



2025

# TOWN CENTER STREETSCAPE IMPROVEMENT PLAN

OLMSTED TOWNSHIP, OHIO

PLAN PREPARED FOR **OLMSTED TOWNSHIP** BY OHM ADVISORS WITH GUIDE STUDIO



## ACKNOWLEDGMENTS

THANK YOU TO OLMSTED TOWNSHIP, TOWNSHIP TRUSTEES, AND PUBLIC PARTICIPANTS WHO INVESTED THEIR TIME AND EXPERTISE IN THE CREATION OF THIS PLAN FOR THE FUTURE OF OLMSTED TOWNSHIP.

### WORKING GROUP MEMBERS:

RILEY A. ALTON (OLMSTED TOWNSHIP TRUSTEE)

TOM COLE (OLMSTED TOWNSHIP TRUSTEE)

LISA ZVER (OLMSTED TOWNSHIP TRUSTEE)

JEREMY ROWAN (OLMSTED TOWNSHIP ECONOMIC DEVELOPMENT DIRECTOR)

GARY YELENOSKY (OLMSTED TOWNSHIP ADMINISTRATOR)

### STAKEHOLDER COMMITTEE MEMBERS:

RALPH BERTONASCHI (OLMSTED TOWNSHIP RESIDENT)

BOB PEREZ (OLMSTED FALLS SCHOOL BOARD)

DAVID GAREAU (GAREAU LAW)

JOHN PHILIPS (OLMSTED TOWNSHIP RESIDENT)

MORGAN FRANTZ (CARNEGIE CORPORATION)

TIM SORGE (SWINGS-N-THINGS)

CINDY KELLY (RE/MAX)

MARY VEDDA (KELLER WILLIAMS)

JIM LLOYD (OLMSTED FALLS CITY SCHOOL DISTRICT)

GEOFF MOYSE (RAZZLES)

AL MATYAS (SOUTHWEST GENERAL HEALTH CENTER)

## DID YOU KNOW?

Olmsted Township shares the name of the Olmsted family, after Captain Aaron Olmsted bought the Western Reserve land. After the township was named in his honor, his son Charles Hyde Olmsted sent 500 books to the library by Oxcart from Connecticut, the first publicly owned circulating library in northeastern Ohio.

Source: Olmsted Township



This vignette references Olmsted Township's layered history, from the "Oxcart Library" of books in the early 1800s, to today's vibrant community.

Source: OHM Advisors, 2025

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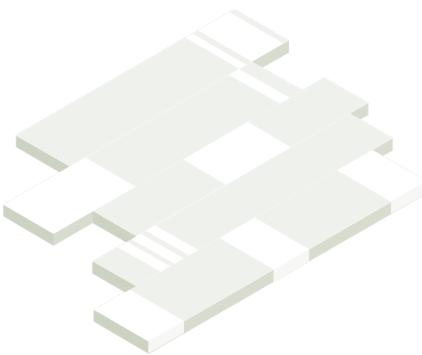
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Cost Estimation
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# INTRODUCTION





## PROJECT OVERVIEW

**Create a memorable local and regional destination with Olmsted Township-specific placemaking and pedestrian-focused improvements.**

The Olmsted Township Town Center Streetscape Improvement Plan is an opportunity to begin creating a unique place that fuels a cohesive and vibrant mixed-use district, weaving together Olmsted Township's heritage with new housing, retail, and civic components.

Throughout the planning process, current and future needs of the community informed a vision for Olmsted Township's Town Center streetscape for decades to come. A comprehensive public engagement effort created a set of community priorities and values, serving as the baseline for recommendations. This report details the current condition of the Town Center streetscape, along with community views, and provides specific recommendations to guide improvements at the intersection of Bagley Road and Stearns Road.



Study Area, shown in orange. Source: OHM Advisors

# PURPOSE OF THE PLAN

## GUIDE

**...the community in evaluating existing conditions of the Town Center streetscape through public engagement and technical analysis.**

## INFORM

**...current residents and Township leaders of best practices in streetscape design.**

## DEVELOP

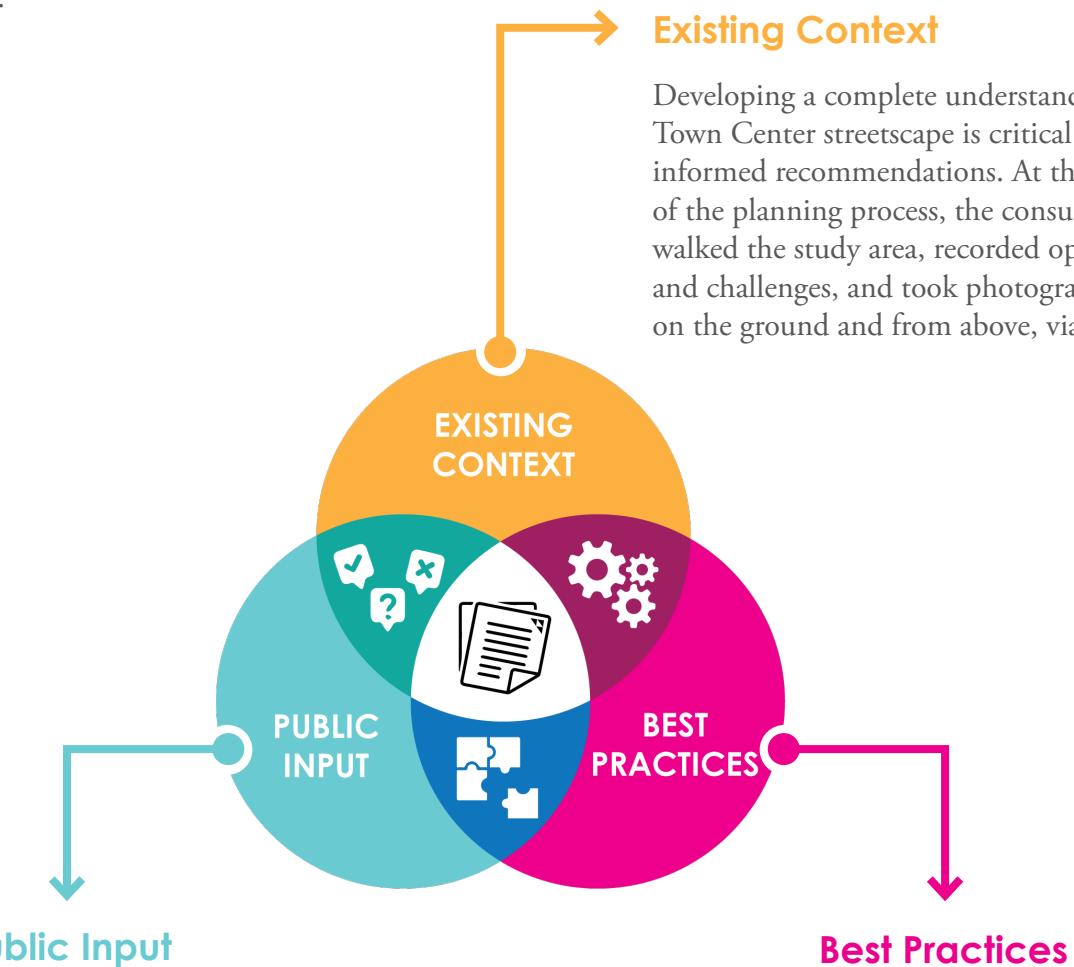
**...a unique vision for the streetscape at the crossroads of Bagley Road and Stearns Road based on opportunities and challenges.**

## DIRECT

**...implementation of improvements throughout the Town Center streetscape.**

## PROJECT INPUTS

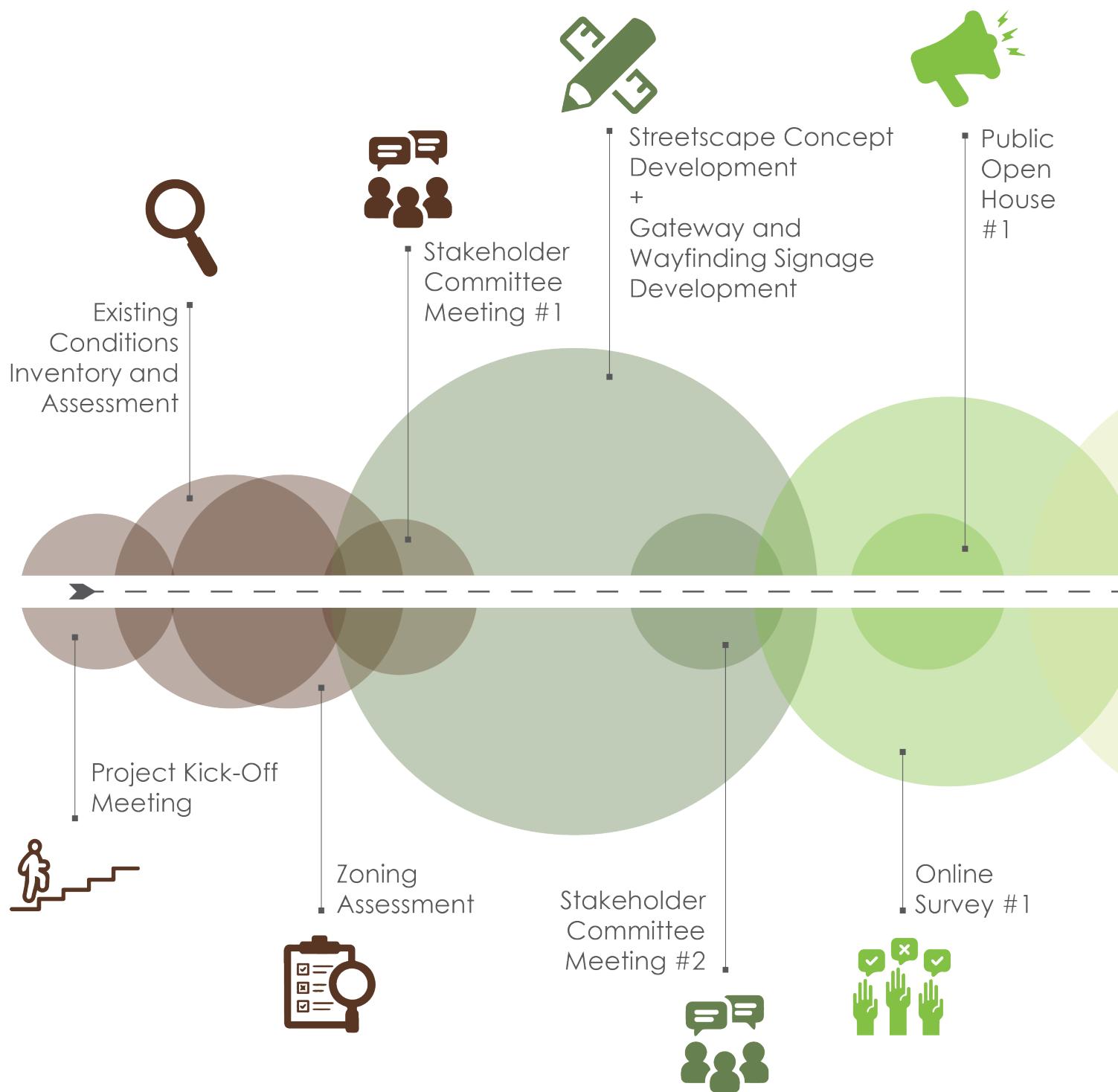
The Plan is derived from three primary inputs: existing context, public input, and best practices.

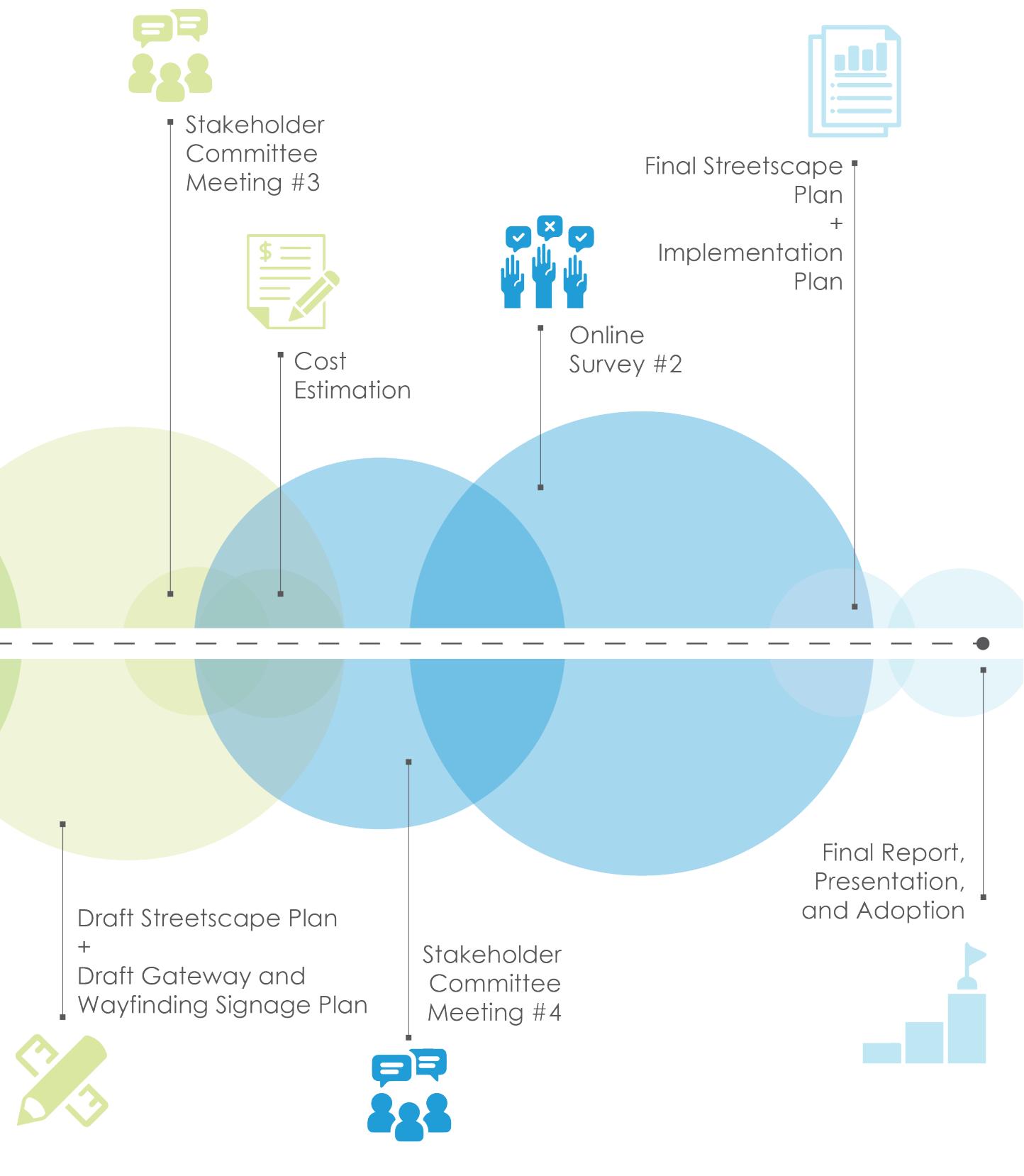


Robust and thoughtful public engagement was informed by the people who frequent the Town Center, and therefore contributes to public buy-in. Two surveys asked residents a range of questions about how they view the current project area, and what they would like to see in the future.

Several communities, advocacy organizations, and national experts have created resources for best practices in streetscape planning, design, and implementation. Many of these practices apply well to the Town Center, to create a high-quality destination for Township residents.

# PLANNING PROCESS





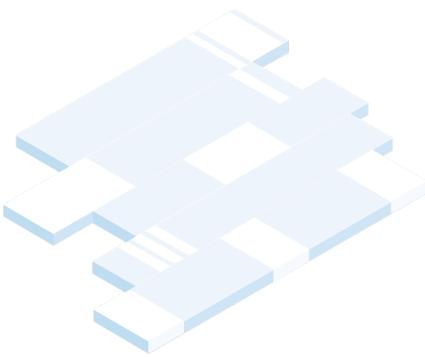
**PHASE 4  
REFINE**

**PHASE 5  
ENGAGE + CONFIRM**

**PHASE 6  
FINALIZE**



# RECOMMENDATIONS



## SITE ASSESSMENT

**On May 17, 2024, the consultant team performed a site visit to document existing conditions and perform preliminary assessment of the current streetscape.**

The project area sits at the intersection of Stearns Road and Bagley Road. This corridor is largely filled by commercial businesses and medical offices, with single family homes on either side of the intersection along Bagley Road. With the exception of CVS, the businesses within the project area are all locally owned and operated.

The pedestrian experience along Bagley Road was uncomfortable given the limited distance and protection from traffic both on the road and in the adjacent parking areas. The sidewalk meandered around existing utilities, or came to an abrupt stop at key junctures along the corridor, limiting accessibility.

The project team identified existing utilities and the limited right-of-way remaining on Stearns Road after expansion as major constraints of the improvement project. Despite these constraints, the proximity to local schools along Bagley Road, robust population of locally owned businesses, and future commercial and residential developments are opportunities that will all be strengthened by streetscape enhancements.



**Sidewalks along Bagley Road were installed reacting to existing utilities rather than in coordination with them.**  
Source: OHM Advisors, 2024

# ASSESSMENT AT A GLANCE

## STREETSCAPE OPPORTUNITIES



Proximity to local schools  
on “Bulldog Boulevard”



Enhance local businesses  
+ future development

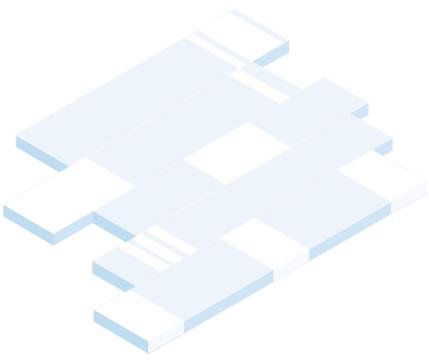
## STREETSCAPE CONSTRAINTS



Existing parking area at  
SE corner of Bagley Rd. &  
Stearns Rd.



High number of  
overhead utilities



Source: OHM Advisors, 2024



**Drone imagery of the project area looking west**

Source: OHM Advisors, May 2024

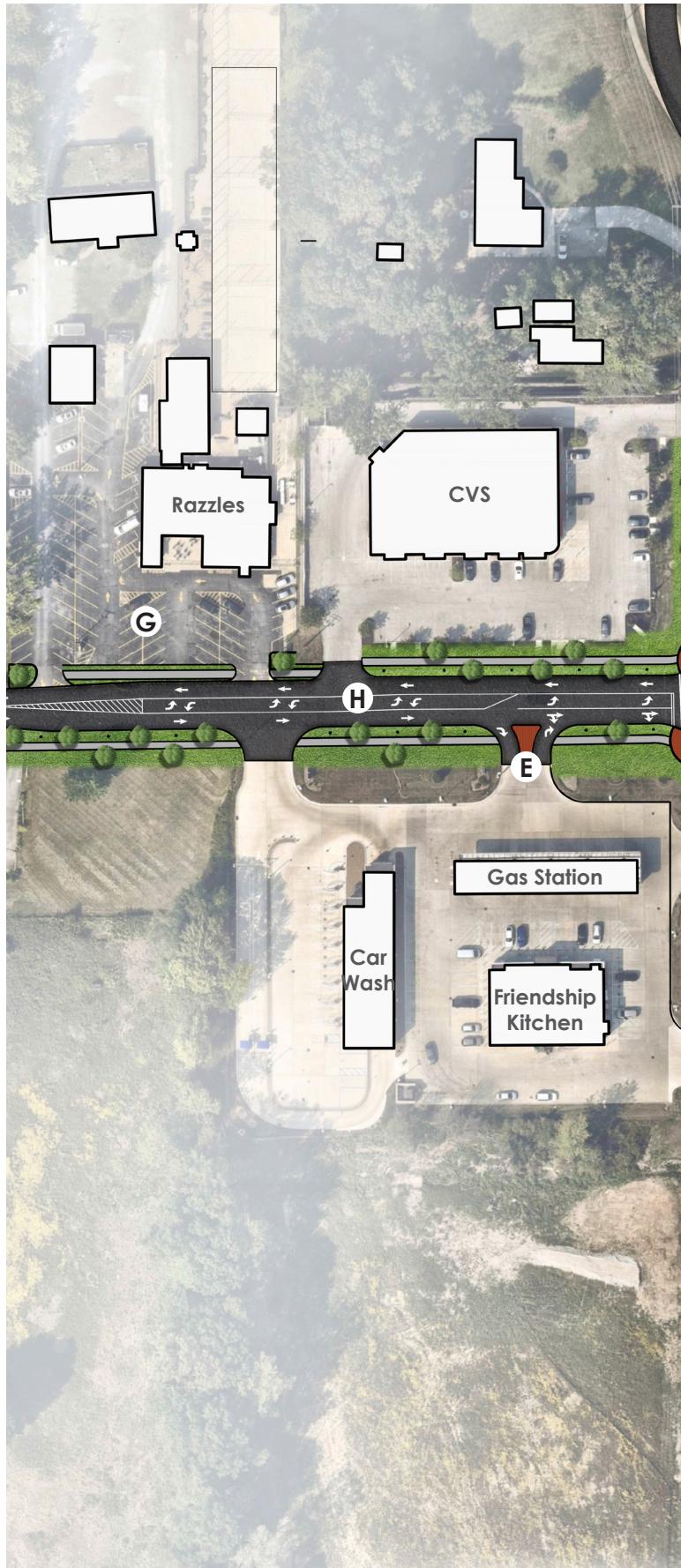


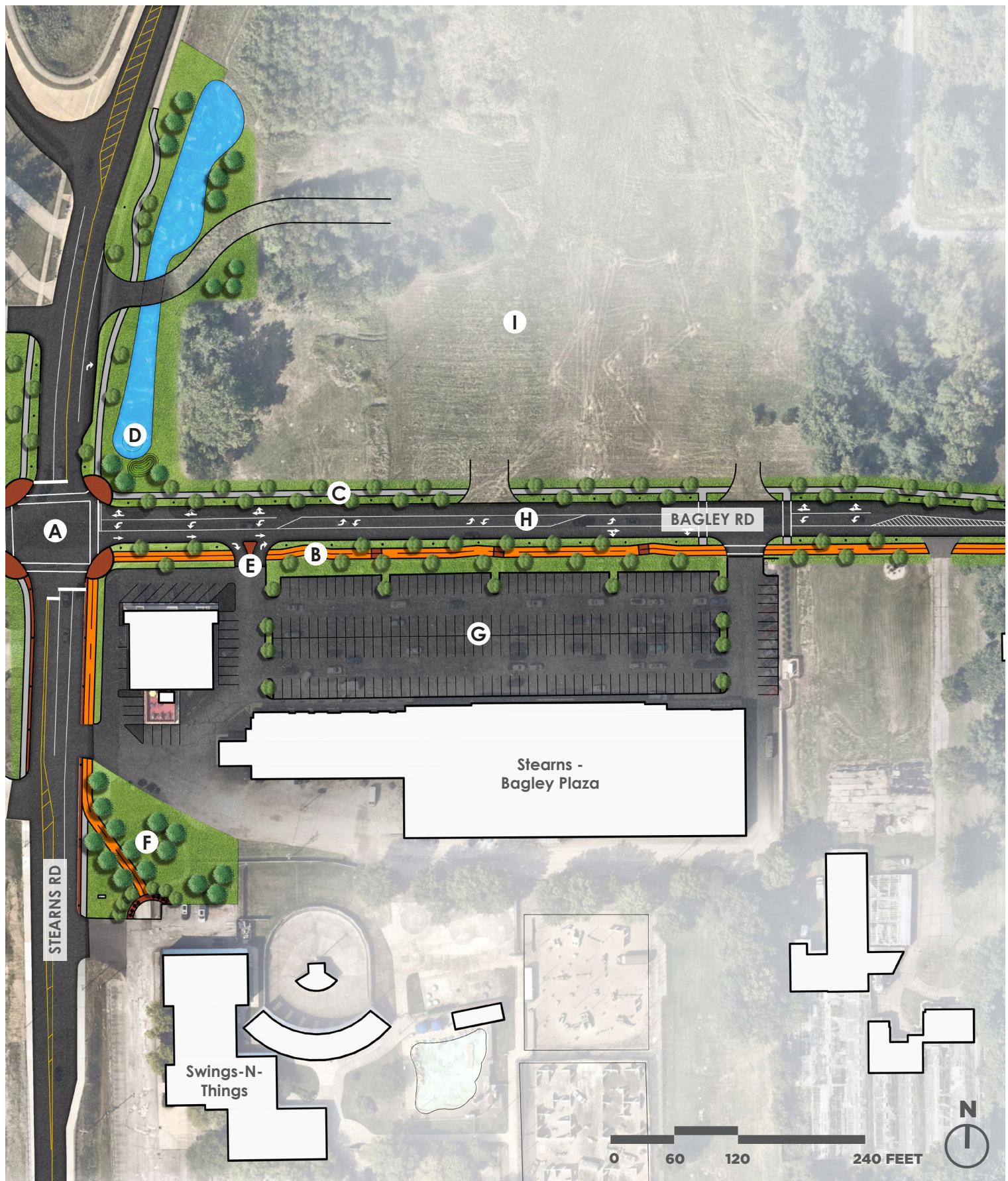
**Drone imagery of the project area looking east**

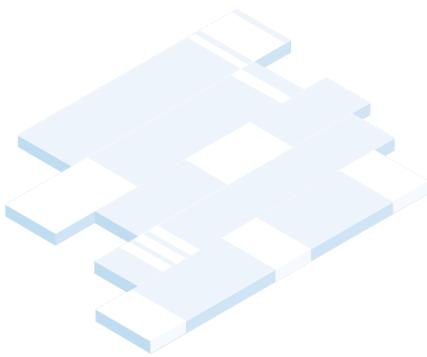
Source: OHM Advisors, May 2024

# TOWN CENTER STREETSCAPE IMPROVEMENT PLAN

- A** Enhanced Bagley Road - Stearns Road gateway intersection with improved pedestrian crossings, monument signs, and decorative paving
- B** Multi-use trail connecting Town Center to schools on Bagley Road with shade trees and decorative architectural features
- C** Pedestrian sidewalks with shade trees and decorative architectural features
- D** Decorative stormwater basin
- E** Right-in / Right-out turn lanes
- F** Proposed pedestrian plaza
- G** Proposed reoriented parking configuration
- H** Dedicated left-turn lanes
- I** Future development







## PRIORITY PROJECTS

**The four priority projects within the streetscape improvement plan aim to improve infrastructure, support public safety, and promote a unique sense of place.**

### 1. ROADWAY ENHANCEMENTS

The first recommended project responds to the current and anticipated traffic pressure at the Bagley / Stearns intersection. Based on existing traffic conditions, there is sufficient need for widening Bagley Road to include dedicated left-turn lanes. With proposed future development northeast of the intersection, this need will only increase. All additional streetscape improvements should follow the recommended widening of Bagley.

