

20
23



Downtown Plan

LOUDONVILLE, OHIO

ACKNOWLEDGMENTS

This plan results from the **collaboration between hundreds of community members**, including Loudonville residents, businesses, stakeholders, visitors, Village staff, and elected leaders. Thank you to everyone who shared their vision for the future of Downtown Loudonville, especially task force members who contributed their time and efforts to the creation of this plan.

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CHAPTER 01: INTRODUCTION

Chapter 01

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What is the Downtown Plan?

The Downtown Plan is a framework for future growth and development Loudonville's downtown core. The goal of the plan is to grow the local economy and unique sense of place by creating a vision that is rooted in community values and aspirations, balanced with today's market realities and proven public and private sector solutions.

In 2022, the Village of Loudonville initiated the process of creating a plan for the downtown, centered around West Main Street. The plan was formed through the collaboration of Village staff, task force members, stakeholders, businesses, and hundreds of community members. The resulting report includes key findings from the engagement process, priority projects with recommendations based on an analysis of existing conditions, and detailed implementation strategies.

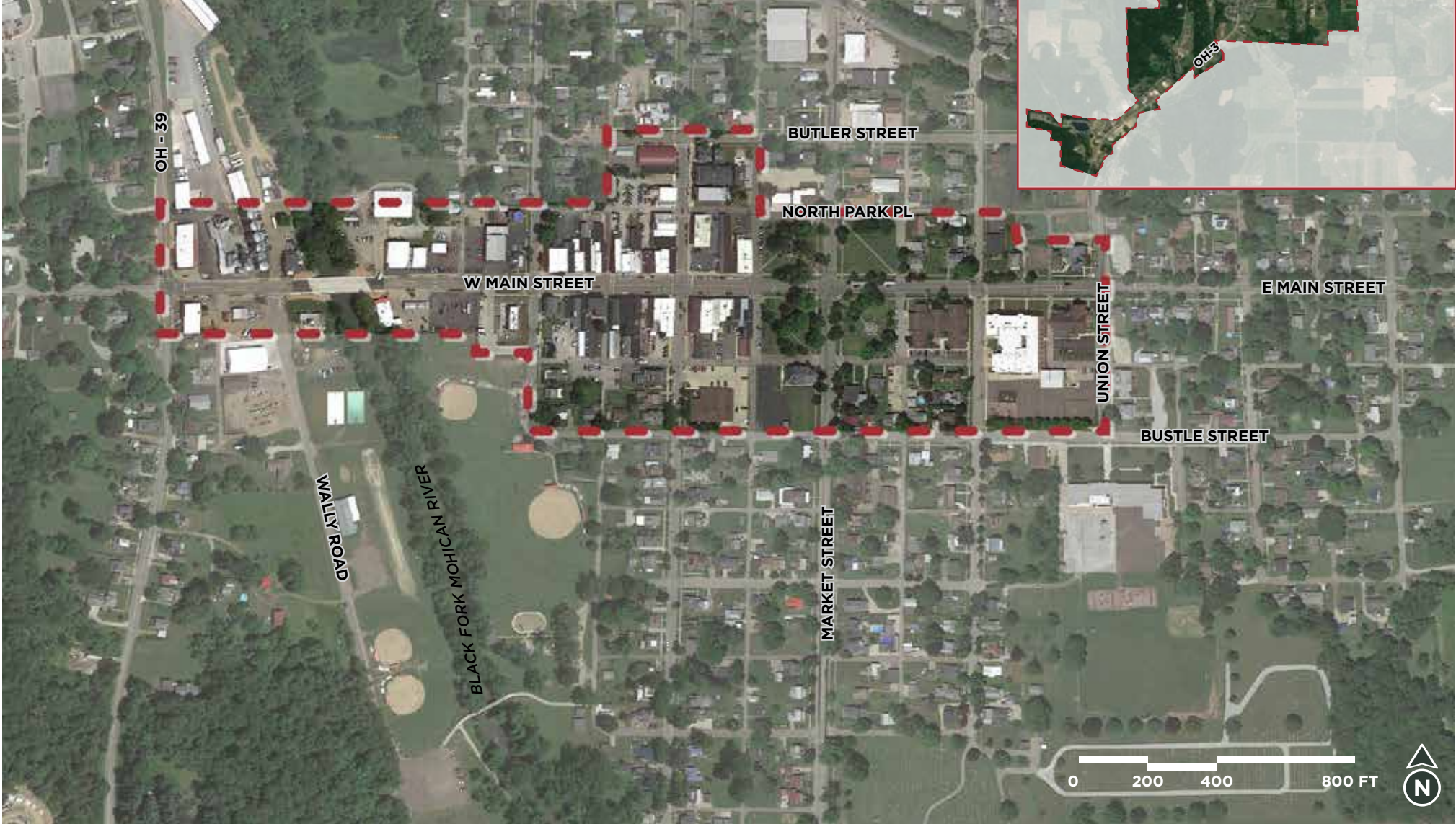
The priority projects include recommendations for signage and wayfinding, alleyway connections, streetscaping, and an anchoring park space. The projects fill growing needs within the community, diversify the local economy, and expand critical connections for a wide range of transportation modes. At the end of the report, implementation strategies provide next steps to encourage partnerships between local leaders and other organizations in the development of an enhanced public and private realm.



^ Downtown Loudonville is surrounded by a rich natural landscape.

Study Area

The Downtown Loudonville study area is centered around Main Street, extending from Union Street to OH-39 and Bustle Street to Butler Street.

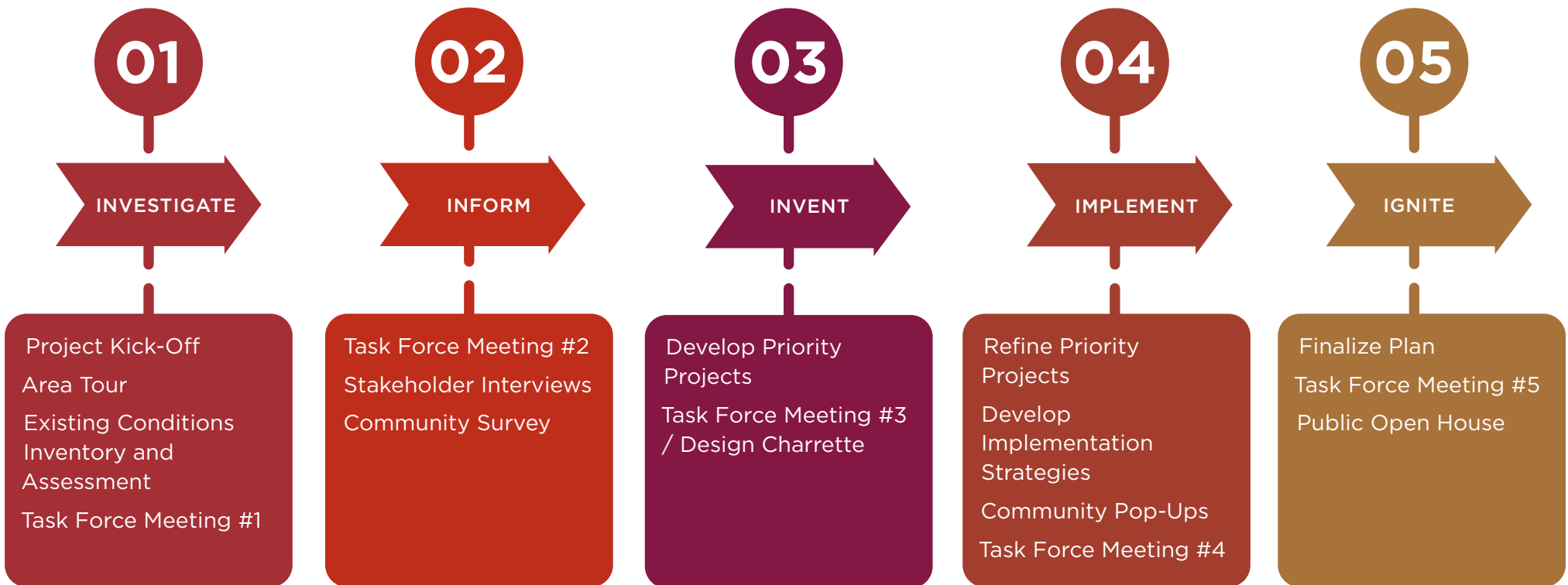


Planning Process

The planning process was divided into five phases, with key dates and objectives to keep the project on time and within budget. Each phase built on the previous phases, culminating in a plan that is reflective of current conditions and future aspirations.



The planning process included regular task force meetings to learn about what was important to Loudonville community members.



Why Plan Now?

Loudonville is located in the heart of the Mohican Valley, which is quickly becoming one of Ohio's most popular recreational tourism destinations. One of the effects of the COVID-19 pandemic was the increased emphasis on nature and outdoor activities, boosting tourism to the region, as well as more funding available to enhance green spaces. This plan capitalizes on the region's current energy to place Loudonville at the center of activity.



GOAL #1: CREATE AN ATTRACTIVE PLACE FOR PEOPLE TO GATHER

A place for residents and visitors to gather and spend time on a regular basis, enhancing the community's social connectedness and the appeal of running a business in Downtown Loudonville



GOAL #2: CATALYZE INVESTMENT

Investment and expansion of existing and new businesses in Downtown increases the local tax base and makes the community more attractive for new residents, including newcomers and previous residents that have moved away



GOAL #3: ATTRACT AND RETAIN TALENT

More talent living in Loudonville creates more ability for current employers to expand and new employers to locate there, whether in manufacturing, agribusiness, tourism, or other services and retail



GOAL #4: INCREASE INCOMES AND OPPORTUNITIES FOR RESIDENTS

New investment and expansion of business activity will mean more opportunities for young people to stay in the community long-term and increased opportunities for current residents to raise their incomes and improve their lives

How to Use this Plan

The Loudonville Downtown Plan is intended to guide decisions and manage long-term growth and development in Downtown. The plan will be implemented over time by those who have been involved in its formation, as well as additional public and private entities. From time to time, unusual cases will arise and the flexible solutions are encouraged.

The plan guides **public entities** during:

- The administration of zoning policies and regulations;
- The location and classification of motorized and non-motorized connections;
- The location and construction of public and semi-public community facilities;
- The development of public and semi-public properties such as community green space;
- The preparation of annual work programs, budgets, capital improvement plans, and economic incentives; and
- Discussions with residents and private developers.

The plan guides **private entities** during:

- Land use and investment decisions;
- The formation of long-term community goals;
- The design process of desired character of businesses, neighborhoods, and thoroughfares;
- Coordination between county and regional organizations seeking common goals; and
- Community engagement to ensure new initiatives meet the needs and desires of residents.

Plan Organization

- 01 Introduction:** General background of Loudonville and the Downtown Plan
- 02 Plan Framework:** Community engagement results that directed the plan's formation
- 03 Priority Projects:** Four priority projects, including their existing conditions, key findings from the community that influenced their development, and final recommendations
- 04 Implementation:** Strategies to implement each priority project, with cost estimates and potential funding options for each
- 05 Appendix:** Complete set of survey results and detailed cost estimates



CHAPTER 02: PLAN FRAMEWORK

Chapter 02

- p12 Task Force Feedback
- p13 Online Survey Findings
- p18 Pop-Up Findings
- p19 Key Engagement Findings



15
TASK FORCE MEMBERS

943
POP-UP RESPONSES



The ideas and aspirations of the public are integral to plan development. Throughout the engagement process, over 1,000 community members contributed their voice to the plan. The results formed the basis for how the Village should address growth, development, and preservation in the future. Key findings are summarized in the following pages and a complete set of responses can be found in the appendix.

2+ How long have you lived in Loudonville?

- A 0-1 year
- B 1-2 years
- C 3-5 years
- D 6-15 years
- E 16-29 years
- F 30+ years

OK ✓

364
ONLINE SURVEY RESPONSES

100+
PUBLIC OPEN HOUSE ATTENDEES

Task Force Feedback

The 15-person task force met regularly throughout the planning process to guide the plan's development and will act as advocates as the process moves into implementation. The members provided local knowledge, verified key findings, and helped develop the priority projects. Their feedback ensured the plan reflects the values of Loudonville.

- ✓ Preliminary concepts for enhanced pedestrian space developed by a task force member that emerged from the design workshop.



#1 WEST MAIN STREETSCAPE

#2 CENTRAL PARK IMPROVEMENTS

#3 CONNECTIVITY (PEDESTRIAN ALLEYS, PARKLETS, TRAILS, ETC.)

#4 RIVERSIDE PARK

#5 SIGNAGE AND WAYFINDING

- ▲ Project prioritization

WHAT IS THE MOST CRITICAL ISSUE FOR THE FUTURE OF LOUDONVILLE?

- Poor Accessibility
- Limited Gathering Spaces
- Weak Signage
- Traffic
- Limited Dining Options
- Underutilized Land Use

WHAT IS THE GREATEST OPPORTUNITY FOR THE FUTURE OF LOUDONVILLE?

- Outdoor Gathering Space
- Enhanced Streetscape
- Improved Mobility
- Expanded Housing Options
- Attract Investment
- Strong Marketing

WHAT ARE THE BIG IDEAS FOR LOUDONVILLE?

- Central Park
- School Building Site
- West Main Streetscape
- Connectivity
- Efficient Land Use

75% believe Downtown Loudonville is HEADING IN THE RIGHT DIRECTION AND IS IMPROVING

WHILE 20% OF RESPONDENTS THINK DOWNTOWN
HAS STAYED THE SAME

91%
VISIT DOWNTOWN
AT LEAST
MONTHLY

Residents
visit
downtown
for...

62%
RETAIL STORES

67%
RESTAURANTS

47%
ENTERTAINMENT
AND EVENTS

Online Survey Findings

At the heart of the planning process are the ideas and aspirations of the public. Village staff and task force members helped with extensive outreach, including an online survey, to build local knowledge and develop a vision for the downtown.

The online survey received 364 responses, which influenced the development of priority projects. Over 72 percent of respondents were Loudonville residents, and almost half lived in the Village for over 30 years. The survey feedback was critical in ensuring that the plan is relevant and supports a strong future for Downtown Loudonville.

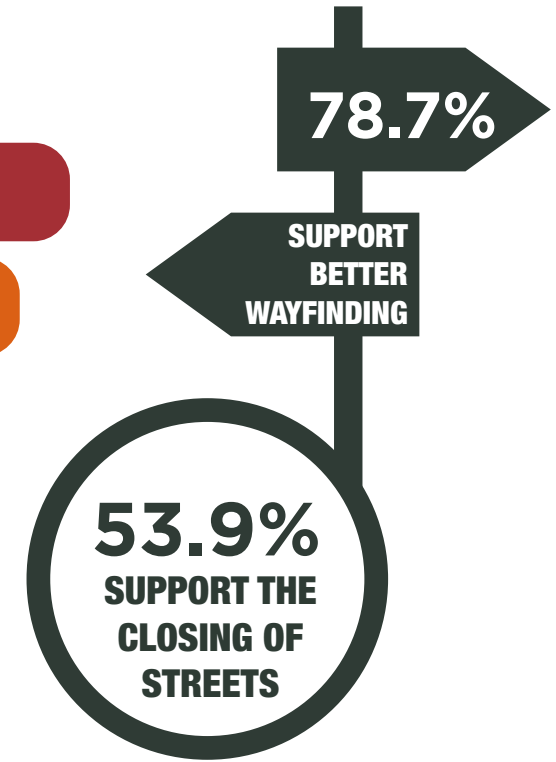


- ✓ A flyer with a QR code to the online survey was distributed in the community.

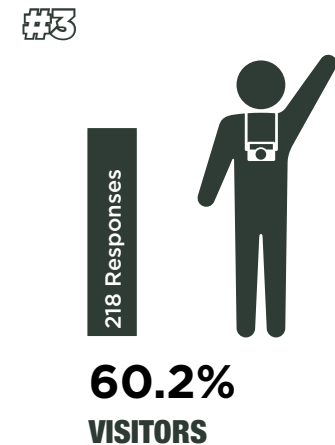
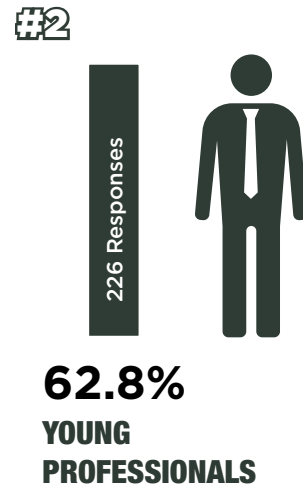
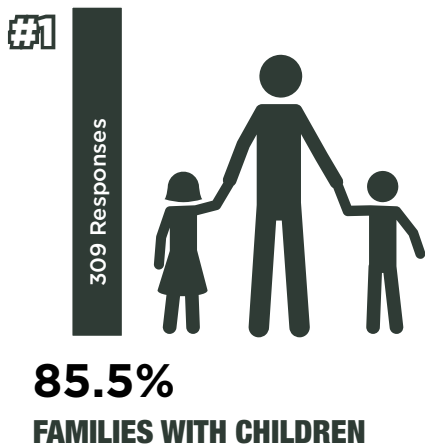
SURVEY FINDINGS - DOWNTOWN

While most survey respondents support the current direction of Downtown Loudonville, many were also supportive of improvements to support more accessible wayfinding, attract new residents, and expand the variety of uses downtown. Over half of the respondents supported closing streets and better street lighting and furnishings, which directly formed the priority projects in the next chapter.

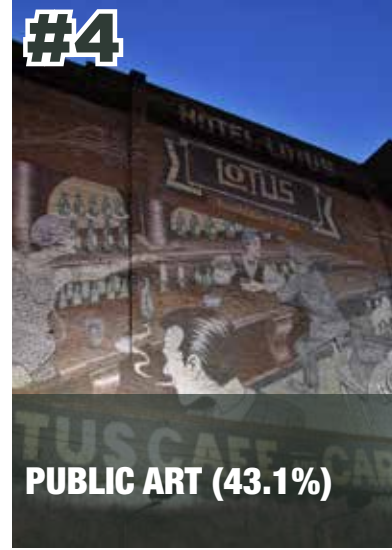
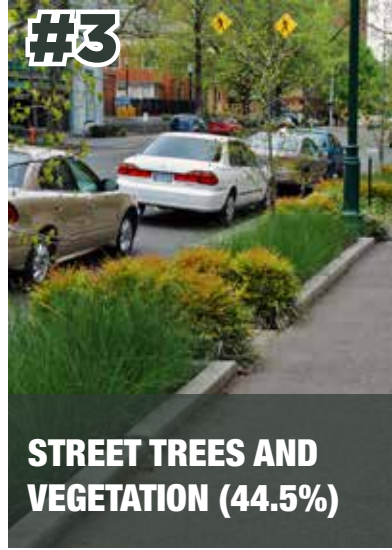
Which streets should be closed to create a pedestrian-only street?



Downtown Loudonville should attract more...



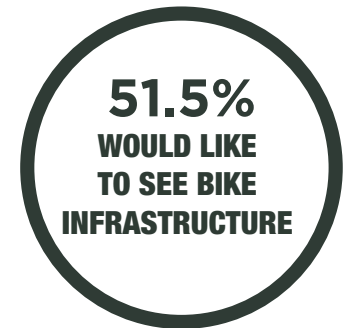
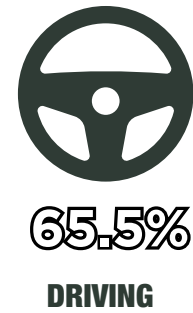
Top **elements** that respondents feel are missing in the downtown



SURVEY FINDINGS - PARKS

Respondents currently access Central Park by walking and driving, but over half would like to see more bike infrastructure. On the following page, results show how respondents support more events, passive amenities, and play amenities at Central Park. At Riverside Park, respondents desired splash pads and restrooms. The feedback on Central Park was particularly helpful in forming a new concept for this downtown gathering area.

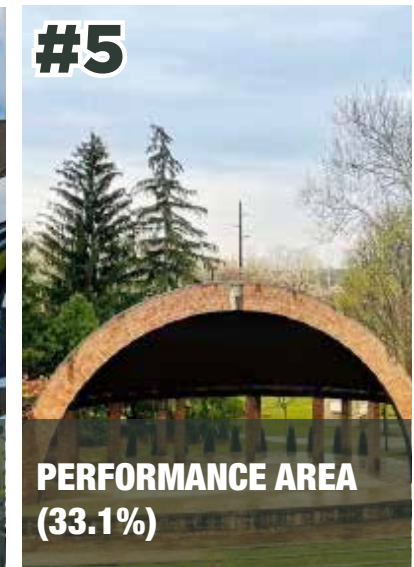
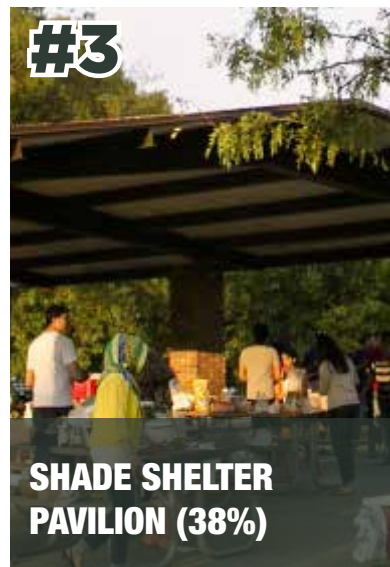
Respondents currently access Central Park via...



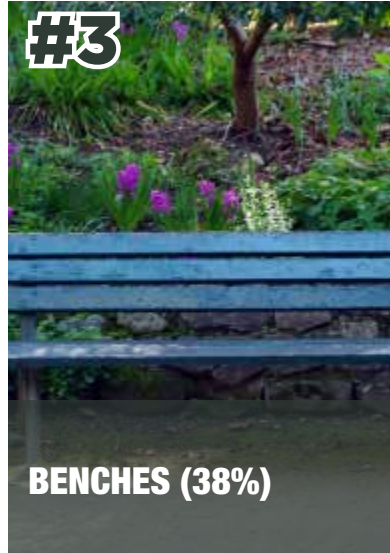
Top **events** respondents want to see in Central Park



Top **amenities** respondents want to see in Central Park



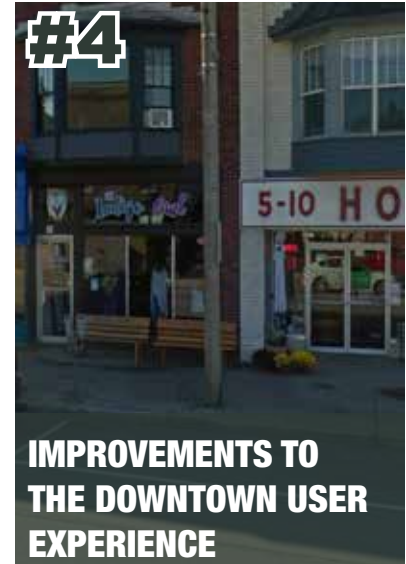
Top **amenities** respondents want to see in Riverside Park



SURVEY FINDINGS - PRIORITY PROJECTS

Given a list of priority projects, respondents voted for the streetscape as the top improvement, followed by Central Park, wayfinding, and the downtown. The project with the least votes was improvements to Riverside Park, so feedback was collected on desired elements and recommendations were focused on Central Park.

Priority Projects Ranking



Pop-Up Findings

On March 20, 2023, the planning team held a community pop-up kickoff event at the Ohio Theater. After the kickoff event, seven boards circulated through Downtown Loudonville for review and comments. Each board featured a survey that asked questions regarding the subject on that specific board. Community members had two weeks, from March 20 to April 1, to take each survey. Community members were asked to look at concepts regarding signage, streetscapes, alleyways, placemaking, and Central Park. Key findings that emerged were:

- Signage should support Historic Downtown Loudonville.
- The top priority for alleyway improvements is South Water Street, followed by Birch and Brentwood.
- The majority of respondents supported proposed improvements to West Main Street.
- The top amenities for Central Park were benches and picnic tables, shade shelter / pavilion, food truck / farmer's market plaza, play space, and improved fountain.

Feedback from the public at the pop-ups helped verify and refine the priority projects outlined in the following chapter.



^ Seven boards gathered feedback on initial concepts from community members through QR codes and online surveys.

- Key findings support downtown spaces that the community can use for events and gathering.

Key Engagement Findings

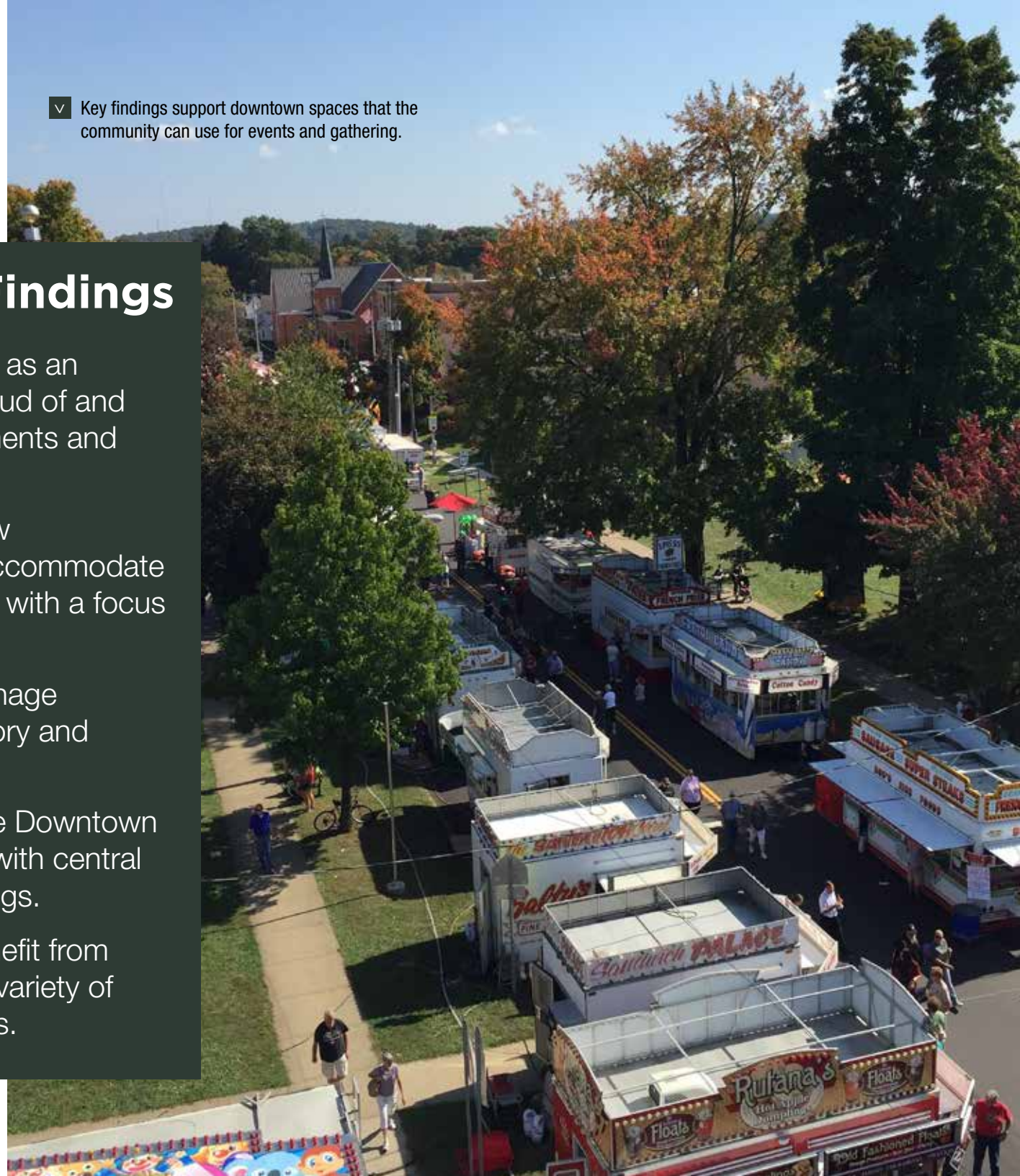
Downtown Loudonville can serve as an anchor that the community is proud of and able to build on with new investments and opportunities.

There is a strong potential for new connections in Downtown that accommodate multiple modes of transportation, with a focus on pedestrians.

There is a desire for cohesive signage that celebrates Loudonville's history and encourages exploration.

Community members wish to use Downtown for more events and gatherings, with central spaces and comfortable furnishings.

Downtown Loudonville could benefit from efficient land uses that provide a variety of activities and amenities for visitors.





