

2025

WATERVILLE

Comprehensive
Community Plan



Acknowledgments

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An aerial photograph of a suburban neighborhood. In the foreground, there is a large, well-maintained green field. To the right of the field, a school building with a blue roof and a paved playground area are visible. A small pond is situated in the middle ground. The background shows a dense residential area with many houses, followed by open fields and a line of trees under a clear sky.

I

Executive Summary



The 2025 Waterville Comprehensive Community Plan is a **forward-thinking** document that highlights the vision for the community. The future of Waterville rests on this foundation of strategic planning in an ever-evolving regional context.

This comprehensive plan serves as a vital roadmap, intended to guide decision-making and policy formulation for the city's long-term development and the **continuous enhancement** of its residents' quality of life. The community envisions Waterville as a **highly desirable** place to reside, conduct business, and visit: one that successfully balances the preservation of its cherished small-town atmosphere with a forward-looking approach to progress. The development of this plan has been informed by a thorough process that includes active engagement with various stakeholders and high school students.

The Plan will serve several roles in promoting the City's quality of life. The City will use it to evaluate land use changes and to make capital improvement decisions. It will be used by City staff- in conjunction with the zoning ordinance and economic development programs- to promote planning and development initiatives and to preserve the City's quality of life. It will be used by citizens, neighborhood groups and developers to help in promoting a more **connected and sustainable community**.


Historical Timeline

NOTE - Timeline spacing is illustrative and not proportional to actual time intervals

Pre-European Settlement

The Northwest Indian War occurs throughout the region. In 1794, General Anthony Wayne establishes a camp in modern-day Waterville, before defeating a coalition of Native American tribes at the Battle of Fallen Timbers. The following year, the Treaty of Greenville ceded most of Northwest Ohio to the US, opening the area up to European American settlement.

Various Native American tribes including the Wyandot and Ottawa lived and farmed along the banks of the Maumee River in the area of modern-day Waterville. French traders translated the Native name for "Buffalo Rock", the outcropping in the middle of the river, as "Roche de Boeuf" or "Roche de Bout." The site was of cultural significance as an inter-tribal meeting place and ceremonial center.




Roche de Boeuf captured by Toledo photographer Julia Jay Coon in the early 1890s. Her photograph labels the site as "Rouchtabeau Rock." Image courtesy of Ohio Memory.


1785-1795

Following the conclusion of the War of 1812, European Americans begin to move back into the lower Maumee River Valley.

John Pray arrives with his family to the area he had selected in 1817 and proceeded to buy sections of land.



John Pray, circa 1860. Image courtesy of the Waterville Historical Society.



"The Signing of the Treaty of Greene Ville, 1795". Painting by Howard Chandler Christy, 1945. Image courtesy of Ohio Memory.

1814-1816


John Pray officially files the plat of the Village of Waterville at the Wood County seat in Perrysburg. The settlement contains 50 lots and 6 streets.

1818

Lucas County is formed from all Wood County land north and west of the Maumee River including the settlement of Waterville and Waterville Township.

1820

The Wabash and Erie Canal is constructed through the village and opened to traffic in 1843. The traffic facilitates economic development as local merchants and farmers prosper. The canal becomes the Miami and Erie Canal in 1845 when the canal is completed to Cincinnati.



A plat map of Waterville's streets, circa 1876. Image courtesy of the Waterville Historical Society.

1831


The steam railroad (Toledo, St. Louis and Western) arrives to the west of town. Waterville's limits expand to the railroad.

1835

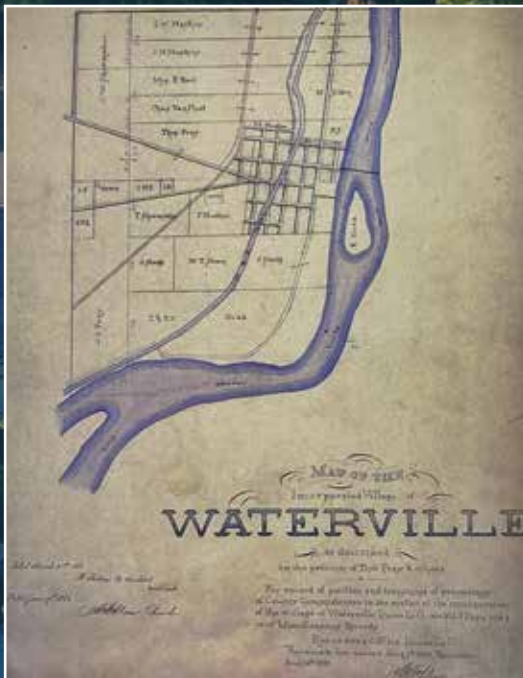
The Village is incorporated, a mayor, council and officers elected. A Village Hall with meeting room and two jail cells is completed in 1885.

1838-1843

Rapid transit in the form of the electric interurban railroad reaches Waterville. This line ran between Waterville and Maumee along the river with connections to Toledo and other cities. Locals called it the "Pumpkin Vine" due to many twists and turns.



Waterville Township including the Village of Waterville, 1875. Image courtesy of the Waterville Historical Society.



A map of the newly incorporated village by the Lucas County Recorder's Office, including streets, the canal, railroad, and individual property owners. Image courtesy of the Waterville Historical Society.



1907-1908 The Ohio canals ceased operation except for water power to various mills. The age of the automobile had begun.



Beginning Easter Sunday, a four-day deluge of rain and storms caused the Maumee River and the canal to overflow, causing massive property damage in Waterville and throughout the region. Luckily, no lives were lost in the Waterville area. Image courtesy of the Waterville Historical Society.

1909-1910

1929-1931 The Toledo and Lima Electric had the famous Roman Arch concrete bridge built across the Maumee River at Roche de Boeuf. This electric railroad eventually became the Cincinnati, Lake Erie, & Western Railroad and extended service from Toledo to Cincinnati and could run from Waterville to Toledo in 20 minutes. The line was abandoned in 1937 and the company that operated the electric railway was out of business by 1939.