### 2. MULTI-USE TRAIL

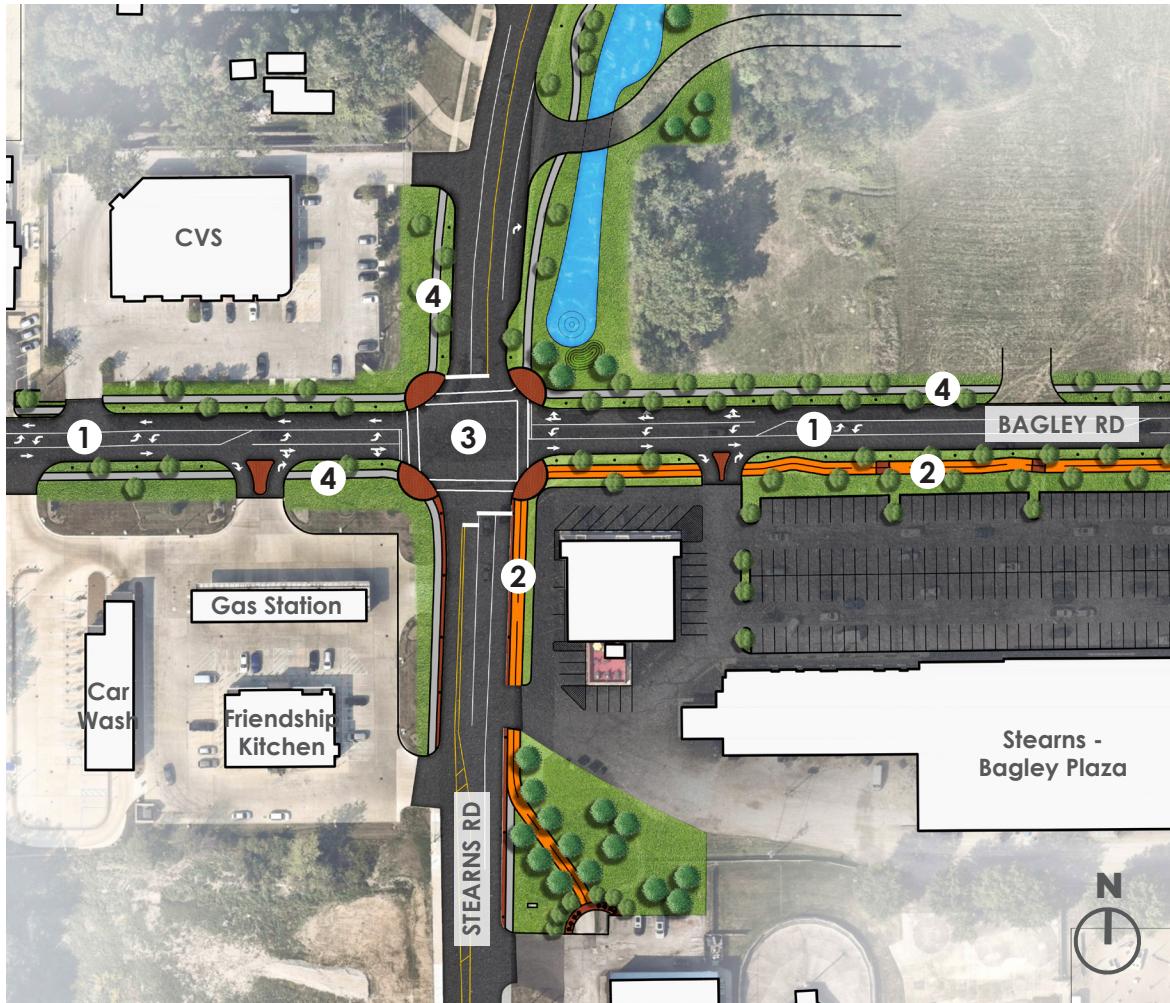
The second project involves implementing a multi-use trail to provide a safe, off-road facility for non-motorized transportation. This trail should extend along the south side of Bagley Road from the Bagley / Stearns intersection to Olmsted Falls High School. This project responds to the desire for safe avenues for students to navigate Bagley Road before and after school.

### 3. INTERSECTION GATEWAY

As a main entry point to Olmsted Township, the intersection at Bagley Road and Stearns Road should make a statement. Enhanced pedestrian crossings offer the opportunity for decorative paving to emphasize this gateway. Additional shade trees and monument signage welcome residents and visitors to the Township.

### 4. PEDESTRIAN EXPERIENCE

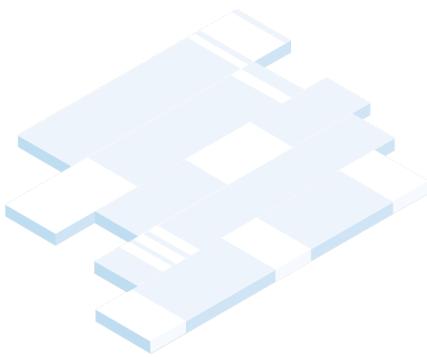
The fourth project underscores the overarching goal to improve pedestrian safety, and create a distinct experience along Bagley Road. Deciduous shade trees line the improved sidewalks for comfort and visual appeal, while decorative elements like wayfinding signage, lighting with permanent banners, and architectural masonry fencing contribute to a sense of place.



## FUTURE PHASES

Future project phases propose:

- Right-in / Right-out turn lanes before Bagley / Stearns intersection
- Decorative stormwater basin
- Proposed pedestrian plaza adjacent to Swings-n-Things
- Reoriented parking configuration



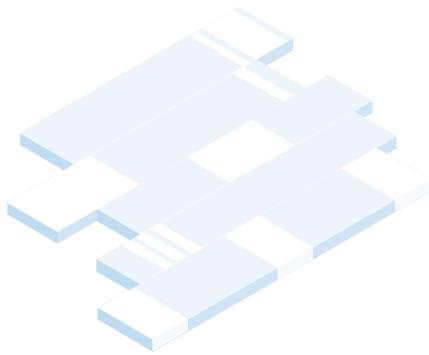
## STEARNS ROAD LOOKING NORTH

KEY MAP



## EXISTING CONDITIONS





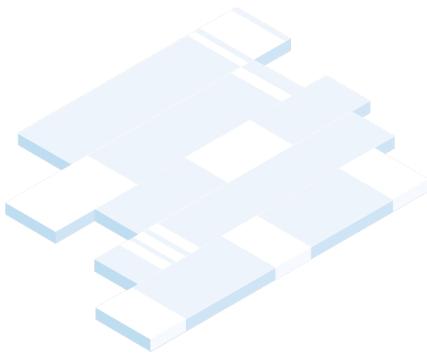
## BAGLEY ROAD LOOKING EAST

### KEY MAP



## EXISTING CONDITIONS





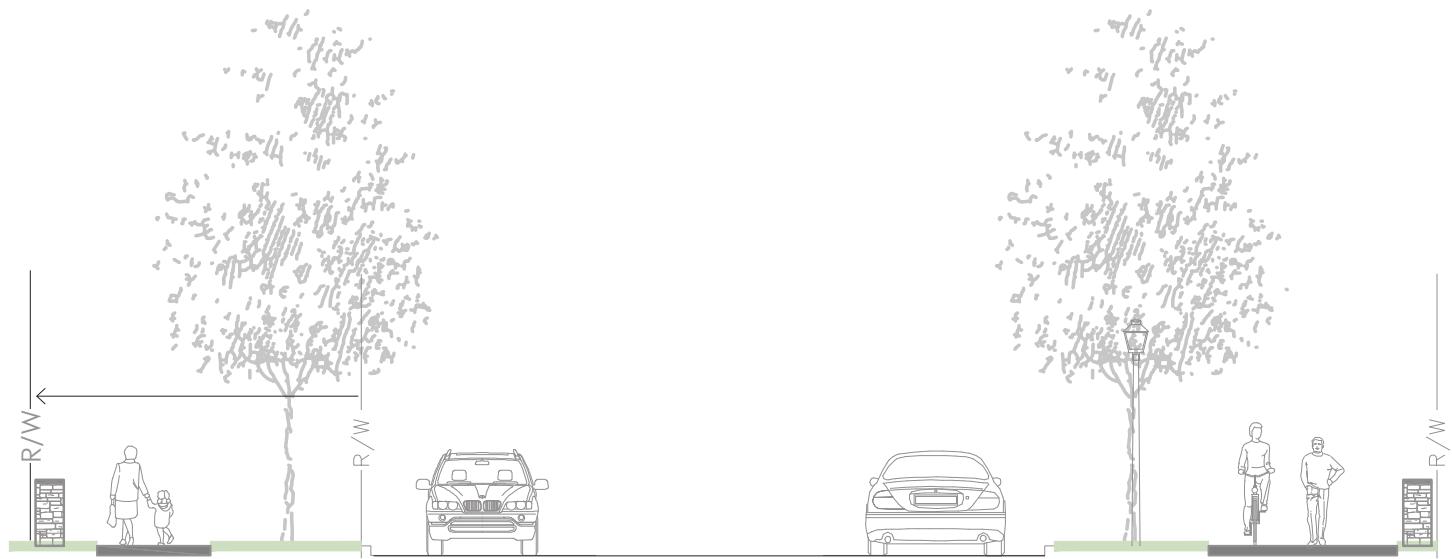
## WAYFINDING

Public feedback indicated a preference for the more traditional, semi-rural character exhibited in proposed wayfinding features.

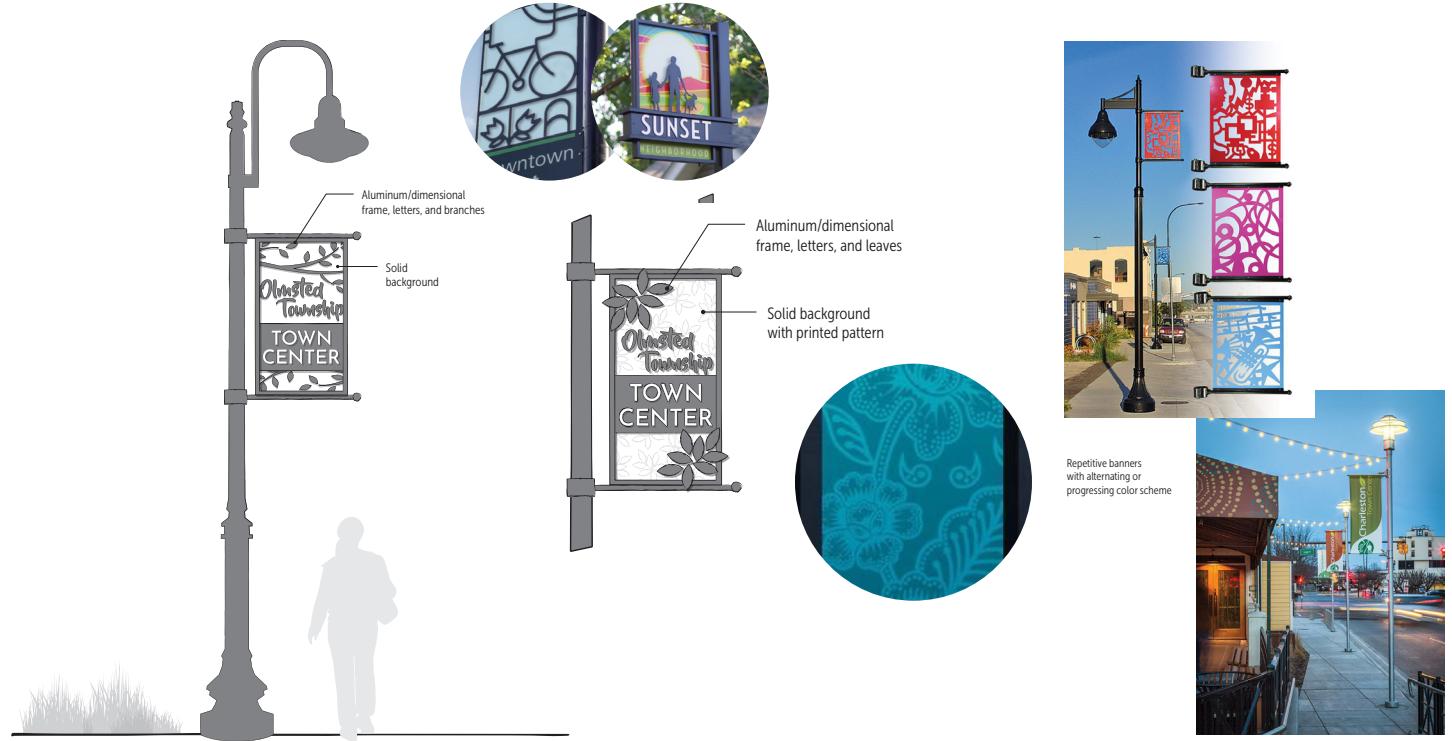
### PRIMARY GATEWAY



## SECONDARY GATEWAY



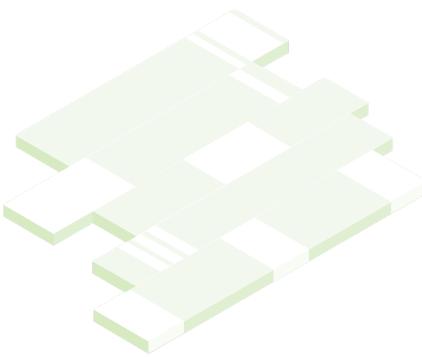
## PERMANENT BANNER





An aerial photograph of a city street. In the foreground, a road with a white dashed line and several traffic cones is visible. To the left, there's a building with a grey roof and a parking lot with several cars. In the background, there are more buildings, trees, and a road with a bridge. The overall image has a greenish tint.

# PUBLIC ENGAGEMENT



## OVERVIEW

**Public input informs and supports the success of the streetscape plan.**

Throughout the course of planning for Olmsted Township's Town Center streetscape, a robust public engagement effort solicited hundreds of ideas and comments, to build the foundation of plan recommendations. Individual meetings with the working group, two online surveys, and conversations with the public at community events provided participants' perspective on the study, and informed recommendations for the streetscape.

## Working Group

The working group kept in regular contact throughout the planning process. Members included Township trustees and development officials. The working group guided plan development by providing firsthand insight into the conditions of the Town Center streetscape and vetting recommendations presented by the planning team. Additionally, the group functioned as stewards of the plan, encouraging friends, family, and neighbors to participate in public engagement. In the future, the group's advocacy will be critical for the plan's success.

## The Public

Olmsted Township community members were encouraged to participate throughout the planning process. Feedback received from the public was helpful in forming park concepts, prioritizing recommendations, and creating a holistic understanding of Olmsted Township's Town Center streetscape.

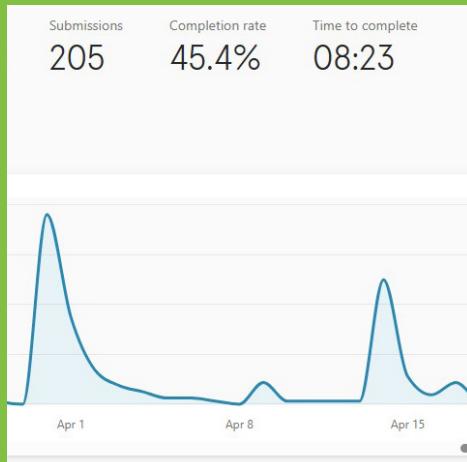


**The open house was one opportunity for the public to participate in the planning process.**

Source: OHM Advisors, 2025

# ENGAGEMENT AT A GLANCE

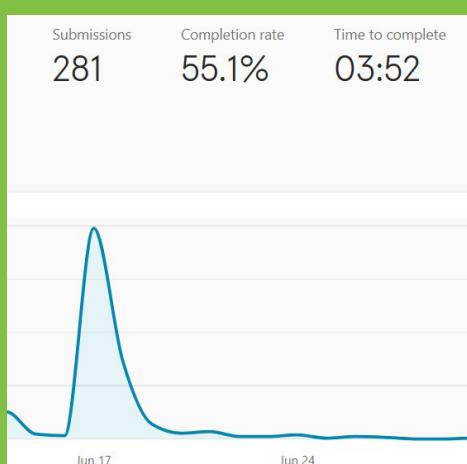
**538**  
POINTS OF ENGAGEMENT



**205**  
Online Survey #1 Responses



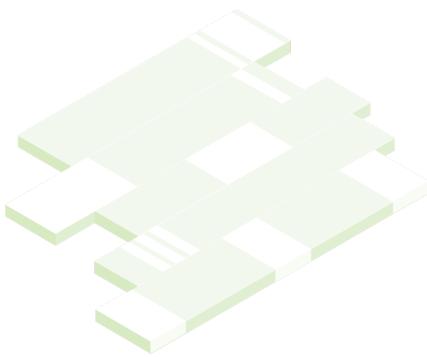
**40**  
Open House Attendees



**281**  
Online Survey #2 Responses



**12**  
Stakeholder Committee  
Participants



## KICK-OFF MEETING

**Date: Friday, May 17, 2024**

**Location: Olmsted Township Building & Zoning Building**

The kick-off meeting marked the beginning of the project process. The meeting brought together Township officials and the consultant team to finalize the work plan, project schedule, identify stakeholder groups, and discuss opportunities and issues.

The meeting provided an opportunity for the working group to expand the planning team's initial understanding of the streetscape existing conditions. Input from the working group included valuable information regarding future development adjacent to the project study area, and potential study area expansion for further analysis. Additionally, the working group began to draft a list of stakeholders to form the project stakeholder committee.

Next steps involved formalizing the stakeholder committee, setting up monthly administrative check-ins with the working group, and sharing future development plans.

The kick-off meeting was critical in encouraging open conversations between the consultant team and Olmsted Township leadership, and generating initial ideas.



**Drone imagery was captured following the kick-off meeting.**  
Source: OHM Advisors, 2024

# STAKEHOLDER MEETING #1

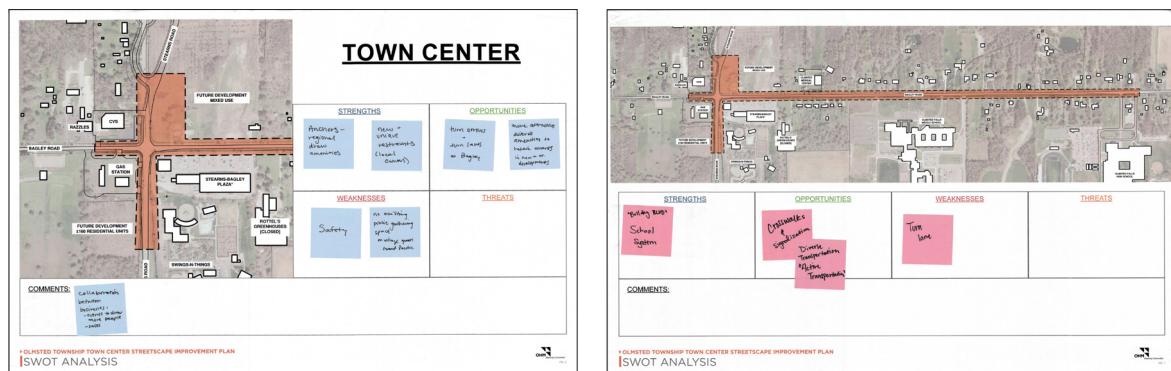
**Date: Thursday, July 11, 2024**

**Location: Olmsted Township Building & Zoning Building Community Room**

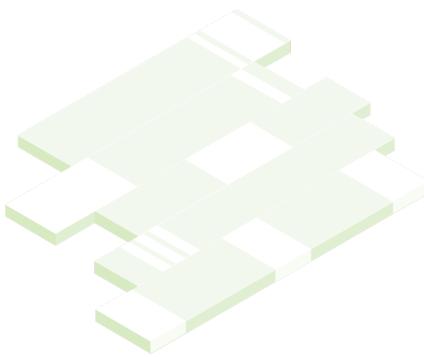
To gain a better understanding of the project study area and confirm guiding principles of the planning process, a group of local stakeholders gathered in the first stakeholder meeting. The stakeholder committee consisted of local business owners, citizens, and business developers. After introductions and a presentation of the planning process, the group was asked to identify the opportunities and challenges associated with enhancing the Town Center streetscape.

In general, stakeholders identified the safety of pedestrians on Bagley Road and Stearns Road as the most pressing challenge. Stakeholders also noted the need for better crosswalks, signalization, and opportunities for non-motorized transportation.

Among the existing streetscape's strengths, the group identified local businesses with a regional draw, the direct connection to the schools along "Bulldog Boulevard" (Bagley Road), and the opportunity to provide "shape" to a location which lacks a distinct identity.



Stakeholders provided feedback on strengths, opportunities, and weaknesses of the existing Town Center and Streetscape.



## STAKEHOLDER MEETING #2

**Date: Wednesday, November 20, 2024**

**Location: Olmsted Township Building & Zoning Building Community Room**

After working with the Township and local developers to develop a plan for proposed roadway enhancements to Bagley Road, the stakeholder group met again to review graphics and generate ideas for the streetscape.

Following a short presentation outlining the reasoning and layout of the proposed roadway enhancements, stakeholders gathered around a large plan of the roadway to generate ideas for streetscape improvements. They placed images of various amenities (lighting, seating, decorative paving, etc.) where they thought each should be implemented along the corridor, in addition to handwritten notes and suggestions.

Stakeholders preferred a combination of the semi-rural farmhouse and contemporary greenhouse character palettes, agreed with the proposed roadway enhancements, and suggested burial of aboveground utility poles to provide a “clean slate” for improvements.



Stakeholders placed amenity photos on a roll plot of Bagley Road to indicate where each amenity should be implemented throughout the streetscape.

## STAKEHOLDER MEETING #3

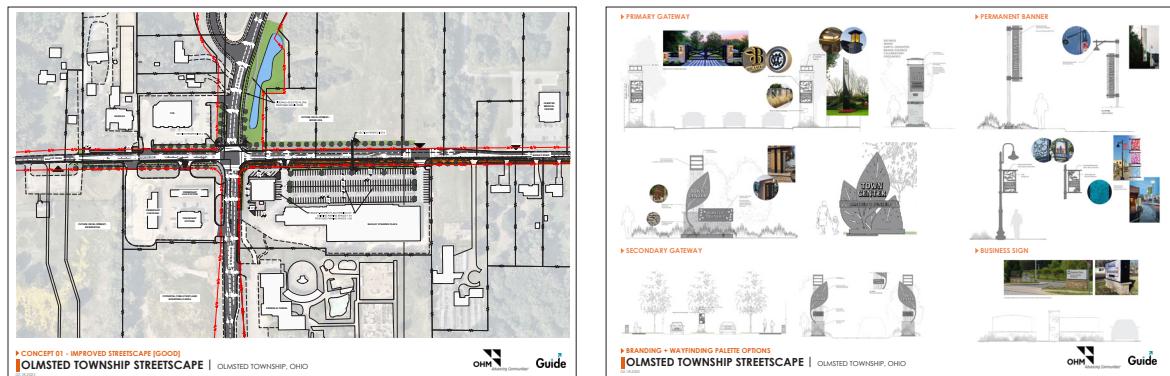
**Date: Tuesday, March 4, 2025**

**Location: Olmsted Township Building & Zoning Building Community Room**

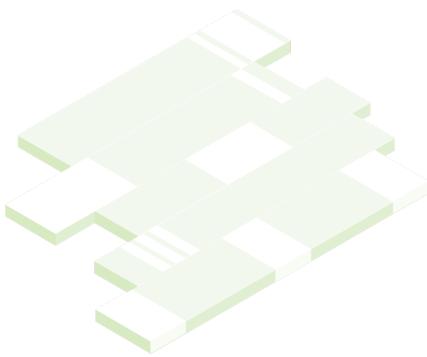
Before the first public survey and open house later in March, the stakeholders gathered for a third time to review three streetscape concepts and wayfinding palette. Stakeholders were briefed on the iterations and adjustments to the roadway based on their previous input. Feedback from the group was largely positive, with suggestions to include aboveground utilities on graphics shown to the public to improve realism and sense of place.

Additional comments suggested slight adjustments to the proportional layouts of the streetscape elements to increase the vegetated buffer between multi-use trail users and vehicles in the roadway.

Aside from minor adjustments, the group agreed the concepts were ready for public feedback. The project team planned to share a flyer for the open house and public survey with committee members to begin advertising both engagement events.



Stakeholders reviewed and provided initial feedback on three streetscape concepts and the proposed wayfinding palette.



## PUBLIC OPEN HOUSE

**Date: Thursday, March 27, 2025**

**Location: Swings-n-Things**

An open house was held on Thursday, March 27, 2025 at the local business, Swings-n-Things. Team members spoke with many attendees to collect their feedback regarding the proposed concepts.

Three streetscape concepts were displayed on a series of graphic boards set up for review and input. The concepts shared the same roadway, sidewalk, and trail improvements but varied in their level of additional beautification via wayfinding amenities.

Two wayfinding concepts were also displayed, the first showcasing a more traditional styling featuring stone pillars and permanent metal banners, while the second was a more playful option based on the Township's botanical-themed logo and local history.

In coordination with the first public survey, this event gave locals their first opportunity to contribute to the project planning process.



Graphic boards were set up around the perimeter of the Swings-n-Things bar with a central table for further discussion.

Source: OHM Advisors, 2025

# KEY TAKEAWAYS FROM THE PUBLIC OPEN HOUSE

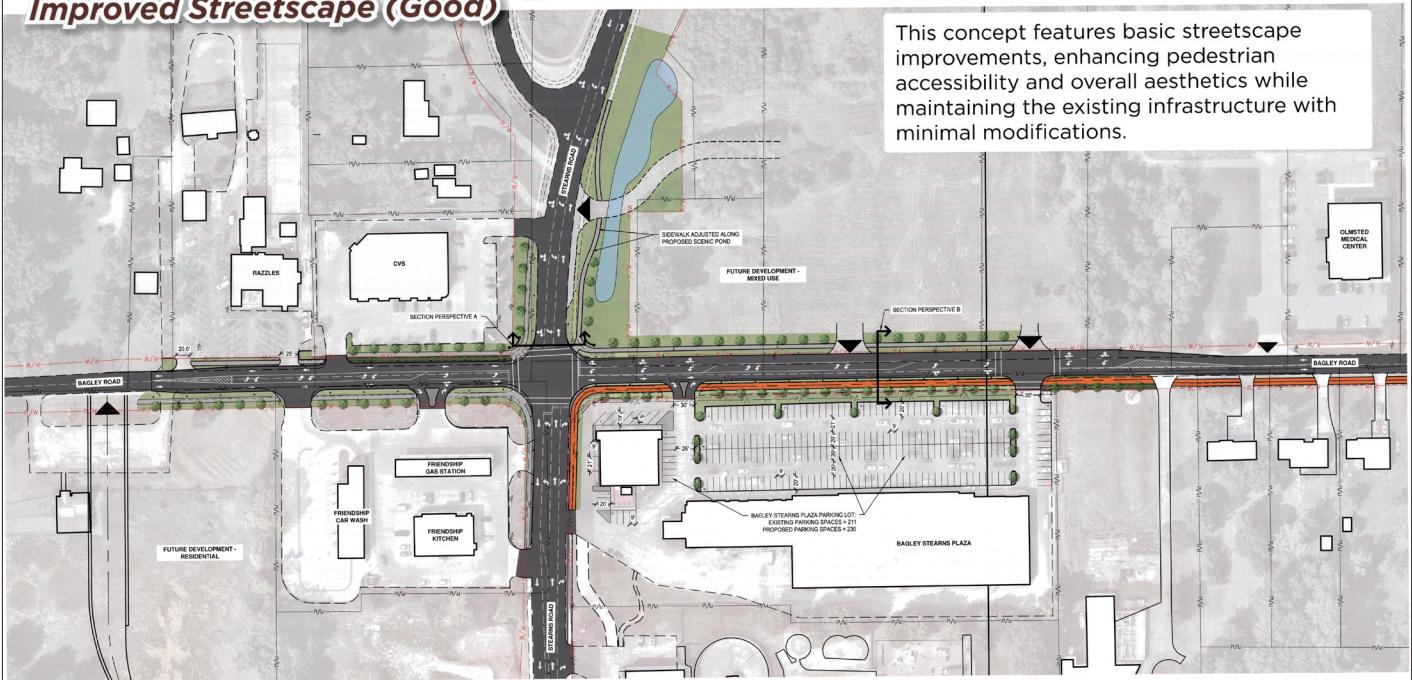
- Generally, attendees were enthusiastic about the proposed roadway, sidewalk, and trail improvements. Attendees felt their current concerns about pedestrian and vehicular safety were being addressed by the proposed improvements.
- Attendees noted the need for additional green infrastructure to mitigate flooding.
- Concept 03, showcasing the planted medians and highest level of beautification amenities, was the most preferred streetscape concept.
- The “traditional” wayfinding Concept 01, featuring stone pillars and permanent lamppost banners, was most popular with attendees.
- Attendees were most concerned about maintenance of any implemented improvements, and funding sources.