CHAPTER 03: PRIORITY PROJECTS

Chapter 03

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Priority Project Map



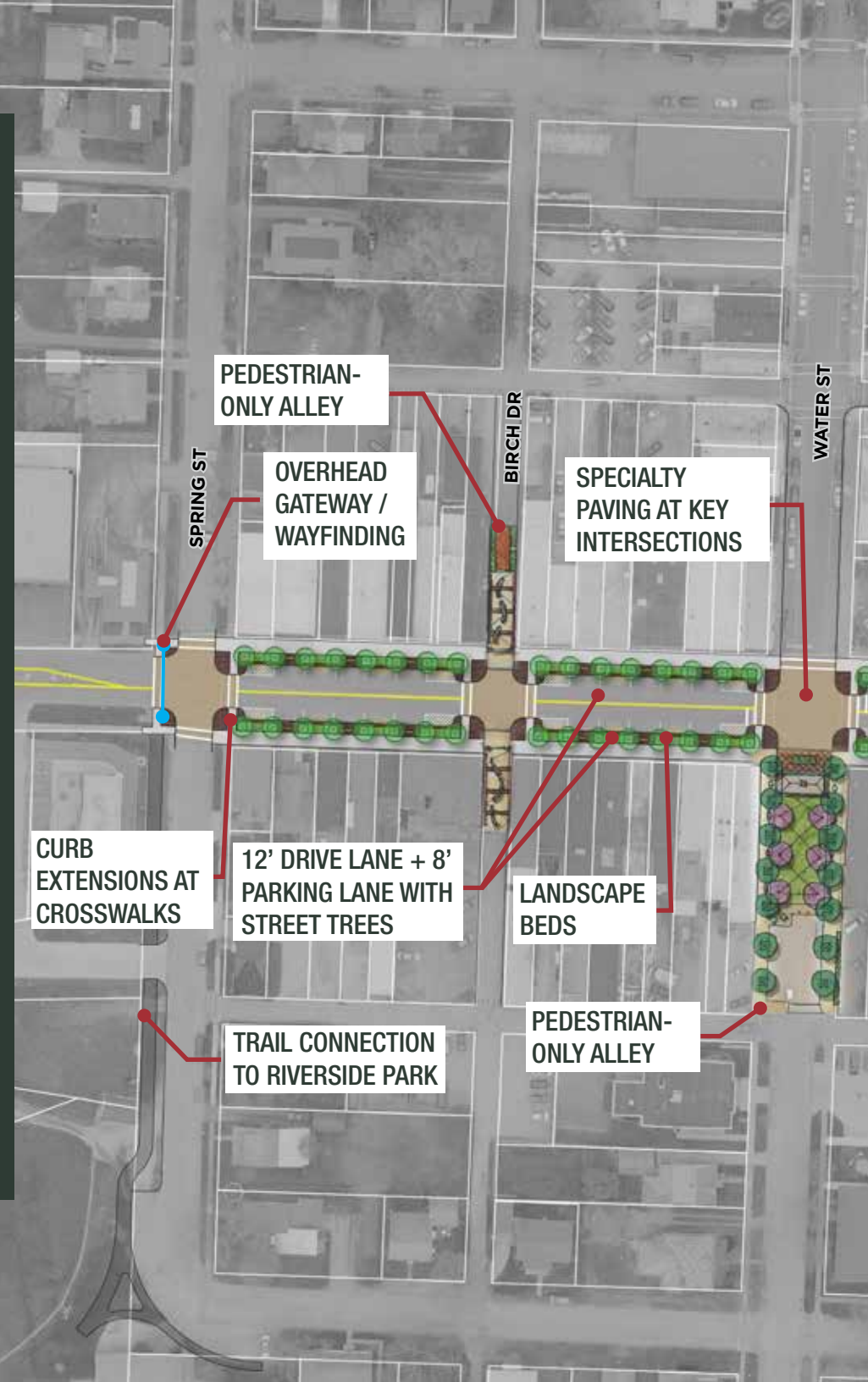
Priority Projects

The four priority projects (West Main Streetscape, Central Park, signage and wayfinding, alleyways) were designed together to form a complete vision for the future of Loudonville. The projects catalyze change in the public and private realms by building excitement in the community and encouraging new collaborations.

The projects were formed based on community and task force feedback. Each priority project was identified and developed based on collaboration throughout the design process:

- Both the task force and online survey respondents prioritized Main Street improvements to be the most important project out of the priority projects.
- Survey respondents expressed a desire for more events and amenities at Central Park. The task force ranked Central Park improvements as the second most important priority project.
- Over 75% of survey respondents support better wayfinding.
- Alleyway improvements support the goal of connectivity, and over half of survey respondents support the closing of streets for pedestrians.

The framework for the future of Downtown Loudonville is grounded in the intuitive knowledge of community members. While this chapter outlines the overall downtown vision, the next chapter provides more information to aid project implementation. Community members and regional organizations will continue to be integral to the plan's success, as well as business owners, private developers, and others who want to advance downtown.





OHIO THEATER

POLICE DEPT.

BRENTWOOD DR

ENHANCED MEMORIAL WITH WATER FEATURE

MARKET ST

PAVED FOOD TRUCK & FARMER'S MARKET PLAZA / EMERGENCY ACCESS DRIVE

FIRE DEPT.

FLEXIBLE SEATING

BENCHES + PEDESTRIAN LIGHTING

N PARK PL

FORMALIZED AMPHITHEATER AND PERFORMANCE SPACE

PLAYGROUND

SPECIALTY PAVING AT KEY INTERSECTIONS

"ENTERING DOWNTOWN LOUDONVILLE" WAYFINDING SIGN

UNION ST

OVERHEAD GATEWAY / WAYFINDING

PLEASANT DR

MAIN ST

OVERHEAD GATEWAY / WAYFINDING

LIBRARY

HISTORIC CABIN TO REMAIN

PEDESTRIAN-ONLY ALLEY

TRUCK ROUTE

IMPROVED FOUNTAIN WITH GARDEN

S PARK PL

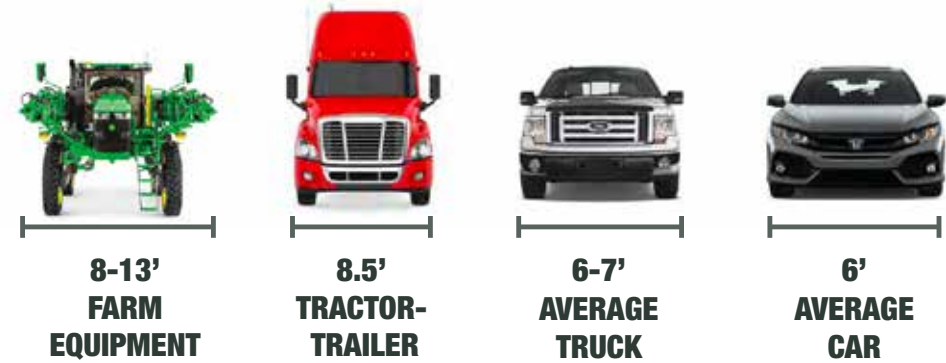
BUSTLE ST



Project 01: West Main Streetscape

EXISTING CONDITIONS

West Main Street is currently organized around motorized transportation and has limited pedestrian-friendly amenities. The right of way is about 80 feet wide, with one 21-foot-wide traffic lane in both directions. The existing sidewalk is 12 feet wide and on-street parking is 8 feet wide on both sides of the street. With the addition of crosswalks and street furnishings, such as trees, trash cans, benches, and bicycle racks, West Main Street can serve as a critical connection within downtown and between community resources.



▲ The design of West Main Street ensures efficiency for many modes of transportation.



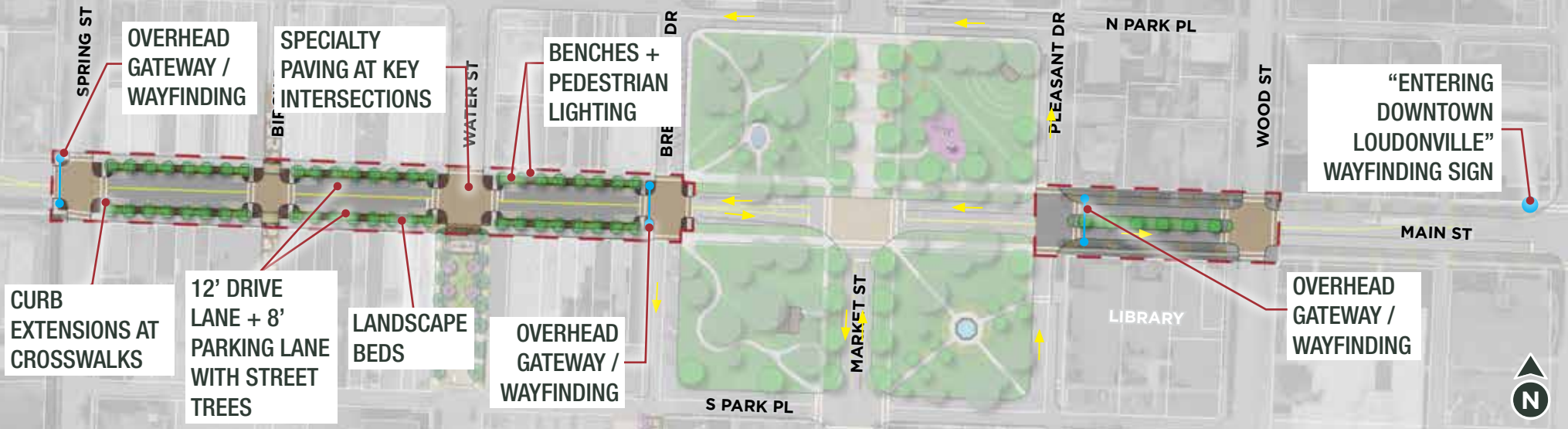
▲ Existing conditions on West Main Street

KEY ENGAGEMENT FINDINGS

In the community survey, many respondents supported cohesive and aesthetically pleasing street lighting and furnishings along West Main Street. Respondents expressed a desire for pedestrian signals at key intersections, as well as street trees and vegetation.

WEST MAIN STREETScape RECOMMENDATIONS

To ensure efficient traffic movement, the streetscape concept includes two 12- to 13-foot-wide travel lanes and 8-foot-wide on-street parking on both sides of the street. An 8-foot-wide enhanced landscape and street furnishing zone allows for tree plantings and a variety of plant species, with benches. Buffered from the street, the existing 10- to 12-foot-wide sidewalk prioritizes pedestrian safety and encourages more modes of transportation. Specialty paving at intersections builds a sense of place and further supports pedestrian safety.



Character Images



ENHANCED INTERSECTIONS TO BUILD ON THE SENSE OF PLACE AND IMPROVE SAFETY

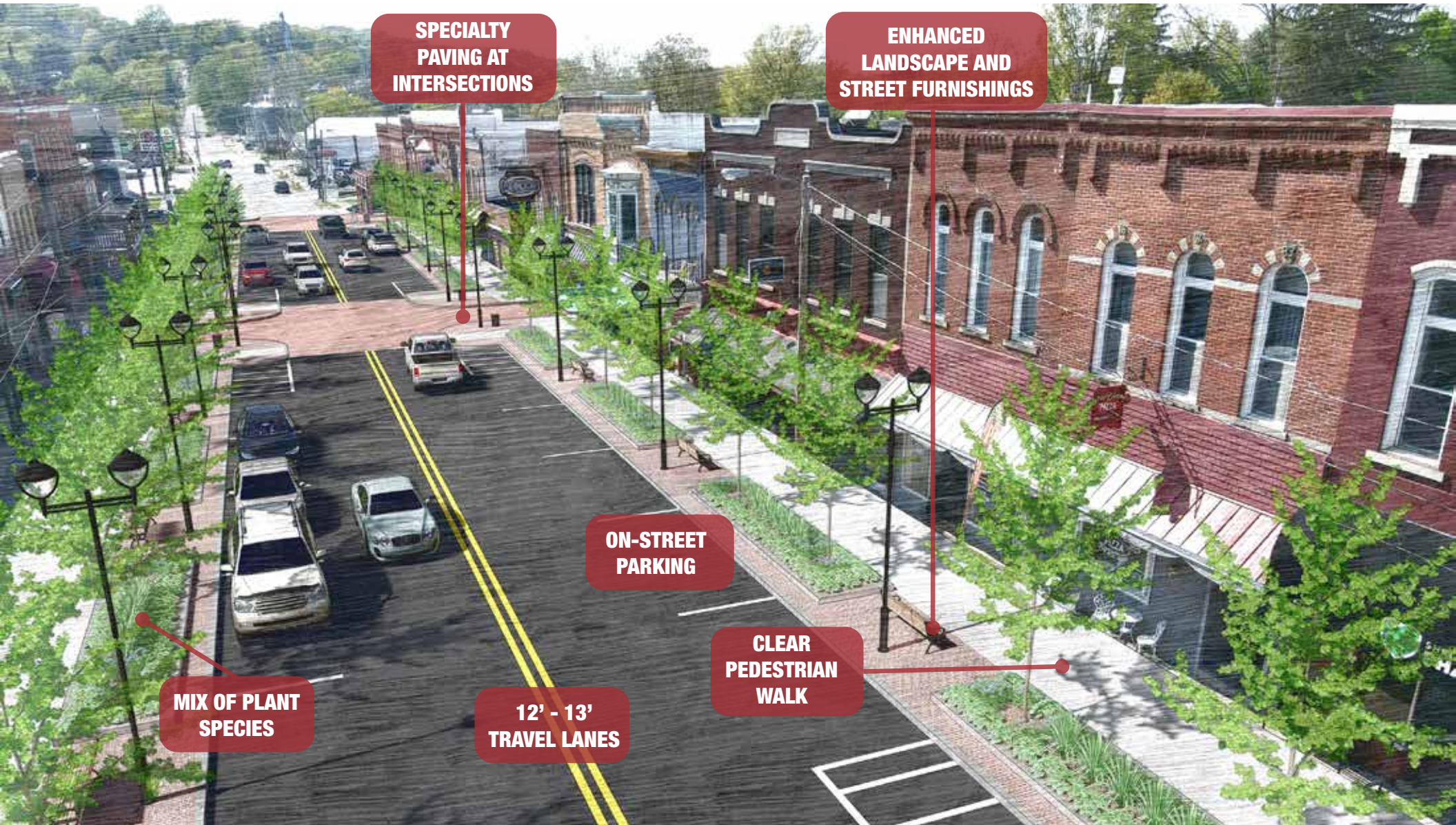
ENHANCED LANDSCAPE AND STREET FURNISHING ZONE

STREET FURNISHINGS AND LANDSCAPE ESTABLISH A RHYTHM AND BUFFER

ON-STREET PARKING

SPECIALITY HARDSCAPE MATERIALS

▲ West Main Street Rendering



**SPECIALTY
PAVING AT
INTERSECTIONS**

**ENHANCED
LANDSCAPE AND
STREET FURNISHINGS**

**ON-STREET
PARKING**

**CLEAR
PEDESTRIAN
WALK**

**MIX OF PLANT
SPECIES**

**12' - 13'
TRAVEL LANES**

▲ West Main Street Rendering

Project 02: Central Park

EXISTING CONDITIONS

Loudonville's Central Park is currently organized into four 0.7-acre quadrants divided by Main Street and Market Street. Central Park features the Veterans Memorial, the Workman Cabin, and the Loudonville Fountain. The park is a vital gathering space and consistently used for community events.

KEY ENGAGEMENT FINDINGS

In the community survey, respondents supported benches, picnic tables, a pavilion, a play space for children, and a food truck plaza in Central Park. Respondents also expressed a desire for the space to host more events, such as a farmers market, music or art performances, movie nights, and art festivals.

CENTRAL PARK RECOMMENDATIONS

To accommodate future events and uses, the concept connects the northern quadrants of Central Park with North Market Street, creating a paved plaza that can also act as an emergency access drive. The plaza can also accommodate food trucks and provide space for a farmers market with flexible seating, which can be easily moved and stored away during winter.

The Veterans Memorial is enhanced with a prominent water feature and landscaping to create a unique destination that honors those who have served. Adjacent to the memorial, the Loudonville Fountain is enhanced with a garden. The Workman Cabin anchors the southeast quadrant with landscape improvements. The northeast quadrant features a more formalized amphitheater and performance space to accommodate events and festivals.

The concept unites the park's quadrants to create a space where community members can gather, and builds on West Main Streetscape improvements to create a vibrant downtown.



^ Central Park currently functions as important green space in the center of Downtown.



^ The Veterans Memorial is located in the northwest quadrant of Central Park.



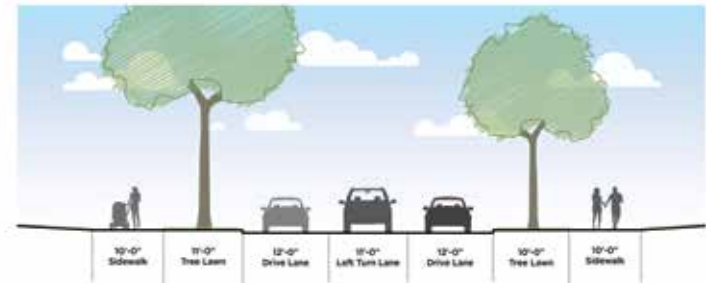
^ The Loudonville Fountain is located in the southwest quadrant of Central Park.



^ The Workman Cabin is located in the southwest quadrant of Central Park.



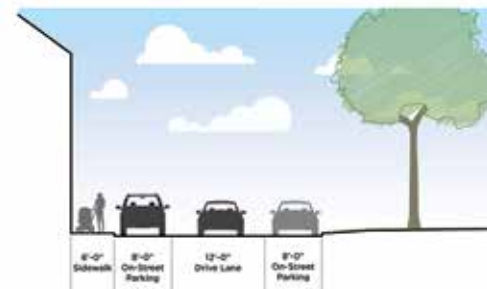
WEST MAIN STREET



WEST MAIN STREET (THROUGH PARK)



NORTH BRENTWOOD



NORTH PARK PLACE



^ Central Park Rendering



**IMPROVED
MEMORIAL WHILE
MAINTAINING
MATURE TREES**

**PLAZA WITH
OPPORTUNITY
FOR EVENT SPACE**



**ENHANCED
INTERSECTION**

**PEDESTRIAN
INTERSECTIONS
AND SIGNALING**

**SOUTHWEST
QUADRANT
REMAINS**

**TRAVEL LANES
REMAIN
UNCHANGED**

Project 03: Signage and Wayfinding

EXISTING CONDITIONS

The Village of Loudonville currently has “Welcome” signage where visitors enter Village limits but lacks signage to indicate when a visitor is in Downtown Loudonville. The Village uses banners over West Main Street to communicate upcoming events and causes. The Village also has traditional green and white signage at the intersection of West Main Street and North Water Street that indicates where the police station is located, which also houses Loudonville City Hall.

KEY ENGAGEMENT FINDINGS

About 79% of survey respondents supported improvements to signage. Respondents ranked improving wayfinding and signage as a third priority project. About 40% of respondents agreed the sign should read “Welcome to Historic Downtown Loudonville.” Other options were “Welcome to Downtown Loudonville,” “Welcome to Historic Loudonville,” or “Welcome to Loudonville.”



▲ Downtown currently uses signage to communicate upcoming events and causes.



▲ Downtown banners showcase local businesses.

SIGNAGE AND WAYFINDING RECOMMENDATIONS

A consistent system of signage and wayfinding can make Downtown Loudonville a destination. Downtown Loudonville is unique to the Village, anchoring the community with its businesses and historic district. Signage can build on its unique qualities to establish a brand and create a memorable experience for residents, business owners, and visitors.

An overhead gateway with lighting and space to hang event banners is one signage option shown on the next page. The vertical element can be experienced by pedestrians from the sidewalk and motorists driving past. As a less vertical option, stone pillars with lighting offer wayfinding on both sides of the road.

Local attractions and natural materials inspire the proposed primary entry signage. Additional information on signage locations can be found in the West Main Streetscape priority project. The gateway options work with primary entry and pole-mounted signage to establish a unique and memorable brand for Downtown Loudonville.



Primary Gateway Signage



Primary Entry Signage



Pole-Mounted Signage



^ Initial signage concepts

^ Character Images



RECOMMENDATION	COST
(3) Gateway Arches	\$35,000
Total Construction Cost	\$105,000

^ Gateway Option 1: Arch Over Main Street



^ Gateway Option 2: Vertical Signage

Project 04: Alleyways

EXISTING CONDITIONS

Currently, alleyways in Downtown Loudonville are used as vehicular connections for cut-throughs and deliveries. Many of the alleys are wide enough for two-way traffic and on-street parking.

Three alleyways have been identified for improvements to create pedestrian-only zones, expanding outdoor dining, entertainment, and event space: Birch Drive, South Water Street, and Brentwood Drive.

KEY ENGAGEMENT FINDINGS

When asked to prioritize improvements to the proposed alleyways, respondents suggested South Water should be the highest priority, followed by Birch Drive and Brentwood Drive. About 53.9% of respondents support closing the alleys for pedestrians.

TRADITIONAL ALLEY USES

UTILITIES

TRASH
COLLECTION

DELIVERIES

DRAINAGE

EXPANDED ALLEY USES

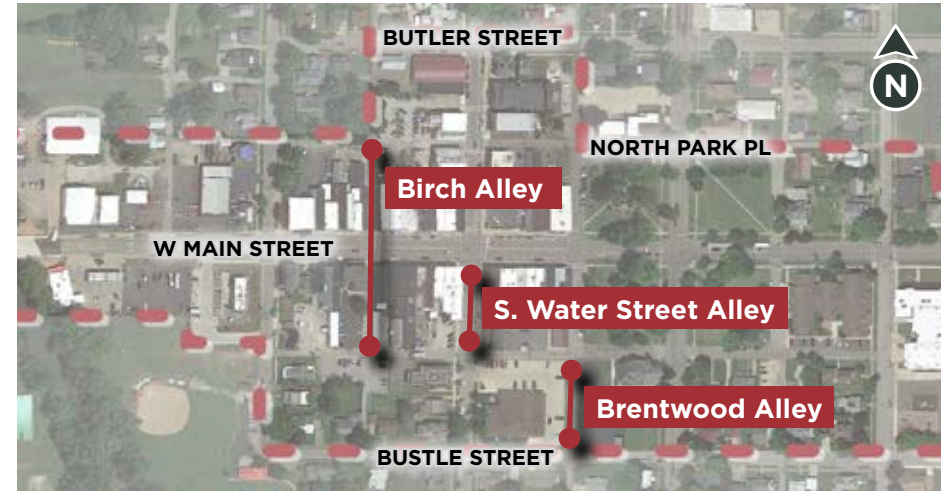
EVENTS

SEATING

LIGHTING

PLANTINGS

^ Alleys have the potential to become vibrant, active spaces with the addition of simple amenities.



^ Alleyway Location Map

ALLEYWAYS RECOMMENDATIONS

To improve connections and enhance visitors' experiences of downtown, simple amenities such as seating, lighting, and plantings create new public space at Birch, South Water Street, and Brentwood alleys. Alleyways can support nearby businesses and create more efficient land use and event space for the community to utilize.



^ Existing alleyways act as vehicular connections.

Brentwood Alley

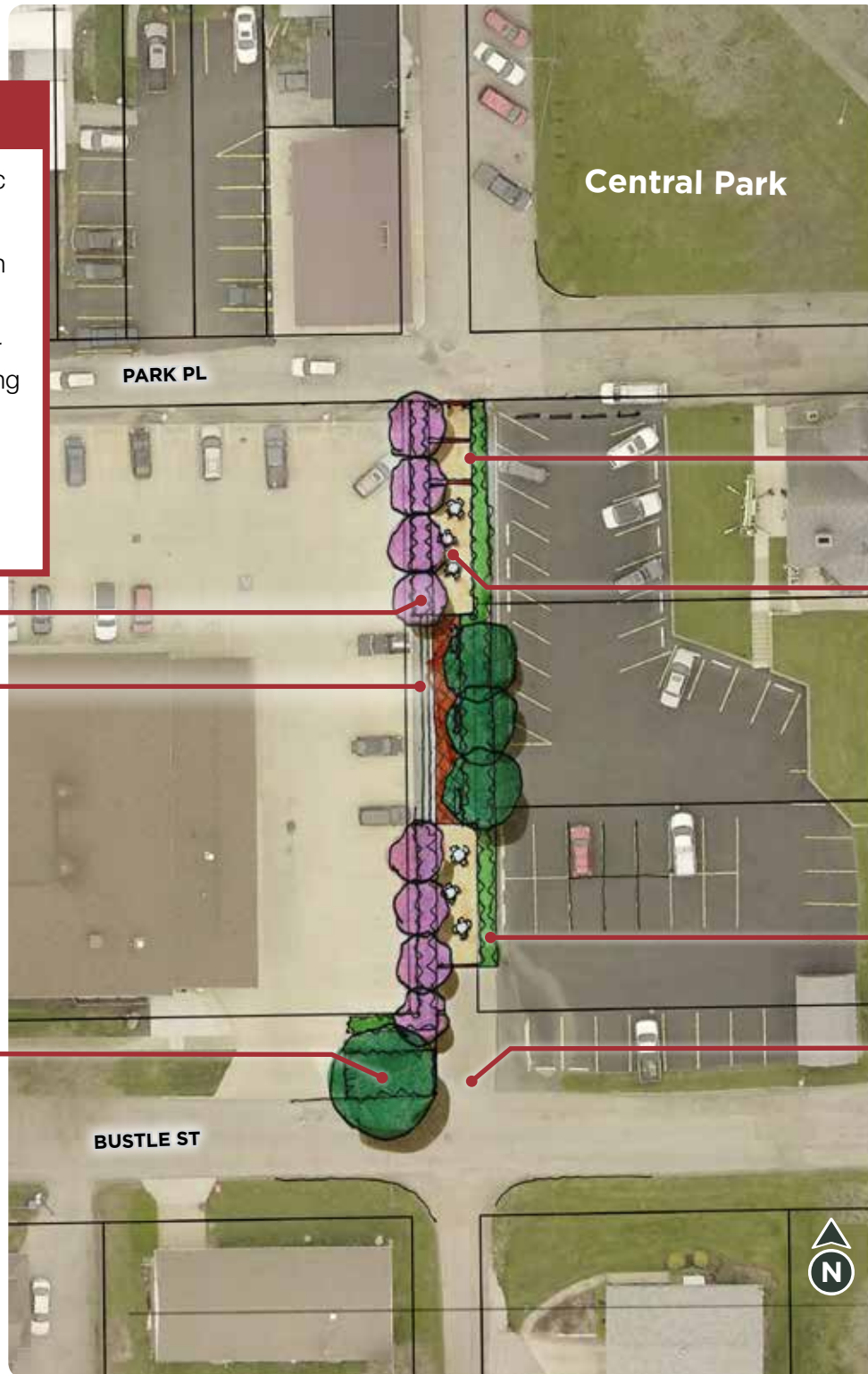
Closing would still maintain traffic flow and business access.

Increase visibility to the American Legion.

Create additional usable outdoor space (0.12 acres) for surrounding property owners.

Allows for the advancement of Central Park future concepts.

Cost estimate (2023): \$442,000



**ARCHITECTURAL
HARDSCAPE**

CAFE TABLES & CHAIRS



PLANTING BOX

PARKING LOT ENTRANCE

ORNAMENTAL TREES

BENCH SEATING



DECIDUOUS TREES



Birch Alley

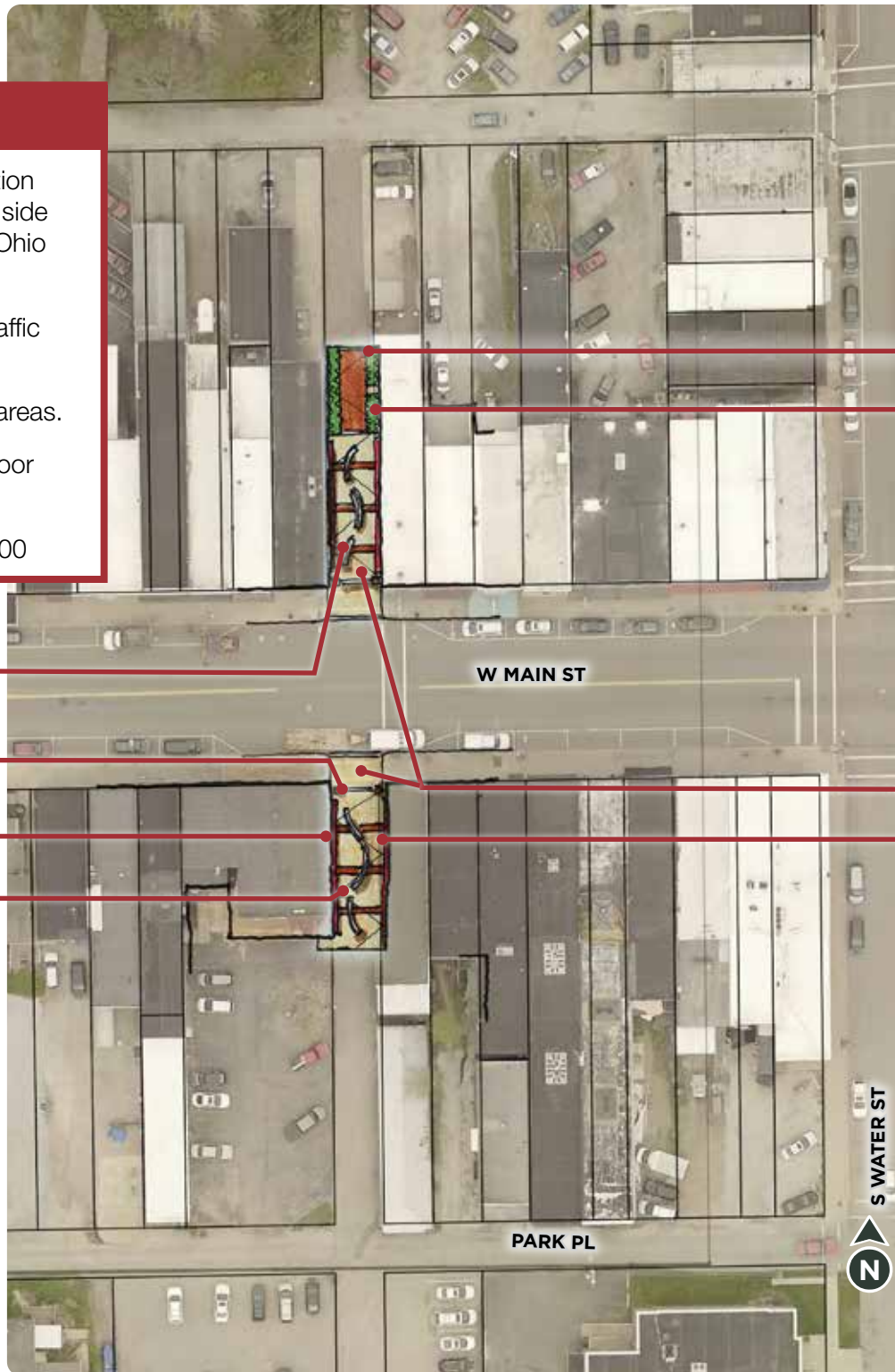
Creates a pedestrian connection between the north and south side of Main Street leading to the Ohio Theater.

Closing would still maintain traffic flow and business access

Connects to general parking areas.

Provides opportunity for outdoor seating and public art.

Cost estimate (2023): \$507,000



STRING LIGHTS

PLANTER BOXES



PAVERS

WALL ART



STRING LIGHTS

ENTRY ARCHWAY

PAVERS

ARCHITECTURAL SEATING



“

**A transformative concept
in the heart of downtown.**

*Pop-Up Survey Response on
Proposed Alleyway Concepts*

”

South Water Street Alley

Completely close roadway to traffic.

Extend lawn to the opposite side to create an “event lawn” space.

