

4. **Economy.**

- a. Employment by Industry. Table 14 displays 2000 Census employment data. From it, comparisons can be drawn between the labor force of Peninsula with the County and State. The Census indicates that in 2000 the Village had 414 residents age 16 years and over, of which 295 were employed.

**Table 14**  
**Employment by Industry: 2000**

Industry	Village of Peninsula		Summit County	State of Ohio
	No. Persons	% of Total*	% of Total*	% of Total*
Agriculture, forestry, fishing, hunting, mining	6	2.0	0.2	1.1
Construction	27	9.2	5.8	6.0
Manufacturing	47	15.9	19.4	20.0
Wholesale trade	23	7.8	4.2	3.6
Retail trade	36	12.2	12.2	11.9
Transportation and warehousing, and utilities	11	3.7	5.0	4.9
Information	22	7.5	2.5	2.4
Finance, insurance, real estate, and rental and leasing	9	3.1	6.4	6.3
Professional, scientific, management, administrative, and waste management services	23	7.8	8.7	8.0
Educational, health and social services	36	12.2	19.5	19.7
Arts, entertainment, recreation, accommodation and food services	28	9.5	7.8	7.5
Other services (except public administration)	13	4.4	4.8	4.5
Public administration	14	4.7	3.4	4.1

\*Numbers do not add up to 100% due to rounding

Source: U. S. Census Bureau

In comparison with the County and the State, the Village has higher percentages of residents working in the Construction, Wholesale trade, Information, and Arts, entertainment, recreation, accommodation and food services sectors. There is a lower percentage of Village residents than both County and State residents working in the Manufacturing, Transportation and warehousing, and utilities, Finance, insurance, real estate, and rental and leasing sectors.

- b. Property Values. A review of property values provides one indication of economic growth. Property values from prior to the most recent five year period, while informative, provide little insight into current property value changes. For additional information on this topic, several studies have been undertaken that have evaluated Village (and surrounding Boston Township) property values and changes. These past studies included options, conclusions, and recommendations. As shown in *Table 15*, Peninsula has experienced minimal growth in the total value of property from 1997 to 2001. When adjusted for present value, the total increase in property value for the Village did not keep up with the rate of inflation over this time period. This translates into nearly static Village property values during the years covered by the table, when adjusted for inflation.

*Table 15*  
**Property Value: 1997-2001**

Collection Year	Village of Peninsula		Summit County
	Value*	% Change	% Change
1997	\$15,589,068		
1998	\$15,221,919	-2.4%	2.9%
1999	\$15,932,290	4.7%	2.6%
2000	\$16,784,400	5.3%	9.5%
2001	\$17,125,271	2.0%	1.7%
<b>Total % Change</b>		<b>9.9%</b>	<b>17.6%</b>
<b>% Change (Pres. Value)**</b>		<b>-0.4%</b>	<b>6.6%</b>

Source: Summit County Auditor, U.S. Department of Labor

\* Appraised real and personal property valuation per Summit County Auditor

\*\*Present Value data based on 2001 value and derived from Consumer Price Index Inflation Calculator, Bureau of Labor Statistics, U.S. Dept. of Labor

Peninsula's property values between 1997 and 2000 grew at a slower rate than those of the County. In 2001, however, the rate of Village property value growth was greater than that of the County. This may possibly be the case again in 2002,

based only, however, upon recent unconfirmed information.

As noted above, it is important to understand that the information in the above table represent's the County Auditor's appraised values. While some might suggest that such values do not represent "true" property values, they are in fact the values that determine the amount of revenue that flows to the Village from property tax and the only values suitable for analysis purposes.

The Village receives no property tax revenue from many of its largest property owners, such as the Boy Scouts, Girl Scouts, Metro Parks Serving Summit County, and the federal government. Many of these properties are located in outlying or remote areas of the Village requiring Village services such as road maintenance and police protection. Such areas would be logical candidates to consider for detachment (the opposite of annexation) from the Village.

From a tax base perspective, it is also important for communities to find an appropriate balance between residential and nonresidential uses. In general, individual residential properties require more money in services such as school, fire, and police protection, than they contribute to the tax base. Although the Village does not directly provide school or fire protection services, knowing the tax base ramifications is nonetheless important for the Village to consider, since Village decisions may - positively or negatively - impact the ability of service providers to deliver services. Nonresidential properties contribute more to the tax base than they use. Therefore, a community with a strong nonresidential tax base can provide quality services at a relatively low cost to residents. *Table 16* indicates a lower reliance on residential property in the Village than in the County, and a higher proportion of tangible property in the Village than in the County.

**Table 16**  
**Property Value by Type: 2001**

Property Type	Village of Peninsula		Summit County
	Value*	% of Total**	% of Total**
Residential/Agriculture	\$10,700,290	62.5%	66.1%
Other	\$2,493,950	14.6%	18.8%
Public Utility	\$1,028,150	6.0%	4.0%
Tangible (Personal)	\$2,902,881	17.0%	11.2%
<b>Total</b>	<b>\$17,125,271</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Summit County Auditor

\* Appraised real and personal property valuation per Summit County Auditor

\*\* Numbers do not add up to 100% due to rounding

- c. Financial Condition. This Long Range Plan included a review of Village finances for the three years preceding preparation of this Long Range Plan. Before discussing those areas specifically reviewed, a general discussion of the Village finances is in order.

In terms of revenues, the Village collects revenues, directly and indirectly, from various sources, including local taxes, intergovernmental revenues, special assessments, service charges, fines/licenses/permits, and other sources. As to expenses, the Village expends money for various purposes, such as public health, public safety, recreation, utilities, transportation, general government, personal services, travel, contractual services, supplies, and materials, as well as for capital improvements and repayment of debts owed. As a customary way of organizing and managing of Village finances, various "funds" are created to keep track of money used for like purposes. The most important and indicative fund when looking at the Village's future is the General Fund, which is the fund through which most of Village government operates.

The following tables rely on data from Village financial reports, and information from the Village Clerk-Treasurer. Two important items deserve comment. First, the Village mistakenly received excess municipal income taxes in late 1999, which it returned in 2000. Because the Village reports financial information on a cash basis, these transactions distorted 1999 and 2000 revenues. For this Plan's purposes, the tables reflect actual resulting revenues, rather than those that were initially reported. Second, the Village recently undertook a multi-year Village Hall renovation project, which affected capital expenses during this period of time.

This Long Range Plan's review of Village finances begins with a summary of Village revenues and expenses for all funds. *Table 17 - Village of Peninsula Revenues and Expenses (All Funds): 1999-2001* below includes this information. The information in *Table 17* reflects decreasing local tax revenues, fluctuating intergovernmental revenues, and increasing expenses for security of persons and property and general government.

