

# Bridging Bedford

A Historic Downtown Plan  
Linking Past and Future

STUDIO 17





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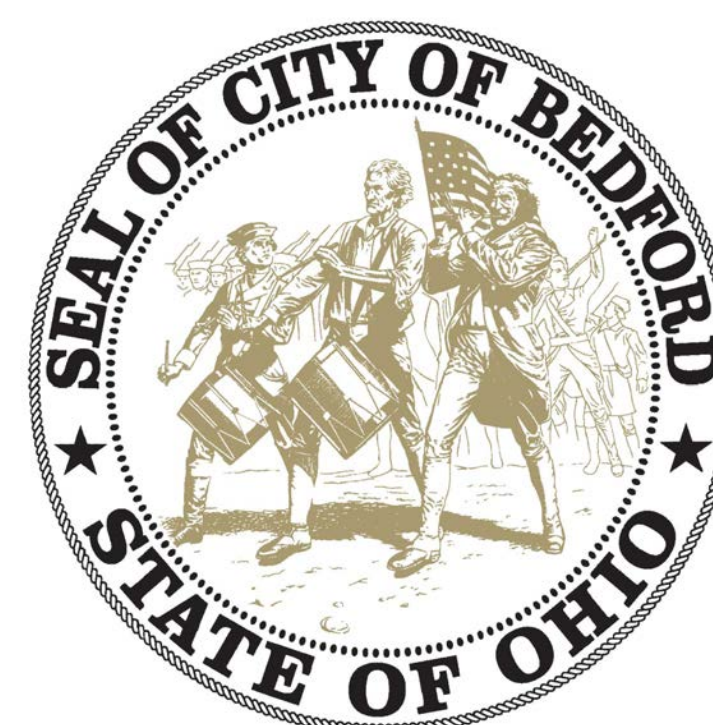
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Levin College of Public  
Affairs and Education



# Executive Summary

## MISSION STATEMENT

Bridging Bedford aligns connectivity, economic development, and historic guidelines to create a sustainable, prosperous, and welcoming downtown Bedford.

## VISION STATEMENT

In the future, Downtown Bedford is a destination for residents, businesses, and visitors. Ongoing preservation and investment utilize Bedford's heritage as a driver of economic opportunity and sustainability. Seamlessly connected with surrounding areas, downtown serves as a gateway to the Metroparks Bedford Reservation and an abundance of outdoor activities.

## GOALS

**1. Economic Vitality:** Foster investment and development in downtown Bedford

**2. Design:** Make downtown Bedford more people-friendly and enhance its quaint historic charm

**3. Organization:** Encourage leadership, partnerships, and capacity building amongst businesses and residents

**4. Promotion:** Improve the recognizability and visibility of Historic Downtown Bedford

# EXISTING CONDITIONS

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The purpose of the Existing Conditions is to establish a baseline understanding of a site or community before any development or planning decisions are proposed.



## NATIVE AMERICAN HISTORY

The City of Bedford in present-day Ohio may appear unassuming and quiet to the casual observer, but like many old American towns it is brimming with history that extends back to the founding of the nation and beyond. Much of the story that could be told about Bedford has been lost, for prior to any European knowledge of the North American continent there were centuries of development and change as American Indian people built towns and cities, created distinct religions and social customs, and engaged with neighboring nations. For the first several centuries after the first Europeans landed in the Americas, “Indian country was a mosaic of tribal homelands and hunting territories, where individual nations guarding their own interests created a complicated landscape of multiple foreign policies, competing agendas, and shifting strategies” (Calloway, 2018). While today’s average resident of Bedford may not consider this legacy in their daily life, Americans have held onto much more of the legacy of the continent’s first inhabitants than is readily apparent; place names, foods, clothing, and figures of speech can all be traced to cultural exchange with the American Indians, many of whom still live in tribal communities today.

While the more prominent remnants of Ohio’s Indian civilization tend to be seen today across the southern half of the state in places like Chillicothe and Newark, the area where Bedford sits today would have seen migration and trade as major Indian trails passed through. Chief among these were the Cuyahoga-Muskingum Trail running roughly north to south along the Cuyahoga River and the Old Mahoning Trail further away in present-day Summit County and beyond, which ran roughly east to west. These trails were a boon to early white explorers, tradesmen and settlers who found themselves in unfamiliar territory, and many future American roads and settlements owe their location to the easier access provided by Indian trails.





# Existing Conditions    History

In the eighteenth century, the land around Tinker's Creek existed at the crossroads of three great empires: the French, the British, and the Iroquois. At the time, this was part of a broad, ill-defined and culturally porous region that residents of British America called “‘wilderness,’ ‘the frontier,’ ‘the Ohio country,’ [or] ‘the West’” – the notion of an American frontier brimming with possibilities began in large part with this territory. Prior to Iroquois (or Haudenosaunee) expansion into the future state of Ohio and surrounding regions, the Erie people inhabited the area along the southern coast of the lake that came to bear their name. This group was mostly defeated by or assimilated into Iroquois or other neighboring cultures and tribes following war with the Haudenosaunee Confederacy in the mid-1600s. Other ethnic and tribal groups commonly seen in the area of present-day Bedford included Shawnee and Ottawa people; both groups were also displaced and scattered by French, British and Iroquois encroachment and violence, but imperialism is not the whole story. Much of the time, an amicable and mutually beneficial network of trade and cultural interaction existed between various combinations of these groups, European and Indian alike. It would not have been uncommon to find Indians with English or French names who practiced Christianity, and many white frontier traders adopted titles from Indian tribes and adopted local customs like the use of wampum as currency.

The first known white man to set up a permanent residence in today's Cuyahoga County was a French trader named Sieur de Saguin, who operated a trading post approximate to Bedford (though the exact location is debated and varies widely) in the mid-1700s. He traded with Indian locals and travelers, including some Ottawa, who were the largest constituency to be found at his trading post in 1742-43. A separate Ottawa settlement also appears to have existed prior to 1786 near Tinker's Creek, which was followed by a town of Moravians – a proto-Protestant religious sect consisting of white (generally German) missionaries and Indians they converted to the faith. This Moravian settlement, called Pilgerruh (which translates to Pilgrim's Rest), only remained in the area for about a year, and was probably in present-day Valley View just west of Bedford.



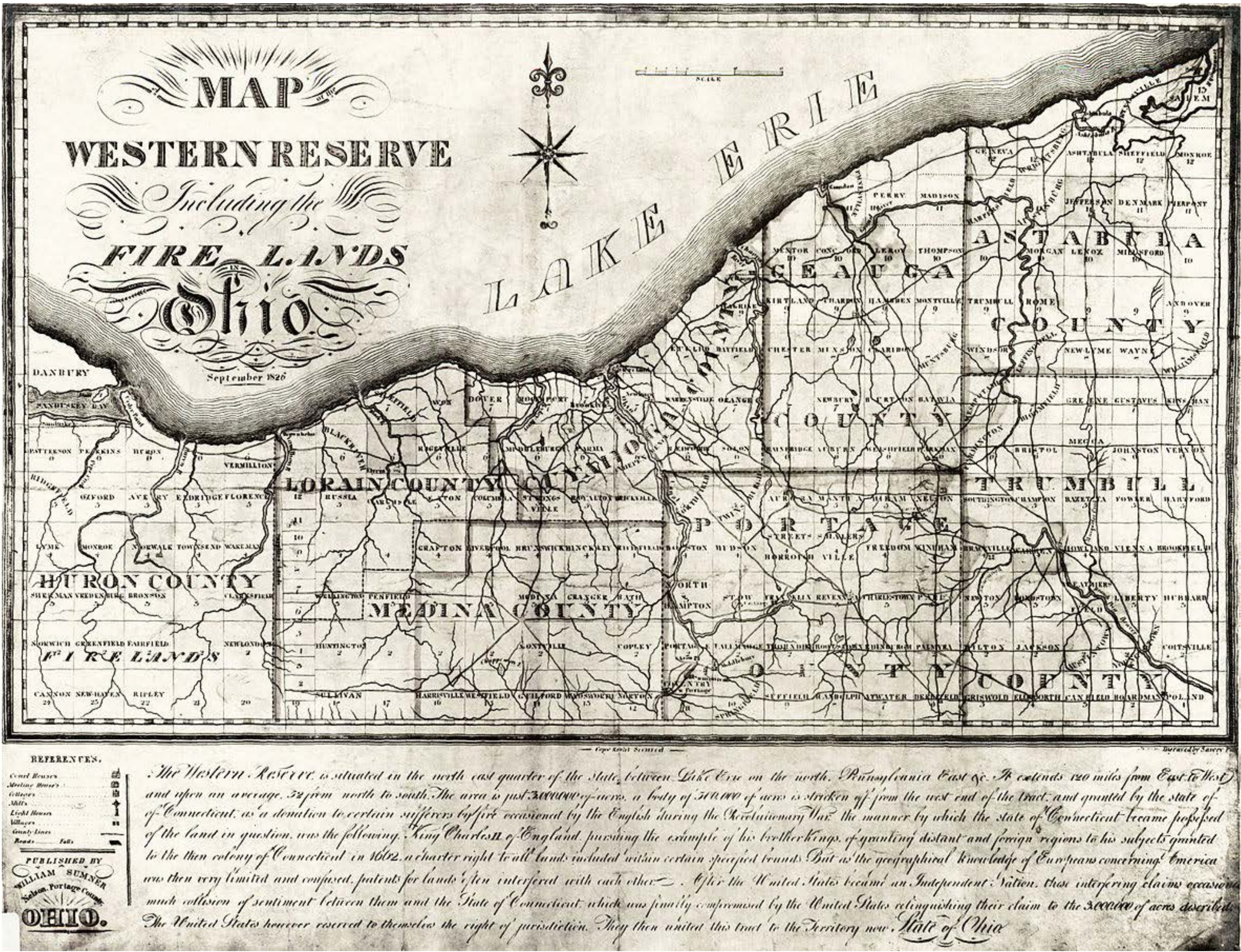


# Existing Conditions History

## BUILDING BEDFORD

Early America was a patchwork of land claims that often derived their authority from vague, outdated decrees and poorly defined boundaries. In many cases, land claims overlapped or simply asserted legal right over areas that nobody had yet surveyed or perhaps even seen. After the United States broke away from British authority, it had to manage state squabbles over regions which included Northeast Ohio. States with claims beyond the Appalachian mountains needed to cede this land to the federal government, which organized the Northwest Territories out of these lands, eventually establishing the states of Ohio (1803), Indiana (1816), Illinois (1818), Michigan (1837), and Wisconsin (1848). The region of Ohio containing Bedford was a previous possession of the colony of Connecticut, though this was disputed with Pennsylvania. This land was known as the Western Reserve of Connecticut, a name which survives in some place names such as Case Western Reserve University. A man named Moses Cleaveland, working for the Connecticut Land Co., led a company to the Reserve in 1796 to survey the area in preparation for settlement. While Cleaveland's name, minus one of the 'a's, was given to the new settlement at the mouth of the Cuyahoga River, the river which flows through Bedford today was named for the survey company's primary boatman, Captain Joseph Tinker.

Tinker's Creek, as it was called, would serve as a lifeline for Bedford's early development, as would a general influx of hungry land investors and groups of settlers, mostly New Englanders. After being surveyed in 1810, the site of Bedford saw its first American inhabitants, named Elijah Nobles and Benjamin Fitch, in 1813 and 1815 respectively. At this point, the settlement was simply known as Township Six. Starting around 1815, Tinker's Creek began to be used to generate water power for mills. In 1821, a man from Connecticut named Daniel Benedict moved out to join the early settlers in Township Six, and he became influential in the area, ultimately providing the suggestion of naming the settlement Bedford after his hometown of Bedford, Connecticut. Soon after his arrival, the township was officially organized, and the name Bedford remained thereafter. Bedford Township originally contained what are now the cities of Bedford, Bedford Heights, Maple Heights, Oakwood, and Walton Hills. One other notable early resident of the township was Hezekiah Dunham, whose house on present-day US-14 still stands prominently in the heart of the city's historic district. Dunham's home and many other historical buildings in the City of Bedford, including several adjacent to Bedford's Public Square which are owned by the Bedford Historical Society, have been preserved and added to the National Register of Historic Places. As the chart in the Appendix details, these buildings preserve a variety of architectural styles including some from the Early Republic and Federal styles common in the nation's earliest decades.





# Existing Conditions

## History



In the 1830s, Dunham and his wife Clarissa contributed significantly to the development of Bedford by signing away their land at Lot No. 46 to the township trustees. Soon, this land was used to build important locations such as the Town Hall, businesses, and churches. In the meantime, major projects were being built in the region that altered the landscape and brought economic opportunity to Bedford. Along the Cuyahoga River, the Ohio and Erie Canal was constructed in the 1820s and 1830s, connecting inland areas of Ohio to national and international commerce via the nation's most important waterways. Near Bedford, a group of laborers constructed the Tinker's Creek Aqueduct from 1825 to 1827.

Once people were safely established in Bedford, it was important to the residents that organizations for religious worship be formed. Initially, groups of Christians met for Sunday worship and other religious activities at private residences, such as in the case of Bedford's early Baptist community, which met beginning in 1834 at the aforementioned Hezekiah Dunham home. Bedford's primary Baptist congregation has since met at a church building on South Park Street, built in 1846, the Old Bedford Baptist Church - now a registered historical site - built in 1892-3, and the current location on Turney

Road, built in 1968. The congregation underwent a split in 1932, and there are currently several Baptist-identifying congregations across the City of Bedford. Among the earliest Methodists in Bedford were none other than Daniel Benedict and his wife. This congregation can trace its heritage back to the circuit riding activities of the Rev. John Crawford around 1830. Bedford citizens came together to form the Bedford Methodist Episcopal Church. Bedford is currently home to a successor of this original Methodist community known as Hope United Methodist Church, which occupies a grand historical building on Center Road; this church formed as a merger of the Bedford First United Methodist, Hathaway United Methodist and Maple Heights United Methodist churches. Over the years many other groups of Christians as well as other religious traditions have been drawn to Bedford, including a group of Catholic women, the Vincentian Sisters of Charity, who along with Bishop Joseph Schrembs of Cleveland founded their ministry in 1928 to serve what was at the time the world's largest Slovakian diaspora. The grounds and buildings this group once used have been converted in part into housing for the elderly, alongside a contemporary evangelical Christian worship center called the Redemption Center Church.





# Existing Conditions History

The coming of the railroad was probably the most substantial shift in the development landscape for Bedford. Ever since the establishment of the nearby canal and of various mills and factories along Tinker's Creek, Bedford could be thought of as a place of some significance, but the railroads allowed Bedford to access the wider world like never before; it also let the world come to Bedford. Several men who at one point served as President of the United States are known to have passed through Bedford by train, namely Abraham Lincoln, James Garfield, William McKinley, Warren Harding, and Herbert Hoover.

Coincidentally, these men were all Republicans, but less coincidentally, three of five were from Ohio and all were from the Midwest. Railroad development forced the development of more infrastructure around – and especially across – Tinker's Creek, so that trains could get over the gorge carved by the waterway. A wooden trestle bridge was first made in 1852, being replaced in 1864 by the iconic stone bridge with multiple arches called the Bedford Viaduct. This bridge eventually stopped being used by the rail companies but can still be seen at the city's Viaduct Park. In 1901, a new crossing was made via landfill which still sees commercial rail activity. Under this landfill, in order to allow Tinker's Creek to continue flowing, a colossal sandstone arch (called The Arch) was built to funnel the river through a tunnel. The Arch continues to serve its intended purpose and doubles as an obscure marvel for tourists or engineering enthusiasts to seek out.

“Early in the 20th century, Ohio became the heartland of the electric interurban railway, and Cleveland emerged as one of its foremost centers,” explains an entry in the Encyclopedia of Cleveland History. One such electric interurban railway was the Akron, Bedford & Cleveland Railroad line, which – as the name suggests – passed through and served Bedford. The city was perfectly situated for residents to take this AB&C line north or south to the major cities of Cleveland or Akron, which contributed to the suburbanization and connectivity of

Bedford to what is today essentially one contiguous metropolitan region with multiple urban centers. However, not long after this suburbanization came the decline of passenger rail access in the United States as the car became more common and more highways developed to meet this demand. The last time Bedford's Wheeling & Lake Erie Railway Depot was used as a stop for a passenger train was on July 16, 1938. Eventually, the underutilized depot was donated to the City of Bedford in 1986, and it has since been restored to its approximate 1920s appearance and sees use by the Bedford Historical Society. The heyday of the railroads may be over for Bedford as it is across the United States, but one can still easily find multiple active rail lines running just south of Bedford's downtown today, even if the frequency of the trains has significantly declined.





# Existing Conditions History

## BEDFORD IN BUSINESS

Especially for such a small city, Bedford has seen an impressive number of important businesses crop up throughout the decades and has been a significant location along a number of important commercial thoroughfares. The city's proximity to the cities of Akron and Cleveland allowed it to prosper from the intense industrial development occurring in Northeast Ohio and the demand for housing and land on which to develop.

One of Bedford's earliest businesses was also perhaps its most influential and successful. One of Bedford's earliest residents, Benjamin Franklin Fitch, began hand-assembling chairs in 1816 and gained traction for his innovative use of materials to prevent creaking. The company was passed down to Fitch's descendants after his daughter married one of his employees, William O. Taylor.

In 1885, the company was incorporated as the Taylor Chair Co. The company became a major supplier not only of chairs but office and home furniture, including designer product lines. By the end of the 20th century, Taylor had acquired other companies and factories spanning from coast to coast, but despite this growth, remarkably, from the 1850s until 2006, the company still maintained a factory at the same location established by William O. Taylor following an 1850 fire. However, by the 2000s Taylor was in need of space to expand their headquarters. In a bid

to keep Taylor from leaving Ohio and depriving Bedford of a major employer, the City of Bedford applied for HUD funding to clean up a brownfield which became the Tinker's Creek Commerce Park. Despite these efforts, this was the beginning of the end for the Taylor company. After two centuries in business in some form or another, Taylor closed down on June 15, 2012, citing a combination of struggles related to the 2008 recession and the burden of failing to receive a major tax abatement from the State of Ohio for brownfield cleanup. Before it shut down, Taylor was considered the oldest furniture manufacturer in the United States, the oldest company in the country owned by the same family it was founded by, and the 28th oldest family-owned company in the country.





# Existing Conditions History

The 1920s were a good time for entrepreneurs in Bedford. One company that started in this decade was the Bailey-Walker China Company, founded by Henry Bailey and Albert Walker. Their establishment provided customers with quality dinner sets and other highly sought-after china. Hundreds of people benefited from employment at their facilities until it was sold in 1976. Another successful business, the Stalwart Rubber Co., started operating in Bedford in 1920 under the ownership of Herman W. Osborn. This company managed to survive both the Great Depression and the Second World War while expanding its operations to larger buildings and a significantly larger workforce than the six initial employees Osborn began with. The company acquired another rubber company in Georgia in the 1950s before eventually merging with Blasius Industries in 1969. Unfortunately for Bedford, the company relocated out of the city in 1980 after an impressive sixty years providing jobs to residents of Bedford and the neighboring communities.

Despite the setbacks of losing these major businesses, Bedford continues to attract commercial activity at districts such as the historic Automile and the Tinker's Creek Commerce Park. The former is a district northwest of downtown Bedford organized in 1956 by the Bedford Automobile Dealers Association to provide an extensive selection of vehicles in one place and to unite the area's sellers so as to generate an enhanced influence. The latter is a recent brownfield redevelopment project which has allowed companies in need of new facilities – such as Lake Shore Electric, which has a 100+ year history in Bedford – some room to grow. Developers and businesses looking to expand operations – from Art of Beauty to Cleveland Tank & Supply – appear to be taking the City of Bedford up on this opportunity. While Bedford continues to pursue attractive avenues for business development, the city has also witnessed a different kind of consumer activity brought about by proximity to the Bedford Reservation, operated by the Cleveland Metroparks, and Cuyahoga Valley National Park, operated by the National Park Service. These best-in-class environmental public amenities have the potential to draw many people to Bedford who would otherwise miss what the small city has to offer.

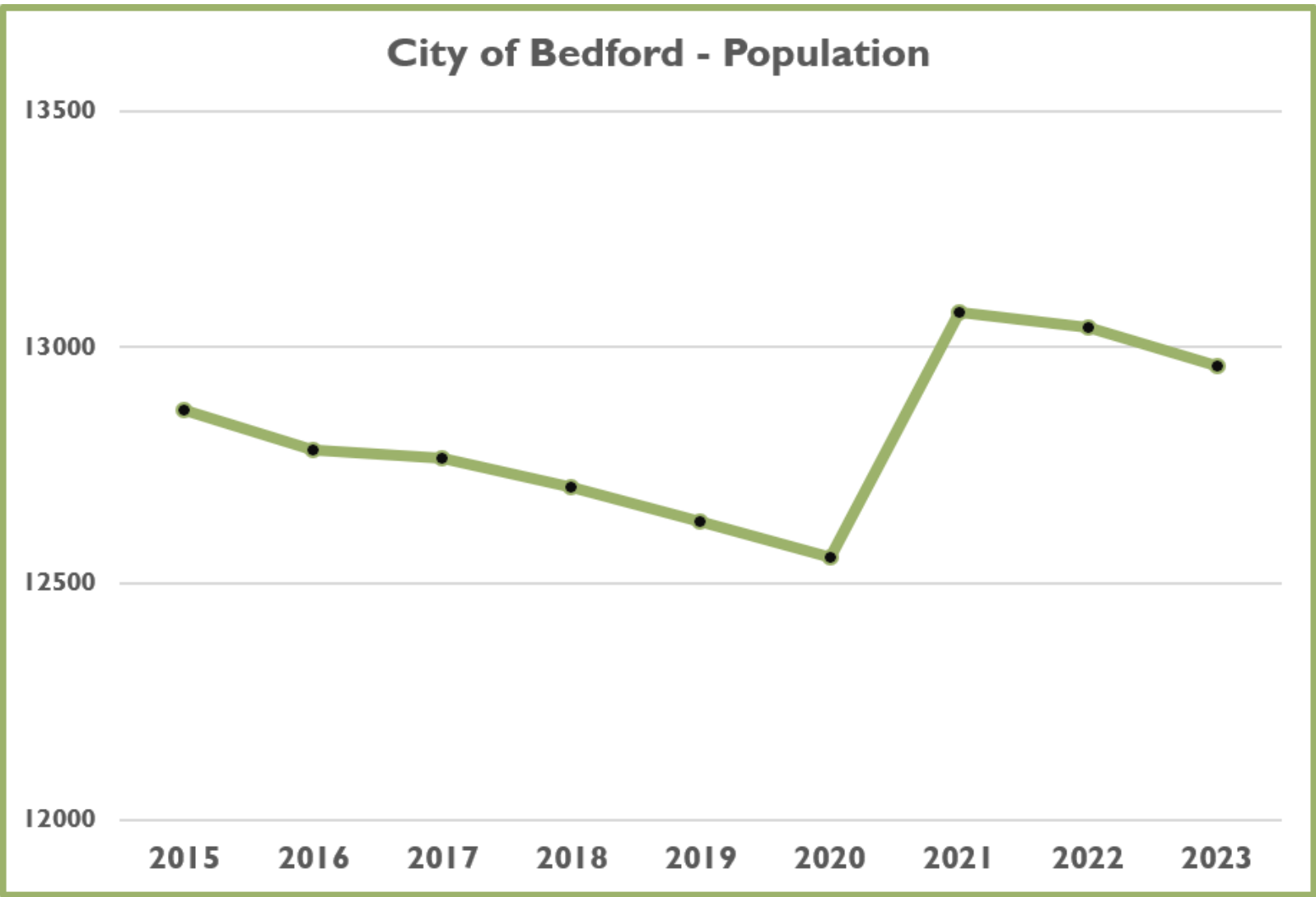




# Existing Conditions    Demographics

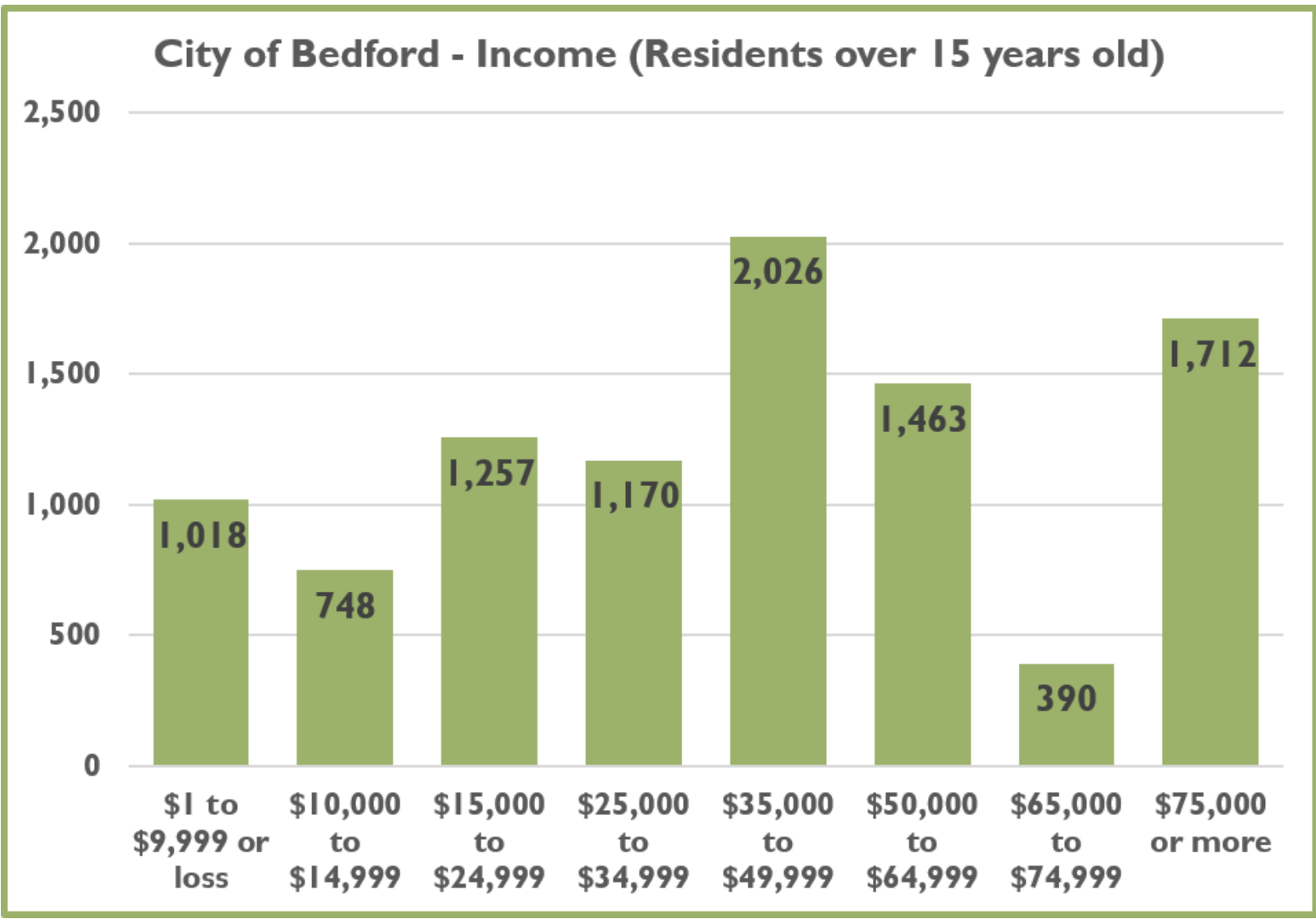
## POPULATION

Bedford experienced a strong increase in population during the Covid-19 pandemic, possibly attributed to younger populations and others who had left returning home. Since then, the population has declined slightly, but remains fairly steady overall, around 12,900 people.



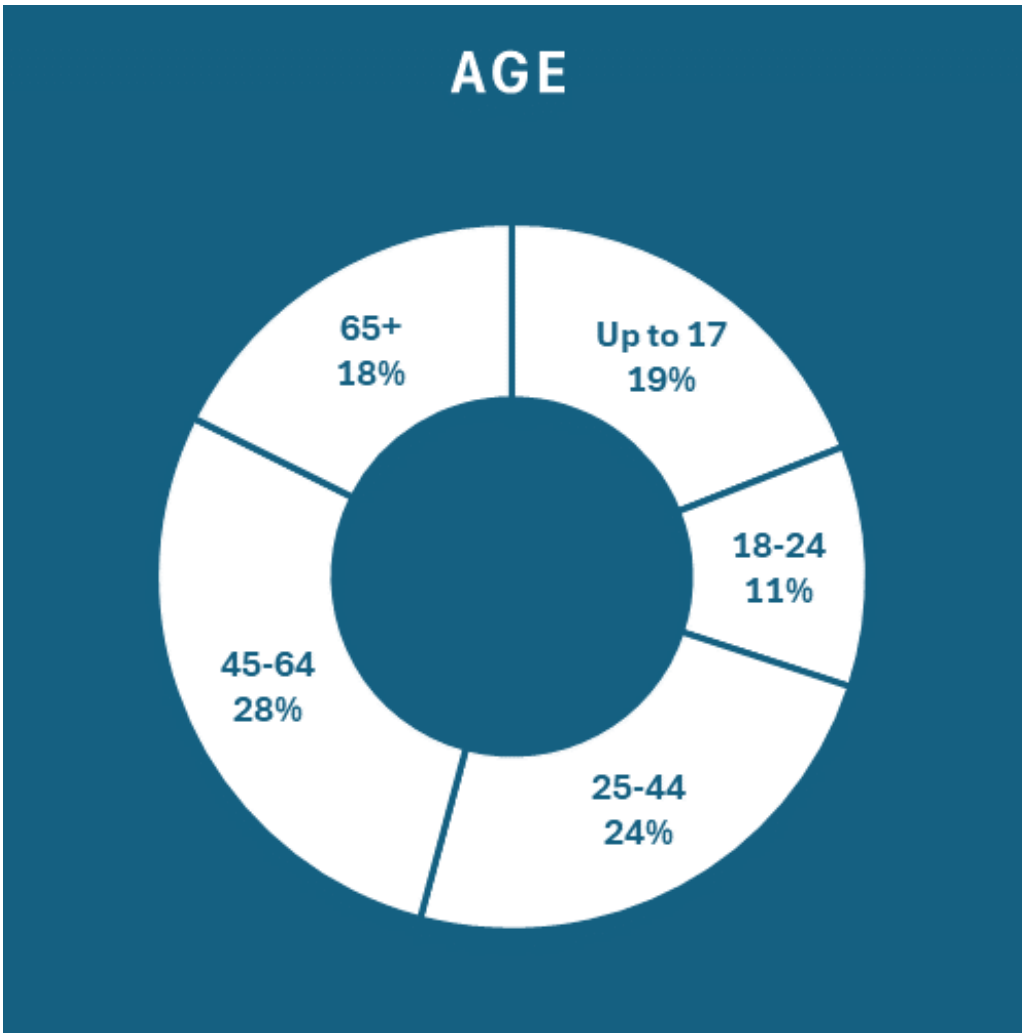
## INCOME

Bedford residents’ incomes reflect the affordable, low-cost reputation of the suburb, with most working-age residents earning under \$50,000 per year, and a median income of \$40,361.



## AGE

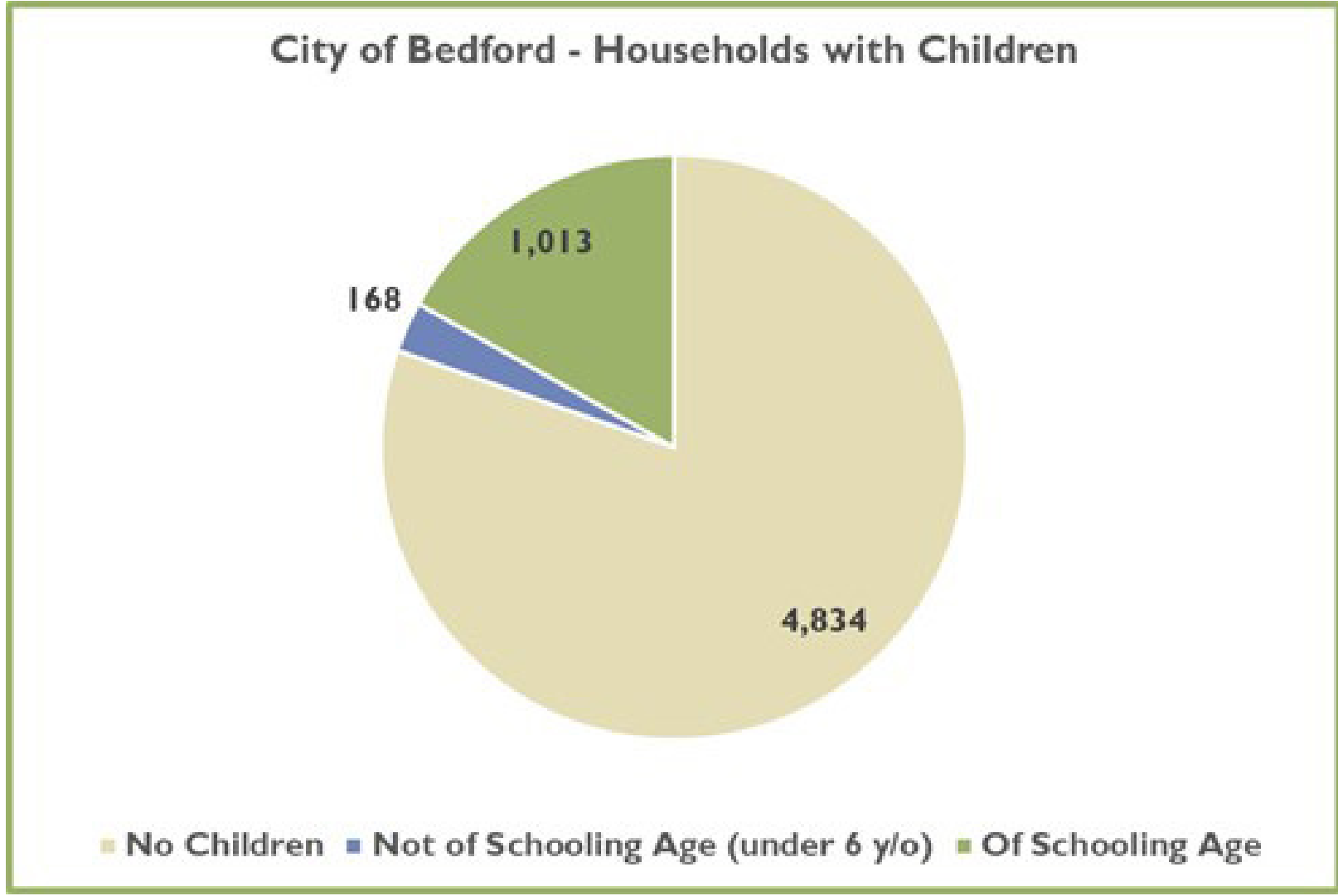
The breakdown in age among Bedford’s residents reveals that the population somewhat lacks a strong base of children, students, and workers in their prime earning years. The pie is split almost evenly between those groups and residents above 45, who are typically beginning to wind down their careers or already retired and contributing far less to the city’s economy. Spurring growth among the more economically advantageous demographics will be key to Bedford’s continued success.



## HOUSEHOLDS

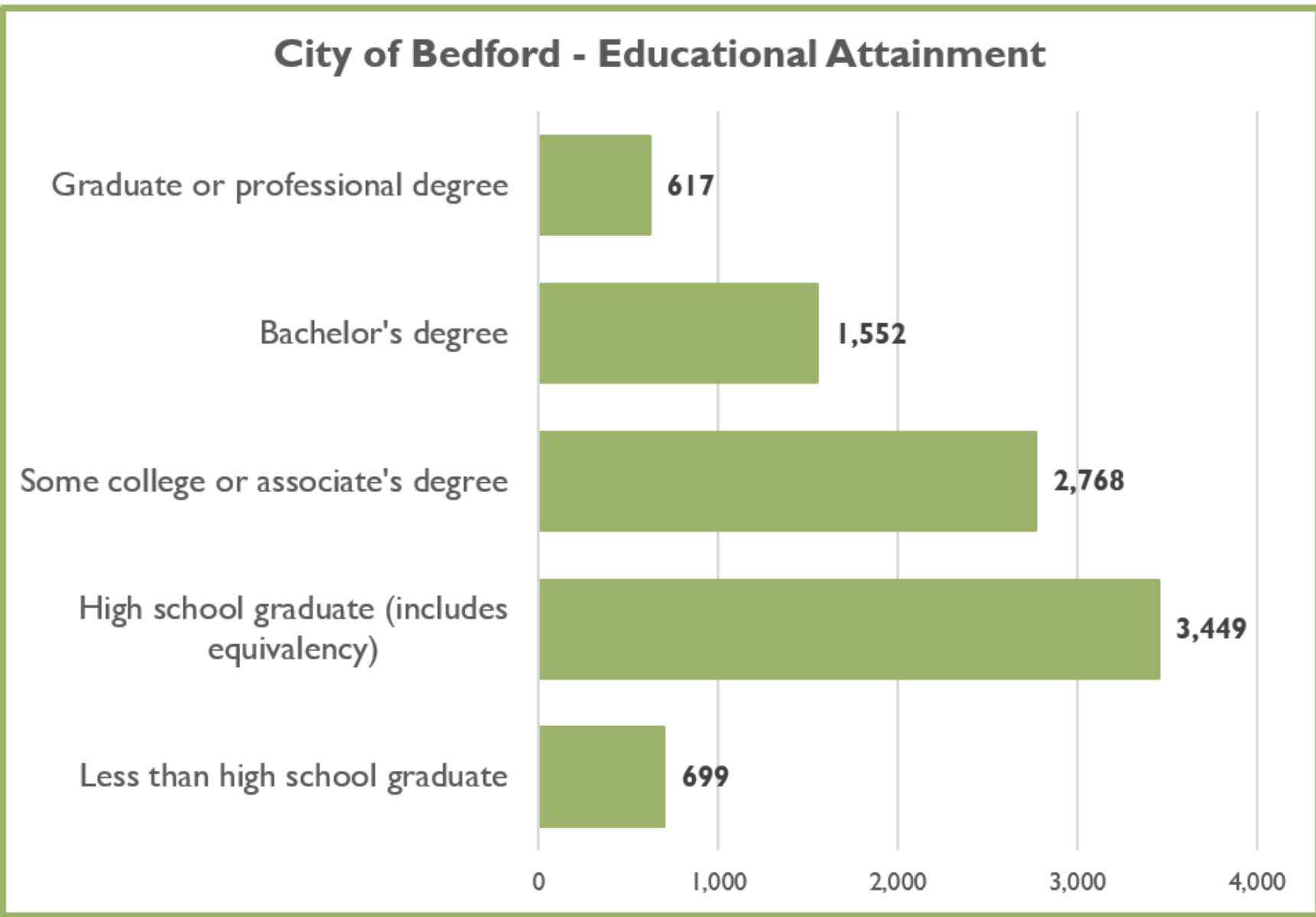
When looking at household composition among those with children, only approximately 20% of households in Bedford have children. This is compared to 30% across the region, indicating a potential lack of confidence in the city’s opportunities for children. However, among the households with children, the vast majority are of schooling age, pointing to a belief in the school system among Bedford’s residents, who are keeping their children in the city for their

education. While this is encouraging, the lack of households with children in the city overall is a key socioeconomic issue.



## EDUCATION

The education levels of Bedford’s residents sit right around national averages. Bedford has a smaller proportion of residents with less than a high school diploma, and higher share residents with a bachelor’s degree or greater. These advantages suggest a well-educated population, ready for new, high-skill employers.



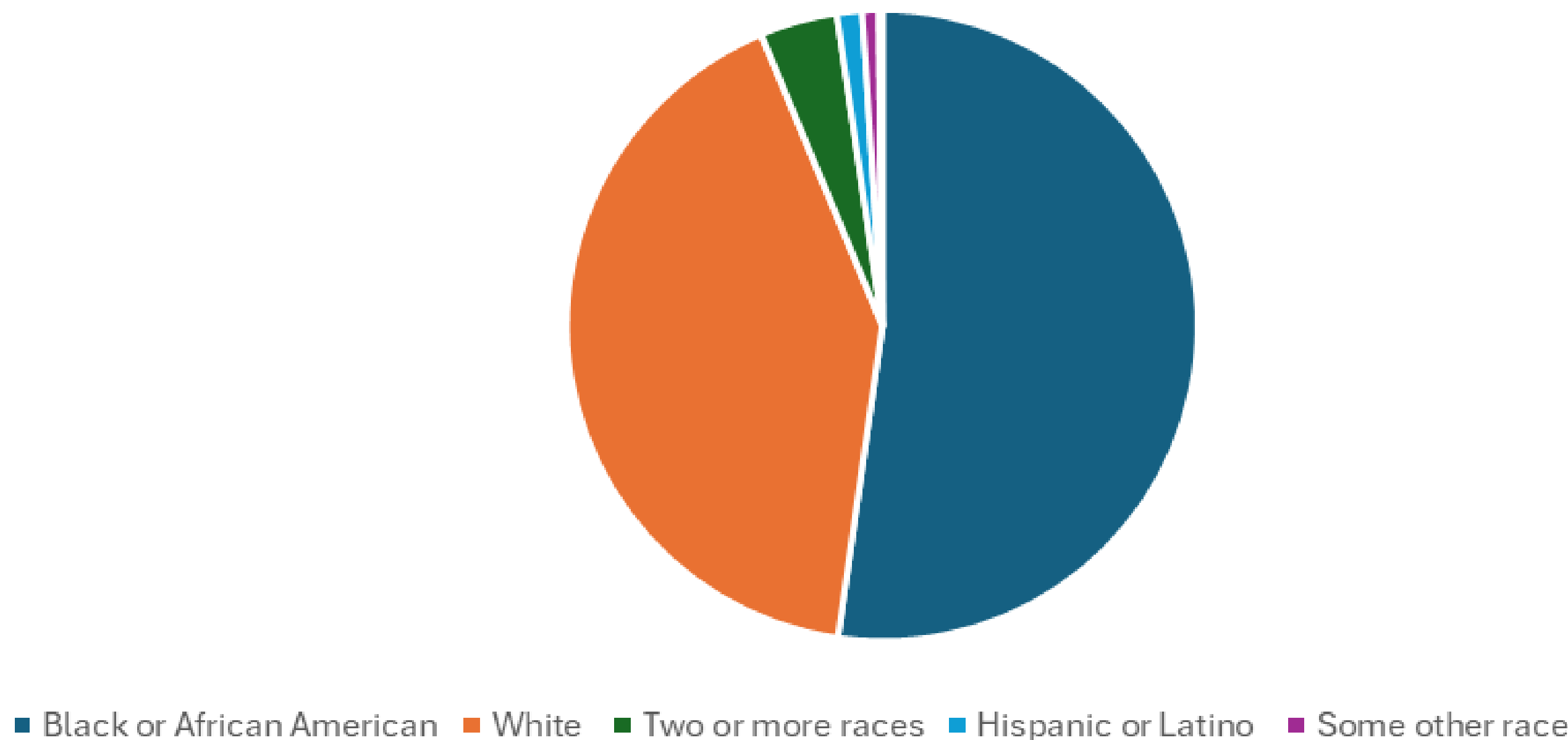


# Existing Conditions    Demographics

## LABOR FORCE

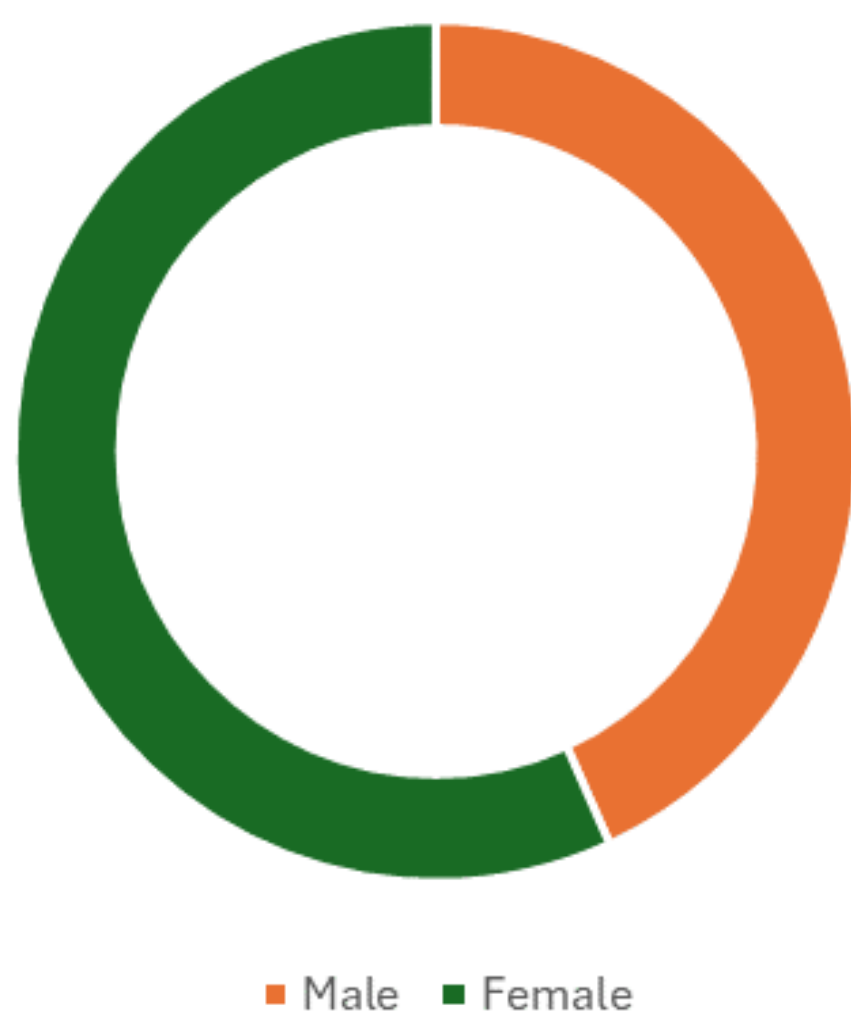
Zooming in further on the labor force, we can see that the city’s labor force reflects the general population’s majority minority status, presenting Bedford with an exciting opportunity to be a home for wealth creation among the African American community.

