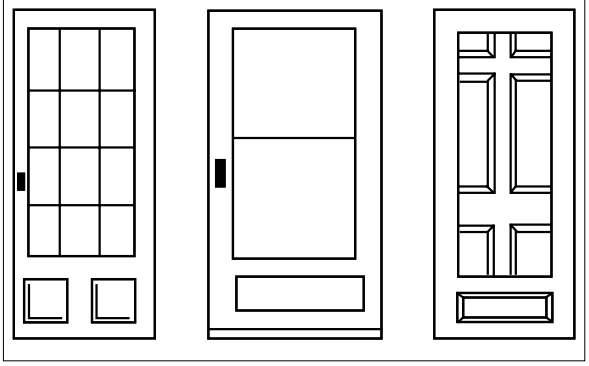


**Chimney**: The chimney on any new construction should be built of masonry. Red brick chimneys are encouraged on new construction because it was the dominant chimney material on the existing company houses. The chimney should be oriented towards the center of the house, like much of the existing company houses, with a similar extension in height above the roof.

**Gutters**: Gutters are a necessary feature on any residence, and should be located properly. Gutters should be placed in an inconspicious location, and downspouts should always run vertically and not across windows or other exposed areas. The half-round type of gutters with round downspouts, instead of contemporary, square-shaped ones, are preferred in the historic district.

*Photo 60. Unacceptable front entrances feature two-story entry ways that dominate the front facade.*

*Figure 50. Acceptable types of storm doors should reveal the door behind it.*



**Color Palette**: Because color is often the predominant visual feature of a building, careful attention should be made to the color scheme. Antique colors such as a light olive, tan, yellow, light gray, and white are appropriate shades of color in a historic district. Muted colors and earth tones are also encouraged. Medium or pale shades of color are also acceptable, while bright and shocking colors are generally discouraged. At least two paint colors should be used, a main body color and trim color. A third color could be used on the window sash.

*Photo 61. A centrally located chimney, made of red brick, is preferred on new construction.*

**Other**: Install necessary building services such as heating, electrical, and plumbing in inconspicious areas or spaces on or near the house.

Attachments to a residential structure such as the mailbox, address numbers, flag pole, etc. should be designed

*Figure 51. Garages should be setback a minimum of 5 feet from the main entry and should not dominate the appearance of the home.*

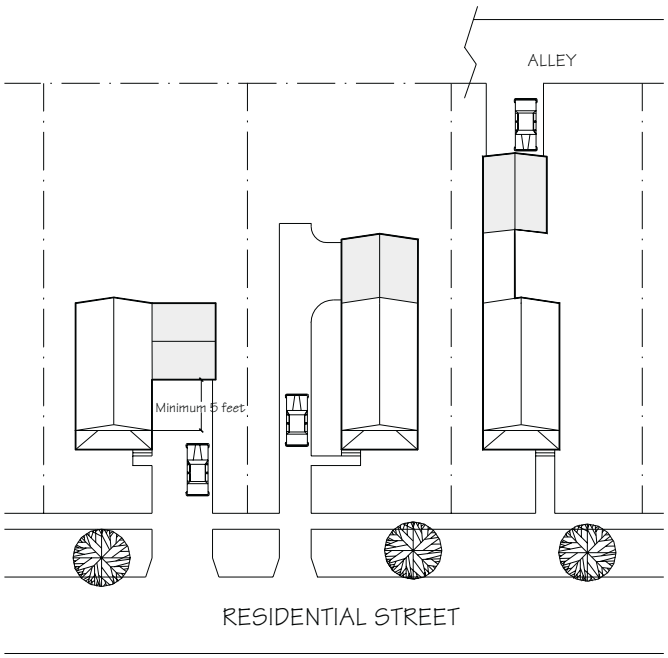



*Photo 62. A covered walkway would help connect the house with the garage on narrow lots without disturbing the rhythm of the street.*

roof line similar to the house also helps to integrate the garage into its surroundings.

To eliminate the impact of the garage door on the street, some house designs include garages in which the garage door faces the side lot line. If such a design is used, it should only be where the needed space for maneuvering vehicles does not result in the width of a lot which breaks up the desired rhythm of building spacing. A and located in such a way that they do not overwhelm the building and harmonize with other amenities in the historic Village Town Center.

## Garages

The neighborhood within the Village Town Center, although accessible by car, should be oriented towards the pedestrian. Garages should be architecturally integrated into the house and never dominate the building. While a detached rear garage is more consistent with the design of the existing company houses, today's homeowner expects an attached garage. Designs which include garages to the rear or to the side of the house are preferred. If a garage is located on the front facade, it should be setback a **minimum of 5 feet** from the main entry or front wall of the house. Overall, the garage should harmonize with the house in terms of its size and proportion, and should feature compatible materials and styling. A

*Photo 62. Appropriate layouts for new garages in the Village Town Center district include attached with a minimum 5 foot setback, attached located to the rear, and detached connected by a walkway.*

covered walkway that links the house with a detached garage may also be used and would help maximize space without disturbing the rhythm of the street. New garages in the Village Town Center should feature two separate garage doors, rather than one double-wide door.