**Table 17**  
***Village of Peninsula Revenues and Expenses (All Funds): 1999-2001***

Revenue/Expense Category	1999	2000	2001
<b>Revenues</b>			
Local Taxes*	\$341,262	\$334,121	\$332,721
Intergovernmental Revenues	\$216,059	\$368,085	\$207,068
Special Assessments	\$0	\$0	\$0
Charges for Services	\$9,678	\$8,606	\$6,834
Fines, Licenses, and Permits	\$86,671	\$65,055	\$79,835
Interests	\$0	\$0	\$13,987
Miscellaneous	\$32,649	\$25,768	\$9,929
<b>Total Revenues</b>	<b>\$686,319</b>	<b>\$801,635</b>	<b>\$650,374</b>
<b>Expenses</b>			
Current			
Security of Persons & Property	\$294,833	\$292,396	\$301,775
Public Health Services	\$5,438	\$6,849	\$6,307
Leisure Time Activities	\$150	\$0	\$700
Community Environment	\$3,340	\$10,027	\$3,238
Basic Utility Services	\$253	\$0	\$0
Transportation	\$146,142	\$94,009	\$112,383
General Government	\$199,288	\$228,462	\$231,513
Capital Outlay**	\$212,915	\$224,142	\$133,130
Debt Service	\$0	\$0	\$0
<b>Total Expenses</b>	<b>\$862,359</b>	<b>\$855,885</b>	<b>\$789,046</b>
<b>Total Revenues</b>			
<b>Over/(Under) Expenses</b>	<b>(\$176,040)</b>	<b>(\$54,250)</b>	<b>(\$138,672)</b>

Source: Village of Peninsula Annual Financial Reports; Village Clerk-Treasurer

\*Actual, rather than originally reported, revenues.

\*\*Largely attributable to the Village Hall renovation project.

This Long Range Plan's review of Village finances continues with a summary of Village revenues and expenses for the General Fund only. *Table 18 - Village of Peninsula Revenues and Expenses (General Fund Only): 1999-2001* below includes this information. The information in *Table 18* reflects decreasing local tax revenues, decreasing intergovernmental revenues, fluctuating expenses for security of persons and property, and increasing expenses for general government.

**Table 18**  
***Village of Peninsula Revenues and Expenses (General Fund Only): 1999-2001***

Revenue/Expense Category	1999	2000	2001
<b>Revenues</b>			
Local Taxes*	\$275,464	\$268,617	\$266,935
Intergovernmental Revenues	\$164,494	\$160,577	\$153,939
Special Assessments	\$0	\$0	\$0
Charges for Services	\$9,522	\$6,948	\$6,563
Fines, Licenses, and Permits	\$76,533	\$57,972	\$71,791
Interests	\$0	\$0	\$9,578
Miscellaneous	\$29,620	\$22,710	\$13,044
<b>Total Revenues</b>	<b>\$555,633</b>	<b>\$516,824</b>	<b>\$521,850</b>
<b>Expenses</b>			
Current			
Security of Persons & Property	\$263,757	\$277,562	\$269,974
Public Health Services	\$5,438	\$5,614	\$5,587
Leisure Time Activities	\$150	\$0	\$700
Community Environment	\$3,340	\$3,237	\$3,028
Basic Utility Services	\$253	\$0	\$0
Transportation	\$33,878	\$31,776	\$34,249
General Government	\$190,879	\$220,429	\$223,296
Capital Outlay**	\$41,435	\$145,266	\$107,628
Debt Service	\$0	\$0	\$0
<b>Total Expenses</b>	<b>\$539,130</b>	<b>\$683,884</b>	<b>\$644,462</b>
<b>Total Revenues</b>			
<b>Over/(Under) Expenses</b>	<b>\$16,503</b>	<b>(\$167,060)</b>	<b>(\$122,612)</b>

Source: Village of Peninsula Annual Financial Reports; Village Clerk-Treasurer

\*Actual, rather than originally reported, revenues.

\*\*Largely attributable to the Village Hall renovation project.

To give a clearer picture of the fluctuating local tax situation, *Table 19 - Village of Peninsula Local Tax Revenue Breakdown (General Fund Only): 1999-2001* was prepared. The information in this table shows how the local tax revenue is largely replenished by the Village's 1% municipal income tax. Village finances, including especially the General Fund, are subject to rapid and significant change. In addition, while other local taxes can provide one-time windfalls, they cannot be depended upon as a consistent or reliable source of income. Local governments often utilize such revenues for capital improvement or investment purposes.

**Table 19**  
***Village of Peninsula Local Tax Revenue Breakdown (General Fund Only): 1999-2001***

<b>Local Tax Revenue Category</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>
General Property (Real Estate)	\$7,745	\$7,848	\$8,143
Tangible Personal Property	\$1,685	\$1,772	\$1,876
Municipal Income Tax*	\$262,909	\$255,440	\$251,578
Other Local Taxes	\$3,125	\$3,557	\$5,338
<b>Total Local Taxes</b>	<b>\$275,464</b>	<b>\$268,617</b>	<b>\$266,935</b>

Source: Village of Peninsula Annual Financial Reports; Village Clerk-Treasurer  
 \*Actual, rather than originally reported, revenues.

In addition, it is important to note, without disclosing confidential information, that on average more than 20% of annual Village municipal income tax revenues are generated by businesses and employees in the Village's industrial area. Measured another way, businesses and employees in the Village's industrial area contribute on average more than 15% of Village General Fund revenue. The future Mixed Use area's location in the Village's industrial area makes this level of dependence on these businesses and their employees even more important. The exit of these businesses from the community, or even a significant reduction in number of employees, without a fiscally equivalent replacement would be a significant - although not catastrophic - blow to the Village's annual operating budget. Redevelopment of the future Mixed Use area should result in a greater number of smaller businesses in the area, thus diversifying the Village's reliance on a small number of large businesses for income tax revenues. Extreme caution should be used, however, in ensuring that the concept of redevelopment does not alone become a catalyst for any industrial area uses to leave the Village or significantly reduce operation levels. The Village should be clear with property owners that, while it holds long term planning goals, in no way does it seek to chase existing businesses and industries away.

A quick way to evaluate a community's financial condition is to look at its General Fund Cash Balance. This gives a picture of whether current revenues are supporting current expenses, or whether past cash reserves are being used to subsidize the General Fund in order to keep it in balance. *Table 20 - Village of Peninsula General Fund Cash Balance: 1999-2001* below demonstrates that the Village's General Fund Cash Balance has been steadily decreasing over the past three years. As the General Fund Cash Balance approaches zero, the Village will be faced with either raising revenues, cutting expenses, or both.