1941 July – The 1888 Wagon Bridge over the river, condemned, but still carrying SR 64 traffic, is broken down under a heavy milk truck. World War II began in December, and no steel was available for a new bridge.




The collapsed bridge with truck in the Maumee River, 1941. Image courtesy of the Waterville Historical Society.

1942 A new steel truss highway bridge was opened where the old 1888 bridge was located.

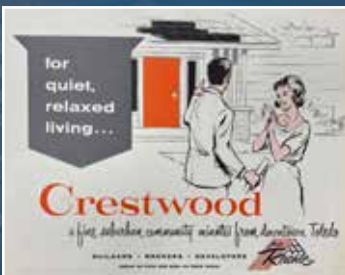
The old canal bed is finally filled in through Waterville and US 24 is rerouted from River Road through town on the canal right of way.

1947 The Ohio Department of Transportation paved the old Cincinnati, Lake Erie, & Western interurban bridge to carry SR 64 until the end of the war.



The old interurban rail bridge carrying motor vehicle traffic, circa 1945. Image courtesy of the Waterville Historical Society.

1950 The village begins to expand out of its downtown core with the platting of new subdivisions and construction of new homes.




An advertisement from the early 1960s enticing homebuyers to the new Crestwood housing development. Image courtesy of the Waterville Historical Society.


1950s-1960s

2011 Following the 2010 Census, Waterville's population surpassed the 5,000-person threshold to become a city under Ohio Revised Code. The community was officially granted city status in April 2011.


Employees of the Civil Works Administration posing in front of Roosevelt St near the canal (modern Anthony Wayne Trail). Image courtesy of the Waterville Historical Society.



2012 The US 24 Bypass around Waterville is completed, sending truck and longer-distance travel around much of the city and outside of the city's downtown.



2020 The Ohio Department of Transportation and the City announce plans to postpone the planned demolition of the former Roche de Boeuf Interurban Bridge in order to explore alternatives to preserve the structure in some capacity.

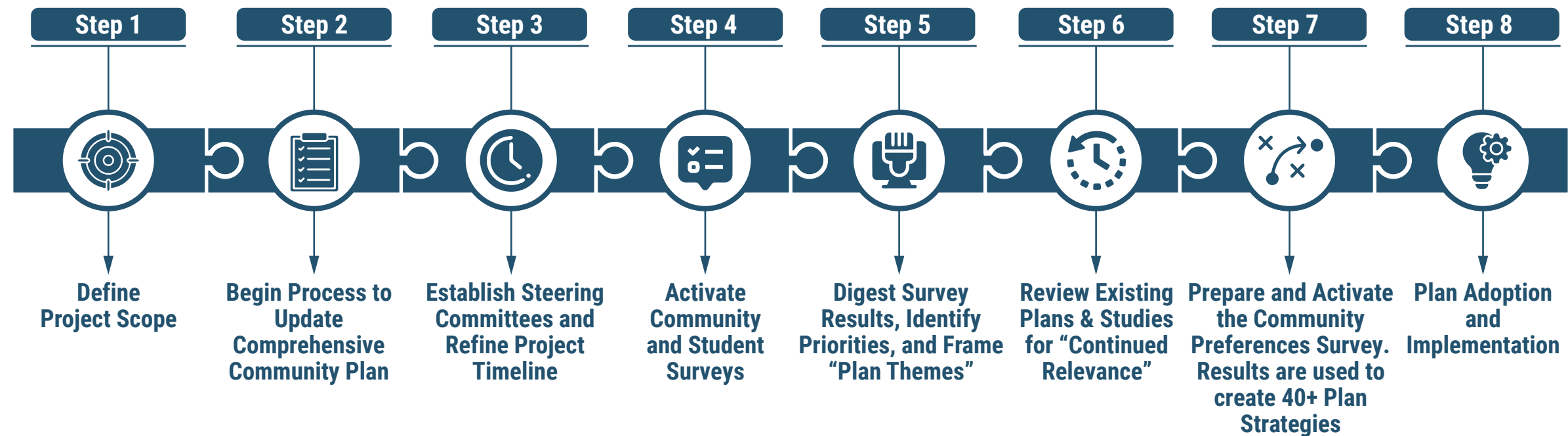


Mayor Tim Pedro dedicating the new SR 64 bridge connecting Waterville to Wood County, January 2020. Image courtesy of the Waterville Historical Society.

2025 February – The new bridge replacing the 1947 steel truss bridge is opened to traffic, reconnecting downtown Waterville with Wood County.



Plan Process Timeline



Past Planning Efforts

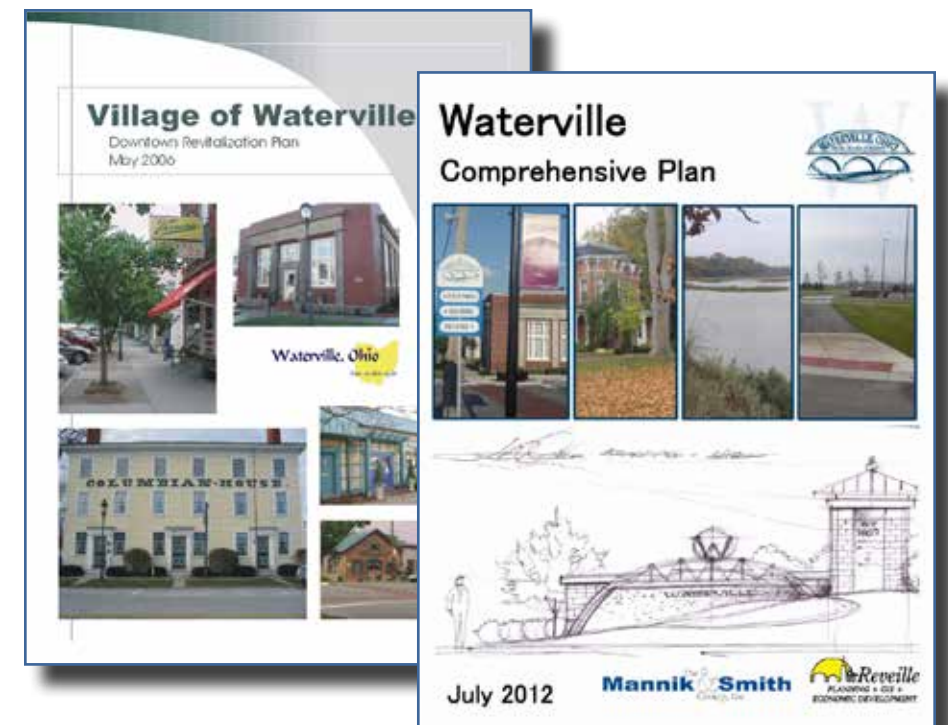
Over the years, Waterville has engaged in several planning efforts. Anticipating metropolitan growth, the village first engaged in comprehensive planning efforts in 2000. In 2006, the village adopted a downtown revitalization plan that helped set the tone for the public restrooms, parking, Parker Square, and streetscape improvements.

