



***Willoughby  
Vision 20/20  
December, 2008***

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# **INTRODUCTION**

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In 2006, the City of Willoughby began the process of updating its comprehensive master plan, Vision 2004, adopted in 1994.

Phase I includes updated demographic and economic data; a refined set of policies based on the new data and land use changes that have taken place since 1994; and a new implementation strategy to help achieve both new and still valid 1994 goals and policies. An extensive matrix was also compiled, identifying every goal, policy and implementation strategy from the 1994 Comprehensive Plan, evaluating their continued relevance or validity and the status of subsequent implementation efforts.

During the Phase I process, three areas were identified as warranting additional in-depth review and analysis, as well the formulation of detailed goals and strategies specific to each area. Those Focus Area Studies and resulting recommendations can be found in Phase II of this plan.

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# A. GENERAL OBSERVATIONS

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In general, the 1994 Willoughby Comprehensive Plan identified existing conditions at that time, recommended specific goals and policies for future growth and development, and suggested changes to the zoning code and other strategies to implement the desired policies. The following summarizes updated evaluations and observations regarding specific elements of the prior plan.

- A. Most of the 1994 policy recommendations remain valid and relevant. In a few instances, however, intervening events, current conditions, and/or evolving City land use philosophies suggest a need for at least some changes. General policy adjustments are included in Part 3 of this report, while the detailed review matrix (see Appendix) suggests specific, item-by-item modifications as part of its accompanying commentary.
- B. Many of the 1994 plan recommendations have already been fully realized or implemented, although some are still in the process of fulfillment or completion.
  - 1. When residential development occurs, require the use of cluster or environmental zoning in designated corridors or in areas with Conservation Overlays.
    - a. Consider establishing cluster-housing regulations which could be applied:
    - b. Generally, by environmentally-sensitive areas
    - c. The Andrews School property (in part)
    - d. Near or on the Airport property
  - 2. The existing storm sewer systems on Erie Street and side streets along Lost Nation Road are extremely under-sized and will have to be replaced. Storm sewer systems will also have to be installed in several unsewered residential areas. The City storm sewer system is generally old and undersized; there are still 6", 8" and 10" lines. Current standards dictate 12" minimum storm sewers.
    - a. Update the Master Drainage Plan to more fully represent current needs and the method for paying for new or expanded systems or upgrades.
    - b. Insert standards related to the new state-wide stormwater management requirements which address location, relationship to wetlands, preference for regional facilities, side slope standards, vegetation requirements, etc.
  - 3. Explore the use of benefit or special assessment districts for parts of the City that will require extensive infrastructure upgrading, including the far north and near north areas.
  - 4. Designate the Lakefront Area for incentives and job creation

5. Implement the “Magic Mile” plan concept.
- C. In several areas original 1994 goals and action statements did not achieve their intended purposes or because of changing circumstances will require reassessment or expansion into areas of the City that were not entirely addressed at that time.
1. Downtown/Cultural District. The downtown was discussed in the 1994 Plan, but not all of its recommendations have been fully implemented. To maintain the progress toward the complete and long-lasting viability of the downtown, these plans should be continue to be pursued.
  2. Environment. Several environmental issues were also discussed in the 1994 Plan, but have not yet been entirely implemented.
    - a. Cluster housing. In order to build within environmentally sensitive areas, there should be sufficient flexibility in the zoning code to allow for clustered housing.
    - b. Stormwater Management. In order to follow the Best Growth Initiative practices of the Chagrin River Watershed Partnership, stormwater management still needs to be a priority.
    - c. Low Impact Design. Incorporating LID into the zoning ordinance will help the City lessen the impact of stormwater run off.
  3. Lakefront. Throughout much of Northeastern Ohio, residential land along the Lake Erie shoreline is being developed or redeveloped as “upper-end” housing. Much of Willoughby’s developed lakefront properties are assessed below similar housing elsewhere in the City. The potential exists for increased City revenue and enhanced neighborhoods through improvements to the housing stock. It would also be beneficial to increase access to the Lake itself, and to improve the utilization and appearance of land along Lakeshore Boulevard, the primary access route for the lakefront properties.

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## B. UPDATED BACKGROUND DATA

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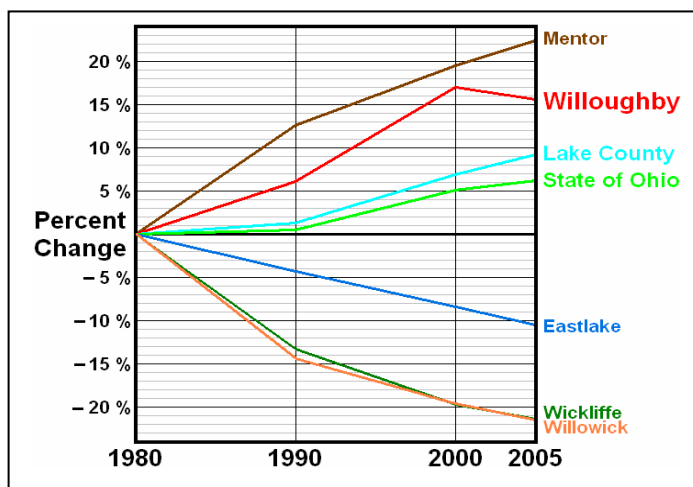
The 1994 Comprehensive Plan relied on data that is now more than ten years old. To determine the extent to which conditions have changed over that time, updated demographic information was collected, and their implications for the updated plan were evaluated. Overall, it was found that while specific numbers have changed and certain trends have shifted to some extent, the City of Willoughby continues to be very competitive in most demographic measures. The following summarizes the most relevant of those factors. (Except where noted differently, all of the data is from the U.S. Census Bureau)

### Population & Housing

Between 1990 and 2000, the City's population rose from 20,510 to 22,261. The 10.3 percent increase exceeded all of the surrounding communities except Kirtland. Meanwhile, Eastlake Wickliffe and Willowick all lost between 4 and 8 percent of their populations. U.S. Census *estimates* for 2005, however, suggested a decline over the intervening five years, which may or may not be realistic. (See Graph 1)

At the same time, the total number of housing units within the City increased by 19.3 percent, far more than any of the other surrounding Cities. Of the land identified by the 1994 plan as being available for residential development, more than half was, in fact, developed by 2000. The increase in housing units is most likely higher than the population growth because of the decreasing size of the average household (only 2.7 percent in 2000), and the lower percentage of single-family units (only 50 percent).

Graph 1 – Population Trends



In 2000, only 57.4 percent Willoughby's households were identified as "families," which is less than any of the surrounding communities. Less than half of the population were married couples living together (lowest in the area) and 26 percent had never been married (highest in the area). Not surprisingly, 12 percent were between the ages of 21 and 29 years, which was also the highest in the area.