Worker Base Race



The gender split reveals that the majority of the city’s workforce is female, likely due to the male population holding a significant share of construction and maintenance jobs outside of the city.

Worker Base Gender

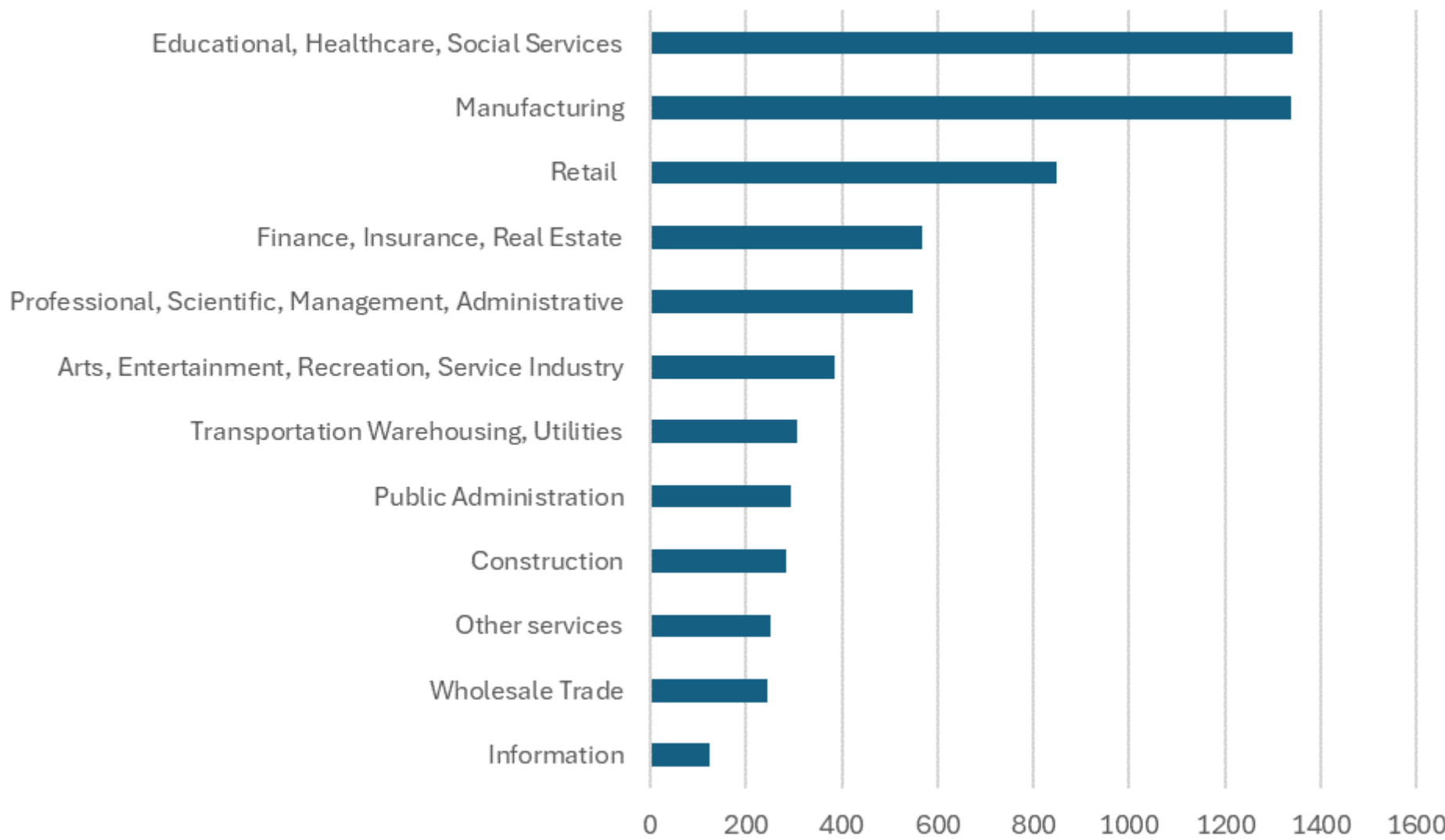


These jobs also tend to be the highest earning among residents. The data shows that the top five sectors in terms of earnings are all blue-collar jobs, with sales following closely behind, likely attributable to the Bedford Auto Mile. Beyond those sectors, there is over a 15% decrease in average wages.

Sector	Wages
Building and grounds cleaning and maintenance occupations	\$ 63,011
Construction and extraction occupations	\$ 60,882
Natural resources, construction, and maintenance occupations:	\$ 60,669
Transportation occupations	\$ 60,580
Installation, maintenance, and repair occupations	\$ 59,948
Sales and related occupations	\$ 58,784
Protective service occupations:	\$ 49,659
Sales and office occupations:	\$ 49,632
Service occupations:	\$ 44,011
Production occupations	\$ 42,419
Office and administrative support occupations	\$ 41,497
Healthcare support occupations	\$ 40,722
Production, transportation, and material moving occupations:	\$ 40,464
Personal care and service occupations	\$ 38,125
Food preparation and serving related occupations	\$ 36,364
Material moving occupations	\$ 34,677

A look at the predominate sectors within city limits reveals further potential for exciting development within the local economy. The two largest job sectors are Educational, Healthcare, Social Services, and Manufacturing. This combination offers the ability for residents to obtain well-paying jobs no matter where they sit on the educational spectrum, providing the ability for Bedford to remain a home for all.

Job Sectors by # of Employees





# Existing Conditions      Physical Design

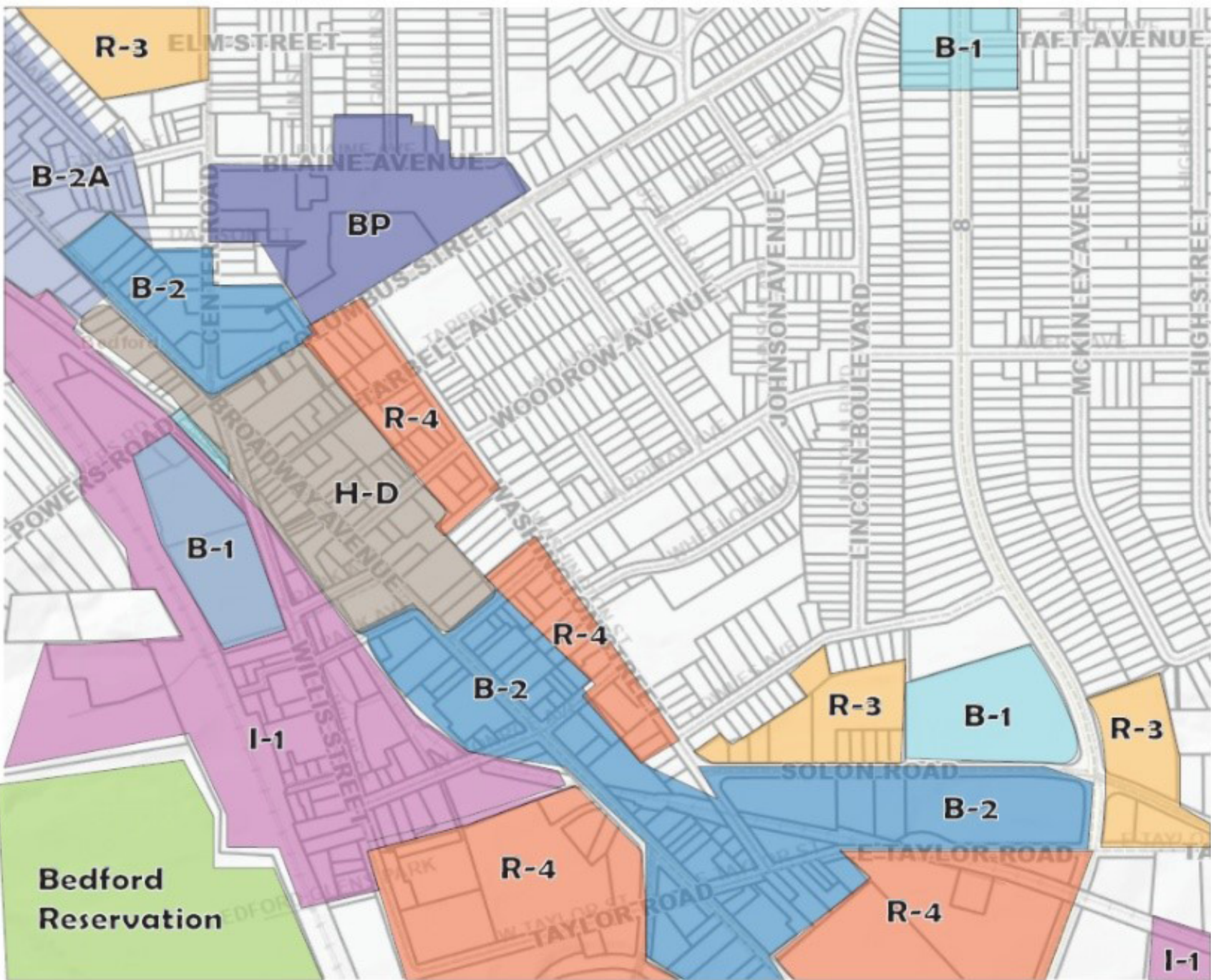
## PHYSICAL DEVELOPMENT

Starting in 1884, we can see the downtown starting to be formed with several buildings close to each other, fronting Broadway Avenue and even extending off on Columbus Avenue. Stepping into the present day (2023) shows just how developed Bedford has become. The downtown area has become far denser but remains within the same general boundaries. The street grid remains intact as well, but residential development started to transform the city in the 1900s, as smaller building footprints began to occupy the northeast quadrant, just outside of the downtown district.



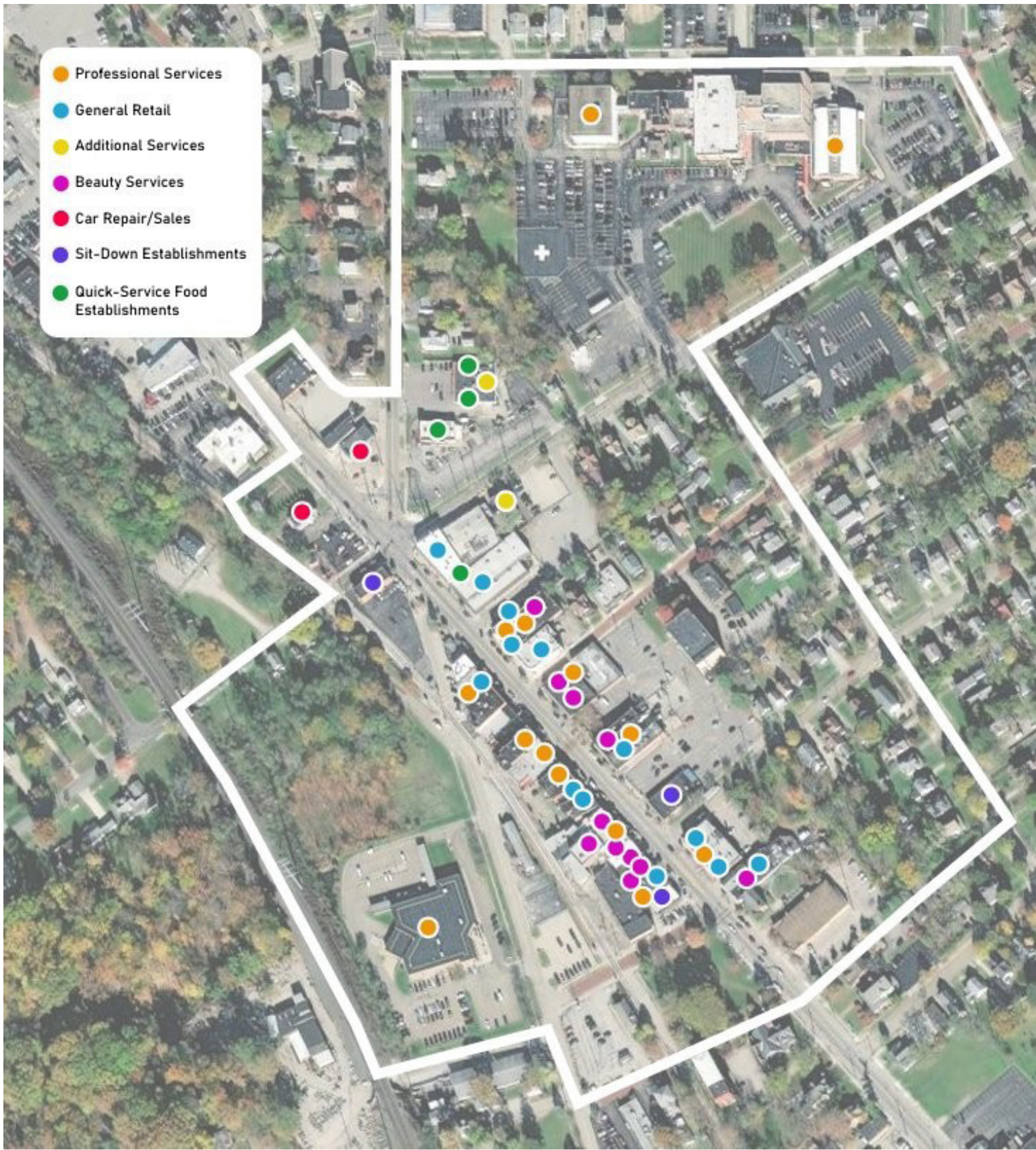
## ZONING

Right in the center of the city, there is a large Historical Downtown (H-D) zoning area. This district has a higher scrutiny in maintaining the historical design of new and existing development. Professional office districts (B-P) are largely reserved for institutional uses such as hospitals or daycares, as well as other firm businesses, among others. Local Retail and General Business districts (B-1, B-2) expand on uses, incorporating studios and agencies and potential financial services. This includes residential districts that border the main corridor in various degrees (R-1, 2, 3, 4), and industrial districts as listed in the Bedford Zoning Code. This is the guide to understanding Bedford as a city and having a closer look at where change can be considered for the benefit of the community.



## LAND USE












The map below shows that there is a good mix of uses within the study area, but professional services and beauty services are two that are very (perhaps, too) prominent. The northern part of the study area has several quick-service establishments with a smattering of retail and car-centric uses. As we move down Broadway, we increase in density, but it is mainly beauty and professional services with a small mix of general retail. Sit-down establishments are not very prevalent within the study area, especially downtown.





Existing Conditions

Physical Design

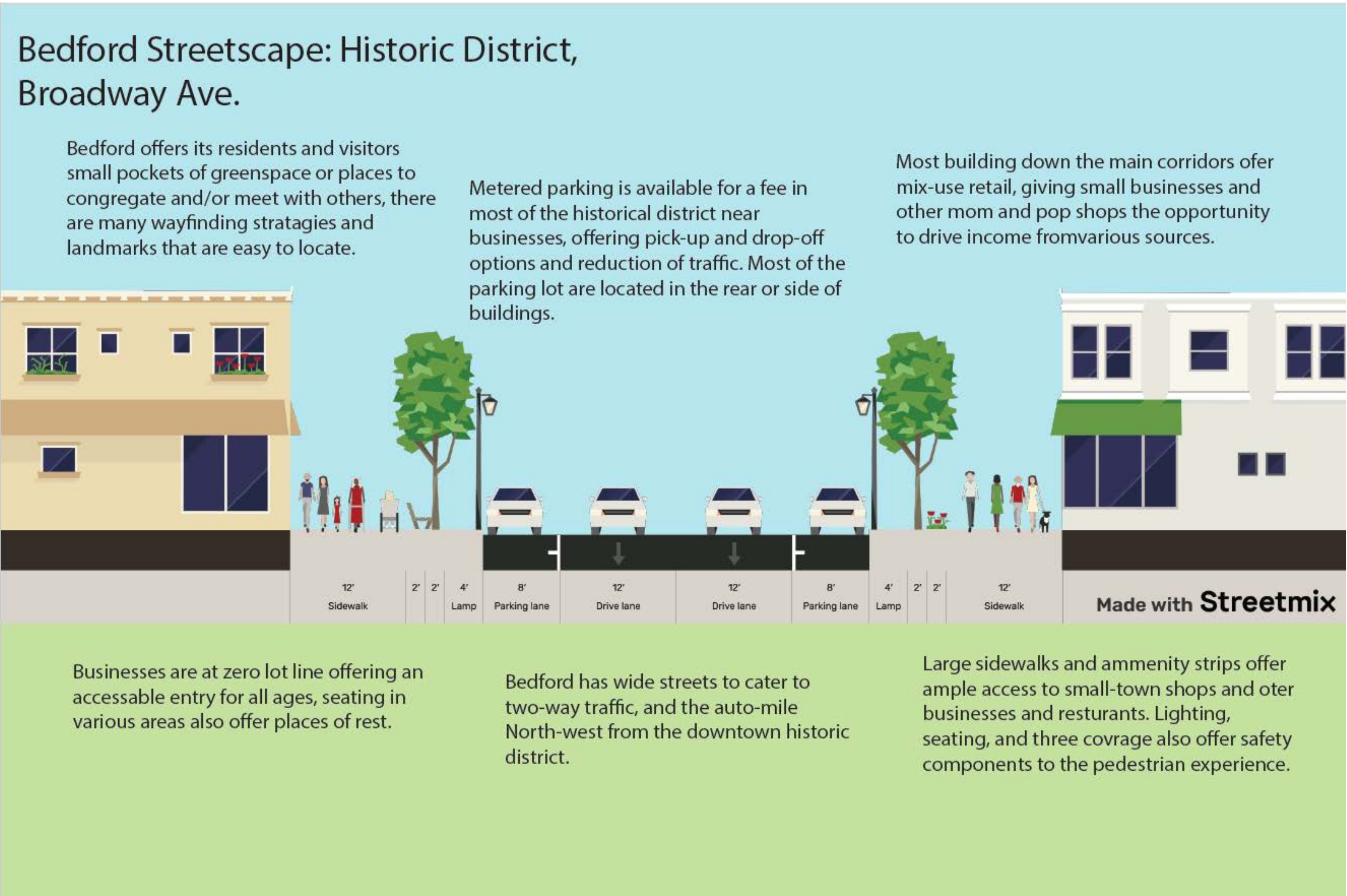
Building Typologies <small>And Land Use</small>			Industrial	Commercial	Institutional	Additional Ammenities
Single + Two- Family	Multi-Family	Mixed-Use	 	 	 	   
Bedford is an inner-ring subarb with a healthy housing stock varying in design. These are usually occupied by families with kids or retirees. Many have a detached garage and driveway.	Multi-family residential development are scattered closer to main cooridor artiries holding 3 units or more in one building.	Mixed-use development hold some type of retail on the first floor open to the public, and also hold either a residential or office component on the upper floors.	Industrial districts hold more manufacturing and blue collar jobs, could also classify autocentric businesses on the urban strip.	Commercial uses involve retail, grocery, bars/resturants, and other small shops that are an economic driver for the downtown area.	These are classified as places of research and/or places of worship or religious uses.	 Additional amenities around the historic district improving the quality of life for residents and visitors.
			Recreation There are public parks and other pocket areas, typically owned by the city that are open to the public for recreational uses.			

BUILDING TYPOLOGIES

In residential districts, you will find single-family sitting alongside small or mid-sized apartment buildings. The downtown mixed-use district tends to house local and general retail in structures that may have multiple tenants per building, with residential units on the floor(s) above. There are also some single-use structures dedicated to commerce and food/beverage. As you move into less restrictively zoned areas, additional typologies begin to emerge, with larger big-box stores and industrial buildings across the city forming a fairly bland and uniform landscape. Institutional facilities (such as schools and hospitals) offer a reprieve, usually housed within large historical structures. Recreation within the downtown study area is limited but located in key strategic locations. Bedford Public Square has broad green space open to the public and is available for activities. Other pocket parks offer residents and visitors additional moments of refuge from the hustle and bustle.

STREETSCAPE

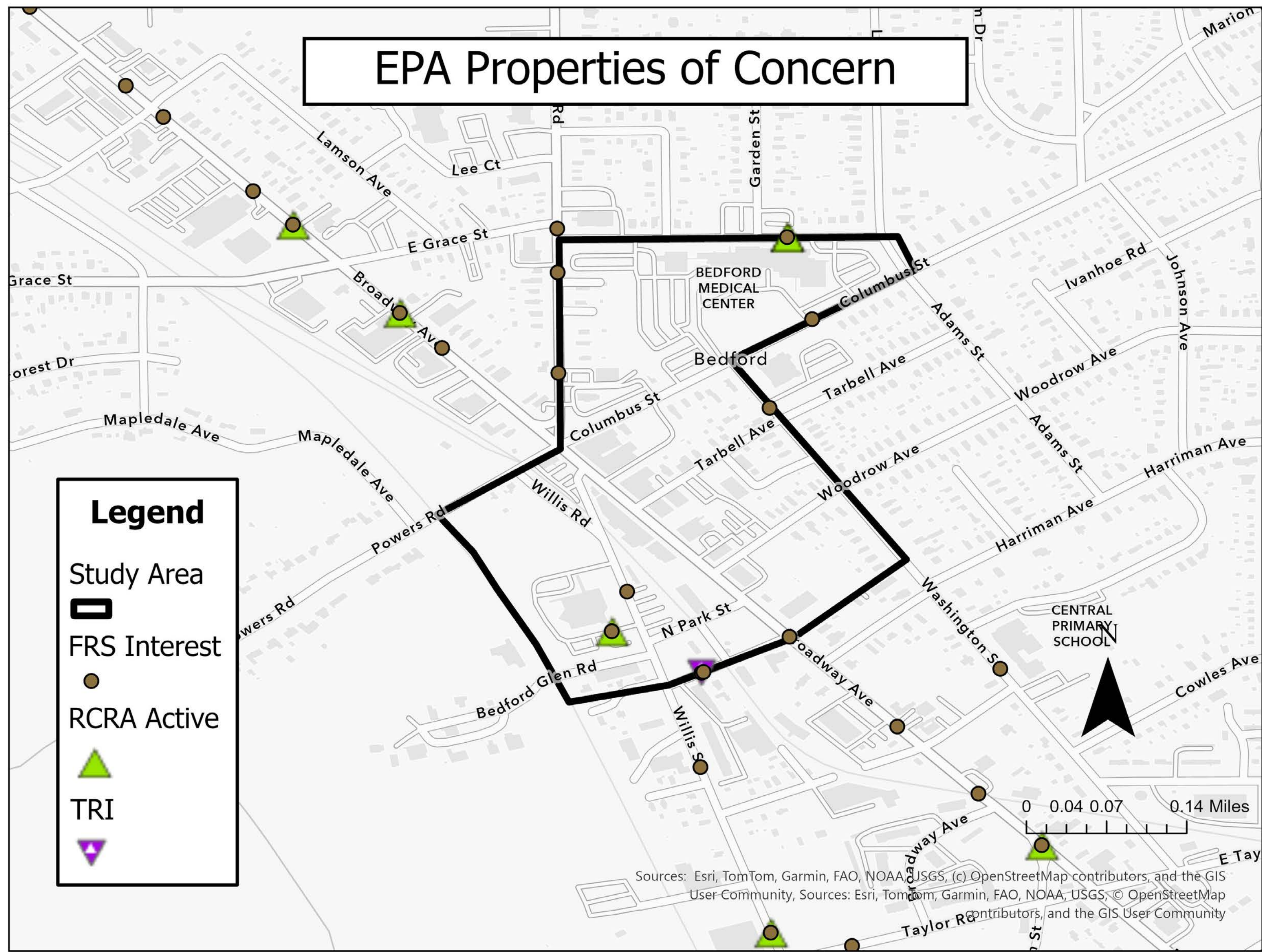
Although Broadway Avenue is an interstate route, interventions have been made to slow down traffic and make the street safer. In the historic district, the streets contain a bevy of street parking. There are also traffic calming measures installed near the public square in the form of bump-outs, making crossing Broadway as efficient and safe as possible. Trees also provide cover throughout the corridor, adding an aesthetic feature and slowing traffic. The corridor is clean, well lit, and protected, with a few way-finding signs that help residents navigate the district.





# Existing Conditions      Environmental Conditions

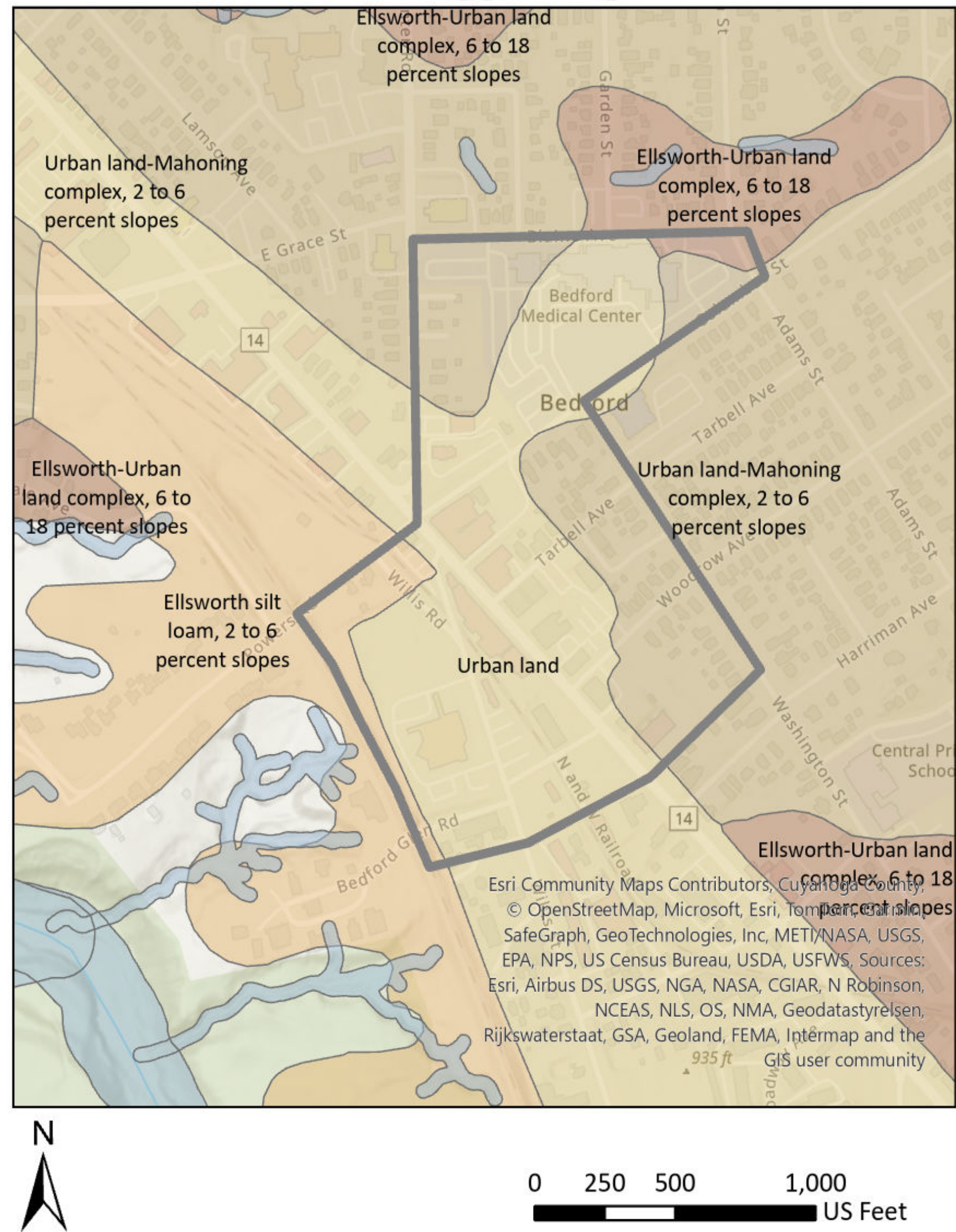
## EPA PROPERTIES OF CONCERN



The EPA identifies numerous properties within the study area as properties of concern. There are three different classification systems. Facility Registry Service (FRS), which includes facilities, sites, or places subject to environmental regulations or of environmental interest. Resource Conservation and Recovery Act (RCRA), which is a Federal Law that gives the EPA authority to regulate hazardous waste. Finally, the Toxic Release Inventory (TRI) tracks the management of toxic chemicals. Bedford has numerous properties of concern: the Hospital site in the northeast corner of the site, the post office in the southwest corner, and HAR Adhesive on the southern edge of the study area. It is important to consider these properties when planning for redevelopment and nearby land uses.

## SOILS

### Bedford's Soil Can Behave Like Impervious Surfaces, Suggesting Potential for Stormwater Flooding



Most of the soil in the study area is Ub 'Urban Land' soil, which has been significantly modified by construction, filled with debris, and/or has highly compacted surfaces. It does not function like the original natural soil and can exhibit poor drainage, altered nutrient levels, and pollutant contamination. MmB 'Mahoning-Urban Land Complex, 2 to 6 Percent Slope' is also prevalent in the study area. It consists of poorly drained soil formed from glacial till, with flat to gently sloping terrain, and reflects the potential impacts of human disturbance. EsC 'Ellsworth-Urban Land Complex, 6 to 18 Percent Slope' is found at the northern end of the study area. It features moderately sloping terrain and moderately well-drained soil formed from glacial till, which may also include areas of human disturbance mixed with natural soil profiles. Riparian zones are evident at the northern and southern ends of the study area. The poor-draining soil throughout the region, which can behave like impervious surfaces, suggests that overland flow during heavy rain events may cause flooding.

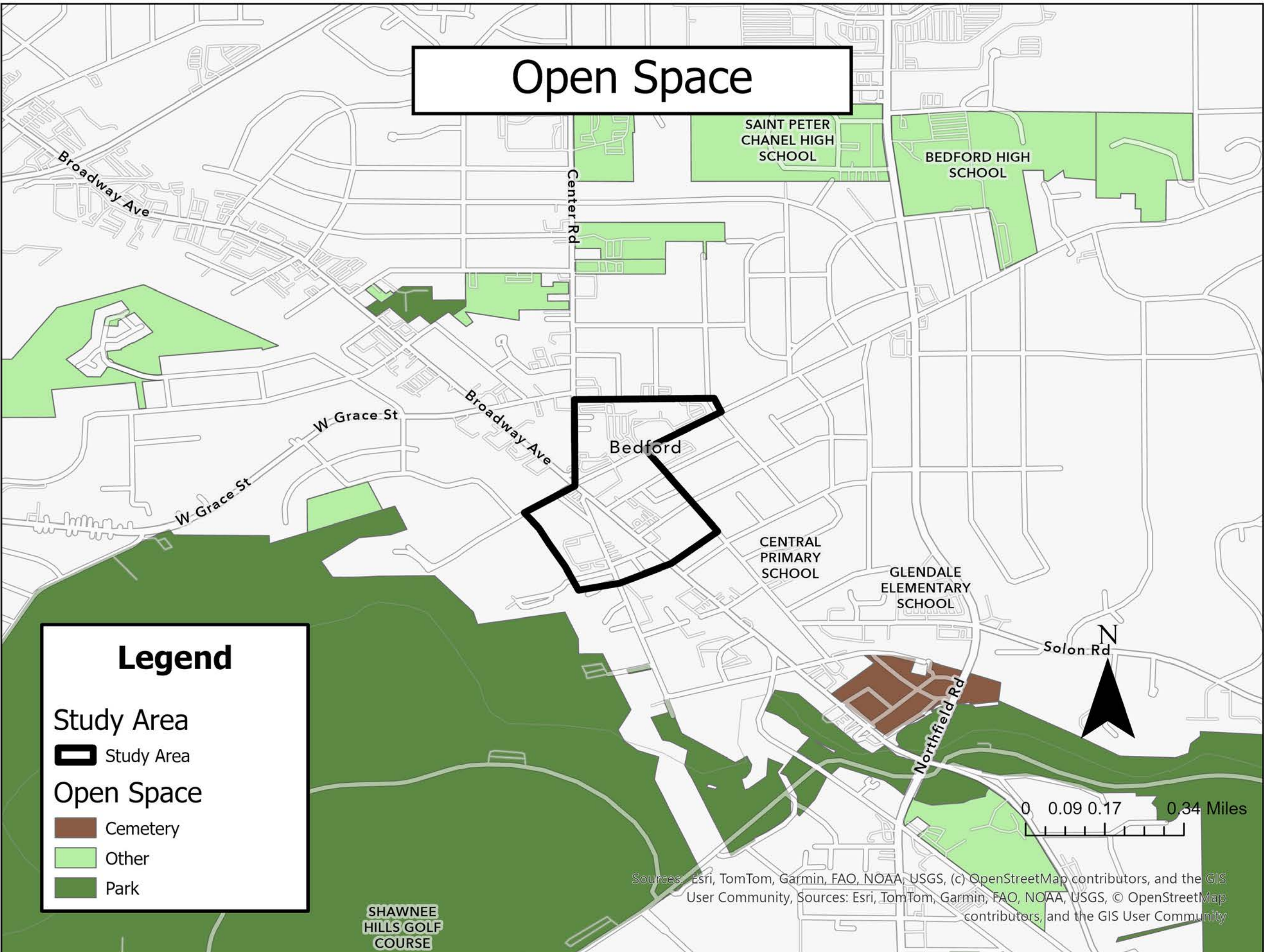
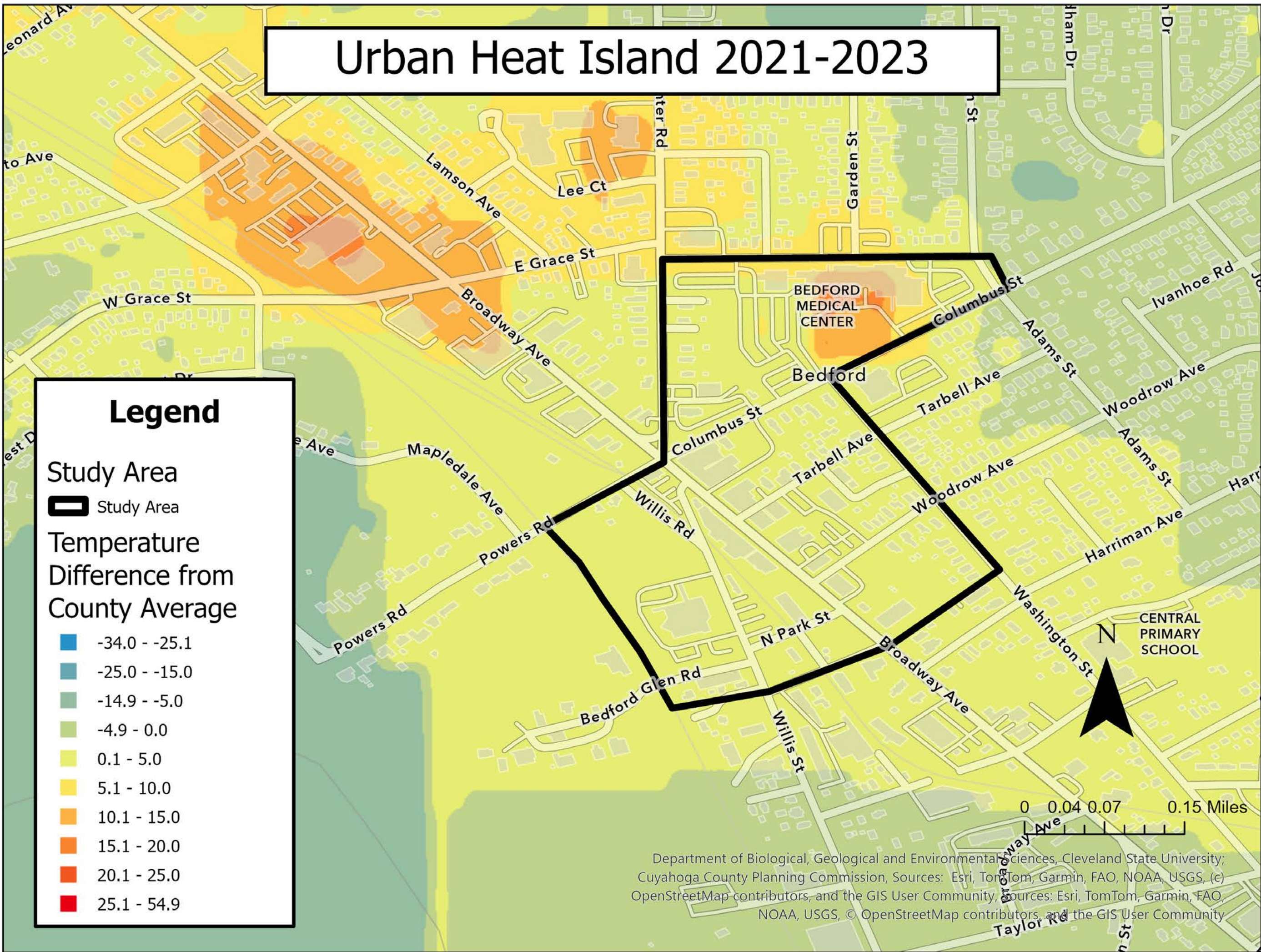
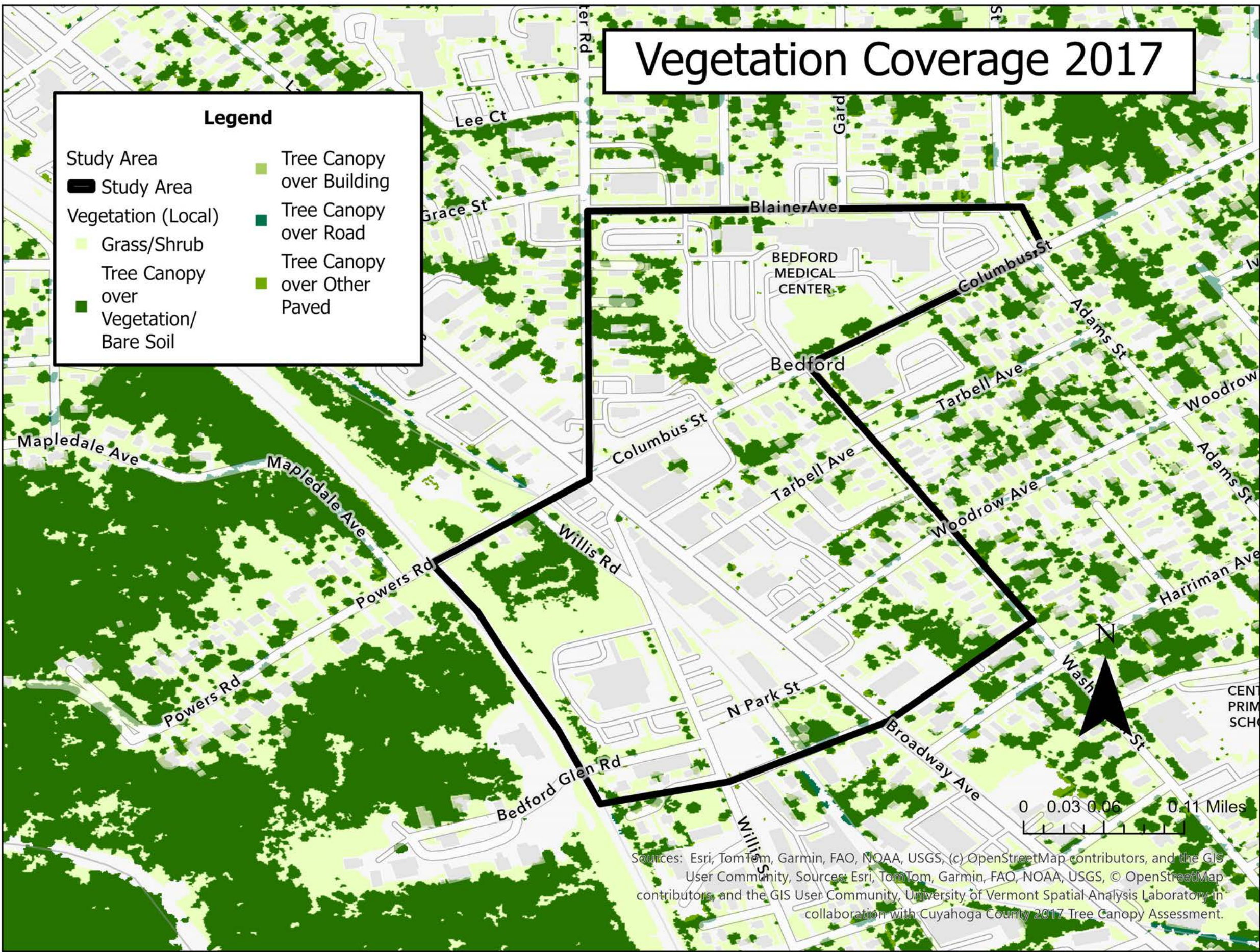
Bedford's soil composition behaves like an impervious surface. Most of the soil in the study area is Ub 'Urban Land' soil, which has been significantly modified by construction, filled with debris, and/or has highly compacted surfaces. It does not function like the original natural soil and can exhibit poor drainage, altered nutrient levels, and pollutant contamination. This suggests a potential for stormwater flooding.



# Existing Conditions      Environmental Conditions

## GREEN SPACE

Bedford is blessed to have abundant green space, open space, and vegetation coverage. We see the Bedford Reservation to the southwest contributing to the largest swath of land and vegetation. This is Bedford’s strongest asset and to grow its downtown it needs to create connections to these green spaces. Active, young individuals are something that Bedford is missing. One of the greatest draws for this group is a lively downtown area with access to green spaces. Green space also helps to prevent the excessive heating of urban areas. This process is known as the urban heat island effect, which is when urban areas have higher temperatures than the surrounding rural areas. Looking at Bedford, the temperatures are higher than the county averages, but not to the point that is unbearable or unlivable compared to other areas in the county. This is not only a strength, but an opportunity to build upon. Bedford needs to bring the greenery up from the reservation. That can be done alongside connection routes and help give the Downtown a more parklike feel in itself, while helping to alleviate potential health issues associated with urban heat island effect.