**Table 20**  
***Village of Peninsula General Fund Cash Balance: 1999-2001***

Cash Balance	1999	2000	2001
As of January 1	\$514,430	\$408,631	\$338,581
Net Change*	(\$105,799)	(\$70,050)	(\$127,864)
As of December 31	\$408,631	\$338,581	\$210,717

Source: Village of Peninsula Annual Financial Reports; Village Clerk-Treasurer  
*\*Actual, rather than originally reported, revenues.*

In the past, alternatives to achieve fiscal solvency of both the Village and neighboring Boston Township relative to tax revenue and cost of services have been the subject of considerable study, including the following:

- Peninsula Village & Boston Township Park Impact Study, 1992
- Boston-Peninsula Fiscal Study, 1994
- Techniques to Monitor Social Conditions in the Cuyahoga Valley National Recreational Area, 1994
- Peninsula Annexation Analysis, 1995

In each of the above cases, existing conditions were identified and evaluated. In addition, courses of action and alternatives were identified and suggested. Many of the conditions identified in these reports and analyses continue to this day. Also important to consider would be detachment of areas from the Village that generate little or no revenues but require Village services, as well as annexation of areas to the Village that could yield additional revenue - especially income tax revenues - while demanding relatively little additional Village services. Suitable areas for detachment and annexation are discussed later, under Land Ownership.

- d. Industrial Area. The Village has a small and concentrated industrial area located generally between West Mill and North Locust Streets in the north central area of the Village. A few established uses exist in this area and have operated for some time with success. The continued success of these local industries is likely to be determined by external factors, such as local and regional economic conditions and the desirability of the Village's location relative to that of newer industrial parks in other nearby communities.

This Long Range Plan's general goals include a recognition of these existing industrial users as corporate citizens and a desire to allow these uses to continue as long as they are able to do so, and even expand if it is economically feasible to do so, with Village support as possible. This is coupled, however, with a desire to encourage redevelopment and/or reuse for a mix of uses commercial and residential uses in the future, should any existing industries close, sell, relocate, or otherwise cease operation.

Thus, this Long Range Plan recognizes that for the next few years at least and possibly even longer, the Village's industrial area is not likely to change, and recommends that, at some point in the future, it begin a transition from industrial to mixed use.

The mix of uses to be encouraged in the industrial area would include a variety of commercial, office, service, and residential uses not suitable for location on Main Street, and possibly a concentration of commercial services and venues to service seasonal visitor and tourist traffic. Appropriate zoning regulations should be drafted to implement this recommendation.

- e. Main Street. Main Street and the areas that closely abut it have, over time, played several roles, including bustling commercial center, quiet downtown, tourist mecca, and others. Currently Main Street could be said to be in a state of transition, resulting from a variety of factors, including the local and regional economy, general retail trends, and a recent turnover of several Main Street merchants. As part of the process of ongoing change underway, the Village should evaluate the ways in which it can facilitate success, encourage redevelopment, and establish cohesiveness.

This Long Range Plan seeks to continue, support, strengthen, and enhance the unique role that Main Street plays for residents of not only the Village, but also several nearby and surrounding communities. It is and can be a place to congregate, catch up, have coffee, stroll, and basically be part of a community. The scale of the buildings, the street, and the accommodation of pedestrians all combine to create an attractive and comfortable place for people to come together in small and large groups. In addition, and extremely important to emphasize, is that Main Street has been, still is, and will almost certainly continue to be a place of residence for many people. Any new or redeveloped Main Street nonresidential uses must respect this fact and minimize adverse impacts on Main Street residential uses.

To achieve this goal, future Main Street nonresidential uses must be consistent and compatible with Main Street's positive attributes, as it relates not only to the types of uses locating there, but also to the way in which they affect the physical environment in which they locate. Main Street nonresidential uses should be principally retail, small in physical area, and easily accessed by pedestrians. In addition, any Main Street nonresidential uses other than retail commercial uses should be located on other than the ground floor of buildings. Appropriate zoning regulations should be drafted to implement this recommendation.

- f. Economic Development Tools. Aside from amending Village land development regulations to achieve these goals, the Village could do much to encourage the development and appropriate redevelopment of commercial and industrial properties in the Village. Many tools are available at the State and federal levels for potential use, including but not limited to the following:
- i. *Becoming a Main Street Community*. The Chamber of Commerce has considered and elected not to pursue this program, which makes use of organization, promotion, and other aspects of retail success. Although it may not be appropriate at this time, the Village should periodically review whether changes merit its reconsideration. The Village should coordinate any governmental efforts with this or other private sector-driven processes. Even if not pursued in the formal manner recommended by the National Main Street program, some aspects of it may be applicable to the Village as it develops and redevelops in the future.
  - ii. *Downtown Programs*. The Ohio Department of Development offers planning and construction grants and loans to local governments each year. However, because Summit County is an entitlement county, the Village would not likely qualify for this type of funding. The best opportunities for downtown-related funding assistance for the Village would be through the Summit County Department of Community and Economic Development, the National Main Street Center, the National Trust for Historic Preservation, and - possibly - other public or private funding sources, including cooperation and coordination with private property owners. This funding is awarded on a competitive basis, and integration of public and private sector efforts is a key evaluating factor.
  - iii. *Industrial Programs*. The Ohio Department of Development also serves as a clearinghouse for a variety of forms of economic assistance for industries throughout the state. Creation of jobs and local match are usually among the prime factors elevating an application to the level of success in these competitive programs. Any assistance sought by the Village for local industries would need to be consistent with the Village's stated goals for the Village's industrial area.
  - iv. *Expansion and Retention*. The Village should establish a program of communicating closely and consistently with existing businesses, so as to identify areas where assistance may be needed (and consistent with Village goals), and where other coordination between public and private sectors may be needed (and consistent with Village goals).

- g. Summary: Economy Policies.
- i. Embrace and encourage quality development and redevelopment consistent with this Long Range Plan's goals.
  - ii. Require property maintenance and encourage property improvements, so as to stabilize and increase Village property values.
  - iii. Consider areas within the Village for detachment from the Village; and consider areas adjacent to the Village for annexation to the Village. Specific areas are discussed later, under Land Ownership.
  - iv. Explore ways to increase ongoing revenues and control expenses. Options for increasing ongoing revenues and options for controlling expenses should be explored on a line item basis in the annual Village budget.
  - v. Consider annexation to the Village of the Morris Acres area, north of Stine Road, west of Riverview Road, and south of the Ohio Turnpike (I-80), as a means of increasing income tax revenues with minimal increased service costs.
  - vi. Consider detachment from the Village of the Girl Scout, Saalfield, and surrounding properties along Akron-Peninsula (northerly part), Riverview (south of Bishop), and Major Roads, as a means of controlling service costs by eliminating the need to provide service to remote areas inside the CVNP statutory boundaries.
  - vii. Undertake any recommended or other annexations and detachments in the context of consistency with Village goals, fiscal impact on Village revenues and services, and impact - if any on the Village's relationship with the federal government.