Open house attendees gathered at the local business, Swings-n-Things, to discuss proposed concepts.  
Source: OHM Advisors, 2025

# Streetscape Concept 1

## Improved Streetscape (Good)



This concept features basic streetscape improvements, enhancing pedestrian accessibility and overall aesthetics while maintaining the existing infrastructure with minimal modifications.

\* Flooding? Green Infrastructure.

Trail Under Utility Lines.

3 lanes past schools?

LEAVE A  
POST-IT!

## CONCEPT 01

Comments left on the graphic board for Concept 01 included:

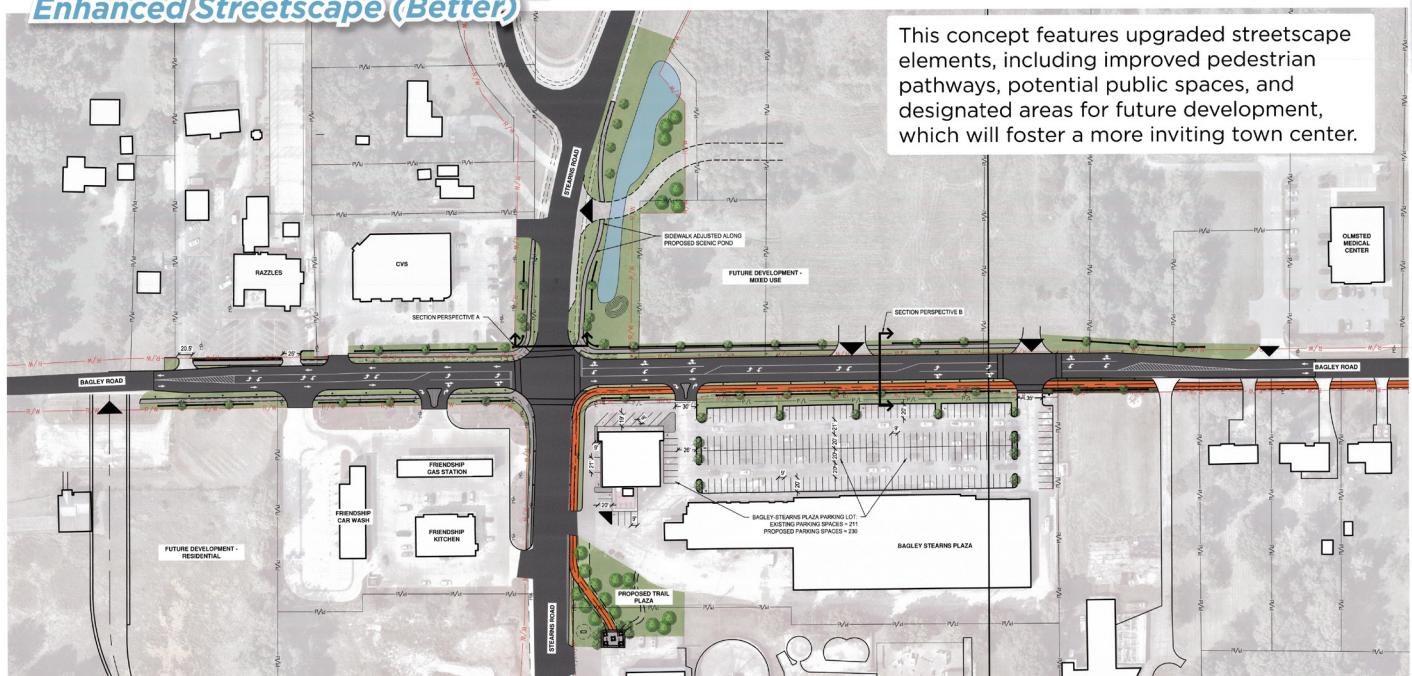
- Flooding? Green infrastructure
- Trail under utility lines?
- 3 lanes past schools?

# Streetscape Concept 2

## Enhanced Streetscape (Better)



This concept features upgraded streetscape elements, including improved pedestrian pathways, potential public spaces, and designated areas for future development, which will foster a more inviting town center.



TURN LANES  
ON STEARNS  
NOT SHOWN  
ON THIS DRAWING

124-1-C-1  
over Brdg.

LEAVE A  
POST-IT!

## CONCEPT 02

Comments left on the graphic board for Concept 02 included:

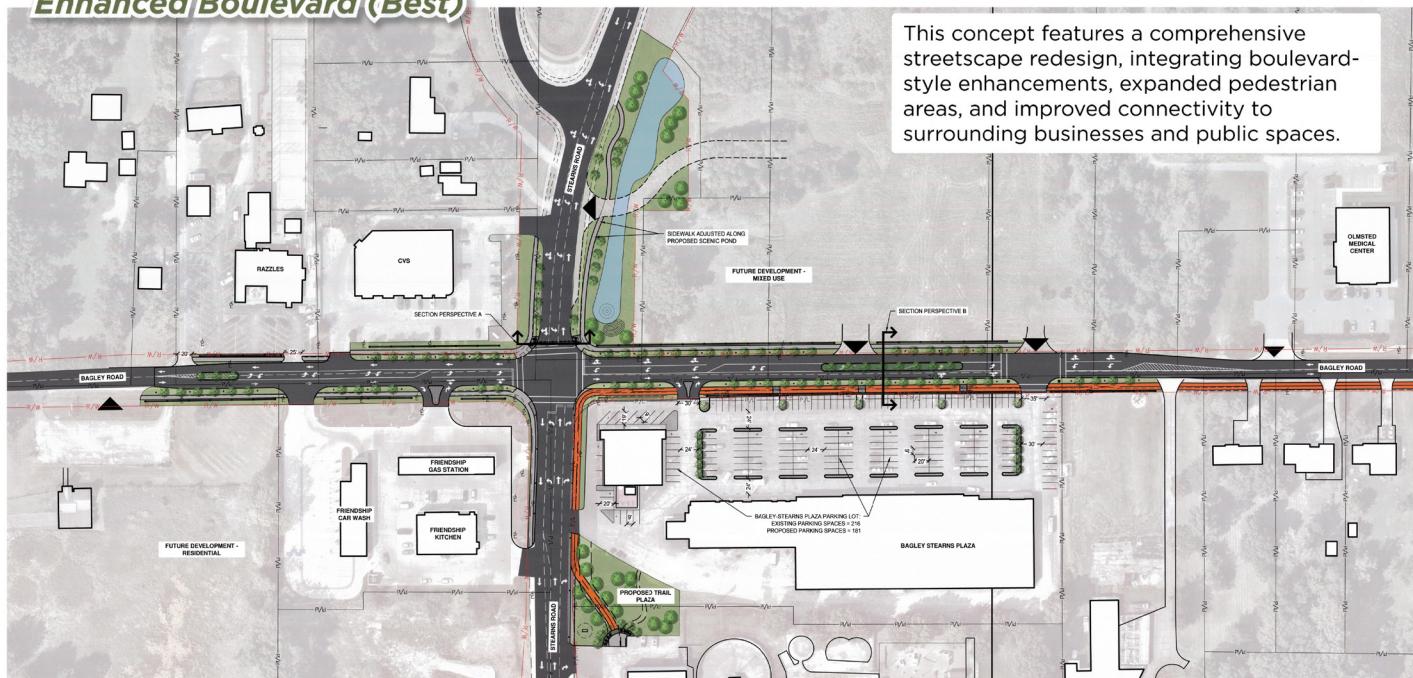
- Turn lanes on Stearns now shown on this drawing
- Put lights over bridge

# Streetscape Concept 3

## Enhanced Boulevard (Best)



This concept features a comprehensive streetscape redesign, integrating boulevard-style enhancements, expanded pedestrian areas, and improved connectivity to surrounding businesses and public spaces.



Township can't afford firefighters! How will it afford this?

LEAVE A  
POST-IT!

## CONCEPT 03

Comments left on the graphic board for Concept 03 included:

- Township cannot afford firefighters! How will it afford this?

# Which streetscape concept do you prefer?

Place a dot here to leave your response!



## Concept 1

*Improved Streetscape  
(Good)*



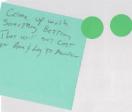
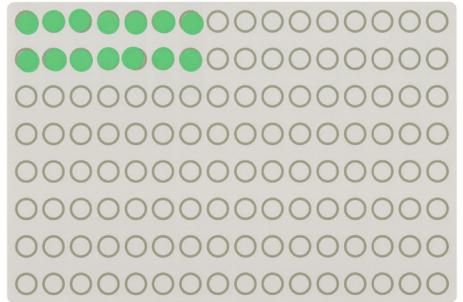
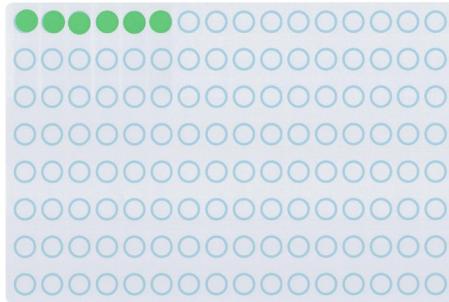
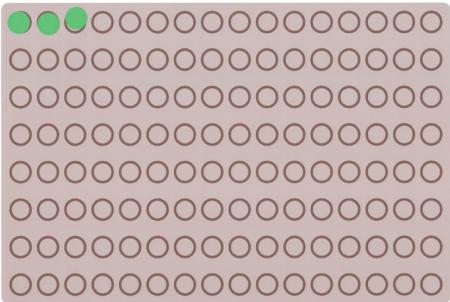
## Concept 2

*Enhanced Streetscape  
(Better)*



## Concept 3

*Enhanced Boulevard  
(Best)*



## OVERALL CONCEPT PREFERENCE

Using a sticker dot to denote one vote per attendee, the overall concept preference resulted in the following ranking:

1. Concept 03: Enhanced Boulevard (Best) > 14 votes
2. Concept 02: Enhanced Streetscape (Better) > 6 votes
3. Concept 01: Improved Streetscape (Good) > 3 votes

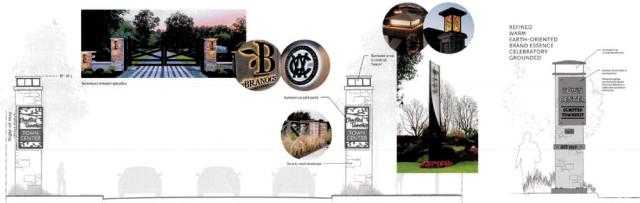
# Which wayfinding concept do you prefer?

*Place a dot to leave your response!*

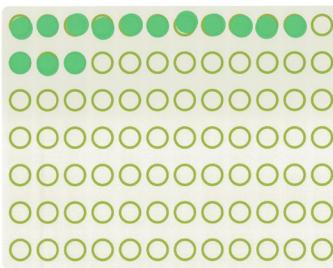
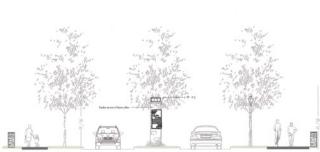


## Concept 1

## ► PRIMARY GATEWAY



## ► SECONDARY GATEWAY

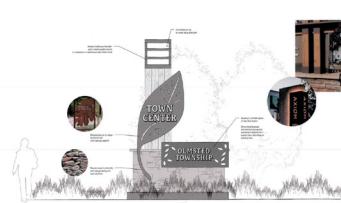


## ► PERMANENT BANNER

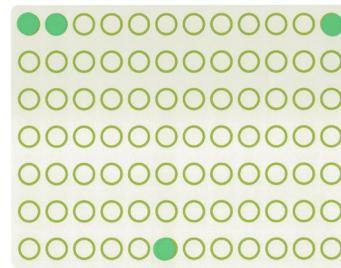
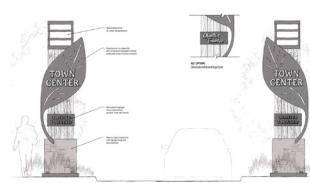


## Concept 2

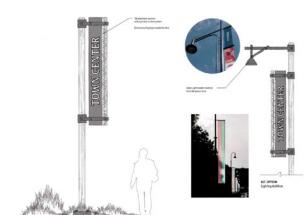
## ► PRIMARY GATEWAY



## ► SECONDARY GATEWAY



## ► PERMANENT BANNER



LEAVE A  
POST-IT

LEAVE A  
POST-IT!

# WAYFINDING PREFERENCE

Using a sticker dot to denote one vote per attendee, the overall concept preference resulted in the following ranking:

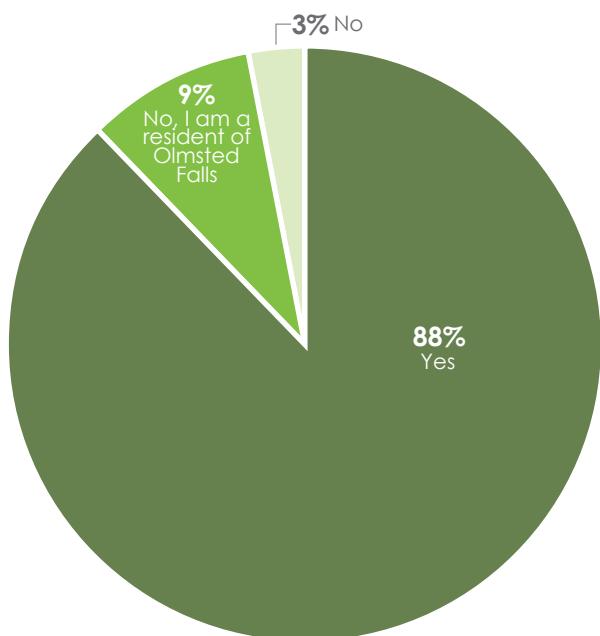
1. Concept 01: "Traditional" > 14 votes
2. Concept 02: "Playful" > 4 votes

# 205 respondents

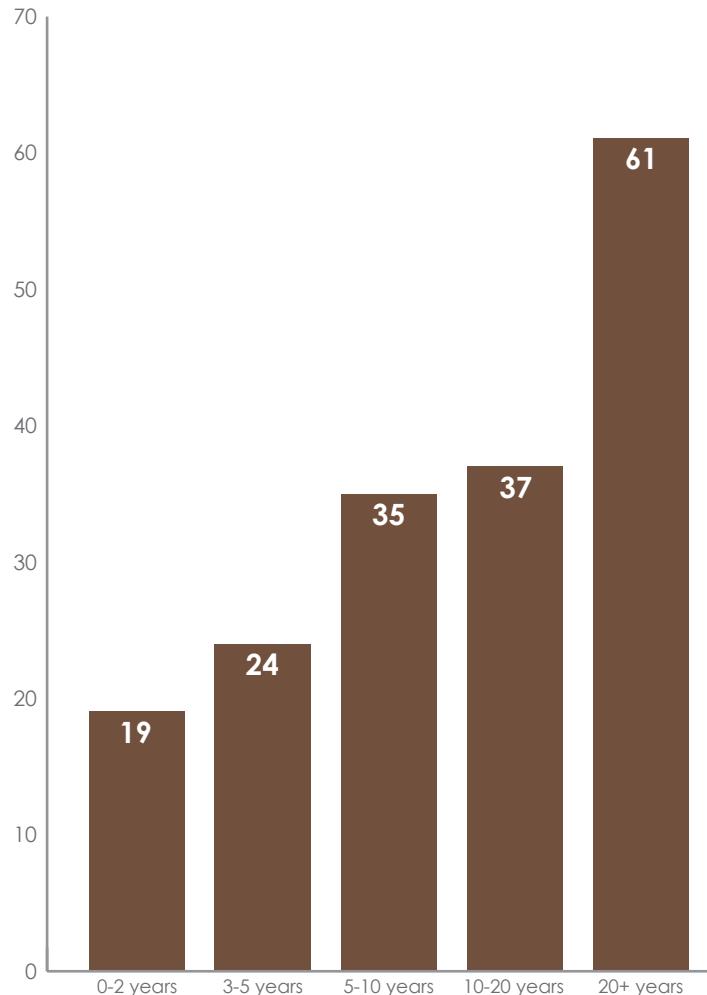
## COMMUNITY SURVEY #1

There were 205 responses to the public survey, open from March 24 to April 20, 2025. The majority of respondents identified as township residents, providing valuable insight into community priorities. As all questions were optional, response counts vary throughout. The following pages present a snapshot of key survey questions and reflect the community's initial vision.

### ARE YOU A OLMSTED TOWNSHIP RESIDENT?



### IF YOU'RE A RESIDENT, HOW LONG HAVE YOU LIVED IN OLMSTED TOWNSHIP?



# DESCRIBE OLMSTED TOWNSHIP IN A FEW WORDS:

“

**QUIET**, friendly simple town

**COZY**

**SMALL TOWN FEEL** with a strong sense of community embedded throughout

**FRIENDLY** town with neighbors that care for each other

Small town feel close to amenities

A quaint little township with the convenience of big city living close by.

**IT FEELS LIKE HOME.**

**COUNTRY BUT CHARMING**

It is mostly quiet and most things revolve around the schools.

Quiet town, close enough to everything you could need.

**A QUAINT TOWN** with such charm and potential

**FAMILY FRIENDLY**

**HARDWORKING**

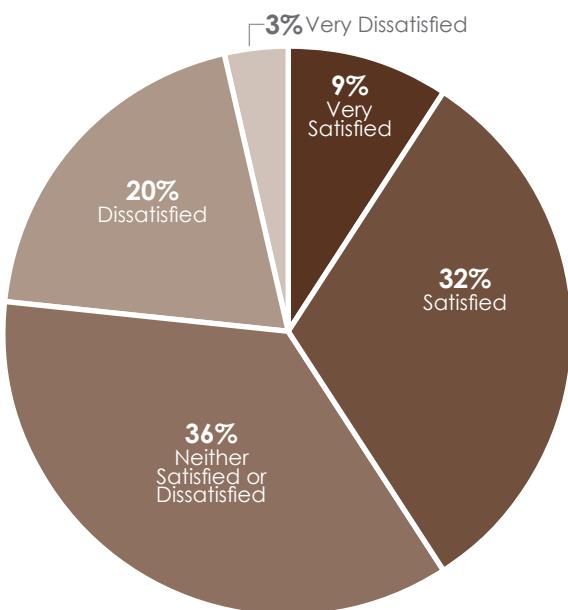
Quiet, friendly, off the beaten path

Quiet, safe, peaceful

”

Residents rated their sense of community in the Township—reflecting feelings of connection, support, and involvement—at an average of **3.4** out of 5.

## HOW SATISFIED ARE YOU WITH THE CURRENT AMENITIES AND SERVICES OFFERED WITHIN THE TOWNSHIP?



## KEY THEMES ON COMMUNITY DISSATISFACTION

- 1 Absence of Basic Community Amenities
  - No Recreation Center or Gym
  - No Community Center or Senior Services
- 2 Limited Retail, Dining, and Services
  - Lack of Restaurants and Entertainment
- 3 Overemphasis on Housing Development
  - Too Much Residential Construction
  - Loss of Green Space
- 4 Poor Infrastructure and Accessibility
  - Traffic and Roads
  - A Need of Sidewalks & Bike Trails
- 5 Absence of a Township Center
  - Absence of a central town hub or identifiable “downtown”



On a scale of 1 to 10, respondents rated the importance of improving the streetscape along Bagley Road (east of Stearns Road) at an average of **6.4**.



On a scale of 1 to 10, respondents rated their sense of safety for pedestrians and cyclists in this area at an average of **4.7**.

## THE MOST IMPORTANT ASPECTS OF A STREETSCAPE IMPROVEMENT ARE:



**PEDESTRIAN SAFETY**  
(IMPROVED CROSSWALKS, LIGHTING, ETC.)



**TRAFFIC FLOW**  
(BETTER ROAD DESIGN, SIGNAL TIMING, TURN LANES, ETC.)



**AESTHETIC APPEAL**  
(LANDSCAPING, DECORATIVE ELEMENTS, ETC.)



**ACCESSIBILITY**  
(PATHS FOR ALL LEVELS OF MOBILITY)



**PARKING SOLUTIONS**



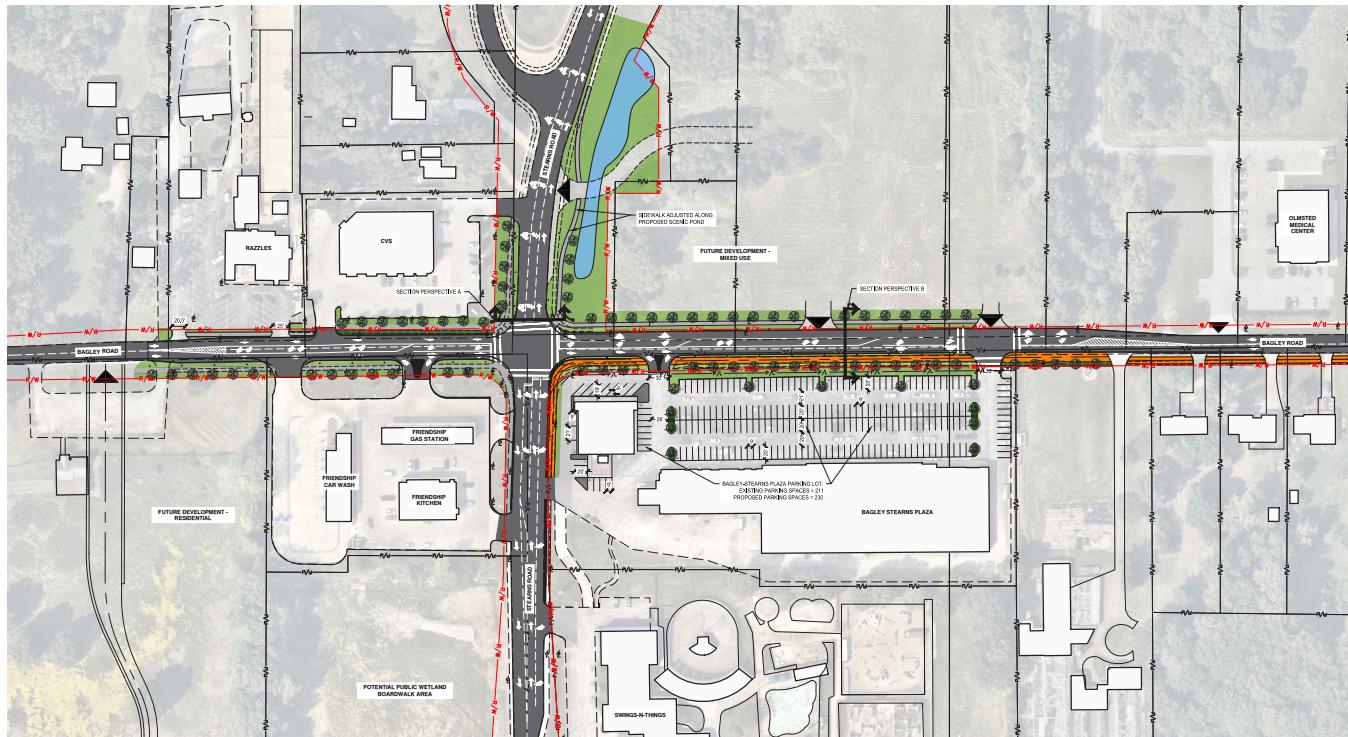
**WAYFINDING & SIGNAGE**

# THE FOLLOWING QUESTIONS PERTAIN TO THREE DISTINCT STREETSCAPE CONCEPTS.

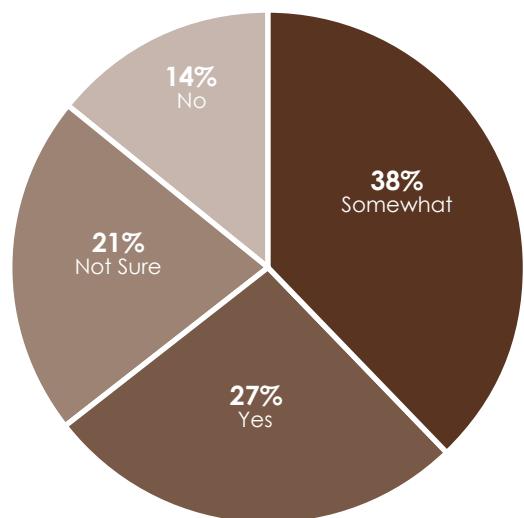
## STREETSCAPE CONCEPT 1

### IMPROVED STREETSCAPE (GOOD)

This concept features basic streetscape improvements, enhancing pedestrian accessibility and overall aesthetics while maintaining the existing infrastructure with minimal modifications.



DOES THIS CONCEPT ADDRESS YOUR CONCERNs  
ABOUT WALKABILITY AND ACCESSIBILITY?

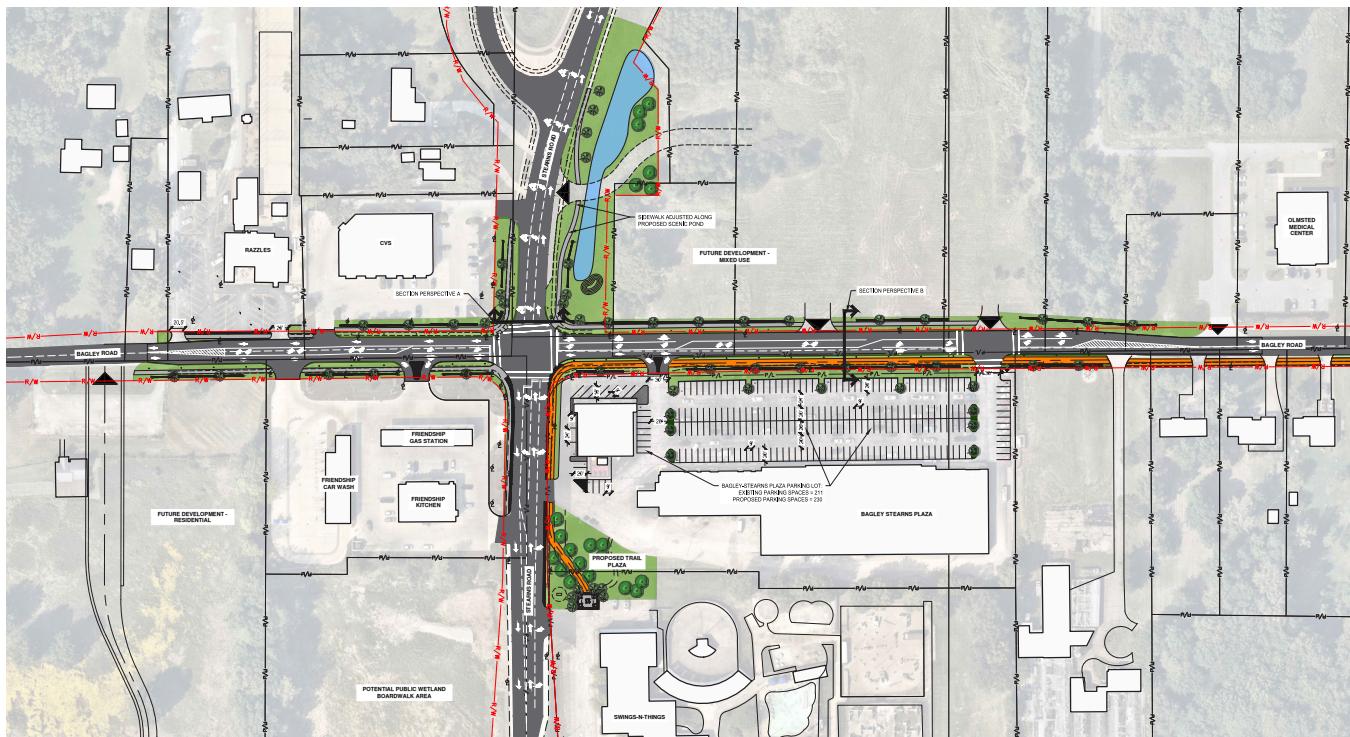


On a scale of 1 to 10, respondents rated the concept's effectiveness in improving the Town Center's overall appearance at an average of **5.2**.

