





VILLAGE OF
Valley View
A PART OF HISTORY • A PLACE TO CALL HOME

2026
COMMUNITY MASTER PLAN

INFRASTRUCTURE & MOBILITY

Valley View's transportation network plays a critical role in supporting its residents, employees, businesses, and visitors while also providing access to recreational and environmental destinations. Major corridors such as Rockside Road, Granger Road, and Canal Road accommodate extensive commuter and freight traffic, while the village's proximity to the Towpath Trail and Cuyahoga Valley National Park presents an opportunity to expand multimodal transportation options and strengthen connections to regional assets.

Public engagement conducted during the planning process identified transportation and infrastructure improvements as some of the village's highest priorities. Residents and visitors expressed a desire for safer roadways and intersections, reduced vehicle speeds, expanded pedestrian and bicycle infrastructure, and improved connections to amenities and destinations throughout the village.

The following recommendations aim to create a transportation network that balances regional mobility needs with the everyday needs of Valley View's residents. By improving roadway safety, strengthening connections between neighborhoods and destinations, and expanding opportunities for walking and bicycling, these strategies are intended to support a more accessible and connected Valley View.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- There is a physical reduction in the amount and severity of speeding throughout the community
- There are no crashes in the village that result in serious injuries or deaths, and if these do occur, steps are taken to identify and remediate their cause
- New infrastructure is safe, functional, beautiful, well-maintained, and meets the needs of all roadway, sidewalk, and trail users
- New trail connections and access points are installed following public engagement and community support for desired amenities

INFRASTRUCTURE & MOBILITY RECOMMENDATIONS

GOAL 1: Strengthen the village's roadway network through strategic safety and infrastructure improvements

a) Evaluate reconfiguration alternatives and safety improvements to improve the overall efficiency of the Brecksville Road and Granger Road slip ramps.

b) Assist in extending Transportation Boulevard south by coordinating the preparation of sites for development to fund the necessary infrastructure improvements for connecting to Rockside Road

c) Evaluate new vehicular access points, especially for large semi trucks, for the six-parcel redevelopment opportunity south of Rockside Road—extending Allen Drive from the west could provide safe access to the site and allow for increased truck traffic through the existing business park

d) Reduce speeding throughout the community by integrating traffic calming and speed countermeasures that improve the comfort and safety of all users as described in the Traffic Calming Matrix on page 48. The village should consider speed limit reductions to 25 mph where feasible, and improve roadway lighting, signage, and pavement markings near challenging topography, intersections, and curves, as well as the following speed countermeasures:

- Canal Road: speed-activated/LED signs, layered landscaping, speed humps, raised intersections/crosswalks
- Stone Road: speed-activated signs/LED signs, road diet/bicycle facility, speed cushions/tables
- Hathaway Road: speed-activated/LED signs, transverse rumble strips (on approached to curves), speed limit/SLOW on pavement, road diet/potential bicycle facility
- Schreiber Road: speed-activated/LED signs, speed limit/SLOW on pavement, road diet/potential bicycle facility, transverse rumble strips (on declines)
- Tinkers Creek Road: speed-activated/LED signs, speed limit/SLOW on pavement, road diet/potential bicycle facility

e) Use the Northeast Ohio Areawide Coordinating Agency (NOACA) Street Supplies program to test, gather meaningful public input on proposed designs, and make modifications before the permanent installation of new infrastructure

f) Evaluate *major* intersection improvements along Canal Road at Tinkers Creek Road, Hathaway Road, and Stone Road. Improvements that should be considered include:

- High visibility crosswalks with visual and audible signals for non-vehicular traffic, and to alert drivers to potential pedestrians and bicyclists within the roadway—these signals should be pedestrian activated and prioritize their movement before vehicles
- Improved access points/bridges across the canal to the Towpath Trail for non-vehicular users
- Shielded, pedestrian-scaled lighting to illuminate trail access during night hours of operation
- Installation of mast arm traffic signals for consistent look and feel throughout the community

g) Evaluate *minor* intersection improvements along Canal Road at Rockside Road and Granger Road. Improvements that should be considered include:

- High visibility crosswalk that adjoins the two sidewalk segments on Granger Road. This should also include visual and audible signals for non-vehicular traffic, and to alert drivers to potential pedestrians and bicyclists within the roadway—these signals should be pedestrian activated and prioritize their movement before vehicles
- Signal timing optimization that allows for the efficient and safe flow of vehicles, especially during peak daytime hours
- Installation of mast arm traffic signals at Granger Road

GOAL 2: Improve bicycle and pedestrian access to the village's shopping destinations, job hubs, and world-class recreational and environmental amenities

a) Replace existing bridges over the canal with new, safe options for pedestrians and bicyclists to strengthen the connection between the Towpath Trail and water access for multi-modal recreational opportunities—ensure new bridges allow for kayaks or potentially even small barges to pass underneath comfortably

b) Evaluate potential buffered bike lane options on Schreiber Road, Hathaway Road, Tinkers Creek Road, and Stone Road

c) Connect the Valley View Woods Park trail network with the proposed buffered bike lanes on Schrieber and Hathaway Roads to give users safe access to this recreational amenity from nearby residential neighborhoods

d) Collaborate with GCRTA and local businesses to improve existing bus stops along Rockside Road with sidewalks and amenities—including benches, lighting, waste bins, and shelters

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CHOOSING THE RIGHT SPEED COUNTERMEASURE

All speed management countermeasures and traffic calming have the same goal of saving lives. However, countermeasures can take on a variety of formats and address vehicle speeds differently, so alternatives should be carefully tailored to each specific situation. Speed management countermeasures are generally grouped into two typologies: vertical and horizontal. Vertical traffic calming measures create a change in height on a roadway to slow vehicles, while horizontal measures create a physical deflection in the roadway that reduces the ability of vehicles to drive in a perfectly straight line.

Additionally, traffic calming can also be influenced through land use, zoning, and building design. Policy-focused measures can be just as, if not more, influential than physical countermeasures. These types of policies can typically include maximum build-to-lines, density bonuses, and building height requirements. By making business districts more walkable, vehicles are forced to slow their speeds.

Lastly, these countermeasures can be supplemented further at intersections by integrating additional safety features, such as pedestrian activated signals, high-visibility crosswalks, and signal optimization. By combining physical improvements with policy changes and safety considerations, roadways and intersections can be re-designed to calm traffic and slow speeds in Valley View.

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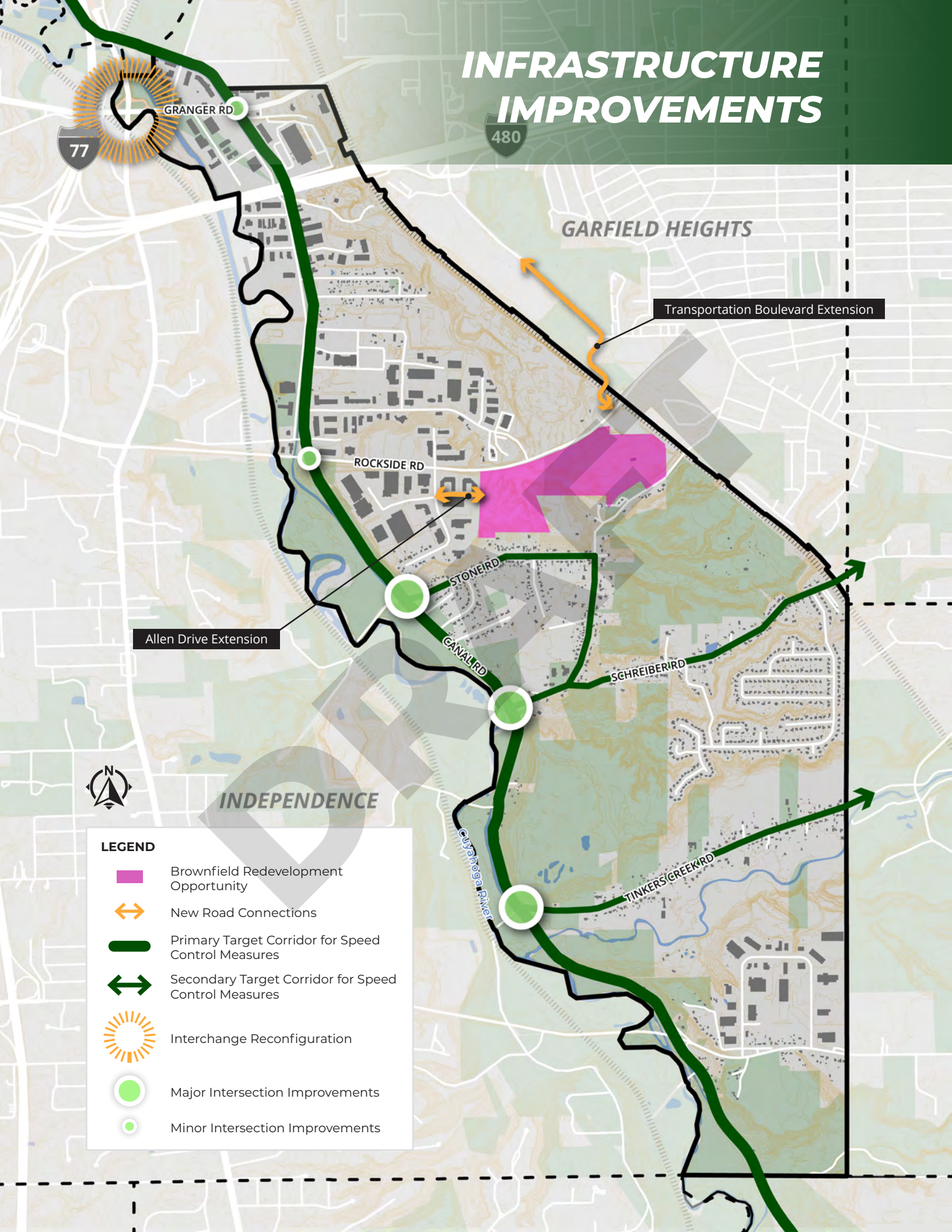
Walkable Urban Character



Sprawled Rural Character

TRAFFIC CALMING MATRIX		
Conditions	**Speed Countermeasure Typologies**	
<25 mph	**Vertical Shifts**	Speed humps, speed cushion, speed table, raised intersection, raised crosswalk
<35 mph	**Horizontal Shifts**	Choker/bulb-outs, neck down, chicane, center island, reduced lane widths, road diet, half or full closure, diagonal diverter, choker with speed hump, half-closure with median barrier, pinch point, land shifts
<40 mph	**Vertical Delineation**	Center island using tubular channelizers, post-mounted delineators, chevrons with reflective posts, layered landscaping, landscaped medians
>40 mph	**Surface Treatments/ Markings**	Transverse rumble strips, transverse bars, converging chevrons, optical speed bars, SLOW on pavement, speed limit on pavement
>40 mph	**Signage**	Speed-activated signs, LED speed limit signs, speed feedback signs/slow-down, variable speed limits
Land Use & Context Specific	**Intersection/Access Specific**	Roundabout, traffic circle, community entrance treatments, signal progression/timing
Land Use & Context Specific	**Other Considerations**	Building lines and building heights, street trees, on-street parking

INFRASTRUCTURE IMPROVEMENTS



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TRAIL CONNECTIVITY & RESIDENTIAL ACCESS

The Village of Valley View has tremendous trail access for recreation users along the Towpath Trail, as well as throughout Cuyahoga Valley National Park and Cleveland Metroparks properties generally. However, these trails are challenging for Valley View residents to safely access from their own neighborhoods—despite the majority of residents living less than a 20-minute walk to the Towpath Trail itself. Additionally, much of the existing roadway infrastructure in Valley View largely consists of curved, semi-rural streets with steep topography—potentially limiting opportunities for safely and efficiently connecting residents to the community's vast trail network and future linkages, such as the utility corridor located on the border between Valley View and Garfield Heights. This potential new route could give residents and visitors an alternative north-south connection, and provide safe access to numerous parks and other trails within the larger Cuyahoga County network.

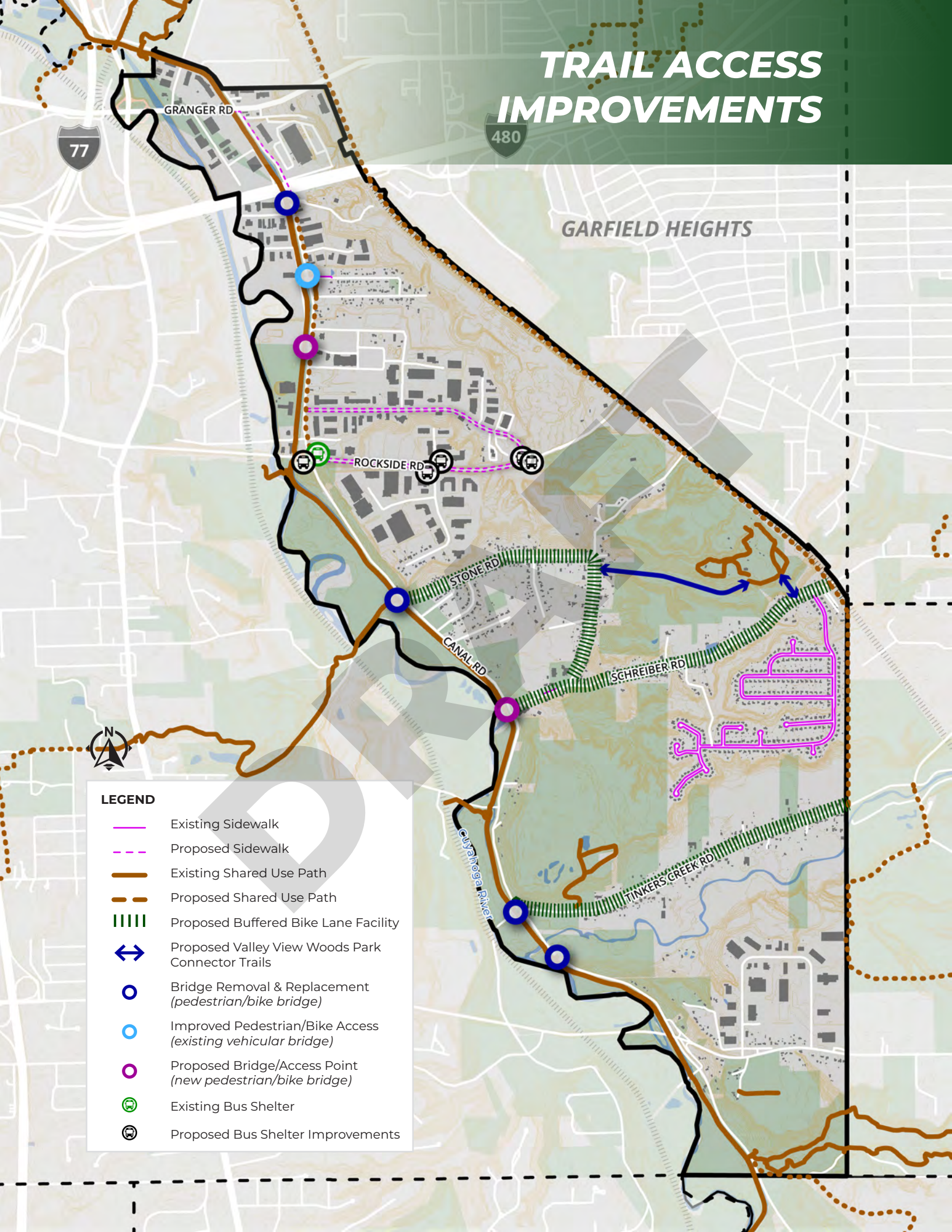
As seen in the map on the next page, buffered bike lane facilities are recommended on Stone, Hathaway, Schreiber, and Tinkers Creek Roads. These roads have a ROW width of approximately 60 feet, which could maintain the ten-foot drive lanes, as well as accommodate a seven-foot bike lane and three-foot buffer on each side of the roadway. Alternatively, a buffered, bi-directional bike lane on one side of the roadway is also an option.

In addition to these bike lane facilities, improvements across Canal Road and the canal itself are also proposed. Currently, there are four, unused vehicular bridges that could provide the level of access necessary for pedestrians and bicyclists, however, these would need to be replaced before opening them to the public. In order to ensure accessibility of the Towpath Trail throughout the community as a whole, two additional pedestrian and bicycle bridges are recommended at the Canal-Hathaway Road intersection and across from the Cinemark property north of Rockside Road. Pedestrian and bicycle safety improvements are also recommended at the existing vehicular bridge at the Canal-Fosdick Road intersection. This is an operational bridge that carries vehicles daily, however, the with of the paved surface is approximately 30 feet—which could accommodate two, ten-foot drive lanes, as well as a seven foot bicycle lane with three-foot buffer on each side of the bridge deck.

Lastly, with nearly all of its sidewalks located in a single residential neighborhood, the village's sidewalk network is scattered and scarce. The lack of sidewalks in Valley View's more commercialized areas and prominent industrial hubs often leave workers walking in the streets or through grassy areas to access the bus stops on Rockside Road and their place of employment. In order to improve the quality of commuting for the village's workforce, sidewalks are recommended for installation as a loop along Rockside Road, Canal Road, and Sweet Valley Drive, as well as the eastern side of Canal Road from the proposed shared-use path on the eastern side of Canal Road and crossing at the I-480 bridge, north to Granger Road. These connections will help provide safe and equitable access for everyone navigating these areas.