## Signage

Signs that identify the name of the subdivision or residential development are permitted within the Village Town Center. A ground sign or freestanding sign is allowed but should be no more than six (6) feet in height and twenty-four (24) square feet in area. The sign should be designed to be in context with the character of the larger district. Because of the rural and small town character desired, an identification sign which incorporates wooden materials is preferred over a brick monument sign. If identification signs are to be illuminated, they should be lit by an external means only and the light source should be screened from view.

## Landscaping

Compatible plant materials and landscaping features do much to enhance the historic character of a neighborhood. Landscaping is encouraged in new residential areas, but plantings should enhance, and not hide or overwhelm, the house. While landscaping materials should frame views towards the house, plantings should not be placed too close to a house foundation because moisture can be trapped against the house, creating basement dampness and causing exterior damage.

Careful consideration should be given to the selection of plant species and the placement of plants (see more on landscaping materials in Streetscape Plan). Plant materials should be located in areas where they will not encroach upon one another or upon the residential structure once they have matured. Removing healthy, mature trees and eliminating open green areas is also strongly discouraged. Use of marble chips, gravel, railroad ties, and similar materials is discouraged, as they are not traditional landscape materials or ground cover.

**Fencing**: Fences in the front and side yards of newly constructed housing within the Village Town Center should be appropriate to the size and scale of the property. Wooden picket fences and wire fencing with scalloped edges are more fitting to the historic town center. Wooden fences should ideally be painted and not stained. Because fences should be more decorative in nature, the maximum height recommended for a fence in the Village Town Center is 3 feet. Although it was not historically used in the Village, tubular metal fencing that resembles wrought iron may be an acceptable alternative. Other acceptable alternatives to fencing in the Village Town Center include simple vinyl fence that resembles wood. It is recommended to avoid split rail fencing, board on board style fencing, and chain link fences within the Village Town Center.

*Photo 64. Examples of housing in the Mill Creek neighborhood in the City of Cleveland.*

*Photo 65. Examples of housing in the Central Commons neighborhood in the City of Cleveland.*

## Local Examples

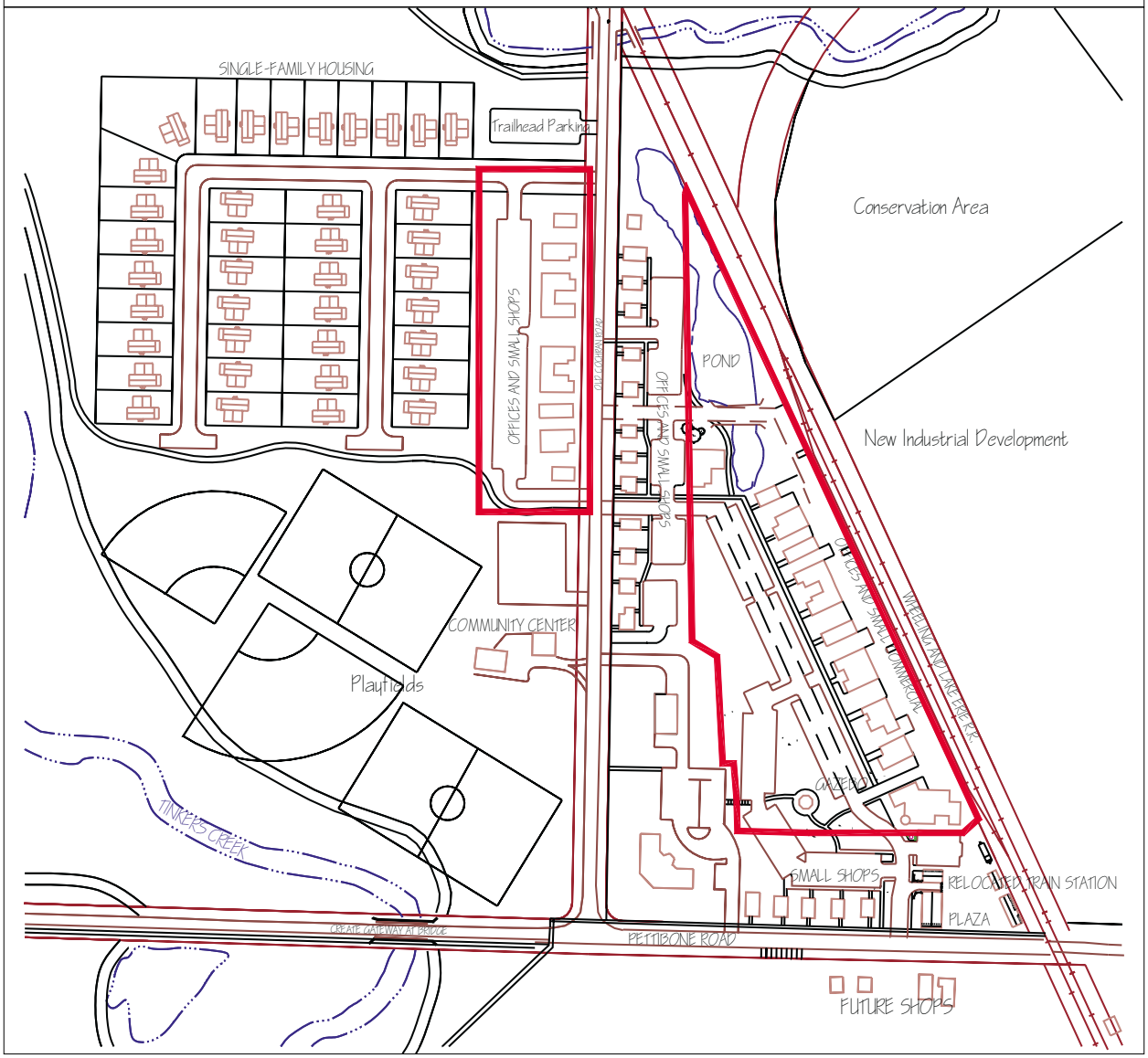
The general character which is desired for new housing within the Village Town Center District can be found in a number of local examples of new housing development. For example, the Mill Creek and Central Commons developments in the City of Cleveland incorporate many of the elements which promote a walkable, human scale neighborhood.