# Existing Conditions   Environmental Conditions

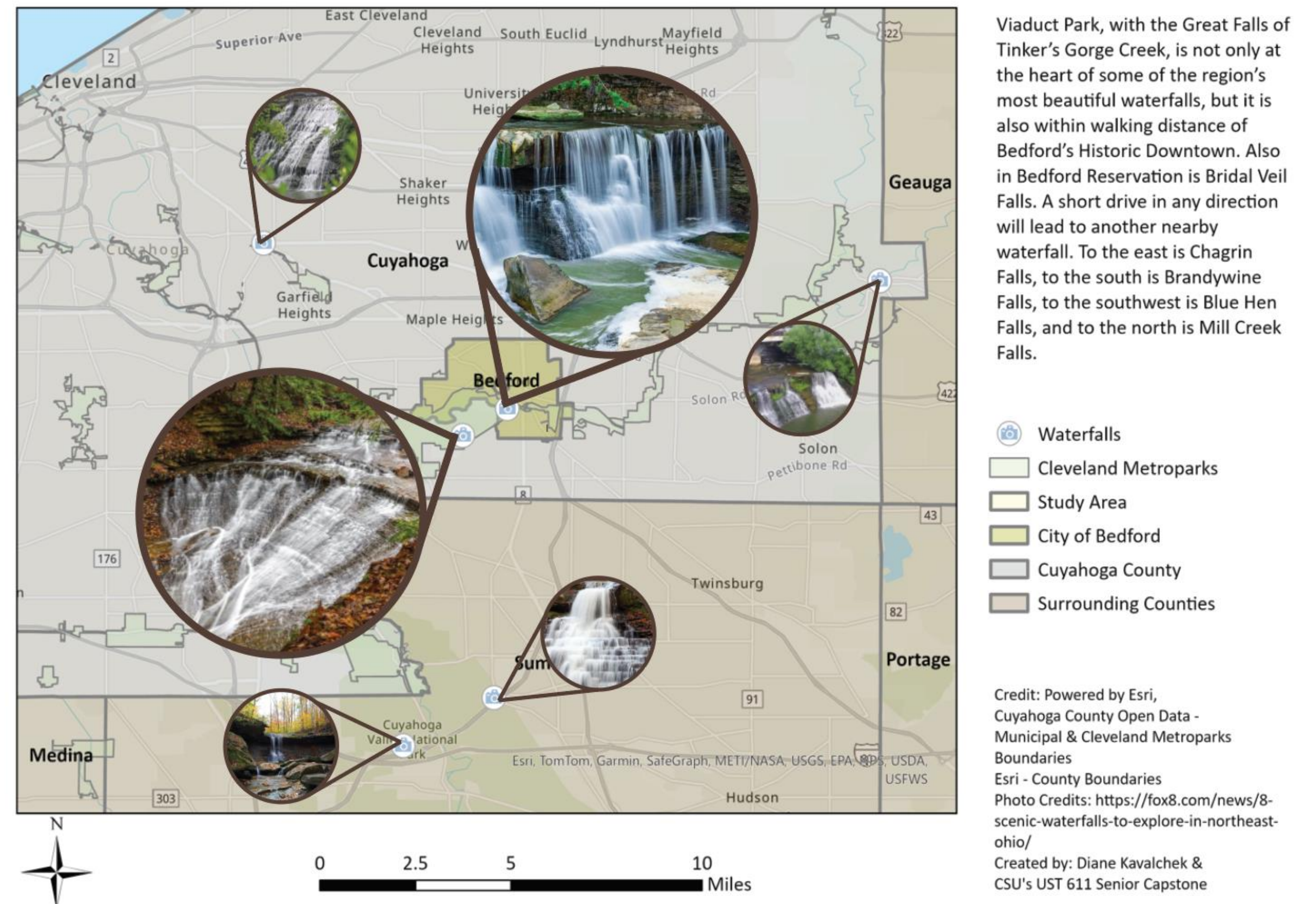
## REGIONAL CONTEXT

Bedford sits at the heart of numerous connections to outdoor recreation. Bedford Reservation has two waterfalls. Four additional spectacular waterfalls are a short drive or a bike trip for avid bikers. Bedford is also connected to Ohio's vast bike and trail network. Bedford Reservation has 11.5 miles of mountain bike trails. Ohio has over 1,500 miles of interconnected U.S. Bicycle Routes, more than any other state (NBC4, 2021). The Buckeye Trail runs through Bedford and has over 1,400 miles throughout the state (Buckeye Trail Association, 2025). The Bike and Hike Trails connect Bedford to Summit and Portage Counties with over 32 miles of trails (TrailLink, n.d.). The Ohio to Erie Trail, which utilizes the region's Towpath in Cuyahoga Valley National Park, has 326 miles of trails Bedford can connect to (Ohio to Erie, 2023). The Ohio Department of Transportation and TrailLink have apps to help navigate the trail systems and provide points of interest along the routes. These trails also connect to the national Great American Rail Trail, a multi-use trail that, when completed, will span 3,700 miles between Washington, D.C., and Washington State, re-purposing old railroad lines and other multi-use trails (Rails to Trails, 2025). Ohio's section is 70% complete, with over 230 miles and nearly 100 additional miles proposed.

Numerous outdoor recreation clubs use these various trail systems locally and regionally. Local clubs such as the Cleveland Hiking Club, numerous running clubs, Cleveland Area Mountain Biking Association (CAMBA), and Cleveland Kayakers Club together have thousands of members using Bedford Reservation.

With proper awareness, Bedford can tap into the users of the trail systems to support their local businesses. The Cuyahoga Valley National Park generated \$139 million of visitor spending in 2023 (NPS, n.d.). The Great American Rail-

## Bedford is at the Heart of the Region's Most Beautiful Waterfalls



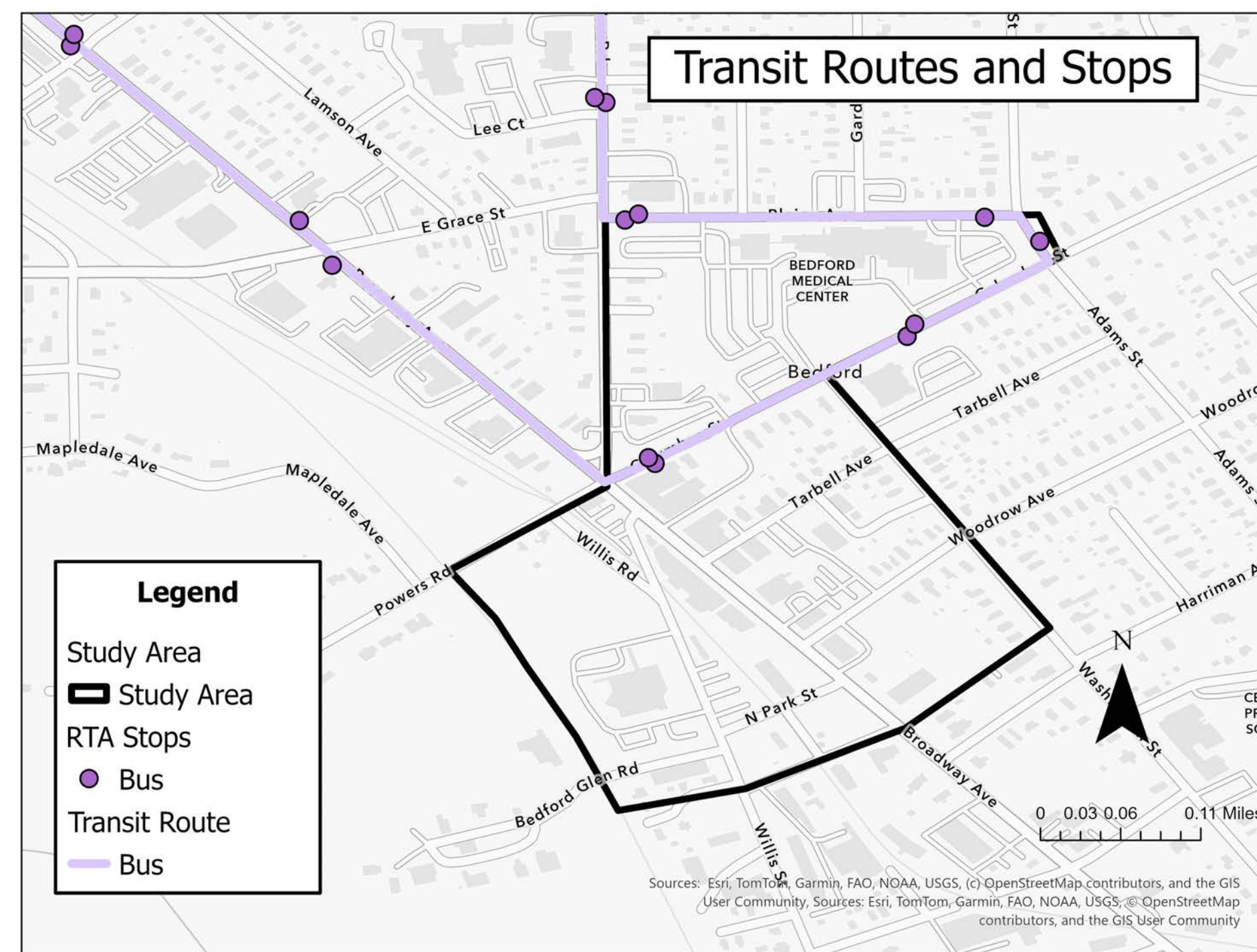
Trail is expected to generate \$13.3 million in visitor spending in Ohio (Rail-Trail, 2025), (Figure 8). Outdoor recreation contributes over \$400 billion to the US economy, and communities in the East North Central region, Ohio, Indiana, Illinois, Michigan, and Wisconsin, gained \$110.3 billion from visitor spending (Preserve the Valley, n.d.). The National Parks Conservancy Association provides resources, links to other gateway cities' plans, and a Sourcebook for National Park Gateway Communities as a reference guide (NPCA, 2025).



# Existing Conditions Mobility

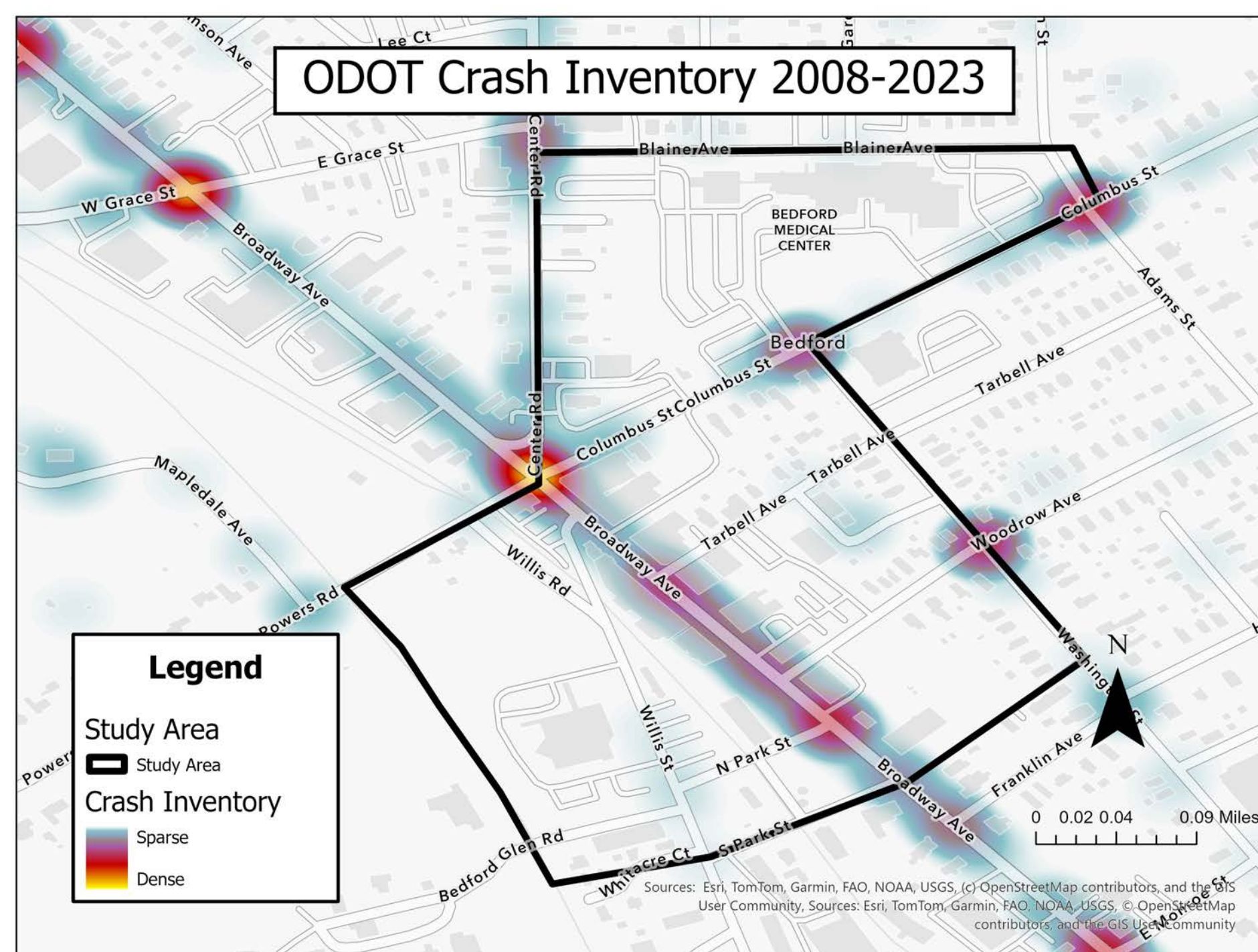
## TRANSIT

One of the most important aspects of any urban neighborhood is transit access. Denser neighborhoods need multiple modes of transportation to create a thriving district. However, Downtown Bedford has no transit routes that go through the heart of the district. There is a Greater Cleveland Regional Transit Authority (RTA) Bus Route that comes through the north side of the study area. The 19-19A-19B Broadway RTA Bus Route runs at a 30-minute frequency, going from Southgate Mall to Downtown Cleveland. If Bedford wants to grow its downtown to appeal to a younger demographic, one way to do that would make it more accessible to Downtown Cleveland via public transportation.



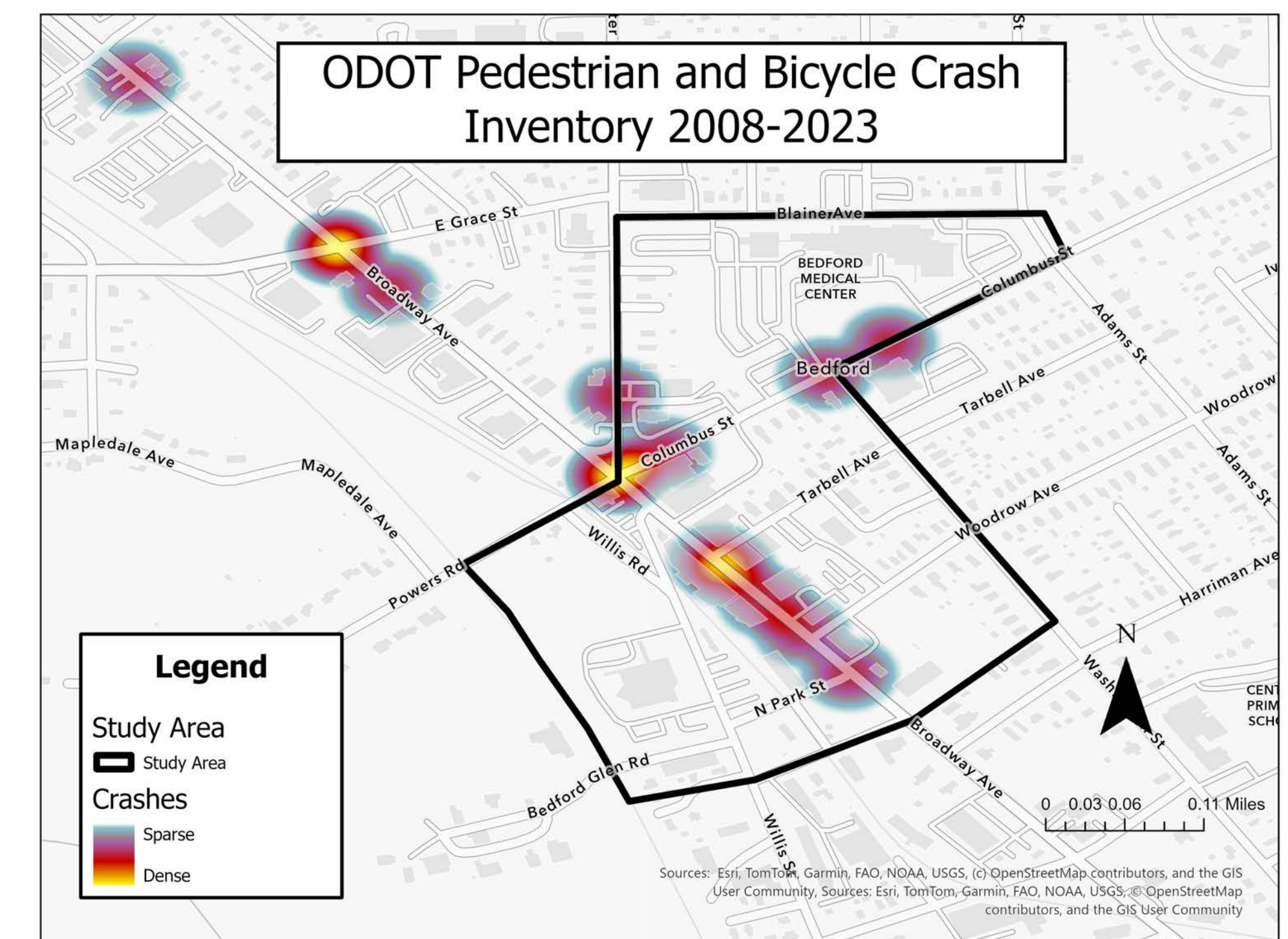
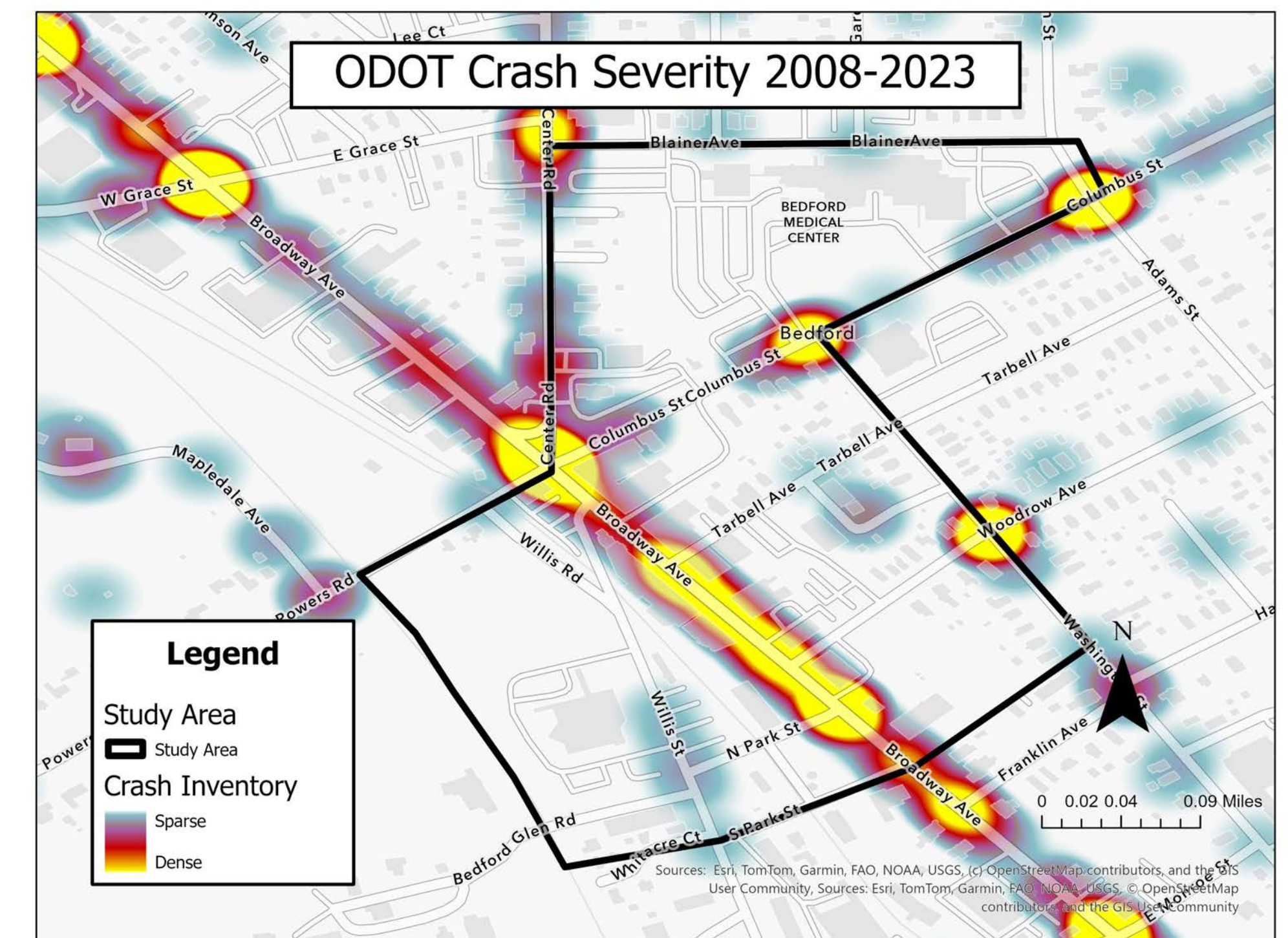
## CAR AND PEDESTRIAN SAFETY

For dense urban neighborhoods like Downtown Bedford, being walkable is crucial to its success. Having foot traffic throughout the area helps to keep the small businesses thriving. One way to examine the walkability of a neighborhood is to look at car crashes, both involving pedestrians and



other vehicles. Car crashes help to highlight areas of concern, whether it's a dangerous intersection, low visibility, or high traffic speeds. From 2008-2023, throughout the study area there were 310 car crashes. The highest concentration of these crashes was at the 5-point intersection and along Broadway Avenue between Tarbell Avenue and North Park Street. That also correlates to the severity of the crashes. These areas' higher crash levels create a perception of danger for pedestrians.

Looking at the pedestrian and bicycle crash data we see only 11 crashes in the same 2008–2023 time frame. While less than one incident per year on average, these crashes are mostly concentrated in the same area of Broadway Avenue, accounting for 9 of the crashes. That low number of crashes could be attributed to the lack of pedestrians or cyclists in the area. Strava heat map data shows that recreational users are not coming through Downtown Bedford; they are avoiding the area. Either there is nothing that brings them to the area or they don't feel comfortable riding and/or walking throughout the area.





# Existing Conditions Mobility

## CONNECTIVITY AND PARTNERSHIPS

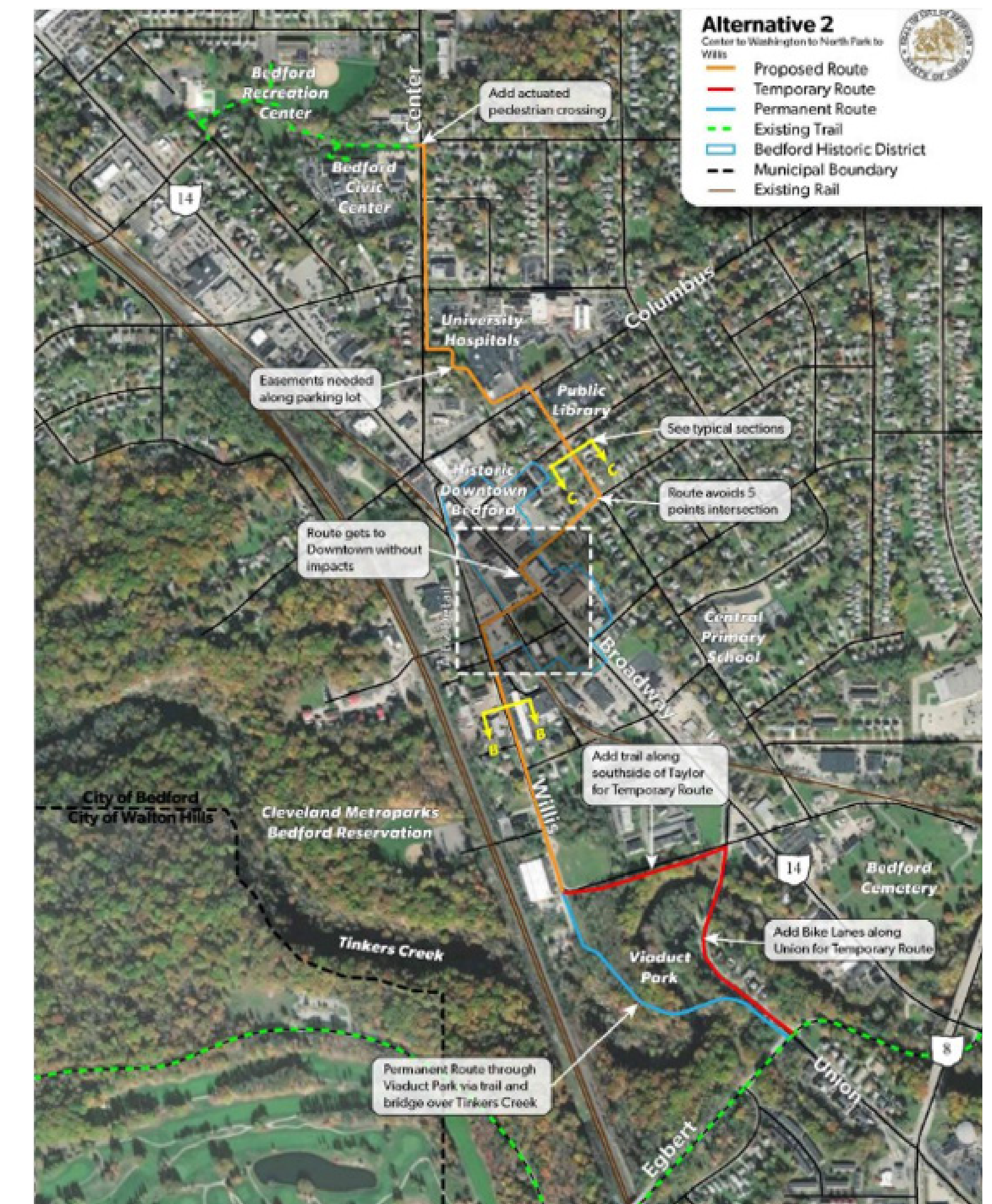


Despite Bedford's challenges, the light at the end of the tunnel is its connection to the Cleveland Metroparks (CMP) and various bike and pedestrian trail systems. The City and CMP often collaborate to improve residents' access to the park systems. In 2020, the City transferred over 6 acres to the CMP to create Viaduct Park (Coffman, 2025). This provides residents with a view of the Great Falls of Tinker's Creek.

In 2023, the City transferred another 6 acres to the CMP for additional improvements and access as part of CMP's 2024 Bedford Reservation conceptual plan (Coffman, 2025). The plan proposes a pedestrian bridge over Tinker's Creek, connecting the CMP's trail system to the City of Bedford. Additionally, CMP proposes adding fifty additional parking spaces to the Viaduct parking lot, a building for event rentals, a children's nature-based play space, and improved signage.

This partnership will improve connectivity to the CMP and Bedford's Historic Downtown district, aiding Northeast Ohio Areawide Coordinating

Agency's (NOACA) Transportation for Livable Community Initiative (TLCI) connectivity plan. The plan's goals are to improve economic uplift and connectivity between the parks and trails to local communities and improve regional connections between trail and shared wayfinding systems. The TLCI's goals for Bedford are to improve connectivity to the Ellenwood Recreation Center, the Historic Downtown District, and the Cleveland Metroparks, and to improve pedestrian and bicycling safety (Smalley, 2025). Currently, only 6.5% of Bedford's residents live within a quarter mile of a bikeway.



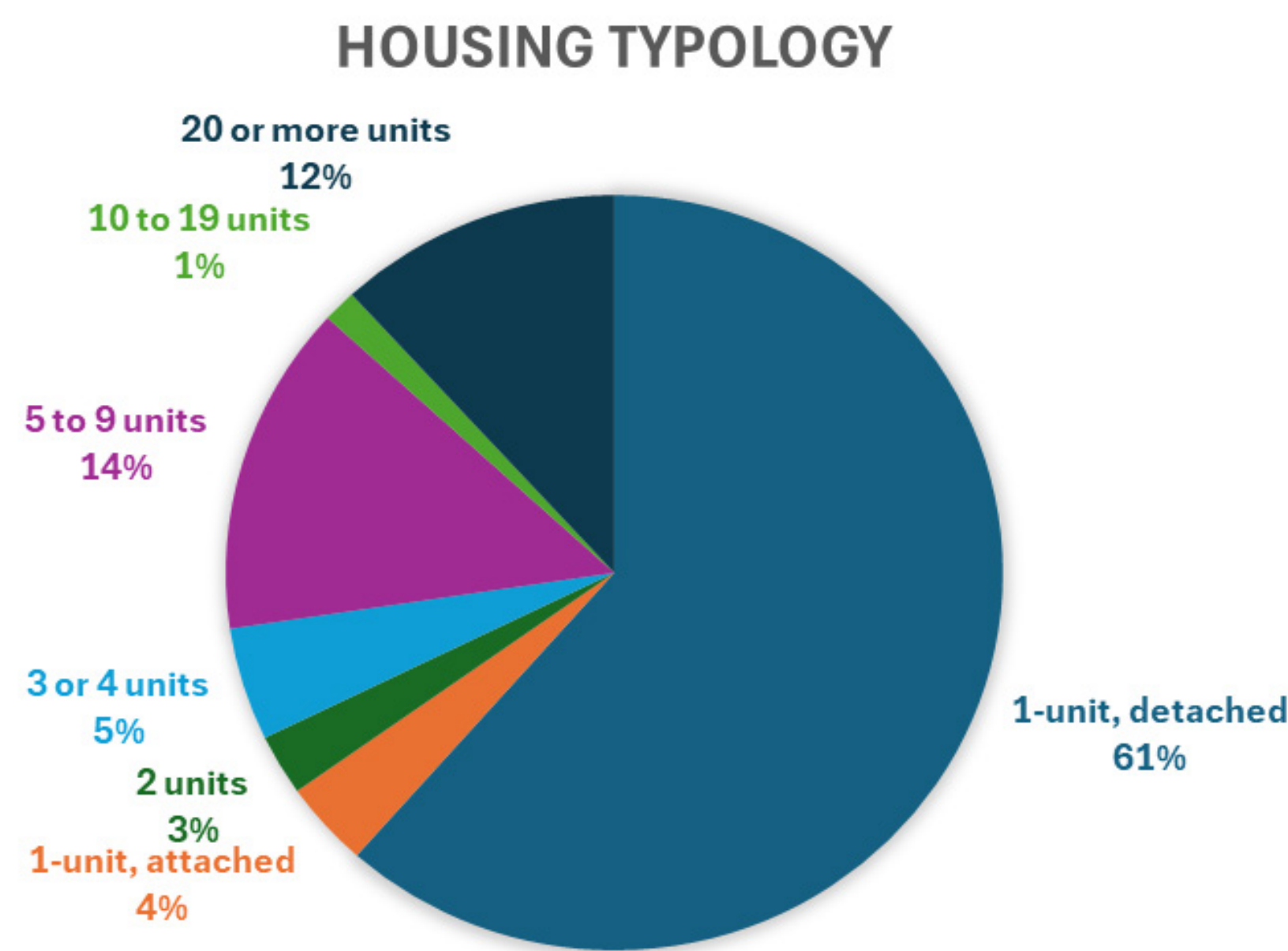
The TLCI plan proposed two alternative trail options. Alternative One proposes a trail down Willis to avoid Broadway and has no private right-of-way impacts. However, it would cross the large 5-point intersection, some businesses, and parking. Alternative Two is the preferred alternative. It avoids the 5-point intersection and links to the library, but impacts parking along Willis (Smalley, 2025).

The Cuyahoga County Bike Network and the Cuyahoga Greenways Plan also propose connector trails. The interest from various sources increases the likelihood that funding will be available to make the connector trail a reality.

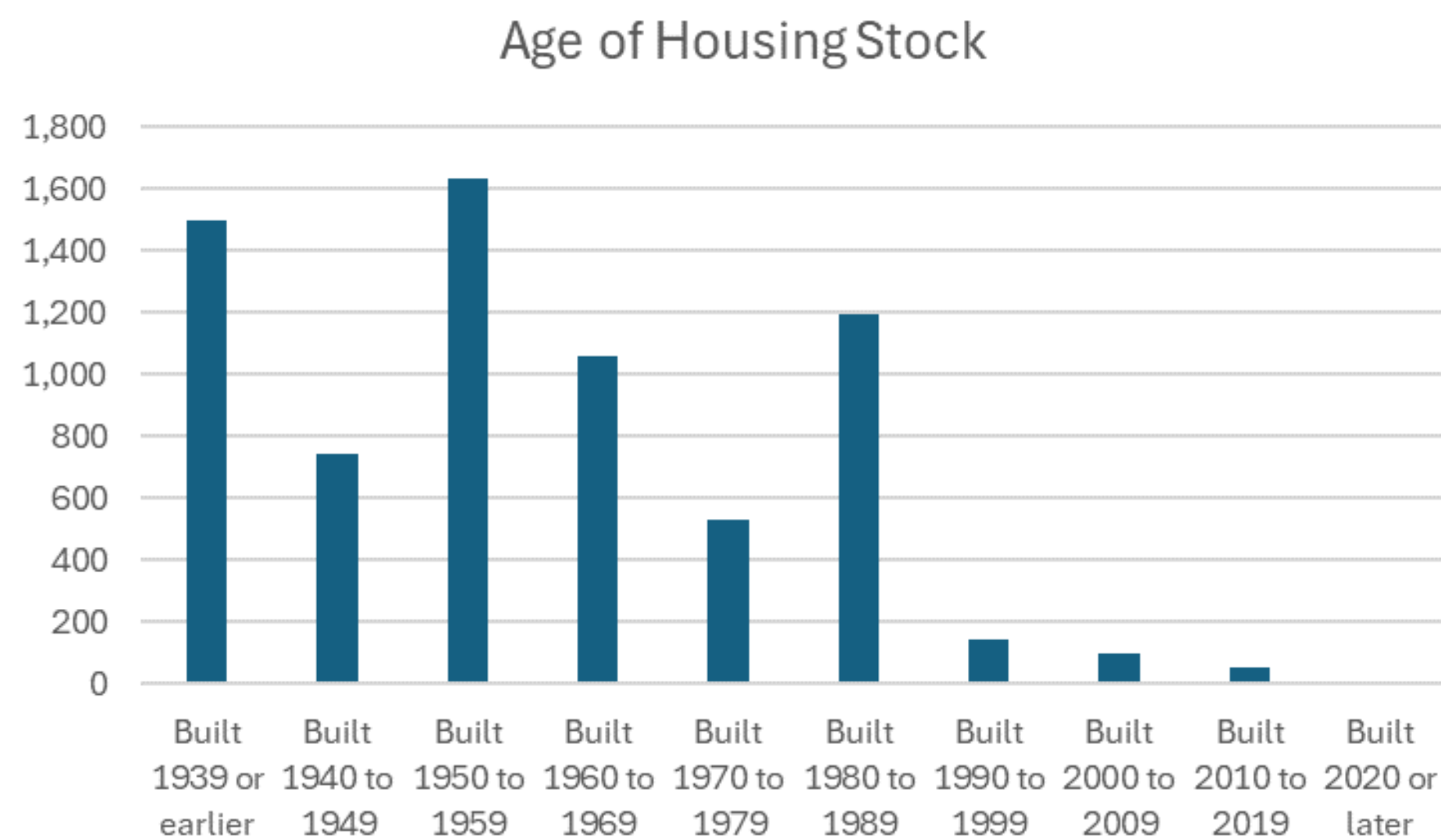


# Existing Conditions      Market Analysis

## HOUSING MARKET



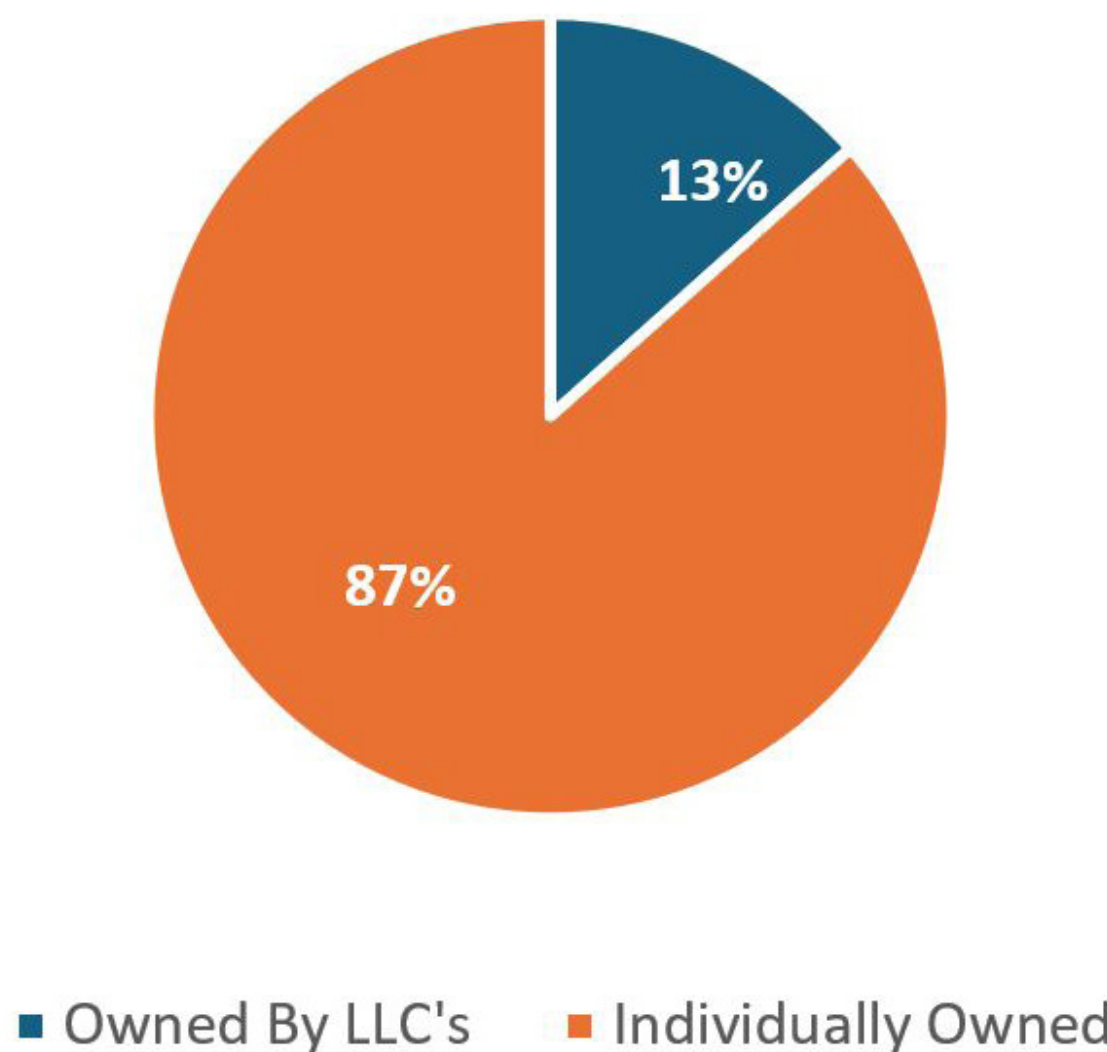
Bedford’s housing stock is typical of a first-ring Cleveland suburb, primarily comprised of older, single-family homes.



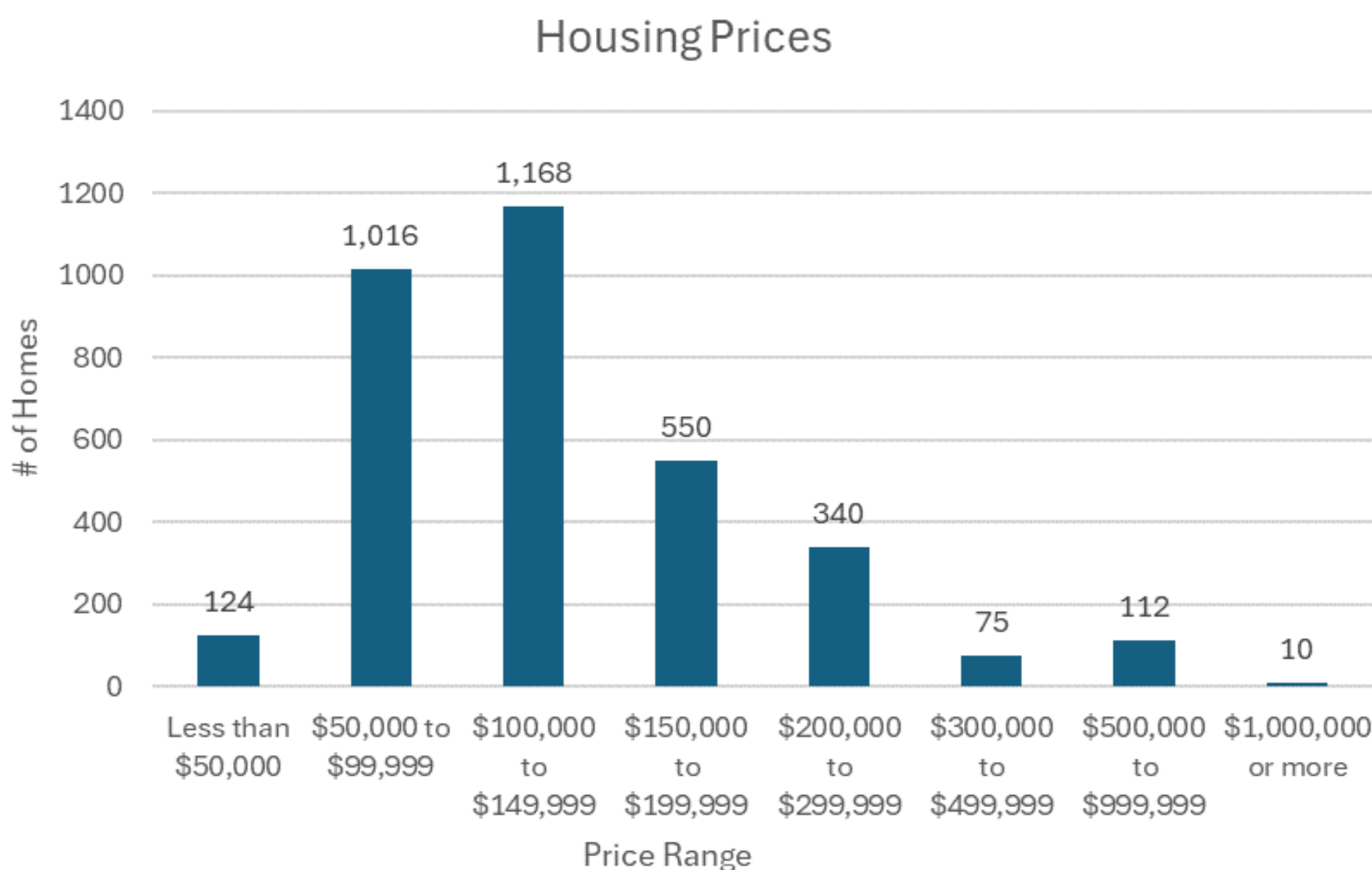
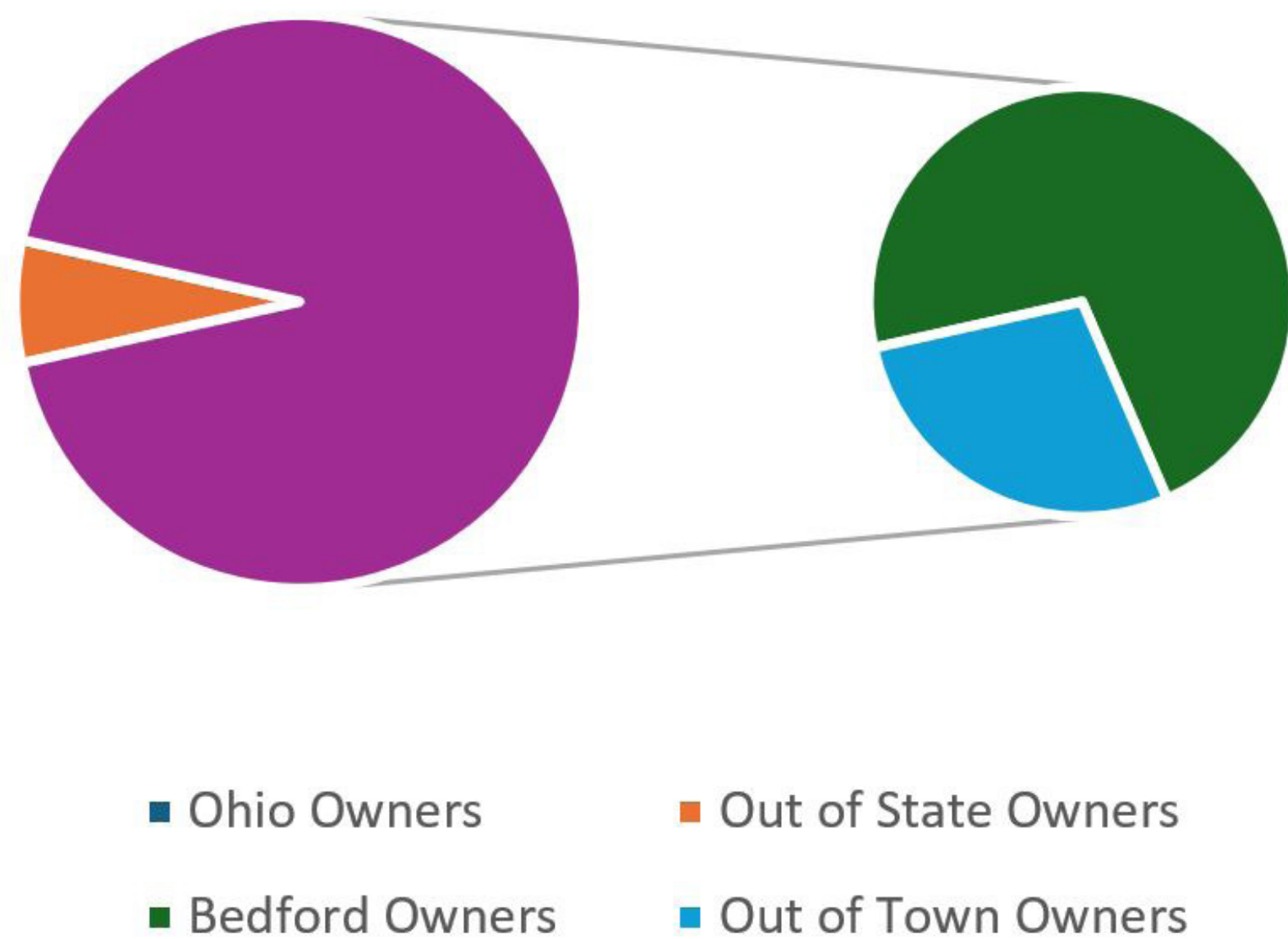
While this has allowed the city’s housing to remain relatively affordable while providing locals with a way to create and preserve wealth, increases in the cost of maintaining these older homes due to inflation and simply the age of the home has created a legitimate squeeze on current/previous residents, as we will come to see.

