

Form Name: Planning Grant Application 2018 TLCI
Submission Time: October 5, 2017 3:56 pm
Browser: Chrome 61.0.3163.100 / Windows 8.1
IP Address: 70.60.0.210
Unique ID: 356147258
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Project Sponsor / Agency Name	City of Avon
Address	36080 Chester Road Avon, OH 44011
Contact Name	Ryan Cummins, P.E.
Title	City Engineer
Office Phone Number	(440) 937-7800
E-mail Address	cummins@cvelimited.com
Are You Interested in NOACA Technical Assistance?	No, Only a TLCI Planning Grant
Study Name	Avon Citywide Bicycle and Multi-Use Path Master Plan
Total Project Cost	\$ 75,000
NOACA Funding Requested	\$ 50,000
Local Funding Committed	\$ 25,000

<p>Brief project description (250 Word Limit)</p>	<p>Avon is requesting assistance from NOACA in the form of a TLCI Planning Grant for a Citywide Bicycle and Multi-Use Path Master Plan. The City of Avon does not have a bicycle or multi-use path plan, it has existing and proposed facilities plotted on our Avon - Overview Plan - GIS Map. https://www.dropbox.com/s/1ayef01d4x7zbiv/Avon-Overview-Map-36x36-March-2017.pdf?dl=0 Mayor Bryan Jensen states on the City's website, "Since Interstate 90 was completed west of Cuyahoga County, Avon has become a desirable location for families and businesses ... However, we understand that prosperity does not come without its challenges and responsibilities ... The goal is to make sure that these issues are met proactively so that our continued growth happens in an orderly, organized manner ...". The City of Avon feels it is important when investing in infrastructure improvements that the corridors take into consideration street alignments that are of sufficient width, that preserve the sense of community, meet projected transportation demands and incorporate "multi-modal" options. If done proactively and thoughtfully, the stimulation of economic investment and "smart growth" will be positive byproducts. The process we envision would be to analyze the existing network for gaps or deficiencies. The plan would be conducted through a collaborative process with our stakeholders where it would be necessary to analyze zoning, review land use patterns and map out future growth areas. The result will be better connections for community residents to reach jobs, community services, commercial centers, schools and parks. The desired outcome would be a comprehensive Bicycle and Multi-Use Path Master Plan that can be used for future infrastructure improvements, that now can integrate various transportation alternatives into "multi-modal" corridor designs that provides safe, reliable and healthy transportation choices for the residents of the City.</p>
<p>Proposed Study Components</p>	<p>Traffic Analysis Redevelopment Planning Transportation Demand Management Transit Planning Bicycle Transportation Planning Pedestrian Transportation Planning</p>