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TRAIL ACCESS IMPROVEMENTS



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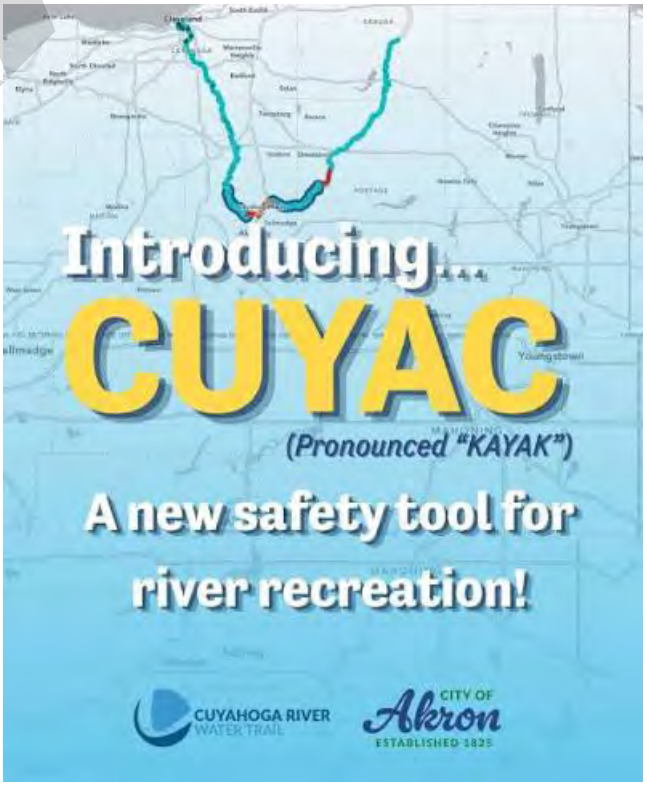
CANAL & WATER TRAIL OPPORTUNITIES

A water trail is a designated route along a river, lake, or other waterway that provides opportunities for recreational activities such as kayaking, canoeing, fishing, and wildlife observation. These trails typically include public access points, signage and wayfinding, maps, parking, rest areas, and other amenities that make it easier for visitors to safely access and navigate the waterway. When connected to additional recreational amenities, such as land-based trails and parks, water trails can create an even larger recreation network that further supports local tourism and economic development.

Valley View's location along the Cuyahoga River provides an opportunity to expand water-based recreation and strengthen the village's connection to the river. The Cuyahoga River Water Trail already provides designated paddling routes and access points, creating a foundation for additional water-based recreation within the region. However, Valley View could build upon this existing network by exploring locations to expand and improve river access, visitor amenities, and connections to nearby parks and community facilities. These enhancements could help make the river more accessible and enjoyable to residents, while also increasing visitor engagement.

Additionally, the Ohio & Erie Canal Towpath Trail could play a vital role in connecting water-based and land-based activities within Valley View. Where possible, connections between river access points and the Towpath Trail would allow users to combine paddling with walking or bicycling, offering the flexibility of being able to experience the area in more than one way. These efforts can be paired with existing tools, such as CUYAC (Cuyahoga River Conditions Tool)—which puts near real-time Cuyahoga River condition reports into the hands of visitors before they enter the water—to further help visitors plan their experiences in Valley View.

Lastly, improved connections between the Cuyahoga River, Towpath Trail, Canal Exploration Center, and village-owned parks would create a cohesive recreation and tourism network. By integrating water-based recreation with its existing trail and natural landscapes, Valley View could strengthen its role as a destination for nature-based recreation, outdoor tourism, and exploration of the Cuyahoga River Valley and its history to the community.



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WATER TRAIL BEST PRACTICES CASE STUDY:
POTOMAC RIVER WATER TRAIL AND CHESAPEAKE & OHIO (C&O) CANAL

The Potomac River Water Trail and Chesapeake & Ohio (C&O) Canal form an interconnected recreational and historic corridor extending through Maryland, West Virginia, Virginia, and the District of Columbia. The Potomac River Water Trail follows approximately 300 miles of the Potomac River and provides opportunities for canoeing, kayaking, fishing, and wildlife observation. From Cumberland, Maryland to Washington, D.C., portions of the water trail runs adjacent to the C&O Canal, creating opportunities for visitors to experience the river and canal corridor through both water- and land-based recreation.

The C&O Canal was constructed in the 19th century and operated for nearly 100 years—transporting goods between the Potomac River Valley and Washington, D.C. Today, the approximately 184.5-mile canal corridor is preserved as the C&O Canal National Historical Park. The historic towpath serves as a continuous recreational trail for hiking and bicycling, while numerous historic features—including locks, lockhouses, aqueducts, culverts, and other canal structures—provide opportunities to explore and learn about the area's transportation and industrial past. Notable stops along the corridor include the Paw Paw Tunnel, Conococheague and Monocacy Aqueducts, and Harpers Ferry; where visitors can experience the area's natural and historic landscape.

Additionally, the water trail and canal also connect multiple communities together—including Hancock, Sharpsburg, Point of Rocks, and Georgetown. These communities provide restaurants, markets, breweries, lodging, and additional historic and recreational amenities for visitors. Visitor centers, campgrounds, picnic areas, boat ramps, canoe and kayak access points, and restrooms are also found throughout the corridor. There is also a Canal Quarters Program that allows visitors to stay overnight in restored historic lockhouses. Lastly, the National Park Service offers canal boat programs at Great Falls and Williamsport, providing visitors with opportunities to experience the canal through guided tours.

Together, the Potomac River Water Trail and C&O Canal create a diverse recreation and tourism experience that combines paddling, hiking, bicycling, fishing, camping, nature observation, and history. This integration of natural, recreational, and historic resources has established the Potomac River and C&O Canal as a regional destination for outdoor recreation, tourism, and education.



A scenic and historically-significant travel destination, the Potomac Heritage National Scenic Trail links the Potomac with the upper Ohio River basins. It follows many of the same paths that were explored by one of America's greatest patriots and the first president of the United States, George Washington.

Source: Flickr, Bureau of Land Management, Potomac Heritage Trail

ENVIRONMENTAL STEWARDSHIP

Reflecting the village's unique location within the Cuyahoga River Valley and its proximity to assets such as Tinkers Creek and the Cuyahoga Valley National Park, environmental stewardship is a central theme in the Valley View Master Plan. These features not only define the physical landscape of the community but also influence land use patterns, infrastructure needs, and long-term resilience. As redevelopment occurs throughout the community, there are opportunities to better integrate ecological function into the built environment and landscapes—ensuring that future growth strengthens, rather than diminishes, natural systems.

The recommendations in this section are intended to address the ecological challenges facing Valley View while still supporting the long-term protection and enhancement of its natural assets.

The village's location provides significant benefits, but also presents challenges related to flooding, stormwater runoff, and erosion. As weather events become more frequent and intense, proactive strategies are needed to reduce impacts on the land, infrastructure, and surrounding ecosystems. These recommendations provide a framework for improving stormwater management, enhancing flood resilience, and preserving natural features. By integrating environmental considerations into future planning and development decisions, the village can better prepare for future development impacts while maintaining the qualities that make the community unique.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- There is a physical reduction in the amount and severity of flood events throughout the community—especially for properties located in and around Tinkers Creek
- Residents are engaged, informed, and organized to support stormwater improvements in Valley View, as well as take part in local countermeasures
- There is an increase in tree canopy coverage and trees are sufficiently protected during development
- The canal's beauty is enhanced and its functionality is restored

ENVIRONMENTAL STEWARDSHIP RECOMMENDATIONS

GOAL 1: Enhance the effectiveness of stormwater management along prominent corridors by integrating green infrastructure into streetscapes

a) Evaluate opportunities for central median or shoulder bioswales along priority corridors to slow the velocity of runoff, allow for more natural infiltration, and support pollutant removal from adjacent waterways—priority corridors include Canal, Tinkers Creek, Schreiber, Rockside, and Granger Roads

b) Evaluate bioswale alternatives and determine which interventions are most appropriate for each location—grassed, bioswale, wet, or dry/rock swales—based on site-specific conditions, including the water table level, soil typologies, topography, and other similar attributes

c) Integrate native and/or naturalized trees and plants into functional landscaping and streetscaping elements that preserve or create natural habitats for local wildlife, while conveying runoff in a manner that reduces flooding and erosion

GOAL 2: Strengthen flood countermeasures and maintenance through proactive policies, partnerships, and best practices along Tinkers Creek and the Cuyahoga River

a) Evaluate a shared maintenance schedule with relevant partners for Tinkers Creek to prioritize debris removal, sedimentation and erosion management, and reconnect floodplains to reduce flooding further downstream

b) Incentivize residential flood mitigation efforts, such as downspout disconnections, rain barrels, bioswales, and rain gardens, to help improve local flood risk on and around Tinkers Creek and throughout the community

c) Consider allocating more resources to further support stormwater improvements and reduce flood events, bank erosion, and the loss of property in critical at-risk areas throughout the community

d) Ensure private property owners and residents located on and around Tinkers Creek are actively engaged during any study or remediation effort—creating active and informed participation from stakeholders

e) Consider property acquisitions, agreements, or environmental easements to restore the natural flow of water and allow adequate land for localized areas for flooding, including the village owned parcels identified in the Environmental Considerations Map on page 57

f) Work with the Ohio Department of Natural Resources (ODNR), Ohio Department of Agriculture (ODA), Coalition of Ohio Land Trusts (COLT), and other relevant partners to purchase land for the protection, preservation, and restoration of habitats, tree canopy, and designated areas where flooding can be allowed to safely flow naturally

GOAL 3: Strengthen the village's sustainability by integrating tree-conscious development best practices

a) Collaborate with the NPS and other relevant partners to allocate funds for a shared arborist to ensure village ordinances and regulations are sufficiently protecting and replacing trees and tree canopy from development or acts of nature

b) Develop a village-wide tree plan that will inventory the location and health of existing trees in the community and create strategies for managing, protecting, and restoring the tree canopy

c) Adopt a formal Tree Ordinance emphasizing the protection, maintenance, replacement, and planting of all trees within the village, including prohibiting all clear-cutting activities and the planting of invasive, non-native trees and plants

d) Focus tree preservation efforts in areas of existing dense tree canopy coverage, especially on village and publicly owned land, and areas that have significant environmental constraints—such as flooding, bank erosion, steep slopes and hillsides, or similar features

e) Ensure any new development efforts are carefully reviewed by an arborist for their appropriateness and adherence to the village's Tree Ordinance & Plan, as well as the health, safety, and well-being of residents and visitors

GOAL 4: Improve the appearance, usability, and overall health of the canal channel

a) Collaborate with the NPS, the Conservancy, volunteers, and other relevant partners to restore the canal's functionality and become a key staple in the community and park system for generations to come—including repairs to the canal pump to ensure water levels remain healthy year-round

b) Collaborate with the NPS to consider a mutual agreement and fixed schedule for the ongoing and future maintenance of the canal

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FLOODING & STORMWATER

The Village of Valley View's terrain is unique, both in terms of its overall topography and waterways. While steep slopes can make development challenging, flowing waterways can pose an even greater risk to properties and structures—especially when these are located within the Regulatory Floodway.

According to FEMA, a "Regulatory Floodway" is the central channel of a river, or similar watercourse, and its immediately adjacent land areas. These land areas must be reserved for flooding and to allow a watercourse to naturally discharge its base flood volume without cumulatively increasing its water level more than a designated height. Development within a Regulatory Floodway, especially residential structures, are almost universally banned across the United States. However, very minor projects can sometimes be approved so long as a strict engineering analysis is conducted and demonstrates a zero increase in the Base Flood Elevation (BFE) during a flood event. Conversely, development is typically permitted within the 100-Year Floodplain, so long as the lowest living spaces are elevated above the BFE—which is typically one to two feet, depending on local regulations.

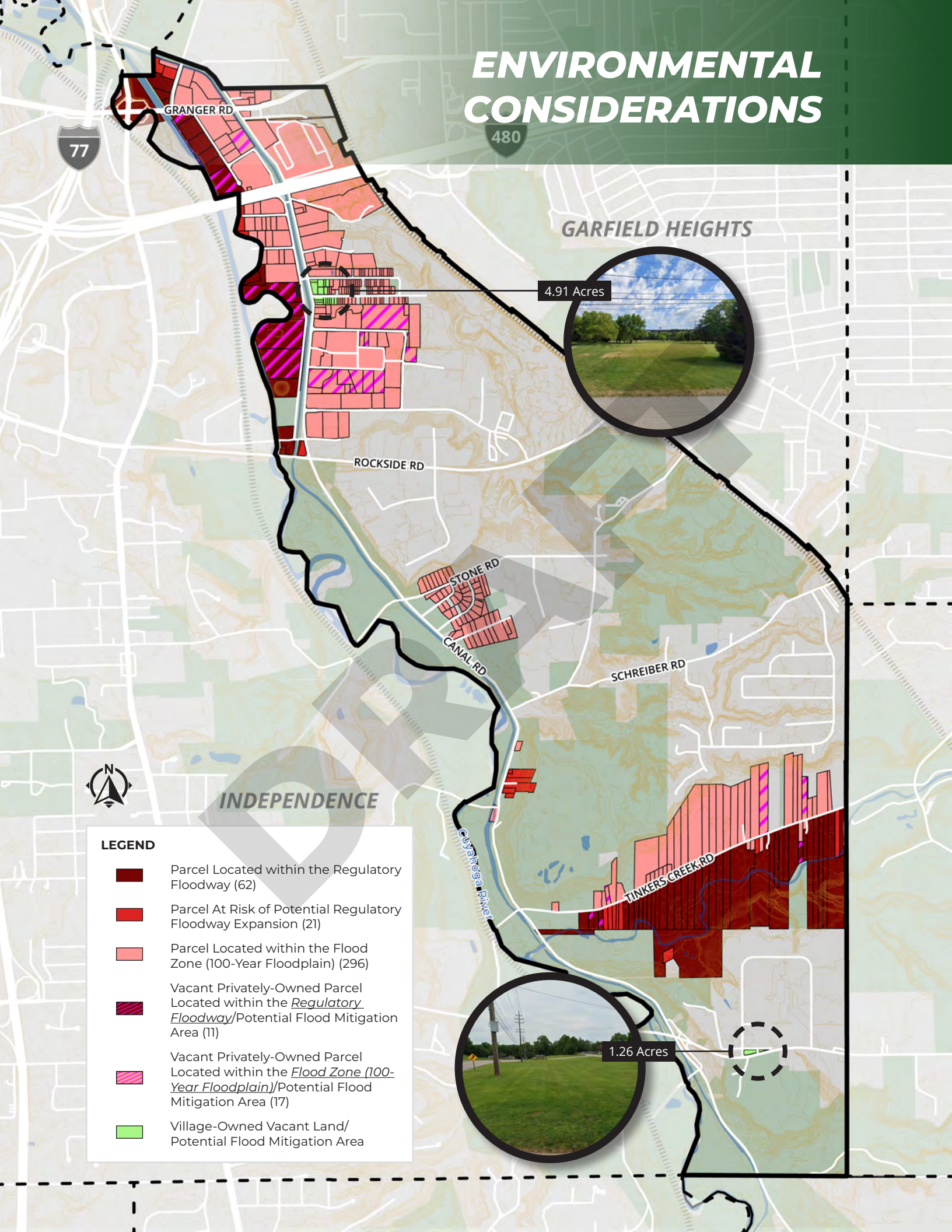
In the State of Ohio, development within a 100-Year Floodplain must be protected to at least the 100-Year flood level (ORC 1521.13), which is the same measure Valley View's Floodplain Administrator also enforces at the local level. As seen in the map on the next page, 296 privately-owned parcels are located wholly or partially within the 100-Year Floodplain for either Tinkers Creek or the Cuyahoga River. Additionally, another 62 privately-owned parcels have at least a portion of their property located within the Regulatory Floodway itself, and another 21 parcels are at a high risk of being within the Regulatory Floodplain should significant changes happen to either Tinkers Creek or the Cuyahoga River's watercourse or BFE. These are properties where existing structures exist, many residential surrounding Tinkers Creek, and could pose an elevated flood risk, as well as more stringent development regulations.

To help alleviate strain on property owners around Tinkers Creek and the Cuyahoga River, there are a number of currently vacant parcels located within these areas that could act as potential flood mitigation areas. These areas could help store additional water and slowly release it back into the ground naturally—easing the burden on both man-made infrastructure and the watercourses themselves.

Lastly, the village owns approximately 6.17 acres of vacant land, which could be opportunities where flood mitigation efforts might help offset flooding. Property acquisitions, agreements, easements, or similar methods should also be employed in partnership with property owners to ensure the longevity of current BFE, as well as the future wellbeing of residents and structures. These flood mitigation areas could also be coupled with new park amenities and recreation opportunities that integrate advanced stormwater control into their overall design.

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ENVIRONMENTAL CONSIDERATIONS



STORMWATER MANAGEMENT

Stormwater management techniques are designed to reduce the amount and speed of runoff entering drainage systems and waterways. Traditional stormwater infrastructure is primarily designed to move stormwater as quickly as possible through pipes, culverts, and storm sewers. While these systems remain important to our built environment, modern stormwater management approaches are increasingly incorporating sustainable and natural solutions that slow, filter, and absorb runoff before it enters these systems and our waterways. These practices can help reduce flooding, improve water quality, minimize erosion, and lessen the strain on existing infrastructure.

Stormwater management can take different forms in both natural and man made environments. For example, permeable materials, such as porous asphalt and interlocking pavers, are effective techniques that allow water to pass through surfaces—especially in areas with high percentages of pavement, such as parking lots, sidewalks, and driveways. Tree planting and preservation efforts also play a vital role by intercepting rainfall, stabilizing soils, and increasing ground infiltration. In areas that are experiencing erosion, stream bank stabilization and restoration projects can protect waterways, reduce sediment buildup, and improve the health of streams.