In 2000, the median value of owner-occupied dwelling units in Willoughby was \$129,000, approximately the same the entire County median. While predictably lower than in Willoughby Hills and Kirtland, the value was noticeably higher than in Eastlake, Wickliffe and Willowick. Most importantly, however, the City's housing increased in value by nearly 80 percent over only ten years between 1990 and 2000. Only Kirtland's change was higher - but not significantly. (See Table 1)

**Table 1 – Median Value of Owner-Occupied Dwelling Units**

1990		2000		Increase	
Willoughby Hills	\$125,600	Willoughby Hills	\$212,100	Kirtland	80.3%
Kirtland	\$113,200	Kirtland	\$204,100	Willoughby	77.7%
Mentor	\$89,800	Mentor	\$147,400	LAKE COUNTY	72.4%
Willoughby	\$72,600	Willoughby	\$129,000	Willoughby Hills	68.9%
LAKE COUNTY	\$74,200	LAKE COUNTY	\$127,900	Eastlake	65.1%
Wickliffe	\$69,900	Wickliffe	\$114,300	Mentor	64.1%
Willowick	\$68,300	Eastlake	\$110,100	Wickliffe	63.5%
Eastlake	\$66,700	Willowick	\$110,000	STATE OF OHIO	63.3%
STATE OF OHIO	\$63,500	STATE OF OHIO	\$103,700	Willowick	61.1%

## Tax Base

Willoughby collects more property taxes than every surrounding community except Mentor. More importantly, residents are only responsible for 65 percent of the City's total revenues. Industrial and commercial development account for the other 35 percent. In comparison, neighboring residential contributions range from 73 percent in Mentor to a high of 94 percent in Kirtland.

**Table 2 – Residential Tax Burden**

2004 Property Tax Collections					
	Residential/ Agricultural	Percent	Commercial/ Industrial	Percent	Total Revenue
Willoughby	\$346,862,610	65%	\$189,608,470	35%	\$536,471,080
Painesville	\$149,750,640	71%	\$59,952,090	29%	\$209,702,730
Mentor	\$1,025,152,330	73%	\$380,414,630	27%	\$1,405,566,960
Willoughby Hills	\$200,215,020	74%	\$69,942,040	26%	\$270,157,060
Eastlake	\$301,985,880	74%	\$107,496,600	26%	\$409,482,480
Wickliffe	\$229,684,850	77%	\$70,129,550	23%	\$299,814,400
Lake County	\$4,264,555,360	78%	\$1,199,475,990	22%	\$5,464,031,350
Willowick	\$232,304,390	89%	\$29,027,310	11%	\$261,331,700
Kirtland	\$210,527,410	94%	\$12,534,300	6%	\$223,061,710

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## **C. POLICY STATEMENTS**

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The following updated policy recommendations for the City of Willoughby are based on a review of the 1994 Comprehensive Plan as reflected within, and summarized by, the Review Matrix (See Appendix), as well as review and discussions with City staff, work sessions with the Planning Commission and City Council, data updates, personal observations, and professional experience. They are intended as an adjunct to the original policy statements and implementation steps included in the 1994 plan, which continue to apply unless specifically modified below.

1. Provide pedestrian and non-vehicular systems connecting all parts of the City with the downtown and other significant locations.
2. Review and update the 1997 Parks Master Plan as necessary.
3. Continue to preserve and enhance the historic character and economic viability of Downtown.
4. Expand public access to the Chagrin River and Lake Erie.
5. Improve economic activity along Lakeshore Boulevard and at its intersection with Lost Nation Road.
6. Improve the housing stock and maintain the viability of lakefront neighborhoods.
7. Improve stormwater drainage throughout the City.
8. Maintain the economic viability of neighborhoods by assuring that regulations and other City policies are not creating unrealistic impediments to investment and re-investment.
9. Explore mandatory “riparian setbacks” along the Chagrin River, its tributaries, and the lakefront.
10. Reevaluate the current LI-Light Industrial for frontage on the west side of Lost Nation Road between Willoughby Parkway and Aquarius Parkway.
11. Update the current Conservation Overlay District to allow for more flexibility.
12. Develop a new 5-year Transportation Plan.



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## **D. IMPLEMENTATION CONSIDERATIONS**

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The following represent more or less specific suggestions for measures directed at implementing policies arising from this Plan Update, as well as a reiteration and/or modification of prior recommendations from the 1994 Comprehensive Plan.

1. Implement an updated version of the original “Magic Mile” concept, and consider a similar trail system along other sections of the river.
2. Continue to purchase lakefront (and downtown) property when available and financially practical.
3. Complete a Master Drainage Plan for the City.
4. Work jointly with the County to plan a maintenance schedule for county-owned water lines
5. Create a plan for rehabilitating the storm sewer system.
6. Implement the State of Ohio Phase II Stormwater regulations.
7. Continue to pursue TLCI funding for all roadway improvements.
8. Upgrade existing Gateway features.
9. Designate areas of the City along the Laketran lines to be developed or redeveloped as Transit Oriented Development (TDRs).
10. Work with Laketran to determine the best sites for bus stops and preferred destinations.
11. Add Residential Cluster zoning to the Zoning Ordinance.
12. Revise the Conservation Overlay to add greater flexibility, better enforcement measures, and inclusion of “riparian setbacks” along rivers and streams.
13. Establish minimum guidelines for green space within large expanses of impervious surface areas.
14. Investigate LID (Low Impact Design) Standards for new developments.
15. Increase enforcement of building and zoning code violations.
16. Develop a rental property inspection program.
17. Consider development and redevelopment opportunities for the Lakefront area of the City.

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# **APPENDIX – REVIEW MATRIX**

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The following document is a compilation of the specific goals, policies and implementation strategies that were part of Willoughby’s 1994 Comprehensive Plan. Presented in matrix form, each 1994 Plan element was evaluated in terms of current relevance, extent of achievement or implementation, the relative effectiveness of what has been completed or accomplished, and suggested needs for revisions or modifications based on updated conditions and circumstances.

While the matrix identifies very specific and detailed statements, the general intent of the 1994 Plan stressed four particular “themes:”

- Protect the historic downtown.
- Protect environmentally sensitive areas.
- Improve the City’s basic infrastructure.
- Adjust to changing circumstances.

In direct response to those overall themes, the City has already strengthened its requirements for historic preservation, created a conservation overlay district, pursued extensive infrastructure improvements, updated zoning and building codes, and commissioned this Plan Update.