In 2011, the City of Waterville commissioned a fiscal analysis and cost of community services (COCS) study by Randall Gross Associates to guide land use, zoning, and Development. The study compared the costs and benefits of distinct types of land uses (residential, retail, office, and industrial) using data from 2009. The study highlighted the need for careful land-use planning and suggested adjusting tax rates to balance costs associated with different developments in Waterville.

In 2012, the City completed its second comprehensive plan, which laid

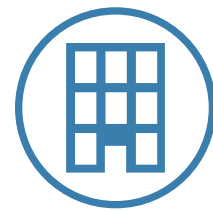
the foundation for planned growth and improvements, and presented a total of 61 strategies and recommendations across five chapters covering community services and facilities, economic development, housing, land use and design, and transportation and mobility.

In the years since adopting the 2012 Comprehensive Plan, the city has made substantial strides across many of these initiatives, such as in bringing in commercial and industrial businesses to diversify the tax base, constructing two roundabouts along Dutch Road, expanding the number of parks and public green spaces, creating a Downtown Redevelopment District in 2022, and linking the city's neighborhoods with improved sidewalks and shared use paths.



Major Planning Themes and Aspirations

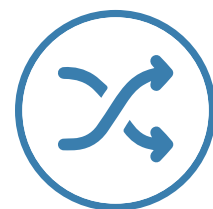
Three Plan Themes and common stories emerged over the course of the 14-month planning process that included 3 surveys and numerous planning exercises. These three themes, Vibrant Community, Infrastructure and Community Services, and Connected Community help to form the foundation of this Plan and are the basis for the 44 strategies found in this Plan. Common stories that emerged during the planning process include:



DOWNTOWN, DOWNTOWN, DOWNTOWN!

This area is the most beloved area of the community, said everyone that has ever participated in planning efforts in the community over the past 25 years. During this Planning Process, it became clear that the Downtown should become a place where more experience-based and locally-owned businesses can thrive – particularly with a focus on mixed uses, arts, and entertainment.

A comprehensive and multi-faceted strategy should be implemented for the revitalization of Historic Downtown Waterville, addressing the community's priority of reducing vacancies and underutilized storefronts. This strategy could include initiatives such as façade improvement programs, targeted recruitment of retail and service businesses that meet community needs, and the creation of a more vibrant public realm through streetscape enhancements, public art, and the encouragement of outdoor dining and gathering spaces. This Plan highlights many steps that aim to activate this important community area.



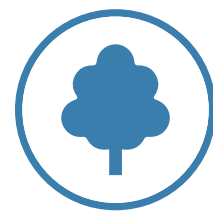
ENCOURAGE LAND USES THAT DIVERSIFY THE TAX BASE

Future development can contribute to the vitality of the whole community when land uses are mixed, property located, and complimentary and connected to adjacent uses. It is critical that future development is generally aligned with the ideas set forth in this Plan.

The City should encourage a development and redevelopment pattern that is incremental and proactive. The City should also evaluate the fiscal impacts of future developments to ensure growth does not

significantly impact the fiscal health of the City. Conversely, the City should use all the necessary resources to retain employers.

With almost 80% or more of Waterville's revenues coming from residents, it may be beneficial for city officials to look for innovative methods and programs to provide the necessary revenue for continued and planned capital improvements throughout the community.



ACCENTUATE PARK AND RECREATIONAL ASSETS

Waterville residents indicated support for improved park and recreational programs and for park refinements. Residents voiced a desire to have these assets maintained, promoted, and utilized in a way where all ages of the community could benefit. The development of a park and recreation master plan could help align these community assets in a manner that saves resources and helps to develop programming most desired in the community. City officials and recreation stakeholders should work closely with the Anthony Wayne Area Youth Foundation and YMCA officials to identify current and future recreation needs for facility planning.

Although discussed in the past, City officials should continue to pursue the feasibility of exploring a regional approach to parks and recreation facilities and services within the Anthony Wayne School District. The creation of a Recreation District, which could pass levies for financial support for projects should be considered. To successfully establish such a District, a formula and commitment for an equitable distribution of revenues from the levy, as well as equitable distribution of services and facilities, must be developed and enforced.



CONNECT THE COMMUNITY

Waterville is lucky to be surrounded by a vast array of park and recreational facilities, natural amenities, and other community assets. Studies find that a high quality, diverse recreational system ranks second only to the educational system in attracting new residents to the community. Parks, socially functional public spaces, and pedestrian connectivity should be integrated into the future development and redevelopment framework.

According to demographic and market trends, the percentage of people seeking to go without a vehicle is expected to continue to increase. Expanding sidewalks and trails and adding local transit to improve the walkability and bike-ability in Waterville is going to be important for both residents and employers. Connectivity within existing neighborhoods should be preserved and promoted, and City officials should require that new developments have sufficient pedestrian connectivity to adjacent uses. Waterville should continue connecting to the riverfront and trail systems through improved wayfinding and additional pedestrian linkages, such as bike lanes on North and South River Roads, as well as on SR 64, Anthony Wayne Trail, Waterville-Monclova and Farnsworth Roads.



