


*Prepared by the
Cuyahoga County Planning Commission*



**City
of
Bay
Village**

MASTER PLAN

June, 1999



*Cover Photo:
Single-family homes and large mature trees define
the character of the City of Bay Village*

CITY OF BAY VILLAGE MASTER PLAN

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Funding for this project was provided in part by the Cuyahoga County Department of Development.

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Introduction

A comprehensive plan is a document which sets forth policies regarding the future development and redevelopment of a community. The plan establishes goals, and assesses trends with respect to demographic, land use and economic characteristics. It also documents present conditions in the community, including the identification of problems, issues and opportunities. The plan develops recommendations and strategies for implementation. The comprehensive plan thus becomes a framework within which communities can formulate land use and infrastructure policies. It serves as a practical working guide for decision makers. The effectiveness of the plan depends upon the extent to which it is read, understood, and accepted by all those involved with the development process within the City.

The previous Master Plan for the City of Bay Village was prepared 30 years ago in 1969. The character of the City was, as it is today, one of a single-family community of tree-lined streets. Even then it was recognized that a greater variety of housing units were needed in order to satisfy segments of the population wishing to remain within the community. Young adults, newly married couples and senior citizens were recognized as groups whose housing demands should be met. Thirty-years later, with the aging of the baby-boom generation, the emphasis of providing alternative housing choices has shifted to older adults and senior citizens. In 1969, 579 acres, approximately 20% of the City, remained undeveloped and between 80 and 100 housing units, mostly single-family homes, were being built per year. In 1998, there were only 45 acres of undeveloped land remaining, 1.6% of the City area, and new development had dropped to between 5 to 15 single-family homes per year. Single-family homes comprise 97% of the City's housing stock.

The City and its structures in general are 30 years older than the last time a comprehensive plan was produced. The City is now almost completely developed. As such, many of the development decisions before the community are related to conditions of existing facilities, or are focused on specific areas such as the remaining vacant sites or the City's commercial, institutional and recreational core, the Dover Center area. The Dover Center area is particularly important because it acts as the community's downtown and focal point. This area includes 220 acres of park land in the center of the City and provides the best potential for access to another major asset of the community, Lake Erie. This area's image reflects upon the image of the entire City. The recommendations in this Master Plan reflect this orientation to more specific locations and a shorter time frame. Although most of the recommendations address issues not directly related to single-family housing, the foremost consideration in the plan is that the community basically serves as a desirable place to live, and the overall character as a community of homes on quiet, tree-lined streets should be preserved. New development, residential or non-residential, should be developed of such a quality so as to complement the existing neighborhoods and improve the appearance of, and services to, the City.

The Master Plan has been developed with the assistance of a Master Plan Steering Committee comprised of local officials, residents and business people. The committee met approximately once a month over the course of a year. Their intimate knowledge of issues, their input, and their review was essential in guiding the direction of the plan and ensuring it reflected community expectations and desires.

Chapter 1



Community Goals

Goals are broad based ideals which a community aspires to obtain. They are statements of what the community would like to achieve and what it desires to be. In the process of developing the master plan, goals are used to provide guidance in developing more detailed policies and objectives. The preparation of goals provides the basic framework for the formation of the Bay Village Master Plan.

As part of developing the goals for the Master Plan, a quality of life survey was mailed to 500 residents in the City. Approximately half the surveys were returned. The results of this survey were used as input in developing the goals. A summary of the results, as well as a copy of the survey, can be found in *Appendix I*.

The goals presented are broad statements that indicate the general direction in which the City should proceed in responding to more specific development issues. The goals have been grouped by subject category.

NATURAL RESOURCES

- ✓ Improve access to Lake Erie for the residents of Bay Village.
- ✓ Recognize the large open space provided by Cahoon and Huntington Parks as a unique resource for the community which should be preserved.

HOUSING/NEIGHBORHOOD

- ✓ Provide housing options which will allow residents to remain in the community as they age.

- ✓ Preserve the overall character of Bay Village as a community of one-family residential houses on quiet, tree-lined streets.
- ✓ Continue to preserve and maintain the high quality of the City's existing housing stock.
- ✓ Slow neighborhood traffic.

COMMERCIAL

- ✓ Improve the mix of retail to better provide for the convenience and dining needs of the community.
- ✓ Increase the awareness of the goods and services offered along Dover Center Road.
- ✓ Improve the aesthetic appearance of the City's retail areas, especially Dover Center Road.
- ✓ Strengthen the perception of the Dover Center Area as Bay Village's Town Center.
- ✓ Undertake and encourage improvements which will persuade owners to reinvest in their property.

ECONOMIC DEVELOPMENT

- ✓ Identify opportunities for redevelopment of marginal uses in order to enhance the City's tax base or to provide for other identified needs.

- ✓ Identify those uses which fit into the character and scale of the community, which can provide an employment base that will enhance the City's tax base.
- ✓ Take advantage of the City's excellent access to the freeway system.

COMMUNITY IMAGE

- ✓ Maintain the small town feel of the community.
- ✓ Recognize the importance that trees contribute to the City's character, and provide services needed to maintain them and replace them as needed.
- ✓ Preserve and protect the community's historic resources.
- ✓ Ensure that new development within the community complements the existing context.

COMMUNITY SERVICES

- ✓ Maintain the high level of quality of municipal services within the community.
- ✓ Improve the City's ability to manage and plan infrastructure improvements.
- ✓ Improve recreational opportunities within the community, especially for teenagers and adults.
- ✓ Encourage improvements to public transportation which will promote increased ridership.
- ✓ Support land use and development decisions which will complement the improvement of the school system.

Chapter 2



Demographics

SUMMARY

A review of the demographics in the City of Bay Village reveals trends about the City's population growth and characteristics of its residents. It also reveals facts about housing, including the type and age of housing, and the market for that housing. Tax generation information is also included in this chapter, as it reveals characteristics about an important subject which impacts all residents within the City, and has implications for the community's future. It is important to note that the following trends, while descriptive of Bay Village and inhabitants, are illustrations of what has occurred in the past. One of the main purposes of a master plan is to determine identifiable trends from current statistics to assess what policies must be developed, or altered, if the trends require municipal action. Listed below are a summary of the main points from the demographic chapter.

- ✓ **Continued Gradual Population Decline.** Based upon current trends, the City will continue to experience a reduction in population. The number of households would gradually increase as the small amount of vacant land remaining in the community is developed. Continued reduction in average household size, however, would result in a population figure between 14,620 and 15,965 by the year 2010.
- ✓ **Population Reduction.** The City has been losing population since its peak of 18,163 in 1970. In 1990 the Census Bureau counted 17,000 residents in the City and estimated the population to be 16,401 in 1996. Between 1970 and 1980, the eastern half of the City lost population, while the western half gained population. Between 1980 and 1990, both halves of the City lost population. During this decade the western

half of the City lost more population than the eastern half. A larger reduction in average household size in the western half of the City accounted for this switch.

- ✓ **Slight Gain in Households.** Even though the City has been losing population since 1970, it has been gaining households, although at a decreasing rate. Between 1970 and 1990 the City lost 1,163 residents but gained 1,019 households.
- ✓ **Declining Household Size.** The average household in Bay Village in the 1990's is only 3/4 as large as it was in 1970. In 1970, the average household was 3.48 people. In 1990, this figure had decreased to 2.71. Bay Village has a larger household size than the other neighboring communities in Cuyahoga County. A reason for this fact is that a high percent of housing units in Bay Village are in single-family structures which tend to attract more families.
- ✓ **Aging Population.** The community is growing older. This will continue as the "baby boom" generation moves through its 40's and 50's and into its 60's during the upcoming decade. In 1980 the average age in Bay Village was 34.6 years. In 1990 it had increased to 37.8 years. The highest median age was in the westernmost census tract in the City.
- ✓ **Educated Population.** Bay Village has a highly educated population. Almost 1/2 of the population age 25 and older in 1990 had a bachelor or graduate degree. That figure was higher than for any surrounding community and was over twice the 20% average for Cuyahoga County.

✓ **Professional Community.** The high education level is reflected in the occupational makeup of the community. Over 50% of the employed population age 16 and older in 1990 were employed as managers or professionals. The County average was 28% in 1990. A low percent of the population was employed in Service, Laborer, Operator, Craft and Repair occupations.

✓ **Above Average Incomes.** As a result, income levels within the community are also well above average. In 1990 the median household income was \$51,578 compared to a County average of \$28,595. The median household income was the highest of any of the surrounding suburban communities. Per capita income levels were still well above average, but because the average household in Bay Village was larger than in surrounding communities, the per capita figure was lower than those for Rocky River and Westlake. The highest income figures within Bay Village were in the western section.

✓ **Very High Owner-Occupancy.** Over 92% of the housing units in the City in 1990 were owner-occupied. There were approximately 450 renter-occupied units in the City. Most other West Shore communities had 2,000 to 2,800 rental units.

✓ **Overwhelmingly Single-Family Homes** The high percent of home ownership in 1990 was in large part due to the fact that over 96% of the housing units in the City were in single-family homes. In the surrounding suburbs in Cuyahoga County the figure ranged from 63% to 76%. In the adjacent Lorain County communities, sin-

gle-family homes accounted for 90% of the housing units.

✓ **Aging Housing Stock.** Over 1/3 of Bay Village's housing units were built in the 1950's. In the year 2000 over 62% of the units will be 40 years old or over. Because of the lack of vacant land for new construction within the City, most nearby new home construction is taking place in the adjacent communities of Westlake, Avon and Avon Lake.

✓ **Homesellers Stay in Area.** Approximately 325 to 400 homes per year are sold in Bay Village. The average price increased from \$113,000 in 1991 to \$145,000 in 1997. Most home sellers stayed in Bay Village. Westlake, Avon Lake and Rocky River were the destinations of the next highest numbers of home sellers. The largest numbers of people that bought in Bay Village from outside the City came from Lakewood, Rocky River and Westlake. Highest home prices were in the western portion of the City and along the lakeshore. Price and price appreciation are near the middle when compared to surrounding communities.

✓ **Heavily Residential Tax Base.** Because of the small commercial and industrial tax base, Bay Village relies on taxes from residents to generate much of its revenue. The City receives .5% income tax from most residents who work outside of the City. The total income tax rate in the City is 1.5%. Collections have not increased at as high of a rate as in surrounding communities.

✓ **Higher Property Tax Rates.** Bay Village has one of the higher real estate tax rates of the surrounding communities.

It had the highest rate on commercial property and had a slightly lower rate than Fairview Park on residential property. Over 95% of the assessed value of real estate in Bay Village in 1998 was from residential property. The average for Cuyahoga County was 66%. The City share of real estate collections has remained at the \$4.9 million level since 1995.

- ✓ **Higher Reliance on Property Taxes.** Collections per resident for income, real estate and personal property taxes were approximately \$509 in 1996. Of the five West Shore communities compared, Bay Village's total was in the middle. Unlike the other communities, however, a majority of that figure came from real estate tax collections. In the other communities, income tax was the major source of revenue.

INTRODUCTION

Demographic analysis provides information on the population and housing which is necessary in order to gain a basic understanding of a community. It quantifies characteristics of the population and housing stock in order to understand the impact of a population or subgroup on matters such as the level of services required, and size of markets that can be supported. Trends can be identified, and comparisons made to other communities may identify conditions or issues which the community needs to address through policy or programs. Demographic analysis also provides the starting point for developing projections.

The latest data available for many of the demographic characteristics is from the 1990 Cen-

sus from the U.S. Census Bureau. Where possible, more recent sources of information have been included to supplement the census bureau figures. Data from the Ohio Departments of Education and Taxation, and the Cuyahoga County Auditor's files provide information on various aspects of the population, housing market and taxes since 1990. Bay Village is divided into four census tracts, 1301.03 to 1301.06 (*see Exhibit 2.1*), from west to east. Before 1990 Bay Village was divided into only two census tracts, 1301.01 and 1301.02. Census tract 1301.01 was divided into 1301.03 and 1301.04, and 1301.02 was divided into 1301.05 and 1301.06.

For comparison purposes, data is presented for both Bay Village and the communities surrounding the City. This information is presented in order to both understand what is happening in the communities surrounding Bay Village which could have an impact on the City, and to use them as benchmarks for assessing the trends within the City.

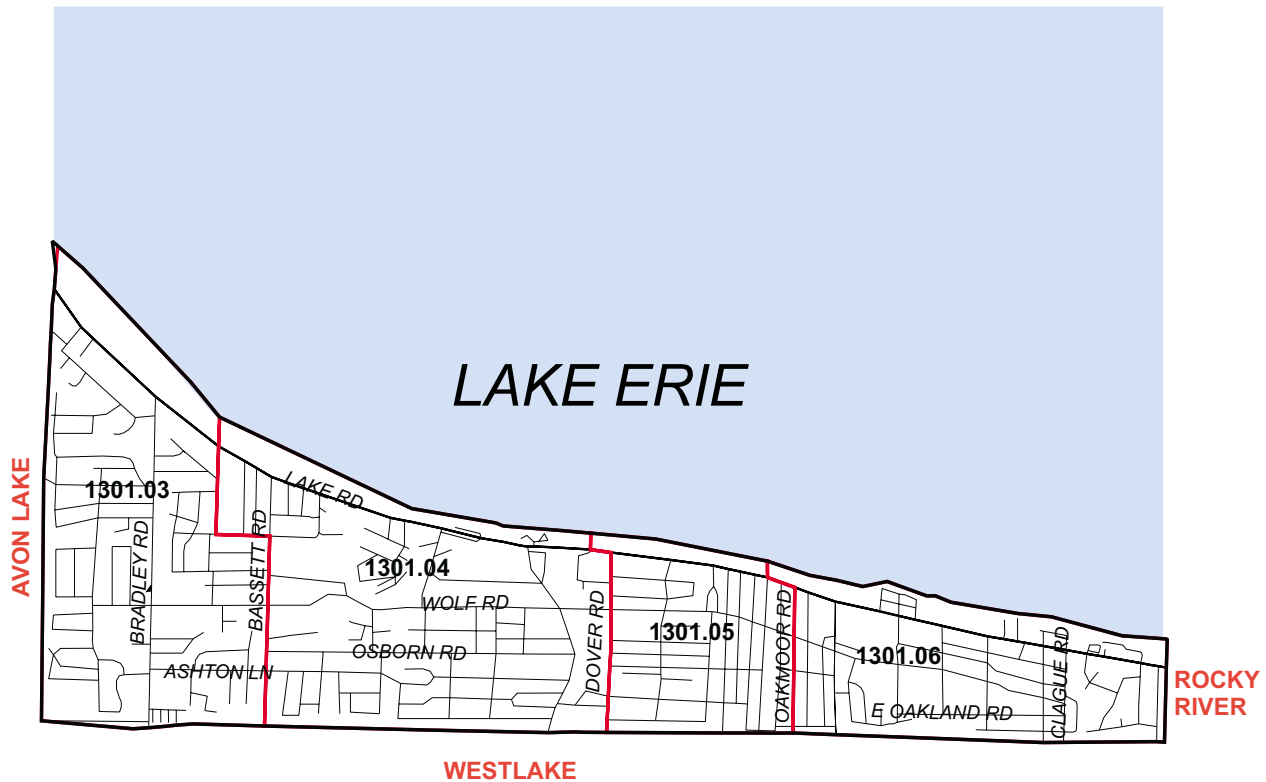
POPULATION GROWTH

Historic Population

Bay Village peaked in population in 1970 at 18,163. During the previous decade it had a population increase of 25% (*see Exhibit 2.2*). Since that time it has shown slight decreases of 1.7% in the 1970's and 4.7% during the 1980's. The last census count in 1990 recorded Bay Village with a population of 17,000, or 1,163 people less than its peak population in 1970. The latest census estimate (1996) for the City shows a decrease in population of 600 since 1990. Little land for new development, along with the trend of smaller

City of Bay Village

Exhibit 2.1, Census Tracts Map



household size accounts for much of this decrease.

Census Tracts

Bay Village is divided into four census tracts from west to east (*see Exhibit 2.1*). *Exhibit 2.3* provides population figures for the City by census tract for 1970, 1980 and 1990. Between 1970 and 1980 census tract 1301.01 (the western half of the City) grew by 850 people, or 9.5%, while the eastern half of the City decreased in population by 1,167 people, or 12.7%. Between 1980 and 1990 both halves of the City lost population. The eastern half of the City, however, lost less population than the western half of the community. The eastern half lost only 286 people, or 3.6%, compared to a decrease in population of 560 or 5.7% for the area west of Dover Center Road.

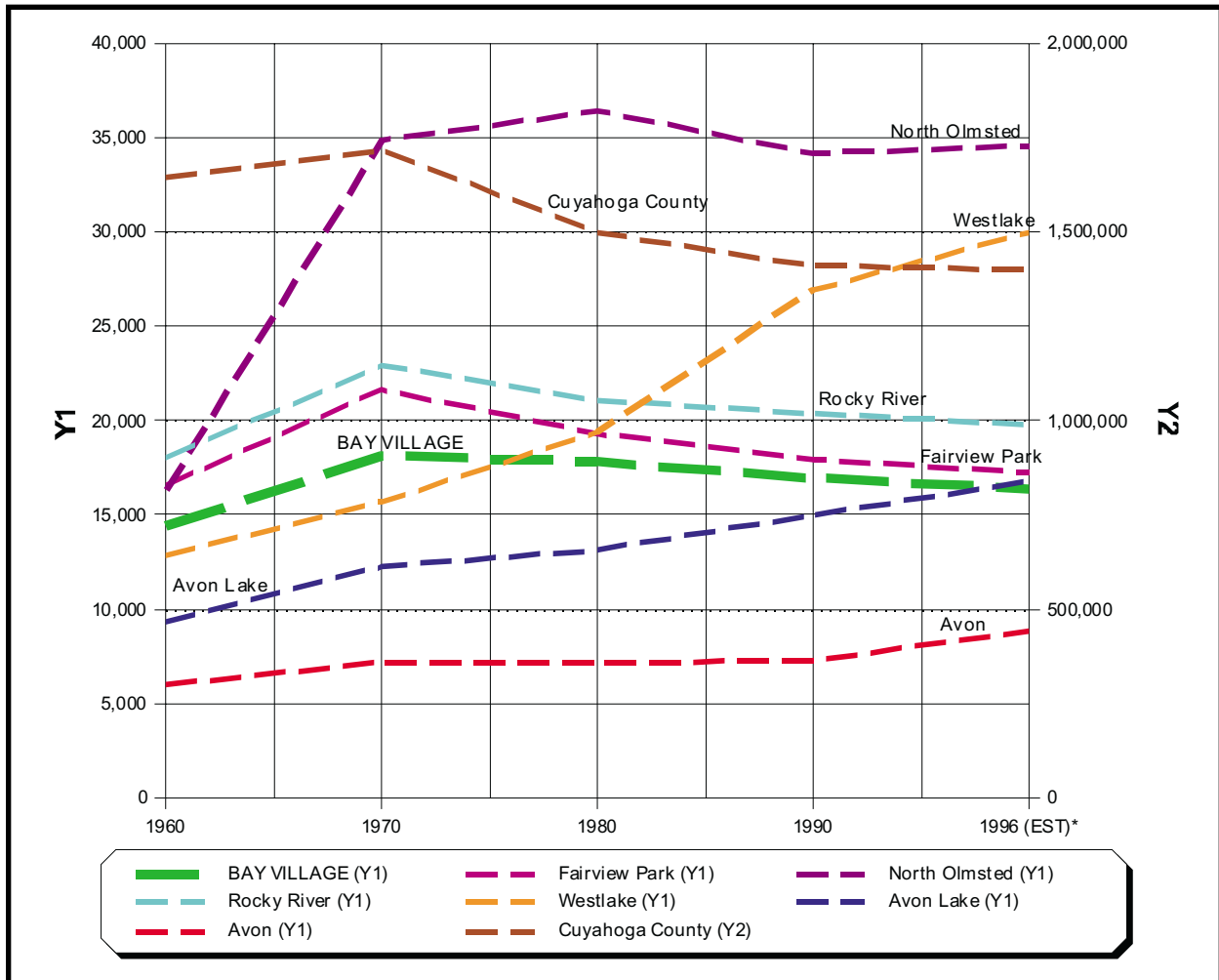
Surrounding Communities

The loss in population that Bay Village has experienced since 1970 is not unique in the area. There has been a general migration of population to the west further away from the City of Cleveland. Two of Bay Village's neighbors to the east, Rocky River and Fairview Park have also been experiencing population loss since 1970. These communities are closer to the City of Cleveland and developed earlier in the suburbanization of the metropolitan area. Between 1970 and 1996, Bay Village's population has decreased by approximately 10%. Fairview Park's and Rocky River's populations have dropped by 20% and 14% respectively during the same time period. The communities that have been growing are those south and west of Bay Village where there is ample room to build. Westlake in Cuyahoga County, and Avon and Avon Lake in Lorain

City of Bay Village

Exhibit 2.2, Population Growth, Bay Village and Nearby Communities

	Population					Percent Change			
	1960	1970	1980	1990	1996 (EST)*	1960-70	1970-80	1980-90	1990-96
BAY VILLAGE	14,489	18,163	17,846	17,000	16,401	25.4%	-1.7%	-4.7%	-3.5%
Fairview Park	16,642	21,681	19,311	18,028	17,311	30.3%	-10.9%	-6.6%	-4.0%
North Olmsted	16,290	34,861	36,486	34,204	34,562	114.0%	4.7%	-6.3%	1.0%
Rocky River	18,097	22,958	21,084	20,410	19,799	26.9%	-8.2%	-3.2%	-3.0%
Westlake	12,906	15,689	19,483	27,018	30,037	21.6%	24.2%	38.7%	11.2%
Avon Lake	9,403	12,261	13,222	15,066	16,794	30.4%	7.8%	13.9%	11.5%
Avon	6,002	7,214	7,241	7,337	8,896	20.2%	0.4%	1.3%	21.2%
Cuyahoga County	1,647,895	1,721,300	1,498,400	1,412,140	1,401,552	4.5%	-12.9%	-5.8%	-0.7%



*Office of Strategic Planning, Ohio Dept. of Development, Nov. 1997

Source: U.S. Bureau of the Census, 1960-1990

Exhibit 2.3, Population Growth by Census Tract

Census Tract	Population			Percent Change	
	1970	1980	1990*	1970-80	1980-90
1301.01	9,005	9,855	9,295	9.4%	-5.7%
1301.03			4,931		
1301.04			4,364		
1301.02	9,158	7,991	7,705	-12.7%	-3.6%
1301.05			3,899		
1301.06			3,806		

*Census tracts 1301.01 & 1301.02 were split in 1990 into the tracts below them. Totals are shown for 1301.01 & 1301.02 in 1990 for comparison purposes to previous years

Source: U.S. Bureau of Census

County, have shown high rates of population growth. Westlake's population has almost doubled between 1970 and 1996. Its estimated growth during the 1990's is slightly lower than its 1980 growth. The percentage increase in growth for Avon and Avon Lake has increased during the 1990's.

Over 95% percent of Bay Village's housing is in single-family homes, but it has a relatively high density because most of the land has been developed and there are not large portions of land devoted to other uses such as industry and commercial. Density figures for communities to the south and west are much lower compared to Bay Village due to large areas of undeveloped land.

CITY AREA AND POPULATION DENSITY

Land Area

Bay Village is 4.6 square miles in area (*see Exhibit 2.4*) It is about the same physical size as the communities of Rocky River and Fairview Park but much smaller than the newer communities to the south and west. Avon is 4.5 times larger and Westlake is 3.5 times larger than Bay Village.

Population Density

Most of Bay Village is developed residential. Its density of 3,565 persons per square mile is above the County average of 3,058. Rocky River and Fairview Park to the east have higher densities because they have a larger number of households in multi-family units.

HOUSEHOLDS AND PERSONS PER HOUSEHOLD

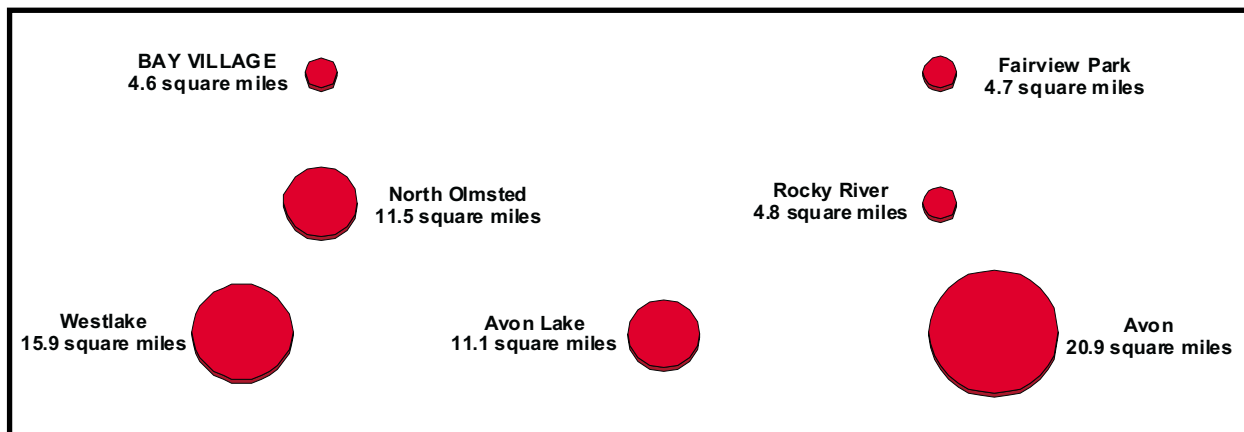
Persons per Household

A general trend throughout the country has been the reduction in the number of persons per household. More single-person households, higher divorce rates and the reduction in the number of children in a family all contribute to this trend. This trend is also reflected in the figures in *Exhibit 2.5*. Cuyahoga County and the individual communities show a decrease in persons per household. Bay Village's household size decreased from almost 3.5 in 1970 to 2.7 in 1990. In 1990, Bay Village had a relatively high household size compared to the surrounding communities in

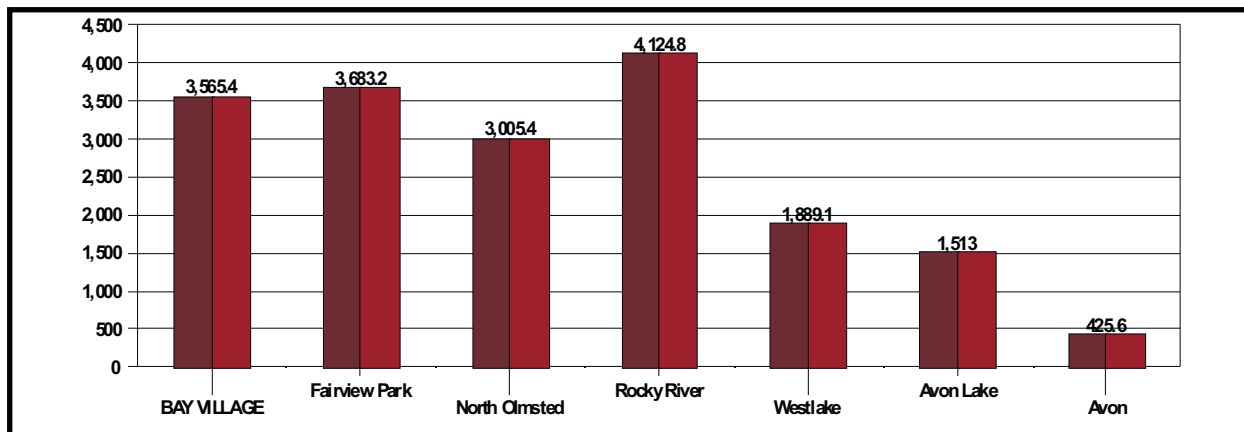
City of Bay Village

Exhibit 2.4, Population Density, 1980, 1990, 1996, Bay Village and Nearby Communities

	Square Miles	Persons per Square Mile				Persons per Acre		
		1980	1990	1996	Acres	1980	1990	1996
BAY VILLAGE	4.6	3,879.6	3,695.7	3,565.4	2,944	6.06	5.77	5.57
Fairview Park	4.7	4,108.7	3,835.7	3,683.2	3,008	6.42	5.99	5.75
North Olmsted	11.5	3,172.7	2,974.3	3,005.4	7,360	4.96	4.65	4.70
Rocky River	4.8	4,392.5	4,252.1	4,124.8	3,072	6.86	6.64	6.44
Westlake	15.9	1,225.3	1,699.2	1,889.1	10,176	1.91	2.66	2.95
Avon Lake	11.1	1,191.2	1,357.3	1,513.0	7,104	1.86	2.12	2.36
Avon	20.9	346.5	351.1	425.6	13,376	0.54	0.55	0.67
Cuyahoga County	458.3	3,269.5	3,081.3	3,058.2	293,312	5.11	4.81	4.78



Density per Square Mile, 1996, Bay Village and Surrounding Communities

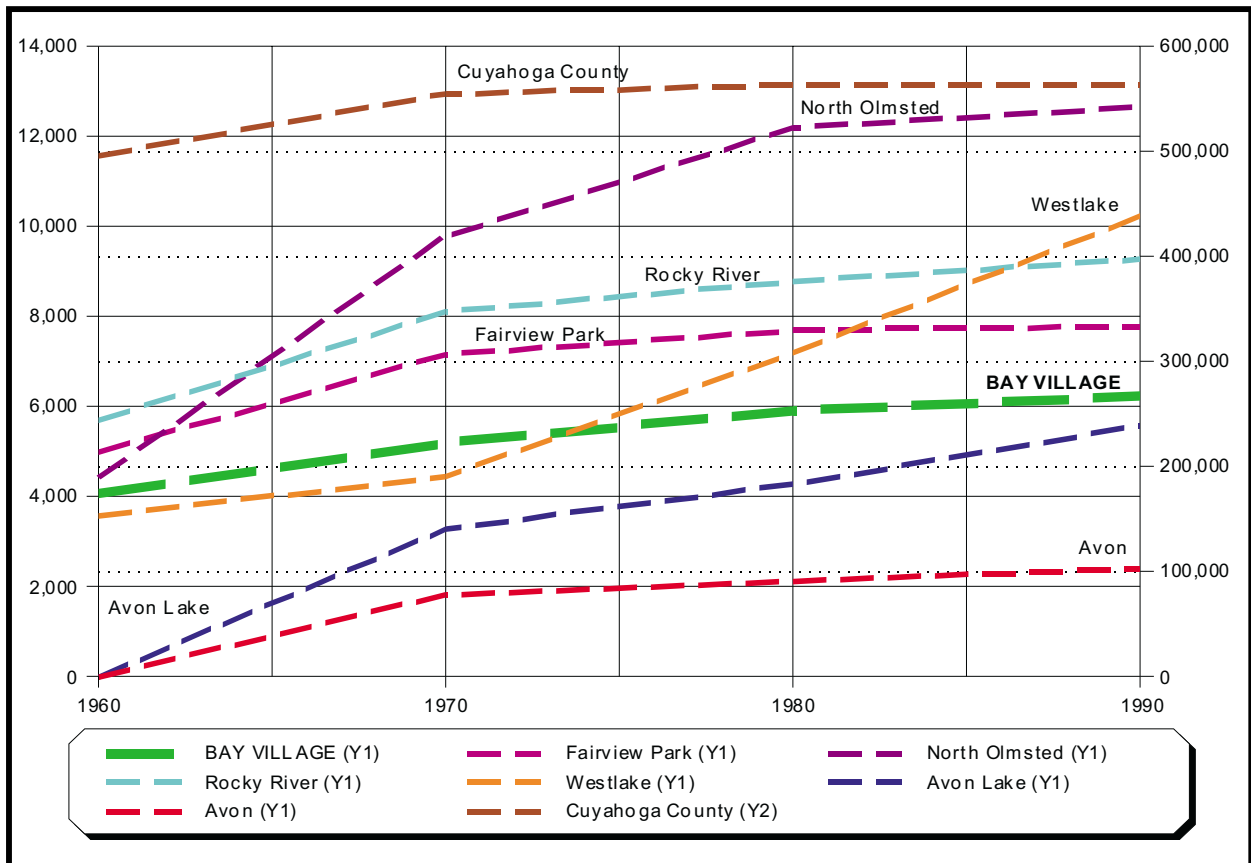


Source: U.S. Census Bureau and the Cuyahoga County Planning Commission

City of Bay Village

Exhibit 2.5, Household Growth, 1960-1990, Bay Village and Nearby Communities

	Households				Percent Change		
	1960	1970	1980	1990	1960-70	1970-80	1980-90
BAY VILLAGE	4,084	5,216	5,931	6,235	27.7%	13.7%	5.1%
Fairview Park	4,984	7,174	7,686	7,769	43.9%	7.1%	1.1%
North Olmsted	4,404	9,789	12,222	12,657	122.3%	24.9%	3.6%
Rocky River	5,707	8,119	8,797	9,276	42.3%	8.4%	5.4%
Westlake	3,587	4,472	7,222	10,262	24.7%	61.5%	42.1%
Avon Lake	-	3,299	4,292	5,588	-	30.1%	30.2%
Avon	-	1,846	2,124	2,425	-	15.1%	14.2%
Cuyahoga County	496,926	554,239	563,779	563,243	11.5%	1.7%	-0.1%
	Persons per Household						
	1960	1970	1980	1990			
BAY VILLAGE	3.54	3.48	2.99	2.71			
Fairview Park	3.34	3.02	2.51	2.32			
North Olmsted	3.70	3.55	2.96	2.68			
Rocky River	3.15	2.82	2.39	2.19			
Westlake	3.52	3.43	2.80	2.55			
Avon Lake	-	3.71	3.08	2.77			
Avon	-	3.82	3.26	2.91			
Cuyahoga County	3.60	3.51	3.11	2.92			



Source: U.S. Bureau of Census

Cuyahoga County. It was slightly below the numbers for Avon and Avon Lake. Bay Village's high percent of single-family homes help account for its relatively high figure. Within Bay Village the average household size for census tracts 1301.03 and 1301.04, which comprise the area west of Dover Center Road, were 2.88 and 2.86 respectively. The census tracts in the east half of the City had smaller average household sizes in the range of 2.50.

Households

Because of declining household size, a community can lose population while not necessarily losing households or housing units. Even though Bay Village's population decreased by 1,163 between 1970 and 1990, it gained 1,119 households during the same period. Household growth in the future will be limited by the amount of available land. Cuyahoga County (including the City of Cleveland) showed a slight reduction in the number of households during the 1980's. All the communities surrounding Bay Village showed some growth, although the older, more developed communities showed single-digit gains while the communities of Avon, Avon Lake, and Westlake showed increases of 14% to 42%.

Census Tracts

Between 1970 and 1980 the number of households in the western half (west of Dover Center Road) of the City grew by 572, or 23.2% (see *Exhibit 2.6*). During the next decade its growth slowed to 166 new households. Even though it lost population during the decades between 1970 and 1980, the eastern half of the City gained 143 households during the 1970's and 138 households during the 1980's.

AGE COMPOSITION

Exhibit 2.7 breaks down the population of Bay Village and Cuyahoga County by age cohort and it also shows the percent of the population which are senior citizens and minors for Bay Village and surrounding communities. *Exhibit 2.8* presents a breakdown of Bay Village by census tract.

Bay Village

Between 1980 and 1990 a major trend which affected Bay Village, Cuyahoga County and the communities surrounding Bay Village was the decrease in the number, and percentage, of the population below the age of 19, and the increase in the number, and percentage, of the population over the age of 65. Median age in Bay Village in 1990 was almost three years higher than the median for Cuyahoga County. It rose to 37.8 years from 34.6 years in 1980. The median age for the County also rose from 32.2 years to 34.9 years during the same period.

Within the City, census tract 1301.03, the westernmost tract (west of Basset) had generally the oldest population. The median age was 40 years old in 1990. It had the highest number and percent in the age groups 5 to 17 and 35 to 61. Tract 1301.05, the area between Oakmoor and Dover Center had the lowest median age at 36. It had the highest percent of children under 5 and young adults between 18 and 34.

Age 19 and Under

Bay Village lost 1,207 people age 19 and under between 1980 and 1990, and as a percent of the population dropped from 33.5% to 28.1%. Both the loss in numbers and percentage were typical of surrounding communities. As *Exhibit 2.7* shows this group as a percent of total population decreased for all surrounding

City of Bay Village

Exhibit 2.6, Households by Census Tract, 1970-1990

Census Tract	Households			Percent Change	
	1970	1980	1990*	1970-80	1980-90
1301.01	2,465	3,037	3,203	23.2%	5.5%
1301.03			1,676		
1301.04			1,527		
1301.02	2,751	2,894	3,032	5.2%	4.8%
1301.05			1,543		
1301.06			1,489		

*Census tracts 1301.01 & 1301.02 were split in 1990 into the tracts below them. Totals are shown for 1301.01 & 1301.02 in 1990 for comparison purposes to previous years

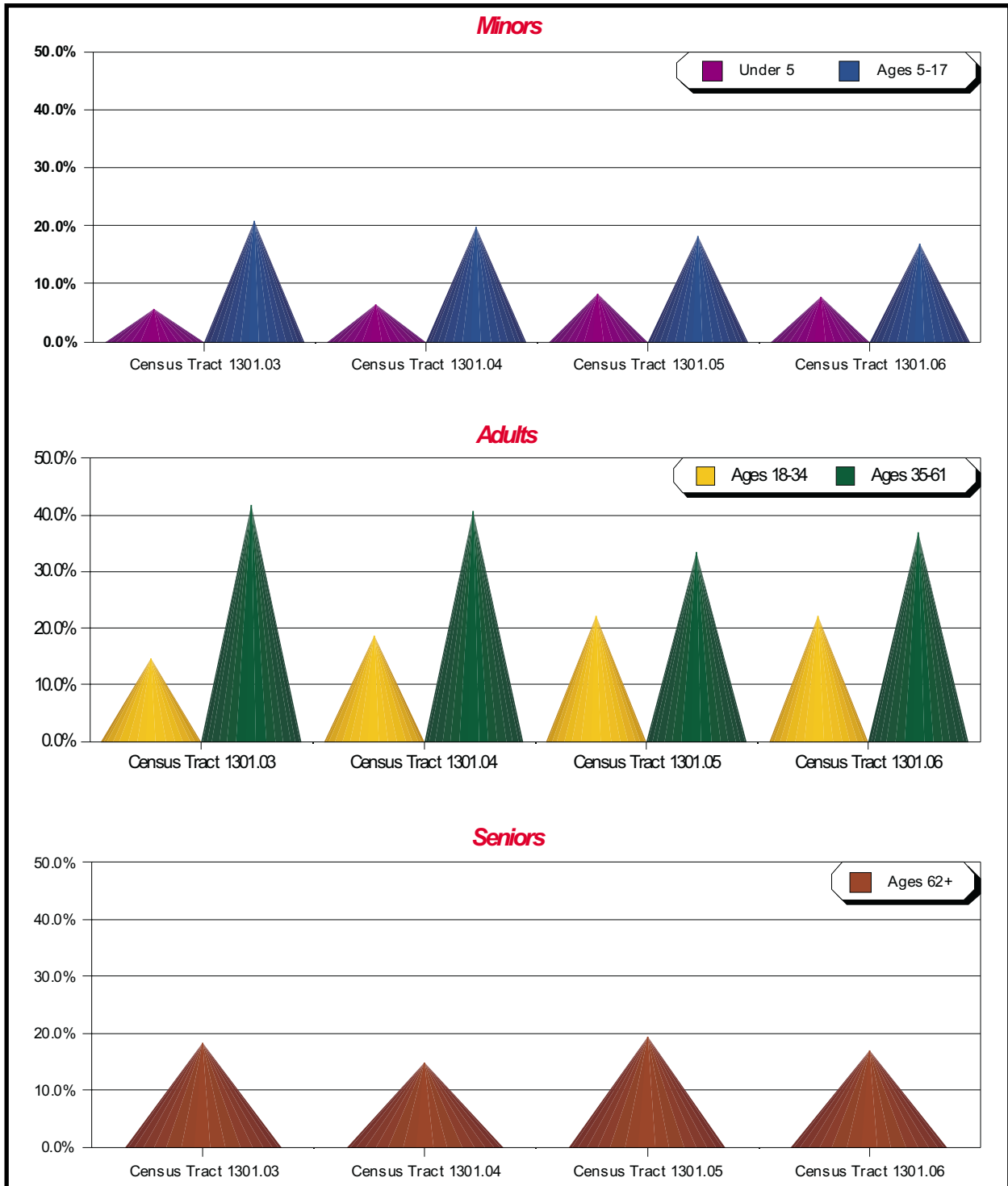
Exhibit 7, Age Composition, 1980-1990, Bay Village and Surrounding Communities

Age	Bay Village					Cuyahoga County				
	1990		1980		Change	1990		1980		Change
	#	%	#	%	1980-1990	#	%	#	%	1980-1990
Under 5	1,175	6.9%	1,163	6.5%	12	100,293	7.1%	96,100	6.4%	4,193
5-10	1,248	7.3%	1,417	7.9%	-169	95,303	6.7%	98,689	6.6%	-3,386
10-14	1,190	7.0%	1,731	9.7%	-541	89,843	6.4%	113,864	7.6%	-24,021
15-19	1,159	6.8%	1,668	9.3%	-509	90,162	6.4%	129,866	8.7%	-39,704
20-24	697	4.1%	776	4.3%	-79	94,697	6.7%	134,547	9.0%	-39,850
25-34	2,201	12.9%	2,651	14.9%	-450	238,040	16.9%	231,673	15.5%	6,367
35-44	3,138	18.5%	2,542	14.2%	596	203,606	14.4%	157,516	10.5%	46,090
45-54	2,189	12.9%	2,245	12.6%	-56	140,952	10.0%	166,666	11.1%	-25,714
55-64	1,759	10.3%	1,969	11.0%	-210	138,196	9.8%	177,517	11.8%	-39,321
65-74	1,415	8.3%	1,021	5.7%	394	130,507	9.2%	118,687	7.9%	11,820
75+	829	4.9%	663	3.7%	166	90,559	6.4%	73,275	4.9%	17,284
Total	17,000	100.0%	17,846	100.0%	-846	1,412,158	100.0%	1,498,400	100.0%	-86,242
Median	37.8		34.6			34.9		32.2		
Community	19 and Under					65 and Over				
	1990		1980		Change	1990		1980		Change
	#	%	#	%	1980-1990	#	%	#	%	1980-1990
BAY VILLAGE	4,772	28.1%	5,979	33.5%	-1,207	2,244	13.2%	1,684	9.4%	560
Fairview Park	4,018	22.3%	4,995	25.9%	-977	3,698	20.5%	3,169	16.4%	529
North Olmsted	9,329	27.3%	12,246	33.6%	-2,917	4,419	12.9%	3,096	8.5%	1,323
Rocky River	4,062	19.9%	5,009	23.8%	-947	4,759	23.3%	3,978	18.9%	781
Westlake	6,975	25.8%	5,724	29.4%	1,251	4,222	15.6%	2,450	12.6%	1,772
Cuyahoga County	375,601	26.6%	438,519	29.3%	-62,918	221,066	15.7%	191,962	12.8%	29,104

Source: U.S. Bureau of Census

City of Bay Village

Exhibit 2.8, Age Composition by Census Tract, 1990



City of Bay Village

communities. Only Westlake, which had 38% total population increase, showed a numerical increase in ages 19 and under. Within Bay Village one age cohort which did show an increase was the number of children in the 0 to 5 age group. In 1998 these children are in the 8 to 13 age group. In Bay Village the number increased by 12. Although age counts are not available beyond the 1990 census, enrollment data for school districts in the area have shown either a stable or increased enrollment (*see Exhibit 2.9*). Bay Village's enrollment has stayed stable since 1992.

Age 65 and Over

The population age 65 and over increased by 560 between 1980 and 1990, and increased as a percent of the total population from 9.4% to 13.2%. Similar increases were experienced in surrounding communities. As a percent of population, those over 65 make up a lower percent in Bay Village than in most of the surrounding communities. The percent over 65 was also below the County average in 1990 of 15.7%. Because of the improvements in medical science and heightened knowledge of the benefits of exercise and proper diet, the number of "senior citizens" is likely to continue to grow. There will be a near-term increase in the older senior citizens (over age 75). The popu-

Exhibit 2.9, School Facts, 1992-1996, Bay Village and Nearby Public School Districts

	Bay Village	Rocky River	Westlake	Avon Lake	Avon
1992	2,432	1,899	3,474	2,815	1,058
1993	2,453	1,953	3,743	2,864	1,070
1994	2,452	1,989	3,751	2,903	1,137
1995	2,427	2,021	3,784	2,963	1,108
1996	2,432	2,106	4,064	2,963	1,228
EXPENDITURE PER PUPIL					
	Bay Village	Rocky River	Westlake	Avon Lake	Avon
1992	\$5,957	\$7,145	\$6,148	\$4,895	\$5,108
1993	\$6,353	\$7,020	\$6,217	\$4,928	\$5,683
1994	\$6,643	\$7,254	\$6,479	\$5,252	\$5,749
1995	\$6,566	\$7,364	\$6,844	\$5,386	\$5,289
1996	\$6,357	\$7,748	\$6,578	\$5,900	\$5,093
REVENUE PER PUPIL					
	Bay Village	Rocky River	Westlake	Avon Lake	Avon
1992	\$6,031	\$8,078	\$6,534	\$4,468	\$5,413
1993	\$6,326	\$8,398	\$6,426	\$5,374	\$5,846
1994	\$6,267	\$7,641	\$6,300	\$5,843	\$5,389
1995	\$6,380	\$7,716	\$6,764	\$5,437	\$5,535
1996	\$6,975	\$7,642	\$6,790	\$5,580	\$5,554
STUDENTS PER TEACHER					
	Bay Village	Rocky River	Westlake	Avon Lake	Avon
1992	18.8	18.1	18.3	19.9	18.8
1993	20.3	18.1	19.0	23.2	17.8
1994	20.0	18.5	18.4	21.8	18.5
1995	20.3	18.8	18.6	20.9	18.4
1996	21.9	19.1	20.4	20.0	19.3

Source: Ohio Department of Education

lation born at the time of the depression and during World War II will be turning 65 between 1994 and 2010. These cohorts have been slightly smaller than the groups born before and after them. A significant increase in the number of people over 65 will occur after the year 2010.

“Baby Boomers”

The “baby boom” of 1945 to 1964 is a significant demographic event that has impacted much of our society since the end of World War II. In 1980 this group was in the 16 to 35 age range and was in the 26 to 45 age range in 1990. In the year 2000, the first baby boomers will turn 55 and they will turn 65 in the year 2010. As the baby boom generation grows older, their place in the life cycle and their spending patterns will have a significant impact on many aspects of society, including housing styles, recreation, transportation and health care.

RACIAL COMPOSITION

In 1990 only 1.2% of the population of Bay Village was non-white (*see Exhibit 2.10*). This is a slight increase from 1980 when only 0.6% of the population was non-white. Bay Village’s figures are much the same as the surrounding suburbs. Each had small non-white populations which have showed slight increases through the years. By contrast Cuyahoga County as a whole had a non-white population in 1990 of 27.4%.

EDUCATIONAL ATTAINMENT AND SCHOOL ENROLLMENT

Educational Attainment of Adults

Bay Village has a highly educated population. In 1990, almost half of the residents age 25 and older had bachelor or graduate degrees (*see Exhibit 2.11*). Another 27.1% had additional education beyond high school. These are well above the figures for Cuyahoga County and are also higher than those of surrounding com-

Exhibit 2.10, Racial Composition, 1970-1990, Bay Village and Nearby Communities

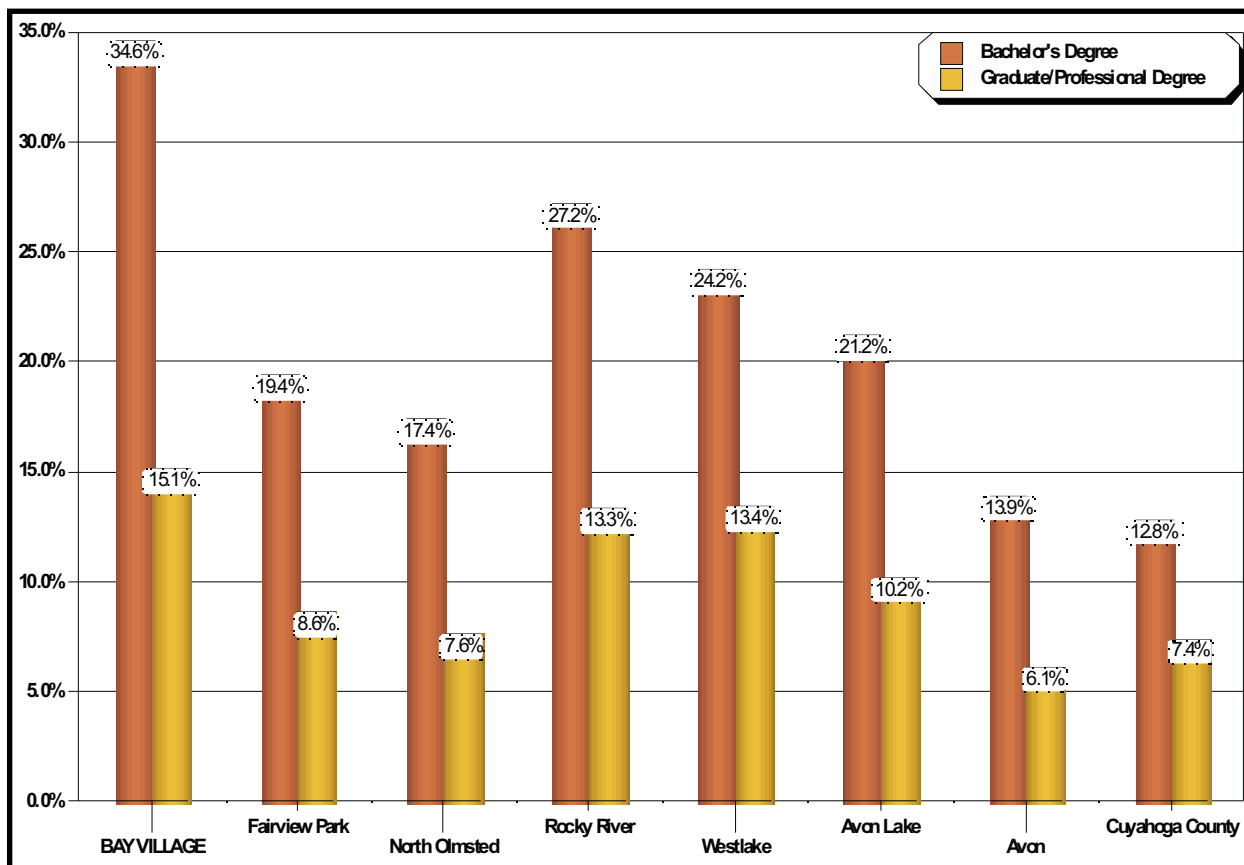
	1990							1980	1970
	Total Population	White	Black	American Indian/ Eskimo	Asian	Other	% Non-White	% Non-White	% Non-White
BAY VILLAGE	17,000	16,794	23	22	142	19	1.2	0.6	0.1
Fairview Park	18,028	17,729	42	14	199	44	1.7	1.1	0.3
North Olmsted	34,204	33,223	235	39	592	115	2.9	1.4	0.4
Rocky River	20,410	20,075	39	13	263	20	1.6	1.2	0.3
Westlake	27,018	26,010	162	17	780	49	3.7	1.5	0.5
Avon Lake	15,066	14,868	32	10	139	17	1.3	0.6	0.2
Avon	7,337	7,263	26	12	27	9	1.0	0.8	0.2
Cuyahoga County	1,412,140	1,025,756	350,185	2,533	18,085	15,581	27.4	24.6	19.6

Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.11, Educational Attainment, 1990 (Persons Age 25 and Older), Bay Village and Nearby Communities

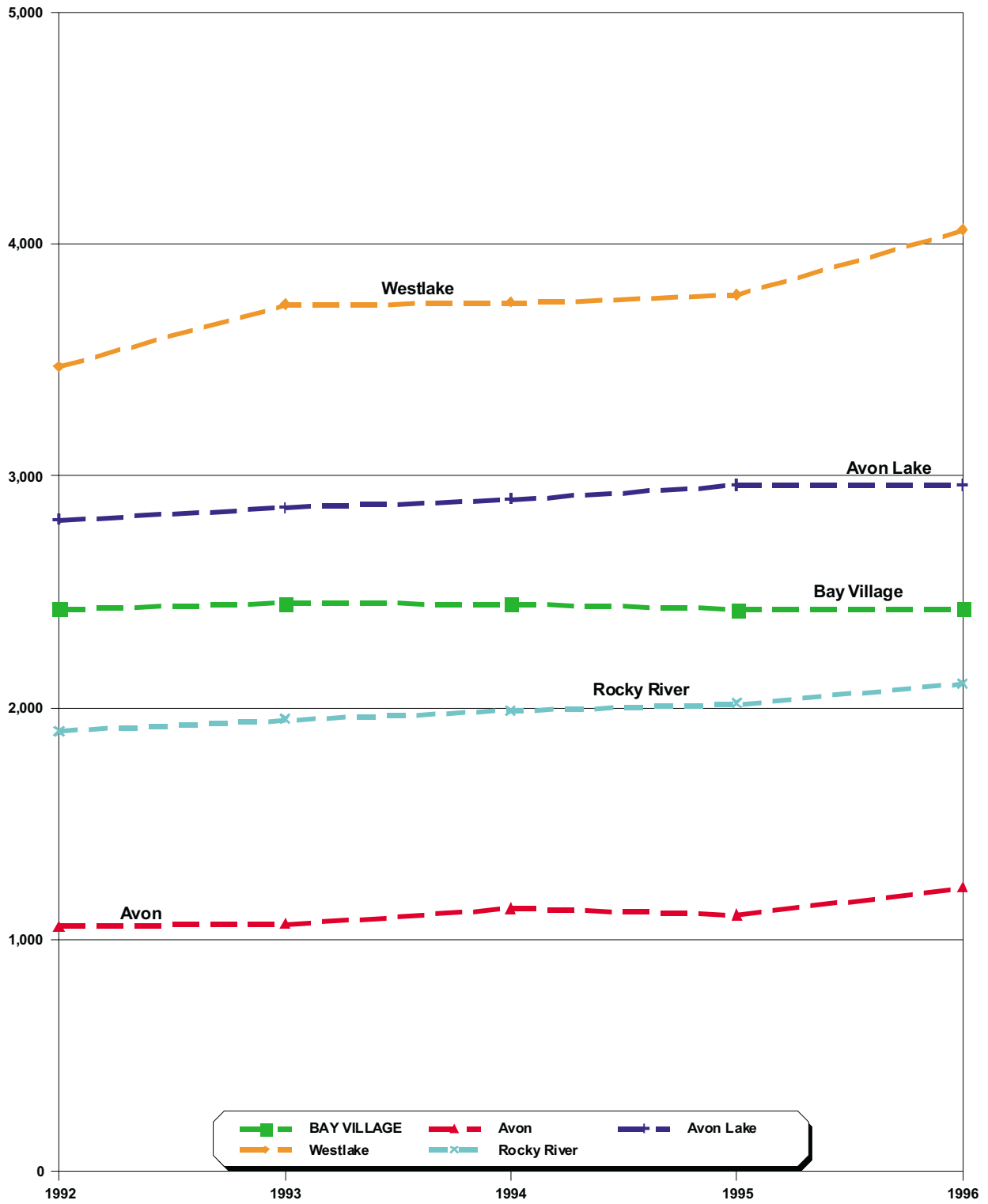
	1990 All Persons	Percentage				
		No High School Diploma	High School Graduate	Some College/ Associate's Degree	Bachelor's Degree	Graduate/ Professional Degree
BAY VILLAGE	11,583	4.7%	18.5%	27.1%	34.6%	15.1%
Fairview Park	13,025	15.2%	31.2%	25.5%	19.4%	8.6%
North Olmsted	22,767	14.1%	33.2%	27.8%	17.4%	7.6%
Rocky River	15,384	9.4%	22.9%	16.3%	27.2%	13.3%
Westlake	18,735	10.1%	26.9%	25.3%	24.2%	13.4%
Avon Lake	9,834	10.0%	28.2%	30.4%	21.2%	10.2%
Avon	4,861	18.7%	37.2%	24.1%	13.9%	6.1%
Cuyahoga County	943,924	26.0%	30.9%	23.0%	12.8%	7.4%



Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.12, School Enrollment, 1992-1996, Bay Village and Nearby School Districts



City of Bay Village

munities. Only 4.7% of those over 25 did not have a high school degree. Of the surrounding communities, Rocky River and Westlake were the most similar in terms of educational attainment of the population.

School Attendance and Facts

Attendance in the Bay Village School District has remained just over 2,400 pupils since 1992 (*see Exhibits 2.9 and 2.12*). Adjacent communities have shown rises in attendance figures. Westlake, Avon and Avon Lake have had growing overall populations, but Rocky River, which has had a decreasing population, has also shown an increase in attendance in its schools. Figures from the Ohio Department of Education show that teacher to student ratios have been rising in the local communities. Bay Village's student to teacher ratio, at 21.9 to 1 in 1996, was higher than its neighbors. Expenditures per pupil have fluctuated between 1992 and 1996, and was approximately \$6,350 in 1996. The amount was higher than in Avon and Avon Lake but below that of Rocky River and Westlake. Revenue per pupil increase in 1996 to almost \$7,000 but had generally been in the vicinity of the expenditure figures. Revenue figures were below Rocky

River's and close to Westlake. Revenues per pupil were above Avon and Avon Lake.

OCCUPATION AND JOURNEY TO WORK

Occupations

The high percent of the City's population employed in managerial and professional occupations, as shown in *Exhibit 2.13*, is not surprising considering the population's high level of education. In 1990, 50.5% of the employed population over the age of 16 were in this category. Westlake and Rocky River, which also had higher education levels, had the next highest percent of their workers in these categories at 44% and 42% respectively. These figures are well above the County average of 28%. Most communities surrounding Bay Village had relatively low percentages of their workers in Service, Craft and Repair, Operator and Fabricator occupational categories. Bay Village had the lowest figures of any of the communities for these categories.

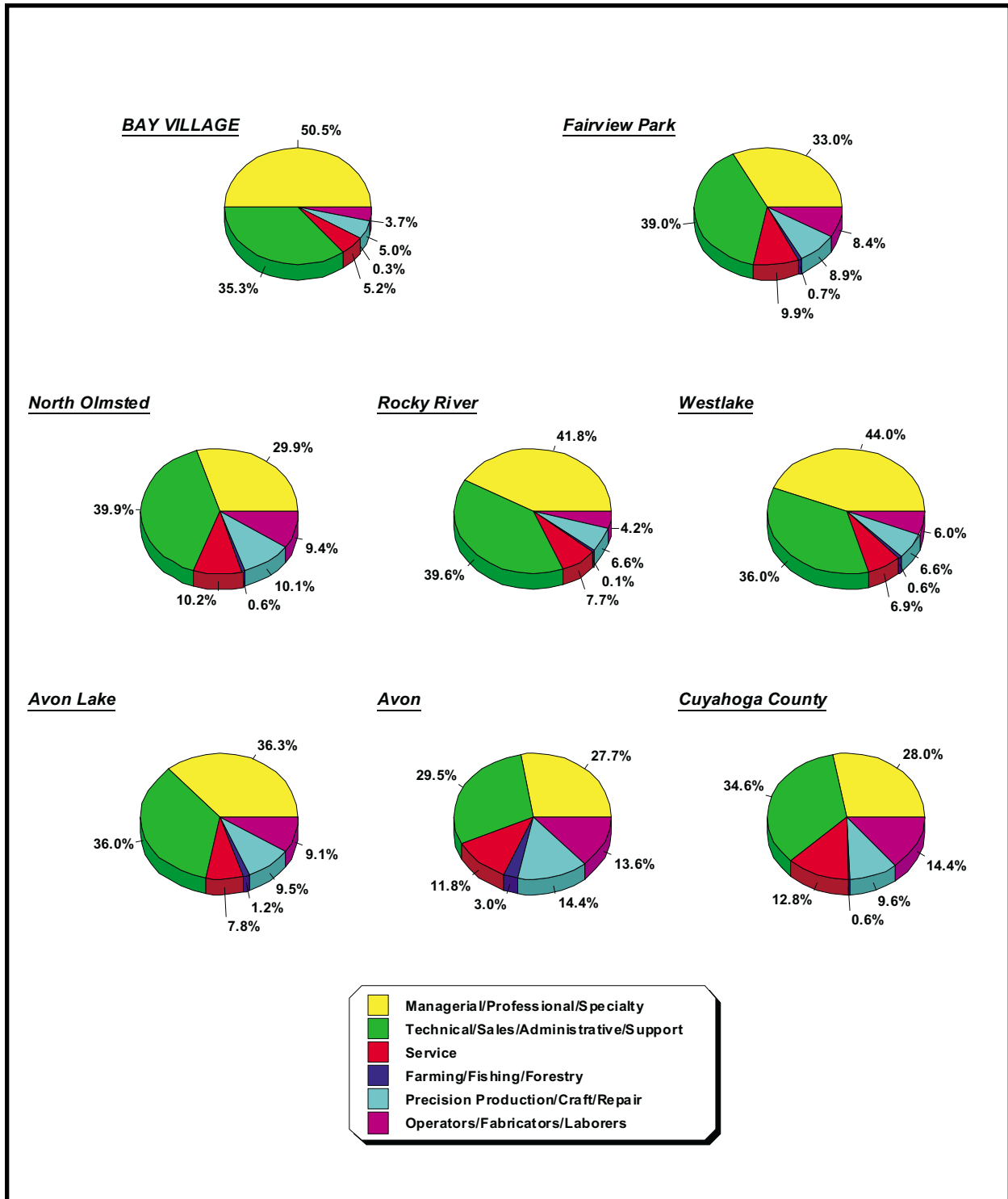
Exhibit 2.13, Occupations, 1990 (Employed Persons Age 16 and Older), Bay Village and Nearby Communities

	Employed Persons Over 16	Percentage					
		Managerial Professional Specialty	Technical Sales, Admin. Support	Service	Farming Fishing Forestry	Precision Production Craft, Repair	Operators Fabricators Laborers
BAY VILLAGE	8,552	50.5%	35.3%	5.2%	0.3%	5.0%	3.7%
Fairview Park	9,014	33.0%	39.0%	9.9%	0.7%	8.9%	8.4%
North Olmsted	17,697	29.9%	39.9%	10.2%	0.6%	10.1%	9.4%
Rocky River	9,974	41.8%	39.6%	7.7%	0.1%	6.6%	4.2%
Westlake	13,648	44.0%	36.0%	6.9%	0.6%	6.6%	6.0%
Avon Lake	7,300	36.3%	36.0%	7.8%	1.2%	9.5%	9.1%
Avon	3,590	27.7%	29.5%	11.8%	3.0%	14.4%	13.6%
Cuyahoga County	629,512	28.0%	34.6%	12.8%	0.6%	9.6%	14.4%

Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.13 (continued)



Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.14, Journey to Work, 1990

	Bay Village		Cuyahoga County
Workers 16 Years and Over	8,412		629,512
Means of Transportation	Number	Percentage	Percentage
Private Vehicle	7,420	88.2%	86.2%
Drive Alone	6,682	79.4%	75.5%
Carpool	738	8.8%	10.7%
Public Transportation	464	5.5%	8.0%
Walked	144	1.7%	3.3%
Other Means	13	0.2%	0.7%
Work at Home	371	4.4%	1.8%
Place of Work			
Within MSA	7,834	93.1%	95.8%
Cleveland	3,214	38.2%	44.4%
Bay Village	1,286	15.3%	n/a
Lakewood	425	5.1%	2.3%
Remainder Cuyahoga County*	2,811	33.4%	46.2%*
Lake County	57	0.7%	2.2%
Geauga County	12	0.1%	0.4%
Medina County	29	0.3%	0.4%
Outside MSA	578	6.9%	4.2%
Lorain-Elyria MSA	403	4.8%	1.0%
Elsewhere	175	2.1%	3.2%

*Remainder of Cuyahoga County figure includes Bay Village
n/a = not available

Source: U.S. Bureau of the Census

Means of Transportation

Bay Village was slightly above the Cuyahoga County average in terms of the use of private automobiles for travel to work. In 1990, 88.2% of workers drove to work as compared to the County average of 86.2% (*see Exhibit 2.14*). Of those Bay Village workers that drove to work approximately 10% car pooled. Only 5.5% used public transportation compared to the average for Cuyahoga County of 8%. The proportion of people who worked at home was over twice as high as that of the County. The higher proportion of professionals living within the City could account for this figure.

Place of Work. The highest percent of Bay Village workers were employed within the City of Cleveland in 1990 (38.2%). Over 15% of the workers were employed within the City of Bay Village itself. Other places where concentrations of Bay Village residents worked in 1990 include the Lorain-Elyria PMSA (6.9%) and the City of Lakewood (5.1%).

City of Bay Village

Exhibit 2.15, 1989 Income, Bay Village and Nearby Communities

	Median Household Income	Median Family Income	Median Non-Family Income	Per Capita Income
BAY VILLAGE	\$51,578	\$56,896	\$24,310	\$23,439
Fairview Park	\$35,549	\$44,544	\$19,439	\$18,768
North Olmsted	\$39,657	\$45,861	\$22,487	\$16,567
Rocky River	\$40,385	\$53,312	\$23,643	\$25,585
Westlake	\$47,629	\$57,136	\$30,049	\$24,000
Avon Lake	\$43,660	\$51,380	\$21,352	\$18,627
Avon	\$41,883	\$44,815	\$20,202	\$14,556
Cuyahoga County	\$28,595	\$35,749	\$16,269	\$14,912

Source: 1990 U.S. Bureau of the Census

INCOME

Citywide

The median household income of Bay Village in 1989 was \$51,578. This was well above the Cuyahoga County average of \$28,595. Bay's median income was also higher than that of any of the surrounding communities (*see Exhibit 2.15*). One reason that the median household income in Bay Village was higher than surrounding communities is that a higher proportion of the households are families. When only families are examined, Westlake had the highest income in the area. On a per capita basis, Bay Village was lower than Rocky River and Westlake, but was still higher than the other surrounding communities and much higher than the County average. The City's \$23,439 per capita income was 57% higher than the Cuyahoga County average of \$14,912.

Census Tracts

Exhibit 2.16 breaks down income data for the City by census tracts. The highest median household income in 1990 was \$62,492 in census tract 1301.03. Close to 40% of the households had incomes over \$75,000. The lowest median income was in census tract 1301.05,

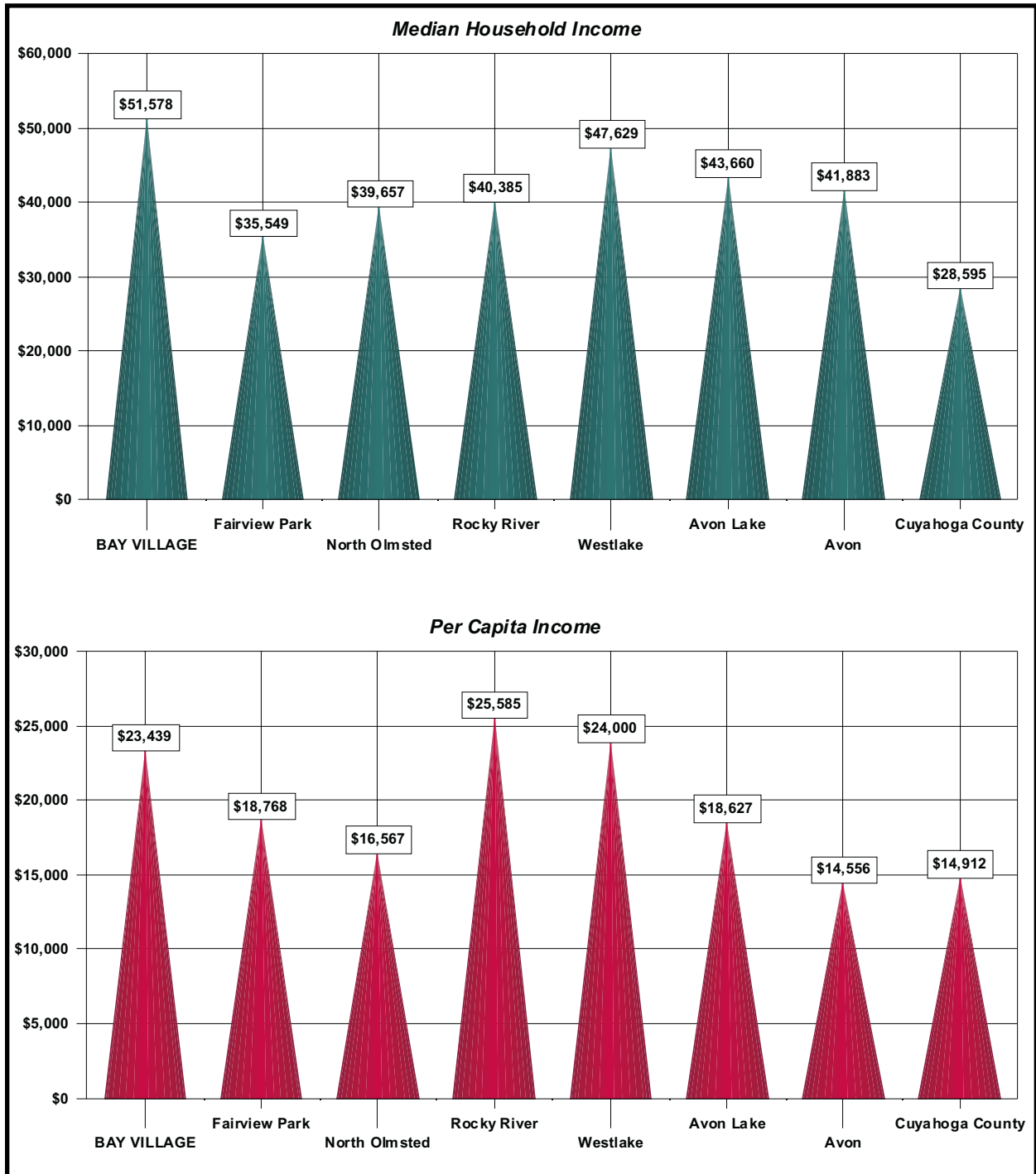
which includes the area west of Oakmoor and east of Dover Center. It was 30% less than the median income of census tract 1301.03. 18.2% had incomes less than \$15,000. The elderly apartment building on Knickerbocker is located within this tract. Much of tract 1301.05 is designated an Improvement Target Area by the Cuyahoga Department of Development. The area was designated because its level meets the criteria of low/moderate income set for eligibility to use Community Development Block Grant Funds.