One of the most common stormwater management techniques is to use green infrastructure to store and manage runoff. Improvements such as rain gardens, bioswales, native plantings, and vegetated detention basins allow stormwater to infiltrate into the ground rather than immediately enter storm sewers or waterways. Bioswales are among the most effective type of green infrastructure facility in slowing runoff velocity and cleansing water, while still recharging the underlying groundwater table. Bioswales can take on different typologies depending on localized soil composition and topography, but all should integrate native plantings, be gently sloped, and have a minimum width of approximately four to eight feet. Lastly, in order to ensure the long term health and effectiveness of the swale itself, regular maintenance to support the proper flow and function of the bioswale will need to be addressed—including the removal of any obstructive overgrowth, invasive plant species, trash, or similar debris.

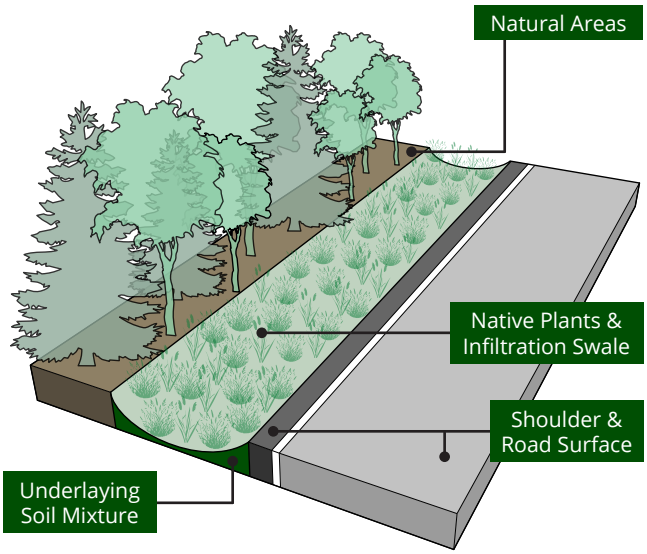
COMMON TYPES OF BIOSWALE VARIATIONS

Typology	Application	Overview
Dry Swale	Linear impervious surfaces	Remains dry during normal weather and only fills with water temporarily during and immediately after heavy rains
Enhanced Swale	Sloped sites	Stormwater management channel that uses specialized soil, check dams, and native plants
Grass Swale	Parking lots, where large amounts of sheeting can occur	Shallow, sloped earthen channels planted with grass that can help curb and gutters manage heavy rains more effectively
Retention Swale	Alongside large impervious surfaces	Linear, gently sloping ditch that temporarily holds water in a shallow basin or soil profile

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SUBURBAN BIOSWALE EXAMPLE *(WITHOUT UNDERDRAIN)*

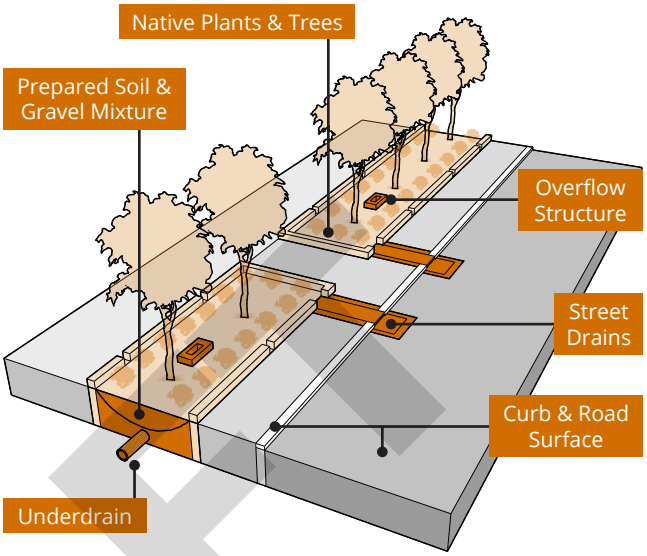
POTENTIAL RUNOFF REDUCTION: 85%*



Bioswales found in more suburban and/or rural landscapes can be more freely designed and tend to be more natural in their appearance. These swales can integrate an underdrain that flows into man-made infrastructure; however, they often rely solely on naturalized systems to manage, filter, and release stormwater back into the ground slowly.

URBAN BIOSWALE EXAMPLE *(WITH UNDERDRAIN)*

POTENTIAL RUNOFF REDUCTION: 45%*



Bioswales found in more urbanized and/or developed landscapes tend to be more heavily influenced by the built forms around them and can take on a variety of appearances. These swales tend to flow into man-made sewer systems, and are a more natural way to help filter roadway contaminants, such as motor oil and other micro-pollutants.

OTHER *SUBURBAN-FOCUSED* BIOSWALE EXAMPLES

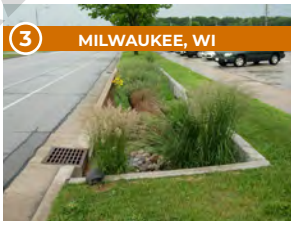




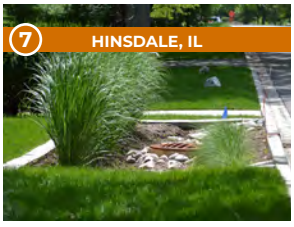




OTHER *URBAN-FOCUSED* BIOSWALE EXAMPLES









Images Flickr Users (top left to bottom right): Aaron Volkening (images 1, 3, 4, 5, 6); Center for Neighborhood Technology (images 2, 7, 8)

**This estimate is provided only for the purpose of initial screening of LID (Low Impact Development) practices suitable for achieving stormwater management objectives and targets. Performance of individual facilities will vary depending on site specific contexts, facility design parameters, and should be estimated as part of the design process and submitted with other documentation for review by the village.*

Source: Sustainable Technologies Evaluation Program, Bioswales, https://wiki.sustainabletechnologies.ca/wiki/Bioswales

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TREE PLANTING & PRESERVATION

Tree planting and preservation are vital environmental stewardship practices that provide long-term ecological, economic, and community benefits. Trees improve air quality, reduce stormwater runoff, stabilize soils, and support the overall health of local ecosystems. Tree canopies intercept rainfall before they reach the ground, thus reducing the amount and speed of stormwater entering drainage systems and nearby waterways, while tree roots improve soil infiltration and help prevent erosion. In addition to their environmental value, trees enhance community character, provide shade, reduce urban heat island effects, and improve the appearance and livability of neighborhoods and public spaces.

Tree planting and preservation can also play an important role in managing stormwater and protecting natural assets, particularly in areas experiencing development pressure and higher concentrations of impervious surfaces, such as along Rockside Road. Although impervious surfaces account for a relatively small percentage of the Village's total land cover, they contribute disproportionately to stormwater runoff and water quality concerns. Planting trees in under-covered areas dominated by grass, shrubs, and bare soil presents a feasible opportunity to improve stormwater absorption, reduce runoff, and expand tree canopy coverage. Additionally, preserving mature trees and wooded areas along Tinkers Creek Road and Canal Road can also help reduce flooding, stabilize streambanks, and minimize erosion in these areas of concern.

Tree preservation techniques are equally significant during development and infrastructure projects. Practices such as protecting tree roots during construction, minimizing unnecessary tree removal, and designing projects around existing mature trees can help preserve healthy tree canopy and protect important natural features within the community. Adopting a tree preservation ordinance and conducting a community-wide tree inventory and management plan would formalize clear standards for future development, and help identify priority trees and environmentally sensitive areas for protection. Over time, a strong and well-maintained urban forest can help Valley View reduce infrastructure strain, as well as continue to enhance its scenic character, and support a healthy and sustainable community.



Valley View lost about 1.8% of its tree canopy (25.3 acres) between 2011 and 2017. However, the village has strong potential for canopy expansion because 40% of remaining land in the village consists of other permeable surfaces such as grass, shrubs, and bare soil—prime opportunities for new tree planting and future canopy growth.

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MODEL TREE PLANS & ORDINANCE BEST PRACTICES

A model tree ordinance should be designed as a comprehensive tree canopy protection program that combines preservation, regulation, mitigation, incentives, and management. This would help Valley View protect its existing tree canopy, preserve valuable mature trees, and ensure future development contributes to a healthy, resilient, and sustainable community landscape. By combining regulations with incentives and education, the village can balance growth and development, while maintaining its the natural character.

For Valley View, the following elements are most relevant to consider when developing a local tree ordinance:

TREE REMOVAL PERMITS

Require approval before removing large, healthy, and mature trees that provide community benefits. This often includes trees that are six inches in diameter at breast height (DBH) or larger.

CLEAR ENFORCEMENT PROVISIONS

Establish a process for reviewing compliance, addressing violations, and enforcing tree protection requirements.

ADDITIONAL PROTECTIONS FOR LARGE, HEALTHY, & MATURE TREES

Establish special protections for significant trees that provide greater environmental, aesthetic, and community value. This recognizes that mature trees provide benefits that cannot be quickly replaced by newly planted trees.

TREE REPLACEMENT REQUIREMENTS

Require replacement trees when significant trees are removed due to development or other activities. Replacement requirements can be based on the size, number, or value of the trees removed—meaning larger trees may require additional replacement trees than smaller ones.

PRIORITIZE NATIVE OR CLIMATE-ADAPTED TREE SPECIES

Encourage planting trees that are well-suited to the local environment, support wildlife, and are more resilient to pests, disease, and harsh weather conditions. For Northeast Ohio, examples of these tree species include red maple, white oak, American sycamore, river birch, and serviceberry.

CONSTRUCTION PROTECTION STANDARDS

Establish clear requirements to prevent damage to trees from construction equipment, soil disturbance, grading, excavation, and other construction-related activities.

TREE INVENTORY & REGULAR UPDATING

Maintain an inventory of all trees and update it regularly to better understand tree conditions, identify maintenance needs, and guide future tree management efforts.

VILLAGE ARBORIST OR QUALIFIED STAFF MEMBER

Identify a trained staff member, consultant, or qualified tree professional responsible for overseeing tree-related regulations, reviewing applications, and managing community forestry efforts.

TREE CREDIT AND/OR CANOPY-DENSITY STANDARDS FOR NEW DEVELOPMENT PROJECTS

Establish standards that require new development to maintain or improve tree canopy coverage. A tree-credit system assigns values to trees based on factors such as size, species, health, and location. If significant trees are removed, developers must replace the lost tree value through preservation, new plantings, or other approved methods. Canopy-density standards require developments to maintain a minimum level of tree coverage across a site to prevent the long-term loss of community tree canopy.

TREE PRESERVATION PLANS FOR NEW DEVELOPMENT

Require developers to identify existing trees on their site and explain how they will protect them during construction.

CANAL RESTORATION

The Ohio & Erie Canal is an important part of Valley View's history and could become an even stronger community, recreational, and environmental asset through targeted restoration and reinvestment. The village should consider a phased approach to restoration—including collaboration among multiple levels of government and nonprofit organizations working toward one shared goal of a restored canal. However, since the Ohio & Erie Canal is not owned by the village, coordination with the appropriate landowner(s) should be an early step in the restoration process.

The State of Ohio owns and administers most of the canal land through the Ohio Department of Natural Resources (ODNR), while the National Park Service (NPS) owns the canal land inside Cuyahoga Valley National Park itself. Valley View should work with ODNR to identify the amount of state-owned canal land within the village, understand existing management responsibilities and restrictions, and determine what types of improvements could be made. Establishing a relationship early on in the process would also help clarify which funding opportunities are available, who would be eligible to apply, and what agreements or permissions might be needed.

Once ownership and management responsibilities have been clarified, a project team could be established to assess the existing conditions of the canal. Potential partners could include Cuyahoga Valley National Park, the Conservancy for Cuyahoga Valley National Park, Cleveland Metroparks, Cuyahoga Soil & Water Conservation District, Northeast Ohio Regional Sewer District, ODNR, Canalway Partners, Ohio History Connection, the Cuyahoga County Planning Commission. This team could document historic features, water levels, drainage and stormwater issues, vegetation, trail connections, public access points, and more. This information could then be used to inform a canal restoration plan that establishes a long-term vision, identifies priority areas, and divides improvements into manageable phases. The team could then pursue funding for priority projects—matching different funding sources to specific parts of the project. Eligibility should be determined based on property ownership, the types of proposed improvements, the applicant, and long-term maintenance responsibilities. Since the village does not own the canal, some projects may be better suited for ODNR or another partner to apply for, while the village could contribute through planning, coordination, or other forms of support.

Lastly, maintenance roles and responsibilities should be established before any construction activities would begin. A maintenance plan should address vegetation management, water quality, erosion control, and future repairs as well as who will be responsible. Depending on the project, the village could establish a formal agreement with ODNR or another partner identifying responsibilities for construction, maintenance, and future improvements. By establishing partnerships, identifying funding opportunities, and defining long-term stewardship responsibilities, Valley View can create a realistic path forward toward restoring the canal, while still advancing the village's environmental, historic, and recreational goals.

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CANAL RESTORATION BEST PRACTICES CASE STUDY:
PORTAGE, WISCONSIN (PORTAGE CANAL)

The Portage Canal in Portage, Wisconsin is a historic waterway originally constructed in the mid-1800s to connect the Fox and Wisconsin Rivers, creating a continuous navigation route between the Great Lakes and the Mississippi River system. The canal followed a well-established portage route used for centuries by Native Americans and early European explorers. Despite its early significance, the canal quickly became outdated with the rise of rail transportation and was officially closed to navigation in 1951. In the decades that followed, the canal fell into disrepair and became heavily contaminated due to nearby industrial activity.

Between 2020 and 2022, the canal underwent a major restoration led by the Wisconsin Department of Natural Resources in partnership with the Wisconsin Department of Transportation, the City of Portage, and Columbia County. The $8 million project focused on environmental remediation, mainly the dredging of approximately 40,000 tons of contaminated sediment and the treatment of 1.3 million gallons of polluted water. Additional improvements included installing new stormwater infrastructure and stabilizing the canal banks. These efforts transformed the canal from a polluted and neglected waterway into a cleaner, more stable, and publicly accessible resource.

Today, the restored canal serves as a cultural and recreational asset to the community, and it has been integrated into the Ice Age National Scenic Trail, a national trail formed through the glaciers that run through Wisconsin. This connection attracts hikers and outdoor enthusiasts while reinforcing its role in regional tourism. The project also emphasized historic preservation, as the canal is listed on the National Register of Historic Places in recognition of its significance to early American transportation history.

Ongoing efforts continue to focus on additional restoration of remaining degraded areas, long-term water quality management, and maintaining stormwater infrastructure. Local groups such as the Portage Canal Society are involved in fundraising, advocacy, and coordinating improvements like improved access points and expanded recreational amenities.







The Portage Canal is an exceptional example of multiple levels of government working together to accomplish a restoration goal.

Source: Wisconsin Department of Natural Resources, Fred Galley

COMMUNITY FACILITIES, PROGRAMMING, & RECREATION

Community facilities, recreation, and programming play a vital role in enhancing quality of life and strengthening a sense of community. While Valley View benefits from exceptional services and access to regional destinations, residents and visitors expressed interest in expanding local amenities, services, and opportunities that better serve people of all ages and abilities. Public engagement also highlighted the importance of creating additional gathering spaces, enhancing existing parks, and providing more year-round activities that encourage residents and visitors to come together and celebrate each other and the community.

The recommendations in this section respond to this plan's vision by enhancing community amenities, expanding year-round programming, and investing in public spaces that encourage social interactions and active lifestyles. Many of these strategies emphasize partnerships with regional organizations to leverage existing resources and expertise, while others focus on targeted improvements to Village-owned parks and facilities. Together, these recommendations aim to strengthen Valley View as a welcoming, connected, and vibrant community where everyone has an equal opportunity to connect socially, stay active, and enjoy a high quality of life.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- Historic buildings and structures in Valley View are restored and open for the public to explore and immerse themselves in history
- More public amenities are installed and maintained along the Towpath Trail
- A shared, multi-partnered community events calendar is created and maintained regularly
- There is an increase in community center and programming enrollment and village services are expanded to younger senior residents

COMMUNITY FACILITIES, PROGRAMMING, & RECREATION RECOMMENDATIONS

GOAL 1: Expand partnerships with National Park Service, Conservancy for Cuyahoga Valley National Park, Cleveland Metroparks, and other relevant partners for recreation and amenity improvements

a) Work with the National Park Service, Conservancy for Cuyahoga Valley National Park, and other relevant partners to restore the S. Blessing House and other historic buildings for public viewing, education, and events

b) Work with the National Park Service, Conservancy for Cuyahoga Valley National Park, and other relevant partners to integrate new public amenities along the towpath trail, such as restrooms, seating areas, bicycle repair stations, and access to drinking water

GOAL 2: Diversify village offerings for year-round classes, volunteering opportunities, and community events

a) Expand year-round fitness and other special interest classes that provide unique opportunities for all age groups, especially seniors

b) Partner with the National Park Service, Conservancy for Cuyahoga Valley National Park, Cleveland Metroparks, Oxbow Farm & Market, and other relevant partners to create a coordinated community event calendar that provides year-round volunteering opportunities and events for residents and visitors

GOAL 3: Evaluate opportunities for community facility and service improvements

a) Evaluate options for expanding snow plowing services to residents 55 and over

b) Improve recycling opportunities throughout the community by implementing weekly curbside pickup for residents, and by providing additional recycling containers within village-owned parks and facilities

c) Update and expand the existing community center by integrating newer amenities and equipment—including fitness equipment and machines

d) Continue to share aquatic facilities with nearby school district communities, and subsidize recreational passes for residents to utilize those amenities

e) Explore new partnerships, opportunities, and locations for potentially constructing a new community splash pad

f) Improve existing fields and courts at Valley View Woods Park with outdoor lighting to allow for expanded evening recreation opportunities for residents

g) Explore new partnerships, opportunities, and locations for potentially constructing a new outdoor community dog park

h) Continue to expand recreational offerings within village-owned and operated parks by integrating the amenities as described in the Facility Opportunities Map on page 67

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FACILITY, RECREATION & PROGRAMMING OPPORTUNITIES

Currently, the village has three primary parks; each having a variety of community offerings and available space to accommodate new amenities. Don Miller Park, or Tiny Lane Park, has 13,800 square feet of unused open space, while Lombardo Park has nearly 33,000 square feet that could be repurposed for additional amenities—including passive or fitness trails, lighting, or small court games, such as pickleball. The village's largest park, Valley View Woods Park, also has opportunities for improvement through trail expansions and lighting to meet the needs of evening users.