Part of this squeeze comes from buyers seeking profit from the local housing market. Northeast Ohio’s Eastside has notoriously been a target for corporate landlords, large and small. Per the county’s property database, more than one of every ten residential properties is owned by an LLC, and 26% of all residential property owners have mailing addresses not within Bedford.

Corporate Ownership



Bedford Property Owners



While Bedford’s housing prices and rents fall far below national averages, things are not always as affordable as they seem when compared to the rest of Cuyahoga County. Bedford’s housing prices are far below the county average as of 2023 (\$124,900 vs. \$183,200), but rentals are slightly higher (\$1,061 vs. \$1,005). These figures imply that less affluent Bedford residents (typically renters) are not experiencing the same affordability advantage as their more affluent homeowner counterparts.



### AFFORDABILITY TRENDS

As is the typical story across the nation, Bedford is losing the ability to be a comfortably affordable place for its lower-middle- and middle-class residents to live. From 2018 to 2023 there have been sharp increases in housing expenditures. The median rent has increased 26%, while housing prices have risen 35%.

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME	% CHANGE
Less than 15.0 percent	13.81%
15.0 to 19.9 percent	-19.42%
20.0 to 24.9 percent	-51.88%
25.0 to 29.9 percent	-14.97%
30.0 to 34.9 percent	-25.45%
35.0 percent or more	20.13%

Interestingly enough, during that same period, there was an increase in both highly burdened renters, and relatively affluent renters. This shows that, one way or another, Bedford is experiencing an increase in both relatively wealthy residents, and those who are financially struggling to afford housing.

SMOC AS % OF HOUSEHOLD INCOME (SMOCAPI)	2018	2023	% CHANGE
Housing units with a mortgage	1,764	2,165	22.73%
Less than 20.0 percent	898	1,178	31.18%
20.0 to 24.9 percent	149	239	60.40%
25.0 to 29.9 percent	201	238	18.41%
30.0 or more	516	510	-1.16%
Housing unit without a mortgage	1,208	1,205	-0.25%
Less than 20.0 percent	998	924	-7.41%
20.0 to 24.9 percent	62	64	3.23%
25.0 to 29.9 percent	20	30	50.00%
30.0 or more	128	187	46.09%

If we look at homeowners, we can observe a similar phenomenon. When delineating between households with a mortgage (young families,

those in their prime earning years, etc.) and those without a mortgage (retirees, those who inherited homes, etc.), there is an increase non-mortgaged households with SMOC (selected monthly ownership costs) taking over 30% of their income, while mortgaged households dedicating under 30% of their income increased massively, with an actual decrease in those paying over 30%.

### HOUSING DEMAND ANALYSIS

Using 2023 American Community Survey (ACS) 5-Year Estimates, we compared income-based supply metrics and value-based demand metrics to identify any gaps in the housing market.

There is ample undeveloped, underutilized, and suitable land within the planning study area that could be utilized for housing. With that in mind, the objective of this quantitative analysis was to determine if there is a need for new housing, and, if so, what cost level of housing would be most needed and most utilized by the existing market.

The first step in performing the study was to determine an appropriate area that could be deemed the primary market area (PMA), or the “Downtown Bedford Housing Market.” New housing draws in demand from outside of the immediate municipality in which it is built. Other approximations such as drive times, school districts, county or municipal boundaries, and large changes in area median income (AMI) or tenure patterns may be used to inform market study area. In the case of Bedford, large gaps between

the performance of adjacent school districts within Cuyahoga County meshed with reasonable maximum driving distance to create a logical market area. Bedford exists in a suburban context. It is a common migration pattern among urban US municipalities for childbearing age couples to relocate to nearby suburban towns. School quality is an important factor in choosing where they relocate. In Bedford alone, 19% of the population is school-aged children, and another 35% are younger adults who may be working towards starting a family.

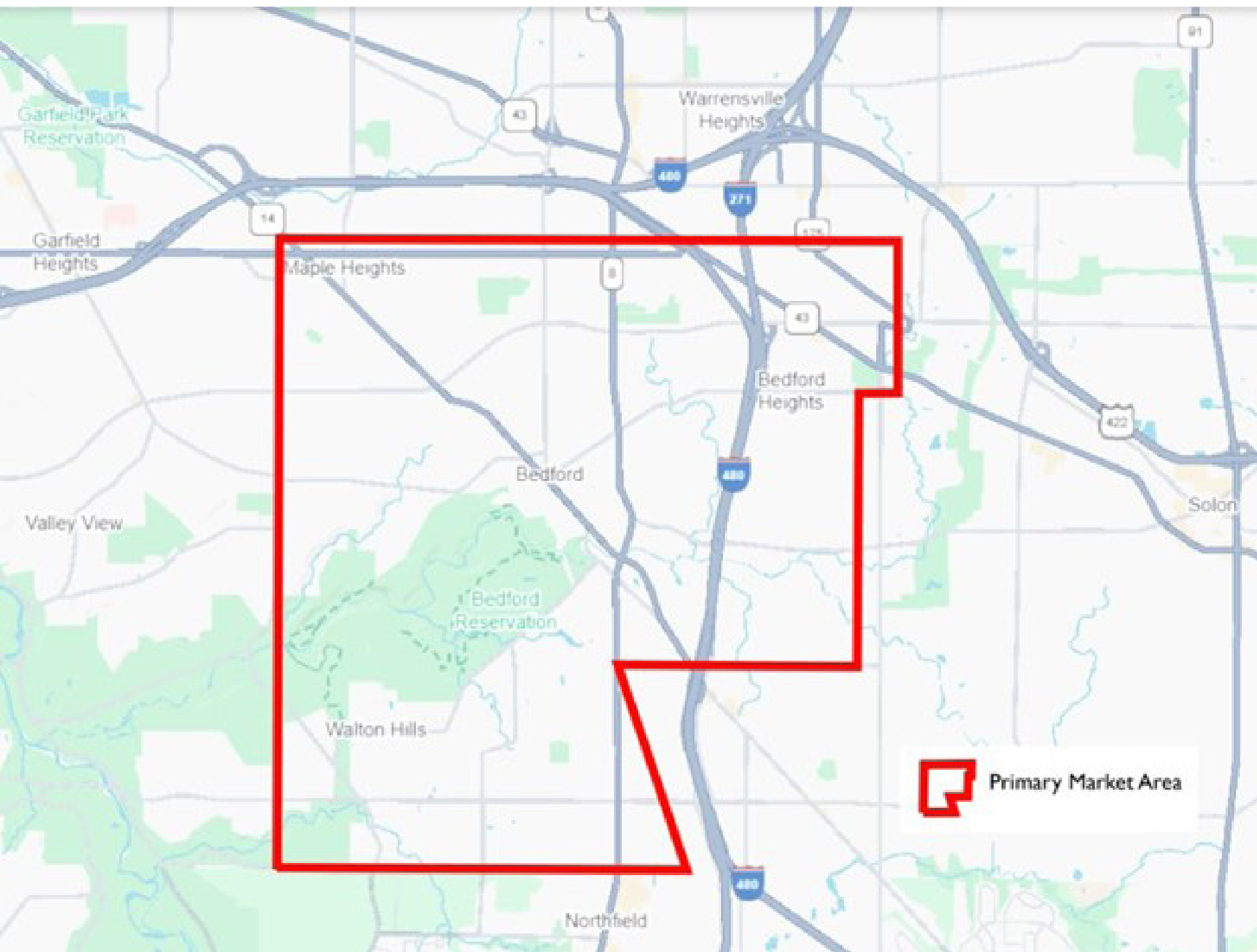
The Bedford school district is bounded by the Maple Heights School District, Solon School District, Orange School District, Cuyahoga Heights School District, and Warrensville Heights School District. Each year, the Ohio Department of Education and Workforce ranks school districts on several metrics and assigns an overall “star” rating. The Bedford School District is ranked one of the lowest in the state, at 3 stars. Neighboring Solon, Orange, and Cuyahoga heights are all ranked a perfect 5 stars. Maple Heights and Warrensville Heights both ranked low as well, at 3.5 stars. Due to the stark difference in rankings, it is likely that suburban families raising children or expecting to raise children would not leave their high performing districts for Bedford for new housing. Only Maple Heights and Bedford school districts were included in the market formation, as Warrensville Heights spread the market further out geographically than desired in this context.



# Existing Conditions      Market Analysis

Additional consideration could be given to adjacent school districts outside of Cuyahoga County. However, that brings in additional complications to the market, such as a less preferential tax environment for households in Cuyahoga County than in neighboring Summit County.

With the two-school-district area determined as the geographic basis for the housing market area, data was collected based on the census tracts that most closely approximated the school districts. Census tract boundaries closely match the relevant school districts, with only a small piece of the Bedford school district excluded so as not to include a sizable section of the Solon school district.



Households were separated by their housing tenure and divided into income-based bands. Housing units were separated by their tenure

and divided into value-based bands. From there, households (demand) were matched with housing units (supply) that they could afford, defined as 30% of income for rent, or 35% of income for ownership.

These results show net rental demand at the very low level, and at around 100% - 120% of AMI (\$63,467 in the PMA) for both rental units and for-sale homes. For new home ownership opportunities, there is significant demand around 100% AMI and at all incomes above that level. While this may mean new housing is very much in need, it may also mean that income growth is outpacing housing value increases in the area. Affordability well above the AMI is less reliable, as households do not consume housing at their maximum level of affordability as incomes rise. There is also a need to evaluate the current physical quality of the housing market and make recommendations on what needs immediate rehabilitation.

Other housing data in the PMA is important; net demand does not paint the entire picture:

- 85% of housing stock built before 1980.
- Around 8% of housing is vacant.
- 70% of all housing in the market area is detached, single family housing.
- 59% of households are owned.
- Average household size is 2.2 for owners, and 2.5 for renters.

Income Bands	Owner Households	Affordable Purchase	Owned Homes	Net Demand
<\$10,000	598	≤ \$49,999	1066	-462
\$10,000 - \$34,999	2,181	\$50,000 - \$99,999	4251	-2,044
\$35,000 - \$49,999	2,014	\$100,000 - \$149,999	3877	-1,840
\$50,000 - \$74,999	2,894	\$150,000 - \$199,999	1545	1,332
\$75,000 - \$99,999	1,737	\$200,000 - \$300,000	1237	494
\$100,000 - \$149,999	1,893	\$300,000 - \$499,999	501	1,375
\$150,000+	1,524	\$500,000 - \$999,999	171	1,336

Income Bands	Renter Households	Affordable Rent	Rental Units	Net Demand
<\$10,000	729	≤ \$500	529	188
\$10,000 - \$34,999	3,116	\$500 - \$999	3275	-149
\$35,000 - \$49,999	1,783	\$1,000 - \$1,499	3946	-2,033
\$50,000 - \$74,999	2,212	\$1,500 - \$1,999	908	1,226
\$75,000 - \$99,999	545	\$2,000 - \$2,499	90	428
\$100,000 - \$149,999	580	\$2,500 - \$2,999	137	416
\$150,000+	277	≥ \$3,000	23	239

This analysis also does not account for additional demand that new development is likely to draw from outside of the PMA. New development tends to have this effect, although the draw is not as strong as a metropolitan area with more lifestyle amenities and work opportunities present. Economic development also bolsters new housing development as new jobs draw workers to the area. If workers for newly created jobs are already living in the region, they may seek to relocate for the combination of a reduced commute and new development.

This study only informs potential net demand based on data. Based on existing data, we recommend no more than 1% - 2% of this demand be built immediately. Recommendations on new housing typology, location, and cost is provided elsewhere in this plan. This study is ultimately a qualitative formation, and a broader understanding of the place being studied for new housing is required.

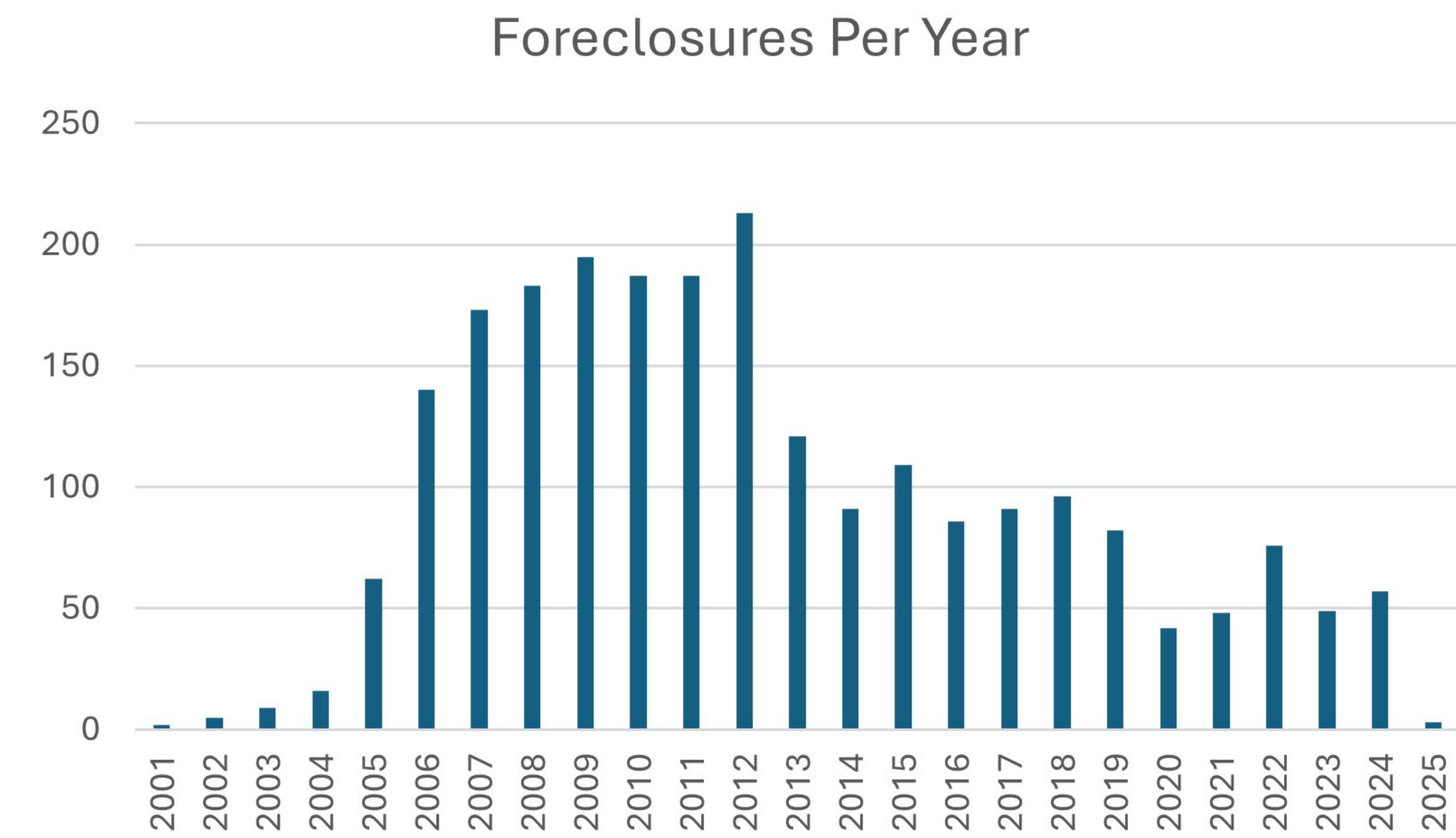


STATUS OF THE ECONOMY

Bedford’s economy is experiencing “K-shaped” growth, like the rest of the nation. There is a clear line drawn between the typical “American Dream” class of residents, owning single family homes and multiple cars, who seek out Bedford due to its affordability (which ironically is disappearing), and the residents of Bedford’s yesteryear, who rely on public transit, have older, smaller, paid-off homes, and who are losing the sense economic refuge that Bedford has been in recent memory, as it falls in line with the broader affordability crisis taking shape.

VEHICLES AVAILABLE	% CHANGE
No vehicles available	17.83%
1 vehicle available	-20.20%
2 vehicles available	14.92%
3 or more vehicles available	58.33%

As we look beyond pricing comparisons, the first additional sign of this phenomenon is in transportation changes from 2018 to 2023. There has been a sharp increase in households with either no vehicles available, or two or more vehicles available. With personal vehicle ownership being a strong indicator of personal wealth, we can surmise that there’s an increase in residents who are struggling to make ends meet, being forced to sell or give up their cars, as housing prices continue to increase. And on the other end, wealthy households with several vehicles are taking their place.



We can also look at foreclosures, which moderated after a recovery from the 2008 crisis. During the crisis, defaults peaked at around 200 per year, and while they have come down from all-time highs, are still significantly higher than before the onset of the housing crash. This portrait of the housing market corroborates suggestions that residents are being squeezed by increased utility bills, property valuations, and maintenance costs, with more affluent residents and other parties coming in on the other side to scoop up these homes at a steep discount relative to their incomes and more affluent surrounding suburbs.

RETAIL MARKET ANALYSIS

A critical piece of the utility, desirability, and success of a historic downtown is its retail & dining market. This is particularly true in the case of Bedford, where there are two prominent attractions which bring in visitors from outside of the town border to the historic main corridor: the

Bedford Reservation and the Bedford Automile. To better inform recommendations on commercial uses in downtown Bedford, a quantitative retail analysis was carried out.

Best practices use drive times to geographically understand the way people consume retail goods. The major retail expenditures studied here are grocery consumption and general merchandise consumption – places such as Target and Walmart. While these two categories do not account for all retail expenditure, they are the largest in the general retail landscape.

Grocery, in particular, informs the ability to support a neighborhood anchor. In the context of a historic downtown near other attractions, grocery does not necessarily serve as the only or best anchor but is always a desirable option in a shopping area.

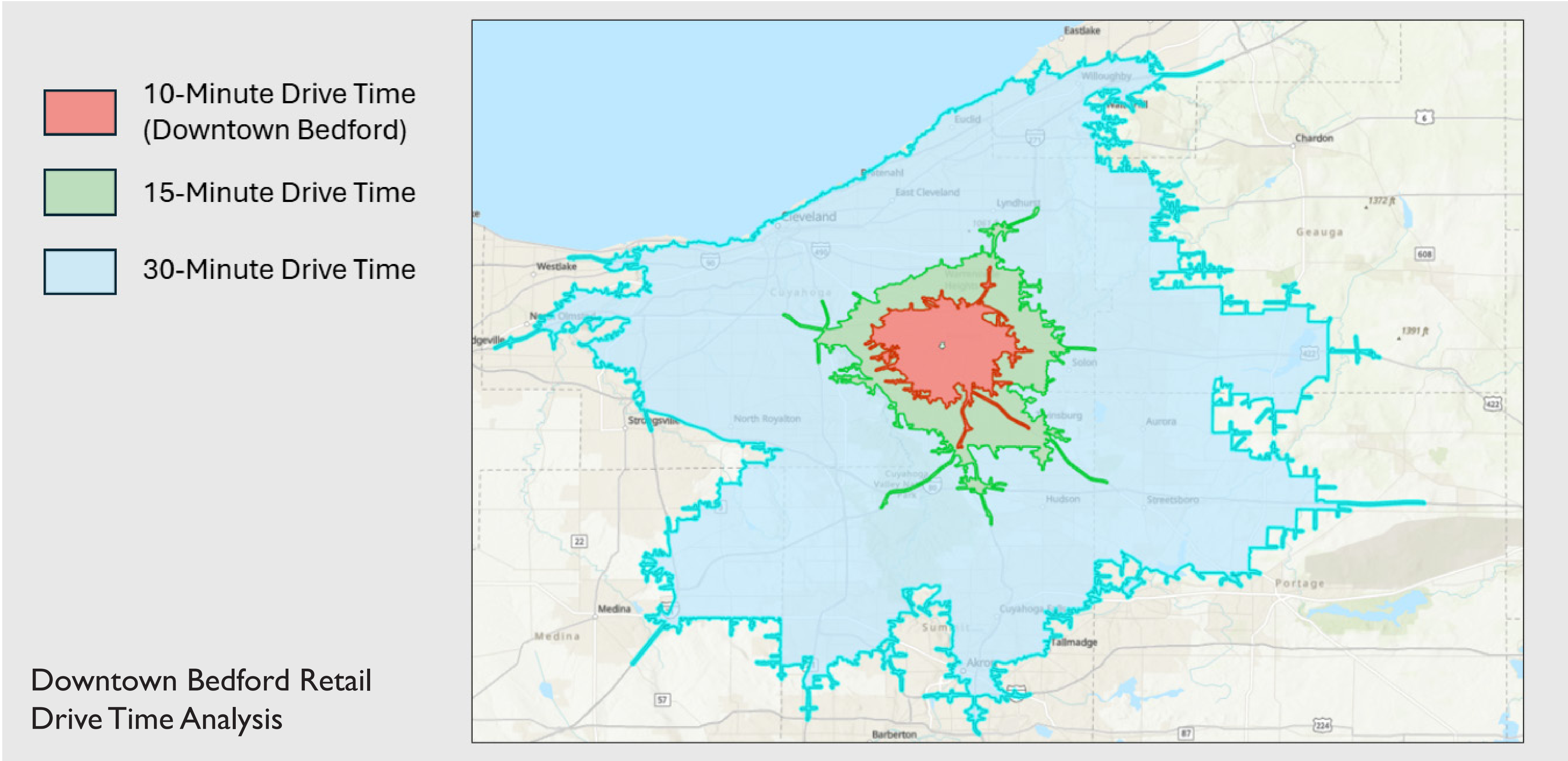
The quantitative analysis methodology uses the mean income and number of households within an area to estimate the total present purchasing power, the average percent of household income allocated to a spending category (i.e. grocery), and an inventory of existing retail stores to estimate whether there is any geographic leakage of spending in the market.



# Existing Conditions      Market Analysis

Our results find there is slack in 3 of the 4 metrics studied. Only the 10-minute drive time general merchandise market is oversupplied, and to a large extent. This is due to the presence of large merchandise chains made accessible through highway travel. You can see these highway-centric shopping centers appearing as “tendrils” at the edges of the drive-time areas. Dollar stores are excluded from this data, and when included, show an even greater oversupply.

Grocery supply, as previously noted, can be used to inform space for an anchor tenant when there is available space for one. The area has slack in its retail market, alongside prevalent downtown vacancy. While room in the retail market exists, further research on present and desirable uses as well as recommendations on downtown economic development policy appear elsewhere in the study.



Downtown Bedford Retail Drive Time Analysis

Drive Time	# of Households	Average HH Income	Purchasing Power
10-Minute	29,708	\$74,573	\$2,215,414,683
15-Minute	78,713	\$85,430	\$6,724,451,590

Source: ESRI ArcGIS Business Analyst 2024, ACS 2023 5-Year Estimates

Downtown Bedford General Merchandise Analysis

Drive Time	Total SqFt (General Merch)	Total \$ Supply	Total Demand	Market Gap/Surplus (\$)	Market Gap/Surplus (SF)
10-Minute	570,622	\$342,373,200	\$177,233,175	(\$165,140,025)	-275,233
15-Minute	773,233	\$463,939,800	\$537,956,127	\$74,016,327	123,361

Source: ESRI ArcGIS Business Analyst 2024, BLS CES 2023, ACS 2023 5-Year Estimates

Downtown Bedford Grocery Analysis

Drive Time	Total SqFt (Grocery)	Total \$ Supply	Total Demand	Market Gap/Surplus (\$)	Market Gap/Surplus (SF)
10-Minute	379,144	\$189,572,000	\$194,956,492	\$5,384,492	10,769
15-Minute	1,005,993	\$502,996,500	\$591,751,740	\$88,755,240	177,510

Source: ESRI ArcGIS Business Analyst 2024, BLS CES 2023, ACS 2023 5-Year Estimates



# Existing Conditions SWOT Analysis

## SWOT ANALYSIS

### Strengths:

- Established downtown listed on the National Register of Historic Places
- Presence of local businesses supporting economic activity
- Existing infrastructure that can be leveraged for further development
- Functioning local government

### Weaknesses:

- Poor school district report card (3/5)
- Lack of comprehensive wayfinding signage
- Challenges in maintaining consistent community participation (CDC)
- Limited business diversity

### Opportunities:

- Potential for increased business exposure and connectivity in the area.
- Opportunities to expand housing
- Leverage recreational attractions to patron downtown businesses
- Room for infrastructure enhancements to support growth

### Threats:

- Economic instability that could impact development projects
- Competition from nearby communities for businesses and residents
- Insufficient pedestrian crossings
- Lack of updated historic district design guidelines

One of the biggest strengths of this district is that it is already established and listed on the National Register of Historic Places. This designation makes the area eligible for funding and resources that may not be available to other communities. Additionally, there are minimal infrastructure costs required to establish a target development zone. The district already features brick-and-mortar storefronts along the main street, which provides a solid foundation for revitalization.

While these buildings offer great potential, many could benefit from minor enhancements. However, a challenge arises from the absence of updated historic district design guidelines. Without these, a developer could make



changes that disrupt the historical character and architectural integrity of the area. A cost-effective improvement that could be implemented in the short term is the addition of wayfinding signage. For example, signs that clearly distinguish the downtown district from other parts of the city or provide directions to public parking and nearby attractions like the Metroparks would enhance the visitor experience and help establish a stronger district identity.

A critical factor in implementing revitalization efforts is the presence of a stable and functioning local government. Government support is essential for coordinating efforts with developers and planners, and it also helps build trust among residents, signaling that these initiatives are in the community's best interest and aligned with long-term stability. The presence of existing businesses in the district is another strength; however, limited business diversity can also be considered a weakness. During a walking tour, it was noted that three businesses offering similar services were located within close proximity. This limits the effective use of commercial space and reduces the variety of services available to patrons.



# Existing Conditions **SWOT Analysis**

Despite the district's foundational assets, the surrounding area is served by a school district that is not highly rated. This can be a barrier to attracting families, as access to quality education is a key factor in residential decision-making. Nevertheless, there is an opportunity to infill vacant properties, which could increase population density and, in turn, lead to higher foot traffic. This could also strengthen the connection with the Metroparks and create opportunities for new businesses aimed at serving park users—such as cafes, bike shops, or gear rentals.



With a significant number of businesses already in the district, there's an exciting opportunity to build connectivity between them. This could be achieved through initiatives like a business directory, an online platform that filters businesses based on customer needs, or even a district-wide rewards program that offers perks or discounts to returning shoppers. These strategies would encourage repeat visits and build customer loyalty.

As foot traffic increases, it's also important to prioritize pedestrian safety. Updating crosswalks and pedestrian signals would show that the district values the safety and comfort of its visitors.



One of the biggest threats facing the district is the question: Why choose Bedford over nearby communities like Solon? To stand out, Bedford must become more marketable by highlighting its unique assets and creating a strong value proposition for residents, workers, and visitors alike.

Addressing these factors strategically will be essential to the long-term success of community engagement and development in the district.



# PRECEDENT PLANS

Connectivity Plan.....29

Storefront Renovation Program.....30

Special Improvement District.....31

The purpose of the Precedent Study and Plan Synthesis is to conduct a literature review of relevant historic main street revitalization projects and local plans, studies, and policies with an emphasis on recent transportation studies to apply to Downtown Bedford development planning. When selecting policy, plans, or projects to study, our group determined focus areas with the following criteria in mind:

- Access to data
- Relevance to study area
- Cost and feasibility



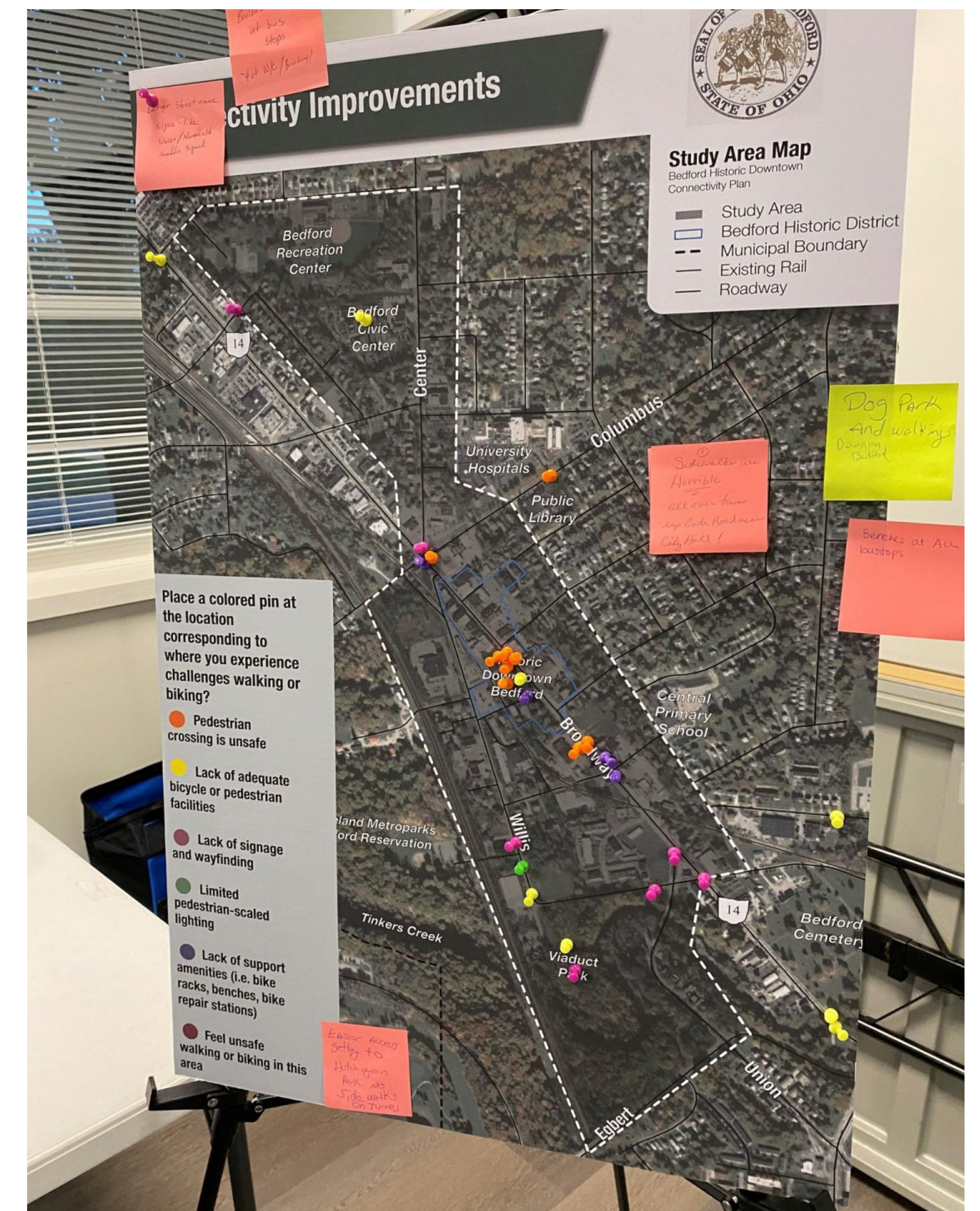
# Precedent Plans    Connectivity Plan

## BEDFORD HISTORIC DOWNTOWN CONNECTIVITY PLAN

Presented by Envision LLC in partnership with NOACA's Transportation for Livable Communities Initiative (TLCI), the Bedford Downtown Connectivity Plan was unveiled in 2024. The plan incorporated feedback from two public meetings in fall 2023, engaging approximately 200 residents—90% of whom were local to Bedford.

### Key Community Insights:

- Over 50% of respondents felt no improvements were needed to public transit, though over 90% reported never using it to access downtown.
- 60% visited downtown primarily for leisure—shopping, dining, or events.
- Major concerns centered on pedestrian and cyclist safety, prompting recommendations such as extended curb bump-outs, raised speed tables, updated crossing signals, and reduced lane widths.
- Color-coded issue mapping identified pedestrian safety (orange), lack of signage (purple), and insufficient support amenities (pink) as priority areas.
- The addition of a shared-use trail or bike path was widely supported, though both alternatives pose notable financial and feasibility challenges.





# Precedent Plans    Storefront Renovation Program

## LEVERAGING STOREFRONT RENOVATION PROGRAMS

Storefront Renovation Programs (SRP) are a way for a city to leverage Community Development Block Grant Funds (CDBG) to help property owners along commercial corridors by helping with construction costs. These programs can have a great impact on historic districts/communities where storefront renovations can be more costly due to the age of buildings.

### Key components to SRP programs:

- SRPs are a rebate program meaning funds are released once construction is finished.
- Property owners must work with the municipality before starting construction (and throughout).
- Some municipalities offer lower tiers for signage only.
- These rebates cover a certain percentage of a project’s construction costs up to a certain amount.
  - Often, rebates can only apply to construction costs that are for the “storefront.” For example, funds cannot be used for an interior plumbing project.
- Some example SRPs in other Northeast Ohio Municipalities:

Municipality		Storefront Renovation		Signage Only		Other	
Municipality	Population	% of Construction Cost	Not to Exceed	% of Construction Cost	Not to Exceed	% of Construction Cost	Not to Exceed
Cleveland Heights	43,908	35% or 50% (depending on location)	\$40,000.00	N/A	N/A	N/A	N/A
Cleveland	362,656	50%	\$50,000.00	50%	\$5,000.00	50%	\$15,000.00
Euclid	48,212	50%	\$25,000.00	N/A	N/A	N/A	N/A
Shaker Heights	28,541	50%	\$15,000.00	50%	\$3,000.00	N/A	N/A
Lakewood	49,337	40%	\$30,000.00	N/A	N/A	N/A	N/A

- Additional clause added to Cleveland Heights SRP Program: “Borrower/Grant recipient agrees to support any Special Improvement District or Merchant Association activities if applicable, including, but not limited to, voting for assessments and payment of dues.”
- Cleveland has a lower tier for a more targeted approach called “The Step I SRP Building Rebate Program”. This program tier “does not require a comprehensive exterior renovation approach, but rather a more targeted approach to one storefront and/or side of the building to make a visual impact on a portion of the building while still addressing any exterior code violations (a minimum investment of \$10,000 is required by the applicant and the building must be located in an “Opportunity” or “Middle Neighborhood” area as designated by the City’s Residential Tax Abatement Study).
- South Euclid
  - Use of their CDC: Property owners will enter into a grant agreement with One South Euclid (OSE, their CDC). One South Euclid will pay the contractor the amount of the grant award upon satisfactory completion of the project.
  - Award Amount: “In the case of a large transformational project, the One South Euclid Grant Committee reserves the right to award an amount higher than \$50,000 to that project.”
  - Matching Grant: Property owners must invest at least the same amount as the funding being requested, up to \$50,000 (e.g., for a \$100,000 project, the property owner must pay \$50,000 and the City/OSE would fund the remaining \$50,000).





# Precedent Plans    Special Improvement Districts

## SPECIAL IMPROVEMENT DISTRICTS

A Special Improvement District (SID) is a defined geographic area where property owners agree to pay an additional assessment to fund public improvements and services that enhance the district’s economic vitality, cleanliness, and safety. Governed by a board of property owners and municipal representatives, SIDs operate as public-private partnerships that supplement, rather than replace, city services.

### Cleaning & Maintenance

- Sidewalk cleaning and power washing
- Trash and debris removal
- Graffiti and sticker removal
- Snow and ice removal
- Landscaping, tree planting, and planter maintenance

### Safety & Security

- Safety patrols and escorts
- Visitor ambassadors to assist pedestrians
- Coordination with local police departments
- Monitoring and addressing homelessness issues

### Physical Improvements

- Decorative street furniture (benches, lighting, bike racks, trash cans)
- Streetscape enhancements
- Public art installations

### Marketing & Promotions

- Branding and wayfinding signage
- Website development and social media management
- Public relations campaigns
- Seasonal decorations and holiday lighting

### Business & Economic Development

- Business recruitment and retention programs
- Real estate development assistance
- Technical support for permitting and zoning
- Market research and strategic planning

### Community Services & Events

- Organizing festivals, concerts, and markets
- Housing and homelessness services
- Fundraising and community organizing

The assessment method is established by the SID’s governing board and is typically based on one or a combination of either the parcels’ front footage (FF) or property value (PV).

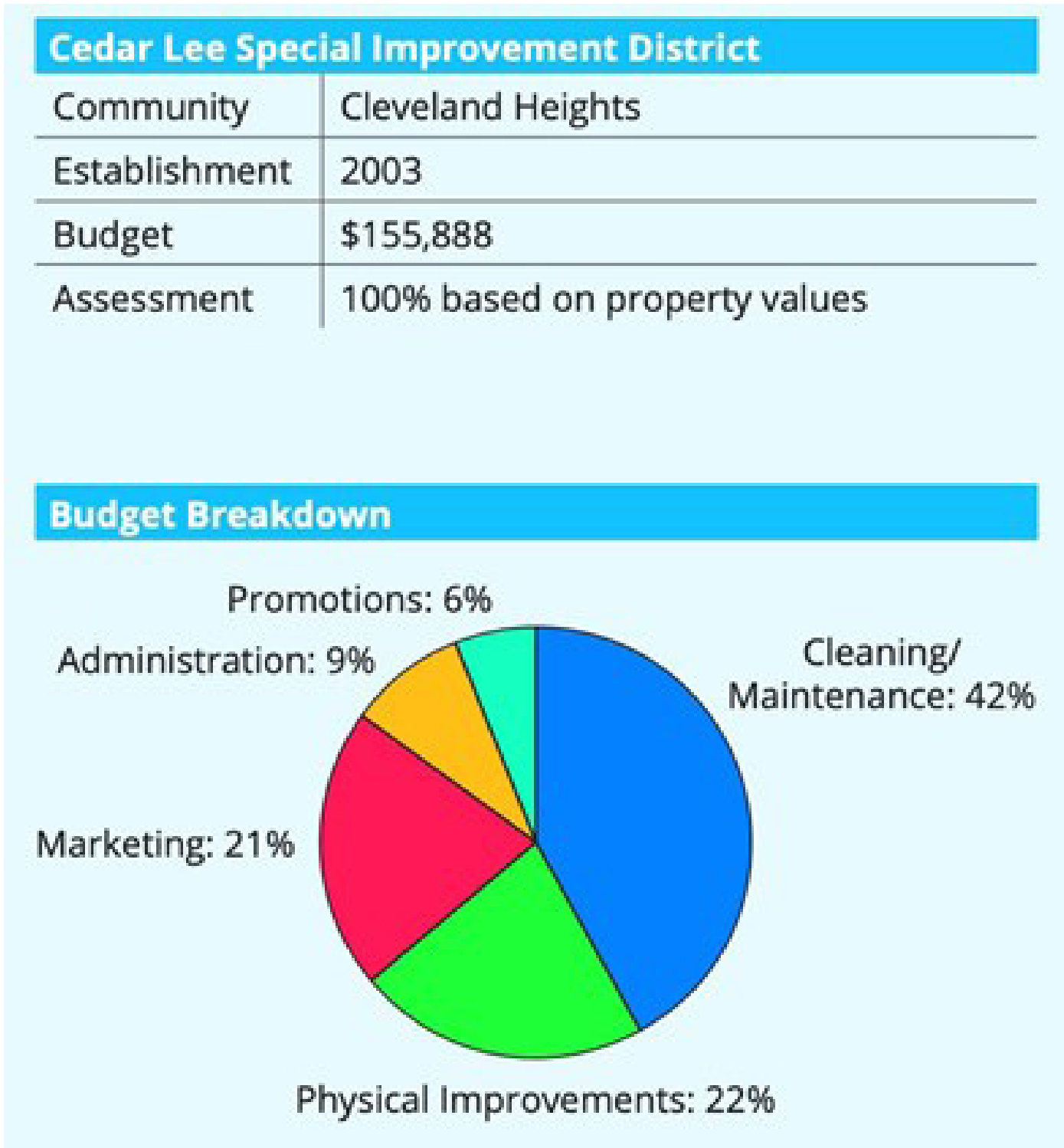
### Example Calculation of a 50% FF & 50% PV Assessment:

- A property with 100 feet of frontage in a district with 2,000 total feet would pay  $(100/2,000) \times 50\%$  of \$150,000 = \$3,750.
- If that property’s value is \$500,000 in a district with \$10 million total property value, it would pay  $(500,000/10,000,000) \times 50\%$  of \$150,000 = \$3,750.
- Total assessment: \$7,500 per year.