HOUSING UNITS, OCCUPANCY AND TENURE

Although Bay Village is substantially built-up, it had a smaller number of housing units than other adjacent suburban communities in Cuyahoga County. *Exhibit 2.17* indicates there were 6,359 units within the City in 1990. Owner-occupied housing made up almost 93% of the units within the City in 1990. A high percent of the City's housing stock is single-family and this is a large reason for the high percentage of home ownership. Avon and Avon Lake had the next highest level of ownership at around 85%. Most of the other

City of Bay Village

Exhibit 2.15 (continued)

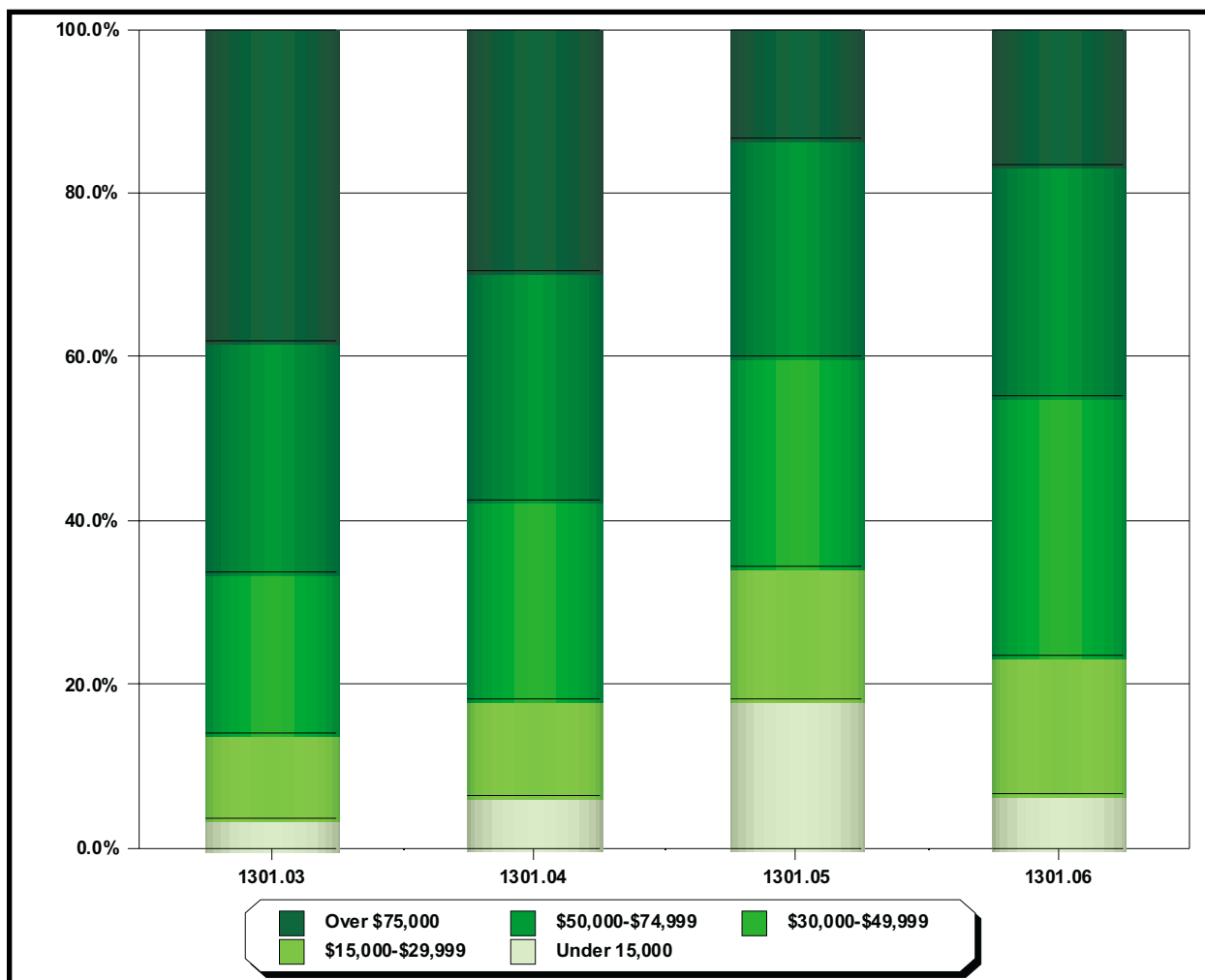


Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.16, Median Household Income by Census Tract, 1989

Census Tract	Median Income	Total	Under \$15,000	\$15,000-\$29,999	\$30,000-\$49,000	\$50,000-\$74,000	\$75,000+
1301.03	\$62,492	1,664	62	172	326	470	634
			3.7%	10.3%	19.6%	28.2%	38.1%
1301.04	\$54,290	1,534	96	183	371	431	453
			6.3%	11.9%	24.2%	28.1%	29.5%
1301.05	\$42,762	1,569	285	252	407	416	209
			18.2%	16.1%	25.9%	26.5%	13.3%
1301.06	\$47,204	1,494	99	253	474	420	248
			6.6%	16.9%	31.7%	28.1%	16.6%

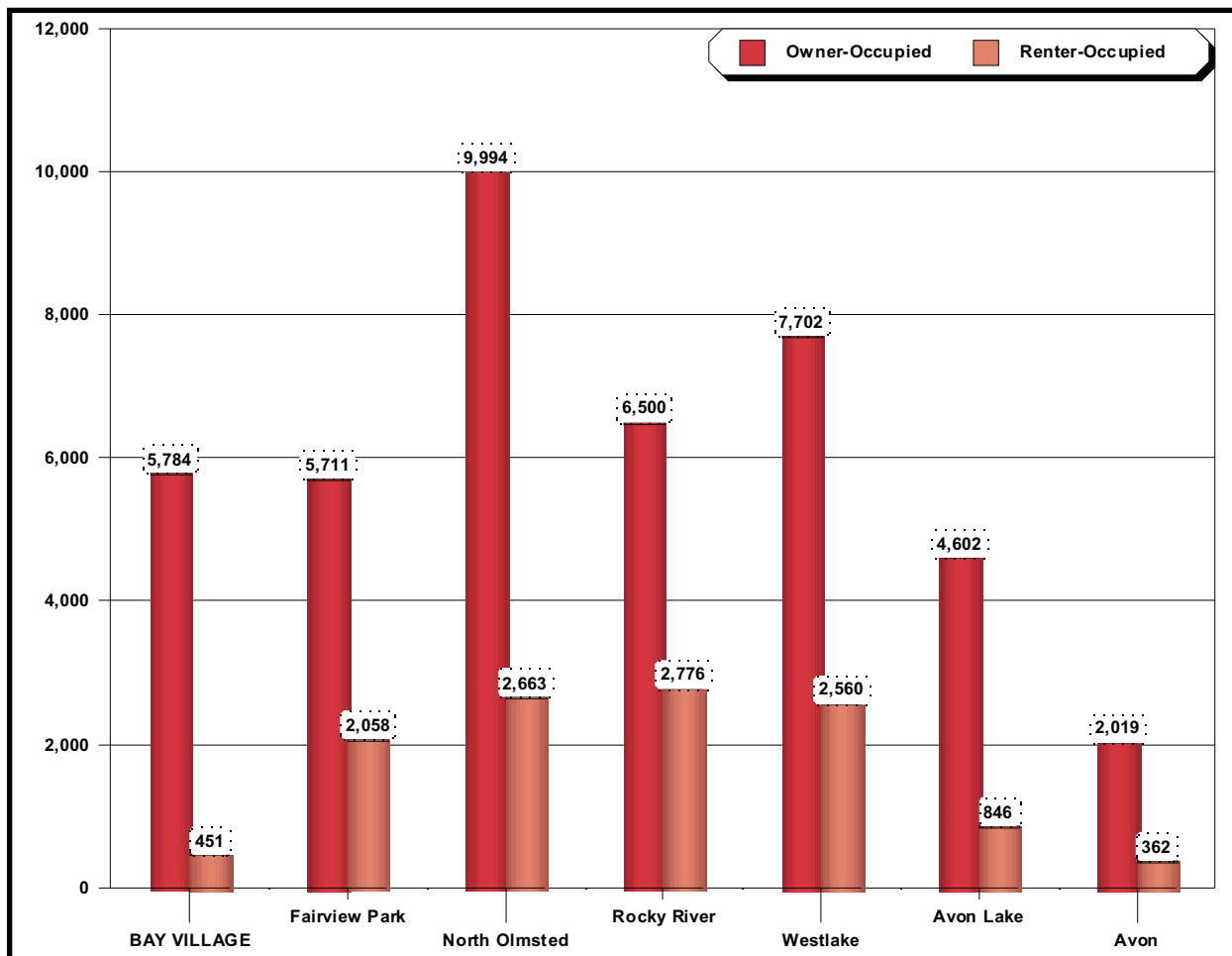


Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.17, Housing Counts, Occupancy and Tenure, 1990, Bay Village and Nearby Communities

	Total Housing Units	Occupied Units		Owner-Occupied		Renter-Occupied		Vacant Units	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
BAY VILLAGE	6,359	6,235	98.1%	5,784	92.8%	451	7.2%	124	1.9%
Fairview Park	7,980	7,769	97.4%	5,711	73.5%	2,058	26.5%	211	2.6%
North Olmsted	13,081	12,657	96.8%	9,994	79.0%	2,663	21.0%	424	3.2%
Rocky River	9,691	9,276	95.7%	6,500	70.1%	2,776	29.9%	415	4.3%
Westlake	11,014	10,262	93.2%	7,702	75.1%	2,560	24.9%	752	6.8%
Avon Lake	5,588	5,448	97.5%	4,602	84.5%	846	15.5%	140	2.5%
Avon	2,425	2,381	98.2%	2,019	84.8%	362	15.2%	44	1.8%
Cuyahoga County	604,538	563,243	93.2%	349,057	62.0%	214,186	38.0%	41,295	6.8%



Source: U.S. Bureau of the Census

West Shore suburbs had ownership levels between 70% and 80%. Vacancy rates in Bay Village were very low in 1990. Only Avon Lake had a slightly lower vacancy rate than Bay Village's 1.9%. This rate was approximately 1/4 of the County's vacancy rate of 6.8%.

HOUSING CHARACTERISTICS

Type of Structure

In 1990, almost 95% of Bay Village's housing units were detached single-family houses, while another 1.8% were classified as attached single-family (*see Exhibit 2.18*). This is much higher than the County average of 61.6% (excluding Cleveland the figure is 68.2%) and is higher than the average for surrounding communities. The communities of Avon and Avon Lake were also near/or above the 90% figure for single-family homes, but the other West Shore suburbs were between 63% (Rocky River) and 76% (North Olmsted). Bay Village had only 12 units in small multi-family structures of 2 to 9 units and 180 units (3%) in structures of more than 10 units. By comparison Rocky River and Westlake had over a quarter of their units in structures of 10 or more units. Smaller multi-family structures of 2 to 9 units made up between 5% and 10% of the units in the other West Shore suburbs.

Year Structure Built

The City of Bay Village is substantially built-up. As *Exhibit 2.19* shows between 1990 and 1997, 85 new housing units, or 1.3% of the total units, were constructed. Some of these newer houses include new homes built on lakefront property which necessitate the demolition of older homes. The design and scale of a number of these newer lakefront homes

has drawn some criticism for their sensitivity to the context and fabric of existing structures. The largest number of homes built in the City was during the 1950's when about 34% of the residential structures were developed. The youngest of these homes is approaching 40 years of age. Another 28% of the City's housing stock was developed before 1950.

By contrast, in the cities of Avon, Avon Lake and Westlake, between 35% and 48% of the housing units have been constructed since 1980. Fairview Park and Rocky River have a similar age of housing stock as Bay Village. Almost 60% of North Olmsted's housing was constructed during the 1960's and 1970's.

MEDIAN HOUSING VALUE, CONTRACT RENT AND HOME SALES

Median Housing Value

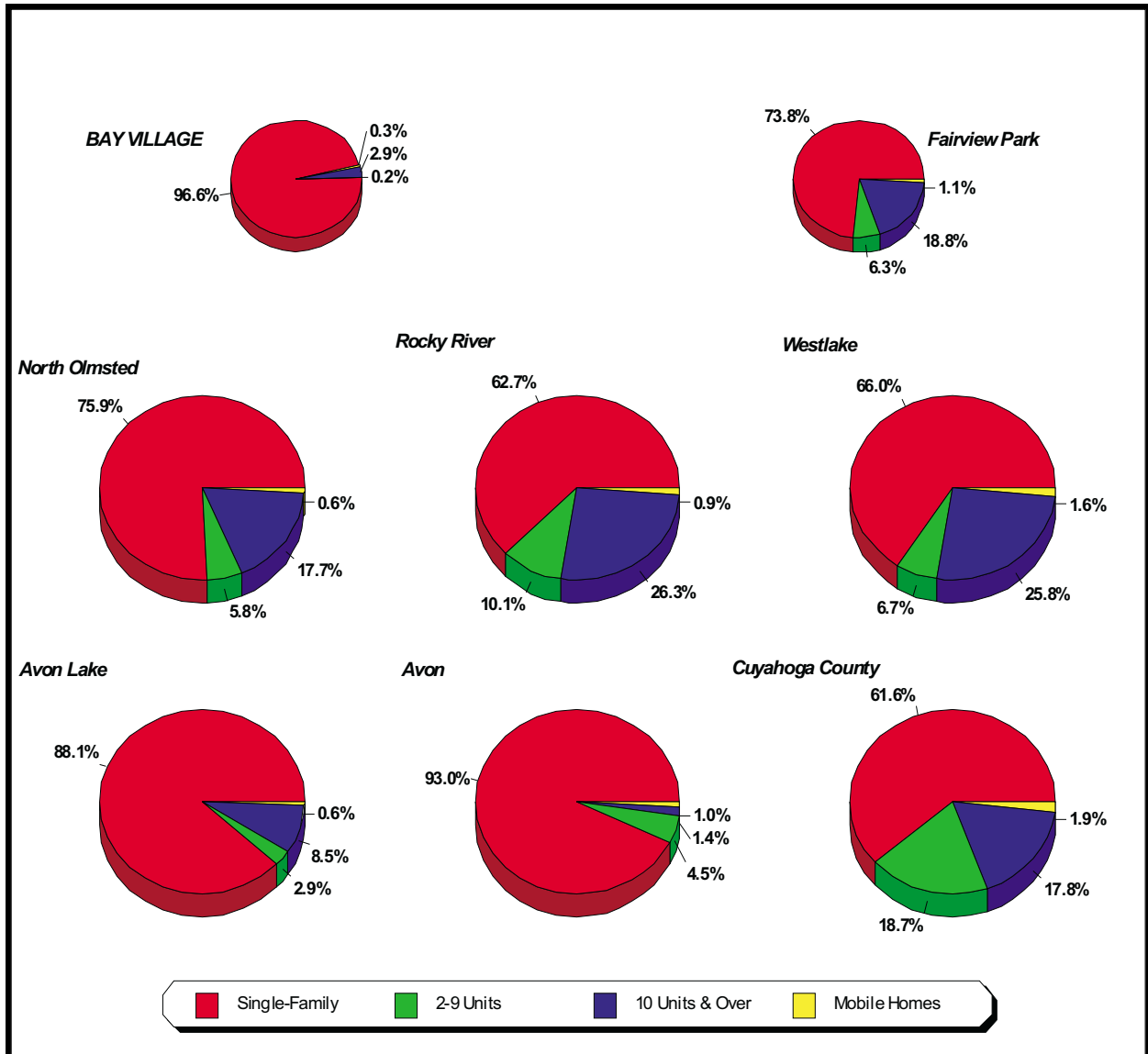
Between 1980 and 1990 the average value of a house in Bay Village increased by 50.5% (*see Exhibit 2.20*) from \$73,600 to \$110,000. This was greater than the County average of 35.5%. It was below the increase in Westlake, but the large number of new homes constructed in Westlake during the 1980's contributed to the size of its increase in value. The percent increase and value of homes in Bay Village was just below Rocky River's, but was above the other surrounding suburban communities in Cuyahoga County.

Within the City, census tract 1301.03, the westernmost tract, had generally the highest value of housing in the City (*see Exhibit 2.21*). Over 43% of the units were valued at over \$150,000. Census tract 1301.04, between Bassett and Dover Center had the next highest values.

City of Bay Village

Exhibit 2.18, Housing Units by Type of Structure, 1990, Bay Village and Nearby

	1990 Housing Units	Number of Units							
		Single-Family	%	2 to 9 Units	%	10 Units & Over	%	Mobile Homes	%
BAY VILLAGE	6,359	6,143	96.6%	13	0.2%	184	2.9%	19	0.3%
Fairview Park	7,980	5,892	73.8%	501	6.3%	1,503	18.8%	84	1.1%
North Olmsted	13,081	9,927	75.9%	754	5.8%	2,316	17.7%	84	0.6%
Rocky River	9,691	6,074	62.7%	976	10.1%	2,549	26.3%	92	0.9%
Westlake	11,014	7,264	66.0%	737	6.7%	2,840	25.8%	173	1.6%
Avon Lake	5,588	4,921	88.1%	162	2.9%	474	8.5%	31	0.6%
Avon	2,425	2,256	93.0%	110	4.5%	35	1.4%	24	1.0%
Cuyahoga County	604,538	372,541	61.6%	113,246	18.7%	107,416	17.8%	11,335	1.9%

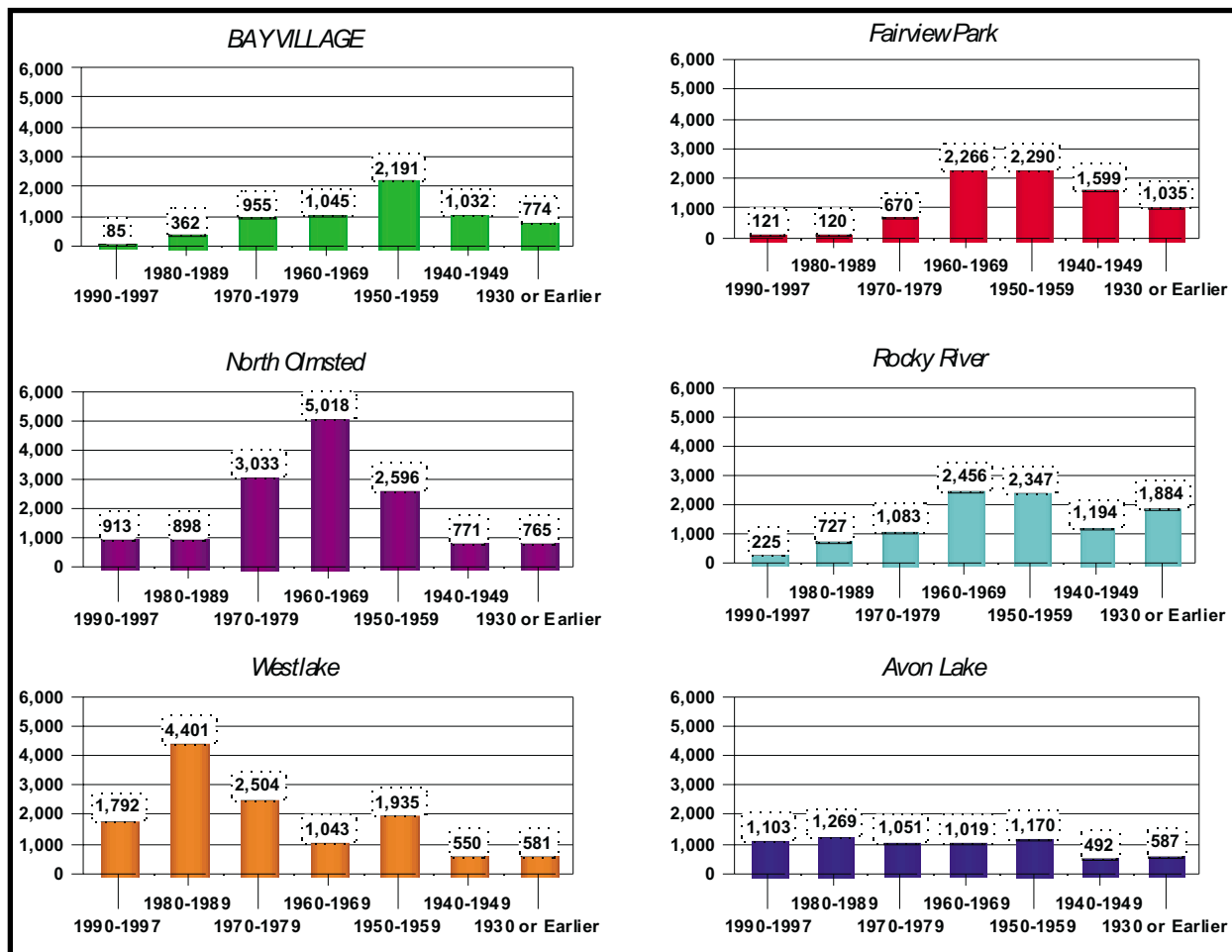


Source: U.S. Bureau of the Census

City of Bay Village

Exhibit 2.19, Year Residential Structure Built, Bay Village and Nearby Communities

	Total Housing Units*	Decade Built						
		1990-1997	1980-1989	1970-1979	1960-1969	1950-1959	1940-1949	1939 or Earlier
BAY VILLAGE	6,444	85	362	955	1,045	2,191	1,032	774
Percent		1.3%	5.6%	14.8%	16.2%	34.0%	16.0%	12.0%
Fairview Park	8,101	1.5%	1.5%	8.3%	28.0%	28.3%	19.7%	12.8%
North Olmsted	13,994	6.5%	6.4%	21.7%	35.9%	18.6%	5.5%	5.5%
Rocky River	9,916	2.3%	7.3%	10.9%	24.8%	23.7%	12.0%	19.0%
Westlake	12,806	14.0%	34.4%	19.6%	8.1%	15.1%	4.3%	4.5%
Avon Lake	6,691	16.5%	19.0%	15.7%	15.2%	17.5%	7.4%	8.8%
Avon	3,537	32.7%	9.5%	**	20.7%	**	27.6%	9.5%
Cuyahoga County	624,623	2.9%	6.2%	10.8%	16.0%	20.2%	13.2%	30.9%



*Residential permits since 1990 added to 1990 unit counts. Does not factor demolitions since 1990

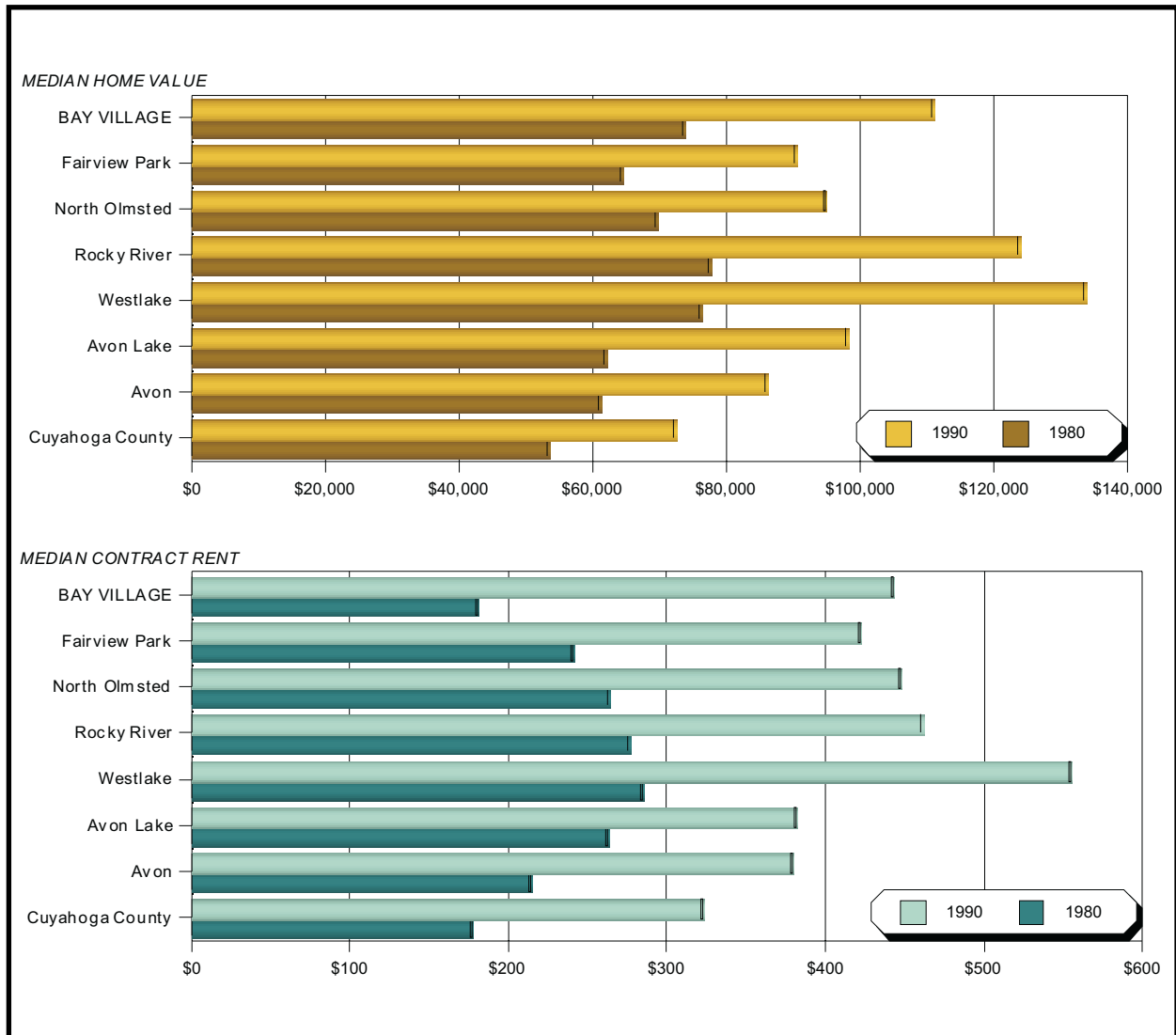
** Avon data for periods 1960-1979 and 1940-1959

Source: 1997 Construction Statistics Division, Bureau of the Census, reviewed by Municipal Building Depts.; 1989 and earlier Census of Population and Housing, STF#A, Bureau of the Census

City of Bay Village

Exhibit 2.20, Median Housing Value* and Contract Rent, 1980 and 1990, Bay Village and Nearby Communities

	Median Home Value			Median Contract Rent		
	1980	1990	% Change	1980	1990	% Change
BAY VILLAGE	\$73,600	\$110,800	50.5%	\$180	\$442	145.6%
Fairview Park	\$64,200	\$90,100	40.3%	\$240	\$421	75.4%
North Olmsted	\$69,300	\$94,700	36.7%	\$263	\$446	69.6%
Rocky River	\$77,400	\$123,700	59.8%	\$275	\$460	67.3%
Westlake	\$75,900	\$133,400	75.8%	\$284	\$554	95.1%
Avon Lake	\$61,600	\$97,900	58.9%	\$261	\$380	45.6%
Avon	\$60,800	\$85,800	41.1%	\$213	\$378	77.5%
Cuyahoga County	\$53,200	\$72,100	35.5%	\$176	\$321	82.4%



*Owner-occupied housing units

Source: U.S. Bureau of Census

City of Bay Village

Exhibit 2.21, Housing Value by Census Tract, 1990

Census Tract	Less than \$60,000	\$60,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 to \$249,999	Over \$250,000
Number						
1301.03	11	270	581	397	144	127
1301.04	50	404	455	301	78	75
1301.05	90	745	283	75	11	21
1301.06	64	675	362	78	27	84
Percent						
1301.03	0.7%	17.6%	38.0%	25.9%	9.4%	8.3%
1301.04	3.7%	29.6%	33.4%	22.1%	5.7%	5.5%
1301.05	7.3%	60.8%	23.1%	6.1%	0.9%	1.7%
1301.06	5.0%	52.3%	28.1%	6.0%	2.1%	6.5%

Source: U.S. Bureau of the Census

Census tract 1301.05, located between Dover Center and Oakmoor, had the lowest housing values. Not surprisingly this tract also had the lowest median income. Over 68% of the homes had a value of under \$100,000 in 1990. This area has a high concentration of older homes and the parcels are generally smaller than in other parts of the City.

Median Contract Rent

There is very little rental property in Bay Village and the average rent increased well above the average for the County and surrounding communities between 1980 and 1990. As *Exhibit 2.20* shows, in 1980 the average contract rent was \$180, near the County average but below the average for adjacent communities. By 1990 the average rent increased by 145.6% to \$442 and was more in line with the surrounding communities. It was above the County average by \$120. The highest rents in 1990 were in Westlake. The lowest were in the Lorain County communities of Avon and Avon Lake.

Single-Family Home Sales (Existing)

Exhibit 2.22 summarizes Cuyahoga County Auditor's data on sales of single-family

houses from 1991 through 1997. The data was compiled by Cleveland State University. Sales of existing houses have averaged between 325 and 400 per year in the City. Between 5% and 6% of the single-family houses in the City are sold each year. The median sales price has shown a steady increase from \$113,000 in 1991 to \$145,000 in 1997. Sales prices in 1997 increased by 8.3% over 1996 sales and were averaging \$145,000. Bay Village's sales prices are above the median sales price of \$114,900 for all Cuyahoga County suburbs during 1997. Bay Village's median prices are higher than the communities of Fairview Park and North Olmsted, but are generally below prices in Rocky River and Westlake. Size of dwelling, appearance of neighborhood, age of housing and location are all factors which determine the price of any particular home. Bay Village has a number of areas which sell for relatively lower prices because the size of the houses are not large, but it also has prime lakefront property on which homes sell at a premium.

New Construction Sales

The median price of a new home in suburban Cuyahoga County has been approximately

City of Bay Village

Exhibit 2.22, Single-Family Home Sales* and Median Price, 1991-1997, Bay Village and Nearby Communities

	Median Price and Number of Sales						
	1991	1992	1993	1994	1995	1996	1997
BAY VILLAGE	\$113,000	\$120,000	\$120,000	\$129,450	\$130,000	\$133,000	\$145,000
	325	353	401	358	331	371	337
Fairview Park	\$93,500	\$96,000	\$104,000	\$107,900	\$111,000	\$119,950	\$121,250
	256	312	281	289	307	292	326
North Olmsted	\$100,000	\$108,000	\$110,500	\$117,950	\$119,500	\$123,775	\$126,000
	413	394	439	460	361	440	481
Rocky River	\$133,250	\$136,000	\$138,000	\$144,000	\$156,500	\$160,000	\$156,500
	246	274	288	311	298	259	288
Westlake	\$162,900	\$156,000	\$170,000	\$170,500	\$177,500	\$180,400	\$182,450
	283	348	343	306	295	315	342
Cuyahoga County	\$77,500	\$82,500	\$83,900	\$85,000	\$87,500	\$91,500	\$95,000
	13,645	14,289	15,080	15,868	15,118	15,818	15,987
Cuyahoga County (excl. Cleveland)	\$87,500	\$92,000	\$95,500	\$99,000	\$105,000	\$110,000	\$114,900
	10,181	11,019	11,337	11,769	10,944	11,513	11,624

*Excludes new construction

Exhibit 2.23, New Construction Sales and Median Price, Bay Village and Surrounding Communities

	Median Price and Number of Sales						
	1991	1992	1993	1994	1995	1996	1997
BAY VILLAGE	\$232,900	\$263,250	\$149,500	\$193,050	\$159,500	\$199,900	\$190,000
	9	4	6	8	10	7	5
Fairview Park	\$136,100	\$85,000	\$89,500	\$152,500	\$138,000	\$123,000	\$152,000
	2	1	2	5	2	2	4
North Olmsted	\$195,000	\$206,800	\$192,800	\$176,850	\$141,900	\$146,900	\$141,900
	35	25	33	72	58	50	37
Rocky River	\$130,000	\$265,750	\$164,500	\$187,500	\$180,300	\$217,300	\$165,000
	9	10	4	13	17	7	11
Westlake	\$234,900	\$235,000	\$251,050	\$263,000	\$320,000	\$212,700	\$256,500
	137	109	68	59	55	29	98
Cuyahoga County (excl. Cleveland)	\$185,000	\$181,700	\$200,000	\$189,700	\$191,800	\$182,400	\$185,800
	1285	1375	1046	1293	1094	685	546

Source: "Residential Sales Price Distribution, Cuyahoga County", Housing and Policy Research Program and Northern Ohio Data and Information Service, The Urban Center, Cleveland State University, Cleveland, Ohio, 1991 to 1997; source data from Cuyahoga County Auditor's Deed Transfer File

\$185,000 during 1996 and 1997. During the years 1990 through 1997, 85 permits were issued for new single-family homes within the City. *Exhibit 2.23* presents information on new home sales from the Cuyahoga County Auditors files.

Movement Patterns

Exhibit 2.24 identifies the top ten communities where home sellers in Bay Village moved to, and where home buyers in Bay Village moved from, during the years 1991 to 1996. Most people which sold in Bay Village stayed in Bay Village but bought a house which was \$48,000 higher in value. The next highest

City of Bay Village

Exhibit 2.24, Movement Patterns, 1991-1996

Community Bought In	Number of Moves	Median Sales Price	Median Purchase Price
HOMESELLERS			
BAY VILLAGE	219	\$120,000	\$168,000
Westlake	70	\$129,000	\$186,500
Avon Lake	56	\$149,250	\$192,590
Rocky River	22	\$137,500	\$186,500
North Olmsted	17	\$123,500	\$146,900
N. Ridgeville	15	\$130,000	\$97,000
Lakewood	15	\$142,500	\$126,000
Avon	13	\$140,000	\$127,000
Strongsville	13	\$134,000	\$186,500
Fairview Park	10	\$132,500	\$136,125
Community Bought In	Number of Moves	Median Sales Price	Median Purchase Price
HOMEBUYERS			
BAY VILLAGE	219	\$120,000	\$168,000
Lakewood	38	\$112,250	\$157,000
Rocky River	31	\$139,500	\$185,000
Westlake	27	\$110,500	\$145,000
Cleveland	17	\$72,000	\$113,500
Avon Lake	14	\$158,500	\$134,500
Fairview Park	9	\$95,900	\$167,000
North Olmsted	9	\$91,000	\$125,000
Cleveland Hts.	7	\$83,500	\$162,500
N. Ridgeville	6	\$108,000	\$129,200
Strongsville	4	\$157,500	\$187,500

Source: NODIS, Cleveland State University analysis of County Auditor's Deed Transfer Records

City of Bay Village

Exhibit 2.24 (continued), Homesellers, 1991 to 1996 (Where They Moved To)

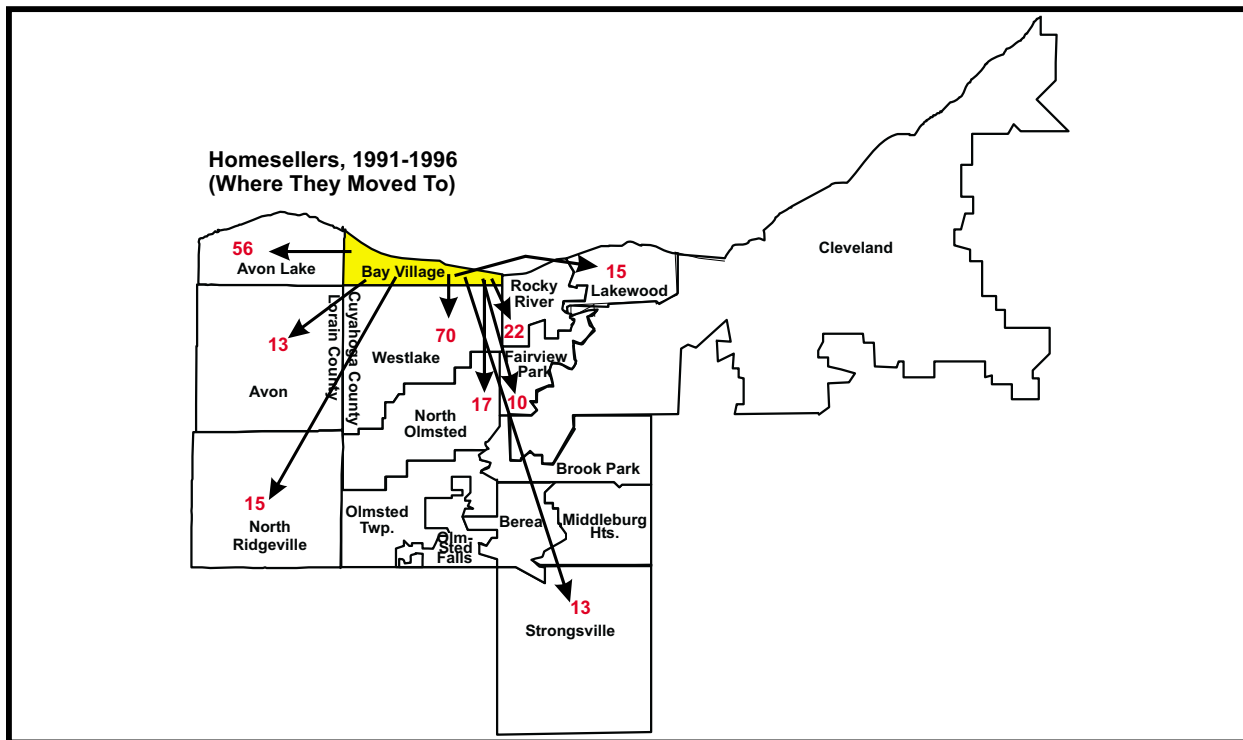
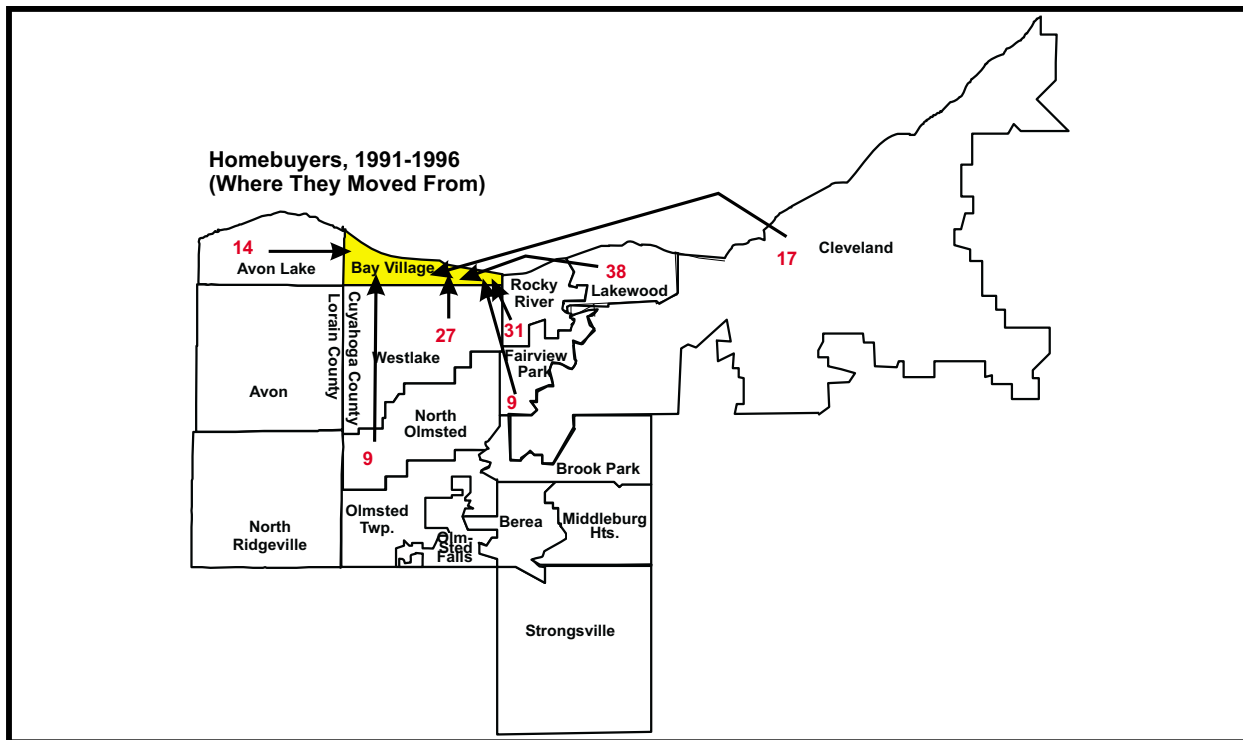


Exhibit 2.24 (continued), Homebuyers, 1991 to 1996 (Where They Moved From)



Source: NODIS, Cleveland State University analysis of County Auditor's Deed Transfer Records

number of moves was to Westlake. These sellers had homes which were higher in value and also spent more on their new home than those that stayed in Bay Village. Avon Lake was also a major destination. The sales and purchase prices for residents moving to Avon Lake were higher than for those that moved to Westlake. As the exhibit shows most sellers tended to stay in the western suburbs.

Residents that sold in Bay Village and stayed within the community also make up the largest number of people that bought in the City. Lakewood and Rocky River were the next highest sources of new homeowners in the Bay Village. These residents tended to buy a house which was \$45,000 more than their previous residence. The list reflects the fact that most of the new home buyers already lived on the west side of Cleveland, or its western suburbs, before moving to Bay Village.

POPULATION PROJECTIONS

Population projections are useful in order to predict future public facility needs such as schools, police and fire protection facilities, and park and recreation needs.

Assumptions

As will be illustrated further in the chapter on land use, there is very little vacant land available for new construction within the City of Bay Village. As has been indicated earlier in this chapter, Bay Village has shown a decrease in population and household size in spite of a gain in households. In developing the projections, a number of assumptions have been made. During the 1990's there has been an average of approximately 10 permits per year issued for new housing. It is assumed this level

of activity will continue during the projection period, increasing households by that number each year. It is also assumed that there will continue to be a decrease in average household size. The high, middle and low projections are based upon the household sizes assumed. The low projection is based upon a reduction in household size which continues at the rate experienced between 1980 and 1990. The middle projection uses a declining household size based upon the difference between the 1990 household size and the estimated 1996 household size. The 1996 household size was derived by using the 1996 estimated population divided by the sum of the number of additional units constructed since 1990 and the 1990 household count. The high projections assume a decline in household size but at only ½ the rate experienced in the 1990's. The number of households and average household sizes are multiplied to develop the population projections.

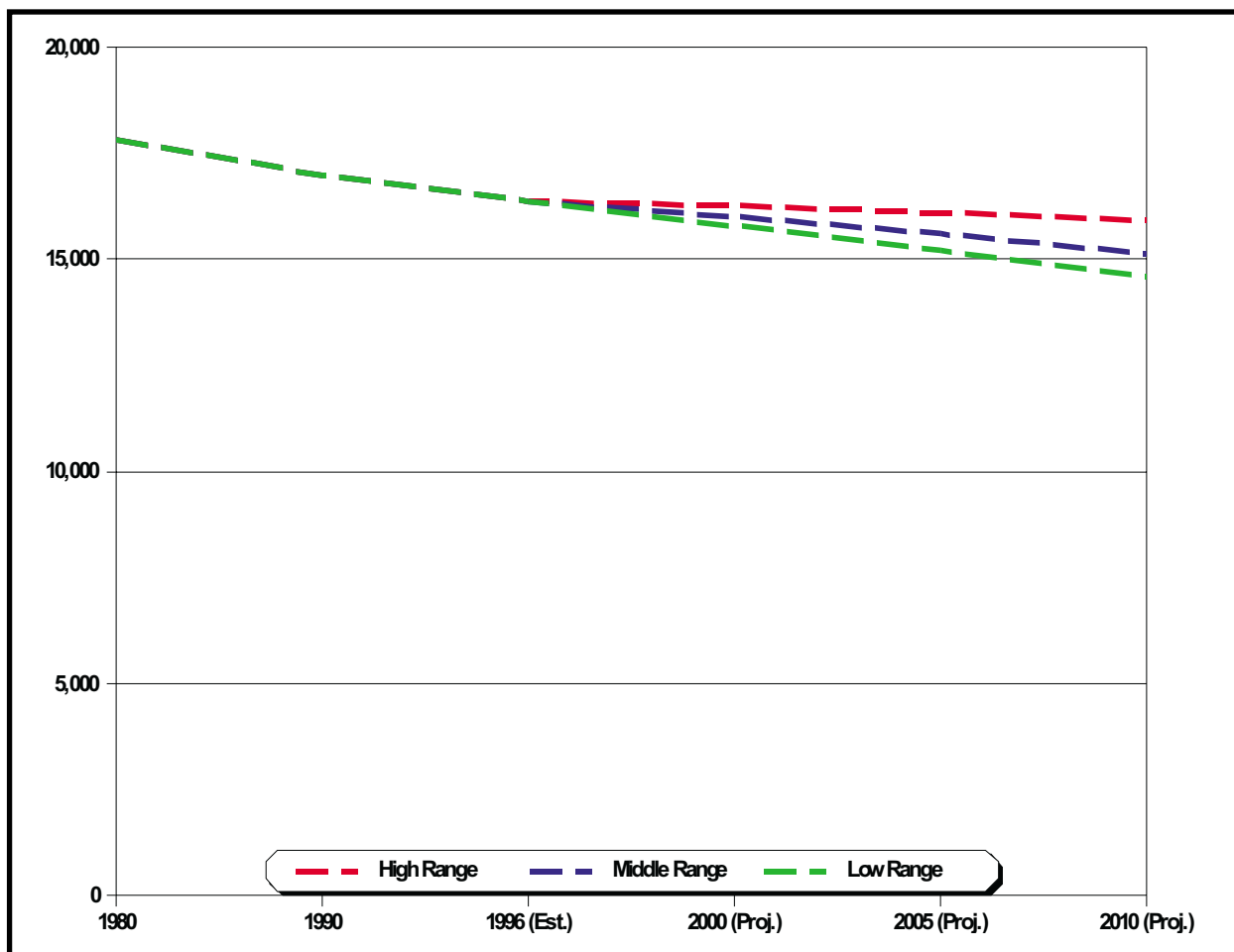
Projections

Exhibit 2.25 projects the City's population change to the year 2010. The 1996 population estimate by the U.S. Census Bureau is used as the baseline. The middle projection estimates that Bay Village's population will decline slightly by the year 2000 to approximately 16,000. The high and low projections are 200 to 300 residents above and below that figure. By the year 2010 the City's population is projected to be between 14,620 and 15,965. Again, these figures are based upon recent trends in housing development within the community and the fact that there is little vacant land on which to construct. A major demographic occurrence during this time period will be the approach of the "baby boom" generation toward retirement. The first of this cohort will turn 65 in the year 2010. In recent years, there has been a national trend where a larger proportion of the population have chosen to retire at an earlier age. This may espe-

City of Bay Village

Exhibit 2.25, Population Projections

	HOUSEHOLDS					
	1980	1990	1996 (est)	2000 (proj)	2005 (proj.)	2010 (proj.)
	5,931	6,235	6,300	6,340	6,390	6,440
	AVERAGE HOUSEHOLD SIZE					
	1980	1990	1996 (est)	2000 (proj)	2005 (proj.)	2010 (proj.)
	2.99	2.71	2.60	2.57	2.52	2.48
High Range*	2.99	2.71	2.60	2.53	2.44	2.35
Middle Range**	2.99	2.71	2.60	2.49	2.38	2.27
Low Range***						
	POPULATION					
	1980	1990	1996 (est)	2000 (proj)	2005 (proj.)	2010 (proj.)
	17,846	17,000	16,401	16,280	16,125	15,965
High Range	17,846	17,000	16,401	16,050	15,615	15,165
Middle Range	17,846	17,000	16,401	15,800	15,220	14,620
Low Range						



*assumes 1/2 rate of decline between 1990 & 1996

** assumes rate of decline between 1990 & 1996

*** assumes rate of decline between 1980 & 1990

cially be the case in a more affluent community such as Bay Village. Addressing the needs of this bulge in the population curve as it ages will become increasingly important in the near future.

TAXES

Introduction

Taxes are the main source of revenue for municipalities and pay the bill for most of the services, facilities and improvements which the locality provides. The quality and level of service are affected by tax revenue. In addition, the more money a municipality can generate locally, the more local control it will have over decisions which require expenditure of funds. It can't raise taxes too high however, or it will put itself at a disadvantage in attracting new private investment in the community. Most individuals and companies have flexibility in where they can locate and while location, community image and assets, and availability of land are important factors in locational decisions, taxes also play a role in the equation.

In this section three types of taxes *related to development* will be addressed. **Income taxes** are a major source of income for a municipality and are generated by taxing the income of individuals who work in the community, and in some cases, live in the community. **Real estate taxes** are taxes on the value of land and the improvements (buildings) on that land. It is a major source of income for the schools, but also provides funds for the municipality, county, libraries and metroparks. **Personal property taxes** are taxes on property, excluding land and buildings, used in business. This includes machinery and

equipment, furniture and fixtures, small tools, supplies, and inventories. An exemption is provided on the value of a portion of the property which lowers the tax burden on smaller businesses. The tax is distributed similarly to real estate taxes. For a municipality with a large amount of industry, personal property tax can generate a significant amount of revenue.

Income Taxes

Rates — Income tax rates for 1998 are shown in *Exhibit 2.26*. The income tax rate in Bay Village is 1.5% which means those that work in Bay Village pay 1.5% of their income to the City. Income taxes are first paid to the community in which an individual works. Because the City does not have a substantial commercial or industrial base, the City must rely on income taxes from residents to also fund City operations. The first 1% of taxes paid to their community of work by those residents of Bay Village who work outside the City are credited as going to paying Bay Village's income tax. The residents then are required to pay the difference of the 1.5% tax rate and the 1% credit, or .5%, to the City of Bay Village as income tax. Rocky River has the same rate structure. Fairview Park also has a credit limit which is lower than its tax rate. It only credits 3/4's of the first 1.25% of income tax paid to the community of work as going toward Fairview Park's income tax. In most cases Fairview

Exhibit 2.26, Income Tax Rates, 1997-1998, Bay Village and Nearby Communities

	Tax Rate	Tax Credit	Credit Limit
BAY VILLAGE	1.50%	100.0%	1.00%
Fairview Park	1.50%	75.0%	1.25%
North Olmsted	2.00%	100.0%	2.00%
Rocky River	1.50%	100.0%	1.00%
Westlake	1.50%	100.0%	1.50%
Avon Lake	1.50%	100.0%	1.50%
Avon	1.00%	100.0%	1.00%

Source: Regional Income Tax Agency, Central Collection Agency

Park residents would be required to pay an additional .56% of income to their city.

North Olmsted has the highest tax rate at 2%. Even though North Olmsted gives full credit up to its 2% rate, if a resident works in a community with a lower tax rate, they will pay the difference between that lower rate and North Olmsted's 2% to North Olmsted.

Other communities which give full credit up to their tax rate include Westlake, Avon Lake and Avon. Avon Lake and Westlake tax workers at the same rate as Bay Village. Avon has the lowest tax rate at 1%.

Collections — *Exhibit 2.27* presents income tax collections for Bay Village and surrounding communities for the years 1990 to 1996 as reported by the Ohio Department of Taxation. Between 1990 and 1996 income tax collections in Bay Village increased from \$2.6 million to \$3.3 million, an increase of 27%. The increase was the lowest percentage increase of the surrounding communities. Lack of available vacant land for new income producing development is a factor. Fairview Park and Rocky River had slightly higher percentage increases, while communities with land for new development, such as Westlake, Avon and Avon Lake showed increases of over 100%.

Because the communities vary in size, judging the collection numbers in absolute terms does not allow for meaningful comparisons. *Exhibit 2.28* divides the collection numbers in the previous exhibit by the latest population estimate for 1996 (cited in *Exhibit 2.2* at the beginning of the Chapter) to provide a collection figure per resident. Bay Village's figure of \$204 per resident was higher than Avon's, but below the figures for the other surrounding communities. Communities such as Westlake

and Avon Lake, which have available land and direct access to interstates, had collections of over \$300 per resident.

Real Estate Taxes

Real estate taxes are a very important source of financing for schools in the State of Ohio. In addition, Cuyahoga County, the libraries and Metroparks get funding through real estate taxes, and a portion also goes to the municipality.

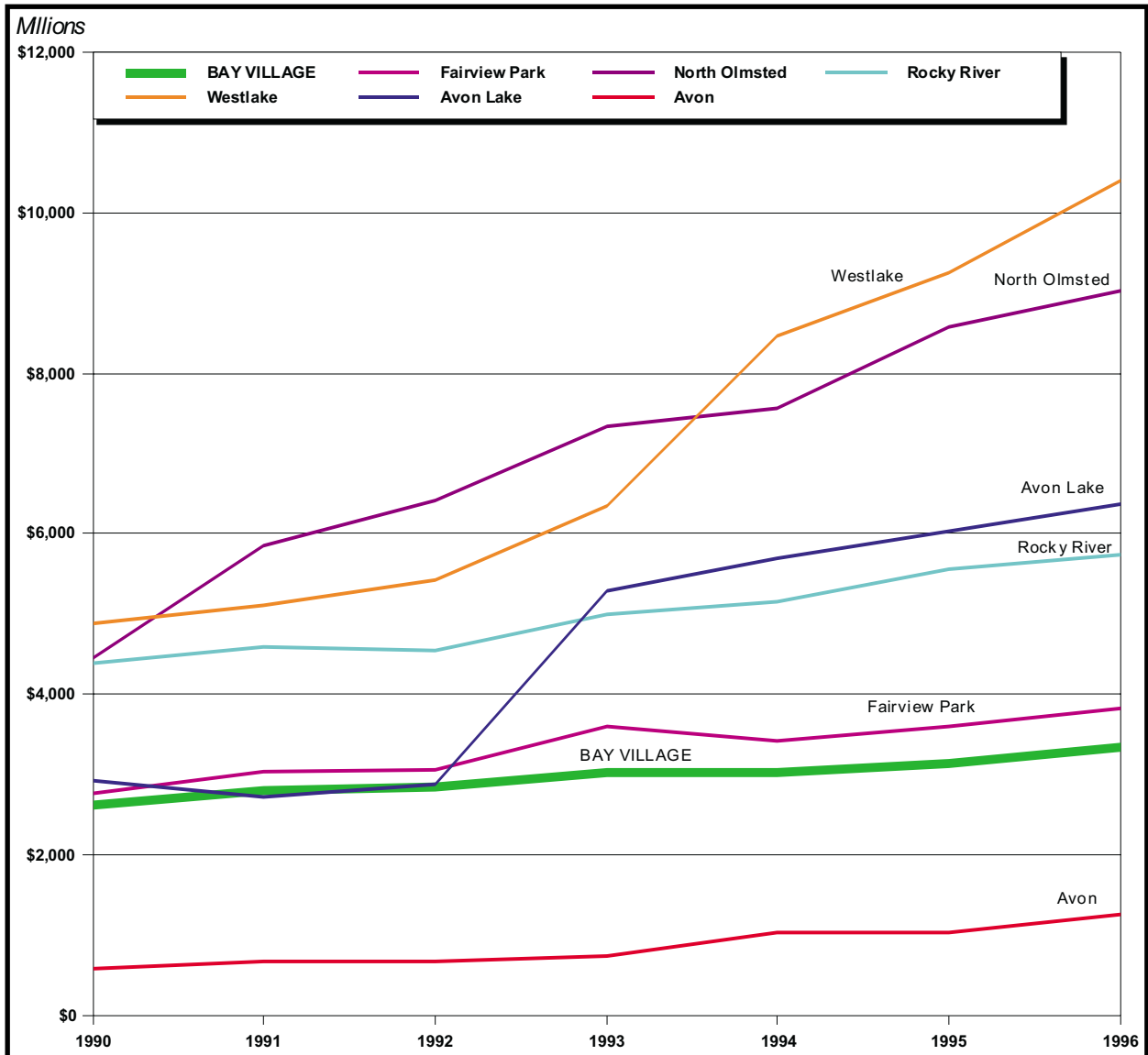
Mill Rates — Real estate tax rates are expressed in the term "mills". A mill is 1/1000 of a dollar of the assessed value of the property (the assessed value is 35% of the market value). *Exhibit 2.29* compares the millage between Bay Village and adjacent communities in Cuyahoga County. There are two tax rates shown, one for residential and agricultural land, and one for commercial and industrial land. The tax rates on commercial and industrial property are usually higher than the rate on residential land. The millage rate is broken down into its components for the various entities funded by property taxes, including city government and schools.

All communities in Cuyahoga County pay the same rate to County government, and the County Library System (unless the community has its own) and Metroparks. Of the municipalities shown, Bay Village has the highest millage levied for City administration. Property taxes must make up in part for the lower level of municipal income taxes collected by the City. The millage levied for the Bay Village Schools is lower than the amount levied by Fairview Park, but is higher than other school districts. Overall, Bay Village had the highest real estate tax rate for commercial property and was second to Fairview Park for taxes on residential property. As noted in the

City of Bay Village

Exhibit 2.27, Income Tax Collection, 1990-1996, Bay Village and Nearby Communities

	City Income Tax Collection (\$000's)						
	1990	1991	1992	1993	1994	1995	1996
BAY VILLAGE	2,631	2,807	2,844	3,023	3,045	3,139	3,342
Fairview Park	2,774	3,033	3,050	3,587	3,417	3,608	3,824
North Olmsted	4,461	5,849	6,417	7,335	7,571	8,574	9,020
Rocky River	4,387	4,588	4,552	4,989	5,161	5,555	5,747
Westlake	4,882	5,106	5,427	6,341	8,469	9,255	10,391
Avon Lake	2,924	2,718	2,871	5,286	5,690	6,023	6,381
Avon	589	664	665	726	1,037	1,022	1,265



Source: Tax Data Series - Municipal Income Taxes Table LG-11, Ohio Dept. of Taxation, 1991-1997

City of Bay Village

Exhibit 2.28, Estimated Income Tax Collections per Resident, 1996 Bay Village and Nearby Communities

BAY VILLAGE	\$204
Fairview Park	\$221
North Olmsted	\$261
Rocky River	\$290
Westlake	\$346
Avon Lake	\$380
Avon	\$142

Based upon 1996 estimated population by the U.S. Census Bureau

Exhibit 2.29, Real Estate Tax Millage, Tax Year 1997, Bay Village and Nearby Communities

	Residential/ Agricultural**	Commercial/ Industrial**
All Communities		
County Library***/Metroparks	1.13	1.27
County Government	11.09	13.21
BAY VILLAGE		
City	15.10	15.10
Schools	40.10	48.47
Total	67.43	78.04
Fairview Park		
City	11.72	11.76
Schools	42.33	49.12
Polaris	2.00	2.00
Total	68.28	77.36
North Olmsted		
City	12.70	12.70
Schools	34.68	39.19
Polaris	2.00	2.00
Total	61.61	68.37
Rocky River		
City	9.90	9.90
Schools	30.38	42.06
Rocky River Library***/Metropk.	2.61	3.11
Total	53.99	68.28
Westlake		
City	10.20	10.20
Schools	27.81	33.65
Westlake Library***/Metropk.	1.67	1.80
Total	50.77	58.85

*rounded to two decimal places, applies to "assessed value" which is 35% of market value

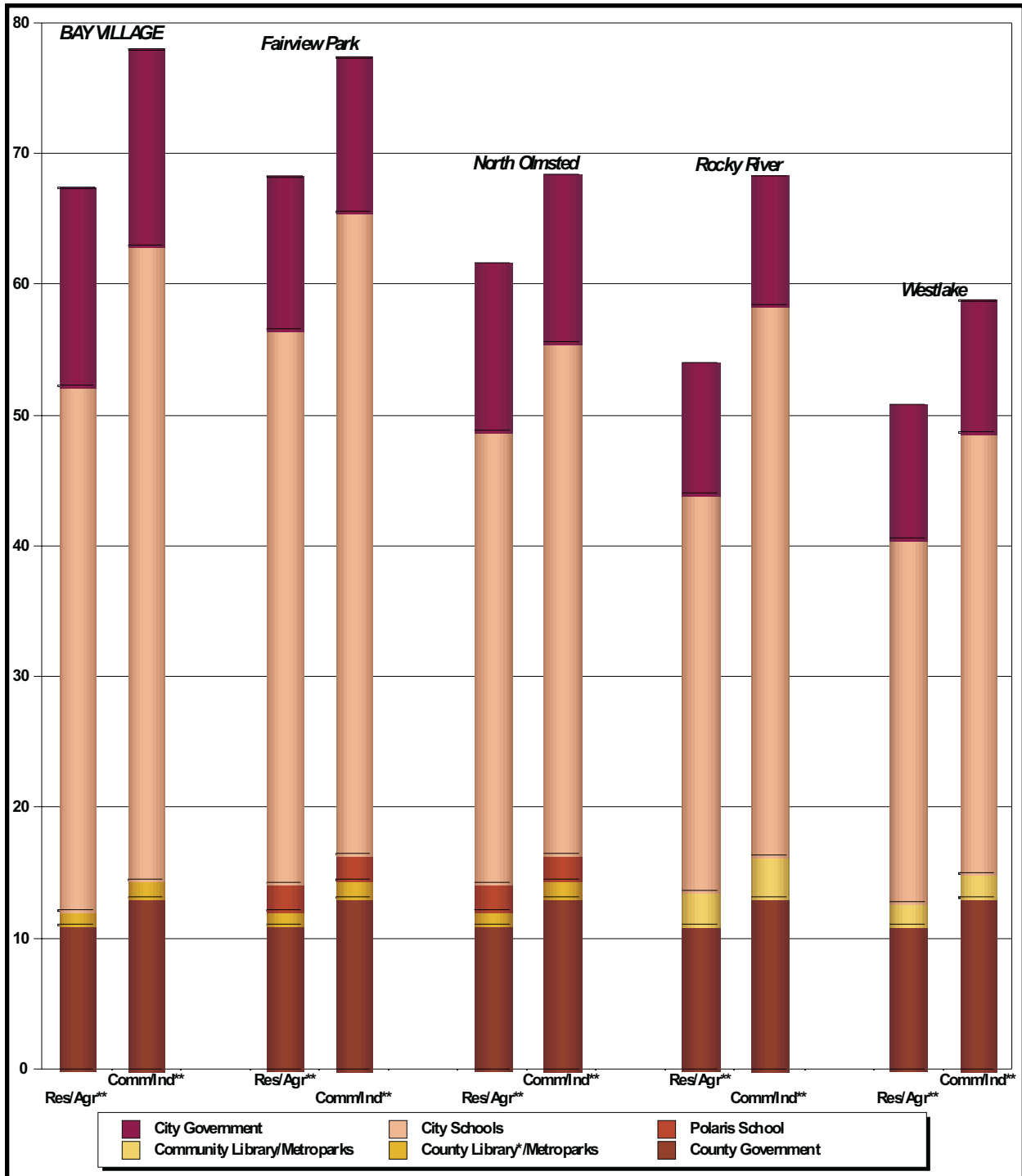
** the effective millage shown are reduced further by rollbacks of 12.5% for resid./agric. property and 10% for comml/indust

***does not apply to Rocky River and Westlake which have their own community libraries

Source: Budget Commission, Cuyahoga County Auditor's Office

City of Bay Village

Exhibit 2.29 (continued)



Source: Budget Commission, Cuyahoga County Auditor's Office

City of Bay Village

Exhibit 2.30, Real Estate Tax Rates, Tax Year 1997 (Collected in 1998), Bay Village and Nearby Communities

	Tax Rates as Percent of Market Value			
	Residential	Comm. / Indust.		
BAY VILLAGE	2.07%	2.46%		
Fairview Park*	2.09%	2.44%		
North Olmsted	1.89%	2.15%		
Rocky River	1.65%	2.15%		
Westlake	1.55%	1.85%		
DISTRIBUTION RATES - TAX YEAR 1997**				
Residential Property	Distribution as Percent of Tax Dollars Collected			
	Village/City	Schools	County	Library/Metroparks
BAY VILLAGE	22.4%	59.5%	14.3%	3.8%
Fairview Park*	17.2%	64.9%	14.1%	3.8%
North Olmsted	20.6%	59.5%	15.7%	4.2%
Rocky River	18.3%	56.3%	17.9%	7.5%
Westlake	20.1%	54.8%	19.0%	6.1%
Comm/Indust Property	Village/City	Schools	County	Library/Metroparks
BAY VILLAGE	19.3%	62.1%	15.0%	3.6%
Fairview Park*	15.2%	66.1%	15.1%	3.6%
North Olmsted	18.6%	60.2%	17.1%	4.1%
Rocky River	14.5%	61.6%	17.1%	6.8%
Westlake	17.3%	57.2%	19.9%	5.6%

*Tax Year 1997 taxes will be collected in 1998

**For Fairview Park School District. Portions of Fairview Park are in other school districts

Source: Cuyahoga County Auditor's Office

table footnotes, the millage figures are reduced by rollbacks of 12.5% for residential property and 10% for commercial property.

Rate as Percent of Market Value *Exhibit 2.30* summarizes the overall tax rate for real estate in each community adjusting for market value and the rollbacks noted above. A \$100,000 house in Bay Village would pay \$2,070 per year in real estate taxes (\$100,000 x 2.07%) Similar houses would pay \$2,090 in Fairview Park, \$1,650 in Rocky River and \$1,550 in Westlake. A \$100,000 commercial property in Bay Village would pay \$2,460.