As seen in the images below, there are two, vacant, village-owned areas where new amenities could be installed. The potential northern park space is 4.91 acres in size, while the southern area is 1.26 acres. Each could support stormwater management installations, passive trails, and similar public amenities. However, the larger proposed park space in the north could also act as key stop along the proposed loop trail on Canal Road. This park could serve as a safe space to rest on the larger Towpath Trail network.

PROPOSED *NORTHERN* PARK SAPCE



Overall Size	4.91 Acres
Ownership	Village of Valley View
Current Zoning	Business District
Potential Uses/ Amenity Options	Stormwater management, passive trails, pavilions/outdoor seating, drinking water access, public restrooms

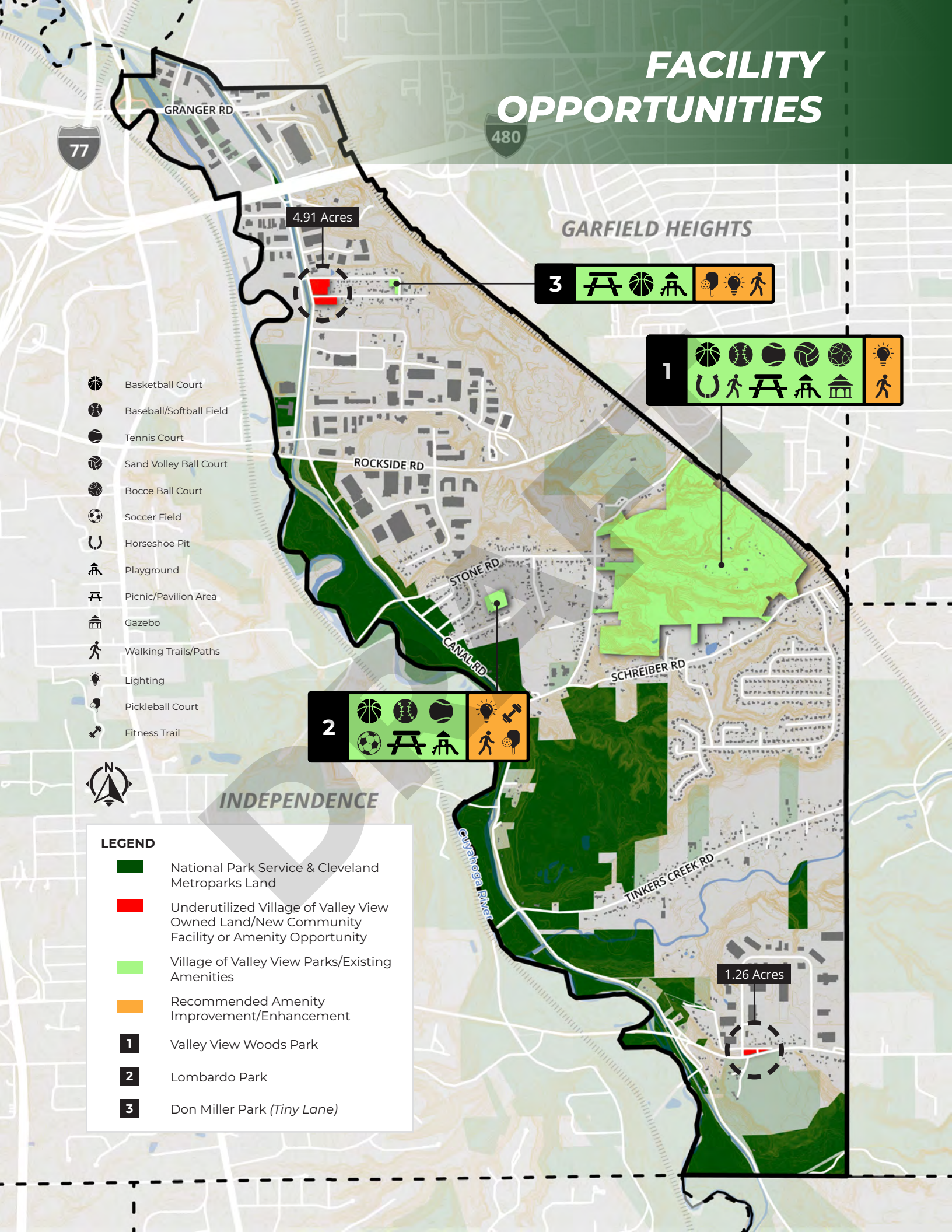
PROPOSED *SOUTHERN* PARK SAPCE



Overall Size	1.26 Acres
Ownership	Village of Valley View
Current Zoning	Country Home District
Potential Uses/ Amenity Options	Stormwater management, passive trails

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FACILITY OPPORTUNITIES



ECONOMIC DEVELOPMENT & TOURISM

Economic development and tourism are two, intertwined concepts that can be used together to further strengthen the local economy and better position Valley View as a robust destination. Recent private investments have shown there is strong interest in Valley View—particularly along the Canal Road corridor—creating momentum for additional redevelopment, business attraction, and revitalization of vacant properties. Building upon this energy can diversify the economy, expand amenities for residents, visitors, and employees, and further reinforce Valley View as a desirable place to live, work, and explore.

Additionally, Valley View can capitalize on its immediate proximity to the Towpath Trail, Cuyahoga Valley National Park, and the Cleveland Metroparks by expanding nature and recreation-based tourism opportunities.

Public engagement showed there is an interest in attracting new businesses, improving wayfinding and visitor amenities, and creating destinations that encourage people to spend more time in the village. The following recommendations focus on encouraging targeted reinvestment, supporting existing businesses while still growing strategically, and strengthening Valley View's identity as a gateway to Northeast Ohio's immense recreational and environmental assets.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- The vacant Royalton Road site becomes shovel ready and is actively being marketed, or becomes redeveloped
- A robust economic development marketing presence and package is available for developers and is updated regularly
- Tourism-focused initiatives become high-priorities for the community, and strong partnerships are established with the NPS, Cleveland Metroparks, Destination Cleveland, and Conservancy for CVNP
- Overall, there is an increase in interest and visitation of Valley View

ECONOMIC DEVELOPMENT & TOURISM RECOMMENDATIONS

GOAL 1: Proactively market available land and targeted redevelopment opportunities found throughout Valley View

a) Seek funding to remediate brownfields and make sites shovel-ready for desirable development, especially on the six parcels located between Rockside Road and Hathaway Road

b) Develop a detailed marketing strategy to increase commercial diversity, attract desired businesses—such as small, locally owned shops, entertainment venues, and dining options—retain businesses, and support the village's existing industrial base. This strategy should:

- Help connect businesses/developers with vacant land, spaces, and buildings
- Provide regular outreach to employers to better understand their evolving needs and future plans
- Celebrate successes, investments, and grand openings for businesses throughout the community
- Actively seek outdoor-related businesses, establishments, and related industries to further support ecotourism and recreation efforts in Valley View

c) Consider opportunities for infill and out-parcel development within underutilized parking areas on Canal Road around the Cinemark theater property

GOAL 2: Embrace and expand ecotourism opportunities in Valley View

a) Collaborate with the National Park Service, Conservancy for Cuyahoga Valley National Park, Destination Cleveland, and other relevant partners to create a mutually beneficial tourism strategy in Valley View. This strategy should:

- Evaluate opportunities for kayaking, biking, e-biking, and potentially canal barge tours
- Establish one recognizable and shared visual identity that is consistent across all branding elements—maps, websites, social media, business materials, banners, and signs—as seen in the Branding & Signage examples on pages 90-91
- Develop a strong digital presence that is structured around visitors planning their visit, which should include information on trails, history, recreation and park amenities, dining, events, where to stay, and an interactive map that demonstrates how easy the village is to navigate and experience
- Integrate coordinated signage, branding, and wayfinding throughout shared destinations and amenities
- Provide public amenities, such as restrooms, water bottle filling stations, waste receptacles, and bicycle repair stations at key gathering points along the Towpath Trail—including all trailheads and brigde access points across the canal as seen in the Targeted Tourism Areas Map on page 75

b) Develop a "Trails Town" marketing program that incentivises businesses to improve their user amenities and also give visitors a reason to leave the trail and explore the community. This program should:

- Establish a "Trail Friendly Business" designation for participating businesses and actively promote these businesses collectively on social media, online, at public meetings, print materials, etc.
- Participating businesses could offer trail users discounts, bicycle parking, water stations, bicycle repair/supply services, outdoor seating and takeout options, maps, visitor information, etc.

c) Create a "One-Day in Valley View" sample itinerary to streamline marketing and showcase Valley View as a destination and not simply a pass-through point. A sample itinerary could include:

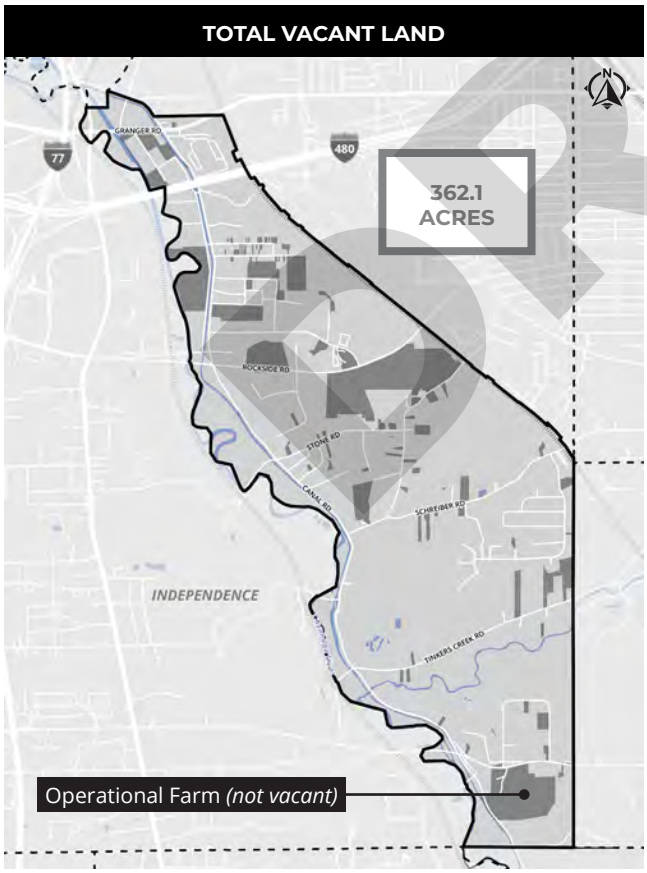
- Rent a bicycle and ride the towpath
- Visit the Canal Exploration Center and immerse yourself in history
- Grab lunch at local restaurants
- Ride the Cuyahoga Valley Scenic Railroad
- Watch live music on the river and enjoy dinner

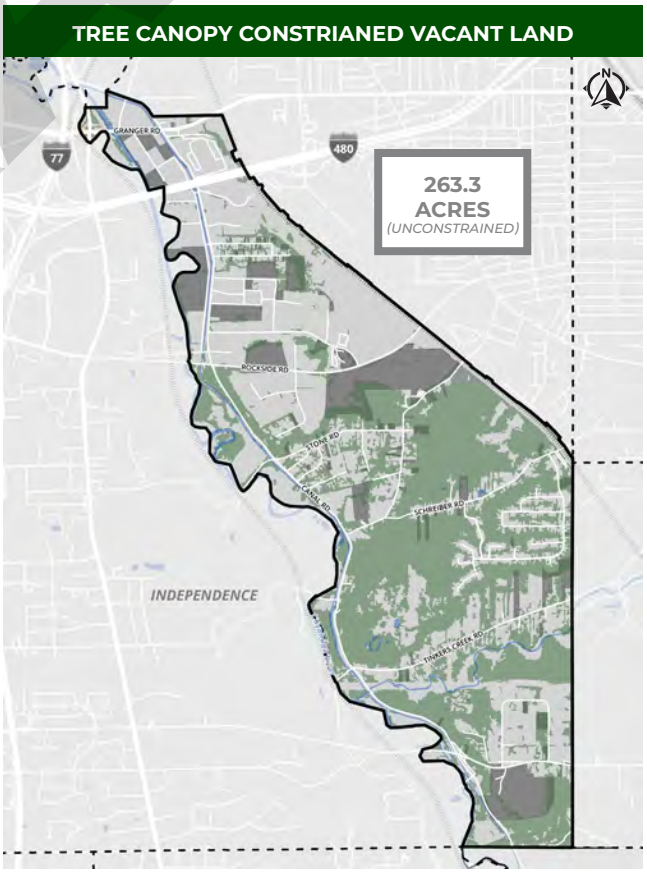
d) Evaluate the potential for constructing a high-quality, small establishment where visitors can rest comfortably—such as an inn, bed and breakfast, or similar lodging

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REDEVELOPMENT & CONSERVATION

The Village of Valley View has limited opportunities for growth, and those vacant areas that could support new development are heavily impacted by environmental constraints. Dense tree canopy, steep slopes, and flood hazard areas occupy a large portion of the community and can make redevelopment challenging, or in some instances not feasible. In total, Valley View has approximately 362.1 acres of vacant land. When overlayed with the village's dense tree canopy, this number is reduced to 263.3 acres. These areas in particular are important to preserve because trees help stabilize the community's steep slopes, assist in flood mitigation, and contribute to the village's robust environmental character. Additionally, when steep slopes are factored into this analysis, the total number of unconstrained vacant land is again reduced; leaving 141.3 acres for potential development, and even more so when the FEMA Flood Hazard Area is also taken into considertation—a total land constraint of 87.4% or 316.5 acres. There are only 45.6 acres of unconstained vacant land in Valley View. This indicates that development proposals and site planning should be evaluated under heightened scrutiny—including flood mitigation and tree preservation efforts.





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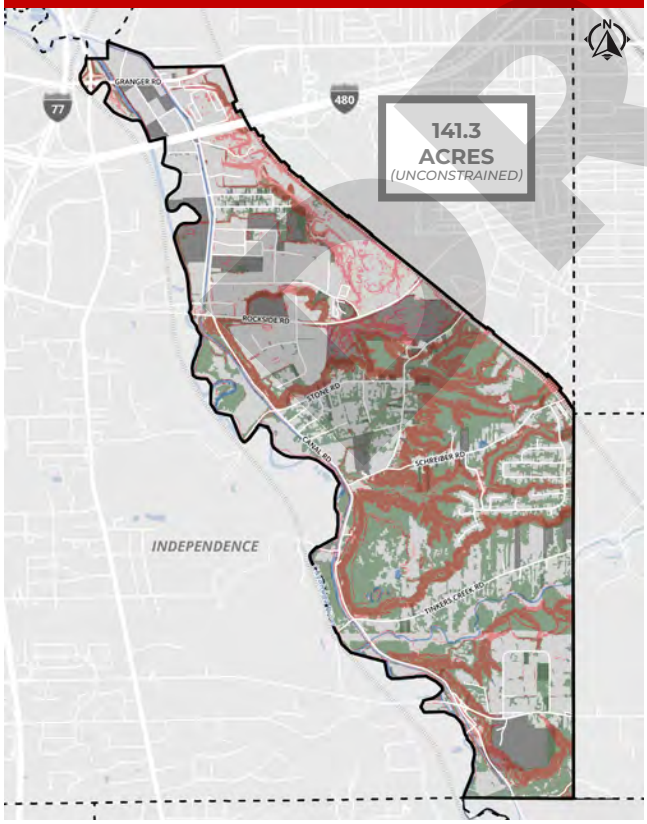
AREAS & CORRIDORS OF INTEREST		
Type of Vacant Land/Constraint	**Size (acres)**	**Percent of Vacant Land Constrained**
Total Vacant Land *(without any constraints applied)*	362.1	N/A
Vacant Land Constrained by Tree Canopy Alone *(areas for preservation)*	98.8	27.3%
Vacant Land Constrained by Tree Canopy and Steep Slopes *(areas for preservation)*	220.8	61.0%
Vacant Land Constrained by Tree Canopy, Steep Slopes, and Flood Hazard Areas (FEMA)	316.5	87.4%
Total Unconstrained Vacant Land for Potential Development: ~45.6 Acres *(12.6% of Total Vacant Land)*		

LEGEND

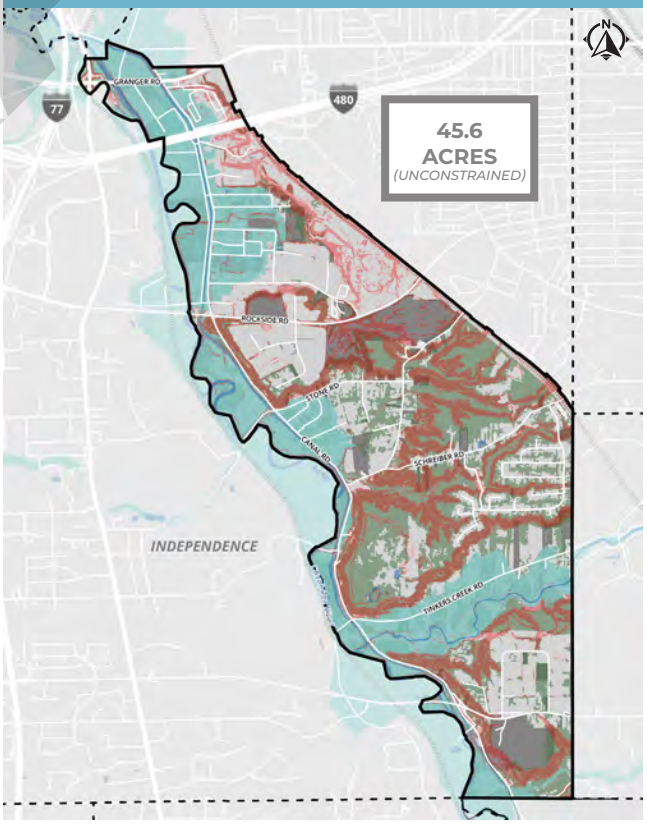
- Unconstrained Vacant Land/Potential Redevelopment Areas
- Tree Canopy/Forest Patch *(areas for preservation)*
- Steep Slopes >12% Grade *(areas for preservation)*
- Flood Hazard Area (FEMA)*

**Flood Hazard Area includes the Regulatory Floodway, the 100-year Annual Chance Flood Hazard zone, and 500-year Annual Chance Flood Hazard zone.*

+STEEP SLOPE CONSTRIANED VACANT LAND



+FLOOD HAZARD CONSTRIANED VACANT LAND



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AVAILABLE BUILDINGS FOR LEASE OR PURCHASE

In addition to land available for potential redevelopment within Valley View, there are also a number of commercial and industrial buildings available for sale or lease. As of July 1, 2026, there are a total of 24 buildings available for business relocation, attraction, or expansion—four of which are for sale and 20 are for lease—totaling approximately 452,368 square feet to 609,452 square feet of available space; with the average size of available building space falling between 18,849 square feet and 25,393, with the smallest being 1,358 square feet and the largest being 131,000 square feet (LoopNet, July 2026).