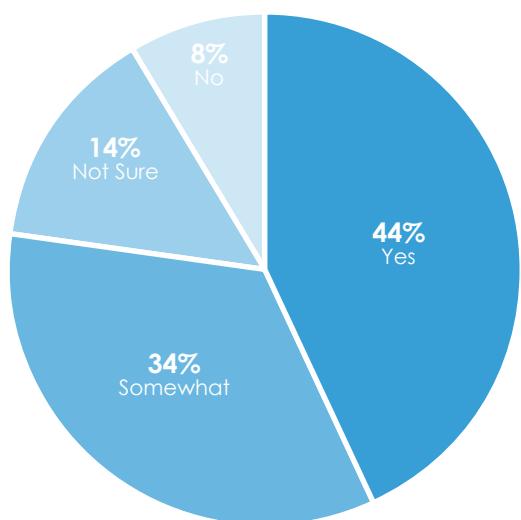
## STREETSCAPE CONCEPT 2

### ENHANCED STREETSCAPE (BETTER)

This concept features upgraded streetscape elements, including improved pedestrian pathways, potential public spaces, and designated areas for future development, which will foster a more inviting town center.



DOES THIS CONCEPT ADDRESS YOUR CONCERNs  
ABOUT WALKABILITY AND ACCESSIBILITY?

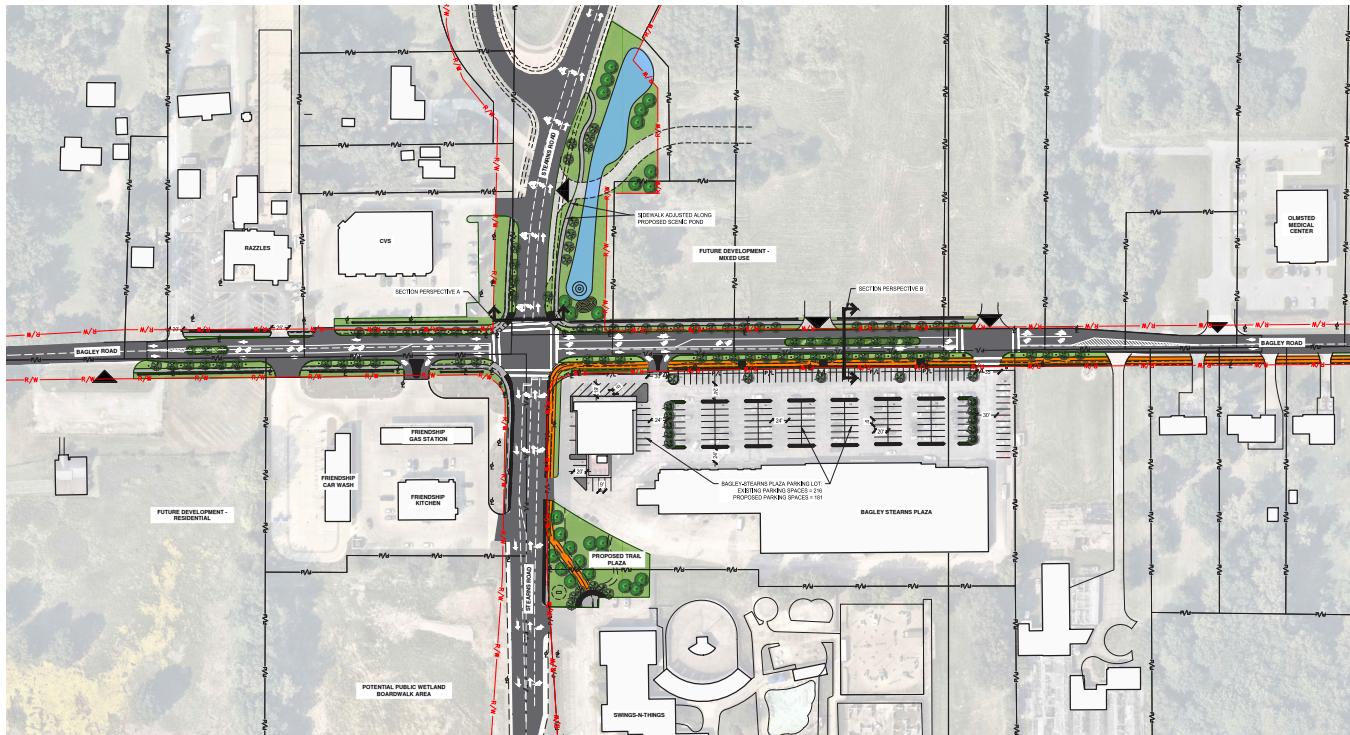


On a scale of 1 to 10, respondents rated the concept's effectiveness in improving the Town Center's overall appearance at an average of **5.9**.

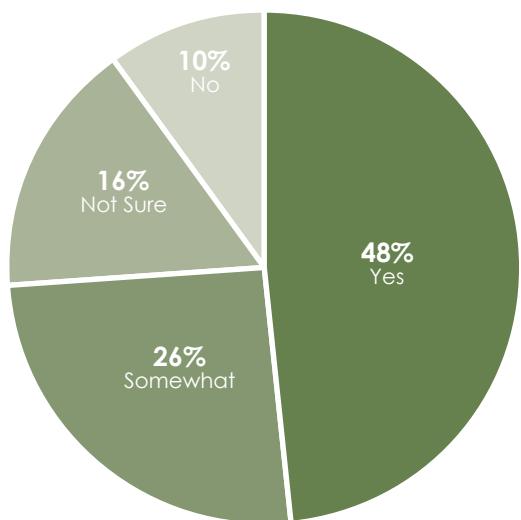
## STREETSCAPE CONCEPT 3

### ENHANCED BOULEVARD (BEST)

This concept features a comprehensive streetscape redesign, integrating boulevard-style enhancements, expanded pedestrian areas, and improved connectivity to surrounding businesses and public spaces.



DOES THIS CONCEPT ADDRESS YOUR CONCERNs  
ABOUT WALKABILITY AND ACCESSIBILITY?



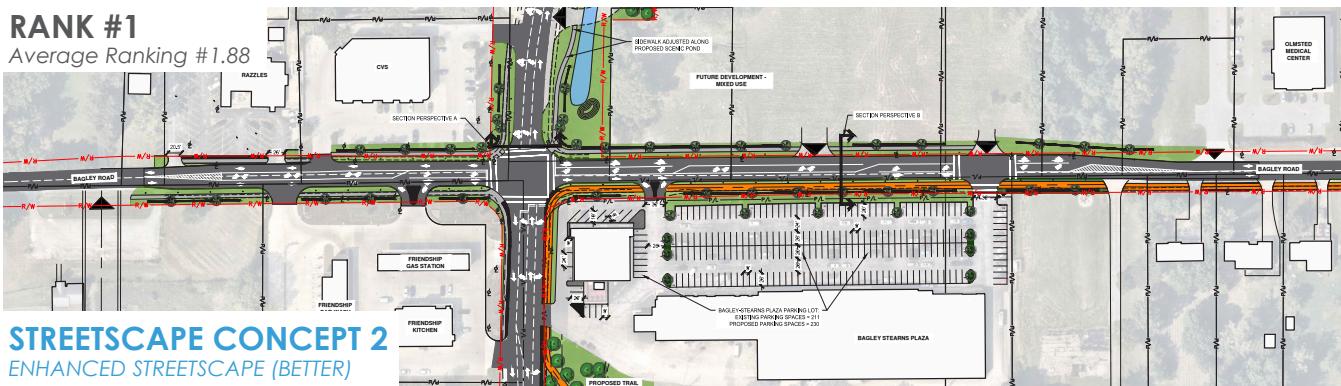
On a scale of 1 to 10, respondents rated the concept's effectiveness in improving the Town Center's overall appearance at an average of **6.5**.

## RESPONDENTS RANKED THE CONCEPTS IN ORDER OF PREFERENCE:

The average ranking represents the collective order of preference given by respondents, with lower numbers indicating higher preference. A ranking of 1 means a concept was selected as the top choice. For example, Concept 2's average of 1.88 means it was most often ranked first or second, while Concept 1's average of 2.21 indicates it was more frequently rated lower in comparison.

### RANK #1

Average Ranking #1.88

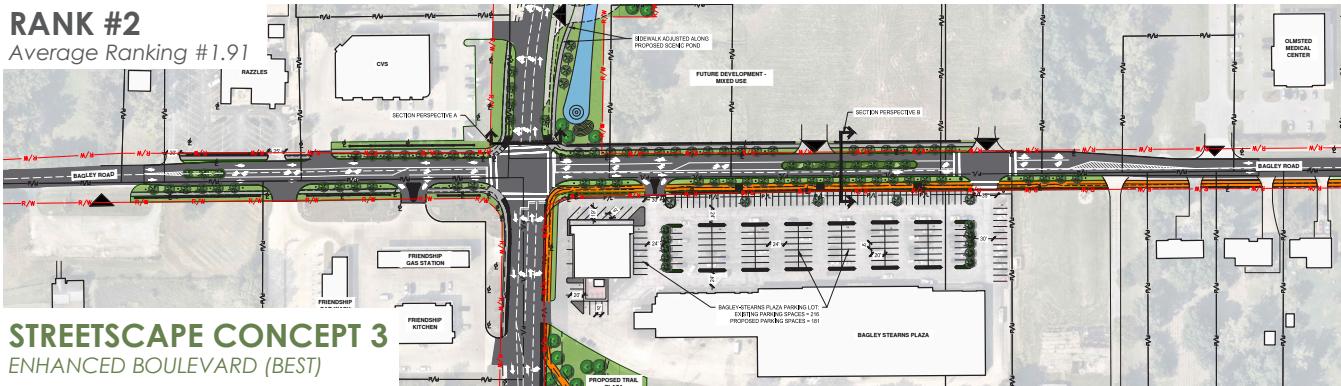


### STREETSCAPE CONCEPT 2

ENHANCED STREETSCAPE (BETTER)

### RANK #2

Average Ranking #1.91

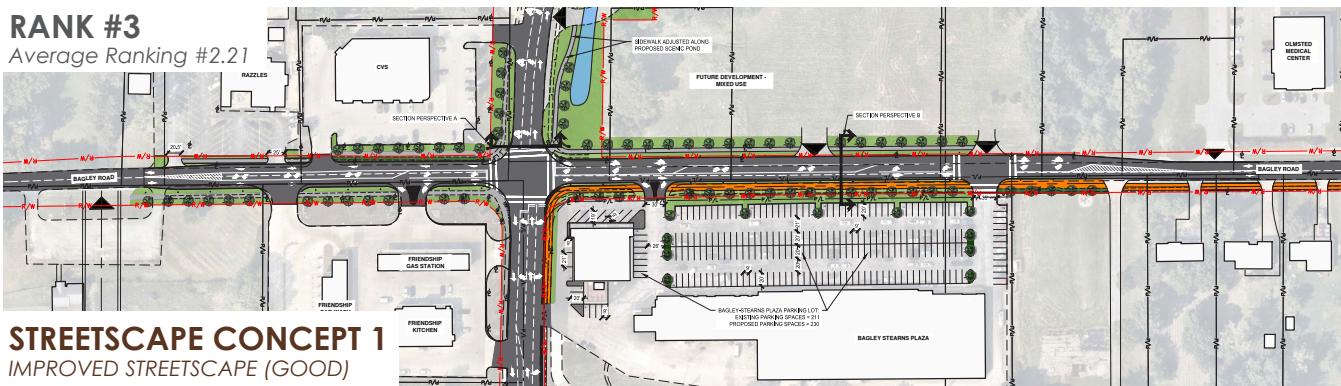


### STREETSCAPE CONCEPT 3

ENHANCED BOULEVARD (BEST)

### RANK #3

Average Ranking #2.21



### STREETSCAPE CONCEPT 1

IMPROVED STREETSCAPE (GOOD)

# RESPONDENTS REVIEWED THE PROPOSED WAYFINDING CONCEPTS:

## CONCEPT 1

### ► PRIMARY GATEWAY



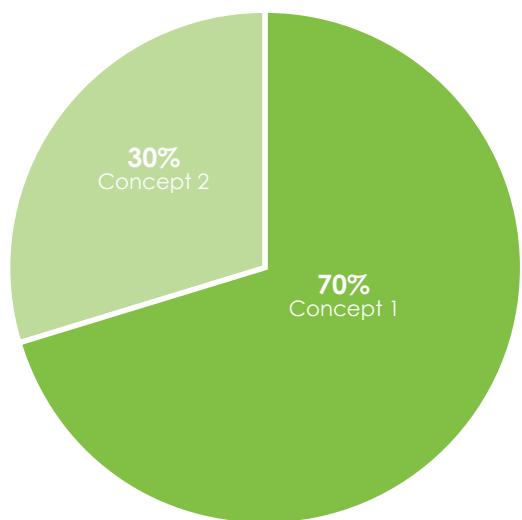
### ► SECONDARY GATEWAY



### ► PERMANENT BANNER



WHICH WAYFINDING CONCEPT DO YOU PREFER?

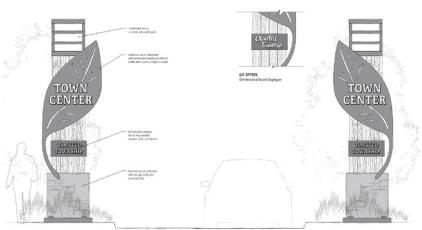


## CONCEPT 2

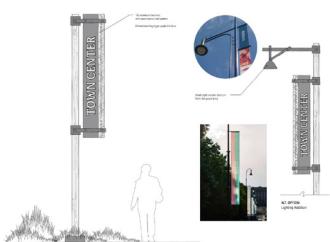
### ► PRIMARY GATEWAY



### ► SECONDARY GATEWAY



### ► PERMANENT BANNER



## THROUGH SURVEY #1, WE FOUND THE TOWN CENTER STREETSCAPE IS:

### **NEEDING PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS.**

Pedestrian safety and traffic flow are top concerns. Residents want improved crosswalks, lighting, and better traffic management to make the Town Center safer and more functional.

### **EXPECTED TO BALANCE FUNCTIONALITY AND AESTHETIC IMPROVEMENTS.**

While beautification is appreciated, the community clearly prioritizes practical upgrades—such as walkability, safety, and infrastructure fixes—before decorative elements.

### **PREFERRED TO STAY TRADITIONAL AND SCALED TO THE TOWNSHIP'S IDENTITY.**

Survey responses favored traditional signage and familiar, small-scale enhancements over bold or playful designs that could feel out of place.

### **SEEN AS A GATEWAY TO FUTURE AMENITIES, NOT JUST A ROAD PROJECT.**

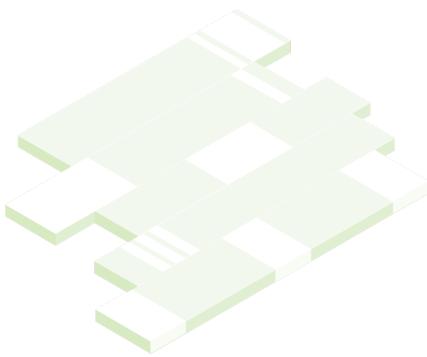
Streetscape improvements are viewed as an opportunity to attract more small businesses, community amenities, and gathering spaces—supporting long-term economic vitality if done thoughtfully.

### **EXPECTED TO MINIMIZE CONSTRUCTION IMPACTS.**

Residents expressed worries about traffic disruptions during construction, signaling the importance of a phased, minimally disruptive construction strategy.

### **DEMANDING INFRASTRUCTURE SOLUTIONS ALONGSIDE BEAUTIFICATION.**

Residents cited concerns about stormwater management, road maintenance, and flooding, indicating that infrastructure improvements should be addressed in parallel with streetscape upgrades.

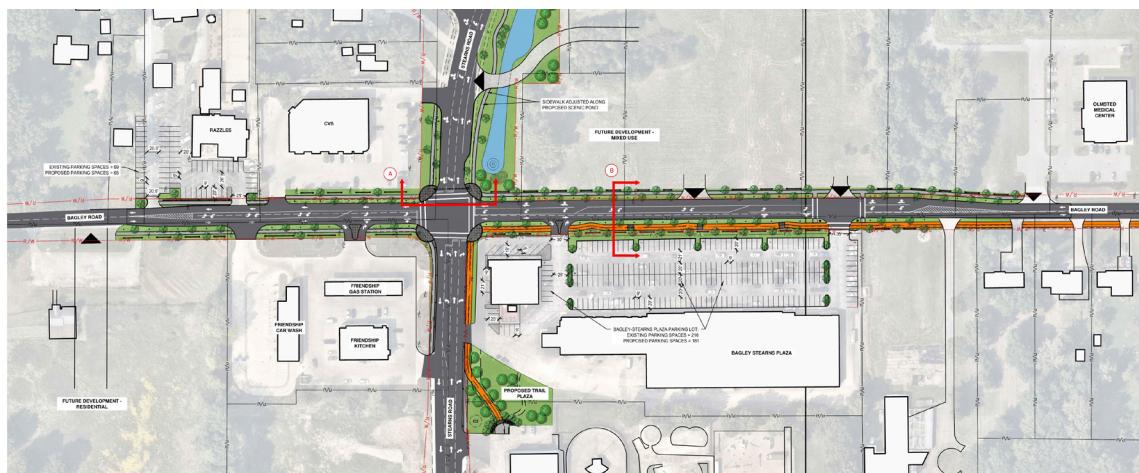
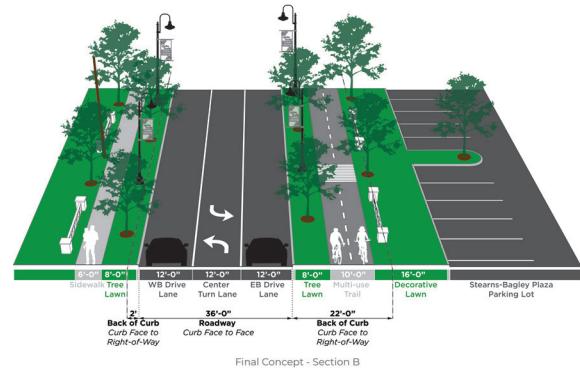


## STAKEHOLDER MEETING #4

Date: Wednesday, May 21, 2025

Location: Olmsted Township Building & Zoning Building Community Room

Following the synthesis of feedback from the open house and public survey, the team refined the streetscape plan into a final concept. Stakeholders met for a final time to review the public engagement results and confirm that the final streetscape plan addressed the concerns and preferences expressed by the public. To conclude the presentation, stakeholders also reviewed the second online survey content and collaborated on ideas for distribution to reach a wider audience for comment.



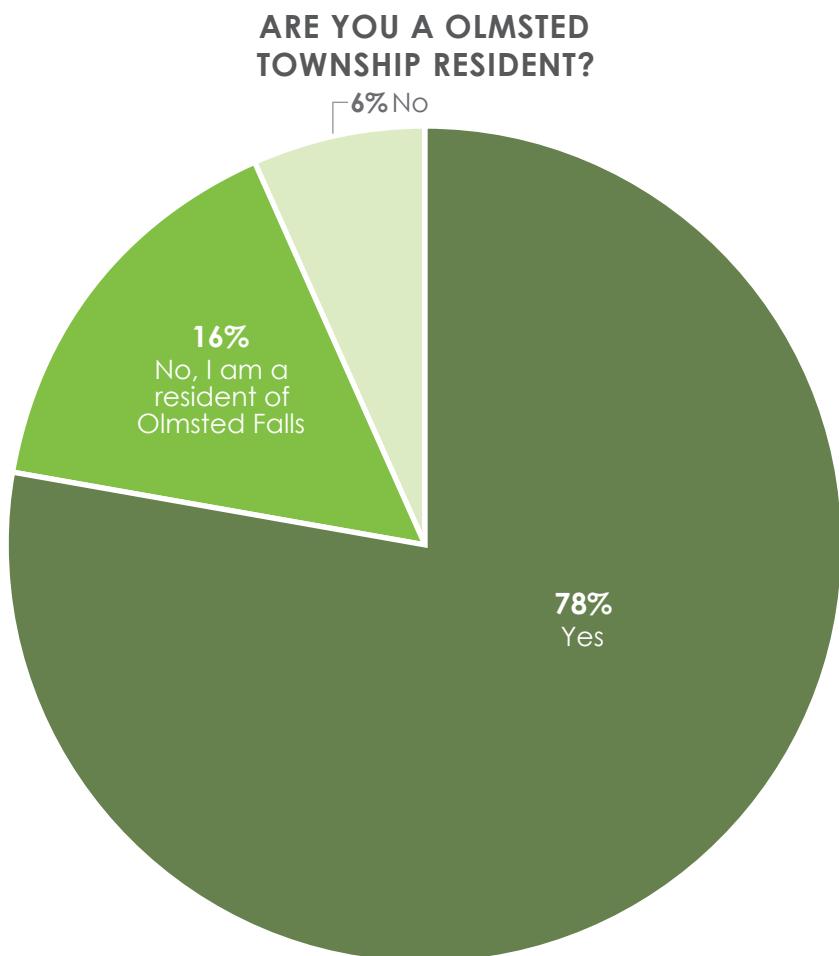
Stakeholders reviewed the final streetscape concept plan and section perspectives to confirm the team had appropriately incorporated all feedback during the public engagement process.

# 281

respondents

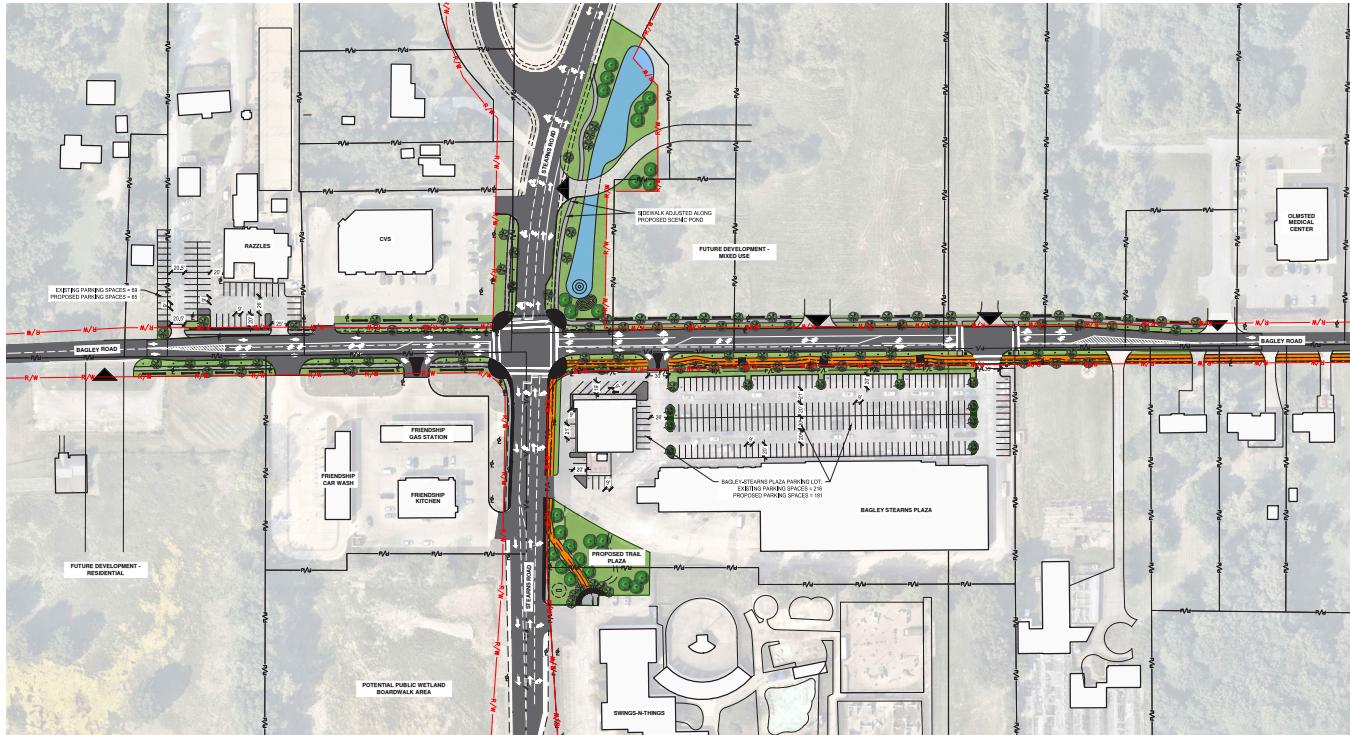
## COMMUNITY SURVEY #2

There were 281 responses to the online survey from May 26 to June 22, 2025. The majority of respondents identified as township residents, providing valuable insight into community priorities. As all questions were optional, response counts vary throughout. The following pages present a snapshot of key survey questions and reflect the community's final vision.



# OVERALL IMPRESSION OF THE FINAL STREETSCAPE CONCEPT

The final streetscape concept creates a safer, more walkable corridor along Bagley Road with wider sidewalks, improved crosswalks, and bike and trail connections. It introduces a new plaza, landscaping, and stormwater features to enhance and support future development. The concept balances community feedback with long-term goals to create a vibrant, connected Town Center.



On a scale of 1 to 10, respondents rated their overall impression of the final concept at an average of **7.6**.