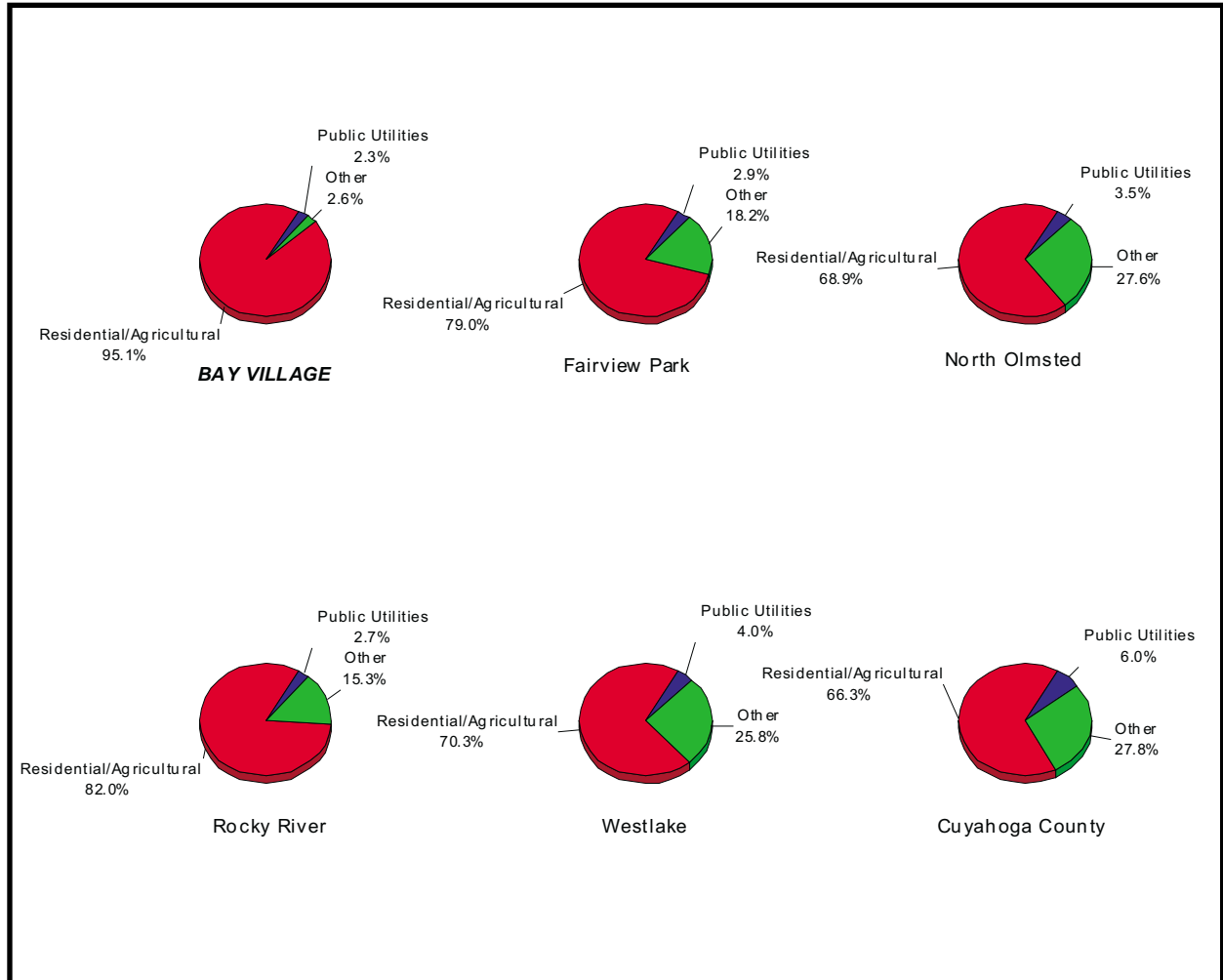
Real Estate Assessments *Exhibit 2.31* shows the distribution of property value by type of real estate property in Bay Village. As

the exhibit indicates, an overwhelming proportion of the real estate value in the City is from residential land. It accounts for over 95% of the assessed value of real estate for 1998. The average for Cuyahoga County is only 66.3%. Only 2.3% of the value is from commercial and industrial land ("Other" in the exhibit) as compared to an average for the County of 27.8%. This distribution of value means households must generate most of the real estate taxes for the community. Little retail and industrial development also results in low income tax collections from workers, and the lack of revenue must be made up from other sources such as real estate taxes. In the surrounding West Shore communities, commercial and industrial real estate account for between 15% and 27.6% of assessed value. Through the years 1995 to 1997, the assessed value of real estate in Bay Village stayed

City of Bay Village

Exhibit 2.31, Real Estate Assessed Valuations, Bay Village and Nearby Communities

Collection Year	Assessed Valuation*			TOTAL
	Resident./Agricultural Real Estate	Other Real Estate	Public Utilities Property	
1995	\$310,912,200	\$8,748,770	\$9,078,140	\$328,739,110
1996	\$310,423,300	\$8,839,700	\$8,672,470	\$327,935,470
1997	\$311,271,270	\$8,664,110	\$8,650,060	\$328,585,440
1998	\$340,203,830	\$9,239,620	\$8,393,210	\$357,836,660
% in 1998				
Bay Village	95.1%	2.6%	2.3%	100.0%
Fairview Park	79.0%	18.2%	2.9%	100.0%
North Olmsted	68.9%	27.6%	3.5%	100.0%
Rocky River	82.0%	15.3%	2.7%	100.0%
Westlake	70.3%	25.8%	4.0%	100.0%
County Average	66.3%	27.8%	6.0%	100.0%



*Assessed value is 35% of market value

Source: Cuyahoga County Auditor's Office

nearly level. Residential value increased slightly, but commercial and utility property values decreased slightly. Because the community is substantially built-up, there is little room for new development to add to the tax base. The values in 1998 have shown an increase, but most of that increase is due to the reassessment of property values which the County Auditor conducts every three years.

Real Estate Collections A total of \$23.9 million was collected in property taxes in 1997 in the City of Bay Village. The total is similar to the total from the previous year, and almost \$2.9 million more than the collection in 1995. As *Exhibit 2.32* shows, most of that increase went to the Bay Village School District. Of the total collected in 1997, almost \$5 million went to the city government. The amount distributed to the City of Bay Village was higher than the amounts for the Cities of Fairview Park and Rocky River, but much lower than the distributions to the Cities of Westlake and North Olmsted.

Personal Property Taxes

Rates Personal property tax rates for the communities in Cuyahoga County surrounding Bay Village are presented in *Exhibit 2.33*. Personal property taxes are taxes on property, excluding land and buildings, used in business. The rates are for every \$100 in valuation. The rates are essentially the same as the real estate rates and the distribution of the tax collections are also the same as for real estate taxes. As with real estate tax rates, Bay Village has the highest rate of the surrounding communities. Exemptions allowed under the tax code, allow businesses to exempt their first \$10,000 in listed value from this tax. The State reimburses the municipality for revenue lost by these exemptions.

Assessed Valuations The value of tangible personal property in Bay Village has decreased slightly over the past three years. As *Exhibit 2.34* shows, the total is small relative to surrounding communities which have more businesses within their boundaries. As the table shows, tangible personal property within a community can rise or fall for a given year. Unlike real estate, whose value is set before taxes are collected, the value of personal property cannot be determined until businesses file their tax return. Because these assets are depreciable, the numbers will rise when new investments are made in business property, but those assets will lower in value in subsequent years unless there is enough new investment to offset them.

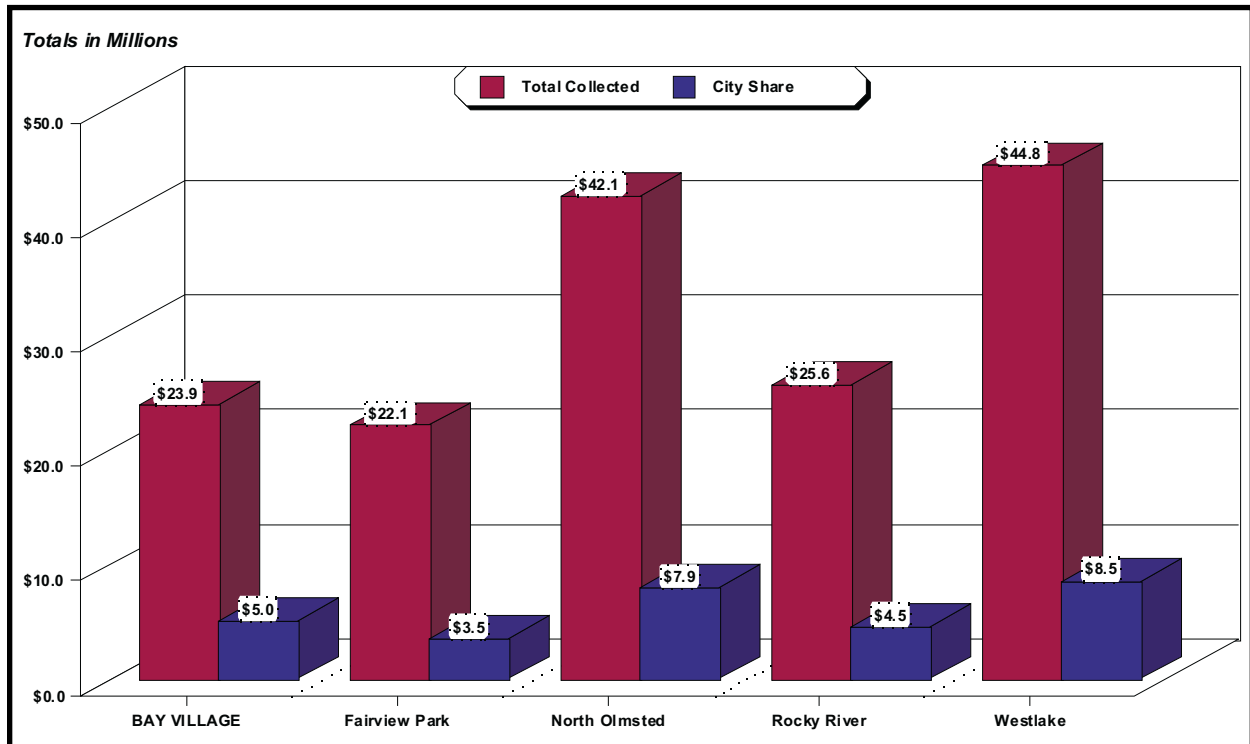
Collections Personal property tax collections have not contributed significantly to Bay Village's revenues in the past three years and they have been decreasing. The City's portion of the tax was \$32,600 (see *Exhibit 2.35*) in 1997. This tax did contribute over \$195,000 to the Bay Village City Schools. Surrounding city's like Rocky River and Fairview Park were distributed just under \$150,000 on total collections of \$1.2 to \$1.3 million. City's like North Olmsted and Westlake, with many more businesses, benefitted much more substantially. Total taxes collected were \$4.6 million and \$6.1 million, respectively with the cities' share totaling \$580,000 and \$740,000. Bay Village's lack of space for new commercial and industrial development will limit what the City can collect in the future.

Summary - Taxes *Exhibit 2.36* summarizes the collections for taxes described in this section for 1996 (the latest year with information on all categories) which are related to development and value of property. In total, Bay Village collected more than Fairview Park, but less than the other nearby suburban communi-

City of Bay Village

Exhibit 2.32, Real Estate Tax Collections and Distributions, Bay Village and Nearby Communities

	Distribution	Collection Year*		
		1995	1996	1997
BAY VILLAGE	Total	\$21,011,633	\$23,863,169	\$23,897,358
	City	\$4,991,210	\$4,983,633	\$4,989,061
	Schools	\$12,138,057	\$14,624,116	\$14,648,482
	County	\$3,479,644	\$3,850,509	\$3,855,154
	Library	\$402,723	\$404,910	\$404,662
Fairview Park	Total	\$18,770,302	\$19,394,028	\$22,081,027
	City	\$3,164,669	\$3,014,540	\$3,544,689
North Olmsted	Total	\$37,178,369	\$41,806,965	\$42,122,890
	City	\$7,569,703	\$7,788,157	\$7,897,031
Rocky River	Total	\$24,506,091	\$24,922,308	\$25,625,422
	City	\$4,556,478	\$4,585,539	\$4,520,271
Westlake	Total	\$38,291,836	\$41,860,726	\$44,807,728
	City	\$8,171,494	\$8,370,762	\$8,545,502
Cuyahoga County	Total	\$1,168,003,286	\$1,232,747,498	\$1,310,671,302
	Municipalities	\$193,189,242	\$195,454,410	\$198,140,620



*Collection Year is one year later than Tax Year. Example: Taxes collected in 1997 are for Tax Year 1996. Figures are gross distributions; Cuyahoga County assesses fees for services which are taken out of these figures

Source: Budget Commission, Cuyahoga County Auditors Office

City of Bay Village

Exhibit 2.33, Personal Property Tax Rates, 1998, Bay Village and Nearby Communities

	Tax Rate per \$100 Valuation
BAY VILLAGE	12.42
Fairview Park	11.03
North Olmsted	10.22
Rocky River	9.47
Westlake	8.98

Source: Cuyahoga County Auditor's Office

Exhibit 2.34, Personal Property Assessed Valuations, 1995-1997, Bay Village and Nearby Communities

	Assessed Valuation		
	1995	1996	1997
BAY VILLAGE	\$2,251,166	\$2,179,613	\$2,150,757
Fairview Park	\$11,327,056	\$11,394,515	\$11,819,544
North Olmsted	\$39,343,895	\$42,771,806	\$45,200,585
Rocky River	\$13,301,596	\$14,360,719	\$14,249,598
Westlake	\$57,920,927	\$65,660,169	\$64,750,544

Source: Cuyahoga County Auditor's Office

Exhibit 2.35, Personal Property Tax Collections and Distributions, Bay Village and Nearby Communities

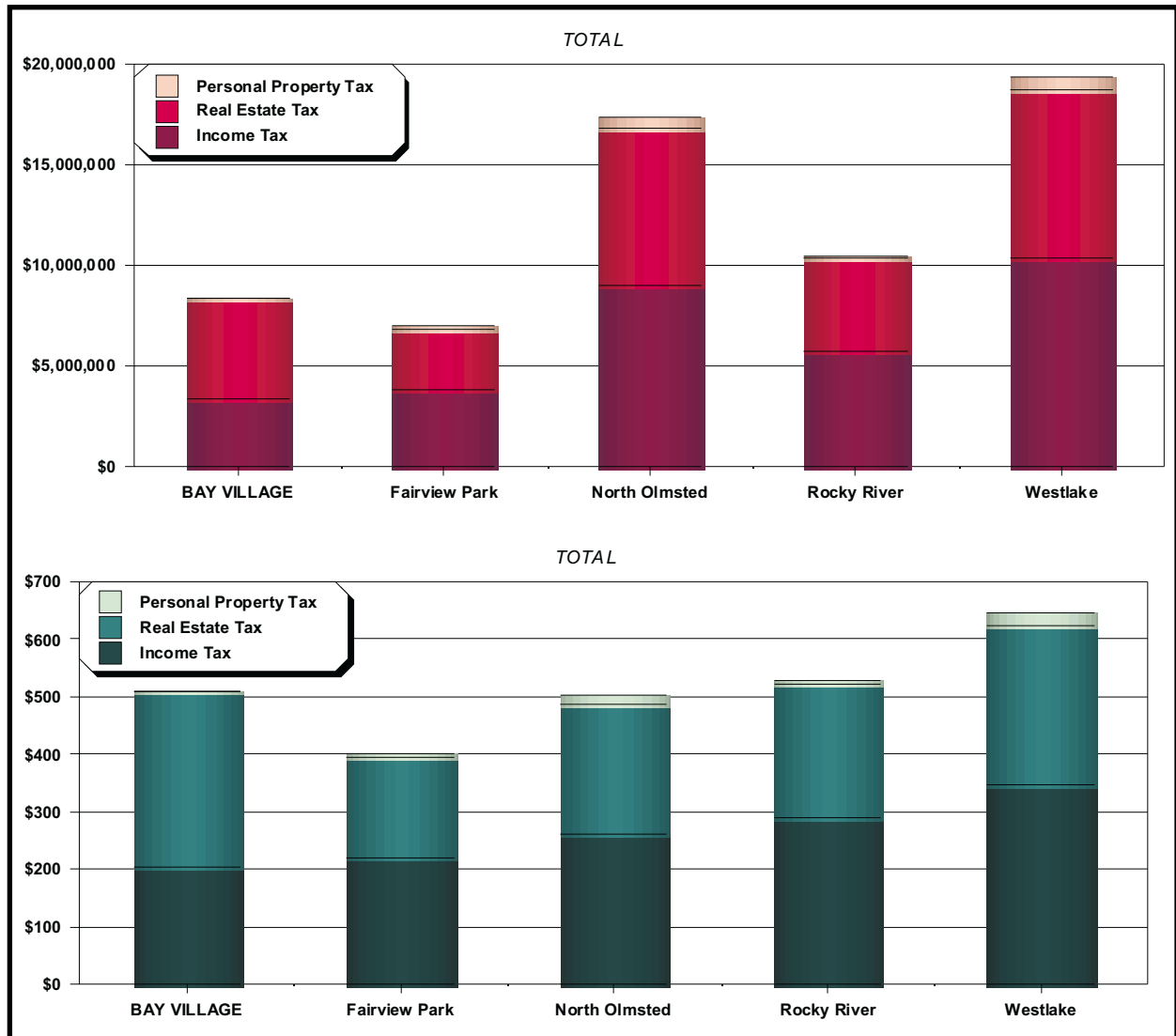
	Distribution	Collection Year			Municipality Share of Distribution - 1997
		1995	1996	1997	
BAY VILLAGE	Total	\$307,347	\$281,431	\$266,832	
	City	\$40,647	\$34,450	\$32,603	12.2%
	Schools	\$219,161	\$206,163	\$195,622	
	County	\$44,017	\$37,644	\$35,605	
	Library	\$3,522	\$3,173	\$3,003	
Fairview Park	Total	\$1,087,577	\$1,096,897	\$1,205,214	
	City	\$144,107	\$120,201	\$140,929	11.7%
North Olmsted	Total	\$3,856,222	\$4,329,601	\$4,672,906	
	City	\$504,734	\$542,039	\$584,657	12.5%
Rocky River	Total	\$1,202,760	\$1,280,862	\$1,372,854	
	City	\$133,246	\$142,887	\$149,334	10.9%
Westlake	Total	\$5,067,921	\$5,338,163	\$6,158,729	
	City	\$650,776	\$661,777	\$739,984	12.0%
Cuyahoga County	Total	\$218,894,662	\$230,107,520	\$247,952,558	
	Municipalities	\$25,504,317	\$26,875,620	\$27,531,084	11.1%

Source: Budget Commission, Cuyahoga County Auditor's Office

City of Bay Village

Exhibit 2.36, Summary of Collections, 1996, Bay Village and Nearby Communities

	Bay Village	Fairview Park	North Olmsted	Rocky River	Westlake
TOTAL					
Income Tax	\$3,342,000	\$3,824,000	\$9,020,000	\$5,747,000	\$10,391,000
Real Estate Tax	\$4,983,633	\$3,014,540	\$7,788,157	\$4,585,539	\$8,370,762
Pers Prop Tax	\$32,603	\$120,201	\$542,039	\$142,887	\$661,777
TOTAL	\$8,358,236	\$6,958,741	\$17,350,196	\$10,475,426	\$19,423,539
1996 estimated population	16,401	17,311	34,562	19,799	30,037
PER RESIDENT					
Income Tax	\$203.77	\$220.90	\$260.98	\$290.27	\$345.94
Real Estate Tax	\$303.86	\$174.14	\$225.34	\$231.60	\$278.68
Pers Prop Tax	\$1.99	\$6.94	\$15.68	\$7.22	\$22.03
TOTAL	\$509.62	\$401.98	\$502.00	\$529.09	\$646.65



City of Bay Village

ties. *Exhibit 2.36* estimates the collections per resident based upon the 1996 population estimate produced by the census bureau. On a per capita basis, Bay Village is in the middle of the list with respect to the total collected. Bay Village is the only City which collected more in real estate taxes per person than income taxes. It collected the most in real estate tax but the least in income tax. As mentioned in previous sections, a high percent of the real estate tax is generated by residential properties and a portion of the income tax is also generated by residents. The City's income tax rate is 1.5% and it credits residents working out-

side the City only up to 1% of taxes paid to the municipality they work in. Fairview Park and Rocky River are also similar in their income tax structure. North Olmsted also generates income tax from residents since it has the highest income tax rate (2%) in the area and any resident working in a community with a lower tax rate will pay the difference to North Olmsted. Communities such as North Olmsted and Westlake do generate a larger portion of their income and real estate tax collections from employees and businesses.

Chapter 3



Land Use

INTRODUCTION

There are approximately 2,900 acres within the boundaries of the City of Bay Village. In 1998, 98.4% of the City was developed. Bay Village is, and has been, a predominantly residential community. Since the last master plan in 1969, almost 30 years ago, most development has been residential in nature. The natural setting, including the community's proximity to Lake Erie, the streams that traverse the area, the major parks centered in the City and the abundance of trees, has made Bay Village an attractive place for people to live.



A majority of the land use in the City is residential and over 96% of the residential land is developed for single-family uses.

DEVELOPMENT SINCE 1967

Bay Village's last master plan was completed in 1969. It included land use figures from 1967. *Exhibit 3-1* compares land use figures from 1967 to 1998. It should be noted that improvements in mapping and measuring techniques since 1967 have provided 1998 totals which vary somewhat from the earlier figures. *Exhibit 3-2* shows the existing land use pattern in Bay Village. Although the borders of the City have not changed since 1967, a difference of 1.5%, or 45 acres, in land area is shown. Most of this difference may be due to more accurate measurements within the right-of-way land use category. The major changes which can be seen by comparing the figures are that the City has gone from being approximately 20% undeveloped to 1.6% vacant land. Most of the land which was developed during that period was for housing. Most of that new construction has been in the southern and western portions of the City. There has been some increase in institutional use with the biggest changes being the construction of some

churches and the establishment of the City's service facility in the southwest corner of the municipality. The remaining land uses show small increases in land area.



Most housing on the east side of the City was built in the 1950's or earlier. Most of this area is subject to a minimum single-family lot size of 7,500 square feet.

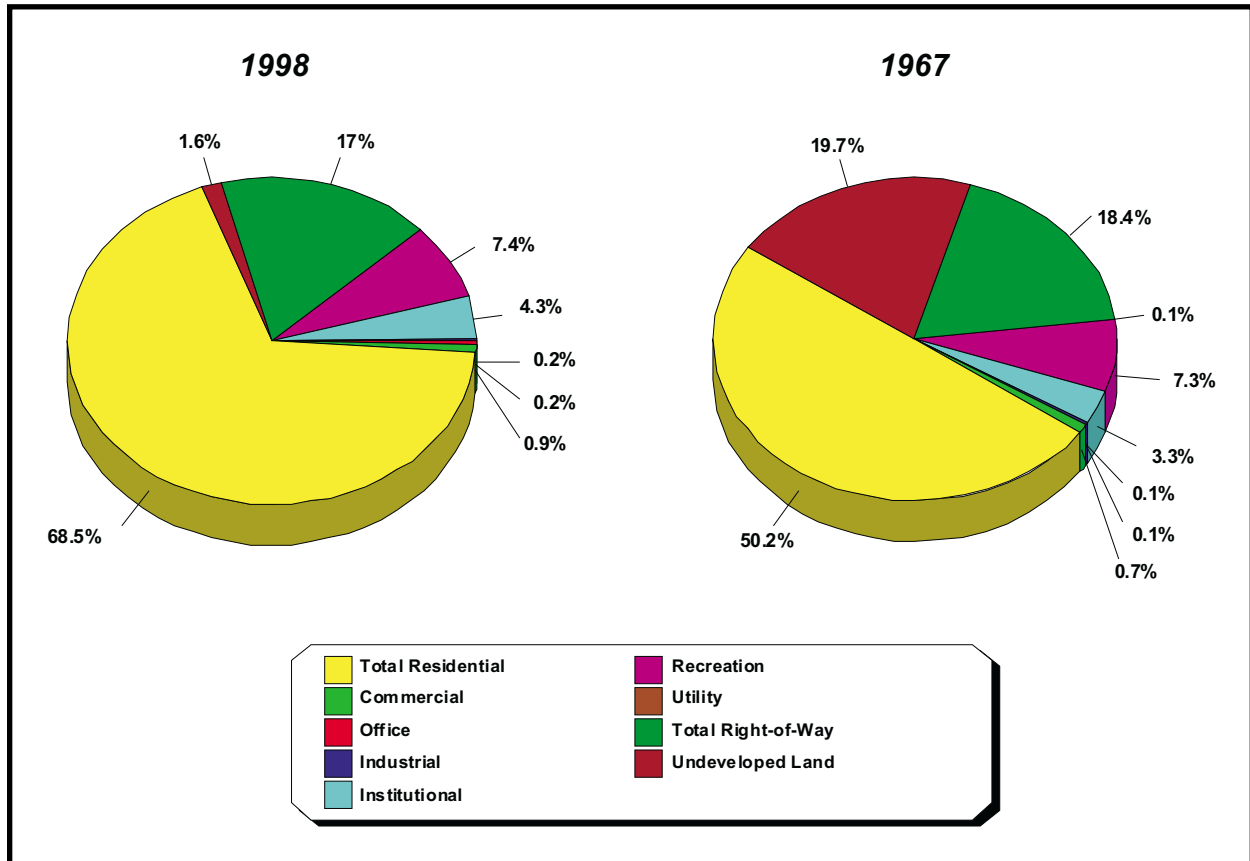
RESIDENTIAL

Residential uses comprised 68.5% of the land use in the community in 1998. The latest census in 1990 indicated that 96.6% of the residential dwellings were in single-family homes. In 1990, there were 6,143 single-family homes compared to 4,917 homes in 1967,

City of Bay Village

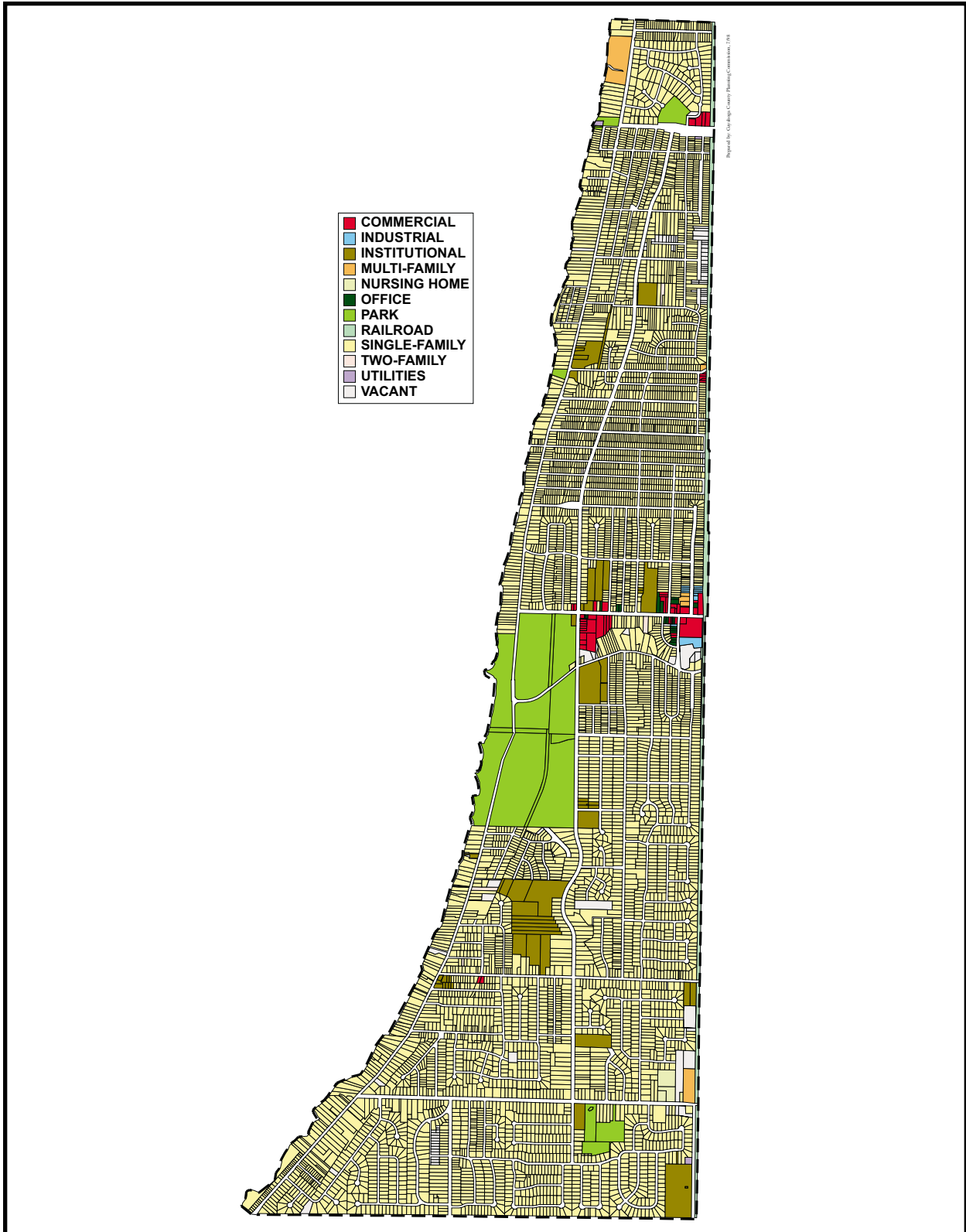
Exhibit 3-1, Bay Village Land Use, 1967 and 1998

Use	Acres		Net Increase/Decrease	% of Total Land Area - 1998	% of Total Land Area - 1967
	1967	1998			
Single-Family		1,959.5			
Two-Family		3.1			
Multi-Family		17.4			
Nursing Home		6.1			
Total Residential	1,477	1,986.1	509.11	68.5%	50.2%
Commercial	22	26.2	4.15	0.9%	0.7%
Office	4	4.6	0.62	0.2%	0.1%
Industrial	4	5.3	1.3	0.2%	0.1%
Institutional	98	122.5	24.5	4.2%	3.3%
Recreation	214	215.8	1.8	7.4%	7.3%
Utility	3	1.2	-1.78	0.0%	0.1%
Railroad		45.1			
Roads		447.0			
Total Right-of-Way	543	492.1	-50.86	17.0%	18.4%
Undeveloped Land	579	45.1	-533.94	1.6%	19.7%
Total Land Area	2,944	2,899	-45.1	100.0%	100.0%



City of Bay Village

Exhibit 3-2, Bay Village Land Use





The minimum lot size in the western portion of the City and along the lakefront is 14,000 square feet.

an increase of 1,226 since the last master plan. At that time over 99% of the units were in single-family homes and only 34 units were in other structures. In 1990 there were 216 units in Bay Village which weren't in single-family homes. Since the last master plan, the Knickerbocker Senior Apartment (1972), Cashelmara condominiums on Lake Road (1984) and Bay Commons condominiums on Bradley Road (1983) have been developed.

There a variety of lot sizes within the City of Bay Village, although most of them are less than ½ acre. Most of the area between Clague and Sutcliffe, south of Lake Avenue, is zoned Third Residence district which has a minimum lot size of 7,500 square feet. This is the most densely developed portion of the City and most of the housing was developed before the current minimum lot size since many lots in this area are smaller than 7,500 square feet. The First Residence District has a minimum lot size of 14,700 square feet and generally covers the areas east of Clague Road, along Lake Road and west of Sutcliffe Drive. Lots in these areas are larger and generally do meet the minimum lot requirements. There are clusters of residential lots which are over 1 acre in size. These tend to be along the major arterials

of Lake, Cahoon , Bradley and Wolf Roads and are most likely older lots which were never subdivided.

Residential construction in Bay Village peaked in the 1950's when 34% of the current uses were built. Only 85 units, or 1.3%, of the City's housing inventory was built in the 1990's. Communities further from the urban core with ample land for new construction, such as Westlake, Avon and Avon Lake have been the center of recent residential construction.

SENIOR HOUSING

Housing within the City that caters to the senior population includes the Bay Interfaith Housing (168 units) and the Bradley Bay Health Center (159 units). The Bradley Bay Health Center is a combination of assisted living and a nursing home facility. The Center offers 126 private nursing rooms and 33 assisted living suites. Of these total quarters, there are private wings that provide specialized care to residents such as a subacute unit, a respiratory subacute unit, and an Alzheimer/dementia unit. The facility has a 24-hour staff as well as additional medical staff such as a dietician, podiatrist, and ophthalmologist. Bradley Bay provides wellness programs, daily meals, scheduled events and outings, and weekly laundry and housecleaning services. Various rehabilitative therapy and family support services are also available on site.

Bay Interfaith Housing is better known as the Knickerbocker Apartments. It is intended for seniors or those 62 years and older who do not require as high a level of care. It is available to low income populations only, since it is subsidized by the U. S Department of Housing and

Urban Development. This independent living facility offers both studio and one-bedroom apartments but has a current waiting period for one year. It provides lunches, organized activities, and a van service to residents for shopping, medical, and personal appointments.

COMMERCIAL

Commercial and office make up 1.1% of the City's land use. The bulk of the commercial uses are located in two nodes along Dover Center Road between Wolf Road and the City's southern border. The area includes two small shopping centers, a grocery and a number of smaller individual commercial buildings. The bulk of the office space in the City is also located off Dover Center Road near the City's southern border. Dover Center does not have an interchange with I-90 which passes by ½ mile to the south. There were approximately 88,400 square feet of office space in this area. There are also two convenience nodes located on Clague and Columbia Roads when one first enters the City from the south. Each of these major arterials is an important entry into the City and has an interchange just to the south of the City with I-90. Retail services is a major issue in the City and will be dealt with in more detail later in this section.

INDUSTRIAL

Bay Village has very little industry. In 1998 only 5.3 acres, or 0.2% of the City, was developed for industry and it was concentrated on Knickerbocker and West Oviatt Roads, just behind the commercial uses which front on Dover Center Road near the City's southern border. They are located in the Commercial



Most commercial use in the City is located in the vicinity of Dover Center Road, which functions as Bay Village's Downtown.

Business District zoning district. Zipp Manufacturing, located at 27357 West Oviatt Road behind the Dover Junction Shopping Center, produces flavoring extract. It is one of the largest industrial uses in the City and has vacant land on-site for additional development. The small industrial uses which are in the City are located in close proximity to residential uses and traffic routes to these establishments also require driving past residential uses on the main arterials within Bay Village and Westlake.

INSTITUTIONAL

Institutional uses include municipal facilities (excluding parks), school facilities, libraries and churches. Outside of residential construction, institutional uses have shown the largest growth (approximately 26 acres) since the late 1960's. Most of this growth is due to the construction or expansion of a number of churches and the establishment of the City's service facility in the southwest corner of the City. The service facility encompasses 16 acres.

There are two school sites in the City that deserve special attention, Forestview and Glenview Schools. Forestview School was built in 1927, one of the oldest in the City, and is located on 5 acres on the southwest corner of Wolf and Forestview Roads. The Bay Village School District no longer uses the School for classroom space, but rents this facility to a private institution, the Bay Village Montessori School. The Montessori School still operates as an elementary school, teaching grades kindergarten through 6th grade, but also conducts a toddler program and Pre-school classes.

Glenview School, although still operated by the Bay Village Board of Education, is no longer being used as an elementary school. This facility is located on 3.9 acres on the southwest corner of Beach Lane and Wolf Road and is better known as the Glenview Center. It is currently being used as a day care center and offers a Special Education Pre-school and latch key program.

RECREATION

Recreation is the largest land use in the City after residential use and right-of-way. In 1998, 7.4% of the City, or 216 acres, were reserved for recreation and open space. The Cleveland Metroparks Huntington Reservation and the City of Bay Village's Cahoon Park are located adjacent to one another in the center of the City and produce a major open space with lake-



Cahoon Park, which is located at the center of the City, is the location of most of Bay Village's recreation facilities. City Hall, the senior center, the historical society and other public facilities are also found in and around Cahoon Park.

front access which is a major asset to the community. The City also has two other major parks located near the eastern and western borders, in Bradley Road park and Clague Road park. A number of smaller open spaces are located along the Lake Erie shoreline. The largest changes in this category since the last master plan has been the redevelopment of a small lakefront park near Glenpark Drive for a single-family house and the expansion of Bradley Road park. A more detailed examination of the City's parks will be included in the community facilities chapter.

UTILITY

There are no large utility facilities within the City. Utilities encompass only a little over an acre of land within the City. Two electrical utility stations are located in the City. One is on Knickerbocker Road, just west of the Clague Road overpass, and the second is on Naigle Road, just east of the City's service facility. The Clague Road Filtration plant is located directly north of the termination of Clague Road on the lakefront near Cliff Drive.

VACANT LAND

A total of 45 acres of undeveloped land remains within the City. In addition, there are other sites within the City where there is a clustering of larger lots, a portion of which are developed with housing,

that could possibly be developed in the future, but which are not classified as vacant land. Vacant lots are scattered around the City. Some lots have not been developed because of topography, or the presence of a stream or creek on the lot. There are a handful of scattered individual buildable infill lots. Concentrations of lots which are located off unimproved rights-of-way provide some of the larger areas of vacant land. Knickerbocker Road, between Upland and Forestview, Calvin Road, and Walmar Road are rights-of-way which are not open and have subdivided lots which front upon them. A number of larger vacant lots are located near the City's southern border between Bradley and Bassett Roads.

EXISTING ZONING

A majority of the City is zoned for residential uses. *Exhibit 3-3* indicates in order from highest to lowest, the amount of land zoned in each zoning category. *Exhibit 3-4* shows the boundaries of the current zoning districts.

Exhibit 3-3, Bay Village Zoning - 1998

District	Acres	Percent
Residence District #1	1,669.0	70.7%
Residence District #3	645.0	27.3%
Commercial Business	22.2	0.9%
Retail Business	13.8	0.6%
Attached Residence	7.3	0.3%
Office and Apartment	2.7	0.1%
Parking	0.8	0.0%
TOTAL	2,360.8	100.0%

Residence #1 and Residence #3 Districts cover 98% of the land within the City. Residence #1 District covers most of the western half of the

City, the lakeshore area and the area east of Clague Road.

Permitted uses in a *Residence #1* District include:

- ✓ Single-family dwellings - minimum lot size 14,700 square feet
- ✓ Within 120 feet of a commercial district: Two-family dwellings
- ✓ Public parks and buildings, schools and churches
- ✓ Railway passenger stations and rail right-of-way

Residence #3 District covers the area west of Clague Road, south of Lake Road and east of Sutcliffe. It allows:

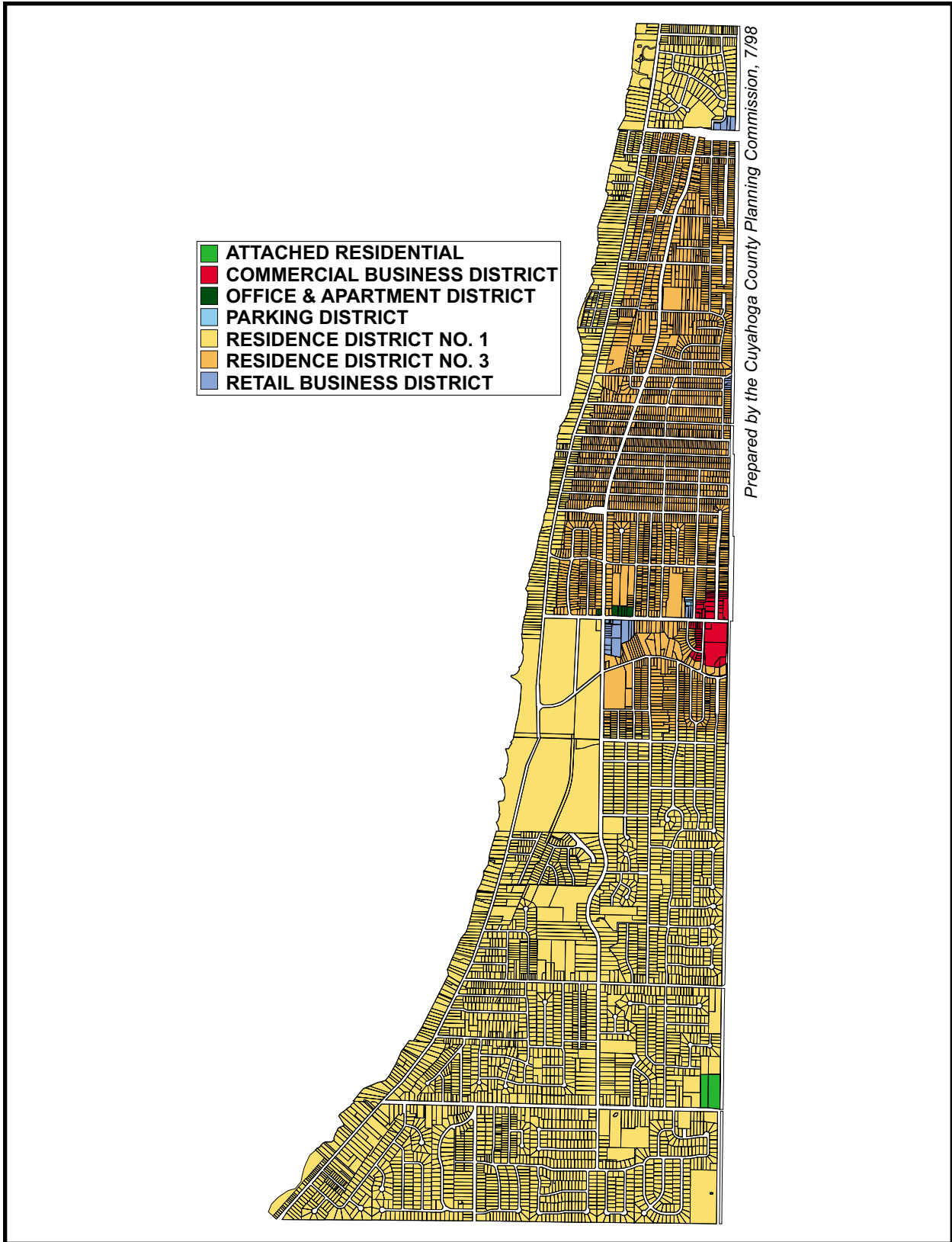
- ✓ Any structure permitted in Residence #1 - minimum single-family lot size 7,500 s.f.
- ✓ Administrative offices and research laboratories - minimum lot size 25 acres
- ✓ On corner lots : Two-family dwellings

Retail Business Districts cover 13.8 acres or 0.6% of the City's land. These districts cover the convenience retail nodes at Clague Road and Columbia Road. It is also the zoning of the Bay Village Square shopping center and the Heinen's grocery on the southwest corner of Wolf and Dover Center. Retail Business Districts allow:

- ✓ Retail stores and services and amusement services

City of Bay Village

Exhibit 3-4, Bay Village Zoning



- ✓ Minor auto repair and automotive service stations
- ✓ Offices and financial institutions

Commercial Business Districts are less restrictive with respect to permitted uses. In addition to the uses allowed in a Retail Business District, this zoning classification allows:

- ✓ Services storage establishments (warehouses, public utility equipment)
- ✓ Additional automotive service such as repair garages, sales rooms and car washes
- ✓ Cleaning establishments such as laundries, dry cleaning, carpet cleaning, dyeing
- ✓ Work shops and repair shops
- ✓ Senior citizens housing

The commercial node which centers on Dover Center Road near East and West Oviatt and Knickerbocker is the location of this zoning district. The existing industrial uses within the City are located within this district

Attached Residence Districts allow townhouse, four-plex and multiple-dwelling developments whose development requires a comprehensive planning review and approval by the Planning Commission. Two parcels which front on Bradley Road are regulated by this district. They are the Bay Commons condominium development and a large parcel to the north on which is situated a single-family house.

Administrative Office and Apartment Districts cover 2.7 acres or 0.3% of the City. It is located on frontage on the east side of Dover Center Road. It includes most of the block between Normandy and Wolf, and the northeast corner of Wolf and Dover Center. A number of financial institutions are within this district. As the name implies, this district generally allows:

- ✓ Apartment houses
- ✓ Offices and financial institutions
- ✓ Assembly rooms

The **Automobile Parking District** is intended to act as a buffer between residential and commercial districts, where it is felt that open space provided by parking areas and driveways would be more appropriate than a building. The district allows parking which is accessory to Retail and Commercial Business and Office and Apartment House uses. The parking areas must be free of charge and cannot be used for selling, storage or servicing. There is one such location zoned in the City. It is the parking lot which is adjacent and serves the U.S. Post Office on East Oviatt.

The zoning code also makes provisions for a number of zoning districts which are not mapped on the City's zoning map. They include the **Local Residence District, Apartment District, Office District and Research District, Development and Limited Manufacturing District.**

BUILDING PERMIT ACTIVITY

Exhibit 3-5 outlines building permit activity from 1992 to 1997 in the City of Bay Village. As the table shows, there has been sustained permit activity during this period. While there

City of Bay Village

Exhibit 3-5, Commercial & Industrial Building Permit Activity in Bay Village

	1992	1993	1994	1995	1996	1997
New	-	-	-	-	-	-
Additions	4	2	3	-	-	2
Renovations	10	5	4	5	5	7
TOTAL	14	7	7	5	5	9

Source: Bay Village Building Department

have been *no new structures* built in these years, there have been substantial *renovations* in the City. Other permits were also issued for signage, lighting, repairs, and reroofing but were not included in this analysis.

There was especially high permit activity in Bay Village both in 1992 and 1997 with an emphasis on renovations. In 1992, Bay Village saw significant renovations at Medic Drug Store, Martin's Deli, and Reehorst Cleaners. The City also experienced 2 major additions, one at the Bradley Road Nursing Home and another at Heinens Supermarket, together valued at \$1.3 million in 1992. Later in 1997, there were significant renovations in the City. The Bradley Road Nursing Home renovated space and added an additional 33 rooms to their complex, a construction project valued at \$1.7 million. Also in 1997, the Bay Village Library underwent renovations at close to \$150,000 and the Bay Family Care facility on 551 Dover Center Road underwent an addition and renovation valued at \$100,000.

Other improvements were made throughout the City during these same years. In 1993, Sell's gift shop began interior renovations and the addition of a second-story storage area, a site now occupied by Malley's Chocolates. Several Automatic Teller Machines (ATM's) were added to many banks in the City beginning in 1992 and 1993. In 1994, National City

Bank renovated and added onto their site at 433 Dover Center Road. In 1995, Zipp Manufacturing, a company that specializes in extract flavorings, added a refrigeration storage unit at a cost of \$422,000. Considerable remedial work was also done at 2 gas stations in town that same year. Less significant renovations were made in 1996 and more emphasis was given to exterior repairs and window replacement at various locations in the City.

Exhibit 3-6 compares **new commercial and office development** in Bay Village with four surrounding communities over a five year period from 1993 to 1997. During this time, there were no permits issued for new structures in Bay Village. Rocky River had minimal permit activity with no new commercial or office structures built in 1993 or 1995. The City of Rocky River issued a total of 5 permits throughout these years; one in 1994 and two each in 1996 and 1997. A couple of major projects occurred such as the addition of a new Target Department store in 1997 valued at \$3.2 million dollars, and the razing of a Friendly's Restaurant on Detroit Road to accommodate a Hollywood Video at the River Commons in 1996.

Fairview Park also had minimal permit activity and averaged 1.2 permits a year during this period, a total of 6 permits. Although Fairview Park did not issue any permits in 1993, the City did experience at least one project annually. Longhorn Steakhouse was built off Center Ridge Road on part of Westgate Mall's parking lot back in 1994, and a major reconfiguring and new construction of the Fairview Shopping Center on Lorain began in 1995 and continued in 1996 and 1997. This project included razing a part of the Fairview Shopping Center and expanding this shopping facility to include a Finast Supermarket and creating new dimensions of commercial

City of Bay Village

Exhibit 3-6, New Commercial and Office Building Permit Activity, 1993-1997

YEAR	COMMUNITY	PERMITS	SQUARE FOOTAGE	VALUATION
1993	BAY VILLAGE	0	-	-
	Fairview Park	0	-	-
	North Olmsted	1	973	\$100,000
	Rocky River	0	-	-
	Westlake	7	300,669	\$6,685,000
1994	BAY VILLAGE	0	-	-
	Fairview Park	1	5,720	\$400,000
	North Olmsted	3	11,616	\$1,210,000
	Rocky River	1	2,700	\$380,000
	Westlake	2	15,506	\$1,550,000
1995	BAY VILLAGE	0	-	-
	Fairview Park	3	195,985	\$7,310,000
	North Olmsted	7	384,874	\$12,551,020
	Rocky River	0	-	-
	Westlake	2	26,622	\$1,600,000
1996	BAY VILLAGE	0	-	-
	Fairview Park	1	6,000	\$160,000
	North Olmsted	8	172,897	\$8,757,000
	Rocky River	2	16,628	\$820,000
	Westlake	3	67,018	\$2,200,000
1997	BAY VILLAGE	0	-	-
	Fairview Park	1	8,587	\$493,000
	North Olmsted	6	202,494	\$12,296,700
	Rocky River	2	107,700	\$3,277,000
	Westlake	6	235,733	\$28,094,000

Source: Individual Building Department Offices of each community, Collected in 1998.

Exhibit 3-7 Summary, New Commercial & Office, Building Permit Activity - Totals, 1993-1997

Community	Permits	Square Footage	Valuation
BAY VILLAGE	0	-	-
Rocky River	5	127,028	\$4,477,000
Fairview Park	6	216,292	\$8,363,000
Westlake	20	645,548	\$40,129,000
North Olmsted	25	772,854	\$34,914,720

space. Both Westlake and North Olmsted experienced the highest commercial and office building permit activity from 1993 to 1997. Westlake issued a total of 20 building permits

with heavy activity in 1993 and 1997. Two restaurants and Phase II at the Promenade of Westlake began in 1993, a combined project total of more than \$5 million dollars. In total, 300,000 new square feet of floor area was added in Westlake alone in 1993. In 1997, six permits, valued at \$28 million dollars, were issued in Westlake and included projects such as University Hospital on Clague Road and Marriott Courtyard Hotel on Sperry Road.

North Olmsted had the highest building permit activity and issued a total of 25 building permits during the time frame of 1993 to 1997. Office complexes and commercial businesses

such as restaurants, big box retail stores and hotels, were newly constructed throughout the 5 years studied. There was the highest permit activity in North Olmsted both 1995 and 1996. In 1995, Wal-Mart, Circuit City, and Water Tower Square added an additional 271,383 square feet of commercial floor area to the City. The Marriott Courtyard Hotel also invested in North Olmsted and built a hotel valued at close to \$5.3 million dollars. In 1997 two more hotels were built in the City on Country Club Boulevard, together valued at \$7.6 million dollars. In total, close to 203,000 square feet of commercial floor area was added during 1997.

BAY VILLAGE COMMERCIAL INVENTORY

Introduction

This section examines the existing commercial base in the City of Bay Village. It looks at retail space in particular, and studies the potential for expansion of selected commercial and retail uses in the City. As the commercial inventory points out, goods and services offered within the City are limited, and residents go elsewhere to meet many of their commercial needs. The expansion of existing commercial establishments, and the attraction of new development are critical to balancing growth and maintaining the economic health of the City. Appendix II details the complete list of commercial establishments.

Methodology

An inventory of commercial businesses in the City of Bay Village was conducted in the summer of 1998. This inventory was compiled through various sources of information. An initial listing of retail businesses was first con-

ducted by the Cuyahoga County Planning Commission in 1997 for the Regional Retail Market Analysis Study. This list provided a framework of retail establishments in the City. Additional information was then gathered on nonretail businesses such as personal and business services, amusements and recreation, and offices such as legal and medical, through PhoneDisc, a national telephone directory on CD-Rom. These two sources were then combined and linked to the Cuyahoga County Auditor's records to acquire floor space. A windshield field survey in the summer of 1998 verified tenant status, any vacancies, and additional measurements were taken when the auditor's information was unavailable.

Inventory

Exhibit 3-8 summarizes commercial square footage by type of establishment.

The most prevalent commercial use in the inventory is *convenience goods and services* which accounts for 39.5% of the overall commercial inventory. This category includes businesses that offer frequently needed products and services - such as restaurants, supermarkets, and drug stores.

The second most prevalent category is *office space* with 34.8% of the inventory. This category is further broken down into areas: local and regional office space. Local offices include such establishments as banks, insurance, real estate, medical, and legal services while regional offices are headquarters used by regional or nationally oriented firms. Local offices occupy over 92% of this category and cover more than 95,000 square feet in the City. Rad-Con and the U.S Post Office are examples of regional offices.

City of Bay Village

Exhibit 3-8, City of Bay Village - 1998 Commercial Floor Space

	Type of Establishment	Floor Area	% of Total
CONVENIENCE GOODS AND SERVICES			
A1.	Supermarkets	35,700	
A2.	Other Food	6,860	
A3.	Food Service	18,736	
A4.	Drugs	20,610	
A5.	Other Convenience Goods	8,942	
A6.	Convenience Services	25,685	
	Subtotal for A	116,533	39.5%
SHOPPING GOODS AND SERVICES			
B1.	Department Stores	0	
B2.	Other General Merchandise	1,400	
B3.	Clothing and Shoes	3,400	
B4.	Other Shopping Goods	3,620	
B5.	Furniture/Home Furnishings	8,840	
	Subtotal for B	17,260	5.9%
AUTOMOBILE SALES, PARTS AND SERVICE			
C1.	New Auto/Recreation Vehicle Sales	0	
C2.	Used Auto Sales	0	
C3.	Auto Parts Sales	4,000	
C4.	Auto Repair	4,180	
C5.	Gas Stations	6,264	
	Subtotal for C	14,444	4.9%
COMMERCIAL AMUSEMENTS			
D1.	Enclosed Amusements	17,236	
D2.	Social Halls	0	
	Subtotal for D	17,236	5.8%
OTHER RETAIL			
E1.	Hotels, etc.	0	
E2.	Funeral Homes	0	
E3.	Animal Hospitals	1,488	
E4.	Training Schools	2,660	
E5.	Business Services	3,320	
	Subtotal for E	7,468	2.5%
VACANT			
F1.	Existing Vacant	19,574	
	Subtotal for F	19,574	6.6%
LOCAL OFFICE SPACE			
G1.	Local Office	95,061	
G2.	Regional Office	7,800	
	Subtotal for G	102,861	34.8%
	TOTAL for A-G	295,376	100.0%



Much of the Dover Junction shopping center has been converted to office use.

Vacant storefronts constitute 6.6% of the total inventory or 19,574 square feet. Grubb and Ellis Company's *1998 Real Estate Forecast* estimated the average vacancy rates in Greater Cleveland for community and neighborhood shopping centers (facilities of at least 20,000 square feet) to be 9.7% and 9.3% respectively in 1997. The same publication estimated the west suburban office market vacancy rate at 14.8%.

The remaining other categories had low percentages in the commercial inventory and will be examined further in the retail analysis. **Shopping goods and services** account for 5.9% of the inventory and include businesses such as jewelry, optical goods, furniture and home furnishings. **Commercial amusements** account for 5.8% of the inventory and was attributable to Bay Lanes on Wolf Road. **Automobile sales, parts, and service** covered roughly 4.9% of the inventory with an heavy emphasis on gasoline service stations. Lastly, other retail constitutes 2.5% of the total commercial inventory. **Other retail** includes establishments such as training schools, animal hospitals, and businesses services.

Analysis

In the summer of 1998, Bay Village had approximately 295,400 square feet of commercial space. Of this total, 19,574 square feet, or 6.6%, was vacant. Bay Village's main concentration of commercial uses is located in two nodes along Dover Center Road. One node is at Wolf Road and is anchored by the Bay Village Square shopping center (70,000 square feet) and Heinen's grocery store (36,000 square feet). A quarter mile to the south is the second commercial node. The Dover Junction shopping center (62,270 square feet) is the largest development in this portion of the district. A substantial portion of the shopping center is occupied by office uses, including Realty One and medical offices. Retail uses within the center are heavily oriented towards food services. Other commercial buildings in the district are a mixture of office and retail uses. Together, these two commercial nodes form a community level shopping district.

Dover Center Road is geographically centered within the City of Bay Village. In addition to a concentration of commercial uses, numerous civic institutions and uses such as City Hall, Cahoon Park, post office, library, schools and senior housing are located nearby. Together these uses function as Bay Village's downtown. The City's geographic shape is wide in the east-west direction and relatively narrow in the north-south direction. Because of this, residents which live near the eastern and western edges of the City, are located closer to shopping areas within Avon Lake and Westlake.

There are two other convenience commercial nodes located within the City. They are located east of Dover Center Road at the entrances to the City from the south along the major arterials of Clague and Columbia Roads. These roads provide regional access to and from Bay Village via their interchanges

with Interstate 90 located just south of the City. Clague Park Plaza, located on the eastern edge of the City, provides services such as a drugstore, auto service, hairdresser and animal clinic. On Columbia Road, the Speedway gas station, which sells other convenience items, and a small strip center which includes a pizza shop and a dry cleaner, captures sales from traffic using this entry to the City. There is very little commercial use west of Dover Center Road in the City. Martin's Corner Deli, located on Bassett Road, is the only store in this predominantly residential area.

RETAIL MARKET ANALYSIS

Introduction

The quality of life inventory which was conducted in order to gain an understanding of the issues within the community included questions asking residents which types of retail they felt were needed within the City of Bay Village. An overwhelming number indicated they felt that more restaurants were needed. Other store types mentioned included apparel and card/gift shops. A detailed market analysis is beyond the scope of the master plan. However, in order to quantify the types of retail stores which residents of Bay Village can generally be expected to support, a general

market study was performed using standard rules of thumb for expected expenditures and sales. The commercial uses identified as retail were pulled out of the larger commercial inventory and were reclassified using Standard Industrial Classification codes (SIC codes) used in the U.S. Commerce Bureau's "Census of Retail Trade". The retail categories included are:

- ✓ building materials and garden supply stores
- ✓ general merchandise stores
- ✓ food stores
- ✓ apparel and accessory shops
- ✓ furniture and home furnishings
- ✓ eating and drinking establishments
- ✓ drug and propriety stores
- ✓ miscellaneous retail stores

Appendix III lists the retail establishments within the City by SIC code.

Exhibit 3-9 shows the number of retail establishments within the City between the years 1982 and 1998. The number of establishments

Exhibit 3-9, Retail Establishments, 1982 to 1998

Year	Total Establishments	Paid Employees	SIC 52	SIC 53	SIC 54	SIC 554	SIC 56	SIC 57	SIC 58	SIC 591	SIC 59
			Building Materials	General Merch.	Food Stores	Gas Service	Apparel/Accessory	Fum./Home Furnishing	Eating & Drinking	Drug & Propriety	Misc. Retail
1998*	32	n/a	1	0	6	5	2	4	7	2	5
1992**	39	294	1	0	5	5	1	6	12	2	7
1987**	40	367	2	1	11	4	1	3	7	2	10
1982**	32	304	0	1	8	5	4	2	2	1	9

*Cuyahoga County Planning Commission Survey

** U.S. Bureau of Census, Census of Retail Trade

rose between 1982 and 1987 and has since retreated back to the 1982 level. The number of retail employees between 1982 and 1992 was in the 300 to 350 range. The largest changes seem to be in the increase and then reduction in the number of food and eating & drinking establishments. In 1987 the number of food sales establishments was 11. That figure dropped to 6 in 1998. In 1992 there were 12 eating and drinking establishments within the City. Six years later that number has dropped to 7. There has also been a reduction in the number of miscellaneous retail shops. In 1987 there were 10 stores classified as such as compared to 5 in 1998.

Methodology

In order to estimate the supportable square feet of each category by City residents, the amount of money available to spend on retail purchases first needed to be estimated. In order to use comparable numbers, all dollar figures are estimated for 1996. Multiplying the number of households (6,300) by the estimated average household income (\$58,000) resulted in the total income within the City. The latest Consumer Expenditure Survey (1994-95) produced by the Bureau of Labor Statistics estimated that for a midwest city with an average income in the \$50,000 to \$70,000 range, 31.5% of income would be spent on retail purchases. Multiplying that figure by total income produces an estimate of retail expenditures by Bay Village citizens of \$115.2 million.

To estimate how that spending is distributed amongst the various store categories, the latest information on retail sales distribution for Cuyahoga County was used. That information is summarized as follows:

Retail Sales by Store Type as Percent of Retail Sales - Cuyahoga County, 1992

- ✓ Building Materials
Garden Supply 5.5%
- ✓ General Merchandise 15.9%
- ✓ Food Store 25.7%
- ✓ Apparel and Accessory
Shops 8.9%
- ✓ Furniture and Home
Furnishings 8.2%
- ✓ Eating and Drinking
Establishments 16.8%
- ✓ Drug and Propriety Stores 9.9%
- ✓ Miscellaneous Retail 9.3%

Multiplying the above distribution by the \$115.2 million produces the expected amount to be spent in various classes of stores. In order to estimate how much floor area those expenditures can support, average sales per square foot figures from the *1997 Dollars and Cents of Shopping Centers* by the Urban Land Institute was used. Total potential sales were divided by average sales per square feet in order to calculate supportable square feet.

Exhibit 3-10 summarizes the calculation of the supportable square feet and compares it to the existing inventory. After estimating how much total floor area could be supported by residents, rule of thumb capture rates were used to approximate how much of those dollars could expect to be spent within the City. Convenience purchases such as food and drugs were estimated at 50%, while shopping goods were estimated at 15% to 20%. It was also as-

City of Bay Village

Exhibit 3-10, Potential Sales by Store Type from City Population

Store Type	Total Potential Sales	Avg. Sales per Sq. Ft.	Supportable Sq. Ft.	Capture Rate	Supportable Within Bay Village	10% Inflow	Total Supportable
Building Materials, Garden Supplies	\$6,315,500	\$130	48,581	20%	9,716	972	10,688
General Merchandise	\$18,335,800	\$145	126,454	20%	25,291	2,529	27,820
Food Stores	\$29,560,900	\$345	85,684	50%	42,842	4,284	47,126
Apparel and Accessory	\$10,245,500	\$185	55,381	15%	8,307	831	9,138
Furniture and Home Furnishing	\$9,427,200	\$140	67,337	15%	10,101	1,010	11,111
Eating and Drinking Places	\$19,303,900	\$200	96,520	20%	19,304	1,930	21,234
Drug and Propriety	\$11,386,400	\$245	46,475	50%	23,238	2,324	25,561
Miscellaneous Retail	\$10,683,400	\$140	76,310	20%	15,262	1,526	16,788
Total Potential Retail Sales	\$115,258,600		602,741		154,060	15,406	169,466
Store Type	Total Supportable	Existing Sq. Ft.	Shortfall/ (Oversupply)	Typical Store Size			
Building Materials, Garden Supplies	10,688	3,300	7,388	80,000			
General Merchandise	27,820	0	27,820	73,500			
Food Stores	47,126	49,610	-2,484	42,250			
Apparel and Accessory	9,138	3,800	5,338	2,700			
Furniture and Home Furnishing	11,111	8,840	2,271	20,000			
Eating and Drinking Places	21,234	11,666	9,568	2,500			
Drug and Propriety	25,561	20,610	4,951	10,000			
Miscellaneous Retail	16,788	8,189	8,599	1,800			
Total Potential Retail Sales	169,466	106,015	63,451				

*1997 Dollars and Cents of Shopping Centers, ULI

sumed that non-residents would account for 10% of sales within the City which increased the amount of supportable square footage.

Findings

Using the general methodology above, it is found that approximately 170,000 square feet of retail space could be supported in the City. This is well above the 106,000 square feet identified in the retail inventory. Although there are shortages shown in most retail categories, certain factors may prevent the addition of certain types or categories of stores into the City. Certain stores look for locations which provide access to a regional market and the City's main commercial district does not have direct access to the freeway system. Some store types also require certain size spaces which may not be available within the

City, or which may not be desirable within the City.

Additional space in *building or garden supplies* could be supported within the City. The size of the shortfall would suggest that another hardware store or maybe a nursery and garden store could locate within the City. The feasibility of another hardware store locating within the City would be enhanced if it could be located away from the existing hardware store at Bay Village Square.

While there seems to be a large shortfall in *general merchandise stores*, the typical store size is much larger than the projected deficit. Discount stores and department stores are typically in the 73,000 square foot range. The deficit figure indicates that Bay Village would

probably not support such a store on its own and that size space would also not be in keeping with the scale of the City or its commercial districts. There are some smaller sized general merchandise stores which tend to focus on lower price items. The image of such stores may not be in keeping with the vision for Bay Village's commercial districts.

Food stores within the City seem to be in balance with what can expected to be supported. Within this retail category, one specific store type which is not represented within the City is a meat and fish market.

A small number of additional **apparel and accessory shops** could be supported within the City. Much apparel is purchased in locations such as malls or discount stores where there is a selection to choose from, or where price is a main consideration. The City's commercial district is not the typical location for apparel shopping. Such shops locating in the City will have to generate their own draw of customers. Apparel stores were the type of store identified the second most in the quality of life survey when residents were asked what additional retail stores they would like to see within the City. There is currently only a shoe store within the City but no apparel shops.

The **furniture and home furnishings** category shows only a modest shortfall of space. Many of the store types in this category which are not within the City's current retail inventory including, furniture stores, appliance stores, radio, television and electronic typically locate in areas with more regional access. Other stores in this category include stores selling recorded music and musical instruments.

Additional restaurants was the most cited response when those residents surveyed were

asked what type of stores the City needed. The calculations support the notion that the City could support more **eating and drinking establishments**. There are seven eating establishments totaling 11,666 square feet currently in the City. Three of those establishments are pizza shops, one is a coffee shop and one an ice cream store. Approximately 9,000 square feet of additional eating and drinking places could be supported. This is the equivalent of approximately 3 or 4 additional establishments.

There is an adequate amount of **drug and propriety stores** within the City. The small shortfall identified is not enough to support the construction of an additional store.

The table indicates that there is support for additional **miscellaneous retail stores** equal to the amount which currently exists within the City. Hobby, toy, camera, photo-needs, gift, novelty, souvenir, and sewing shops are examples of miscellaneous retail stores not currently within the City. In the quality of life survey, card shops, video store, book stores, and antiques were examples of miscellaneous retail stores residents indicated they would like to see locate in the City.

SUMMARY

There are approximately 2,900 acres within the City of Bay Village and 98.4% of that land is developed. Only 45 acres are classified as vacant. If land occupied by road rights-of-way is subtracted from the total acreage in the community, 82% of the land in the City is developed for residential uses. Ninety-eight percent of the residential land is developed as single-family. Non-single-family residential developments include Bay Commons condominiums (26 units) on Bradley Road and

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Cashelmara condominiums on Lake Road. Senior housing opportunities within the City are limited to the 168-unit Knickerbocker Apartments (Bay Interfaith Housing) and the Bradley Bay Health Center which has 33 assisted living units and 126 nursing home beds.

Residential zoning covers 98.1% of the City. The east half of the City is Residence 3 District which allows a 7,500 square foot minimum lot size. The west half is zoned Residence 1 District which allows a minimum lot size of 14,700 square feet.

Commercial and office use take up 26 acres, or 1.1%, of the total City area. Most of it is concentrated along Dover Center Road, which functions as the City's downtown. In addition, to the concentration of commercial uses, the Dover Center area is also the location of many public facilities such as City Hall, the post office, the library, senior housing, senior facilities, medical offices and recreation facilities. There are two other convenience commercial nodes in the City located on Clague and Columbia Roads.

In 1998, there was 295,000 square feet of commercial space in the City. Convenience goods accounted for 39.5% of that total and office, the second most prevalent commercial use, accounted for 34.8%. The vacancy rate was 6.6%.

Not surprisingly, since there is little vacant land in the City, over the last six years there has been no new commercial or industrial buildings constructed within the Bay Village. New office and commercial construction in Cuyahoga County's western suburbs has been primarily in Westlake or North Olmsted.

Analysis of the retail market indicates the City could support more retail than is currently located within its borders. Although there were shortages within most categories, certain factors may prevent the addition of particular types or categories within the City. Some stores look for locations which provide access to regional markets or the typical size of certain store types may be larger than what is available, or desirable, in the City. Additional eating and drinking establishments could be supported in Bay Village. Apparel and accessory, general merchandise and building or garden supplies were other categories where potential demand is greater than supply.

Bay Village has very little industry. The industry which is located in the City is located near Dover Center Road along the railroad tracks which form the City's southern boundary. Clague Road is the only major north-south arterial which leads out of the City that bridges over the tracks. The remainder have at-grade crossings.

The second largest use within the City is park and recreation land. In 1998, 221 acres were devoted to parks. The Metroparks Huntington Reservation and the City of Bay Village's Cahoon Park, located near the center of the City, account for most of that land. These parks provide the primary public access to Lake Erie within the City. Huntington Reservation is a regional draw. The use of active recreation facilities in Cahoon Park on Sundays is prohibited by the Ida Marie Cahoon will. The City has few local playgrounds located in the neighborhoods. Most playgrounds are located at elementary school sites.

Chapter 4



Senior Housing

One of the fastest growing segments of the population are elderly residents. Better medical care, increased knowledge of healthy living habits and the aging of the baby boom generation will all contribute to an increase in the number of older residents. Many older residents are not able, or do not want, to maintain a single-family home. There are very few options for staying in Bay Village for residents which are looking to move away from a single-family home.

GENERAL INFORMATION

The older one becomes, the higher likelihood that he/she will need assistance with at least one activity of daily living. Between ages 65 and 75, 11% of the population needs assistance with one activity of daily living. That percentage increases to 25% between ages 75 and 84 and to 57% over the age of 85. A high proportion of older residents are women. Between ages 65 to 69 there are 100 women for every 84 men. By age 85 there are 100 women for every 39 men. Only 54% of those over age 65 live with a spouse. Thirty one percent live alone and 15% live with others.

When looking to move older residents want to be close to important services like shopping and a hospital, usually no more than a ten minute drive. Within Bay Village, most services and public transit are located along Dover Center Road (*see Map 4-1*). Relocation patterns among older residents occurs in two waves. The first, and largest, is around retirement. Many moving at this time are looking for a more amenable climate. The second, and smaller, wave of moves usually occurs when assistance with a daily function is needed. Many people making this move return to their state of birth or move near an adult child.



The Knickerbocker Apartments are one of two developments in the City which are devoted to senior residents. The 168-unit building is limited to seniors which fall within set income guidelines.