### Steps on how to set up a SID

Forming a SID is a long process but can be summarized in a few steps. These include:

1. Form a Steering Committee: Engage stakeholders to guide the process.
2. Assess Needs: Survey businesses to determine district priorities.
3. Set Boundaries & Assessments: Define the district area and how fees will be calculated.
4. Create a Services Plan: Outline the budget and services (cleaning, safety, marketing, etc.).
5. Establish a Nonprofit: Form a board to manage the SID.
6. Collect Petition Signatures: Get approval from 60% of frontage or 75% of land area.
7. Get City Approval: Submit the plan for municipal approval.
8. Launch the SID: Collect assessments and begin services.





# Precedent Plans

## CONCLUSIONS AND CONSIDERATIONS

The City of Bedford's revitalization efforts, as outlined in this study, reflect a thoughtful and community-centered approach to re-imagining its historic downtown. Through public engagement, analysis of transportation trends, exploration of funding mechanisms like Special Improvement Districts (SID), and the promotion of Storefront Renovation Programs (SRPs), Bedford is laying the groundwork for a more vibrant, accessible, and economically resilient district.

Key takeaways from the study include:

- **Community Input is Critical:** The Downtown Connectivity Plan benefited greatly from public meetings, revealing strong resident support for leisure-oriented downtown uses and shared concerns about pedestrian and cyclist safety.
- **Transportation Enhancements Must Be Strategic:** While public transit may not currently be heavily used, improving pedestrian and cyclist infrastructure remains a top priority to increase accessibility and safety for all users.
- **Funding Innovation is Necessary:** The use of SIDs presents a sustainable pathway for Bedford to enhance services, safety, and cleanliness without overburdening municipal budgets.
- **Targeted Investment Can Spark Change:** SRPs provide an opportunity to revitalize aging commercial corridors, particularly in historic districts where façade improvements can significantly impact perceptions and economic activity.



- **Placemaking Builds Identity:** Embracing Bedford's rich transportation history and local stories through branding, signage, and public art creates a stronger sense of place and deepens community connection.

As we move forward in Bedford's Downtown study, a phased, well-funded approach that integrates safety, economic development, and cultural storytelling will be key to transforming Bedford's historic downtown into a desired destination for residents and visitors.



By building on the city's unique historical assets, actively responding to community input, and leveraging proven revitalization tools such as Special Improvement Districts and Storefront Renovation Programs, Bedford is well-positioned to create a downtown that honors its past while embracing a more vibrant, inclusive, and economically sustainable future.



# COMMUNITY ENGAGEMENT

Survey.....34

Stakeholder Interviews.....37

The primary purpose of Community Engagement in planning is to create more effective, inclusive, and sustainable plans by incorporating diverse perspectives and local knowledge into the decision-making process. This involves actively involving residents and business owners in the planning process to identify their needs, priorities, and preferences, ultimately leading to plans that better reflect the community’s vision for the future.



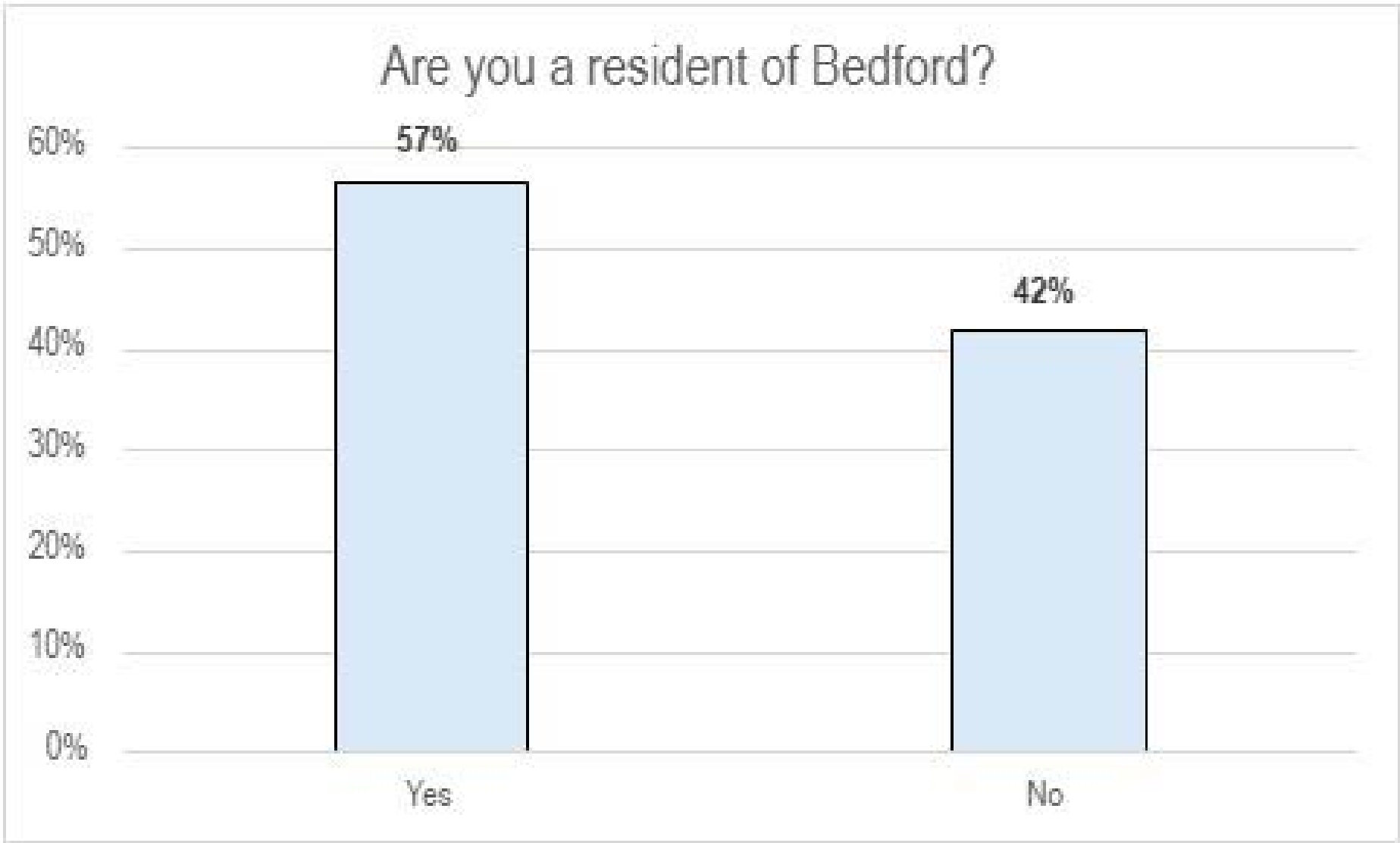
# Community Engagement Survey

## SURVEY

We surveyed 82 residents across several days at the downtown Bedford public library. What emerged was a general consensus amongst respondents: While downtown has its charm, it lacks energy and vibrancy, and generally doesn't feel safe. Most respondents do not fully utilize Bedford Reservation, which provides a great opportunity for downtown to collaborate with the Metroparks to elevate both attractions. Downtown is in need of a diverse array of dining and entertainment destinations that will help support small businesses in the district, and new types of housing to create a more diverse market.

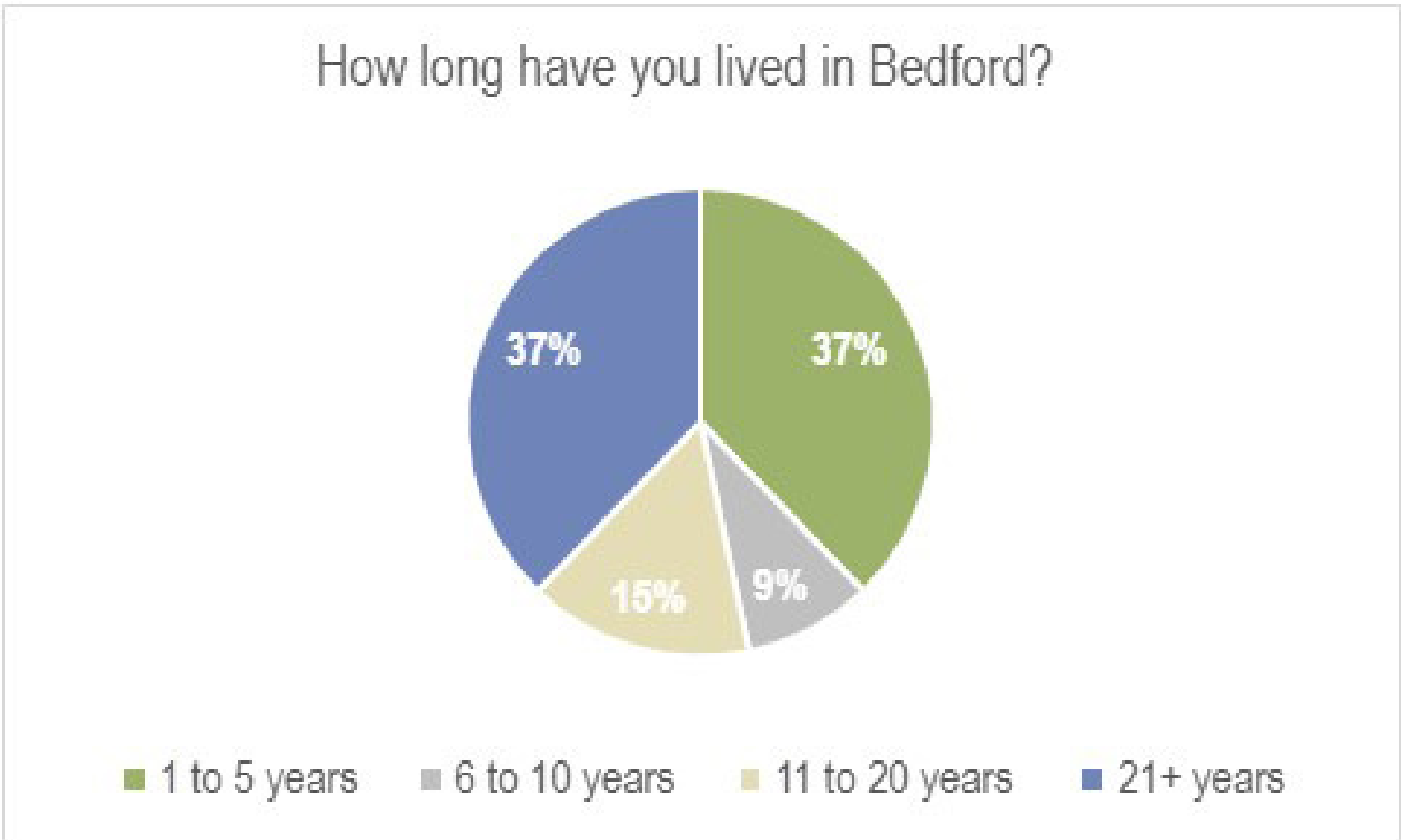
## DEMOGRAPHICS

### Are you a resident of Bedford?



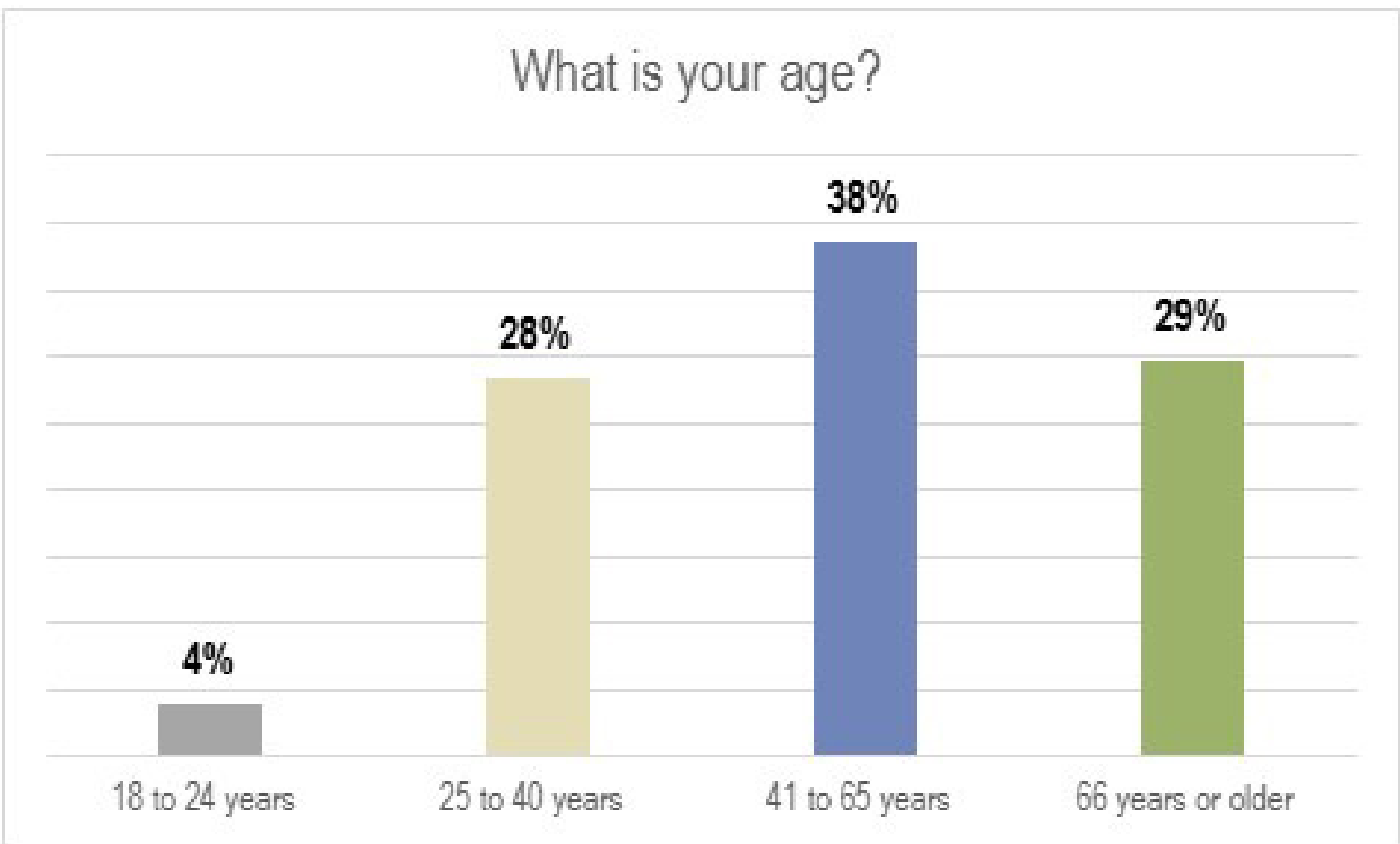
Of the 82 respondents, 57% were residents of Bedford. There were a substantial number of nonresidents that participated in the survey.

### How long have you lived in Bedford?



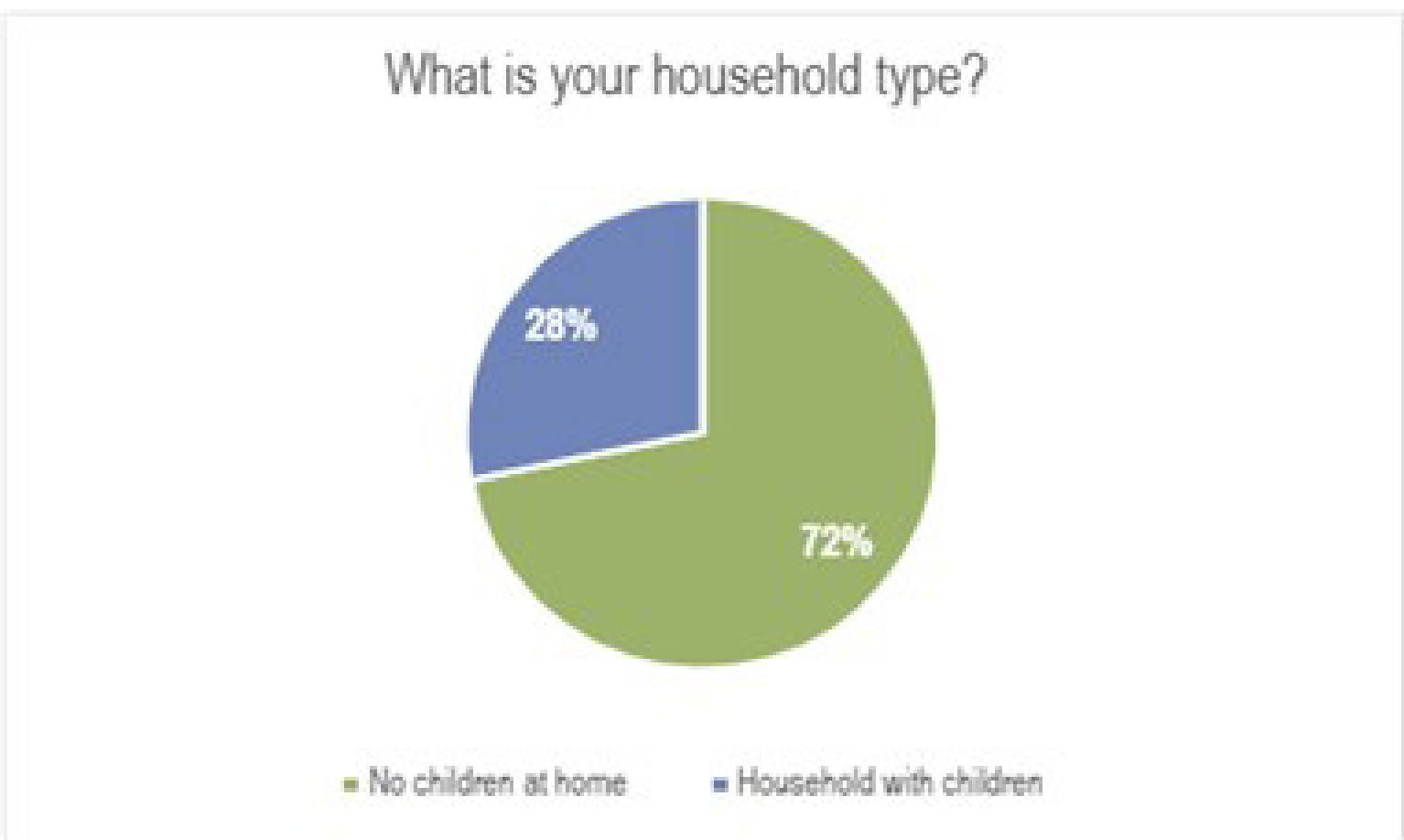
Of the respondents who were residents, 37% had lived in Bedford for 1 to 5 years and 37% had lived in Bedford for 21 years or more. 15% of respondents lived in Bedford for 11 to 20 years. Lastly, 9% of respondents lived in Bedford for 6 to 10 years.

### What is your age?



The most common age of respondents was between 41 and 65 years old (38%). Only 5% of respondents were between 18 and 24 years old.

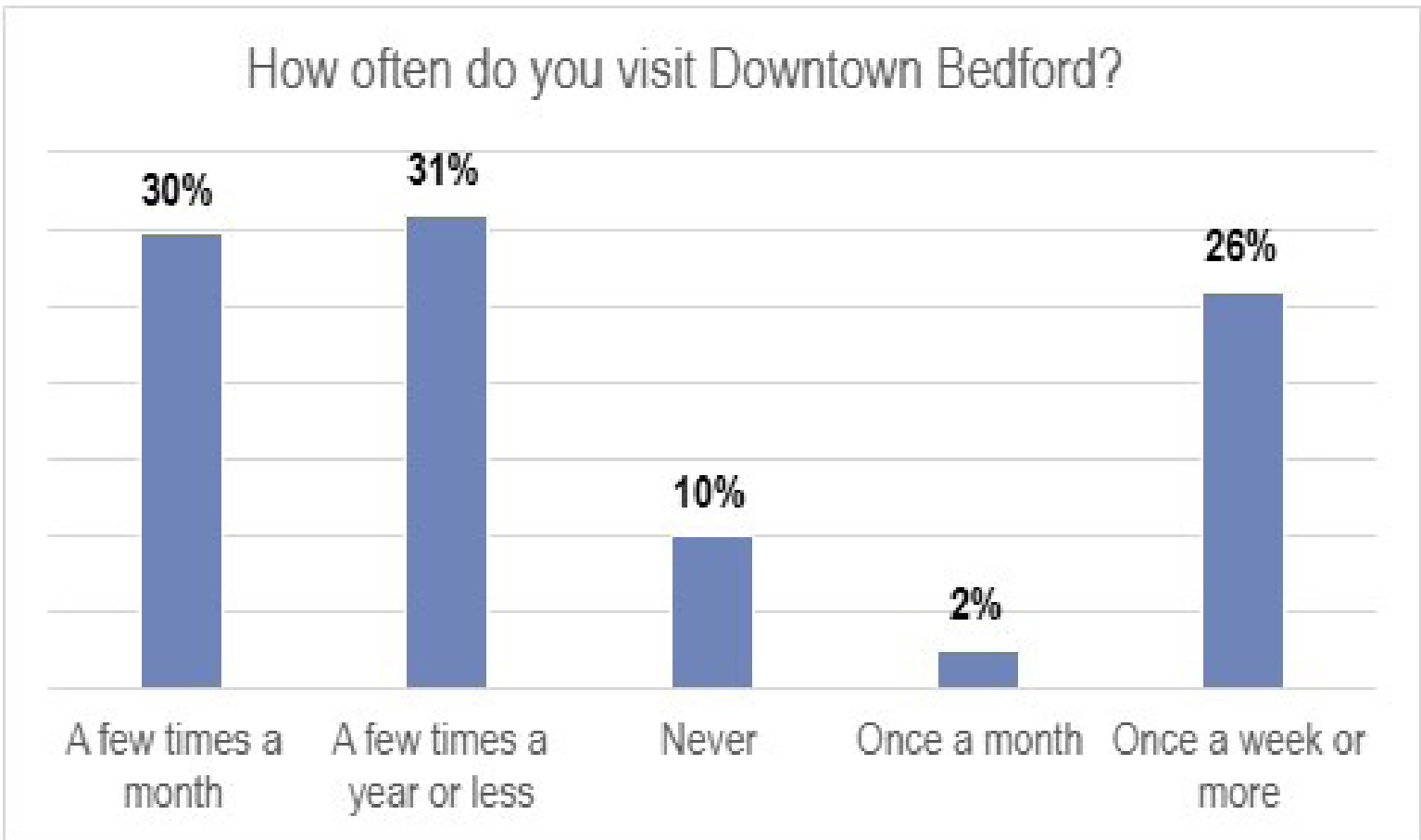
### What is your household type?



Majority of respondents live in a household without children, closely mirroring our demographic analysis.

## SURVEY QUESTIONS

### How often do you visit downtown Bedford?

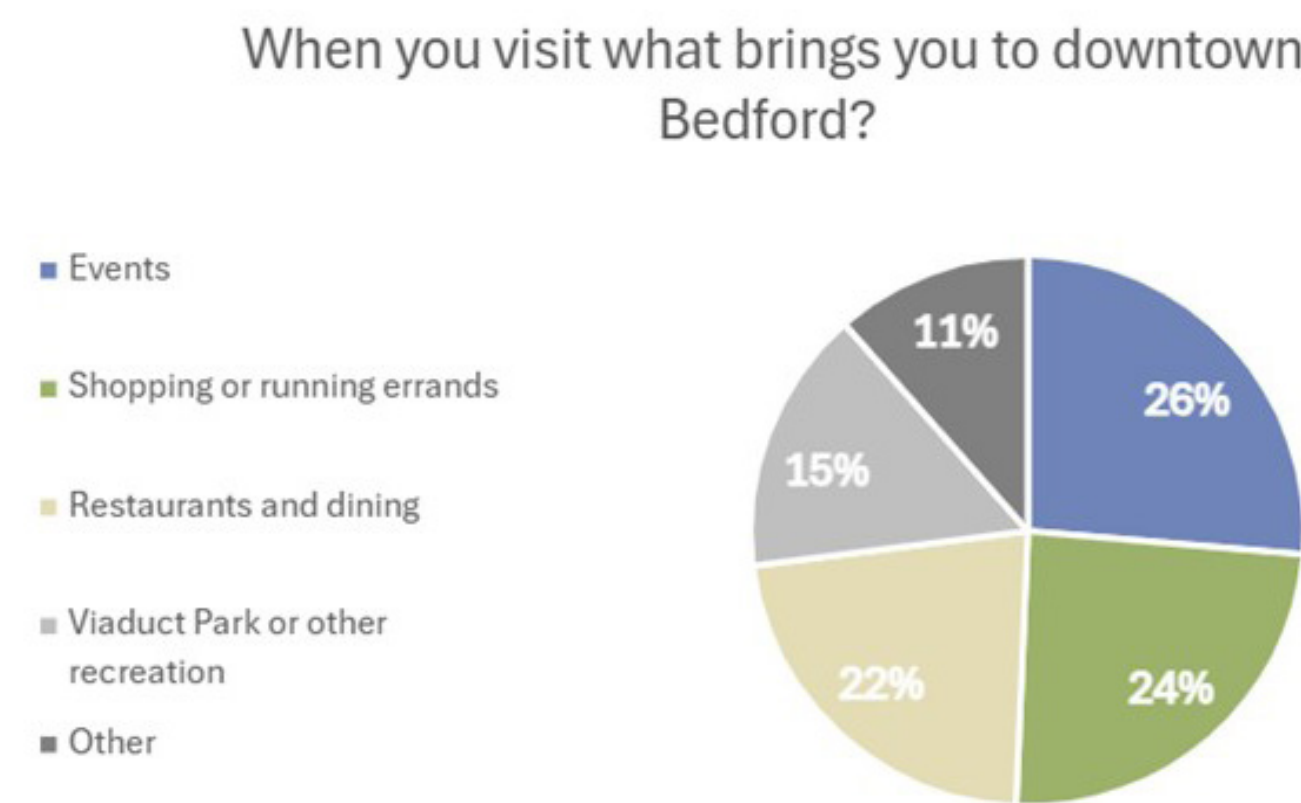


The majority of respondents visit Downtown Bedford relatively infrequently. 30% of respondents visit Downtown Bedford a few times a month. 26% of respondents visit once a week or more. 10% of respondents never visit Downtown Bedford. 2% of respondents visit once a month.



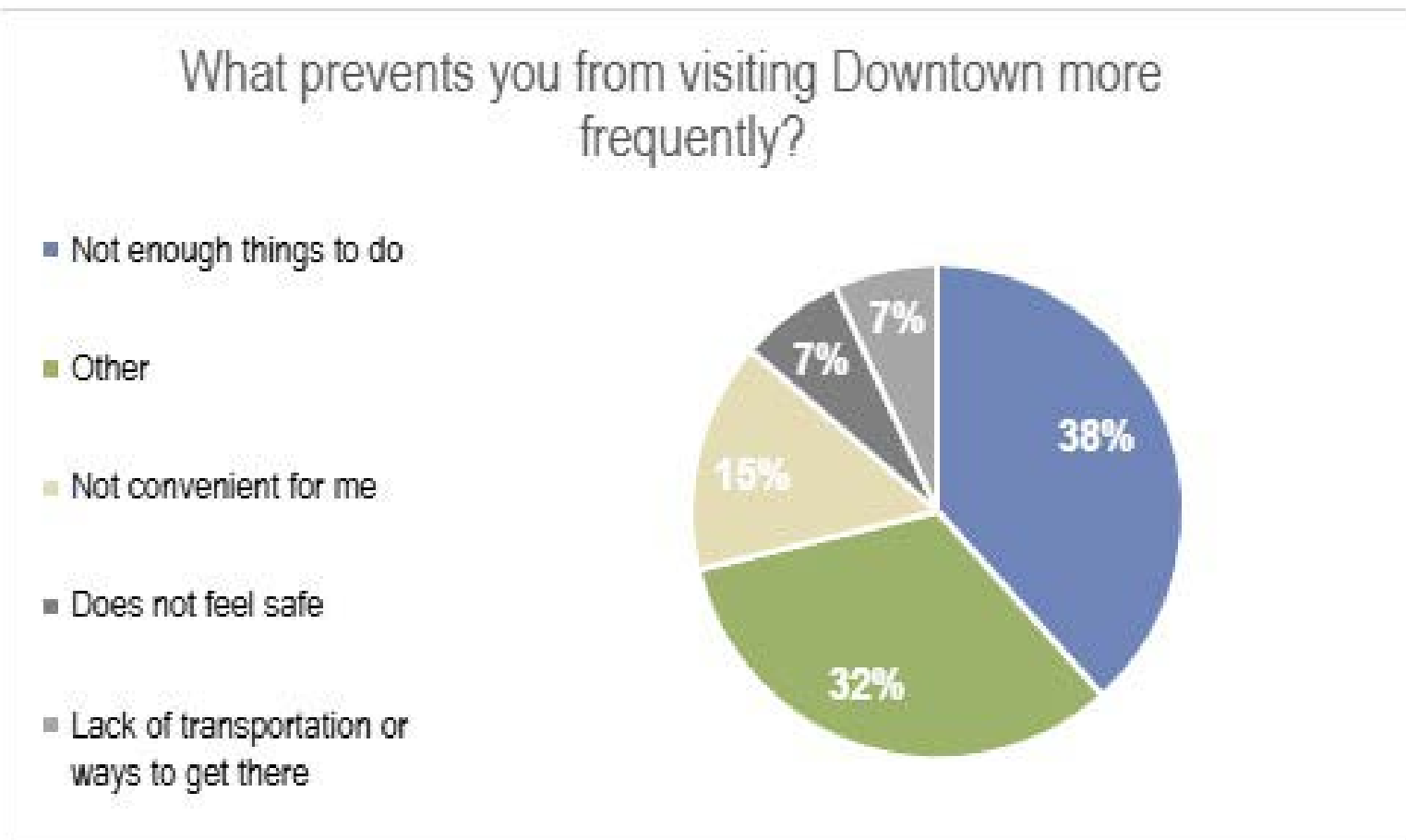
# Community Engagement Survey

## When you visit, what brings you to downtown Bedford?



Survey results indicate that events (26%) and shopping or running errands (24%) attract the most respondents to Downtown Bedford. Restaurants and dining is another reason that respondents are drawn to the district (22%). Viaduct Park or other recreation areas attract 15% of respondents, and 11% of respondents indicated other reasons for visiting.

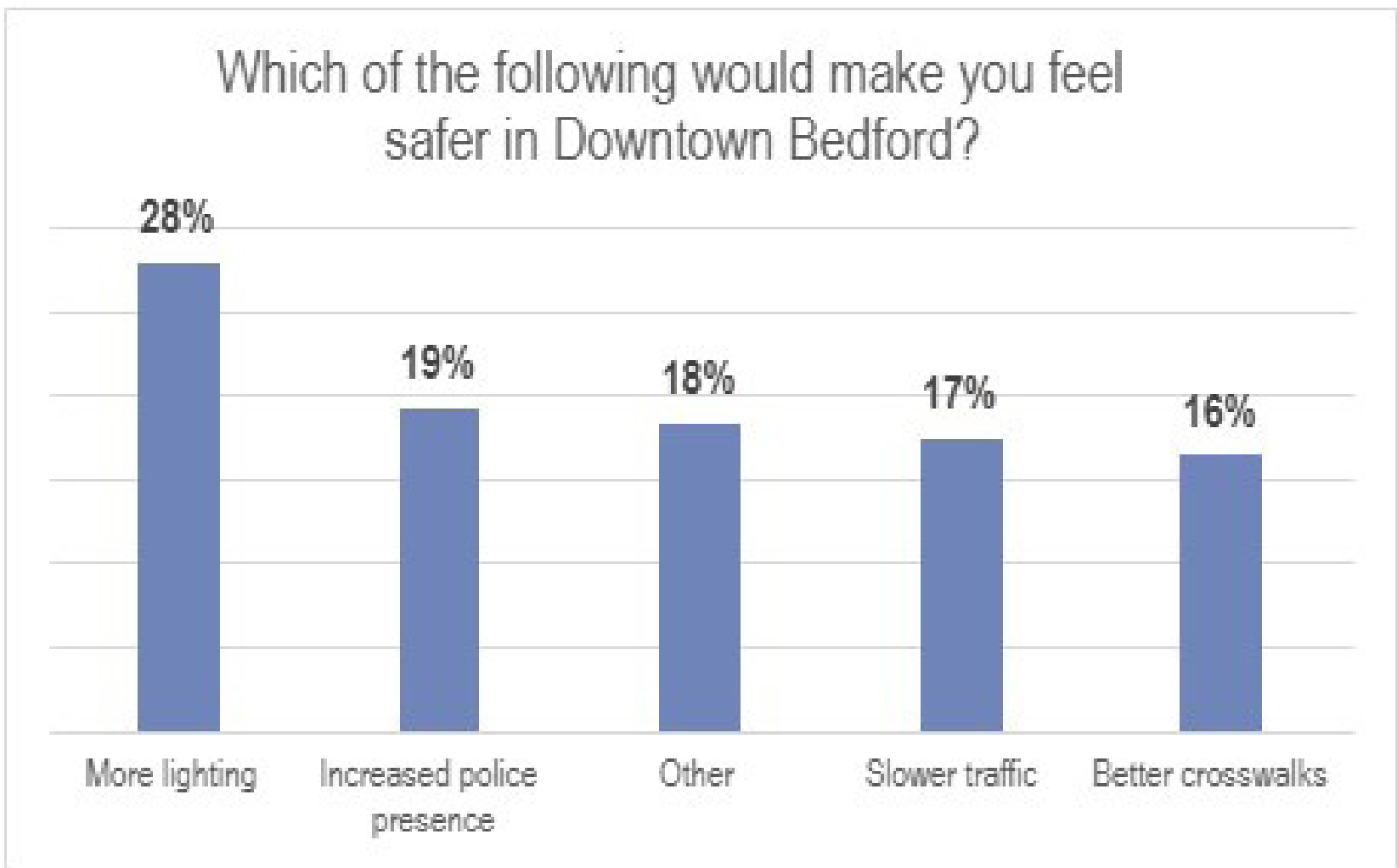
## What prevents you from visiting downtown more frequently?



Not enough things to do (38%) was the leading reason preventing respondents from visiting Downtown Bedford more frequently. ‘Other’ reasons consisted of respondents describing the

area as boring or being out of their way. Stated in the previous question, respondents are drawn to the space for many different reasons, so there is potential for increased activation of Downtown Bedford to increase frequency of visitation.

## Which of the following would make you feel safer in downtown Bedford?

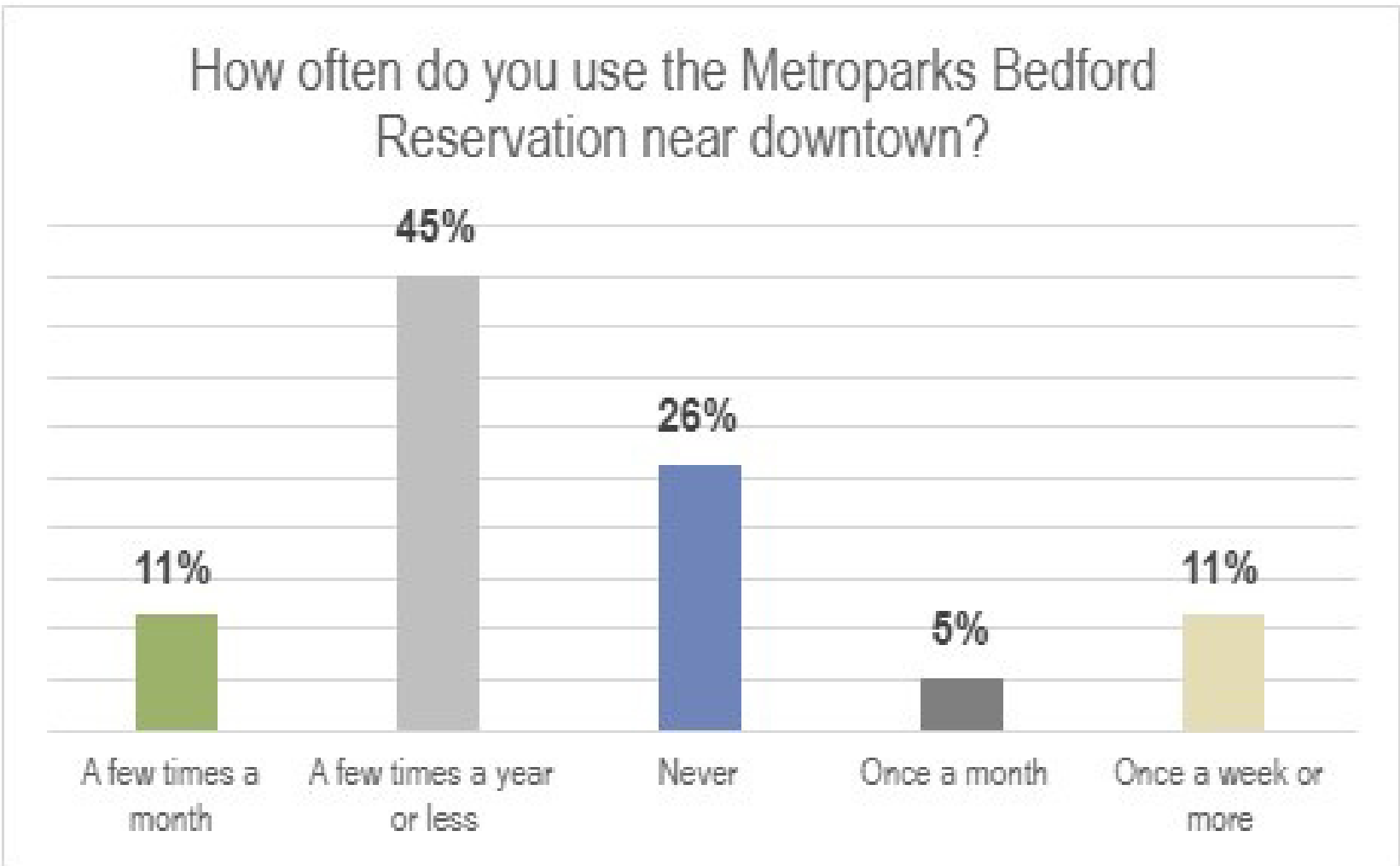


Increased lighting (28%) was the most popular idea for increasing perceived safety in Downtown Bedford, followed by increased police presence (19%). Respondents also selected slower traffic (17%) and better crosswalks (16%). 18% of respondents who selected “other” stated that Downtown Bedford did not make them feel unsafe. Though some feel safe in downtown Bedford, improvements are needed.

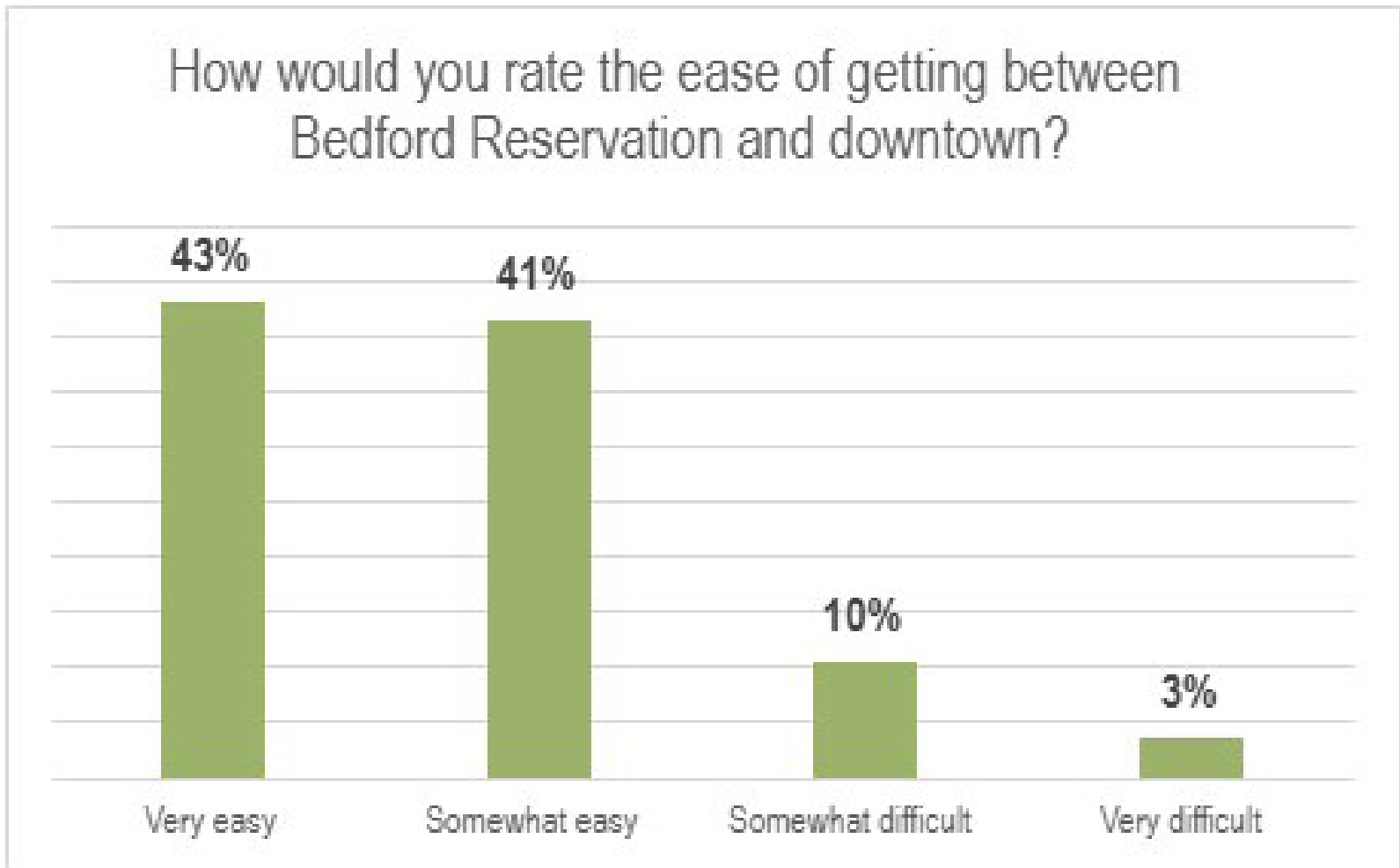
## How often do you use the Metroparks’ Bedford Reservation near downtown?

Majority of respondents use the Metroparks Bedford Reservation near downtown infrequently, a few times a year (45%) or never (26%). Those who use it more frequently made up 27% of

respondents, indicating that they visit once a week (11%), a few times a month (11%) and once a month (5%).