5. **Land Ownership.**

As part of preparation of this Plan, the Planning Commission has concentrated on and discussed at length the effects of various types land ownership in the Village, as well as what the patterns in land ownership suggest about future options. This Long Range Plan seeks the proper relationship between large land owners and the Village, and the opportunities for mutual cooperation between various land owners and the Village.

Several maps have been prepared to identify land ownership characteristics and resulting impacts on the Village.

- a. Federal Land. *Map 7 - Federal Land* depicts all land owned or otherwise encumbered by the federal government in the Village of Peninsula. Federal land ownership as depicted on this map falls into four categories, as follows:

*Fee*. The federal government holds fee simple title to a parcel of land.

*Life Estate*. The federal government purchases a parcel of land with allowance for an owner or owners to live on the property until death.

*Retention*. The federal government purchases a parcel of land, with allowance for an owner or owners to live on the property for a negotiated period of time.

*Easement*. A parcel remains under private ownership, but the federal government has purchased an easement to protect the parcel from development for other than park purposes.

The federal government also ranks properties under private ownership by their "compatibility" with the primary recreational use of Cuyahoga Valley National Park (CVNP). For the purposes of this Long Range Plan, however, only that land with some type of direct federal interest is shown. The statutory boundaries of CVNP, however, are also shown *Map 7*. These boundaries identify areas in which the federal government can acquire interest, depending upon available funding, of which there is no guarantee from year to year.

The only area adjacent to the Village and located outside CVNP's statutory boundaries is the residential area north of Stine Road and west of Riverview Road, part of which is known as Morris Acres. This is the only area that, if annexed to the Village, would offer the security of additional land under perpetual private ownership, as well as the additional residents and income tax revenue that would accompany those residents.

The federal government has been of assistance to the Village on various issues in the past, and current levels of cooperation between the two parties are relatively high. In considering any future annexations to or detachments from the Village, impact on the relationship between the federal government and the Village should inform, but not dictate, Village action.

- b. Total Land Owned. *Map 8 - Land Ownership by Total Land Owned* depicts the top 10 property owners measured in terms of the amount of land under common ownership. Following is a summary of these owners:

<u>Owner</u>	<u>Total Land Owned (acres)</u>
(1) United States of America	1,457.36
(2) Brandywine Country Club	216.09
(3) Bishop Robert P. & Jeanette	115.60
(4) W. R. Girl Scout Council	108.04
(5) Summit Co. Metro Parks	71.60
(6) A. A. Boy Scout Council	69.39
(7) Bender Henry II Trustee	44.24
(8) Saalfield Agnes Gund	41.32
(9) Zampelli Rosemary	15.20
(10) Wagner Ada Ruth	13.93

Not surprisingly, the federal government tops this list. Also important to note is that six of 10 are private individuals or private corporations (Brandywine, Bishop, Bender, Saalfield, Zampelli, and Wagner), and one of the remaining four is does not fall in any of the categories of federal land ownership noted earlier (Girl Scout).

Of these properties, the Bishop (part), Bender, Zampelli, and Wagner properties are located outside CVNP statutory boundaries. Of the properties inside CVNP statutory boundaries, the Brandywine, Girl Scout, and Saalfield properties are not encumbered with any federal interest, and the federal government could only purchase any interest if sufficient funding were to be available at whatever time it would be sought. Only the federally owned, Boy Scout, and Metro Parks properties are permanently protected for conservation and recreation use.

Because of their outlying locations and remote access from the rest of the Village, the Girl Scout and Saalfield properties could place a particular drain on Village services if developed for other than the current use. For that reason, detachment of the Girl Scout, Saalfield, and surrounding properties along Akron-Peninsula (northerly part), Riverview (south of Bishop), and Major Roads from the Village, whether to Boston Township or to the Village of Boston Heights, should be considered. This would free the Village from needing to service these remote areas.

- c. Largest Parcel Owned. *Map 9 - Land Ownership by Largest Parcel Owned*

depicts the top 10 property owners measured in terms of the largest single parcel under ownership. Following is a summary of these owners:

<u>Owner</u>	<u>Largest Parcel Owned (Acres)</u>	<u>Total Land Owned (acres)</u>
(1) Brandywine Country Club	215.63	216.09
(2) United States of America	143.33	1,457.36
(3) Bishop Robert P. & Jeanette	107.59	115.60
(4) W. R. Girl Scout Council	77.42	108.04
(5) A. A. Boy Scout Council	65.24	69.39
(6) Saalfield Agnes Gund	41.32	41.32
(7) Summit Co. Metro Parks	40.57	71.60
(8) Bender Henry II Trustee	37.43	44.24
(9) Zampelli Rosemary	15.20	15.20
(10) Wagner Ada Ruth	13.93	13.93

Interestingly, this map includes the same 10 property owners as on the total land owned map. Important to note on this list, however are the high positions of the privately owned properties (particularly Brandywine, Bishop, Saalfield, and Bender) unencumbered by federal land ownership, as well as the equally high position of another unprotected property (Girl Scout). Large amounts of land assembled under single ownership are often attractive for and highly susceptible to development.

The same comments under 7, b, above, apply here as well, particularly as they relate to areas suggested for potential detachment from the Village.

- d. Number of Parcels Owned. *Map 10 - Land Ownership by Number of Parcels Owned* depicts the top 10 property owners measured in terms of the number of parcels under common ownership. Following is a summary of these owners:

<u>Owner</u>	<u>Number of Parcels Owned (Acres)</u>	<u>Total Land Owned (acres)</u>
(1) United States of America	139	1,457.36
(2) Hunker R. L. Trustee & R. L.	25	9.83
(3) Fisher R. W. Jr. & Shand D. C.	8	6.14
(4) Scott-Lavicka T. J. & J. A.	8	1.15
(5) Village of Peninsula	8	5.78
(6) General Die Casters Inc.	7	5.37
(7) Castro Paul	5	0.54
(8) Herip Walter M. & Ann D.	5	0.98
(9) Lund Victoria Ann	5	3.24
(10) Peninsula U. M. C.	5	3.22

This map includes a number of different owners from the earlier maps, and nearly all of the owners except for the federal government include small amounts of land and are clustered around the center of the Village. Also, some owners, most notably Hunker, have parcels scattered and not all contiguous to one another. Thus when looking at land assembly in terms of number of parcels, the center of the Village is the area of highest potential impact. In addition, Hunker is the private property owner with the highest potential Village impact in this category.

e. Summary: Land Ownership Policies.