NEIGHBORHOODS

The residents of Waterville are not residents of the community by chance, but by choice. This has translated into an elevated level of community pride and quality neighborhoods. Increasing owners' responsibility may be facilitated by updated property codes and programs that encourage people to maintain their properties, keeping bad apples in check. Implementing and enforcing these programs effectively will require the right level of resources. Reducing property-based nuisances, while providing for new residential developments, will be a key ingredient in retaining residents, attracting new ones, and maintaining property values.

Making tactical investments in sidewalks and other public infrastructure through a well-planned and timed approach will also help to encourage additional private sector neighborhood reinvestment.



HEIGHTEN COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT EFFORTS

Economic development and community planning are vitally important to the future of Waterville. Both important activities should be properly integrated and have sufficient resources allocated to them so that they can be as proactive as possible. The Waterville Community Improvement Corporation (WCIC) was developed in 2023 and could help to play a role in coordinating these efforts along with city staff, business officials

and other stakeholders.

Key opportunities for Waterville’s future development lie in leveraging its affluent and educated population, the highly regarded local school district, its strategic location near Toledo, and the existing proactive economic development initiatives. Specific opportunities include the further revitalization of the historic downtown area to create a vibrant destination for residents and visitors, enhancing access to and recreational opportunities along the Maumee River, and strategically attracting new businesses to designated development areas such as the Fallen Timbers Business Park and the City Farm Property on Choctaw Drive.



ENHANCE THE PUBLIC REALM

Residents love Waterville’s small-town charm and are desirous for the city to continue the “sprucing up”. City officials should continue to take a systematic and phased approach to creating and encouraging

unique community design elements that compete with other regional markets in attracting and retaining residents and businesses. City officials should continue improving community aesthetics in the areas of gateways, signage, wayfinding, landscaping, and lighting. A planned and systematic process of enhancing the community’s image will promote community pride and reinvestment.

This Plan recommends the updating of the zoning code which should assist the Planning Commission and Zoning Commissioner to improve the community’s sightlines.



IMPROVED FAMILY ENTERTAINMENT, SHOPPING AND DINING OPPORTUNITIES

While Waterville can be considered by some to be a bedroom community, residents and students alike were aligned in need for additional family entertainment and restaurant opportunities as well as by a desire to expand small, boutique style shopping and arts-based businesses and activities in the Downtown.



SUSTAINABLE DEVELOPMENT

Future development can contribute to the vitality of the whole community when land uses are sited, developed, and serviced adjacent to existing infrastructure. To maximize the greatest return of property tax revenues

and city resources, city officials should look to maximize building density where feasible. Densification has a range of benefits including utilizing existing infrastructure on parcels usually closest to city service providers.

When appropriate, utility lines should be oversized in order to accommodate planned future growth and development. The City should continue to require developers to participate in utility improvements with the developer’s contribution based on a pro rata basis and applied equally to all projects. In addition, the City should continue to require developers to dedicate land and/or cash into the parkland fund.

The police and fire departments should also be involved in major land development projects to assess the impact of providing additional services as a result of the annexation or development.



EFFECTIVE COMMUNITY RESOURCES, OUTREACH, AND IMPLEMENTATION

For the community to be activated in a manner supported by this Plan, city officials will need to be resourceful in being more resourceful to attract and retain city staff and employees, and in staffing the right talent in the right places. From an outreach position, residents will need to be educated on the importance of the need for additional revenue and tools necessary to create the community they desire.

Building Waterville 2.0, and especially ensuring major downtown improvements, will require patience and dedicated people. Implementing the 2025 Waterville Comprehensive Community Plan will require annual review and a dedication to “Stay on Task”. This Plan is full of community and capital improvements that can be accomplished by dedicated people through deliberate incrementalism, if not distracted.



Reveille assisted the 15 member committee over seven steering committee meetings between April 2024 and May 2025.

How to Use the Plan

The 2025 Waterville Comprehensive Community Plan should be utilized when working to promote the overall quality of life in the community, promoting investments, and in making capital improvement decisions. Whether it is the extension of pedestrian connectivity elements, the extension of infrastructure, new development, or any other neighborhood improvements, it should be done in accordance with the Plan's vision. It is structured into a coordinated action program so that decision-makers can easily identify the steps that are necessary to achieve the vision described within this Plan.

The Plan's strategies were developed in conjunction with a tremendous amount of public input and research. Many of these recommendations will take several years to complete, but this plan will allow community leaders to identify projects to implement and allocate funding in future budgets for the costlier projects. Over time, each strategy may need to be revised or amended to reflect the current planning environment and removed when accomplished.

To this end, the Plan should be used in the following situations:



DEVELOPMENT, ZONING, AND LONG-RANGE PLANNING

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Community Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable recommendations and policies contained within this Plan, especially in the Planning Areas Section, which highlights specific conditions, trends, and needs of that unique area of the community.

City officials may encounter development proposals that may not be addressed or highlighted in this Plan. When this happens, a consistent process should be utilized that allows developers and individuals to request an update to this Plan and other supportive tools like the Zoning Ordinance, Thoroughfare Plan, and Capital Improvement Plan.



ORGANIZATION AND INTERGOVERNMENTAL COORDINATION

Many of the initiatives in this Plan may require Waterville officials to coordinate and work with other political subdivisions like Waterville Township, Village of Whitehouse and various county organizations like the county engineer and sanitary engineer; and organizations like Waterville Area Chamber of Commerce, Anthony Wayne Local Schools, Metroparks and various local stakeholders. This Plan could be helpful to advance programs and initiatives that these entities could mutually benefit from.



PLAN REVIEW

The Plan should be reviewed annually by Waterville officials, Planning Commission, and the Comprehensive Plan Steering Committee to ensure progress is being made. This discussion should identify the Plan's beneficial impacts and recognize areas where the Plan may not have assisted in facilitating the visions and strategies. To further assist discussion, planning stakeholders can assign a "percentage complete" to each Plan strategy (See: Plan Implementation Table). Major plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments.