<p>1. How does the proposed study meet the first and sixth TICI objectives and advance NOACA's regional goals? (14 points)</p>	<p>TICI Objective 1 is the City's desired outcome of the project. Existing sidewalks, bicycle routes and multi-purpose trails can be seen sporadically around the City from a review of the City's Overview Plan. The City needs to develop a planning framework to guide future development and growth. Not only should the City look at bicycle and pedestrian facilities, we need to look at our roadway typical sections to see how we can best integrate these concepts into a more "complete streets" approach to preserve adequate right of way while minimize the impacts on adjoining property owners should additional right of way become necessary. Multi-modal transportation systems provide an opportunity to enhance one's quality of life. Constructing the missing links of sidewalk, bicycle routes and/or multi-use trails will give residents a safe alternative for a short trip. It also gives them access from their home for a walk, run or bike ride instead of driving to a location to gain access to a facility. Connecting our residents to facilities without necessarily have to drive to them would bring great benefits. The safety of our residents is very important and the City does not need its residents walking in the street or in a ditch. These choices are extremely unsafe and hazardous to both the pedestrian and motorist.</p> <p>If we can provide for alternative transportation choices for our residents we may reduce the demand on the arterial system. This may end up "right-sizing" our infrastructure which could ultimately reduce the cost of our infrastructure investments by including multi-modal options.</p> <p>The plan needs to be developed where future infrastructure improvements become aesthetically pleasing and provide residents with options on how to travel around the City by encouraging a modal shift from the traditional automobile to walking, biking and/or use public transportation to get to your destination. The quality of life of our residents can be enhanced.</p>
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<p>2. How does the proposed study meet the second TLCI objective and advance NOACA's regional goal? (14 points)</p>	<p>Mayor Bryan Jensen also states on the City's webpage, "... We are not so eager to encourage commercial or residential development to locate in Avon that we will fail to address the needs and concerns of our current residents and business owners ...". The City wants to promote development and redevelopment in an organized way that will not gridlock the city's traffic arterials. We continue to have opportunities to develop vacant parcels on land along these corridors. Proper planning of these key corridors will allow reinvestment in a manner that is not detrimental to the residents while being predictable and fair to land owners and developers. For example, the City has taken a pro-active approach with the commercial/retail area on Chester Road. The City chose to invest upfront to rebuild and expand the infrastructure and to include a multi-use path based on proposed development and zoning. This method avoided gridlock, inconvenience and higher costs of expanding the corridor after the developments are in place. We want to be a partner with new businesses to encourage a systematic investment within the City and we think this method helps us do that.</p> <p>The City wants to make sure that strategies are in place to analyze the impacts of any proposed developments (commercial and/or residential use). As Avon continues to grow, we want to grow smart. We want to look at how additional users of our infrastructure want to move around the city and provide them with multi-modal options that are suitable to their needs. We want to encourage this development, but not at the expense of overburden the existing system.</p>