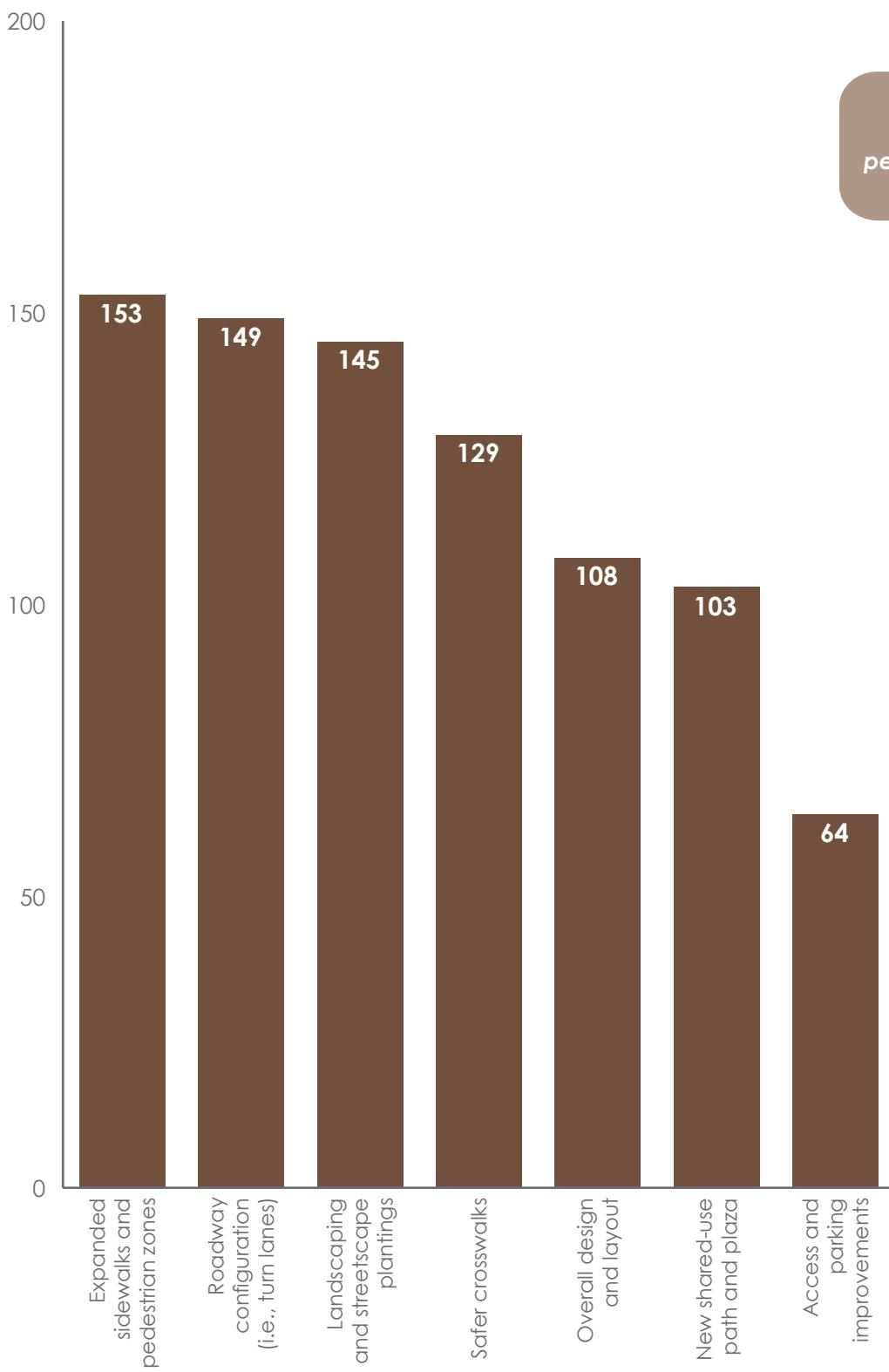
Well designed. Fits with the surrounding areas.

Wish there was some kind of light alert/sound when pedestrians are crossing... cars typically do not pay attention.

I like the practical pieces; however, the decorative elements seem like things that will require a lot of maintenance, and I'm worried that won't happen..

The multi-use path at this busy intersection is excellent for bicyclists and students walking to the schools.

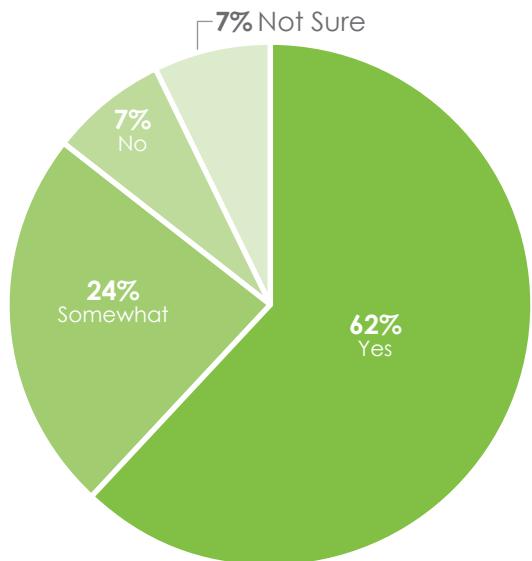
## WHICH ELEMENTS OF THE FINAL CONCEPT DO YOU LIKE?



*An occasional bench and bike racks at the local businesses.*

*Noise/Light activated pedestrian cross walk alerts.*

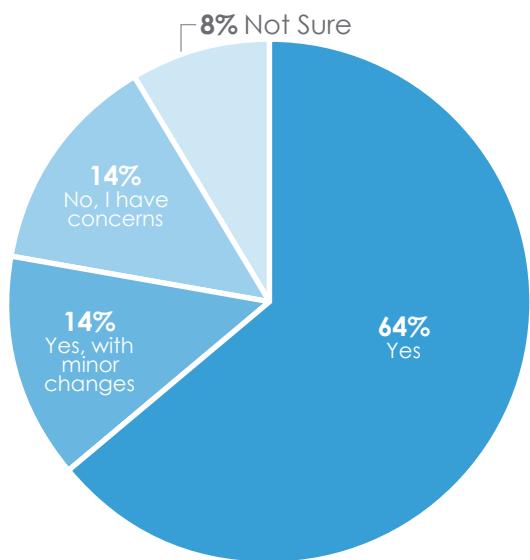
## DO YOU FEEL THE FINAL CONCEPT IMPROVES PEDESTRIAN AND BICYCLE SAFETY AND EXPERIENCE IN THE TOWN CENTER?



*Lots of kids hang out after school at Friendship, so I see the multi-use path on the south side of Bagley being a great addition.*

*I think it will improve safety but not necessarily the experience.*

## DO YOU SUPPORT MOVING FORWARD WITH THIS FINAL CONCEPT PLAN?



*Would just like to see bringing in new business, food, retail, whatever, as a bigger part of the plan.*

*That will improve safety and accessibility for kids and schools.*

## THROUGH SURVEY #2, WE FOUND:



**THE STREETSCAPE CONCEPT WAS GENERALLY WELL RECEIVED FOR IMPROVING VISUAL APPEAL.** Many respondents felt the concept would create a welcoming, attractive community space, with comments like “a huge improvement!” and “will look warm, inviting, and beautiful.”



**IMPROVED WALKABILITY AND CONNECTIVITY ARE HIGHLY VALUED.** Respondents appreciated expanded sidewalks, multi-use paths, and safer crossings—especially for students walking to nearby schools. Several emphasized the need to connect the streetscape all the way to school entrances.



**THE DESIGN IS SEEN AS A STEP IN THE RIGHT DIRECTION, BUT SOME FEEL IT DOESN'T GO FAR ENOUGH.** Comments described the concept as a “good start,” but many suggested extending the improvements to both sides of Bagley Road and enhancing pedestrian safety with features like speed bumps and lighted crosswalks.

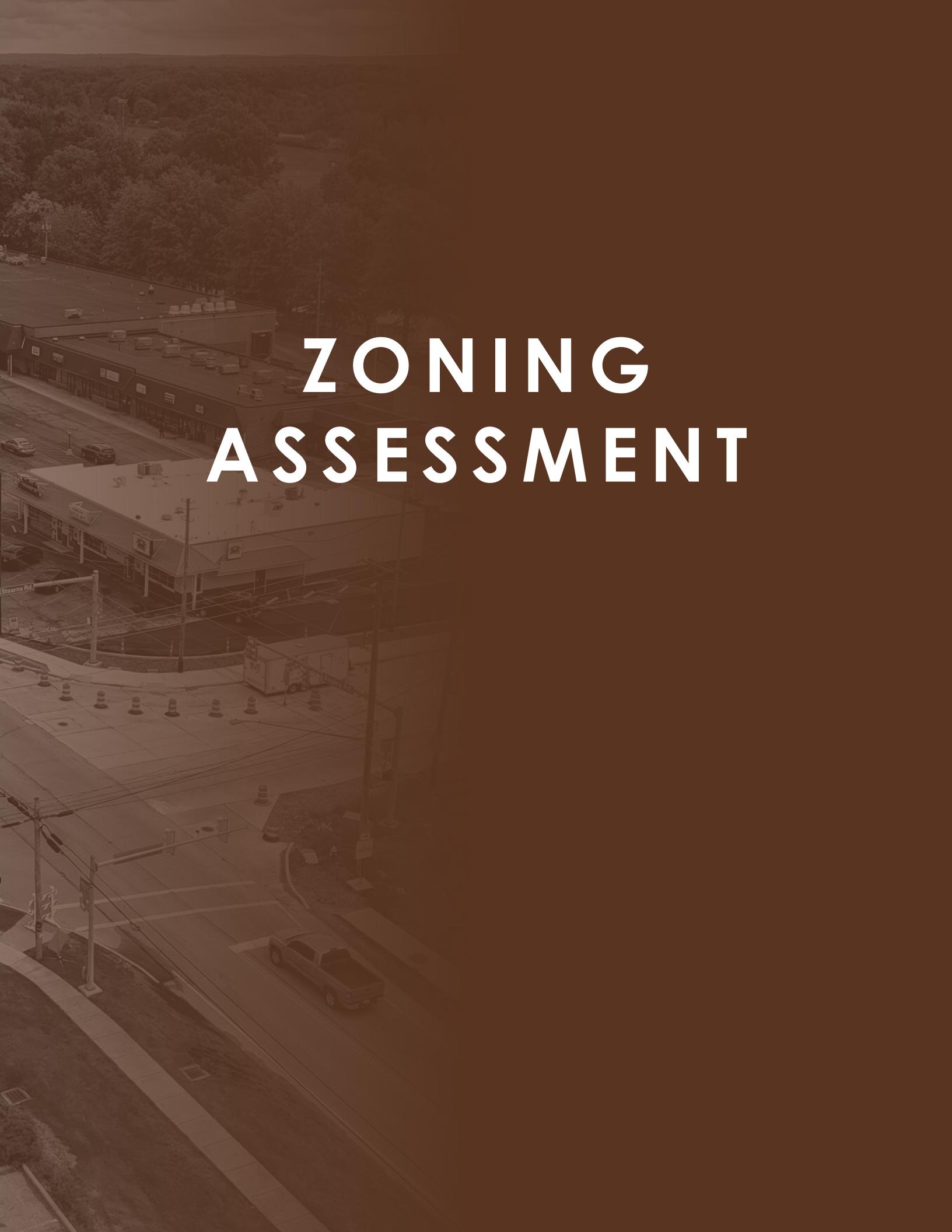


**CONCERN PERSIST ABOUT TRAFFIC IMPACTS AND FUTURE GROWTH.** Respondents questioned whether the concept adequately addresses long-term traffic patterns and development pressures.

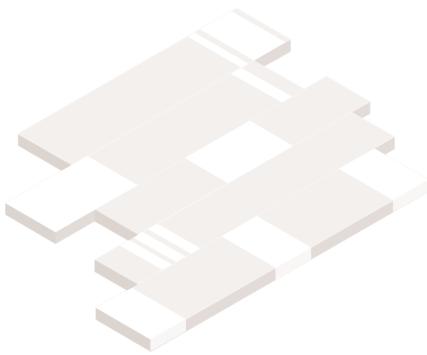


**MAINTENANCE AND IMPLEMENTATION ARE KEY CONCERNs.** Respondents emphasized that the streetscape will only be effective if it is maintained long-term, and phased to minimize construction impacts on residents, schools, and commuters.



A black and white aerial photograph of a commercial and residential area. In the foreground, a large building with a flat roof and several signs is visible, with a parking lot in front. To the right, a road with traffic lights and a few cars is visible. In the background, there are more buildings, trees, and a general urban landscape.

# ZONING ASSESSMENT



## ZONING ASSESSMENT MEMORANDUM

**The following memo discusses existing zoning standards, recommended zoning standards, and their differences.**

In 2023, Olmsted Township worked with Guide Studio to develop a plan for a Town Center. The vision of this plan is “the Town Center will utilize readily developable land and a strong desire to create a cohesive, vibrant district to remake a critical crossroads into a place that balances old with new and shines as a point of pride for residents.” The plan is situated at the intersection of Stearns and Bagley in the northeast portion.

The 2023 Town Center plan calls for future developments defined by these goals:

### Mixed Use

Incorporating a mix of residential, retail, and office spaces in future development can create a vibrant and lively environment. It promotes walkability and reduces the need for long commutes, thereby fostering a sense of community and reducing traffic congestion.

### Complement Existing Uses

The new development should complement and enhance the surrounding environment rather than clash with it. The new development should consider the needs and preferences of the local community to ensure it aligns with their vision and values.

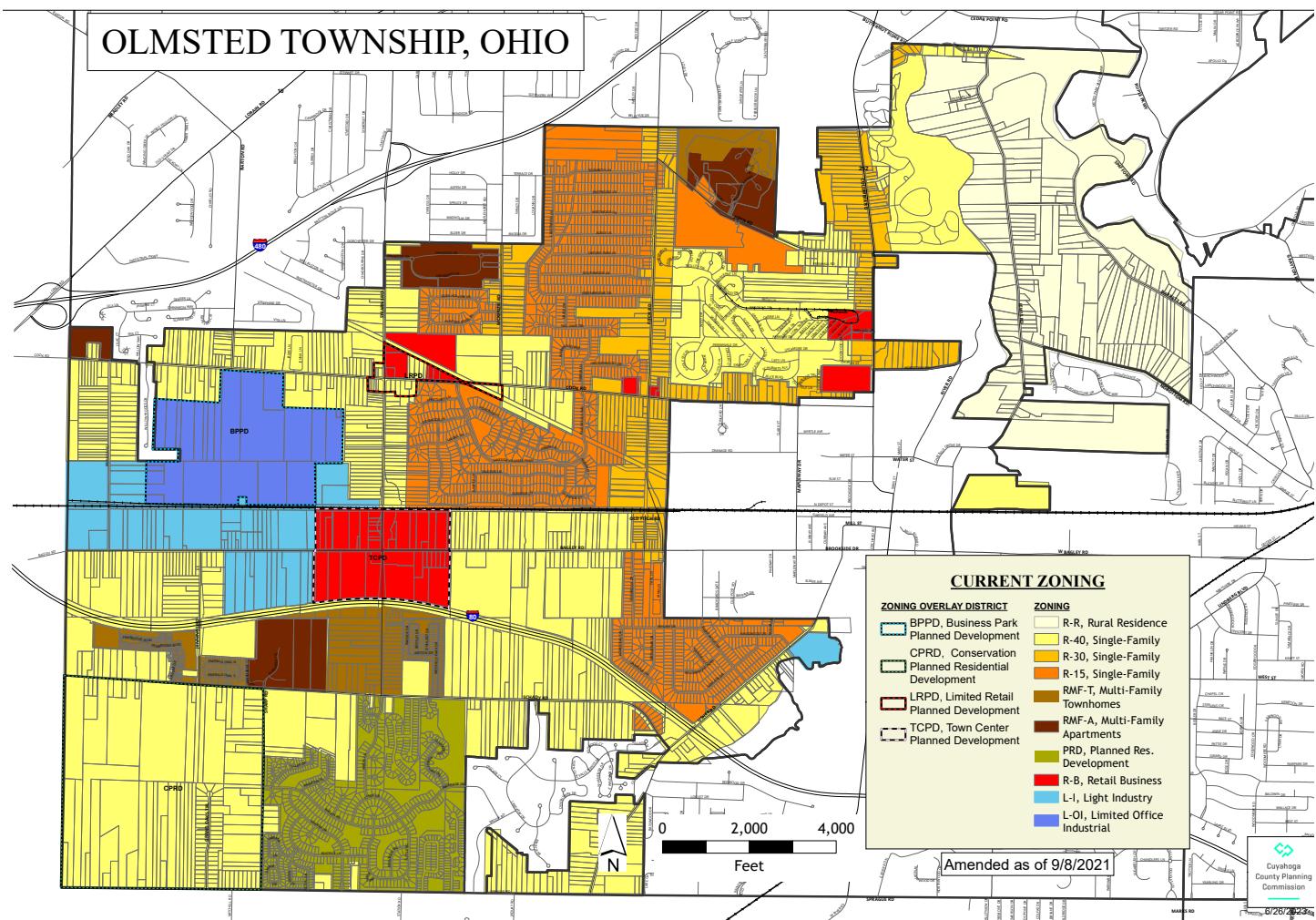
### Built Forward

To create a visually appealing and pedestrian-friendly environment, it is recommended to construct buildings that are 2-3 stories tall and are built closer to the street. Building forward toward the street also minimizes setbacks, reduces visual gaps, and promotes an active and vibrant atmosphere.

### Parking in Rear

This design approach helps improve the streetscape by reducing the visual impact of parking lots, with buildings taking center stage. It creates a more walkable and attractive environment that prioritizes the pedestrian experience.

In order to achieve these goals, Olmsted Township initiated a project to further investigate and design a Town Center and elevate the surrounding streetscape along Bagley Road east and west of Stearns Road and Stearns Road south of Bagley Road. OHM Advisors assessed Olmsted Township's current zoning conditions in order to understand the limitations of the existing regulations against the vision, goals, and objectives of the 2023 Town Center plan.



Approved Olmsted Township Zoning Assessment. The Zoning Resolution of Olmsted Township was adopted on March 9, 2000. The document was amended twice, once on May 22, 2013, and again on May 18, 2021.

Source: Olmsted Township, 2023

# EXISTING ZONING STANDARDS

The Town Center plan area is located in the R-B, Retail Business zoning district with a Town Center Planned Development (TCPD) zoning overlay district. Overlays are generally used to address specific design standards for developments and are applied in addition to the standard zoning district.

## Land Use Allowances

Land Use Category	R-B Retail Business	TCPD Town Center Planned Development
<b>Residential</b>		
Attached single-family dwellings	—	P
<b>Open Space/Recreational</b>		
Common open space	—	P
Public parks	—	P
<b>Community Services and Facilities</b>		
Adult day care facility, child day care center	C	C
Child day care center	C	—
Cultural institutions (libraries and museums)	C	C
Hospitals	C	C
Places of worship	C	C
Public safety facilities	P	P
School facilities, public or private	—	C
<b>Offices/Retail Service Uses</b>		
Administrative, professional, business offices	P	P
Animal clinic, veterinarian office	P	P
Automated teller machines freestanding kiosks	P	P
Business services	P	P
Catering establishment	C	—
Drive thru facility in association with a permitted use	C	—
Financial establishments	P	P
Funeral home	C	—
Garden centers	P	—
Hotels, motels	C	C
Instructional studios	P	P
Medical, dental offices and clinics	P	P
Mobile food facility	PT	PT
Outdoor dining	P	P
Outdoor display and sales in association with a permitted use	P	—
Personal services establishments	P	P
Radio and television facilities	P	—
Restaurants and other retail food services	P	P
Retail uses in completely enclosed buildings	P	P
<b>Auto Oriented</b>		
Gasoline station	C	C
Automobile service station	C	—
Car or truck wash facility	C	—
<b>Entertainment/recreation</b>		
Assembly Hall, meeting place, community center	C	C
Commercial entertainment, fitness or recreation, indoor	C	C

Land Use Category	R-B Retail Business	TCPD Town Center Planned Development
Commercial entertainment, fitness or recreation, outdoor	C	C
Sweepstakes café	C	—
Manufacturing, Packaging, Fabrication, Assembly		
Commercial greenhouses	P	—
Utilities		
Building mounted wind energy facilities	P	P
Solar panels	P	P

Source: *Zoning Resolution of Olmsted Township, p. 57-58, 68-69*

#### Development Standards

Requirement	R-B Retail Business	TCPD Town Center Planned Development
<b>Lot Requirements</b>		
Minimum Lot Size	25,000 sq. ft.	None
Minimum Lot Width	100 ft.	None
Minimum Ground Floor Area of Building	1,200 sq. ft	—
Maximum lot coverage	80%	80%
Minimum Required Open Space	—	20% overall, 30% within residential area
Maximum Gross Residential Density	—	7
<b>Setback Requirements</b>		
Setback from street for lots fronting on Bagley	80 ft.	50 ft.
Setback from street for lots fronting on Stearns	60 ft.	50 ft.
Setback from Side/Rear Lot Line adjacent to non-residential district	10 ft.	10 ft.
Setback from Side/Rear Lot Line adjacent to residential district	30 ft.	30 ft.
<b>Height Regulations</b>		
Maximum Height of Principal Building	35 ft.	—

Source: *Zoning Resolution of Olmsted Township, p. 59, 70, 72*

## Off-Street Parking Standards

The Zoning Resolution gives parking standards based on a specific use. There is allowance for shared parking based on two components:

1. If a mixed-use development contains different parking requirements, the development is allowed to have lesser parking spaces because of varying peak demands.
2. The required parking spaces can be accommodated in a nearby site, with an agreement with the owner. In this scenario, not more than 50 percent of the required parking spaces shall be shared.

## Landscaping, Screening, and Lighting Requirements

When a lot in any Business or Industrial District abuts a Single-Family (R) or Multi-Family Residential (RMF) District, screening and buffering along the entire length of the common boundary shall be provided.

- Width of Buffer Yard: 20 feet
- The location of the wall, fence, or vegetation shall be placed within the buffer yard to maximize the screening effect. Screening within the buffer yard shall consist of one or a combination of the following:
  - A dense vegetative planting incorporating trees and/or shrubs of a variety which shall be equally effective in winter and summer.
  - A non-living opaque structure such as a solid masonry wall, or a solid fence.
  - A fence with openings through which light and air may pass together with a landscaped area at least 5 feet wide.
  - A landscaped mound or berm at least 5 feet wide.
- Height of Screening:
  - Visual screening walls, fences, or mounds and fences in combination shall be a minimum of 6 feet high measured from the natural grade
  - Vegetation shall be a minimum of 6 feet high measured from the natural grade, in order to accomplish the desired screening effect, except for fences and wall in a front yard. The required height shall be achieved no later than twelve months after the initial installation.

All areas within the required building and parking front yard setback, excluding driveway openings, shall be landscaped and maintained with the following minimum requirements:

- Within this area, three deciduous trees and ten shrubs for every 100 linear feet of street frontage, not including drive entrances.
- Areas not devoted to trees and shrubs shall be planted with grass, ground cover, or other live landscape treatment, excluding paving or gravel, including land in the street right-of-way that is not occupied by street or sidewalk pavement, or mulch.
- Landscaping materials shall not be fruit or nut bearing nor have thorns or briars.
- Landscaping materials may be placed in any manner and do not have to be equally spaced.
- Applicants are strongly encouraged to locate trees and shrubs in a manner that will prevent damage from salt and other materials used to melt snow from the roads.

For side and rear yards in Multi-family, Business and Industrial Districts, fences, walls and mounds shall not exceed 8 feet in height, except as otherwise required.

Parking Lot Screening: For any parking area designed to accommodate 20 or more vehicles, a minimum of 5 percent of the parking lot shall be planted as landscaped island areas.

- Such islands shall be developed and distributed throughout the parking lot so as to provide visual and climatic relief from broad expanses of pavement.
- Each island shall be a minimum of 10 feet in any horizontal dimension
- Each island shall provide at least one major shade tree having a clear trunk height of at least 6 feet and a minimum caliper of 2 inches. Shrub plantings adjacent to a building along the perimeter of the parking lot, or in any part of a yard, shall not be counted as interior landscaping.

## ZONING RECOMMENDATIONS

### Land Use Allowances

The allowances in land use provide a variety of businesses and services; however, the only allowance for residential is “attached single-family dwellings.” In order to fully meet the first goal of “incorporating a mix of residential, retail, and office spaces,” the Township should consider allowing RMF-A, Multi-Family Apartments or RMF-T, Multi-Family Townhomes. Apartments would allow for development of ground floor office/retail with housing/office space on upper floors. It is encouraged to allow a vertical mixing of uses within a single building. Townhomes may not front primary streets unless the Zoning Administrator allows it conditionally.

High activity, such as retail and restaurants must comprise at least 70 percent of the first floor facing the primary street. Other accessory uses such as gyms, recreation, meeting rooms, or other amenity spaces may qualify as high activity, as determined by the Township’s Zoning Administrator. The Township should consider allowing live-work or co-working spaces.

## Development Standards

The Town Center Planned Development has started to adjust the setback requirements for a mixed-use development; however, to achieve the “Built Forward” goal, the Township should explore a maximum of 15-foot setbacks from the right of way. This promotes a more pedestrian focused development that is walkable and attractive.

### Development Standards – R-B, Retail Business

Requirement	Olmsted Township	Recommendations*	Difference
<b>Lot Dimensions</b>			
Minimum Lot Area	None	None	-
Minimum Lot Width	None	None	-
Minimum Lot Coverage	80%	80%	-
<b>Setback Requirements</b>			
Lots fronting on Bagley	80 ft	15 ft Max	- 65 ft
Lots fronting on Stearns	60 ft	15 ft Max	- 45 ft
Side/Rear Lot Line adjacent to non-residential district	10 ft	5 ft	- 5 ft
Side/Rear Lot Line adjacent to residential district	30 ft	20 ft	- 10 ft
<b>Height Regulations</b>			
Minimum Height of Principal Building	-	22 ft	+ 22 ft
Maximum Height of Principal Building	35 ft	35 ft	-
<b>Landscaping and Screening Requirements</b>			
Lot adjacent to residential district	20 ft	10ft	- 10 ft

\*Recommendations are based on Cuyahoga County Planning Commission's Model TOD Zoning Overlay Study

### Development Standards – TCPD, Town Center Planned Development

Requirement	Olmsted Township	Recommendations*	Difference
<b>Setback Requirements</b>			
Minimum Setback from ROW of Bagley	50 ft	15 ft	- 35 ft
Minimum Setback from ROW of County/State Roads	50 ft	15 ft	- 35 ft
Minimum Setback from ROW of Proposed Streets	10 ft	10 ft	-
<b>Perimeter Landscaped Buffer</b>			
Adjacent to non-residential district	10 ft	10 ft	-
Adjacent to residential district	30 ft	10 ft	- 20 ft

\*Recommendations are based on Cuyahoga County Planning Commission's Model TOD Zoning Overlay Study

## Off-Street Parking Standards

The Township should consider alternative parking standards:

1. There should be no minimum number of parking spaces for uses. This allows the market to determine necessary parking.
2. The maximum amount of parking should not exceed 125 percent of the standards contained in the parking standards section of the zoning code. This establishes a maximum number of parking spaces and limits the size of the parking lot itself.

## Landscaping, Screening, and Lighting Requirements

The Township should consider the width of the buffer yard to be 10 feet, in order to be in tandem with the development setbacks. The screening requirements should be explicitly clear on the type of “solid fence”, which should be a wood fence, to avoid developments with plastic fences.

The height of screening for walls, fencing, and vegetation should be considered as a minimum of four feet and maximum of six feet. For side and rear yards in Multi-family, Business and Industrial Districts, fences, walls and mounds shall not exceed six feet in height, except as otherwise required.

For parking lot screening, the township should consider adding a curbing element. All landscaped strips located in, or abutting parking areas shall be separated on all sides from the parking surface by curbing consisting of concrete, stone, brick, asphalt, or other material.