## Guidelines For The Construction Of New Commercial Buildings

### Introduction

The development of new commercial buildings within the Town Center should appear as natural extensions to the existing pattern of streets and structures. Compared to many other nearby villages which existed at the turn of the 20th century, such as Bedford and Chagrin Falls, Glenwillow has a much more rural history and character. While many of the design concepts inherent in those more urban examples, such as a focus on the pedestrian and connectivity within the district are main objectives to be achieved by new de-

*Figure 52. New Commercial Areas*




velopment within the Town Center, the appearance of new commercial improvements should reinforce the historical country image which makes Glenwillow unique. New commercial buildings should pick up on cues from the architecture and scale of existing structures in order to reinforce a consistent image for the district.

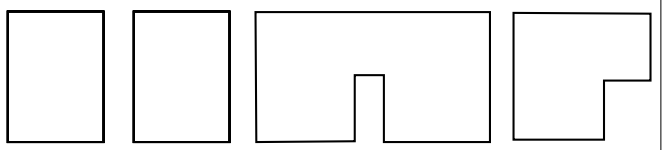
The guidelines for new commercial construction are based upon recommendations in the Village's master plan and the Town Center strategic plan for small shops and offices and other uses which would complement the development of a small, walkable district. New commercial development is envisioned for two sites within the district. The first site is the frontage on the west side of Old Cochran Road north of the playfields' parking lot. This site is highly visible from one of the district's two main roads. The second site is the triangular shaped property to the rear of the historic Austin Company houses and adjacent to the Wheeling and Lake Erie railroad tracks. This site is not as visible from the main roads but is important for creating connections which tie the district together. Together these sites oc-

cupy approximately 8.5 acres and could be developed with 55,000 to 70,000 square feet of commercial floor space.

## Site Planning

**Scale**: The "massing" of a structure describes its three-dimensional shape, and takes into account a building's width, height, depth and roof shape. In terms of massing, most of the existing company houses can be typically described as a two-story, detached structure with a front-facing gabled roof. On average, the company houses are between twenty and forty feet wide. It is preferred that new commercial buildings observe these characteristics. A building may be slightly smaller or larger in size than the company houses, but that new building's width, height, and roof shape should be of similar proportions and shape as those of the company houses. Greater flexibility can be exercised with regard to depth. The depth of new commercial structures does not necessarily need to be similar to that of existing company houses, but should observe the building requirements outlined in the Village's zoning code. If significant deviations from the recommended range of width in new commercial buildings are required, creating an appearance of similarity in width to existing company houses can be achieved by recessing a portion of the building, or by increasing the amount of floor space through increasing the depth of the building.

*Figure 53. The appearance of similar building width can be achieved by recessing portions of wider buildings.*



With regard to height, construction of a one or one-and-a-half story building is acceptable if deemed necessary. It is preferred that one and one-and-a-half story buildings also be between twenty and forty feet wide. Roof shape should be either front-facing, gabled or flat. Incorporating the design characteristics which are outlined in the "Architectural Features" and "Architectural Details" sections that follow is crucial to ensuring that the design of single and one-and-a-half story commercial buildings is compatible with the architectural vision for the Town Center.

*Photo 66. The house at center is set back much further than the others, creating a disruptive gap in the setback pattern established by surrounding houses.*

**Setback and Spacing**: New commercial construction should observe the pattern created by the setback and spacing of existing company houses. The company houses on Old Cochran Road are set back approximately 25 feet from the street right-of-way, while the houses on Pettibone Road are set back approximately 20 feet from the street right-of-way. New commercial construction should also be set back between 20 and 25 feet from the street right-of-way or other on-site circulation routes.

Spacing between buildings depends upon whether or not there is parking in the rear. Normally, new commercial buildings should be spaced between 20 and 30 feet apart–similar to the distance between existing company houses

on Old Cochran and Pettibone Roads. For buildings which have rear parking lots, spacing between buildings should allow for a driveway and pedestrian walk. In this case, a building should be set approximately ten to twenty feet from sidewalks and driveways leading to parking areas. To minimize distance between buildings, the use of shared driveways is strongly encouraged.