## How would you rate the ease of getting between Bedford Reservation and downtown?

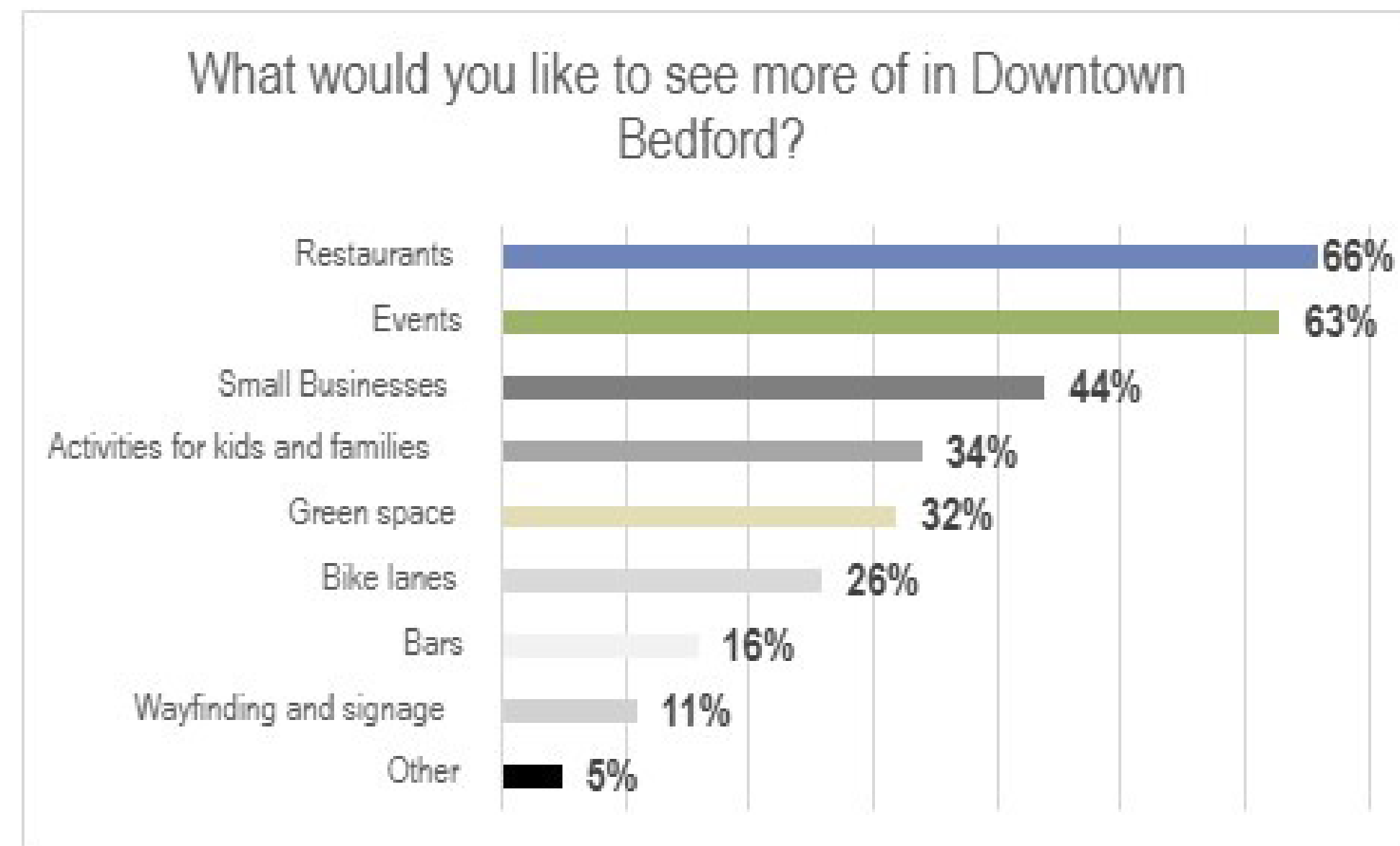


Most respondents felt that getting between the Bedford Reservation and Downtown was very easy (43%) and somewhat easy (41%). Only 13% of respondents felt that there was some level of difficulty. Though there is limited activity between Downtown Bedford and the Bedford Reservation, there is a perception of ease getting through to the reservation from downtown.



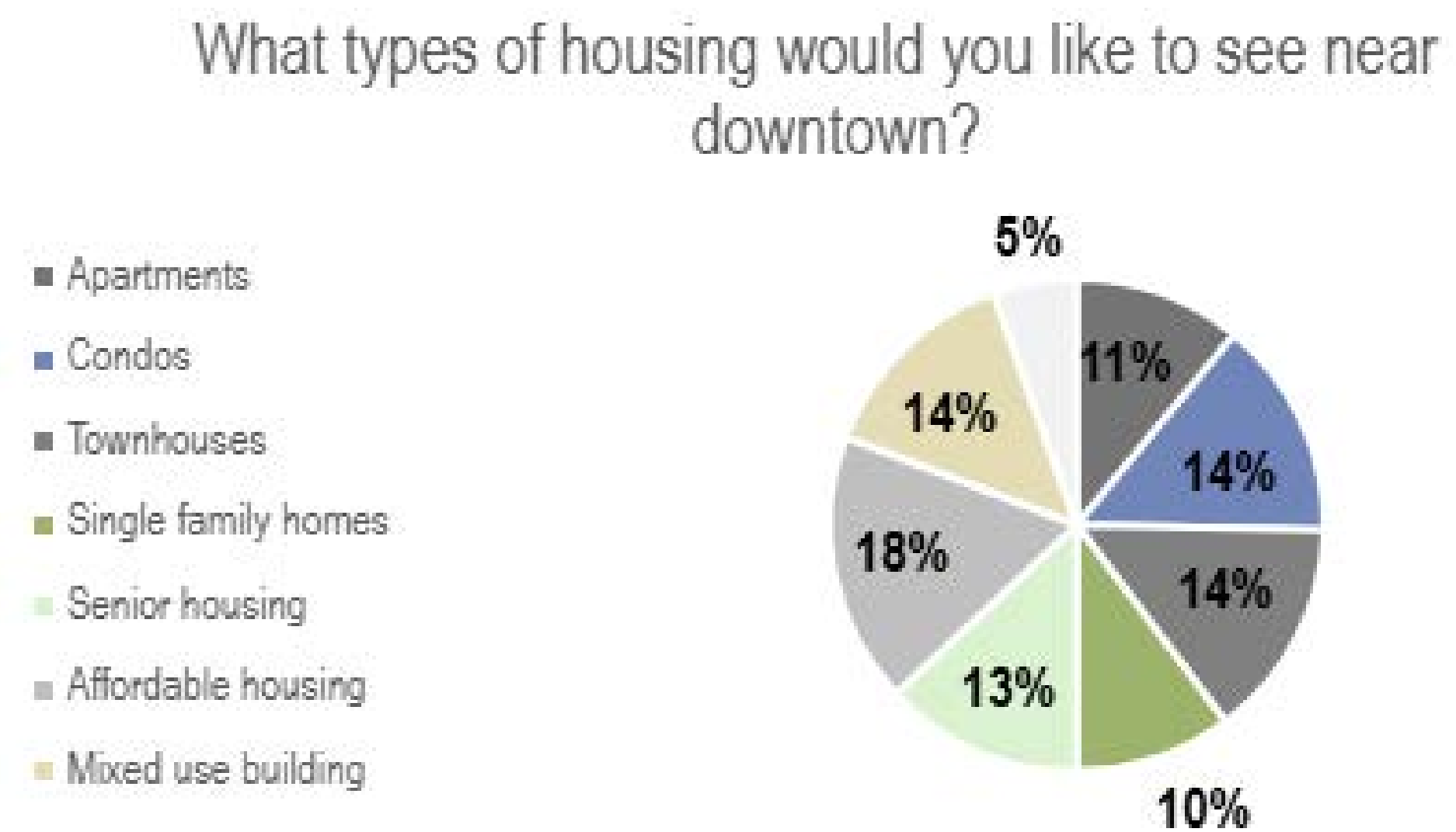
# Community Engagement Survey

## What would you like to see more of in Downtown Bedford?



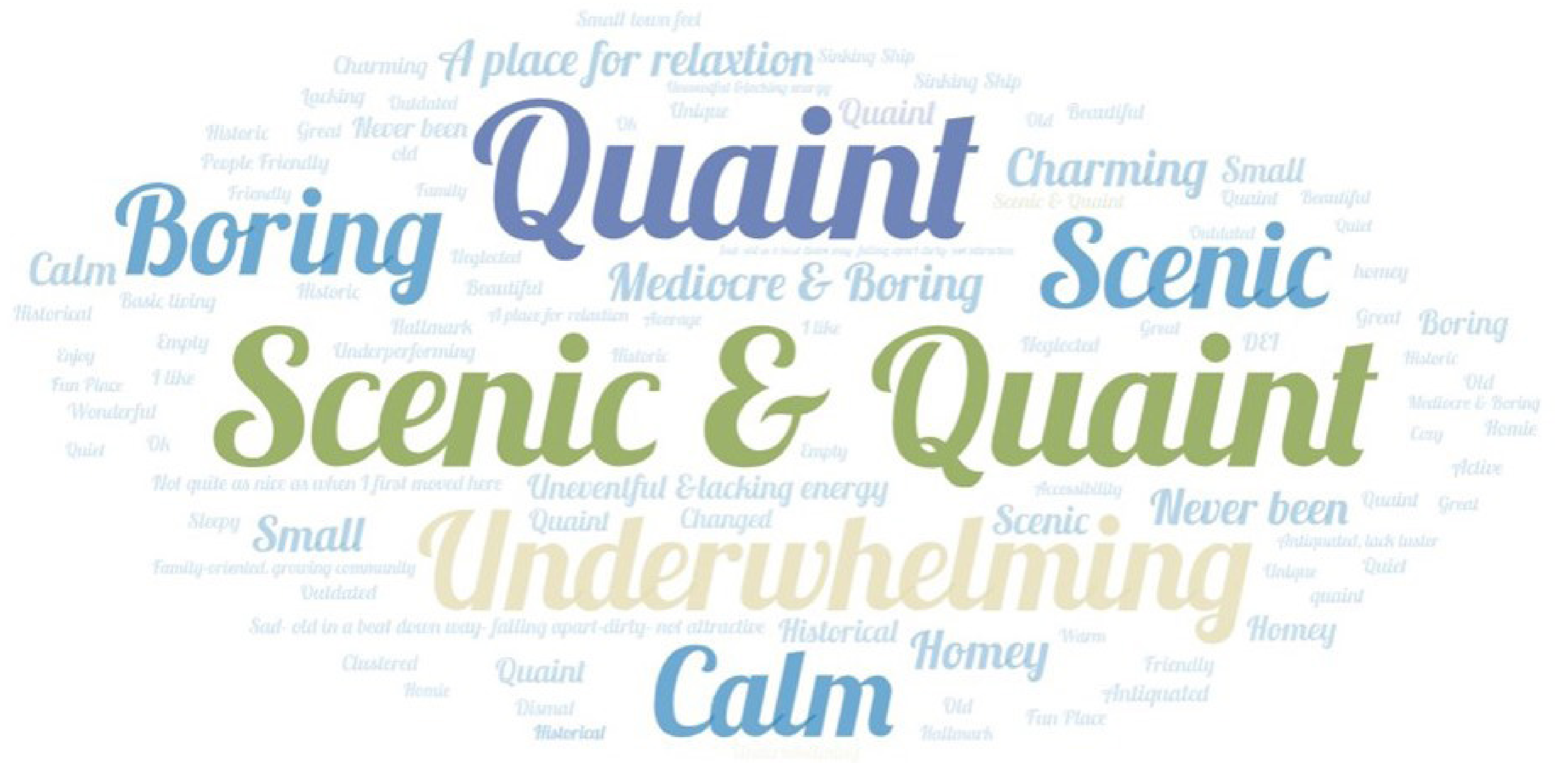
Respondents want to see more restaurants (66%), events (63%) and small businesses (44%). There is a clear desire for increased activation of space. Respondents want a reason to go to Downtown Bedford.

## What types of housing would you like to see near downtown?



There is no clear preference on what housing types are desired. Affordable housing (18%) is what respondents want to see in Downtown Bedford. They also want to see Condos (14%) and Townhouses (14%). Even without consensus, it is clear that some sort of new housing is desired.

**What is one word you would use to describe  
Downtown Bedford today?**



Scenic, Quaint, Underwhelming and Boring were the top words to describe Downtown Bedford. There is infrastructure in place that creates a quaint and scenic environment, but further enhancements will help to dissolve the negative perceptions of Downtown Bedford.



# Community Engagement Stakeholder Interviews

To supplement the findings of the public survey, we interviewed 20 community stakeholders to synthesize key planning issues to address in downtown Bedford. Feedback from interviews is organized based on stakeholder categories of local businesses, restaurants, recreational organizations, public officials, and residents.



## Local Businesses

- Long-term view; businesses are willing to stay and grow
- Limited cohesion amongst business owners; need for chamber of commerce and voting system potentially
- All businesses are open to seriously participating and collaborating with one another

## Restaurants

- Interviews reflect that restaurants are getting good business and intend on staying in the area
- Stakeholders are open to being a part of a new chamber of commerce or comparable organization
- Significant opportunity to create cultural legacy dining establishments

## Recreational Organizations

- Desire to use the hospital site to emphasize health and wellness for all residents and visitors alike
- Also looking for more accessibility and promotion of active green spaces in Bedford

## Public Officials

- Desire for Downtown Bedford to tell more of a story to people coming through
- Open to collaborating with other cities and bringing more businesses into Bedford
- Looking forward to development of the hospital site

## Bedford Residents

- Want more resident-focused amenities
- Content with how Bedford is currently, but discouraged by rising crime rates without sufficient security and protection
- Want more employment opportunities for the community



# RECOMMENDATIONS

Downtown.....39

Hospital Site.....52





# DOWNTOWN

Zoning.....

Design Guidelines.....

Economic Strategies.....

Wayfinding & Signage.....

Physical Design & Public Art.....

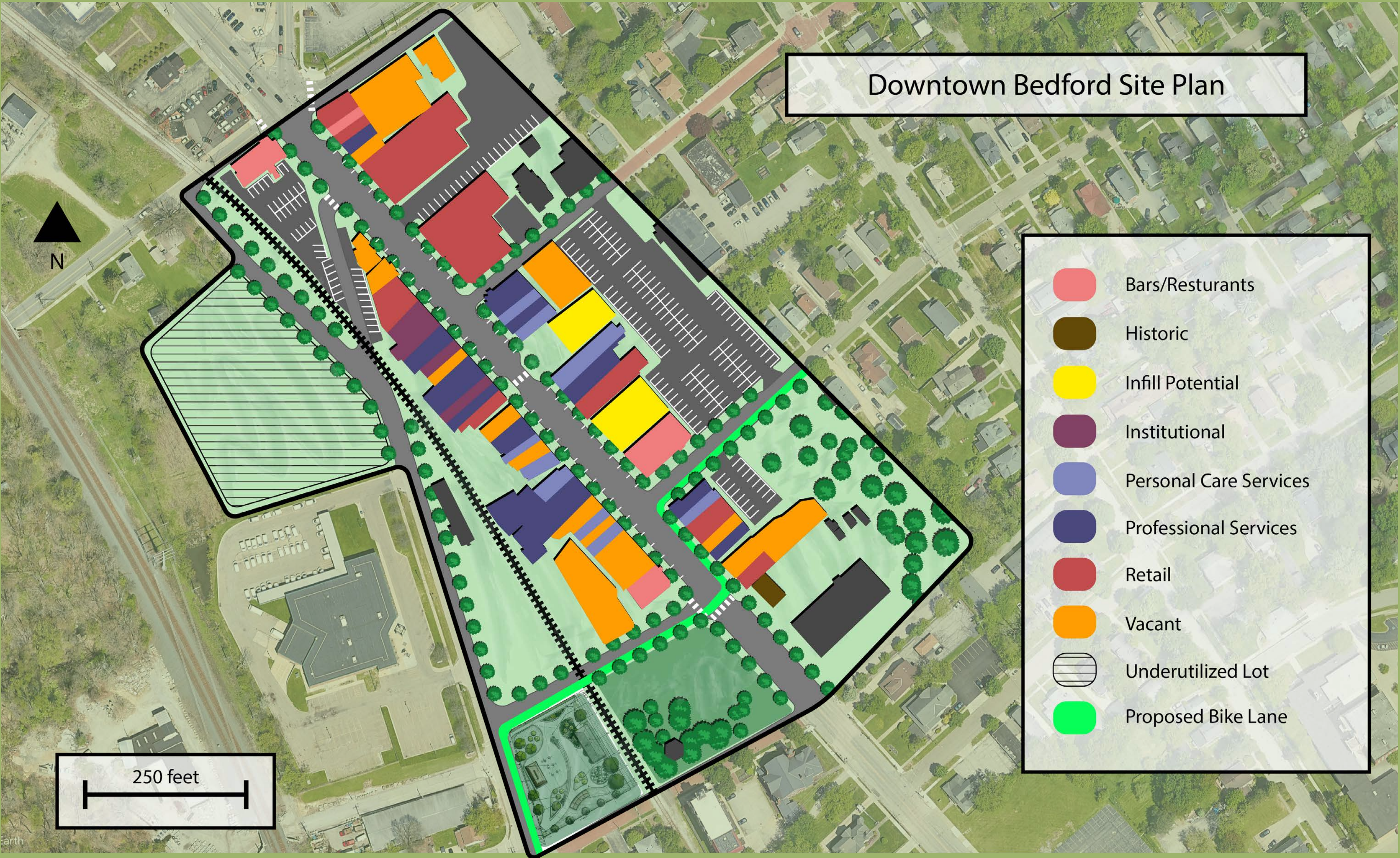
40

43

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48

49





# Downtown Zoning

## ZONING CONDITIONS

The zoning category which is most pertinent to our study area is the Historic District. The intent of the district outlined in the zoning code emphasizes numerous qualities essential to sustainable main streets, including fostering a sense of civic pride, economic stimulation, and incorporating alternatives to driving, specifically pedestrian accessibility (Main Street America, n.d.). Furthermore, there is deliberate effort made to ensure the structures on Broadway share some of the typical features in a historic district. For example, front yard setbacks are not required on Broadway yet are required for any other building in Bedford. Furthermore, parking minimums are subject to modification by the Planning Commission due to the on-street and municipal parking already available, further contributing to a dense, less car-dependent downtown.



That said, there are some specifications for the Historic District which may impede opportunities for development and investment on Broadway. For example, the height limit for any structure in the Historic District is three stories or forty-five feet, which, given that survey data indicated that the small-town feel was a well-liked feature of the district, may be of benefit. However, in addition to the height limits there are dwelling limits for the second and third stories. Currently, six is the maximum number of residential units allowed in the district, which may limit opportunities for infill development on larger sites such as the municipal parking next to Gionino's or the Dollar General.

The zoning code also specifies certain uses which are prohibited outright or are allowed but only conditionally. Tattoo and piercing shops, for example, are considered prohibited, while beauty salons and parlors are categorized as conditional uses, meaning they must receive approval from the Planning Commission and the Historic Preservation Board for approval. However, each of these shops is already present on Broadway, meaning that, at best, the provisions for each business type within the zoning code are outdated. Furthermore, should someone wish to open another tattoo parlor or salon, their approval process would be lengthy compared to that of any other business owner and could prove needlessly costly.

A final point of note for the Historic District is the emphasis on repair of the current infrastructure

of replacement. It is clearly the preference of the city of Bedford that any structure currently in the Historic District remains in place unless truly beyond repair. Even in such circumstances, any replacement of a structure should mirror the architectural quality of the preceding structure, ensuring that the aesthetic qualities of the district remain in-tact. Given that survey data showed the historic qualities of the district were part of what attracted people to the area to begin with, it would be wise to keep this standard in place.

## PARKING PROVISIONS

While not isolated to a single zoning district, the parking provisions in the Bedford zoning code do pose some problems regarding efficiency, affordability, and hindering development opportunities. In the Historic District, parking is considered practically conditional, as any parking requirement could be waived by the Planning Commission. However, this is easier said than done, as the Planning Commission meets bi-monthly and even following approval from the Commission, any plan must further be approved by the city council, which only meets once to twice a month. It should be noted that public parking is available throughout the Historic District whether via street parking or numerous public lots. As such, it may be worth considering whether the parking provisions for the Historic District are a necessity at all.



# Downtown Zoning

Parking generally is also quite expensive to build. A 1999 study found that parking on average costs somewhere between \$5,000 and \$10,000 per space. This cost, while likely significantly higher today, is also disconcerting given that the city of Bedford requires two parking spots, including one garage space, per single family home. This puts an added cost on the homeowner in a community in which roughly half the population only has one vehicle (U.S. Census Bureau, 2023). Furthermore, given the minimum number of spaces required for some uses in the zoning code, it takes up a massive amount of space that could be devoted to other uses. For example, any restaurant must have 1 space per 50 square feet as well as 1 per person for the maximum number on any given shift. This is a huge burden, especially on potential small business owners, who would like to start a small restaurant or coffee shop of their own but must spend an excessive portion of their funds on parking.



A final consideration in the parking provisions is the dimensions for vehicles themselves. Typically,

minimum vehicle dimensions are designed to ensure that spaces are large enough for the average vehicle. However, Bedford's minimum parking space is roughly 3 feet longer than the average car, meaning that the dimensions are basically planned for vehicles substantially larger than what most people drive. While a slight reduction in dimensions could create room for more on-street parking, it may also be beneficial to include provisions for parking lots in which compact spaces may be substituted for a minimum number of average vehicle spaces, thus allowing for more parking spaces in the same size lot.

## ZONING RECOMMENDATIONS

Currently, the Historic District limits the height per building to three stories or forty-five feet. Given that our survey data indicates that residents appreciate the small town feel of downtown, the height limits should be maintained for the time being. However, the number of dwellings on the second and third floors are capped at six, which seems limited given some of the larger spaces that could be ripe for development. Furthermore, Bedford could consider allowing special use permits for residency on the first floor if said residency is accessible through a rear entrance. The feasibility of this would vary, so it should be assessed on a case-by-case basis. By easing the restrictions on the number of dwellings to eight or nine, the Historic District could provide much more housing, especially low-cost one- or two-bedroom units, which are in especially high

demand, as research indicates that easing such zoning restrictions could curb higher rental costs especially (Horowitz & Canavan, 2023).

We also recommend a reassessment of the conditional and permitted uses emphasized in the zoning code. As noted, some of the listed conditional and prohibited uses, such as tattoo parlors, beauty salons, and barber shops, are already present downtown. As such, they and other establishments which could be permitted should be updated as such in the zoning code.

Bedford's Historic District has the same parking minimums as other districts; however, these minimums may be reduced given the public parking and street parking spaces provided. Given that on-street parking along Broadway is plentiful and the city has three convenient parking lots adjacent to downtown, we recommend that parking minimums be waived in the Historic District entirely. Our survey did indicate that some residents are concerned about a lack of parking. However, it should be noted that this is a minority of residents in Bedford, roughly 10% according to our data. Furthermore, strategies such as improved signage and wayfinding may diminish this concern outright. Lastly, it should be noted that the parking provided may impede other opportunities in the Historic District and beyond, as studies indicate that devoting a significant portion of space to parking reduces locations which could spur economic growth (Gabbe et al., 2020).



# Downtown Zoning

## PARKING REQUIREMENTS

Generally, the parking minimums in Bedford are too high, however the egregiousness of the requirements vary based on use. As noted, the spaces required for restaurants require roughly 1 spot per person on any given shift, as well as one per 50 square feet. If using the conservative estimate of \$5000 per parking space, a restaurant with 10 employees and 500 square feet, which is a very modest size, would need to account for 20 parking spaces, costing upwards of \$100,000. For small business owners especially, parking minimums such as these can be a large expense and often stifle opportunities for infill development (Lockhart, 2024). For smaller cities such as Bedford, there is evidence to suggest that scaling back on parking minimums can foster development which otherwise would not take place. For example, Fayetteville, Arkansas, opened a popular new restaurant and apartment complex which were only possible due to a reduction in the required parking minimums (Spivak, 2022).

Residential districts could also benefit from a revision of parking requirements. Currently, single and two-family dwellings require one indoor and one outdoor space, meaning that dwellings must have a driveway and garage space. For multi-family dwellings, the minimum decreases to one and a half outdoor spaces. However, as noted, only half of residents in Bedford require more than one parking space because only half of them own more than one vehicle. Furthermore, the required

parking space will add to the cost of any housing development. Bedford should amend the zoning code to require only one parking space for single and two-family dwellings and consider doing the same for multi-family dwelling units as well.

## RESIDENTIAL DISTRICTS

Throughout all the residential districts, single-family dwellings are permitted outright, but that is not guaranteed for other development types. For example, in the R-2 residential district, two-family dwellings are listed as a conditional use, meaning that like the conditional uses in the Historic District, they must go through a longer approval process than permitted uses. Ideally, this and other housing types should be permitted as well, especially given that survey data indicates many residents would like to see varied housing types throughout the city.

Residential districts could also be a hub for additional housing in the form of accessory dwelling units (ADUs). While the zoning code allows for ADUs, there are numerous limitations which make their feasibility mixed at best. For example, they must be located in the rear yard of the primary structure, which is typically a single-family home. However, single-family homes are only required to have garage spaces behind the front line of the building itself, not necessarily in the backyard. So, a single-family homeowner may want to convert their garage into an ADU but cannot due to location limitations. However,

even if someone were able to build an ADU in their backyard, it would have to be done without reducing the required backyard space specified in the zoning code. As such, the zoning code should be updated so that garage spaces can be converted into ADUs regardless of location, and yard requirements should be relaxed to provide more immediate access to ADUs as well. That said, this should be done with height limitations in mind, to avoid large incompatible structures.



Limiting parking minimums in residential areas could face opposition, but it is important to note that there is often an oversupply of parking spaces. For example, one study found that residential neighborhoods have over one and a half parking spaces available compared to the number of vehicles owned (Volker & Thigpen, 2022). That same study found that a good three quarters of households had enough on-street parking given the number of vehicles they owned. Furthermore, this should be considered a real economic benefit to residents, as they can convert underused space into dwellings, thus providing a secondary income.



# Downtown Design Guidelines

## HISTORIC DISTRICT DESIGN GUIDELINES

The following historic district design guidelines are meant to guide the City of Bedford when making decisions regarding development within their downtown historic district. The guidelines are meant to blend any new development with the existing structures in downtown Bedford. Currently, Bedford has a 5-person Historic Preservation Review Board. These guidelines are intended to be used by this committee when considering new proposals filed with the City of Bedford Building Department regarding construction, alteration, or renovation of storefronts, as well as any changes to the exterior of buildings in the downtown historic district.

**1. Front Setbacks:** Smaller setbacks support pedestrian access by bringing storefront windows and entrances close to the sidewalk.



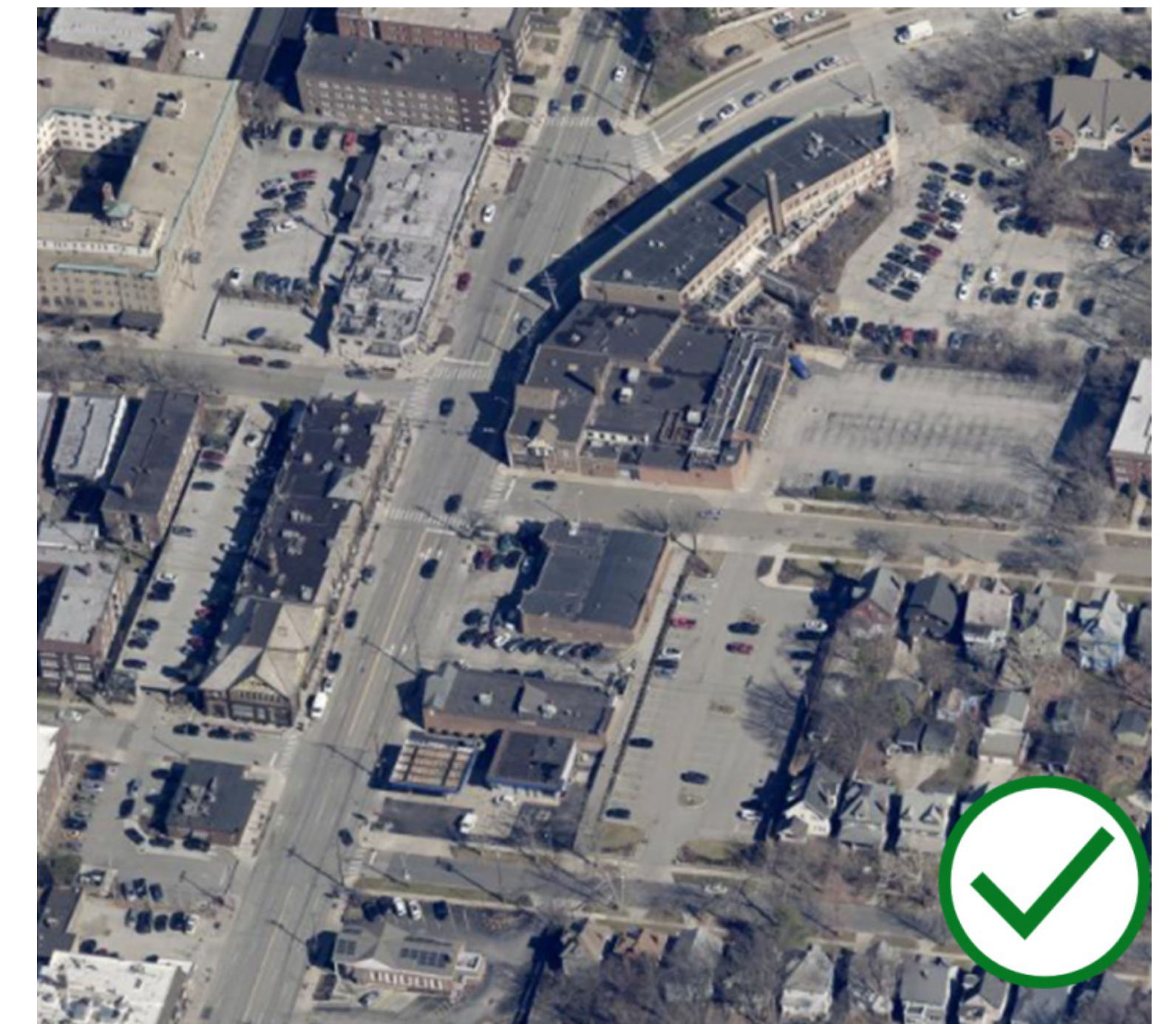
a. New buildings in the Downtown District that front Broadway Avenue, Columbus Road, and Center Road should fit in with the setbacks of existing buildings. Downtown Bedford currently has 0-foot setbacks fronting Broadway Avenue, which should continue on Columbus and Center Roads.

**2. Parking:** Downtown Bedford's historic character prioritizes pedestrian access and storefront continuity while minimizing the visual impact of off-street parking facilities.

a. Off-street parking should be located on the sides and rears of existing buildings and screened with landscaping if the area is visible from the public right-of-way.

b. Parking areas should not be placed in front of buildings anywhere in Downtown Bedford.

c. Screen any parking areas with fencing, trees, plants, or bushes to separate it from the public realm.



**3. Landscaping:** Creating natural buffers between parking areas and the main street prioritizes pedestrians, creates a more attractive streetscape, and limits the interactions between pedestrians and vehicles.



a. Retain existing trees and plants that are healthy. Replace any dead plants or trees in Downtown Bedford.

b. Use trees as frequently as possible to provide shade and bring environmental benefits to the downtown.

c. Utilize landscaping (trees, bushes, plants) to screen any large impervious surfaces such as parking lots.

d. If any new parking lots are created, incorporate the existing vegetation into the landscape of the parking area. Keep any trees that are healthy and plant new trees where possible.



# Downtown Design Guidelines

**4. Lighting:** Lighting can create a welcoming and safe environment for guests patronizing the downtown historic district. Both pedestrian and street scaled lighting is important for creating an easily navigable area that people feel comfortable in.

a. Use lighting that does not negatively impact surrounding properties.

b. Use low-level lighting for pedestrian safety.

c. Use discrete fixtures or incorporate fixtures that are compatible with the area.

d. If lighting is placed on buildings, be sure they are angled towards the pedestrian right of way and any parking areas.

e. Parking lots should be well-lit with 30 feet tall fixtures. Parking lights should be shielded to focus light down onto the ground. The power source should not be visible.



**5. Height, Width, Scale:** Regulating the scale of buildings within the downtown historic district creates a visually pleasing destination and maintains the historic feel of the downtown.



a. The scale of newly constructed buildings should be compatible with the scale of the historic buildings.

b. Building height should be consistent with the median building height of contributing buildings located on the same side of the street, and extending 250 feet in either direction.

c. Building width should be consistent with the median building width of contributing buildings located on the same side of the street, and extending 250 feet in either direction.

**6. Entrances:** Having front-facing building entrances creates easy access from the pedestrian right-of-way to existing businesses within the historic district downtown.

a. Buildings should have entrances facing the pedestrian right of way. These entrances should be recessed with the width of the door to not interfere with pedestrians when it opens.



**7. Composition:** Maintaining a unified height of lower and upper levels of mixed-use structures creates a visually pleasing look to buildings within the downtown historic district.



a. Storefront height should be within 10% of the average height of contributing storefronts on the same side of the street.

b. Storefronts should be taller than individual upper floors.



# Downtown Design Guidelines

**8. Materials:** Maintaining the existing structure of historic buildings and utilizing similar materials for new construction allows all development to share similar qualities and fit together within the historic downtown.

a. Developments should use materials found on existing buildings within the downtown district, or use materials that uphold the historic quality of the district, which are mostly brick in the Downtown Bedford Historic District.

b. When picking materials for new construction, the following should be considered:

1. Life span and durability.
2. Visual similarity with contributing buildings in either direction on the same side of the street.
3. Color, texture, design, pattern, glare, reflectivity



**9. Awnings:** Adding awnings to building facades creates a more visually pleasing downtown district. Awnings can give buildings character and supplement the existing elements of the building façade.

a. Awnings are optional in the downtown Bedford Historic District. Buildings electing to have awnings should adhere to the following guidelines.

b. Typical awnings on historic buildings are made of fabric material, sloped, and

fixed or retractable. Curved awnings are also acceptable.

c. Awnings should not be aluminum or plastic.

d. Ensure awnings do not interfere with existing signs or architectural features of the building.

e. Awnings should fit the width and shape of the storefront or window that it is over.

f. Awning colors should fit well with the color of the building. Colors should not be overly bright or contain convoluted patterns.

g. The front side of the awning can be used for signage. Painted, sewn, or screened letters are most appropriate to use on an awning.

h. In accordance with the building code, the bottom of awnings should be at least 7 feet from the ground.

**10. Paint Color and Placement:** Paint color is important to creating a downtown district that blends. Choosing a color palette for downtown is important to ensuring that buildings have a similar look and feel.

a. Choose a paint color that complements the overall color scheme of the street.

b. Bright colors are not recommended for building paint.

c. Choose an accent or trim color that differs from the wall color but complements it.

d. Masonry that has not been painted is not recommended to be painted unless brick is severely damaged or stained.





# Downtown Design Guidelines

**I 1. Facades:** Building facades can supplement the exterior of buildings and create more attractive building facades in downtown Bedford. Facades can double as signage and give a unique character to the historic district.



- a. Study which of the materials from the original building still exist.
- b. Retain all materials and elements of the original building as much as possible, repair what is necessary.
- c. Restore as much of the original elements of the building as possible, such as windows and building materials.
- d. Use materials that match the character of the building and district. Avoid using wood and artificial siding.

**I 2. Windows:** Well-maintained windows allow pedestrians to have a better view of businesses within the historic district and can create more visually pleasing storefronts to attract patrons and shoppers.

a. For renovations and rehabs, keep the original windows if possible. Ensure water does not penetrate the window and that the window itself is still in good condition.

b. Replace windows only if they are completely unable to be repaired.

c. Any wood that is in poor condition should be repaired.



**I 3. Signage:** Signage is important for directing visitors to various locations and businesses within the historic district downtown.



a. Blade signs visible to pedestrians on sidewalks are encouraged for businesses to implement.

b. Signage on the building façade should not be overly bright and distracting.

c. Flat wall signs should not exceed 18 inches in height and should not extend more than 6 inches above, below, or to the edge of the building.

d. Window signs should not cover over 20% of the window space that is visible from the public right of way.

e. Signage colors should be the color of building awnings

f. Signs that are internally illuminated should not be distracting or overly bright. Internally illuminated signs should not extend more than 6 inches above, below, or to the edge of the building. Illuminated signs should not be freestanding, but rather attached to the building positioned in a way that is readable to pedestrians.

g. Signs that are externally lit should not be overly bright and should place lighting in a way that makes the sign readable.



# Downtown Economic Strategies

## ECONOMIC STRATEGIES

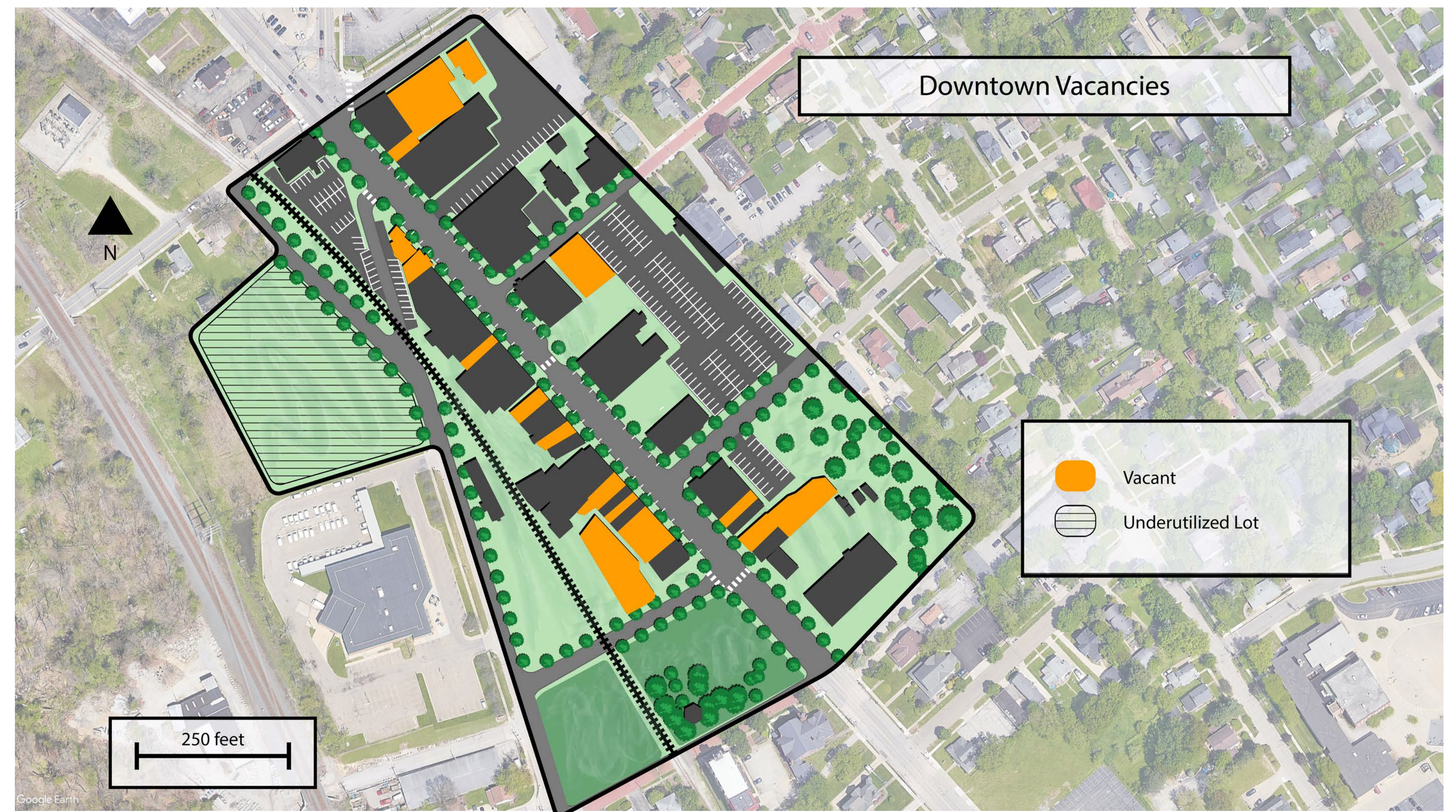
The economic revitalization of historic downtowns requires a tailored approach that recognizes their unique appeal as destinations for both residents and visitors. While traditional retail often relies on large grocery anchors, historic centers can thrive by cultivating desirable restaurants, bars, and experience-based businesses as key draws. This strategy directly addresses the significant challenge observed in Bedford's downtown: approximately 24,000 square feet of vacant retail space spread across 13 properties, identified through a walking inventory. Filling these vacancies is crucial for enhancing the area's economic vitality and tax base.

To stimulate the market and reduce barriers to entry for new businesses, we recommend implementing programs such as “white boxing” (preparing spaces for basic tenant fit-out), a dedicated Downtown Property Owner Assistance Program, and incorporating Tenant Improvement Assistance into the city's budget to significantly lower the risks and upfront costs for both property owners and potential occupants.

These programs would provide comprehensive support, aiding owners in navigating vacancies, addressing tax and code compliance, improving physical spaces, marketing properties effectively, and accessing capital for improvements.

Simultaneously, a demand-focused strategy should guide potential occupiers to these improved spaces, leveraging the city's land inventory for targeted development. Based on community engagement and best practices, the focus should be on attracting specific types of businesses that contribute to a vibrant downtown ecosystem. This includes diverse restaurant anchors (breweries, wine bars, cafes, breakfast spots), small event venues, and activity-based retail such as pottery studios or climbing gyms. Programming across downtown, like a local market, would provide a sense of community for residents and visitors. Furthermore, attracting outdoor recreation industry retailers would complement the existing visitor base and businesses like the local bike store, creating positive economic synergies. Enhancing public spaces through programming, particularly for families, further bolsters the downtown's appeal as an economic and social hub. The city can also provide incentives to visitors to draw them downtown, with tools as simple as a \$5 voucher to use in the district for those who are at the Automile for vehicle service.

An economic development strategy shifting towards experience-based anchors, coupled with targeted financial and technical assistance programs to address property vacancies, can revitalize Downtown Bedford's economy. By actively facilitating the improvement of existing building stock and strategically recruiting tenants aligned with community desires, Bedford can foster a dynamic downtown environment, leading to reduced vacancy rates, increased commercial activity, and sustained economic growth for the historic core.





# Downtown Wayfinding & Signage

## PLACEMAKING AND BRANDING

To strengthen Bedford's identity and appeal, branding strategies rooted in local history and visual storytelling are essential. Proposed tactics include:

- Collaborating with local artists on temporary or permanent art installations.
- Incorporating Bedford's historic ties to early public transportation via the stagecoach and the ABC Interurban Railway.
- Commemorating events like the 1983 downtown fire.
- Utilizing public art, sculptures, signage, and utility box wraps.
- Promoting interactive digital elements like QR codes and social media campaigns.

Projects like "Sammy's Story" at Center Road and Broadway Avenue exemplify ways to fuse narrative storytelling with placemaking.

## WAYFINDING SIGNAGE

Wayfinding provides very clear and direct communication to residents and visitors of downtown Bedford. The design is based on current Metroparks signage, tying the district into the nearby Bedford Reservation. However, we added a slight twist in colors and branding to give downtown Bedford its own identity, leveraging familiarity while introducing a distinct local flavor. By grounding the design in the well-established

Metroparks aesthetic, we can tap into a preexisting sense of recognition and trust among locals and visitors alike. This minimizes potential visual dissonance and allows for a smoother integration of the new signage within the existing landscape.