# APPENDIX



# 1. ROADWAY ENHANCEMENTS COST ESTIMATION

SITE PREPARATION, EARTHWORK, AND UTILITIES					
Item	Quantity	Unit	Unit Price	Total Cost	Notes
Strip Existing Topsoil	512	CY	\$6	\$3,072	Assumes 6" depth
Concrete Sidewalk Removal	12,650	SF	\$4	\$50,600	
Stormwater Drainage	1	LUMP	\$150,000	\$150,000	
Stormwater Management	1	LUMP	\$50,000	\$50,000	Utilize existing pond as stormwater management facility
Earthwork	1	LUMP	\$40,000	\$40,000	Includes excavation for stormwater basin north of Bagley Road
ROADWAY IMPROVEMENTS					
Asphalt Roadway Widening	1,530	SY	\$100	\$153,000	
Concrete Curb	3,100	LF	\$32	\$99,200	Located along roadway and includes underdrain
Roadway Pavement Markings	1,465	LF	\$20	\$29,300	Assumes 2 coats of standard pavement striping
Pedestrian Crosswalk	2	EACH	\$1,500	\$3,000	Includes pavement markings, accessible ramps, and signage to cross Bagley Rd.
STREETSCAPE ENHANCEMENTS					
6' Wide Concrete Sidewalk	1,575	LF	\$54	\$85,050	New sidewalk on north side of Bagley and east side of Stearns
Specialty Paving - Amenity Strip and Right Turn Lanes	201	SY	\$200	\$40,200	Assumes pedestrian rated concrete pavers of colored concrete pavement
SITE IMPROVEMENTS					
Traffic Control	1	LUMP	\$30,000	\$30,000	
SUBTOTAL				\$733,500	
20% CONTINGENCY				\$146,700	
15% BOND & MOBILIZATION				\$88,100	
TOTAL CONSTRUCTION COST				\$968,300	
TOPOGRAPHIC SURVEY				\$20,000	
GEOTECHNICAL				\$15,000	
8% DESIGN FEE				\$77,500	
5% CONSTRUCTION ADMINISTRATION FEE				\$48,500	
TOTAL COST				\$1,129,300	

## 2. MULTI-USE TRAIL COST ESTIMATION

SITE PREPARATION, EARTHWORK, AND UTILITIES					
Item	Quantity	Unit	Unit Price	Total Cost	Notes
Strip Existing Topsoil	520	CY	\$6	\$3,120	Assumes 6" depth
Concrete Sidewalk Removal	18,635	SF	\$4	\$74,540	
Stormwater Drainage	1	LUMP	\$150,000	\$150,000	
Stormwater Management	1	LUMP	\$50,000	\$50,000	Utilize existing pond as stormwater management facility
Earthwork	1	LUMP	\$40,000	\$40,000	Includes excavation for stormwater basin north of Bagley Road
STREETSCAPE ENHANCEMENTS					
10' Wide Asphalt Trail	4,695	LF	\$90	\$422,550	From High School to Town Center terminus
Specialty Paving - Trail Accents	34	SY	\$200	\$6,800	Assumes pedestrian rated concrete pavers of colored concrete pavement
Specialty Paving - Trail Plaza	35	SY	\$200	\$7,000	Assumes pedestrian rated concrete pavers of colored concrete pavement
LANDSCAPING					
Deciduous Shade Trees	116	EACH	\$500	\$58,000	Assumes 2" caliper at time of planting
Seeding - Standard Lawn Mix	6,000	SY	\$2	\$12,000	
Stormwater Pollution Prevention Measures	1	LUMP	\$25,000	\$25,000	Assumes silt fencing, and inlet protection
SITE IMPROVEMENTS					
Traffic Control	1	LUMP	\$30,000	\$30,000	
SUBTOTAL				\$879,100	
20% CONTINGENCY				\$175,900	
15% BOND & MOBILIZATION				\$105,500	
TOTAL CONSTRUCTION COST				\$1,160,500	
TOPOGRAPHIC SURVEY				\$20,000	
GEOTECHNICAL				\$15,000	
8% DESIGN FEE				\$92,900	
5% CONSTRUCTION ADMINISTRATION FEE				\$58,100	
TOTAL COST				\$1,346,500	

### 3. INTERSECTION GATEWAY COST ESTIMATION

STREETSCAPE ENHANCEMENTS					
Item	Quantity	Unit	Unit Price	Total Cost	Notes
Specialty Paving - Intersection Nodes	233	SY	\$200	\$46,600	Assumes pedestrian rated concrete pavers of colored concrete pavement
Wayfinding Signage	1	LUMP	\$100,000	\$100,000	Per Guide Studio
<b>SUBTOTAL</b>					<b>\$146,600</b>
20% CONTINGENCY					<b>\$29,400</b>
15% BOND & MOBILIZATION					<b>\$17,600</b>
<b>TOTAL CONSTRUCTION COST</b>					<b>\$193,600</b>
TOPOGRAPHIC SURVEY					<b>\$20,000</b>
GEOTECHNICAL					<b>\$15,000</b>
8% DESIGN FEE					<b>\$15,500</b>
5% CONSTRUCTION ADMINISTRATION FEE					<b>\$9,700</b>
<b>TOTAL COST</b>					<b>\$253,800</b>

## 4. PEDESTRIAN EXPERIENCE COST ESTIMATION

STREETSCAPE ENHANCEMENTS					
Item	Quantity	Unit	Unit Price	Total Cost	Notes
Benches	4	EACH	\$2,500	\$10,000	Assumes metal bench; in proposed trail plaza area
Trash/ Recycling Receptacles	10	EACH	\$1,500	\$15,000	Assumes metal receptacles, 2 per block
Roadway and Pedestrian Lighting	2,000	LF	\$300	\$600,000	Assumes ped. and street lights on shared pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service
Masonry Fencing	45	EACH	\$4,000	\$180,000	Includes masonry endcaps and fence panels
SUBTOTAL				\$805,000	
20% CONTINGENCY				\$161,000	
15% BOND & MOBILIZATION				\$96,600	
TOTAL CONSTRUCTION COST				\$1,062,600	
TOPOGRAPHIC SURVEY				\$20,000	
GEOTECHNICAL				\$15,000	
8% DESIGN FEE				\$85,100	
5% CONSTRUCTION ADMINISTRATION FEE				\$53,200	
<b>TOTAL COST</b>				<b>\$1,235,900</b>	

# FUNDING SOURCES

**The following funding sources are limited opportunities for Olmsted Township to apply for; other funding sources not mentioned can also be explored.**

## **Advanced Transportation and Congestion Management Technologies Deployment Initiative:**

This program provides competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Some of the eligible activities include: advanced traveler information systems, advanced transportation management systems, advanced public transportation systems, advanced safety systems including vehicle-to-vehicle and other collision avoidance technologies, transportation system performance data collection, analysis and dissemination systems, and advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.

**Funding Source:** Federal Highway Administration

**Match:** 50%

**Eligible Applicants:** Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Research/Academic Institutions

**Project Category:** Road, Bridge, Safety Traffic Signal Upgrade, Transit Capital, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Bikeways Pedestrian

**Website:** <https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm>

## **CEAO - Federal Programs:**

CEAO homepage for all federal programs. Provides descriptions and information on the County Surface Transportation program (CSTP), Local Bridge Program (LBR), & the Highway Safety Improvement Program (HSIP).

**Funding Source:** County Engineers Association of Ohio (CEAO)

**Match:** varies

**Eligible Applicants:** Counties, Municipalities/Townships

**Project Category:** Road, Bridge, Safety Bikeways, Pedestrian

**Website:** <http://www.ceao.org/aws/CEAO/pt/sp/cstpprograms>

## **Clean Ohio Fund - Green Space Conservation Program:**

This Ohio program helps fund preservation of open spaces, sensitive ecological areas, and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come.

**Funding Source:** Ohio Public Works Commission (OPWC)

**Match:** varies

**Eligible Applicants:** Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Non-Profits

**Project Category:** Road, Bridge, Bikeways, Pedestrian, Planning, Storm Water Improvement Natural Habitat, Preservation & Restoration, Resilience Efforts

**Website:** <https://development.ohio.gov/cleanohio/greenspaceconservation/>

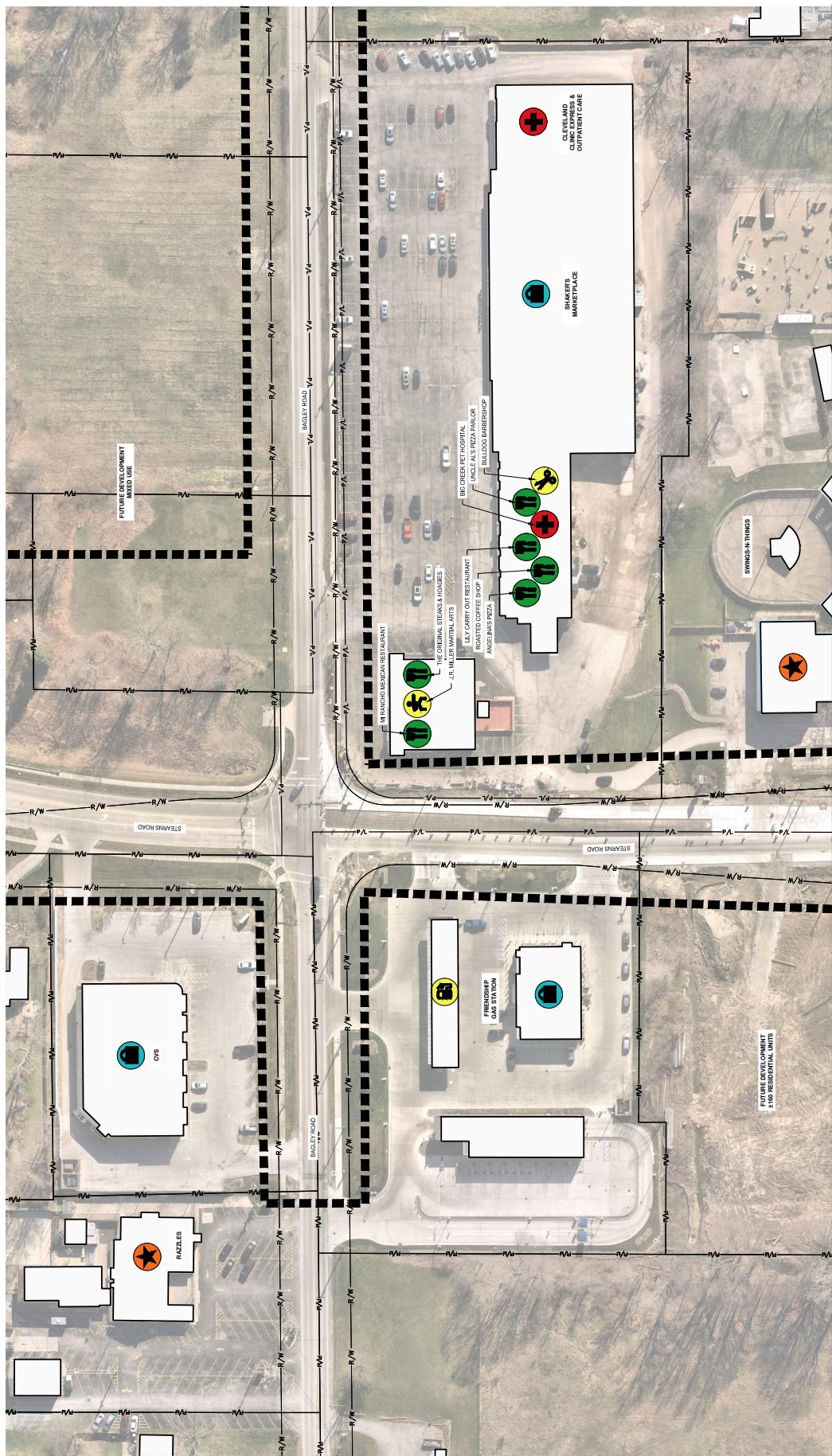
<p><b>Clean Ohio Trails Fund:</b></p> <p>This Ohio program works to improve outdoor recreational opportunities by funding trails for outdoor pursuits including land acquisition of all kinds. Special emphasis is given to projects that are: consistent with the statewide trail plan; complete regional trail systems and links to the statewide trail plan; link population centers with outdoor recreation areas and facilities; Involve the purchase of rail lines linked to the statewide trail plan; preserve natural corridors; and provide links in urban areas to support commuter access and provide economic benefit.</p>	<p><b>Funding Source:</b> Ohio Department of Natural Resources (ODNR)</p> <p><b>Match:</b> 25%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Metroparks, Port Authorities, Non-ProfitsProject</p> <p><b>Project Category:</b> Bikeways, Pedestrian</p> <p><b>Website:</b> <a href="https://development.ohio.gov/cleanohio/RecreationalTrails/">https://development.ohio.gov/cleanohio/RecreationalTrails/</a></p>
<p><b>Community Development Block Grant:</b></p> <p>Federal funding through Housing and Urban Development (HUD) for public facilities: road resurfacing, crosswalks, street lights, traffic/pedestrian signals, barrier removal for handicap accessibility (e.g., sidewalks, curb ramps), and street furniture. The annual CDBG appropriation is allocated between states and local jurisdictions, called “non-entitlement” and “entitlement” communities, respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Check HUD, County, or Village website to see if funding is eligible in your location.</p>	<p><b>Funding Source:</b> US Department of Housing and Urban Development (HUD)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships</p> <p><b>Project Category:</b> Road, Bridge, Safety Bikeways, Pedestrian</p> <p><b>Website:</b> <a href="https://www.hud.gov/program_offices/spm/gmogmt/grantsinfo">https://www.hud.gov/program_offices/spm/gmogmt/grantsinfo</a></p>
<p><b>Community Grants, Loans, Bonds and Tax Credits:</b></p> <p>The Community Services Division of the ODSA works to build safe neighborhoods, vibrant downtowns, and reliable infrastructure to support job creation. It provides support of these goals through a variety of outright awards, loans, bonds, and/or tax credits that include, but not limited to, Community Development Block Grants and Infrastructure Grant Funds to local government applicants for both economic development loan and public infrastructure projects.</p>	<p><b>Funding Source:</b> Ohio Development Services Agency (ODSA)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships</p> <p><b>Project Category:</b> Road, Bridge, Bikeways, Road, Pedestrian, Stormwater Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Natural Habitat Preservation &amp; Restoration</p> <p><b>Website:</b> <a href="https://development.ohio.gov/cs/cs_grantsloansbonds.htm">https://development.ohio.gov/cs/cs_grantsloansbonds.htm</a></p>
<p><b>Coordinating Council on Access and Mobility Initiatives (CAAM):</b></p> <p>CAAM provides funding to improve the availability, accessibility, and efficiency of transportation with programs including United We Ride, Mobility Services for All Americans, Veterans Transportation Community Living Initiative, and the Transit &amp; Health Access Initiative.</p>	<p><b>Funding Source:</b> Federal Transit Administration</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships Transit, Agencies Port Authorities</p> <p><b>Project Category:</b> Safety, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management</p> <p><b>Website:</b> <a href="https://www.transit.dot.gov/ccam/about/initiatives">https://www.transit.dot.gov/ccam/about/initiatives</a></p>

<p><b>County Highway Safety Program:</b></p> <p>The County Highway Safety Program provides funds to counties, through the County Engineers, for safety related improvements on county maintained roadways. The County Engineers Association of Ohio (CEAO) serves as program manager for project selection and administration.</p>	<p><b>Funding Source:</b> County Engineers Association of Ohio (CEAO)</p> <p><b>Match:</b> 0-20%</p> <p><b>Eligible Applicants:</b> Counties</p> <p><b>Project Category:</b> Road, Safety, Traffic Signal Update, Planning</p> <p><b>Website:</b> <a href="http://www.ceao.org/aws/CEAO/pt/sp/home_page">http://www.ceao.org/aws/CEAO/pt/sp/home_page</a></p>
<p><b>County Local Bridge Program:</b></p> <p>The County Local Bridge Program provides funds to counties, through the County Engineers Association of Ohio (CEAO), for bridge rehabilitation or replacement projects on county maintained roadways. The CEAO serves as program manager for project selection and administration.</p>	<p><b>Funding Source:</b> County Engineers Association of Ohio (CEAO)</p> <p><b>Match:</b> 5-20%</p> <p><b>Eligible Applicants:</b> Counties</p> <p><b>Project Category:</b> Bridge, Safety</p> <p><b>Website:</b> <a href="http://www.ceao.org/aws/CEAO/pt/sp/home_page">http://www.ceao.org/aws/CEAO/pt/sp/home_page</a></p>
<p><b>Enhanced Mobility for Seniors and Individuals With Disabilities (Section 5310) Program-Small Urbanized and Rural Areas:</b></p> <p>The Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) program provides capital and operating grants to assist private non-profit corporations and public agencies who offer coordinated transportation services that are planned, designed, and carried out to meet the needs of seniors and individuals with disabilities in small urbanized and rural areas.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation</p> <p><b>Match:</b> 20%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Non-Profits</p> <p><b>Project Category:</b> Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Operating, Pedestrian</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx">http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx</a></p>
<p><b>FTA - Current Grant Programs:</b></p> <p>The FTA grants homepage provides information on all current FTA competitive and formula grant award programs. These funding sources each have specific requirements, funding cycles and awards processes that can be reviewed at each program's home page.</p>	<p><b>Funding Source:</b> Federal Transit Administration (FTA)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Port Authorities, Sewer Districts, Research or Academic Institutions, School Districts, Non-Profits</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operation, Bikeways, Pedestrian, Pedestrian Safety Program, Planning, Freight, Resilience Efforts</p> <p><b>Website:</b> <a href="https://www.transit.dot.gov/grants">https://www.transit.dot.gov/grants</a></p>

<p><b>Grants.gov:</b></p> <p>The Grants.gov homepage provides a centralized location for all current federal agency funding opportunities. Provides resources and guidance on how to search and apply for any applicable federal awards.</p>	<p><b>Funding Source:</b> Federal Government</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Research or Academic Institutions, School Districts, Non-Profits</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian Safety Program, Planning, Freight, Nutrient Reduction, Dredged Material, Stormwater Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p><b>Website:</b> <a href="https://www.grants.gov/">https://www.grants.gov/</a></p>
<p><b>Local Major Bridge Program:</b></p> <p>The Local Major Bridge Program provides federal funds to counties and municipalities for bridge replacement or major bridge rehabilitation projects. A Local Major Bridge is defined as a moveable bridge or a bridge having a deck area greater than 35,000 square feet. ODOT will provide up to 80% of eligible costs for construction and construction engineering only. There is a maximum of \$20,000,000 per project. Currently there are 57 bridges identified statewide as Local Major Bridges. To be eligible for funds, projects must have a General Appraisal of 4 or less or legally posted for load restriction. The project must also be open to vehicular traffic and structurally deficient.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation (ODOT)</p> <p><b>Match:</b> 20%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships</p> <p><b>Project Category:</b> Bridge, Safety</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</a></p>
<p><b>Local Transportation Improvement Program:</b></p> <p>State funding available for roadway and bridge projects. Counties, cities, villages and townships may apply for these funds.</p>	<p><b>Funding Source:</b> Ohio Public Works Commission (OPWC)</p> <p><b>Match:</b> 0%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Port Authorities, Sewer Districts</p> <p><b>Project Category:</b> Road, Bridge, Stormwater Improvement, Sewer Construction</p> <p><b>Website:</b> <a href="https://pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56413-local-transportation-improvement">https://pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56413-local-transportation-improvement</a></p>
<p><b>Municipal Bridge Program:</b></p> <p>Provides federal funds to municipal corporations and Regional Transit Authorities for bridge replacement or bridge rehabilitation projects.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation (ODOT)</p> <p><b>Match:</b> 20%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies</p> <p><b>Project Category:</b> Bridge, Safety</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</a></p>

<p><b>ODOT - Local Programs Funding:</b></p> <p>ODOT - Office of Planning Local Funding Opportunities homepage. Provides descriptions and links to each program including the Small Cities, Municipal Bridges, Transportation Alternatives, Safety Funding, Local Major Bridge, Credit Bridge and MetroParks programs.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation (ODOT)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Research or Academic Institutions</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Bikeways, Pedestrian, Bike Safety Program, Stormwater Improvement</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</a></p>
<p><b>ODOT - Division of Planning Administered Funding Programs:</b></p> <p>Homepage for all ODOT - Division of Planning Administered Federal Funding Programs including transit. Provides descriptions and links to all current funding programs' homepages.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation (ODOT)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Research or Academic Institutions, School Districts</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operation, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian Safety Program, Planning, Freight</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/New/Pages/Funding.aspx">http://www.dot.state.oh.us/Divisions/Planning/New/Pages/Funding.aspx</a></p>
<p><b>ODOT - Program Resource Guide:</b></p> <p>The Ohio Department of Transportation (ODOT) Program Resource Guide is intended to provide a “one-stop shopping” document to ODOT’s constituents – local governments, transportation advocacy groups, planning organizations and Ohio’s citizens. This resource demonstrates several funding programs.</p>	<p><b>Funding Source:</b> Ohio Department of Transportation (ODOT)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, School Districts, Non-Profits</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/ Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Bike Safety Program, Helmets, Pedestrian Safety Plan, Planning, Freight, Nutrient Reduction, Dredged Material, Stormwater Improvement, Sewer Construction, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p><b>Website:</b> <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf</a></p>

<p><b>ODNR Land and Water Conservation Fund:</b></p> <p>This program provides funding for the acquisition, development, and rehabilitation of recreational areas.</p>	<p><b>Funding Source:</b> Ohio Department of Natural Resources (ODNR)</p> <p><b>Match:</b> 50%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p><b>Project Category:</b> Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p><b>Website:</b> <a href="https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate">https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</a></p>
<p><b>ODNR Natureworks Grants:</b></p> <p>This program provides funding for the acquisition, development, and rehabilitation of recreational areas.</p>	<p><b>Funding Source:</b> Ohio Department of Natural Resources (ODNR)</p> <p><b>Match:</b> 25%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p><b>Project Category:</b> Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p><b>Website:</b> <a href="https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate">https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</a></p>
<p><b>ODNR Recreational Trails Program:</b></p> <p>This program provides funds for the development of urban trail linkages, trailhead &amp; trailside facilities, acquisition of easements &amp; property, development &amp; construction of new trails, improving access for people with disabilities, and environment &amp; safety education programs related to trails.</p>	<p><b>Funding Source:</b> Ohio Department of Natural Resources (ODNR)</p> <p><b>Match:</b> 20%</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Non-Profits</p> <p><b>Project Category:</b> Bikeways, Pedestrian, Bike Safety Program, Pedestrian Safety Program, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p><b>Website:</b> <a href="https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate">https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</a></p>
<p><b>ODSA Community and Economic Development Programs:</b></p> <p>The link is the central site for the four Office of Community Development administered programs: (1) Community Development Program, (2) Community Development Corporation Economic Development Program, (3) Economic Development Loan and Public Infrastructure Grant Program, and (4) Residential Public Infrastructure Grant program.</p>	<p><b>Funding Source:</b> Ohio Development Services Agency (ODSA)</p> <p><b>Match:</b> varies</p> <p><b>Eligible Applicants:</b> Counties, Municipalities/Townships, Sewer Districts, Non-Profits</p> <p><b>Project Category:</b> Road, Bridge, Safety, Traffic Signal Upgrade, Bikeways, Pedestrian, Pedestrian Safety Program, Planning, Stormwater Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements</p> <p><b>Website:</b> <a href="https://www.development.ohio.gov/cs/cs_edcgrantee.htm">https://www.development.ohio.gov/cs/cs_edcgrantee.htm</a></p>



## Existing Conditions: Local and Regional Attractions

Source: OHM Advisors, June 2024



Source: OHM Advisors, 2025



# STAKEHOLDER MEETING #1 SIGN-IN SHEET

## SIGN IN

Olmsted Township - Stakeholder Committee Meeting #1 | 07.11.2024



NAME:

1. Bob Poser

bobposer2@gmail.com

2. Ralph Bortomasini

rb@rving310th.com

3. Tom Phillips

TTPhillips@AOL.com

4. Morgan Frank

mfrank@carnegiecorp.com

5.

6.

7.

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9.

10.

11.

12.

# STAKEHOLDER MEETING #2 SIGN-IN SHEET

## SIGN IN

Olmsted Township - Stakeholder Committee Meeting #2 | 11.20.2024



NAME:

EMAIL (OPTIONAL):

1. Andy Kelly
2. John Dill
3. Bolt Perez
4. Michael Kneron
5. Tim Sorge
6. Morgan Fantz
7. Jim Lloyd
8. Mary Volden
9. Al Mofiyas
- 10.
- 11.
- 12.

# STAKEHOLDER MEETING #3 SIGN-IN SHEET

## SIGN IN

Olmsted Township - Stakeholder Committee Meeting #3 | 03.04.2025



NAME:

1. <u>Tim Sorce</u>	2. <u>Michael Knaem</u>	3. _____	4. _____	5. _____	6. _____	7. _____	8. _____	9. _____	10. _____	11. _____	12. _____
EMAIL (OPTIONAL):											
<u>Tim.Sorce@snfteam.com</u>											
<u>Mknaem@priusone.cc</u>											

## SIGN IN

Olmsted Township Streetscape Plan - Public Open House | 03.27.2025



# PUBLIC OPEN HOUSE #1 SIGN-IN SHEET

NAME:

EMAIL (OPTIONAL):

1. Tim Sorge TSORGE@SNTFUM.COM
2. Dan Woods DANWOODS@SPRynet.COM
3. Frank Polman COLUMBIAPARKHITA@WEBTV.NET
4. Tim Martin TIM@MARTIN.COM
5. Dan Biggs DAN@BIGGIES.COM
6. Matt Fussner MATT@MATTFUSSNER.COM
7. Ralph Bostonaschi RALPH@RIGGLOOTH.COM
8. Kathleen Klem KATHLEEN@KLEM@GMAIL.COM
9. David Henrie Hervol DAVID.HENRIE@GMAIL.COM
10. Bruce & Marlene Oehland BRUCE&MARLENEOEHLAND@GMAIL.COM
11. Leslie & Lee Aborn LESLIE&LEE@GMAIL.COM
12. Merv Neadat MERV@MNEADAT.COM

# PUBLIC OPEN HOUSE #1 SIGN-IN SHEET

## SIGN IN

Olmsted Township Streetscape Plan - Public Open House | 03.27.2025



NAME:

EMAIL (OPTIONAL):

13. Morgan Frontz

14. Chris Huguenot

15. \_\_\_\_\_

16. \_\_\_\_\_

17. \_\_\_\_\_

18. \_\_\_\_\_

19. \_\_\_\_\_

20. \_\_\_\_\_

21. \_\_\_\_\_

22. \_\_\_\_\_

23. \_\_\_\_\_

24. \_\_\_\_\_

mfrontz@canopycorp.com

Hsaoen@Yahoo.com

# SIGN IN

Olmsted Township Streetscape Plan - Public Open House | 03.27.2025



NAME:

EMAIL (OPTIONAL):

25. <u>Chrissy Ferrone-Pettit</u>	<u>chrissyferrone@gmail.com</u>	
26.		
27.		
28.		
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35.		
36.		

# PUBLIC OPEN HOUSE #1 SIGN-IN SHEET

## SIGN IN

Olmsted Township Streetscape Plan - Public Open House | 03.27.2025



NAME:

EMAIL (OPTIONAL):

37. Tom & Janine Hogan Janinehogan2019@gmail.com

38. Bill Coulier bill@weeping-willow.net

39. Melanie Stachowak mewel1913@gmail.com

40. Jay Stachowak Transfosh1@gmail.com

41. Joe Bertrand joebertrand@sbcglobal.net

42. Joe Huron AngelWASPIECE@windstream.net  
43. Kelley Alton Altan@olmstedtownship.org

44. HAROLD Mc CARTY HAN350694@GMAIL.COM

45. Chris Pettit chrispett131@att.net

46.

47.

48.

# ONLINE SURVEY #1 FULL RESULTS

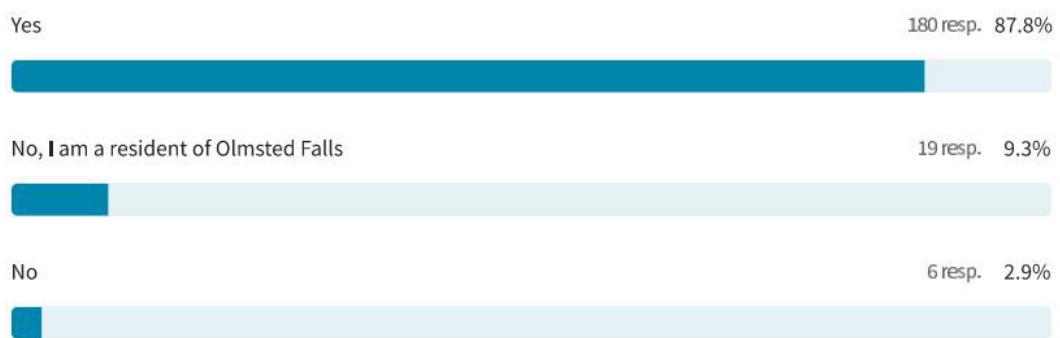
## Olmsted Township Town Center Survey

205 responses

---

Are you a resident of Olmsted Township?