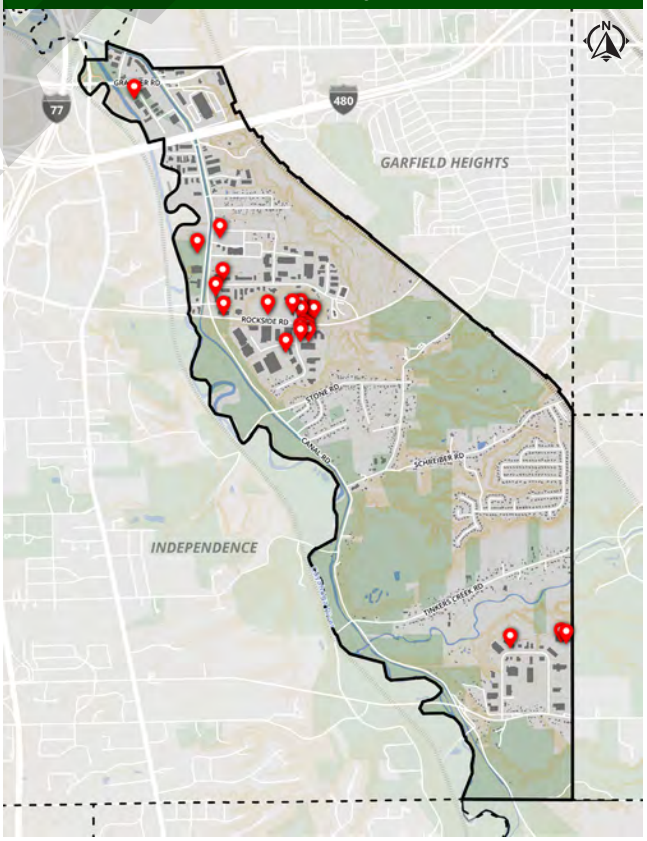
Additionally, given the village's robust industrial tax base, these properties are largely clustered throughout various corporate and business parks found around Rockside Road, with several properties also being located in the southern portion of the community in Hub Park, and in the northern portion of the community near Lombardo Business Park. However, the majority of these vacancies are concentrated within three business parks off of or near Rockside Road—Rockside Business Pointe, Highpointe Corporate Park, and Southport Center.

In terms of cost, office spaces generally run higher than industrial spaces, but on average, the cost to lease one of these industrially-focused buildings in Valley View is approximately $7.68 per square foot per year—$14.33 per square foot per year for office spaces. In general, the village's industrial density is a community strength that offers a variety of opportunities for economic growth and calculated expansions into already existing spaces.



Example of industrially-zoned space available for lease on Cloverleaf Parkway (10,000 SF, $8.95/SF/Year)

GENERAL LOCATIONS OF AVAILABLE COMMERCIAL & INDUSTRIAL BUILDINGS *(AS OF JULY 1, 2026, LOOPNET)*



Source: LoopNet, July 2026

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AVAILABLE COMMERCIAL & INDUSTRIAL BUILDINGS IN VALLEY VIEW *(AS OF JULY 1, 2026)*					
Property Address	**For Sale/Lease**	**Current Zoning**	**Size of Lot**	**Available Space Size**	**Cost/Rate**
5935 Canal Road	Sale	Industrial	2.42	10,200 SF + Outparcel	$1,399,999
7640 Hub Parkway	Sale	Light Industry	9.90	89,628 SF	$5,825,820
7640 Hub Parkway, Suite 7640	Sale or Lease	Industrial	9.90	27,550 - 89,628 SF	$5,825,820 or $4.95/SF/Year
6000 W. Canal Road	Sale or Lease	Industrial	11.40	< 131,000 SF + Vacant Land	$3,705,000
5480 Cloverleaf Parkway, Building A	Lease	Industrial	3.67	10,000 SF	$8.95/SF/Year
8001 Sweet Valley Drive	Lease	Industrial	5.56	3,000 SF	Negotiable
8200 Sweet Valley Drive	Lease	Light Industry	4.39	21,672 SF	Negotiable
Rockside Road *(spec warehouse buildng)*	Lease	Industrial	9.02	50,000 - 145,006 SF	$8.50/SF/Year ($15.50 for Office)
Highpointe Corporate Park *(five vacancies)*					
9885 Rockside Road Suite 157 Suite 158 Suite 165	Lease	Industrial	19.64	5,500SF 1,358 SF 3,847 SF	$12.00/SF/Year
9775 Rockside Road Suite 230	Lease	Industrial	18.36	3,800 SF	$6.50/SF/Year
9555 Rockside Road Suite 325	Lease	Industrial	19.64	9,000 SF	$12.00/SF/Year
Rockside Business Pointe *(five vacancies)*					
9700 Rockside Road Suite 120 Suite 150 Suite 170 Suite 190 Suite 350	Lease	Industrial	10.09	1,420 SF 2,400 SF 14,178 SF 19,600 SF 2,800 SF	$6.50/SF/Year ($11.50 for Office)
6180 Halle Drive, Suite C	Lease	Light Industrial	3.58	3,050 SF	$3.06/SF/Year ($6.00 for Warehousing) ($12.00 for Office)
7700 Hub Parkway *(two vacancies)*					
Suite 2 Suite 3	Lease	Light Industrial	6.54	5,000 SF 10,004 SF	$6.50/SF/Year Negotiable
Southport Center *(three vacancies)*					
8333 Rockside Road Suite 201 Suite 202 Suite 203	Lease	Office	5.52	5,123 SF 11,722 SF 10,516 SF	$15.50/SF/Year (Office)
TOTAL BUILDINGS/SPACES AVILABLE: 24 *(~452,368 - 609,452 SF)*					

Source: LoopNet, July 2026

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ECOTOURISM IN VALLEY VIEW

As the village sits at the intersection of several major assets, Valley View is well-positioned to become a prominent tourism hub and "Trail Town." A Trail Town is a community through which a trail passes that supports users with services, promotes the trail to its residents, and embraces the trail as a resource to be protected and celebrated. This type of recreational-focused economic development strategy not only attracts visitors and supports local businesses, trail town initiatives can also encourage reinvestment while strengthening the community's identity. Given the community's unique combination of recreation access and history, Valley View is a particularly strong candidate for a Trail Town strategy.

Recreation-based economies are not new to Northeast Ohio. In 2024, Cuyahoga Valley National Park (CVNP) recorded approximately 2.9 million visits. Additionally, the National Park Service estimates that those visitors generated $139 million in spending in nearby communities in 2023, supporting approximately 2,136 local jobs and producing a total economic impact of $225 million. Valley View could become an important gateway to both CVNP and the Canalway by capitalizing on the Towpath's connectivity and making the community itself part of the visitor experience.

As seen in the map on the next page, there are currently five Towpath trailheads, two Cuyahoga River water access points, and seven proposed bridge improvements to improve pedestrian and bicyclist access to the Towpath from Canal Road.

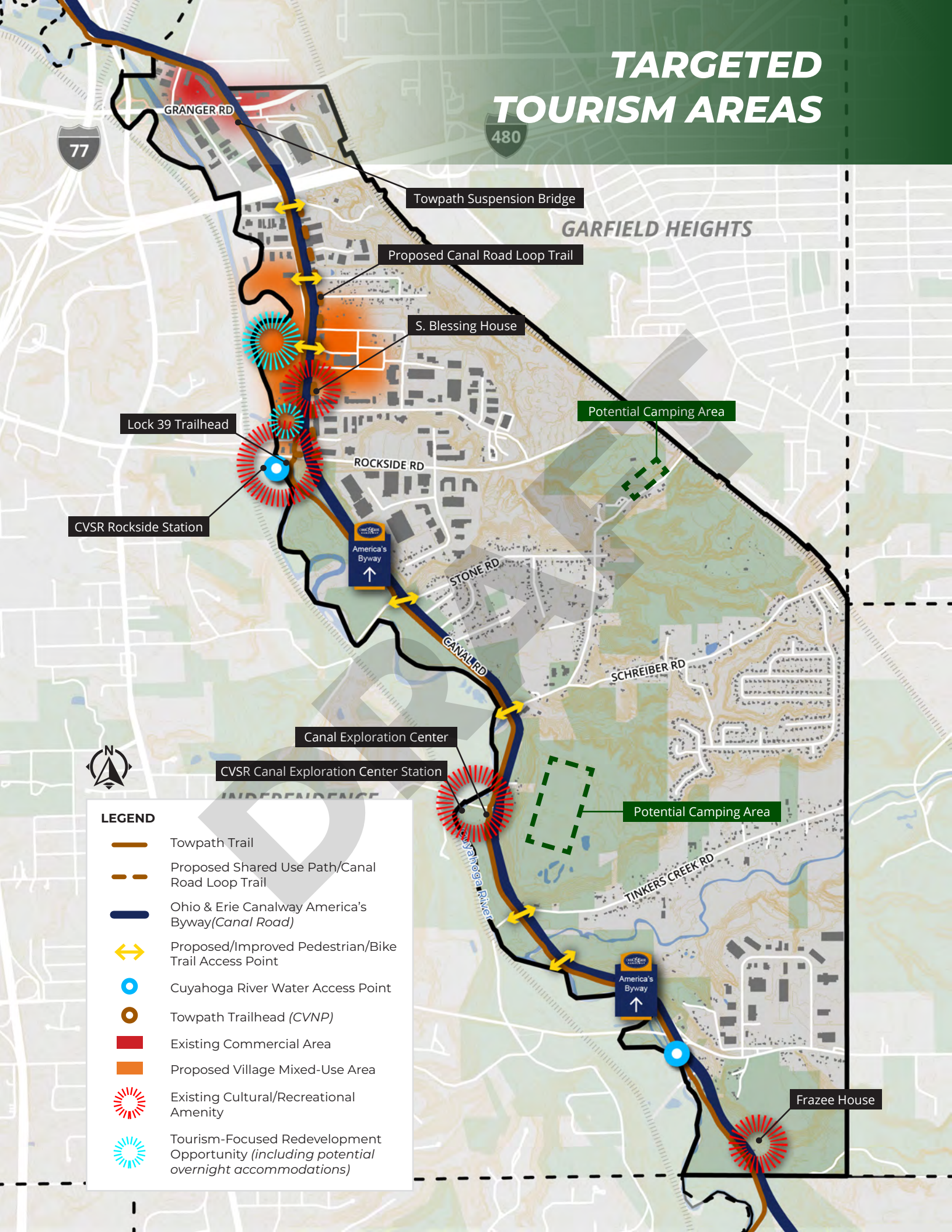
In order to attract a broader spectrum of users, camping may be a good option to accommodate multi-day bicyclist trips. There are two main areas where potential overnight camping could meet the needs of these users in particular, as well as those looking for an immersive park experience in Valley View—a small area on private, vacant land between Rockside and Hathaway Roads, and a larger area between Tinkers Creek and Schreiber Roads. Both of these areas are located out of the floodplain and are relatively easy to access via bicycle or walking. Additionally, a small-scaled bed and breakfast or inn could also be integrated within the proposed Village Mixed-Use Area, located just to the north of Rockside Road. Opportunities for short term rentals—VRBO, Airbnb, and similar platforms—could also provide accommodations for travelers without relying on new development. However, zoning regulations would need to be reviewed and updated to ensure compliance with such a lodging type.

WHERE TRAILS MEET COMMUNITY

Lastly, an overall marketing strategy should frame Valley View as part of the Cuyahoga Valley experience. The village already has a trail, canal history, river, park connections, regional population base, and nearby businesses. The opportunity is to connect those pieces through branding, wayfinding, pedestrian and bicycle infrastructure, events, and business partnerships so that visitors don't simply pass through the community—they experience it and spend money there.

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TARGETED TOURISM AREAS



ECOTOURISM IN VALLEY VIEW *(CONTINUED)*

Valley View's location within the Cuyahoga River Valley provides a unique opportunity to strengthen its role as a regional destination for nature-based recreation and ecotourism within Northeast Ohio. The village is surrounded numerous by natural, recreational, and historic assets, including the Ohio & Erie Canal Towpath Trail, Cuyahoga Valley National Park (CVNP), Cleveland Metroparks, and historic properties, such as the Frazee House. Together, these amenities help position the village well for attracting visitors, while still keeping the community's core values at the forefront of its tourism strategy.

A successful ecotourism approach should showcase the relationship between Valley View itself and its natural assets. The historic canal, waterways, parks, and trails should be incorporated into one cohesive visitor experience. Investments in pedestrian and bicycle connections, wayfinding, landscaping, interpretive signage, and public spaces can encourage visitors to explore more of the community, while also providing everyday benefits to its residents. Additionally, offering educational programming and guided activities can further enhance this experience as well. A coordinated marketing campaign and partnerships with neighboring communities, park agencies, trail organizations, and regional tourism organizations such as Destination Cleveland, is also a critical next steps and can position Valley View as part of a larger network of destinations throughout Cuyahoga County and the region as a whole. Lastly, tourism-related economic development can complement these efforts by encouraging visitors to patronize local businesses, and even create opportunities for additional businesses—including restaurants, lodging, and outdoor recreation services. As the village expands its tourism strategy, a key consideration should also be conservation efforts. Tourism-related improvements and development should also protect the existing natural and historic resources that attract so many into the community, in addition to being designed to minimize impacts on sensitive areas. Preserving these assets will ensure that ecotourism supports the local economy while maintaining Valley View's community character and identity for future generations to come.

BUILD A STRATEGY AROUND FOUR KEY MARKETING THEMES IN VALLEY VIEW:

TRAILS
Ride. Walk. Explore.
Promote the Towpath, regional trail connections, future trail projects, walking, biking, running, and outdoor recreation.

CANAL & HISTORY
Follow the Story.
Promote the Ohio & Erie Canal, Canal Exploration Center, historic resources, and Valley View's connection to the region's history.

NATURE & ADVENTURE
Get Outside.
Connect Valley View to the Cuyahoga Valley, Cuyahoga River, parks, wildlife, and outdoor experiences.

COMMUNITY & BUSINESSES
Stop. Stay. Discover.
Promote restaurants, shops, services, events, and other businesses as part of the visitor experience.

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TRAIL TOWN BEST PRACTICES CASE STUDY:
PENINSULA, OHIO

The Village of Peninsula, Ohio is a small community in Summit County with a population of approximately 550 residents. Located within Cuyahoga Valley National Park (CVNP) itself, the village has successfully built an ecotourism-based identity around this major recreational asset. Rather than pursuing large development projects that could change its character, Peninsula markets itself as a central gateway to CVNP by capitalizing on its direct access to the Ohio & Erie Canal Towpath Trail and the Cuyahoga River. This success began by recognizing that natural and historic resources could function not just as scenery, but as infrastructure capable of supporting the local economy.

As trail use and park visitation increased, Peninsula aligned its development efforts with that momentum. The village improved access to the Towpath Trail, encouraged walkable and bicycle transportation, and pursed small businesses that could serve its recreation users—including restaurants, bicycle-related services, and visitor-oriented retail. Additionally, the community focused on filling gaps in the visitor experience by providing rest stops, benches, lighting, and other amenities that complement outdoor recreation and entertainment. Over time, the village became a natural stopping point for cyclists, hikers, and paddlers moving through CVNP, turning visitor traffic into consistent local economic activity.