**Building Orientation**: The facade of new commercial buildings should be parallel to the street, with the front entrance serving as the main entrance to the building. An additional entrance in the rear is acceptable, but it should not detract from the visual and functional dominance of the front entrance as the main entrance to the building. Directing the flow of pedestrian traffic through the front of the building contributes to a more lively and interesting pedestrian environment. The front door should be clearly visible from the street, and not obstructed from view in any way by large fences or landscaping.

**Natural Features**: Existing vegetation and tree cover shall be preserved as much as possible. Removal of healthy, mature trees or groupings of trees that act as natural buffers to adjacent properties and drainage ways is strongly discouraged. Creeks, wetlands, slopes and contours, and other unique natural features should be preserved and incorporated into site plans to the maximum extent practicable. Vegetation, tree cover, and ground features serve as an important part of the natural beauty and rural character of Glenwillow.

**Parking**: The recommended location for off-street parking for commercial properties is at the rear of buildings which front on Old Cochran and Pettibone Roads. With parking placed to the rear, storefronts can be brought closer to the right-of-way, contributing to a more pedestrian friendly and visually interesting streetscape. As previously mentioned, use of shared driveways into parking lots is encouraged. Parking areas should be paved with porous materials such as crushed gravel which complement the rural character of the district, as well as lessen required stormwater management.

Landscaping of parking areas is strongly encouraged. Trees and other vegetation can be planted along the periphery of the parking area in order to beautify and partially screen it from public view. Installing "islands" of landscaping in the interior of larger parking areas–which may consist of a tree and/or other plant materials–can also help to direct traffic, beautify the parking area, and shade cars.

Circulation routes which serve parking areas, such as that which is planned for the proposed commercial area along the railroad tracks, should have similar design features as those of street right-of-ways. Recommendations presented in the *Streetscape Plan* for the Village's right-of-ways on elements such as signage, lighting, sidewalks, landscaping and curbs should be applied to the maximum extent possible on circulation routes.

Sidewalks leading from parking areas to building entrances should preferably be made of brick or stone as these materials are more in keeping with the rural character of the Village. Another acceptable alternative is concrete with more exposed aggregate. Use of modern brushed concrete for sidewalks is strongly discouraged as it would look aesthetically out of place.

*Photo 67. Brick walk (top) and concrete with exposed aggregate (bottom).*

**Landscaping:** Landscaping of individual commercial properties is essential to creating a visually pleasant commercial district. Additionally, when employed effectively, strategically designed landscaping can also clearly define where to drive, park, and walk.

In the Town Center, design of landscaping should complement the characteristics of Glenwillow's existing, natural landscape. This effect can be achieved by planting trees and vegetation which are native to northeastern Ohio in a pattern that replicates the appearance of the area's topography. In keeping with the rural character of the area, overly ornate or complicated design features are discouraged.

Except where it serves as a buffer between residential and commercial properties, landscaping should be designed and planted in such a way that it does not create a dense "wall" which obstructs the views of businesses and activity along the commercial streetscape. It should partially screen and beautify–not completely block out and visually isolate commercial properties. The recommended effect can be achieved by choosing a variety of plant materials which are different in texture and height.

Commercial properties should be landscaped with plant materials along the foundation of the building. Foundation plantings can beautify and emphasize the architecture of a building. Appropriate plants should be chosen such that at maturity they do not encroach upon or obstruct the view of the building or one another. Recommendations on appropriate foundation plant materials are provided in the *Streetscape Plan*. Existing trees should be preserved as much as possible. When planting new trees, deciduous trees are recommended.

Use of marble chips, plastic edgings, crushed rock, lava, or railroad ties is discouraged, as these items are not traditional landscape materials or ground covers.

Finally, maintenance of landscaping is of critical importance. Unkempt plantings and trees can become a hazard to pedestrians and obstruct motorists' views.

**Fencing**: Decorative fencing may be appropriate within the Village Town Center when employed properly. Wooden picket fencing or a low stone wall are preferred. Other acceptable alternatives to fencing in the Village Town Center include a simple vinyl fence that resembles a picket fence.

Wooden fences should be painted and not stained. Because fences should be more decorative in nature, the recommended maximum height is three feet. Fences should help to frame driveways, walkways, and landscaping features, rather than simply line the street.

*Photo 68. Vinyl picket fencing which replicates the appearance of wood (left). Stone wall (right).*

*SOURCE: A Vinyl Fence and Deck Wholesaler (vinyl picket fencing).*

Although it was not historically used in the Village, wrought iron or metal fencing that resembles wrought iron, may be an acceptable alternative. The use of split rail, board-on-board style, and chain link fencing is strongly discouraged.

**Storage Areas and Equipment**: Trash containers, storage areas, mechanical units, and other equipment located on the exterior of the building should not be exposed to public view. Such areas should always be located in the rear of the building, and should be screened by walls or dense fencing, preferably accompanied by landscaping. Dense landscaping, alone, may provide sufficient screening for smaller storage areas and pieces of equipment. Alternatively, new construction may incorporate into the design a recessed area in the rear of the building to accommodate trash containers, storage areas, mechanical units, and other equipment.