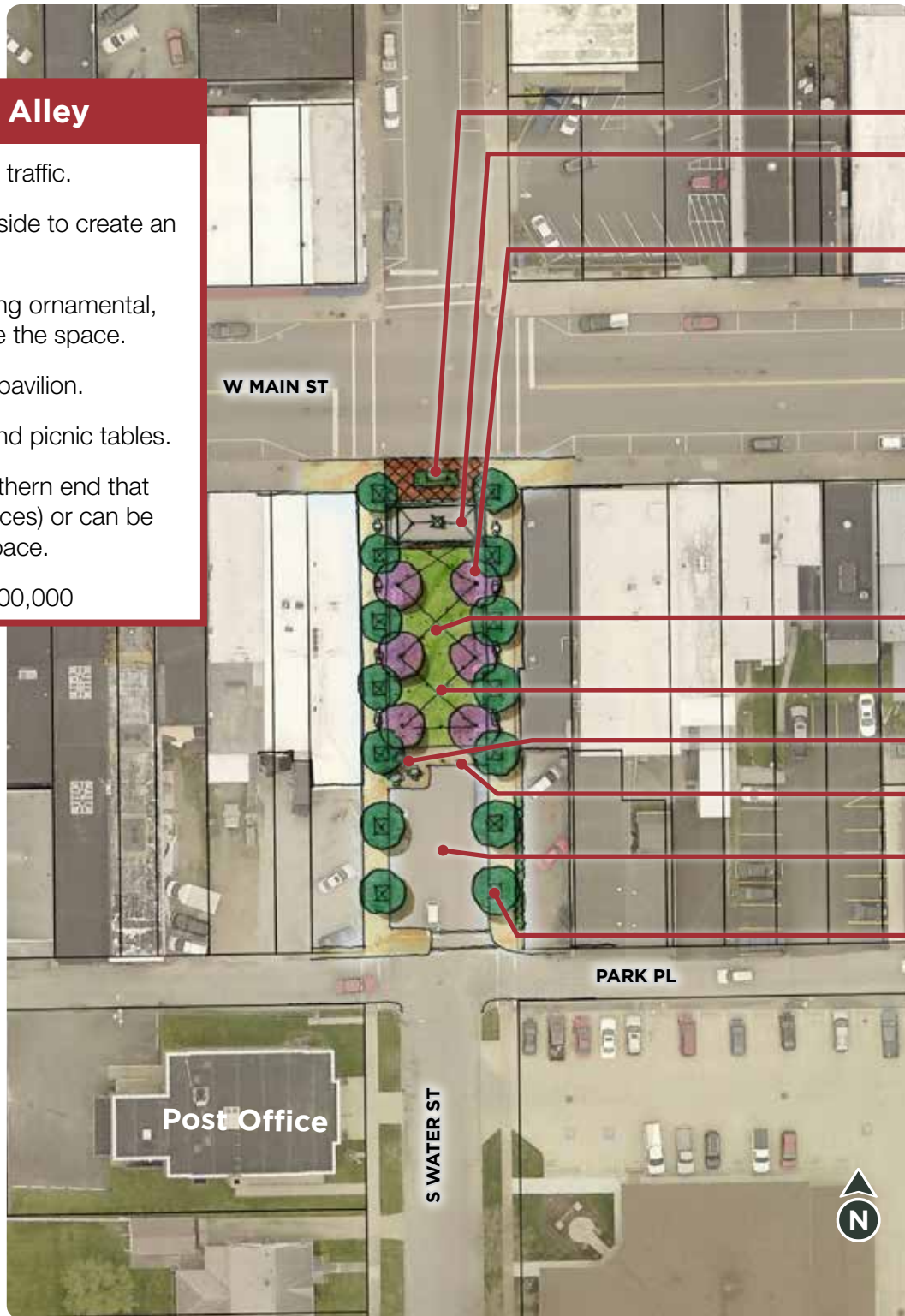
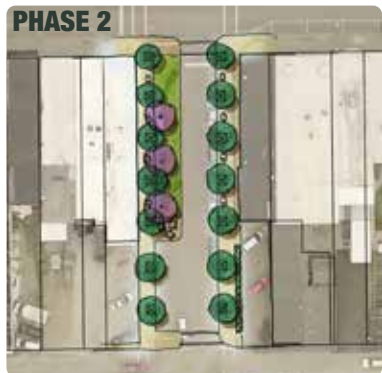
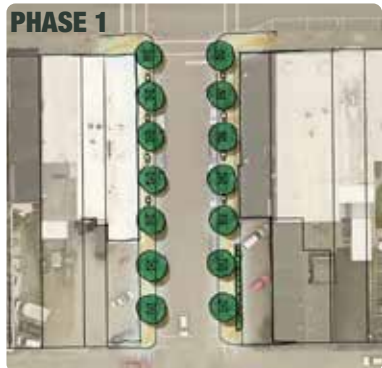
Plant additional trees, including ornamental, to provide shade and enclose the space.

Add open-air, multi-purpose pavilion.

Add string lights, benches, and picnic tables.

Add flexible plaza on the southern end that can act as parking (+/- 6 spaces) or can be closed for additional event space.

Cost estimate (2023): ~ \$1,000,000



ENTRY SIGN

PAVILION

ORNAMENTAL TREES

EVENT LAWN

STRING LIGHTS

TABLES AND CHAIRS

BOLLARDS

FLEX PARKING / PLAZA

TREES





▲ South Water Street Alley Rendering



CHAPTER 04: IMPLEMENTATION

Chapter 04

p43 Overview

p44 Priority Projects Pages

Overview

The following pages provide a guide for priority project implementation. They are designed to assist with outreach and communication, fiscal and capital planning, and attract private development. This chapter can be used to:

- Communicate with community members about the vision of the Loudonville Downtown Plan;
- Support marketing efforts;
- Illustrate public investment in order to attract private investment;
- Support future funding efforts and collaborations; and
- Guide capital planning efforts.



^ OHM's projects in Downtown Wooster offer case studies for the priority projects. For more information on the project, visit ohm-advisors.com/projects/wooster-downtown-plan-center-green-plaza-streetscapes

WEST MAIN STREET



Implementation Strategy

The streetscape concept includes two 12- to 13-foot-wide travel lanes, 8-foot-wide on-street parking on both sides of the street, 8-foot-wide enhanced landscape and street furnishing zone, specialty paving, and consistent furnishings along the existing 10- to 12-foot-wide sidewalk. The Village of Loudonville, Ashland County, Holmes County, Mohican Area Growth Foundation, Ohio Department of Transportation, and adjacent business and property owners must collaborate to push implementation of this multi-million dollar connector project forward.

For more details on this priority project, see page 24.



Opinions of Cost

RECOMMENDATIONS	COST
Site preparation, earthwork, and utilities	\$263,900
Roadway improvements, including paving, striping, crosswalks, and Water Street / Main Street traffic signal	\$961,900
Streetscape enhancements, including sidewalks, benches, gateway sign, lighting, and trash receptacles	\$651,800
Landscaping, including shade trees and landscape beds	\$63,000
Construction Contracts	\$970,400
Design and Engineering	\$413,430
TOTAL COST	\$3,324,430

For detailed opinions of cost, see the appendix.

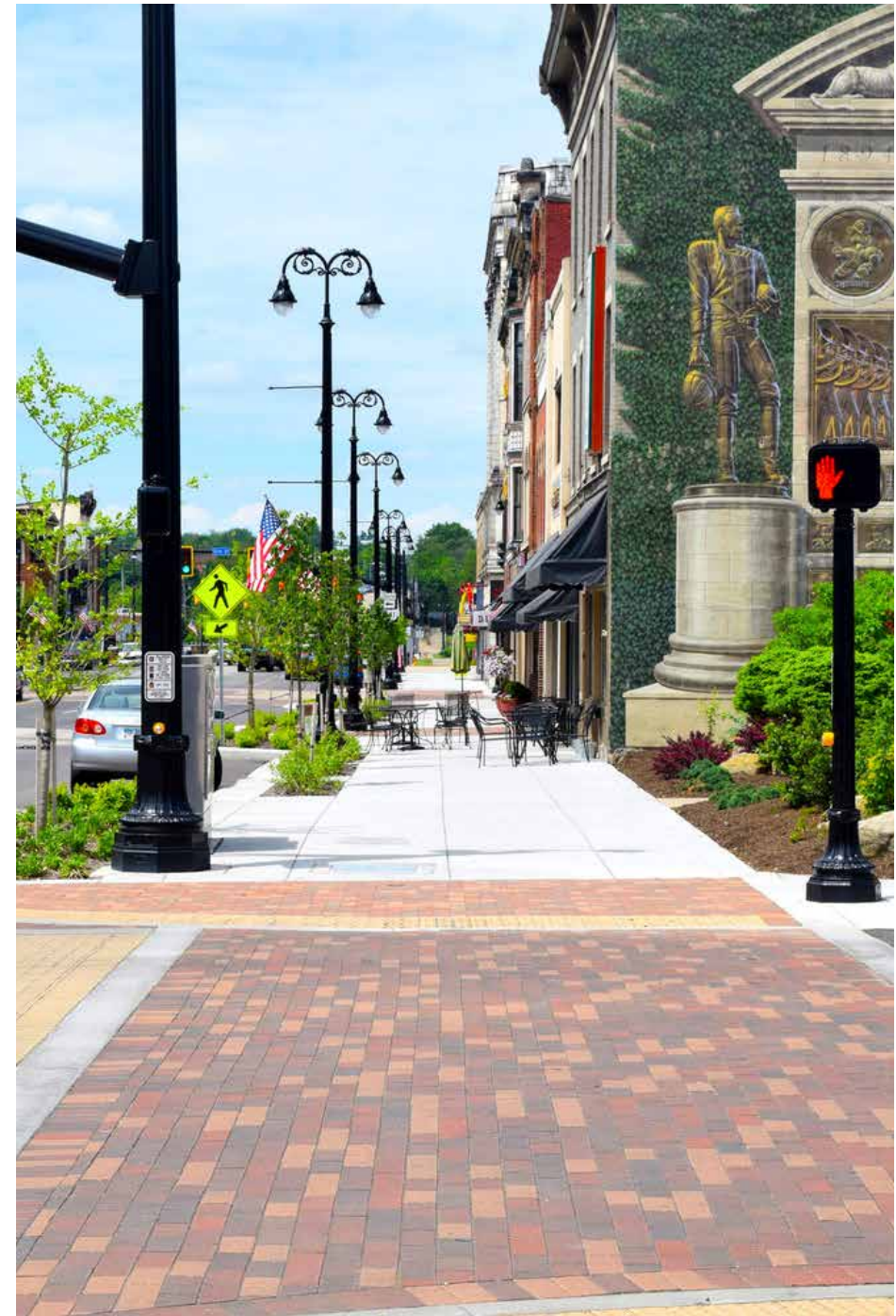
Next Steps

1. Pursue funding (OPWC, ODOT (TAP), MPO, capital improvements, economic development, etc.).
2. Coordinate with local utility companies on upgrades and improvements.
3. Create demonstration projects to test vision. Evaluate.
4. Develop and release an RFP for design services
5. Retain design professionals and complete construction documents for bidding
6. Bid and construct the project

Case Study: Lincoln Way Streetscape (Massillon)

OHM Advisors

Born out of a Downtown Vision Plan, Lincoln Way Streetscape was reimagined due to longstanding issues with vehicles speeding, pedestrian safety, and a deteriorating public realm. The improved streetscape includes traffic calming and pedestrian safety elements such as decorative crosswalks to offer visual cues, curb bump-outs to define on-street parking areas and shorten pedestrian crossing limits, and landscape buffers to offer space between the roadway and sidewalks, enhancing the pedestrian zone. The project's implementation has resulted in slowing down vehicles speeding, improved pedestrian flow, and revitalized downtown businesses.



CENTRAL PARK



Implementation Strategy

The park concept creates a paved plaza for food trucks and events, an improved Veterans Memorial, Loudonville Fountain, and Workman Cabin, and new performance space. The Village of Loudonville, Ashland County, Holmes County, Mohican Area Growth Foundation, and adjacent business and property owners must collaborate to push implementation of this multi-million dollar project to improve this community anchor forward.

For more details on this priority project, see page 28.

Next Steps

1. Host design charrette to explore and refine the design options
2. Create demonstration projects to test vision. Evaluate.
3. Create a funding plan that includes economic development tools (e.g. TIF), grants, and loans (alternative Stormwater Infrastructure Fund, Capital Bill, and public-private partnerships, etc.)
4. Develop and release an RFP for design services
5. Retain design professionals and complete construction documents for bidding
6. Bid and construct the project

Opinions of Cost

RECOMMENDATIONS

COST

Amphitheater featuring stage and pavilion	\$354,100
Playground	\$135,300
Plaza at former Market Street, with benches, cafe tables, and two crosswalks	\$276,700
Main Street roadway and infrastructure improvements, including crosswalks, lighting, and traffic signal at the intersection of Market and Main Streets	\$536,200
Memorial enhancements with water feature and northwest quadrant maintenance, paving, landscaping, and furnishings	\$343,000
Southwest quadrant maintenance, paving, landscaping, and furnishings	\$170,100
Southeast quadrant maintenance, paving, landscaping, and furnishings	\$230,300

Construction Contracts	\$1,022,900
Design and Engineering	\$433,918

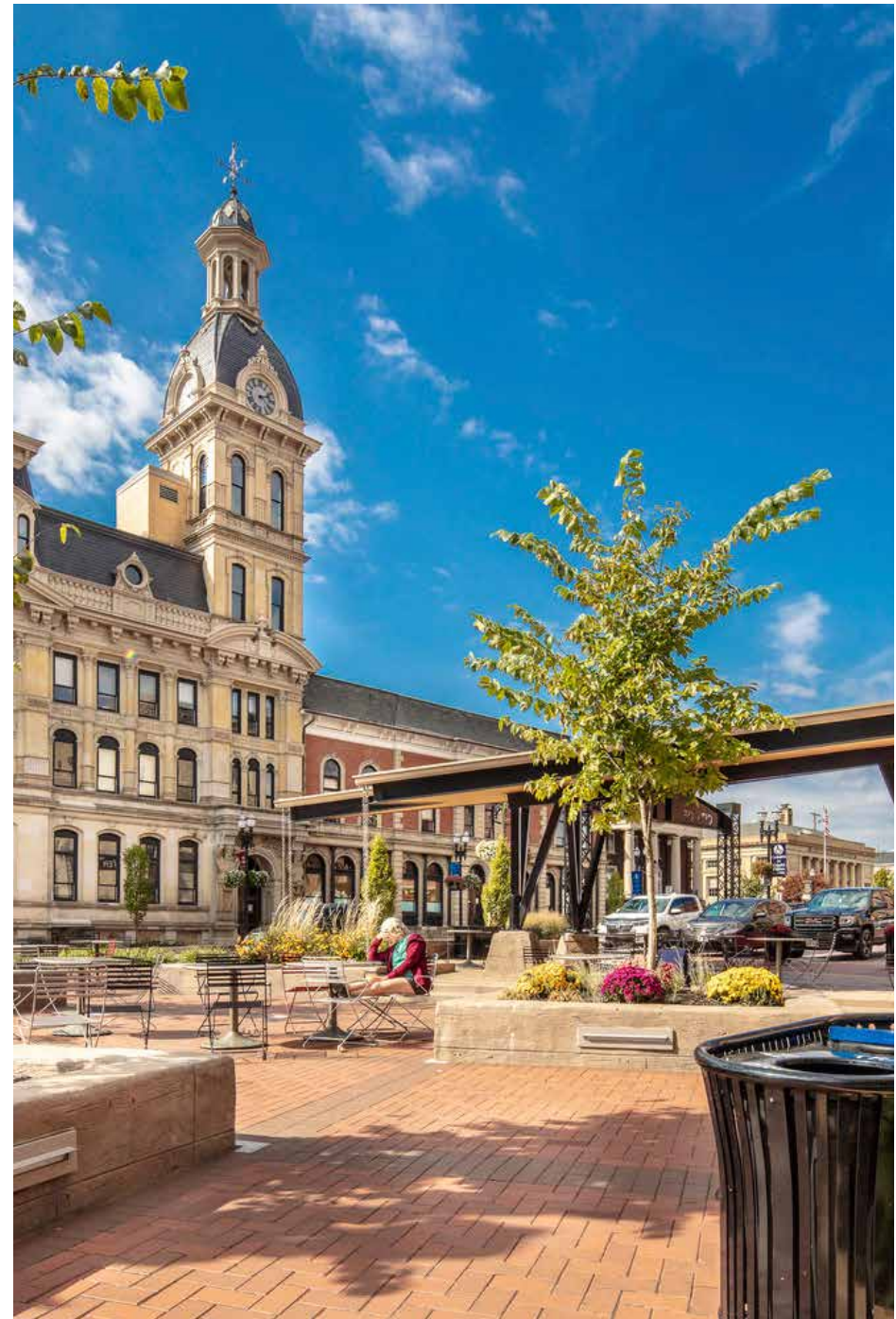
TOTAL COST \$3,502,518

For detailed opinions of cost, see the appendix.

Case Study: Central Park (Green), Center Green Plaza (Wooster)

OHM Advisors

Central Park, in Green, Ohio, was designed to create a cultural hub for the community and fulfill the residents' need for quality public space. The park makes a signature community destination, offering abundant amenities for residents and visitors, including walking paths, amphitheater, farmers market pavilion, playground, splash pad, sensory garden, and community building. The space also includes carefully designed rain gardens and bioretention. Center Green Plaza, in Wooster, Ohio, creates a central gathering space in the heart of downtown. Implemented from the downtown plan, this space offers flexibility by creating sections of green space, gathering areas, and adaptable parking/event space, with a unique pavilion / shelter.



SIGNAGE + WAYFINDING

Implementation Strategy

Signage concepts propose an overhead gateway or stone pillars with lighting on both sides of the road. Primary entry signage showcases local attractions and natural materials, creating a brand for Loudonville. The Village of Loudonville, Mohican Area Growth Foundation, and adjacent business and property owners must collaborate to support implementation of the Village's branding and wayfinding.

For more details on this priority project, see page 32.

Opinions of Cost: (3) gateway arches at \$35,000

Next Steps

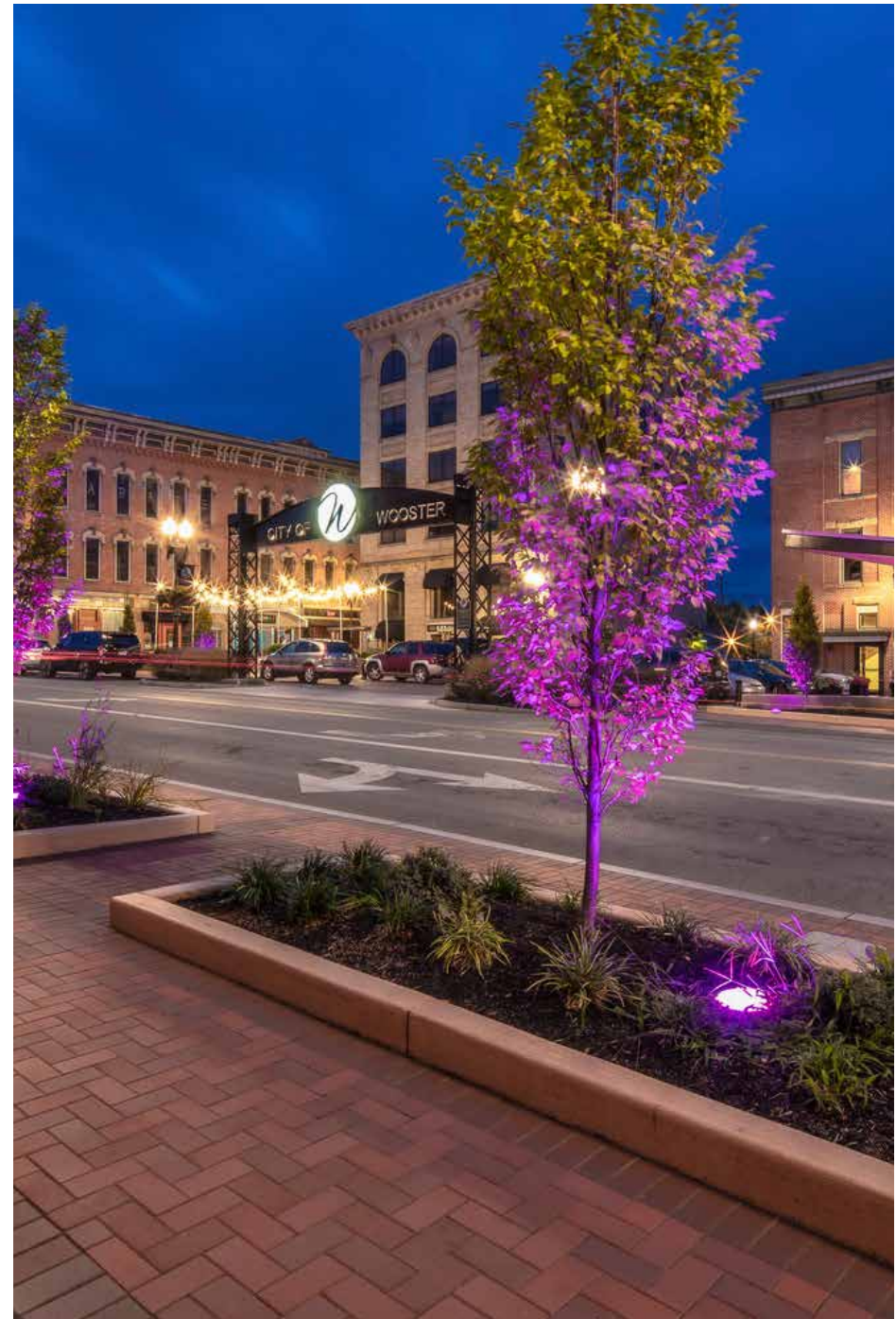
1. Pursue funding (OPWC, ODOT, economic development, etc.)
2. Develop and release an RFP for design services
3. Retain design professionals to finalize graphic design and structures
4. Bid and construct the project



Case Study: Wooster Center Green Plaza, Newark Downtown Revitalization, Farmington Master Plan

OHM Advisors

Signage packages developed in Wooster, Ohio, Newark, Ohio, and Farmington, Michigan, resulted from a downtown or citywide vision plan. The examples in Wooster and Farmington highlight a signature plaza or pavilion space designed for community events and daily activities. In Newark, the signage marks visitors' arrival to downtown through pedestrian alleyways. Each resulting design was formed based on community input.



BRENTWOOD ALLEY

Implementation Strategy

The alleyway concept creates additional outdoor space for surrounding property owners, including the American Legion, and supports the future vision of Central Park The Village of Loudonville, Ashland County, Holmes County, Mohican Area Growth Foundation, and adjacent business and property owners must collaborate to push implementation of this important community gathering space forward.

For more details on this priority project, see page 37.

Opinions of Cost

RECOMMENDATIONS

COST

Site preparation, earthwork, and utilities

\$45,500

Streetscape enhancements, including specialty paving, concrete steps, benches, cafe tables and chairs, trash receptacles, lighting, and bollards

\$162,200

Landscaping, including shade trees, ornamental trees, and landscape beds

\$32,000

Construction Contracts

\$119,900

Design and Engineering

\$81,748

TOTAL COST

\$441,348

For detailed opinions of cost see the appendix.

Next Steps

1. Host a community roundtable(s) to discuss and refine the vision
2. Optional: Create a pop-up demonstration project to test alley activation before construction
3. Develop and release an RFP for design services
4. Retain design professionals and complete construction documents for bidding
5. Bid and construct the project



BIRCH ALLEY

Implementation Strategy

The alleyway concept creates a pedestrian connection between the north and south side of Main Street leading to the Ohio Theater, while still maintaining traffic flow and business access. The paved zone supports local businesses by connecting to parking areas and provides the opportunity for outdoor seating and public art. The Village of Loudonville, Ashland County, Holmes County, Mohican Area Growth Foundation, and adjacent business and property owners must collaborate to push implementation of this important pedestrian connector forward.

For more details on this priority project, see page 38.

Opinions of Cost

RECOMMENDATIONS

Site preparation, earthwork, and utilities

Streetscape enhancements, including specialty paving, architectural benches, entry archways, a wall mural, trash receptacles, lighting, and bollards

Landscape beds

COST

\$45,300

\$228,900

\$4,000

Construction Contracts \$139,200

Design and Engineering \$89,262

TOTAL COST

\$506,662

For detailed opinions of cost, see the appendix.

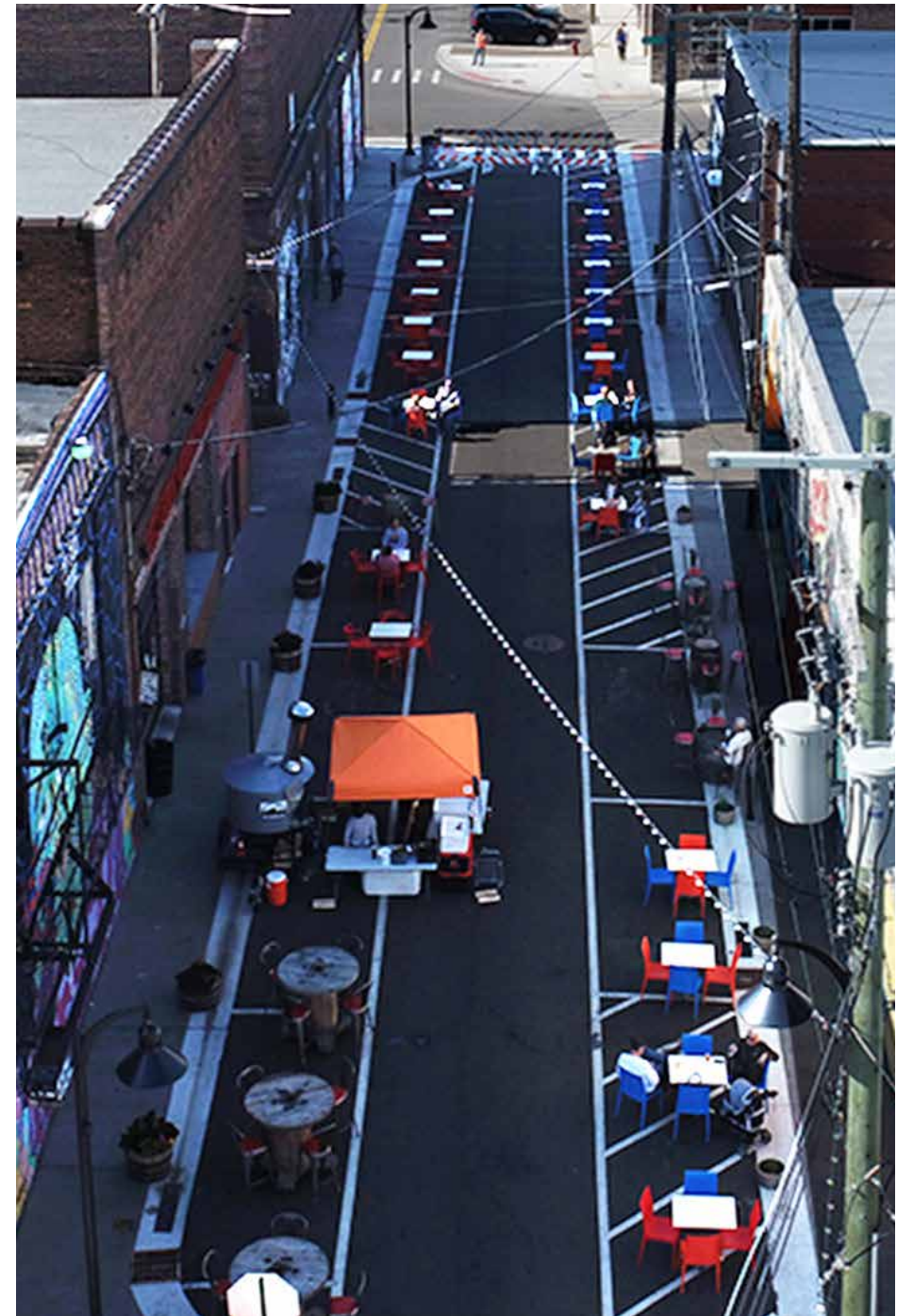
Next Steps

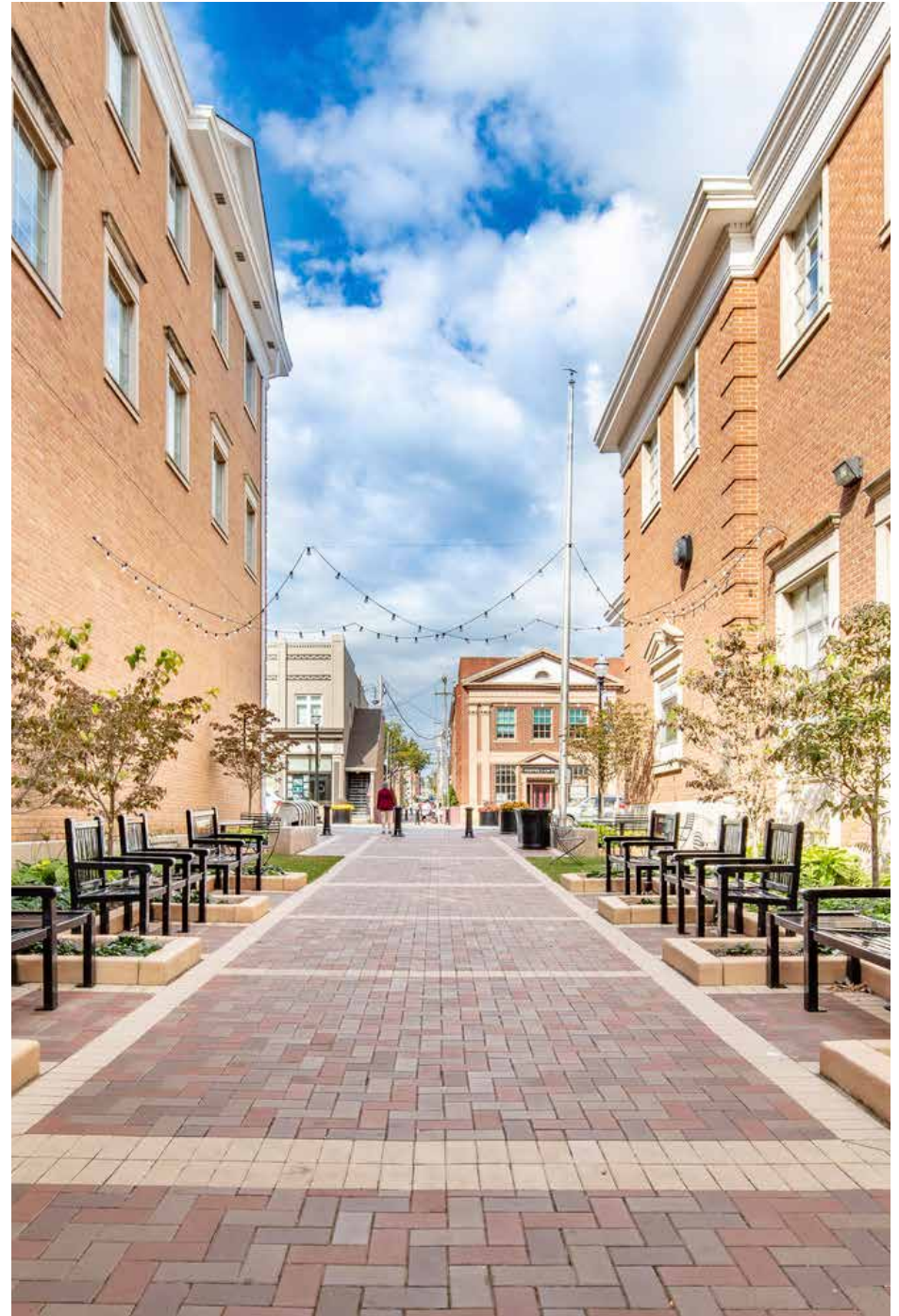
1. Host a community roundtable(s) to discuss and refine the vision
2. Optional: Create a pop-up demonstration project to test alley activation before construction
3. Develop and release an RFP for design services
4. Retain design professionals and complete construction documents for bidding
5. Bid and construct the project

Case Study: Downtown Wooster Alleyways and Riopelle Pop-Up Streetscape

OHM Advisors

Wooster's alleyway project sought to connect public parking to the primary corridor and plaza space. The alleyway improvements include decorative lighting, seating, landscaping, creative signage, and unique hardscape materials. The upgrades encourage residents' and visitors' safe and convenient passage to the downtown. In Detroit, Riopelle Street was designed as a one-way "flex" street with flush curbs and sidewalks to allow the street to transform into a pedestrian plaza during special events or posted times. The flex street includes new decorative streetlights and overhead festoon lighting, new street furnishings, integral colored pedestrian sidewalks, and refreshing splashes of greenery, creating a safe and welcoming community gathering space.