- i. Adopt zoning requirements that ensure compatible and sympathetic use of remaining large parcels outside CVNP statutory boundaries.
- ii. Adopt zoning requirements that ensure compatible and sympathetic use of remaining large parcels inside CVNP statutory boundaries but with no current federal interest.
- iii. Work with property owners to encourage compatible and sympathetic use, including conservation and protection consistent with the goals of this Plan.
- iv. Approach and engage large and multiple property owners to discuss the goals of this Plan, and to identify opportunities for public-private cooperation in the furtherance of those goals.

close proximity to the Village, no freeways are located within the Village. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

- ii. *Arterials.* Arterials are similar in function to freeways but they generally carry less traffic and connect to smaller urban centers. These roads are also a part of the state trunkline system. Accessibility is greater than principal arterial roads, but stops are more frequent due to signalized intersections. Their number of lanes can vary, and in that respect they can resemble freeways or collector roads, depending upon their level of use. Arterial planned right-of-way widths vary, but can measure up to 120 feet and fall under ODOT's jurisdiction.

Main Street (SR 303) is the only arterial located within the Village. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

Overall, the State Route system provides reasonable cross-community transportation for Village and adjacent community residents. By providing Village residents with relatively easy access to the regional highway system at various points, including SR 8 just east of the Village, I-77 and I-271 just west of the Village, and Ohio Turnpike (I-80) exits to the east and west of the Village, the circulation system facilitates interaction with businesses in the Akron and Cleveland metropolitan areas.

- iii. *Collectors.* Collector roads are important intra-county travel corridors and provide service to county seats not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance. Collectors in the Village include Akron-Peninsula, Major, Stine, Riverview, and Truxell Roads. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

Collector roads were usually originally spaced at one mile intervals in communities throughout the area, but the road network in Peninsula and nearby communities varies due to topography. These roads generally link local residential roads to the freeway and arterial road networks.

- iv. *Local Roads.* Local roads primarily provide direct access to abutting land and to collector roads. Movement of through traffic is usually discouraged on local roads. Local roads in the Village include streets within the center of the Village that serve residences, businesses, and industry. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

- c. Circulation System Deficiencies. The ability of people and goods to efficiently flow without unexpected stops or unprecedented congestion is an important part of the quality of life in a community as well as a vital part of a community's economic well being and growth. However, the road system and individual roads in the Village were designed to accommodate smaller population transportation demands. As growth and development in surrounding communities has continued, the traffic generated has taxed the local roads' ability to handle increased traffic.

In particular, the status of Main Street (SR 303) as a State Route creates the conditions of high amounts of pass-through traffic, including heavy trucks. While traffic counts may not quantify a need for action at a State or federal level, a local perception of unnecessary congestion and noise results from Main Street's State Route designation. Village officials are currently working with the State and federal governments to explore ways to control and reduce traffic in the future, including the possibility of "relocating" the State Route 303 away from Main Street, perhaps to the north along SR 8, the Ohio Turnpike (I-80), and I-271. Such avenues, and any others that may be identified to coincide with the goal of traffic control and reduction, should be pursued, and cooperation with State and federal officials should be a Village priority in this area.

Other potential and future impediments include a lack of adequate parking to accommodate future retail (as well as visitor and tourist) commercial uses, seasonal congestion resulting from seasonal visitor and tourist traffic, lack of complete pedestrian circulation between the center of the Village and The Quarry, Heritage Farms, Deep Lock Quarry Metro Park, and the Brandywine Country Club, and the status of most local roads as dead-end streets.

The status of the local road system has important consequences in terms of the future land use plan. An inadequate road system can impact on whether the Village achieves its development goals. A discussion follows:

- i. *Main Street (SR 303)* - Main Street is an example of a road which is experiencing increasing congestion and traffic conflict. Although little development has occurred along Main Street within the Village, rapidly growing neighboring communities, nearby highway interchanges, and the presence of the National Park combine to generate a relatively high level of local traffic. At the same time, Main Street is utilized as a thoroughfare for longer through trips by vehicular traffic. As a result, conflicts have arisen between local traffic which generates many turning movements and higher speed through traffic. These conflicts will intensify if the population increases and the development of remaining parcels in the

Village occurs. Any improvements to Main Street in the Village should be designed to help to accommodate the contrasting and conflicting needs of the road's users. Suggested improvements to Main Street would include the following:

Completion of streetscape improvements on Main Street east of the River, and on Akron-Peninsula Road south to the Brandywine Country Club property;

Installation of similar streetscape improvements on Main Street west of the River to Riverview, on Riverview Road south to Heritage Farms; and on North Locust and East and West Mill Streets where practical and feasible; and

Consideration of diagonal (instead of parallel) on-street parking on Main Street and wherever else possible throughout the center of the Village, to narrow driving lanes and "calm" traffic, thereby discouraging through and truck traffic.

- ii. *Rural and "Small Town" Character* - The Village should work closely with the Ohio Department of Transportation (ODOT) and the Village's own consulting engineer to ensure that any future proposed changes and improvements to Main Street and other streets within the Village are compatible with Village goals and policies. Important to the Village is not only traffic safety, but also the visual character and feel of those roadways. Major widenings on collectors should be discouraged in favor of targeted improvements that respond to specific locational needs. Such improvements would include but not be limited to intersection and signalization improvements. In addition, natural features within and adjacent to existing rights-of-way should receive consideration whenever significant improvements are proposed. Projects to consider to protect and enhance the Village's rural and "small town" character are as follows:

Completion of a comprehensive Village parking plan, including cooperation with the federal government and private property owners regarding location and construction of sufficient parking to accommodate future resident and seasonal parking needs;

Abandonment and/or vacation of the unpaved portion of the South Canal Street right-of-way, and reuse as a pedestrian link between the center of the Village and Deep Lock Quarry Metro Park;

Consideration of an emergency-only connector between Church and Center Streets;

In conjunction with future industrial area redevelopment, construction of a new street or pedestrian-only connector extending from the West Mill Street terminus east to North Locust Street terminus;

Consider the need for secondary access to the future Mixed Use area; and

Minimization of new development's and redevelopment's impacts on existing residential neighborhoods.