Walls or fencing which screen dumpsters, storage areas, and equipment should be compatible with the exterior material of the main building. If walls are selected to provide the screening, three of the four walls should be of the same material as that of the main building. Fencing should preferably be made of wood or vinyl. Use of chain link fencing is strongly discouraged.

## Main Architectural Features

**Style**: As discussed in the previous section, the company houses located in the Village's Town Center are vernacular in architectural style. They possess elements of Colonial Revival, Victorian, Stick, and Queen Anne style houses in combination with other architectural features to create a consistent architectural look that, while unable to be categorized according to a single traditional or "textbook" style of architecture, is locally unique. New commercial construction should complement the architectural style of the company houses. Buildings which are significantly different from the company houses in scale should

*Photo 69. Although located in the front of the building, the exterior material of the walls of this trash storage area matches that of the main building. The enclosure is sturdy and completely hides the trash dumpster located inside.*


*Photo 70. Commercial buildings which have been designed to serve as "logos" for the corporation.*

*Photo 71. Commercial buildings which have been designed using local guidelines rather than according to the standard architectural guidelines of the corporation.*

try to achieve visual consistency with the company houses in their main architectural features and architectural details.

In design guidelines developed for the City of Hudson, it is noted that the architectural style of a building serves as "logo" for a business or corporation (Hudson Architectural and Design Standards, Part III, Section III-1, c2). A building is deemed a logo when the specific business occupying a building is still identifiable even after all signage is removed. In the Glenwillow Town Center, new commercial buildings should not be designed to serve as logos.

**Height**: Similar to the company houses, it is preferred that new commercial buildings be one-and-a-half to two-and-a-half stories tall. This translates to a minimum height of 23 feet and a maximum height of 35 feet.

**Roof**: Four of the most defining features of the company house roofs are their shape, orientation, pitch, and cornices. New commercial construction should incorporate these characteristics into their building design. It is preferred that roofs on new commercial construction be front-facing gabled, with a normal pitch. The roofs on the company houses were also designed with prominent cornice returns, a characteristic which also should be incorporated into the design


*Photo 72. Some defining characteristics of the company house roofs: a normal pitch of approximately 45 degrees and prominent cornice returns.*

of the roof on a new commercial building. Because the company houses originally had roofs made of slate, it is preferred that the roofs of new commercial construction be fitted with a roof made of slate, or a material that resembles slate in appearance.

Flat roofs on new commercial buildings are acceptable. A flat roofline can be achieved through the use of a raised facade attached to a front-facing gabled roof, as demonstrated in the architecture of the Village's General Store. If using a raised facade to present the appearance of a flat roofline, the raised facade should be made of the same material as that of the main building–preferably wood clapboard.


*Photo 73. Examples of buildings with a flat roofline. While the building at right actually has a gabled roof,*

**Siding**: The preferred exterior material for new commercial construction is wood clapboard siding with an exposure of approximately 4 to 4 ½ inches. Vinyl siding, brick veneer, and asbestos shingles are strongly discouraged, as they are aesthetically inferior, and would detract from the architectural unity that the Village is trying to achieve in the Town Center. If vinyl siding is deemed necessary, use of siding with a faux wood grained pattern is strongly discouraged as wood clapboard siding has a smooth finish.

Trim details are also an important part of the architectural character of the company houses and should be reflected in any new buildings. Windows and doors should be surrounded by boards which are approximately the same width as the siding. Installation of a fascia board which spans the front width of the building, and adds an element of detail to the repetitive pattern created by the clapboard siding, is also recommended. Installation of corner boards at the intersection of exterior walls is strongly encouraged.

**Porch**: As discussed in the previous section, porches are a common structural feature of the Glenwillow company houses. It is recommended that new commercial buildings incorporate a front porch into their design. The company houses display a range of porch types. Some have only a deep, enclosed recession around the front door, while others have a front porch that spans the full width of the house. These guidelines recommend that porches on new commercial buildings span at least half the width of the front of the building. Aesthetically, this ensures that the new commercial building is similar in structure to that of existing buildings, and functionally, the porch space can be used as a display area by the business.

In keeping with the architectural features of the porches on the company houses, it is recommended that the support beams, balustrade, and hand rails be made of wood, and

*Photo 74. Recessed front corner porch (top); porch which spans half the width of the house (center); porch which spans the full width of the house (bottom).*

*Photo 75. Window placement patterns on existing company houses.*

that they follow the placement pattern, shape and size of those on the company houses. Support beams and balustrades on the company houses are typically rectangular in shape and of simple design. All structural elements of the porch should be painted, rather than stained. Porch steps should also be made of wood and should be painted. Use of wrought iron and other non-wood materials in the porch structure is strongly discouraged.

Decks are acceptable on new commercial buildings. They should be located at the rear of the building and should appear to be a natural extension of the house, rather than an unrelated appendage. A deck should not be out of scale with the house and should have a balustrade similar in design to those of the front porches on the existing company houses.