**Appendix. Review Matrix of the 1994 Comprehensive Plan**

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
<b>1. Identity and Character</b>			
A. Preserve and Enhance Prime Assets			
i. Lakefront			
a. Stabilize shoreline and grade slope at Osborne Park	X	X	All attempts should be made to make this park a lake access point as well as provide greater Beach access. This park should be upgraded with greater amenities such as more pavilions, better parking, more equipment, etc. This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
b. Upgrade Beachview stabilization project to “small park” status, adding minimal parking and access to lakefront.	X	X	
c. Acquire land along lakefront for park/public access.	X		On-going
ii. Chagrin River Corridor			
a. Establish bike/walking paths along the river linking various parks and explore horse trail potential.	X		Continue plans for Magic Mile.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
b. Coordinate with other entities for uniform approaches and improvements	X		On-going
iii. Historic Downtown			
a. Establish Comprehensive Plan for phased improvements for parking, public open space and new uses	X		Study the establishment of a Special Assessment District to help with downtown improvements.
b. Establish components and plans for marketing, parking, retail, traffic, etc.	X		Work to establish Special Assessment Districts. This is currently being undertaken by the Downtown Assessment

“M” = Wording should be Modified to make it relevant.

“?” = Questions remain about this item

“N/A” = Currently Not Applicable for the City.

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
			Resource Team (DART).
c. Strengthen historic preservation efforts	X	X	Procedures in place. Continuous effort applied
iv. Strong neighborhoods			
a. Consider the effects of zoning and other changes resulting from this Comprehensive Plan as they relate to the character of existing neighborhoods.	X		Work to keep older housing within the City competitive with newer housing
b. Solicit and acknowledge citizen input related to housing, recreation, and utility improvement opportunities.	X		On-going
v. Open Space/Parks/Environmentally Valuable Areas			
a. Preserve large parts of wooded areas that are currently undeveloped	X		The Conservation Overlay needs more flexibility. It should be reviewed and revised as necessary to be more protective of the designated areas.
b. Protect habitat corridors and maintain their continuity, especially along stream valleys.	X		On-going. Several developments are attempting to accomplish this while also building a neighborhood.
c. Protect the streams' water quality, wetlands and steep slopes.	X		
d. Provide for the passive recreation needs of the population.	X		
e. Protect important scenic views and corridors	X		
1. Develop ordinances and procedures consistent with the corps of Engineers and the Soil Conservation Service	X	X	Storm water ordinance adopted.
B. Improve the "images" of gateways, commercial and industrial areas, and future residential developments.			

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
i. Identify required modifications and improvements in the zoning code.	X		On-going
ii. Complete urban design concepts and improvement plans for each targeted area in the plan.	X		
iii. Establish landscaping programs in public rights-of-way.	X	X	Programs put in place—Gateway planters, Clean City, Highland Island, etc—should be monitored continually for effectiveness.
<b>2. Fiscal Wellbeing</b>			
A. Focus on employment opportunities and resulting tax benefits.	X		On-going
i. Establish market potential for industrial, office and retail uses.	X		Create more integrated commercial usage recognizing the ability to blend industrial, office and retail.
ii. Compare available land and its holding capacity with market potential.	X		On-going
iii. Identify strategies for development/redevelopment based on this analysis.	X		On-going
iv. Identify potential new and viable retail and office opportunities as well as conversion of existing employment opportunities to other uses where appropriate	X		On-going – Marous Riverwalk, Osborne Lost Nation, etc.
B. Establish scope of operating budgets and related capital needs.			
i. Review and enhance Capital Improvement Program process and identify capital program needs and revenue sources	X		On-going – Road levy.
ii. Identify program of key short-term actions to implement Plan.	X		
iii. Strengthen coordination of administrative procedures between, and among, City departments: Finance, Public Service,	X		On-going

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
Building and Zoning, City Engineer, Community Development, etc.			
C. Remove counter-productive regulatory barriers to economic development			
i. Update and overhaul the Zoning and Subdivision Codes to reflect current practice and to implement this Plan.	X	X	Codes were updated in 1996
ii. Clarify and focus the roles of Willoughby's various Business Districts.	X		On-going
iii. Clarify vague aspects of the zoning and plan review process, streamline if where possible, and improve the legal defensibility of municipal actions.	X	X	On-going—continue to update Codes and definitions—spot zoning, senior housing, etc.
iv. Increase predictability of development process by clarifying standards and requirements in the zoning code.	X		On-going—continue to update Codes and definitions—spot zoning, senior housing, etc.
<b>3. Housing and Related Needs</b>			
A. Provide for the first-time home buyers and others seeking affordable housing			
i. Conserve housing values in City neighborhoods	X		On-going
a. Encourage home ownership programs to reverse the current trend of increased rental units.	X		On-going though there is no evidence of a trend towards rental units.
b. Implement non-economic program tools to support home maintenance in the City	X		Expand the Point of Sale Inspection to maintain the housing stock with each sale of the home. Add exterior maintenance, wiring standards, structural, etc.
B. "Move-up" housing	X		
i. Identify areas for mid and upper level single-family units.	X	X	While this may be a completed Goal, there is always the possibility for redevelopment. The City should identify areas

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
			that may benefit from redevelopment of the existing dwellings.
ii. Identify areas for mid and upper level multi-family units	X	X	See above comment.
C. Amend residential zoning and subdivision regulations to foster open space, environmental conservation, greater design flexibility and innovation.	X		On-going. Create system of sidewalk implementation in <u>all</u> neighborhoods, including existing neighborhoods without current sidewalks.
D. Provide for sufficient future housing to support Willoughby's employment base.	X		On-going
E. Promote a varied housing stock.	X		On-going
F. Recognize shifting demographics of population and their related housing needs.	X		Create special zoning for Senior Housing.
<b>4. Infrastructure</b>			
A. Identify necessary infrastructure improvement to encourage current and future development or redevelopment.	X		On-going
B. Estimate costs for maintenance and replacement of infrastructure.	X		On-going
C. Identify additional funding sources.	X		On-going
D. Identify growth impacts on schools, fire and police and plan for these.	X		On-going
E. Ensure adequate road access for important economic development areas.	X		On-going
F. Protect the character of designated scenic/historic roadways as development or redevelopment occurs among them.	X		On-going
G. Provide direction on the future of Lost Nation airport.	X	X	The City is pending a sale of the airport to Lake County. The sale should be completed by the end of 2008 which would mean the Airport would remain as an airport for the foreseeable future.
H. Use the Major Thoroughfare Plan as required by	X		On-going

I Overall Policies and Actions from the 1994 Plan (P. 15-17)	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
the zoning and subdivision regulations.			
I. Implement the road improvements in the current five-year Transportation Improvements Program and additional projects that are warranted.	X		On-going
J. Improve the connection between the north and south parts of the City.	N/A		
K. Pursue low-cost Transportation Systems Management (TSM) options and policies to reduce single occupancy vehicle use.	X		On-going