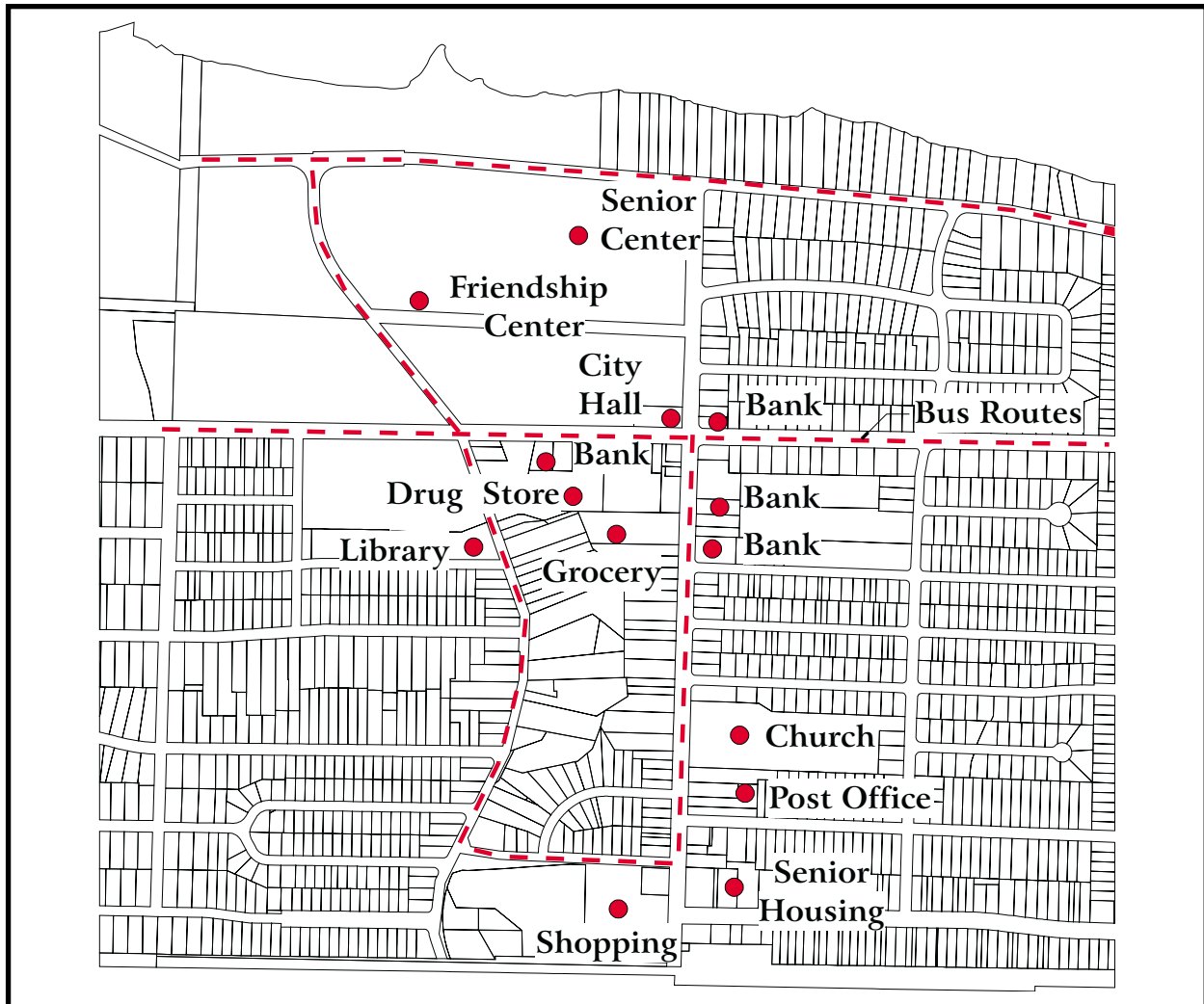
Not all aging residents are looking to move out of their home. Surveys have shown that 84% of those over 55 say they want to stay in their current home and never move, and that approximately 70% of those over 65 spend the rest of their life where they celebrated their 65th birthday.

SURVEY RESULTS

In the Bay Village Quality of Life Survey, one third of the respondents were interested, or knew someone interested, in elderly housing within the City. Over half the respondents said they would support alternative types of housing such as cluster homes, condominiums or townhouses. Independent living communities, condominiums and assisted living facilities were marked most often as the type of facility they were interested in. Eighty two percent of the respondents were looking for a unit in the price range of \$150,000 or less.

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Exhibit 4-1, Dover Center Area, Services and Facilities



BAY VILLAGE'S SENIOR POPULATION

In 1990 there were 2,244 residents, or 13.2% of the population, of Bay Village age 65 and older. Using cohort survival rates, it is estimated that the senior population will rise to 2,870 (17.9% of the population) in the year 2000 and to 3,350 (22.1%) of the population in the year 2010. After the year 2010 the increase should accelerate as the “baby boomers”, those born between 1945 and 1964, turn age 65. In the near term the “baby boomers” will

be increasing the number of those age 55 to 65. In a more affluent community like Bay Village, many will retire before age 65. Many in this age range may also be looking for alternatives to single-family homes as they consider lifestyle changes. The number of older seniors, age 75+, will be the fastest growing segment of the senior population before the year 2010. This is the age when people start needing more assistance with various daily activities.



Because of the lack of housing alternatives within the City, many older Bay residents are forced to move out of the City to developments such as Bounty Way in Avon Lake.



Senior housing can take a number of forms. The Karrington of Rocky River is an assisted living facility which recently opened on Detroit Avenue.

POTENTIAL NEED

If it is assumed that 30% of the population age 65 and older will look for alternatives to single-family housing, then in the year 2010 it is estimated that just over 1,000 seniors will want alternative housing. Between the existing 168 units at the Knickerbocker apartments and the 159 units at the Bradley Bay Health Center there are currently 327 units dedicated to seniors in Bay Village. At the Knickerbocker Apartments the average household size is 1.03 persons per unit. The Bradley Bay Health Center is a nursing home and assisted living facility and the number of persons per unit would also be close to one. Subtracting out those units would still require housing for approximately 670 seniors. It is more likely that those looking to move would be alone. If the average household size were 1.25, then 530 additional units would be required. Other non single-family developments in Bay Village include 26 units at Bay Commons condominiums which cost approximately \$110,000. Cashelmara condominiums' 111 units cost between \$160,000 to \$425,000, out of the price range of many individuals.

ALTERNATIVES

There a number of potential alternative housing options which address the needs of seniors. Much of the difference depends upon the need level of the residents. Among them are:

- ✓ Nursing Homes - Facilities staffed by health care professionals for people who need 24-hour-a-day nursing care and supervision.
- ✓ Assisted Living - Facilities assist with non-medical aspects of daily activities such as security/emergency response system, meals, personal care, social activities, transportation and housekeeping. Some provide limited health care.
- ✓ Independent Living - Facilities geared to more active seniors and which provide security, social activities, and meal plans. Some are affiliated with health care providers.
- ✓ Senior Apartments - Apartments buildings geared toward seniors. Selling the home can free up equity and eliminate home maintenance.



Approximately 1,900 persons per year participate in senior programs sponsored by the City of Bay Village. City programs address a number of areas covering recreation, health, transportation and services.

- ✓ Board and Care Homes - Usually offered in what appears to be a converted home. It provides a homelike setting with supervision and care for 4-10 residents.
- ✓ Home Sharing - Seniors can share their home or share the home of another. Organizations can be set up which specialize in arranging the match of two parties and which screen and follow-up on the arrangement.
- ✓ ECHO Housing - Elder Cottage Housing Opportunities, or granny flats, are situations where seniors share a single-family home or a separate apartment on a single-family lot, with another person or family.

COSTS

Costs of the various alternatives can vary widely depending upon the services available. Nursing care facilities can cost anywhere from

\$72 per day to \$300 per day (\$2,160 to \$9,000 per month). Assisted living communities can cost up to \$5,000 per month. Independent living communities can range from \$268 to \$3,500 per month. Within Bay Village the Knickerbocker Apartments are reserved for lower income seniors (an income of up to \$27,650 for one person and \$31,600 for a couple). Rents range from \$268 to \$437 per month. At the Bradley Bay Health Center, the nursing care facilities cost \$3,750 per month.

AGING AT HOME

As previously mentioned most seniors will “age in place” in their homes. Assistance in a number of tasks can make living in a single-family home easier for seniors. Areas where assistance can be a service include:

- ✓ Outdoor home maintenance and gardening
- ✓ Indoor home maintenance and cleaning & housework
- ✓ Driving and trips to the grocery or other shopping
- ✓ Meal preparation
- ✓ Bathing, dressing and personal care assistance
- ✓ Medical needs

Certain improvements to a home can also make it easier for a senior to carry out daily activities. The following list was compiled by Barbara Krueger & Associates of Del Mar California.

General:

- ✓ Adapt lower floor of home for possible one level living
- ✓ Increase incandescent general and specific task lighting
- ✓ Easy garage or parking access
- ✓ Doorways 36" wide with off-set hinges on doors
- ✓ Levered door handles instead of knobs
- ✓ Electrical outlets at 18 inches instead of 12
- ✓ Easy to open or lock patio doors and screens
- ✓ Lower window sills, especially for windows on the street
- ✓ Light switches at 42 inches instead of 48
- ✓ Luminous switches in bedrooms, baths and hallways
- ✓ Strobe light or vibrator-assisted smoke and burglar alarms
- ✓ Programmable thermostats for heating and cooling
- ✓ Contrast colors around floor edges and at counter ends
- ✓ Non-skid flooring
- ✓ Matte finish paint, flooring and countertops
- ✓ Non-glare glass on art work

- ✓ Peep hole at a low height

Bathroom:

- ✓ Lever faucets and faucet mixers with anti-scald valves
- ✓ Temperature controlled shower and tub fixtures
- ✓ Stall shower with a low threshold and shower seat
- ✓ Grab bars at back and sides of shower, tub and toilet or wall reinforcement for later installation
- ✓ Bathrooms with turn-around space for walker or wheelchair
- ✓ Higher bathroom counters
- ✓ Telephone jack

Kitchen:

- ✓ Kitchen cabinets with pullout shelves and lazy susans
- ✓ Easy to grasp cabinet hardware
- ✓ Task lighting under counters
- ✓ Cooktop with front controls
- ✓ Side by side refrigerator
- ✓ Adjustable upper shelves and pull out lower shelves
- ✓ Lower kitchen counters
- ✓ Gas sensor by gas cooking, water heater and gas furnace

- ✓ Color or pattern borders at counter edges

Living Room:

- ✓ Seating at least 18 inches off the floor
- ✓ Chairs with sturdy arms

BAY VILLAGE'S CURRENT PROGRAMS

The City of Bay Village currently runs its seniors programs out of the Department of Community Resources. Participation has been steady at approximately 1,900 people per year. Because of the computer classes offered at the high school, there have been more younger seniors participating. Many of the participants are widows and a number are former residents which have moved to Westlake or Avon. The Friendship Center and Dwyer Center, which are used for senior programs, are both located in Cahoon Park.

Programs operated by the City address a number of areas covering recreation, health, transportation and services. *Recreation programs* provided include: ballroom and line dancing, senior education programs, drama productions, cards, exercise, trips, computer classes, wood working, gardening, language courses and birdwatching. In the area of *health assistance* the City has a computerized calling system which telephones seniors daily. The City is also able to serve 8 participants for 6 hours per week with home assistance like meal preparation through the Waldeck Trust. A nurse from Lakewood Hospital also visits the City to check seniors' blood pressure, medicine, etc. The City provides *transportation assistance* in the forms of a van with wheelchair lift and a station wagon. Many seniors use the service for doctors appointments and shopping. Regularly scheduled service is provided to the

Knickerbocker Apartments. *Other services* the City provides includes keeping a list of handymen and operating a rent-a-teen program. The teens perform such services as raking leaves and shoveling snow. The City attempted to administer a snow shoveling program in the past, but experienced problems and found it too expensive.

SUMMARY

As the number of older residents grows in the community, the issue of providing housing options which will allow many to stay in the City will become more important. In 1990, there were 2,244 residents age 65 or older. That number could grow by over 50% by the year 2010. There are currently 327 housing units within the City specifically designated for the elderly. There are only 26 condominium units within the City which sell for less than \$150,000. Additional housing units which are geared toward an older population are needed in the City. Housing which provides this need can take a variety of forms. Proximity to important services like shopping and medical facilities is important for older residents. Within Bay Village, most services and public transit are located in the vicinity of Dover Center Road.

Most people, however, will decide to remain in their existing home. Assistance with a number of tasks can make living in a single-family home easier for seniors. Improvements and changes to features within the dwelling can also make it easier for seniors to carry out daily activities in their homes. Educating residents about improving their homes and providing adequate levels of assistance will make it easier for many people to stay in their current residence.

City of Bay Village

The City of Bay Village currently serves over 1,900 residents per year in its senior programs. Recreation programs, health assistance, and

transportation assistance are among the services which are provided.

Chapter 5



**Public Facilities
and Infrastructure**



Bay Village City Hall, originally constructed in 1914, also houses the City's police department. Due to a lack of space, the City is studying whether to expand City Hall or build a new police station.

INTRODUCTION

The City of Bay Village is substantially built up and the infrastructure and community facilities which support the community are, for the most part, in place. There are, however, issues with regard to the condition and capacity of a number of public facilities which the City must address. This chapter identifies those issues which the City will be facing in the near future with respect to improvements in infrastructure and community facilities, and also documents the current state of those components. Topics addressed in this chapter include:

- ✓ City Buildings
- ✓ Recreation
- ✓ Schools
- ✓ Roads
- ✓ Transit
- ✓ Sewers

PUBLIC FACILITIES

City Administration

City Hall is located on the northwest corner of Wolf and Dover Center Roads, adjacent to Cahoon Park. The building was originally constructed in 1914 and its last major rehabilitation was in 1983. In 1998 it is undergoing a substantial interior renovation. Among other items, the update is addressing walls, floor coverings and ceilings. *The City is conducting a study to determine if expansion of police facilities should be undertaken by adding on to City Hall or if a new police station should be constructed.*

The 8,488 square foot building houses the following:

Department	Employees
Mayor's Office	3
Clerk of Council	1
Finance	6
Building	8 (+4 summer students)
Planning	2 (+3 part-time)
Police	2 civilian (+5 part-time) 23 full-time officers (+30 auxiliary)

The City's *Service Buildings* are located on Naigle Road in the extreme southwestern corner of the City at the border with Avon Lake. The service site, which covers just over 16 acres, houses the service garage and a waste transfer station, as well as a salt dome and a pole barn. The service garage and transfer station were built in 1976. The 27,246 square foot service garage is used for equipment storage and employee work stations. The remainder of the site is used for storing materials and excavation debris, and recycling dumpsters. The pole barn is used for salt spreader storage.

In 1997, new roofs were installed at the facility. *Future improvement needs include exterior maintenance and the enlargement of the cafeteria and work rooms.*

Safety

The Bay Village **Police Station** is located in City Hall. It occupies approximately 4,000 square feet of the building and also a 3,300 square foot police garage. The number of police employees are listed above. The City has the following police vehicles:

Number/Type	Years Old
7 Marked Police	New-4
3 Unmarked Police	2-5
1 Chief of Police	4
1 Van	20

Issues identified by the police include:

- ✓ Small, antiquated police facility
- ✓ Increasing police manpower
- ✓ Continued police training
- ✓ Community-oriented policing

The City has commissioned a study to determine whether additional space for the police department should involve an expansion of City Hall or the construction of a new police station near the City's fire station on Wolf Road.

The City has one **fire station** located near its geographic center on Wolf Road. It is located on the north side of the road at the intersection with Sutcliffe Drive and is surrounded by woods from Cahoon Park and Huntington Reservation. It was built in 1972. In addition to a chief and fire safety officer, the fire depart-

ment employees 24 full-time firefighters. The fire fighting vehicles are all less than 5 years old. They include the following:

Type	Years Old
1500 GPM Sutphen Pumper	2
1500 GPM LTI Pumper	1
75' LTI Aerial Platform	1
Horton Ambulance	2
Horton Ambulance	5

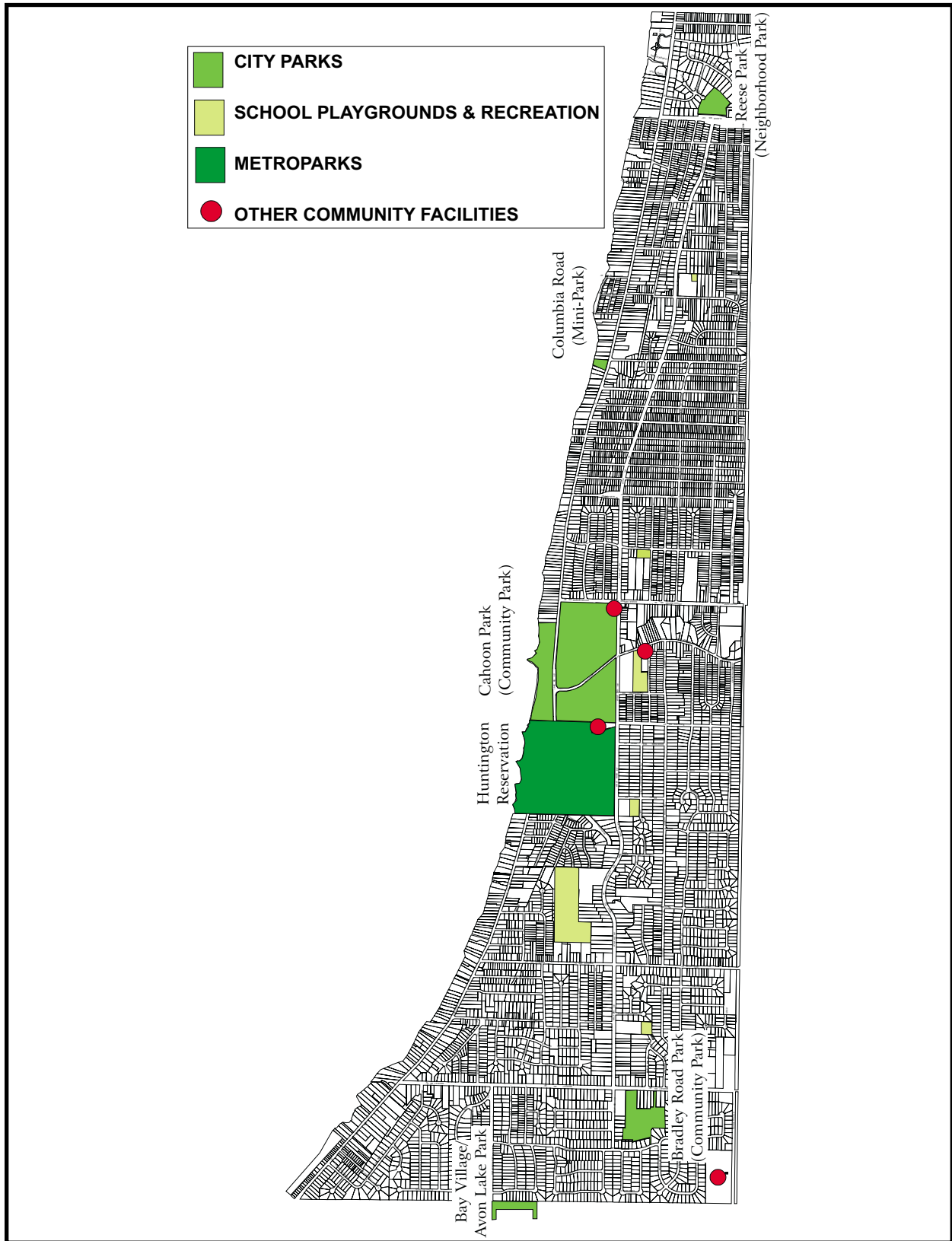
Recreation

The City of Bay Village offers many recreation opportunities to area residents (see **Exhibit 5-1**). There are seasonal activities and programs for all ages sponsored by the Bay Village Recreation Department. The Recreation Department operates out of the Bay Way Youth Cabin on 27400 Wolf Road. It is run by 2 full-time staff members. Volunteer help such as coaches and umpires, and outside organizations such as the Bay Soccer Club, Bay Men's Club, and Kiwanis help coordinate many programs outside of the Recreation Department. The Bay Village Service Department maintains and improves park grounds with a staff of 39 full-time employees and approximately 20 additional seasonal help.

School recreation sites and facilities are run by the Building and Grounds Department of the Board of Education. Four full-time employees and one supervisor oversee facilities in the entire district. The Board of Education sites are open to the public on evenings, weekends, and often during the summer. A fee is assessed for renting indoor facilities and athletic fields to groups that are not directly affiliated with the Schools. The Building Office coordinates and schedules any usage requests.

City of Bay Village

Exhibit 5-1, Bay Village Recreation



City of Bay Village

Exhibit 5-2, Park, Open Space and Greenway Guidelines

Type	General Description	Size Criteria	Parking Requirements
Mini-Park	The smallest park classification. Used to address concentrated or limited populations or unique recreational needs. Usually located in a residential area. Can be active or passive recreation.	Usually between 2,500 s.f. and 1 acre. However, any park less than 5 acres would technically be considered a mini-park.	Not typically required.
Neighborhood Park	This remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is primarily on informal active and passive recreation.	5 acres is considered minimum. 7 to 10 is optimal.	Yes
Community Park	Serves a broader purpose than the neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces. Community parks allow for group activities and should be developed for both active and passive recreation.	As needed to accommodate desired uses, but usually between 30 and 50 acres.	Yes
Natural Resource Area	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Variable.	Not applicable.

Source: National Recreation and Park Association, Park, Recreation, Open Space and Greenway Guidelines, 1995

Exhibit 5-2 outlines the four main types of public park space as defined by the National Recreation and Park Association (NRPA).

Over 336 acres of park land currently exist in the City. All City-owned parks and Board of Education sites in Bay Village were inventoried and categorized according to the NRPA classifications. **Exhibit 5-1** shows the location of parks and playgrounds in the City. The Huntington Reservation of the Cleveland Metroparks was also included in this inventory as a natural resource area. As **Exhibit 5-1** shows a large concentration of park land is located in the center of the City. Other City parks are located near the east and west ends of the City. School playgrounds provide recreation opportunities for some neighborhoods also. The central east side of the community

and the northwest corner of the City have little park space. The new park to be developed by Bay Village and Avon Lake on Walker Road will improve park accessibility in that portion of the City. There is very little land though elsewhere in the City to develop additional open space.

Exhibit 5-3 summarizes the recreation facilities available at the City and school-owned sites.

Columbia Road Park. Columbia Road Park is classified as a mini-park/playground. This categorization is based on the size and total acreage of the park and not on the kinds of facilities located there. The location of this park, just west of the Columbia Road intersection, makes it less desirable as a mini-park due to

City of Bay Village

Exhibit 5-3, Outdoor Recreation Facilities

	ACRES	S O F T B A L L	B A S E B A L L	F O O T B A L L	S O C C E R	O P E N F I E L D	B A S K E T B A L L C T	T E N N I S C T	V O L L E Y B A L L C T	T R A C K	O U T D O O R S K A T I N G	S W I M M I N G P O O L	S W I N G S E T	S L I D E	S A N D B O X	J U N G L E G Y M	M O N K E Y B A R S	O T H E R
City Owned Facilities																		
Bradley Road Park	16.0	1	2		1		2	4	1		1		3		1		1	
Cahoon Park	116.0	2	2		4	1	3	4	2			2	2	3	1	1	1	2*
Reese Park	6.2	1					1	2			1		2					1
Columbia Park	1.0																	
Bay Village/Avon Lake Park	62.0																	
Subtotal	201.2	4	4	0	5	1	6	10	3	0	2	2	7	3	2	1	3	2
Board of Education Facilities																		
Bay High School	22.5	2	1	1	1					2								
Bay Middle School	6.5	3		1						1								
Forestview/Montessori School	1.1					1							2	1	1	1		
Glenview Center	0.7					1							3	2	1	2		
Normandy School	0.2												1	1		1		
Westerly School	1.3					1							2			2	1	
Subtotal	32.2	5	1	2	1	3	0	0	0	3	0	0	8	4	2	6	1	0
TOTAL	233.4	9	5	2	6	4	6	10	3	3	2	2	15	7	4	7	4	2

* Spring animals, small wading pool

SOURCE: UPARR Study, 1994 Update Cuyahoga County Planning Commission, Bay Village School District, and Field Survey in Summer 1998

heavy traffic volumes. Although Columbia Road Park can be found north of Lake Road, it does not provide favorable lakefront access. Lake levels have risen over the years and have made access more difficult.

Reese Park. Reese Park is considered a neighborhood park. This park is located at the periphery of the City and serves the eastern neighborhoods. Reese Park employs both active and passive recreation opportunities.

Bradley Road Park. The Bradley Road Park is classified as a community park. Newer playground facilities such as a jungle gym equipment and a concession stand were added recently. Passive recreation facilities such as benches, bleacher stands, and picnic areas are also available. Bay Lodge is located on this site and can be accessed from Bradley Road. Bay Lodge is owned by the City but operated by the local Jay Cee's. The facility is often rented out and used as an entertainment hall.

Cahoon Memorial Park. Cahoon Memorial Park also acts a community park. The park is geographically centered within the City and is adjacent to City Hall and retail shopping at Wolf and Dover Center Roads. The Park has a wide array of active and passive recreation. East of Cahoon Creek much of the park is developed for active recreation activities while west of the creek the park is characterized by more passive and historic places along with the wide open spaces of the City's soccer fields. The Play-in-Bay wooden jungle gym is a newer addition to the Park and offers a unique playground area for children with resting and sitting areas for adults. Picnic tables, grills, and restrooms are sporadically located throughout the Park with a couple of designated concession stands at each end.

Cahoon Park also features other activities and community buildings. At the corner of Lake and Cahoon Roads, and bounded by Cahoon Creek, is Rose Hill. Rose Hill features historic elements including a log cabin, rose garden, and a turn-of-the-century house used and maintained by the Bay Village Historical Society. The century home is used as a museum and is named the Rose Hill Museum. This museum chronicles life in early Bay Village through many photographs and documents of the Cahoon family. A large gazebo is also lo-

cated at this site and is used for various community events.

Also located at Cahoon Memorial Park are special services and departments. The Dwyer Memorial Senior Center is an extension of the Recreation Department. The Center offers many classes and is a place for Seniors to visit and socialize. Ballroom and line dancing, exercise programs, and an annual luncheon which honors residents 90 years and older is held at the Dwyer Senior Center. The Community House is another place where programs are offered to residents. A community theater, exercise classes, card tournaments, and excursions are planned at the Community House. A cooperative Senior Education Program with Tri-C Community College and local medical check-ups such as blood pressure are offered at the lower floor of the Community House, known as the Friendship Center.

Cahoon Memorial Park was donated to the City of Bay Village by Ida Maria Cahoon in her will. Her will, however, includes restrictions on the use of the Park on Sundays. It states, "no boating, bathing, games, or sports shall be permitted on Sunday." These provisions in the will are still enforced and adhered to, limiting recreation opportunities for local residents, especially as it relates to pool facilities.

Huntington Reservation (103 acres). The Huntington Reservation serves as a natural resource area and is part of the Cleveland Metroparks System. This reservation encompasses 103 acres and includes the Lake Erie Nature and Science Center, Baycrafters, and Huntington Playhouse. The number of visits to the park has steadily increased during the 1990's. The number of people entering the park (including commuters) has increased from 640,000 in 1994 to 954,000 in 1997. The

City of Bay Village

Lake Erie Nature and Science Center offers educational classes and exhibits, and features a planetarium and wildlife rehabilitation program. This facility just recently underwent a \$2.3 million dollar renovation and construction project, expanding both classroom size and programs. Baycrafters sponsors fine arts classes such as pottery, painting, silver smithing, and many other arts and crafts, as well as a gallery for which to sell these local, handmade items. The Huntington Playhouse is used as a theater and offers seasonal plays.

Board of Education. The Board of Education (BOE) sites are also important contributors of recreation opportunities for local residents. Many of the elementary schools have playground facilities. Amenities such as jungle-gym equipment, swings, slides, and sand boxes are found at the schools. Most of these sites have informal facilities for sports events such as backstops for baseball games or an as-

phalt court for basketball. Local residents can often use BOE facilities during evening hours and on weekends at these locations. The Middle and High School offer organized-sports and practice fields such as baseball diamonds, running tracks, and football stadiums for interested groups and residents. A fitness center was also added to the High School in 1997 which is open to school students, City residents and local groups.

Standards for Recreation Areas

Exhibit 5-4 outlines recommended standards for recreation space in the City. These standards were developed by the National Recreation and Park Association (NRPA) back in 1983 and serve as a benchmark for which to assess park land and open space for populations. By comparing these standards to the latest population estimate of 16,400 persons, total recommended acreage for Bay Village can be determined. These recommended totals

Exhibit 5-4, Standards for Recreation Area

Classification	Service Area	Acres per 1,000 Population (Low Estimate)	Total Acres Recommended for Bay Village	Existing Acres in City	Surplus or (Deficit)
Mini-Park/Playgrounds					
Columbia Road Park, Glenview Center, Forestview/Montessori School, Normandy School, Westerly School	¼ mile radius	0.25 acres	4.1 acres	4.18 acres	0.08 acres
Neighborhood Parks					
Reese Park, Bay Middle School	¼ to ½ mile radius	1.00 acre	16.4 acres	12.7 acres	(-3.7 acres)
Community Parks					
Bradley Road Park, Cahoon Memoria Park, Bay Village/Avon Lake Park, Bay High School	1 to 2 mile radius	5.00 acres	82.0 acres	216.5 acres	134.5 acres
Subtotal			102.5 acres	233.38 acres	130.88 acres
Natural Resource Area					
Huntington Reservation	Variable	15.0 acres	246 acres	103 acres	(-143.0 acres)
TOTAL			348.5 acres	336.38 acres	(-12.12 acres)

Source: National Recreation and Park Association, Recreation, Park and Open Space Standards and Guidelines, 1983

City of Bay Village

are then compared to existing recreational land in the City to determine if a surplus or deficit exists.

Bay Village has a lot of large open space and city park land. Board of Education sites help to provide much needed playground facilities, while community parks accommodate more organized sports activities. Community parks occupy the most land area, some 134.5 acres over the recommended standards for a community of Bay's size. Regional park land first appears low according to these standards, yet the Huntington Reservation is more than adequate for Bay Village residents, providing needed recreation opportunities to residents on Sundays.

Exhibit 5-5 lists the number of facilities located at parks and school properties within the City. Standards for each type of facility are given per 1,000 persons of population. These standards are then translated into recommendations from the National Recreation and Park Association (NRPA) for the number of sug-

gested facilities. These recommended totals are compared with existing sites to yield a surplus or deficit in each facility group. This table is organized according to surplus/deficit totals which are based upon these standards.

Based on the above standards, there are surpluses of most recreation facilities in Bay Village, with a heavy excess of certain facilities. Softball diamonds and soccer fields are numerous but are required, based on heavy demand of these organized sports activities. Over 1,000 children are currently enrolled in seasonal soccer programs, while close to 1,500 children are involved in baseball teams. Whereas *Exhibit 5-3* revealed there is adequate acreage designated to playgrounds, there are few City-owned playgrounds in Bay Village, outside of Cahoon Memorial Park.

Exhibit 5-6 shows the availability of recreation facilities if Cahoon Memorial Park is excluded. This table better reflects recreation facilities in the City when Cahoon Park is unavailable for use on Sunday's. There contin-

Exhibit 5-5, Suggested Outdoor Facility Development Standards

Activity/ Facility	Number at City Parks	Number at B.O.E	Number at Other Private Sites	# Units per Population	Recommended Facilities (N.R.P.A Standards)	Surplus or Deficit
Softball	4	5	0	1 per 5,000	3	+6
Open field/Outdoor Skating Area	3	3	0	1 per 20,000	1	+5
Soccer	5	1	0	1 per 10,000	1.5	+4.5
Baseball	4	1	1	1 per 5,000	3	+3
Basketball Court	6	0	0	1 per 5,000	3	+3
Tennis Court-single	10	0	0	1 per 2,000	8	+2
Running track (1/4 mile)	0	3	0	1 per 20,000	1	+2
Football field	0	2	0	1 per 20,000	1	+1
Swimming pool	2	0	0	1 per 20,000	1	+1
Volleyball Court	3	0	0	1 per 5,000	3	0
Playgrounds	3	4	1	1 per 1,000	16	-8

Source: Recreation, Park, and Open Space Standards and Guidelines, NRPA 1995 and inventory of park facilities, July 1998

City of Bay Village

Exhibit 5-6, Recreation Facilities Excluding Cahoon Park

Activity/Facility	# Units per Population	Recommended Facilities (N.R.P.A Standards)	Number Available in City Excluding Cahoon Memorial Park	Surplus or Deficit
Softball	1 per 5,000	3	7	+4
Open field/Outdoor Skating Area	1 per 20,000	1	5	+4
Running track (1/4 mile)	1 per 20,000	1	3	+2
Football field	1 per 20,000	1	2	+1
Baseball	1 per 5,000	3	4	+1
Soccer	1 per 10,000	1.5	2	+0.5
Basketball Court	1 per 5,000	3	3	0
Swimming pool	1 per 20,000	1	0	-1
Volleyball Court	1 per 5,000	3	1	-2
Tennis Court-single	1 per 2,000	10	6	-4
Playgrounds	1 per 1,000	16	7	-9

Source: Recreation, Park, and Open Space Standards and Guidelines, NRPA 1995 and inventory of park facilities, July 1998

ues to be surpluses in a number of facilities such as softball, track, and open space based on NRPA's recommendations. Several other recreation facilities, such as baseball diamonds and soccer fields meet the minimum NRPA recommendations, yet they are still pressed for space in Bay Village since the community's demand for these sports is so great. Removing Cahoon Park's facilities from the inventory of recreation results in a deficiency of a number of facilities based upon the NRPA recommendations. The number of swimming pools, volleyball courts, tennis courts and playgrounds all fall below the recommended standards.

Plans

Improvements to park facilities is ongoing. Many park sites and facilities are updated or expanded to provide even better recreation offerings to local residents. The Recreation Department has a current budget of \$40,000 for maintenance projects which is funded through the Public Park Improvement Fund. Funding for School District sites comes from the General Operation Fund. Some parks are not cur-

rently scheduled for improvements in the near future. These include Columbia Road Park and several of the Board of Education sites such as the High School, Glenview Center, and the former Forestview Elementary School. This section will focus on those properties that will be improved in the next year or two.

Bay Village/Avon Lake Park (62 acres). The cities of Bay Village and Avon Lake have recently agreed to develop approximately 62 acres for a community park. Bay Village owns the land and will receive financial help from Avon Lake to establish the park. Each community will also pay for future operating costs. The site was pursued as recreation for two main reasons. The park will help to alleviate flooding for the west end of the City and will also provide Bay Village residents with much needed access to local park facilities on Sundays.

Bradley Road Park. A half-acre parcel has been acquired adjacent to the park and will be used for parking lot expansion. This parcel has frontage on Bradley Road and is currently

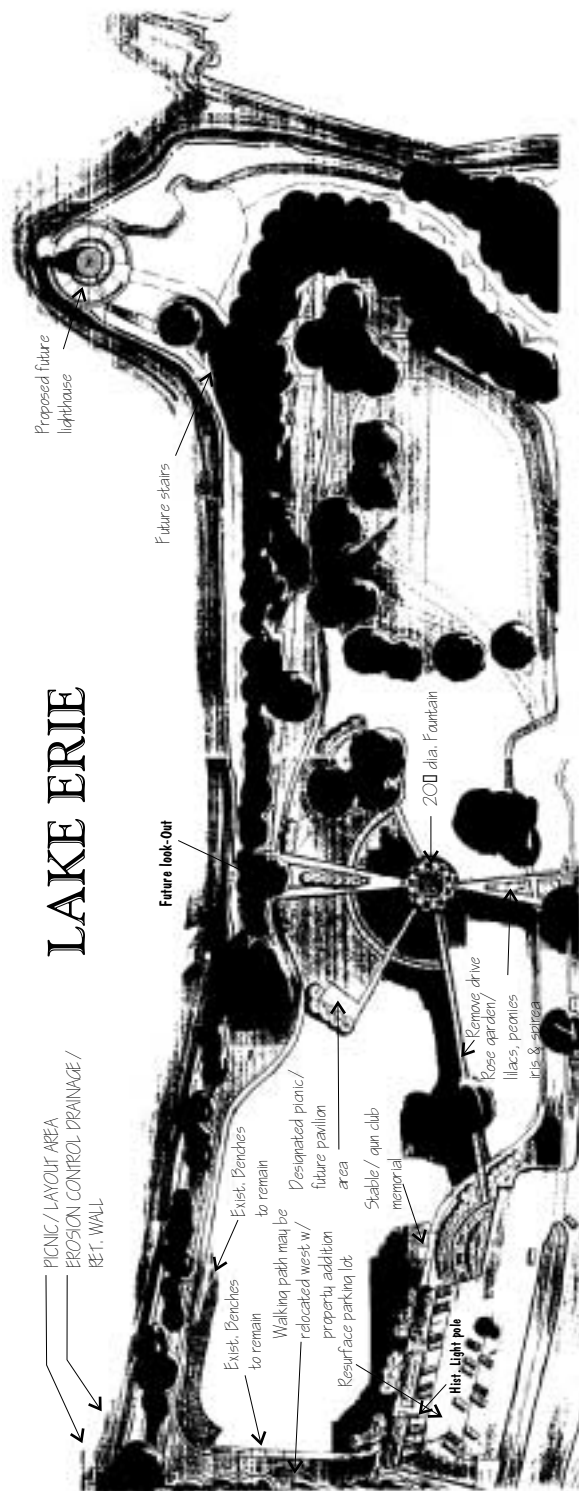


In order to improve lakefront access to residents of the community, the City is studying the feasibility of creating new parkland at the lake level north of the existing bluff at Cahoon Park

owned by the City of Bay Village. A single-family home occupies the site but will be demolished to accommodate the parking expansion. The City plans to redesign the existing parking lot and incorporate the new parcel into the design for greater ease and flow of traffic. Existing trees located between the existing parking area and the proposed parking expansion should be assessed for retention in a new parking lot layout. Additional playground equipment is also expected at Bradley Road Park.

Cahoon Memorial Park. The portion of Cahoon Park north of Lake Road is undergoing a number of alterations. The City has eliminated the existing one-way drive across the property and installed a ½ mile multi-purpose pedestrian trail. It is approximately 10 feet wide and will be used for walking, jogging, rollerblading, or bike riding. The plans also included paving the parking lot and constructing a concrete curb to better define the parking area. Future phases of improvements include additional landscaping as well as a link to the local boat club.

In order to improve lakefront access to residents of the community, the City is studying



City of Bay Village

the feasibility of creating new parkland at the lake level north of the existing bluff. The land would be developed by filling in an area along the lakefront with extra dirt and clean fill which the City currently has stored at the service facility site on Naigle Road. The site would provide additional fishing and picnic opportunities for residents of the City and could also include the construction of a lighthouse. Stairs would provide access from the bluff. The following drawing, commissioned by the City, illustrates the improvements to the section of Cahoon Park north of Lake Road.

Fronting on Wolf Road, between City Hall and Bayway Cabin, is a small undefined section of Cahoon Park on which some small trees are located. The site is a very prominent location within the City since it is next to City Hall, has exposure on one of the main arterial streets in the City and is across from a major retail node in the City. This site has the potential to create a better link between the park on the north side of Wolf Road and the retail district on the south side of the street and to become a focal point in the City. The size of the site is pedestrian friendly. It is approximately 150 feet by 250 feet which is the same size as the Town Square in Brecksville. This space could be designed as a gathering place and focal point in the community. A complementary improvement which would act as a gateway to the center of town is the design of the new Wolf Road bridge over Cahoon Creek so that banners could be erected. The banners could be seasonal in nature or could announce upcoming civic events and holidays.

The designated bike trails in the City follow existing roadways and park roads. They have been marked with trail signs identifying them as part of the bike route. Bike trails developed, and improved along Cahoon Creek would link into this existing system. A trail could be de-



These bridge supports once carried inter-urban trains over Cahoon Creek. They could be reused to develop a walking or biking trail, which would connect the two sides of Cahoon Park and offer view of Cahoon Creek.

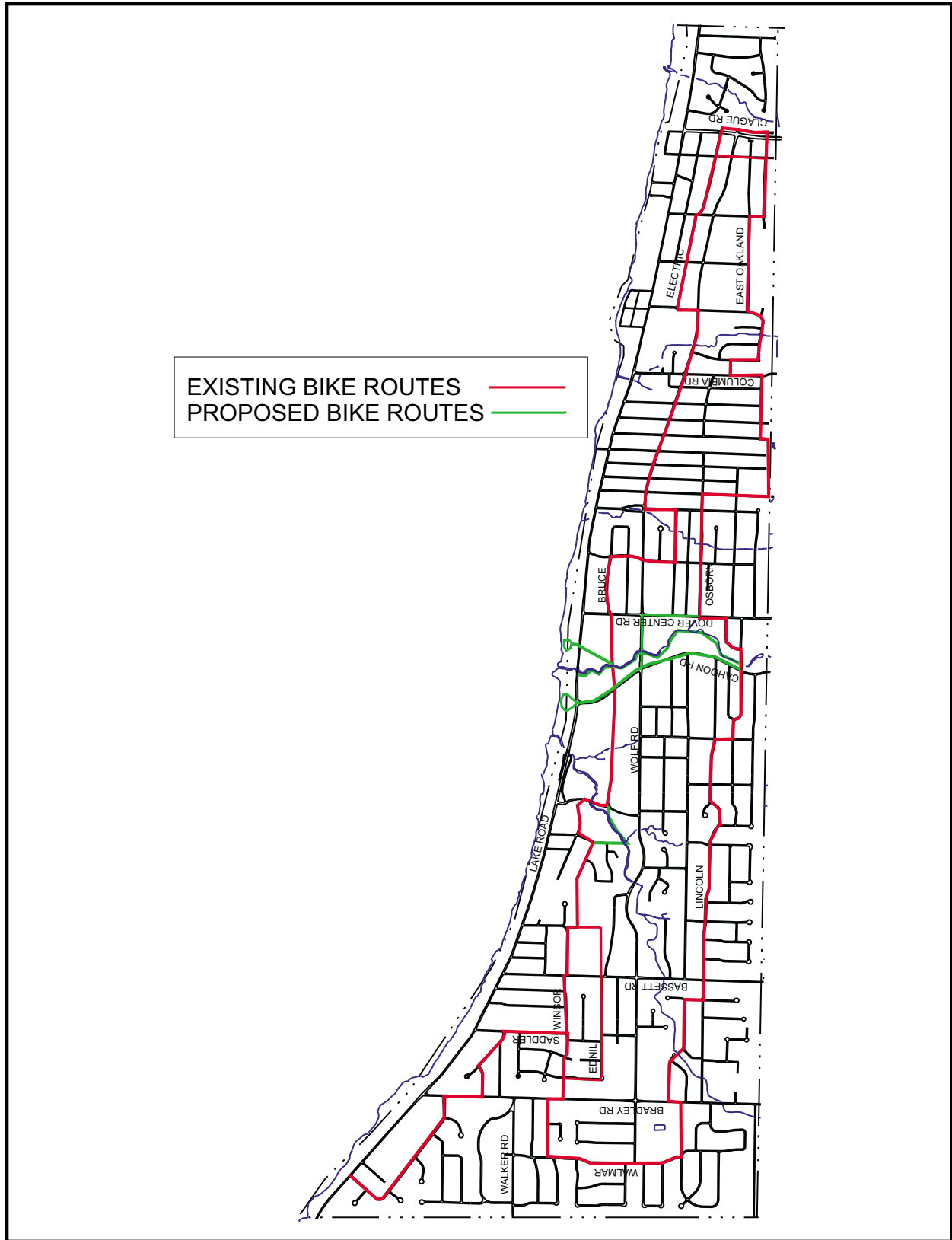


Its central geographic location with respect to recreation, civic and commercial uses makes the portion of Cahoon Park directly west of City Hall an ideal site to develop a town square.

veloped along Cahoon Creek which would tie Cahoon Park to the Dover Junction area to the south. In addition, a trail extending north along the creek to its mouth at Lake Erie would provide access to the area where the City is considering developing additional lakefront parkland. The east-west connection over Cahoon Creek should be improved near the location of the supports which were once the foundation for an inter-urban train bridge. Additional roads in the Dover Center area and in Cahoon Park could also be designated as part of the bike route in the center of the City. **Exhibit 5-7** shows existing and proposed bike trails in the City.

City of Bay Village

Exhibit 5-7, Bike Trails, City of Bay Village



Reese Park. The park underwent significant improvements in 1993 when the name was changed from Clague Road Park to Reese Park. New tennis courts, basketball courts, an ice pond, and a concession stand were added to the park. Reese Park has received additional playground equipment since current playground facilities were old and dated.

Board of Education Sites. The Board of Education is exploring ways to finance improvements at its sites. Bay Middle School is one of the oldest school buildings and is in need of careful consideration. The Normandy and Westerly Schools also require improvements for outdoor education and playgrounds.

Huntington Reservation. As outlined in the Metroparks 2000 Plan, a master plan for the Cleveland Metroparks' System, several improvements are expected at the Huntington Reservation. Parking lot improvements such as paving were made in recent years. The renovation and expansion of the Lake Erie Nature and Science Center (LENSC) occurred in 1998, offering additional classrooms, exhibit space, and programs. More improvements are planned for the reservation including erosion control and prevention, increased accessibility and ADA compliance, and improved pedestrian and vehicular circulation via hiking trails and links between Wolf and Lake Roads.

Public Schools. The public schools in the Bay Village School District have a very good reputation of academic excellence. According to the Public School District's figures, there were 2,476 students during the 1997-98 school year. The District encompasses two elementary schools, a middle school, and high school. Other private facilities, such as a parochial school, a Montessori School, and nursery schools are also in the City. *Exhibit 5-8* lists



The major issue identified in the school district's capital improvement plan is the upgrading of Bay Middle School. Whether the school is rebuilt or expanded and upgraded, it will occur on the current school site.

all school facilities, public and private, in the City of Bay Village.

Exhibit 5-8 also lists the size of the buildings and total acreage, year of original construction and the year of any additional construction projects. All school buildings were constructed at least 30 years ago and are now facing many needed improvements and updates. The Middle School and Forestview School, some of the oldest structures, were built in the 1920's while most other school buildings were constructed around the 1950's. In 1998 the Board of Education hired Hayes Large Architects to do a comprehensive conditions evaluation of existing facilities. The study serves as the basis for prioritizing future capital improvements and requesting additional capital funding. Most recommendations are limited to repairing and upgrading existing facilities. The major issue identified relates to the future of the Middle School. Additional capacity needs have been identified and an 50% expansion in square footage proposed. The form of an expansion could be accomplished by renovating the existing building and constructing an addition or building a completely new building and demolishing the existing struc-

City of Bay Village

Exhibit 5-8, School Facilities Inventory

SCHOOLS	YEAR BUILT	BLDG SQ. FT./ SITE AREA ACRES	ADDITIONS	1997/1998 ENROLLMENT
PUBLIC SCHOOLS				
Glenview Center	1947	26,340 / 3.94	1946, 1962	15
28727 Wolf Road (Special Education Pre-School and Day Care Center)				
Normandy School	1953	58,670 / 9.3	1962, 1994	535
26920 Normandy (K-Grade 2)				
Westerly School	1955	42,221 / 7.3	1962, 1994	360
30301 Wolf Road (Grades 3 & 4)				
Bay Village Middle School	1922	87,884 / 13.3	1926, 1951, 1955, 1978	744
27725 Wolf Road (Grades 5-8)				
Bay Village High School	1960	187,687 / 61.5	1968, 1970, 1975	822
29230 Wolf Road (Grade 9-12)				
Public School Enrollment:				2,476
PRIVATE SCHOOLS				
Bay Presbyterian Nursery School	1957	12,000 / 12.0	1988, 1998	138
25415 Lake Road (Nursery School)				
St. Raphael Catholic School	1948	29,265 / 4.0	1958, 1962, 1988	781
525 Dover Center Road (Grades K-8)				
Montessori School	1927	29,454 / 4.76	1946, 1955, 1967	167
493 Forestview Road (Pre-School, Grades K-6 and Day Care Center - owned by Bay Village BOE)				
Private School Enrollment:				1,086
TOTAL ENROLLMENT:				3,562

ture. The alternatives considered are limited to the existing Middle School site and do not require additional land.

Exhibit 5-8 also shows the latest enrollment figures for each of the schools. Capacity is already very close to enrollment given lower pupil/teacher ratios and changes in technology. Capacity is projected to be around 5% above current enrollment levels for all public school

facilities. Most public schools in the District can only offer limited space with which to accommodate changes in programs and technology.

There are two school sites in the City which are no longer used as elementary schools. Glenview Center, formerly known as Glenview Elementary School, is still owned by the district but currently operates as a day care center and has a latch-key program for

City of Bay Village

Exhibit 5-9, Enrollment Projections, Public Schools

1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005
2,460	2,430	2,430	2,420	2,410	2,430	2,430

Source: Bay Village Board of Education

Exhibit 5-10, Enrollment Projections, Private Schools

	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003
Bay Presbyterian Nursery School	140	160	180	200	220
Montessori School	178	178	178	178	178
St. Raphael School	780	780	780	780	780
TOTAL	1,098	1,118	1,138	1,158	1,178

Source: Estimated Projections from individual School Boards

children up to 11 years old. Glenview Center also administers a special education pre-school program. Forestview Elementary School still operates as an elementary school, but is not used by the Bay Village School District. The School District leases this facility to a Montessori School. The Montessori School also uses it as a pre-school and day care center, in addition to an elementary school. Potential reuse alternatives for the Forestview site are assessed in the Focus Area Chapter.

Exhibits 5-9 & 5-10 look at estimated enrollment projections in the City. The Bay Village public schools are expected to stay constant over the next 7 years with enrollment regularly around 2,400 students to the year 2004. Private elementary school enrollment in the City is also expected to stay relatively constant over the next 5 years. An increase in enrollment is expected at the nursery school level, where facilities draw students from outside of the City of Bay Village.

Library. The Bay Village Branch of the Cuyahoga County Public Library System is located at 502 Cahoon Road. It is open an aver-

age of 62 hours/ week during the school year and four hours less during the summer because

Exhibit 5-11, 1997 Summary Statistics

Registered Borrowers	14,447
Total Library items	100,318
Annual Circulation (items annually)	329,748
Circulation per capita	19.4

Source: Annual Report, Bay Village Library, 1997

it is not open on Sundays. The library has close to 14,500 registered borrowers and is staffed by 11 full-time and 5 part-time employees. Additional seasonal help called “paggers” are hired to shelve books, periodicals, and other library materials.

The library has over 100,000 items at its facility. In 1997, it circulated over three times the number of items it carries (*see Exhibit 5-11*). According to Kathy Monnim, the Regional Library Coordinator, “the Bay Village branch has a higher circulation than other branches in

the system.” This is translated into a annual circulation of 19.4 books per person.

The library is approximately 15,000 square feet and was built in 1981. In 1997, the Bay Library underwent a substantial renovation. The facility was reconfigured and departments were rearranged - no new additions were made. They also did interior painting and restricted traffic to one entrance/exit for added security. The facility features an audio-video section, a children’s activity room, and a meeting room used for special activities. It offers a number of computer terminals with internet access and hosts periodic book sales.

The Bay Library branch offers a number of programs for all age levels. In addition to the programs for specific age categories, the library also offers Family programs, a reading club, seasonal activities and a Friends of the Library group. As *Exhibit 5-12* shows, juveniles have the highest participation rate. This correlates to the high number of programs geared towards children in the City. More passive programming is scheduled for young adults which allows greater flexibility in participation by teenagers. Adults have the lowest attendance rate for organized programs, with only 312 participating persons in 1997.

Exhibit 5-12, 1997 Library Program Attendance Figures

Programs	Attendance
Juvenile Program	6,679
Young Adult Program	1,524
Adult Program	312
TOTAL Programs	8,515

Source: Annual Report, Bay Village Library, 1997

INFRASTRUCTURE

Roadways

Regional access to Bay Village is provided via Interstate 90 which is located just south of the City in the City of Westlake. It provides direct connections to points east and west such as Downtown Cleveland and communities in Lorain County. Downtown Cleveland is approximately a fifteen minute drive away to the east in non-rush hour traffic. Regional access to points south is not as convenient. I-71 and I-77 are the closest north-south interstates and are approximately 8.5 and 12.7 miles away, respectively. Interstate 77 is accessed via I-90 near Downtown Cleveland while the closest access to I-71 is in the vicinity of Hopkins Airport.

Bay Village is served by three freeway interchanges with I-90. Clague and Columbia Road interchanges serve the eastern portion of the City, while Bassett Road serves the western section of the City. The next freeway interchange west along I-90 is three miles away near the center of Avon. Many residents of rapidly developing eastern Avon Lake find the Bassett Road interchange more convenient and cut-through Bay Village on their way to the freeway. The Bassett interchange is approximately 2/3 mile south of the City’s border. The Columbia and Clague interchanges are much closer to the City line. The Columbia interchange is only to the south of the City and the Clague interchange is at the City line.

The City of Bay Village has 58.3 miles of roadways within its borders. The City’s capital improvement report to the Ohio Public Works Commission in autumn of 1997 reported the condition of the City’s roads as follows:

- ✓ Excellent condition - 4 miles

City of Bay Village

- ✓ Good condition - 7 miles
- ✓ Fair condition - 7.3 miles
- ✓ Poor condition - 40 miles

Two of the roads within the City are U.S. or state routes and are maintained by the Ohio Department of Transportation. They are Lake Road (U.S. 6), and Columbia Road (S.R. 252) and are 5.8 and 0.6 miles in length, respectively. The City does participate in upgrading or resurfacing of these roads. County routes within the City include:

- ✓ Clague Road (Rt. 52)
- ✓ Dover Center Road (Rt. 58)
- ✓ Cahoon Road (Rt. 162)
- ✓ Bassett Road (Rt. 118)
- ✓ Bradley Road (Rt. 60)
- ✓ Walker Road (Rt. 213)
- ✓ Naigle Road (Rt. 215)
- ✓ Wolf Road (Rt. 125)

The City assumed responsibility in 1990 of maintaining Bradley, Bassett, Dover Center and Columbia Roads from the County Engineer although the Engineer will assist with major rehabilitation of these roads in the future. The maintenance of the remaining roads within the City is the responsibility of the City's Public Service Department.

During the 1980's the City had maintained its streets under a program of rebuilding approximately 1 mile of roadway per year. The level of deteriorated roadways continued to climb and in 1996 the City chose to change its approach to street maintenance in order to improve a greater number of miles per year. Instead of re-



The Wolf Road bridge acts as a gateway to the City's main commercial district. Its replacement provides an opportunity to design amenities for the new bridge which enhance the appearance of the area.

building streets, the City has focused on interim resurfacing and maintenance. The miles of roadway address has increased to 2 to 3 miles per year.

The City's resurfacing and maintenance program involves the following techniques:

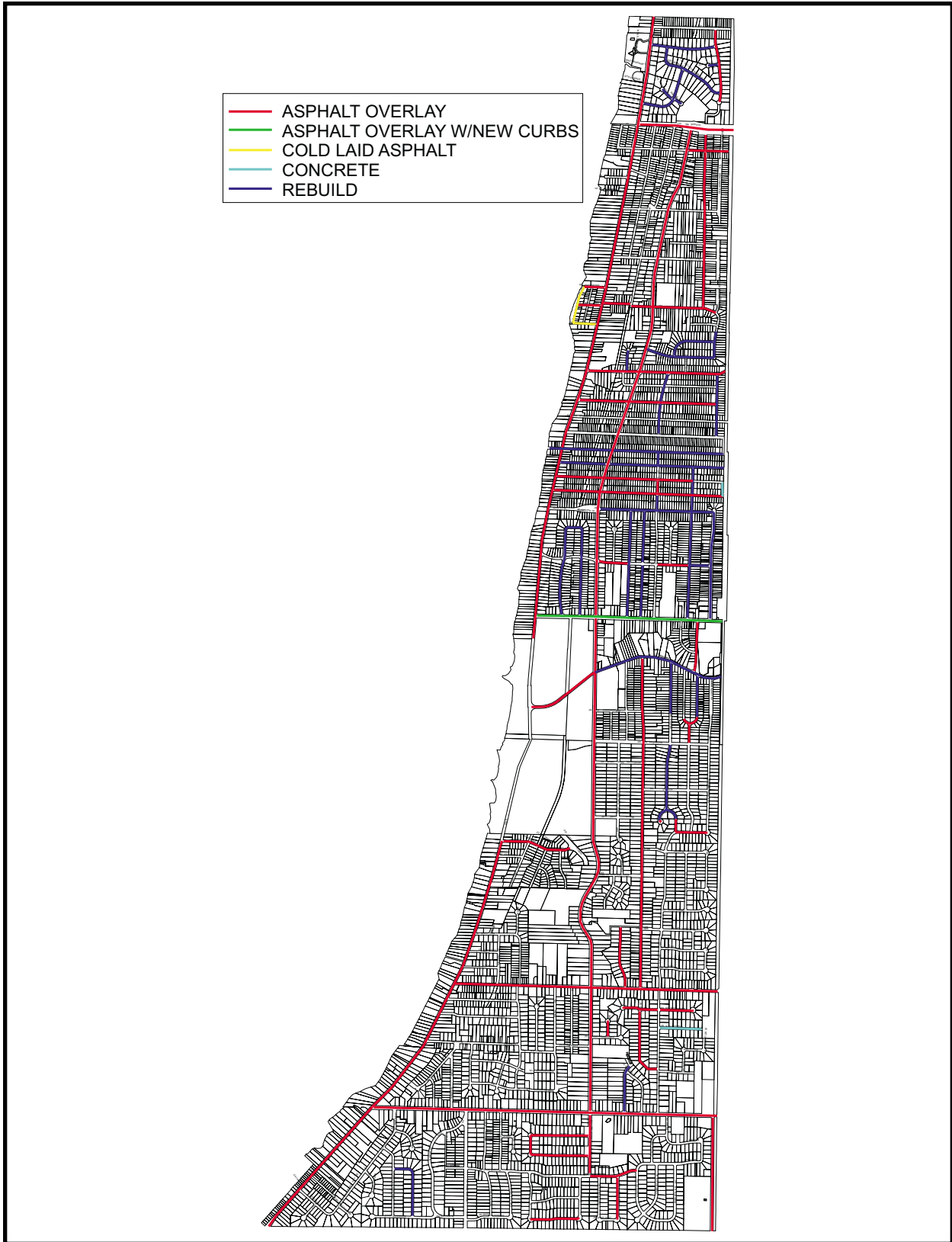
- ✓ Asphalt overlays
- ✓ Concrete slab replacement
- ✓ Resurfacing with a slurry seal called 'ralumac'
- ✓ Sealing and rejuvenating surface with 'reclamite'

In addition, the change in policy is intended to avoid tearing up newly rebuilt roadways in order to fix deteriorated water and sewer pipes. The City spends \$600,000 to \$700,000 per year on this program. *Exhibit 5-13* indicates the roadways within the City which have been improved within the last 10 years (since 1988) and the type of improvement. Major capital improvements scheduled for the roadways include the replacement of the Lake and Wolf Road bridges over Cahoon Creek. Lake Road

Bridge is planned for replacement in 1999. The Wolf Road bridge is not planned to be replaced until sometime around the year 2003. *The new bridge design for Wolf Road should allow wider sidewalks for pedestrians and bikes, or should have a dedicated bike lane. In addition, the design should incorporate decorative elements*

City of Bay Village

Exhibit 5-13, Road Improvement Type, 1988-1998



for the lighting, railings and siding. Decorative banners are another element which can be incorporated into bridge design. The bridge acts as a gateway to the Dover Center area and the design begins to establish the character for the commercial district.

Exhibit 5-14 indicates the latest traffic counts (1992-93) for the City of Bay Village and the location of traffic lights within the City. The counts were performed by the Cuyahoga County Engineer's office. The volumes identified do not indicate the need for any of the roads in the City to be widened. The most traveled road in the City is Lake Road which averages between 10,000 and 12,000 vehicles per day over most of its length. Columbia and Clague Roads, which provide access to I-90 are the next most heavily traveled roadways. Much of the traffic which enters the City via these routes, turns down Wolf Road as there is a sharp drop in traffic on these streets north of Wolf Road. Volume on Wolf Road increases substantially west of Columbia Road and shows a significant drop in traffic west of Cahoon Road. In the western portion of the City traffic levels on major north-south streets do not drop as abruptly north of Wolf Road as compared to major north-south arterials on the east side of the City. Bradley Road volumes show significant drops north of Walker Road. Walker Road provides access to neighborhoods in Avon Lake to the west. Generally since the mid 1980's, traffic counts have shown increases of volume of between 20% and 50%.

Public Transit

Existing Conditions. The Greater Cleveland Regional Transit Authority (RTA) provides bus service to the City of Bay Village. Three routes service the City, although two of the routes run on very limited schedules. The routes are the:

- ✓ 55CX/CF - Clifton Lake
- ✓ 31X - Avon Lake
- ✓ 42 - Bay Village/North Olmsted/Westlake

They are shown on **Exhibit 5-15**.

The most service is provided by the 55CX/CF which connects the City to Downtown Cleveland. It runs every 9 to 15 minutes during rush hour and approximately every ½ to 1 hour during non-peak periods. The 31X only provides rush hour service and the 42 route runs only three buses per day in each direction.

The City of Bay Village owns a station wagon and a van with a wheelchair lift to provide transportation for residents age 60 and older. Service is provided on Mondays, Wednesdays and Fridays to the Knickerbocker Senior Apartments to take residents to various shopping locations in Bay Village and Westlake.

Plans. RTA plans to alter the bus routes which serve the City. Changes to the 55CF route are intended to decrease commuting time to Downtown Cleveland for Bay Village and Avon Lake passengers. East of Clague Road the route will access Downtown via I-90 instead of Lake Road/Clifton. RTA has found that very few Bay Village residents alight the bus before Downtown Cleveland. The 31X will be integrated into the freeway-based 55CF routes. The 42 will be replaced by a Westshore Community Circulator. The Circulator will connect The Promenade at Westlake, on the west, to Westgate Mall on the east. Outside of Bay Village it will run along Detroit Road, from Wagar to Crocker, and will also serve portions of Clague, Hilliard, Center Ridge and Wagar Roads. The proposed rout-

ing of these routes is shown on *Exhibit 5-16*. In addition, RTA has been studying the feasibility of commuter rail along existing rail lines. One corridor which is being considered is the western lakeshore route which is made up of the Norfolk and Southern rail line which forms the southern border of the City of Bay Village. When asked in the quality of life survey which service would encourage residents to use RTA more frequently, the highest response was to the provision of rail service to Downtown Cleveland. If such a line is established, a stop at Dover Center Road, the City's Town Center, should be included.

Water Lines

Water service to Bay Village is supplied by the City of Cleveland's water system. Bay Village obtains its water from the Crown Filtration Plant which is located at Clague and Detroit Roads, just south of Bay Village in the City of Westlake. The City of Bay Village owns all water lines within the City except for a 16" water line in Clague Road. The operation and maintenance of the system is by the City of Cleveland's Department of Public Utilities and the cost is included as part of a customer's normal water bill. An 8 foot intake tunnel which connects the Crown Filtration Plant with one of the water system's water intake points in Lake Erie also runs along Clague Road and Clague Parkway through Bay Village.

Size	Length (ft.)
6"	21,000
8"	249,000
12"	35,000

There are approximately 305,000 linear feet of water lines within the City of Bay Village. The number of linear feet in the system by line size is as follows:

The City's 1997 Capital Improvement Report to the Ohio Public Works Commission, estimated 240,000 linear feet of water lines were in fair condition and 65,000 linear feet were in poor condition. None of the system was rated as excellent, good or critical. There are a number of dead-end lines within the system which could be improved if they were connected as part of a loop into the system

The City is fully serviced by water lines. The few vacant sites and subdivisions which are not developed can be connected to the rest of the system.

Sanitary Sewers

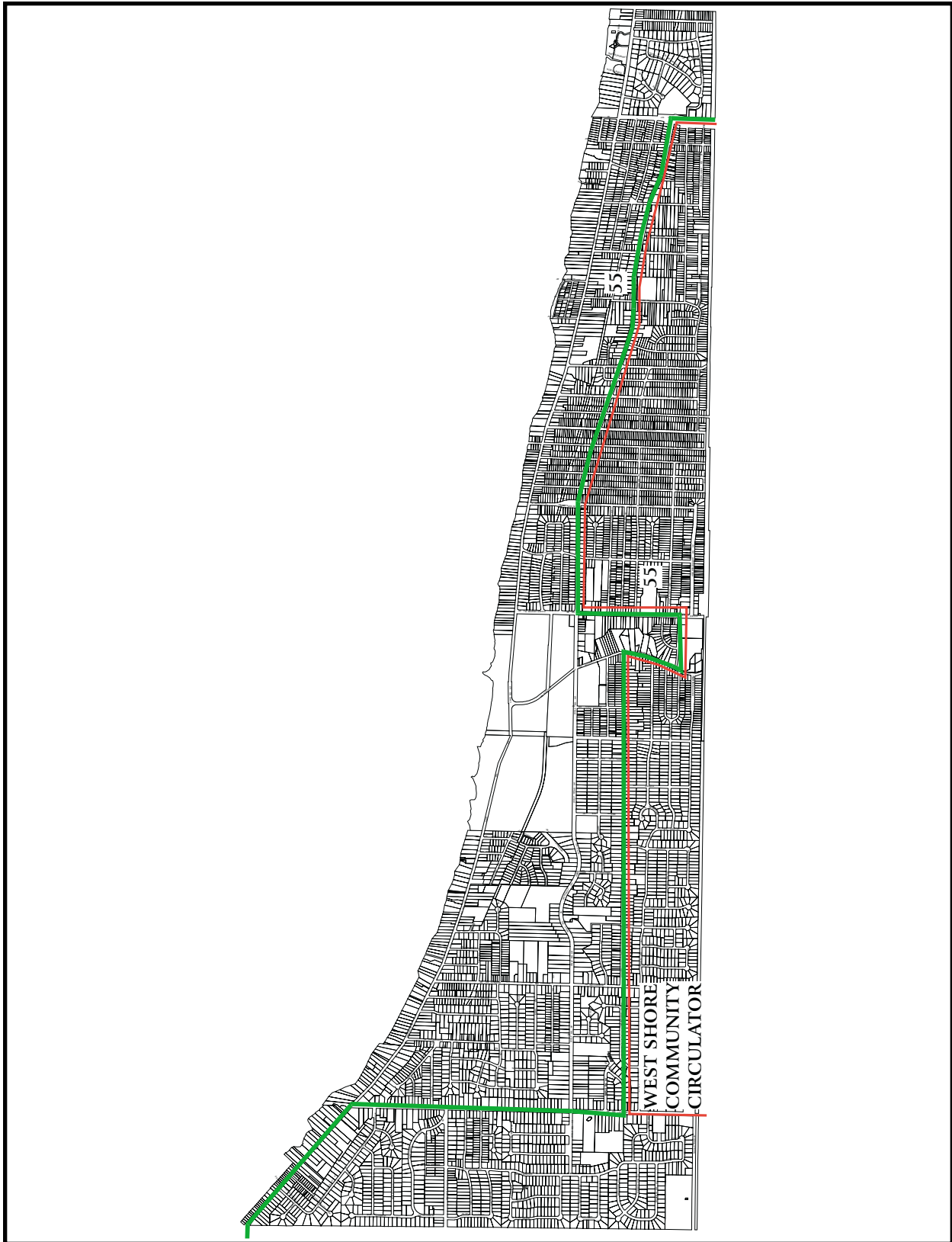
Bay Village owns and operates its own wastewater collection system. The wastewater is transported to a treatment plant located in Rocky River. The treatment facility is owned by the westshore communities of Bay Village, Rocky River, Westlake and Fairview Park. The communities share in the maintenance and capital improvements of the plant in proportion to the amount of wastewater discharged from each community. Each city is responsible for the maintenance, operation and improvement of its own collection system. Bay Village's collection system is approximately 337,000 linear feet and range in size from 8" to 42". The number of linear feet in the system by size is as follows:

Size	Length (ft.)	Size	Length (ft.)	Size	Length (ft.)
8"	204,923	21"	3,382	#508EGG	5,800
10"	40,455	24"	1,502	#556EGG	4,043
12"	23,757	27"	1,444	#480EGG	6,310
15"	11,447	30"	596	#635EGG	1,625
18"	9,945	36"	5,114	42"	3,906

In addition, there are four force mains within

City of Bay Village

Exhibit 5-16, Planned Bus Routes



City of Bay Village

the City totaling 12,708 feet and ranging in size from 4" to 28". Their length is as follows:

Size	Length (ft.)
28"	11,900
24"	698
8"	500
4"	60

The system also includes an odor control station at Columbia and Lake, and four pump stations. The four pump stations are:

Pump Station	Capacity (gpm)	Constructed	Condition
Walker-Walmar	100	1955	Poor
Walker-Nantucket	50	1955	Poor
Longbeach	2,100	1958	Good
Huntington	1,300	1986	Good

In 1986, the City undertook improvements in conjunction with funds from the USEPA which included rehabilitation of certain sanitary sewers and construction of sanitary relief sewers in Wolf and Lake Roads. It reduced the amount of infiltration/inflow within the system and virtually eliminated the basement flooding which had occurred previously within the City. Since that time, however, basement flooding has again become an issue within areas of the City. In 1994, the City again produced a storm and sanitary sewer correction program to deal with inflow and infiltration of the sanitary sewer system. The program is targeted toward areas which had a history of basement flooding problems. Much of the program deals with improper connections into the sanitary system of storm water sources on private property and the procedures to correct the problems.