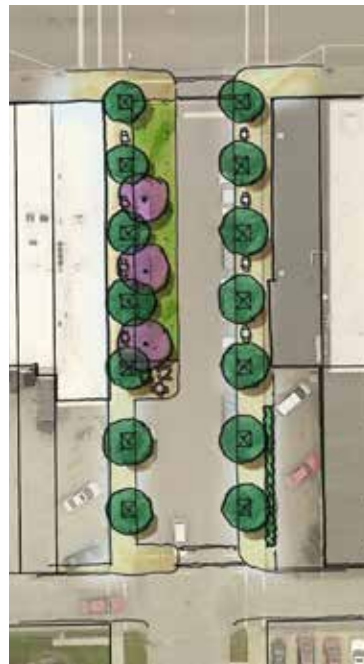
S. WATER STREET ALLEY

Implementation Strategy

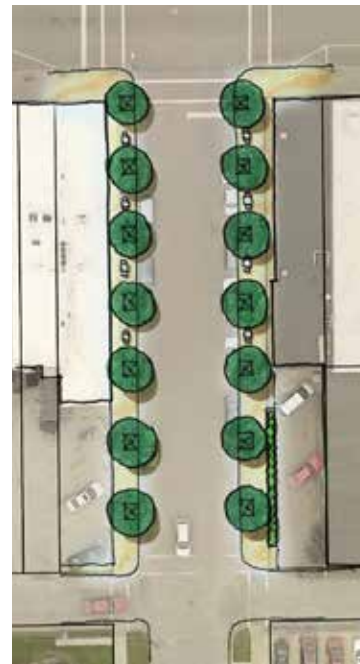
The alleyway concept completely closes the roadway to traffic, creates an “event lawn” space enclosed by trees, adds a multi-purpose pavilion and flexible plaza, and adds string lights, benches, and picnic tables. The cost estimates provide options to construct the project over three phases or all-in. The Village of Loudonville, Ashland County, Holmes County, Mohican Area Growth Foundation, and adjacent business and property owners must collaborate to push implementation of this important community green space forward.

For more details on this priority project, see page 40.

PHASE 2



PHASE 1



PHASE 3 SHOWN

Opinions of Cost (Phased)

PHASE 1 RECOMMENDATIONS

Site preparation, earthwork, and utilities

\$64,300

Streetscape enhancements, including cafe tables and chairs, trash receptacles, lighting, and tree grates

\$212,700

Landscaping, including shade trees and landscape beds

\$12,000

PHASE 2 RECOMMENDATIONS

Site preparation, earthwork, and utilities

\$32,100

Streetscape enhancements, including cafe tables and chairs and trash receptacles

\$26,300

Landscaping, including ornamental trees and lawn

\$5,000

PHASE 3 RECOMMENDATIONS

Site preparation, earthwork, and utilities

\$36,200

Streetscape enhancements, including concrete steps, open air pavilion, signage, lighting, and trash receptacles

\$195,000

Landscaping, including ornamental trees, lawn, and landscape beds

\$6,000

TOTAL COST

including construction contracts and design and engineering

\$976,068



Case Study: Monument Circle Park

Merritt Chase

The SPARK on the Circle initiative transformed the southwest quadrant of Monument Circle in Downtown Indianapolis into a pedestrian-only space for approximately five months. It featured daily public art, music, food, beverage, and community programming. Trees, picnic tables, café seating, and other amenities were installed to provide a sense of the future park space. This was part of an effort to test the potential closure of all traffic to the entire circle. The data and observations from the pop-up event will be evaluated as part of further considerations into Monument Circle's permanent installation and improvements.



Opinions of Cost (All-In)

RECOMMENDATIONS

COST

Site preparation, earthwork, and utilities	\$140,100
Streetscape enhancements	\$425,400
Landscaping	\$28,000

Construction Contracts	\$296,900
Design and Engineering	\$145,752

TOTAL COST **\$1,036,152**

For detailed opinions of cost, see the appendix.

Next Steps

1. Create a pop-up demonstration project to test alley activation before construction
2. Host a community roundtable(s) to discuss and refine the vision
3. Develop and release an RFP for design services
4. Retain design professionals and complete construction documents for bidding
5. Bid and construct the project

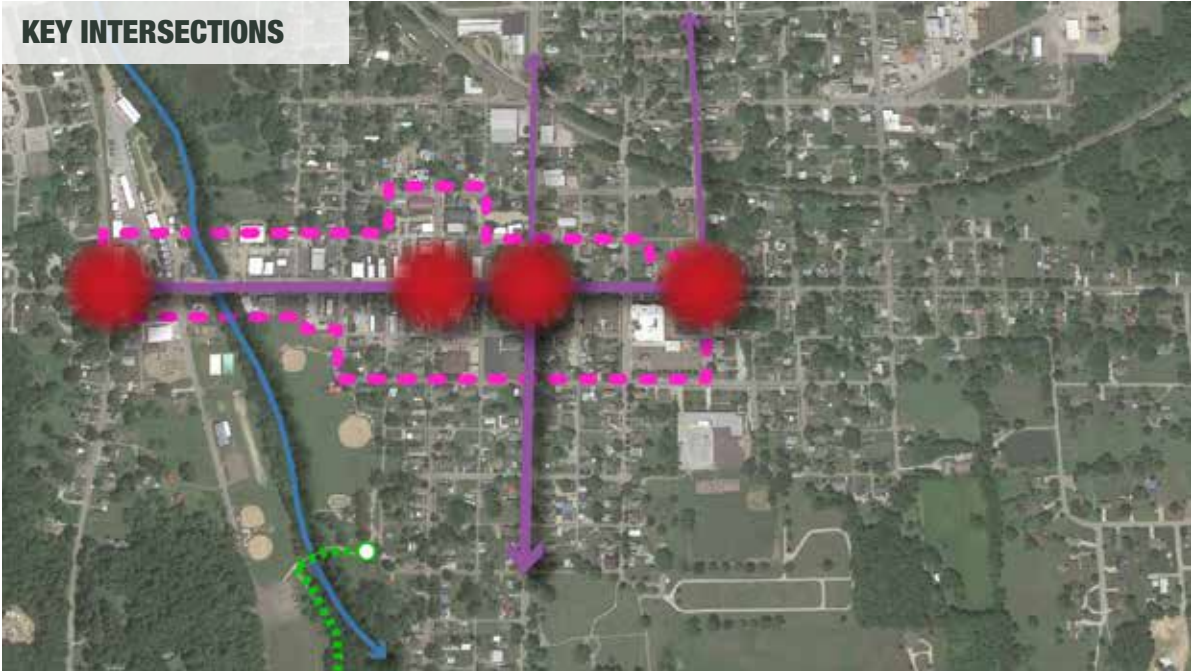
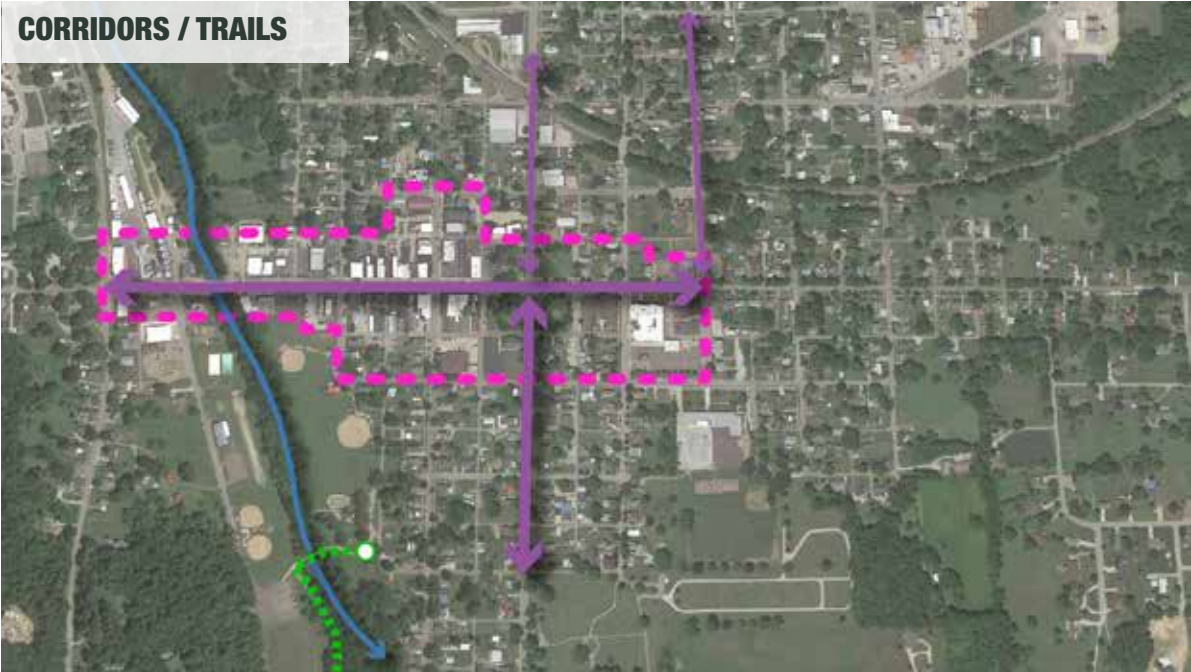


CHAPTER 05: APPENDIX

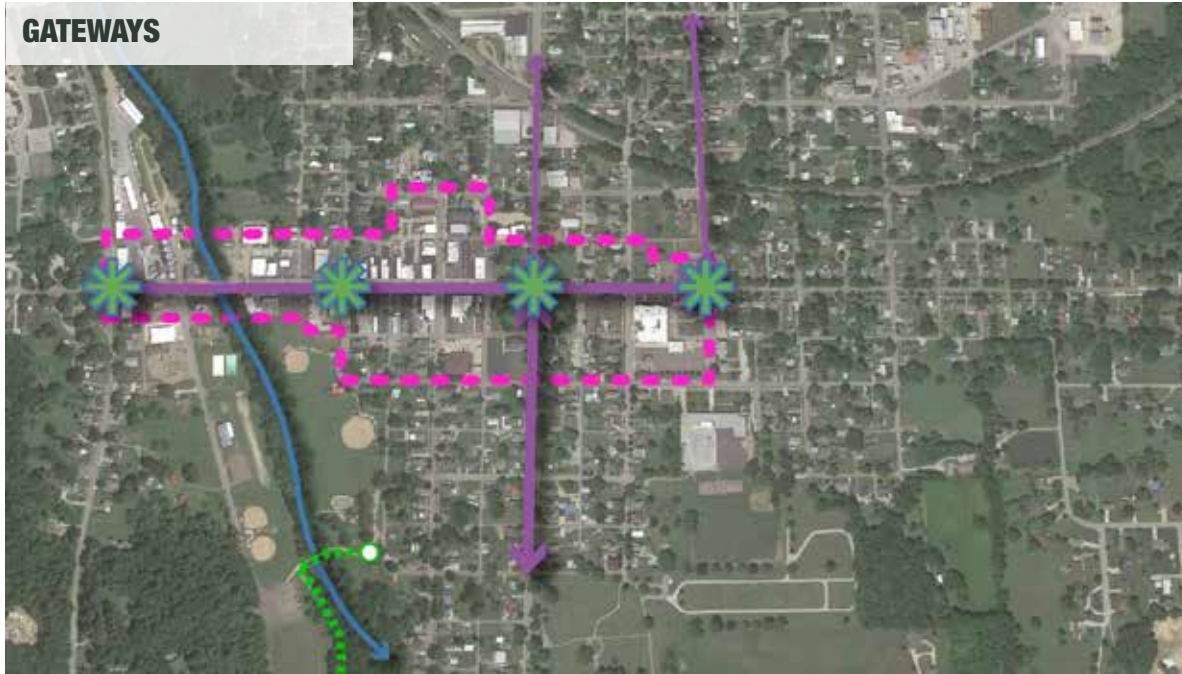
p57 Existing Conditions Analysis
p63 Task Force Meeting Materials

p65 Survey Data
p91 Detailed Cost Estimates
p96 Funding Resources

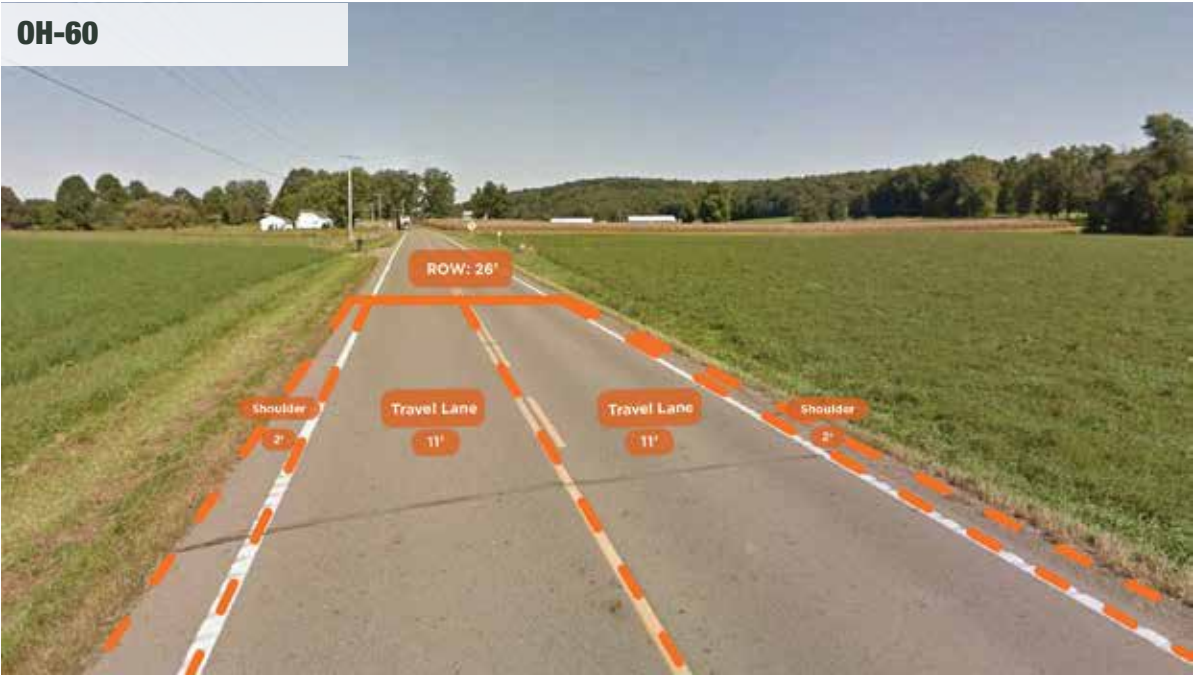
**Existing
Conditions
Analysis**



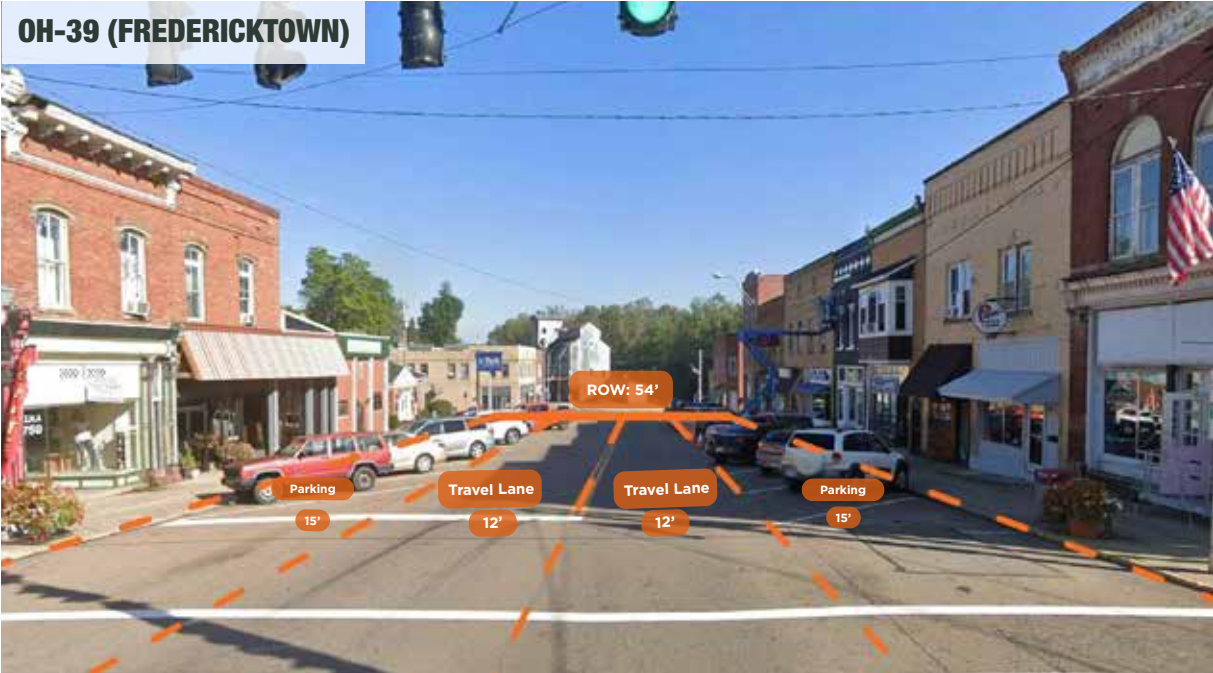
Existing Conditions Analysis Cont.



**Existing
Conditions
Analysis Cont.**

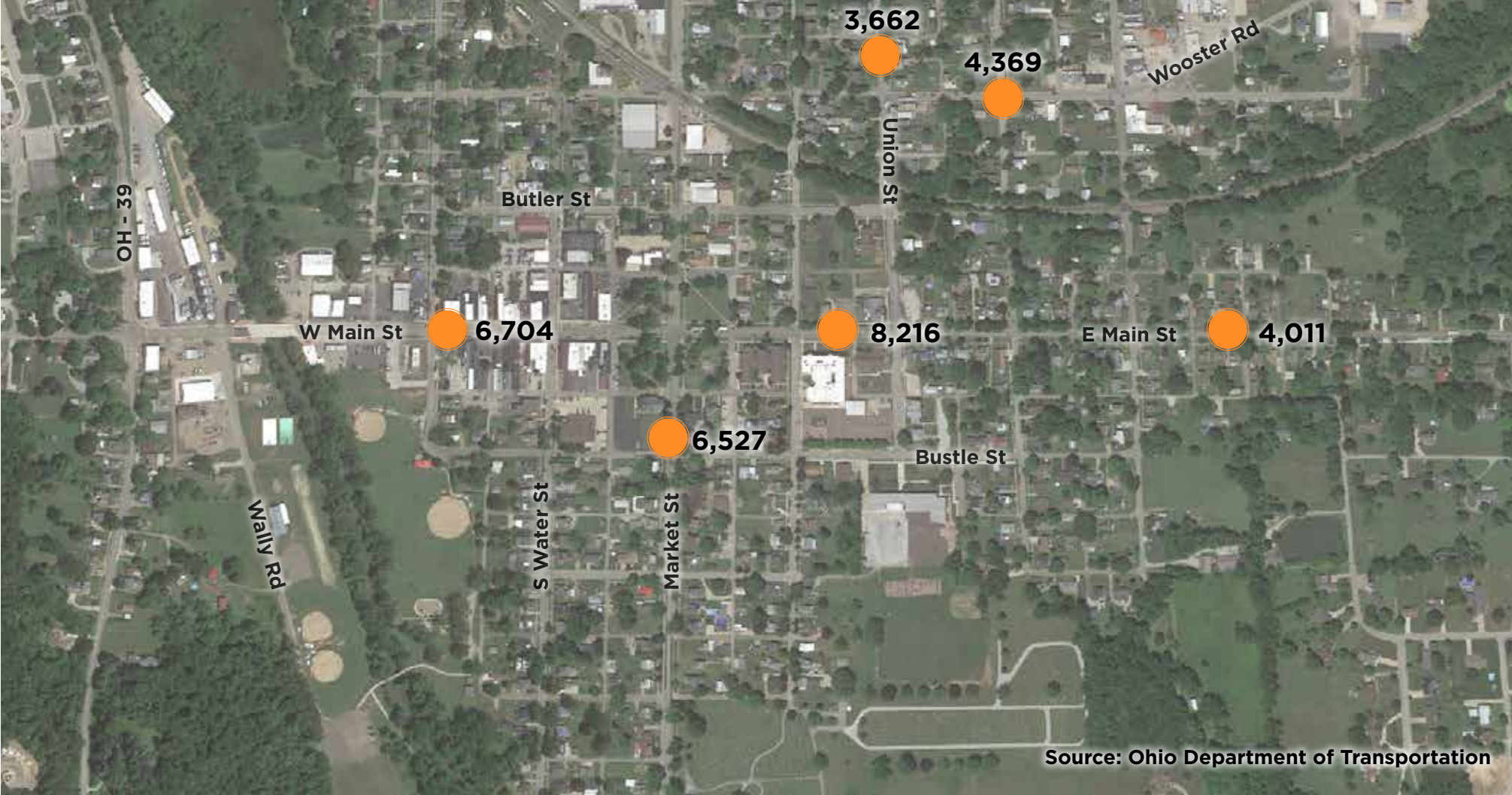


Existing Conditions Analysis Cont.



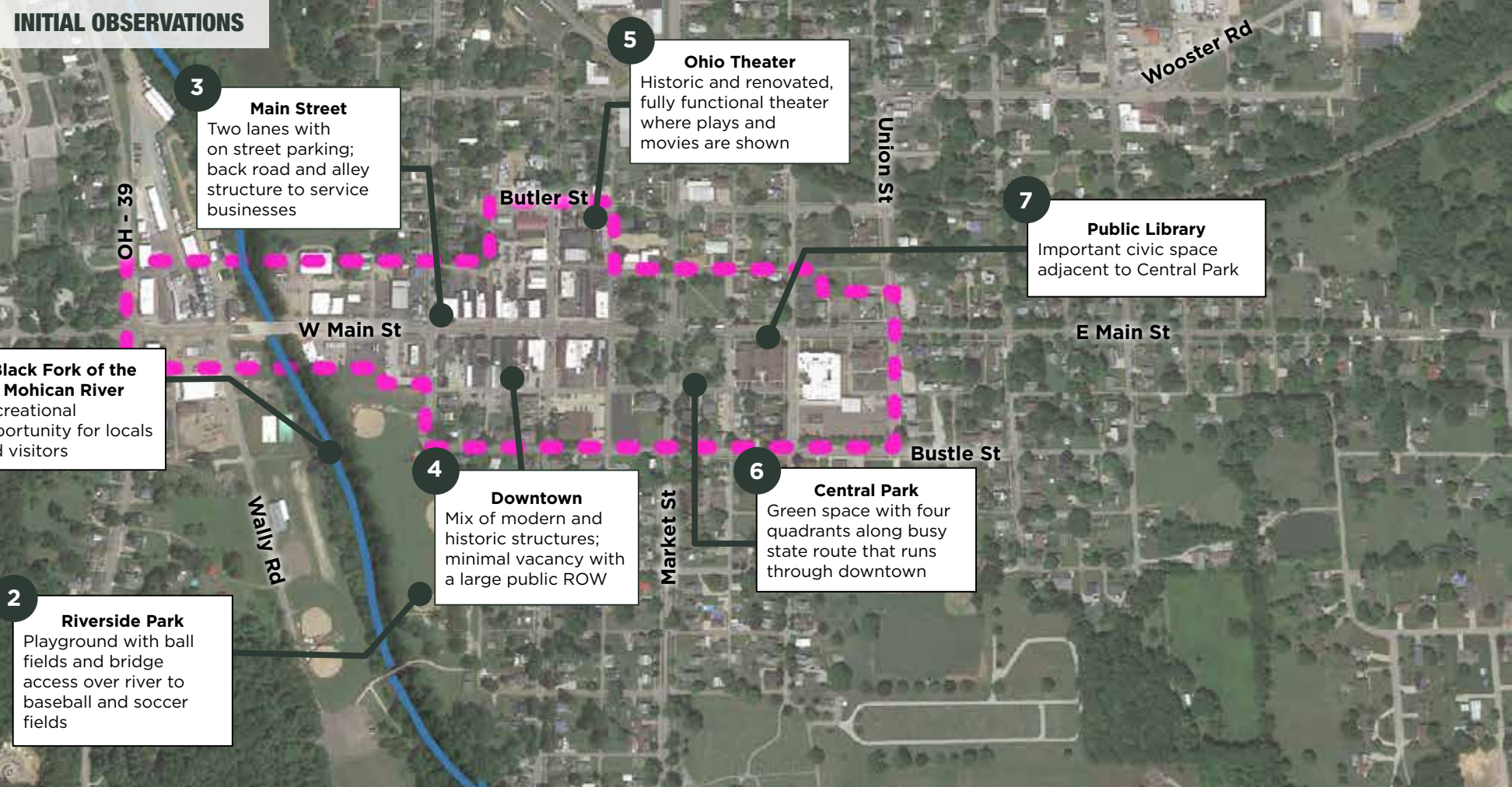
**Existing
Conditions
Analysis Cont.**

ALLEYWAYS TRAFFIC COUNTS (2022)



Source: Ohio Department of Transportation

Existing Conditions Analysis Cont.



Task Force Meeting Materials

WHAT IS THE MOST CRITICAL ISSUE FOR THE FUTURE OF LOUDONVILLE?

Use a sticky note to share your ideas.

- Accessibility
- Generative Spaces
- Signage
- Tenure / Minority
- Restaurant Demand (major) (LAND USE)

Pedestrian Accessibility

Interactions / Lounges

Plaza - not paved, only paved space - area

lack of outdoor space

Discontinuity of pedestrian space

Traffic Light Upgrade

Franchise

Let's have more outdoor seating

Branding

Community Gaming Space

Restroom, showers, and local businesses

Introductions lack of parking

Outdoor dining additional dining

Outdoor space (outdoor restaurant, dining, or gathering space)

Getting people to walk and keeping them there

Signage

As a business owner, we will have a better idea of what we need to see and do.

Traffic

Transpiration Bikes, walking, dining

WHAT IS THE GREATEST OPPORTUNITY FOR THE FUTURE OF LOUDONVILLE?

Use a sticky note to share your ideas.

Must have a mix of things to attract people

lots of dining with outdoor seating will feed / demand the demand for projects

Unique Spaces

Have future destination

Center Park and Riverside Park

Site plan through the Village

Brewery coming in

Investment & development

Make sure a mix of things to attract people that stay in the area and do your part to make it stay longer

Connection to Outdoor Recreation Trail

Outdoor Gaming Space
- Streetscape / Mobility
- Land Use
- Housing (?)
- Attract Investment
- Marketing

Outdoor Gaming Space

Streetscape / Mobility

Land Use

Housing (?)

Attract Investment

Marketing

Outdoor Gaming Space

Streetscape / Mobility

Land Use

Housing (?)

Attract Investment

Marketing

Outdoor Gaming Space

Streetscape / Mobility

Land Use

Housing (?)

Attract Investment

Marketing

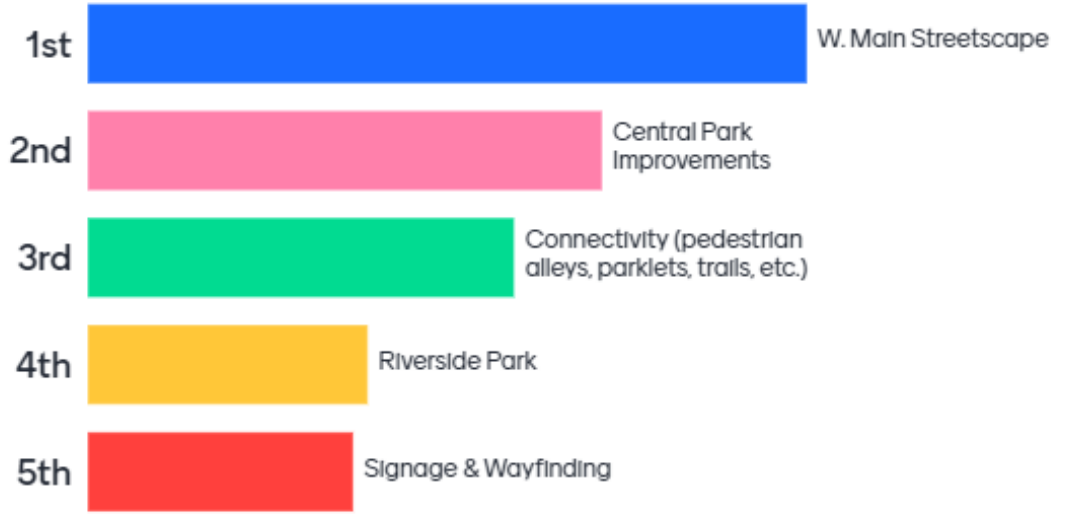
Task Force Meeting Materials Cont.