II 1994 Policies by Subject Area	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
A. <u>Transportation Policies</u> (P. 21-29)			
1. Pursue implementation of road improvements in current 5-year Transportation Improvement Program and additional key projects. (P. 21)	X		The City should develop new 5-year plan for road improvements.  NEW—Undertake a study of Lost Nation to show traffic “choke” points, identify traffic calming measures, zoning and land use issues and identify areas for improvement.
2. Use Major Thoroughfare Plan as required by the Zoning and Subdivision regulations (P. 24)	X		
3. Character of designated Scenic/Historic roadways shall be protected as development occurs along them. (P. 26)	X		
4. Major arterial roads shall be landscaped along their length. (P. 28)	N/A		Not cost effective. Improving the Gateways and maintaining the landscaping standards in zoning code are more cost-effective
5. The City shall pursue low-cost Transportation Systems Management options and policies to reduce single-occupancy vehicle use. (P. 28)	X		
B. <u>Open Space and Conservation Policies</u> (P. 30-34)			
1. Initiate action on the Magic Mile Concept as one of the key implementation steps of the Comprehensive Plan. (P. 30)	X		The Magic Mile concept should be moved to a priority to meet city recreation demands and programs. Acquisition of necessary Andrew’s school Chagrin River property should be a City priority. The old Nursery land on the east side of the river could be purchased to help facilitate this concept. This would be part of the study for the Parks and Open Space

II 1994 Policies by Subject Area	The Policy:		Revised Policy/Comments
	Continues to be Valid	Has Been Substantially Implemented	
			focused Study from Section 4 of this document.
2. Maintain and create continuous wildlife corridors in wooded areas and along stream valleys. (P. 31)	X		
3. The City shall improve access to Lake Erie and expand its lakefront presence. (P. 34)	X		Greater access to the Lake needed at Osborne Park.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
C. <u>Infrastructure</u> (P. 37-38)			
1. Identify necessary infrastructure improvements to support current and future development and redevelopment	X		On-going
D. <u>Zoning, Subdivision Regulations and the Planning Process.</u> (P. 39-52)			
1. Utilize residential zoning and subdivision regulations to foster open space, environmental conservation, greater design flexibility and innovation. (P. 39)	X	X	This is part of the Planning Commission process in approving new developments
2. Modify residential zoning regulations to increase design flexibility and range of housing types (P. 40)	X	X	
3. Clarify and focus the roles of Willoughby's various business districts (P. 42)	X	X	The City has identified that, particularly along Lost Nation, there is a need to create more integrated commercial usage—blending industrial, office and retail.

4. Protect fragile ecologies and sensitive environments in Willoughby (P. 45)	X	X	
5. Update and overhaul the Zoning and Subdivision Codes to reflect current practice and to implement this plan (P. 48)	X	X	
6. Clarify obscure aspects of the zoning and plan review process, streamline it where feasible, and improve the legal defensibility of municipal actions. (P. 50)	X	X	The Code was substantially updated in 1997. However, there is a need to continue to update Codes and definitions—spot zoning, senior housing, etc, as conditions warrant.
E. Fiscal Impacts and Budgeting (P. 53-55)			
1. Review and enhance the Capital Improvement Program process, identify Capital Program needs and revenue sources (P.53)			

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
A. <u>Transportation Improvements</u> (P. 21-29)			
1. Transportation Improvement Projects should be the Number One Priority of all roadway improvements since the City will receive substantial improvement in traffic movement for a very small expenditure of City monies. The only cost to the City will be engineering costs. (P. 21)	X	X	The City should develop a new 5-year plan.  NEW—Undertake a study of Lost Nation to show traffic “choke” points, identify traffic calming measures, zoning and land use issues and identify areas for improvement.
3. Add Landscaping Plan to the Lost Nation Road project. (P. 21)	X		Several critical areas should be identified (those without industrial beautification—i.e. bridge overpass and airport) and landscaping treatments should be designed. The focus should be on low maintenance plantings.
4. The City should require an updated, detailed study of the Pelton/Lost Nation grade separation that takes into account land use and urban design issues as well as traffic movement. (P. 23)	N/A		Not necessary since the Pelton Bridge has been eliminated.
5. Widen Vine Street to 4 standard lanes between the SR 2 underpass and Erie Street. (P. 23)	X	X	
6. Pave and widen St. Clair Street between Steven’s Boulevard and Erie Road. (P. 23)	N/A		Not needed.
7. Widening of Euclid Avenue to 4 standard width lanes plus additional left-turn only lanes at all critical intersections and major commercial driveways along US 20. (P. 24)	X	X	

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
8. Provide separate left turn and right turn lanes on Robinhood drive at US 20 and SR 84 and on Shankland Road at US 20 and SR 84. (P. 24)	X	X	Completed at Route 20, not Rt 84. The Rt. 84 lanes are not necessarily needed.
9. This Plan recommends the addition of some employment development along SOM Center Road (Route 91). These uses will ultimately require the addition of a fifth lane on this road. (P. 24)	X	X	
10. Access to major and minor arterioles from abutting land uses shall be minimized.	X		Not always practical. Should be considered on a case-by-case basis. Minimized is the key word. The 1998 Plan contains several engineering methods to consider.
11. Scenic/Historic Roads should receive special protection through design guidelines to be adopted into the Subdivision Regulations (P. 26)	X		The old plan recognizes several roads that should receive special treatment. These roads are nearly built out. This implementation strategy is not needed unless sections of those roads are being considered for redevelopment.
12. The City shall adopt special landscape treatment standards along specified roads	N/A		The old plan specifies the major roads within the City for special landscape treatment. This would entail a high cost to the City to both implement and to maintain.
13. The City, with NOACA's assistance, should explore the potential for TMAs in its major industrial parks. The City should investigate the need and economic feasibility for a Park-n-Ride facility near the I-90 and S.R. 91 Interchange and near the S.R. 2 and S.R. 91 Interchange. Either or both of these locations could be used for direct express bus service to the Cleveland Central	X		This is to reduce vehicular traffic, especially in peak hours. The City could also designate areas of the City along the Laketrans lines to be developed or redeveloped as Transit Oriented Development (TDRs). The City should also work with Laketrans to determine the best sites for bus stops and to determine preferred destinations.

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
Business District. (P. 29)			
B. Open Space and Conservation (P. 30-36)			
1. Initiate discussions with Andrews School on hiking/horse trail easements and sports field location possibilities (P. 30)	X		Currently underway. The merging of Andrews School with the Phillips-Osborne School in Painesville may have an impact.
2. Initiate designs for reorganization of Todd field uses (P. 30)	X	X	Ballfields and parking lots have been addressed. However, Todd Field has been discussed as the place for the proposed amphitheater. The Magic Mile would fit in well with the proposed amphitheater. This is an issue that needs to be explored further with the downtown cultural arts area. The 1997 Parks Plan indicates only minor changes.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
3. Interact with Lake Metroparks on their support (technical and financial) to implement this policy. (P. 30)	X		Currently underway
4. When residential development occurs, require the use of cluster or environmental zoning in designated corridors or in areas with Conservation Overlays (P. 31)	X		Current zoning does not allow this. The Code should be revised to permit cluster zoning.
5. Adopt a Conservation Overlay Zone in designated areas with sensitive environmental features (P. 31)	X	X	Review current environmental overlay regulation and implementation focusing on preservation rather than maximizing land usage. Review also for inclusion of riparian setbacks along rivers and streams.
6. Adopt natural features protection measures in the Subdivision and Development Ordinance. (P. 31)	X	X	