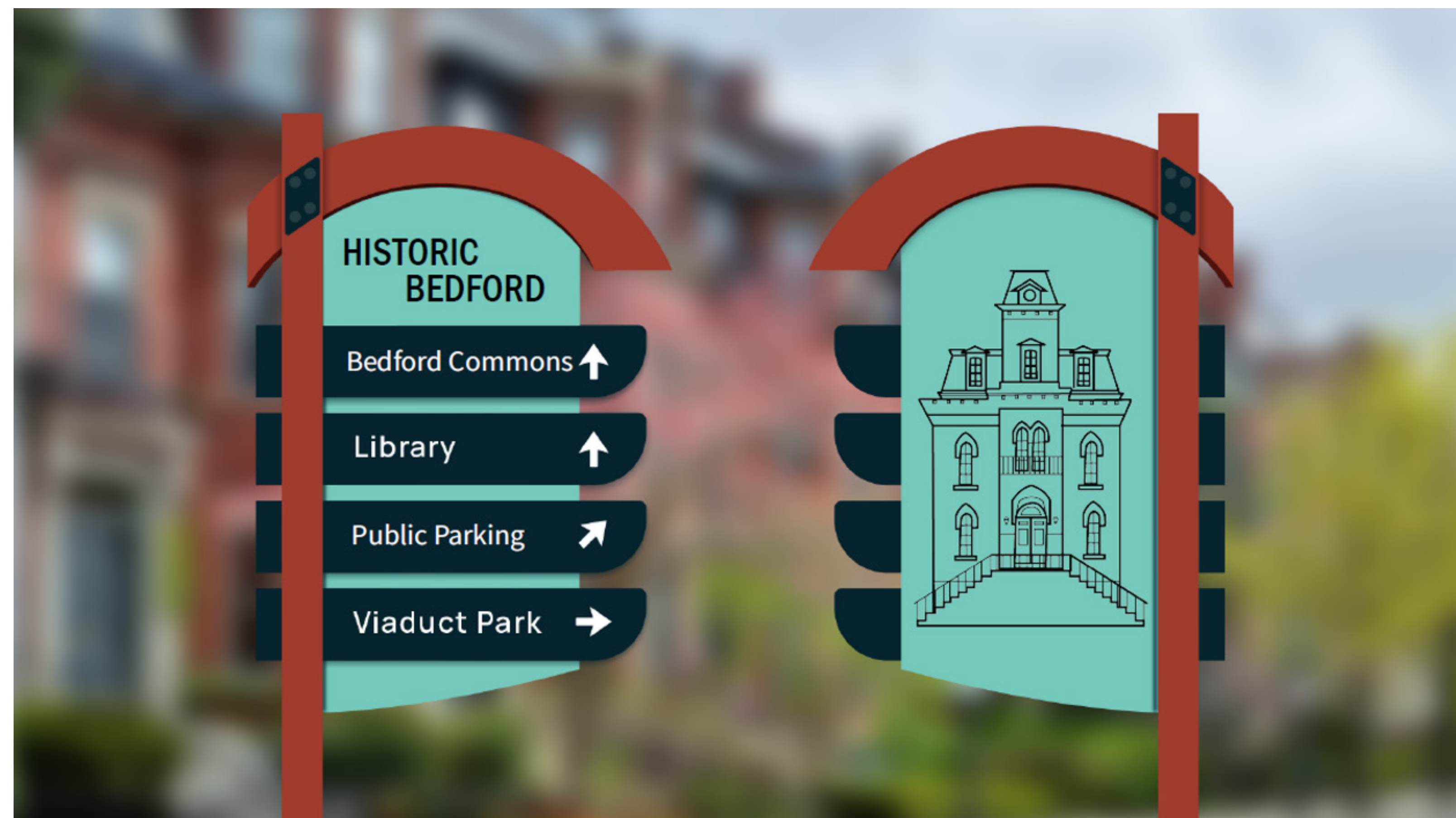
## BANNERS

The addition of banners will continue to establish an identity for the district, cultivating a sense of pride in the area. These banners can showcase veterans, arts and culture, education, and more aspects of Bedford that deserve to be highlighted. Festivals and holiday or seasonal



uses could also be applied. Beyond simply adding visual interest, these banners communicate a sense of care and investment in the community's appearance, fostering a warmer and more welcoming atmosphere for both residents and

visitors. Moreover, the versatility of this program allows for a dynamic and evolving expression of Bedford's character.





# Downtown Physical Design & Public Art

## ADDITIONAL CROSSINGS

One of our main recommendations involves pedestrian safety and convenience. Broadway Avenue is an interstate route, which prioritizes trucks and drivers. At the intersection of Broadway Avenue and North Park Street, there is an incomplete crosswalk that only crosses Broadway on the south side of the intersection. This is something the city of Bedford should reevaluate in order to make crossing Broadway easier for pedestrians. Among many of the recommendations our team offers, this is one of the visible and potentially very highly used small changes Bedford can offer to downtown users.



This issue was highlighted during a walking survey of the study area. Due to the intersection's proximity to Bedford Public Square and the pedestrian-only South Park Street, it deserves a greater emphasis on prioritizing pedestrian convenience.



Instead of the proposed hashing crosswalk for driver visibility, public art can also be incorporated here for a safer, more comfortable walking experience.

## EVENTS

As pedestrians make their way through downtown, events can utilize public spaces such as the expanded Bedford Public Square and South Park Open Street. Events can be organized by the city, non-profits.

Making these areas fully accessible to residents is crucial. This can include large, tented events with food trucks, as characterized in the rendering, or small gatherings of residents meeting up for a book club outside on a weather-permitting day. The activities can be community-driven and at a low cost or even free for the users of the space. With the Bedford Train Depot parking lot being turned into a recreation green space, this doubles the amount of public green space residents can use.





# Downtown Physical Design & Public Art

## DESTINATION IN DOWNTOWN BEDFORD

Bedford Reservation has various connections of hiking trails and mountain bike trails that either run through Bedford or connect through a different town or city. This includes the All-Purpose trail, a paved 5-mile trail that runs from Egbert Picnic Area to the Alexander Road Parking lot, which is rated easy/moderate and suitable for most users. This is a great chance for Bedford to promote its town to be a destination for locals or visitors alike who are either stopping in or need a break from the trails on their way home. Offering amenities, incentives, or events that cater to these hobbies promotes foot traffic or riders for existing businesses and economic development.

Amplifying Bedford's assets can promote tourism and a destination stop for active residents and visitors. Something as simple as designated bike parking, free air locations, and free bike fixing tools in more places than just in front of The Broadway Cyclery adds an incentive to visit Bedford. This also includes incorporating events that have multi-modal components, maybe bike-related prizes, and other activities in group settings like a group bike tour.



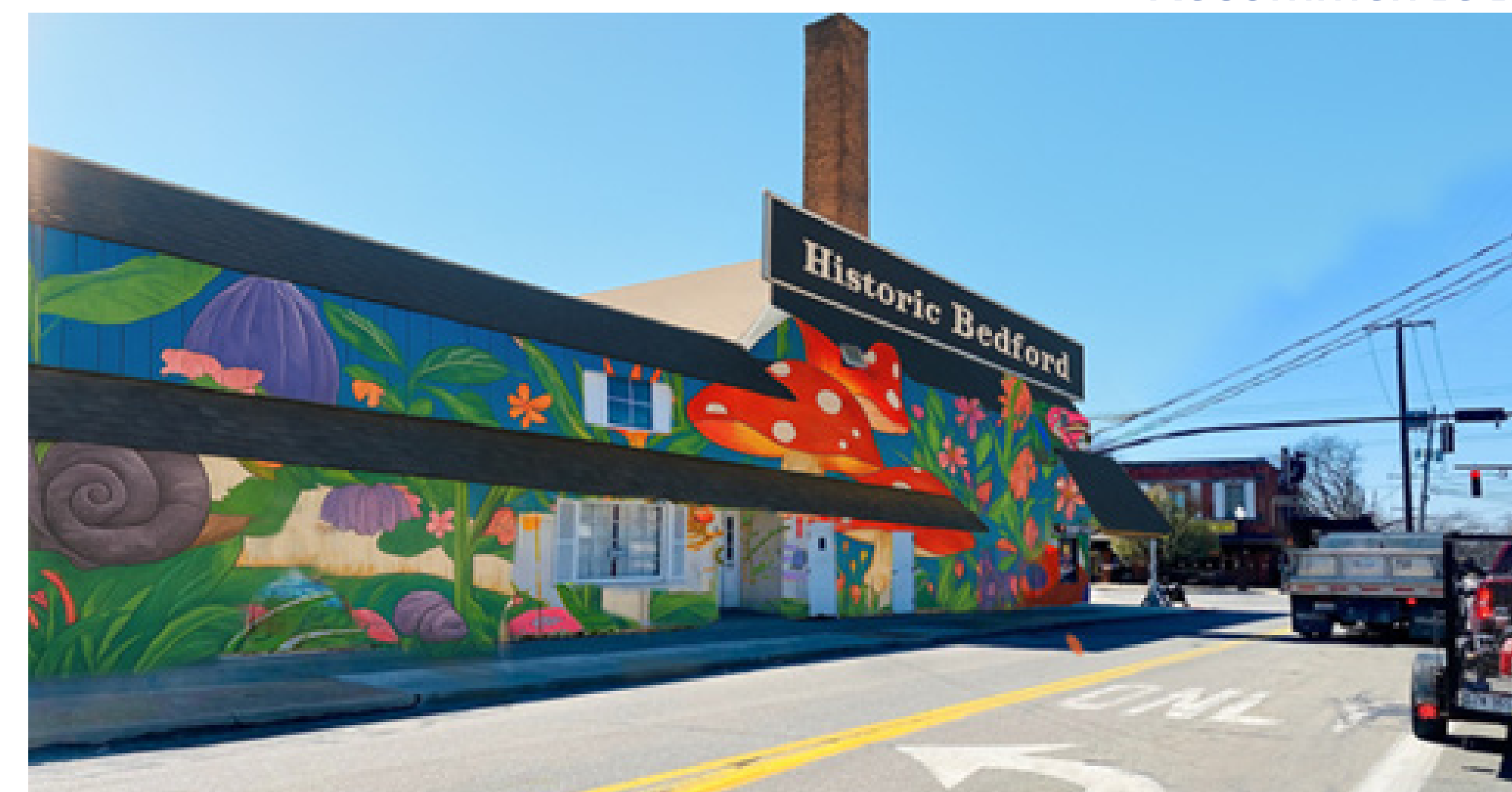
## GATEWAY

Our team recommends making the entryway to the downtown area a gateway that noticeably makes an impact on residents and/or visitors. This would allow pedestrians or multi-modal users to slow down and notice that this is the entrance of a place you can come into, not just a building. It gives drivers the opportunity to see something creative while they wait at the 5-point intersection and potentially stop in and take their time exploring what the city has to offer. This also gives pedestrians a chance to interact with the mural as a backdrop in pictures. As this is just a placeholder image, it would be beneficial to have residents and visitors who frequent downtown come together and select a mural that speaks to the culture of the city. This also gives the community a sense of pride and ownership, helping to make decisions on the outcome of what they'll be seeing every day, giving it a sense of place.

Existing



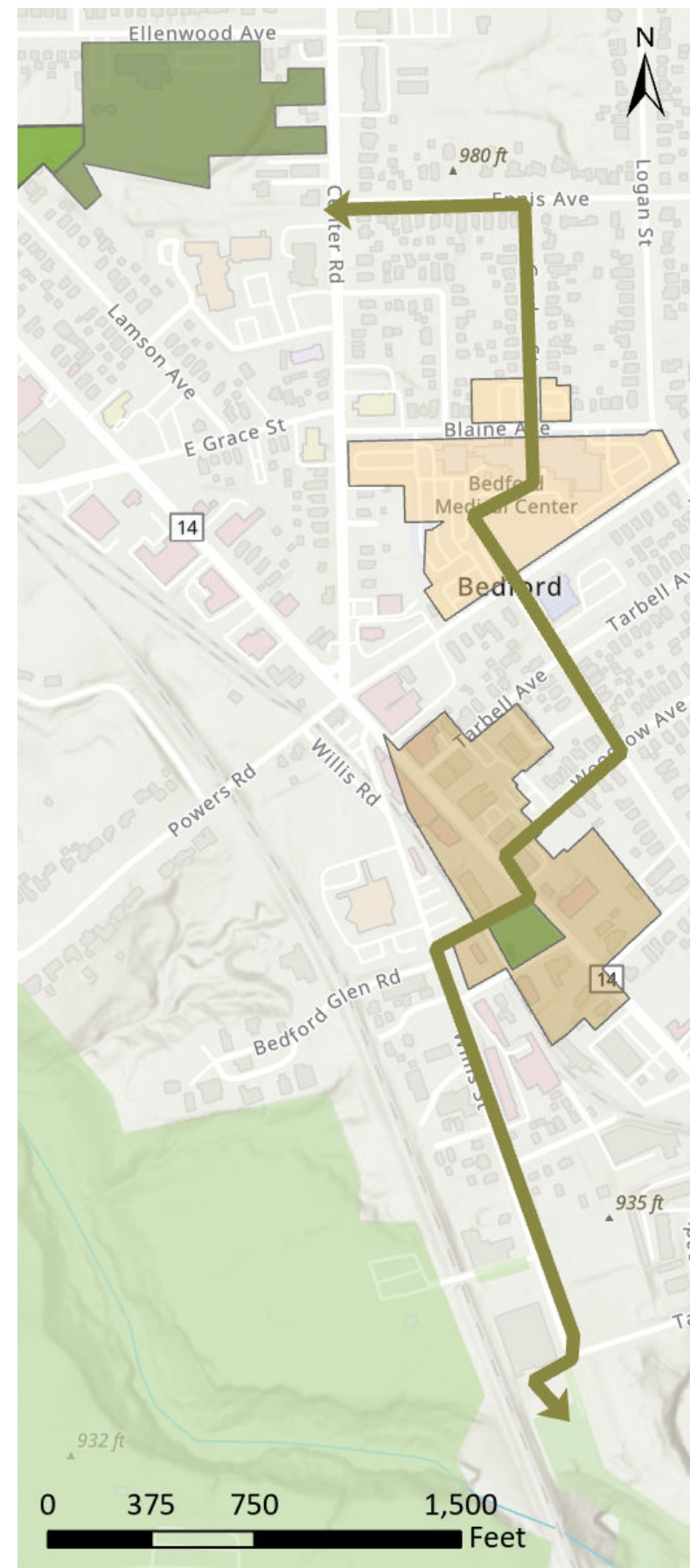
Recommended





# Downtown Physical Design & Public Art

## TRAILS & PARKS



We recommend modifying the TLCI-preferred Alternative 2 Downtown Connector trail route to pass through the former hospital site and along Garden and Ennis streets, to avoid the busy main street of Center Street. This plan bypasses the five-point intersection and connects Viaduct Park, Ellenwood Recreation Center, the library, and the future development at the former hospital site. It

provides a trail facility along the entire route.

The Cleveland Metroparks plans to add wayfinding signs linking the Historic Downtown and Viaduct Park, more parking, a four-season event shelter, a children's play area, a bridge over the river, stormwater control measures, and connections to the existing trail systems.

Recommended



The rendering shows proposed stormwater control measures to reduce impervious surface at the entrance of Viaduct Park, to serve as both a function and an aesthetic. Wayfinding signs will follow the Cuyahoga Greenways Sign System Standards. The Cleveland Metroparks plans to build a bridge across the river to the existing trail system and connect to a new trail linking the park to the historic downtown. The trail will follow the TLCI design recommendations on Willis Street. This section of the trail connects the Viaduct Park parking lot and replaces the existing sidewalk to reduce interaction between pedestrians, bikers, and drivers.

The train depot's current entrance conditions from Willis Street are drab and uninviting.

Existing



Recommended



The rendering shows a colorful crosswalk and wayfinding using the Cuyahoga Greenways Sign System Standards. The trail connects the park to downtown, following the TLCI design recommendations down the east side of Willis.

We also recommend modifying the TLCI design in order to connect the Ellenwood Recreation Center trail to the former hospital site, library, and downtown via Garden and Ennis streets. This would avoid the busy traffic on Center Street.

Existing



Recommended





# HOSPITAL SITE

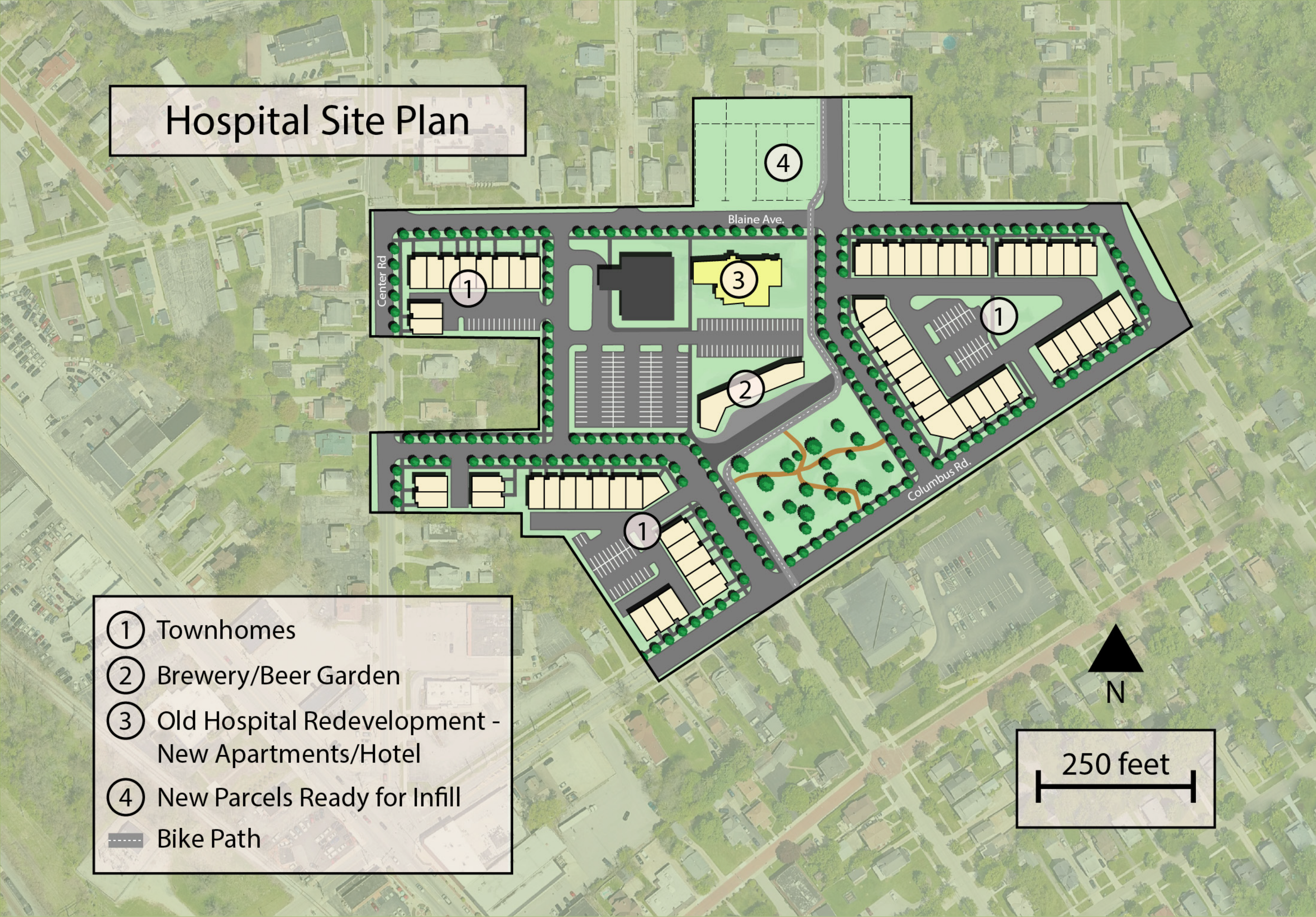
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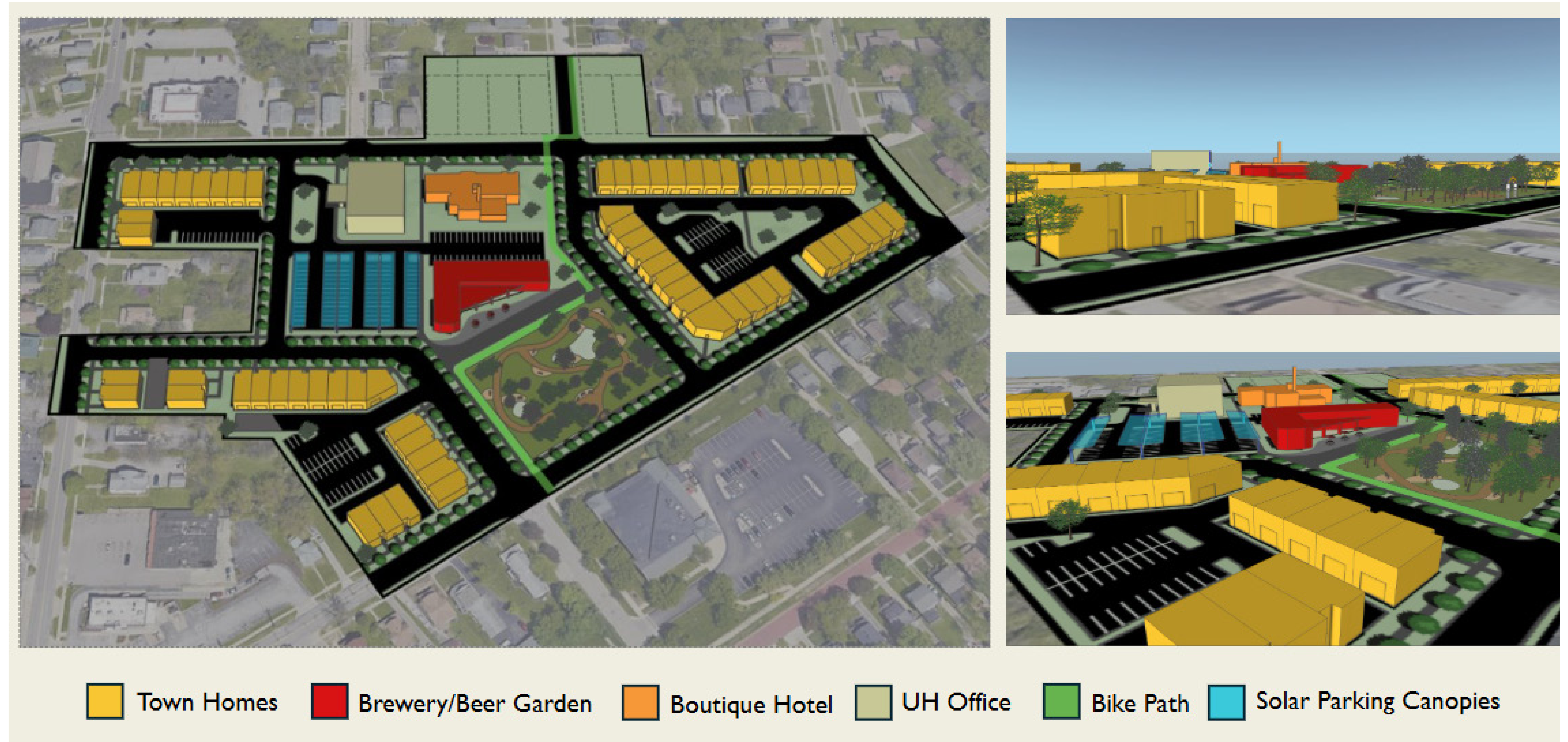
# Hospital Site Overview

## REIMAGINING THE FORMER HOSPITAL SITE

In 2022, University Hospitals vacated the majority of their downtown Bedford campus. In early 2025, after a lengthy legal dispute, the city was granted a \$2 million settlement from University Hospitals, along with possession of most of the 12+ acre site itself. The sole exception is a medical office, which remains in operation and owned by University Hospitals. A Request for Proposal (RFP) process for redevelopment of the site has recently begun, and the city seeks to replace both its lost medical presence and the large number of jobs it provided.

The site represents a unique and significant opportunity to shape the future of Downtown Bedford. While the desire to replicate the past use and economic potency are understood from the city perspective, this prime acreage also holds the potential to address long-standing desires of residents and create a dynamic, thriving district that seamlessly integrates with the existing fabric of Bedford. Residents emphasized the need for diverse housing options, recreational opportunities, vibrant restaurants and bars, and flexible public and event spaces. This underscores resident desires for a more dynamic and engaging downtown core that caters to a broad spectrum of needs and interests. Understanding the site, development feasibility, and the aspirations voiced by the community is crucial in formulating a feasible and impactful development plan which can serve as an alternative to the city's desire to replicate the past use and job density.

Given the high amount of vacant first-floor commercial space within downtown, we saw it as unproductive to introduce small-scale, ground-level



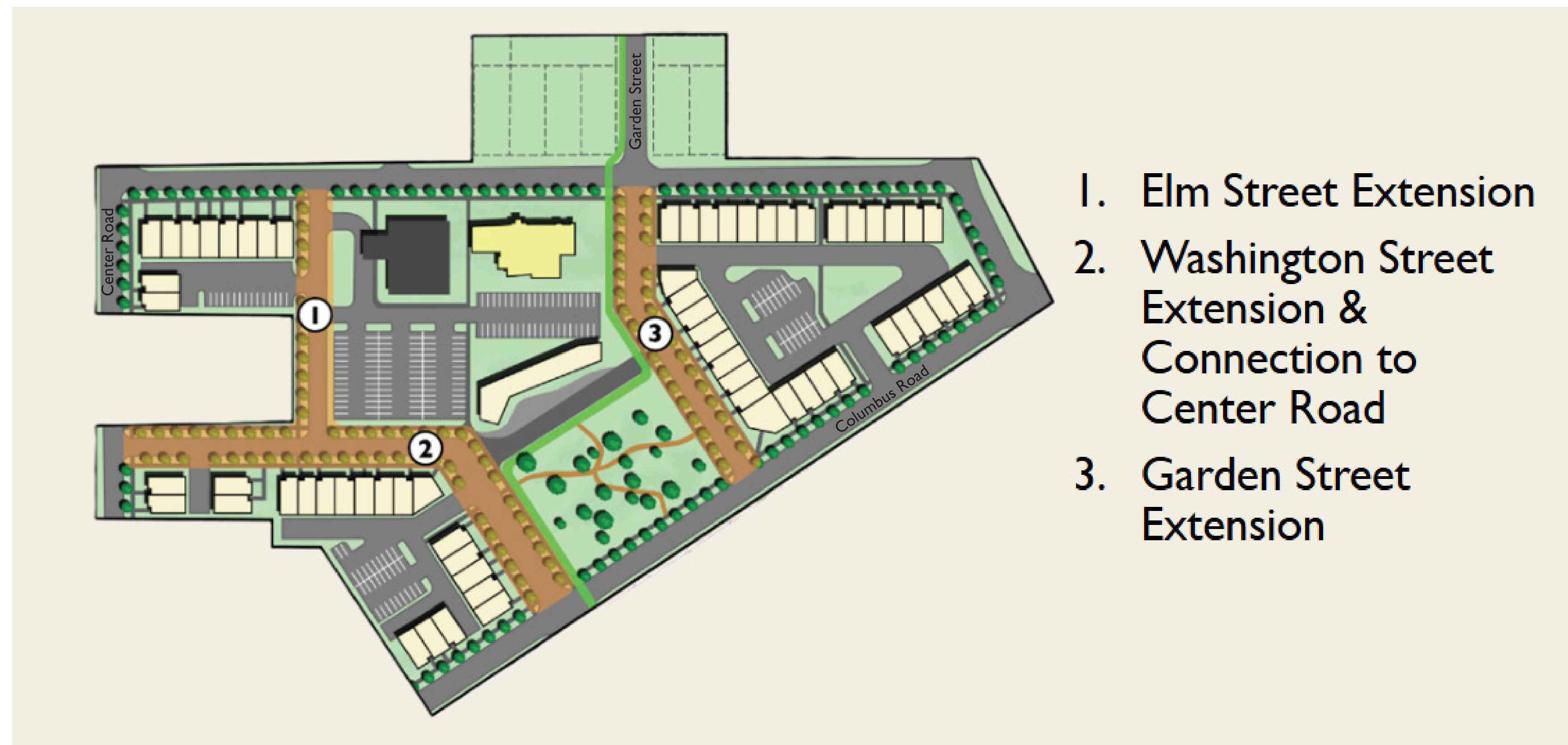
retail as a mixed-use component when the city could instead focus efforts on improving and filling the existing space on Broadway. Furthermore, the introduction of market-rate single-family homes is likely to face challenges due to the proximity of affluent neighboring cities, which siphon off any potential demand for the same product type in Bedford while not demanding the same sale price. At the same time, a high-density housing configuration also would outsize the market logic for a single development project, and not match the character of adjoining neighborhoods and Bedford as a whole.

While recognizing these limitations, our development plan leverages the unique characteristics and opportunities of the site to bolster the myriad goals of *Bridging Bedford* and target deficiencies that are difficult to address at other locations in the city.



# Hospital Site Connectivity & Massing

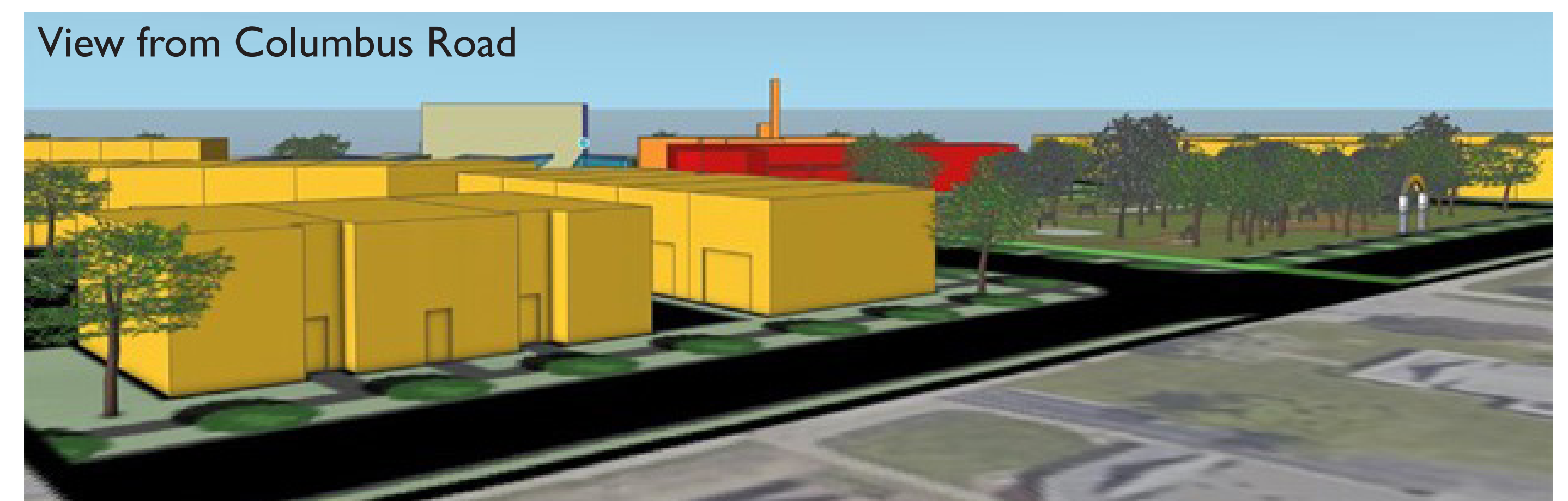
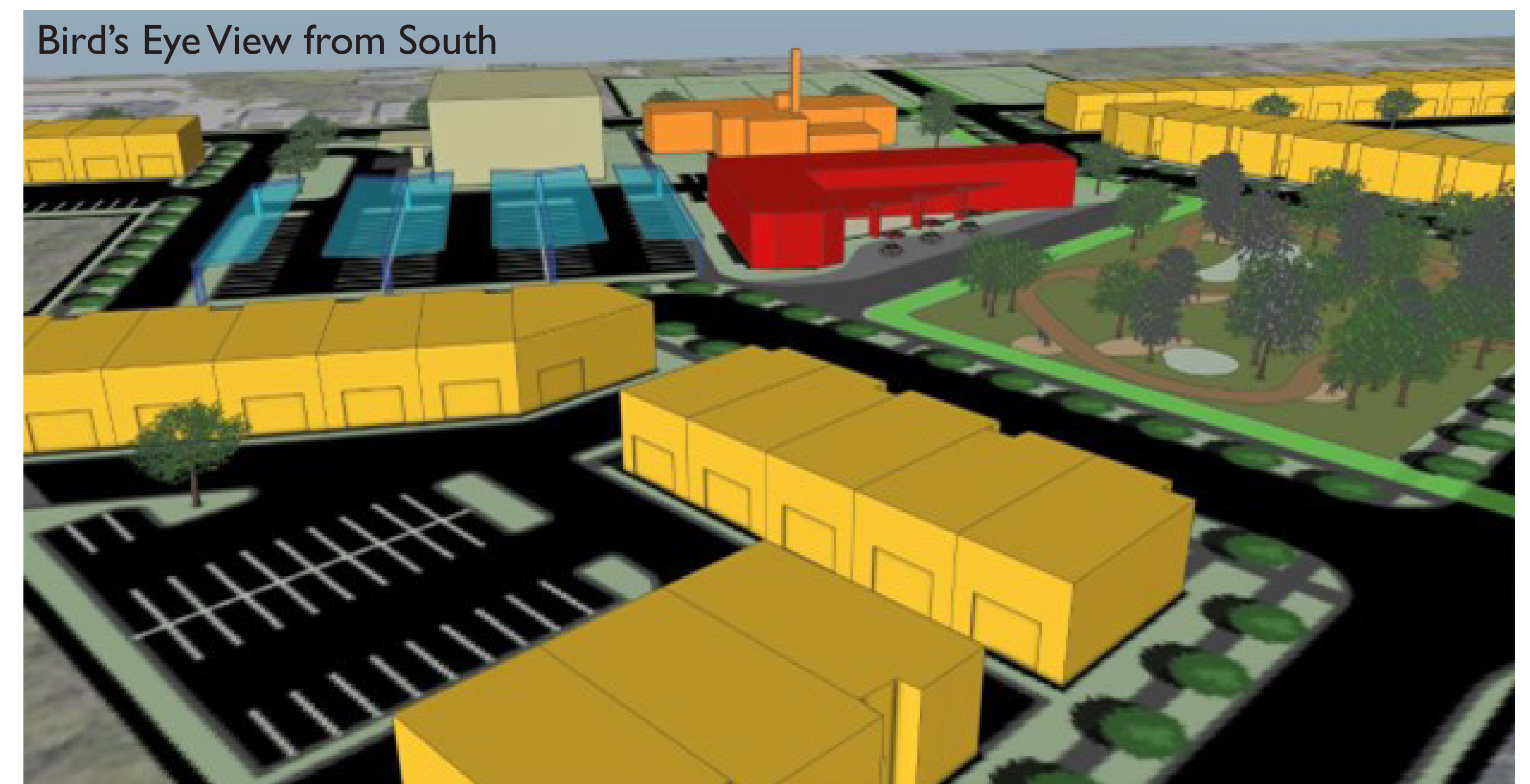
## CONNECTIVITY AND MASSING



A central tenet of our plan involves prioritizing enhanced connectivity and the creation of a more pedestrian and cyclist-friendly environment. At present, the hospital site is a single large block made up mostly of surface parking. We observed the mostly vacant site's parking lot being used as a vehicular and pedestrian cut through, as curb cuts are present for its past use as hospital parking. Extending adjacent streets through the hospital both connects the hospital site to downtown and surrounding neighborhoods. Further, these new connections lay the groundwork for thoughtful, interconnected lot design and comprehensive master planning on the site.

We also propose the incorporation of a dedicated walking path in front of the planned park, along with a bike trail traversing the site, positioned away from the central road. These upgrades aim to mitigate traffic hazards and encourage greater foot and bicycle traffic throughout the new development. The focus on connectivity will not only improve safety but also foster a greater sense of community and accessibility while helping to bring new visitors to the planned district. Other progressive components also match these forward-thinking designs, such as the inclusion of solar carports on the site's public parking, which can provide lower cost energy to the brewery.

As mentioned, both site and building design are intended to match the character of Bedford and its downtown. Not only the vacancy of the site, but its large, single-block layout form a void in the street grid that disconnect it from all adjacent districts. To integrate new development on the site with the new level of connectivity formed by street extensions and expansion of bicycle & pedestrian infrastructure, we propose extending historic guidelines to the site and retaining a similar character of two-story building heights and historic facades.





# Hospital Site Housing

## HOUSING

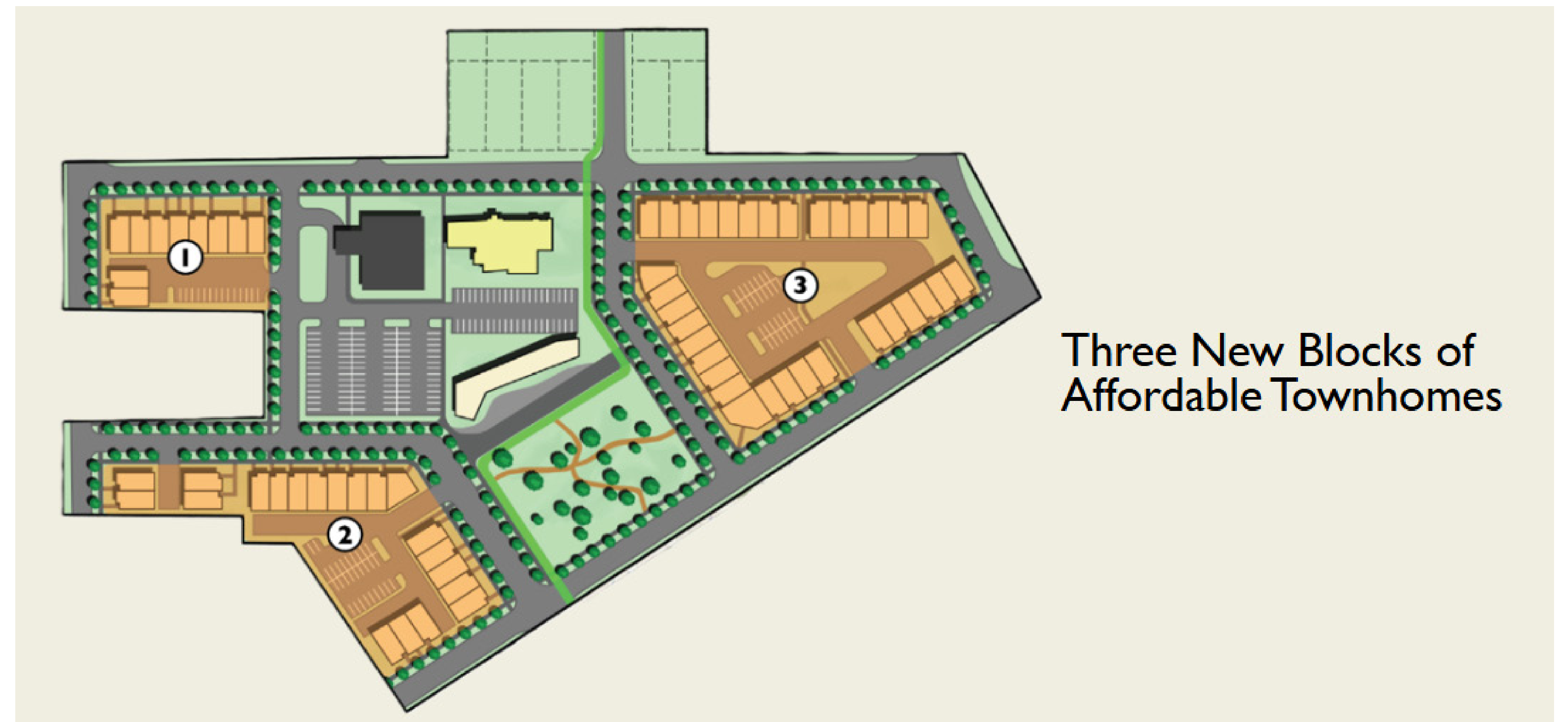
The hospital site also presents an adequate amount of land to address needs in the local housing market for deeply affordable and median-income rental housing, as identified in our quantitative housing market study. It also addresses the community and city's desire for diverse



housing options, building a housing typology that is currently lacking in Bedford and adding density while not overloading the site or mismatching neighborhood character.

Our plan's residential development plan is anchored by affordable townhomes throughout the site. 71 units of 2-story, single-unit attached townhomes will be built in three separate zones across the site. 63 of these are 2-bedroom, 2-bath units measured at 1,540 square feet. The remaining 8 are 3-bedroom, 2-bath units measured at 1,825 square feet. All units include a single-car tuck under garage.

The term “affordable” is used in conjunction with income and rent restrictions that make the housing compliant and competitive for the 9% Low Income Housing Tax Credit, which we will show later is a key element in the site's financial feasibility. 36 units will be priced & rent restricted at the countywide 30% AMI restriction threshold, while 35 will be so at the countywide 80% AMI restriction threshold. This equates to just under \$500 per month in rent for the 30% AMI units, just under \$1,500 per month for the 80% AMI units, and just over \$1,650 per month for the 3-bedroom, 80% AMI units. These prices have the threefold benefit of providing high quality housing while also meeting the area's deeply affordable rental needs at the 30% restriction, and providing housing applicable to those near the area's median income at the 80% restriction, as it is well below the countywide AMI.



Three New Blocks of Affordable Townhomes

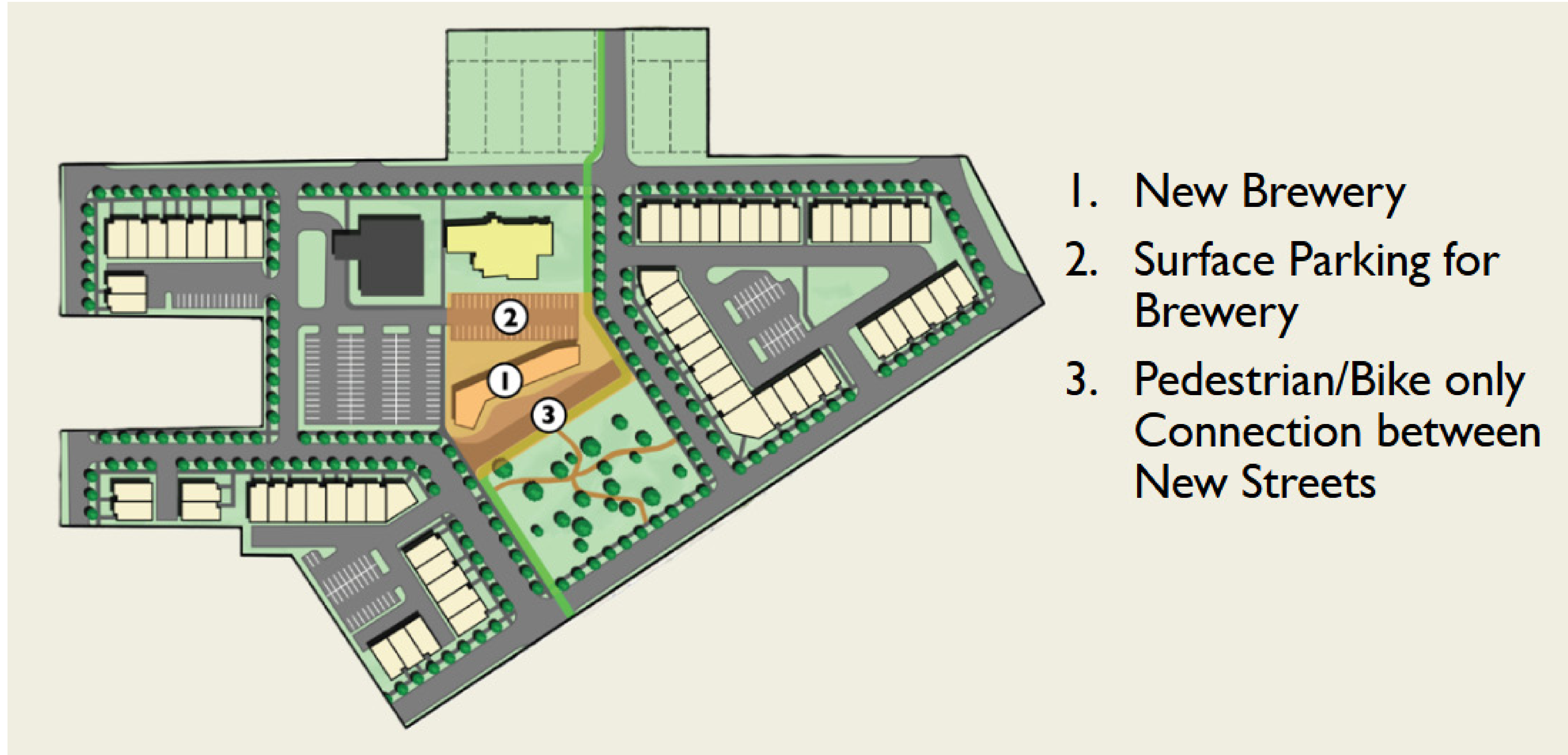
Besides meeting these needs and providing a path to financing, the housing plan offers other key benefits. Firstly, it provides more density than single-family housing while maintaining a main street aesthetic and charm. Secondly, it allows for the inclusion of affordable housing units without concentrating poverty, as the development is adjacent to a robust stock of single-family homes, as well as downtown's economy.