WHAT ARE THE **BIG IDEAS** FOR LOUDONVILLE?

Use a sticky note to share your ideas.



PROJECT PRIORITIZATION

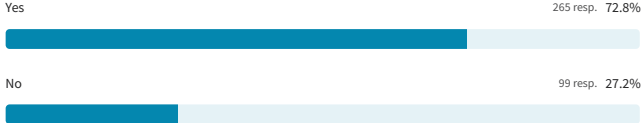


Survey Data

ONLINE SURVEY (364 RESPONSES)

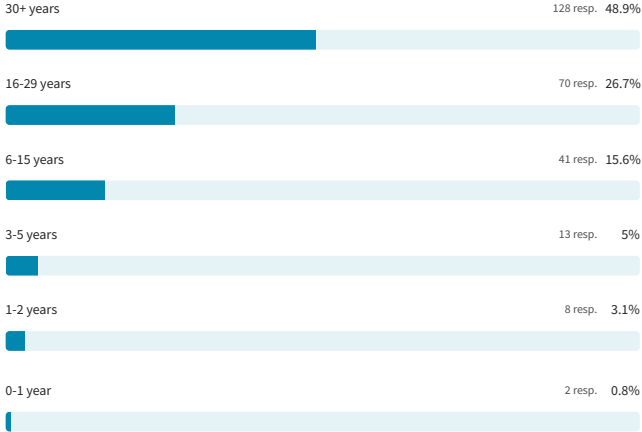
Are you a Loudonville resident?

364 out of 364 answered



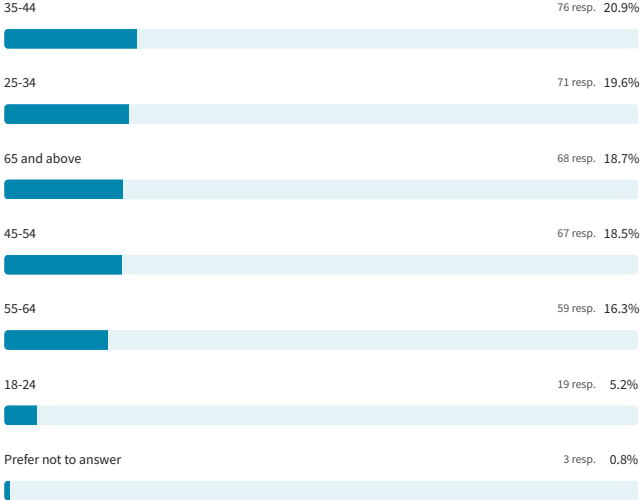
How long have you lived in Loudonville?

262 out of 364 answered



How old are you?

363 out of 364 answered



Generally speaking, how would you say that things in downtown Loudonville are going? In the right direction, or have they gotten off on the wrong track?

364 out of 364 answered



If you don't like where it's heading, please explain why?

15 out of 364 answered

Downtown Loudonville has not experienced positive change for many years.

We need our back allies! I own a business and the ally comes to my entrance.

Businesses leaving and not being replaced or growing. Mostly seasonal companies. Stop lights are really out dated

We've lost too many good paying jobs. We're too connected to tourism.

It's always about campers

I would like to see our downtown become more accessible not less. Improved parking and accessibility.

It looks cluttered because of all the random stuff they have added. Instead of light poles that don't match the town or work, a tacky sign that also doesn't work, and the wooden stage that doesn't make sense and looks trashy. The roads and railroads are terrible, and when they 'fix them' with the patches they are just as bad. They need to completely redo them.

Everything is geared towards tourists and not much for the locals. No stylish clothing for men and women, stores closed more than they are open as one Tuesday at 11am I drove through town and only 4 stores were open. For local working people the stores are closed after we get off so it is easier to stop and shop in other towns on our way home. No fresh seafood at grocery store, the new restaurant on 3 south is never open unless campers are here, etc., etc. We, the locals, are being pushed aside to make sure the tourists are here. I could go on for ages but also know it is time to get this town back for the people that live here year round.

It appears a few people have their own vision with disregard for the ideas of the majority. These few have no data or knowledge or even a skill set for what progress in a village looks like. They have no basis for logical decision making only what they want. As example they foolishly spend money like the

additional lighting in the park when the streets and alleys are in such need of repair. It is so insulting to the residents to expect them to vote in additional tax to repair the streets. They need to listen to residents and then set priorities of action to take.

Idont like the new business going in. It's like Oberlin, too artsie.

They closed the Urgent care and cut labs, our community needs these things.

I don't think the water meters should be going in. Water bill will double. Our streets need paved, without added cost to homeowners. We already pay to much in taxes

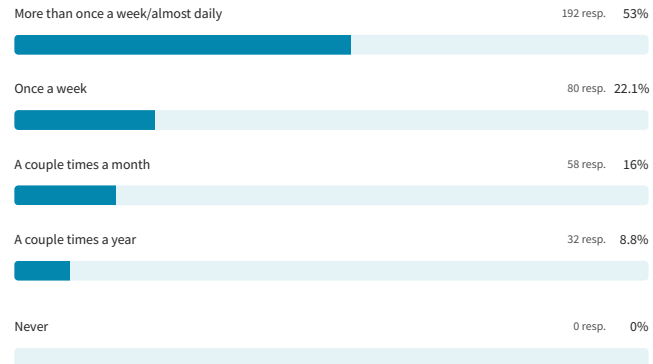
Customer count decrease, goods and services decrease

We need good shops and activities to pull people into town. The streets seem to roll up at 5pm still

The downtown is controlled by a few property owners and they lack vision, also we are a tourist town and offer nothing for the tourist do to having to many service based business on Main Street. Also there are properties that have sat empty for years, MUGS in particular.

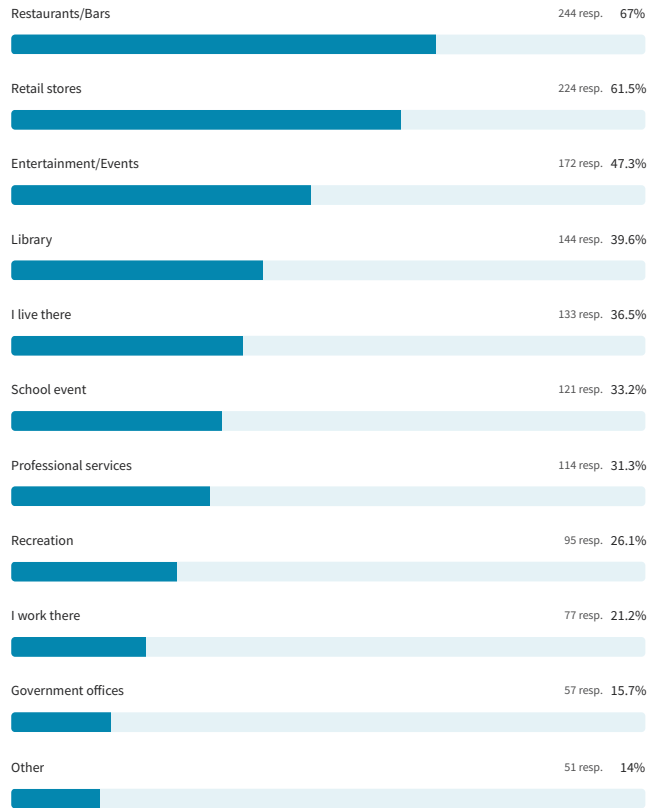
How frequently do you visit downtown Loudonville?

362 out of 364 answered



When I come to downtown Loudonville, I come for... (select all that apply)

364 out of 364 answered



If you selected other, what do you do downtown?

45 out of 364 answered

Walk

Go to fair-Watch parades-events in the park

Visit my mother.

Museum

Random

Meetings

Recreational

Visit Legion

Use it to walk and talk to people

Theater

Drive thru

Grocery, equity, shopping

It's my hometown. I visit family and friends.

Go to pharmacy

Bank

Use the post office

Gas, food

To meet people, walk, drive through on the way to somewhere else.

Shops

Dentist

Church

Walk

Museum, bank, fair, festivals

Banking

Doctor visit, and my parents shop.

Walk my dogs daily

Walk

See family

I visit family and friends

Meet-ups with friends

Festivals

Take my son to work

Family

I don't live there but close. On main. We also walk often as a family.

Parades, trick or treat to see costumes, ladies bite out, music in park

Visit family

Visit family

I used to live in Loudonville and graduated from LHS. I love Loudonville, and love to come home (I live three hours away now), to reminisce and stroll the downtown area.

Bank

go to legion

Hairdresser

Visiting friends and shopping.

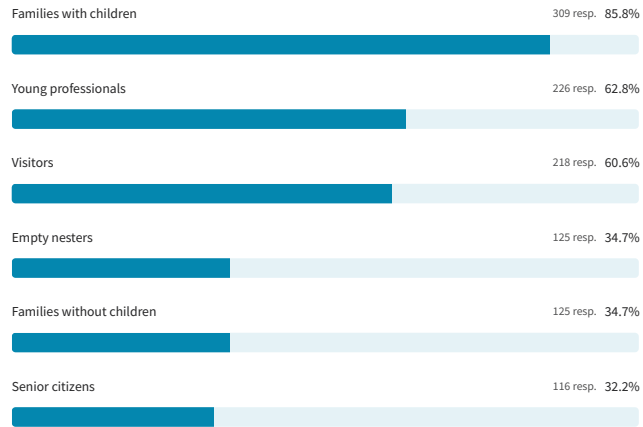
The park

festivals, museum events

Come home to visit my family

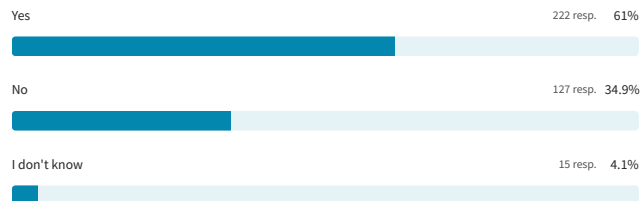
Which of the following groups should downtown Loudonville strive to attract more of? Check all that apply

360 out of 364 answered



Is parking easy to find and accessible downtown?

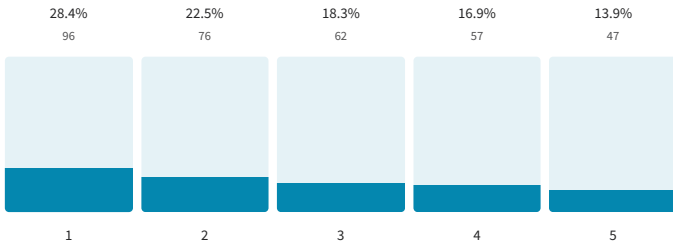
364 out of 364 answered



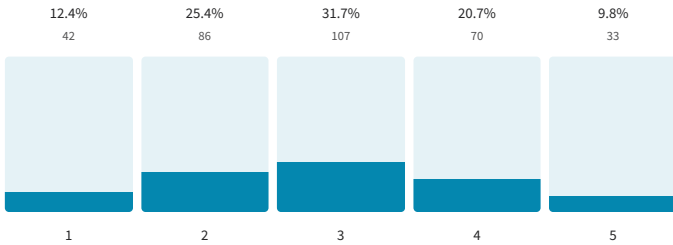
The following projects have been initially identified by the project team and steering committee as priorities for downtown Loudonville. Please rank how important these projects would be with 0 being the lowest and 5 the highest.

338 out of 364 answered

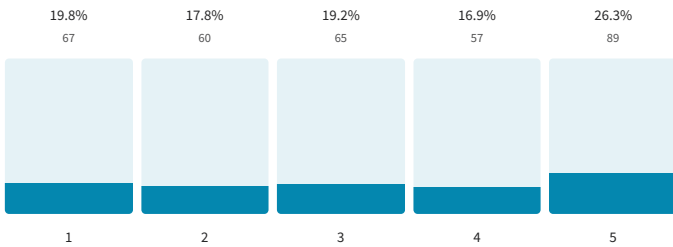
a) Improve the streetscape (sidewalk, lighting, crosswalks, seating, etc.) along West Main Street.



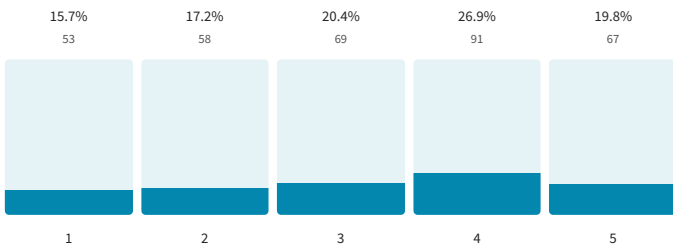
b) Improvements to Central Park



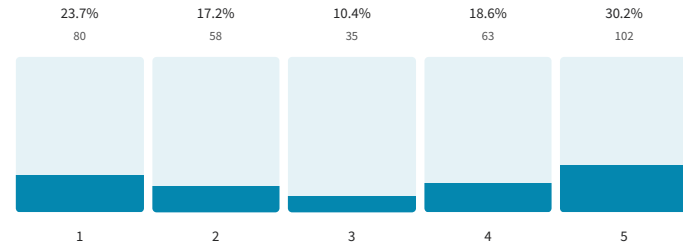
c) Identify opportunities to implement wayfinding signage and gateways



d) Improvements to Riverside Park

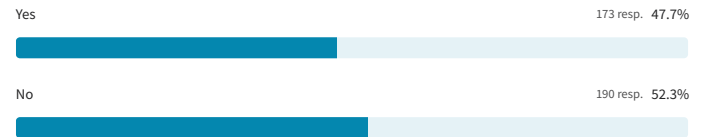


e) Improvements to the downtown user experience (pedestrian alleys, plazas, parklets, trail connections to and through downtown, etc.)



Are there other priority projects that we should consider?

363 out of 364 answered



If you answered yes, what other projects should be a priority?

152 out of 364 answered

Working to have all merchants open the same hours.

A way to build up banks along river so riverside park doesn't flood.

New stoplights

Businesses for empty buildings.

CHAPTER 05:
APPENDIX

Paving and fixing Mill Road

Parking

Adding more parking downtown.

Encourage changes that have been made and provide monies needed

Declutter sidewalks; brick filled crosswalks; remove parking meters

Focus on attracting better businesses (retail and independent dining)

Pedestrian crossing lights

Make a public use tube launch at riverside park

Attracting more businesses to downtown

Clean up the outside of beans

Some more free parking. When I come for longer appointments it is hard to find longer term parking close to where I need to be. Employees of downtown businesses seem to be in those lots.

Parking

Listening to your residents complaints.

Using recycled tires instead of P gravel in the play area at the park

Ways to link what's going on downtown with businesses/clubs etc on the outer edges of Loudonville

Attracting more restaurant options and getting vendors into vacant buildings. (The coffee place that's never opened etc)

Getting a dog park back would be wonderful. It was so disappointing when it was torn down.

to figure out a way to keep less than ideal people from loitering around downtown

Obtaining More nice places to have a sit down meal at

Places to sit and eat in Central Park and putting money into Riverside park. In the summer you have quite a few families visit for sports and our fields and surrounding structures are quite embarrassing compared to other towns. And the park is a disaster most of time and filthy! You would think with just having built a new park built we would maintain it as a village!

More family movies and events.

Attracting more food and dining options.

historic building reno

making sure no other buildings are torn down

poles with wires everywhere in downtown area look tacky and horrible

Business - restaurants

Move the American Legion to the baptist church lot, make a park where the Legion was.

Outdoor seating

Parking

Add some attractions to the pool

Get some restaurants and overnight accommodations

Sell what a great little town it is and advertise the many businesses and their products.

More resturants

Attract some above min. wage jobs. Locals have to drive too far for jobs. All area residents deserve to benefit from living here and not the few people that are tied to tourism.

More ways to help businesses thrive

Good restaurants

Pave the parking lot behind the dentist and fair board building and a green arrow light at the bottom of union st and repave Mill rd

Street paving

Certified Local Govt/Historic District

More bussiness bring in more companies to employ more local people

More community activities! Love the music in the park

Pave existing parking area behind west side of Water St. Ask merchants and service providers what improvements would help their customers and clients.

Better traffic flow , left turn only signal

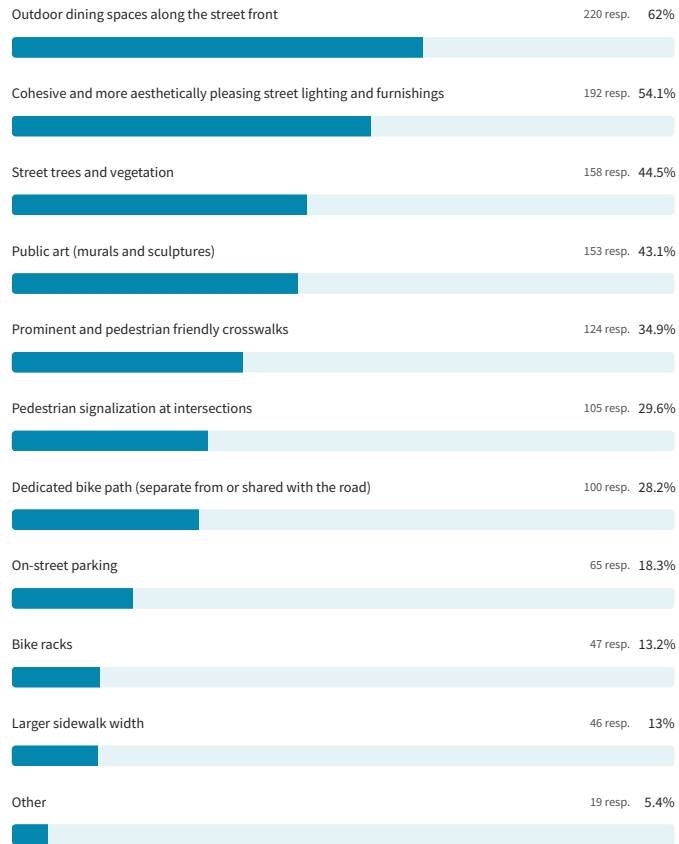
Extend bike paths throughout town including to the pool and add charging stations for electronic cars and bikes. Add more native plantings along the bike trail.

More downtown events to show off the city.

Beer garden

What elements do you feel are missing or would you like to see along West Main Street? (select all that apply)

355 out of 364 answered



stop light and Spring Street and Main.

Some towns have an old fashion look to them, lighting, clocks, etc. That would look good downtown with our "older town"

We need a stoplight at West Main in Mount Vernon Ave.

More restaurants

More parking, but not parallel parking. 9 times out of 10 the reason I don't stop downtown is because I can't parallel park.

More restaurants

Message/current upcoming events board.

Most businesses

Angle parking

Most of the crap you listed sucks.

Owners of buildings allowed to put decks over the sidewalks! If there is no room for those, then there is no room for trees, outdoor dining, a bike path.

Some businesses storefronts need upkeep and a facelift.

Electric car charging

Free parking in the downtown

Updated facades on downtown businesses

Retail Business, and building owners that take care of their buildings

Get rid of parking meters :)

Splash pad/handicapped accessible and safe playground easily accessed by visitors

better decoration (ie banners or lights strung across the street, etc)

Would you like to see a type of bike infrastructure included along the West Main Streetscape?

357 out of 364 answered

Yes 184 resp. 51.5%



No 173 resp. 48.5%



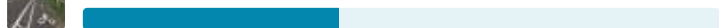
If you answered yes, what type of bike infrastructure would be most appropriate or appealing to you?

179 out of 364 answered

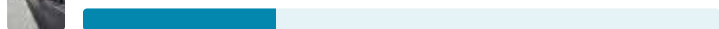
Multi-use path 77 resp. 43%



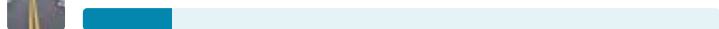
Bike lane 72 resp. 40.2%



Separated bike lane 54 resp. 30.2%



Sharrows 25 resp. 14%



What is your current opinion of Central Park?

313 out of 364 answered

Central Park is becoming cluttered and overpopulated.

it's nice but could be put to use more

It's ok. Maybe a few more trees to replace old ones that died

New decorative lights are way too tall. Need cut down

An asset to our community.

I like it

Disconnected, loud, under-utilized

It is ok would like to see fountain top light up

It's beautiful and plenty of room compared to most small towns.

It's ok

Not much effort wind put in to maintain and improve it.

Looks nice!!!

It's average

While a great open space, the fountain needs cleaned regularly to prevent water staining.

There could be more gardens and seating areas

Very nice. Public restrooms need continual care .

Beautiful

It is fine

Overall looks nice

Nothing matches

Fountain needs improvement

New lights look nice

It's improving, but that needs to continue.

It's just right

I like it. Sometimes things get to busy looking. Unless fair gets cancelled we need a certain part to be kept open.

Plain

Nice

Very pretty area

Looking nice

It is a nice place. Well used during activities

It's nice

Needs help

It is fine.

Good

I think it's beautiful.

Nice for events but could be more aesthetically pleasing, safer to cross roads, etc.

Nice but nothing to do there unless there is an event on town

I like what they have done with Central Park

Nice, but could be improved

Traffic makes it feel dangerous and loud

It needs work. More landscaping

Very nice

Lots of wasted space

I think it's bare! We have so many things we can offer. I think we can do more events. I think it's nice the few bands they've had

Looks great

Like the new lighting and benches.

I love how it's utilized during functions

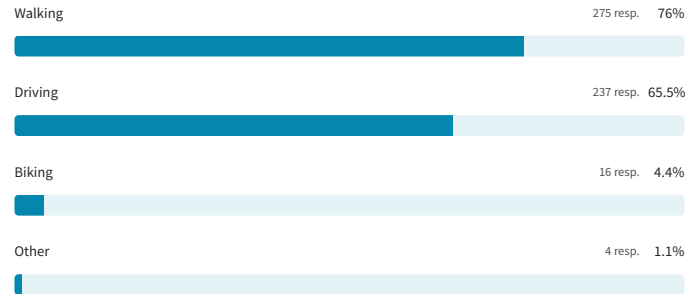
Could be better

It seems like a basic space. I don't pay much attention to it. I only use it when I walk through the street fair every year.

Seems like it's only used for events.

How do you currently access Central Park?

362 out of 364 answered



Never been

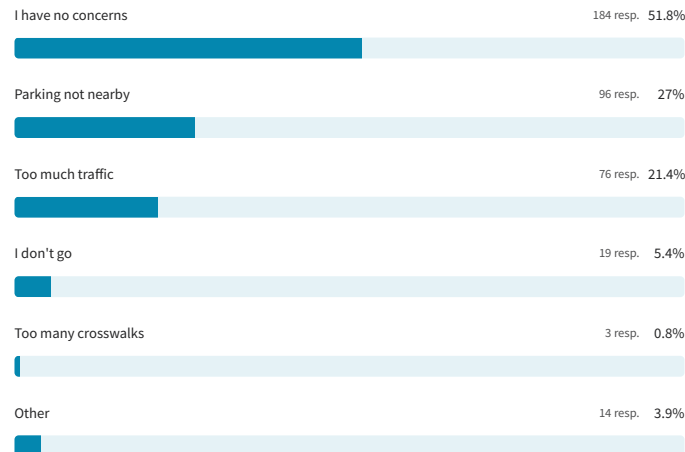
Park at the library

Running

Riding in a vehicle as I cannot drive

What are the concerns accessing Central Park?

355 out of 364 answered



CHAPTER 05:
APPENDIX

Traffic too loud

More things to see

Not inviting to visitors

It's green, with benches, and not a lot else.

It's becoming less of a pretty, relaxing, peaceful place. There is a need to keep the integrity of the style and timeframe of the park look at the fountain. The cabin needs to go. It doesn't fit the time period. No more statues. The new lights and too much and while our American flag should be there, how many flags do we really need??? The stage doesn't fit either. The park has become a hodgepodge of structures individuals want not what works for the beauty of the village or what supports what the village needs to grow and bring value.

Loss of trees, I would like to see the diverse species replanted

Nice towns don't have to have interstate highways going through downtown to attract people. We need a bypass from the state park out by the pool that loops over to 39 by Young's Sand & Gravel.

Pedestrian crosswalk lights would be great, especially for kids not sure when to cross

Signage for turn lanes need posted.

Not properly used, poorly planned events

Consider a roundabout to slow traffic

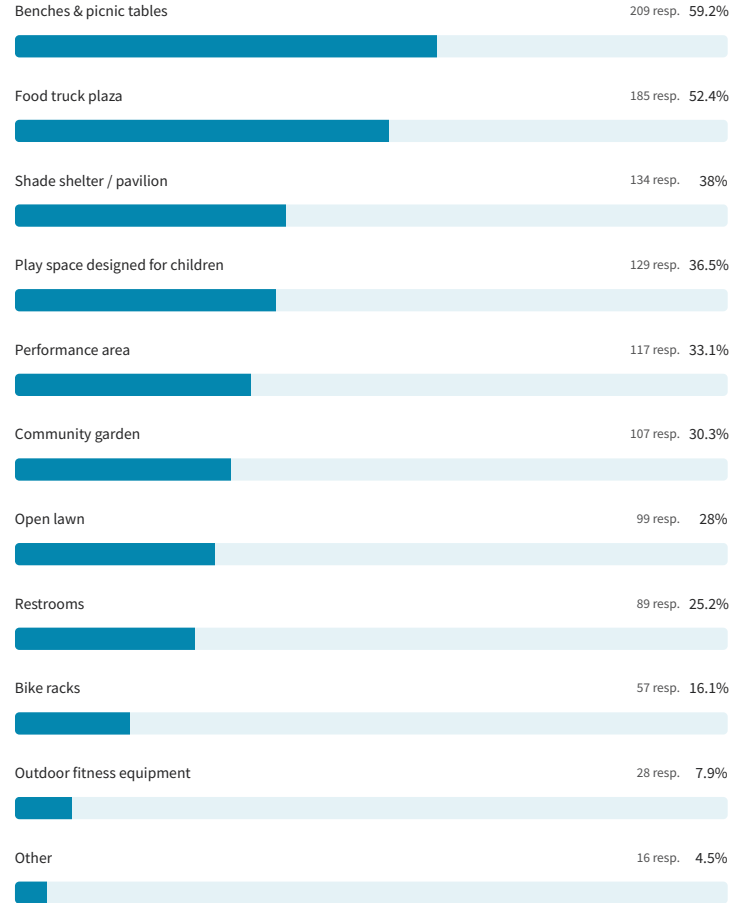
Not enough parking at times

Traffic noise

Sidewalks in residential areas need replaced

What amenities would you like to see included or more of in Central Park? (select all that apply)

353 out of 364 answered



We have riverside park for children.

I have not been

Signs

Just more events

Trees

Simple seating. Benches. Shade and greenery. Maintain the fountain and flower plantings.

I prefer it to remain open with trees replaced. The underground restrooms in the past were a disaster.

Too many semi trucks go through it to make it viable. When my daughter made her 1st trip to Loudonville, she thought that there was a truck stop in town due to the number of semi trucks in the traffic. Get a bypass such as other small towns have done to route truck traffic out of the city center. I have know residents whom have relocated because of this issue.

Maybe a few more benches. Other than that, leave it as it is! It's a great space

Too many of the choices you have listed would make park too trashy and touristy. Leave open space. The park is not a business district.

Landscaping

More plants and bushes- like modeled after the OARDC even

Restrooms for sure!

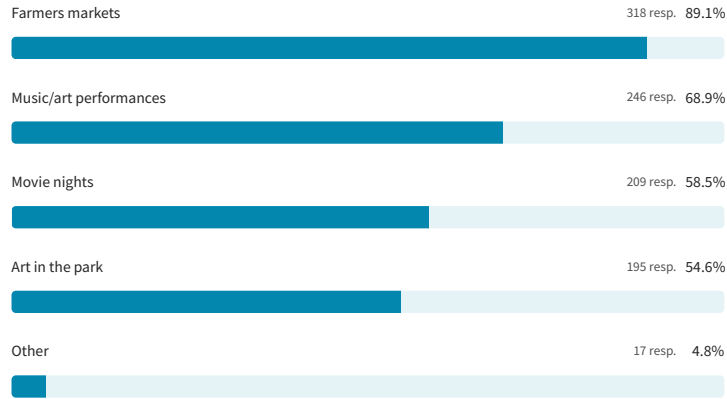
Outdoor eating area with aesthetically pleasing lighting similar to downtown wooster

Instead of food trucks, many cities have a small cafe space (leased) with coffee/sandwiches etc and a seating area.

Treated lawn, well-kept landscaping

What events would you like to see hosted in the park?

357 out of 364 answered



Movie nights would be great but in riverside -- central is too loud

None until you get rid of the dangerous semi trucks

None

Food Truck Gathering

Food truck festivals

Chalk drawing contests

Regular food truck invitation for multiple trucks to be present.

Family friendly nights-Kids nights (ex. Bounce house & games)

More events with food trucks and craft shows

Maybe more events for kids, like a clown, or magic acts, crafts, art. Kids should always be the main focus as they are what will continue the town growing.

Dances

Food Trucks

Beer garden

Central Park is too loud for movies or art performances -- those should be held in Riverside

Craft/shopping markets

Park does not need to be cluttered with stuff all the time. Used to be a wonderful,peaceful place but is starting to be cluttered and traffic horrible and people running across the street between cars is an accident or death waiting to happen

Quiet places to read and relax.

CHAPTER 05:
APPENDIX

Would you support additions and improvements to signage and wayfinding in the downtown?

356 out of 364 answered



If you answered no, why not?

56 out of 364 answered

There are signs and downtown isn't a big area to have signs all over

Too many signs

Not sure what your talking about

The town is not that big for a lot of signs

Downtown town isn't that big or complicated

Current signage is adequate.

Small town is easy enough to navigate

We have so many signs now. It gets confusing

Everything is on Main Street, why add signage?

We have plenty of maps in downtown businesses and we have the chamber

Not enough income to spare.

I do not need them.

I think the signage is adequate

It's small

Don't clutter the area with signs.

I don't feel it's needed

They are fine just as is

Clutter concerns

Everyone from the area knows where things are. I guess the signage would be more for tourists. However if it's about the community utilizing the areas I would think the signs aren't a necessity.

I wouldn't see why people would need anymore than what's already there

Already to many signs, hard to see them all

It seems unnecessary

More signs mean more visual clutter.

This town isn't that fucking big. And there's plenty of signs in this town.