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
7. Adopt a Tree Preservation Ordinance (P. 31)	X	X	
8. Modify the environmental Assessment Statement so that it addresses the specific environmental impacts of proposed development such as grading, water quality, and special erosion control measures. (P. 31)	X		This would help City understand better the environmental impacts of future developments. It will not cost the City money and may save money in the long run as negative impacts are avoided.
9. Development submissions to be reviewed and approved by a Land Planner for compliance with the site planning principles in the Subdivision Regulations (P. 34)	N/A		This was not put in the 1996 update of the zoning code. It is not needed.
10. Redesign and reconfigure Osborne Park to enhance access to the lake and expand the range of recreation activities in the Park. (P. 34)	X		Erosion controls completed. 1997 Parks Plan as well as discussions with officials indicates additional recreation opportunities are needed—additional pavilions, additional recreational opportunities, expanded access to Lakefront, better parking configuration, etc.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
11. Expand City holdings along the Lakefront (P. 34)	X		City has purchased some property along lakefront. The City should consider other properties if the opportunity arises.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
C. Infrastructure. (P. 37-38)			
1. Implement previous sewer studies and redo/update as appropriate (P. 37)	X		On-going
2. Replace common trench sewers with separate sanitary sewers; replace or rehab	X		On-going

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sanitary sewers in southwest and southeast sections of the City. (P. 37)			
3. Study smaller area sewer capacity vs. flow to test whether EPA standards are being exceeded. (P. 37)	X		Engineering studies are needed for this.
4. Water lines over 40 years old should be cleaned, relined, or replaced. (P. 37)	X		These are not City-owned lines. The County needs a plan to replace these lines. The City should work jointly with the County to plan a maintenance schedule for the lines.
5. The existing storm sewer systems of Erie Street and of side streets along Lost Nation Road are both extremely under-sized and will have to be replaced. Storm sewer systems will also have to be installed in several unsewered residential areas. The City storm sewer system is generally old and undersized; there are still 6", 8" and 10" storm sewer pipes. Current standards dictate 12" minimum storm sewers. (P. 37)	X		The City should create a plan for rehabilitating the storm sewer system. The plan should establish a priority system for rehabilitation and should establish a funding mechanism to carry it to completion and for maintenance of the system once it is completed.
6. Investigate increasing residential design standards from a 5 year to a 10 year storm design. (P. 38)	X		
7. Investigate revising retention basin design standards to those recommended by the Soil Conservation Service. The SCS Standards include checking various storms from the 1 year to 100 year frequency. Also the City may wish to modify the requirement that	X		This is part of the Phase II Stormwater regulations. Investigate LID (Low Impact Design) Standards.



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retention be provided for all new developments to exclude individual residential lots in areas which make this requirement too costly or unnecessary. (P. 38)			
8. Analyze City's costs of operating the recycling program versus District's. (P. 38)	X	X	City participates in County's program. There should be a mechanism in place to re-evaluate the program every few years.
D. Zoning, Subdivision Regulations and the Planning Process. (P. 39-52)			
1. The open space requirement in the zoning ordinance will relate to Subdivision Regulations which will define quality and location of open space; include minimum requirements for usable recreation space (size, location and grade)	X	X	This is part of Planning Commission process in approving new developments
2. Allow three-story apartments in multi-family zones (P. 42)	X	X	
3. Consolidate the S-1 and S-5 zones into other compatible, existing, residential zones (P. 42)	X	X	
4. Create a new zoning category for the Downtown Business District. This will be specially tuned to maintain and enhance the current character of the downtown area, i.e. keeping buildings close to the street edge, parking in the rear, or parking requirement waived for a fee-in-lieu-of at the City's discretion, architectural compatibility required, continuous retail uses to be	X	X	

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required at street level, range of uses permitted which will be consistent with the desired character of downtown, etc. For example, apartments on the upper levels of the stores may be allowed to help support a more lively 24-hour downtown. Amendments to the sign code for downtown conditions should be developed. (P. 42)			
5. Remove the Parking District from the Zoning Code and map (P. 44)	X	X	
6. Revise the LR-B (Limited Residential Business District) to discourage the demolition of current buildings (many of which are historic) and allow their careful conversion to offices as Conditional Uses compatible with historic character guidelines. (P. 44)	X	X	
7. Revise the L-B District to increase its range of permitted retail uses and specify site planning standards. (P. 44)	X	X	
8. Make General revisions to the SC-B, G-B and C-M Commercial Districts that more clearly distinguish between them and update them to serve contemporary needs, such as flex-space. (P. 45)	X	X	
9. Allow for limited local-serving convenience,	X	X	

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commercial and personal services in contiguous L-1 Districts of 200 acres or more. These services should be internal to the industrial areas and not be stripped out along bounding arterial roads. (P. 45)			
10. Create Conservation Overlay districts which will be applied to particularly sensitive natural areas. Candidate areas are (a) the land south of Route 84 (through which Gulley Brook Tributary flows) and (b) the edge of Lake Erie along the width of the City. In (a), standards would be set on tree clearance, disturbance of steep slopes, setbacks for wetlands, impervious surface limits, special sediment control and storm water management measures, reforestation requirements, etc. In (b), standards would be set for shoreline stabilization methods and on-site grading, erosion control measures, limits on the expansion of existing houses on their lakefront ends and sides, and a minimum rear yard setback from the bluff's edge. (P. 45)	X	X	Completed. However, the City has determined that the district is not flexible enough nor does it go far enough to protect sensitive areas. The District regulations should be revisited to make it more flexible and allow the City to offer better protection to sensitive environmental areas.
11. Specify buffer yard requirements and standards between residential and non-residential uses and between higher density and lower density residential uses and between residential uses and major highways. (P. 45)	X	X	

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
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12. Specify minimum landscaping standards in parking areas. (P. 45)	X	X	
13. Establish maximum impervious surface coverage limits in commercial zones (P. 48)	X		Minimum guidelines should be established for green space within large expanses of impervious surface coverage.
14. Specify landscaping standards in large frontyard setbacks in the LI district (P. 48)	X		
15. Modify LI and GB Districts to require appropriate architectural treatment on three facades (P. 48)	X		
16. Insert standards related to the new state-wide storm-water management requirements which address location, relationship to wetlands, preference for regional facilities, side slope standards, vegetation requirements, etc. (P. 48)	X		This is part of the State of Ohio Phase II Stormwater regulations.
17. Overhaul parking regulations. This could allow some additional commercial development in existing centers. Use this “bonus” to require retrofit on landscaping, signage upgrade, buffering to adjacent uses, etc. Adopt more rigorous sediment and erosion control measures during construction activity. (P. 48)	X	X	
18. Create specific standards for a range of frequently requested Conditional Uses so that a strong degree of consistency and	X	X	

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predictability of requirements is established. (P. 48)			
19. Beef-up Historic Preservation District to include references to a Standards and Guidelines document for use by the Historic District Commission which addresses items such as demolition by neglect, special signage regulations in the historic district, incentives for rehab and restoration, etc. (P. 50)	X	X	
20. Revise cul-de-sac standard to allow for lengths greater than 600 feet based on traffic volumes and site constraints, e.g. environmental features. Allow up to 1,200 feet or not more than 20 units per side. (P. 50)	X	X	
21. Insert purpose clause for all zones. (P. 50)	X	X	
22. Enhance the Conditional Zoning provisions currently in the ordinance by clarifying the process, submission requirements and evaluation criteria. Use Conditional Zoning to address special buffers and preservation issues. (P. 50)	X	X	
23. Discard 20% limitation on variances; this is contrary to the concept of a variance and is an arbitrary limit. (P. 50)	N/A		The current 20% is deemed adequate.