Thirdly, it begins to set the stage for attracting higher-income residents who look for dense, non-single-family housing, which should inject spending power into the local economy and bolster the overall success of the new district over the years to come. Finally, these townhomes serve as a transitional element, meeting a middle density between intensive apartment development and traditional single-family tract housing. This diversification of housing options from the existing stock should attract a younger demographic and young families, contributing to a more balanced community. The proven popularity of townhome developments in comparably programmed sites in more urban areas like Detroit Shoreway, Tremont, and Ohio City further validates using this sort of district layout to attract new residents and spur economic growth.



# Hospital Site Brewery & Park

## BREWERY AND PARK



Complementing the residential component, our plan envisions the development of a brewery centrally located in the district, addressing the community's desire for food and beverage options and a new amenity in the form of an event space. While we sought to avoid most retail development, this is a larger, standout attraction which could not be accommodated by the existing downtown space, which is almost entirely built out and consists of smaller storefronts.

A brewery in this location is likely to be highly attractive to corporate entities in the Auto Mile and downtown, employees from the adjacent office building, and outside visitors to the Bedford Reservation and Auto Mile, who are currently lacking a marquee attraction and appropriate destination to visit after outdoor activities or

car shopping/servicing. It will also serve as an additional amenity to the new housing and hotel, attract residents and visitors who might otherwise seek such amenities elsewhere, and provide a local gathering spot for evening outings and weekday lunches. Beyond fulfilling a social need for a larger gathering space, the brewery will create a handful of jobs and draw individuals into Bedford who might not otherwise visit.

Across from the brewery is an open park that, while providing an additional amenity for all residents and visitors, serves as a great space for brewery patrons to allow their dogs and kids to play. It also gives a green space that has an easy, logical connection with the library across the street, giving it a space to set up regular programming.





# Hospital Site Additional Information

## 1927 HOSPITAL BUILDING RENOVATION

Through RFP materials and discussion with city officials, it was determined that the existing hospital site buildings were not suitable for reuse. However, in respect of its unique character and in line with historic preservation goals, we sought to adapt the original 1927 hospital building. It will be renovated and repurposed, adding six 1-bedroom market-rate apartment units and 10 hotel rooms. The apartments provide a single upscale and trendier option at a low enough unit count that it does not overstep market penetration feasibility. The hotel rooms will serve to accommodate the business travelers for the burgeoning local manufacturing sector, as well as Metroparks visitors traveling to see the Great Falls of Tinker's Creek or utilizing Bedford Reservation's mountain bike trails, an outdoor recreation feature that is rare in the region.

## ADDITIONAL NORTH LOTS & HOSPITAL PLAN CONCLUSION

Regarding the lots located across Blaine Avenue to the north, our immediate strategy is to reserve them as overflow parking for the new district and turn them into developable single-family parcels if there proves to be new demand in the new district. While the development and sale of this land may eventually prove advantageous, there is no obvious demand currently present. Selling it prematurely could limit potential best-use possibility if the new district proves highly successful. In the long term, these lots could appreciate significantly and present emergent development opportunities, mirroring the growth in value in other suburban mixed-use developments.

The development plan for the hospital site is a carefully considered response to the needs and aspirations of the Bedford community that could not be comprehensively addressed elsewhere. It is also grounded in a realistic assessment of market conditions and feasibility. By prioritizing connectivity, embracing housing market needs and a new housing typology, introducing unique amenities like a brewery, strategically planning for future development,

and thoughtfully integrating the new district with the existing neighborhood, we aim to create a vibrant and desirable destination that advances several plan goals and provides land uses that could not be built elsewhere in Bedford.

## FINANCING

The hospital site total build out plan is valued at stabilization at \$12,142,200 and costs \$42,660,990. The majority of development costs is hard cost for its predominant land use, the townhomes. The 1927 hospital building renovation, new brewery, and significant site work, demolition, infrastructure and solar carport construction comprise most other hard costs. Roughly \$8.23 million of soft costs are budgeted as well, inherent in complicated, risky tax-credit development transactions which incur further fees for bridge loans and reserves.

As mentioned, the rent and income restrictions of the townhomes position the project to utilize the 9% Low Income Housing Tax, which is the predominant permanent financing source. Further tax credit equity also comes into play through the use of federal historic tax credits and the investment tax credit for the eligible 1927 hospital building and solar uses. Altogether, tax credit equity represents 57% of total uses.

The city plays a critical role through the donation of the land and creation of a Tax Increment Financing district (TIF) and 15-year property tax abatement. The TIF would allow for another large piece of debt to be issued and provided upfront by the city as project finance. The combination of TIF and abatement along with modest project cash flow means the debt service would have to be repaid by the city through other means through the first 15 years of operations. No alternate debt service source is identified in our analysis, although capitalized interest, delayed bond repayment, and general fund support are potential options.



# Hospital Site Additional Information

The upfront TIF payment not only provides project finance support in and of itself, but frees up the project's cash flow to cover a conventional first mortgage, which is sized as a source for roughly 21% of project costs and maintains over a 1.2 debt service coverage ratio at the outset of stabilization. We expect the developer of this project will have significant resources at risk as well, with that contribution divided between a 5% equity contribution and deferral of much of their development fee. A small combination of local county grants also help fill the final gap. Including the developer fee, the estimated internal rate of return over 40 years with a 9% discount rate is 4.72%. It is a slim return for the level of risk, but provides a financial incentive for the right developer, potentially a nonprofit partner.

## ECONOMIC IMPACT

The redevelopment of the hospital site is a catalyst for the growth of downtown Bedford, but any request of public funds should be justified with a public financial return. This is measured in four main buckets of new tax revenue created by the project: income tax from construction jobs, income tax from permanent jobs, income tax from new residents moving from outside of Bedford, and new property tax after TIF and Abatement. These economic impact calculations account for reductions in total possible new

tax revenue, such as Bedford's 2.25% income tax credit for those that work in another municipality and the fact that not all residents of the site will be moving there from outside of Bedford.

Over 30 years, new, undiscounted income tax is expected to bring \$3,459,944 of revenue to the city of Bedford through 112 site residents new to Bedford, and 17 jobs created across the hotel, brewery, and facilities & other management positions. When property tax payments resume in year 25 (which could feasibly resume sooner as PILOTs), approximately \$563,171 of annual property tax revenue will be generated.

While these two figures would not likely cover the full principal and interest needed to repay the municipal debt issued for the project, they are substantial first-order outcomes that should be bolstered by additional economic ripple effects such as increased household spending within Bedford and a transformative effect on further growth and investment.



# IMPLEMENTATION

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Implementation is crucial in development because it transforms theoretical plans into real-world actions, ensuring they are effective and deliver intended outcomes. It helps teams understand the “how” and “when” of a plan, fostering clear communication, risk mitigation, and resource allocation, ultimately leading to smoother project execution and improved results.



# Implementation Policy Framework

## POLICY FRAMEWORK

### I. Economic vitality: Foster investment and development in downtown Bedford

- A. Build housing options that fill the current gaps in unmet demand and provide more choices near downtown
  - Update zoning code with more flexible/inclusive uses to allow for a wider variety of housing options near downtown
- B. Facilitate infill development of the “missing teeth” in the downtown district
  - Update zoning code to provide more flexibility in infilling underutilized sites
  - Identify high priority opportunities to encourage and foster development
- C. Address storefront vacancy on Broadway
  - Utilize the city’s inventory of downtown property to attract desired uses and encourage entrepreneurship
  - Create an economic development program to assist property owners in filling vacancies, addressing tax & code issues, financing capital projects, and improving tenant spaces
- D. Incentivize investment in downtown
  - Create a special improvement district (SID) to promote maintenance, safety, and public space improvements
  - Strengthen promotion of historic character as an attraction for businesses and visitors
  - Promote and assist with preservation incentives as a tool to attract new investment
- E. Improve the maintenance of storefronts on Broadway
  - Institutionalize storefront renovation program with dedicated funding
- F. Leverage the hospital site as a catalyst for activity and investment
  - Provide housing, retail, and hospitality options otherwise not suitable for main street



### 2. Design: Make downtown Bedford more people-friendly and enhance its quaint historic character

- A. Ensure that new development and building renovations preserve the historic character of downtown
  - Enact comprehensive design guidelines for downtown Bedford historic district
- B. Improve the pedestrian experience
  - Improve pedestrian crossings on Broadway
  - Provide wayfinding to destinations & attractions within and near downtown
  - Implement traffic calming measures as a lower cost alternative to new infrastructure
- C. Enhance multimodal connectivity between downtown and nearby neighborhoods and attractions
  - Prioritize opening of off-street shared path for Willis Street between downtown and Viaduct Park funded as part of the Cuyahoga Greenways regional trails plan
  - Utilize city ownership of the hospital site to create off-street shared path from downtown through hospital site and to civic campus



# Implementation Policy Framework

- D. Conceptualize a visually stronger gateway to downtown
  - Incorporate public art & district signage at the “5 points” intersection of Powers, Center, Columbus, and Broadway
- E. Foster community-centered public spaces that prioritize people and their experiences
  - Activate South Park Street using placemaking strategies

### 3. Organization: Encourage leadership, partnerships, and capacity building amongst businesses and residents

- A. Institutionalize a collaborative small business alliance
  - Create a business directory to facilitate cooperation and networking
  - Host quarterly meetings amongst business owners and enact an executive board
  - Create a downtown Special Improvement District (SID) to promote maintenance, safety, and public space improvements
- B. Achieve Main Street America status
  - Dedicate city staff member to serve as Executive Director of Main Street program
- C. Foster strong relationships with environmental organizations
  - Explore opportunities to collaborate with nearby outdoor recreation providers
  - Partner with Metroparks to create stronger synergies between downtown and the Bedford Reservation, such as joint programming and events
  - Explore opportunities for downtown to host Bedford Parks and Recreation activities and events (e.g., Bedford Garden Club)
  - Build relationships with Cuyahoga Valley National Park, Ohio Department of Natural Resources, and the Buckeye Trail Association to discover collaborative opportunities
- D. Revive the Bedford Community Development Corporation to become more active in organizing community efforts

### 4. Promotion: Improve the recognizability and visibility of Historic Downtown Bedford

- A. Improve the recognizability and visibility of Historic Downtown Bedford
  - Design a stronger city brand that capitalizes on the historic built character of downtown
  - Install historic district street signage and banners that contribute to a stronger sense of place
  - Implement interpretive/informational signage in public square to convey its history to visitors
- B. Enhance wayfinding within the downtown district and from nearby areas
  - Utilize evocative signage featuring historic branding to draw visitors from nearby attractions including Metroparks Bedford Reservation and the Auto Mile
  - Create a wayfinding system within the district that directs visitors to Bedford Commons, Viaduct Park, Bedford Reservation access, public parking, and other attractions.
- C. Expand on successful events & programming to continue bringing people downtown
  - Consider opportunities to create additional regularly occurring programs and events in Bedford Commons
    - e.g., Farmer’s market, Bedford Garden Club, outdoor group exercise, school field trips
  - Publish monthly newsletter to update residents on upcoming events
  - Formalize a position within the city to oversee programs
- D. Promote downtown Bedford as a gateway to nearby recreation
  - Market downtown as a paired destination for Metroparks visitors
- E. Publicize downtown businesses and organizations
  - Create an online platform for businesses to publicize their products and services and connect with residents
- F. Publish a monthly newsletter highlighting businesses and city economic development efforts



# Implementation Directives

## DIRECTIVES

<b>Long-term Impact, Easy to Implement</b> <ul style="list-style-type: none"><li>• Encourage wayfinding signage to support walkability</li><li>• Prepare online business directory</li><li>• Endorse businesses that serve multiple purposes</li><li>• Develop a quarterly newsletter</li></ul>	<b>Long-term Impact, Hard to Implement</b> <ul style="list-style-type: none"><li>• Encourage infrastructure updates (i.e., storefront renovations)</li><li>• Updating zoning and design guidelines</li><li>• Revive Downtown Bedford Alliance</li><li>• Redevelopment of UH hospital site</li></ul>
<b>Immediate Impact, Easy to Implement</b> <ul style="list-style-type: none"><li>• Promote volunteer opportunities</li><li>• Identify year-round community events</li><li>• Install vibrant public art / placemaking</li><li>• Establish modern and consistent social media presence</li></ul>	<b>Immediate Impact, Hard to Implement</b> <ul style="list-style-type: none"><li>• Updating street lighting along Broadway</li><li>• Underground infrastructure, such as an underground parking garage</li><li>• Mixed-use development</li></ul>

A central focus in the planning and development process is its implementation. To promote the effective usage of funding, Bedford should first focus on making high-impact changes that are easy to implement. Some examples of these actions could be enhancing wayfinding signage, building a business directory, or even implementing a quarterly newsletter that promotes upcoming events and happenings in the district. For example, there is an ample amount of both street parking and lots, but visitors are not aware of this because there is no directional signage. Signage directing pedestrians to the Bedford Park Reserve could encourage park visits and even drive park-goers to explore the retail district. The district is centered around a main street with retail and some commercial spaces and would benefit from having all the business information housed in an easily accessible directory, which could be complemented by a newsletter.

This newsletter could be quarterly and spread the word about upcoming events, new businesses coming to the district, and even provide a platform for residents to share questions, comments, or concerns. It could be advertised online and even sent out via traditional mail so that all residents are informed, as they have different preferences for communication.

Some higher-impact changes that would be harder to implement fall mainly under the category of development, including infrastructure and zoning updates, repurposing the former hospital site, and revitalizing the Bedford Alliance. The Bedford Alliance once served as the city’s chamber of commerce and revitalizing it would require a team to be assembled to essentially start from scratch. Developing these changes could take a long time, as factors like community engagement, zoning, government involvement, and funding must all be considered.

Some immediate impact, easy-to-implement ideas would include opening community volunteer opportunities, hosting community events, creating public art installations, and establishing a stronger social media presence. Many times, we have great plans as a city, but the capacity to execute them is limited. The city could benefit from volunteers, who could help facilitate and promote local events taking place in the district as well. The neighborhood is beautiful, and small, subtle enhancements could go a long way without breaking the bank. As the world continues to shift toward a more digital way of engaging, social media presence is crucial for business growth and spreading information. Social media could be used to provide updates, much like a newsletter, and offer a platform for people to communicate with the city, and even reach people who might not be aware of the amenities offered by Downtown Bedford.



# Implementation Directives

Finally, there are initiatives with immediate impact potential that are more difficult to implement due to regulatory hurdles, funding needs, and long development timelines. Despite these challenges, the study area would greatly benefit from increased access to affordable housing and strategically planned mixed-use development. These projects require long-term investment and coordination due to zoning changes, design guidelines, and the complexity of the development process. Additionally, survey responses and findings from the community walk-audit revealed inadequate street lighting in the district. Enhancing lighting could improve safety and nighttime accessibility, but would require significant capital investment and interdepartmental coordination.

## ACTION ITEMS

### Community and Participatory Engagement Strategies

- Downtown Bedford was described by survey respondents as quaint and calm—but also underwhelming and boring. While some of these descriptors reflect the charm we wish to preserve, others highlight areas needing improvement. Community engagement efforts are crucial for reactivating the area and improving the neighborhood's perception.
- Downtown Bedford already has strong foundational assets: a historic downtown core with a small-town feel, public green spaces ideal for events, and a walkable environment. By implementing low-barrier, high-impact initiatives, Bedford can create stronger ties amongst residents and attract new visitors. One effective approach is a series of city-led events and expanded volunteer opportunities year-round.

### Volunteer Opportunities

- **Advocacy Groups**  
Residents seeking deeper civic engagement could form neighborhood block groups, women's or men's clubs, or other citizen-driven organizations. Another example could be engaging the Bedford Garden Club to connect their programs to annual events or implement a beautification project to improve landscaping along the downtown core. Participatory engagement provides a platform for community members to advocate for positive change, feel empowered, and invest in their community's future.
- **Community Clean-Ups**  
Hosting citywide clean-up days encourages residents of all ages, from families with young children to seniors, to take part in beautifying their surroundings. These inclusive events foster pride and stewardship across the entire community.
- **Community Service Days**  
Partnering with small, medium, and large businesses to create Community Service Days invites local employers and their staff to engage in volunteer activities across Bedford. Tailored volunteer opportunities provide great public relations for both the city and participating businesses, while strengthening the community's connection to its local economy.



## COMMUNITY EVENTS

### Farmer's Market

The City of Bedford could organize a monthly farmers market from May to October, featuring 10–15 local businesses or farmers. With support from a future chamber of commerce, event planning could be streamlined by building connections to local producers. A recurring farmer's market would offer fresh produce, promote small businesses, and activate the downtown space.

### Pop-Up Events

Similar to the farmer's market, pop-up events would give small businesses—particularly those selling textiles, prepared foods, or artisan goods—a venue to promote their products. Themed pop-ups (e.g., Halloween, Mother's Day, or Back-to-School) could create additional excitement and allow for curated vendor lists. Pop-up events could be held monthly from May to October, with special indoor promotions during the winter months, such as comedy shows at Los Gallos or a tire repair class at The Broadway Cyclery.

### Historic Walking Tours of Downtown Bedford

Highlighting Bedford's rich history through guided walking tours would activate the downtown space while educating the community and visitors. Tours could be led by volunteers, city staff, or historical society members. Initially operating by appointment and supported by strategic marketing, tours could evolve into a regular, well-attended program. Moreover, they would encourage collaboration among local organizations, further strengthening community bonds.

## KEY TAKEAWAYS

Projects that are more difficult to implement, such as infrastructure improvements, expanded lighting, and redevelopment of underutilized sites like the former UH hospital, will require greater investment, coordination, and time. Nonetheless, these initiatives are essential for achieving long-term goals related to safety, accessibility, and housing. Notably, increasing access to affordable housing and strategically planned mixed-use development remains a priority, though such projects demand zoning adjustments, design considerations, and regulatory navigation.

To bring these plans to life, *Bridging Bedford* identifies a network of potential partners and funding streams. Collaborators include regional organizations such as Northeast Ohio First Suburbs Consortium and Cleveland Metroparks, as well as local groups like the Bedford Branch Library and Bedford Historical Society. Complementing these partnerships are funding sources that range from regional entities such as the Cleveland Foundation and NOACA, to state and federal programs like the Clean Ohio Trail Fund and the Historic Preservation Fund.

Overall, the plan emphasizes several strategic tools: leveraging TLCI funding for pedestrian and cyclist improvements, establishing a Special Improvement District (SID) to finance public amenities, and promoting Storefront Renovation Programs (SRPs) to support small business resilience. Through neighborhood branding and destination marketing, Bedford can amplify its historic identity and attract a wider audience. Collectively, these efforts represent a holistic and phased approach to revitalization, grounded in community input, place-based investment, and a clear vision for the future.



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Historic Places

National Register of Historic Places Locations in Bedford, Ohio						
Property Name	Address / Location	Architectural Style	Building Materials	Architect(s)	Year Built	National Register of Historic Places Reference Number
Bedford Baptist Church	750 Broadway Ave	Late Gothic Revival	Sandstone, brick, asphalt, stone, glass	Jacob Snyder, C H Wheeler	1892	2001618
Bedford Historic District	Roughly bounded by Willis St, Franklin St, Broadway Ave, & Columbus Rd	Early Republic / Early Classical / Federal	Brick, concrete, ceramic tile, stone, wood, slate, shake, asphalt, metals	various	various	4000712
Cleveland And Pittsburgh Railroad Bridge	Tinker's Creek	Viaduct	Stone	Al Spafford	1864	75001351
Hezekiah Dunham House	762 Broadway	Federal / late Adam style	Brick, asphalt	-	1832	75001352
Holsey Gates House	762 Broadway	Queen Anne	-	-	1892	75001354
Villa San Bernardo Historic District	1160 Broadway Ave	Mission/ Spanish Colonial Revival / Modern Movement	Concrete, brick, wood, ceramic tile	John F Lipaj Associates; Lipaj, Woyar & Tomsik, Tomsik Architects	various	15000559

Most Recent Structure Built

Parcel	Use	Parcel Square Ft.	Owner	Year Built	Land Value	Building Value
81213045	Commercial (Cigar Lounge)	1,480	Daniel L. Jacobs Jr. LLC	1969	\$5,900	\$91,000
81213089	Office (AYS Realty on Tarbell)	10,026	Owl Bee Home LLC	1974	\$40,100	\$158,000
81212034	Office	15,507	University Hospitals	1989	\$62,000	\$1,763,300
81212016	Retail/Fast Food (BK)	38,363	Frankenberry Properties Inc.	1989	\$575,500	\$5,100
81208001	Post Office	136,778	US Postal Service	1996	\$410,300	\$2,646,400

Largest Parcels by Square Footage

Parcel	Use	Parcel Square Ft.	Owner	Year Built	Land Value	Building Value
81212001	Vacant Hospital/Parking	273,992	University Hospitals	1927	\$277,500	\$683,800
81208001	Post Office	136,778	US Postal Service	1996	\$410,300	\$2,646,400
81212007	Parking/Open Space	131,115	University Hospitals	N/A	N/A	N/A
81208034	Vacant Land	89,298	Patrick T. Hergenroeder	N/A	\$142,900	N/A
81213043	Retail (Dollar General)	44,831	KFP MAJESTIC LLC	1958	\$179,300	\$795,800

Oldest Structures

Parcel	Use	Parcel Square Ft.	Owner	Year Built	Land Value	Building Value
81207008	Residential	2,524	Bruce and Susan Bilek	1880	\$21,200	\$95,300
81207010	Restaurant/Storage (Los Gallos)	12,078	John A. Fetsko	1893	\$48,300	\$160,300
81213038	Retail/Office/Residential (Leach Block Bldg.)	9,890	Wiseguys Properties LLC	1900	\$39,600	\$280,300
81213053	Retail/Office (Bedford Savings & Loan Co.)	6,710	Northeast Side	1900	\$26,800	\$189,600
81213037	Retail/Residential (Spirit Apotheosis)	4,950	Luci Lux LLC	1910	\$19,800	\$280,300

Parcel with Highest Building Values

Parcel	Use	Parcel Square Ft.	Owner	Year Built	Land Value	Building Value
81208001	Post Office	136,778	US Postal Service	1996	\$410,300	\$2,646,400
81212034	Office (UH site)	15,507	University Hospitals	1989	\$62,000	\$1,763,300
81213043	Retail (DG)	44,831	KFP MAJESTIC LLC	1958	\$179,300	\$795,800
81212001	Vacant Hospital/Parking	273,992	University Hospitals	1927	\$277,500	\$683,800
81213044	Retail/Office/Residential (Boost Mobile, Tailor Made)	13,320	Terimark LLC	1923-1925	\$53,500	\$521,500

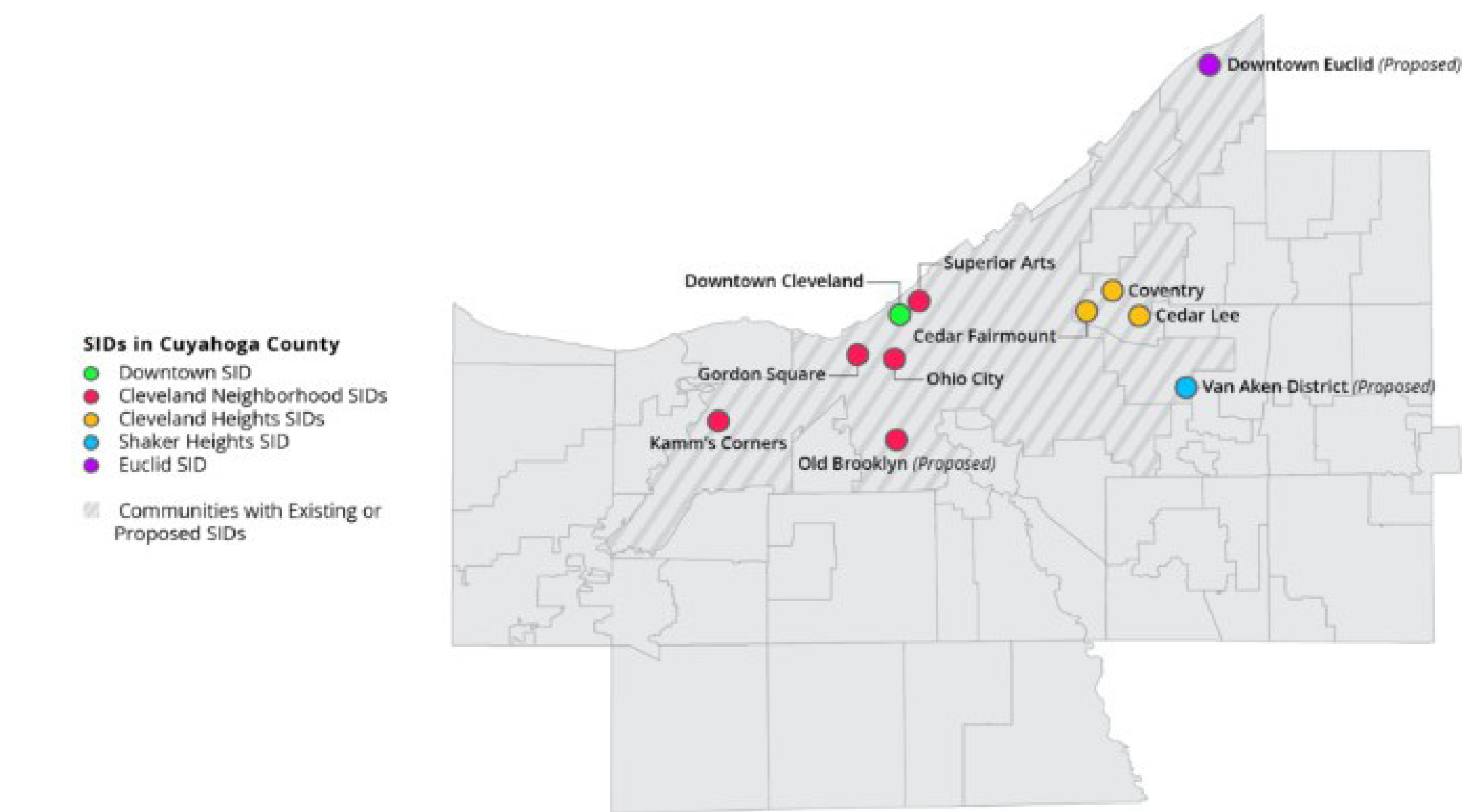
Parcel with Highest Land Values

Parcel	Use	Parcel Square Ft.	Owner	Year Built	Land Value	Building Value
81212016	Retail/Fast Food (BK)	38,363	Frankenberry Properties Inc.	1989	\$575,500	\$5,100
81208001	Post Office	136,778	US Postal Service	1996	\$410,300	\$2,646,400
81212001	Vacant Hospital/Parking	273,992	University Hospitals	1927	\$277,500	\$683,800
81213043	Retail (DG)	44,831	KFP MAJESTIC LLC	1958	\$179,300	\$795,800
81213027	Office/Commercial	39,360	Ohio Bell Telephone Co	1948	\$177,100	\$252,000



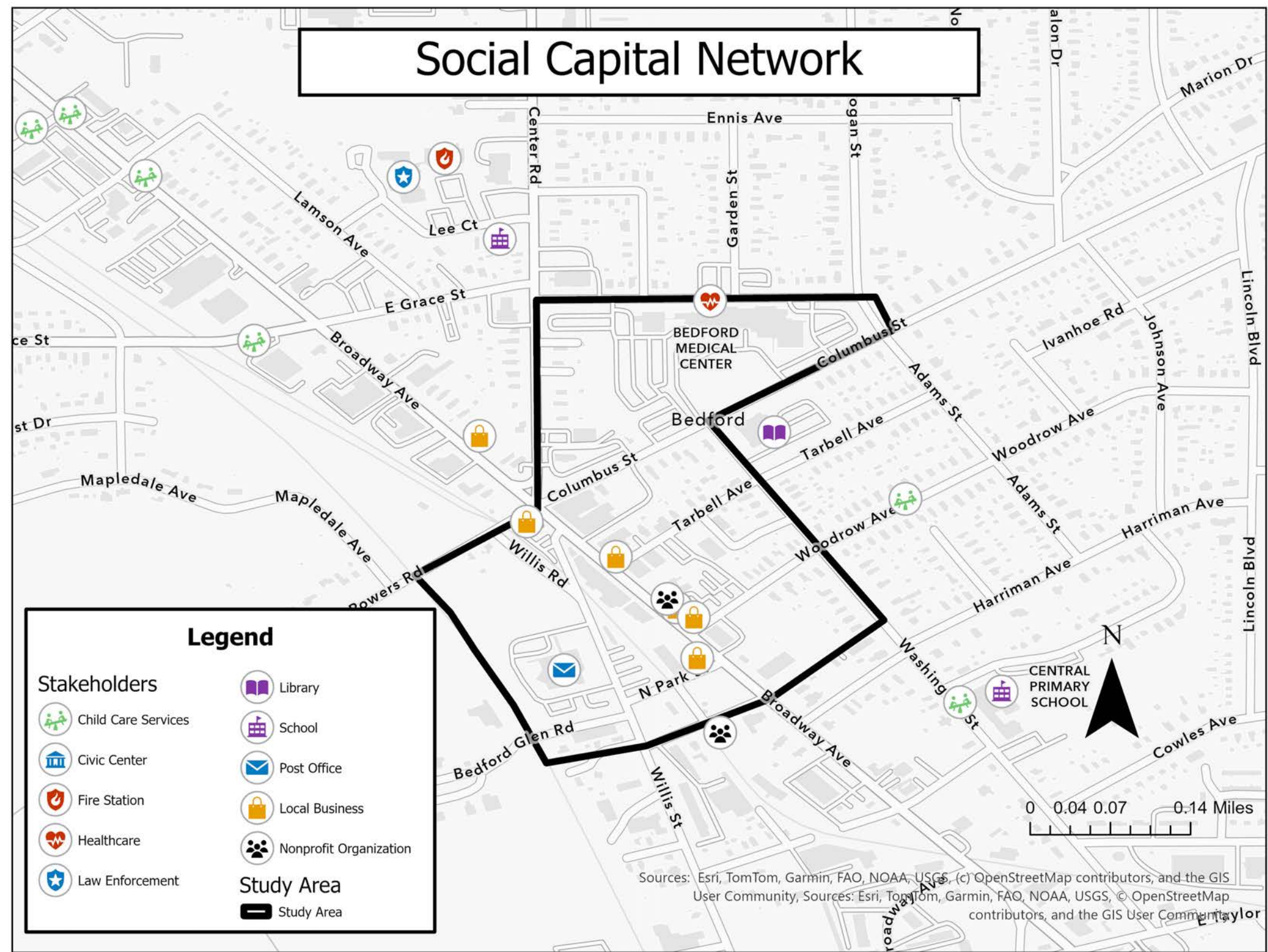
Appendix

Special Investment Districts in Cuyahoga County



Locations of existing and proposed SIDs in Cuyahoga County, as of 2020

Social Capital



Information on the budget and assessment for each SID

Special Improvement District	Year Est.	Most Recent Renewal	Term of Plan	2020 Budget*	Annual Budget Increase	Method of Assessment		
						Frontage	Value	Assessment Notes
Cedar Fairmount	2003	2018	5 Yrs	\$66,275	0.00%	0%	100%	
Cedar Lee	2003	2018	5 Yrs	\$155,888	0.00%	0%	100%	
Coventry	1996	2017	5 Yrs	\$165,300	3.00%	0%	100%	
Downtown Cleveland	2006	2016	5 Yrs	\$4,063,407	1.00%	25%	75%	Max value of district properties capped at \$100m; Assessment rate reduced by half for value between \$50m – \$100m
Gordon Square	2011	2016	5 Yrs	\$133,663	2.50%	100%	0%	
Kamm's Corners	2015	2018	5 Yrs	\$30,000	0.00%	90%	10%	
Ohio City	2012	2020	5 Yrs	\$570,000	3.00%	65%	35%	Max assessment of single-family, owner-occupied dwellings capped at \$500
Superior Arts	2018		3 Yrs	\$208,996	3.00%			

\* Each district's budget represents an annual amount for the first year of its most recent services plan renewal



# Appendix

## Hospital Site Pro Forma Program

### Bedford Hospital Site

Bedford Hospital Site	Leasable SF	# of Units	SF Each	Bedrooms	Rent Each	Rent/SF	Total Rent/Mo.	Total Rent/Year		Gross SF	Cost \$/GSF	Total Cost
Parking		20			75		1,500	18,000				
Brewery	8,000	1	8000		17.00		11,333	136,000		8,000	170.00	1,360,000
Type A Single TH - Affordable 30%	55,440	36	1,540	2	496	0.32	17,865	214,380		55,440	203.50	11,282,040
Type A Single TH - Affordable 80%	41,580	27	1,540	2	1,490	0.97	40,230	482,760		41,580	203.50	8,461,530
Type B Single TH - Affordable 80%	14,600	8	1,825	3	1,664	0.91	13,310	159,720		14,600	203.50	2,971,100
Hopsital HP Unit - Market	5,136	6	856	1	1,675	1.96	10,050	120,600		5,136	240.50	1,235,208
Hospital HP - Hotel Keys	3,750	10	375	1	175	0.47	31,500	378,000	60% occupancy	3,750	275.00	1,031,250
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Total	128,506	77	1,327		1,220	0.94	125,788	1,509,460		128,506	204.98	26,341,128

## Hospital Site Affordability Requirements

Affordability - HUD Income Limits					
		70%	75%	80%	90%
	Studio	1BR	2BR	3BR	
HH Size	1	1.5	2	3	
60% AMI	29,700	31,830	33,960		
AMI 4 Person HH:	99,400				
100% % AMI	69,580	74,550	79,520	89,460	
30% of income	20,874	22,365	23,856	26,838	
Monthly Rent+Utilities	1,740	1,864	1,988	2,237	
(Utilities)	60	75	100	125	
Rent	1,680	1,789	1,888	2,112	
AFF	80% AMI	55,650	59,625	63600	71,550
30% of income	16,695	17,888	19,080	21,465	
Monthly Rent+Utilities	1,391	1,491	1,590	1,789	
(Utilities)	60	75	100	125	
Rent	1,331	1,416	1,490	1,664	
VLI	30% AMI	20,900	22,375	23,850	26,850
30% of income	6,270	6,713	7,155	8,055	
Monthly Rent+Utilities	523	559	596	671	
(Utilities)	60	75	100	125	
Rent	463	484	496	546	
MKT	120% AMI	83,496	89,460	95,424	107,352
35% of income	29,224	31,311	33,398	37,573	
Monthly Rent+Utilities	2,435	2,609	2,783	3,131	
(Utilities)	60	75	100	125	
Rent	2,375	2,534	2,683	3,006	



# Appendix

## Hospital Site Pro Forma Sources and Uses

Bedford Hospital Site- Sources & Uses									
Uses of Funds									
		Construction	Permanent				Construction	Permanent	
Legal & Accounting	1,250,000		1,250,000						
Land Costs	-		-			LIHTC/HP Bridge	\$24,284,687		
Architecture	1,239,639		1,239,639	3.6%		Tax Credit (LIHTC/HP) Equity		\$24,284,687	56.92%
Survey/Civil	200,000		200,000			First Debt	\$8,919,167	\$8,919,167	20.91%
Testing	75,000		75,000			County Grants	\$150,000	\$150,000	0.35%
Permits	237,162		237,162			CommDev	\$50,000	\$50,000	0.12%
Title & Insurance	225,000		225,000			Infra Grant	\$350,000	\$350,000	0.82%
Carrying Costs	200,000		200,000			Developer Equ	\$2,133,050	\$2,133,050	5.00%
Marketing & Leasing	200,000		200,000			ITC Bridge Loan	\$306,000		0.00%
Reports & Inspections	80,000		80,000			ITC Investment		\$306,000	0.72%
Construction Management	250,000		250,000			Deferred Deve	\$1,300,000	\$1,300,000	3.05%
Developer Fee	2,000,000		2,000,000	5.0%		TIF Proceeds	\$5,168,086	\$5,168,086	12.11%
Leaseup Reserves	314,471		314,471			Total Sources	42,660,990	42,660,990	100.00%
First Loan Interest Reserve	375,000		375,000	4.00%					
First Loan Fees	90,000		90,000	1.00%					
2nd Loan Interest Reserve									
2nd Loan Fee				1.00%		S - U CHECK:	\$0		
Equity Reserve						VALUE:	\$12,142,200		
LIHTC Bridge Interest & Fees	1,175,000		1,175,000	5.00%					
ITC Bridge Loan Interest and Fees	15,300		15,300	5.00%					
Soft Costs Contingency	300,000		300,000						
Subtotal Land and Soft Costs	8,226,572		8,226,572						
Construction Contract	26,341,128		26,341,128						
Solar/Carports	1,700,000		1,700,000						
Sitework/Demo/Infra/Landscape	3,750,000		3,750,000						
Furnishings, Fixtures & Equipment	100,000		100,000						
Construction Contingency	2,543,290		2,543,290	8.0%					
Subtotal: Construction	34,434,418		34,434,418						
Total Uses of Funds	42,660,990		42,660,990						



# Appendix

## Hospital Site Pro Forma Valuation and TIF

Valuation Bedford Hospital Site			
Stabilized Operations Year	2		
NOI (Unabated Taxes)	849,954		
NOI w/ TIF	849,954		
Cap Rate	7.00%		
Unabated Value	12,142,193		
NPV of TIF		build in, single scenario	
NPV of Abatement		build in, single scenario	
Total Value w/ TIF & Abatement	12,142,200		
TIF Proceeds Calculation			
Assessed Value	\$4,249,770		
Tax Increment	\$416,477		
Upfront TIF Payment	\$5,168,086		
TIF Potential Payment (Check)	\$ (416,477)		
15 Year Abatement			
Valuation:	16,967,518		
Assessed Value	5,938,631		
Bedford Millage	0.085		
Post Abated Tax/PILOT	504,784		
Post 25-Year TIF			
Valuation	15,092,310	Drops without abatement but same cap...estimated used instead for econ impact instead of compressing cap.	
Assessed Value	5,282,308		
Bedford Millage	0.085		
Post Abated Tax/PILOT	448,996		

## Hospital Site Pro Forma Tax Credit Base

ELIGIBLE:		LIHTC Basis:	HTC:	
Hard Costs minus Solar:	\$32,734,418	\$24,550,814	\$1,636,721	
Soft costs:				
Architecture	\$1,239,639	\$929,729	\$61,982	
Legal & Accounting	\$1,250,000	\$937,500	\$62,500	
Survey/Civil	\$200,000	\$150,000	\$10,000	
Title & Insurance	\$225,000	\$168,750	\$11,250	
Reports & Inspections	\$80,000	\$60,000	\$4,000	
Permits	\$237,162	\$177,872	\$11,858	
Construction Management	\$250,000	\$187,500	\$12,500	
Developer Fee	\$2,000,000	\$1,500,000	\$100,000	
LIHTC Bridge Interest & Fees	\$1,175,000	\$881,250	\$58,750	
Total:	\$39,391,219	\$29,543,414	\$1,969,561	
Tax Credit Equity				
LIHTC:	\$2,658,907	Yearly		
	\$26,589,073	Tax Credit		
	\$23,930,166	Equity	56%	of Total Cost
HTC:	\$354,521		1%	of Total Cost
Total:	\$24,284,687		57%	of Total Cost



Appendix

Hospital Site Pro Forma 15-Year Projection

Operating Projections		2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
		Leaseup	Stabilization														
2.5%	Income	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Gross Income	1,349,740	1,383,484	1,418,071	1,453,522	1,489,860	1,527,107	1,565,285	1,604,417	1,644,527	1,685,640	1,727,781	1,770,976	1,815,250	1,860,631	1,907,147	1,954,826
	TH 30% Income	214,380															
	TH 80% Income	482,760															
	HP Market Rate Income	138,600															
	HP Hotel Income	378,000															
	Retail Income	136,000															
	Draw From Reserves																
	Vacancy Loss	25%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
	Net Income	1,012,305	1,341,979	1,375,528	1,409,917	1,445,165	1,481,294	1,518,326	1,556,284	1,595,191	1,635,071	1,675,948	1,717,847	1,760,793	1,804,813	1,849,933	1,896,181
2.5%	Expenses																
5.0%	Management	50,615	67,099	68,776	70,496	72,258	74,065	75,916	77,814	79,760	81,754	83,797	85,892	88,040	90,241	92,497	94,809
1.0%	Real Estate Taxes/PILOT	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	42,419	504,784
0.25%	Insurance	86,086	88,238	90,444	92,705	95,023	97,398	99,833	102,329	104,887	107,510	110,197	112,952	115,776	118,671	121,637	124,678
\$2.25	CAM/Utilities	271,139	271,139	277,917	284,865	291,987	299,286	306,768	314,438	322,298	330,356	338,615	347,080	355,757	364,651	373,767	383,112
	Replacement Reserve	-	23,131	23,709	24,302	24,910	25,532	26,171	26,825	27,496	28,183	28,888	29,610	30,350	31,109	31,886	32,684
	Total Expenses	450,259	492,025	503,266	514,787	526,596	538,700	551,108	563,825	576,860	590,221	603,916	617,953	632,342	647,090	662,207	1,140,066
	Net Operating Income	562,046	849,954	872,263	895,130	918,569	942,593	967,219	992,459	1,018,331	1,044,850	1,072,032	1,099,893	1,128,451	1,157,723	1,187,726	756,115
	First Debt	(579,746)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)	(683,007)
	2nd Debt																
	LIHTC Equity Return?																
	Cash Flow	(17,699)	166,947	189,256	212,123	235,562	259,586	284,212	309,452	335,324	361,843	389,025	416,886	445,444	474,716	504,719	73,108
	Debt Coverage Ratio	(0.97)	(1.24)	(1.28)	(1.31)	(1.34)	(1.38)	(1.42)	(1.45)	(1.49)	(1.53)	(1.57)	(1.61)	(1.65)	(1.70)	(1.74)	(1.11)
	1st Loan																
	Principal Outstanding	\$8,919,167															
	Amortization	30															
	Interest Rate	6.50%															
	Term	25															
	Payment	(683,007)															
	IPMT	(579,745.86)	(573,033.88)														
	PPMT																



# Appendix

## Hospital Site Pro Forma Economic Impact

<b>Economic Impact Detail</b>	
<u>Unphased Project</u>	
Hard Costs	\$31,791,128
Construction Wages	\$12,716,451
<b>Income Tax on Construction Wages</b>	<b>\$381,494</b>
<b>Construction Jobs</b>	<b>159</b>
Bedford Income Tax Rate	3.00%
Taxable Wages % of Construction	40%
Average Construction Salary	\$80,000
<b>Permanent Jobs</b>	<b>17</b>
Permanent Wages	\$55,000
<b>Income Tax - Permanent Jobs/Year</b>	<b>\$28,050</b>
Income Tax - Permanent Jobs/30 Years	\$1,093,950
<b>Total Perm Job Tax - 30 Years</b>	<b>\$1,093,950</b>
<b>Site Residents</b>	<b>160</b>
Average Income	\$45,000
Total Wages	\$7,200,000
% of Residents new to Bedford	70%
New Wages	\$5,040,000
% Working Outside City	75%
Income Tax Rate Outside City	0.75%
Income tax Rate Inside City	3.00%
<b>Annual New Resident Income Tax</b>	
<b>Revenue to City</b>	<b>\$66,150</b>
New Residents Bedford Income Tax 30 Years	\$1,984,500
Bedford Perm Job Tax 30 Year	\$1,093,950
Bedford Construction Income Tax	\$381,494
<b>Total 30 Year:</b>	<b>\$3,459,944</b>
<b>Annual Property Tax</b>	<b>\$563,171</b>
<b>30-Year Property Tax (Project Years 25-30)</b>	<b>\$2,844,296</b>

## Hospital Site Developer Returns

Discount Rate	9%
No Refi Scenario, 40-Yr	2027 Leaseup 1
Before Tax Cash Flows	-\$17,699
PV Factor:	0.917
PV Annual Cash Flow:	-\$16,237.99
Sum PV years	\$3,574,061
PV Sale	
Total PV	<u>\$3,574,061</u>
Initial Investment	(\$2,133,050)
NPV Leveraged	\$1,441,011
	<b>Rate of Return</b>
Project Return BT:	<b>4.72%</b>
	INCL. FEE