There is already signs and for a village of this size there is no reason to have more. Everyone has a gps now anyways and can get to where they need to go easily without a sign.

It would need to be simple!

Who in the world could get lost or directionally confused in such a small community?!

It would be too cluttered

If you're on Main St., You're downtown!

Mainly because that is a really lame idea.

There needs to be more information about the signage, such as size, proposed location and what, exactly, is going to go on the signs. We already have a lot of signage for such a small area, to add more that is unnecessary, will take away from the beautification you are trying to achieve.

Why clutter it up

Too much clutter. I don't like the electronic sign in central park. It's distracting to drivers.

I don't want Loudonville to imitate Ashland with a gateway. Find a different gimmick.

I feel there are plenty of signs. Too many signs and people's eyes glaze over or they're too distracted and get into an accident. Public parking signs are great, then they can get out and walk around to find things.

Current signs are sufficient

It's a small town. Don't ruin the vibe of the architecture. Also, everyone uses a phone now.

Paving

I don't believe it's necessary

Would generate more traffic.

I feel the signage is fine!

It's not that big or difficult to navigate

I think the less signs, wires, and anything not natural aren't like always great. Big metal signs are just - not great.

It's small, easy to find

Sufficient signs already

Phones have gps

The current area istoo congested with signage as it is; adding more we just make it worse and more distracting to drivers with people trying to cross the road

There already seem to be signs directing visitors. It's pretty straightforward - just a Main Street

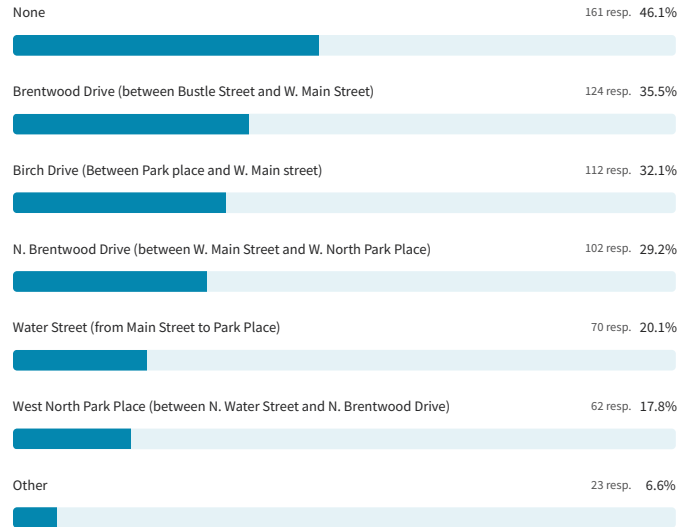
Doesn't seem hard to navigate and not that large of an area.

There is already adequate signage



Would you support closing down vehicular access to create a pedestrian only (or flexible option where vehicles have access during posted times) streets for the following: (select all that apply)

349 out of 364 answered



Water St. (on the south side of Main St)

Some of these ally's are for churches and businesses, especially some elderly need the access.

Why try to fix something that isn't broke?

I don't support any of this because it runs into all local businesses

Don't feel it is setting a good precedent to close any streets or alleys to traffic,

South Water Street

Other side of Water street

This is pointless unless you address the heavy semi truck traffic thru the main village roads. No parent can relax with their children in this area

I'm indifferent on this

Not sure

Whoever suggested this should go stand in the corner for 5 minutes and think about how much of my time they wasted making me type this.

WN Park Place east from bank; Brentwood drive between W Main and Park Place

Indifferent

Support all for outdoor dining, food trucks, festivals etc

I don't know enough about this to make a decision.

Birch is basically that already, I don't know any should be a permanent thing as many offer parking options as well

For events; yes

I'm not sure

Undecided

S. Water as well from bistro to post office

Does not affect me personally. Would defer to homeowners. Intention of concept not clear. Why do this?

These are all alleys with parking or where cars need to drive to access import businesses

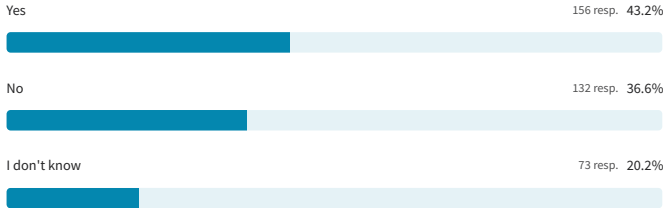
These are all important for traffic, and town lacks enough pedestrians to warrant closing a street.

CHAPTER 05:
APPENDIX



Would you support the removal of an on-street parking space(s) to install parklets? (see photo below)

361 out of 364 answered



What is your current opinion of Riverside Park?

292 out of 364 answered

Riverside Park needs to be drained. It would be helpful to remove dead trees, overgrowth, and the old shed behind Mickey Mart. Geese defecation is also a huge problem.

much better but needs improvement

It's ok

Needs water retention. Too wet

Wonderful green space

Nice

Beautiful, under-utilized, huge potential

Need benches more things to play on for kids but I like it

Love it

Drainage issues need fixed. New improvements are nice.

None

need to figure out a way to make it so it doesn't flood so much

Under utilized and neglected.

It's ok. Need to work on drainage issues and geese

Nice play area for children. Shelter for family gatherings. Nice ball fields.

Could be updated

Nice

Riverside has potential, but requires updates.

There needs to be a lot of improvements. Better equipment nicer restrooms

Meets the needs of community

Wonderful park

The ball fields need desperate improvement. Both on Riverside Parkside and Wally roadside

Nice

Perfectly fine

Needs more access

Needs a public tube launch/ pickup area

It's improving, but needs more attractions.

It's a nice park but needs improvements. More options for kids to play on. The bigger toy that shrock built is intimidating to smaller children. The steps are huge. Its even big for an adult to climb up the steps. And maybe a splash pad again.

It's great, nice kids area. Nice ball fields

Good

It is a nice park

Ok

Don't really go there very often. Fields could use some upgrading though.

I don't visit

It's improving

Good

It's very nice, plenty of activities for children. And the ball fields are used by our youth. If there is anything that could be done to remove the geese that would be good. They make a mess everywhere.

Nice playgrounds and bridge but feels disconnected from downtown. Opposite side of river underutilized and unattractive.

Nice and useable when not flooded

It needs a lot of work

Ok

Needs improvement. Lots of potential!

Nice

Nice but unknown to many

Before any money is invested, the juvenile problem needs fix. They destroy thing in the park!!

They need to keep the maintenance up on the play equipment

Like the new playgrounds. Pavilion needs cleaning/ updating so it can be used more

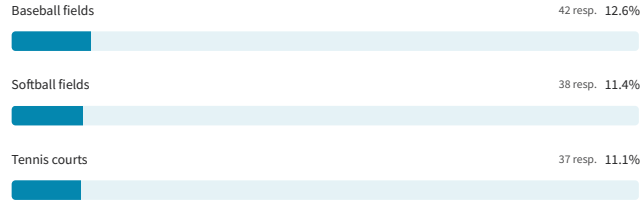
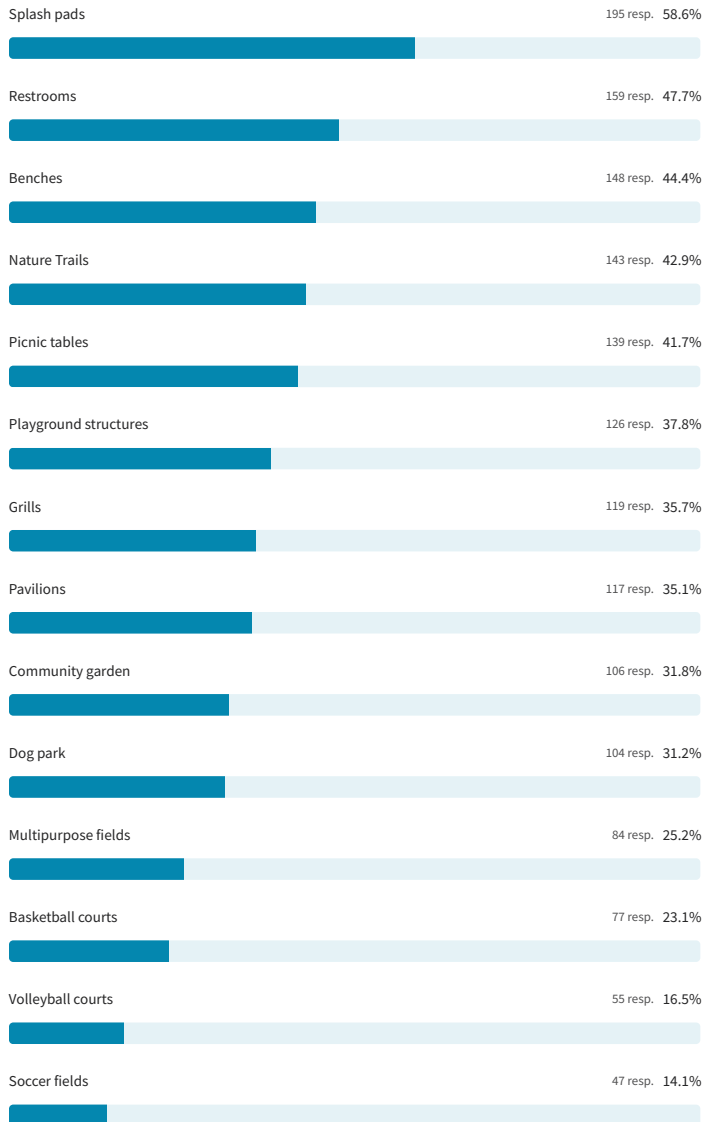
Not even sure which park this is

Ok

It's ok. I only go there if I have something scheduled.

What type of amenities would you like to see included or more of in Riverside Park? (select all that apply)

333 out of 364 answered



Please share any other comments or thoughts you have for the project team

130 out of 364 answered

Community Restrooms (Brentwood and Park) are not well maintained, and potholes are an increasing problem. Larger trash receptacles would benefit Central Park. Also, closing Brentwood behind the American Legion would be a mistake as this street is heavily traveled, especially during the Loudonville Fair.

The community needs to embrace its visitors as well as its residents.

Find a way to stop flooding in riverside park

Closing alleys not necessary and

I really dont think a parklet would be a good idea. If you are saying that parking space is limited now, it will be worse if these are added. I dont think having someone setting that close to traffic would be a very good idea. In my opinion closing the alleys for pedestrian traffic could or would cause more problems.

Thank you!

Improve on things we already have. Leave alleys etc alone

Nothing comes to mind

More community engagement sessions needed and more transparency.

Would prefer better quality water than community organizing

Would be nice if the store that says mugs could either open, be cleaned up or done away with so something could be in that place instead of nothing. It's an eye sore.

More parking

This survey took care of everything I could think of.

Thank you for the progress that has been done in our community.

Very excited about this project!

Thanks for all your hard work! Would love to see Lville as walkable/bike friendly as possible.

I would like to see angled parking again on Main Street

Do not take away any parking

Business owners need to be involved on the project team

Appreciate the opportunity to respond. Unfortunate that this survey is difficult to locate so you may not get enough feedback

Business owner who fuels tourism in the area. Would like to see more of what attracts tourists to the area. Food and shopping and possibly the festivals. Those are the main reasons tourists leave their vacation place to explore downtown

None

good luck and thank you for your efforts

There needs to be easy access parking for the downtown area. Even a parking garage.

Certainly appreciate your efforts!

I know the project team probably has nothing to do with the farmers market, but please get this to the people that do. Why on earth would Loudonville have a farmers market on Friday when people work? It's a great idea with poor planning. Farmers markets should be on Saturday's, when working people can attend. I am assuming it was not very successful!

Central Park should be the focus point of downtown.

none

Thrilled that you're looking at any improvements to our community

A new village building would be a huge improvement

None

It would be nice to have more parking but nit sure how that happens.

Need dogpark

None

I think there should be a push to get more businesses downtown that will appeal to a younger crowd and tourists.

More easily accessible parking

We have a great town. Don't mess with it!!

Less ticket writing by law enforcement to attract visitors not drive them away

Thank you for enhancing our community!

Thanks for the survey.

Whose idea was it to close vehicle access to the downtown anywhere??? We have a great downtown access but if you close any streets or ally's to the downtown area , I feel it would be a HUGE mistake!!

I think Loudonville should consider becoming a certified local government and making the historic portion of downtown at minimum, a historic district. Regulations for historic buildings are decided at a local level, so you would retain that control (or lack thereof, if preferred), but buildings would be eligible for state tax credits. (I would recommend a National Register district as well, which has no restrictions and opens up federal tax credits.) I would recommend some exterior restrictions as part of the local district and probably some kind of review board. I work with historic projects and design reviews frequently throughout Ohio, and Loudonville has had enough recent investment in the downtown that I would recommend enacting at least basic protections moving forward, especially with the increase in tax credit offerings for rural areas of the state starting this year.

I think that if the retail stores could put together a card for local residents for percentage off y we would get more people shopping and buying local and staying local

I think it would be a huge mistake to eliminate any alleys leading to or from our Main Street.

Need to use all the buildings downtown, some have been in the " coming soon " for to long.

The right signage is very important and must be used correctly.

Loudonville has a lot of good things going for it. Consider having a welcome area/wall in the park to encourage visitors to explore downtown more. There are a lot of people that come through Loudonville but they don't stop to check it out.

The idea of parklets/outdoor sidewalk dining would be amazing! Adding the plants, trees, and beauty would add to our downtown life, giving it a very nice "facelift" with more opportunities for the businesses to attract people downtown.

All good ideas for riverside park but would come at a high cost to maintain some of those

I hate all these outsiders coming into our town and trying to charge it into something it won't ever be.

Survey Data

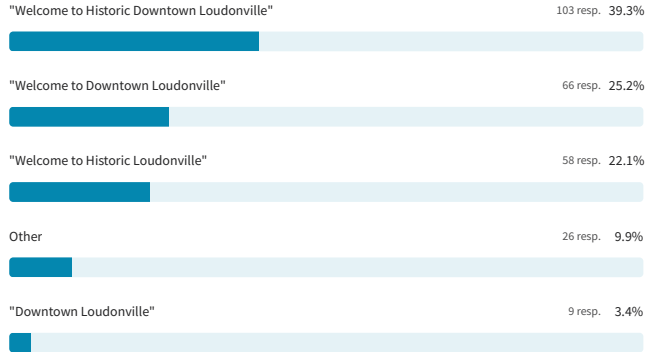
POP-UP SURVEY (943 RESPONSES)

Loudonville Pop-Up Survey: Signage

262 responses

How should the signage in downtown read?

262 out of 262 answered



If you selected other, how should the signage read?

24 out of 262 answered

Welcome to Loudonville

A sign there is not necessary

Loudonville Est. ????

Welcome To Loudonville

The gateway signs seem way too tall

I don't like the signage - it's cutting into the street width

No signage

Nothing we don't need it

LOUDONVILLE

We do not need a sign

Don't think a sign is necessary.

Nay

Ridiculous! Regretting who I voted for on council. I will remember this the next time I have to vote. The council will do anything to spend money so they don't have to fix the streets and sewer lines. They will do anything to try to shut down alleys near downtown. Are they waiting for all of those tour busses to come to town? Still waiting, Nothing in open on Saturday afternoons or Sundays, and the restrooms STINKS. Never clean. Planting trees on Main and Water! You are out of your mind! The roots will cause building foundation and sewer/drain lines. WE ARE NOT ASHLAND! We can do without all the signage!

What happens when a semi smacks this? Or an oversized load??

Downtown Loudonville welcomes YOU!

Welcome to Loudonville

Welcome to Loudonville

Welcome to Loudonville

None

No sign. This entire proposal is ridiculous and is only for aesthetics, not to actually fix or improve anything.

No overhead sign.

Historic Loudonville

Welcome to Loudonville

Welcome to Loudonville

What comments or feedback do you have about the signage and wayfinding priority project?

17 out of 262 answered

Since downtown is such a short span, I agree that one sign would be enough.

Sign would have to be tall enough for trucks & farm equipment to go through. To be that tall it might just look out of place.

I would like the arch by the library before central park

A sign entering is fine but please don't block off, make one way streets or close streets.

I like the signage concepts. I think it will draw the eye and make downtown more interesting and inviting.

Pretty lighting (including the signs), increased parking and ease of traffic flow must be priorities no matter what beautifications are done.

Out of everything presented this is the only thing that makes sense

No canoe paddle on the signage.

I like this one the best

I think it's a good idea

I like the signage that goes over the roadway

I honestly feel all this is a terrible idea for our locals and this money could be greatly used elsewhere

Nothing should be changed that could cause businesses or tourists to avoid downtown by moving south of town

I think the signage will be a great addition to the downtown district

Sounds great!

I don't think it should mirror Downtown Ashland OH signage, as we are our own entity

Make sure that Large Farm Machinery and Semis can enter and exit town

I believe an arch would be a little too much. I would like overhead light strings.

Backlighting, metal lettering

Simplicity is good. Black is classy

The gateway signs seem to dwarf the buildings

Don't like to the canoe paddle sign. Loudonville is about more than just camping.

It's insane. How are farm equipment and trucks supposed to navigate? And what happens to the fair?

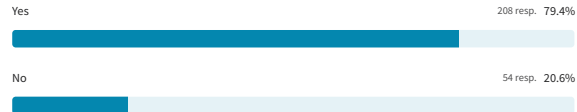
I'd like to see some sort of sign that is unique to our town. I like the sign with the canoe paddle on it but don't like people have to turn their head sideways to read what on it. Maybe come up with something else. I'd think the sign should be at the market street entrance to downtown.

I think the arch signs that go across the street with the lights would look really good and be very inviting.



Are you a Loudonville resident?

262 out of 262 answered



Loudonville Pop-Up Survey: Alleyways

148 responses

What comments or feedback do you have about the South Water concept?

85 out of 148 answered

If you dress up South Water, you need to do similar to North Water.

Not sure about the Alleyways concepts. Concerned about the long term maintenance of these areas.

Fix the roads the need repaired & spruce up the 4 quads.

It will stop the flow of post office traffic

I do not endorse closing South water Street or either of the two alleys. If the alley gets closed by the legion it's going to appear that that was done to reward the club for donating so much money to the village. I'm off for increasing landscaping and adding seating to our current center Park area. I do not endorse making our streets narrower.

I feel this is much needed and would make downtown more inviting

I like the idea of having things more towards the center of downtown. I don't think it's a great idea to close off access to the post office permanently. If this could be done for events and open the rest of the time.

No no, no!!!

I like the idea of more pedestrian areas in downtown. I would like more information about the funding proposals.

Keep it open.

Already answered on S. Water Street proposal

It's not great. We can make the town look beautiful and entice tourists to visit without compromising on accessibility for current residents.

Love the alleyway ideas for Birch and Brentwood. As for South Water, I maintain that I prefer this being a one-way traffic pattern.

This is a great way to encourage people to linger in town and enjoy events, restaurants, etc in an outdoor setting. Maintaining one way traffic seems prudent, to allow easy access to the post office.

This is pretty, but it doesn't make sense. If there were restaurants in the buildings beside Birch, (like Broken Rocks in Wooster or Union Town in Ashland), I could see this being a good idea, but they're not. Closing Birch would certainly have an effect on the few businesses on that alley. Brentwood seems like it would only affect the Legion, but it looks like it would be in their favor. It would be nice outdoor seating for Legion. Closing South Water St. is absolutely ridiculous.

The other 2 alleys that you want to close do not make sense. Once again are you going to cancel the car show and the street fair, these are 2 of the main attractions for our village and bring in needed revenue for our merchants. Our village is not a Medina or Ashland with many side streets that to reroute trucks, tractors, etc.

Why would you close this portion of Water Street? Do you realize how much traffic this area gets on a daily basis? Are you going to cancel the car show and the street fair? It's difficult enough to traverse this area and to get parking for the post office. You would be taking away much needed parking, something our village needs.

Please do not close ANY alleys in downtown Loudonville! They are needed for delivery services , especially during the fair. Not sure this is the correct survey for the alleys as it says Water st.

I don't think we should close south water.

Don't close the alley ways. Put the benches on Main street where they belong.

You're kidding right? What kind of a moron thinks this would be beneficial to the village?

There is no reason to eliminate the off main street parking beside the park just to plant more trees plant them in the park and be done with it.

I like your trying to appeal to tourism, but I think you are off on these ideas. traffic needs to be maintained and consider emergent situations

Alleys look good

Lights, seating & music to make a fun night time atmosphere

It is a transformative concept in the heart of downtown. Truly wonderful and could be closed fully during events and kept one way the rest of the time.

I would fully support this concept

This is for the alleyways. I'm 100% for Birch alley project. Both alleys are narrow and have views restricted by the buildings which makes them dangerous to cross by pedestrians. I think the seating in birch alley would nice places to eat and drink food bought downtown. I think the brentwood alley project could be nice as well, but there would definitely need something done to block off views of the legion and parking lots.

Having more places for people to come and spend time downtown is a great idea.

This is supposed to be the Alley concept. Link issue. This is probably a waste of someone's money. This would only get used during the fair at best. NO.....JUST..... NO.....

Don't. Don't fix what isn't broken. This community is perfect and I feel like this entire project is some fake facade to bring in tourist. How about we focus on bringing in shops and food that bring people downtown. Otherwise you will bring all these people down town with this new revitalization for what? To see MUGS shop that has been empty and depilated for years? The pharmacy? The gallery that is never open? The hardware shop? Doesn't make sense, putting the cart before the pony

I feel that it is ridiculous. Don't mess with what has been working for many many years. The loudonville community knows exactly how things are. You are disrespecting your own village by going these new change of direction

Maintain two way street

Duplicate question

DO NOT CLOSE ANY ALLEYS OR STREETS!!!

This is dumb

I think south water should remain as is

I believe it needs to be kept very simple. The only business to warrant gathering space is the bistro. Otherwise, it's too off-the-beaten -path for people to make their way to...and to do what? Create some

space for the bistro to use and otherwise keep the two way flow of traffic and street parking available for daily use.

Leave things the way they are

Keep it a 2 way street

I find it is unwise to get rid of South Water Street thoroughfare to vehicle traffic. It is a useful street as it pertains to easy access to the post office for villagers. I also don't find it convenient to get rid of those parking spaces as Loudonville is already lacking relevant parking. If we want to bring people to the downtown, easy access to parking is important along with relevant businesses. This idea would be better executed on a less used road.

I love the idea so much

Too much

Love Brentwood Alley Option

Ridiculous! Regretting who I voted for on council. I will remember this the next time I have to vote. The council will do anything to spend money so they don't have to fix the streets and sewer lines. They will do anything to try to shut down alleys near downtown. Are they waiting for all of those tour busses to come to town? Still waiting. Nothing in open on Saturday afternoons or Sundays, and the restrooms STINKS. Never clean. Planting trees on Main and Water! You are out of your mind! The roots will cause building foundation and sewer/drain lines. WE ARE NOT ASHLAND! We can do without all the signage! The ONLY change that needs to be made is the alley by the post office. Water St. to alley needs to be one way for the mail drop off.

It's to busy of a street to make it one way. Post Office, Ball Fields.

Absolutely awful

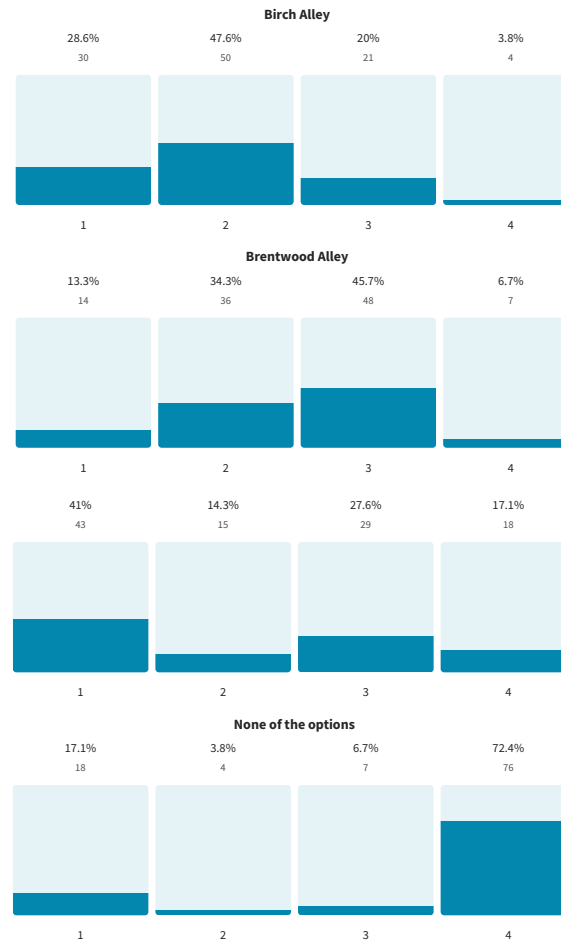
leave the streets and alley open as is this is not a big city, people enjoy the access as is, why change something just for the sake of change

Don't see any advantage to this and only harm to business owners and inconvenience for residents. How would this generate any revenue?

Do you mean alleyways? This question asks south water street but it's supposed to be about alleyways.

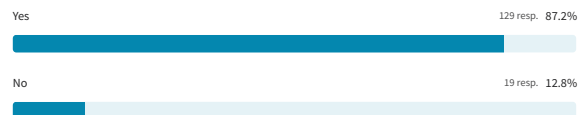
How would you prioritize improvements to the proposed alleyway concepts? (1 being the highest and 3 the lowest)

105 out of 148 answered



Are you a Loudonville resident?

148 out of 148 answered

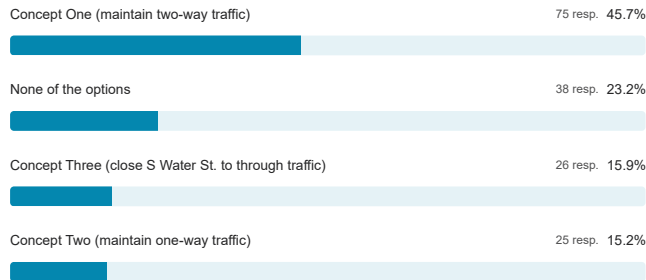


Loudonville Pop-Up Survey: South Water

165 responses

Which South Water concept do you prefer?

164 out of 165 answered



What comments or feedback do you have about the South Water concept?

85 out of 165 answered

If you dress up South Water, you need to do similar to North Water

During tourist season and downtown events (Winterfest, Parades, Craft Shows, Ohio Theater Productions, Etc.) we need as many parking spaces as possible. Outside dining available at Riverside Park or Central Park.

I live at the corner of South Water and Phillips CT. Please leave it two way.

Fix the roads that need repaired & spruce up the 4 quads.

I do not endorse closing water Street or any of the alleys. I believe we can add seating to our current Central Park area. I also believe these surveys do not give you much room for input. There needs to be additional meetings other than in one noon meeting. If it gets past that they close the alley by the legion which I know that they want many people are going to feel that that was done to reward the legion for all their donations to the village. I don't believe in closing either Alley

I like that an established restaurant is on the corner.

Make it a DORA area--Downtown outdoor refreshment area

Would be very attractive to town and visible so most likely to be utilized by passerby's and coffee shop/restaurant on nice days...

There are so many other ways to get thru town by car...I would love to see this pedestrian friendly street!

Narrowing the street and losing parking is abad idea

Leave it!

I like the idea of outdoor dining being an option for the Bistro and a small lawn area that could maybe have a small band for weekend entertainment for outdoor dining guests in the summertime (make private). I chose a one-way traffic pattern to allow for curbside pickups from the eatery and to also continue traffic to post office and maintain some street parking. I don't think completely closing the street gains any additional benefits. I also don't think a LARGE stage and/or farmers market area is necessary here since this is a likely option that will happen in Central Park (no need for 2 areas like this that are so close to each other).

Great idea! This would provide a wonderful atmosphere and seating for people to enjoy downtown in an outdoor space. Maintaining one way traffic will allow access to the post-office.

This road needs to stay as two way traffic. Dressing this area up would be nice.

While I think we need a nice outdoor dining area in downtown the folks who hangout at the legion will hate all of these ideas.

I travel this street every day. It's a vital path for the post office, Legion and park access (lots of ball game traffic thru summer). There are less used areas that could be closed for street scape.

I don't think this is the best option at this time

Come up with something that doesn't cut off the post office and eliminate parking.

Why on earth would you make it more difficult to get to the post office? Leave South Water St alone

Why would you limit access to the post office and close one of the busiest streets in town

parking is essential. also consider our STREET fair also, I don't live in Loudonville, but just out of town so I consider myself a resident

This is the heart of loudonville. A true public space near a vibrant business in a beautiful location. Could close fully during events and keep one way the rest of the year for post office and legion access.

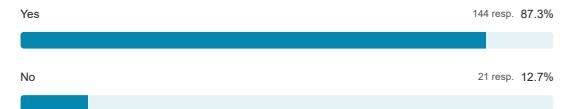
None

I think this will be the most talked about plan but i think shutting off water and making a great central gathering spot would be wonderful for our downtown. Similar to foundation park in ashland. I dont think losing a few parking spaces or that access road are a big deal over-all. It would really liven up downtown for everyone and be a focal point.

I really like the seatwall/lawn/accent paver section and the outdoor dining with stringlights. I dont like concept 3 with a stage

Are you a Loudonville resident?

165 out of 165 answered

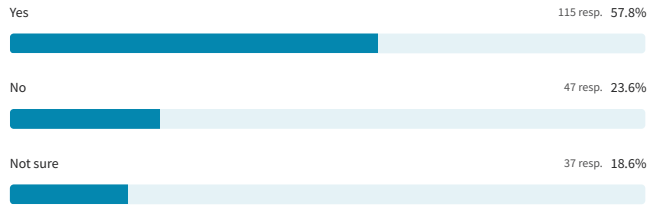


Loudonville Pop-Up Survey: Streetscape

199 responses

Would you be supportive of the Village implementing improvements to West Main as shown on the project board?

199 out of 199 answered



What comments or feedback do you have about the West Main Streetscape concept?

111 out of 199 answered

Just make sure campers and semis have enough room to get through.

Curb extensions at intersections would make it difficult to plow the streets; And also for large vehicles (Farm equipment, Semi, RV, Bus, Trailer, Etc) to pass each other. Actually 12 ft travel lanes is not wide enough for the larger vehicles, especially farm equipment. I prefer the current flower hanging baskets to trees and grass. Maintaining baskets is less labor than trees and grass.