**Foundation**: The foundation of a new commercial building should preferably be constructed of traditional-sized brick in a color compatible with the original color of the foundation brick on existing company houses. The foundation height should be similar to that of existing company houses. Due to variations in slope, the height of the foundation of the company houses ranges from 8 to 12 inches.

## Architectural Details

**Windows**: The predominant window type on the company houses is a double-hung window, with a single pane of glass in each sash. It is recommended that new commercial construction also have predominantly sin-

gle pane, double-hung windows. The placement pattern of windows on each story of the company houses typically consists of two to three paired or separately spaced double-hung windows aligned horizontally. Window placement on new commercial buildings should replicate this pattern.

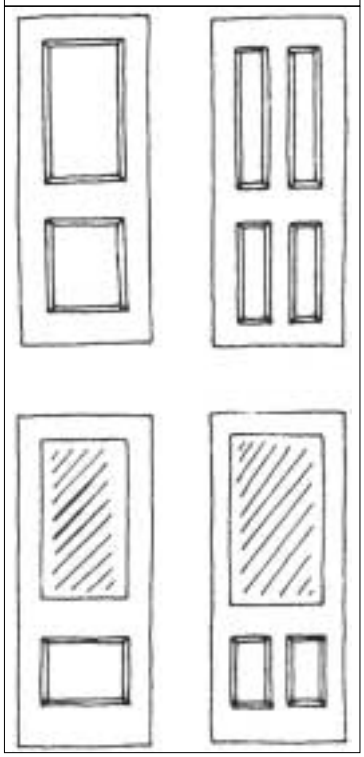
Because shutters were not an original feature of the company houses, installation of shutters on new construction is strongly discouraged.

If necessary, a picture window effect can be achieved by pairing windows together or by creating a "ribbon" of windows (three or more contiguous windows).

**Doors**: Doors on new construction should be similar to the original doors of the company houses. Original doors on the company houses are typically wood paneled, with a window in the top half that is either a single pane of glass or true-divided lights. On many company houses, storm doors have been added. If a storm door is necessary, it should be made of the maximum amount of glass possible.

*Figure 54. Examples of wood paneled doors.*

*SOURCE: McAlester, Virginia and Lee McAlester. A Field Guide to American Houses. NY: Alfred A. Knopf, 1984.*



Entrances to new commercial buildings should be clearly identifiable to customers. A pleasant and accessible approach from public sidewalks and parking areas is an important design feature. Customers need to be able to quickly and clearly see the path they should take to walk to the entry door.

Entryways and the immediate surrounding area should be designed to comply with the standards established in the Americans with Disability Act Accessibility Guidelines.

**Roof Details**: Use of architectural detail around the roof is strongly encouraged on new commercial construction. As previously mentioned, front-facing gabled roofs should have prominent cornice returns. Wider eaves, with brackets set under the eave are other possible methods of adorning the roofline.

*Photo 76. Wider eaves and brackets, like those on the church at left, are methods of adding architectural detail to a building's roofline.*

**Gutters**: It is recommended that new commercial buildings be fitted with half-round gutters and round downspouts. Downspouts should be as inconspicuous as possible in location and in color.

**Color Palette**: Although white is currently the most common color on the existing company houses, the use of appropriate color on the exterior of commercial buildings is encouraged. In addition, old black and white photographs sug-

gest that white may not have been the only color originally used on the company houses. Painting the exterior of new commercial structures different colors can add character to and identify the Town Center as a distinct area.

Several paint manufacturers, including Sherwin Williams and Benjamin Moore, have developed exterior paint color palettes that are appropriate to the time period in which the company houses were built. At least two paint colors should be used–one for the main body and a different color for the trim. A third color may also be used for the window sash. Muted colors and earth tones which are reminiscent of the turn of the twentieth century color palette are preferred.

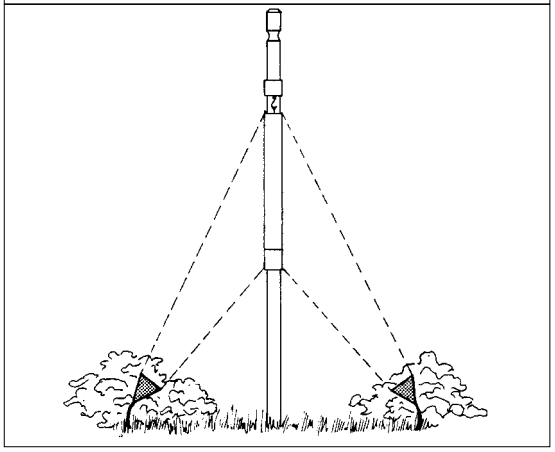
## Signage

Signs are one of the most noticeable features of the streetscape. Well-designed signs can add color and character to the street and identity to businesses. Uncoordinated signage in commercial districts can cause visual confusion of the streetscape due to excessive or inadequate size and lack of compatibility with architecture and neighboring signs. Although complete uniformity can be uninteresting, coordination of certain elements of signage is necessary to create architectural consistency within a commercial district. Continuity of design can be achieved through coordination of characteristics such as style or type of sign, material, dimension, size and type of lettering, and use of complementary colors.