205 out of 205 answered



If you're a resident, how long have you lived in Olmsted Township?

176 out of 205 answered





---

Describe Olmsted Township in a few words

169 out of 205 answered

Quiet, small town feel and safe.

---

Home

---

Growing

---

It is where I chose to retire!

---

Quiet rural area with wildlife.

---

Quiet town that is showing its growth

---

Used to be a quiet township. Now it is overcrowded with too much traffic.

---

Really nice.

---

# ONLINE SURVEY #1 FULL RESULTS

Peaceful, not congested, friendly neighbors

---

A quiet, small-knit community mixed with older housing and increasing developments and traffic issues. Not many public ammenities.

---

Used to love it here. Wish I could move. Husband won't so I am stuck. At least is close to my job

---

Charming small town where everybody knows your name. We lived here for 26 years but moved away for 22 and now we are back. Hope to make this our forever home.

---

Friendly town

---

Decent

---

A small town with minimal business but close enough to anything you need provided by surrounding communities.

---

Charming, quiet, small town, friendly

---

A community which has grown in the number of houses taking away from the quiet community feeling

---

A smaller, friendly Ohio community where you can enjoy some quiet but still be pretty close to major shopping and highways

---

A small town with great neighbors and a great school system

---

Small town feel close to all ammenities

---

quiet, friendly, non-commercial

---

Charming town with nice neighbors. Safe area.

---

Home with friendly neighbors

---

Growing community

---

The example used to sum it up, but it's becoming overtaken by housing with no land. Losing its charm unfortunately.

---

# ONLINE SURVEY #1 FULL RESULTS

Please rate your sense of community in the township, i.e. how connected and supported do you feel within your township—considering factors like neighbor relationships, local events, and community involvement?

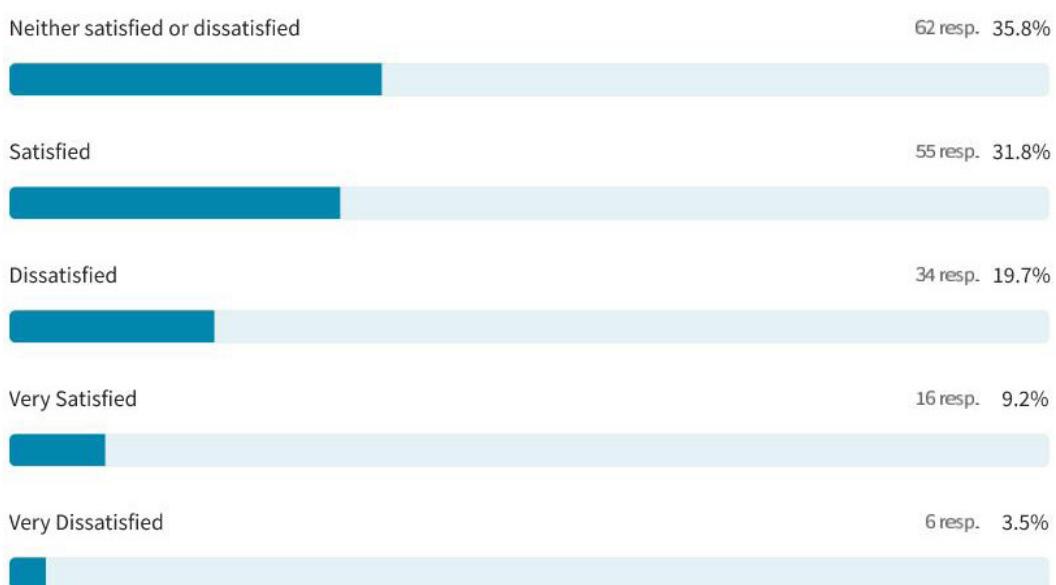
179 out of 205 answered

### 3.4 Average rating



How satisfied are you with the current amenities and services offered within the Township?

173 out of 205 answered



Why are you dissatisfied or very dissatisfied with the current amenities within the Township?

37 out of 205 answered

---

There should be more offerings, improvements to infrastructure.

---

Baseball park and community center/pool would be ideal

---

I think we have everything we need NO REASON to keep building

---

Need a market district grocery store

---

Abatements offered to new developments

---

Almost a total lack of amenities.

---

There's so much opportunity for business and industry but instead you're focused on adding housing.

---

Other than Columbia Station, probably the worst city on the West side in terms of businesses, restaurants, and amenities.

---

Limited - need more shops restaurants and a rec center

---

The township looks rundown and lacks quality connections to Metroparks and other regional assets. Development is spotty and not done in a way to create lasting connections

---

It's disappointing to see so many houses being crammed together with little yard or green space. The roads have become overcrowded, making it difficult to maneuver through the township.

---

Taxes are extremely high and don't have anything like a rec center to show for it. We need new businesses to bring in tax dollars, not more housing.

# ONLINE SURVEY #1 FULL RESULTS

High taxes, no rec center, lack of businesses

---

I understand the desire to keep small town charm and not become Avon or Strongsville, but unfortunately there isn't enough functional shopping. Shakers is a great little market in a pinch, but most large grocery runs require a trip out of the city/county, with money being spent elsewhere. The cute niche shops are great to visit if you need a candle or a small gift. But there is nowhere in the town to buy a growing child's clothes or shoes, which means money will be spent elsewhere and not benefitting our local economy.

---

There are very few amenities for residents to use, although it has improved in recent years with the addition of some parks and the community room.

---

Taxes too high for the available amenities

---

No community gym always trying to build new developments and flooding issues

---

Would like more park/open space. More community events.

---

There aren't any as far as I know. Unless police, fire, and EMS are an amenity. The library is a county project.

---

The Township should do more for parks and recreation, co-planning events with Olmsted Falls to celebrate our rich history like it used to, and finally find a way to make economic ideas like the JEDD work so we can stop filling every empty space with too-tightly packed housing developments.

---

Need a real senior center, community center, light industry

---

Current leaders doesn't seem to have the interests of the community in mind. Stop the developments and apartment complexes. Start bringing in more businesses and a rec center would be amazing.

---

Not much retail. No public recreation center.

---

What amenities are there? A dog park? Sidewalks are limited, no bike paths or trails similar to those in Columbia area communities. Roads do not properly handle traffic at busiest times and create bottlenecks. Stearns, Bagley, Cook, and Fitch, are terrible.

---

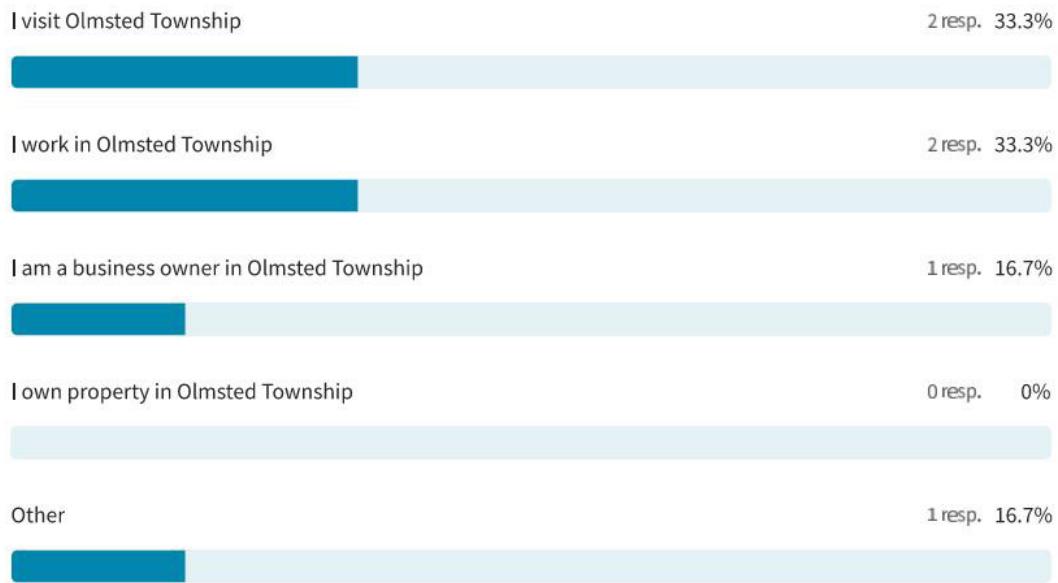
No township center, few restaurants.

---

# ONLINE SURVEY #1 FULL RESULTS

How do you interact with Olmsted Township?

6 out of 205 answered

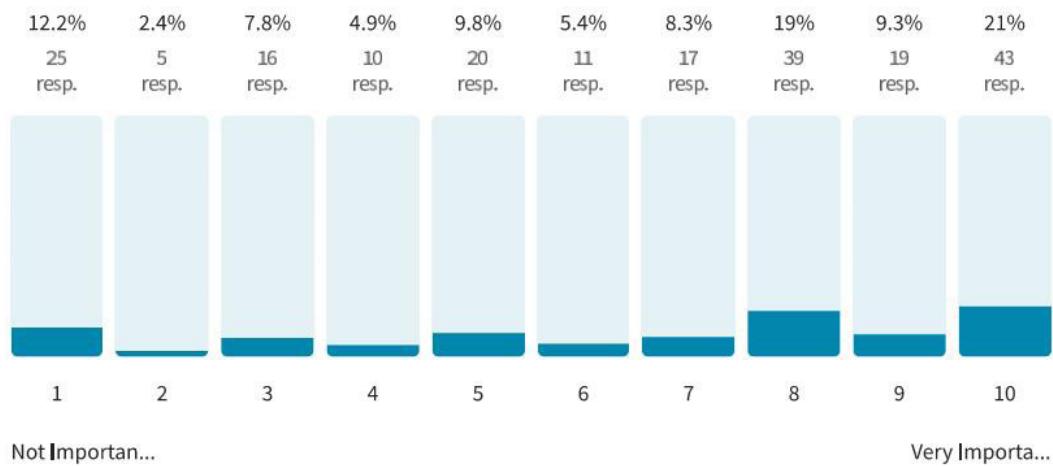


Live in Columbia - OF schools though

How important is improving the streetscape in Olmsted Township along Bagley Road, east of Stearns Road, to you?

205 out of 205 answered

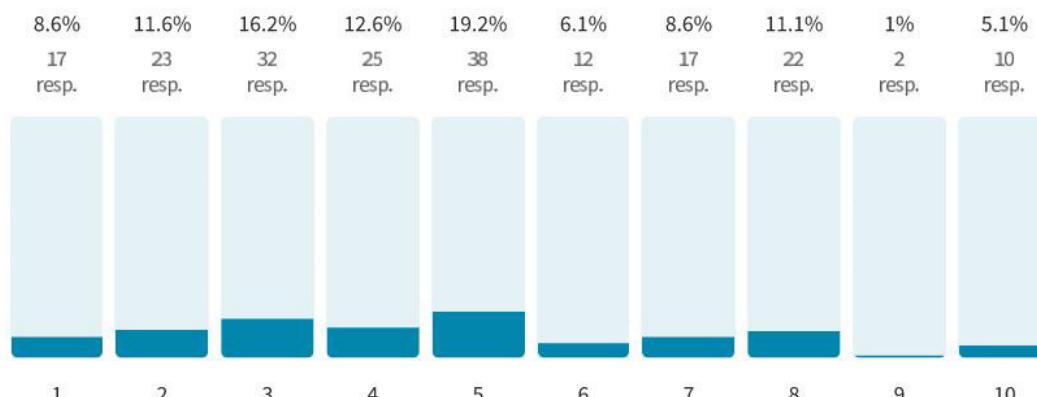
#### 6.4 Average rating



How do you currently feel about the safety of pedestrians and cyclists in this area?

198 out of 205 answered

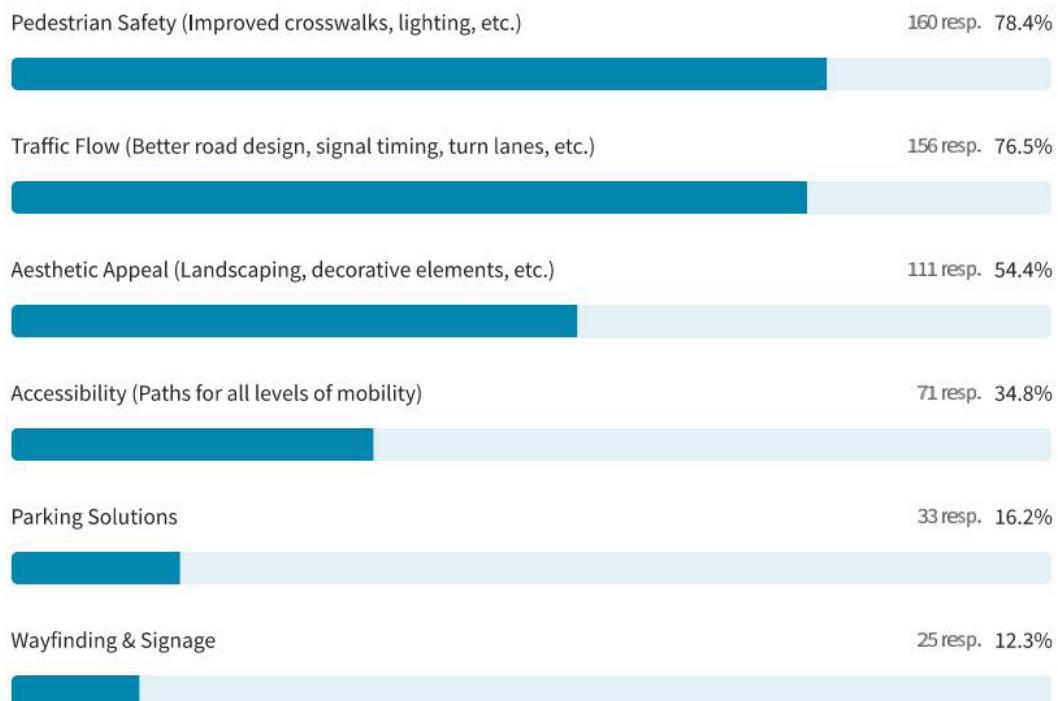
#### 4.7 Average rating



# ONLINE SURVEY #1 FULL RESULTS

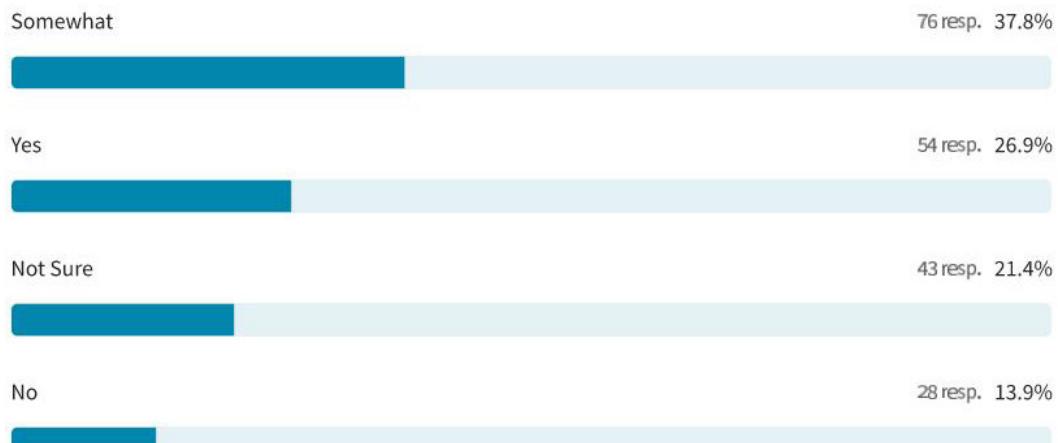
What aspects of a streetscape improvement are most important to you?

204 out of 205 answered



Does this concept address your concerns about walkability and accessibility?

201 out of 205 answered

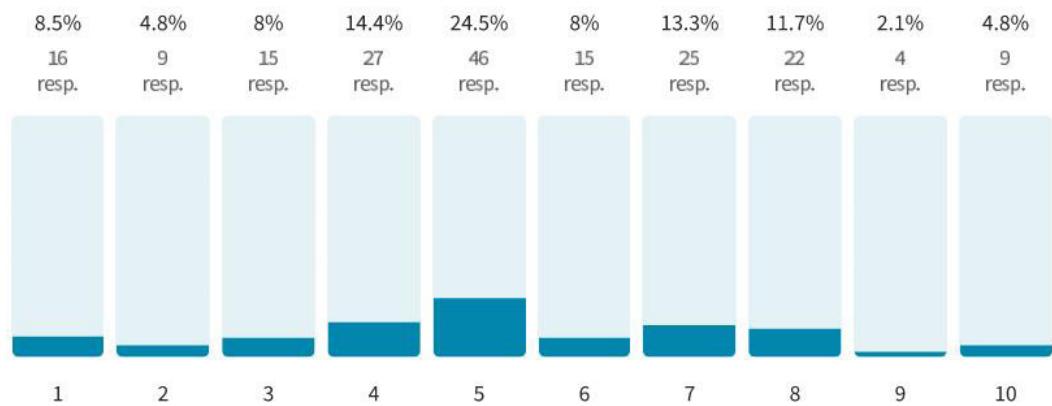




How effective do you think this concept is in improving the town center's overall appearance?

188 out of 205 answered

## 5.2 Average rating

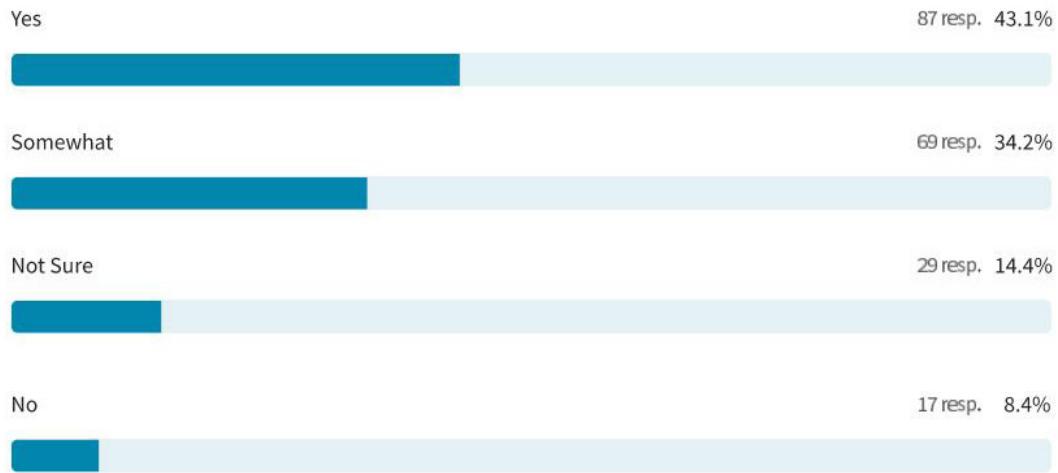


# ONLINE SURVEY #1 FULL RESULTS



Does this concept address your concerns about walkability and accessibility?

202 out of 205 answered

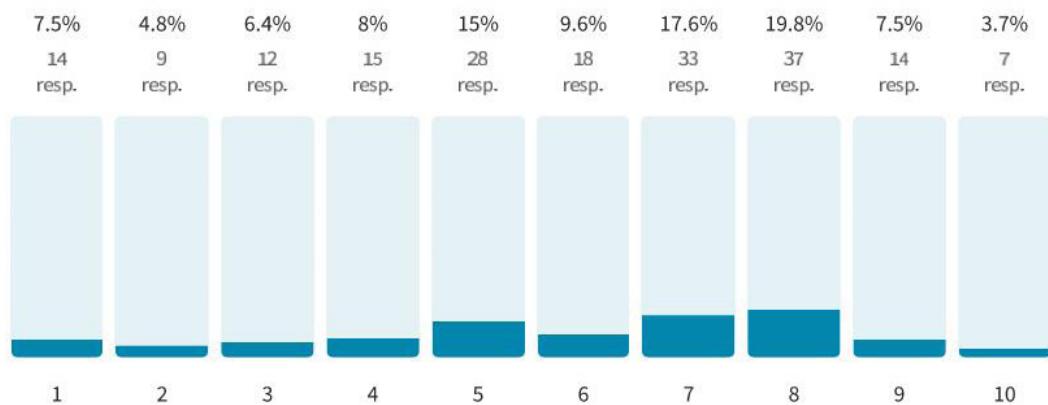




How effective do you think this concept is in improving the town center's overall appearance?

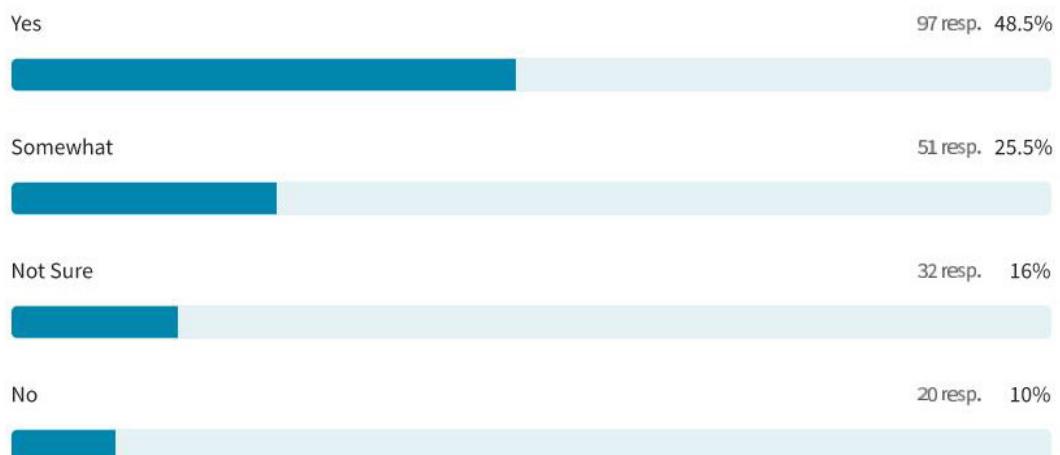
187 out of 205 answered

## 5.9 Average rating



Does this concept address your concerns about walkability and accessibility?

200 out of 205 answered



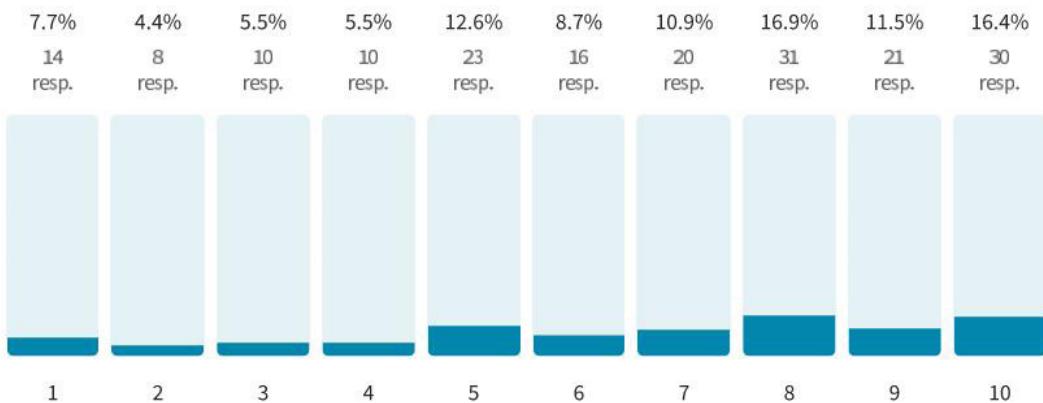
# ONLINE SURVEY #1 FULL RESULTS



How effective do you think this concept is in improving the town center's overall appearance?

183 out of 205 answered

6.5 Average rating

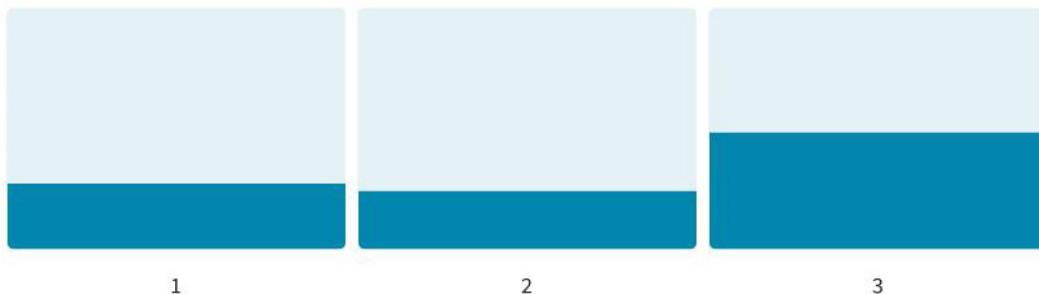


Please rank the concepts in order of preference.

161 out of 205 answered

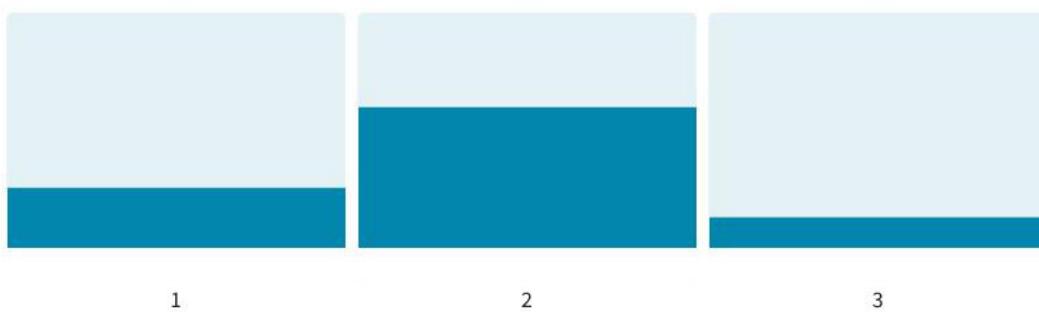
#### Concept 1 - Improved Streetscape (Good)

27.3%	24.2%	48.4%
44	39	78



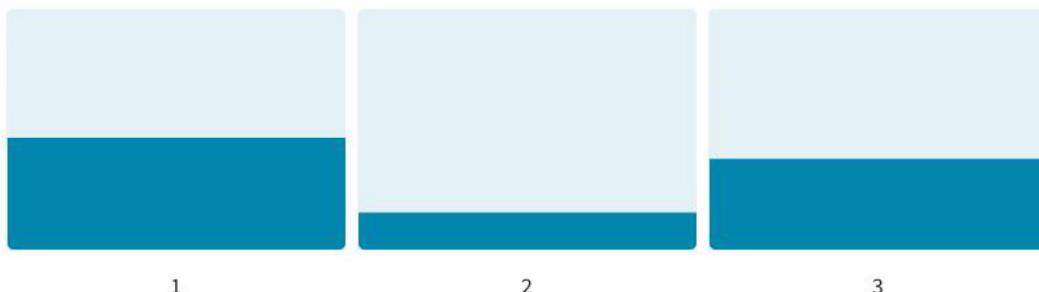
#### Concept 2 - Enhanced Streetscape (Better)

26.1%	60.2%	13.7%
42	97	22



#### Concept 3 - Enhanced Boulevard (Best)

46.6%	15.5%	37.9%
75	25	61



# ONLINE SURVEY #1 FULL RESULTS

Do you have any additional comments or suggestions regarding these concepts?