Equally significant to Peninsula's success was its ability to integrate a diversity of local attractions into one unified visitor experience. The village combined the canal-era landscape, railroad history, and conservation efforts with recreation opportunities through the use of trails, informative signage, preserved historical structures, and connections to other assets like the Cuyahoga Valley Scenic Railroad. This approach has intertwined nature, history, and tourism into one unified experience that deepens visitor engagement. Throughout this growth and development, Peninsula has preserved its small-town feel and historic character, while ensuring new development does not diminish the natural and cultural amenities that attracted visitors to the area in the first place. Peninsula demonstrates how communities can build upon their already existing assets in ways that reinforce local identity rather than disrupt it, helping create a long-term ecotourism strategy.





Source (top): Flickr, Jon Dawson, Peninsula, Ohio
Source (bottom): Flickr, Jon Dawson, Towpath Bridge

HOUSING & ZONING

Housing policies and zoning regulations play a crucial role in shaping any community's future by guiding where growth occurs, while preserving the specific qualities that residents value most. While Valley View is nearing full build out, the village is mostly comprised of single-family homes. Changes in housing preferences and needs, as well as demographics, create opportunities to modernize local regulations, diversify housing stock, and encourage reinvestment.

Public outreach conducted throughout the planning process emphasized the importance of maintaining the village's current character, while ensuring that future economic and residential development reflects the community's needs and priorities. Examples of desired housing characteristics and types identified by residents included encouraging the construction of single-story homes, smaller dwellings, aging in place options for seniors, and most importantly, maintaining home ownership throughout the community.

The recommendations in this chapter focus on creating a regulatory framework that is more efficient, flexible, and responsive to the village's evolving needs. By updating its zoning standards, streamlining development review processes, and expanding housing choices for residents, Valley View can support sustainable growth while preserving the high quality of life and community character that residents value.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- Steps are taken to conduct a comprehensive zoning code rewrite, or the village adopts a new zoning code—such as the Cuyahoga County Unified Zoning Code
- New residential development occurs that diversifies the housing stock, such as cluster homes, townhomes, and senior living options—including targeted opportunities for rental units
- New financial programs are implemented to assist existing residents with the ongoing maintenance and updating of older homes

HOUSING & ZONING RECOMMENDATIONS

GOAL 1: Promote high-quality development by updating village zoning regulations and modernizing village processes

a) Upgrade online platforms and technology to allow residents to pay bills, submit forms and applications, and intuitively navigate the village's website for resources and information

b) Undertake a comprehensive zoning code review and update that modernizes regulatory language and administrative processes to support the village's development goals—updated language should consider the following:
- Reevaluating parking minimums
- Integrating appropriate building and site design guidelines, including lighting/shielding, landscaping, stormwater management, screening, and circulation/accessibility
- Integrating considerations for Electric Vehicle (EV), e-bike, and e-scooter infrastructure
- Requiring bicycle parking/storage, as well as direct front-door connections for patrons from parking areas, adjacent sidewalks, trails, and bicycle infrastructure
- Integrating flexible zoning districts that support the mixing of uses, multi-modal and non-motorized transportation methods, and new housing development
- Promoting diverse housing typologies, densities, and short-term rental strategies in appropriate areas
- Updating definitions, including, but not limited to: trail/recreation-oriented, short-term rentals, trailhead, bicycle facility, and similar uses and/or terminology

c) Consider adopting a recreation and trail-oriented district near key recreation access points that encourages a combination of outdoor-focused uses, such as:
- Restaurants, cafes, breweries, and outdoor dining
- Bicycle sales, repairs, and outdoor equipment rentals
- Recreational guides/outfitter businesses
- Local shops, galleries, public plazas, and gathering spaces
- Small-scaled lodging

d) Undertake a comprehensive zoning map review and update, as well as modernize how the public can access property and zoning information—this should include:
- Online and print resources that are easily available through the village's website and at Village Hall
- Interactive online map that quickly displays property and zoning information, as well as environmental constraints—such as the FEMA Flood Hazard Area, steep slopes, and soil types

GOAL 2: Balance the need for housing diversity with the desire to maintain existing single-family homes and neighborhoods

a) Ensure residential zoning regulations are aligned with the need and demand for smaller and denser housing typologies, such as smaller single-family and cluster homes, townhomes, 55+ communities, and senior living facilities

b) Create new residential-focused districts and/or residential overlays that better reflect the character of existing neighborhoods and desired housing options, including:
- Low-Density Residential to support existing Country Home District areas and preserve traditional, large lot, low-density development patterns
- Medium-Density Residential to support changing and transitional areas with smaller-scaled dwellings and low to moderate neighborhood densities—as see in the Strathmore Neighborhood
- Mixed-Density Residential to support newer development and redevelopment patterns that allow for a mixing of moderate neighborhood densities and typologies—such as cluster homes and townhouses

c) Continue making investments to enhance existing residential spaces and neighborhoods, including improvements to street lighting throughout the Strathmore Neighborhood and along Tinkers Creek and Schreiber Roads

d) Strengthen pride in property and home ownership by developing a Home Improvement Program that provides low-cost loans and grants for the maintenance and updating of older homes

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INTEGRATING MODERN ZONING PRACTICES

The Village of Valley View's Zoning Code is rooted in its traditional framework and strong separation of land uses. While this ordinance may have provided a robust foundation to achieve its originally intended purpose of preserving the village's character, preventing congestion, and regulating land uses, much has changed since its enactment in 1953. Currently, the existing zoning code lacks a clear economic development vision and leaves many aspects of its regulations open to interpretation—potentially making the village susceptible to legal challenges. It is important that Valley View maintains and administers a modern zoning code that not only reflects the goals and values of the community, but also attracts desired development through streamlined regulations and administrative processes.

As seen in the table below, there are six main conflicts that could be resolved with code reforms—such as fragmented code organization, outdated language and map, and strong separation of land uses. These issues, along with others, can be major obstacles for redevelopment, integrating new housing options for residents, or even connecting visitors with businesses and regional destinations. In general, the Village of Valley View would benefit from a comprehensive zoning code review and update, as well as digitizing the village's zoning map. This would make property and land information readily available to residents and developers, and allow the village to guide development with a clear economic and zoning framework for the future.

KEY AREAS OF ZONING CODE REFORM FOR VALLEY VIEW

Current Zoning Conflict	Why is this an issue?
Traditional Framework & Strong Separation of Land Uses	The framework reflects a much older land-use model and doesn't align with desired mixed-use, walkable, trail/recreation-oriented development.
Outdated Language & Map	The map being utilized by the village is dated 1978—nearly 50 years since a formal revision. An outdated map cannot sufficiently reflect the community's true current zoning or desired future land patterns.
Fragmented Code Organization	The zoning code contains separate chapters for uses, nonconformities, landscaping, signs, buffers, parking, etc. Individually these regulations may work, but together they don't form cohesive development strategies, nor do they work together toward unified development goals or patterns.
Parking Requirements are Heavily Vehicle-Oriented	Parking is not being considered as part of a broader pedestrian-oriented or multimodal development strategy. Excessive parking can occupy land that could otherwise support buildings, landscaping, plazas, trails, outdoor dining, or similar development.
Nonconformities & Variances	As many of the village's codified ordinances remain outdated, the historic approval of variances can lead to numerous nonconforming uses throughout the community—which can discourage incremental redevelopment and make it difficult for existing businesses to adapt their properties over time.
Lack of Clear Economic Development Vision	The zoning code doesn't specifically recognize trails, tourism, or trail/recreation-oriented commercial development as key development goals—which is a critically missed opportunity for the community.

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CUYAHOGA COUNTY UNIFIED ZONING CODE (UZC):
A COLLABORATIVE, REGIONAL APPROACH TO ZONING

Ranging from dense urban centers to leafy suburban communities, Cuyahoga County's 59 independent municipalities are unique in many ways—including their zoning regulations. As a Home Rule State, cities, villages, and townships in Ohio are not simply administrative arms of the state. They are separate legal and political entities whose authority is grounded directly in the Ohio Constitution. This gives Ohio's municipalities the right to govern their own local affairs and respond to the unique needs of their communities—including zoning.

Since the reaffirming of zoning in 1926, best practices have shifted and have been modernized to better reflect desired development trends. However, many communities, including those in Cuyahoga County, often lack the time and resources necessary to maintain, update, and enforce such regulations. Throughout Cuyahoga County, regulatory barriers, out of date ordinances, and confusing administrative processes can leave communities without the proper tools to support modern, flexible, and contemporary best zoning practices.

The Cuyahoga County Unified Zoning Code (UZC) is an ongoing effort that seeks to meet these needs by offering a collaborative zoning platform that is shared among communities, reduces duplication of effort, and ensures communities are equipped to respond to both current and emerging development challenges. The proposed UZC is a comprehensive zoning ordinance and map under development by County Planning. The UZC will be held and maintained by County Planning, yet adopted and administered by individual communities. This approach modernizes zoning regulations and unlocks development opportunities through a shared platform, while preserving local administrative authority and approvals so communities can shape their own growth.

Additionally, changes made to the UZC would automatically apply to those communities that have adopted the code because the code would be adopted as continuously amended. However, partnering municipalities would reserve the right to accept or apply such changes within their own communities. This unique approach goes beyond a model code or best practice guide by uniting participants and County Planning in a partnership that maintains alignment over time. While the UZC is comprehensive, each community can still integrate local elements unique to their community and apply only the zoning districts that make sense for them. This built-in flexibility allows communities to benefit from the UZC, while maintaining a tailored solution.

Overall, the UZC addresses longstanding zoning issues—outdated codes and maps, challenges with updating language, and a fragmented regulatory environment—and establishes an innovative, and cost-effective approach that can boost development and strengthen Cuyahoga County's communities.

TO LEARN MORE ABOUT THE UZC, OR HOW TO GET INVOLVED, PLEASE GO TO: *WWW.COUNTYPLANNING.US/UZC*

HOUSING DIVERSITY & RESIDENTIAL DENSITY

Valley View is predominantly a community of single-family homes on large, rural lots. While this residential development pattern has largely defined the community over the last 60 years, housing needs and preferences—along with demographics—are beginning to shift toward more diverse forms of housing and development strategies.

Currently, Valley View's residential housing options typically fall under a single zoning district: the Country Home District. Originally passed in 1953, this zoning district has been a driving force in the development of the community as a whole. Emphasizing the construction of single-family dwellings, the Country Home District also maintains large minimum lot and dwelling requirements:

- Buildings shall not exceed 2.5 stories or 35 feet in overall height
- Lots shall not be less than 20,000 square feet in overall size
- Lots shall not be less than 100 feet wide
- Buildings shall not be closer than 40 feet to the frontage street
- Buildings shall not be closer than 10 feet to the rear lot line
- Buildings shall not be closer that 10 feet to each side yard or 25 feet combined
- Exclusive of garages, dwellings must have at least one story wholly above ground and be at least 1,800 square feet in overall size *(lots under 50 feet in width may have a minimum dwelling size reduced to 1,250 square feet)*

These regulations not only limit other types of housing, they are in direct conflict with each other, and would likely require a variance to build the type of home described within the village's Zoning Ordinance. This can potentially lead to challenges of the Zoning Ordinance itself, create long permitting and approval processes, and ultimately discourage the construction of new homes within Valley View. Having a zoning code that provides guidance for and supports a variety of housing types and densities is important for residential options and economic development in general. The following is a summary of the types of residential districts Valley View should consider adopting into their zoning code:

- Low-Density Residential to support existing Country Home District areas and preserve traditional, large lot, low-density development patterns
- Medium-Density Residential to support changing preferences with smaller-scaled dwelling typologies, smaller lot sizes, and low to moderate neighborhood densities
- Mixed-Density Residential to support newer development and redevelopment patterns that allow for a mixing of moderate neighborhood densities and typologies—such as cluster homes and townhouses, which could also include 55+ communities

By having clear regulatory language, processes, and a zoning code that is supportive of diverse housing typologies, Valley View will remain a highly sought after community and meet the demand of changing residential preferences.

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PROPOSED RESIDENTIAL HOUSING OPTIONS

Providing a variety of housing options benefits a community by creating opportunities for people at different income levels, life stages, and household sizes to live within the same community. A diverse housing supply can strengthen the local economy, support population growth, and help ensure that residents can remain in the community as their needs change. Below are examples of proposed residential options.

LOW-DENSITY RESIDENTIAL

This proposed district is reflective of the village's existing Country Home District. Residential character would be focused on traditional large lot, deep setbacks, and low density development patterns. These areas would predominantly support one type of housing: single-family, detached homes. However, some opportunities may exist for smaller dwellings and lot sizes without changing the character of these areas.



MEDIUM-DENSITY RESIDENTIAL

This proposed district would support changing preferences and would be focused within the Strathmore Neighborhood. Residential character would be focused on slightly smaller lot sizes and moderately higher densities than Low-Density Residential areas. Medium-Density Residential areas could support a variety of housing types: single-family detached and attached homes, as well as cluster homes.



MIXED-DENSITY RESIDENTIAL

This proposed district would support new economic development initiatives and be focused on areas near village services and amenities. Residential character would be focused on new housing densities and typologies—such as cluster homes, townhouses, or 55+ communities. These areas would provide both new and life-long residents a variety of housing options as needs and preferences shift.



FUTURE LAND USES IN VALLEY VIEW

Based on current trends and community preferences, the future of land uses in Valley View are likely to remain largely unchanged from what is seen throughout the village today. Prominent industrial areas located in the northern portion of the community, as well as a pocket of industrial in the southern portion could potentially expect to see slight expansions. Additionally, park land and open spaces are also expected to remain largely untouched, with some smaller expansions likely to occur throughout the central and south-central portions of the community into Cuyahoga Valley National Park and Cleveland Metroparks property. The village's municipal core, located on Hathaway Road, could expect to see modest expansions to support any recreation or service improvements—however, these areas are likely to not change much in the future.

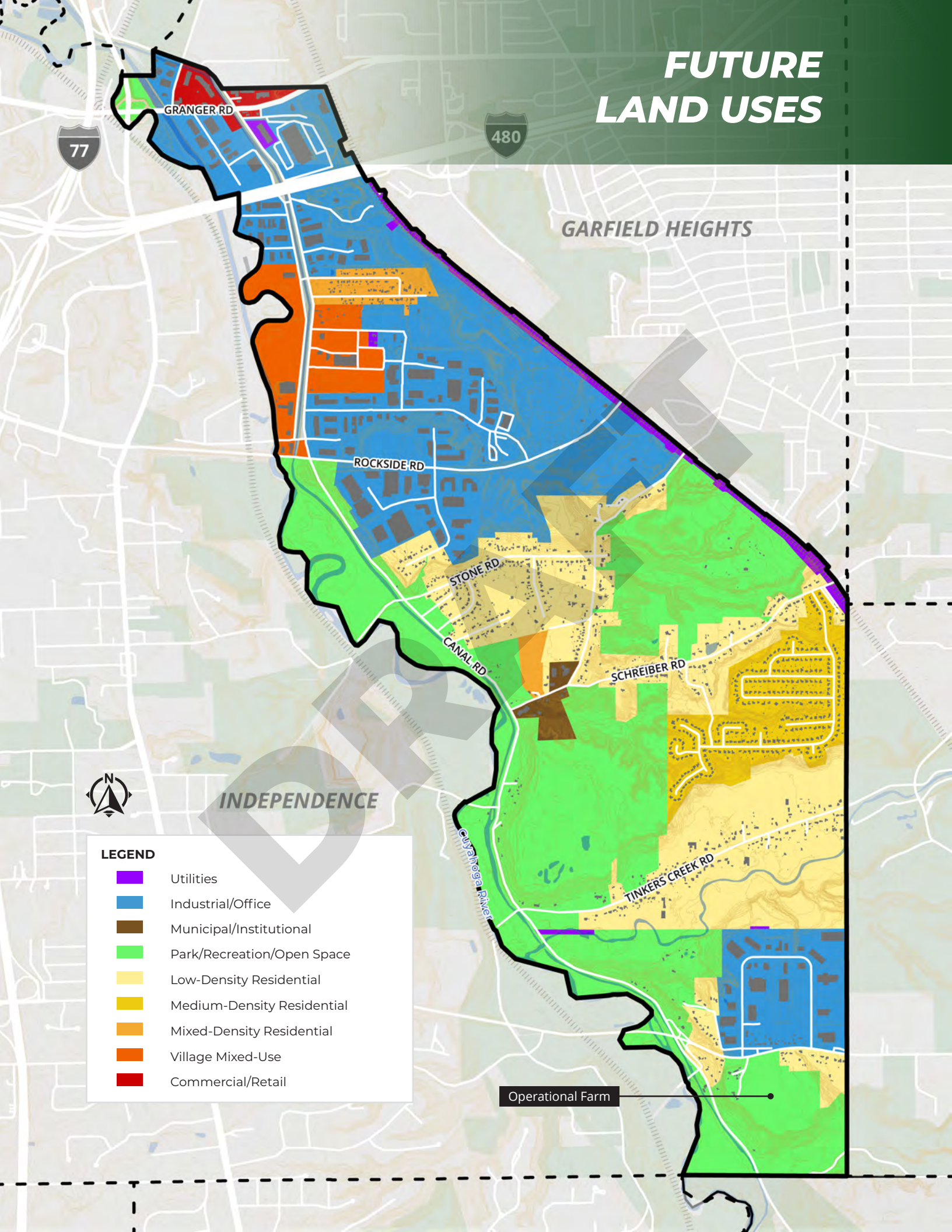
One of largest areas of potential change the Village of Valley View could expect to see in the future can be found within the community's main tourism-focused activity hub. Located just to the north of Rockside Road, the newly proposed Village Mixed-Use District would help shift the focus away from industrial-based zoning to an area that is conducive to the village's tourism and recreation industry. This could include commercially-focused redevelopment—such as restaurants, local shops, and small-scaled lodging—as well as connectivity to various other destinations along Canal Road. This would allow the village to strategically utilize its robust access to regional and nationally acclaimed amenities, and create a thoughtful and enjoyable experience for residents and visitors alike.