**Logos**: Corporate logos may be permitted within the Village Town Center provided they follow certain criteria. The sign(s) should respect the architectural style of the building to which they refer. The sign design should be compatible with other signage in the historic district in terms of its size, composition, placement and illumination. The manufacturer's name or trademark logo should be a size that is consistent with logos and lettering imprinted on other signs in the Village Town Center. Sign color and material selection should relate to the color scheme, materials, and texture of the building rather than depend upon "high contrast" factors in order to be effective.

*Figure 55. As shown, landscaping can be effectively used to hide lights from public view.*

*SOURCE: Sutro, Suzanne. Reinventing the Village. Chicago: American Planning Association, 1990.*



**Types of Signs**: For new commercial construction, these guidelines recommend the use of wall signs, free-standing signs, projecting signs, signs suspended from the porch roof or canopy, awning or canopy signs, or permanent window signs. As mentioned above, although different businesses may use different types of signs, visual consistency can be achieved through coordination of other elements of the signage, such as material, dimension, size and type of lettering, and use of complementary colors.

**Illumination**: All signs should be lit by an external source. Light sources should be hidden from public view–either through the use of landscaping or by incorporating them as finished elements in the design of the sign. Internally lit signs

are not permitted within the Village Town Center. In addition, flashing, moving, rotating, or intermittently lighted signs are also prohibited.

**Materials and Colo**r: Signs should be compatible with the architectural style and the proportions of the building to which they are attached. Sign color should complement the building and, if present, awning or canopy colors. Signs should be made of materials that are of good quality, durable, and complementary to the exterior material of the building to which they refer. Use of non-plastic materials (wood, brass, iron, tin and aluminum) is strongly recommended.

**Size and Lettering**: Lettering and symbols on all signage must be large and clear enough to be visible to both pedestrian and automobile traffic. However, lettering should not exceed the size necessary for effective advertising. Excessive size can visually overpower the streetscape. Simple and easy to read lettering and symbols have the dual benefit of fitting in with other signage on the street and presenting a clear message to customers. The recommended height for all signs is two feet. A sign of this height accommodates lettering which is 18 inches high. According to *The Sign User's Guide* published by the Institute of Signage Research, 18-inch lettering is readable at distances of up to 450 feet.

***Recommendations Specific to Types of Signs***

*Wall Signs*

The recommended maximum size of wall signs is twenty-four square feet. Wall signs should be placed in areas where they fit comfortably within any given frame of the architectural design. Preferred locations include above entryways and in the lintel area above windows. Signs attached directly to the building's facade should always be placed at least four inches from the roof line, one foot away from any window, and four inches away from the fascia board which divides the first from the second story. Wall signs placed in the vertical space between windows should not exceed in height more than two-thirds the distance between the top of the window and the sill of the window above, or major architectural features related to those windows.

*Photo 77. Wall Sign.*

Ideally, signs should be mounted to a backboard, which is then fastened directly to the building. The backboard should also be made of non-plastic materials and complement the sign and the building to which it is affixed. Attaching the sign to a backboard protects the building's siding from excessive damage caused by nails and other mounting hardware when a business sign must be changed.

Wall signs should not extend above roof lines, and should not cover or interrupt any major architectural features. It is strongly encouraged that the sign protrude as little as possible from the building facade.


Photo 78. Monument Sign.

Photo 81. Awning

Photo 82. Suspended sign (left) and window sign.

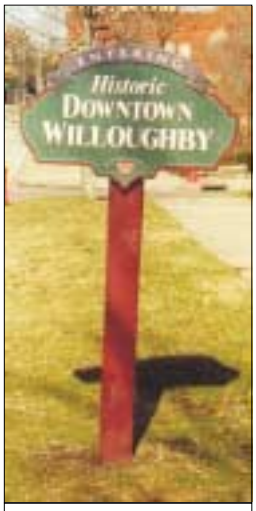



Photo 79. Pole Sign.

*Freestanding Signs*

The recommended maximum size of a monument sign is sixteen square feet, and the recommended maximum height is four feet. If used, monument signs made of wood or stone are preferred. The text and graphic elements on the sign should be externally lit. The area around the base of the sign should be landscaped with plant material that is low enough in height so as not to obstruct the view of the sign.

Pole signs are another common type of freestanding sign recommended for use in Glenwillow's Town Center. The recommended maximum height for the sign is seven feet.

*Projecting Signs*

The recommended maximum size for projecting signs is ten square feet. They should be placed a minimum height of eight feet above the finished grade. It is recommended that projecting signs protrude no more than three feet from the building facade, and that they be secured at least a six inch horizontal distance from the building's surface.

Photo 80. Projecting Sign.

*Awning and Canopy Signs*

The maximum recommended length for awning and canopy signs is five feet, while the maximum recommended height of the valance is one foot. For awning and canopy signs, letters are typically placed on the valance. Light colored lettering on a solid, dark-color background is most visible. The size and style of lettering should be in scale with the storefront, and similar to that of adjacent storefronts. Awnings and canopies should be made of fabric. Aluminum awnings and canopies, as well as internally lit awnings are strongly discouraged.

*Suspended Signs*

The recommended maximum dimensions for a suspended sign are one foot high by five feet wide. Suspended signs should be surface-mounted to the underside of canopy or porch roof.