Not sure

Fix the roads that need repaired & spruce up the 4 quads

The sidewalks need to be replaced. New signs and light poles would be nice. I am not excited about trees and grass/plants. I think large planters would be better. I am not sure how I feel about narrowing the streets. Please don't take away parking.

I do not endorse making the streets of downtown Loudonville more narrow. I'm all for adding landscaping.

Decorative lighting is great. Lighting for security and safety is also necessary. Are the streets really going to be wide enough for the large tractors wagons and trucks? Will it still allow for parking? Making downtown Loudonville more attractive, is a good idea. I do not understand the need to block the Alley ways especially if it limits access to any business or apartment.

Incorporate DORA into the downtown area--Downtown Outdoor Refreshment Area. Will encourage more outdoor gatherings and entertainment.

Sparse trees that do not make a mess. Maintenance is important.

not enough parking in downtown Loudonville making street narrow to add trees just wouldn't work I don't think?

Who will maintain all of the proposed green space and plantings?

Large trucks, tractor, farm equipment that needs to get from one side of town to the other.

If you're rerouting the truck routes, make sure the new route gets widened

I think it is still important that tractors/farm machinery are able to travel Main Street so as long there is space for that I LOVE the streetscape concept.

Narrowing the street is a really bad idea and who is going to take care of all the trees and plantings? Of we have this kind of money it should go to the schools

I love the wider sidewalk and the extended curbs at pedestrian crossings! The trees are a bad idea, detracts visually.

It would really enhance and highlight the downtown.

Loudonville has been a destination town for many years because of its beautiful local surroundings. Transforming the downtown area into an inviting and pedestrian green space will center the village as the heart and showcase the beauty of our Victorian era mainstreet.

Don't love the idea of narrowing the traffic lanes. It seems that narrowing the lanes would make street parked cars much more liable to be hit by the heavy truck/farming equipment that heavily travels through Main Street. Also, I really dislike how narrow the street is in Belleville during their fair and I think that same thing would happen if we were to narrow traffic lanes here. Love the idea of incorporating more greenery and updated lampposts and traffic signals. As well as designated crosswalk areas (different pavings), and improving the curbs/crosswalk areas.

Restricts traffic and less business exposure. No truck route for 39

I love the addition of trees and plantings while maintaining parking and sidewalk access to businesses. Great idea!

It doesn't look like any portion of this concept has considered the size of the farm equipment that use Main St. Our sidewalks are already quite wide. I don't see the point in taking space away from the street to essentially add a tree lawn. The idea of sprucing up Main St. is great, but not if it's going to narrow Main St. Traffic in this town is horrible in the summer as it is. This certainly wouldn't help.

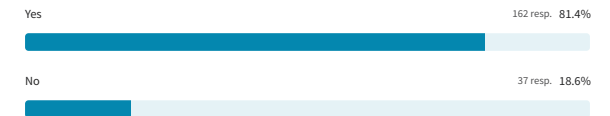
I think planter boxes would make more sense than planting trees. While the angled parking would create more parking spaces I'm concerned this would not be feasible until we have a new school building and could change the route for large vehicles thru town.

I've already stated several items in the other feedback areas. There are different ways to make our village more beautiful without making closing main alleys, part of a street and rerouting traffic and taking away a good portion of Market Street. I know we need to think big, but this is just too many huge changes that would disrupt our village.

The plan shows a lack of research and total disregard for how this community operates.

Are you a Loudonville resident?

199 out of 199 answered

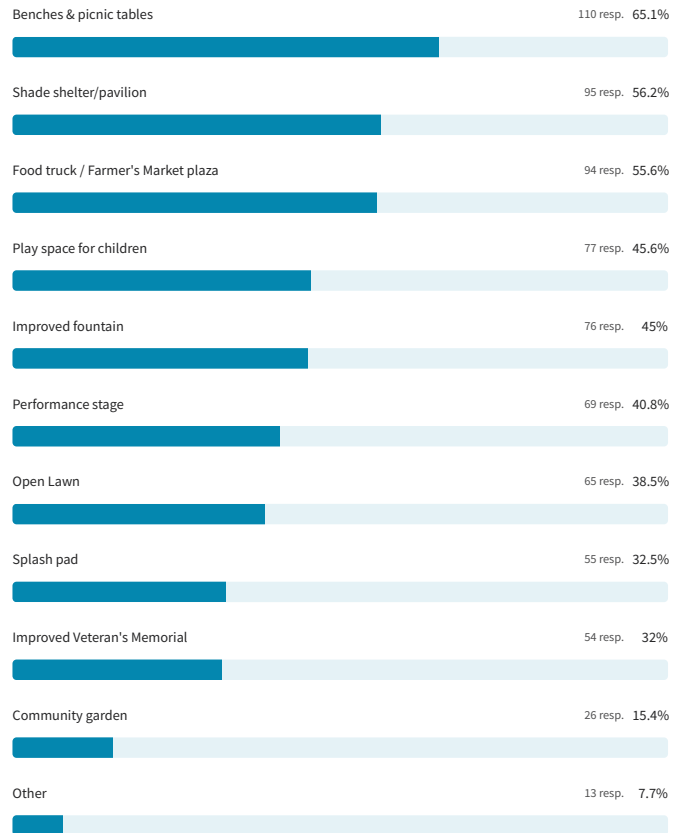


Loudonville Pop-Up Survey: Central Park Concept Boards

169 responses

In viewing concept one, what types of features would you like to see included?

169 out of 169 answered



It works great just the way it is now

Closing N Market is a bad idea

Improve traffic flow

Nothing different than what is there now

Nature garden/walk

More foliage/design/pizazz

Leave it alone!

Leaving the existing roads as they are. Market street is heavily traveled and is hard enough for semis and campers to turn and access the area as it is.

Improving current condition of roads and sidewalks

Fix the roads

More shade trees in ne quadrant

Closing roads is NOT the answer. Terrible idea

Pumptrack

If you selected "other" in the previous question, what other features would you like to see included?

1 out of 169 answered

Keep the 4 quads separate. Do not close any roads or alleys.

Increase picnic tables and seating on the current Central Park area, do not close alleys to do this.

DORA--Downtown Outdoor Refreshment Area

Are you trying to get rid of traffic?

39 and 3 both intersect there and do not need impeded. Traffic needs to flow through town better and safer, not worse

N/A

Any portion that requires closing part of Market St. is ridiculous. The fire station would be completely cut off from the quickest and easiest access to Rt. 60, 39, and 3 south.

I didn't mark other, but combining the north area would be fine, once again putting too much in this area would be a concern during the street fair. There is a park already for children down by the ball fields, I don't see a need for another especially NOT a splash park. Who would do the maintenance? There are many costs that have to be accounted for after the cost of doing some of these items.

I like the trees and seating options, but would like to keep as much open grass area as possible. Our arts festivals need the space.

Raised seating along main street between market and brentwood.

Nothing different than what is there now

A nature garden pathway would be neat!

Designated outdoor Refreshment Area (DORA) — like downtown Wooster has adopted

Widening the corners on State Route 3 for semi and camper traffic to make turns without impeding traffic.

More foliage/flowers

Ridiculous! Regretting who I voted for on council. I will remember this the next time I have to vote. The council will do anything to spend money so they don't have to fix the streets and sewer lines. They will do anything to try to shut down alleys near downtown. Are they waiting for all of those tour busses to come to town? Still waiting. Nothing in open on Saturday afternoons or Sundays, and the restrooms STINKS. Never clean. Planting trees on Main and Water! You are out of your mind! The roots will cause building foundation and sewer/drain lines. WE ARE NOT ASHLAND! We can do without all the signage!

again don't clutter central park with a bunch of things that belong elsewhere and then complain there is not enough green space.

N/A

Improved fountain to me means renovation of the current one. It is of historical value.

Leave it alone. This will be a disaster in the summer time with the tourist

Do not close streets this will be a disaster in the summer

Leave it alone

The side roads aren't meant to have high volume traffic. There would be a lot of safety concerns with a playground and the amount of traffic. How would semis, farm equipment, and other large vehicles get through town. They can't use the side streets.

Leaving the roads as they are. Market St. is heavily traveled, especially for our tourists and not to mention where our only fire and ems vehicles leave from! Also, taking away access to alleys that businesses' employees use to get into their allotted parking areas is ridiculous.

Do not close roads and alleyways, improve what we have for our town's residents

Native plants

Fix y'all's roads .

Shade trees in open areas

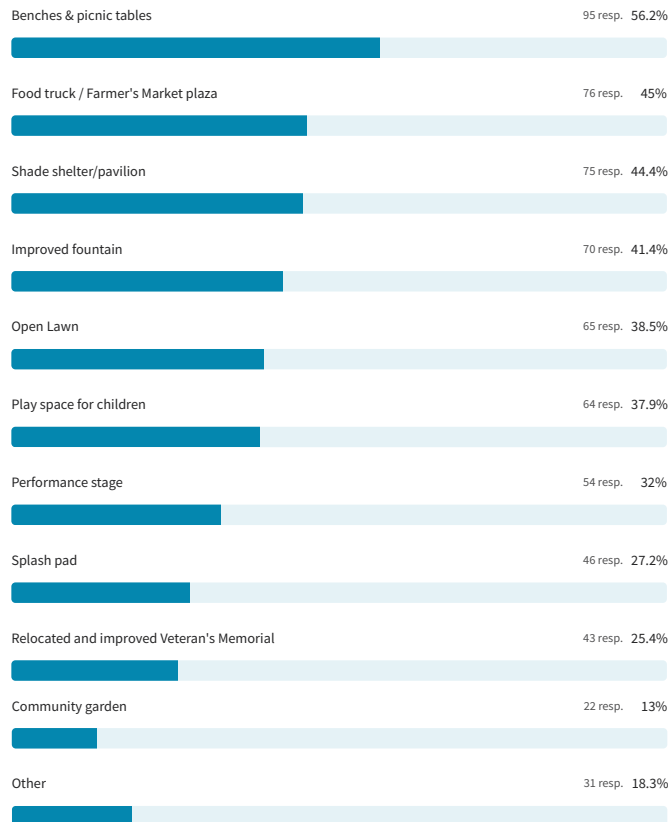
Closing a busy road seems like a terrible idea

Not in favor of closing roads. Especially main heavily traveled roads that is a gateway to McDonalds, Wally Rd, Ect for tourists.

Pump track for people of all ages and skills to ride, skate, longboard, etc. great for generating casual community hangouts.

In viewing concept two, what types of features would you like to see included?

169 out of 169 answered



Not fond of 2

DORA--Downtown Outdoor Refreshment Area

Dog Park

Are you trying to discontinue the fair

Do not consider a roundabout!

Traffic

Better traffic flow

None of them. Do NOT shut down Market St.

NONE

I don't think option 2 is a good choice

Dont like one way around central park.

This is unacceptable concept

Concept 2 is a nightmare from start to finish

I don't like concept 2

The routing of the traffic in between both elementary buildings is a huge safety issue!

None. Don't like this concept.

I do not like option 2

None- not a fan of concept 2

Roadways aren't sufficient for this unless updated

Leave it alone

Swe previous answer

This option is having all trucks route in between the two elementary schools. This is a huge safety and disturbance!

Roads!!

Native plants

Don't like option 2 at all

you selected "other" in the previous question, what other features would you like to see included?

1 out of 169 answered

Keep all 4 quads. Do not close any roads or alleys.

Do not close off market Street or main Street as that is insane. We do not need huge trucks and traffic going by our elementary school.

A Dog Park

More efficient and safer Traffic flow

N/A

I honestly can't believe that closing the Market St / Main St. intersection has even been considered. Have any of you actually tried to get through town on a Friday evening or late Sunday morning during the summer?! Have you seen the incoming camper traffic backed up around the corner of Union /Main because they can't turn right? Have you seen the outgoing camper traffic backed up to McDonalds? Have you considered the amount of semi trucks and farm equipment that travel through downtown? Where would all of this traffic be rerouted?! I'm assuming Bustle St. I'm sure the residents in that area would be very pleased with all the new noise and traffic. How about the fact that there are 2 elementary schools right there. This route is a cluster as it is during the fair. I can't imagine what kind of mess this would be on a daily basis. Beautify Central Park? Absolutely do it! Great idea! Close any portion of our towns largest intersection? Absolutely not!

None, Do NOT shut down Market St. There is NO good way to reroute traffic. There is already issues for big trucks & farm machinery turning on and off of Market St. now. With this being a state route, there are funds that pay or help pay for resurfacing, etc. If you reroute traffic on side streets, the village would be entirely responsible for the repaving, etc., which we know is already a problem with our existing streets for upkeep.

Do not like this concept at all

None of these are desirable. No one way around park. No trees in street. Dont close market street.

This option thrown off the table

I didn't

Designated outdoor Refreshment Area (DORA) — like downtown Wooster has adopted

None. Keep it simple. We tried a farmers market, it failed. We do music 1 night a week in the summer, that's it. We have a brand new beautiful Riverside playground-we don't need another. The splash pad is a good idea but would make more sense by the pool area and park. For a small town our Veterans memorial and fountain are quaint and quite nice.

Delete the concept of one way traffic around the park and keep the current streets open.

Ridiculous! Regretting who I voted for on council. I will remember this the next time I have to vote. The council will do anything to spend money so they don't have to fix the streets and sewer lines. They will do anything to try to shut down alleys near downtown. Are they waiting for all of those tour busses to come to town? Still waiting. Nothing in open on Saturday afternoons or Sundays, and the restrooms STINKS. Never clean. Planting trees on Main and Water! You are out of your mind! The roots will cause building foundation and sewer/drain lines. WE ARE NOT ASHLAND! We can do without all the signage!

as with one the same

None. Don't like this concept.

Other than park improvements WITHIN the current park space, I disagree with concept 1 and 2 as it affects traffic and parking. Those should be left as they are

Leave it the way it is. We have too many activities in the summer that go on these ideas will take away all of that

Leave it alone

See previous answer

Roads!

Native plants

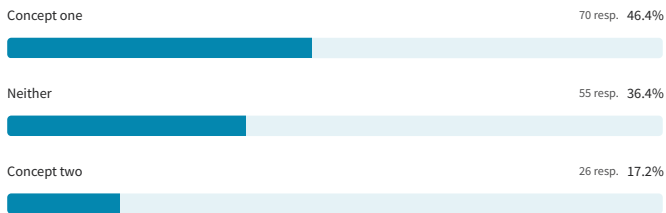
Don't like option 2 at all

Do NOT close any roads around the park. And definitely do NOT route trucks by the elementary schools.

Fix the roads
Don't like this option
Don't like it
Pumptrack

After viewing both concept one and two, which concept do you prefer?

151 out of 169 answered



What comments or feedback do you have about the Central Park concept one or two?

80 out of 169 answered

- Please just make the turn from S. Market to Main easier for campers and semis. Leave the rest as is.
- Don't prefer either option. Need to keep Central Park as is with current four quadrants.
- Closing the roads would be a horrible idea due to the heavy traffic already in the area. Before either of these are implemented I would hope someone would be looking at the alternative logistics for your life blood (tourists) getting through the area in a easy manner

Central Park one I do not endorse closing market Street for paved food truck and Farmers market. Concept number two I do not endorse closing market Street or main Street and redirecting traffic past our elementary school. This is a nightmare when campers are in town. I do not endorse closing any alleys in loudonville and I do not endorse having our streets not as wide as they currently are. I'm off for progress but the last time they did a streetscape that I remember when I was a kid the beautiful Bank was torn down. Very sad day for our community. There needs to be more than one noon time meeting to talk about this and educate people in loudonville about what the proposed changes are all about. We have plenty of green space with our four quadrants of Central Park so utilize those with picnic tables and seating.

Encourage food trucks and entertainment. Make it a DORA--downtown outdoor refreshment area.

I think if you close the road to downtown, you will hinder tourist traffic for the downtown stores. however, I do think we need a better way route for large trucks, camping trailers, and farm equipment to not go through downtown.

Concept 2 is appealing except for the truck route going past the schools. I feel it would cause more traffic headache.

When you consider our traffic, volume and percent truck, a traffic circle would be messy!

I really like improving Central Park, but I don't like joining them together and losing the road or the parking.

Leave it!

I think option 2 would be too difficult to re-route truck traffic. Option 1 is nice with an improved fountain/performance area/memorial. I like the food truck/paved area and the idea of a kids play structure-- so long as it is not too close to Main Street traffic (maybe put more towards fire station side of this square?). Picnic and increased seating/lighting would be very nice. An update to the existing fountain is NEEDED. Just an overall safer and larger area to hold community events (outdoor movie nights/live music/food trucks/library events/Christmas tree lighting/etc) would be so great for the community.

The truck routes are more restrictive and do not allow for state route 39 traffic

Joining the northern blocks of Central Park would improve the space. However, careful study of the impact on traffic patterns would be critical to ensure that changes don't have unintended negative consequences, especially related to Fire and EMS services. Both. Closing any portion of our towns largest intersection is insanity.

We need to get the new school approved first so we can redirect the traffic.

We cannot have the truck route going between the schools, if anything the road between the two elementary schools should be one way. Very concerned for the children crossing here!

Nothing more than I already said.

Maintaining safe traffic routes for RV's (very essential visitors) trucks and farm vehicles is a must. I feel we can compromise and make the parks more inviting without creating difficulties getting through town.

You didn't take into consideration the Street Fair. With either of these, there can be no Street Fair. Camper traffic would be insane backed up to union street. No ease of access to downtown.

This concept is totally unworkable. It's a stretch to use bustle street during the week of the fair. You will do more damage to the tourism using this idea. You want to make it easy for people to come to Loudonville not more difficult

This has got to be the dumbest idea I have ever seen WHY ON EARTH would you eliminate the turn down market street off of main all you are doing is moving the traffic problem to the intersection of bustle street and how about the farmers and semis who go along main street from one end to the other its pretty selfish to close off that accessibility permanently to impress tourist three months out of the year not to mention what about the fair a significant portion of it takes place on the streets your planning to do away with I don't know who came up with ALL these stupid ideas but they do not have the town best interests in mind!!!!

Maintain traffic as is- improve each quadrant

Concept 1 allows a beautiful and safe space for families to gather and enjoy and take a break from traffic while also maintaining current traffic flow

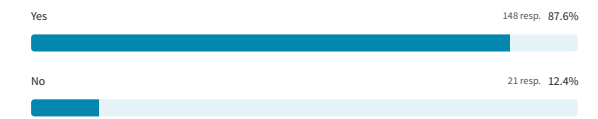
I love having a circle like Mount Vernon and a central place for the community to gather.

I would like to think you wouldn't attempt to close/redirect a state route but lets say you maybe get that ok... It's still a terrible idea. The traffic is a mess at Main and Market as it is....Hey, lets put that mess

at the corner of Bustle and Union at a 3 way stop sign.. Brilliant. That's the government we know and love. School/Camper traffic..Ag traffic..

Are you a Loudonville resident?

169 out of 169 answered



Detailed Cost Estimates

Village of Loudonville
 Project: Streetscape - Preliminary Cost Estimate

OHM Advisors
 6001 Euclid Avenue, Suite 130
 Cleveland, OH 44103



Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Asphalt Roadway Removal	1,200	SY	\$ 20	\$ 24,000	Full depth pavement removal
2	Asphalt Roadway Milling	3,500	SY	\$ 12	\$ 42,000	2" Milling / planing
3	Concrete Curb Removal	1,500	LF	\$ 10	\$ 15,000	
4	Concrete Sidewalk Removal	14,000	SF	\$ 4	\$ 56,000	
5	Earthwork	725	LF	\$ 25	\$ 18,125	
6	Storm Sewer Drainage	725	LF	\$ 150	\$ 108,750	Includes storm sewer, manholes, and curb inlets.

Site Preparation, Earthwork & Utilities Subtotal: **\$ 263,900**

ROADWAY IMPROVEMENTS						
1	Asphalt Roadway Overlay	3,500	SY	\$ 100	\$ 350,000	2" Asphalt overlay
2	Concrete Curb	1,600	LF	\$ 32	\$ 51,200	Located along roadway and includes underdrain.
3	Roadway Pavement Markings	725	LF	\$ 20	\$ 14,500	Assumes 2 coats of standard pavement striping.
4	Parking Space Pavement Striping	42	EACH	\$ 40	\$ 1,680	Assumes 2 coats of standard pavement striping.
5	Pedestrian Crosswalk	13	LUMP	\$ 1,500	\$ 19,500	Includes pavement markings, accessible ramps, and signage.
6	Water and Main Street Intersection Traffic Signal	1	LUMP	\$ 250,000	\$ 250,000	New signalization with decorative poles and mast arms.
7	Specialty Paving - Roadway	1,100	SY	\$ 250	\$ 275,000	Assumes vehicular rated concrete pavers or colored concrete pavement at intersections

Roadway Improvements Subtotal: **\$ 961,900**

STREETSCAPE ENHANCEMENTS						
1	10' Wide Concrete Sidewalk	1,200	LF	\$ 90	\$ 108,000	
2	6' Wide Concrete Sidewalk	270	LF	\$ 54	\$ 14,580	Connections from main sidewalk to new crosswalks
3	Concrete Curb	1,100	LF	\$ 32	\$ 35,200	6" ht. reveal, located along edge of planting beds
4	Specialty Paving - Amenity Strip	700	SY	\$ 200	\$ 140,000	Assumes pedestrian rated concrete pavers or colored concrete pavement
5	Benches	9	EACH	\$ 2,500	\$ 22,500	Assumes metal bench
6	Trash / Recycling Receptacles	6	EACH	\$ 1,500	\$ 9,000	Assumes metal receptacles, 2 per block
7	Roadway and Pedestrian Lighting	725	LF	\$ 300	\$ 217,500	Assumes ped and street lights on shared pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
8	Overhead Gateway Sign	3	EACH	\$ 35,000	\$ 105,000	Assumes metal Overhead Arch with "Welcome to Downtown Loudonville" lettering

Streetscape Enhancements Subtotal: **\$ 651,800**

LANDSCAPING						
1	Deciduous Shade Trees	48	EACH	\$ 600	\$ 28,800	Assumes 2" caliper at time of planting.
2	Planting Soil	200	CY	\$ 75	\$ 15,000	Assume 2' depth
3	Landscape Beds	2,400	SF	\$ 8	\$ 19,200	Assumes showy, low maintenance species

Landscaping Subtotal: **\$ 63,000**

Total: \$ 1,940,600

35% Contingency: \$ 679,300

15% General Conditions / Mobilization: \$ 291,100

Total Construction Cost: \$ 2,911,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 232,880

5% Construction Administration Fee: \$ 145,550

Total 2023 Project Costs: \$ 3,324,430

Village of Loudonville
 Project: Central Park - Preliminary Cost Estimate

OHM Advisors
 6001 Euclid Avenue, Suite 130
 Cleveland, OH 44103



Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
AMPHITHEATER						
1	Concrete Sidewalk Removal	1,200	SF	\$ 4	\$ 4,800	
2	Earthwork	1	LUMP	\$ 35,000	\$ 35,000	
3	Drainage	1	LUMP	\$ 10,000	\$ 10,000	Includes underdrains, yard drains, inlets, piping, and connection to existing system.
4	Tree Pruning	3	EACH	\$ 500	\$ 1,500	
5	Limestone Block Seating	180	LF	\$ 300	\$ 54,000	
6	Pavilion w/ Stage	1	EACH	\$ 150,000	\$ 150,000	Manufactured shade structure.
7	Pavilion Utility Infrastructure	1	LUMP	\$ 35,000	\$ 35,000	Misc. utilities for performance purposes
8	Perimeter Concrete Sidewalk	2,000	SF	\$ 9	\$ 18,000	4" concrete walk.
9	Deciduous Shade Trees	3	EACH	\$ 600	\$ 1,800	Assumes 2" caliper at time of planting.
10	Repair Disturbed Lawn Areas	1,000	SY	\$ 4	\$ 4,000	
11	Pedestrian Lighting	5	EACH	\$ 8,000	\$ 40,000	Includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.

Amphitheater Subtotal: **\$ 354,100**

PLAYGROUND						
1	Earthwork	1	LUMP	\$ 15,000	\$ 15,000	
2	Tree Pruning	3	EACH	\$ 500	\$ 1,500	
3	Concrete Sidewalk Connector	550	SF	\$ 9	\$ 4,950	4" concrete walk.
4	Play Equipment	1	LUMP	\$ 75,000	\$ 75,000	Assumes standard equipment
5	Play Area Safety Surfacing	2,100	SF	\$ 6	\$ 12,600	Engineered wood fiber, 12" assumed depth, and 3" gravel drainage layer.
6	Play Surface Perimeter Concrete Curb	170	LF	\$ 35	\$ 5,950	
7	Benches	2	EACH	\$ 3,500	\$ 7,000	Assumes metal bench on concrete pad
8	Deciduous Shade Trees	3	EACH	\$ 600	\$ 1,800	Assumes 2" caliper at time of planting.
9	Ornamental Trees	3	EACH	\$ 500	\$ 1,500	Assumes 1.5" caliper at time of planting.
10	Repair Disturbed Lawn Areas	500	SY	\$ 4	\$ 2,000	
11	Pedestrian Lighting	1	EACH	\$ 8,000	\$ 8,000	Includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.

Playground Subtotal: **\$ 135,300**

PLAZA AT FORMER MARKET ST.						
1	Concrete Sidewalk Removal	1,655	SF	\$ 4	\$ 6,620	
2	Asphalt Roadway Removal	1,000	SY	\$ 20	\$ 20,000	
3	Tree Removal	4	EACH	\$ 1,500	\$ 6,000	
4	Earthwork	1	LUMP	\$ 20,000	\$ 20,000	
5	Specialty Paving	350	SY	\$ 250	\$ 87,500	Assumes vehicular rated concrete pavers or colored concrete pavement
6	Concrete Pavement	3,300	SF	\$ 12	\$ 39,600	8" concrete walk.
7	Benches	3	EACH	\$ 2,500	\$ 7,500	Assumes metal bench
8	Café Tables	6	EACH	\$ 4,000	\$ 24,000	Assumes metal w/ moveable chairs
9	Deciduous Shade Trees	8	EACH	\$ 600	\$ 4,800	Assumes 2" caliper at time of planting.
10	Repair Disturbed Lawn Areas	400	SY	\$ 4	\$ 1,600	
11	Pedestrian Lighting	7	EACH	\$ 8,000	\$ 56,000	Includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
12	Pedestrian Crosswalk	2	EACH	\$ 1,500	\$ 3,000	Painted crosswalk with pedestrian signs

Plaza Subtotal: **\$ 276,700**

CHAPTER 05:
APPENDIX

MEMORIAL & NORTHWEST QUADRANT						
1	Concrete Sidewalk Removal	1,675	SF	\$ 4	\$ 6,700	
2	Memorial Paving Removal and Salvage	945	SF	\$ 10	\$ 9,450	Salvage existing brick units for re-use
3	Misc. Demolition	1	LUMP	\$ 5,000	\$ 5,000	
4	Earthwork	1	LUMP	\$ 15,000	\$ 15,000	
5	Tree Pruning	10	EACH	\$ 500	\$ 5,000	
6	Tree Removal	4	EACH	\$ 1,500	\$ 6,000	
7	Specialty Paving	50	SY	\$ 275	\$ 13,750	Assumes concrete pavers or colored concrete pavement
8	Memorial Water Feature	1	LUMP	\$ 50,000	\$ 50,000	Assumes small reflecting pool
9	Memorial Enhancements	1	LUMP	\$ 3,500	\$ 3,500	Cleaning / refurbishing existing memorial units.
10	Concrete Sidewalk	5,200	SF	\$ 9	\$ 46,800	4" concrete walk.
11	Benches	4	EACH	\$ 3,500	\$ 14,000	Assumes metal bench on concrete pad
12	Café Tables	2	EACH	\$ 4,000	\$ 8,000	Assumes metal w/ moveable chairs
13	Perimeter Concrete Sidewalk	2,000	SF	\$ 9	\$ 18,000	4" concrete walk.
14	Signage	1	LUMP	\$ 5,000	\$ 5,000	
15	Ornamental Trees	7	EACH	\$ 500	\$ 3,500	Assumes 1.5" caliper at time of planting.
16	Repair Disturbed Lawn Areas	1,310	SY	\$ 4	\$ 5,240	
17	Pedestrian Lighting	16	EACH	\$ 8,000	\$ 128,000	Includes pole, luminaire, foundation, conductors,connectors, conduit, control, and power service.

Memorial & Northwest Quadrant Subtotal: **\$ 343,000**

MAIN ST. ROADWAY & INFRASTRUCTURE						
1	Concrete Curb Removal	515	LF	\$ 10	\$ 5,150	
2	Asphalt Roadway Milling	1,800	SY	\$ 12	\$ 21,600	2" asphalt milling / planing.
3	Asphalt Roadway Overlay	400	LF	\$ 100	\$ 40,000	2" Asphalt overlay
4	Concrete Curb	875	LF	\$ 28	\$ 24,500	Located along parking areas only and includes underdrain.
5	Pedestrian Crosswalk	3	EACH	\$ 1,500	\$ 4,500	Painted crosswalk with pedestrain signs
6	Roadway Pavement Markings	400	LF	\$ 20	\$ 8,000	Assumes 2 coats of standard pavement markings.
7	Repair Disturbed Lawn Areas	600	SY	\$ 4	\$ 2,400	
8	Market and Main Street Intersection Traffic Signal	1	LUMP	\$ 250,000	\$ 250,000	New signalization with decorative poles and mast arms.
9	Street & Pedestrian Lighting	18	EACH	\$ 10,000	\$ 180,000	Assumes ped and street lights on shared pole and includes pole, luminaire, foundation, conductors,connectors, conduit, control, and power service.

Main St. Roadway & Infrastructure Subtotal: **\$ 536,200**

SOUTHWEST QUADRANT						
1	Concrete Sidewalk Removal	1,175	SF	\$ 4	\$ 4,700	
2	Misc. Demolition	1	LUMP	\$ 5,000	\$ 5,000	
3	Earthwork	1	LUMP	\$ 10,000	\$ 10,000	
4	Tree Removal	3	EACH	\$ 1,500	\$ 4,500	
5	Tree Pruning	11	EACH	\$ 500	\$ 5,500	
6	Specialty Pedestrian Paving	100	SY	\$ 200	\$ 20,000	Assumes concrete pavers or colored concrete pavement at Historic Cabin entry walkway
7	Concrete Sidewalk	1,825	SF	\$ 9	\$ 16,425	4" concrete walk.
8	Benches	3	EACH	\$ 3,500	\$ 10,500	Assumes metal bench on concrete pad
9	Café Tables	3	EACH	\$ 4,000	\$ 12,000	Assumes metal w/ moveable chairs
10	Signage	1	LUMP	\$ 5,000	\$ 5,000	
11	Deciduous Shade Trees	6	EACH	\$ 600	\$ 3,600	Assumes 2" caliper at time of planting.
12	Repair Disturbed Lawn Areas	200	SY	\$ 4	\$ 800	
13	Pedestrian Lighting	9	EACH	\$ 8,000	\$ 72,000	Includes pole, luminaire, foundation, conductors,connectors, conduit, control, and power service.