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<p>3. How does the proposed study meet the third TLCI objective and advance NOACA's regional goals? (14 points)</p>	<p>Economic development can occur in many ways. Most think of economic development as the building of businesses for payroll taxes or in terms of commercial development through sales taxes. A source of income for Cities is also from property taxes. We know that City services (police, fire, utilities, etc...) along with a strong school system are what homeowners look at when they are either looking to start a family or downsizing as the children move out of the house. Do they move into, stay, or move out of a community? The City of Avon wants to remain a viable community for its citizens and provide housing opportunities to meet the growing and changing demands of residential needs. While we have a strong business and commercial-retail district, we also recognize the inevitability of our residential and commercial areas expanding into existing agricultural lands as well. Proper planning will soften this transition. A well-planned City is a well-balanced City.</p> <p>To this end, the City of Avon has reached out to the Avon Board of Education, our local non-profit the French Creek Foundation and two of the area's major health care providers, the Cleveland Clinic and University Hospitals for letters of support. We feel that it is important to gather "stakeholder" input into a project like this and incorporate any ideas that they have to encourage their own to promote transportation alternatives into their daily routines into our Master Plan.</p> <p>As the City looks at future development, we need to understand the needs of the proposed developments to provide a balanced infrastructure network. We want to look at multi-modal options to help meet the future demands on our infrastructure. The Mayor wants the City of Avon to be an active and vibrant community for all.</p>
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<p>4. How does the proposed study meet the fourth TICI objective and advance NOACA's regional goals? (14 points)</p>	<p>A broader definition of the environment is the surroundings or conditions in which a person lives that could include your home, place of work and community parks. Those involved in the movement called environmental justice feel that a healthy environment is a necessary component of a healthy life. The City of Avon wants to make everyone's environment clean, safe and healthy. They demand that development does not degrade the quality of life that the residents of Avon have come to expect. Recently, the City has been proactive with incorporating trails into newly completed projects on Chester Road, Jaycox Road and Middleton Road at Nagle. We have also incorporated a paved loop trail at the Aquatic Center and a Schwartz Park and a wood chipped trail through the forested areas around the Aquatic Center. Strategies for smart growth, accessibility and environmental justice aim to build on past successes. They are a menu of land use and community design strategies along with development principles that community based organizations, local and regional decision makers, developers and others can use to revitalize their communities. The