*Window Signs*
Permanent window signs should cover no more than 25% of the window area.

## Lighting

In general, signs, entryways, addresses and parking lots should be lit and clearly visible at night. Lighting of commercial buildings in Glenwillow's Town Center should be sufficient to illuminate yet, in keeping with the rural character of Glenwillow, should be subdued and focused on its subject in order to avoid excessive glare into adjacent areas. The scale of light fixtures should fit the scale and style of the building, and the function to which the particular fixtures are applied. Using light fixture styles which are reminiscent of those used at the turn of the twentieth century is encouraged.

Lighting for parking areas should be designed so that it does not create glare into adjacent properties or into the right-of-way. It should be related to the parking lot's design and circulation, and should also be compatible with the scale of adjacent buildings. Parking area light fixtures should be similar in design to the light fixtures used to illuminate public-right-of-way areas throughout the Town Center.

*Photo 81. Wall-mounted light fixture (left) and pole light.*

*SOURCE: Herwig Lighting (left) and Holophane (right).*

The following is a glossary explaining many of the terms used within the design guidelines. Also attached are the Department of the Interior's Standards for Rehabilitation which provide guiding principles to follow for renovation work within the Village Town Center.

## ARCHITECTURAL GLOSSARY OF TERMS

Balusters: any number of upright, closely spaced supports for a railing.

Balustrade: a series of balusters with a top and bottom rail, such as on a porch.

Bay window: a window or series of windows projecting outward from the main wall of a building and forming a bay or alcove in a room within.

Bow window: a bay window having a rounded projection.

Bracket: an element under eaves or other overhangs, often more decorative than functional.

Casement window: a window frame that opens inward or outward on hinges along the vertical side.

Clapboard: a long, narrow board with one edge thicker than the other, overlapped to cover the outer walls of frame structures; also know as weatherboard. (Plural: cladding)

Corner Board: a long vertical board used to frame the outside edges of an exterior wall of a structure.

Cornice: projecting ornamental molding along the top of a building or wall.

Cornice return: the continuation of a cornice around the gable end of a house.

Cupola: a small, ornamental structure on top of a roof or building.

Dormer: a projecting structure built out from a sloping roof; usually housing a vertical window.

Double-hung window: a window with two sash, one above the other, each in separate grooves or tracks arranged to slide vertically past each other.

Dropped siding: siding composed of boards narrowed along the upper edges to fit along grooves in the lower edges laid horizontally with their back flat against the studs of the wall.

Eave: A projecting overhang at the lower edge of a roof.

Facade: the front of a building or any of its sides facing a public way or space, especially one distinguished by its architectural treatment.

Fascia board: a wide board set to cover the lower ends of rafters or the joint between the top of a wall and the projecting eaves.

Gable: the vertical, triangular end of a building from cornice or eaves to ridge.

Gable roof: a sloping roof, usually with just two sides, that terminates at one or both ends in a gable.

Gambrel roof: a ridged roof with two slopes on each side, the lower slope having the steeper pitch.

Hipped roof: a roof with four sloped sides.

Lattice: a structure of crossed strips arranged to form a regular pattern of open spaces, such as the area between a porch floor and the ground.

Lintel: a beam supporting the weight above a door or window opening.

Mansard roof: a roof with two slopes on all sides, with the lower slope steeper than the upper slope.

Masonry: wall construction of such materials as stone or brick.

Massing: a unified composition of either two or three dimensional volumes, especially one that has or gives the impression of weight, density, and bulk.

Molding: a decorative wood or stone contour or band, used in exterior and interior architectural elements.

Muntin: a thin strip of wood used for securing individual panes of glass within a window sash.

Mullion: a slender vertical member that forms a division between units of a window or door.

Pane: one of the divisions of a window or door consisting of a single unit of glass set in a frame.

Pediment: a wide, low-pitched gable surmounting the facade of a building in a classical style; also any similar triangular crowning element used over doors, windows and niches.

Picture window: a large, usually fixed single-pane window placed to frame an exterior view.

Pilaster: a shallow rectangular feature projecting from a wall, often decorated to resemble a classical column.

Pitch: the slope of a roof, commonly expressed in inches of vertical rise per foot of horizontal run.

Ridge: a horizontal line of intersection at the top between two sloping planes of a roof.

Repoint: the process of raking out defective mortar from a masonry joint, filling with fresh mortar, and tooling the joint. Also referred to as tuck pointing.

Sash: the fixed or moveable framework of a window or door in which panes of glass are set.

Setback: the placement of a structure on a parcel in relationship to the lot lines and other elements such as the street and other buildings.

Sill: the horizontal member beneath a door or window opening.

Truss: wooden framework formed into a triangle by spanning structural members between two load-bearing walls.

Valance: a short drapery used as a decorative heading as part of an awning.

Veneer: a nonstructural facing of brick, stone, concrete, or tile attached to a backing for the purpose of ornamentation, protection, or insulation; superficial layer of material.

Vernacular: of, relating to, or being the common building style of a period or place; locally unique architectural style.

### Department of the Interior's Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.