- iii. *Railroad Right-Of-Way.* A subtle limitation to cross-Village access is the presence of a railroad right-of-way. With an at-grade crossing on Main Street, this forms a physical barrier that, combined with the River, separates the eastern and western portions of the Village. The only mitigating factor is the railroad right-of-way's current use for limited and seasonal recreation excursion purposes. Improvements to the railroad crossing on Main Street (such as pavement, gate, and pedestrian crossing upgrades) could, however, be important in order to facilitate better traffic flow not only in the Village, but also between the Village and adjacent and nearby communities. Such improvements to this crossing, with an obvious priority of keeping it as an at-grade crossing and focusing on safety and beautification, should be encouraged by the Village. Any improvements would need to involve close coordination with both the National Park Service (as the current railroad right-of-way owner) and the Cuyahoga Valley Scenic Railroad (as the current railroad right-of-way user).
- iv. *Infill Development* - There exist opportunities within the Village for additional links to existing roadways, which could facilitate well-planned development of vacant properties. To that end, future development should access existing local streets, rather than creating new streets intersecting with existing intersecting major roads. Other areas of further study for the Village in the future would include remaining undeveloped or underdeveloped parcels fronting on Akron-Peninsula and Riverview Roads, as well as redevelopment (regardless of use) of land at the north ends of Locust and West Mill Streets in the Village's industrial area. Future development in these and other areas will impact the Village's transportation system and should receive careful study.

- v. *SR 8 Improvement Project* - ODOT and the County of Summit Engineer (COSE) are currently working jointly on a project to upgrade SR 8, a few miles east of the Village, to a limited access highway between SR 303 in Hudson/Boston Heights and I-271 in Macedonia. This project would provide a continuous limited access between Cleveland and Akron through northeast Summit County, to supplement I-77's connection on the west side of the County. Because most portions of SR 8 closest to the Village are already limited access in design, this project should have little impact on the Village, other than the potential reduction in pass-through traffic now using the Village due to congestion on SR 8 at peak hours.

Resources available to the Village include traffic count and accident data from ODOT and other sources. These reports should be monitored on a yearly basis to determine the safety and total activity, primarily along Main Street, so as to advise ODOT of any immediate concerns.

- d. Resources for Road Improvements. The Village's roads are generally in good repair. Road repair should be prioritized based on condition, safety, and use. The Village should seek additional grant money beyond what is traditionally allocated to the Village for roadway improvement purposes. The Village should work with ODOT to identify areas of potential joint cooperation and benefit. Examples of such additional funding would include the following:

Issue 2 (Ohio Public Works Commission) funding, especially for joint projects with the adjacent communities of Boston Township and the Village of Boston Heights;

Scenic Byway (State and federal) funding for beautification and other enhancement projects;

CDBG (County-coordinated) funding, especially for sidewalk and accessibility-related projects;

Clean Ohio (State-administered) funding for redevelopment of industrial area and related construction of new roads;

Recreational Trails funding for nonvehicular path connections to Village facilities and recreational venues; and

Other available funding as identified on a project-specific basis.

The Village should work with its own consulting engineer to identify roads that

need improving, widening and other traffic management techniques such as signalization of intersections, left and right hand turning movements, and turning restrictions. For example, busier roads planned without left hand turn lanes can create unwanted stacking in an otherwise flowing lane. It is highly possible that, even upon buildout, the current two Village traffic signals will be sufficient to manage Village traffic. Final resolution of this question, however, will only be able to be resolved in conjunction with thorough evaluations of future traffic patterns.

- e. Pedestrian Movement. The need for pedestrian circulation and bikeway facilities increases as the population grows. More residents, more businesses, more tourists, and any combination of the above will lead to more traffic, and a well developed pedestrian transportation system is paramount for pedestrian safety. In the future, constructing pathways on certain roads to accommodate nonmotorized traffic may be necessary. This is of primary concern along major roadways and could be in addition to or instead of the Village's existing network of sidewalks. Other alternatives for facilities for pedestrians and bicyclists include conventional sidewalks, paved shoulders dedicated and marked for bicycle use and separate bicycle pathways next to the road. Linking a pedestrian circulation system to Heritage Farms, The Quarry, Deep Lock Quarry Metro Park, and Brandywine County Club, will help provide recreational opportunities for Village residents.

A linked and useful pedestrian circulation system - including sidewalks where appropriate - should be required in conjunction with development and redevelopment. The Village should continue its existing involvement in the installation of sidewalks where it can provide elimination of pedestrian/vehicle conflicts, linkages to key centers of community activity, and/or linkages in areas where a pedestrian circulation system has been installed.

Priorities for installation of pedestrian circulation facilities in the Village of Peninsula should include the following:

*Completing the Sidewalk System* along local roads where they may currently exist nearby or could exist to connect missing links, and where rights-of-way permit their construction;

*Extending Pedestrian System* along Main Street (SR 303), Akron-Peninsula and Riverview Roads, as well as the unpaved portion of South Canal Street, to supplement the existing network of sidewalks that already exists in many parts of the Village, with a priority on providing links between the center of the Village and Heritage Farms, The Quarry, Deep Lock Quarry Metro Park, and Brandywine County Club;

*Cooperation and Support* as it relates to the federal government's efforts to create the Gateway Path, extending east of the Village to the Metro Parks Bike & Hike Trail in the Village of Boston Heights, and exploration of the feasibility of an east-west pedestrian connector between Deep Lock Quarry Metro Park and the Brandywine Country Club property; and

*Requiring Sidewalks and Pathways* within new developments, as well as redevelopment of existing properties, to link to the rest of the Village's pedestrian circulation system.

See *Map 11 - Thoroughfare Plan* for additional information in this regard.

The Village should also strive for coordination with the following:

Summit County Trail and Greenway Plan (Metro Parks, Serving Summit County). This Plan, prepared and adopted in 2001, breaks the County into several "regions". The Village of Peninsula is included, along with the Cuyahoga Falls, Tallmadge, and Munroe Falls, in Region 6 - Cuyahoga River Region. Items of relevance to the Village in this Plan include trails along Major and Akron-Peninsula Roads, to connect to the Towpath Trail, as well as wayfinding improvements within the downtown business district in the center of the Village. See *Map 11 - Thoroughfare Plan* for additional information in this regard.

Statewide Trails Plan (Ohio Department of Natural Resources). This ambitious Plan, currently in draft form as an update to an existing older document, seeks to develop an inventory of National, State, Regional, and County trails and set standards and guidelines for filling in gaps and providing linkages. Items of nearest relevance to the Village in this Plan include the Ohio to Erie Trail (including the Towpath Trail in and beyond the Cuyahoga Valley National Park) and the Western Reserve Bike and Hike Trail east of the Village.

Cuyahoga Valley National Park External Trail Plan (National Park Service). This Plan recommends several links between the Village, the Park, and surrounding communities. This plan focuses on Class I (completely off-road) trails, rather than Class II (bike lane on vehicular road) or Class III (bike signs on vehicular roads) trails as recommended by other Plans mentioned above. The only trail currently under active consideration by the National Park Service is the "Gateway Trail, which could link the SR 8 Metro Parks trailhead at SR 303 to the Towpath in

Peninsula. Right-of-way acquisition for this trail through the Village has not yet been determined. Village recommendations to this end should be incorporated into this Plan where appropriate.