II

Public Participation



Public Participation

The 2025 Waterville Comprehensive Community Plan was formed with the assistance of nearly 900 responses gathered through the deployment of three surveys: a community survey, a student survey, and a community preferences survey. The planning team also interviewed local City, county, and township government departments, non-profit organizations and other stakeholders. A detailed breakdown of the results of the three surveys can be found on the following pages. For summaries of the key conditions and issues identified by departments, organizations, and area stakeholders, see *Planning Conditions*.

STEERING COMMITTEE

A group of residents representing a broad array of knowledge, interests, and occupations assisted the planning consultants in guiding these planning efforts. Several meetings were held over the course of the planning period and were geared toward accomplishing two objectives: (1) Educating the committee members on the basics of local government land and resource planning; and (2) Establishing general goals and defined objectives to serve as a foundation of the Plan.

A multi-tiered public participation process was created to help the steering committee best address the many opportunities and challenges currently affecting the city. The structure for public input was organized at a variety of distinctive levels of involvement. First, a community survey and a student survey for high school students were developed and sent out to the public via local press publications and social media. Next, a community preferences survey was developed with input received from the previous surveys and administered.

COMMUNITY SURVEY

A total of 544 area respondents participated in the community survey between May and November 2024. Respondents' ages ranged from 18 to over 75. 58.5% were female, 38.5% were male, and 3% chose other or preferred not to say. 93.9% of survey respondents were homeowners, 3.5% were renters, 3.7% were business owners, and 1.1% were non-residents employed in the city.

82.9% of respondents reported that they lived in the City of Waterville, 16.2% reported that they lived in Lucas County, outside of Waterville (mostly Waterville Township), and 0.9% responded "Other" (mostly Wood County).

15% of respondents had resided in Waterville for 5 years or less, 16.8% had resided in the city for 6 to 10 years, 21.6% had resided in the city for 11 to 20 years, 14.4% had resided in the city for 21 to 30 years, 18.5% had resided in the city for 31 to 49 years, and 4.6% had resided in the city for 50 years or more. 7% identified as non-residents.

13.5% of respondents were employed in Waterville, 40.5% were employed in elsewhere in Lucas County, 22.6% were retired, 8.5% were employed in Wood County, 7% were employed outside of either Lucas or Wood counties, 4.3% worked remotely or had hybrid jobs, and 3.5% responded "Other", mostly stay-at-home parents/homemakers, or students/recent graduates.

Respondents were asked to rate their quality of life in Waterville. 41.1% of respondents rated their quality of life in the community as "excellent", 47.6% rated it as "good", 7% rated it as "adequate", and 4% rated it as "needs improvement" or poor".

Respondents were asked "If you could make one improvement in the community, what would it be?" Out of 545 total respondents, 431 gave individual responses whereas 114 skipped the question. Respondents identified several main improvements they would like to see in the city. The most common responses centered around:

- **Downtown Revitalization and Improvement:** Many residents expressed a desire to have a more vibrant and attractive downtown, including requests for more shops, restaurants, and other businesses. Specific suggestions included filling empty storefronts, adding planters, hosting more community events, and improving the overall aesthetics of the downtown.
- **Parks and Recreation Facilities:** Respondents expressed pride in their city parks but would like to see more recreational opportunities and enhancements to existing facilities. Suggestions included new facilities such as a city pool, a recreational center, a senior center, and a dog park.
- **Slower Growth/Managed Development:** Many respondents were concerned about the pace of growth and development, with many wishing to see limited residential growth going forward.

Top 5 Prioritized Activities

1



Downtown Renewal and Enhancements

2



Revitalize Vacant and Under-Utilized Commercial Properties

3



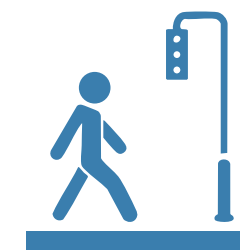
Improved Park and Recreational Opportunities

4



Street Maintenance and Improvements

5



Pedestrian Access and/or Walkability Improvements

- **Infrastructure and Maintenance:** Many respondents requested better-maintained roads, sidewalk repairs and expansion to where they do not currently exist, and other concerns such as street lighting, and grass/bush/tree overgrowth in neighborhoods as well as public spaces.

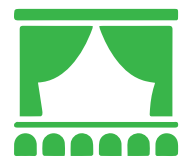
Respondents ranked their support for several potential activities that the city can pursue from 1 “low priority” to 4 “high priority”. The top five priorities identified based on mean scores were: downtown renewal and enhancements (mean score of 3.21), revitalize vacant and under-utilized commercial properties (mean score of 3.20), improved park and recreational opportunities (mean score of 3.08), street maintenance and improvements (mean score of 2.93), and pedestrian access and/or walkability improvements such as bike lanes, multi-use paths, and sidewalks) (mean score of 2.92).

Land Use Preferences

Residents' most preferred land uses



Parks and Recreation

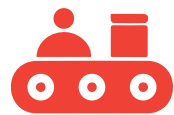


Community Public Spaces

Residents least preferred land uses



Apartments



Industrial



Condos and Townhomes

Respondents were asked to rank the types of land uses they would like to see expanded of in the community. Respondents could choose 1 “yes”, 0 “unsure”, or -1 “no”. The types of land uses that respondents wished to see expanded the most were: parks and recreation (mean score of 0.74) and community public spaces (mean score of 0.65). The types of land uses that respondents wished to see expanded the least were apartments (mean score of -0.79), industrial (mean score of -0.39), and condominiums/ townhomes (mean score of -0.35). Respondents were considerably more mixed in their views towards other types of land uses being expanded in the community.

Waterville is home to many historic buildings, including some of the oldest standing structures in Lucas County. Respondents were asked “Do you feel historical and architecturally-significant properties help to promote the downtown?”. 71.8% responded “Yes”, 10.9% responded “Unsure”, and 17.3% responded “No”.