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
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24. Allow for an administrative procedure and ruling on variance requests of 10% or less than the established standard. All other variances to go through BOA. (P. 50)	N/A		Not accepted.
25. Post notices on properties about to be developed so that citizens can attend Planning Commission meetings. The cost of postings is to be borne by applicants. (P. 52)	X		This should be done for any property that comes before the Planning Commission and Board of Zoning Appeals.
26. Create a formal reciprocal agreement for review and comments between the cities of Willoughby, Eastlake and Mentor for projects within 500' of the Cities' mutual boundaries. (P. 52)	N/A		Formal agreements would be hard to form and difficult to administer. The cities generally cooperate as a matter of principle.
27. Explore the possibility of Willoughby's adopting civil penalties for zoning violations and issuing enforcement tickets and fines. (P. 52)	X		Explore making system of civil penalties more efficient and less time-consuming.
28. Create a Plan Review Process where all City agencies and the City engineers review plans and submit comments to one coordinating agency which convenes a pre-meeting prior to the Planning Commission's meeting, prepares a brief report, sends it to the Commission before their meeting and presents it at the meeting as the first order of business. (P. 52)	N/A		The current system is deemed sufficient.
29. Incorporate Department of Community	X	X	

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
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Development into the plan review and comment loop. (P. 52)			
30. Establish sequence of reporting by Historic District Commission to Planning Commission so that the Historic District Commission (HDC) report precedes any Commission action for downtown work. District Commission approval should be a necessary pre-condition to Planning Commission approval (P. 52)	X	X	
31. City Engineer should receive the wetland information on developments that is sent to the Army Corps of engineers; this does not currently occur and would give the engineer and Commission a fuller overview of project constraints (P. 52)	X	X	
32. Land Planner should also review plans for design quality and consistency with design standards in the Subdivision Regulations. (P. 52)	N/A		This was not inserted into the Zoning ordinance during the rewrite. Cost and effectiveness of this procedure are the issues.
33. The City should solicit help from the Soil Conservation Service on wetland identification and delineation. (P. 52)	X	X	
34. Planning Commission minutes are a legal record and should clearly state findings and basis for Commission decisions in a report-like format. (P. 52)	X	X	

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Fiscal Impacts and Budgeting (P. 53-55)			
1. The City should anticipate larger capital budget needs and plan for enhanced sources of revenue. (P. 53)	M		The City should adopt a capital improvements plan that stretches out over a 5-year time frame. The City should explore other sources of revenue to help meet those capital needs.
2. Assess the amount of impact fees that could be justified in Willoughby and consider applying this technique as a revenue source from new development. (P. 53)	X		Impact fees may be an excellent way to generate revenue of recreation or safety forces. The City should study impact fees in surrounding communities to ensure the City's plans will not negatively impact growth.
3. Increase efforts to collect delinquent property taxes. (P. 54)	N/A		The County Auditor is responsible for property tax collection.
4. The City should review its current user fee structure against its costs and adjust them accordingly. The city should adopt new user fees for selected services to its citizens. (P. 54)	X		The City should set up a system to review and reset user fees <u>at least every two years</u> , including studies of fees in surrounding communities.
5. The City should continue to selectively apply for Issue 2 funds for all of its non-transportation capital improvement projects over the next five years. (P. 54)	X	X	On-going
6. Explore the use of benefit or special assessment districts for the City or parts of it that will require extensive infrastructure upgrading such as the far and near north areas. (P. 55)	X		The Downtown area has a group—the Downtown Assessment Resource Team (DART) currently exploring the benefits of a special assessment district for the downtown area. Other groups should explore creating assessment districts in other areas of the City including the Far North and the Lost Nation Airport area. Care should be taken that excessive assessments do not take away from available funds used to improve

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			buildings in the respective areas. Perhaps credits can be given for expenditures for building improvements.  This would be addressed in the Downtown Focused Study from Section 4 of this document.
7. Continue to pursue grant funding and tax exempt financing sources. (P. 55)	X		On-going process.
<b>The Far North</b>			
<b>Residential Recommendations</b>			
1. Find Opportunities to add single-family detached units in this area	X		All types of housing should be encouraged in this area. Condominium and homeowner associations should not be excluded.
2. Establish a program that fosters home ownership	X		This shall be a policy for the whole City. The City should work jointly with County and other localities to secure start-up funding. Also enforcement of building codes and improvements in property values should be followed since those tend to help lead to home ownership.
3. Designate the Lakefront Area for incentives and job creation	X		This needs studied to determine if it is practical or not.
4. Increase enforcement of building and zoning code violations	X		This shall be a City-wide action. The City shall create target zones for enforcement and visit those areas more frequently.
<b>Conservation and Open Space Recommendations</b>			
1. Connect the proposed open space/wildlife corridor behind the cemetery along the stream at the northeast edge of Lost Nation	X		This is addressed elsewhere in plan.

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airport.			
2. Protect the above stream/forest buffer from development and maintain a minimum 75' wooded buffer along the airport industrial site's north edge.	X	X	There is a 100' setback along residential property and a 20' buffer.
3. Add a "gateway" landscaping feature to the western entrance into Willoughby along Lake Shore Blvd.	X	X	This has been completed along the Western and Eastern entrances to the City.
4. Expand Lost Nation Golf Course to 27 holes.	N/A		Not possible without getting land from Airport and the Airport is in the process of being sold to the County
<b>Commercial/Employment recommendations</b>			
1. Allow a limited amount of local-serving convenience commercial within the industrial parks on Lost Nation.	N/A		This is addressed elsewhere in the plan.
2. Strengthen the neighborhood-serving commercial areas. Part of reinforcing this retail area requires limiting new competition to it along Lost Nation	N/A		This is addressed elsewhere in the plan.
3. Significantly reduce the amounts of GB zoned land along Lost nation Road to accomplish the above	N/A		This is addressed elsewhere in the plan.
4. Retain Lost Nation Airport. (P. 60)	N/A		The Airport is in the process of being sold to Lake County and will most likely remain an airport for the foreseeable future .
<b>Circulation Recommendations</b>			