- f. Public Transportation. Summit County residents are served by Metro Regional Transit Authority (METRO), which links various areas throughout Summit County to Akron. METRO receives Federal and State funding, which is supplemented by a 1/4% sales tax on Summit County residents. No METRO routes travel directly through the Village of Peninsula, but two METRO routes do pass through communities to the east and west of the Village.

METRO's Route #102 (Boston Heights/Northfield) travels along SR 8 through the Village of Boston Heights, stopping at the Holiday Inn Hudson Park & Ride at Hines Hill Road, approximately five miles northeast of the Village.

METRO's Route #101 (Richfield/Bath) travels along Brecksville and Cleveland-Massillon Roads in the Village of Richfield, stopping at their intersection with SR 303, approximately five miles west of the Village.

If the Village were to experience population growth and/or focus on economic development, some review of METRO's route system could be encouraged to better accommodate the Village.

In addition to METRO's route system, METRO's SCAT service provides transportation services for residents throughout the County who qualify by way of age or disability.

- g. Air Transportation. Though the Village lacks scheduled air transportation service within its borders, local residents are fortunate to have two airports in the surrounding area that do. Cleveland Hopkins International Airport to the northwest is a main hub for Continental Airlines, and Akron-Canton Regional Airport in Green to the south provides commercial, connecting, and commuter flights and functions as a reliever airport for Hopkins. Other general aviation airports exist nearby in Akron and Stow.

h. Summary: Circulation Policies.

- i. Complete streetscape improvements on Main Street east of the River, and on Akron-Peninsula Road south to the Brandywine Country Club property, and install streetscape improvements on Main Street west of the River to Riverview Road, on Riverview Road south to Heritage Farms; and on North Locust and East and West Mill Streets where practical and feasible.
- ii. Consider diagonal (instead of parallel) on-street parking on Main Street and elsewhere throughout the center of the Village, to narrow driving lanes and "calm" traffic, thereby discouraging through and truck traffic.
- iii. In consultation with the federal government and private property owners, undertake a comprehensive Village parking plan, to identify sufficient parking to accommodate future resident and seasonal parking needs.
- iv. Consider establishment of a pedestrian and non-motorized vehicular link between the center of the Village, the Towpath, and Deep Lock Quarry Metro Park along the unpaved portion of the existing South Canal Street right-of-way.
- v. Consider construction of an emergency-only connector between Church and Center Streets.
- vi. In conjunction with redevelopment of the Village's industrial area, consider construction of new streets extending between the West Mill and North Locust Street termini.
- vii. Consider the need for secondary access to the future Mixed Use area.
- viii. Minimize the impact of new development and redevelopment on existing residential neighborhoods.
- ix. Pursue pavement, gate, and pedestrian crossing upgrades to the railroad crossing at Main Street (SR 303) in cooperation with the federal government and the Cuyahoga Valley Scenic Railroad.
- x. Complete the sidewalk system, and extend the pedestrian system between the center of the Village and Heritage Farms, The Quarry, Deep Lock Quarry Metro Park, and Brandywine County Club.

- xi. Cooperate with the federal government's efforts to create the Gateway Path and other trails; and work with Metro Parks Serving Summit County to explore the feasibility of an east-west pedestrian connector between Deep Lock Quarry Metro Park and the Brandywine Country Club.

## 7. Facilities and Services.

- a. Overview. Local recreational and community facilities were inventoried during site visits and by compiling data from telephone interviews. The inventory consists of a compilation of parks and other community facilities found in the Village and surrounding region. The inventory is then used to provide an assessment of the Village's facilities compared with state and national standards.

Community facilities exist for the benefit of the citizens of the Village. The region's fire and police stations, schools, parks, and various community facilities provide residents with access to services and recreational opportunities. See *Map 12 - Community Facilities* for additional information in this regard.

- b. Existing Regional Recreation Facilities. The Village of Peninsula is literally surrounded by tens of thousands of acres of park and recreation land. The Village sits within or near to National, State, and County - as well as a number of private - recreational facilities. These facilities offer various types of recreation and programming. Activities include but are not limited to downhill and cross country skiing, ice skating, sledding, fishing, hiking, horseback riding, walking, nature interpretation, picnicking, boating, and swimming. Many recreational classes are offered, including, but not limited to crafts, nature and recreation are available to the public free of charge. Some facilities have cabins and meeting rooms that can be rented by the day.
  - i. The Cuyahoga Valley National Park (CVNP), surrounding the Village and encompassing roughly half of the land area of the Village, flanks the Cuyahoga River and extends between Cleveland and Akron. The CVNP measures nearly 33,000 acres (more than 60 square miles) in gross area, including nearly 20,000 acres (more than 35 square miles) under Federal ownership. This sprawling park includes biking, hiking, picnicking, winter sports, golf, fishing and nature programs. The CVNP website ([www.nps.gov/cuva](http://www.nps.gov/cuva)) lists all improvements and amenities in and near the park.
  - ii. Tinker's Creek State Nature Preserve (and the adjacent Tinker's Creek State Park) and Portage Lakes State Park are located in the northeastern and southern areas of the County, respectively, and do not directly impact or relate to the Village.

iii. Deep Lock Quarry Metro Park is located along the east side of Riverview Road, adjacent to the Cuyahoga River, near the Village's southern boundary. This Park preserves the land surrounding the lock along the Ohio and Erie Canal that raised and lowered boats the greatest depth of any other lock on the Canal. Today the site is heavily vegetated and includes trails, a quarry, and a portion of the Towpath Trail. Metro Parks' current plans for Deep Lock Quarry Metro Park include paving the parking lot and building a hike/bike access trail from the Towpath to the Park. Metro Parks, Serving Summit County (Metro Parks) is an important source of recreation in the region. The Metro Parks website ([www.neo.rr.com/metroparks](http://www.neo.rr.com/metroparks)), includes a summary of the organization's history and properties. Metro Parks is financed by a real estate tax levy, which voters are periodically asked to approve, as well as the income earned from revenue-producing facilities.

Other nearby Metro Parks properties include the Western Reserve Bike & Hike Trail in Boston Heights to the north and east, Furnace Run in Richfield to the west, and O'Neil Woods and Hampton Hills in Cuyahoga Falls to the south.

c. Existing Village Recreation Facilities. The Village currently owns and maintains no parks, with a complete inventory of Village park and recreation facilities located in *Table 21*.

d. Other Public Recreation Facilities. Other public facilities are available - in varying degrees - to Village residents, whether by virtue of meeting residency requirements or simple proximity.

i. School Facilities. The Woodridge Local School District, through not only the Woodridge Intermediate School located in the Village, but also through its other facilities located throughout the School District, is also a provider of recreation services for Village residents. Although these facilities are designed to meet the needs of school children and are located outside of the Village, many of these facilities are made available to residents, including Village residents, at nights and weekends. The Intermediate School property on Bronson Street includes three tennis courts and two baseball/softball fields, which can be alternately used as one football or soccer field. Also, the School District recently prepared a Master Plan for a Sports Complex to service the School District and its communities.