In an open-ended question, respondents were asked to identify what enhancements and amenities they would like to see in the downtown and along the riverfront. Out of 545 total respondents, 361 answered and 183 skipped. Among those who answered, the top five types of enhancements and amenities were:

- Restaurants and dining options
- Improved aesthetics and beautification or downtown buildings and landscaping
- More retail and shopping businesses
- Enhanced riverfront access and amenities
- More/improved gathering spaces

In an open-ended question, respondents were asked to identify additional types of businesses they would like to see in the community. Out of 545 total respondents, 415 answered and 130 skipped. Among those who answered, the top five types of additional businesses were:

- **Restaurants:** Survey respondents desired a wider range of

dining options, including more sit-down family restaurants, more international/ethnic cuisine, and “fast causal” options.

- **Retail and shopping:** Survey respondents identified more specialty retail shops, boutiques, gift shops, thrift stores, and craft/home décor as the types of stores they would like to see more of in the community.
- **Grocery stores:** Many respondents wanted to see another large grocery store, often explained as an alternative to the one major grocer currently located in the city.
- **Entertainment and recreation venues:** Many respondents wanted to see a family-friendly recreation or entertainment-type business, including large venues.

Survey respondents were asked to identify other community services or amenities they would like to see in Waterville. Of the 545 total respondents, 309 answered and 235 skipped the question. Among those that answered, the main types of community services and amenities respondents would like to see were:

- A Senior Center and/or more senior services
- A city recreation center, community center, and/or indoor pool
- Improved yard waste and recycling service and options
- Parks and trails improvements
- Pickleball courts

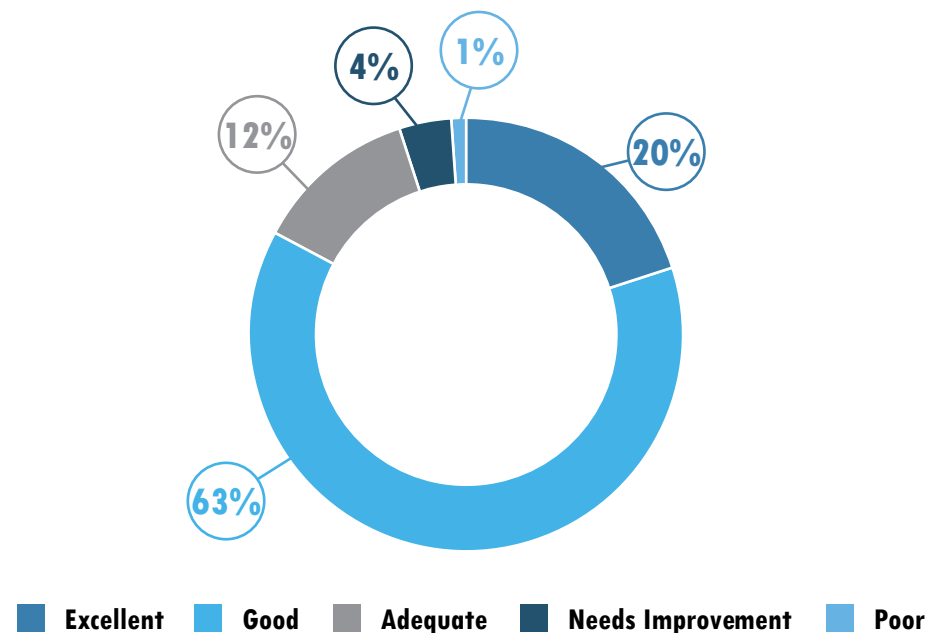
Respondents were asked about locations in the community in need of improved access, or better pedestrian connectivity. Of the 545 total respondents, 227 answered and 317 skipped. Among those that responded, the most prominent of these responses centered around:

- **South River Road:** Respondents identified sidewalks, a biking path, or a shared use path that would connect pedestrians and cyclists to downtown Waterville from neighborhoods and attractions to the south such as Waterworks Park and Farnsworth Metropark. A smaller number of respondents also

would like to have a trail connection north along South River Road to Side Cut Metropark/Maumee.

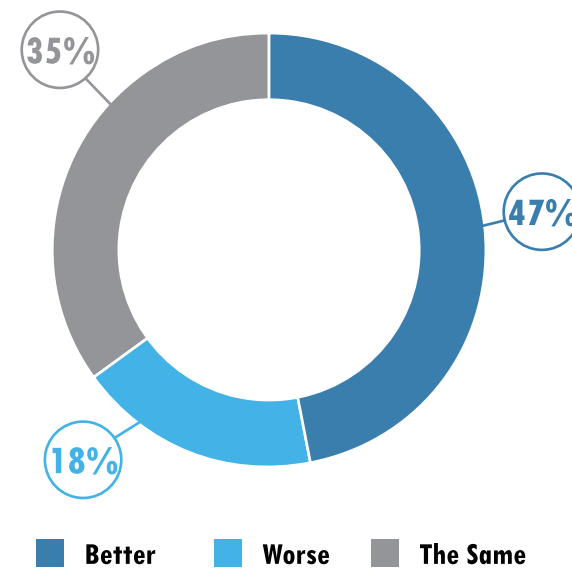
- **Dutch Road:** Respondents requested either sidewalks, a biking trail, or a shared use path along the length of Dutch Road to connect to Waterville-Monclova Road and to connect newer residential developments to the west that are outside of the city's limits such as Coventry Glen.
- **Waterville-Monclova Road:** Several respondents wanted to see safer crossings along Waterville-Monclova Road at Silverstone Drive.
- **Connection to Whitehouse and Wabash Cannonball Trail:** Several respondents mentioned that over the long term, they would love to see the shared use path (SUP) that currently runs along the north side of Michigan Avenue (SR 64) from Waterville-Monclova Road to Pray Boulevard extended across US 24 and into the Village of Whitehouse to connect to the Wabash Cannonball Trail.