Another major problem with the sanitary sewers is the age of the system. Much of the sys-

tem was built in the 1960's and the mortar used on the pipes is leaking at the joints allowing water to infiltrate. Leaking storm sewers which are located above the sanitary sewers adds to the infiltration problems. Bassett Road, Ashton Lane and the LARK (Lincoln, Aberdeen, Rexford, Knickerbocker) area are the priority areas within the City for sewer repairs and are on the capital improvements plan.

The City does not have a condition rating system for the sewer system. A comprehensive assessment could cost anywhere from \$50,000 to \$200,000 according to the City's engineering consultant. As part of the preventative maintenance of the system, the City inspects the interior of the sanitary sewer lines on a pre-determined schedule. Level of maintenance is adjusted based upon results of the inspection. Residential complaints for basement flooding, odor or other signs of blockage are used by the Service Department for remedial action. The City also inspects sewers in conjunction with roadway improvement projects and performs necessary repairs either before the roadway is rehabilitated or in concert with the road work. The City's 1997 Capital Improvement Report to the Ohio Public Works Commission *estimated* the condition of the system as follows:

Condition	Length (ft.)
Good	13,000
Fair	180,000
Poor	144,000

Storm Sewers

Storm sewers are owned and operated by the City of Bay Village. Sewers which were originally constructed as combined storm and sanitary sewers were converted to separate storm and sanitary sewers beginning in 1955. The program to separate sewers was completed in

the early 1960's and there are no combined sewers in the City.

Storm water is channeled to a series of small streams and to Lake Erie. The storm water collection system is a total of approximately 124,500 feet in sewers ranging in size from 8" to 75".

Size	Length (ft.)	Size	Length (ft.)	Size	Length (ft.)
8"	3,572	21"	6,857	42"	2,220
10"	7,208	24"	8,834	48"	1,595
12"	35,474	27"	2,050	54"	2,109
15"	27,638	30"	2,457	60"	978
18"	18,005	33"	785	66"	460
20"	1,122	36"	2,303	75"	752

The City does not have a condition rating system for its sewer system. Repairs and rehabilitation are based on complaints from residents or conditions found from internal television inspections. The City's engineering consultant has indicated that the system is undersized and that there has been little improvement to the system in recent years. The system is generally sized for a 3 year rainfall and it should be sized for a 10 year rainfall. Upgrading the system would be extremely expensive. The City's 1997 Capital Improvement Report to the Ohio Public Works Commission estimated the condition of the stormwater collection system as follows:

Condition	Length (ft.)
Fair	58,000
Poor	64,000

As part of the agreement to develop a park on land which Bay Village owns within the City of Avon Lake, a retention basin will be developed to hold stormwater runoff in order to help alleviate flooding along adjacent streets in western Bay Village.

SUMMARY

City facilities include the City Hall at Dover Center and Wolf, the Service Garage on Naigle Road and Fire Station on Wolf Road. Small antiquated space within City Hall for the police department has necessitated the City to study whether City Hall should be expanded or whether a separate police facility should be constructed (most likely in the vicinity of the fire station). If City Hall is expanded, the new addition should provide a public face to both Wolf Road and to the open space to the west of the building (which is being proposed as a site for a Town Square).

Recreation facilities are provided by both the City and the Bay Village School District. The 103-acre Metroparks' Huntington Reservation also preserves open space within the City. The City has three major parks, one located on the east side, one on the west side and one located at the center of the City. The 116-acre Cahoon Park is adjacent to the Metroparks' Huntington Reservation. It is located at the center of the City and contains much of the City's active recreation facilities. Use of these facilities is prohibited on Sunday, however, due to restrictions in the will of Ida Marie Cahoon. Her will bequeathed the land to the City requiring, however, that "no boating, bathing, games, or sports shall be permitted on Sunday."

Based upon national recreation standards, the City has more than adequate recreation facilities in all categories except playgrounds. The City has very few small parks with playgrounds. Most playgrounds in the neighborhoods are located at school sites. When the facilities from Cahoon Park are removed from the inventory, the result is a deficiency in certain facilities such as pools and tennis courts. As such, the City is pursuing the joint development of a park with the City of Avon Lake on

City of Bay Village

land which the City of Bay Village owns in Avon Lake. The 62-acre site is adjacent to Bay Village's western border and was originally purchased in order to develop a water retention basin which could alleviate basement flooding on nearby streets. A retention basin is still part of the plan.

A number of improvements to Cahoon Park can also make it a better serve the needs of residents. Providing better access to Lake Erie for residents is a goal for the City. Huntington Reservation has a beach, but it is a regional draw which attracts many people from outside the City, and on the weekends is overly crowded. The City is studying the feasibility of creating new park land at the lake level north of the bluff in Cahoon Park. Existing fill which the City has would be used to fill in a portion of the lakefront. The new lakefront would compliment improvements to the portion of Cahoon Park north of Lake Road and also provide protection to the bluff from erosion. The portion of Cahoon Park directly west of City Hall has the potential to be developed as a Town Square. The location is central to shopping, civic and recreation facilities, it is on the major distributor of local traffic (Wolf Road) and has the opportunity to create a highly identifiable focal point for the community. Bike trails can also be developed which tie Cahoon Park better to other parts of the community. Trails along Cahoon Creek and trails which bridge the creek and connect to Huntington Reservation would allow residents better access to the City's natural resources.

All school buildings were constructed at least 30 years ago and are now facing many needed improvements. The Middle School and Montessori School (Forestview School) are the oldest structures, constructed in the 1920's. The major capital improvement identified in a

comprehensive study conducted of the school district's facilities was the expansion and improvement to the Middle School. Renovation and expansion of the existing facility or construction of a new facility have been identified as options. Either option, however, would occur on the existing Middle School site and would not require additional land. Enrollment in the school district is projected to stay level. Two school sites are no longer used by the district as elementary schools. Glenview School is now used as a day care center, has a latch-key program, and has a special education pre-school program. Forestview School is leased to a Montessori program. Potential re-use alternatives for the site are assessed in the Focus Area Chapter.

The City of Bay Village has 58.3 miles of roadways within its borders. In 1997, 40 miles were reported to be in poor condition. The City has changed from a program of rebuilding streets to a program of interim surfacing and maintenance in order to increase the number of miles addressed per year. Major capital improvements scheduled include the replacement of the Lake and Wolf Road bridges. The Lake Road bridge is scheduled for 1999 and the Wolf Road bridge for 2003. The design of the new Wolf Road bridge should include architectural details which will improve the aesthetic appearance of the commercial district and make the bridge function as a gateway to the commercial district.

Three bus routes serve the City. Two of those routes run on a limited schedule. The Regional Transit Authority (RTA) plans to alter the bus routes within the City and eliminate the two limited-schedule routes. A new Westshore Community Circulator will connect the City to Westgate Mall on the east and The Promenade shopping center on the west. Because very few Bay Village residents alight the bus before

City of Bay Village

downtown Cleveland, the 55CF will connect the City to downtown Cleveland via I-90 instead of Lake and Clifton Roads. RTA has been studying commuter rail along the Norfolk and Southern Line which forms the City's southern border. If such a line is established, a stop at Dover Center should be included.

The City does not have a condition rating system for sewers. A comprehensive assessment could cost anywhere from \$50,000 to \$200,000. Problems with both storm and sanitary sewers have caused basement flooding. Out of 337,000 linear feet of sanitary sewers, only 14,000 feet are in good condition. Improper connections into the sanitary system of

storm water sources, and leaking mortar joints allowing infiltration of storm water into the sanitary sewers, overload the sanitary sewers. Complaints of flooding, odor or other signs of blockage are used by the Service Department for remedial action. The major problem with the storm water system is that it is undersized. The system is generally sized for a 3-year rainfall and should be sized for a 10-year rainfall. Upgrading the system would be extremely expensive. As part of the agreement to develop a park jointly with Avon Lake, the City will construct a retention basin to hold stormwater runoff to alleviate flooding along adjacent streets in western Bay Village.

Chapter 6



Focus Areas

As documented in the Land Use Chapter, the City of Bay Village has very little vacant land left for development. Because of the scarcity of this commodity, it is important that development which does occur on these sites addresses to the degree possible the needs of the community, as well as be compatible with surrounding uses. In addition, there are specific sites around the City which, because of their location, could better benefit the community if they were redeveloped with other uses. In this chapter those sites where new development is possible, or may be desirable, have been looked at in more depth for their development potential.

The areas studied are shown on *Exhibit 6-1*. For five of the sites a preferred development scenario based upon the goals of the community and the compatibility with surrounding uses had been identified up front. The analysis for those sites quantifies the development potential and raises issues, such as the need for rezoning, which should be addressed. For the other four sites, alternative development scenarios were evaluated. The factors considered in the formulation of alternative development impact analysis include the following:

- ✓ Compatibility with goals of the Plan
- ✓ Compatibility with surrounding land uses
- ✓ Projected impacts on the physical environment
- ✓ Projected fiscal impacts

For additional information on the methodology used in conducting these alternative development impact analyses, see Appendix IV.

DEVELOPMENT POTENTIAL

Four of the first five sites are generally vacant sites for which residential development has been identified as the preferred development option. For these sites the development potential has been calculated and other development issues have been raised.

FOCUS AREA 1

Location

East side of Bradley Road, near the southern border of the City. The site is made up of two parcels. One parcel is vacant land to the rear of Bay Commons Condominiums and is owned by Bay Commons Development Inc. It does not have direct access to a right-of-way. The other lot fronts on Bradley Road and has a single-family lot located on it.

Site Size: 7.1 acres

Parcel Numbers & Size:

202-16-001 - 4.6 acres
202-16-002 - 2.5 acres

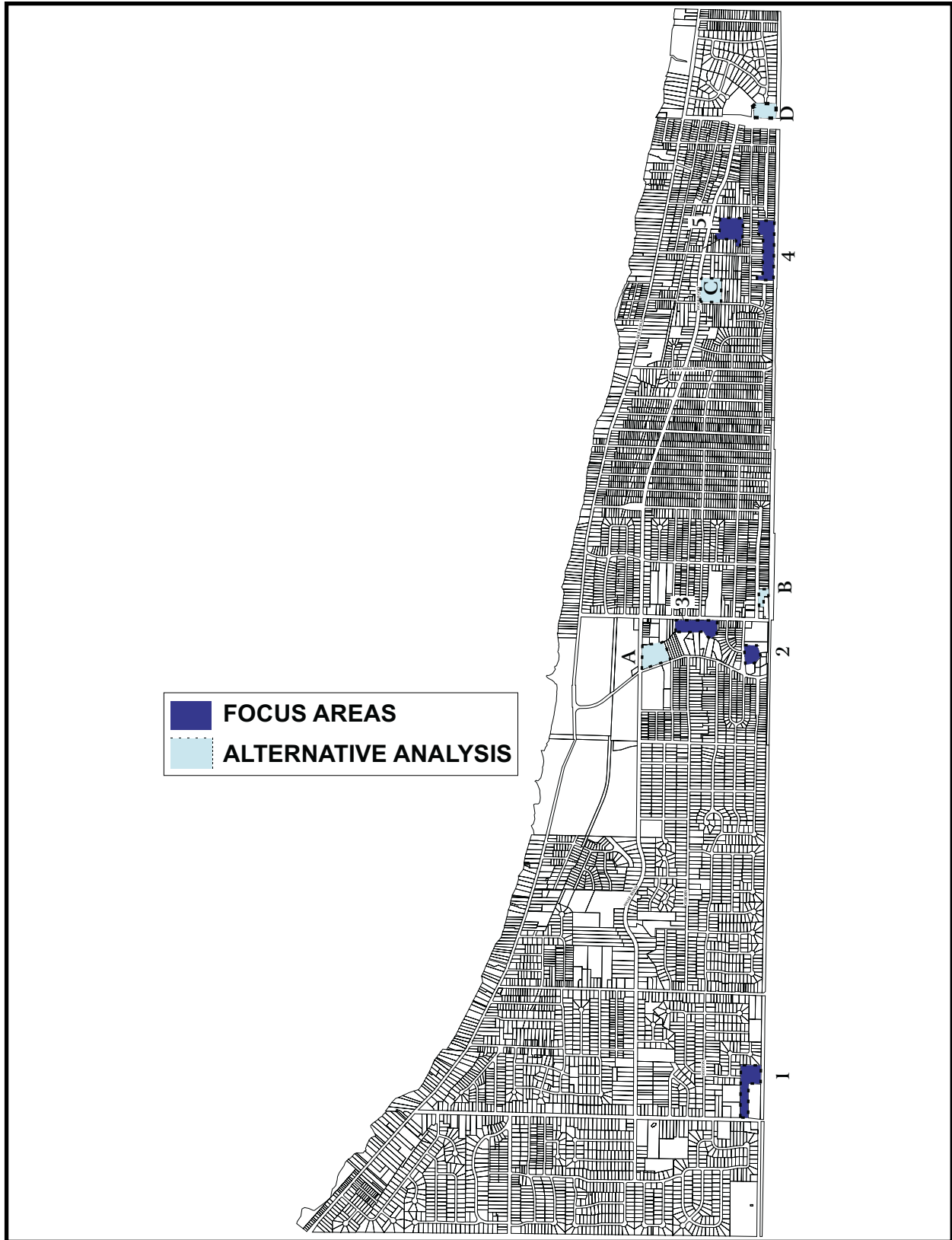
Surrounding Uses

South. Bay Commons Condominiums (26 units built in 1983) covers 4.4 acres at a density of 5.9 units per acre. Each building contains 2 to 4 units.

North. Bay Bradley Health Center is a nursing home which has 126 rooms. It recently opened a 33 unit assisted living complex. To the rear of the property is Crestview Drive which contains single-family

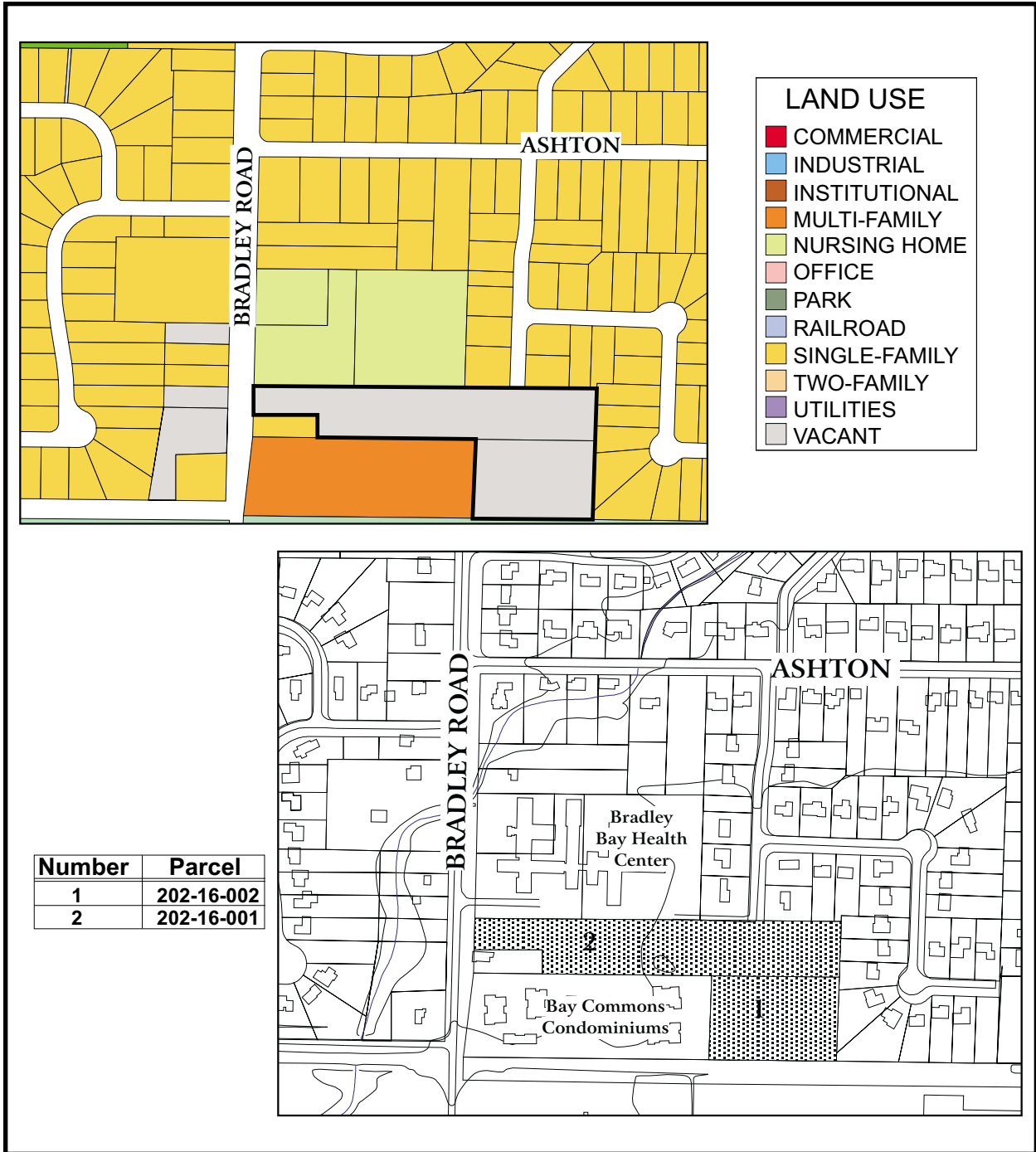
City of Bay Village

Exhibit 6-1, City of Bay Village Focus Areas



City of Bay Village

Exhibit 6-2, Focus Area 1, 7.1 Acres



homes. Crestview dead ends into the vacant property.

East. Single-family homes on Wellfleet and Chatham Point Drives. These roads also dead-end.

West. On the west side of Bradley Road are a combination of single-family homes and vacant lots.

Existing Zoning

202-16-001 - First 700' in depth is zoned Attached Residence. Rear of lot is zoned Residence 1 District.

202-16-002 - Residence 1 District.

Development Under Existing Zoning

Maximum density under the Attached Residence District zoning is 6 dwelling units per lot. Townhouses, and other multiple dwellings having separate private entrances are allowed. There are approximately 119,000 square feet or 2.7 acres zoned this district. That would allow a development of 16 dwelling units.

Single-family zoning covers 193,500 square feet of the site or 4.4 acres. Subtracting a small portion of the area for road and using the minimum lot size of 14,700 results in a maximum 12 single-family units developed on the site.

Recommendation

It is recommended that this site be developed for condominiums. This would help to achieve the goal of broadening the community's range of housing opportunities,

especially to provide more options for those residents which would like to stay within the community but are looking for a housing option which requires less maintenance and which is affordable. Development of a similar style to the existing Bay Commons Condominiums would provide for a continuity in the appearance of the area.

Currently, Cambridge Drive, which provides access to Bay Commons Condominiums from Bradley Road, is only developed on the south side. New condominiums could utilize this existing access and be developed on the north side of this drive. The drive could be continued east to the vacant land behind the existing condominiums. There is an access point to the site from Crestview Drive. Crestview is developed with single-family homes. Access to condominiums from this street would alter the existing character of the street.

Development Potential

To develop the entire site for condominiums, the rear of parcel 202-16-001 and parcel 202-16-002 would need to be rezoned to Attached Residence District. By themselves, each parcel does not meet the minimum 5 acre site size requirement but combined they are over that standard. A variance to the minimum site size standard, or the interpretation of new development as an extension of the existing condominium development, could also allow development on sites which are less than the 5 acres.

At a maximum density of 6 dwelling units per acre, the 7.1 acre site could be developed with 42 condominium units. This is 14 more units than the combination of condominiums and single-family homes allowed under the

existing zoning. It is 26 more condominium units and 12 less single-family homes.

FOCUS AREA 2

Location

Focus Area 2 is located on the south side of West Oviatt Road between Dover Center and Cahoon Roads. The site is made up of property owned by Zipp Manufacturing and is located in front of their facility which is set back from West Oviatt Road and along the railroad tracks. It is just to the west of the shopping district on Dover Center Road. It is part of a larger parcel which includes the manufacturing facility. Moving the existing access drive off of West Oviatt further to the east would make a larger area available for new development.

Site Size: 2.4 acres

Parcel Numbers & Size:

203-12-002 - 2.4 acres

Surrounding Uses

South. To the rear of the site and part of parcel 203-12-002 is Zipp Manufacturing which is a manufacturer of flavor extracts and ice cream toppings.

North. On the north side of West Oviatt are single-family homes and a combination of commercial and office uses. Donald Avenue, a curving side street which runs between Dover Center and West Oviatt, across from the site is developed with single-family homes.

East. The site is behind Dover Junction Shopping Center. It is part of the larger Dover Center commercial district which includes other retail, office and institutional uses, including the post office.

West. Cahoon creek flows through the parcel and forms the western boundary of the site. Further west the uses are single-family homes.

Existing Zoning

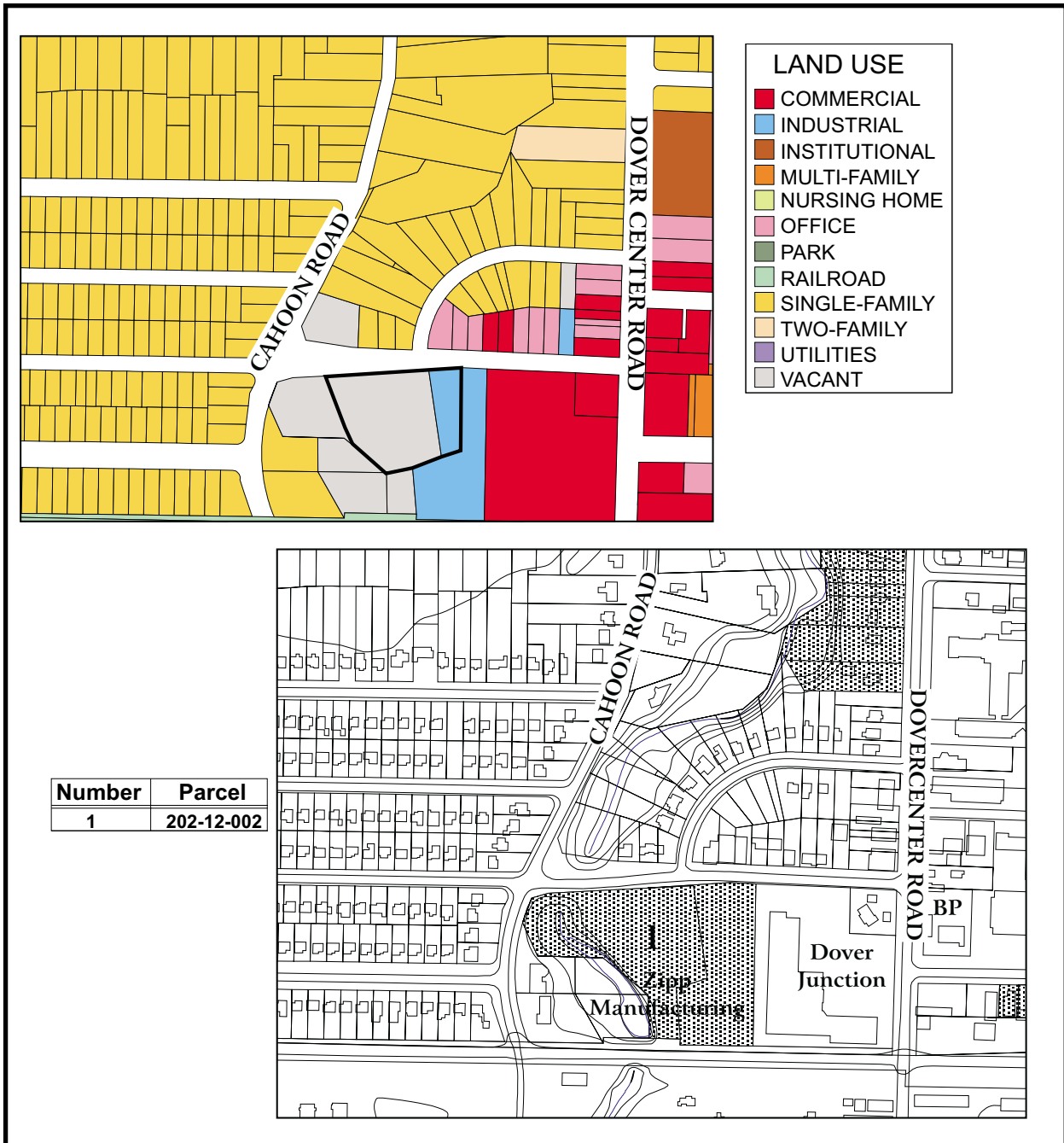
The existing zoning is Commercial Business District. The code requires a minimum of 100' of frontage on a dedicated street for any lot subdivided after 1962. It allows a range of commercial uses including retail, warehouse, repair shops, offices, etc. It does not allow residential uses, except for senior citizens housing.

Recommendation

It is recommended that the vacant portion of this site be developed for condominiums or townhouses. This would help to achieve the goal of broadening the community's range of housing options. This site is appropriate for a higher density housing development. It is within easy walking distance of commercial facilities and the post office, which benefits not only the residents but the commercial establishment as well. In addition, the site is on a bus route. Cahoon Creek and valley are amenities to the site which will enhance the living environment. In order to use the site as efficiently as possible, the driveway to Zipp Industries should be moved further to the east. 100' of frontage on West Oviatt should be reserved for Zipp Manufacturing in keeping with zoning requirements. The remaining vacant portion of the site near West Oviatt could be subdivided as a separate parcel. The appropriate zoning for the new parcel would be Attached Residence District. Because the

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Exhibit 6-3, Focus Area 2, 2.4 Acres



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current code requires the minimum site to be 5 acres in size, a variance from the minimum site size would be required.

Development Potential

The vacant portion of the site which can be developed is 2.4 acres in size. Attached Residence District allows a maximum density of 6 dwelling units per acre. As such under current zoning a maximum of 14 dwelling units could be constructed.

FOCUS AREA 3

Location

The site is the west side of Dover Center Road, south of Heinens grocery to just north of Donald Avenue. It is currently developed as single-family residential with 13 houses occupying the lots.

Site Size: 5.8 acres. Frontage along Dover Center Road is approximately 890 feet and the depth of the site is generally around 310 feet.

Surrounding Uses

South. The Dover Junction commercial area. Office, retail, service (including the post office) and industrial uses are located in this area.

North. Heinen's supermarket is directly north of the site. Beyond that is additional retail uses in the Bay Square Shopping Center.

Parcel Numbers & Size (below):

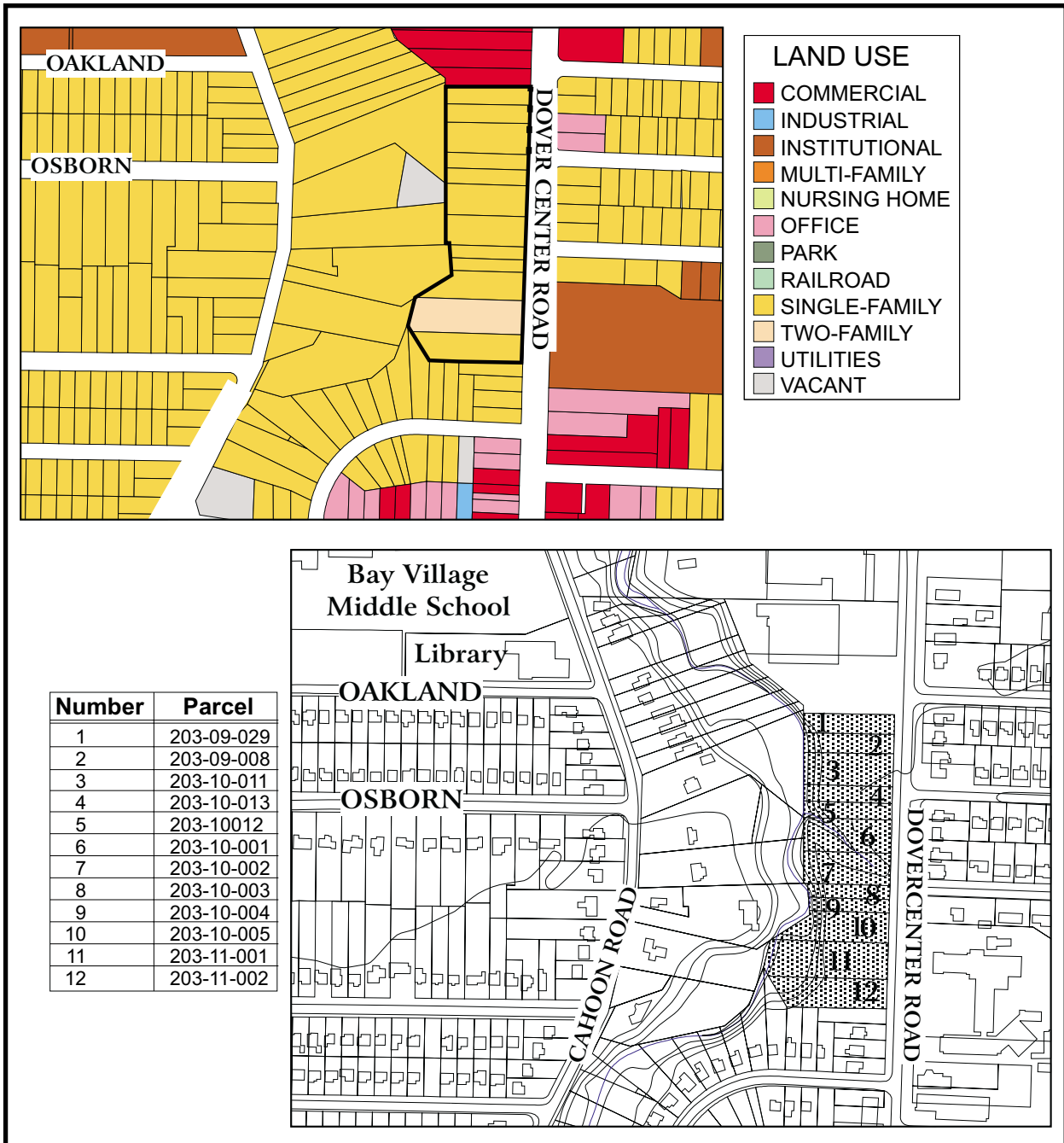
East. The east side of Dover Junction Road is a mixture of uses including single-family residential, institutional and office. St. Raphael Church is located near the south end of the site.

West. The site is bordered on the west by Cahoon Creek and valley. On the other side of the valley are single-family homes.

Parcel	Address	Total Value	Land Area	Building Area	Year Taxes
203 09 008	460 Dover Center Rd	\$124,600.00	16,107	1,819	\$2,573.04
203 09 029	452 Dover Center Rd	\$115,314.00	16,166	2,000	\$2,381.30
203 10 001	488 Dover Center Rd	\$124,800.00	26,600	1,554	\$2,650.38
203 10 002	492 Dover Center Rd	\$132,200.00	26,000	1,956	\$2,729.98
203 10 003	498 Dover Center Rd	\$92,800.00	10,290	1,116	\$1,916.34
203 10 004	500 Dover Center Rd	\$76,514.00	9,760	938	\$1,580.06
203 10 005	508 Dover Center Rd	\$141,314.00	26,100	2,276	\$3,044.46
203 10 011	476 Dover Center Rd	\$92,914.00	27,100	974	\$1,918.72
203 10 012	482Dover Center Rd	\$136,114.00	15,515	1,440	\$2,810.82
203 10 013	480 Dover Center Rd	\$136,000.00	15,585	1,440	\$2,808.46
203 11 001	514 Dover Center Rd	\$146,914.00	37,595	1,870	\$3,033.84
203 11 002	528 Dover Center Rd	\$114,000.00	28,122	1,214	\$2,606.64
TOTALS		\$1,433,484.00	254,940	18,597	\$30,054.04

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Exhibit 6-4, Focus Area 3, 5.8 Acres



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Existing Zoning

All parcels which make up the site are zoned Third Residence district which allows single-family dwellings, civic and recreation uses. Minimum lot size is 7,500 square feet for single-family development.

Recommendation

It is recommended that the site be developed for condominiums/townhouses. It would help to achieve the goal of broadening the community's range of housing choices and would do so in a location that is convenient to the services and shopping available in the City. The development should take advantage of the views offered by the Cahoon Creek and valley. The site would have to be rezoned to Attached Residence District.

Development Potential

Up to 35 condominium/townhouses could be developed under the current allowed density of 6 dwelling units per acre. The value of property taxes generated would be around four times that of the existing uses.

FOCUS AREA 4

Location

This site includes land around a dedicated, but unimproved, right-of-way for a portion of Knickerbocker Road. The site is at the southern border of the City between Clague and Columbia Roads. This right-of-way land is accessible from East Oakland Road near the terminus of Vineland Road. There are 21 parcels which make up the site. Most are on the south side of the Knickerbocker right-of-way. The owners of many of the vacant parcels live on East Oakland Road, and the Knickerbocker right-of-way separates the rear property they own on Knickerbocker from their lots on East Oakland on which their houses are located. The Knickerbocker right-of-way is 86 feet wide.

Site Size: 6.2 acres

Parcel Numbers and Size (below):

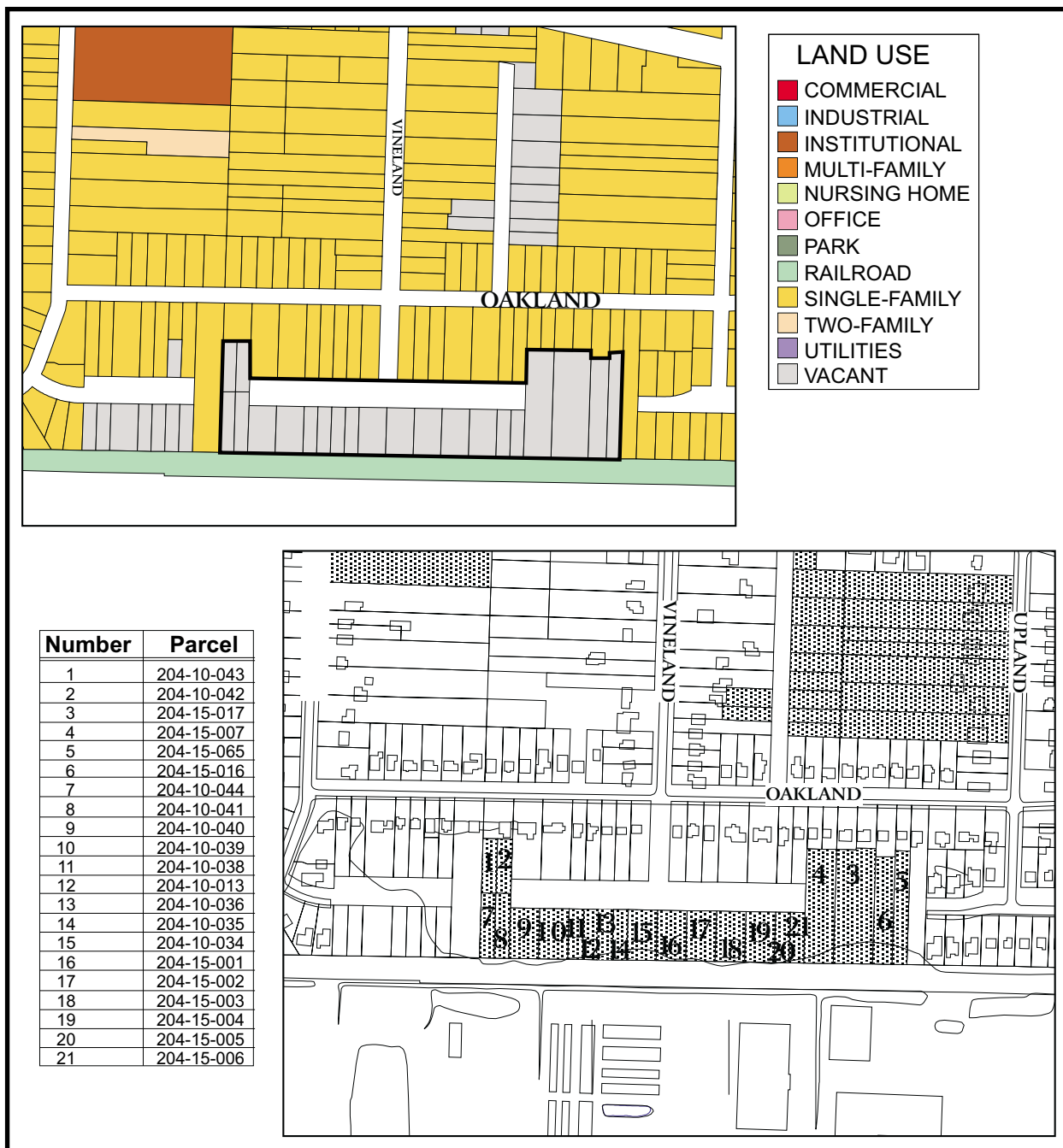
Surrounding Uses

South. The southern border of the site is bounded by the railroad tracks which make up the southern border of the City of Bay Village.

Parcel Number	Square Feet	Market Value	½ Yr. Taxes	Parcel Number	Square Feet	Market Value	½ Yr. Taxes
204 10 013	6,600	\$1,720	\$52.19	204 15 001	13,200	\$3,400	\$103.17
204 10 034	13,200	\$390	\$11.83	204 15 002	13,200	\$3,400	\$103.17
204 10 035	6,600	\$350	\$0.00	204 15 003	8,800	\$1,330	\$40.36
204 10 036	6,600	\$1,720	\$52.19	204 15 004	13,200	\$3,400	\$103.17
204 10 038	6,600	\$1,720	\$52.19	204 15 005	6,600	\$560	\$16.99
204 10 039	13,200	\$2,380	\$72.22	204 15 006	17,116	\$37,800	\$1,115.12
204 10 040	12,000	\$2,380	\$72.22	204 15 007	30,056	\$3,150	\$95.58
204 10 041	8,276	\$2,870	\$87.08	204 15 016	18,295	\$2,100	\$63.72
204 10 042	8,276	\$2,730	\$82.84	204 15 017	37,897	\$630	\$19.12
204 10 043	6,969	\$2,730	\$82.84	204 15 065	14,803	\$1,540	\$46.73
204 10 044	8,276	\$2,870	\$87.08	TOTALS	269,764	\$79,170	\$2,359.81

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Exhibit 6-5, Focus Area 4, 6.2 Acres



On the south side of the tracks, in the City of Westlake, is industrial development.

North, East and West. The remainder of the site is surrounded by single-family houses. The site is to the rear of the houses which are located on the south side of East Oakland Road.

Existing Zoning

The site is currently zoned Third Residence District which allows single-family dwellings, civic and recreation uses. It also allows office and research facilities on sites which can meet certain setback requirements. Minimum lot size is 7,500 square feet for single-family development. As currently subdivided, there are 21 separate lots which constitute the site. If the vacant land were assembled and resubdivided to the minimum lot size, approximately 32 units could be developed.

Recommendation

It is recommended that the site be developed for condominiums. This would help to achieve the goal of broadening the community's range of housing opportunities. The residential use would be compatible with the surrounding housing in the City. The existing 86 foot wide right-of-way is wider than needed for a local access street. The City's subdivision regulations require a minimum 50 foot right-of-way. The unimproved Knickerbocker right-of-way is 878 feet in length. Reducing the right-of-way to 50 feet would add another 31,600 square feet (3/4 acre) to the size of the site. In order to develop condominiums the site would need to

be rezoned to Attached Residence District. A maximum density of 6 dwellings per acre is allowed.

Development Potential

Reducing the Knickerbocker right-of-way to 50 feet would add approximately 3/4 of an acre and increase the total size of the site to 6.9 acres. At a maximum density of 6 dwelling units per acre, 41 dwelling units could be developed on the site.

FOCUS AREA 5

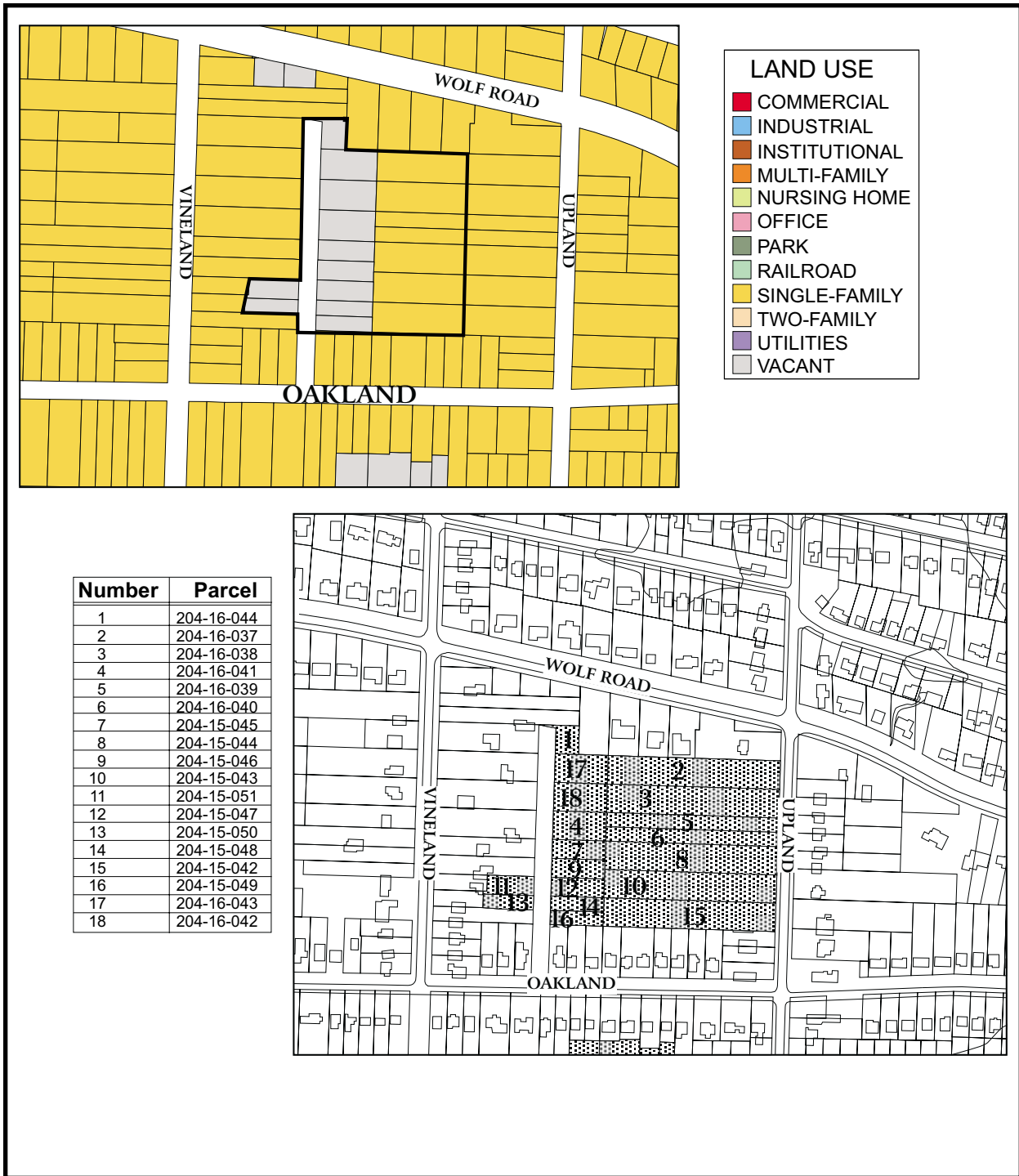
Location

The site is within the block bounded by Wolf Road on the north, Vineland Road on the west, East Oakland on the south and Upland Road on the east. Within that block, is an unimproved 50 foot wide right-of-way named Calvin Road. This right-of-way intersects East Oakland Road 290 feet east of Vineland Road and heads north toward Wolf Road. It dead-ends approximately 130 feet south of Wolf Road. There are 11 separate vacant lots which front on this unimproved right-of-way. Most of these lots back onto 7 extremely deep single-family parcels which front on Upland Road. These lots are 500 feet deep and for this analysis it is assumed that the rear 250 feet could be combined with the vacant parcels to produce a development site.

Site Size: Vacant Lots - 2.2 acres
Rear Yards - 2.8 acres
Total - 5 acres

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Exhibit 6-6, Focus Area 5, 5.0 Acres



Parcel Numbers and Size:

Vacant Parcels

Parcel Number	Square Feet
204 15 045	8,635
204 15 046	8,635
204 15 047	8,580
204 15 048	6,437
204 15 049	6,396
204 15 050	5,945
204 15 051	7,405
204 16 041	13,031
204 16 042	12,965
204 16 043	12,965
204 16 044	5,623
TOTALS	96,617

Rear 250' of lots on Upland Road

Parcel Number	Square Feet
204 15 037	20,672
204 15 038	20,672
204 15 039	10,336
204 15 040	10,336
204 15 042	20,672
204 15 043	20,672
204 15 044	20,672
TOTALS	124,032

Surrounding Uses

South, North, East & West. The site is currently in the middle of a block developed as single-family residential. It is currently surrounded by the rear yards of the homes on Upland, East Oakland, Vineland and Wolf Roads. Access to the site is via East Oakland Road. The surrounding neighborhood is single-family residential.

Existing Zoning

The site is currently zoned Third Residence District which allows single-family dwellings,

civic and recreation uses. It also allows office and research facilities on sites which can meet certain setback requirements. Minimum lot size is 7,500 square feet for single-family development.

Recommendation

It is recommended that future development for the site be for single-family development. The site is surrounded by the rear yards of existing single-family homes on four streets. Single-family homes would be the most compatible.

Development Potential

There are currently 11 lots which front on the unimproved Calvin Road right-of-way. Nine of those lots are on the east side of the right-of-way and two are on the west side. If the rear half of the properties which front on Upland were to be acquired the number of development sites could be doubled.

ALTERNATIVES ANALYSIS

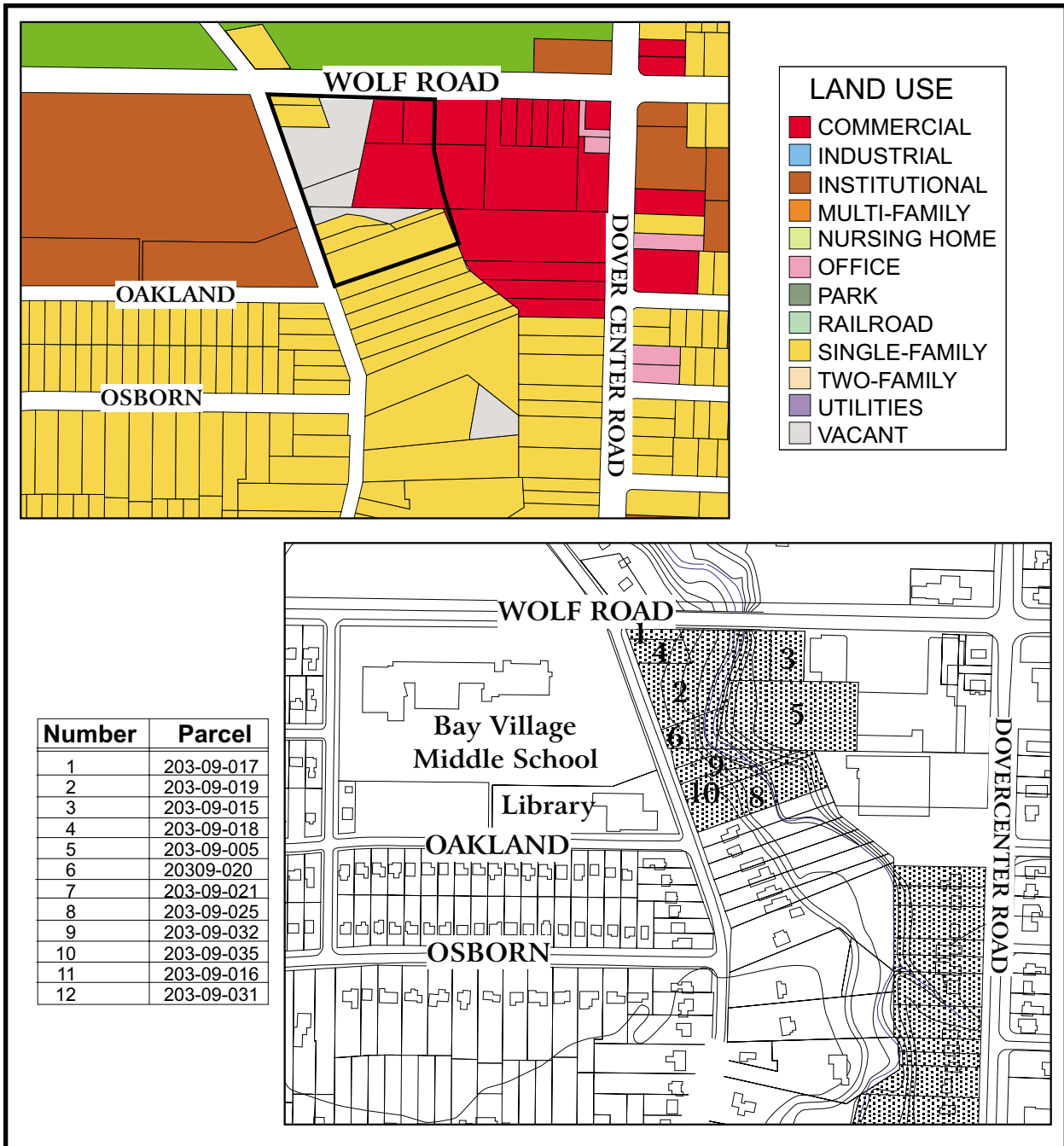
FOCUS AREA A

Location

Focus Area A is located near the heart of the community. It includes property on both sides of Cahoon Creek, including hillsides, on the south side of Wolf Road. On the east bank of the creek the site includes the Shell Station and the portion of the shopping center parking lot which surrounds the Key Bank ATM. On the west side of the creek it includes single-family residential and vacant land down to West Oakland.

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Exhibit 6-7, Focus Area A, 4.1 Acres



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Site Size: There are 2.4 acres of land on the west side of the creek and 1.7 acres on the east side of the creek for a total site of 4.1 acres.

Parcel Numbers: There are 13 parcels which make up the site. Data on the parcels is included in the following table:

Parcel	Land Use	Market Value	Property Taxes (Annual)
203 09 017	Single-family	\$75,600	\$1,561
203 09 019	Vacant	\$13,314	\$283
203 09 015-016	Service Station	\$286,800	\$7,051
203 09 018	Single-family	\$67,714	\$2,214
203 09 004-005	Retail	\$255,514	\$6,282
203 09 020	Exempt	\$96,514	-
203 09 021, 031	Single-family	\$149,114	\$3,421
203 09 025	Single-family	\$143,114	\$3,043
203 09 032	Single-family	\$172,714	\$3,846
203 09 035	Single-family	\$179,200	\$3,980
TOTALS		\$1,439,598	\$31,681

Surrounding Uses

On the east bank of Cahoon Creek the site is situated between the back of the Bay Square Shopping Center and Cahoon Creek. Bay Square is a u-shaped center whose end buildings are built up to the sidewalk providing for a pedestrian feel to the area. It also has an opening between retail buildings which leads to rear parking which adjoins the site. Just to the south of the site is the back of Heinen's supermarket which is also connected to the rear parking area for Bay Square. To the north, across Wolf Road, is Cahoon Park. The site is very close to many services and activities in the City. The west bank property is across from the Bay Village Middle School and the public library. To the north is Cahoon Park. South of the site the area is single-family residential.

Existing Zoning

The portion of the site east of Cahoon Creek is zoned Retail Business District. It allows offices and financial institution. The parking requirements for office uses in this district are twice the number required in an Office District. It also allows retail sales and related uses. The west bank of Cahoon Creek is zoned Third Residence District which allows single-family residential on a minimum 7,500 square foot lot.

Alternative Development Impact Analysis

Several redevelopment scenarios were studied for the focus area. They are:

- ✓ Alternative 1 - The entire site is developed for townhouses at current density allowed by code;
- ✓ Alternative 2 - The site is developed with office uses;
- ✓ Alternative 3 - The west side of Cahoon Creek is developed for townhouses and the east side is developed with office use;
- ✓ Alternative 4 - The site is developed with office uses, but a portion of the east side of Cahoon Creek includes a restaurant of approximately 3,000 square feet; and
- ✓ Alternative 5 - The west side of Cahoon Creek is developed for townhouses and the east side is developed as office and restaurant.

It is assumed that the office and townhouse development would be designed on portions of the hillsides to take advantage of the topography and create interesting views and

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work/living spaces. It is also assumed that development will be approximately 2 stories high.

Approximately 24 townhouses could be developed if the whole site were housing. If only the west side were developed for townhouses, then 14 units could be constructed. If the whole site were office, or office with restaurant, approximately 50,000 square feet of space could be developed. If only the east side of the creek were developed for office, then approximately 20,000 square feet of space could be constructed. Table 5-1 shows the impacts of the various development alternatives.

Fiscal Impact

All the alternatives analyzed had a market value of approximately \$4.5 million which is three times existing values. Property tax generated would be in the range of \$110,000 to \$124,000 per year, also higher than the amount currently generated. Since commercial property tax rates are higher than residential rates, the commercial alternatives (2 & 4) are at the upper end of the range. The commercial alternatives also tend to generate higher income tax revenue than the alternatives. This is because there would be more employees on site than households and they would be taxed at 1.5% of income as opposed to the .5% non-credited portion of income tax which the City would collect from residents. All office would generate the highest income tax at \$69,000 per year where the lowest amount would be generated by all townhouses at

\$7,800 per year. When expenditures are taken into account, all townhouses would cost more than they generate. The other alternatives would be a net benefit to the City, with the all office alternative having the highest net fiscal benefit at \$51,000 per year.

Physical Impact

Commercial development, especially a restaurant will generate more traffic than residential uses. Alternatives 4 & 5, which include a restaurant in the mix, will generate the most traffic in the area. In Alternative 5, however, most of the traffic is limited to the commercial side of the creek. Townhouse development on west side of the creek produces only 25% of traffic that office buildings would produce. Commercial development would increase sewer use and water consumption by approximately 24% over residential development.

Compatibility with Adjoining Land Uses

Although they are just on opposite sides of Cahoon Creek, the two halves of the site are in very different settings. The east half is close to commercial uses which could benefit from extra traffic, while the west side is adjacent to residential uses and a school building for which extra activity could be detrimental. In addition to bringing in extra traffic which would benefit adjacent retail, a restaurant on the east side of the creek would also fill a need identified by the community in the quality of life survey. It would provide a close by place for people to eat before or after activities in

Parcel	Address	Market Value	Lot Area (s.f.)	Bldg. Area	Property Taxes
203 22 009-012	27005 Knickerbocker	\$295,314.00	32,000	11,583	\$7,260.00
203 22 037	27023 Knickerbocker	\$144,800.00	6,000	8,570	\$3,559.76
203 22 038	27101 Knickerbocker	\$187,000.00	10,000	6,020	\$4,597.18
203 22 039	27105 Knickerbocker	\$126,600.00	6,000	2,440	\$3,112.32
TOTAL		\$753,714.00	54,000	28,613	\$18,529.26

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Exhibit 6-8, Bay Village Impact Analysis, Focus Area A

Zoning	Alternative 1	Alternative 2	Alternative 3		
	Townhouses	Local Offices	Combination of Townhouses/Office		
	Attached Residential	Office District	Attached Residential	Office District	Total
Property Data					
Acreage	4.13	4.13	2.42	1.71	2808.46
Square Footage	678,882,600	678,882,600	122,336,518	0	3,034
Housing units/Building coverage	8,010,689	50,000	1,443,547	20,000	-
Market Value	\$0	\$0	\$0	0	30,054
35% Assessed Value	\$89,229	\$6,509	\$0	\$0	\$0
Property Tax					
Total	\$0	\$0	\$0	\$0	\$0
City	\$0	\$0	\$0	\$0	\$0
School District	\$0	\$0	\$0	\$0	\$0
County	\$0	\$0	\$0	\$0	\$0
Library/Metroparks	\$0	\$0	\$0	\$0	\$0
Income Tax					
Total residents/Employees	11,424	585,148	6,664	0	0
Total Households	24	-	14	-	-
Est. avg. HH income/ employee income	\$65,000	\$28,000	\$65,000	\$28,000	-
Total City Income Tax for Site	\$0	\$0	\$0	\$0	\$0
Fiscal Impact Summary					
All Tax Revenue	\$0	\$0	\$0	\$0	\$0
All City Revenue	\$0	\$0	\$0	\$0	\$0
Total City Expenditures	\$0	\$42,271	\$0	\$16,909	\$0
NET FISCAL IMPACT FOR CITY	\$0	\$0	\$0	\$0	\$0
Vehicle Trips					
Avg. Vehicle Trips	5.86 per dwelling	per 1,000 sq. ft.	5.86 per dwelling	11.42 per 1,000 sq. ft.	-
Total Additional Vehicle Trips	0	0	0	0	0
Total number of parking spaces	-	326	-	112	-
Environmental Impacts					
Sewage Flow (gallons/day)	0	0	0	0	0
Water Consumption (gallons/day)	0	0	0	0	0
Solid Waste Production (tons/day)	0.00	0.00	0.00	0.00	0.00
Compatibility Of Proposed Development with Adjoining Land Uses					
North (Cahoon Park & Porter Creek)	0 (Neutral)	0 (Neutral)	-	-	0 (Neutral)
South (Residential)	+ 1 (Positive)	- ½ (Negative)	-	-	+1 (Positive)
East (Dover Center Shopping Area)	+½ (Positive)	+ 1 (Positive)	-	-	+1 (Positive)
West (Institutional)	0 (Neutral)	0 (Neutral)	-	-	0 (Neutral)
Total	+1 ½ (Plus 1 ½)	+ ½ (Plus ½)	-	-	+2 (Plus 2)

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Exhibit 6-8 (continued)

Zoning	Alternative 4				
	Combination of Offices and Restaurant				
	Offices	Restaurant	Offices (2-story)	Subtotal	Total
	Office District	Retail Business District			
Property Data					
Acreage	2.42	-	-	1.71	0
Square Footage	0	-	-	0	0
Housing units/Building coverage	30,000	3,000	16,000	0	0
Market Value	\$0	-	-	\$0	\$0
35% Assessed Value	\$0	-	-	\$0	\$0
Property Tax					
Total	\$0	-	-	\$0	\$0
City	\$0	-	-	\$0	\$0
School District	\$0	-	-	\$0	\$0
County	\$0	-	-	\$0	\$0
Library/Metroparks	\$0	-	-	\$0	\$0
Income Tax					
Total residents/Employees	0	0	0	1	0
Total Households	-	-	-	-	-
Est. avg. HH income/ employee income	\$28,000	\$8,400	\$28,000	-	-
Total City Income Tax for Site	\$0	\$0	\$0	\$0	\$0
Fiscal Impact Summary					
All Tax Revenue	\$0	-	-	\$0	\$0
All City Revenue	\$0	-	-	\$0	\$0
Total City Expenditures	\$25,363	-	-	\$21,264	\$0
NET FISCAL IMPACT FOR CITY	\$0	-	-	\$0	-\$1
Vehicle Trips					
Avg. Vehicle Trips	11.42 per 1,000 sq. ft.	130.34 per 1,000 sq.ft.	11.42 per 1,000 sq. ft.	-	-
Total Additional Vehicle Trips	0	0	0	0	0
Total number of parking spaces	191	40	125	0	0
Environmental Impacts					
Sewage Flow (gallons/day)	0	0	0	0	0
Water Consumption (gallons/day)	0	0	0	0	0
Solid Waste Production (tons/day)	0.00	0	0	0	0.00
Compatibility Of Proposed Development with Adjoining Land Uses					
North (Cahoon Park & Porter Creek)	-	-	-	-	+½ (Positive)
South (Residential)	-	-	-	-	- ½ (Negative)
East (Dover Center Shopping Area)	-	-	-	-	+1 (Positive)
West (Institutional)	-	-	-	-	0 (Neutral)
Total	-	-	-	-	+1 (Plus 1)

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Exhibit 6-8 (continued)

Zoning	Alternative 5				
	Combination of Townhouses and Offices with Restaurant				
	Townhouses	Restaurant	Offices (2-story)	Subtotal	Total
	Attached Residence	Retail Business District			
Property Data					
Acreage	2.42	-	-	1.71	0
Square Footage	0	-	-	0	0
Housing units/Building coverage	-1	3,000	16,000	0	-
Market Value	\$0	-	-	\$0	\$0
35% Assessed Value	\$0	-	-	\$0	\$0
Property Tax					
Total	\$0	-	-	\$0	\$0
City	\$0	-	-	\$0	\$0
School District	\$0	-	-	\$0	\$0
County	\$0	-	-	\$0	\$0
Library/Metroparks	\$0	-	-	\$0	\$0
Income Tax					
Total residents/Employees	0	0	0	1	0
Total Households	14	-	-	-	-
Est. avg. HH income/ employee income	\$65,000	\$8,400	\$28,000	-	-
Total City Income Tax for Site	\$0	\$0	\$0	\$0	\$0
Fiscal Impact Summary					
All Tax Revenue	\$0	-	-	\$0	\$0
All City Revenue	\$0	-	-	\$0	\$0
Total City Expenditures	\$0	-	-	\$21,264	\$0
NET FISCAL IMPACT FOR CITY	\$0	-	-	\$0	\$0
Vehicle Trips					
Avg. Vehicle Trips	5.86 per dwelling	130.34 per 1,000 sq.ft.	11.42 per 1,000 sq. ft.	-	-
Total Additional Vehicle Trips	0	0	0	0	0
Total number of parking spaces	-	40	125	0	0
Environmental Impacts					
Sewage Flow (gallons/day)	0	0	0	0	0
Water Consumption (gallons/day)	0	0	0	0	0
Solid Waste Production (tons/day)	0.00	0	0	0	0.00
Compatibility Of Proposed Development with Adjoining Land Uses					
North (Cahoon Park & Porter Creek)	-	-	-	-	+½ (Positive)
South (Residential)	-	-	-	-	+1 (Positive)
East (Dover Center Shopping Area)	-	-	-	-	+1 (Positive)
West (Institutional)	-	-	-	-	0 (Neutral)
Total	-	-	-	-	+2 ½ (Plus 2 ½)

Cahoon Park. Townhouses on the west side of the creek would generate less traffic.

From a design perspective it would be preferable that new development next to the Bay Square shopping center be constructed up to the sidewalk as is the west building of the shopping center. This would provide a continuity of design and a sense of order and would also enhance the pedestrian scale of Wolf Road within the commercial district. A building at the street line would also better frame the open space on the north side of Wolf Road and provide it more of a sense of place. Use of materials should be complementary to the brick of City Hall and the shopping center. Taking advantage of the geography of the sites will also provide an opportunity to create unique spaces. On the west side of the creek the homes and institutional buildings are set back from the street. Setting new development away from the street would take advantage of the views of the valley.

FOCUS AREA B

Location

Focus Area B is located on the south side of Knickerbocker Road, 250 feet east of Dover Center Road, and includes the addresses between 27005 and 27105 Knickerbocker Road. Uses occupying the existing buildings are a mixture of commercial, office and industrial use.

Site Size: The site is 1.2 acres in size. Frontage along Knickerbocker Road is approximately 380 feet. For 220 feet of the frontage the depth of the lot is 100 feet. The depth of the remaining 160 feet of frontage is 200 feet.

Parcel Numbers and Size: *(below)*

Surrounding Uses

The focus area is close to the Dover Junction Shopping Center which is to the west on Dover Center Road. Directly to the west are offices occupied by Smythe Cramer Realty. In addition, CVS drugstores has bought the property on which Reehorst Cleaners and Minotti's Drive Thru are located and is developing a 10,000 square foot drugstore. Across the street and north of the site is the Knickerbocker Apartments, with 168 units for lower income elderly residents. To the east Knickerbocker Road becomes a street of single-family homes. South of the site are the railroad tracks which form the City's southern border. A portion of the CVS site also forms the southern boundary of the west half of the focus area.

Existing Zoning

The site is zoned Commercial Business District. It allows a variety of uses including retail businesses, office uses, commercial service uses, repair shops and storage establishments. It also allows senior citizens housing.

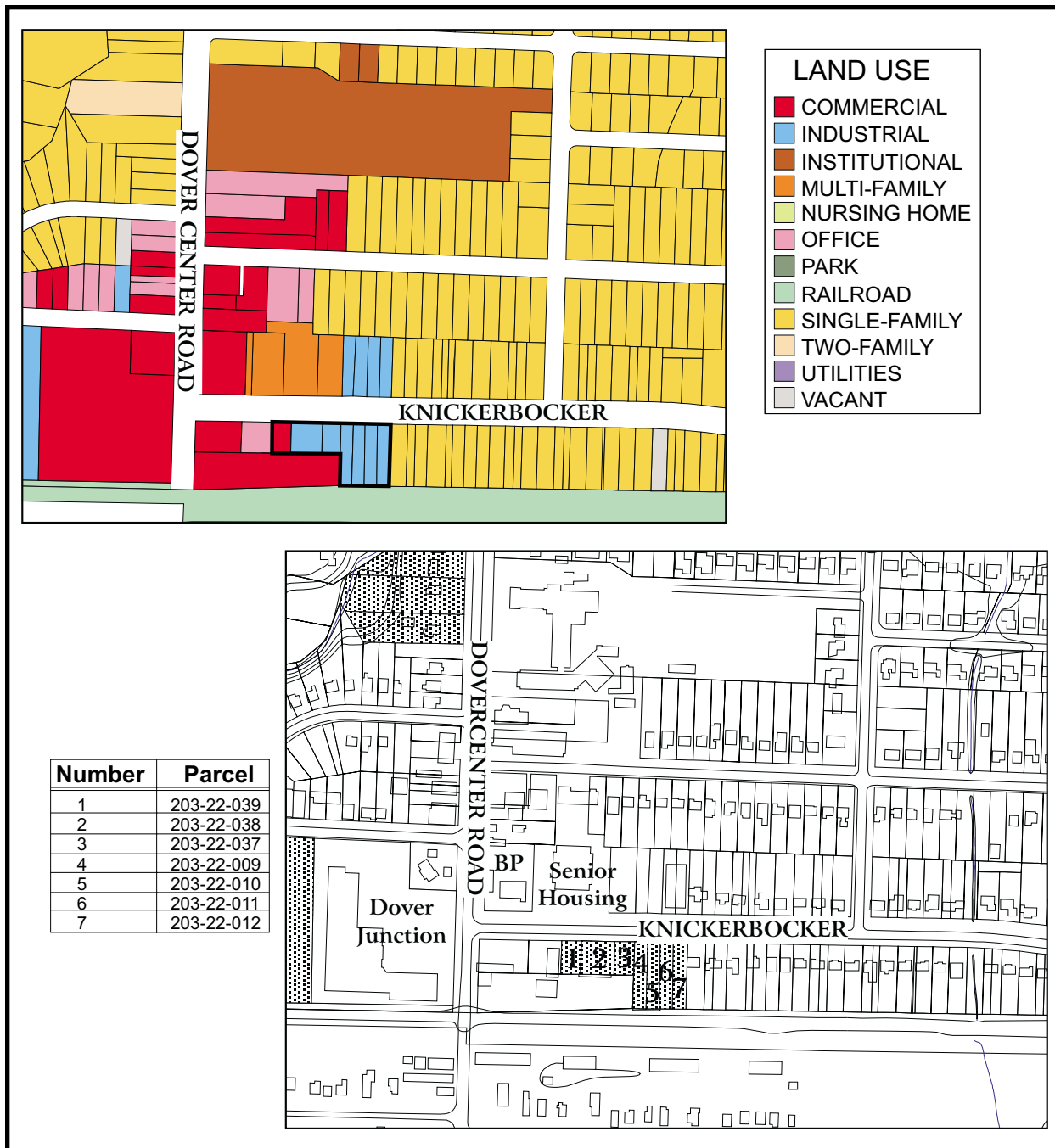
Alternative Development Impact Analysis

The redevelopment scenarios analyzed include:

- ✓ Alternative 1 - Medical Offices
- ✓ Alternative 2 - Professional Offices
- ✓ Alternative 3 - Townhouses development at current code density
- ✓ Alternative 4 - Townhouse development at twice the current code density

City of Bay Village

Exhibit 6-9, Focus Area B, 1.2 Acres



City of Bay Village

Exhibit 6-10, Bay Village Impact Analysis, Focus Area B: South of Knickerbocker

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	Medical Office	Professional Offices	Townhouses/ Condominiums	Townhouses/ Condominiums High Density
Property Data				
Acreage	1.2	1.2	1.2	1.2
Square Footage	52,272	52,272	52,272	52,272
Building coverage/Housing units	7,000	14,100	7	14
Market Value	\$765,900	\$1,286,580	\$1,050,000	\$2,100,000
35% Assessed Value	\$268,065	\$450,303	\$367,500	\$735,000
Property Tax				
Total	\$20,920	\$35,142	\$24,781	\$49,561
City	\$4,038	\$6,782	\$5,551	\$11,102
School District	\$12,991	\$21,823	\$14,744	\$29,489
County	\$3,138	\$5,271	\$3,717	\$7,434
Library/Metroparks	\$753	\$1,265	\$942	\$1,883
Income Tax				
Total residents/Employees	34	46	15	29
Est. avg. HH income/ employee income	\$59,000	\$28,000	\$65,000	\$39,000
Total City Income Tax for Site	\$30,090	\$19,320	\$2,275	\$5,733
Fiscal Impact Summary				
All Tax Revenue	\$51,010	\$54,462	\$27,056	\$55,294
All City Revenue	\$34,128	\$26,102	\$7,826	\$16,835
Total City Expenditures	\$8,710	\$11,785	\$11,805	\$22,823
NET FISCAL IMPACT FOR CITY	\$2,541	\$14,317	-\$3,979	-\$5,988
Vehicle Trips				
Avg. Vehicle Trips	34.17 per 1,000 sq. ft.	11.42 per 1,000 sq. ft.	5.86 per dwelling unit	5.86 per dwelling unit
Total Additional Vehicle Trips	239	160	41	82
Total number of parking spaces	70	70	-	-
Environmental Impacts				
Sewage Flow (gallons/day)	560	1,120	975	1,885
Water Consumption (gallons/day)	651	1,302	1,125	2,175
Solid Waste Production (tons/day)	0.034	0.046	0.026	0.051
Compatibility Of Proposed Development with Adjoining Land Uses				
North (Commercial & Senior Housing)	+1 (Positive)	+½ (Positive)	+½ (Positive)	+½ (Positive)
South (Railroad tracks & Commercial)	0 (Neutral)	0 (Neutral)	-1 (Negative)	-1 (Negative)
East (Single-family Residential)	-1 (Negative)	-1 (Negative)	+1 (Positive)	+1 (Positive)
West (Commercial- Dover Junction)	+1 (Positive)	+1 (Positive)	+½ (Positive)	+½ (Positive)
Total	+1 (Plus 1)	+½ (Plus ½)	+1 (Plus 1)	+1 (Plus 1)

Using parking requirements in the Office District chapter of the code (which are less restrictive than requirements in the Off-street Parking chapter) approximately 7,000 square feet of medical office could be developed in the focus area. Professional offices, which require half the parking of medical offices, could be built out at 14,000 square feet. Within current code density requirements 7 townhouses could be developed. The current 50-foot front setback requirement for attached housing, however, could preclude the shallower portion of the site from being developed with townhouses unless there was a variance. A very conservative \$150,000 per unit was assumed for the value of a townhouse unit. The lower price was used because of the site's proximity to the railroad tracks.