97 out of 205 answered

---

Don't want anything that will add to the traffic issue on Bagley. Residents enjoy the small town feel and nature aspects.

---

I thought there would be construction of a plaza?

---

Something needs to be done about the traffic on Columbia Road. Pedestrian safety is non existent and homeowners often wait 5 minutes to get out of their driveways!

---

None of these ideas would benefit the Township. Stop "improving" the Township and focus on our beauty and making our community safer. STOP building more housing. We DO not need more housing. Our schools and roads CANNOT sustain increased housing. Just STOP!

---

Just make it more accessible, we do not need to waste money making it pretty. Just make it functional. If you want to live somewhere that has money to make things pretty, go to Westlake or Avon or Strongsville. How about you spend some money fixing the swales on Eastwood, Westwood , Adele, and so on? I'd love it if my backyard actually drained when it rains.

---

Speed reader signs!!!

---

Shakers/Cleveland clinic does not have enough parking as it is.

---

IMO, I think this whole exercise is a joke. No one cares about walkability and who wants a 'Town Center' hiding behind a gas station! I think this is all a ploy to get another gas station built. This is already the worst intersection in the township, why make it worse??

---

Please do not have Sheetz build a Gas Station on the corner. OT does not need another Fast Food/Junk Food Market or gas station.

---

Community center with pool facility should come first

---

Too many trailer parks will always inhibit the perception of Olmsted Township, and there is nothing a fancy intersection can do about that.

---

It's too hard to see the illustrations. I can't really see the vision. What is the point of a central gathering area?

---

We need more businesses to move in and help cut down on taxes. No more residential areas with this new development, focus on bringing in and appealing to businesses

---

It would be great to see sidewalks come further up cook and Bagley

---

# ONLINE SURVEY #1 FULL RESULTS

I really didn't see the difference in the proposed plans.

---

Please no more additional housing. Please 

---

Take out residential allotment

---

Keep our small town small.

---

Improve the facade of the Bagley Stearns Plaza, walking trail along the proposed scenic pond with benches. A green space to allow for gatherings and events can also be rental income for the city.

---

I am deeply concerned about the construction needed to accomplish these efforts. Continually monopolizing our main ways in and out of our homes is so frustrating and make me happy ant to move.

---

We do not need this in Olmsted Falls, we do not need "public spaces", we do not "walkability" we do not need any more business here or new developments

---

We need sidewalks on Columbia road in between John and Cook roads.

---

Need family play area water features or rec center - more restaurants and bars please

---

More focus on what is planted and sidewalk/trails to Schools. Can trails be run through backyards from Swings and things to School?

---

I am entirely against changing this area into some kind of downtown, Township should focus on what the resident want, not what the Government and developers want.

---

Which wayfinding concept do you prefer?

189 out of 205 answered

Concept 1 - Traditional

133 resp. 70.4%



Concept 2 - Playful

56 resp. 29.6%

---

Do you have any additional comments or suggestions regarding these concepts?

56 out of 205 answered

Please leave some undeveloped areas undeveloped. Stop the building madness.

---

Not playful!!

---

# ONLINE SURVEY #1 FULL RESULTS

both are a joke. 10 people that live close MIGHT use this

---

If we do a pond, add water feature (like hunters ridge pond) light up sprinkler. \*\*Black light poles and light signals like seen in Crocker Park.

---

Keep our small town small

---

Isn't needed

---

It should be clear, legible, and withstand harsh elements.

---

they are both stupid

---

1 is much better than 2

---

How Committed is Carnegie development and SHaker plaza to this concept? Willing to make leasehold improvements?

---

no

---

Why do we needs signs on everything? Big sign for town center and it'll be a rundown shopping center and a Sheetz

---

No

---

Keep it simple. Perennial plantings, lower maintenance less upkeep

---

no

---

What is the "Mixed Use" development?

---

Would rather see limited funds spent on a sense of place amenities like an entry arch or across-the-road banner than just signage.

---

No

---

Fix center of town where bp is make more appealing at the 4 corners and fix traffic patterns use taxpayers money to go into the township issues like flooding fixing streets not just the schools which have declined over the years

---

I prefer the area remain more rural. It would be great to have the batting cages back! Traffic is not good. SO many people traveling Northbound on Stearns go into the Southbound turning lane to turn into CVS! With ALL the schools on the same street traffic needs to be the number one priority.

---

I suppose creating something new is growth. I feel money would be better spent on updating and improving infrastructure issues, i.e. road paving, storm sewers so that yards and basements don't flood after heavy rains. The more housing that is added and tied in to the older sewer system, without upgrading the older portion of the sewer system, is trouble waiting to happen. Property taxes have gone up, we individually pay sewer taxes, without flooding issues being resolved throughout the township.

---

I like the "playful" gateway signs but like the "traditional" option for the permanent banner. I feel like the playful gateway option is more a community feel, where as the traditional gateway option is very business-like which I don't feel necessary fits with the township center.

---

Doesn't matter. Turn lanes

---

# ONLINE SURVEY #1 FULL RESULTS

Both are fine and do the job. Playful may become out of style faster and need updated sooner costing more \$\$\$.

---

Do not like either traditional or playful options! Do like the Township signage at Fisk and Bagley!

---

This seems like a waste of money, as there isn't anything there yet to designate the space as a town center. These concepts look like signage to Crocker Park; which is not what we have to offer.

---

Just don't overdo it. Great decorative street lighting mixed with signage and good landscaping is enough if done well. This is a quiet traditional community and the concepts should reflect that and not be gaudy.

---

Keep it simple and don't spend a lot of money on it

---

We are getting overwhelmed with people. The schools are full. Put in a recreation center and no more housing

---

Would rather spend money on better infrastructure

---

no

---

Playful is cheesy. Traditional fits the township's personality

---

Love the more creative one

---

Cost effectiveness and sustainability. Solar panels

---

Will it be continued throughout the township? Sign for soccer fields, etc?

---

I would love a rec center and more food options/restaurants!!

---

It will be sad if this does go through of that part of the town, when downtown Olmsted falls needs so much needed help.

---

Don't love either of them, but the traditional one looks like it's trying too hard to be upscale and loses the small-town feel. The playful one seems a bit too playful, but is preferred over the traditional.

---

No

---

Just build up the road infrastructure. Make that more feasible, and the rest will follow. We need to bring businesses to town besides development. Capture that small town feel that seems to have been lost.

---

Wayfinding should be simple, durable, and reflect the quiet character of Olmsted Township

---

Just don't overdo where it can't be kept up correctly.

---

Less signage!! It's just eye clutter. Adults shouldn't have to be told every single thing!!

---

Don't like either of them. This is supposed to be a small town. Stop ruining it

---

Keep with the traditional small town esthetic but inviting. It had to lead to something. Maybe gazebo for concerts and local entertainment

---

none

---

No

---

# ONLINE SURVEY #1 FULL RESULTS

No

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No

---

I like the street lights with the banner

---

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# STAKEHOLDER MEETING #4 SIGN-IN SHEET

## SIGN IN

Olmsted Township - Stakeholder Committee Meeting #4 | 05.21.2025



NAME: \_\_\_\_\_

1. Bob Perez  
bobperez2@gmail.com
2. Lorann Klein  
11lein@protonmail.com
3. John Phillips  
JSPhillips5@gmail.com
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_

# ONLINE SURVEY #2 FULL RESULTS

## 1 Are you a resident of Olmsted Township?

281 out of 281 people answered this question

Yes

219 resp. 77.9%

No, I am a resident of Olmsted Falls

44 resp. 15.7%

No

18 resp. 6.4%

## 2 Overall Impressions

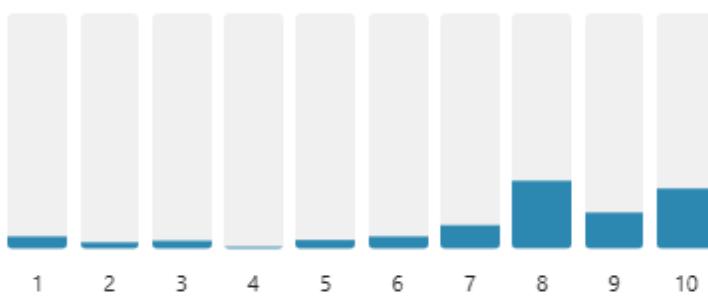
### 2a

How would you rate your overall impression of the final concept?

Avg. 7.6

274 out of 281 people answered this question

5.1%	2.6%	3.3%	0.7%	3.6%	5.1%	9.9%	28.8%	15.3%	25.5%
14 resp.	7 resp.	9 resp.	2 resp.	10 resp.	14 resp.	27 resp.	79 resp.	42 resp.	70 resp.



Very Poor

Excellent

# ONLINE SURVEY #2 FULL RESULTS

Please explain your rating. (Optional)  
54 out of 281 people answered this question

Looks very nice, excited to see it! Would love a rec center and more restaurants!

A huge improvement!

I am excited for the sidewalks but I wish more was being done. I would love to see a rec center and more shops/restaurants where the public wetland boardwalk and the future developed multi use areas are.

Don't like the additional building of new housing developments.

Great concept, would like to see street scape all the way to the schools and have schools participate in shared cost or grant applications

Will look warm inviting and beautiful!

I like the walkway in front of IGA going to middle school, it will make it easier for the ofis kids walking to swings n things

The stores & restaurants at the intersection are poor in appearance and quality. Why spend the money to dress up an area that nobody wants to go to?

My taxes are high enough already

Finally! We should be able to walk to our local businesses and our schools.

Stop wasting our tax's dollars on useless stuff

I think this would really make an impact on how our town is viewed and I think it looks amazing and a great idea! More businesses, infrastructure and community gathering spots! No more houses and developments !

We need our taxes lowered.We don't need anything like that

Making streets wider and wide sidewalks seems underwhelming. I expected more.

I think it will be nice if maintained properly to enhance the appearance of this vital intersection in the community.

I like that there aren't boulevard islands like in a few of the previous concepts. I like the trail idea instead of sidewalks down both sides of the road, no need for both sides. I also like the restricted Right-in Right-out entry to the parking lot near the cheesesteak place. I've seen many close calls with people trying to turn let out of there. I think the driveway shown linking up to the overpass over the pond is a mistake unless it is also only Right-in Right-out. That is already a sketchy area with backed up traffic at times. Left turns from there would be very hard but people would try them anyways.

I love that we are improving this intersection it is very mundane right now. Make sure the landscaping is beautiful! Trees and flowers please! We can even do what Westlake does and let families "adopt a box" to upkeep and decorate. I think something that says "Olmsted township" would be nice. I think trees make the biggest difference, something like Japanese lilacs or sentry maples.

Looks good. Need more walking trails and retail development across from Razzles

I am not in favor of getting rid of our greenspace for a town center. Not enough trees. Who cares about grass. It all gets chemically treated anyway which is bad for our environment. This adds too much congestion at that corner. Accidents will increase especially with the HS being right down the street.

Not sure what it does to better control traffic

This blatantly excludes cyclists and seriously puts pedestrians at risk. No bike lane and no speed bumps to slow down the majority of drivers that are reading their phone while driving. If you seriously want people to walk around then you seriously need to get drivers to slow down; you don't have to pay OT for strategically placed speed bumps. Just because you make wide sidewalks doesn't mean that drivers won't slow down. Further to that, drivers won't see pedestrians further back from the road. You can't brag about connections to

## ONLINE SURVEY #2 FULL RESULTS

county bike paths on the county parks without adding sufficient bike lanes in this area. Consider that not having bike lanes is incongruent with the law that requires certain motorized bikes, like simple bikes or escooters prohibited from using sidewalks. If the only option is to use the road, then bike lanes must be added.

Why are tax dollars being used for decoration. Just put in what is needed.

My biggest concern with this is another additional residential development. There are parts of Olmsted Township/Falls that gets crowded or severely backed up. Also would like to know how taxes will be affected especially with another development. I am also concerned with that development being a Ryan Homes or a Pulte. Their reputation for cutting corners is not something I want to see here anymore. If we are looking to add mixed use development, are there businesses that we think would be looking to come in? Would that help to offset some taxes?

Design is lovely and potentially useful but the location is a head scratcher. What data is available to suggest that walkability in that part of the community supports the "town center" element?

I think the additions of the shared turn lane and wider pedestrian paths are smart. I agree with additional trees and managing water levels in an aesthetic way. The hike and bike path on the south side will double as a bike lane? That would make sense to me.

Love the bike lane.. can you extend sidewalks to grand Oaks please!

Definitely focus on more green space and water management!

Wondering how the traffic from the mixed use/future development area will play into this plan.

Need better flow of bike trail into surrounding community. All areas leading to this center are lacking

Love the added green space and the 3 lanes on Bagley

It looks like a nice design. It would be nice to get some restaurants and other businesses on the north east side of bagley and stearns to make it a place that people would want to come to.

It's great! But maybe we should offer a public bus that allows people to travel that cannot drive.

The multi use path at this busy intersection is excellent for bicyclists and students walking to the schools.

I think people are more interested to hear and see about the development and use of the area, in regard to stores, restaurants, bars, etc, and less about greenery and trees and that. Those can come, but usually after the bigger stuff is done and build the greenery around it.

Our "small-town-feeling" is going to be destroyed. Olmsted Township does not need a Town Center like that.

Seems pretty typical. i am a fan of walk ability

Not needed and way too many places being built up in the township when the whole point of a township is to keep it small and allow people to live comfortably. The stearns bridge projects already took way longer then we were told it would take and it was a HUGE inconvenience

This is pointless and a waste of funds. I've lived in the Falls for over 15 years and this intersection/area has gone through countless changes. The latest iteration is fine as of 2025. My kids walk from the schools to Friendship/ Roasted and this concept will not change anything about how I perceive safety, accessibility, etc..

The traffic pattern improvements look good

Looks great, would need to see type of businesses to be added

I don't know that I really see any value in the multi-purpose trail vs just a standard sidewalk.

I like the addition of walkways and sidewalks

## ONLINE SURVEY #2 FULL RESULTS

Well designed. Fits with the surrounding areas.

I do like that the one way turns out of Stearns and Friendship are now only at the locations closest to the intersection. Love the multiuse trail that is on the middle school side. I still think the Shakers parking lot needs a middle aisle/lane for cars to go between the two long stretches of parking.

A 3 lane road on Bagley is needed from Columbia all the way to the county line due to all the homes and traffic. Two lanes creates traffic jams and impedes police / fire from getting to emergencies when busy.

Since this is one of the main access points of Township how will the construction impact every day life meaning how would we get to school and work without having to go through North Ridgeville and all the way around to get east or if we're on the other side of Sterns how would we get to without having to go all the way east to go west is this gonna take years and inconvenience. The resident have been here for a very long time for years just to appease the new residence.

Love the mixed-use path going all the way to the schools- Would be so wonderful if kids had more biking and walking options!

To many new houses. Stop building!!

I like the practical pieces; however, the decorative elements seem like things that will require a lot of maintenance, and I'm worried that won't happen or that budget cuts will allow this to deteriorate. It doesn't seem like a great use of money at this time.

Appears to create a more visually appealing look and sidewalks. Worry that roads will need widened and this will be a waste of money and doesn't account for future traffic

Gr8 start. Hope Bagley street scape extends to Middle School. When does construction begin?

Good Flow, Looks Good. Notice the Southwest Corner is now residential, instead of commercial.

Im sure the Township will find some way to screw this up like everything else.

Like the bike lane. Wish there was some kind of light alert/sound to be activated when pedestrians are crossing the street as cars around here typically do not pay attention to foot traffic. Experiences this first hand multiple times as I frequently run this route.

# ONLINE SURVEY #2 FULL RESULTS

✓ 3a

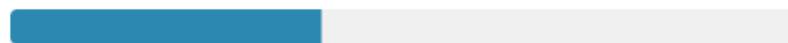
Which elements of the final concept do you like? (Select all that apply)

260 out of 281 people answered this question (with multiple choice)

Expanded sidewalks and pedestrian zones 153 resp. 58.8%



New shared-use path and plaza 103 resp. 39.6%



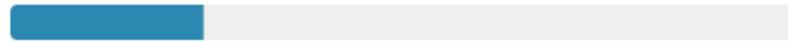
Landscaping and streetscape plantings 145 resp. 55.8%



Safer crosswalks 129 resp. 49.6%



Access and parking improvements 64 resp. 24.6%



Roadway configuration (i.e. turn lanes) 149 resp. 57.3%



Overall design and layout 108 resp. 41.5%



# ONLINE SURVEY #2 FULL RESULTS

Are there features you feel are missing or could be improved? (Optional)  
27 out of 281 people answered this question

MAKE SURE TRAFFIC ROADWAY IS WELL PEPARED TO HANDLE MORE PEOPLE

Expansion connecting the schools

Bagley Rd needs turn lanes east and west of Stearns Rd

Yes. Quality stores & restaurants.

Overall walkability and safety

This is stupid, stop spending money on crap that 1 percent of the town will use, we are not a walkable community, stop trying to turn us into one

Don't build it, it's a waste

We don't need any of that nonsense. We need our taxes lowered.

Don't waste the money, lower the taxes instead

This should be the site of a future town hall and a decent size park. Why make it the Town Center if there arent also civic improvements planned.

Dont like any

Just that I do not want to see a fast food restaurant in the new development. That would cause traffic problems that are considered in this layout.

It's a good start but need to add speed bumps to slow down drivers that are reading their phone

Improved intersection with turning lanes at cook and Fitch. Improving Bagley road is nice, but 90% of the township residents don't use Bagley road to go anywhere. They go north on fitch north on columbia north on mckenzie and they use cook bagley road rarely plays into their travel plans

Pollinator and native plant areas

Bagley needs to be bigger no matter what and added sidewalks may help stop kids from riding scooters on the road.

To have a nice area, you need things people would want to come there for, whether it is good food or drinks, or something else to do, rather than just walk.

I do not like any of them.

An occasional bench and bike racks at the local businesses

None, taking the worst intersection and making it busier

Connecting the wetland to where the old driving range was. You could open a community park, that also connects across to the small park area planned. People don't want more housing but would love more usable green space

Not sure of the reason for more sidewalks along Stearns across from CVS

Expand street scape to Middle School/Intermediate school driveway.

Tie in the overall streetscape improvements all the way to the schools.

A 2nd Fire Station (with adequate staffing) in the Southwest portion of the Township

Noise/Light activated pedestrian cross walk alerts

More traffic lanes are great.

# ONLINE SURVEY #2 FULL RESULTS

✓ 4a

**Do you feel the final concept improves pedestrian and bicycle safety and experience in the Town Center?**

269 out of 281 people answered this question

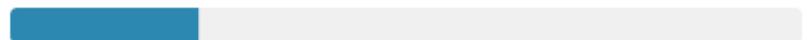
Yes

167 resp. 62.1%



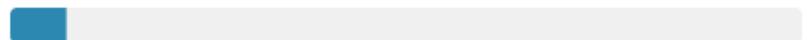
Somewhat

64 resp. 23.8%



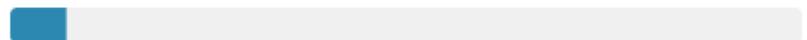
No

19 resp. 7.1%



Not sure

19 resp. 7.1%



Please explain. (Optional)

23 out of 281 people answered this question

We love walking and biking so this is great!

Pedestrians and cyclists don't use this intersection

As long as the bicycles stay on the paths and not in the streets

Sidewalks already exist in that area.

We need our taxes lowered. We don't need any more bullshit

I think it will improve safety but not necessarily the experience.

Sidewalks already exist: a sidewalk is a sidewalk

Kids won't use it and will continue to ride through parking lots.

I can't see any bike lanes.

I think it will help as long as bike riders use it and stay out of the roadway.

Do we need to consider reducing speed to 25 mph in the town center?

Just thinking about all the connectivity of the bike paths this is an improvement. I'm still worried about the bike riders going over the bridge but that's for another day

# ONLINE SURVEY #2 FULL RESULTS

Need to extend/add sidewalks on Sprague, so kids can safely ride to other sidewalks.

Concerned about the traffic plans for the new mixed use/future development area unless driveways for that will be past the overpass area

Not too many are going to ride bikes or walk these days. There are enough areas where we can do that = MetroParks for example.

Lots of kids hang out after school at Friendship so I see the multiuse path on the south side of Bagley road being a great addition. The kids like to ride their bikes from the back entrance of Friendship to the Mexican restaurant entrance on Stearns. Need something that would enforce the kids to use the pedestrian/bicycle safe path at the intersection instead of dodging cars going south on Stearns.

Looks like the concept only is on the south side of bagley. Needs to be on both sides. Do it right.

Concern is that it will be minimal and not stretch the entire length of Bagley Road

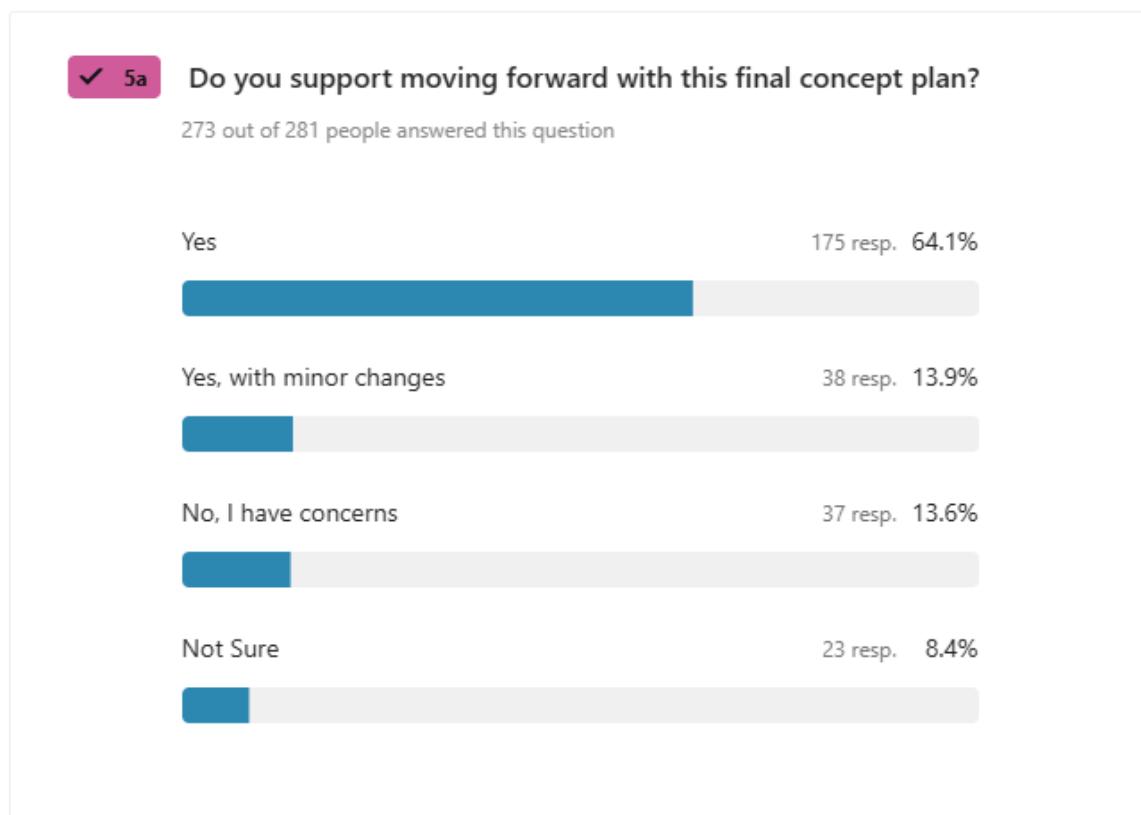
Sure, it helps. But it only helps in the town center. It would be cool if there were more sidewalks going west down bagley

Didn't know this was the Town Center. There's a CVS and a gas station.

there is now a bike path on the southside of Bagley, that will improve safety and accessibility for kids and schools

Legislation needs to be passed at the grass roots level & move up throughout the state to ban bicyclists from using anything other than dedicated bicycle lanes and paths. These self entitled traffic hazards have no business being on a public roadway. 3 foot of clearance, my ass. It should be legal to run over bicyclists! The Amish aren't legally allowed to take their horse & buggy on I-71 or OTP 80 due to the hazard they'd cause, so why do we have to tolerate bicyclists on public roads?

The cars here will hit people because they are not used to foot traffic in the area.



# ONLINE SURVEY #2 FULL RESULTS

Any final thoughts or suggestions? (Optional)  
30 out of 281 people answered this question

I really wish we could get a rec center!!

Remove the additional building of the currently empty lots

Is there a world where can get a rec center? There's enough land to do it

When does traffic issues in front of each school get addressed. Two lanes does not work.

This road was just closed for a very extended time

Bulldoze the shakers plaza & put in higher quality shopping & restaurants.

Dumb, go back to work and just fix our streets. We like driving, not this stupid clean way of doing crap

We don't need any of this bullshit. We need our taxes lowered the nationa

Without retail establishments to attract people to the area. I feel the ROI on this project will be dismal. Based upon current shopping locations I don't see people coming to walk around and use this space. I am disappointed to see additional residential development when we need more commercialized space to draw consumers. Without this people will continue to go to downtown Olmsted Falls.

Besides aesthetics, there is no point

Bagley needs a major overhaul if this plan is to move forward, it should be widened to 5 lanes from Fitch to just past Razzels, this plan is more like lipstick on a pig, will only cause more congestion

One thing that really should be included in this area is a medium to large sized park. Something to seriously consider would be utilization of the highway or railroad overpasses for a sled riding hill area. With a local coffee shop right here on the corner, the combination of a park with a sled riding hill would be a unique feature for our town that sees a long winter.

Should be planned so it doesn't disrupt traffic in the morning. Especially during the school year.

The area should be deemed unusable wetlands. Has the EPA and Fish and game given their approval since we have an endangered bat species here.

None of this is necessary. Money should be put into the safety forces, who are stuck hiring from other cities rejected candidates. The township will never attract quality candidates as long as pay is so low.

See my previous concern

No mention of a capacity study being done with projected development in this area? Especially since it's connecting to major thoroughfares close by. For example, if development continues you will assuredly need longer turning lanes. And you have 2 schools close by which as development continues, so will the population and so will the number of drivers.

This is a very busy intersection. I'm worried about the utility and likely usage for bikers/walkers in this area given the confines of the project.

Where will the money come from? I am not interested in paying more in property taxes

Would just like to see bringing in new business, food, retail, whatever, as a bigger part of the plan

I don't like any of the concepts, Olmsted Township will lose its beauty by turning it into something that it is not.

i just worry about the amount of traffic.

As mentioned above these funds could be redirected for much more meaningful things. One that comes to mind is increased safety and accessibility around the schools that continue to see increased attendance due to the countless additions of housing and families.

## ONLINE SURVEY #2 FULL RESULTS

Picking up kids after school functions and traversing Bagley road is a much greater safety concern than the concepts shown above and this particular area.

Center either way turn lane in front of plaza makes no sense for westbound traffic

Address the concerns I raised. Look beyond today and plan for future growth and safety by limiting crosswalks.

Impact to residents during construction we keep closing main roads and main intersections for years now and now you're gonna close it again and impact residence getting in and out of the area just to go to work and go to school. You gotta go 5 miles out of your way to go half a mile to the school it's ridiculous so please phase this appropriately for the least amount of impact especially during football season or school and things like that.

No more houses!!

Is development plan at corner of Bagley/Stearns approved?

Are the schools onboard for collaborating with the Township, as they receive the most tax dollars from the residents. These improvements allow for more safety and accessibility to the schools.

Just like the overpass project and last resurfacing of Stearns between Bagley & Schady, how bad is this going to affect my morning commute and for how long?