Quality of Life in Waterville, according to students



Respondents were asked to identify the biggest concerns they had for the future of Waterville. The responses revealed a strong and consistent set of concerns among residents, primarily centered around rapid growth and change and the perceived threat to the town's small-town character. Embedded in many comments were concerns over the proposed and then-cancelled amphitheater project. Additional concerns were raised over the long-term impacts that growth will have on the city's infrastructure and the need for more commercial and industrial businesses to offset a growing tax burden on residents.

By 2045, Waterville will be...



Despite various opinions on the amphitheater project and concerns over the pace of growth, a majority of residents still felt that Waterville would be a better place in the future. Respondents were asked "By 2045, Waterville will be a) better, b) worse, or c) the same. 55.6% of respondents felt that Waterville would be better by 2045. 22.1% of respondents felt that it would be worse, and 22.3% of respondents felt that it would be the same.

STUDENT SURVEY

Anthony Wayne High School students participated in a student survey in the Spring of 2024. In total, 95 students in grades 9 through 12 responded. 40.4% of students surveyed lived in the City of Waterville,

58.5% lived outside of the city but elsewhere in the district, and 1.1% reported "other". 19.2% reported that one or more of their parents and/or guardians were originally from Waterville, and 75.5% reported that none of their parents and/or guardians were originally from Waterville, and 5.3% were unsure.

"I think creating a community that is more walkable and bike accessible would make it more enjoyable."

83% of student survey takers rated their quality of life in Waterville as "good" or "excellent", 11.7% rated their quality of life "adequate", and 4.3% rated their quality of life as "needs improvement" or "poor". When asked to compare Waterville to other communities they've lived in or visited, 72% rated Waterville as "good" or "excellent", 24.5% rated Waterville as "adequate", and 3.2% rated Waterville as "needs improvement" or "poor".

78% said that they planned to move away after high school. Of those, 91% said they planned to leave for college, 6.7% said that they were leaving for a job or military service, and 2.7% said that they were leaving to attend trade school or to pursue other opportunities. Students were asked how likely they would live in Waterville as an adult at some point later in life. Of those who reported they would likely move away after high school, 32% said that it was "very likely" or "likely" that they would return, 33% said they were unsure, and 35% said it was "unlikely" or "very unlikely" that they would return.

Students were asked if they thought Waterville would be better, the same, or worse by 2045. 47% of those surveyed reported "better", 18% reported "the same", and 35% reported "worse".

Students were asked to rate the quality of youth and teen activities in Waterville. 14% reported "excellent", 38% reported "good", 24% reported "adequate", 21% reported "needs improvement", and 3% reported "poor".

Students were asked in an open-ended question what additional activities they would like to see more of in Waterville. Responses centered on having more events and entertainment throughout the year, more recreational opportunities, more restaurants and youth-friendly establishments to patronize, as well as those who were unsure/didn't know.

Students were asked if there were any areas in Waterville or the area that could be better connected with sidewalks, bike paths, or trails. Generally, respondents identified the need for sidewalks repairs in older neighborhoods and River Road as in need of better cycling and pedestrian infrastructure.

Students were asked to identify one improvement they would make to the community if they were in charge. Responses included items such as a desire to have more restaurants and retail variety, more youth-oriented activities and facilities like a skate park, providing more help for the poor and underserved populations, and maintaining the status quo of the quality of life in Waterville.

COMMUNITY PREFERENCES SURVEY

Following the completion of the community survey and student survey, a follow-up “community preferences” survey was conducted where more specific questions were created based on the results of the community survey, the student survey, and interviews with city departments, agencies, and other community stakeholders. Many of these questions were designed to gauge the local community’s vision of itself and what it would like to be. 221 responses were collected between October 2024 and March 2025. 8.5% of respondents resided in Waterville for less than 5 years. 23% resided in Waterville for 6 to 10 years. 20.5% resided in Waterville for 11 to 20 years. 17% resided in Waterville for 21 to 30 years. 25% noted they have resided in Waterville for 30 years or more. 6% were non-residents.

Respondents were surveyed on the types of pedestrian safety and connectivity improvements they would like to see pursued by the city. 12% wished to see improvements/fixes to the existing sidewalk network, 10.5% wished to see a focus on improving pedestrian connectivity impediments to key destinations, 8% wished to see new trails and paths built, and 62% favored a mixture of all three. 7% reported that no improvements were needed.

Given that the previous survey showed a desire for enhanced park and recreational opportunities, respondents were asked how they would like to see this happen and were offered several strategies. 50% responded that they would prefer to maintain and improve existing neighborhood parks. 31% responded that they would like to improve programming and partnerships with the YMCA, Metroparks, and other providers. 9%

responded that they would like to pursue initiatives and levies to raise revenue to maintain and improve parks and recreational programs for all ages. 6% responded that no improvements were needed, and 4% responded that they would like to develop new neighborhood parks.

Respondents were asked a follow-up question on city parks funding: “Would you support a City parks and recreation levy to generate additional resources for new park facilities, paths, and programming in the City of Waterville?”. 61% of respondents were in favor and 39% were opposed.

Respondents were asked to identify what they felt was the biggest threat to the city’s riverfront and given a list of options. 37% identified the “poor environmental conditions (water quality, water flow, etc.)”. 30% identified a “lack of active recreational opportunities”. 20% identified a “lack of physical connections” to the river. 13% identified “Other” and specified a variety of concerns including the vacant and/or underutilized downtown buildings, the demolition of the Roche de Boeuf interurban bridge, and no threat or unsure.

Respondents were asked to identify what they felt was the biggest threat to Waterville’s downtown and given a list of options. 51% identified the “lack of business diversity (e.g. not enough restaurants and shops that draw visitors). 20% identified “Other obstacles” and specified a variety of concerns including vacant and/or underutilized commercial properties, poor mobile phone reception, and aging buildings that could benefit from façade and other improvements. 16% identified the “lack of move-in ready properties due to property blight constraints and other conditions”. 9% identified the “lack of vision and leadership”

Respondents were asked to describe the parking situation downtown and given a range of responses to choose from. 47% identified “Parking issues only at certain times of the day”. 22.5% identified “Very minor issues, plenty of public parking is available but the signage is poor”. 20% identified “Parking issues only at certain locations”. 9% identified “Parking issues all times of the day”. 2% responded that they do not visit downtown, largely because they did

“I am very pleased with my life in Waterville. It does bother me that so much area farmland has been used for large housing developments. I worry that with the expansion of housing into good growing areas, we will lose the ability to provide for all of the people who move to the area.”

not feel there was much to do.