Fiscal Impact

The market value of the alternatives would range from \$765,000 (medical office building) to \$2.1 million (townhouses at twice the currently allowed density). The value of the medical building alternative is just above the value of current structures on the property (\$750,000). Property taxes generated range from \$21,000 to \$49,000. If townhouses could not be developed at a higher density than the code currently allows, then office development would generate the most property taxes. Higher property tax generation benefits the school the most. Although it generates the lowest property tax values, medical offices would generate the highest income taxes for the City because of the higher average salaries of the medical employees. Because of the expenditures required by the City to service residents, and because residents generally pay only .5% income tax to the City, residential development overall has a cost to the City although it provides taxes to the schools.

Physical Impact

Medical offices would generate the most traffic to the site, approximately 50% more than professional offices and three to six times more than residential development. A parking lot of approximately 70 cars would be required for both the professional and medical office alternatives. Ensuring the driveway to the lot is closer to Dover Center Road and developing adequate landscaping and buffering along the sidewalk and adjacent residential use would minimize the impact of a large parking lot. The more dense townhouse development would be expected to generate more sewage and solid waste and use more water than the other alternatives. The medical office alternative would use the least amount of water and produce the least amount of sewage.

Compatibility with Adjoining Uses

The rail lines to the south of the property would be a negative impact on residential uses on the site. They would be compatible with the single-family homes along Knickerbocker and would not negatively impact the senior housing to the north. They also would also continue the building form of the townhouse office buildings directly to the west which Smythe Cramer Realtors occupy. Servicing of the new CVS drugstore building could negatively impact the housing if the buffering and screening were not adequate. Medical offices would enhance the elderly high-rise across the street by providing extreme convenience to a service most of the residents need. The additional traffic could negatively impact the single-family homes on Knickerbocker Road if many used the road as a short-cut to the offices. If the parking lot had adequate buffering and landscaping its impact on the street would be minimized. Professional offices could take the shape of one larger 2-story building with a 7,000 square foot footprint, or it could be developed as a

continuation of the Smythe Cramer offices in a townhouse style which is developed along the street. This arrangement would create more of a pedestrian feel to the street and lessen the visibility from the street of the parking lot.

FOCUS AREA C

Location

The focus area is the site of the Forestview School building located on the southwest corner of Forestview and Wolf Roads. The school building is currently being leased to a privately owned Montessori School which earns the school district revenue. In addition to the school building, the site has a playground which provides one of the few recreation resources within easy walking distance for the area. Although the school board does not have plans to dispose of the property, because the site is not currently used for school district purposes and it is one of the larger sites in the City under one ownership, alternatives were analyzed should it become available.

Site Size: The school occupies a site which is 5 acres in size.

Parcel Number: The school is situated on parcel number 204-11-006. The latest market value estimate by the Cuyahoga County Auditor's Office is \$1.145 million but because it is tax exempt property, no property taxes are paid.

Surrounding Uses

The site is surrounded by single-family homes. The houses to the south on Forestview Road are on one acre lots. The houses on Vineland

Road to the east are also on very deep lots. The rear 175 feet of these lots have been subdivided into separate lots of approximately 1/3 of an acre each which bound the school property site. Combining the school site with surrounding lots could increase the potential size of a development area.

Existing Zoning

The site is zoned Third Residence District which allows single-family housing on a minimum 7,500 square foot lot.

Alternative Development Impact Analysis

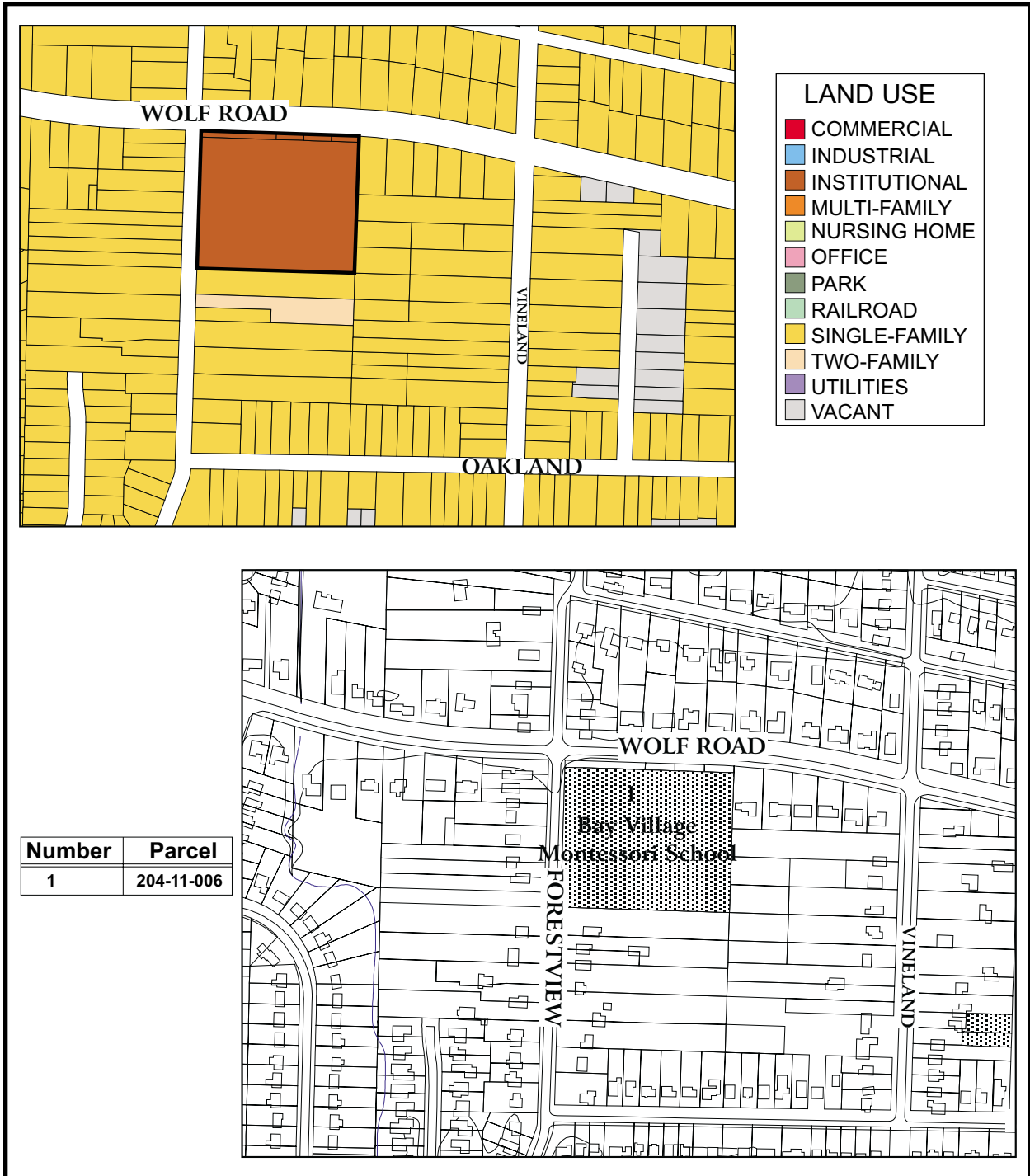
Because the site is completely surrounded by single-family development only residential alternatives were considered. The alternatives attempt to address the goal of developing additional housing types in the City for those residents that wish to stay but do not want the upkeep of a single-family home. The alternatives considered were:

- ✓ Alternative 1 - Condominium development at the currently allowed density
- ✓ Alternative 2 - Senior citizens housing as allowed in the Commercial District code
- ✓ Alternative 3 - Condominium development assuming a senior population
- ✓ Alternative 4 - Condominium development, reserving one acre as a park to replace the playground on the current site.

The condominiums were considered to be affordable, in the range of prices which Bay Commons Condominiums command

City of Bay Village

Exhibit 6-11, Focus Area C, 5.0 Acres



City of Bay Village

Exhibit 6-12, Bay Village Impact Analysis, Focus Area C: Forestview School Site

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	
	Condominiums	Bay Sr. Housing	Condo (Sr.)	Park	Condominiums
Property Data					
Acreage	5	5	5	1	4
Land Area (Square Feet)	217,800	217,800	217,800	43,560	174,240
Units	30	544	30		24
Market Value	\$3,300,000	\$20,563,200	\$3,300,000		\$2,640,000
35% Assessed Value	\$1,155,000	\$7,197,120	\$1,155,000		\$924,000
Property Tax					
Total	\$77,882	\$561,663	\$77,882		\$62,305
City	\$17,445	\$108,401	\$17,445		\$13,956
School District	\$46,340	\$348,793	\$46,340		\$37,072
County	\$11,137	\$84,249	\$11,137		\$8,910
Library/Metroparks	\$2,960	\$20,220	\$2,960		\$2,368
Income Tax					
Total Residents	63	560	51		50
Est Avg. Household Income	\$65,000	\$17,480	\$39,000		\$65,000
Total City Income Tax for Site*	\$9,750	-	-		\$7,800
Fiscal Impact Summary					
All Tax Revenue	\$87,632	\$561,663	\$77,882		\$70,105
All City Revenue	\$27,195	\$108,401	\$17,445		\$21,756
Total City Expenditures	\$49,581	\$440,972	\$40,137	()**	\$39,665
NET FISCAL IMPACT FOR CITY	-\$22,386	-\$332,571	-\$22,692		-\$17,908
Vehicle Trips					
Avg. Vehicle Trips per Unit	5.86	3.48	3.48		5.86
Total Traffic for Site	176	1,893	104		141
Parking Spaces Required	90	181	90		72
Environmental Impacts					
Water Consumption (gallons/day)	6300	56,032	5,100		5,040
Sewage Flow (gallons/day)	4095	36,421	3,315		3,276
Solid Waste Production (tons/day)	0.11	0.98	0.09		0.09
Compatibility of Proposed Development with Adjoining Land Uses					
Single-Family Residential	0 (Neutral)	-1 (Negative)	0 (Neutral)		+1 (Positive)

*City does not collect income tax from unemployed, retired persons.

**Cost associated with additional park undetermined.

(\$110,000). The density of housing in the senior complex would be similar to the Knickerbocker Apartments.

At currently allowed densities, approximately 30 condominiums could be developed. Reserving an acre for a park would reduce that number by 6. Senior apartments on the site could be developed up to 544 units. The density for senior complexes can vary greatly. The adjacent communities of Rocky River and Westlake have standards for senior housing that allow in the vicinity of 20 units per acre.

Fiscal Impact

Condominium developments would generate approximately \$78,000 in property taxes annually with \$46,000 of that amount going to the schools. Removing one acre for a park would reduce that amount by \$15,500. A senior housing high rise would generate over \$560,000 per year. Income taxes from these development would be negligible since residents generally will pay only .5% income tax and seniors which don't work do not pay income taxes. Although a senior high rise would generate a considerable amount of property tax, which would benefit the schools, the City would incur costs such that the net impact to city government would be a negative \$300,000. The other housing options considered have a net impact of costing the City around \$20,000.

Physical Impact

The current zoning for the area is a Residence 3 district which allows single-family homes on a minimum lot of 7,500 square feet. Currently condominiums are allowed to be developed at six per acre. That works out to a one unit for every 7,260 square feet. Developing condominiums versus single-family homes results in an increase in units of one for a five

acre site. 50 to 60 residents would live on the site and generate 100 to 175 vehicle trips per day. A senior building could house as many as 560 residents and would generate almost 1,900 trips per day. It would require a 180 car parking lot. A senior high rise would also use water and sewer facilities at 10 times the rate of the condominium options.

Compatibility with Adjoining Land Uses

The density of a condominium development is not much higher than what is allowed for new single-family homes. The impacts on surrounding streets would not be great. Design of buildings and landscaping and proper setbacks are important considerations for how well a condominium development would blend into the neighborhood. The scale of a senior high rise would be out of scale with the neighborhood and although it would be on bus lines which serve the City, the site is not close to services. It would be preferable that a portion of the site be preserved for a park with playground equipment. Looking at the distribution of parks in the City, the closest park with play equipment is Reese Park which is 3/4 mile to the east.

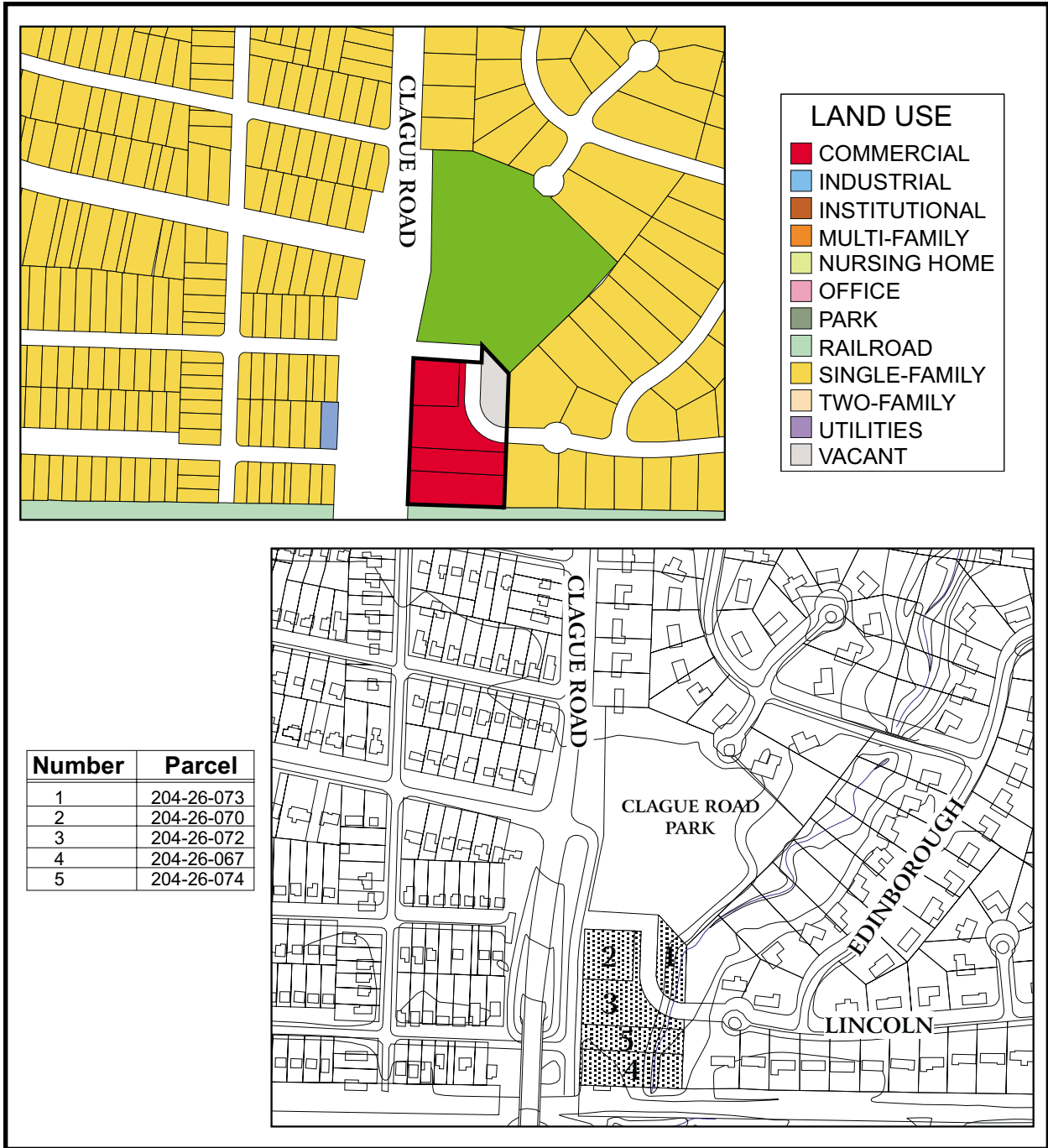
FOCUS AREA D

Location

The focus area is located in the southeastern portion of the City near the interchange of I-90 and Clague Road and has the best freeway access of any commercial land in Bay Village. A bridge and embankment carries Clague Road over the railroad tracks which forms the City's southern boundary. Clague Road returns to grade at its intersection with Wolf Road and Clague Parkway. The site is located at the base of the bridge and embankment, east

City of Bay Village

Exhibit 6-13, Focus Area D, 3.3 Acres



City of Bay Village

Parcel	Address	Market Value	Lot Area (s.f.)	Building Area	Property Taxes
204 26 067, 074	621-627 Clague	\$195,000	56,600	3,909	\$4,793.84
204 26 070	585 Clague Rd	\$150,200	22,500	1,522	\$3,692.50
204 26 072	601 Clague Rd	\$356,000	33,090	9,730	\$8,751.86
204 26 073	Clague Rd	\$5,714	16,988	0	\$121.38
-	Former ROW		14,920		
TOTALS		\$706,914	129,178	15,161	\$17,360

of Clague Road off Clague Parkway. Access to the site is also available from the west via Knickerbocker Road which runs under the Clague Road bridge. The site is currently developed for commercial uses including an auto repair center, a drugstore, a dry cleaner and animal clinic.

Site Size: The site is 3.3 acres in size. Approximately an acre of the rear of the parcels, however, is hillside and the valley of Sperry Creek.

Parcel Numbers and Ownership: There are five parcels under the possession of four owners. In addition, there is a parcel under the ownership of the City of Bay Village. The parcel was once a right-of-way and now provides access to parking for Reese Park and also winds behind the commercial establishments on the site. Only the portion of the parcel beyond the Reese Park parking is included in the focus area.

Surrounding Uses

Reese Park shares access from Clague Road with the focus area. Reese Park is north of the focus area and has a softball diamond, tennis and basketball courts, a picnic area and playground facilities. The focus area is relatively isolated from other surrounding uses. Sperry Creek separates the site from the residential neighborhood to the east. To the

south are railroad tracks and I-90. West of the site, the bridge and embankment which carries Clague Road is a visual separation from the residential neighborhood to the west, although Knickerbocker Road traverses under the bridge to allow pedestrian and vehicular traffic flows between the neighborhood and site.

Existing Zoning

The existing commercial establishments are zoned Retail Business District which allows offices, retail and related uses. Required parking spaces for office uses in a Retail Business District are two times the parking requirement in a Office District. The City parcel and parcel 204 26 073 are zoned First Residence District which allows single-family homes on lots of a minimum of 14,700 square feet. Two-family houses and public facilities are also allowed.

Alternative Development Impact Analysis

The scenarios considered were designed to take advantage of the site's good freeway access. They are:

- ✓ Alternative 1 - Development of a professional office building
- ✓ Alternative 2 - Development of a office building with a restaurant
- ✓ Alternative 3 - Development of restaurants

- ✓ Alternative 4 - Development of a medical office building

Although the site is 3.3 acres, approximately one acre was removed because of the creek valley at the rear of the properties. Parking requirements play a large role in how large of a building can fit on the site. In the Office District chapter, medical offices are required to have twice the parking that is required by a professional office building, therefore the size of a medical office building can only be approximately ½ the size of a professional office building. Restaurants require even more parking, hence, the amount of that development is lower still.

Fiscal Impact

Market values of the alternatives range from \$2.1 million for a medical office building to \$3.5 million for a professional office building. These values are three to five times the value of existing property. Property taxes which would be generated range from \$65,000 to \$95,000 annually. Although it produces the lowest amount in property taxes, medical offices would produce the highest amount of income taxes at approximately \$85,000 annually. Restaurant uses would produce the lowest income tax collection at \$20,000

annually. Overall, medical offices would produce the greatest positive fiscal impact for the City with respect to property and income taxes at approximately \$72,000 per year. A professional office building, however, would pay more property taxes to the schools.

Physical Impact and Compatibility with Adjoining Land Uses

Restaurants would generate the largest amount of traffic, three to four times the level produced by medical and professional office buildings. Because the site is relatively isolated, the physical impacts on surrounding uses is minimized. The largest impact would be the number of vehicles which pass by Reese Park. Some additional traffic may also be experienced on Knickerbocker Road. Traffic for an office building would be higher during the day, while restaurants would generate most traffic around lunch, dinner and on weekends. The amount of traffic from an office building will not be higher than the traffic already generated by the existing retail on the site. Some restaurants may be reluctant to locate on the site (especially the south end of the property) unless they are able to erect signs near the intersection of Clague and Wolf because visibility from Clague Road is limited.

City of Bay Village

Exhibit 6-14, Bay Village Impact Analysis, Focus Area D: Clague Road Near I-90

	Alternative 1	Alternative 2			Alternative 3	Alternative 4
	Offices	Offices	Restaurants	Total	Restaurants	Medical Offices
Property Data						
Acreage	3.3	-	-	3.3	3.3	3.3
Land Area (Square Feet)	143,748	-	-	143,748	143,748	143,748
Building Coverage (Square Feet)	40,000	29,782	6,500	36,282	16,500	20,000
Market Value	\$3,511,800	\$2,667,585	\$833,749	\$3,501,334	\$2,458,500	\$2,169,000
35% Assessed Value	\$1,229,130	\$933,655	\$291,812	\$1,225,467	\$860,475	\$759,150
Property Tax						
Total	\$95,921	\$72,862	\$22,773	\$95,635	\$67,151	\$59,244
City	\$18,513	\$14,062	\$4,395	\$18,458	\$12,960	\$11,434
School District	\$59,567	\$45,248	\$14,142	\$59,390	\$41,701	\$36,791
County	\$14,388	\$10,929	\$3,416	\$14,345	\$10,073	\$8,887
Library/Metroparks	\$3,453	\$2,623	\$820	\$3,443	\$2,417	\$2,133
Income Tax						
Total Employees	132	98	64	162	164	97
Est. Avg. Employee Income	\$28,000	\$28,000	\$8,400	-	\$8,400	\$59,000
Total City Income Tax for Site	\$55,272	\$41,153	\$8,124	\$49,277	\$20,624	\$85,491
Fiscal Impact Summary						
All Tax Revenue	\$151,193	\$114,015	\$30,898	\$144,913	\$87,775	\$144,735
All City Revenue	\$73,785	\$55,215	\$12,520	\$67,735	\$33,584	\$96,925
Total City Expenditures	\$33,817	\$25,107	\$16,396	\$41,503	\$42,015	\$24,850
NET FISCAL IMPACT FOR CITY	\$39,968	\$30,108	-\$3,876	\$26,232	-\$8,431	\$72,075
Vehicle Trips						
Avg. Vehicle Trips per Square Feet/Unit	11.42	11.42	130.34	-	130.34	34.17
Total Traffic for Site	457	340	847	1,187	2,151	683
Parking Spaces Required	200	149	87	236	220	200
Environmental Impacts						
Sewage Flow (gallons/day)	3,199	2,382	520	2,902	1,320	1,600
Water Consumption (gallons/day)	3,720	2,770	605	3,374	1,535	1,860
Solid Waste Production (tons/day)	0.13	0.10	0.06	0.16	0.16	0.10
Compatibility of Proposed Development with Adjoining Land Uses						
North (Clague Park)	0 (Neutral)			0 (Neutral)	-1 (Negative)	0 (Neutral)
South (Railroad)	0 (Neutral)			0 (Neutral)	0 (Neutral)	0 (Neutral)
West (Residential)	0 (Neutral)			0 (Neutral)	- ½ (Negative)	0 (Neutral)
East (Residential)	0 (Neutral)			0 (Neutral)	0 (Neutral)	0 (Neutral)
Total	0 (Neutral)			0 (Neutral)	-1 ½ (Negative)	0 (Neutral)

Chapter 7



**Dover Center
Road Corridor**

Bay Village is a predominantly single-family home community. An area which is an exception to this rule, however, is Dover Center Road. Dover Center Road is Bay Village's downtown area. Government, recreation, services and a majority of Bay Village's retail is located along Dover Center Road. Among the services and institutions which can be found in the district are banks, supermarket, drug stores, post office, medical offices, gas stations, city hall, senior housing, and Cahoon Park. The road is also served by bus lines. Lake Erie is located just beyond Dover Center Road's northern terminus. Although Dover Center Road is a major north-south street in the community, because it does not have direct freeway access, it has more of a local orientation. Since it is the center of the community, it has been targeted for special attention.

Many people have moved to Bay Village, at least in part, because of the appearance of the neighborhood. In the quality of life survey (Appendix I) which was conducted as part of the master plan process, appearance was cited most often (on 75% of the returned surveys) as a reason for moving into Bay Village. Public areas, such as commercial districts, have a major impact on how people perceive the entire community. It is important that their appearance presents a positive image. The City desires to improve the existing conditions and upgrade the look of the district.

The survey also revealed that residents were not as satisfied with the convenience of shopping as they were with other aspects of life in the City. They especially were interested in additional restaurants locating in the City. Improvements which will encourage businesses to locate along Dover Center and which will bring street life to the area by attracting residents to patronize the district are important.

Because an overwhelming percentage of the housing in Bay Village is single-family, those residents who want to remain in the neighborhood but do not want the upkeep of a single-family home (especially older residents), have very little choice if they wish to remain in the City. One-third of the respondents to the survey were themselves, or knew someone, interested in elderly housing. There is very little vacant land in the City for new development and in some cases the only way to develop needed housing types would be redevelopment. The Dover Center area would provide convenient services for new housing and additional units would also supply added customers which could support the local retail.

Providing improved access to Lake Erie is also an objective many residents favor. Dover Center's proximity to Cahoon Park and Lake Erie affords an opportunity to develop linkages between the recreation and shopping venues.

In this chapter, concepts which should be followed in order to upgrade the area's appearance are proposed. Specific physical improvements and land use recommendations are also identified for the Dover Center Road Corridor.

EXISTING CONDITIONS

The corridor is comprised of two commercial nodes separated by approximately 1,000 feet. Single-family residential is located between the two nodes. At Dover Center and Wolf, the Bay Square Shopping Center and Heinens Grocery anchor the retail. City Hall, Cahoon Park and Lake Erie are located north of Wolf Road and are community focal points which also generate activity in the area. Wolf Road

and Lake Road are the main east-west arterials in the City which distribute traffic through the City, to and from the freeway. The intersections of Dover Center and Lake, and Dover Center and Wolf are more visible locations to those visiting and traveling through the City. The Dover Junction area which is located 1,000 feet to the south, at the intersection of Dover Center and West Oviatt is on a local travel pattern. There is a mixture of retail and offices in the Dover Junction area. Much of the 57,000 square foot Dover Junction shopping center itself has been re-tenanted as office space from retail. The retail operation of the post office has recently moved into the Dover Junction shopping center, leaving the distribution aspect of the operation on East Oviatt Road. This node is also home to the City's main elderly housing building, the eight-story Knickerbocker Apartments and its 168 units.

The *existing conditions* graphic (*Exhibit 7-2*) identifies specific conditions within the corridor which should be addressed or strengths which can be built upon.

Strengths which can be built upon include:

- ✓ Proximity of Cahoon Creek, Huntington Reservation, and Lake Erie and the views or access which they afford;
- ✓ Wide (22') treelawn along Dover Center which provides a large buffer area for pedestrians and space for improvements, including street trees;
- ✓ Closeness of retail to other activity generators; and
- ✓ Pedestrian-scale nature of the size and placement of many commercial buildings.

Areas where improvements need to be made include:

- ✓ Creating physical and visual links between the retail district and other community assets;
- ✓ Developing a consistent streetscape which visually ties the district together and minimizes the impact of overhead utility lines;
- ✓ Improving private landscaping which screens undesirable views and softens the feel of the area;
- ✓ Upgrading the facades of a number of commercial buildings to give them character;
- ✓ Developing gateways to the district which provide the sense of entering a special place; and
- ✓ Establishing focal points which create a sense of place.

CENTRAL BAY VILLAGE AREA PLAN

Creating links between the Dover Center Corridor and the surrounding community facilities and assets which comprise the Central Bay Village Area will benefit the commercial districts substantially. Almost 1 million people visit the Cleveland Metroparks' Huntington Reservation annually. Huntington Beach, the Lake Erie Nature and Science Center, the Huntington Playhouse and Baycrafters are attractions within the Reservation. Cahoon Park is home to the City's historical society, senior facilities and most of its recreation facilities. Huntington Reservation and Cahoon Park provide the largest frontage for public viewing of,

and access to, Lake Erie. Attracting visitors from these venues to the City's commercial district should be an objective. Exhibit 7-3 illustrates the Dover Center Corridor's relationship to the larger Central Bay Village Area. The exhibit also presents general recommendations for the corridor within the context of recommendations for the larger area. More detailed recommendations for the commercial corridor follow in subsequent exhibits and text.

Recommendations for the larger area include: Improving access to Lake Erie via shoreline improvements and bike trail connections; Improving links between Cahoon Park and the area south of Wolf Road by the development of park improvements at Wolf Road and by creating new bike trails; Developing gateways at Lake and Wolf Roads in order to attract traffic to the commercial district; Upgrading portions of the park to take better advantage of Cahoon Creek and improving connections between the east side and west sides of the park.

URBAN DESIGN CONCEPTS

Gateways. Just as a foyer to a house provides the first experience and sets the tone for the remainder of the dwelling, the impression a gateway provides a commercial district can also establish an identity for the remainder of the area. Materials, color, and attention to detail are all important factors in the gateway design. The rail crossing at Dover Center Road, the Wolf Road Bridge, and the intersection of Dover Center and Wolf are specific areas where gateway design should be improved. At the intersections of Dover Center and Lake and at Dover Center and Wolf, signs identifying the Dover Center retail district and Dover Junction node would increase the visibility the

commercial districts to potential patrons from outside the City.

The Regional Transit Authority has been studying the development of commuter rail to the northwest suburbs of Cleveland via the Norfolk and Southern rail line. Should the plan be implemented, a stop should be located at Dover Center Road. Such a gateway to the community would benefit the retail district by generating additional activity in the area.

Streetscape. A consistent design of right-of-way improvements can give a sense of order, create a theme and tie together varying uses into a perceptible district. An attractive streetscape will also encourage people to walk down the street more than they otherwise would and stay in an area longer. New right-of-way improvements can also clean up existing conditions which detract from the street. Streetscape design in areas where people pass by quickly can be simpler since they do not notice the design details in these locations.

Nodes/Focal Points. Central gathering spots give a district a location that people can identify with and create spots which encourage street life and attract more people. Because these are locations where people linger, they are much more aware of their surroundings. Quality of design and attention to detail at these spots is very important since users of the space have more time to observe and scrutinize their surroundings. The existing commercial district does not have any gathering areas which people can associate as the center. In the Dover Junction area, the City has undertaken the development of a mini-park and parking lot at the southeast corner of East Oviatt and Dover Center. The relatively small size of the surrounding buildings and their placement close to the street contribute to-

wards the pedestrian scale of the site and will strengthen the sense of place.

Cahoon Park is a central gathering spot in the city for numerous recreational and civic activities. It is directly across Wolf Road from the Bay Square Shopping Center but the layout of activities encourages very little interaction between the commercial and recreational uses. The portion of the park which fronts on Wolf Road has a number of small trees planted in a scattered fashion. A memorial statue is also located on the site. Its location next to City Hall and between the park facilities and commercial district make it a site which is suitable for development of a Town Square. If City Hall is expanded to accommodate additional space for the police department (or for any other reason), the new construction should provide a public face towards this space. Other edges of this space should also be strengthened with curbing and plantings which will define it and give it a more finished look. Walkway patterns should encourage linkages between this focal point and City Hall, the commercial district and other portions of Cahoon Park.

Other focal points where people are more aware of the surrounding physical environment include intersections with stop lights or t-intersections. When stopped at a light motorists have time to relax and observe their surroundings. At t-intersections there is a focal point which motorists observe in their field of vision for a distance as they approach the intersection. In both cases, the aesthetics of those sites have a greater impact on people's perception of an area, than do many other sites. The intersection of West Oviatt and Knickerbocker is an example of such a location.

Connections. Connections are important because they promote increased activity between two places. Within the central Bay Village

area, connections can be classified into two categories: north-south connections which link Lake Erie and Cahoon Park to the districts south of Wolf Road and east-west connections which bridge activities on the east and west sides of Cahoon Creek.

In addition to acting as a focal point for the shopping district and community, a Town Square next to City Hall would also connect the activities at the park with the commercial district. Another connection which would improve the area is linking the east side of Cahoon Creek with the west side of the creek within the park boundaries. Still in existence are supports for a bridge which carried the interurban trains that served Bay Village early in the century. These pylons could be used in developing a pedestrian bridge which spans the Cahoon Creek and provides views of the lower valley. Developing a bike trail along Cahoon Creek which connects both halves of the park and which leads down to the area around West Oviatt to the south would open up this natural resource for the general public and provide another connection to the Dover Junction area. The trail could also follow Cahoon Creek to its mouth and link to the proposed beach property the City is considering developing north of the Cahoon Park bluff (*see the recreation section of the "Public Facilities and Infrastructure" chapter*). Connections to existing trails which lead to and serve Huntington Reservation should also be made. Bike routes which traverse sections of Cahoon Park north and south of Lake Road should also be developed.

Architectural Guidelines. Improvements on private property are important for upgrading the look of the district. Facade improvements, parking lot landscaping, and sign upgrading are important components of any commercial district improvement plan. In 1994, the City

had a *Bay Village Design Standards Workbook* produced as part of the creation of an architectural review board. While some of the examples in the workbook may be out of date because of changes since 1994, the general guidelines for commercial renovation projects are still valid and should be followed. Proactive City involvement, through initiating talks with owners of existing properties to upgrade their properties or improving sign and landscaping regulations in the City's codes, should be undertaken.

Density of Development. The City is predominantly a community of single-family homes. Those residents looking to stay within the City, but which are looking for housing which requires less maintenance, have little choice. Many of these residents are older, and being close to goods and services would be an additional benefit if such a location were available. Within the City of Bay Village, the Dover Center Road area is the most logical for housing which is of a higher density than single-family homes. Additional housing units in the area would increase the number of potential patrons within easy walking distance of stores in the district and would increase street life. It is the desire for many of these residents to own their homes and it is the desire of the City to continue its high level of home ownership. Therefore townhouses or condominiums would be preferable housing types. The quality of development is especially important in upgrading the image of the area and ensuring that any new construction ages with character and is a lasting contributor to the identity of the district. Developments which take advantage of the natural features of sites in the area would be more desirable.

Uses. In addition to the introduction of townhouses and condominiums into the Dover Center Corridor, other changes in the use of

property at specific locations could benefit the area. The property along Cahoon Creek, west of Bay Square shopping center is currently used as a gas station and a drive-thru automated teller machine. A development which takes advantage of the natural features, and contributes to the architecture along Wolf Road would be preferable. Office and restaurant uses would be compatible with the district, would provide jobs, and create additional activity for the district.

The south side of Knickerbocker Road is developed with a variety of commercial and storage uses. The buildings lack area for parking, some floor space is vacant, and their appearance detracts from the aesthetics of the area. Redevelopment of the site for other commercial or office use would improve the street.

RECOMMENDATIONS

Included in this chapter are illustrations which identify specific areas for improvements and which address the above issues and concepts. Included are:

An overview of recommendations for the central Bay Village area;

- ✓ Documentation of existing conditions for the Dover Center Road Corridor;
- ✓ A list of goals and objectives;
- ✓ An overall concept plan for the retail districts;
- ✓ A schematic showing potential new development sites in the district; and
- ✓ A streetscape plan.

The final streetscape recommendations divides sections of Dover Center Road into three categories by the type of streetscape improvements proposed. Section A, which is located between Donald and West Oviatt recommends a higher level of streetscape amenity be constructed. The placement of the commercial buildings near the street, and their relatively small scale, make this the most pedestrian-oriented section of Dover Center Road. It is also within this area that the City has recently developed a new parking lot and adjacent seating area. Other opportunities for developing outdoor street life could include setting up tables and chairs outside Malley's Chocolates or having sidewalk displays of merchandise. Because this is an area where people are more likely to gather, more of the right-of-way should be improved with paving and a higher concentration of streetscape amenities should be included. A greater attention to detail should also factor in to the design of the improvements in this area.

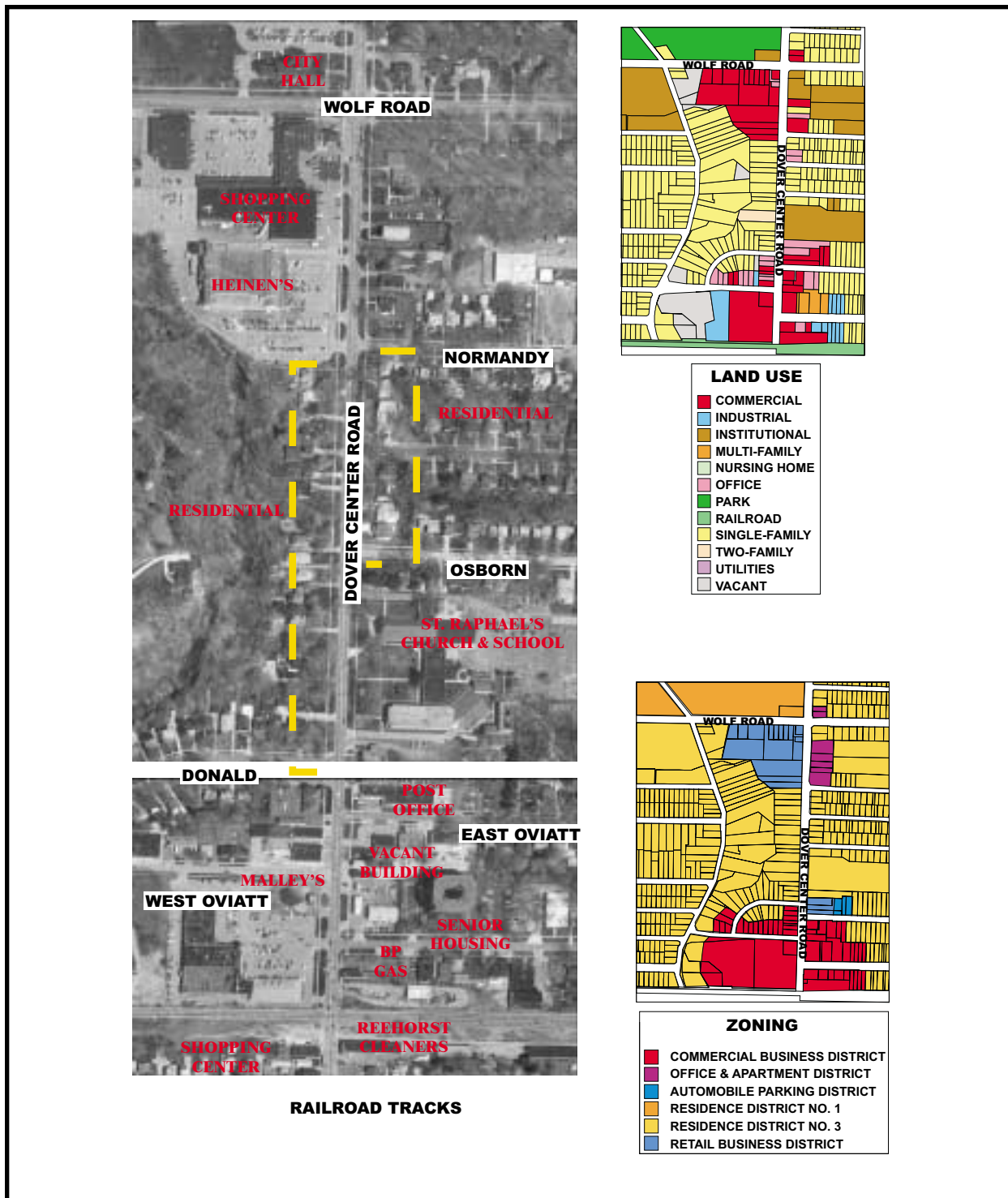
Areas identified as Section B are also commercial in nature, but the buildings are set back from the street, and vehicular oriented uses such as gas stations and parking lots abut the right-of-way. In these areas the same level of streetscape improvement is not warranted as in Section A, although certain design elements from Section A should be continued through-

out the street in order to visually tie the street together. One element which should continue includes a 1 ½ to 2 foot paving strip along the street which will protect vegetation in the right-of-way from salt spray and the piling of snow from snow plowing. Special lighting, street trees and shrubs next to the sidewalk are other elements which could be continued into these sections of the commercial district. Shrubs between the sidewalk and parking areas would also visually screen parking from the street and improve the aesthetics of the area.

Section C is the residential area between the two commercial nodes along Dover Center Road. It is the area with the least amount of necessary streetscape improvements. Street trees, a paving strip along the street and another type of planting area which can visually tie together this section of the street with the others would be all that is required. This area is residential in nature and the streetscape improvements should complement that environment. Even though other recommendations for this section of the street include the development of higher density residential and the conversion of houses fronting on Dover Center into professional offices, the residential quality of this section of the street should be preserved.

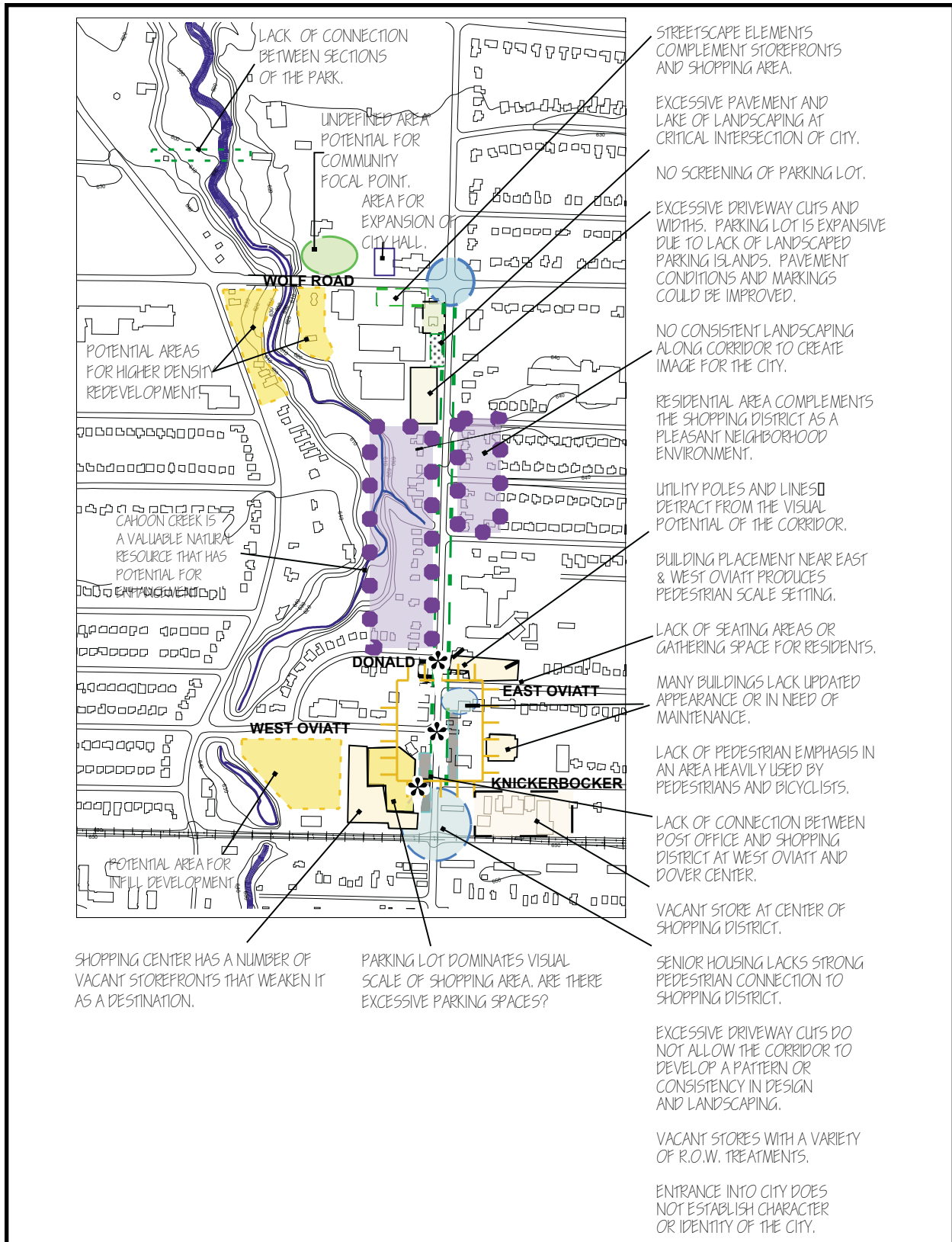
City of Bay Village

Exhibit 7-1, Dover Center Road Corridor, Site Location and General Use Map



City of Bay Village

Exhibit 7-2, Dover Center Road Corridor, Existing Conditions



City of Bay Village

Exhibit 7-2 (continued)



ENTRANCE INTO CITY



SIGNAGE AT SHOPPING CENTER



PARKING LOT
AT SHOPPING CENTER



SENIOR HOUSING NEAR
SHOPPING DISTRICT



PARKING LOT
NEAR WOLF ROAD



INTERSECTION AT WOLF
ROAD AND DOVER CENTER

City of Bay Village

Exhibit 7-3, Central Bay Village Area Plan

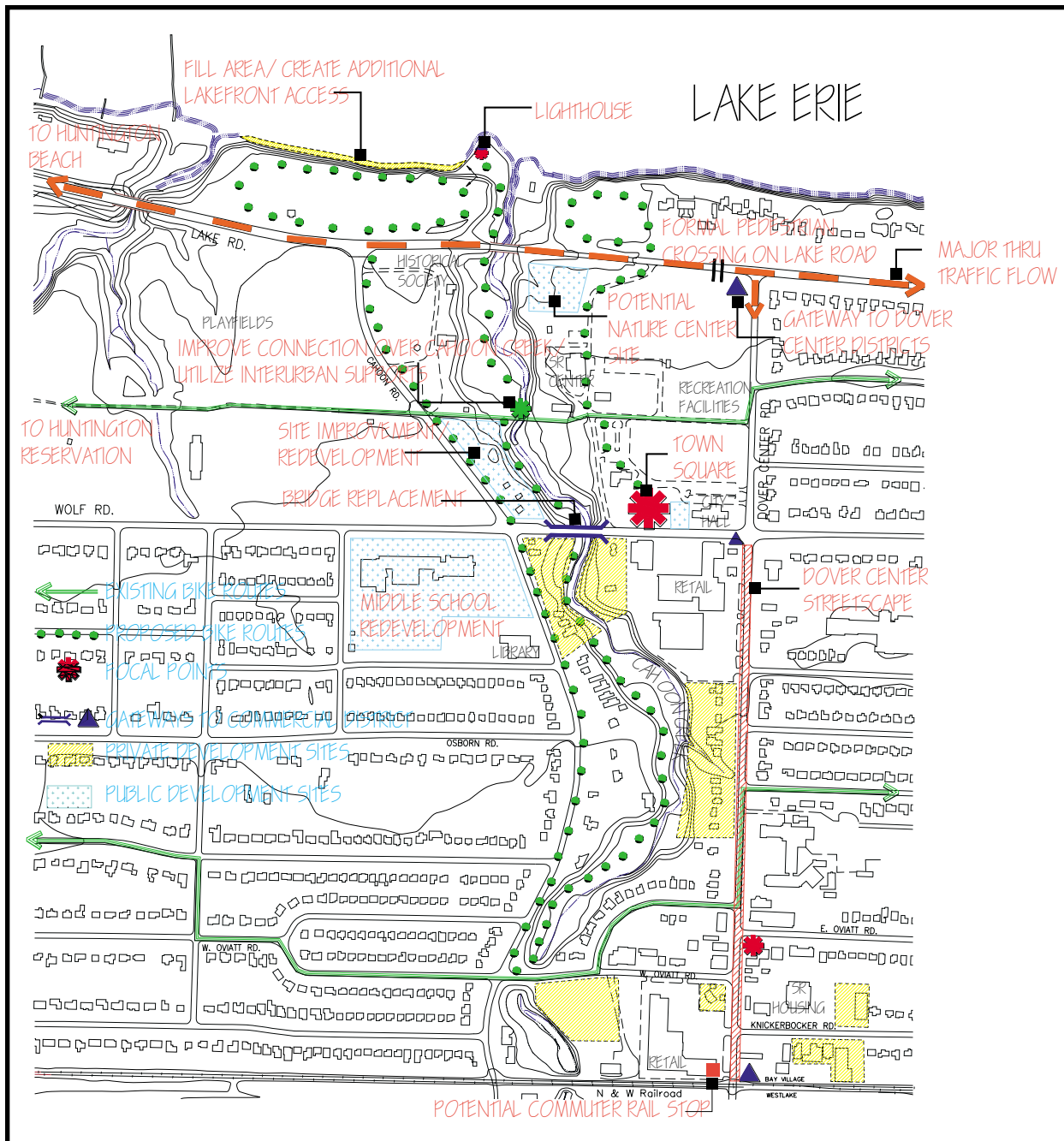


Exhibit 7-4, Dover Center Road Corridor, Goals & Objectives



Create a link between the various uses along the Corridor.

Develop a focal point for the district as a central gathering place.

Create an identity for the district and City.

Design streetscape with attention to details of elements at location at which people will congregate.

Build upon existing strengths at the district such as building relationships, uses, architecture.

Encourage uses with higher levels of activity and potential to enhance street life.

Encourage improvements which will create better connections to surrounding uses.

Develop a streetscape design which is low in maintenance and sustainable.

Develop a cost effective solution to minimize impact of utility lines on the visual environment.

Exhibit 7-5, Recommendations Overview



Establish landscaping guidelines for R.O.W. to ensure compability with the City's character and identity.

Establish landscaping requirements for parking areas to assist in defining space and direction for the shopping areas.

Establish parking guidelines for evaluating size and appearance of parking areas which will minimize the number and widths of driveway cuts in shopping districts.

Encourage redevelopment of vacant structures and storefronts with mixed uses that are compatible with the City's character and needs.

Establish storefront guidelines to create a consistent and elegant shopping district and enforce maintenance of structures.

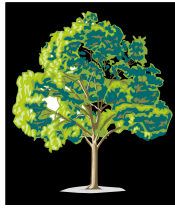
Facades
Awnings
Windows
Signage
Store Entrances
Lighting

Establish sign guidelines that allow creativity but require a level of design consistency which contributes to the desired character of the shopping district and City.

Size
Placement
Style
Materials

Develop a bikeway plan to connect the shopping districts, public facilities and neighborhoods as a major circulation component for the City.

Exhibit 7-6, Design Notes



Ensure that all interests are involved in development.

Transportation

Housing

Historic Preservation

Economics

Utilities — Infrastructure

Encourage public participation by including residents, store owners and the local historical society in design charettes.

Develop street activity far beyond automobile use by incorporating pedestrian scale elements.

Benches

Outdoor Seating Plazas

Pedestrian Walks

Lighting

Trash Receptacles

Bike Racks

Design entrances into city and shopping districts that reflect the City's character through use of materials and details.

Design specific elements of the streetscape that are consistent along the entire corridor.

Develop open public space, such as a plaza or park, to create a focal point for activities such as a farmer's market, craft/art shows, public art, festivals, concerts, etc.

Extend streetscape design elements to side streets of corridor on which commercial uses are located as extensions of the districts.

Integrate tree placement and height with relationship to storefront signage, entrances, and driveways to minimize obstruction and maximize enhancement.

Develop a design with plant materials that are low in maintenance and sustainable.

Develop plant material that creates an interesting corridor by using a variety of textures, colors, and shapes. Plants should be appropriate for the urban conditions of the site.

Develop short-term and long-term design implementation:

Oviatt Area

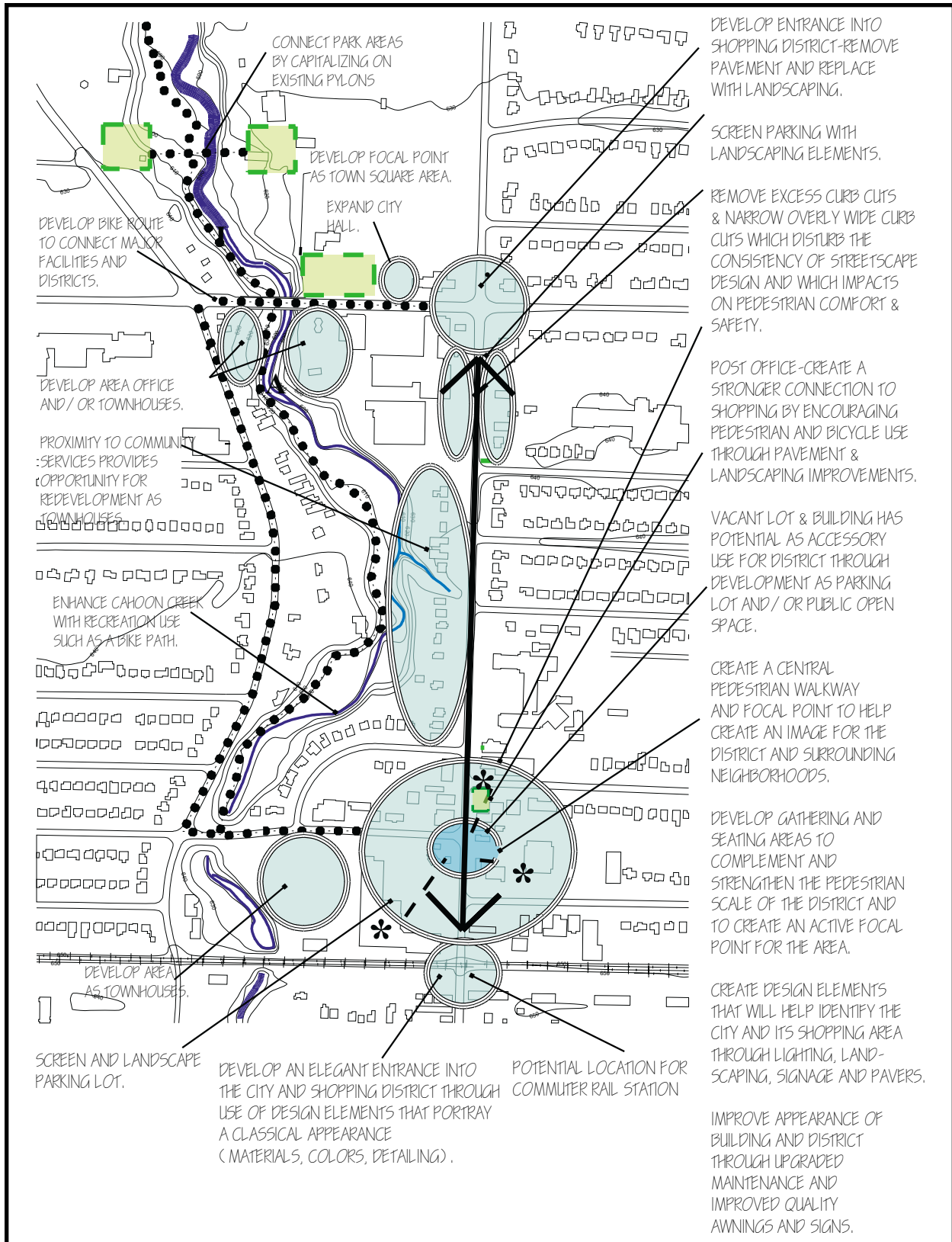
Remaining South End & Side Streets

North End

Connect Residential Area

City of Bay Village

Exhibit 7-7, Dover Center Road Corridor, Overall Concept Plan



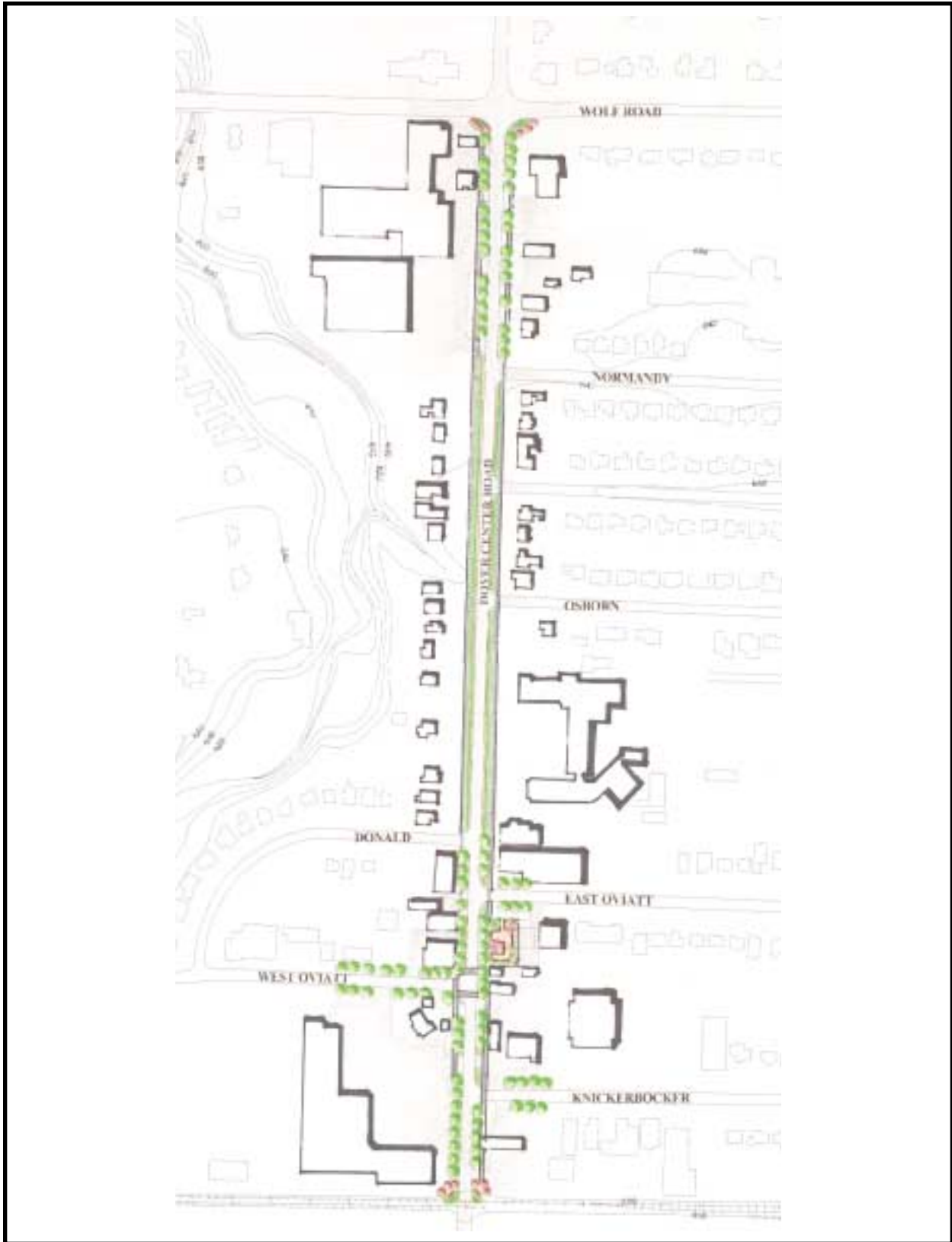
City of Bay Village

Exhibit 7-8, City Center Area, Overall Schematic Design Plan



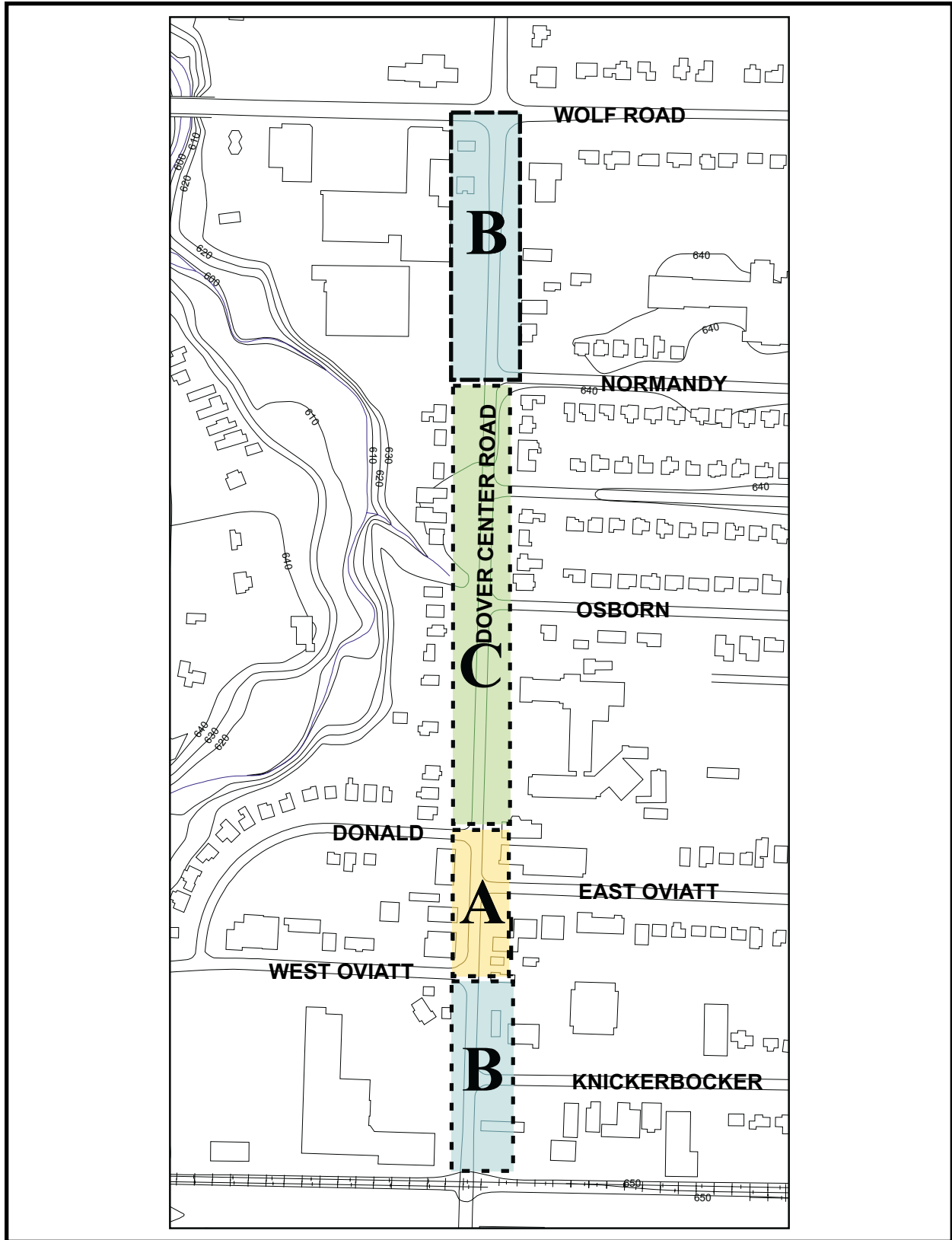
City of Bay Village

Exhibit 7-9, Dover Center Road Corridor, Overall Schematic Design Plan



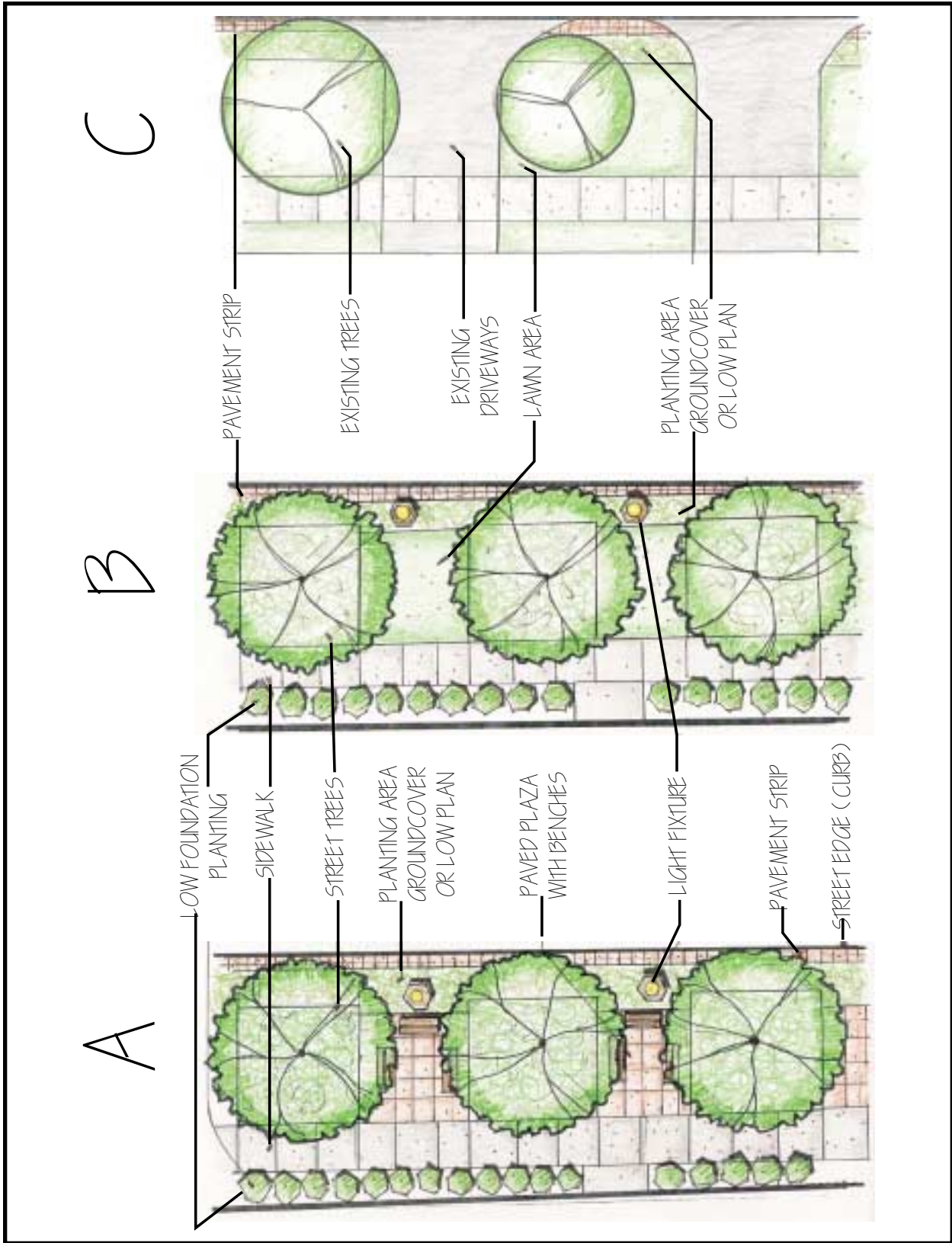
City of Bay Village

Exhibit 7-10, Dover Center Road Corridor, Schematic Plan Layout



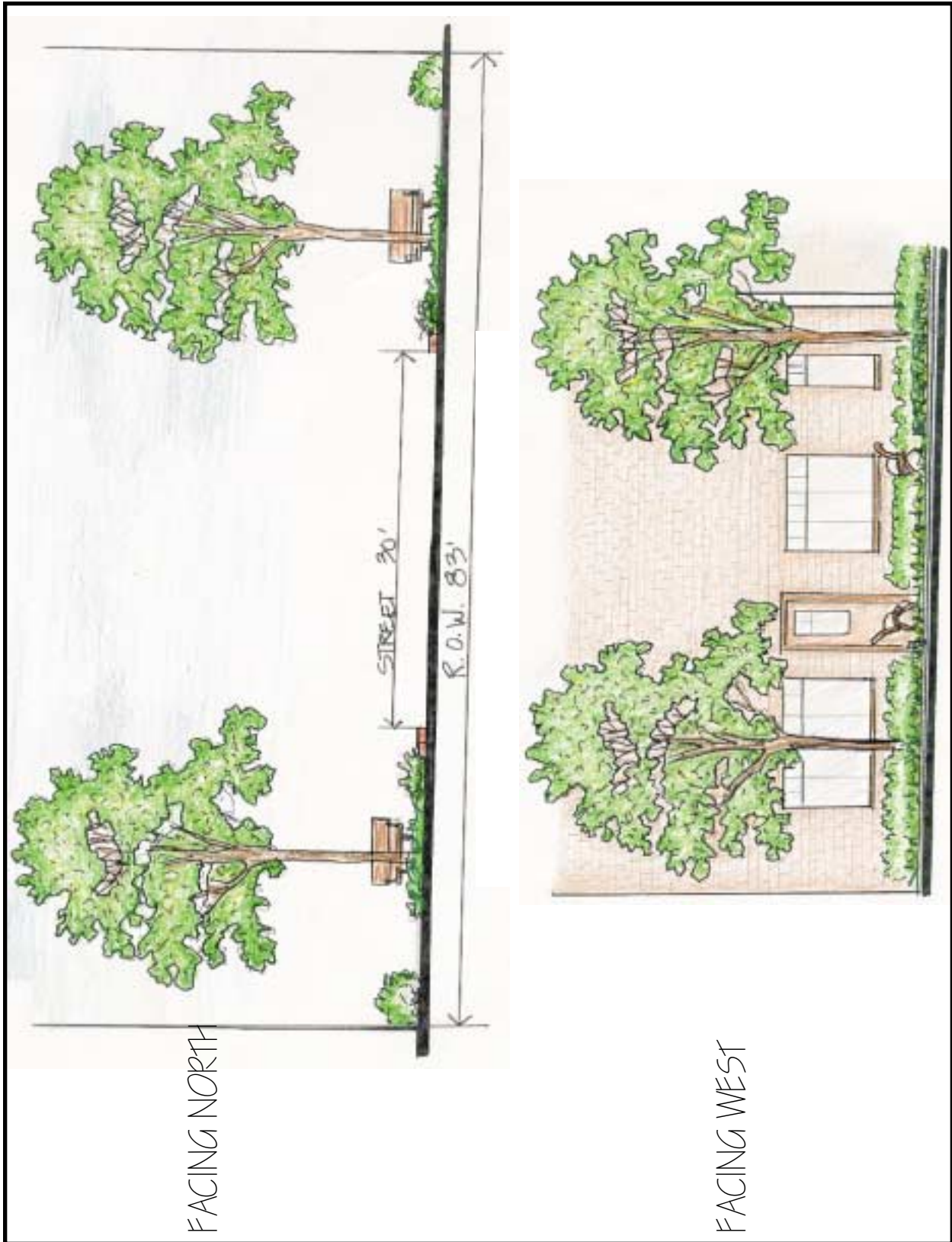
City of Bay Village

Exhibit 7-11, Dover Center Road Corridor, Schematic Concepts



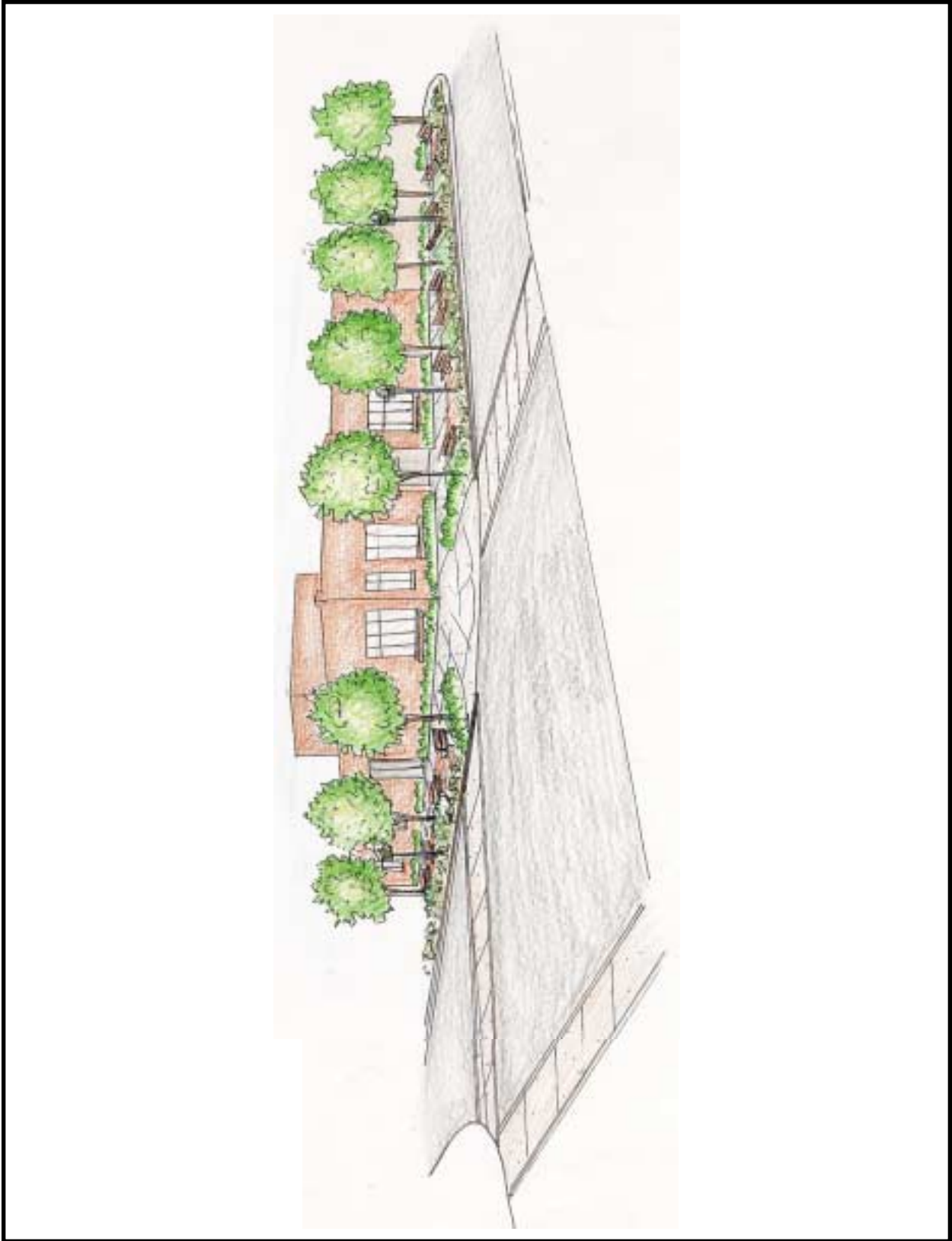
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Exhibit 7-12, Dover Center Road Corridor, Section Drawings