Another critical area the village might expect to see modest land use changes in the future, can be found throughout its various residential areas. While the use of housing itself may not be the determining factor, the type and density of neighborhood development may be different than what is seen today. Preferences are shifting away from lower-density residential development, to moderate densities as seen in smaller, cluster homes and even town homes in appropriate areas.

While low-density residential development will likely still be the predominant form of housing in Valley View in the future, the proposed Medium-Density Residential and Mixed-Density Residential Districts open new opportunities for smaller lots and dwellings, as well as higher-density neighborhoods. The Medium-Density Residential District would be focused within the Strathmore Neighborhood, which would help maintain its unique look and feel. The proposed Mixed-Density Residential District, located near Village Hall and around Murray Road, would allow for the mixing of housing densities and typologies. These simple changes would allow older residents to remain in the community by offering dwellings that require far less maintenance than traditional properties, as well as potential new options for 55+ neighborhoods near the village's municipal campus. This could then open existing properties as potential starter homes for young families looking to move into the community. Overall, these potential future land use changes align well with community's vision to balance growth and progress with the preservation of Valley View's rich history, character, and residential neighborhoods.

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FUTURE LAND USES



COMMUNITY CHARACTER

Community character is shaped by the places, landmarks, public spaces, and visual elements that create a community's identity, and leaves a lasting impression on residents and visitors. Valley View is recognized for its natural and scenic landscapes, as well as its proximity to numerous outdoor amenities—including the Towpath Trail and Cuyahoga Valley National Park.

Despite these strengths, many of the village's commercial corridors and key gateways lack the cohesive design elements and wayfinding necessary to reinforce a distinct sense of place. Establishing a strong visual identity that reflects the charm and appeal of Valley View will enhance the overall experience for residents and visitors while creating a memorable sense of place that encourages people to return.

The following recommendations focus on developing a recognizable community brand through coordinated gateway features, wayfinding, public art, landscaping, and placemaking improvements. These and other elements will create a more welcoming, attractive, and cohesive community while supporting tourism, economic development initiatives, and civic pride.

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HOW TO MEASURE SUCCESS

These recommendations have been successful when:

- There is a cohesive vision for community branding that is applied to various public elements throughout the community, including CVNP and Cleveland Metroparks shared recreational assets
- New public art is installed at heavily foot-trafficked areas and there is an increase of visitation to these areas
- New signage and wayfinding is installed at key intersections along Canal Road, as well as village-owned amenities, gateways, and trail heads

COMMUNITY CHARACTER RECOMMENDATIONS

GOAL 1: Enhance the community's byway by creating a sense of place, local destinations, and new places to enjoy

a) Clearly define the village's main north-south activity node and scenic byway, Canal Road, by providing access to destinations, recreation, and commuting opportunities. This should also include streetscaping features, such as:
   - Unique branding, decorative landscaping, flowers, flags, banners, seasonal decorations, and other similar types of elements

b) Ensure primary intersections along Canal Road, especially at Rockside and Granger Roads, integrate similar features branded for the village's main activity node to create a welcoming and cohesive look

c) Work with local artists to create and install public art in and around Valley View to create a memorable and unique experience for visitors. Efforts should be focused on and around the Towpath Trail, the intersections of Canal Road with Rockside and Granger Roads, and the Cinemark and adjacent properties

d) Integrate Valley View's logo and branding into shared public facilities, wayfinding, and signage—focus efforts near key gathering points along the Towpath Trail at Canal and Granger Roads, Lock 39 Trailhead and Rockside Station, Canal Exploration Center, and any future trail connections over the canal and Canal Road

GOAL 2: Create visual consistency and interest by integrating the village's logo and branding throughout common elements within the community and any future marketing campaigns

a) Develop a comprehensive signage and wayfinding package that can be easily interpreted and recognized by roadway and trail users when navigating the village—including street signs, village facility and park signs, trail signs, and community gateways

b) Conduct a streetscape assessment that inventories existing elements and considers locations to expand opportunities for public art installations. This assessment should also consider locations for any new village signage and wayfinding, as well as the replacement of existing signs, including:
   - **Potential Replacement Gateway Signs:** Canal and Sagamore Road intersection (north-bound); Alexander Road at east community boundary (west-bound); Tinkers Creek Road at east community boundary (west-bound); Schreiber Road at east community boundary (west-bound); Hathaway Road at east community boundary (west-bound); Rockside Road at east community boundary (west-bound); Granger Road at east community boundary (west-bound); Granger Road at west community boundary (east-bound); Canal Road at north community boundary (south-bound)
   - **New/Additional Stone Pillar Street Signs at Canal Road Intersections:** Sagamore Road; Fitzwater/Alexander/Pleasant Valley Road; Pleasant Valley Road West; Hathaway Road; Old Rockside Road
   - Gleeson Drive; Charles Drive; Frances Drive; Murray Road; Fosdick Road
   - Heinton Road, Granger Road

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CANAL ROAD: AMERICA'S BYWAY

Canal Road provides Valley View with a direct connection to one of America's most significant historic, recreational, and scenic corridors. Beginning in Cleveland and ending in New Philadelphia, the road is part of the Ohio & Erie Canalway—a 110-mile route that follows the historic Ohio & Erie Canal corridor through four counties and 58 communities. The Canalway connects the region's past, present, and future through trails, waterways, natural landscapes, history, and diverse communities.

The Ohio & Erie Canalway was designated an Ohio State Scenic Byway in 1996 and was later designated a National Scenic Byway in 2000. To be designated as a National Scenic Byway, a byway must demonstrate at least one of six intrinsic qualities—archaeological, cultural, historic, natural, recreational, or scenic—that are regionally significant and contribute to the corridor's distinctive character. With only 150 National Scenic Byways designated across 48 states, the Ohio & Erie Canalway's national designation represents a unique opportunity for Valley View to leverage an already-recognized important asset. The village should utilize its location along the byway to increase awareness of the community's recreational and historic destinations. Canal Road itself provides access to multiple local amenities—including the Ohio & Erie Canal, Towpath Trail, Cuyahoga Valley National Park, Canal Exploration Center, and Frazee House. Rather than treating these amenities as separate attractions, Valley View can promote them as a unified visitor experience connected by the Scenic Byway. With improved connections, coordinated wayfinding, and collaboration with neighboring communities, tourism groups, and historic preservation organizations, the village could further encourage visitors to explore the corridor and discover the range of recreational and historic destinations within and around the community.

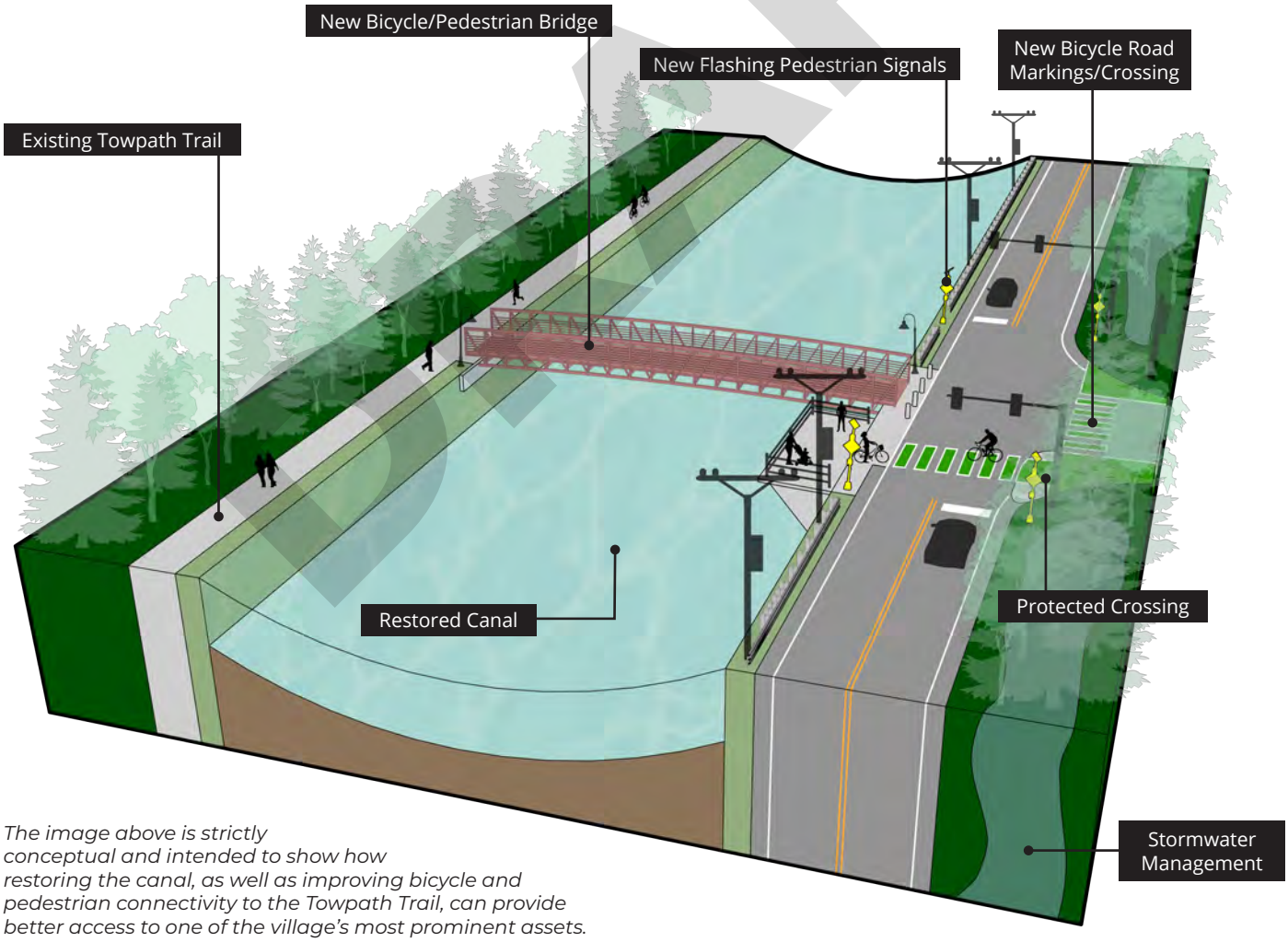
Additionally, the byway also provides an opportunity to connect tourism with the local economy. The Ohio & Erie Canalway and Towpath Trail attract visitors from throughout Northeast Ohio and beyond—providing an established and growing audience for Valley View to reach. By improving connections between Canal Road, the Towpath Trail, and local destinations, the village can help facilitate longer and more frequent visits into the community. Local businesses could also be incorporated into promotional materials, maps, websites, and other visitor resources, helping connect visitors with local businesses. Lastly, the village should expand collaborative partnerships with regional tourism and heritage organizations by seeking to integrate the community's local destinations into visitor itineraries. This would encourage travelers along the byway to make Valley View a part of their trip.

Further building upon the byway designation, Valley View can strengthen Canal Road's identity as the main gateway into the community, and the broader

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Canalway region. Landscaping, pedestrian crossings, bicycle facilities, streetscaping, and wayfinding could showcase the corridor's historic significance while also creating a more attractive and cohesive experience for visitors. A robust wayfinding system of signs and maps could help guide visitors between the Towpath Trail, parks, businesses, and other community destinations, while also telling the story of the Ohio & Erie Canal and its role in shaping Valley View and the surrounding region. Most importantly, Valley View does not need to create a new attraction or seek a new designation to capitalize on this opportunity—the Village is already part of a state and nationally recognized scenic byway systems. By investing in the appearance, accessibility, and connectivity of Canal Road, Valley View can strengthen its role within the Ohio & Erie Canalway and further establish the corridor as a recognizable gateway to not only the village's history, natural resources, and recreational opportunities, but also the region's. These efforts can help encourage new investments and reinforce Valley View's identity as a key staple on the Ohio & Erie Canalway, and its history.

POTENTIAL FUTURE OF THE CANALWAY & CANAL ROAD



The image above is strictly conceptual and intended to show how restoring the canal, as well as improving bicycle and pedestrian connectivity to the Towpath Trail, can provide better access to one of the village's most prominent assets.

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BRANDING & SIGNAGE

Branding is an essential component for telling a community's story. This often reflects a community's identity, values, and unique character, while also creating a sense of belonging that is attractive to both residents and visitors. Due to Valley View's robust tourism-focused destinations and assets, conveying a compelling brand is even more important for attracting visitors into the community.

As seen in the conceptual rendering below, the village should consider streamlining their brand by integrating consistent materials, colors, and contemporary logo across all signage and branding elements. Existing stone street signs found at various intersections throughout the community are considered by many residents to be the standard for the community. These more robust and aesthetic stone street signs should be focused along Canal Road—where visitors are most likely to frequent—while more simplified street signs can be integrated throughout the community as a whole. This stone texture could be carried over into village-owned amenities, such as

COMMUNITY SIGNAGE & BANNER EXAMPLES



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Village Hall, to ensure consistency across these branding elements.

Lastly, banners are one of the most visible and versatile branding tools a community can use to reinforce its identity. Banners can be seasonal, reflect local history, define different parts of a community, or simply make an area feel more welcoming. Valley View should also consider banners within village-owned amenities, as well as banner partnerships with the Cuyahoga Valley National Park and Cleveland Metroparks to ensure consistent messaging throughout the community.

In addition to community branding initiatives, Valley View should also consider trail signage It is important that trail signage is visible; consistent in terms of scale, design, materials, and information; and does not obstruct the views of drivers, pedestrians, or other users.

As seen in the conceptual renderings below, the design is based on a comprehensive package of signage developed for the Cuyahoga Greenways system of trails. This signage program represents a best practices approach to developing a seamless program that can integrate existing signage and branding into one unified system that is applicable for all existing and proposed routes throughout the village and county. Additionally, the village should also consider integrating branding into other public elements, such as benches, waste and recycling bins, and bicycle racks.

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WAYFINDING & AMENITY BRANDING EXAMPLES



FOCUS AREAS

By identifying locations with the greatest potential for redevelopment, investment, connectivity, and community improvement, the Master Plan can move beyond broad recommendations and establish clear, place-based goals for the future of Valley View. While the overall Master Plan provides a community-wide vision, focus areas and corridors help translate that vision into specific locations where coordinated action can have the greatest impact. These locations represent opportunities to strengthen existing assets, address challenges, improve connections, attract investment, and create more cohesive and inviting places throughout the village.

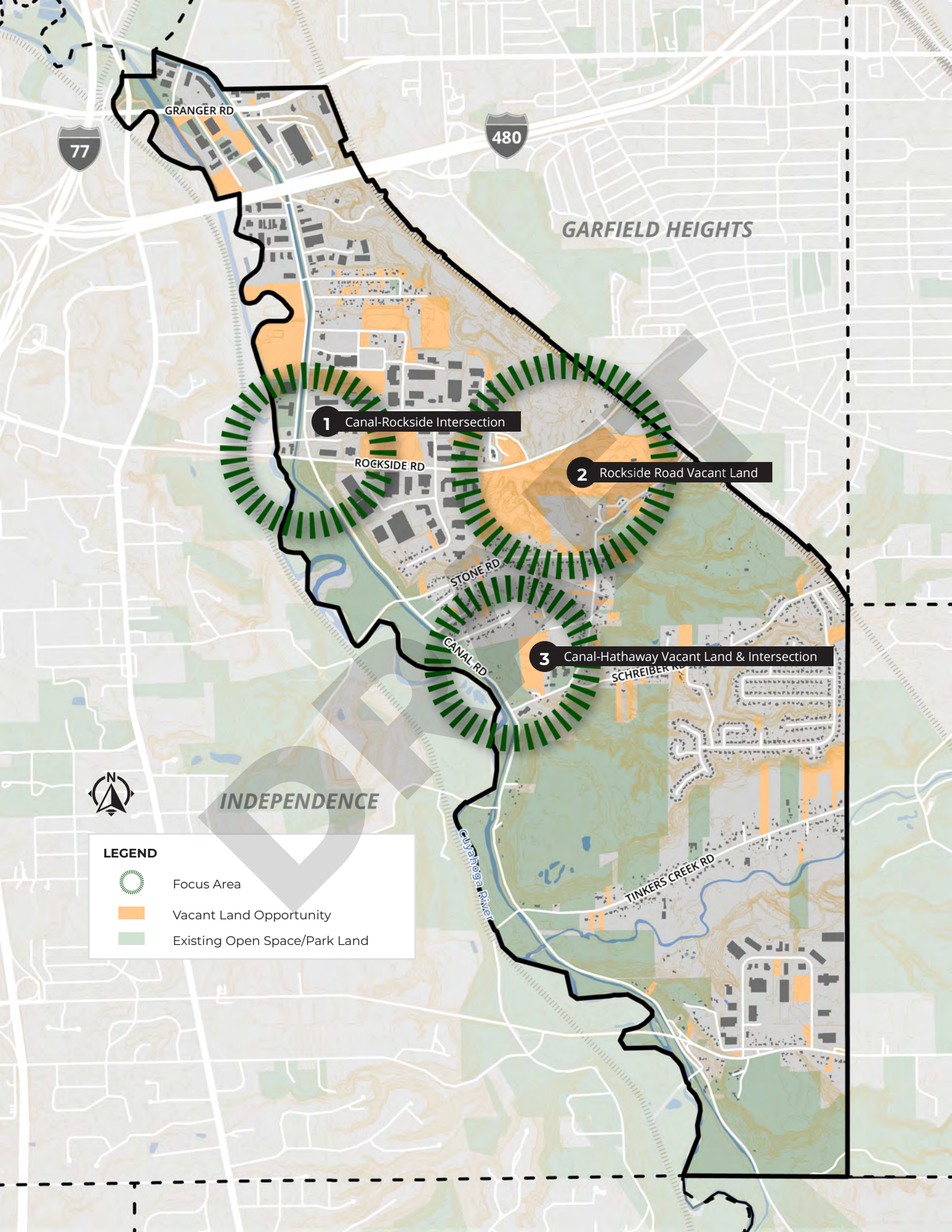
As shown on the map on the following page, three focus areas were identified as critical locations where targeted investment and coordinated planning should be prioritized. These locations were selected based on community and stakeholder feedback, combined with an extensive analysis of existing conditions, development patterns, transportation connections, natural resources, land use, and opportunities for future investment throughout Valley View.