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1. Develop a special landscape treatment for Lost Nation Road and Lakeshore Blvd.	X	X	This can be one of the designated roads discussed in the transportation section. This can be expensive to implement and maintain.
2. Limit access to Lost Nation so that its traffic-carrying abilities are not hampered by frequent driveways and strip commercial development.	X		Not always practical. This is also included in the transportation section.
<b>The Near North</b>			
<b>Conservation and Open Space Recommendations</b>			
Extend linear Wildlife corridor of Far North southward along Mentor boundary. Where there is no forest, developers will reforest this area.	X		This can be accomplished within the framework of the zoning ordinance.
<b>Commercial/Employment Recommendations</b>			
Rezone area between Bell and Wood Roads, currently residential, for limited service/convenience retail. (P. 61)	N/A		Not recommended
<b>Circulation Recommendations</b>			
1. Establish a network of new local roads in the area to interconnect with the existing ones. Site plans for this area should be reviewed against this plan and should reserve and dedicate land for these local networks. (P.	N/A		Not needed. Only new roads associated with new developments should be considered. They should not be developed at City expense.

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61)			
2. South end of Lost Nation landscaped as a gateway.	X	X	
<b>Downtown and Central Area</b>			
<b>The Civic Core</b>			
1. Turn most of City Hall parking lot into a city park—the Heart of Willoughby—which can play host to the Corn Roast, Arts Festival and Lighting Ceremony. (P. 63)	N/A		Not practical. Would lose valuable downtown parking. Parking lot could be better landscaped with little loss of parking.
2. Develop the row of buildings facing the new public park (E. Spaulding) as continuous two or three story row buildings. (P. 63)	N/A		Unneeded unless the parking lot is turned into a park.
3. Develop the open land on the south side of Public Square between the church and City Hall parking lots as two or three story buildings, enclosing the public square visually. (P. 63)	N/A		Allow the market to decide what this land should be. With vacant buildings in downtown new development may not be the wisest use for this land.  This would be addressed in the Downtown Focused Study from Section 4 of this document.
4. Replace the lost parking from above on Glenn Avenue by purchasing two buildings. As parking demands increase, build a parking deck on Glenn using our existing parking lot and the hill sloping down to Todd Field.	N/A		
5. Reorganize the large parking areas at Todd	X		This was adopted in the 1997 Parks Master Plan. A small loss of parking could be absorbed if the lots were better landscaped.

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to consolidate and reduce their size to allow for some green recreation space on the north side of the park.			Further studies of this area need to be done to see if there is a way to make this parking more accessible for the Downtown Area.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
6. Extend Glenn to the Chagrin River for access to possible restaurants or amphitheater. From this point the road would continue as a pedestrian path which becomes the Magic Mile.	X		This would be addressed in the Downtown Focused Study from Section 4 of this document.
7. Replace Todd's ballfields to Andrews School property along the river. If an agreement with the school can be worked out, then Todd can be redesigned for civic events and festivals.	M		The best use for Todd Field has not been determined. The plan talks about using it to expand cultural facilities while the 1997 Parks Plan shows only minor changes.  If the park is to be used for other purposes, the current ball fields should be placed elsewhere in the City prior to any rearrangement of the uses of Todd Field.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
<b>The Northeast Quadrant</b>			
1. Create new frontage for office development along a new road that will line Mentor Avenue with Glenn Avenue. (P. 70)	N/A		Not feasible
2. Reorganize and consolidate parking to provide public access and yet keep the parking screened from public view	X		This would be addressed in the Downtown Focused Study from Section 4 of this document.

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<b>The Northwest Quadrant</b>			
1. Create a large parking area within the block between Third and Second Streets and Clark and Erie by acquiring and demolishing obsolete structures that have no historical/architectural merit and consolidating the parcels into a parking area for the general public. (P. 68)	N/A		This would be addressed in the Downtown Focused Study from Section 4 of this document.
2. Redevelop/develop Clark Avenue with buildings fronting the road and parking behind the buildings. Special landscape treatment should be designed for the eastern side of Clark. (P. 68)	N/A		The depth of most of those lots makes this kind of redesign impractical.
<b>The Northern Entrance into Willoughby</b>			
L. Landscape along Erie Street in front of the Post Office properly.	X		The current streetscape should be extended along Erie Street
M. Any development/redevelopment of the corners of Erie and Mentor/Vine should configure the buildings and facades to “tie down” the entrance into downtown and make a smooth transition.	X	X	The new Courthouse and Third Fifth Bank have completed construction in this area. There is one open lot currently being marketed by the City.
<b>The Vine Street corridor</b>			
1. Due to the widening of Vine Street, provide for additional setbacks for new buildings to accommodate more generous sidewalks.	X		Wider sidewalks generally mean more pedestrians. More pedestrians generally mean more business.

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2. Treat Vine Street as a continuous façade-type of environment with parking behind the buildings.	X		Also a Pedestrian-friendly action statement. This one can be combined with the previous one.
3. Extend Clark Street to Elm Street to provide a mid-block connection and save Elm Street from being a cul-de-sac if a grade separation is pursued on Erie Street. (P. 70)	NA		No grade separation is being pursued.
4. Landscape along Vine Street between Route 2 and the Railroad overpass to provide a sense of entry.	X		Continued usage and maintenance of Service Garage Hill Scape adds much to the feeling of entry into the city. This should be expanded and/or enhanced.
<b>The Southwest Quadrant</b>			
1. Any development at the corner of Euclid and Sharpe should be set on the front property lines to maintain the visual and functional continuity of Euclid down to Spaulding. Parking to the site should be accessed from Sharpe or Clark, not Euclid.	X		This counters the earlier Clark Avenue statement under the “Northwest Quadrant #2” as to rear parking behind buildings on Clark. This is more feasible than the other action statement.  This would be addressed in the Downtown Focused Study from Section 4 of this document.
2. Provide landscape treatments along Euclid Avenue to Wilson Avenue.	X		The treatments must enhance the pedestrian experience.  This would be addressed in the Downtown Focused Study from Section 4 of this document.
3. Extend the Historic district from Wilson to Willocroft to preserve historic residential buildings.	X	X	

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<b>The Southwest</b>			
<b>Commercial/Employment Recommendations</b>			
1. Extend the GB zoning from the old Giant Tiger store to include some LI zoned land to encourage additional commercial development	X	X	
2. Extend Biltmore Place south to connect to Robinhood. (P. 73)	N/A		The access is through Willoughby Commons.
3. Redevelop Willo Plaza	X	X	
4. The land behind Kaiser and the Northmark Building should be developed as office	N/A		The land has been developed as an Assisted Living Facility
5. Extend a roadway from SOM behind Lake West to realign on Euclid Ave at E. 355 <sup>th</sup> . (P. 76)	N/A		This is not necessary or practical
6. Office development should be considered for northeast corner of SOM and Rt. 84. Some retail could be incorporated into this site.	X	X	
7. Extend the end of E. 355 <sup>th</sup> north and east across to Beidler Road. (P. 76)	N/A		This is not necessary or practical
8. A road in the Northeast quadrant of Rt 84 and SOM is proposed to separate the new office and commercial development from	N/A		This is not necessary or practical