City of Bay Village

Exhibit 7-13, Dover Center Road Corridor, Perspective Drawing at Malley's



City of Bay Village

Exhibit 7-14, Dover Center Road Corridor, Close-Up Plan View of Plaza Area



City of Bay Village

Exhibit 7-15, Dover Center Road Corridor, Sign Ideas

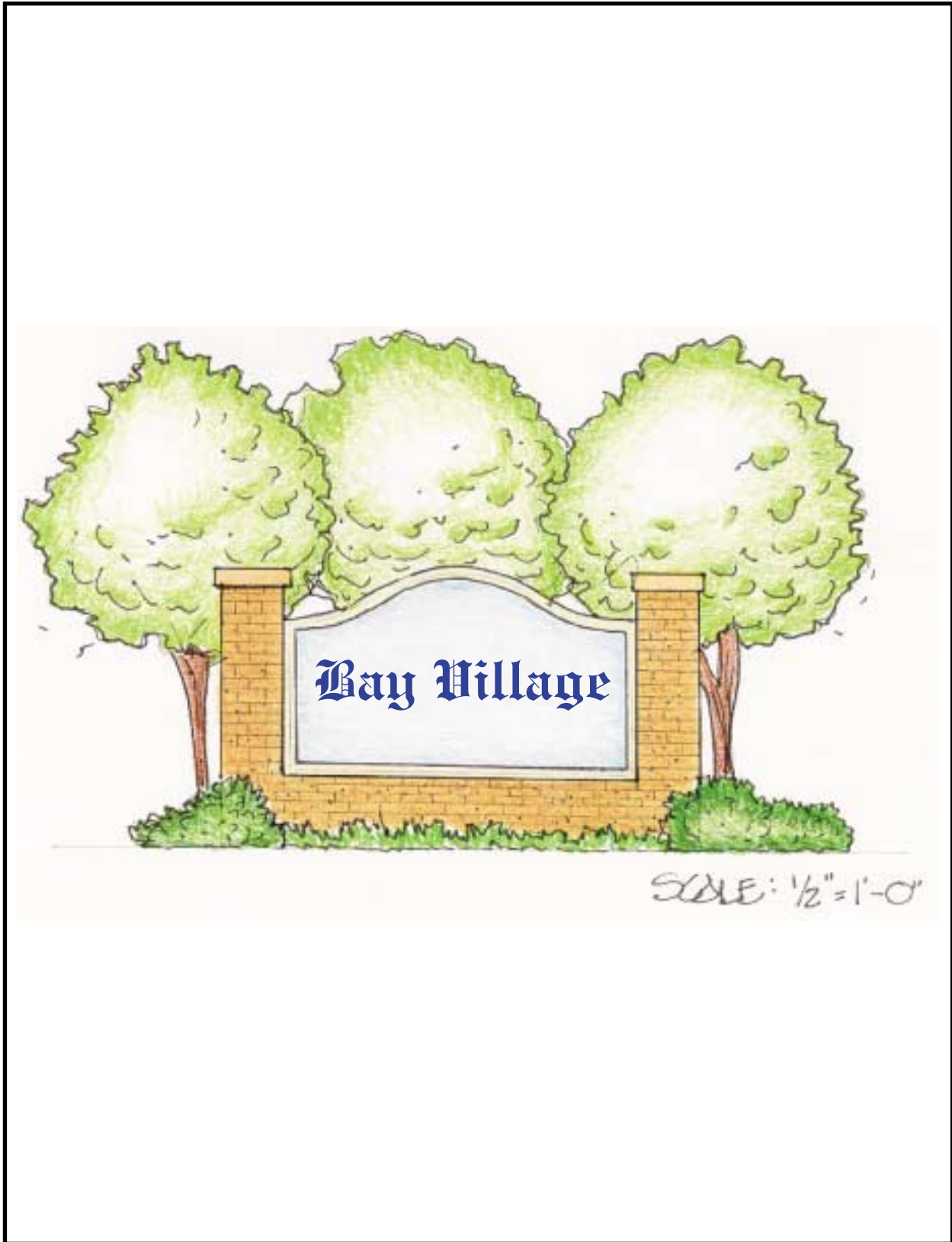
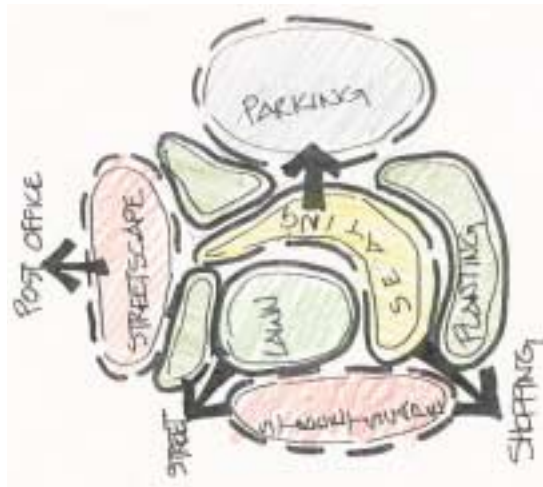
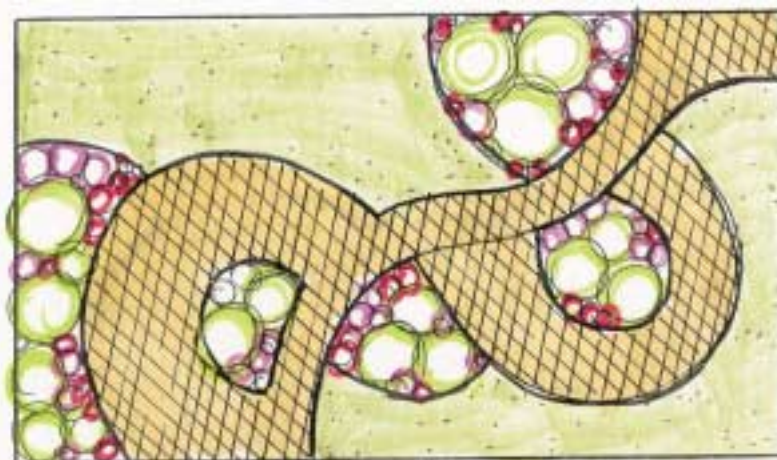
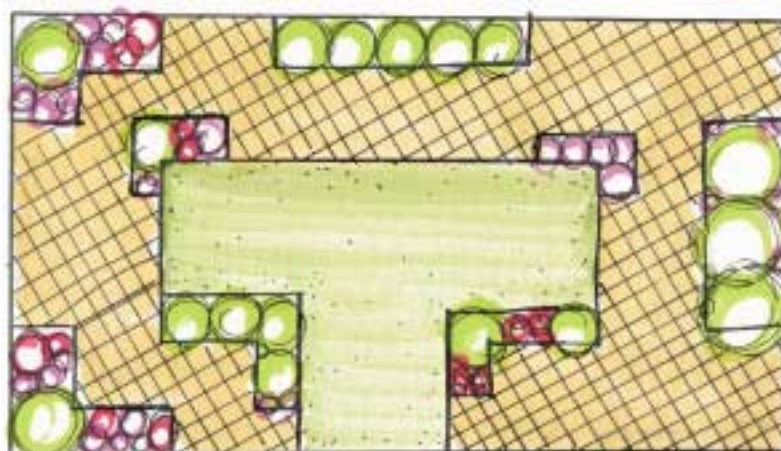


Exhibit 7-16, Dover Center Road Corridor, Park Development, Design Concept Alternatives

PARK ELEMENTS:

- LAWN AREA
- SHADE TREES
- PLANT MATERIAL
(SEASONAL INTEREST)
- PLAZA
- SEATING AREAS
- WALKWAYS (CIRCULATION FROM STREET, POST OFFICE, SHOPPING, PARKING, NEIGHBORHOODS)
- TRASH RECEPTACLES



Chapter 8



Final Development Plan

INTRODUCTION

The City of Bay Village is a mature suburb with little remaining vacant land. The Dover Center Corridor area (including Cahoon Park) and the Focus Areas identified and described in Chapter 6 include the majority of areas where changes are likely to, or should, occur. This chapter consists of two sections. The first is the final recommendations for the focus areas discussed in Chapter 6 (*for an overview of the locations of the focus areas in the City, see Exhibit 6-1*). The second is a proposed land use map for the City of Bay Village. These pieces, combined with the specific recommendations for the Dover Center Corridor in Chapter 7, make up the final development plan for the City. The next chapter, the Strategic Management Plan, addresses implementation of the Plan and treats other development issues raised in the goals and objectives.

FOCUS AREA RECOMMENDATIONS

The recommendations for the focus areas are based upon the build-out figures and alternatives analysis conducted in Chapter 6, Focus Areas, as well as input received from the master plan committee. For a more detailed analysis and description of each area and issues, please turn back to Chapter 6.

In aggregate, the 9 focus areas cover a total of 40 acres of land. Four of the sites are vacant while 5 currently are developed with other uses. The 4 vacant sites encompass 21 acres. The 5 developed sites currently include: 19 single-family houses; 15,160 square feet of retail; 28,600 square feet of office/industry; a gas station; 1 school building.

Under the proposed development recommendations for the focus area, new development on these sites would produce: 170 condominium/townhouse units; 11 to 20 single-family houses; 50,000 square feet of office; 7,000 square feet of medical office; 3,000 square feet of restaurant space



Focus Area 1 is located north of Bay Commons condominiums. The existing Cambridge Drive could provide access for new development.

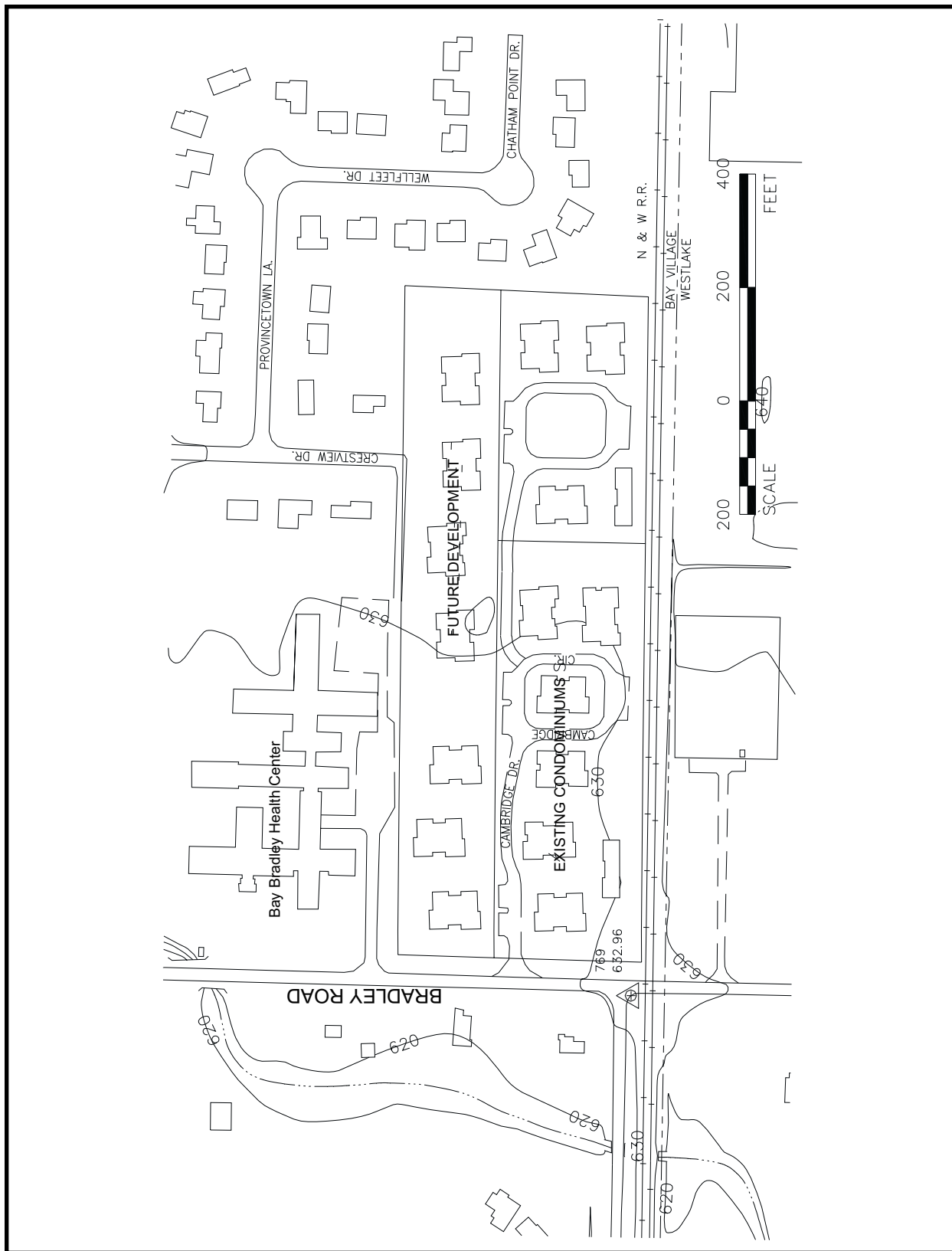
FOCUS AREA 1- 7.1 Acres

Bradley Road (Parcels 202-16-001 & 002)

- ✓ The site should be developed for condominiums.
 - ✓ A rezoning to Attached Residence District would be required.
 - ✓ At current Attached Residence District density standards approximately 42 units could be developed.
 - ✓ The minimum development site requirements in the Attached Residence District should be reduced.
- ✓ The section of the zoning code (1141.01 (C)) which allows institutional uses in residential districts to expand on contiguous lands without ballot, should be amended to eliminate that provision.
 - ✓ Following is a schematic of how the site could lay out as an expansion of the same type of development as Bay Commons (*Exhibit 8-1*).

City of Bay Village

Exhibit 8-1, Focus Area 1, Condominium Concept





The wooded land in front of Zipp Manufacturing is on a bus route and very close to services on Dover Center Road. Its location makes it a very good site for housing geared toward seniors.

FOCUS AREA 2 - 2.4 Acres

South Side of West Oviatt

- ✓ The site should be developed for townhouses or condominiums.
- ✓ At current Attached Residence District density standards, 14 units could be built.
- ✓ The site lends itself to multi-story condominiums because its location is buffered from single-family residential. A multi-story building would also provide an opportunity to develop more units on the site.
- ✓ Senior housing should take preference over other types of housing develop-

ment because of the site's proximity to shopping and public transit.

- ✓ The parcel should be subdivided and the portion to be developed for housing should be rezoned properly. One hundred feet of frontage on West Oviatt adjacent to Dover Junction Shopping Center should be kept by Zipp Manufacturing in keeping with current zoning requirements. Zipp Manufacturing's driveway should be moved to accommodate the new development.
- ✓ This area is included in the Dover Center Corridor Schematic (*Exhibit 7-9*).



Single-family houses on the west side of Dover Center Road are located between the two major retail nodes in the City. A higher density of residential development would allow more residents to live within convenient distance of the services provided.

FOCUS AREA 3 - 5.8 Acres

West Side of Dover Center Road

- ✓ In order to broaden the community's choice for housing, and to take advantage of the proximity to services and shopping, the preferred use of the site is for townhouses or condominiums.
 - ✓ Up to 35 units could be developed under current Attached Residence District density standards.
 - ✓ The unique topography of the site should be incorporated into the unit design and the site layout.
 - ✓ At the time of a supported proposal, the site should be rezoned to allow townhouses or condominiums.
- ✓ Any new development should incorporate streetscape elements which assist in linking together the parts of Dover Center Road as one district.
 - ✓ In order to further achieve the goals of the City, other sites in the area with similar geographical and locational characteristics should also be considered for such change of use in the future.
 - ✓ This area is included in the Dover Center Corridor Schematic (Exhibit 7-9).



Focus Area 4 is located to the rear of houses on the south side of East Oakland Road. Unimproved portions of Vineland and Knickerbocker Roads provide access to the site.

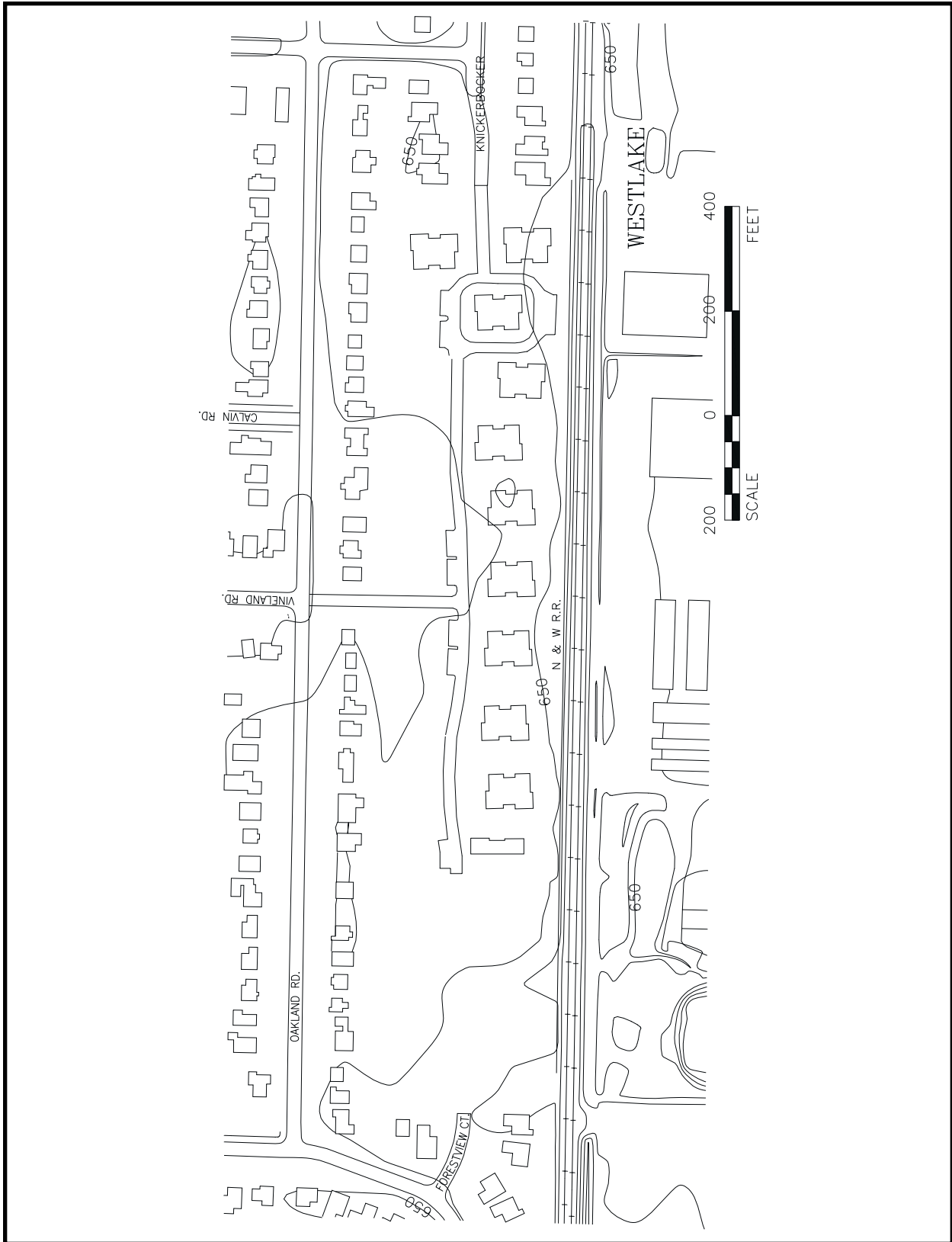
FOCUS AREA 4 - 6.2 Acres

Unimproved Knickerbocker Right-of-Way

- ✓ The site should be developed for condominiums which serve seniors or empty-nesters.
 - ✓ At current Attached Residence District density standards, 41 units could be developed.
 - ✓ It is preferable that the site have access from two points, from East Oakland to the north and Knickerbocker to the east.
- ✓ In order to gain access to the east, one lot (204-15-014) would need to be subdivided.
 - ✓ The site should be rezoned to allow condominiums, but only after a satisfactory proposal is received.
 - ✓ Following is a schematic of how the site could lay out for condominiums.

City of Bay Village

Exhibit 8-2, Focus Area 4, Condominium Concept





A portion of the unimproved Calvin Road right-of-way is being used as a driveway by houses on the north side of East Oakland Road.

FOCUS AREA 5 - 5.0 Acres

Unimproved Calvin Right-of-Way

- ✓ The site should be developed for single-family housing.

Ten to twenty homes could be developed.

- ✓ It is preferable that additional land be acquired for a development by subdividing the rear half of the parcels on Upland Road.

- ✓ Developing a portion of the larger site as an open space amenity should be considered. It could add value to the development and provide an open space which the larger neighborhood could enjoy.

- ✓ Following is a schematic drawing of how the site (which includes the rear of lots on Upland Road) could lay out with an open space amenity in the center.

City of Bay Village

Exhibit 8-3, Focus Area 5, Single-Family & Open Space Concept





The site, which includes both the east and west banks of Cahoon Creek, is geographically centered in the City. The site is adjacent to recreation, civic and retail uses and the geography of the site lends itself to the development of unique spaces.

FOCUS AREA A - 4.1 Acres

East and West Bank of Cahoon Creek at Wolf Road

✓ It is preferred that the west side of Cahoon Creek be developed with townhouses and the east side be developed with a combination of office and restaurant use (Alternative 5). The residential use on Cahoon Road would be more in keeping with the residential nature of the remainder of the street, and provide a denser housing development which is within easy walking distance of public facilities and shopping. Offices would bring additional jobs to the City and restaurants would fill a need identified by residents. These uses would bring in additional people and generate activity which would benefit adjacent existing retail uses.

✓ It would be preferable that new development next to the Bay Square shopping center be constructed up to the sidewalk as is the west building of the shopping center. This would provide a continuity of design and a sense of order, and would also enhance the pedestrian scale of Wolf Road within the commercial district. A building at the street line would also better frame the open space on the north side of Wolf Road and provide it more of a sense of place. Use of materials should be complementary to the brick of City Hall and the shopping center. Wolf Road bridge, which spans Cahoon Creek and connects the east and west sides, is to be replaced. Taking advantage of the geography of the sites will also provide an opportunity to create unique spaces

and views which would attract people. On the west side of the creek the homes and institutional buildings are set back from the street. Setting new development away from the street would take advantage of the views of the valley.

- ✓ Current parking requirements for office use within a Retail Business District are 10 spaces per 1,000 square feet of building area. This requirement is excessive. The parking requirement for office use in an Office District is 5 spaces per 1,000 square feet of building area. The minimum development site

in an Office District is 2 acres and the site on the east side of Cahoon Creek is 1.7 acres. If offices are constructed on the east side of Cahoon Creek, a variance to the parking requirements for office use under the current zoning would be required, or if the site were rezoned Office District, a variance to the minimum development site would be required.

- ✓ This area is included in the Dover Center Corridor Schematic (*Exhibit 7-9*).



Vacancies and the appearance of the buildings on the south side of Knickerbocker detract from the character of the area. The City's senior resident apartment building is located across the street.

FOCUS AREA B - 1.2 Acres

South Side of Knickerbocker Near Dover Center

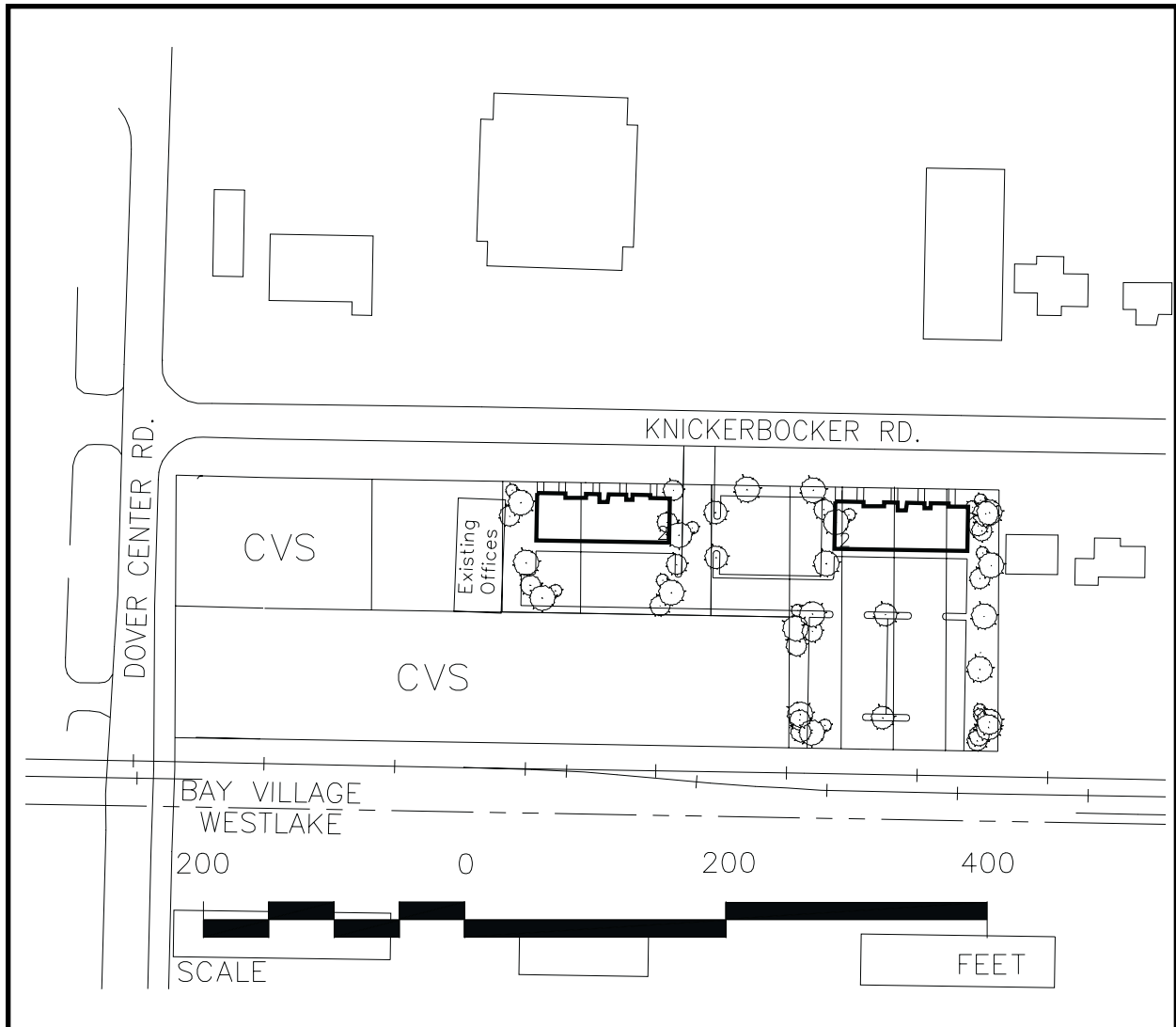
- ✓ The preferred alternative is the site be used for medical offices. Medical Offices would complement the senior housing building on the north side of Knickerbocker Road. It would also be the most fiscally beneficial for the City. Approximately 7,000 square feet of medical office could be developed on the site if the parking standard of 1 space per 100 square feet of building area were used.
- ✓ Medical offices are allowed under the existing Commercial Business District zoning. The parking requirements for medical offices in a Commercial Business District (1 space per 75 square feet) are greater than the parking requirements for medical offices in an Office District (1 space per 100 square feet). The site would be difficult to re-develop under many of the other re-

quirements under an Office District designation. A variance to the parking requirements in the existing zoning designation would be preferable.

- ✓ A design which continues the townhouse look which was established by the Smythe Cramer offices to the west would be preferable. A site layout which established a pedestrian scale environment and which lessened the visibility of parking from the street would also be preferred.
- ✓ Following is a schematic drawing of how offices designed as townhouses could lay out on the site. If a more traditional office footprint were constructed, the site could best be developed by locating the building footprint on the west side of the site and developing the parking on the deeper eastern portion of the site.

City of Bay Village

Exhibit 8-4, Focus Area B, Office Concept





The Forestview site is currently leased to a Montessori School. The five-acre site is one of the largest sites under one ownership in the City.

FOCUS AREA C - 5.0 Acres

Forestview School Site (Forestview and Wolf)

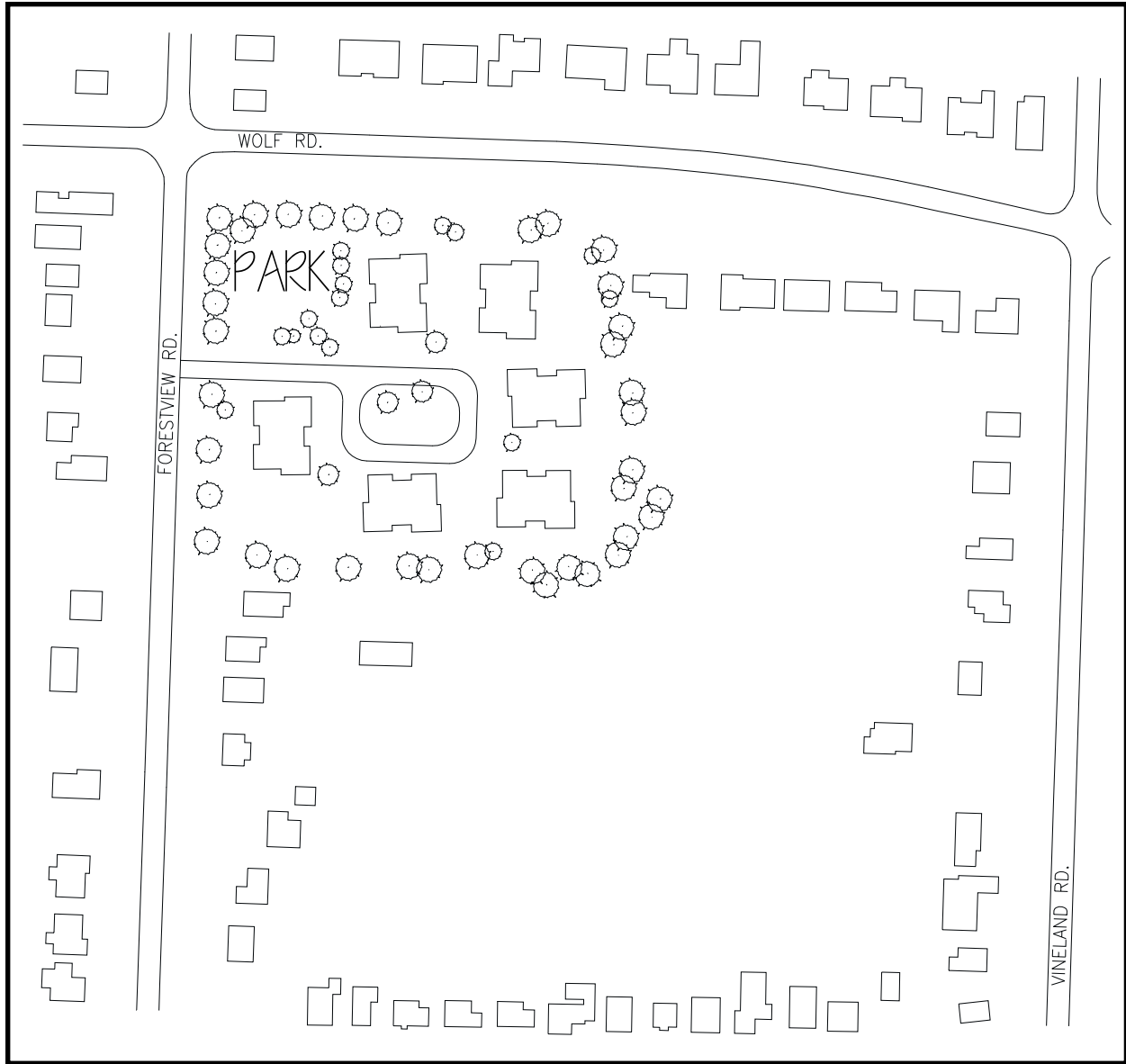
- ✓ The preferred alternative is a combination of condominiums and park. The current site has a playground to the rear of the school building. Because of the lack of neighborhood playgrounds in the area, it is important that a portion of the site be reserved as recreation. There are many mature trees on the site. Any development should preserve as many of these trees as possible in order to maintain the existing character of the street.
- ✓ Although the school district is currently receiving revenue from the lease of the building, the district does not receive property taxes since the site is tax exempt. If the site were developed, it would generate property taxes annually and the district would also benefit from the sale price of the property.
- ✓ The school site is 5 acres in size. An opportunity could exist to expand the potential development area if addi-

tional properties could be acquired. The single-family lots which front on Forestview and Vineland are approximately 1 acre each. There are thirteen 1-acre lots with 15 homes on this block. If all could be acquired, the area for development could be increased from 5 acres to 18 acres. At current allowed densities, 100 units could be constructed on such a site.

- ✓ The site would need to be rezoned to allow condominiums. Any rezoning should occur only after an acceptable development plan has been proposed to the City.
- ✓ Following is a schematic of how the site could be developed with a park at the corner and condominiums similar to Bay Commons. The site has many mature trees and the preservation of as many as possible should be attempted. The drawing also shows the large area to the rear of the houses on Forestview and Vineland.

City of Bay Village

Exhibit 8-4, Focus Area B, Office Concept





Focus Area D, which is currently occupied by commercial uses, has the best freeway access in the City.

FOCUS AREA D - 3.3 Acres

Clague Parkway

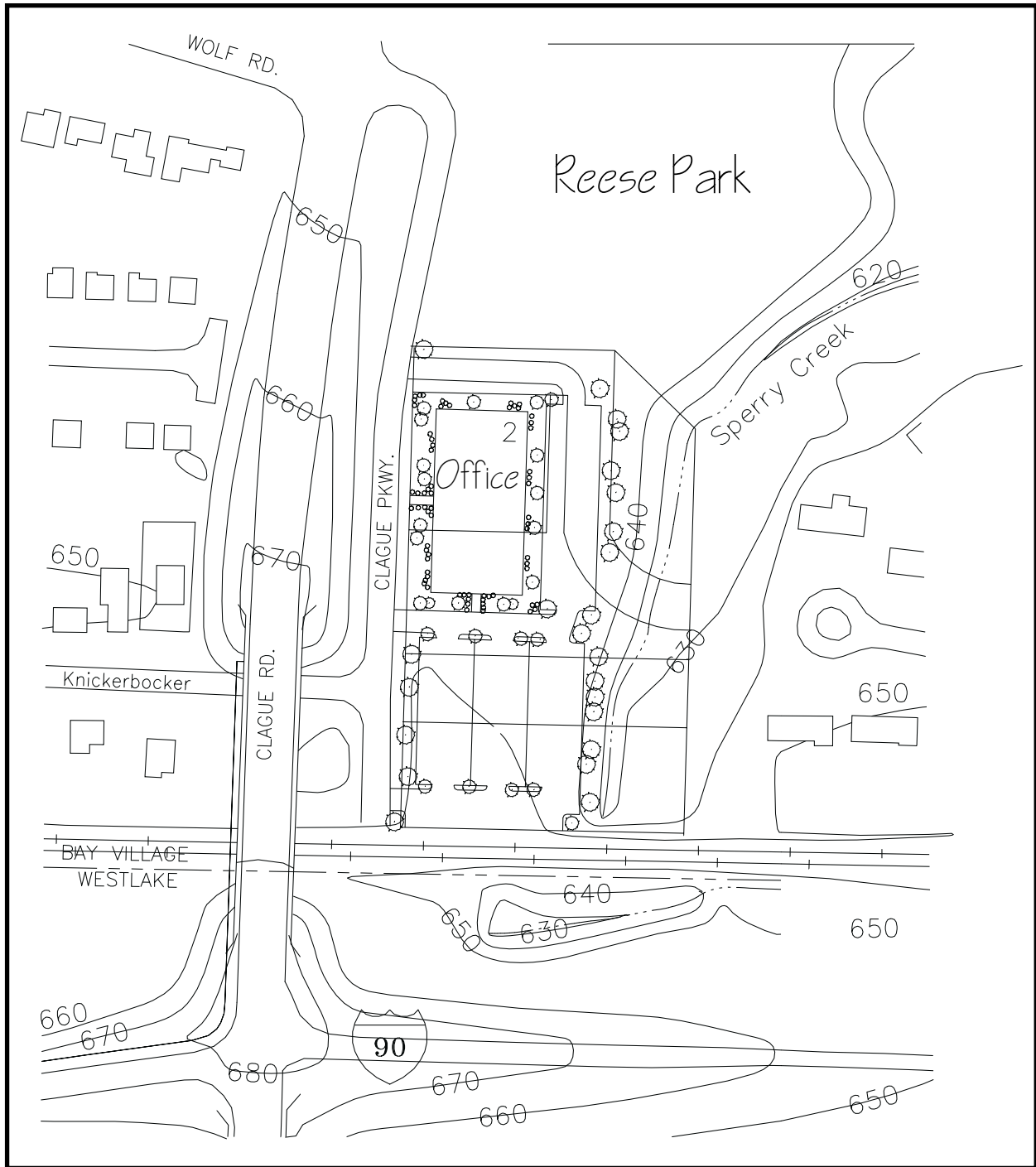
- ✓ The preferred development alternative for this site is professional offices. This site is the most highway-oriented development site within the City, and the most likely to be attractive to a use looking for regional access. Such a use would add to the tax base of the community for both the City and school district.
- ✓ A 40,000 square foot building, two to three stories in height is the most likely development scenario. Because the site is relatively isolated, a building of this size will have little impact on the surrounding neighborhoods.
- ✓ The ownership of the parcel which has no parcel number, but which the

County Auditor's map page identifies as the "City of Bay Village" should be clarified. The shape of the parcel indicates it was once a right-of-way which had been vacated. The particulars of that street vacation should be researched to indicate if adjacent property owners were given any rights to the vacated right-of-way.

- ✓ The site should be rezoned to Office District.
- ✓ The following schematic drawing shows how the site could be developed with an office building and parking.

City of Bay Village

Exhibit 8-7, Focus Area D, Office Concept



PROPOSED LAND USE MAP

Exhibit 8-8 shows the final land use recommendations for the City. In a stable and built-up community such as Bay Village, little change is expected for most of the community. The changes from the existing land use pattern which are shown follow from the recommendations for the focus areas and from the Dover Center Corridor analysis. Major land use changes which are indicated include the proposal for a higher density of housing in the Dover Center area, development of the Forestview School site for housing and development of office use in the vicinity of Dover Center Road and at Clague Parkway.

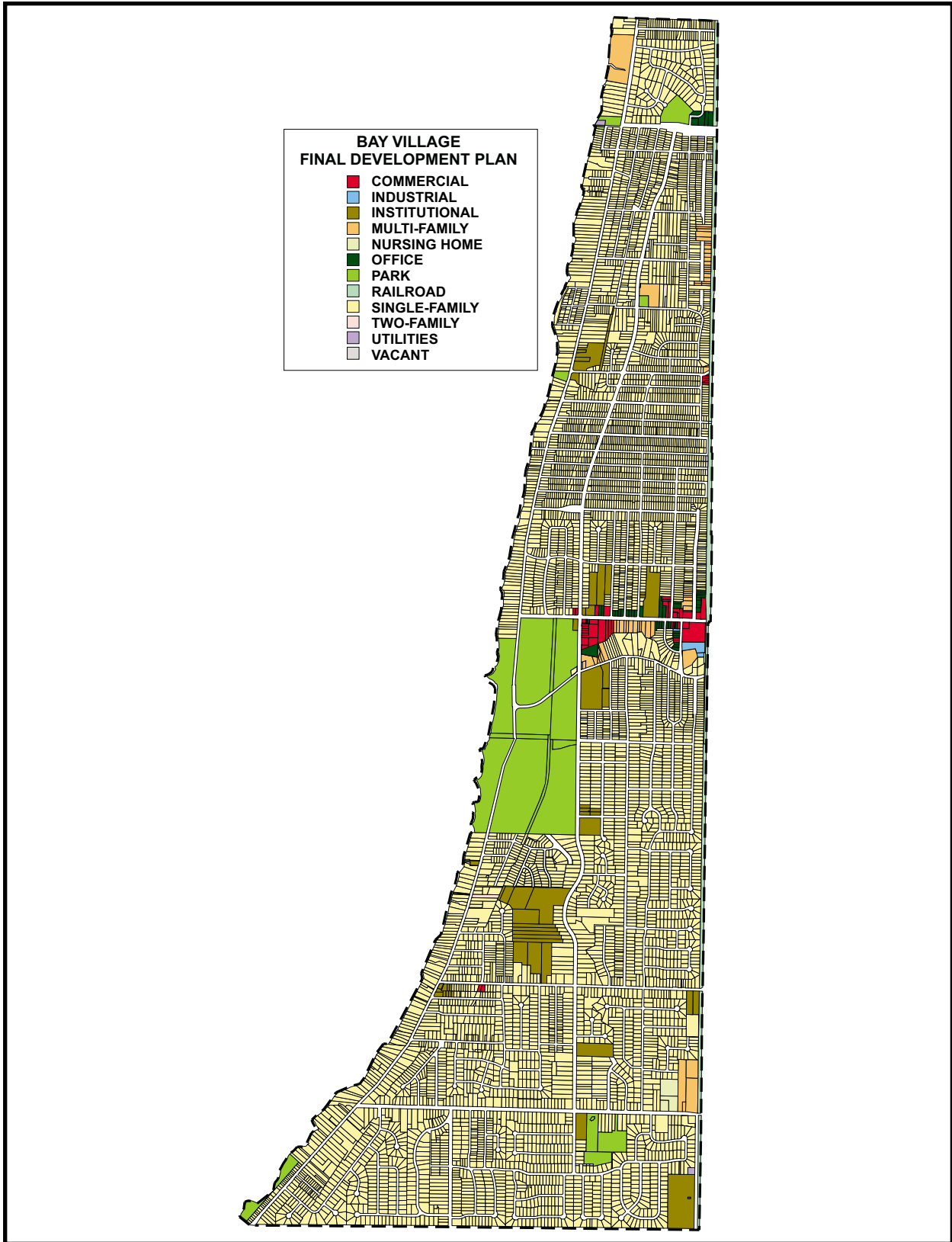
In 1998 there were 45 acres of undeveloped land in the City. As *Exhibit 8-9* shows the largest increase in land use will be for additional residential development. Most of the vacant land within the City is scattered within existing residential neighborhoods. New residential development is proposed to be a mix of single-family and multi-family development. Multi-family development is proposed in the form of townhouses and condominiums. The goal is to increase the alternatives of housing

types within the community so that residents that no longer wish to maintain a single-family home have options for remaining in the City. Proposals for office use along Clague Road and on Wolf Road would increase the acreage devoted to that use. Proposals for office and multi-family use result in a slight reduction in commercial and industrial acreage.

The future land use map is to be used as a guide for land use decisions. Not all changes to the City's land use plan should be reflected immediately in changes to the zoning map in the City. In most cases the City should wait until an acceptable townhouse or condominium proposal is brought to the table before initiating a zoning change to allow such a development. In some cases uses shown on the future land use map reflect existing non-conforming uses which are expected to remain, but do not reflect a recommendation to change the zoning map. The commercial use shown on Bassett Road near Electric Drive reflects an existing non-conforming use which is expected to remain. The underlying zoning is Residence District #1 and no change to that zoning is proposed.

City of Bay Village

Exhibit 8-8, Proposed Land Use



City of Bay Village

Exhibit 8-9, Bay Village, Future Land Use

	Acres Future	% of Total Land Area	Acres 1998	Net Increase/ Decrease
Use				
Single-Family	1978.1		1959.5	18.6
Two-Family	2.2		3.1	-0.9
Multi-Family	47.6		17.4	30.2
Nursing Home	6.1		6.1	0.0
Total Residential	2034.0	70.2%	1986.1	47.9
Commercial	23.4	0.8%	26.2	-2.8
Office	9.9	0.3%	4.6	5.3
Industrial	3.5	0.1%	5.3	-1.8
Institutional	117.6	4.1%	122.5	-4.9
Recreation	217.0	7.5%	215.8	1.2
Utility	1.2	0.0%	1.2	0.0
Railroad	45.1		45.1	0.0
Roads	447.0		447.0	0.0
Total Right-of-Way	492.1	17.0%	492.1	0.0
Total Land Area	2,899	100.0%		

Chapter 9



**Strategic
Management Plan**

The final chapter of the Bay Village Master Plan consists of a strategic management plan for implementing the goals and development recommendations detailed in the Master Plan. In order for the community to realize the goals of the Master Plan, it will require a cooperative and concentrated effort by local officials, the business community, and residents.

ADOPT THE MASTER PLAN

The formal adoption of the Master Plan by the City is a basic step to the successful implementation of the policies and recommendations contained within the document. The formal adoption of the plan enables the City Council and Planning Commission to make decisions on issues based upon clearly stated long-range policies which have formal support. The Master Plan serves as a practical working guide. Short-term decisions can be made within this framework which defines the desirable direction for future physical development of the City. Effectiveness of the plan depends upon the extent to which it is read, understood and accepted by all those involved with the development process within the City. City officials should look to the Master Plan when making decisions such as amendments to the zoning code, review of development proposals and capital improvement projects.

REVIEW THE MASTER PLAN PERIODICALLY

Although the Master Plan should be the basis for decision-making on development-related activities, it is a guide and should not be viewed as an absolute with respect to decision-making. The Master Plan should be one

part of the continuous planning process. The Plan attempts to forecast future changes in the City, but unforeseen economic, technological and social conditions are valid reasons for future amendments to the Master Plan. Proposed amendments to the Master Plan should be considered whenever aspects of the Plan become impractical due to the uncovering of previously unavailable information, or unanticipated changes in the community. For example, this Master Plan was complete prior to the 2000 Census and relied on 1990 data specific to Bay Village. New demographic data will become available in 2001. Unanticipated demographic changes could suggest alterations to the recommendations. The City may wish to review the Master Plan in its entirety every 5 to 7 years to determine if changes are warranted.

CREATE PUBLIC AWARENESS OF THE MASTER PLAN

The Master Plan serves as a guide for development within the community. It is used by public officials when reviewing proposed plans, considering assistance for projects, and when making decisions on public improvements. Awareness of the goals and recommendations in the Master Plan by the general public provides an understanding of how particular decisions or projects will, or will not, benefit the community and can affect public support on issues. Bay Village requires a public vote on zoning changes. Some of the recommendations will require a rezoning of property at some point in the future.

Most development is the result of decisions made by private individuals looking to satisfy their needs or interests. An awareness and understanding of the larger context and goals of

the community provides an opportunity to influence those private development decisions so that they are more complementary with the public objectives and interest.

As such it is beneficial to make the public aware of the major objectives in the plan. A number of steps which can be taken to increase public awareness include:

- ✓ Posting a summary of the Master Plan on the internet;
- ✓ Providing summaries or displays at major community facilities such as City Hall, public library, senior centers, and schools;
- ✓ Informing civic and merchant groups; and
- ✓ Coverage in local papers.

AMEND THE ZONING CODE AND MAP

The City's development code and map form the legal basis for controlling development. A well organized, comprehensive and up-to-date code makes administering the zoning process easier, addresses many of the recent development issues which have arisen and should result in a better quality of development. Reordering chapters, eliminating chapters no longer relevant, adding new chapters to deal with recent development issues and updating specific development standards should be undertaken for the City's development code.

Recommendations in the Master Plan should form the basis for a number of changes in the City's existing zoning code and zoning map. Therefore, changes to those documents which

will assist in implementing recommendations in the plan should be undertaken. Improving the appearance of the retail district and providing additional housing types within the City are two major goals of the Plan which can be addressed within the zoning code. Among other items, specific issues to address in amendments to the zoning code should include:

- ✓ Landscaping requirements for non-residential parking lots;
- ✓ Parking space requirements;
- ✓ Sign regulations;
- ✓ Setback requirements for commercial buildings;
- ✓ Density requirements for attached residential housing; and
- ✓ Minimum development site for attached residential.

A change to the zoning map which should be undertaken is the rezoning of the Clague Parkway focus area for offices. Not all proposed changes to the City's land use plan should be reflected immediately in changes to the zoning map of the City. In many cases it is preferable to receive an acceptable development proposal before asking the public to rezone a property.

EXPAND DESIGN REVIEW AUTHORITY

Appearance of the neighborhood was cited the most often in the quality of life survey as the reason for moving to Bay Village. The City currently has an Architectural Board of Re-

view which reviews exterior improvements to nonresidential buildings. The development of design guidelines for use by the Board in evaluating building and site improvements has been undertaken and the guidelines should be adopted. Guidelines will provide the Board a consistent set of standards from which to assess projects so that various projects will complement each other and achieve the goal of an attractive viable commercial district.

Concerns over the aesthetics of new development have not been limited to the City's commercial districts. The protection of the City's historic resources and redevelopment of lakefront property are specific issues which the City must deal with in order to ensure that the visual appeal which has been a strength of the community continues as such in the future.

It is recommended that the City expand its design review authority to include historic structures, demolitions and new residential construction. New construction reviews would not be limited to the lakefront, but would include the whole City. Specific details to the administration of the process will have to be addressed. For example, will new construction also include additions to existing housing, and if so, is there a minimum size to an addition which will be included? With respect to historic preservation, a number of issues will also need to be examined and steps taken to implement such a project.

The following steps should be taken as a follow up to the Master Plan:

- ✓ Establish objectives, criteria, scope and expectations of the review process. Should the process cover renovations as well as demolition and new construction?



The lure of lakeshore property has resulted in a number of instances where existing older homes have been torn down and replaced with newer structures. Without the ability to review such cases, the result can be a mixture of designs which do not complement one another and detract from the overall neighborhood appearance.

- ✓ Identify regulatory, legal and administration issues which will need to be considered. Will the existing architectural review board conduct the review or will a new body be established? Should districts be established? Should the process only include buildings designated with owner consent, or also include buildings without owner consent?
- ✓ Identify historic buildings based upon the criteria established.
- ✓ Develop historic preservation guidelines.
- ✓ Develop an historic preservation ordinance.
- ✓ Train the review board on historic preservation issues.

HIRE A DEVELOPMENT COORDINATOR

Many of the goals and objectives in this Master Plan will not be achieved without proactive involvement by the City. Cooperation between civic, business, government and residential groups are essential in order to carry-out many of the recommendations. Bay Village has little vacant land remaining and redevelopment projects are generally more complicated and require more resources than development which occurs on vacant land. As such the City should consider hiring or assigning a development coordinator whose primary responsibilities are to implement and coordinate the recommendations in the Master Plan. This individual would:

- ✓ Coordinate public awareness of the goals and objectives of the Master Plan
- ✓ Serve as a liaison between the City and the business community, developers and property owners (*sharing the quality of life survey results with property owners and actively working with owners of commercial properties with large parking lots to improve their landscaping are two immediate tasks which would benefit the community*);
- ✓ Be knowledgeable of funding sources and funding applications;
- ✓ Inform Planning Commission, City Council and other boards about actions to be taken;
- ✓ Coordinate with other governmental agencies and City departments;
- ✓ Direct and review additional necessary detailed studies;

- ✓ Administer development programs established; and
- ✓ Serve as the lead on proposed redevelopment projects.

ESTABLISH A BAY VILLAGE MERCHANTS ASSOCIATION

The success of the commercial districts within the City will not only rely on physical streetscape improvements but also the quality of shops, advertising and other attractions that the private sector is more suited to providing. There is not currently an active merchants association nor chamber of commerce in the City. Such an organization should be established. Not only could it act as a voice for the business community to the City, but could be used as the device within the business community for creating a more vibrant commercial district. It would provide a forum for business owners to communicate to one another on issues affecting the larger district.

Such a group could:

- ✓ Act as a liaison to government and civic organizations;
- ✓ Coordinate advertising and marketing of the district;
- ✓ Develop a niche or theme which could attract patrons from a larger area;
- ✓ Plan street activities or events;
- ✓ Influence the design of physical improvements in the commercial district; and

- ✓ Motivate owners to upgrade their property;

A merchants association could work with the City in the design of gateways and streetscape improvements. It could develop brochures for distribution, advertising the goods and services available on Dover Center Road. Many people visit Bay Village because they are attracted to community events, Lake Erie, Huntington Reservation or the Nature and Science Center. Providing advertising brochures at these, and similar venues throughout the community would help to attract nonresidents to the Dover Center area.

IMPROVE USE OF TECHNOLOGY

Advances in computer technology provide an opportunity for the City to more effectively and efficiently use information and resources available to address the physical development needs of the community. In particular, geographic information systems (GIS) have the potential to present information to decision makers in a format which allows more informed and better decisions to be made. It is estimated that 85 percent of all databases contain some type of geographic information. GIS systems link databases to maps so that information can be plotted to show trends, concentrations, patterns and relationships. Geographic operations can be performed on the data and data can be accessed through the maps. The use of a GIS system could benefit the operations of the City in a number of ways to provide better service.

GIS can be used by the building department to track permits and violations. Analysis of this information can reveal problems with specific attributes of the housing stock or geographic

concentrations of problems. By identifying problems earlier the City could then better target inspections or resources to the findings so that the problems do not intensify.

The conditions of roads and other infrastructure elements can be mapped and improvements can be tracked. Maps generated with this data can assist in identifying and prioritizing future improvements. This information would be valuable input for capital improvements budgeting. Safety and service forces could also use such a system to calculate travel times and distances which can determine the best route to provide services. Issues concerning natural resources, such as the location and condition of trees, or shoreline erosion, could also be monitored using a geographic information system. In summary, using a computerized geographic information system will allow the community to identify ways of using existing information and resources more efficiently.

UNDERTAKE PUBLIC IMPROVEMENTS

A number of recommendations in the Master Plan involve direct improvements to be undertaken by the City involving recreation, City facilities and right-of-ways. The following are a list of actions which the City should continue to pursue in order to achieve these objectives.

Recreation

- ✓ Continue to work with the City of Avon Lake on the development of a shared park in the City of Avon Lake at Bay Village's western border in order to provide expanded Sunday recreation opportunities.

✓ Cahoon Park Improvements:

- Fill in lakefront property north of Cahoon Park to provide residents improved access to Lake Erie;
- Develop bike trails which connect to the lakefront, through Cahoon Park and to the Dover Center commercial districts and Huntington Reservation. The supports over Cahoon Creek from the vacated interurban train lines provide an opportunity to develop a unique crossing or observation point as part of this system. Consider contacting the Metroparks for technical assistance in legal, acquisition and design aspects of the project. Municipal and TEA-21 are the most likely sources for funding such a project;
- Develop a Public Square to the west of City Hall;
- Improve or redevelop the northeast corner of Wolf and Cahoon Roads to improve the appearance and enhance the gateway at the Wolf Road bridge;
- Study the feasibility of developing a recreation center.

Right-of-Way Improvements

✓ Implement Dover Center Road Streetscape Plan:

- Remove on-street parking from Dover Center Road;
- Construct streetscape amenities at points of high pedestrian usage;

- Develop gateways to the commercial district at:

→ Lake and Dover Center Roads

→ Wolf and Dover Center Roads

→ Norfolk and Western Railroad Tracks and Dover Center Road

→ Wolf Road Bridge over Cahoon Creek (work with County Engineer to add amenities to the bridge design)

- Implement the City's Street Tree Master Plan;

→ The Tree Commission was established to preserve, protect and enhance the urban forest within the City. The Tree Commission Master Plan indicates that within the City there are almost 7,800 spots on tree lawns where trees could be planted. Only 30% of those sites have trees. Of the existing trees, 27% are in good condition and 70% are in fair or poor condition. The Plan suggests which types of trees should be planted in which neighborhoods. The City plans to plant 200 trees per year. The Dover Center corridor is the first phase for tree planting as part of the streetscape improvement plan. *Appendix V* includes the listing of the number and types of trees to be planted over the next 30 years by road and management area, however the planting effort fo-

cuses on the main arterials within the City.

→ The Commission has a number of other concerns in addition to tree planting. In order to protect the trees throughout the City, the group will monitor the maintenance of the trees and address pruning of branches and trimming for utilities clearance. Although the cost of burying the utility wires underground is currently high, it would be desirable in the future to relocate the wires underground whenever possible for the long-term health of the trees and the aesthetic appearance of the City.

→ In addition, an annual Arbor Day Celebration and a program to honor mature trees in the City will be conducted for the enjoyment of the residents and to increase the awareness of the goals of the commission.

- ✓ Explore the feasibility of conducting a comprehensive assessment of the City's sewer system in order to develop a capital improvements program for repairs;
- ✓ Reexamine the possibility of erecting a traffic light at Walker and Bradley Roads and study appropriate locations to develop pedestrian crossings along Lake Road.

Community Facilities

- ✓ Expand police facilities within the community. Determine whether the



An important contributor to the character of the community is the presence of the many mature street trees. Appearance of their neighborhood is a major reason many people have moved to Bay Village.

expansion should include an expansion of City Hall or a separate facility;

- ✓ Support the development of a new middle school at the current site;
- ✓ Continue discussions with the school board over the benefit of redeveloping the Forestview school site for housing versus holding it as school property.

PROTECT EXISTING HOUSING STOCK AND EXPAND CHOICE OF HOUSING

Bay Village is a predominantly residential community, and as such the quality of housing has the largest impact on overall Citywide conditions. In the year 2000, 62% of the homes in Bay Village will be over 40 years old. As the housing stock continues to age, enforcing proper maintenance will increase in importance in order to keep general deterioration from occurring. Therefore continued and increased enforcement of the building code and assistance with home repairs is an essen-

tial element for the future health of the community. The City has recently expanded its code enforcement to proactively identify exterior property maintenance violations. Approximately 5% to 6% of the homes in the community transfer ownership in a given year. Point of sale inspections would provide an opportunity for the City to ensure that interior conditions of housing also meet community standards.

Some residents in the community (often elderly) do not have the income to adequately maintain their home. Volunteer and locally based programs like Bay Village's Good Neighbor Program can allow neighbors to help those in their own community. The Cuyahoga County Department of Development administers programs which can assist those below certain income levels. County programs include the:

- ✓ Housing Emergency Loan Program
- ✓ Home Weatherization Assistance Program
- ✓ Housing Rehabilitation Loan Program
- ✓ Exterior Maintenance Program

As mentioned previously the use of computerized mapping and databases can help the City identify trends and clusters of problems so that it may react to issues in a more timely fashion.

Over 95% of the housing units in Bay Village are single-family homes. Many residents who can no longer take care of their houses, or do not want the upkeep of a single-family home (especially older citizens), must look outside the City for housing options. Since there is little vacant land remaining for new development, the desire to expand the housing options for its citizens will require proactive involvement by the City. The simplest form would be to initiate talks with the owners of the sites identified as appropriate for higher density housing. Sites with limited ownership include the frontage of Zipp Manufacturing, Forestview School and the Marathon gas station site. The City could also issue requests for expression of interest to developers or civic sponsors to assess the level of interest for developing such projects. Responses received from such an inquiry can also identify issues or costs the City will have to consider when going forward with such a development. If a site cannot be assembled through negotiations with property owners, the City may have to explore its ability, and desire, to use eminent domain as a last resort.

Most elderly do not want to move out of their homes and in fact do not move out of their homes. Alterations to their houses can make it easier to carry out daily tasks. The City should provide information and educate the elderly population about those changes which can be made to their homes which will allow them to stay in their home and in the community.



Appendices

APPENDIX I QUALITY OF LIFE SURVEY RESULTS

INTRODUCTION

As part of the Master Plan process, a quality of life survey was mailed to 500 households within the City of Bay Village. An even number of surveys were mailed to addresses in each of the City's four wards. The addresses were picked at random. The survey contained 22 questions in which residents were asked to rank services, shopping, their home and neighborhood, public facilities and public transportation. They were also asked to comment on the City's strengths and weaknesses and their views on housing options in the City. The last question was a place for residents to express general comments or concerns about the City.

The purpose of the survey was to gain input from citizens early in the process as the goals and objectives for the plan were formulated. Out of the 500 surveys mailed, 247 (49%) were returned. Because not all the questions, or items asked to be ranked, were applicable to all respondents, the number of answers to each question varies. Below is an executive summary of the responses to the questions in the survey followed by a summary of each question (except for the last question). Where appropriate the number of survey responses to a particular item is listed. Percentages are based upon the number of people responding to that particular item. A short narrative, table and graphic illustrating the responses is provided.