- ii. **Adjacent Community Facilities.** Many adjacent communities have a variety of parks and recreation facilities that are open and available to the public. Most recently, Richfield Village, Richfield Township, Bath Township, Copley Township, and the City of Fairlawn have undertaken a survey to investigate the feasibility of joint recreational opportunities between those communities west of the Village. In addition, the City of Cuyahoga Falls to the south will soon commence construction of a new multimillion dollar Natatorium, to replace its current 20-year-old smaller recreation facility.
- e. **Private Recreation Facilities.** In addition to public facilities available for use of all Village residents, several private facilities exist and provide a variety of services to their respective memberships.
  - i. Brandywine Golf Club is located on several hundred acres along Akron-Peninsula Road in the Village. This property includes an 18-hole golf course, as well as a 9-hole par three course. The facility is privately owned, but open to the general public.
  - ii. The Quarry is located on a portion of the Bishop property on the south side of Main Street (SR 303), west of Riverview Road. The Quarry offers seasonal memberships to residents of the Village and surrounding areas, is maintained by a private association, and offers swimming in an abandoned quarry filled with water.
- f. **Existing Recreation Facility Analysis.** Generally accepted recreational facility standards have been set by the National Recreation and Parks Association (NRPA). The standards provide a baseline to determine the need for recreational facilities in each community. Recreation facilities serving residents are compared to the NRPA standards in *Table 21*. These comparisons provide a general idea of deficiencies, but they are not intended to be followed to the letter. Needs of the population vary from one community to the next. For planning and management purposes, recreation professionals classify park and recreation facilities based on the type of facility and expected usage. It is important to note as an introductory comment that, due to the size of the Village, the function of Mini-Parks and Neighborhood Parks could be interpreted as being interchangeable in the Village. Also, the population or "community" that frequents Village recreation facilities includes not only Village, but also surrounding Boston Township residents. Frequently, a six-tier classification system for parks is used, as described below:
  - i. **Mini-Parks.** Mini-Parks are small, specialized parks, usually less than an acre in size, that serve the needs of residents in the surrounding

neighborhood. A mini-park may serve a limited population or specific group such as tots or senior citizens.

*Village of Peninsula Facilities.* None, although the gazebo and the grounds of the Peninsula Library and Historical Society could be considered as suited to meet this need.

*Recommendations.* The NRPA recommends 0.25 to 0.50 acres of mini-park per 1,000 residents. One such park would suit Village needs for the foreseeable future.

- ii. Neighborhood Parks. Neighborhood parks are typically multi purpose facilities that provide areas for intensive recreation activities, such as field games, court games, crafts, playgrounds, skating, picnicking, etc. Neighborhood parks are generally 15 acres or more in size and serve a population up to 5,000 residents located within 1/4 to 1/2 mile radius from the neighborhood they serve.

*Village of Peninsula Facilities.* None, although land surrounding the School located in the Village could be considered as suited to meet this need.

*Recommendations.* One to two acres of neighborhood parks are recommended per 1,000 residents. One such park suit Village needs for the foreseeable future. Neighborhood and mini-park needs could be met by the same facility.

- iii. Community Parks. Community parks typically contain recreation facilities to meet the diverse needs of residents from several neighborhoods. Community parks may include areas for intense recreation facilities, such as athletic complexes and swimming pools. These parks usually contain other facilities not commonly found in neighborhood parks, such as nature areas, picnic pavilions, lighted ball fields, and concession facilities.

*Village of Peninsula Facilities.* None.

*Recommendations.* The NRPA's standard requirement for community parks is five to eight acres per 1,000 residents. One such park would suit Village needs for the foreseeable future.

- iv. Regional/Metropolitan Parks. Regional parks are typically located on

sites with unique natural features that are particularly suited for outdoor recreation, such as viewing and studying nature, wildlife habitats, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail use. Many also include active play areas.

*Village of Peninsula Facilities.* The Village of Peninsula is surrounded by an abundance of regional facilities, including National, State, and County facilities and property.

*Recommendations.* Regional parks typically serve several communities within a one hour drive. The Village is obviously the focal point of a massive regional park facility that serves the needs of a large population, as well as a large metropolitan park that serves residents from throughout the County. No additional facilities are recommended, nor should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.

- v. Special Use/Conservancy Parks. Special use recreation facilities are typically single-purpose recreation facilities, such as golf courses, nature centers, outdoor theaters, interpretative centers, or facilities for the preservation or maintenance of the natural or cultural environment. Protection and management of the natural/cultural environment may be the primary focus with recreation use as a secondary focus.

*Village of Peninsula Facilities.* The regional/metropolitan parks discussed above provide a variety of special use/conservancy areas.

*Recommendations.* No additional facilities are recommended, nor should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.

- vi. **Passive Parks.** The primary purpose of passive areas is to provide relief from highly developed residential and commercial neighborhoods. Facilities may include sitting areas and other pedestrian amenities, landscaping, monuments and fountains, and historical features.

*Village of Peninsula Facilities.* The regional/metropolitan parks discussed above provide a variety of passive park areas.

*Recommendations.* No additional facilities are recommended, nor should any existing facilities be expanded except in close coordination with the Village, and consistent with the Village's mission and goals.

- vii. **Linear Parks.** A linear park is any area developed for one or more modes of recreation travel, such as hiking, bicycling, snowmobiling, cross-country skiing, canoeing, horseback riding, and pleasure driving. Built along natural corridors, such as utility rights-of-way, abandoned railroad easements, bluff lines, vegetation patterns, and roads that link other components of the recreation system or community facilities, such as schools, libraries, commercial areas, and other park areas and desirable site characteristics may be developed into linear parks.

*Village of Peninsula Facilities.* Both the Towpath Trail and the Cuyahoga Valley Scenic Railroad, are considered to be linear parks.

*Recommendations.* Potential development of non-motorized trails and paths within the Village exist within existing rights-of-way. These should be considered to provide residents with local opportunities to and beyond those available in regional and metropolitan parks in and around the Village. The Village should give consideration to the establishment of pedestrian and non-motorized vehicle links (trails and paths) between the center of the Village and Heritage Farms, The Quarry, Deep Lock Quarry Metro Park, and Brandywine County Club. Specific areas for such links have been identified under Circulation, above.

*Table 21* summarizes recreation and park facilities in the Village, compares them to established ODNR/NRPA standards, and notes where surplus and deficiency situations exist.