City of Avon is unique in that it is a "newer City" and our concerns are more about smart growth of "vacant land" versus the redevelopment of "vacant buildings". The City does not necessarily need to revitalize our community, we want to preserve our "community feel" by smart growth and providing healthy choices. The City of Avon would like to develop this Master Plan under the following strategies: Community Engagement, Promote Public Health and a Clean and Safe Environment, Strengthen the Existing Community, Housing Choices, Transportation Options, Improve Access, and build on the Features that Make Avon Distinctive.</p>
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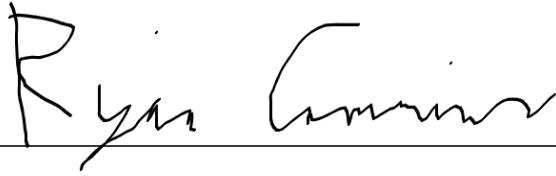
<p>5. How does the proposed study meet the fifth TLCI objective and advance NOACA's regional goal? (14 points)</p>	<p>Mayor Jensen is always reaching out to various regional and community partners to promote & make Avon a vibrant community. The City of Avon is in the process of building an "All Inclusive Playground". To start the planning process, several families met with the Mayor requesting this playground be built to meet the needs of their children who experience physical and sensory challenges. The proposed playground will be a model facility in the area for children of all abilities. The point is you need to identify your target audience and those that will help in promoting its use. As previously stated, the City has reached out & received letters of support from entities that have a stake in promoting Avon. Making healthy transportation choices will be further promoted by two health care facilities in the Cleveland Clinic and Universities Hospitals. Their involvement in the Master Plan will bring health care professional into the dynamic mix of stakeholders. The City of Avon School District has a vested interest in the Mater Plan because they want to promote safe and reliable transportation routes for the students to get to school. The French Creek Foundation is always promoting the City and hosting various events throughout the year. There civic involvement will make sure we get a sense of what the citizens want.</p> <p>Speaking of asking what the citizens want, the City of Avon Parks Department recently completed a Community Survey (A copy is attached for your information). From the Executive Summary, the main points from the survey were focused on improving connectivity within the city, especially providing sidewalks leading to the Aquatic Center and other parks. Biking & walking/running trails were at the top of the outdoor facilities. This leads us to a regional partner in the Lorain County Metroparks. We have some of their facilities within the City and we want them to be a partner to figure out alternative ways for residents to connect to and get to these facilities.</p>
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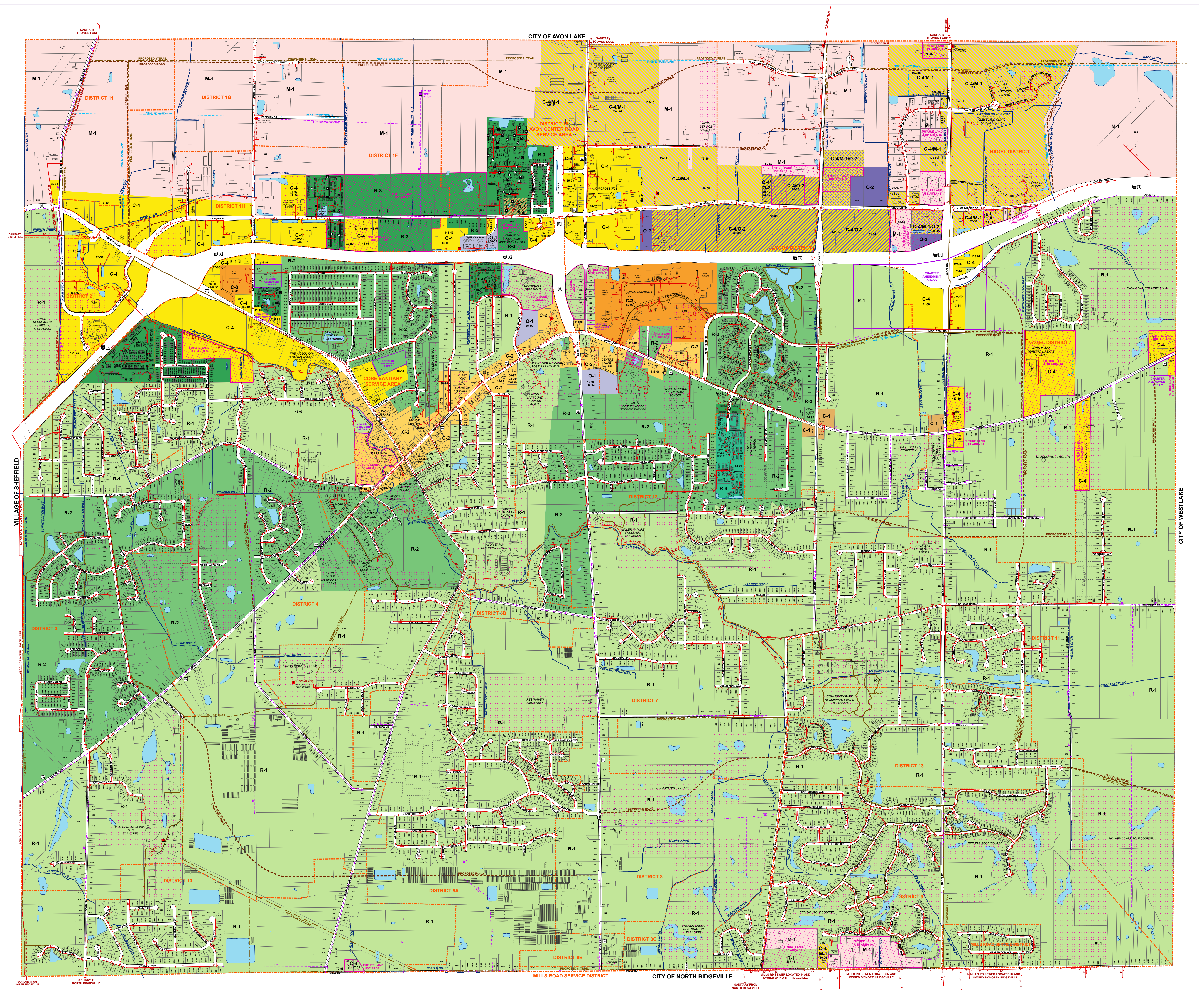
<p>6. How will the sponsor manage the study, and ultimately deliver the projects it recommends?</p>	<p>The City of Avon continues to grow each year. The City wants to encourage "smart growth" for our residents and business owners. We do not want to be like other communities that allows development to happen "unchecked" and without the proper infrastructure to support it. This happens all too often in northeast Ohio then the community is scrambling to widen road, provide sidewalks, etc...