EXECUTIVE SUMMARY

Those responding to the survey were very satisfied with the services provided by the City of Bay Village. They were also generally satisfied with the schools, library and public transportation. The level of satisfaction was not as high with the condition of streets, sidewalks, lighting, housing inspection and cultural programs although the positive ratings outranked the negative ratings for all of the above.

Replacing street trees, more convenient retail and slowing neighborhood traffic were the improvements most people chose for improving the desirability of their neighborhood. The feelings toward the neighborhoods were already quite good. Most people chose excellent and good for most of the items they were asked to rank. They also thought condition and access to the parks was good and excellent. Of the services rated, recreational activities for teens showed the most room for improvement. More respondents than not thought the City needed better recreational facilities, but most did not want to support a tax increase for a recreation center or indoor pool.

Those answering the survey generally do part of their shopping in Bay Village, especially for convenience goods and services, but go outside the City for shopping goods like clothes. Westlake was the popular destination for many items with Great Northern and Westgate about even in terms of where people shop for clothes. When asked what retail they would like in Bay Village, the overwhelming response was restaurants. Clothes stores and

card shops were the next most often mentioned store type. In fact, improving the selection of goods and services was rated as the thing that most of the respondents would to see to improve the commercial districts. Trees/landscaping, storefront renovation and elimination of utility lines were also high on the list.

Most people worked in Cleveland or Bay Village, but very few used public transit. When they did, most used it for sporting events. When asked what improvement would encourage them to use RTA more frequently, the biggest response was rail service to Downtown. More information on routes and a West Shore Circulator were the second and third most chosen items.

People generally felt that the trees in the City were important and that tree maintenance and leaf pickup were slightly more important than tree replacement.

About 1/3 of those responding were, or knew someone, interested in elderly housing. Independent living, cluster housing and assisted living facilities were the most popular choices. Generally, a price of less than \$150,000 was preferred.

Most people had moved into Bay Village because of the appearance of the neighborhood, type of housing and the quality of the schools. Proximity to the lake was also a factor. Approximately 30% were considering moving from Bay Village within the next 5 years. Changes in housing needs or desires were the reason for many people. Some were looking for smaller houses with less maintenance while others wanted more space. High taxes was written in by a number of respondents as the reason they would consider moving. Over half of those surveyed indicated that they

would support townhouse, cluster home or condominium development within the City.

Safety, schools, friendly people, Lake Erie and quality services were the strengths cited most often. High taxes was by far the most mentioned weakness of the City. Lack of retail space and specifically restaurants were second and third on the list.

INDIVIDUAL QUESTIONS

The following is a summary of each question.

Question 1. How would you rate the following services? Please check the appropriate column.

Residents generally were very satisfied with City services. 50% or more of those responding ranked EMS, Fire, Police, Leaf Pickup and Garbage Removal as excellent. Over 95% of the responses ranked these services as good or excellent. Nobody ranked EMS and Fire as poor. Snow removal was also highly ranked. At the next level of satisfaction were the Public Schools, Library and Public Transportation. Between 75% and 85% of the respondents found these services to be good or excellent. Many people did not have an opinion on the Housing Inspection Program. Of the 88 that did, 65% thought that it was excellent or good. Residents were generally more satisfied with services than the condition of the streets. Street lighting, and the conditions of sidewalks and roads were rated excellent by 15% of the respondents. An average of 30% considered them to be fair or poor.

Question 2. What types of improvements or programs would you like to see instituted to make your neighborhood

more desirable? Please mark all that apply.

In this question those surveyed were provided a list of options and were also given the opportunity to write in other services not listed. Street tree replacement, more convenient retail and slowing neighborhood traffic were marked on 30% or more of all the surveys. Road repair (condition of roads ranked relatively low in question 1) closely followed. Erosion control was cited the lowest number of times, most likely because it affects a more limited number of households. Still 30, or 12%, of the respondents marked this item. There was not one item under "other additional services" that had more than a couple of responses. Some items mentioned included sidewalk snow removal, back yard garbage pickup, Sunday use of Cahoon Park, cable issues and animal control improvements.

Question 3. Please rate the following issues based on your home and neighborhood. Please rate all that apply.

Access to the highway has the highest rating of the items listed, followed by the safety of the neighborhood. The high ranking of safety is consistent with the high ranking in question 1 of the fire and police forces. The lowest ranking is convenience of shopping. It was rated as fair or poor by 28% of the respondents, although 72% rated it as excellent or good. Housing costs had the lowest "excellent" rating at only 12%. 26% rated it as fair or poor. 97% thought their house is in good or excellent condition and 84% thought the size of the house and yard are good or excellent. 90% rated their neighbors and the appearance of the neighborhood as good or excellent. Although only a small percent of the respondents use public transportation regularly, almost 90% thought access was good or excellent.

Question 4. Please rate the following recreations services.

Condition and access to parks was rated as excellent or good on 225 of the 237 surveys that responded to this item (95%). 10 surveys did not mark this item. Activities for Children was also rated highly with 74% of all returns marking this item as excellent or good. When looked at as a percentage of the 196 which responded to this item, the good and excellent ratings increase to 92%. Activities for Seniors had the next highest level of satisfaction. 169 surveys responded to this item and 141 (83% of those answering) marked the categories as excellent or good. Activities for Adults was marked on 196 of the surveys received. 75% of those that answered this question (60% of the total 247 surveys) indicated the service as excellent or good. The lowest satisfaction was for Activities for Teens. Of the 176 responses to this question, 124 or 70% rated the activity as excellent or good. It had the largest number of responses (11) which rated it as poor. Overall the response to the quality of services was generally positive. Activities for adults and teens gathered the most fair and poor responses, but they too had a higher number of good and excellent responses.

Question 5.a Do you agree or disagree that Bay Village needs the following? (Recreation options)

About the same percentage of respondents (22-23%) strongly agreed with the need for a Recreation Center, Indoor Pool, and Better Visual and Physical Access to the Lake. Of those items, Better Physical Access to the Lake had the highest rating in the "agree" category and when combined with those that strongly agreed, Better Physical Access to the Lake seemed to have the highest support. Only 25% disagreed or strongly disagreed with Better Physical Access to the Lake. This was the lowest negative response for any of the

items which people were asked to rank. The highest negative response (disagreed or strongly disagreed) was for an Indoor Pool. 40% of those responding didn't think it was necessary. While people seemed to want Better Physical Access to the Lake, Better Boating Opportunities had a relatively low level of support compared to the other recreation options. An Outdoor Pool had a lower number of respondents that thought it was strongly needed but a relatively high number of people that agreed it was needed. When those two categories were combined the percentage for an Outdoor Pool was higher than those for the Indoor Pool and Recreation Center. Even though it had a good deal of support, the Outdoor Pool actually had a slightly higher level of negative response compared to a Recreation Center. The Recreation Center seemed to have a higher level of moderate support.

Question 5.b Would you support a recreation center if it meant an increase in taxes? Would you support an indoor pool if it meant an increase in taxes?

33% of all returns (34.7% of those that answered the question) indicated that they would support a recreation center with a tax increase. A slightly lower percent, 28% of all returns (30% of those that answered the question), indicated that they would support an indoor pool with a tax increase.

Question 6. Where do you purchase the following goods or services?

Residents were asked whether they purchased goods within Bay Village, both in and outside of Bay Village, or outside of Bay Village. Convenience services, such as the bank, dry cleaner and day care, were more likely to be purchased in Bay Village compared to other goods and services. Over 50% of the respondents stayed within Bay Village for these services. Furniture and clothing were the least

purchased items within the City. These items are typically found in larger stores or around malls, neither of which are located within the City. Shoes, doctors and dentists, veterinarians, restaurants and haircutting establishments were other categories where over half the respondents indicated that they purchase the goods exclusively outside of the City. Approximately 12% of the households surveyed used day care services while over 52% used veterinarian services.

Question 7. For those items purchased outside of Bay Village, in which communities do you shop?

Respondents answered the question in a variety of ways. Some identified specific communities for specific items and some indicated specific communities for all items. The information provided is for those items most often specifically mentioned and also for those responses that just listed the community. Those that indicated just the community for all items mentioned Westlake the most often. Its proximity, as well as shopping available at locations such as The Promenade and at K-Mart, makes it a convenient destination for Bay Village residents. North Olmsted was mentioned the second most often. Great Northern Mall and adjacent retail concentrations provide a large number of options for shoppers. Rocky River and Fairview Park were the next most often mentioned cities. Westgate Mall is located on the border of these two communities.

Clothing was the most specified item and North Olmsted was mentioned as the community most people shopped (74). The combination of Rocky River and Fairview Park, however, summed up to one more than the North Olmsted's total. It would seem that Bay Village residents shop about the same amount at Great Northern and Westgate Malls. A

large number of individuals also shopped in Westlake.

Westlake was most often named as the location where restaurants are patronized. Proximity and the number of eating establishments are factors in this selection. Rocky River and North Olmsted were the next highest choices.

An overwhelming large amount of respondents indicated that they go to the doctor in Westlake. The Gemini Towers at Crocker and Detroit contain a large concentration of medical offices. Lakewood, where Lakewood Hospital is located, was cited the second most number of times. Westlake was identified as the location where most people go for groceries, hardware, prescriptions and veterinary care. Most people go to North Olmsted for furniture shopping.

Question 8. What additional retail and service establishments would you like to see in Bay Village?

More restaurants are what the survey respondents want. Restaurants were identified over 3 ½ more times than the next most mentioned retail type, clothing. Restaurants appeared on 76 surveys compared to 21 for clothing. Card shop was the only other item on more than 10 surveys. It was on 11 surveys. Other food related stores included on more than 3 surveys include fast food (6), coffee shop (4) and ice cream (4). A video store was the fifth most mentioned store type being included on 5 surveys. A large number of different stores were included on only one or two of the returned surveys.

Question 9. What improvements to the Bay Village Commercial Districts could be

made to make them more attractive for shopping? Please mark all that apply.

By far the largest response to making the commercial districts more attractive was to improve the selection of goods and services. This was indicated on 2/3 of the survey. The physical improvement which received the most marks (on 36% of the surveys) was to add more trees and improve the landscaping. The improvements people felt were least needed was improving the sidewalks and the pedestrian access. Only 11% felt that additional parking was needed in the district.

Question 10. In which city do you work?

192 households answered question 10. The largest number listed the City of Cleveland as their locality of employment, followed by the City of Bay Village. Cleveland was listed on 76, or 44%, of the surveys while 36, or 19% identified Bay Village as their place of work. The western suburbs of Westlake, Lakewood and Rocky River were the next most likely places of employment.

Question 11. How often do you use RTA buses or rapid transit?

Very few of the respondents indicated that they use public transportation on a regular basis. Over 50% never use it and 38% use it only infrequently. Only nine respondents, or 4%, use public transit on a daily basis. In a previous question almost 90% thought access to public transit was excellent or good.

Question 12. If you use RTA buses or rapid transit, what type of trips do you use RTA service for?

117 surveys responded to this question. By far the largest use of RTA was for recreation and sports events. The 74 which responded were 65% of those that answered the question and

30% of all the surveys. Thirty surveys indicated they used RTA to get to work. Nobody indicated that they used it for medical appointments. Of those that indicated they used the trips for other purposes, most indicated they used it for trips to Downtown Cleveland. Two respondents had children which used it for school.

Question 13. Please indicate which of the following would encourage you to use RTA's services more frequently. Mark all that apply.

Rail service to Downtown Cleveland was chosen on 40% of the surveys making it the most selected improvement. This selection is consistent with the answers to the above question which indicated that most people that used RTA did so for sporting events. Improving the availability of information on routes within Bay Village was also selected by over a quarter of the respondents. A West Shore Circulator bus was selected by more people than a Bay Village Circulator bus. A bus which served a larger area would probably be more useful for those that wanted to use public transit for shopping. The least support was shown for buses to other locations and the provision of bike racks on buses.

Question 14. Please rate how important you feel it is for the City of Bay Village to provide the following services with respect to treelawn trees.

Overall, services for street trees were deemed to be important by the people responding to the survey. Leaf pick-up was indicated as the most important service by respondents to the survey. Over 75% of the respondents indicated it was very important and another 19% thought it was important. Disease control and tree trimming were next in the rating of importance. More people thought disease control was very important but when the important

and very important categories were combined, tree trimming was selected by a slightly higher percent. Tree planting and replacement were rated lower in importance than the other three services but 66% of the respondents still considered it to be very important or important. Carpenter ants, chipper service and maintenance of newly planted trees were other issues that residents commented upon.

Question 15. Are you, or anyone you know, interested in elderly housing within Bay Village?

There is a fair level of interest in elderly housing within Bay Village. Yes was marked on 85, or 34% of all surveys. No was marked on 62% of the surveys and 4% did not answer the question.

If so, what types of housing would be of interest?

Respondents were allowed to mark more than one type of elderly housing. There were 219 responses marked which means, on average, each household responding to the answer marked 2.5 items on the list. Independent living community, cluster/condominium and assisted living facility were the top choices. Independent living was chosen 60 times while the other two were marked on 50 of the responses. Apartments in non-elderly buildings and nursing homes were chosen only 19 and 8 times, respectively. On the question of price for a townhouse or cluster house, three price ranges were provided as choices. The under \$100,000 price range was selected 33 times, while the \$100,000 to \$150,000 range was chosen 31 times. Over \$150,000 was selected only 14 times.

Question 16. How many years have you lived in Bay Village?

Over half of the randomly selected surveyed households which returned the questionnaire had lived in the City of Bay Village for over 16 years. Another 16% had lived in the City between 11 and 15 years. Combined, 70% of those that answered the survey lived in the City for over 11 years. Households which lived in the City less than 6 years represented only 15% of the survey respondents.

Question 17. How many people live in your household?

Almost 40% of the households responding to the survey had 2 people. The next largest category was for households of 4 people. This group accounted for 22% of the surveys. 3 people, 1 person and 5+ people households followed in that order and each accounted for between 10% and 15% of the responses.

Question 18. Why did you move into Bay Village (mark all that apply?)

Appearance of the neighborhood was cited the most times as the reason for moving into Bay Village. It appeared 183 times or 75% of all returned surveys. In question 3, appearance of the neighborhood was rated as excellent by 30% of those responding and good by 61%. The type of housing and quality of schools also ranked high in question 18, with each being marked on approximately 61% of the surveys. Proximity to Lake Erie was the fourth most chosen item. Quality of services which was rated very highly earlier in the survey was only cited by 45% of the respondents as a reason for moving to the City. Only 1/4 of the respondents indicated they moved to Bay Village to be close to family and only 1/3 moved to Bay Village to be close to work.

Question 19. Are you considering moving from Bay Village within the next 5 years?

This question was answered on 233 surveys. 73, or 31% indicated that they were considering moving within the next 5 years.

If so, why (Mark all that apply)?

The main reasons those surveyed indicated they may leave Bay Village fall into four general categories. There are the elderly which want less house and maintenance and there are no alternative housing options within the City. Another group wants a newer house with more land which they can't find within the City. Even though it wasn't a listed option, a number of respondents wrote in high taxes as a reason for moving. Job transfers and moving closer to work was also cited a number of times. In the "Other" category, high taxes were written in 20 times. Job transfers were cited 10 times. Other written-in comments like the unavailability of elderly housing and lack land for new housing relate to choices on the list in the survey. The weather and railroad merger were written in twice each. Less Maintenance, Downsizing and Health/Age reasons were chosen between 21 and 27 times each. Bigger House, and Newer House were each selected 20 times. The other options in the survey were all chosen 10 or less times.

Question 20. Would you support the development of alternative types of housing such as cluster homes, condominiums or townhouses, in Bay Village?

There were 228 responses to this question. Of those 122, or 54%, said yes they would support alternatives housing types while 106, or 46%, indicated they do not support them. On a number of forms the respondents questioned

where there was land available to develop such housing.

Question 21. What do you consider Bay Village's strengths and weaknesses?

Question 21 provided blank spaces in which residents filled-in what they felt were the City's strengths and weaknesses. Their answers were grouped together according to topic. Safety was the most mentioned strength of the community. A safety related comment was included 87 times. Schools and the community atmosphere were also listed very often as strengths. Many people mentioned that they liked the quiet, residential feeling of the City and thought that the size of the community contributed to the feeling of a personal or "quaint" town. Lake Erie and the parks were physical features which were cited often in the responses. Services were rated highly earlier in the survey and were written in 45 times as a strength. The appearance and architecture were called out separately 36 times and trees were mentioned 14 times.

The weakness mentioned most often by a large margin was high taxes. High taxes or lack of a commercial tax base was written on 78 surveys. The second most often cited weakness was a lack of retail in the community (29). Lack of restaurants was specifically cited 18 separate times. While the quality of schools were listed as a strength on 70 of the surveys, 13 respondents indicated that they thought the schools were declining or average. Sunday restrictions on the use of Cahoon Park and the City's recreation facilities were listed as weaknesses 11 and 10 times respectively. A number of people indicated that the age of the housing and the condition of some homes were becoming an issue in the community. A number of respondents thought that the community was losing some of its character and personality. Much of this was in response to the development of large homes along the lake. Rising cable prices prompted a number of people to list that as a weakness.

APPENDIX II COMMERCIAL INVENTORY AS OF JULY 1998

Address		Name of Business	Floor Area
A1 Supermarkets			
434	Dover Center Rd	HEINEN'S	35,700
			35,700
A2 Other Food			
27340	West Oviatt Rd	CONVENIENT FOOD MART	2,400
650	Dover Center Rd	FRAGAPANE BAKERY & DELI	1,400
328	Bassett Rd	MARTIN'S CORNER DELI	3,060
			6,860
A3 Food Service			
622	Dover Center Rd	LITTLE CAESARS PIZZA	780
618	Dover Center Rd	DAIRY QUEEN	1,170
590	Dover Center Rd	MALLEY'S CHOCOLATES	3,840
27225	Wolf Rd	JAVA BAY	735
660	Dover Center Rd	PAULY'S CAFE & DELI	4,100
25517	Eaton Way	DOMINO'S PIZZA	861
637	Dover Center Rd	MINOTTI'S DRIVE THRU	3,230
640	Dover Center Rd	BAMBOO HOUSE RESTAURANT	2,820
27321	Wolf Rd	DANNY BOYS PIZZA & RIBS	1,200
			18,736
A4 Drugs			
601	Clague Pkwy	BAY PHARMACY	8,250
27251	Wolf Rd	MEDIC DISCOUNT DRUGSTORES	12,360
			20,610
A5 Other Convenience			
27313	Wolf Rd	ACE HELPFUL HARDWARE	3,300
583	Dover Center Rd	BLOOMING DESIGNS	2,225
27233	Wolf Rd	TAPES TO GO	2,273
27115	East Oviatt Rd	BAY BOOKS	1,144
			8,942

City of Bay Village

A6 Convenience Services			
27223	Wolf Rd	BAY BARBER SHOP	784
27219	Wolf Rd	DRY CLEAN USA	1,323
27221	Wolf Rd	BAY TRAVEL CENTER	686
625	Clague Pkwy	BARB'S PLACE	960
27211	Wolf Rd	HUNTINGTON BEACH TANNING SALON	1,258
25523	Eaton Way	PRESTIGE CLEANERS & TAILORS	2,050
27122	East Oviatt Rd	CAM'S HAIR FASHIONS & WIGS	880
27105	East Oviatt Rd	BAY-WEST SALON	936
660	Dover Center Rd	ESTREMERA SALON	1,380
27360	West Oviatt Rd	THOMAS & THOMAS STUDIO	2,000
619	Clague Pkwy	THE DRY CLEANER	1,872
626	Dover Center Rd	WILLIAMSBURG CLEANERS	1,659
620	Dover Center Rd	VILLAGE BARBER SHOP	507
27227	Wolf Rd	ANDY'S SHOE SERVICE	588
587	Dover Center Rd	BAY HAIR SALON	1,289
624	Dover Center Rd	HAIR EXPRESS	1,501
27309	Wolf Rd	TODAY'S HAIR	1,800
625	Dover Center Rd	REEHORST CLEANERS	4,212
			25,685
B2 Other General Merchandise			
658	Dover Center Rd	ELITE REPEAT	1,400
			1,400
B3 Clothing & Shoes			
27235	Wolf Rd	ARTHUR'S SHOE TREE	3,400
			3,400
B4 Other Shopping Goods			
27311	Wolf Rd	OPTICAL SHOWCASE	1,700
27245	Wolf Rd	VIVID JEWELERS	1,920
			3,620
B5 Furniture & Home Furnishing			
660	Dover Center Rd	HERON BAY LTD.	1,952
570	Dover Center Rd	DEJARA DESIGN INTERIORS	1,695
27023	Knickerbocker	CREATIVE CABINETS	2,343
27378	West Oviatt Rd	I-O DATA SYSTEMS INC.	2,850
			8,840
C3 Auto Parts Sales			
27311	West Oviatt Rd	NAPA AUTO PARTS	4,000
			4,000
C4 Auto Repair			
637	Dover Center Rd	MOELL'S AUTO SERVICE/C & F RADIATOR	1,550
27205	Wolf Rd	BURNS 76 AUTO SERVICE	1,108
585	Clague Pkwy	KANE'S SERVICE CENTER	1,522
			4,180

City of Bay Village

C5 Gas Stations			
27401	Wolf Rd	SHELL	340
630	Columbia Rd	SPEEDWAY GAS	1,296
600	Dover Center Rd	BAY VILLAGE MARATHON	1,864
609	Dover Center Rd	BP/PROCARE	2,764
			6,264
D1 Enclosed Amusement			
27229	Wolf Rd	BAY LANES	17,236
			17,236
E3 Animal Hospitals			
627	Clague Pkwy	BAY ANIMAL CLINIC	1,488
			1,488
E4 Training Schools			
660	Dover Center Rd	HEIGHTS DRIVING SCHOOL	510
660	Dover Center Rd	UNIVERSAL MARTIAL ARTS	750
652	Dover Center Rd	CLASSICAL ACADEMY OF DANCE	1,400
			2,660
E5 Business Services			
27122	East Oviatt Rd	VACANT	1,200
27209	Wolf Rd	BAY VILLAGE PRINTING	1,480
27122	East Oviatt Rd	BAY/WEST SECRETARIAL SVCE	640
			3,320
F1 Existing Vacant			
27241	Wolf Rd	VACANT1 (BAY SQUARE CTR.)	1,680
27239	Wolf Rd	VACANT3 (BAY SQUARE CTR.)	2,280
628	Dover Center Rd	VACANT	1,422
630	Dover Center Rd	VACANT	1,580
27217	Wolf Rd	VACANT	1,062
632	Dover Center Rd	VACANT	1,501
654	Dover Center Rd	VACANT	1,400
27215	Wolf Rd	VACANT	3,034
27243	Wolf Rd	VACANT2 (BAY SQUARE CTR.)	1,680
660	Dover Center Rd	VACANT	715
27103	East Oviatt Rd	VACANT	780
27105	Knickerbocker	VACANT	2,440
			19,574

City of Bay Village

G1 Local Offices			
411	Dover Center Rd	CHARTER ONE BANK	1,920
380	Dover Center Rd	DENTAL OFFICES	928
355	Dover Center Rd	HUNTINGTON BANK	3,000
27323	Wolf Rd	KEY BANK	3,900
419	Dover Center Rd	OFFICE	1,854
578	Dover Center Rd	DOCTOR FOOTE	1,369
572	Dover Center Rd	BAY FAMILY DENTISTRY	1,470
551	Dover Center Rd	BAY FAMILY CARE/WEST SHORE CLINIC	3,679
433	Dover Center Rd	NATIONAL CITY BANK	2,500
457	Dover Center Rd	THOMAS KELLY, OD	1,780
585	Dover Center Rd	DENTAL LAB	1,160
660	Dover Center Rd	REALTY ONE	9,940
27016	Knickerbocker	OFFICES	12,000
27115	Knickerbocker	SMYTHE CRAMER REALTORS	5,950
27025	Knickerbocker	LOCAL OFFICES	4,757
27101	East Oviatt Rd	BAY OFFICES	9,960
27120	East Oviatt Rd	FIFTH THIRD BANK	2,340
27005	Knickerbocker	LOCAL OFFICE	6,100
25519	Eaton Way	H & R BLOCK	1,599
27350	West Oviatt Rd	OFFICE	3,400
660	Dover Center Rd	NCA FINANCIAL PLANNERS	1,012
660	Dover Center Rd	BAY DENTAL OFFICES	2,560
660	Dover Center Rd	CHURCH ON THE RISE	406
27310	West Oviatt Rd	OFFICES	7,107
660	Dover Center Rd	OFFICES- LEAR GROUP, LIGHTHOUSE REALTY	1,070
27320	West Oviatt Rd	NOCK & SONS CO.	3,300
			95,061
G2 Regional Offices			
560	Dover Center Rd	RAD-CON	6,800
27122	East Oviatt Rd	POST OFFICE	1,000
			7,800

City of Bay Village

APPENDIX III RETAIL BUSINESS INVENTORY AS OF JULY, 1998

SIC RETAIL CODES		BUSINESS NAME	SQUARE FEET
Building Materials and garden supplies			
521	Lumber and other building materials		
525	Hardware store	ACE Hardware	3,300
526	Retail nurseries/garden stores		
TOTAL			3,300
General Merchandise Stores			
531	Department Stores		
533	Variety Stores		
539	Misc. general merchandise stores		
TOTAL			0
Food Stores			
541	Grocery stores	Heinens	35,700
542	Meat/ Fish Markets		
543	Fruit/ Vegetable Markets		
544	Candy, nut, and confectionery stores	Malley's Chocolates	3,840
546	Retail bakeries	Fragapane Bakery & Deli	1,380
549	Miscellaneous food stores	Martin's Corner Deli	3,060
		Convenient	2,400
		Minotti's Drive-Thru	3,230
TOTAL			49,610
Apparel & Accessory Stores			
561	Men's & Boys clothing		
562	Women's clothing		
563	Women's accessory and specialty stores	Heady Lady's Millinery	400
564	Children's and infants wear		
565	Family clothing		
566	Shoe stores	Arthur's Shoe Tree	3,400
569	Misc. Apparel & accessory stores		
TOTAL			3,800
Furniture and Home Furnishings			
5712	Furniture stores		
5713	Floor covering stores		
5714	Drapery and upholstery stores		
5719	Misc. Home furnishings stores	Dejara Design Interiors	1,695
		Huron Bay Ltd.	1,952
		Creative Cabinets	2,343
572	Household Appliance stores		
5731	Radio, TV, and electronic stores		
5734	Computer & software stores	I-O Data Systems	2,850
5735	Record and tape stores		
5736	Musical instrument stores		
TOTAL			8,840

City of Bay Village

Eating and Drinking Places			
5812	Eating places	Dairy Queen	1,170
		Little Caesar's Pizza	780
		Bamboo House	2,820
		Pauly's Cafe & Deli	4,100
		Domino's Pizza	861
		Danny Boys Pizza	1,200
5813	Drinking places	Java Bay	735
		TOTAL	11,666
Drug & Proprietary			
591	Drug Stores	Medic	12,360
		Bay Pharmacy	8,250
		TOTAL	20,610
Miscellaneous Retail			
592	Liquor stores		
593	Used Merchandise	Elite Repeat	1,200
5941	Sporting Goods		
5942	Book stores	Bay Books	1,144
5944	Jewelry stores	Vivid Jewelers	1,920
5945	Hobby, toy, and game shops		
5946	Camera, photo needs store		
5947	Gift, novelty, & souvenir shops		
5949	Sewing, needlework, and piece goods		
596	Non-store retailers (catalogs, mail-order)		
598	Fuel Dealers		
5992	Florists	Blooming Designs	2,225
5995	Optical goods	Optical Showcase	1,700
5999	Miscellaneous retail stores		
		TOTAL	8,189
		SUBTOTAL	106,015
Vacant			
	Vacancies	628 Dover Center Rd	1,422
		630 Dover Center Rd	1,580
		632 Dover Center Rd	1,501
		654 Dover Center Rd	1,400
		660 Dover Center Rd	715
		27103 E. Oviatt Rd	780
		27105 Knickerbocker	2,440
		27215 Wolf Rd	3,034
		27217 Wolf Rd	1,062
		27239 Wolf Rd (Bay Square Center)	2,280
		27241 Wolf Rd (Bay Square Center)	1,680
		27243 Wolf Rd (Bay Square Center)	1,680
		TOTAL	19,574
		GRAND TOTAL	125,589

APPENDIX IV ALTERNATIVE ANALYSIS IMPACT METHODOLOGY, STANDARDS AND ASSUMPTIONS

There are four main components of an alternative development analysis - compatibility with the goals of the Master Plan, compatibility with surrounding land uses, the physical impacts and the fiscal impacts. The fiscal impacts are especially significant to community officials because the estimated costs and revenues can have a tremendous effect on local governments. Two different methodologies were used to calculate municipal expenditures. The specifics of each of these methodologies can be found in *The Fiscal Impact Handbook*, 1978. The **Per Capita Multiplier** was used to project costs in *residential* scenarios while the second methodology, the **Employee Anticipation Method**, was used to project costs in *nonresidential* scenarios. Both methodologies require a detailed analysis of the community's most current annual financial report. They both include some basic assumptions about existing and projected population size, established or planned service infrastructure, and the current allocation of program dollars.

The standards and assumptions listed below were used in the various alternative analyses for Bay Village. Numerous pieces of information were input into the calculations for each impact analysis. Many of these numbers were based upon accepted planning standards and general rule-of-thumb guidelines such as parking standards and number of employees. Other assumptions were based upon current market values and conditions such as construction costs and income data. The Cuyahoga County Auditor's Office and the Bureau

of the Census also provided information used in the analysis.

The following is a list of standards and assumptions used in the alternative analyses:

Population

Average Persons per Family	2.71
Adjusted Persons per Family (Townhouses)	2.10
Adjusted Persons per Family (Empty Nesters)	1.65
Adjusted Persons per Family (Senior Housing)	1.03

Source: U.S. Bureau of the Census, adjustments based on estimation.

Employees

Office Employees (per square foot)	3.29
Medical Office Employee (per square foot)	4.83
Restaurant Employees (per square foot)	9.92

Source: Trip Generation, Institute of Transportation Engineers, 6th Edition.

Property Data

Avg. Value of Townhouse/ Condo	\$195,000
Avg. Value of Senior Townhouse/ Condo	\$150,000

Source: Estimates from comparable developments in area and based upon County Auditor's data.

City of Bay Village

	Construction Cost	Average Value of Land (per acre)
Senior Housing	\$70.70	\$225,000
Office Building	\$70.47	\$250,000
Medical Office Building	\$83.70	\$150,000
Restaurant	\$105.00	\$220,000
Office/Retail	\$67.00	\$200,000

Source: 1998 Means Building & Construction data; Cuyahoga County Auditor's Office, 1998.

Property Taxes

Effective Tax Rate (Residential/Agricultural)	67.43
Effective Tax Rate (Commercial/Industrial)	78.04

Source: Cuyahoga County Auditor's Office, 1998.

Distribution of Property Tax Dollars

	Residential/ Agricultural	Commercial/ Industrial
City	0.224	0.193
School	0.595	0.621
County	0.143	0.15
Library/Metroparks	0.038	0.036

Source: Cuyahoga County Auditor's Office, 1998.

Income Tax

Income Tax Rate	1.50%
Tax Credit	100%
Credit Limit	1.00%

Source: Regional Income Tax Collection Agency, 1996.

Income Data (1998)

Estimated Avg. Household Income (Townhouse)	\$65,000
Estimated Avg. Household Income (High density Townhouse)	\$39,000
Estimated Avg. Household Income (Senior Housing)	\$17,500
Estimated Avg. Employee Income (Office)	\$28,000

Estimated Avg. Employee Income (Medical Office)	\$59,000
Estimated Avg. Employee Income (Restaurant)	\$8,400

Source: 1990 Bureau of the Census, adjusted by 3% inflation factor, County Business Patterns, 1995.

Expenditure Data

Bay Village Financial Report

	Annual Expenses	Per Capita Expenditures
General Government	\$1,904,327	\$116.11
Public Safety	\$4,156,871	\$253.45
Public Works	\$29,207,690	\$178.08
Health & Welfare	\$237,768	\$14.50
Recreation/Leisure	\$550,255	\$33.55
Statutory/Unclassified: Community, Environment & Capital Outlay	\$2,024,852	\$123.46
Debt Service	\$1,629,670	\$99.36

Source: Bay Village 1997 Comprehensive Annual Financial report.

Residential Development

1996 Population Estimate	16,401
Per Capita Municipal Expenditures	\$787.00

Source: Per Capita Multiplier Method, The Fiscal Impact Handbook.

Nonresidential Development

Employee Anticipation Method: Commercial Multiplier

General Government	0.0001053
Public Safety	0.0000270
Public Works (Basic Utility Services)	0.0000000
Health & Welfare	0.0000033
Recreation & Culture	0.0000012
Statutory & Unclassified Expenses (Planning Building)	0.0000189
Debt Service	0.0000029

Source: Employee Anticipation Method, The Fiscal Impact Handbook.

City of Bay Village

Traffic Data

Average trips per dwelling unit (Townhouse)	5.86
Average trips per dwelling unit (Senior Housing)	3.48
Average trips per 1,000 sq. Ft. (Office)	11.42
Average trips per 1,000 sq. Ft. (Medical Office)	34.17
Average trips per 1,000 sq. Ft. (Restaurant)	130.34

Source: Trip Generation, Institute of Transportation Engineers, 6th Edition.

Parking Data

Office District

Parking spaces (per 1,000 square feet Administrative)	5
Parking spaces (per 1,000 square feet Medical Office)	10

Source: City of Bay Village Zoning Code.

Environmental Data

	Water Consumption	Sewage Production	Solid Waste Generation
Residential (per capita)	75 gallons/day/ multi-family unit	65 gallons/ day	0.00175 tons/ day
Office (per 1,000 sq. ft.)	93 gallons/day	79.98 gallons/day	0.001 tons/ day
Retail (per 1,000 sq. ft.)	106 gallons/ day	91.16 gallons/day	0.001 tons/ day

Source: Model Factors, Development Impact Assessment Handbook, Urban Land Institute.

City of Bay Village

APPENDIX V TREE COMMISSION PLAN

Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Lake Rd-1	17	Katsuratree	Cercidiphyllum japonicum (tree form)	Large	Large
1	Lake Rd-1	17	Black Tupelo	Nyssa sylvatica	Medium	Medium
1	Lake Rd-1	35	Thornless Cockspur Hawthorn	Crataegus crusgalli var. inermis	Small	Small
2	Lake Rd-2	32	Swamp White Oak	Quercus bicolor	Large	Large
2	Lake Rd-2	0			Medium	
2	Lake Rd-2	49	Corneliacherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
3	Lake Rd-3	25	Katsuratree	Cercidiphyllum japonicum (tree form)	Large	Large
3	Lake Rd-3	0			Medium	
3	Lake Rd-3	45	Harvest Gold Crabapple	Malus 'Hargozam' (tree form)	Small	Small
4	Lake Rd-4	13	Ginkgo (Male only)	Ginkgo biloba (male only)	Large	Large
4	Lake Rd-4	5	Black Tupelo	Nyssa sylvatica	Medium	Medium
4	Lake Rd-4	63	Amur Maple	Acer ginnala (tree form)	Small	Small
1	Wolf Rd-1	11	Bur Oak	Quercus macrocarpa	Large	Large
1	Wolf Rd-1	12	Hedge Maple	Acer campestre	Medium	Medium
1	Wolf Rd-1	69	Hedge Maple	Acer campestre	Small	Medium
2	Wolf Rd-2	0			Large	
2	Wolf Rd-2	0			Medium	
2	Wolf Rd-2	197	Thornless Cockspur Hawthorn	Crataegus crusgalli var. inermis	Small	Small
3	Wolf Rd-3	57	Cimmaran Green Ash	Fraxinus pennsylvanica cv. 'Cimmzam'	Large	Large
3	Wolf Rd-3	0			Medium	
3	Wolf Rd-3	36	Amur Maple	Acer ginnala (tree form)	Small	Small
4	Wolf Rd-4	22	Celebration Maple	Acer x freemanii 'Celzam' P.P.7279	Large	Medium
4	Wolf Rd-4	0			Medium	
4	Wolf Rd-4	27	Tradition Serviceberry	Amelanchier x grandiflora 'Trazam'	Small	Small

City of Bay Village

Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Bassett Rd-1	0			Large	
1	Bassett Rd-1	6	Village Green Japanese Zelkova	Zelkova serrata 'Village Green'	Medium	Medium
1	Bassett Rd-1	5	Corneliacherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
2	Bassett Rd-2	0			Large	
2	Bassett Rd-2	1	Village Green Japanese Zelkova	Zelkova serrata 'Village Green'	Medium	Medium
2	Bassett Rd-2	7	Corneliacherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
1	Bradley Rd-1	0			Large	
1	Bradley Rd-1	0			Medium	
1	Bradley Rd-1	131	Crabapples(Mixture of Six)		Small	Small
4	Clague Rd-4	0			Large	
4	Clague Rd-4	0			Medium	
4	Clague Rd-4	29	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
3	Columbia Rd-3	0			Large	
3	Columbia Rd-3	0			Medium	
3	Columbia Rd-3	19	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
4	Columbia Rd-4	0			Large	
4	Columbia Rd-4	0			Medium	
4	Columbia Rd-4	9	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
3	Dover Rd-3	15	October Glory Red Maple	Acer rubrum 'PN10268'	Large	Large
3	Dover Rd-3	0			Medium	
3	Dover Rd-3	45	Paperbark Maple	Acer griseum	Small	Small
1	Walker Rd-1	15	English Oak	Quercus robur	Large	Large
1	Walker Rd-1	0			Medium	
1	Walker Rd-1	44	American Yellowwood	Cladrastis kentukea (lutea)	Small	Small
1	Aldrich Dr	0			Large	
1	Aldrich Dr	23	Carolina Silverbell	Halesia carolina	Medium	Medium
1	Aldrich Dr	0			Small	
1	Anna Ln	0			Large	
1	Anna Ln	0			Medium	
1	Anna Ln	17	Centurian Crabapple	Malus 'Centzam' (tree form)	Small	Small
1	Appleblossom Ln	0			Large	
1	Appleblossom Ln	0			Medium	
1	Appleblossom Ln	63	Chinese Elm	Ulmus parvifolia	Small	Medium
1	Applewood Dr	0			Large	
1	Applewood Dr	0			Medium	
1	Applewood Dr	39	Tradition Serviceberry	Amelanchier x grandiflora 'Trazam'	Small	Small
1	Arlington CrI	7	Autumn Applause White Ash	Fraxinus americana 'Autumn Applause'	Large	Large

City of Bay Village

Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Arlington Crl	0			Medium	
1	Arlington Crl	0			Small	
1	Ashton Ln	0			Large	
1	Ashton Ln	0			Medium	
1	Ashton Ln	21	Thornless Cockspur Hawthorn	Crataegus crusgalli var. inermis	Small	Small
1	Bar Harbor Dr	0			Large	
1	Bar Harbor Dr	27	Imperial Honeylocust	Gleditsia triacanthos 'Impcole'	Medium	Medium
1	Bar Harbor Dr	0			Small	
1	Bates Dr	0			Large	
1	Bates Dr	12	Celebration Maple	Acer x freemanii 'Celzam' P.P.7279	Medium	Medium
1	Bates Dr	0			Small	
1	Bay View Rd	0			Large	
1	Bay View Rd	4	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
1	Bay View Road	25	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
1	Bexley Dr	0			Large	
1	Bexley Dr	32	Imperial Honeylocust	Gleditsia triacanthos 'Impcole'	Medium	Medium
1	Bexley Dr	27	American Yellowwood	Cladrastis kentukea (lutea)	Small	Small
1	Breezewood Dr	0			Large	
1	Breezewood Dr	32	Queen Elizabeth Hedge Maple	Acer campestre 'Evelyn'	Medium	Medium
1	Breezewood Dr	24	Tatarian Maple	Acer tatarian (tree form)	Small	Small
1	Brooke Ln	0			Large	
1	Brooke Ln	14	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Brooke Ln	0			Small	
1	Cambridge Dr (Private)	0			Large	
1	Cambridge Dr (Private)	0			Medium	
1	Cambridge Dr (Private)	0			Small	
1	Carlton Dr	0			Large	
1	Carlton Dr	46	Imperial Honeylocust	Gleditsia triacanthos 'Imperial'	Medium	Medium
1	Carlton Dr	17	American Yellowwood	Cladrastis kentukea (lutea)	Small	Small
1	Chatham Pt	0			Large	
1	Chatham Pt	0			Medium	
1	Chatham Pt	5	Kousa Dogwood	Cornus kousa	Small	Small
1	Clarewood Dr	0			Large	
1	Clarewood Dr	9	Chinese Elm	Ulmus parvifolia	Medium	Medium
1	Clarewood Dr	0			Small	
1	Clinton Dr	0			Large	

City of Bay Village

Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Clinton Dr	3	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Clinton Dr	0			Small	
1	Crestview Dr	0			Large	
1	Crestview Dr	2	Chinese Elm	Ulmus parvifolia	Medium	Medium
1	Crestview Dr (N of Ashton Ln)	57	Pekin Tree Lilac	Syringa pekinesis (tree form)	Small	Small
1	Drake Dr	0			Large	
1	Drake Dr	11	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Drake Dr	0			Small	
1	Eagle Cliff Dr	0			Large	
1	Eagle Cliff Dr	0			Medium	
1	Eagle Cliff Dr	0			Small	
1	Ednil Dr	0			Large	
1	Ednil Dr	0			Medium	
1	Ednil Dr	32	Pink Crabapple		Small	Small
1	Fairwin Dr	0			Large	
1	Fairwin Dr	18	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Fairwin Dr	0			Small	
1	Huntington Woods Pkwy	56	Autumn Applause White Ash	Fraxinus americana 'Autumn Applause'	Large	Large
1	Huntington Woods Pkwy	3	Centurian Crabapple	Malus 'Centzam' (tree form)	Medium	Small
1	Huntington Woods Pkwy	10	Centurian Crabapple	Malus 'Centzam' (tree form)	Small	Small
1	Hurst Dr	0			Large	
1	Hurst Dr	14	Celebration Maple	Acer x freemanii 'Celzam' P.P.7279	Medium	Medium
1	Hurst Dr	0			Small	
1	Jonathan Ln	0			Large	
1	Jonathan Ln	14	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Jonathan Ln	0			Small	
1	Kensington Crl	1	Bur Oak	Quercus macrocarpa	Large	Large
1	Kensington Crl	0			Medium	
1	Carlton Dr	17	American Yellowwood	Cladrastis kentukea (lutea)	Small	Small
1	Chatham Pt	0			Large	
1	Chatham Pt	0			Medium	
1	Chatham Pt	5	Kousa Dogwood	Cornus kousa	Small	Small
1	Clarewood Dr	0			Large	
1	Clarewood Dr	9	Chinese Elm	Ulmus parvifolia	Medium	Medium
1	Clarewood Dr	0			Small	
1	Clinton Dr	0			Large	
1	Clinton Dr	3	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Clinton Dr	0			Small	
1	Crestview Dr	0			Large	
1	Crestview Dr	2	Chinese Elm	Ulmus parvifolia	Medium	Medium

City of Bay Village

Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Crestview Dr (N of Ashton Ln)	57	Pekin Tree Lilac	Syringa pekinesis (tree form)	Small	Small
1	Drake Dr	0			Large	
1	Drake Dr	11	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Drake Dr	0			Small	
1	Eagle Cliff Dr	0			Large	
1	Eagle Cliff Dr	0			Medium	
1	Eagle Cliff Dr	0			Small	
1	Ednil Dr	0			Large	
1	Ednil Dr	0			Medium	
1	Ednil Dr	32	Pink Crabapple		Small	Small
1	Fairwin Dr	0			Large	
1	Fairwin Dr	18	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Fairwin Dr	0			Small	
1	Huntington Woods Pkwy	56	Autumn Applause White Ash	Fraxinus americana 'Autumn Applause'	Large	Large
1	Huntington Woods Pkwy	3	Centurian Crabapple	Malus 'Centzam' (tree form)	Medium	Small
1	Huntington Woods Pkwy	10	Centurian Crabapple	Malus 'Centzam' (tree form)	Small	Small
1	Hurst Dr	0			Large	
1	Hurst Dr	14	Celebration Maple	Acer x freemanii 'Celzam' P.P.7279	Medium	Medium
1	Hurst Dr	0			Small	
1	Jonathan Ln	0			Large	
1	Jonathan Ln	14	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Jonathan Ln	0			Small	
1	Kensington Crl	1	Bur Oak	Quercus macrocarpa	Large	Large
1	Kensington Crl	0			Medium	
1	Pellett Dr	0			Small	
1	Perry Dr	0			Large	
1	Perry Dr	4	Fastigiata European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
1	Perry Dr	0			Small	
1	Plymouth Dr	41	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
1	Plymouth Dr	14	Hedge Maple	Acer campestre	Medium	Medium
1	Plymouth Dr	3	Tatarian Maple	Acer tatarian (tree form)	Small	Small
1	Powell Dr	0			Large	
1	Powell Dr	29	Chinese Elm	Ulmus parvifolia	Medium	Medium
1	Powell Dr	0			Small	
1	Provincetown Ln	0			Large	
1	Provincetown Ln	0			Medium	

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Provincetown Ln	4	Kousa Dogwood	Cornus kousa	Small	Small
1	Roberta Dr	10	Shumard Oak	Quercus shumardii	Large	Large
1	Roberta Dr	0			Medium	
1	Roberta Dr	0			Small	
1	Roxbury Park	16	Autumn Applause White Ash	Fraxinus americana 'Autumn Applause'	Large	Large
1	Roxbury Park	0			Medium	
1	Roxbury Park	0			Small	
1	Saddler Rd	0			Large	
1	Saddler Rd	0			Medium	
1	Saddler Rd	85	Hophornbeam	Ostrya virginiana (tree form)	Small	Small
1	Salem Dr	0			Large	
1	Salem Dr	0			Medium	
1	Salem Dr	41	Village Green Japanese Zelkova	Zelkova serrata 'Village Green'	Small	Medium
1	Sherwood Dr	0			Large	
1	Sherwood Dr	0			Medium	
1	Sherwood Dr	27	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
1	Tanglewood Ln	0			Large	
1	Tanglewood Ln	0			Medium	
1	Tanglewood Ln	48	Black Tupelo	Nyssa sylvatica	Small	Medium
1	Timber Ln	0			Large	
1	Timber Ln	0			Medium	
1	Timber Ln	27	Fastigate European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Small	Medium
1	Tuttle Dr	1	English Oak	Quercus robur	Large	Large
1	Tuttle Dr	35	Carolina Silverbell	Halesia carolina	Medium	Medium
1	Tuttle Dr	0			Small	
1	Walmar Dr	36	English Oak	Quercus robur	Large	Large
1	Walmar Dr	21	Chancellor Littleleaf Linden	Tilia cordata 'Chancellor'	Medium	Medium
1	Walmar Dr	16	White Fringetree	Chionanthus virginicus	Small	Small
1	Webster Dr	0			Large	
1	Webster Dr	0			Medium	
1	Webster Dr	28	Snow Goose Cherry	Prunus 'Snow Goose'	Small	Small
1	Wellfleet Dr	0			Large	
1	Wellfleet Dr	0			Medium	
1	Wellfleet Dr	8	Kousa Dogwood	Cornus kousa	Small	Small
1	Westlawn Dr	0			Large	
1	Westlawn Dr	0			Medium	
1	Westlawn Dr	0			Small	
1	Wildbrooke Ln	0			Large	
1	Wildbrooke Ln	2	Chinese Elm	Ulmus parvifolia	Medium	Medium
1	Wildbrooke Ln	37	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
1	Willoway Ln	0			Large	

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
1	Willoway Ln	0			Medium	
1	Willoway Ln	19	Pink Crabapple		Small	Small
1	Winsor Dr	0			Large	
1	Winsor Dr	0			Medium	
1	Winsor Dr	73	Turkish Filbert	Corylus colurna (tree form)	Small	Small
1	Winston Dr	8	Kentucky Coffee Tree	Gymnocladus dioicus	Large	Large
1	Winston Dr	0			Medium	
1	Winston Dr	3	Pagoda Dogwood	Comus alternifolia	Small	Small
1	Yarmouth Ln	0			Large	
1	Yarmouth Ln	0			Medium	
1	Yarmouth Ln	12	American Yellowwood	Cladrastis kentukea (lutea)	Small	Small
2	Aberdeen Av	0			Large	
2	Aberdeen Av	0			Medium	
2	Aberdeen Av	27	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
2	Beach Ln	5	Bur Oak	Quercus macrocarpa	Large	Large
2	Beach Ln	0			Medium	
2	Beach Ln	26	Kousa Dogwood	Cornus kousa	Small	Small
2	Bracken Way	0			Large	
2	Bracken Way	0			Medium	
2	Bracken Way	46	Ivory Silk Japanese Tree Lilac	Syringa reticulata 'Ivory Silk'	Small	Small
2	Buchanan Dr	0			Large	
2	Buchanan Dr	0			Medium	
2	Buchanan Dr	21	Snow Goose Cherry	Prunus 'Snow Goose'	Small	Small
2	Cahoon Rd	5	Ginkgo (male only)	Ginkgo biloba	Large	Large
2	Cahoon Rd	6	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Cahoon Rd	12	Blackhaw Viburnum	Viburnum prunifolium	Small	Small
2	Chelsea Dr	0			Large	
2	Chelsea Dr	3	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	Medium	Medium
2	Chelsea Dr	0			Small	
2	Cowles Dr	0			Large	
2	Cowles Dr	0			Medium	
2	Cowles Dr	31	Japanese Stewartia	Stewartia pseudocamellia	Small	Small
2	Debbington Dr	0			Large	
2	Debbington Dr	0			Medium	
2	Debbington Dr	29	Snow Goose Cherry	Prunus 'Snow Goose'	Small	Small
2	Dwight Dr	0			Large	
2	Dwight Dr	0			Medium	
2	Dwight Dr	29	Snow Goose Cherry	Prunus 'Snow Goose'	Small	Small
2	Edgewood Rd	1	Morane Sweetgum	Liquidambar styraciflua 'Moraine'	Large	Large

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
2	Edgewood Rd	1	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Edgewood Rd	2	Corneliancherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
2	Electric Dr	0			Large	
2	Electric Dr	0			Medium	
2	Electric Dr	31	American Hornbeam	Carpinus caroliniana Tree Form	Small	Small
2	Florence	0			Large	
2	Florence	0			Medium	
2	Florence	0			Small	
2	Foote Rd (off Bassett)	0			Large	
2	Foote Rd (off Bassett)	0			Medium	
2	Foote Rd (off Bassett)	0			Small	
2	Foote Rd (off Westwood)	0			Large	
2	Foote Rd (off Westwood)	4	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Foote Rd (off Westwood)	0			Small	
2	Forest Dr	12	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
2	Forest Dr	0			Medium	
2	Forest Dr	5	Kousa Dogwood	Cornus kousa	Small	Small
2	Glendenning Dr	0			Large	
2	Glendenning Dr	0			Medium	
2	Glendenning Dr	22	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
2	Goulders Green	0			Large	
2	Goulders Green	0			Medium	
2	Goulders Green	14	Trident Maple	Acer buergeranum (tree form)	Small	Small
2	Inverness Dr	0			Large	
2	Inverness Dr	0			Medium	
2	Inverness Dr	37	Paperbark Maple	Acer griseum	Small	Small
2	Knickerbocker Rd	8	Swamp White Oak	Quercus bicolor	Large	Large
2	Knickerbocker Rd	77	Black Tupelo	Nyssa sylvatica	Medium	Medium
2	Knickerbocker Rd	19	Corneliancherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
2	Lincoln Rd	15	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
2	Lincoln Rd	7	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	Medium	Medium
2	Lincoln Rd (Revere E)	25	Hophornbeam	Ostrya virginiana (tree form)	Small	Small
2	Lincoln Rd (Revere W)	99	Pink Crabapple		Small	Small

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
2	Linford Dr	0			Large	
2	Linford Dr	0			Medium	
2	Linford Dr	27	Blackhaw Viburnum	Viburnum prunifolium	Small	Small
2	Lisaview Dr	0			Large	
2	Lisaview Dr	0			Medium	
2	Lisaview Dr	18	Paperbark Maple	Acer griseum	Small	Small
2	Longbeach Pkwy	0			Large	
2	Longbeach Pkwy	5	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Longbeach Pkwy	0			Small	
2	Marygate Dr	0			Large	
2	Marygate Dr	0			Medium	
2	Marygate Dr	39	Blackhaw Viburnun	Viburnum prunifolium	Small	Small
2	Millard Dr	0			Large	
2	Millard Dr	0			Medium	
2	Millard Dr	22	Snow Goose Cherry	Prunus 'Snow Goose'	Small	Small
2	Norfolk Dr	0			Large	
2	Norfolk Dr	0			Medium	
2	Norfolk Dr	17	Paperbark Maple	Acer griseum	Small	Small
2	Northfield Dr	5	Morane Sweetgum	Liquidambar styraciflua 'Moraine'	Large	Large
2	Northfield Dr	2	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Northfield Dr	4	Corneliancherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
2	North Lincoln Rd	0			Large	
2	North Lincoln Rd	0			Medium	
2	North Lincoln Rd	8	Hophornbeam	Ostrya virginiana (tree form)	Small	Small
2	Osborn Rd	37	October Glory Red Maple	Acer rubrum 'PN10268'	Large	Large
2	Osborn Rd	0			Medium	
2	Osborn Rd	90	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
2	Oviatt Rd	5	Swamp White Oak	Quercus bicolor	Large	Large
2	Oviatt Rd	5	Black Tupelo	Nyssa sylvatica	Medium	Medium
2	Oviatt Rd	32	Corneliancherry Dogwood	Cornus mas 'Golden Glory'	Small	Small
2	Park Ln	0			Large	
2	Park Ln	0			Medium	
2	Park Ln	0			Small	
2	Pinewood Dr	0			Large	
2	Pinewood Dr	2	Sawtooth Oak	Quercus acutissima	Medium	Medium
2	Pinewood Dr	0			Small	
2	Revere Dr	0			Large	
2	Revere Dr	19	Sawtooth Oak	Quercus acutissima	Medium	Medium

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
2	Revere Dr	2	Kousa Dogwood	Cornus kousa	Small	Small
2	Rexford Av	0			Large	
2	Rexford Av	36	Queen Elizabeth Hedge Maple	Acer campestre 'Evelyn'	Medium	Medium
2	Rexford Av	0			Small	
2	Ruth St	0			Large	
2	Ruth St	0			Medium	
2	Ruth St	0			Small	
2	Rye Gate	0			Large	
2	Rye Gate	4	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	Medium	Medium
2	Rye Gate	21	Trident Maple	Acer buergeranum (tree form)	Small	Small
2	Sites Rd	0			Large	
2	Sites Rd	0			Medium	
2	Sites Rd	0			Small	
2	Sutcliffe Dr	23	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
2	Sutcliffe Dr	0			Medium	
2	Sutcliffe Dr	1	Kousa Dogwood	Cornus kousa	Small	Small
2	Turnbridge Rd	0			Large	
2	Turnbridge Rd	0			Medium	
2	Turnbridge Rd	13	Japanese Stewartia	Stewartia pseudocamellia	Small	Small
2	Wayside Ln	0			Large	
2	Wayside Ln	0			Medium	
2	Wayside Ln	0			Small	
2	Welshire Dr	0			Large	
2	Welshire Dr	0			Medium	
2	Welshire Dr	55	Blackhaw Viburnum	Viburnum prunifolium	Small	Small
2	West Oakland Rd (off Bassett)	0			Large	
2	West Oakland Rd (off Bassett)	0			Medium	
2	West Oakland Rd (off Bassett)	31	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
2	West Oakland Rd (Cahoon to cul-de-sac)	7	Bur Oak	Quercus macrocarpa	Large	Large
2	West Oakland Rd (Cahoon to cul-de-sac)	0			Medium	
2	West Oakland Rd (Cahoon to cul-de-sac)	46	Kousa Dogwood	Cornus kousa	Small	Small
2	Westwood Rd	0			Large	
2	Westwood Rd	2	Shademaster Honey Locust	Gleditsia triacanthos 'PN12835'	Medium	Large
2	Westwood Rd	0			Small	
2	Wood Park Dr	0			Large	
2	Wood Park Dr	0			Medium	

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
2	Wood Park Dr	0			Small	
3	Bruce Rd	12	Shingle Oak	Quercus imbricaria	Large	Large
3	Bruce Rd	0			Medium	
3	Bruce Rd	19	Ivory Silk Japanese Tree Lilac	Syringa reticulata 'Ivory Silk'	Small	Small
3	Cahoon Rd	0			Large	
3	Cahoon Rd	6	Sawtooth Oak	Quercus acutissima	Medium	Medium
3	Cahoon Rd	29	Blackhaw Viburnum	Viburnum prunifolium	Small	Small
3	Canterbury Rd	0			Large	
3	Canterbury Rd	28	Chinese Elm	Ulmus parvifolia	Medium	Medium
3	Canterbury Rd	40	Turkish Filbert	Corylus colurna (tree form)	Small	Small
3	Donald Av	0			Large	
3	Donald Av	10	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	Medium	Med/Lg
3	Donald Av	8	White Fringetree	Chionanthus virginicus	Small	Small
3	Douglas Dr	14	Shingle Oak	Quercus imbricaria	Large	Large
3	Douglas Dr	6	Sawtooth Oak	Quercus acutissima	Medium	Medium
3	Douglas Dr	21	White Fringetree	Chionanthus virginicus	Small	Small
3	East Oviatt Rd	15	Seedless Sweetgum	Liquidambar styraciflua 'Rotundiloba'	Large	Large
3	East Oviatt Rd	0			Medium	
3	East Oviatt Rd	37	Amur Maple	Acer ginnala (tree form)	Small	Small
3	Eaton Way Rd	0			Large	
3	Eaton Way Rd	11	Ruby Red Horsechestnut	Aesculus x carnea 'Briotii'	Medium	Medium
3	Eaton Way Rd	23	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
3	Elmwood Rd	0			Large	
3	Elmwood Rd	53	Ruby Red Horsechestnut	Aesculus x carnea 'Briotii'	Medium	Medium
3	Elmwood Rd	2	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
3	Glen Park Dr	12	Skyline Honey Locust	Gleditsia triacanthos 'Skycole'	Large	Large
3	Glen Park Dr	0			Medium	
3	Glen Park Dr	28	Trident Maple	Acer buergeranum (tree form)	Small	Small
3	Henry Rd	0			Large	
3	Henry Rd	0			Medium	
3	Henry Rd	18	White Fringetree	Chionanthus virginicus	Small	Small
3	Huntmere Dr	45	Northern Red Oak	Quercus rubra	Large	Large
3	Huntmere Dr	0			Medium	

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
3	Huntmere Dr	5	American Hornbeam	Carpinus caroliniana (tree form)	Small	Small
3	Jefferson Ct	0			Large	
3	Jefferson Ct	20	Village Green Japanese Zelkova	Zelkova serrata 'Village Green'	Medium	Medium
3	Jefferson Ct	0			Small	
3	Juneway Dr	0			Large	
3	Juneway Dr	17	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
3	Juneway Dr	19	Pagoda Dogwood	Comus alternifolia	Small	Small
3	Kenilworth Rd	6	Cimmaron Green Ash	Fraxinus pennsylvanica cv. 'Cimmzam'	Large	Large
3	Kenilworth Rd	35	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	Medium	Medium
3	Kenilworth Rd	6	Turkish Filbert	Corylus colurna (tree form)	Small	Small
3	Knickerbocker Rd	13	Pin Oak	Quercus palustris	Large	Large
3	Knickerbocker Rd	0			Medium	
3	Knickerbocker Rd	43	Crabapples(Mixture of Six)		Small	Small
3	Lake Forest Dr	44	Patmore Green Ash	Fraxinus pennsylvanica 'Patmore'	Large	Large
3	Lake Forest Dr	0			Medium	
3	Lake Forest Dr	8	Robin Hill Serviceberry	Amelanchier x grandiflora 'Robin Hill'	Small	Small
3	Leaf Ln	0			Large	
3	Leaf Ln	0			Medium	
3	Leaf Ln	4	Cumulus Serviceberry	Amelanchier laevis 'Cumulus'	Small	Small
3	Midland Rd	0			Large	
3	Midland Rd	0			Medium	
3	Midland Rd	44	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
3	Normandy Rd	0			Large	
3	Normandy Rd	0			Medium	
3	Normandy Rd	11	Pekin Tree Lilac	Syringa pekinesis (tree form)	Small	Small
3	Oakmoor Av	0			Large	
3	Oakmoor Av	29	Hedge Maple	Acer campestre	Medium	Medium
3	Oakmoor Av	10	Hedge Maple	Acer campestre	Small	Medium
3	Osborn Rd	5	All Seasons Sugar Hackberry	Celtis laevigata 'All Seasons'	Large	Large
3	Osborn Rd	18	Ruby Red Horsechestnut	Aesculus x carnea 'Briotii'	Medium	Medium

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
3	Osborn Rd	20	Robin Hill Serviceberry	Amelanchier x grandiflora 'Robin Hill'	Small	Small
3	Parkside Dr	0			Large	
3	Parkside Dr	25	Glenleven Littleleaf Linden	Tilia cordata 'Glenleven'	Medium	Medium
3	Parkside Dr	0			Small	
3	Russell Rd	0			Large	
3	Russell Rd	13	Chinese Elm	Ulmus parvifolia	Medium	Medium
3	Russell Rd	34	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
3	West Glen Park Dr	0			Large	
3	West Glen Park Dr	0			Medium	
3	West Glen Park Dr	0			Small	
3	West Oviatt Rd	15	All Seasons Sugar Hackberry	Celtis laevigata 'All Seasons'	Large	Medium
3	West Oviatt Rd	7	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
3	West Oviatt Rd	5	Tatarian Maple	Acer tatarian (Tree Form)	Small	Small
4	Bayfair Ct	0			Large	
4	Bayfair Ct	11	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Bayfair Ct	15	Rocky Mountain Glow Maple	Acer grandidentatum 'Rocky Mountain Glow'	Small	Small
4	Bayfair Dr	0			Large	
4	Bayfair Dr	5	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Bayfair Dr	15	Rocky Mountain Glow Maple	Acer grandidentatum 'Rocky Mountain Glow'	Small	Small
4	Bruce Rd	0			Large	
4	Bruce Rd	10	Fastigiata European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Bruce Rd	25	Hedge Maple	Acer campestre	Small	Medium
4	Clague Pkwy	0			Large	
4	Clague Pkwy	0			Medium	
4	Clague Pkwy	0			Small	
4	Clague Rd	0			Large	
4	Clague Rd	0			Medium	
4	Clague Rd	29	Ohio Pioneer Dotted Hawthorn	Crataegus punctata 'Ohio Pioneer'	Small	Small
4	Cliff Dr	3	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
4	Cliff Dr	0			Medium	
4	Cliff Dr	6	Kousa Dogwood	Cornus kousa	Small	Small

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
4	Columbia Ct	0			Large	
4	Columbia Ct	0			Medium	
4	Columbia Ct	0			Small	
4	Conover Dr	0			Large	
4	Conover Dr	5	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Conover Dr	6	Rocky Mountain Glow Maple	Acer grandidentatum 'Rocky Mountain Glow'	Small	Small
4	Darby's Run (Private)	0			Large	
4	Darby's Run (Private)	0			Medium	
4	Darby's Run (Private)	0			Small	
4	Devonshire Ct	0			Large	
4	Devonshire Ct	7	Fastigiata European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Devonshire Ct	12	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
4	Edinburgh Dr	0			Large	
4	Edinburgh Dr	21	Fastigiata European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Edinburgh Dr	22	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
4	East Oakland Rd	1	Gold Dust Sweetgum	Liquidambar styraciflua 'Goduzam'	Large	Large
4	East Oakland Rd	0			Medium	
4	East Oakland Rd	92	Japanese Stewartia	Stewartia pseudocamellia	Small	Small
4	Electric Dr	0			Large	
4	Electric Dr	0			Medium	
4	Electric Dr	28	Hedge Maple	Acer campestre	Small	Medium
4	Fordham Pkwy	2	Gold Dust Sweegum	Liquidambar styraciflua 'Goduzam'	Large	Large
4	Fordham Pkwy	5	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
4	Fordham Pkwy	9	Kousa Dogwood	Cornus kousa	Small	Small
4	Forestview Ct	0			Large	
4	Forestview Ct	2	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Forestview Ct	0			Small	
4	Forestview Rd	1	Bur Oak	Quercus macrocarpa	Large	Large
4	Forestview Rd	17	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
4	Forestview Rd	34	Pagoda Dogwood	Comus alternifolia	Small	Small

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
4	Humiston Dr	6	Heritage River Birch	Betula nigra 'Heritage' (tree form)	Large	Large
4	Humiston Dr	0			Medium	
4	Humiston Dr	15	Hophornbeam	Ostrya virginiana (tree form)	Small	Small
4	Huntley Ct	0			Large	
4	Huntley Ct	6	Sawtooth Oak	Quercus acutissima	Medium	Medium
4	Huntley Ct	2	Robin Hill Serviceberry	Amelanchier x grandiflora 'Robin Hill'	Small	Small
4	Kenmore Dr	0			Large	
4	Kenmore Dr	0			Medium	
4	Kenmore Dr	5	Kousa Dogwood	Cornus kousa	Small	Small
4	Knickerbocker Rd	9	Gold Dust Sweetgum	Liquidambar styraciflua 'Goduzam'	Large	Large
4	Knickerbocker Rd	4	Village Green Japanese Zelkova	Zelkova serrata 'Village Green'	Medium	Medium
4	Knickerbocker Rd	21	Pekin Tree Lilac	Syringa pekinesis (tree form)	Small	Small
4	Lake Park Dr	0			Large	
4	Lake Park Dr	3	Fastigate European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Lake Park Dr	0			Small	
4	Lakeview Rd	1	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
4	Lakeview Rd	0			Medium	
4	Lakeview Rd	0			Small	
4	Lincolnshire Dr	0			Large	
4	Lincolnshire Dr	9	Sawtooth Oak	Quercus acutissima	Medium	Medium
4	Lincolnshire Dr	24	Robin Hill Serviceberry	Amelanchier x grandiflora 'Robin Hill'	Small	Small
4	Park Dr	0			Large	
4	Park Dr	5	Black Tupelo	Nyssa sylvatica	Medium	Medium
4	Park Dr	0			Small	
4	Queenswood Dr	0			Large	
4	Queenswood Dr	21	Fastigate European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Queenswood Dr	10	Leprechaun Ash	Fraxinus pennsylvanica 'Johnson'	Small	Small
4	Red Oak Ln	0			Large	
4	Red Oak Ln	14	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Red Oak Ln	0			Small	
4	Robert's Run (Private)	0			Large	
4	Robert's Run (Private)	0			Medium	
4	Robert's Run (Private)	0			Small	

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Area #	Street	No. of Trees	CommName	SciName	Site Size	Tree Size
4	Rockledge Dr	0			Large	
4	Rockledge Dr	0			Medium	
4	Rockledge Dr	0			Small	
4	Russell Rd	0			Large	
4	Russell Rd	10	Fastigate European Hornbeam	Carpinus betulus 'Fastigiata' (tree form)	Medium	Medium
4	Russell Rd	22	Hedge Maple	Acer campestre	Small	Medium
4	Sandalwood Dr	0			Large	
4	Sandalwood Dr	13	Sawtooth Oak	Quercus acutissima	Medium	Medium
4	Sandalwood Dr	17	Robin Hill Serviceberry	Amelanchier x grandiflora 'Robin Hill'	Small	Small
4	Shepard's Point(Private)	0			Large	
4	Shepard's Point(Private)	0			Medium	
4	Shepard's Point(Private)	0			Small	
4	Sunset Dr	2	Red Sunset Red Maple	Acer rubrum 'Franksred'	Large	Large
4	Sunset Dr	0			Medium	
4	Sunset Dr	0			Small	
4	Upland Rd	0			Large	
4	Upland Rd	4	Aristocrat Callery Pear	Pyrus calleeryana 'Aristocrat'	Medium	Medium
4	Upland Rd	24	Kousa Dogwood	Cornus kousa	Small	Small
4	Vineland Rd	0			Large	
4	Vineland Rd	0			Medium	
4	Vineland Rd	41	Pagoda Dogwood	Comus alternifolia	Small	Small
4	Woodlane Dr	0			Large	
4	Woodlane Dr	13	Carolina Silverbell	Halesia carolina	Medium	Medium
4	Woodlane Dr	19	Rocky Mountain Glow Maple	Acer grandidentatum 'Rocky Mountain Glow'	Small	Small
1	Crestview Dr (S of Ashton Ln)	9	Kousa Dogwood	Cornus Kousa	Small	Small