Together, these focus areas provide a framework for turning the Master Plan's broader vision into tangible improvements on the ground. They are intended to guide future development, public investment, partnerships, infrastructure improvements, and private-sector activity while providing flexibility as opportunities emerge. The following pages explore the unique challenges and opportunities associated with each location and outline a series of goals and strategies the village can pursue to strengthen these areas and corridors. By focusing investment where it can build upon existing assets and create connections between them, Valley View can make targeted improvements that support a more connected, economically productive, and resilient community.

WHAT ARE *FOCUS AREAS?*

Focus areas are specific places—such as vacant development sites, commercial districts, neighborhood centers, or recreation areas—where the community sees significant opportunities for redevelopment, investment, or improvement.

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GRANGER RD
77
480
GARFIELD HEIGHTS
1 Canal-Rockside Intersection
ROCKSIDE RD
2 Rockside Road Vacant Land
STONE RD
CANAL RD
3 Canal-Hathaway Vacant Land & Intersection
SCHREIBER RD
INDEPENDENCE
Cuyahoga River
TINKERS CREEK RD
N
LEGEND
Focus Area
Vacant Land Opportunity
Existing Open Space/Park Land

FOCUS AREA 1
CANAL-ROCKSIDE INTERSECTION

OVERVIEW

The intersection of Canal and Rockside Roads is a major convergence point for many of the village's industrial businesses, Cuyahoga Valley National Park, the Towpath Trail, and local traffic.

CHALLENGES & OPPORTUNITIES

Rockside Road and Canal Road offer a significant opportunity to strengthen the gateway into central Valley View. Together, these corridors connect major employment centers, dining establishments, recreational amenities, and community destinations while providing important regional connections. Two transit stops along Rockside Road further support the area's potential as a multimodal hub. However, limited pedestrian connectivity makes it difficult to travel between transit, businesses, workplaces, and recreational destinations. Strategic investments in sidewalks, visible crosswalks, bicycle connections, transit access, pedestrian lighting, landscaping, and wayfinding could create a safer, more connected, and inviting environment for residents, employees, and visitors.

These corridors also provide an opportunity to strengthen Valley View's connection to Cuyahoga Valley National Park and the region's recreational network. Gateway signage, coordinated landscaping, and streetscape improvements could establish a recognizable sense of arrival while encouraging visitors to explore local businesses, trails, dining, and other community amenities. Rather than serving simply as transportation routes, Rockside Road and Canal Road can become destinations that showcase Valley View's character and connect people to its assets.

Additionally, the area offers significant redevelopment potential. Mixed-use development, local businesses, and tourism-oriented industries could attract investment and visitors. Opportunities include the Ohio E-Check site, potential outparcel development near the Cinemark movie theater, and vacant land along the western side of Canal Road. Together, these sites could leverage the village's strategic location, employment base, and recreational assets to support economic growth and enhance the overall gateway experience.

OUR GOALS FOR FOCUS AREA 1

- Create a sense of arrival and a distinct identity by making the area a central gateway into Valley View and Cuyahoga Valley National Park.
- Improve crosswalks and increase pedestrian safety by upgrading existing crossings to help reduce the risk of pedestrian-involved crashes.
- Improve pedestrian access, create a more enjoyable experience, and ensure surrounding areas are accessible to everyone.
- Activate existing commercial businesses by encouraging recreational and outdoor goods stores—such as outfitters and equipment rentals—to attract broader trail and river users.

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MIXED-USE REDEVELOPMENT
OUT PARCEL DEVELOPMENT
CANAL ROAD
OHIO&ERIE CANALWAY
PUBLIC SPACES & ART
ROCKSIDE ROAD
HIGH VISIBILITY CROSSWALKS
CUYAHOGA VALLEY SCENIC RAILROAD
LEGEND
Existing Sidewalk
Proposed Sidewalk
Existing Shared Use Path
Proposed Shared Use Path
Existing Bus Shelter
Proposed Village Mixed-Use Redevelopment
Minor Intersection Improvements (Bike/ Ped crossings/signals)

ROCKSIDE ROAD VACANT LAND

OVERVIEW

Rockside Road is a critical east-west connection serving Valley View's industrial and employment areas. Along its eastbound side, more than 50 acres of largely vacant land presents one of the Village's most significant redevelopment opportunities. Formerly used for excavation, the site is largely free of existing structures, offering flexibility for future development. Its size, high visibility, direct access to Rockside Road, and proximity to established employment areas make it well suited for strategic reinvestment. As one of the Village's largest undeveloped tracts, the property could support new development that strengthens Valley View's economic base while complementing surrounding land uses.

CHALLENGES & OPPORTUNITIES

The site occupies a highly strategic position within Valley View's established employment and industrial core. Its location along Rockside Road, combined with direct access to I-480, provides strong regional connectivity for businesses, employees, customers, and freight. This accessibility, along with the site's substantial acreage, creates a strong foundation for future investment and redevelopment.

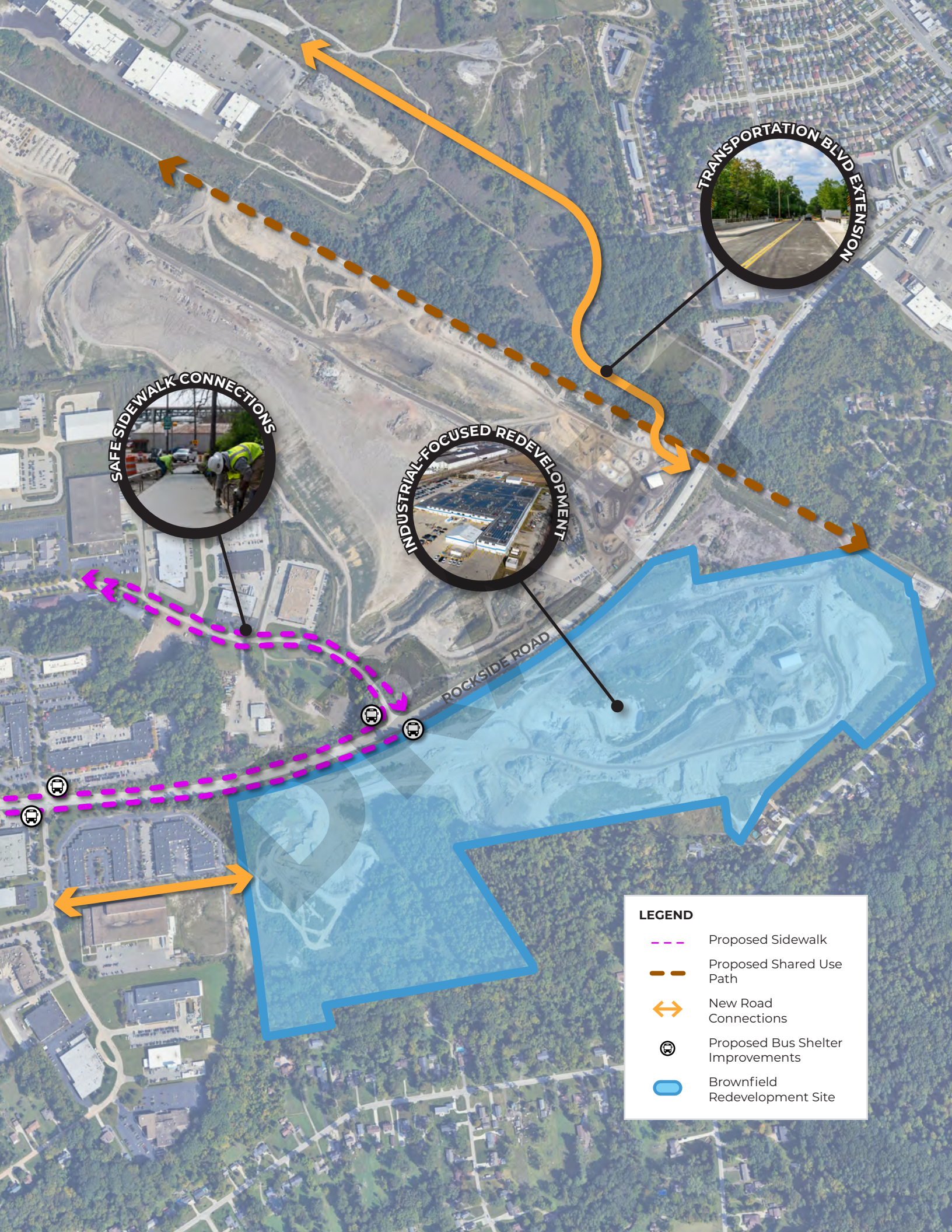
As the Village's largest undeveloped area, the site offers a rare opportunity for coordinated development within an established regional market. Its size and largely unobstructed character allow for a cohesive development concept that builds on the surrounding employment base while supporting business growth, new jobs, and complementary services. Light industry, clean manufacturing, sustainable technology fabrication, and similar sectors could be well suited for the site.

Through proactive planning, the Village can leverage the site's regional accessibility to create a well-connected, resilient, and economically productive area. Thoughtful redevelopment would strengthen the Rockside Road corridor and support the long-term growth of Valley View's employment and industrial core.

OUR GOALS FOR FOCUS AREA 2

- Reimagine this site as a catalyst for the community's next generation of economic growth—a collaborative hub where businesses can launch, workers can build new skills, and products can move from concept to production.
- Integrate green infrastructure, such as bioswales, rain gardens, and green rooftops to naturally manage stormwater, reduce runoff, and cool the surrounding environment—turning sustainable design into a visible community asset.
- Reimagine the vacant site as a cornerstone of the village's clean-energy future, such as a community-scale microgrid powered by solar fields, parking canopies, and building rooftops—positioning the village as a model for resilient, locally-powered economic development.
- Connect the site into existing business parks through new road extensions and points of entry from Allen Drive and Transportation Boulevard—increasing the site's overall marketability by improving truck and employee access.

DRAFT


TRANSPORTATION BLVD EXTENSION
SAFE SIDEWALK CONNECTIONS
INDUSTRIAL-FOCUSED REDEVELOPMENT
ROCKSIDE ROAD
LEGEND
Proposed Sidewalk
Proposed Shared Use Path
New Road Connections
Proposed Bus Shelter Improvements
Brownfield Redevelopment Site

CANAL-HATHAWAY VACANT LAND & INTERSECTION

OVERVIEW

The 13-acre undeveloped area near Canal Road and Hathaway Road presents a unique opportunity to integrate new development into the community. Portions of the site border an active stream corridor, creating a strong connection to the natural landscape and opportunities to incorporate open space, natural amenities, and context-sensitive design. Surrounding land uses further enhance its potential, with agricultural properties to the west providing a rural setting, nearby single-family neighborhoods to the east, and civic and institutional uses to the east and south contributing to a diverse mix of uses.

CHALLENGES & OPPORTUNITIES

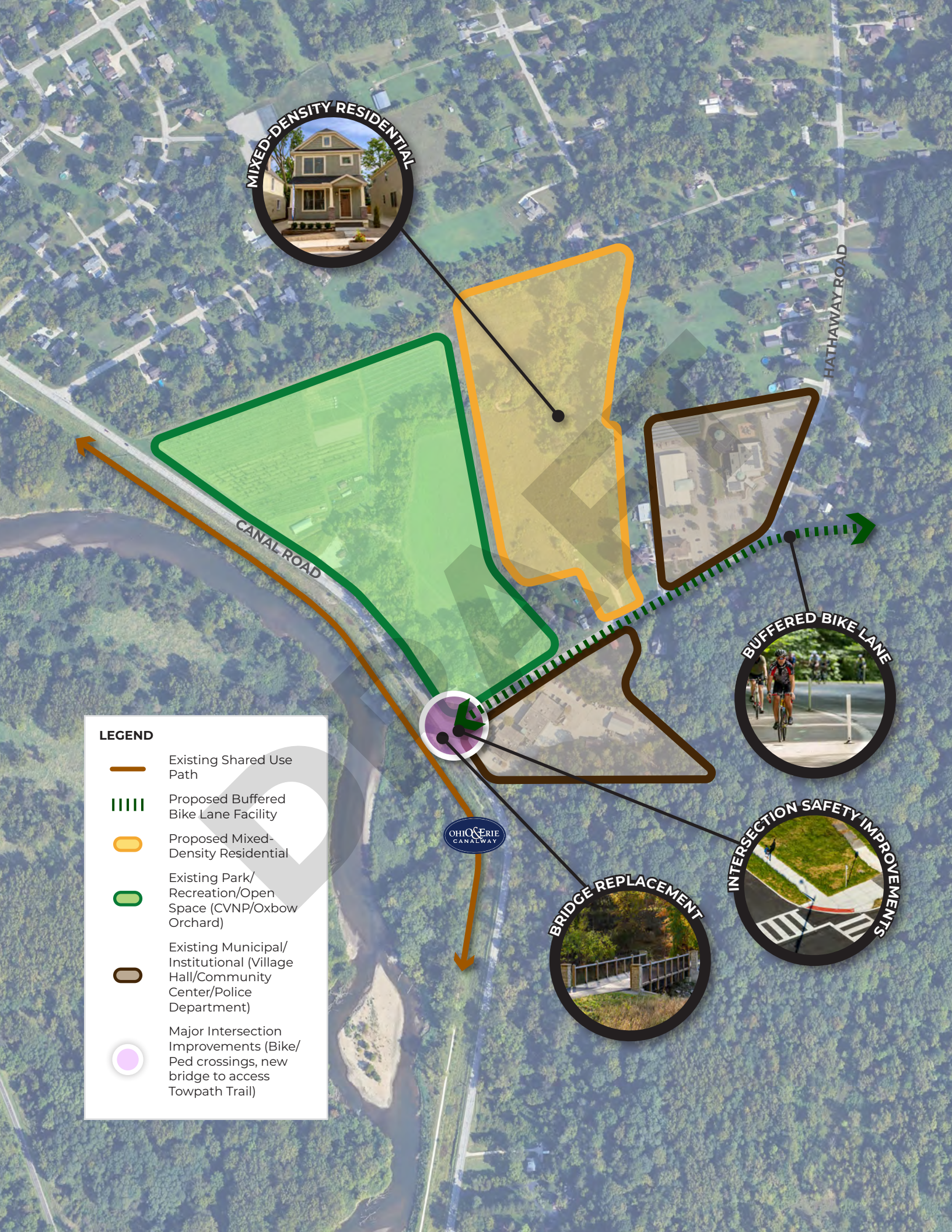
The site's location within and adjacent to an active stream corridor presents important environmental and infrastructure considerations for future development. Flooding, erosion, seasonal water fluctuations, and sensitive riparian areas may limit development potential, requiring careful site planning and environmental evaluation. These conditions should guide development toward suitable areas while protecting the stream corridor and surrounding natural systems.

The site's natural character is one of its greatest assets. Its stream corridor, open landscape, and proximity to varied land uses create opportunities for environmental stewardship, outdoor recreation, and nature-based tourism. Preserving natural areas and integrating them into future development could establish a distinctive identity while providing amenities unique to the village. Housing also represents a promising opportunity. Carefully planned, low-impact residential development could expand housing options while preserving environmentally sensitive areas. Clustering homes in suitable locations would allow stream corridors and natural areas to remain open space, providing residents with access to trails and outdoor amenities while minimizing environmental impacts. A thoughtfully designed neighborhood could also create a transition between surrounding agricultural lands, existing residential areas, and nearby civic and institutional uses. Ultimately, the site offers an opportunity to expand housing options, enhance recreation, protect natural resources, and reinforce Valley View's commitment to balancing preservation with thoughtful growth.

OUR GOALS FOR FOCUS AREA 3

- Redeveloping the site as a low-impact, mixed-density residential neighborhood could expand Valley View's housing options with attractive, compact homes, and welcome new residents while still providing an opportunity for senior housing near village services.
- Creating a safe connection on Hathaway Road to the Towpath Trail—including an on-road facility, pedestrian bridge, and improved intersection—can strengthen access to the regional trail network while improving safety, preserving native vegetation, and creating opportunities for environmental education.

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MIXED-DENSITY RESIDENTIAL
HATHAWAY ROAD
CANAL ROAD
BUFFERED BIKE LANE
INTERSECTION SAFETY IMPROVEMENTS
BRIDGE REPLACEMENT
OHIO&ERIE CANALWAY
LEGEND
Existing Shared Use Path
Proposed Buffered Bike Lane Facility
Proposed Mixed-Density Residential
Existing Park/ Recreation/Open Space (CVNP/Oxbow Orchard)
Existing Municipal/ Institutional (Village Hall/Community Center/Police Department)
Major Intersection Improvements (Bike/ Ped crossings, new bridge to access Towpath Trail)

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