Southwest Quadrant Subtotal: **\$ 170,100**

SOUTHEAST QUADRANT						
1	Concrete Sidewalk Removal	1,210	SF	\$ 4	\$ 4,840	
2	Memorial Paving Removal and Salvage	925	SF	\$ 10	\$ 9,250	
3	Misc. Demolition	1	LUMP	\$ 5,000	\$ 5,000	
4	Earthwork	1	LUMP	\$ 10,000	\$ 10,000	
5	Tree Removal	5	EACH	\$ 1,500	\$ 7,500	
6	Tree Pruning	9	EACH	\$ 500	\$ 4,500	
7	Specialty Pedestrian Paving	200	SY	\$ 200	\$ 40,000	Assumes concrete pavers or colored concrete pavement at Fountain surround
8	Concrete Sidewalk	1,825	SF	\$ 9	\$ 16,425	4" concrete walk.
9	Benches	3	EACH	\$ 2,500	\$ 7,500	Assumes metal bench
10	Signage	1	LUMP	\$ 5,000	\$ 5,000	
11	Deciduous Shade Trees	5	EACH	\$ 600	\$ 3,000	Assumes 2" caliper at time of planting.
12	Ornamental Trees	10	EACH	\$ 500	\$ 5,000	Assumes 1.5" caliper at time of planting.
13	Mixed Landscape Beds	1,500	SF	\$ 8	\$ 12,000	Assumes showy, low maintenance species
14	Repair Disturbed Lawn Areas	300	SY	\$ 4	\$ 1,200	
15	Pedestrian Lighting	11	EACH	\$ 9,000	\$ 99,000	Includes pole, luminaire, foundation, conductors,connectors, conduit, control, and power service.

Southeast Quadrant Subtotal: **\$ 230,300**

Total: \$ 2,045,700

35% Contingency: \$ 716,000

15% General Conditions / Mobilization: \$ 306,900

Total Construction Cost: \$ 3,068,600

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 245,488

5% Construction Administration Fee: \$ 153,430

Total 2023 Project Costs: \$ 3,502,518

Village of Loudonville

OHM Advisors

Project: Brentwood Alley - Preliminary Cost Estimate

6001 Euclid Avenue, Suite 130
Cleveland, OH 44103



Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Asphalt Roadway Removal	500	SY	\$ 20	\$ 10,000	Full depth pavement removal
2	Misc. Demolition	1	LUMP	\$ 7,500	\$ 7,500	
3	Earthwork	160	LF	\$ 25	\$ 4,000	
4	Storm Sewer Drainage	160	LF	\$ 150	\$ 24,000	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:				\$	45,500	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	1,400	SF	\$ 12	\$ 16,800	
2	Concrete Curb	75	LF	\$ 32	\$ 2,400	At American Legion parking lot entry
3	Specialty Paving - Brick Pavers	100	SY	\$ 200	\$ 20,000	Assumes pedestrian rated brick pavers
4	Concrete Steps	180	LF	\$ 125	\$ 22,500	
5	Benches	3	EACH	\$ 2,500	\$ 7,500	Assumes metal bench
6	Café Tables and Chairs	6	EACH	\$ 4,000	\$ 24,000	Assumes metal tables and chairs
7	Trash / Recycling Receptacles	2	EACH	\$ 1,500	\$ 3,000	Assumes metal receptacles
8	Pedestrian Lighting	160	LF	\$ 300	\$ 48,000	Assumes ped lights on pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
9	Bollards	6	EACH	\$ 3,000	\$ 18,000	
Streetscape Enhancements Subtotal:				\$	162,200	

LANDSCAPING						
1	Deciduous Shade Trees	4	EACH	\$ 600	\$ 2,400	Assumes 2" caliper at time of planting.
2	Ornamental Tree	8	EACH	\$ 500	\$ 4,000	Assumes 1.5" caliper at time of planting.
3	Planting Soil	90	CY	\$ 75	\$ 6,750	Assume 2' depth
4	Landscape Beds	2,300	SF	\$ 8	\$ 18,400	Assumes showy, low maintenance species
Landscaping Subtotal:				\$	32,000	

Total:	\$ 239,700
35% Contingency:	\$ 83,900
15% General Conditions / Mobilization:	\$ 36,000
Total Construction Cost:	\$ 359,600
Topographic Survey:	\$ 20,000
Geotechnical:	\$ 15,000
8% Design Fee:	\$ 28,768
5% Construction Administration Fee:	\$ 17,980
Total 2023 Project Costs:	\$ 441,348

Village of Loudonville

OHM Advisors

Project: Birch Alley - Preliminary Cost Estimate

6001 Euclid Avenue, Suite 130
Cleveland, OH 44103



Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Asphalt Roadway Removal	400	SY	\$ 20	\$ 8,000	Full depth pavement removal
2	Misc. Demolition	1	LUMP	\$ 7,500	\$ 7,500	
3	Earthwork	170	LF	\$ 25	\$ 4,250	
4	Storm Sewer Drainage	170	LF	\$ 150	\$ 25,500	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:				\$	45,300	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	3,200	SF	\$ 12	\$ 38,400	
2	Concrete Curb	390	LF	\$ 32	\$ 12,480	
3	Specialty Paving - Brick Pavers	100	SY	\$ 200	\$ 20,000	Assumes pedestrian rated brick pavers
4	Curved Architectural Bench	6	EACH	\$ 6,000	\$ 36,000	
5	Trash / Recycling Receptacles	2	EACH	\$ 1,500	\$ 3,000	Assumes metal receptacles
6	Pedestrian Lighting	170	LF	\$ 300	\$ 51,000	Assumes ped lights on pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
7	Bollards	6	EACH	\$ 3,000	\$ 18,000	
8	Entry Archway	2	EACH	\$ 20,000	\$ 40,000	
9	Wall Art Mural	1	ALLOW	\$ 10,000	\$ 10,000	
Streetscape Enhancements Subtotal:				\$	228,900	

LANDSCAPING						
1	Planting Soil	15	CY	\$ 75	\$ 1,125	Assume 2' depth
2	Landscape Beds	350	SF	\$ 8	\$ 2,800	Assumes showy, low maintenance species
Landscaping Subtotal:				\$	4,000	

Total:	\$ 278,200
35% Contingency:	\$ 97,400
15% General Conditions / Mobilization:	\$ 41,800
Total Construction Cost:	\$ 417,400
Topographic Survey:	\$ 20,000
Geotechnical:	\$ 15,000
8% Design Fee:	\$ 33,392
5% Construction Administration Fee:	\$ 20,870
Total 2023 Project Costs:	\$ 506,662

Village of Loudonville

OHM Advisors



Project: Water St | Phase 1 - Preliminary Cost Estimate 6001 Euclid Avenue, Suite 130
Cleveland, OH 44103

Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Concrete Pavement Removal	2,500	SF	\$ 4	\$ 10,000	
2	Tree Removal	6	EACH	\$ 1,500	\$ 9,000	
3	Misc. Demolition	1	LUMP	\$ 7,500	\$ 7,500	
4	Earthwork	378	LF	\$ 25	\$ 9,450	Assumes North Birch only
5	Storm Sewer Drainage	189	LF	\$ 150	\$ 28,350	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:					\$ 64,300	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	5,000	SF	\$ 12	\$ 60,000	
2	Concrete Curb	500	LF	\$ 32	\$ 16,000	
3	Tree Grates	14	EACH	\$ 3,000	\$ 42,000	Assumes ADA accessible
4	Café Tables and Chairs	8	EACH	\$ 4,000	\$ 32,000	Assumes metal tables and chairs
5	Trash / Recycling Receptacles	4	EACH	\$ 1,500	\$ 6,000	Assumes metal receptacles, 2 per block
6	Pedestrian Lighting	189	LF	\$ 300	\$ 56,700	Assumes ped lights on pole and includes pole, luminaire, foundation, conductors,connectors, conduit, control, and power service.
Streetscape Enhancements Subtotal:					\$ 212,700	

LANDSCAPING						
1	Deciduous Shade Trees	14	EACH	\$ 600	\$ 8,400	Assumes 2" caliper at time of planting.
1	Planting Soil	15	CY	\$ 75	\$ 1,125	Assume 2' depth
2	Landscape Beds	200	SF	\$ 8	\$ 1,600	Assumes showy, low maintenance species
Landscaping Subtotal:					\$ 12,000	

Total:	\$ 289,000
35% Contingency:	\$ 101,200
15% General Conditions / Mobilization:	\$ 43,400
Total Construction Cost:	\$ 433,600
Topographic Survey:	\$ 20,000
Geotechnical:	\$ 15,000
8% Design Fee:	\$ 34,688
5% Construction Administration Fee:	\$ 21,680
Total 2023 Project Costs:	\$ 524,968

Village of Loudonville

OHM Advisors



Project: Water St | Phase 2 - Preliminary Cost Estimate 6001 Euclid Avenue, Suite 130
Cleveland, OH 44103

Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Asphalt Roadway Removal	220	SY	\$ 20	\$ 4,400	Full depth pavement removal
2	Misc. Demolition	1	LUMP	\$ 7,500	\$ 7,500	
3	Earthwork	115	LF	\$ 25	\$ 2,875	Assumes North Birch only
4	Storm Sewer Drainage	115	LF	\$ 150	\$ 17,250	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:					\$ 32,100	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	420	SF	\$ 12	\$ 5,040	
2	Concrete Curb	100	LF	\$ 32	\$ 3,200	
3	Café Tables and Chairs	3	EACH	\$ 4,000	\$ 12,000	Assumes metal tables and chairs
4	Trash / Recycling Receptacles	4	EACH	\$ 1,500	\$ 6,000	Assumes metal receptacles, 2 per block
Streetscape Enhancements Subtotal:					\$ 26,300	

LANDSCAPING						
1	Ornamental Trees	3	EACH	\$ 500	\$ 1,500	Assumes 1.5" caliper at time of planting.
2	Planting Soil - Lawn Mixture	31	CY	\$ 75	\$ 2,325	Assumes 6" depth
3	Seeded Lawn	190	SY	\$ 3	\$ 570	Assumes Hydroseed application
Landscaping Subtotal:					\$ 5,000	

Total:	\$ 63,400
35% Contingency:	\$ 22,200
15% General Conditions / Mobilization:	\$ 9,600
Total Construction Cost:	\$ 95,200

Village of Loudonville

OHM Advisors



Project: Water St | Phase 3 - Preliminary Cost Estimate 6001 Euclid Avenue, Suite 130
Cleveland, OH 44103

Tuesday, May 9, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Asphalt Roadway Removal	300	SY	\$ 20	\$ 6,000	Full depth pavement removal
2	Misc. Demolition	1	LUMP	\$ 10,000	\$ 10,000	
3	Earthwork	115	LF	\$ 25	\$ 2,875	Assumes North Birch only
4	Storm Sewer Drainage	115	LF	\$ 150	\$ 17,250	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:					\$ 36,200	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	580	SF	\$ 12	\$ 6,960	
2	Concrete Steps	200	LF	\$ 125	\$ 25,000	
3	Open Air Pavilion	1	LUMP	\$ 100,000	\$ 100,000	
4	Park Signage	1	LUMP	\$ 15,000	\$ 15,000	
5	Trash / Recycling Receptacles	2	EACH	\$ 1,500	\$ 3,000	Assumes metal receptacles, 2 per block
6	Pedestrian Lighting	150	LF	\$ 300	\$ 45,000	Assumes ped lights on pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
Streetscape Enhancements Subtotal:					\$ 195,000	

LANDSCAPING						
1	Ornamental Trees	3	EACH	\$ 500	\$ 1,500	Assumes 1.5" caliper at time of planting.
2	Planting Soil - Lawn Mixture	35	CY	\$ 75	\$ 2,625	Assumes 6" depth
3	Seeded Lawn	200	SY	\$ 3	\$ 600	Assumes Hydroseed application
4	Landscape Beds	130	SF	\$ 8	\$ 1,040	Assumes showy, low maintenance species
Landscaping Subtotal:					\$ 6,000	

Total: \$ 237,200

35% Contingency: \$ 83,100

15% General Conditions / Mobilization: \$ 35,600

Total Construction Cost: \$ 355,900

Village of Loudonville
Project: Water St | Cost Estimate

OHM Advisors
6001 Euclid Avenue, Suite 130
Cleveland, OH 44103



Friday, August 4, 2023

No.	Description	Qty.	Unit	Unit Cost	Total	Notes
SITE PREPARATION, EARTHWORK, & UTILITIES						
1	Concrete Pavement Removal	2,500	SF	\$ 4	\$ 10,000	
	Asphalt Roadway Removal	520	SY	\$ 24	\$ 12,480	Full depth pavement removal
2	Tree Removal	6	EACH	\$ 1,500	\$ 9,000	
3	Misc. Demolition	1	ALLOW	\$ 25,000	\$ 25,000	
4	Earthwork	610	LF	\$ 35	\$ 21,350	
5	Storm Sewer Drainage	415	LF	\$ 150	\$ 62,250	Includes storm sewer, manholes, and curb inlets.
Site Preparation, Earthwork & Utilities Subtotal:					\$ 140,100	

STREETSCAPE ENHANCEMENTS						
1	Concrete Pavement	6,100	SF	\$ 12	\$ 73,200	
	Concrete Steps	200	LF	\$ 75	\$ 15,000	
2	Concrete Curb	600	LF	\$ 32	\$ 19,200	
	Open Air Pavilion	1	LUMP	\$ 100,000	\$ 100,000	
	Park Signage	1	LUMP	\$ 15,000	\$ 15,000	
3	Tree Grates	14	EACH	\$ 3,000	\$ 42,000	Assumes ADA accessible
4	Café Tables and Chairs	11	EACH	\$ 4,000	\$ 44,000	Assumes metal tables and chairs
5	Trash / Recycling Receptacles	10	EACH	\$ 1,500	\$ 15,000	Assumes metal receptacles, 2 per block
6	Pedestrian Lighting	340	LF	\$ 300	\$ 102,000	Assumes ped lights on pole and includes pole, luminaire, foundation, conductors, connectors, conduit, control, and power service.
Streetscape Enhancements Subtotal:					\$ 425,400	

LANDSCAPING						
1	Deciduous Shade Trees	20	EACH	\$ 600	\$ 12,000	Assumes 2" caliper at time of planting.
1	Planting Soil	140	CY	\$ 75	\$ 10,500	Assume 2' depth
2	Seeded Lawn	200	SY	\$ 5	\$ 1,000	
2	Landscape Beds	500	SF	\$ 8	\$ 4,000	Assumes showy, low maintenance species
Landscaping Subtotal:					\$ 28,000	

Total: \$ 593,500

35% Contingency: \$ 207,800

15% General Conditions / Mobilization: \$ 89,100

Total Construction Cost: \$ 890,400

Topographic Survey: \$ 20,000

Geotechnical: \$ 10,000

8% Design Fee: \$ 71,232

5% Construction Administration Fee: \$ 44,520

Total 2023 Project Costs: \$ 1,036,152

Funding Resources

<p>Advanced Transportation and Congestion Management Technologies Deployment Initiative:</p> <p>This program provides competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Some of the eligible activities include: advanced traveler information systems, advanced transportation management systems, advanced public transportation systems, advanced safety systems including vehicle-to-vehicle and other collision avoidance technologies, transportation system performance data collection, analysis and dissemination systems, and advanced mobility and access technologies, such as dynamic ridesharing and informaiton systems to support human services for elderly and disabled individuals.</p>	<p>Funding Source: Federal Highway Administration</p> <p>Match: 50%</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Research/Academic Institutions</p> <p>Project Category: Road, Bridge, Safety Traffic Signal Upgrade, Transit Capital, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Bikeways Pedestrian</p> <p>Website: https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm</p>
<p>CEAO - Federal Programs:</p> <p>CEAO homepage for all Federal programs. Provides descriptions and information on the County Surface Transportation program (CSTP), Local Bridge Program (LBR), & the Highway Safety Improvement Program (HSIP).</p>	<p>Funding Source: County Engineers Association of Ohio (CEAO)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships</p> <p>Project Category: Road, Bridge, Safety Bikeways, Pedestrian</p> <p>Website: http://www.ceao.org/aws/CEAO/pt/sp/cstpprograms</p>
<p>Clean Ohio Fund - Green Space Conservation Program:</p> <p>This Ohio program helps to fund preservation of open spaces, sensitive ecological areas, and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come.</p>	<p>Funding Source: Ohio Public Works Commission (OPWC)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Bikeways, Pedestrian, Planning, Storm Water Improvement Natural Habitat, Preservation & Restoration, Resilience Efforts</p> <p>Website: https://development.ohio.gov/cleanohio/greenspaceconservation/</p>

FUNDING RESOURCES CONTINUED

<p>Clean Ohio Trails Fund:</p> <p>This Ohio program works to improve outdoor recreational opportunities by funding trails for outdoor pursuits including land acquisition of all kinds. Special emphasis is given to projects that: Are consistent with the statewide trail plan; Complete regional trail systems and links to the state wide trail plan; Links population centers with outdoor recreation areas and facilities; Involve the purchase of rail lines linked to the statewide trail plan; preserves natural corridors; and Provide links in urban areas to support commuter access and provide economic benefit.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 25%</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Metroparks, Port Authorities, Non-ProfitsProject</p> <p>Project Category: Bikeways, Pedestrian</p> <p>Website: https://development.ohio.gov/cleanohio/RecreationalTrails/</p>
<p>Community Development Block Grant:</p> <p>Federal funding through Housing and Urban Development (HUD) for public facilities: road resurfacing, crosswalks, street lights, traffic/pedestrian signals, barrier removal for handicap accessibility (e.g., sidewalks, curb ramps), and street furniture. The annual CDBG appropriation is allocated between states and local jurisdictions called “non-entitlement” and “entitlement” communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Check HUD’s, County’s, or City’s website to see if funding is eligible in your location.</p>	<p>Funding Source: US Department of Housing and Urban Development (HUD)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge, Safety Bikeways, Pedestrian</p> <p>Website: https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo</p>
<p>Community Grants, Loans, Bonds and Tax Credits:</p> <p>The Community Services Division of the ODSA works to build safe neighborhoods, vibrant downtowns, and reliable infrastructure to support job creation. It provides support of these goals through a variety of outright awards, loans, bonds, and/or tax credits that include, but not limited to, Community Development Block Grants and Infrastructure Grant Funds to local government applicants for both economic development loan and public infrastructure projects.</p>	<p>Funding Source: Ohio Development Services Agency (ODSA)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge, Bikeways, Road, Pedestrian, Storm Water Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Natural Habitat Preservation & Restoration</p> <p>Website: https://development.ohio.gov/cs/cs_grantsloansbonds.htm</p>

FUNDING RESOURCES CONTINUED	
<p>Coordinating Council on Access and Mobility Initiatives (CAAM):</p> <p>CAAM provides funding to improve the availability, accessibility, and efficiency of transportations with programs including United We Ride, Mobility Services for All Americans, Verterans Transportation Community Living Initiative, and the Transit & Health Access Initiative.</p>	<p>Funding Source: Federal Transit Administration</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships Transit, Agencies Port Authorities</p> <p>Project Category: Safety, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management</p> <p>Website: https://www.transit.dot.gov/ccam/about/initiatives</p>
<p>County Highway Safety Program:</p> <p>The County Safety Program provides funds to counties, through the County Engineers, for safety related improvements, on county maintained roadways. The County Engineers Association of Ohio (CEAO) serves as program manager for project selection and administration.</p>	<p>Funding Source: County Engineers Association of Ohio (CEAO)</p> <p>Match: 0-20%</p> <p>Eligible Applicants: Counties</p> <p>Project Category: Road, Safety, Traffic Signal Update, Planning</p> <p>Website: http://www.ceao.org/aws/CEAO/pt/sp/home_page</p>
<p>County Local Bridge Program:</p> <p>The County Local Bridge Program provides funds to counties, through the County Engineers Association of Ohio (CEAO), for bridge rehabilitation or replacement projects on county maintained roadways. The CEAO serves as program manager for project selection and administration.</p>	<p>Funding Source: County Engineers Association of Ohio (CEAO)</p> <p>Match: 5-20%</p> <p>Eligible Applicants: Counties</p> <p>Project Category: Bridge, Safety</p> <p>Website: http://www.ceao.org/aws/CEAO/pt/sp/home_page</p>

<p>Enhanced Mobility for Seniors and Individuals With Disabilities (Section 5310) Program-Small Urbanized and Rural Areas:</p> <p>The Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) program provides capital and operating grants to assist private non-profit corporations and public agencies who offer coordinated transportation services that are planned, designed, and carried out to meet the needs of seniors and individuals with disabilities in Small Urbanized and Rural areas.</p>	<p>Funding Source: Ohio Department of Transportation</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Non-Profits</p> <p>Project Category: Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Operating, Pedestrian</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx</p>
<p>FTA - Current Grant Programs:</p> <p>FTA grants homepage provides information on all current FTA competitive and formula grant award programs. These funding sources each have specific requirements, funding cycles and awards processes that can be reviewed at each programs home page.</p>	<p>Funding Source: Federal Transit Administration (FTA)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Port Authorities, Sewer Districts, Research or Academic Institutions, School Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operation, Bikeways, Pedestrian, Pedestrian Safety Program, Planning, Freight, Resilience Efforts</p> <p>Website: https://www.transit.dot.gov/grants</p>
<p>Grants.gov:</p> <p>Grants.gov homepage provides a centralized location for all current Federal Agency funding opportunities. Provides resources and guidance on how to search and apply for any applicable Federal awards.</p>	<p>Funding Source: Federal Government</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Research or Academic Institutions, School Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian Safety Program, Planning, Freight, Nutrient Reduction, Dredged Material, Storm Water Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://www.grants.gov/</p>

FUNDING RESOURCES CONTINUED	
<p>Local Major Bridge Program:</p> <p>The Local Major Bridge Program provides Federal funds to counties and municipalities for bridge replacement or major bridge rehabilitation projects. A Local Major Bridge is defined as a moveable bridge or a bridge having a deck area greater than 35,000 square feet. ODOT will provide up to 80% of eligible costs for construction and construction engineering only. There is a maximum of \$20,000,000 per project. Currently there are 57 bridges identified statewide as Local Major Bridges. To be eligible for funds, projects must have a General Appraisal of 4 or less or legally posted for load restriction. The project must also be open to vehicular traffic and structurally deficient..</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Bridge, Safety</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</p>
<p>Local Transportation Improvement Program:</p> <p>State funding available for roadway and bridge projects. Counties, cities, villages and townships may apply for these funds.</p>	<p>Funding Source: Ohio Public Works Commission (OPWC)</p> <p>Match: 0%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Port Authorities, Sewer Districts</p> <p>Project Category: Road, Bridge, Storm Water Improvement, Sewer Construction</p> <p>Website: https://pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56413-local-transportation-improvement</p>
<p>Municipal Bridge Program:</p> <p>Provides federal funds to municipal corporations and Regional Transit Authorities for bridge replacement or bridge rehabilitation projects.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies</p> <p>Project Category: Bridge, Safety</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</p>

FUNDING RESOURCES CONTINUED

<p>ODOT - Local Programs Funding:</p> <p>ODOT - Office of Planning Local Funding Opportunities homepage. Provides descriptions and links to each program including the Small Cities, Municipal Bridges, Transportation Alternatives, Safety Funding, Local Major Bridge, Credit Bridge and MetroParks programs.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Research or Academic Institutions</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Bikeways, Pedestrian, Bike Safety Program, Storm Water Improvement</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</p>
<p>ODOT - Division of Planning Administered Funding Programs:</p> <p>Homepage for all ODOT - Division of Planning Administered Federal Funding Programs including transit. Provides descriptions and links to all current funding programs homepages.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Research or Academic Institutions, School Districts</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operation, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian Safety Program, Planning, Freight</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/New/Pages/Funding.aspx</p>

FUNDING RESOURCES CONTINUED	
<p>ODOT - Program Resource Guide:</p> <p>The Ohio Department of Transportation (ODOT) Program Resource Guide is intended to provide a “one-stop shopping” document to ODOT’s constituents –local governments, transportation advocacy groups, planning organizations and Ohio’s citizens. This resource demonstrates several funding programs.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, School Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Safety, Traffice Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/ Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Safety Plan, Planning, Freight, Nutrient Reduction, Dredged Material, Storm Water Improvement, Sewer Construction, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf</p>
<p>ODNR Land and Water Conservation Fund:</p> <p>This program provides funding for the acquisition, development, and rehabilitation of recreational areas.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 50%</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p>Project Category: Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</p>

FUNDING RESOURCES CONTINUED

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

FUNDING RESOURCES CONTINUED	
<p>OEPA - Financial Assistance Programs:</p> <p>OEPA financial assistance homepage houses information on all grant programs. Provides descriptions and links to each program including the Alternative Fuel Vehicle Conversion, Clean Water Act, Community Recycling and Litter Prevention, Diesel Emissions Reduction, Brownfield Technical Assistance, Harmful Algal Blooms, Home Sewage Treatment Systems, Lake Erie Protection, Mosquito Control, Ohio Environmental Education, Recycling Market Development, Scrap Tire, Surface Water Improvement, Targeted Brownfield Assessment, Water Pollution Control, Water Resource Restoration, Water Supply and Drinking Water Assistance, and Volkswagen Mitigation programs.</p>	<p>Funding Source: Ohio Environmental Protection Agency (OEPA)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Research or Academic Institutions, School Districts</p> <p>Project Category: Vehicles, Nutrient Reduction, Dredged Material, Storm Water Improvements, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://epa.ohio.gov/Do-Business/Get-Help/Financial-Assistance</p>
<p>OEPA Water Resource Restoration Sponsor Program:</p> <p>This program provides funding through the EPA for stream and wetland restoration and preservation.</p>	<p>Funding Source: Ohio Environmental Protection Agency (OEPA)</p> <p>Match: N/A</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Metroparks, Port Authorities, Sewer Districts, Non-Profits</p> <p>Project Category: Storm Water Improvement, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://epa.ohio.gov/defa/wrrsp</p>
<p>Ohio State Infrastructure Bank (SIB):</p> <p>The State Infrastructure Bank provides loans to fund highway, rail, transit, intermodal, and other transportation facilities and projects. Projects must produce revenue to amortize debt and also contribute to the connectivity of Ohio's transportation system and further its goals (such as corridor completion, economic development, competitiveness in a global economy, and quality of life).</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: N/A</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Port Authorities</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Transit Center Facility, Bikeways, Pedestrian, Freight</p> <p>Website: http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</p>

<p>State Capital Improvement Program:</p> <p>The State Capital Improvement Program provides funding for road and other infrastructure improvements. Eligible projects are for improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.</p> <p>State of Good Repair (5337):</p> <p>This program provides funding for maintenance, replacement, and rehabilitation of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.</p>	<p>Funding Source: Ohio Public Works Commission (OPWC)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Port Authorities, Sewer Districts</p> <p>Project Category: Road, Bridge, Storm Water Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements</p> <p>Website: https://pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56412-state-capital-improvement</p> <p>Funding Source: Federal Transit Administration (FTA)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Port Authorities</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Intelligent Transportation Systems, Computer Hardware/Software, Transit Center Facility, Planning</p> <p>Website: https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337</p>
<p>Technical Assistance & Standards Development (5314a):</p> <p>This program provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.</p>	<p>Funding Source: Federal Transit Administration (FTA)</p> <p>Match: 20%</p> <p>Eligible Applicants: Transit Agencies</p> <p>Project Category: Transit Capital, Transit Operating</p> <p>Website: https://www.transit.dot.gov/funding/grants/technical-assistance-standards-development-5314a</p>

FUNDING RESOURCES CONTINUED	
<p>The People for Bikes Community Grant Program:</p> <p>PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.</p>	<p>Funding Source: People for Bikes and Bike Industry Partners</p> <p>Match: 50%+</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Bikeways</p> <p>Website: http://peopleforbikes.org/grant-guidelines/</p>
<p>Transportation Review Advisory Council:</p> <p>The Transportation Review Advisory Council (TRAC) was established to help the Ohio Department of Transportation develop and modify a project selection process and which approves funding for the development of and construction of the Major New Capacity Program. The major new capacity project selection process operates under the purview of TRAC. Projects must be greater than \$12 million which increase the capacity of a transportation facility or reduce congestion.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Port Authorities</p> <p>Project Category: Road, Bridge, Transit Capital, Intelligent Transportation Systems, Transit Center Facility</p> <p>Website: http://www.dot.state.oh.us/trac/Pages/TRAC-Application.aspx</p>
<p>Urban Paving Program:</p> <p>The ODOT Urban Paving Program provides funds to cities for surface treatment and resurfacing projects located on State and U.S. Routes within city corporation limits. Eligible projects are those that have a Pavement Condition Rating (PCR) of 55 or worse according to ODOT's Pavement Condition Rating System.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge</p> <p>Website: https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/program-resource-guide/urban-paving</p>

FUNDING RESOURCES CONTINUED

<p>U.S. Economic Development Administration Programs:</p> <p>The US EDA works to establish a foundation of sustainable job growth and durable economies through innovation and regional collaboration. They provide economic development assistance to communities experiencing economic distress and help position them for economic prosperity and resiliency.</p>	<p>Funding Source: United States Economic Development Administration</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Research or Academic Institutions</p> <p>Project Category: Road, Bridge, Storm Water Improvement, Sewer Construction, Natural Habitat Preservation and Restoration</p> <p>Website: https://www.eda.gov/programs/eda-programs/</p>
<p>Water Pollution Control Loan Fund (WPCLF):</p> <p>This program provides financial and technical assistance to public or private applicants for planning, design, and construction of projects that protect or improve the quality of Ohio's water resources.</p>	<p>Funding Source: Ohio Environmental Protection Agency (OEPA)</p> <p>Match: N/A</p> <p>Eligible Applicants: Counties, Municipalities/ Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, School Districts, Non-Profits</p> <p>Project Category: Planning, Storm Water Improvement, Sewer Construction, Wastewater Treatment Plant Improvement, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://epa.ohio.gov/default.aspx?cid=169544614</p>



Downtown Plan

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