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residential. (P. 76)			
9. Special landscape treatments are proposed along SOM	X		SOM can be one of the streets designated for landscape treatment as proposed in the transportation section.
10. At SOM and Rt 84 a gateway treatment is recommended.	X	X	Completed yet it needs to be enhanced and better maintained as mentioned elsewhere in this plan..
<b>Residential Recommendations</b>			
1. Any development on the steeply sloping land south of rt. 84 should be limited, low-density housing that is sensitive to the environment.	X		On-going, however, the Conservation Overlay did not work well in this area. Limited ability to enforce the ordinance after approval is a hindrance to the concept.
2. Development south of Rt. 84 should focus on limiting grading, water quality protection and tree preservation.	X	X	This land was included in the Conservation Overlay District
<b>The Far West</b>			
1. Office development should occur at the northeast corner of SOM and Rt 84.	X	X	There are plans that have been approved for a Bank
2. Sites for possible multi-family development are on SOM north of Big Turtle II and on Dorthea Davis' land. An interconnecting road should join the two developments and provide easier access from Euclid Ave and SOM	X	X	The farm has been developed as multi-family residential. Single family development is underway for Tyler property.

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3. A Park site should be developed between the two sites.	N/A		
<b>The Southeast</b>			
<b>Residential Recommendations</b>			
1. The 25 acre tract of land on Mentor Ave. across from the Andrews School could be developed residentially if buffered against Rt. 20 and the railroad tracks.	X		There is Multi-use development proposed
2. This same tract of land is a good candidate for office employment	X		Part of above development.
3. The stretch of Mentor Ave at the City's southeast entrance should retain a 75-foot wooded edge. (P. 82)	N/A		The Riverwalk Development has rendered this a moot point.
4. The undeveloped land along Kirtland Rd and owned by the Kirtland CC should be developed with a 50' buffer as residential, either single-family or multi-family.	X		Currently being planned
<b>Commercial/Employment Recommendations</b>			
1. Restructure the road system along Elton Rd and Lost Nation Rd to improve access to the Pavlik property and to connect with the adjoining roadways in Mentor	X		Underway
2. Rezone approximately 25-40 acres along Rt.	X	X	

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2 for large-footprint retailers			
3. Developers of this land should contribute to the funding of the road realignments and improvements	X		Underway
<b>Circulation Recommendations</b>			
1. Gateway treatments should be located on Kirtland Rd and on Last Nation Rd south of Rt 2.	X	X	
<b>Environmental Conservation and Open Space Recommendations</b>			
1. Extend the Magic Mile along the Chagrin River to Pelton and Gilson Park and over to Lake Metroparks Chagrin River Park	X		As a long-range plan this has merits. Cooperation will be needed with Lake County Metroparks.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
2. Consider a City Park on the closed landfill	X		This would help tie the River Walk development with downtown and may allow some of Todd Fields ballfields to be moved to this site.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
<b>Implementing the Plan: First Steps</b>			
<b>The Magic Mile</b>			
1. Execute a detailed plan of the Glenn Avenue Todd Field area based on Map 13.2	X		Plan should include or consider a walking bridge across the Chagrin between Glenn and Mentor Avenues to tie downtown to River Walk.

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			This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
2. Extend Glenn Ave down to Todd Field, reorganizing the parking and fields and providing for a bandstand/restaurant on the water's edge.	X		Find another location for the ball fields and develop for recreational use.  This would be part of the study for the Parks and Open Space focused Study from Section 4 of this document.
3. Negotiate the hiking horse trail from Todd to Daniels with the Andrews School and discuss sports field relocation possibilities	X		Underway
4. Develop engineering plans for the necessary footbridges to cross the Chagrin	X		Underway
5. Interact with Metroparks for financial and technical support on this initiative.	X		Underway
<b>Downtown Parking</b>			
1. Develop a signage program which lets visitors know that back-of-the-block parking exists.	X	X	Completed for Public parking
2. Enforce the two-hour on-street parking limit	X		This would be addressed in the Downtown Focused Study from Section 4 of this document.
3. Initiate a public/private parking management committee to look at shared or consolidated parking opportunities.	X		This would be addressed in the Downtown Focused Study from Section 4 of this document.

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<b>Gateway Entrances and Landscaping</b>			
1. Select several of the recommended entryways for the design of Gateway features into Willoughby	X	X	These need to be better maintained.
<b>Lakefront Area: Coordinated Improvement Program</b>			
1. Coordinate infrastructure improvements for this area in the CIP to address streets, drainage, etc.	X		Ongoing
2. Institute a homeownership and maintenance program and code enforcement actions	X		Enforcement actions are on-going
3. Regrade the Osborne shoreline to a flatter slope and implement redesign to the park to better utilize the lakefront edge	X	X	
<b>Environmental Conservation</b>			
1. Adopt new conservation regulations in the Zoning and Subdivision Ordinances, revise grading requirements, the EAS and the plan review process accordingly	X	X	
2. Develop and apply the Conservation Overlay District	X	X	
3. Adopt a tree preservation ordinance	X	X	

“M” = Wording should be Modified to make it relevant.

“?” = Questions remain about this item

“N/A” = Currently Not Applicable for the City.

III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
<b>Revisions to Zoning and Subdivisions Regulations</b>			
1. Develop a separate Downtown Business District zone and develop guidelines for Historic Preservation	X	X	
2. Revise parking regulations	X	X	
3. Adopt a residential open space option through cluster provisions	X	X	This was completed however the ordinance needs greater flexibility and should be revisited.
4. Specify buffer and landscaping requirements	X	X	
5. Clarify and implement the Conditional Zoning provisions of the code	X	X	
6. Improve the uses in the business districts, especially in Local Business	X	X	
7. Review all site plans for consistency with the Comp Plan as required in the Subdivision Regulations, Section 1101.10	X	X	
<b>Fiscal Resources</b>			
1. Consider enacting impact fees for recreation and parks and roads, at a minimum	X		Study what surrounding localities are doing to ensure that Willoughby remains competitive.
2. Collect delinquent property tax revenues	X		Need a plan in place to ensure this is accomplished.

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III 1994 Action Measures	Implementation Measure:		Revised Implementation/Comments
	Continues to be Valid	Has Been Substantially Implemented	
3. Apply for all possible Issue 2 finding for non-transportation capital projects; apply for UPARR dollars for Osborne Park	X		Seek out grants and funding from all sources.
4. Revise or, as appropriate, institute user fees and upgrade other fees.	X		Study what surrounding localities are doing.