</p> <p>The City of Avon is proposing a \$25,000 match because we have a vested interest in the outcome of this project. We feel that we should have some "skin in the game" because without it, some may feel that we do not have to do anything. It is another study, using other people's money that will look nice in a binder on the shelf. The City will take an active role in the project, including the public involvement process, through the Mayor's Office with support from the City Engineer and staff. A Stakeholder Advisor Committee needs to be established to provide feedback and input at key points during the study process. Also, selecting the right consultant can make or break this project. The consultant must have impeccable credentials and extensive experience in bicycle and pedestrian planning along with transportation demand modeling. They also must have a firm understanding about the role that public involvement will play in this project. Ultimately, without the public's support for any proposed projects, the City will face an uphill battle to upgrade our infrastructure.</p>
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<p>7. What is the sponsor's experience in managing a TLCI or TLCI-like public planning process?</p>	<p>City Engineer Ryan Cummins and Chagrin Valley Engineering (CVE) have participated in the development of several TLCI studies. While serving as the Brunswick City Engineer, Ryan managed the development of a Citywide Bicycle Masterplan and was active in the development and review of the Boston Road No Build Study in conjunction with the City of Strongsville and the Medina County Engineer's office.</p> <p>In addition to Ryan's municipal engineering experience, CVE staff member Stan Kosilesky brings almost 30 years of administrative experience as Assistant Director of Planning, Project Manager, Chief Deputy Engineer and Planning and Finance Administrator, from his days at the County Engineer's Office/Department of Public Works. Stan has extensive experience in Financing/Project Management of Federal, State, Regional, County and Local Projects.</p> <p>Stan was also designated as the County's Local Public Agency (LPA) "Person in Responsible Charge" to act as authority for all ODOT delegated responsibilities for federally funded projects. He has experience in managing NOACA Sponsored - Federal Aid projects and is very experienced in all aspects of the Ohio Department of Transportation's Plan Development Process. This is evident by his role as the Deputy Engineer/Project Manager for all Phases of the Towpath Trail and the reconstruction of Falls Road, a brick road that was placed on the National Historic Register. Other major/unique projects that he had involvement with are: Cochran Road Relocation, Fulton Road Bridge, Crocker-Stearns Extension, Columbus Road Lift Bridge and Carter Road Lift Bridge. All of these projects had major planning and public involvement processes.</p>
<p>Local Match Funding Level</p>	<p>20% and more local match</p>
<p>Attachment 1: Council/Board resolution to apply for TLCI Planning Study and, if applicable, to fund local match</p>	<p>https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336346/356147258/46336346_resolution_no._r-24-17_-_certified.pdf</p>
<p>Attachment 3: Map of proposed project study area</p>	<p>https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336347/356147258/46336347_website_version_2017-07-03_park_and_rec_survey.pdf</p>
<p>Attachment 4: Letter of Support from impacted political jurisdictions that are included in the study area</p>	<p>https://s3.amazonaws.com/files.formstack.com/uploads/2496909/55013817/356147258/55013817_4_support_letters.pdf</p>
<p>Are you submitting more than one TLCI Planning Study application?</p>	<p>No</p>

Digital signature of person completing

application:





APARTMENT/CONDO STREETS

AVON VILLAGE

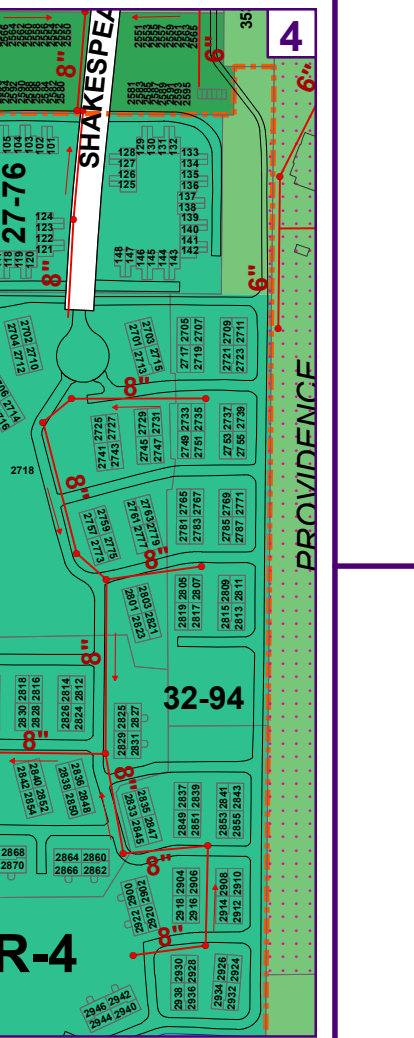
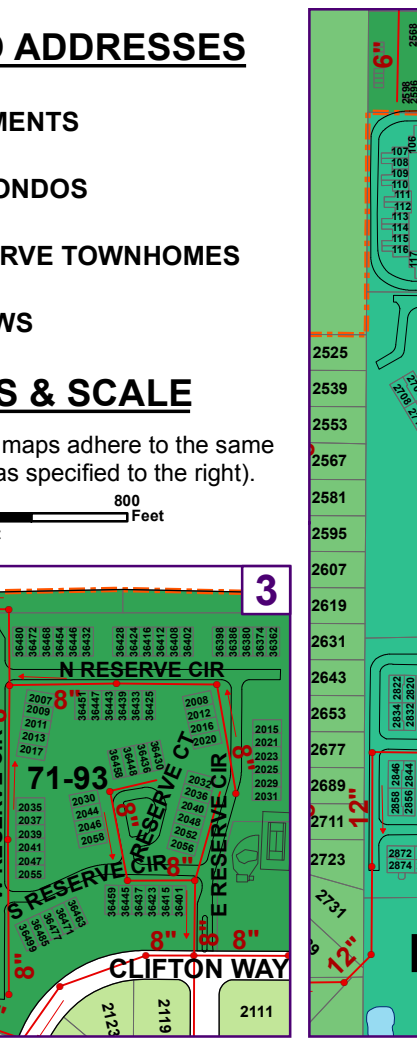
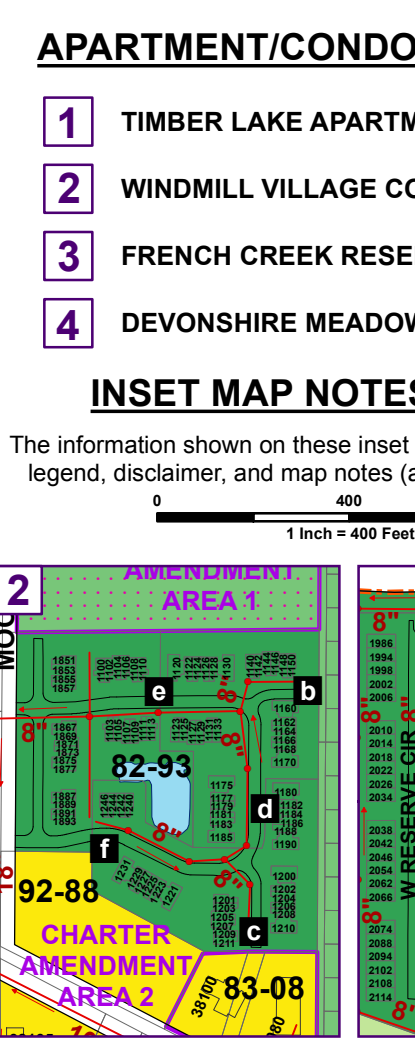
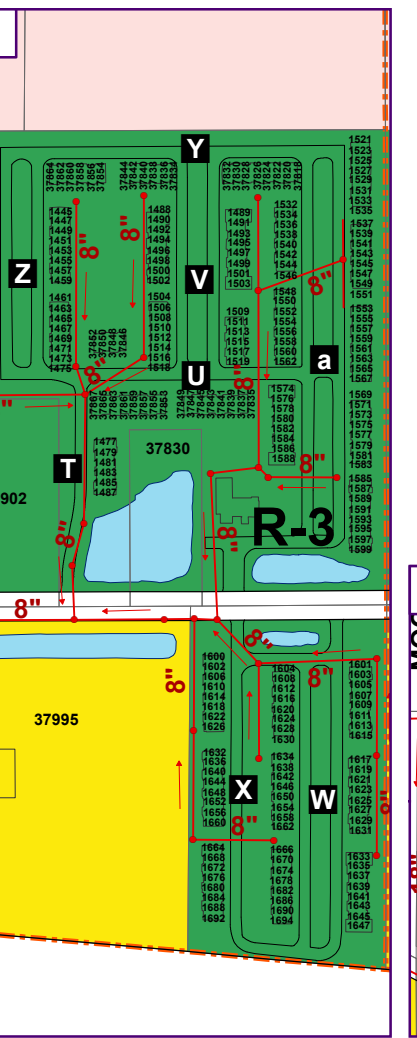
- AMERICANA BLVD
- BROTHERS DR
- COLONIAL BLVD
- COMMONWEALTH BLVD
- CONGRESSIONAL DR
- CONSTITUTION BLVD
- COUNTRY RD
- FIRELANDS DR
- FREEDOM WAY
- HERITAGE BLVD
- HOMESTEAD DR
- INDEPENDENCE AVE
- LIBERTY AVE
- NATIONAL DR
- PRESIDENTIAL DR
- SETTLERS WAY
- TERRITORY RD

TIMBER LAKE

- ASPEN LN
- BIRCH LN
- CRAB APPLE LN
- CYPRESS WEST
- MAGNOLIA DR
- MULBERRY LN
- ROSEWOOD BLVD

WINDMILL VILLAGE

- WINDMILL CT
- WINDMILL WAY
- WINDMILL WAY S
- WINDMILL WAY



INSET MAP NOTES & SCALE

The information shown on these inset maps adheres to the same legend, disclaimer, and map notes (as specified to the right).

1 inch = 400 Feet

CITY OF AVON OVERVIEW PLAN

DISCLAIMER

The information shown on this map was obtained from public records. It has not been verified with a field survey. The City of Avon and Chagrin Valley Engineering, Ltd. (CVE) do not guarantee the completeness or accuracy of this map. This map should be used for general or representational purposes only. The addresses on this map were obtained from Lorain County Address Points. **NOT TO BE USED FOR EMERGENCY PURPOSES.**

MAP NOTES

Date: 3/10/2017 Cartographer: AJK Produced By: Chagrin Valley Engineering, Ltd.
 Projection: NAD 1983, StatePlane, Ohio, North FIPS 3401 Feet
 Data Sources: City of Avon GIS (2009-2017), City of Avon Lake GIS (2015), City of North Ridgeville GIS (2015), and Lorain County GIS (2014-2017)

CITY OF AVON
EST 1814

UPDATED: MARCH, 2017

FOR ADDITIONAL INFORMATION ON EXISTING WATERMAINS, SEE CITY OF AVON WATER DISTRIBUTION MAP.

Map produced by:
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LEGEND

- SANITARY MANHOLE
- PROPOSED SANITARY MANHOLE
- PUMP STATION
- SANITARY SEWER
- PROPOSED SANITARY SEWER
- SANITARY SEWER DISTRICT
- PROPOSED WATERMAIN
- MINOR DITCH
- MAJOR DITCH/STREAM
- RIGHT OF WAY
- PROPOSED ROAD
- PROPOSED TRAIL
- EXISTING TRAIL
- LAKE/POND
- BUILDING/STRUCTURE FOOTPRINT
- PARCEL
- PRELIMINARY PARCEL (PLAT)

ZONING LEGEND

- C-1 NEIGHBORHOOD BUSINESS
- C-1R-3 NEIGHBORHOOD BUSINESS/MULTI-FAMILY RESIDENTIAL OVERLAY
- C-2 CENTRAL BUSINESS FRENCH CREEK DISTRICT
- C-3 PLANNED COMMERCIAL DEVELOPMENT
- C-4 GENERAL BUSINESS DISTRICT
- C-4M-1 GENERAL BUSINESS/INDUSTRIAL OVERLAY
- C-4M-1O-2 GENERAL BUSINESS/GENERAL INDUSTRIAL PLANNED OFFICE RESEARCH PARK OVERLAY
- C-4O-2 GENERAL BUSINESS/PLANNED OFFICE RESEARCH PARK OVERLAY
- M-1 GENERAL INDUSTRIAL
- M-2 LIGHT INDUSTRIAL (NOT USED)
- O-1 PLANNED OFFICE DISTRICT
- O-2 PLANNED OFFICE RESEARCH PARK
- R-1 SINGLE FAMILY RESIDENTIAL
- R-2 SINGLE & DOUBLE FAMILY RESIDENTIAL
- R-3 MULTI-FAMILY RESIDENTIAL
- R-4 CONDOMINIUM
- M-2 LIGHT INDUSTRIAL (NOT USED)
- CHARTER AMENDMENT AREA
- FUTURE LAND USE AREA
- SPECIAL USE PERMIT

ZONING ORDINANCE REVISIONS

Ordinance	Effective Date	Revised Ordinance	Effective Date
443-69	05/14/89	173-96	11/25/96
49-72	12/13/72	60-97	04/28/97
29-73	08/29/73	124-97	08/09/97
34-73	09/26/73	125-97	09/09/97
60-74	11/13/74	80-97	10/27/97
10-75	04/09/75	39-98	03/16/98
22-75	08/13/75	166-98	12/29/98
27-76	06/19/76	189-98	12/29/98
39-77	11/02/77	200-98	12/14/98
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28-86	05-01	02/26/01	48-07
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46-96	05/13/96	68-03	05/13/03
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