Activating the downtown emerged as a desire for many respondents in the first survey. As a result, respondents in the community preferences survey were asked “Fully activating the downtown into an area desired by residents may require...” and given

the option to select multiple strategies they felt that were appropriate. 57% supported “Developing and Implementing a Downtown Plan”. 55% supported “More enforcement by the City to address property vacancies, property blight, etc.”. 36% supported “More public investments into the public realm space, parks, and improved riverfront connections”. 33% supported “Improved public-private partnerships”. 13% selected “Other” and specified a variety of ideas including pursuing a DORA (outdoor refreshment district), converting the former gas station into public parking, getting businesses in downtown buildings that are currently vacant/underutilized, and doing more to advertise the businesses present in the downtown.

Many residents who completed the first community survey expressed concerns about the pace of residential development in Waterville in recent years. Given these concerns, the community preferences surveyed posed the question “Some residents that completed the comprehensive plan survey indicated a frustration with the impact that development may be having on the community such as increased traffic, higher taxes, and school overcrowding, to name a few. Which one method do you feel might help minimize development impact?.” Respondents were given a list of strategies to choose from. 41% chose “Encourage non-residential land uses that generate property value and help to reduce the residential tax burden”. 25% chose “Guide development to only areas where infrastructure and roadways can support it”. 15% chose “Improved zoning and site planning methods review processes”. 12.5% chose “Limit all types of development in the community”. 7% chose “Other” and specified a range of ideas including

“Waterville needs to open up more parking in the downtown and do something about vacant buildings that could be in use.”

limiting denser housing, making a push to bring in more industrial businesses, and all the above.

Respondents were asked "Should more tools be developed that protect our neighborhoods from property nuisances?". 69% of respondents replied "Yes" and 31% replied "No".

Respondents were asked "Would you be in favor of a vacant property registration ordinance to ensure owners meet a minimum standard of maintenance of their properties while vacant?". 65% responded "Yes", 8% responded "No", and 27% responded "I'd like more information before deciding".

Respondents were asked whether Waterville should be "the best place to live" or "the cheapest place to live". Respondents overwhelmingly desire for Waterville to be "the best place to live", with 97% choosing this option and 3% desiring Waterville to be "the cheapest place to live".

Respondents were asked to choose to identify with one of two statements regarding taxes and municipal spending. 66% of respondents chose the statement "I am okay with paying additional taxes as long as the city has a good plan to use the additional revenue". 34% chose the statement "I am not okay with paying additional taxes, the city should live within its means".

Respondents were asked to choose to identify with one of two statements regarding their awareness of what's happening in the community and the city's effectiveness in communicating with the public. 42.5% identified with the statement "I generally feel that I know about what's going on in the community and am comfortable with the level of communication provided by the city of Waterville (e.g. website, newsletters, etc.)". 57.5% identified with the statement "I generally feel that I do not know about what's going on in the community and feel that the level and outlets of communication provided by the City of Waterville should be improved".



"We can connect the community big time!"

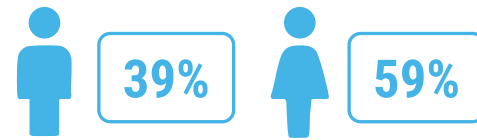
"Unconstrained development, both residential and commercial, is threatening the "small town" feel of the community which is its most valuable attribute."

"I would like to see improvements in our parks. Some playground equipment is old and worn. Landscaping leaves a lot to be desired. Often trees aren't trimmed around, dead branches not trimmed or picked up. It seems just the minimum is done which I'm sure is all the budget/staffing allows. Whitehouse is a great example of a well maintained, beautiful small town- murals, public areas and beautiful landscaping make it all so inviting. I also worry about the amount of homes being built. Anthony Wayne schools can't get a much needed levy passed and more students without more funding is going to hurt our reputation of being one of the best school districts. My one other concern is definitely sidewalks, so many in disrepair especially in older parts of town- dangerous for everyone, including our older citizens."

"The small town feel that drew me to Waterville in 1988 remains vibrant. Thank you for all of your efforts to keep us small – but they can't work forever. If a community isn't growing it is on the decline. If every resident donated 5 hours a year (tend a roundabout, work on a park project, volunteer at the RDB, etc) our town would literally sparkle."

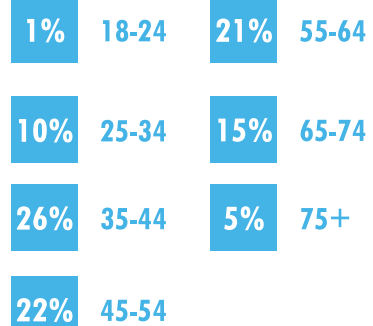
Community Survey Results

Respondent Characteristics



3% responded 'Other' or 'Prefer not to say'

Age

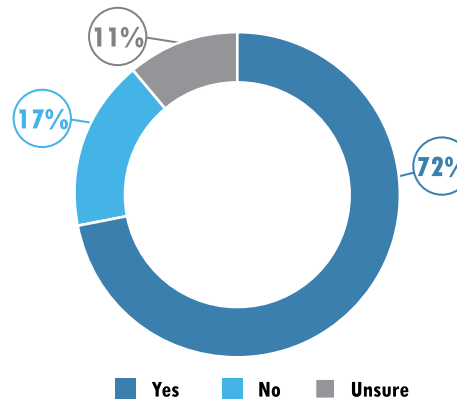


65%

have been a resident for more than 11 years

"Thank you for allowing the citizens to express our thoughts and hopes to see Waterville continue to be a great community for families to grow and become good citizens."

Do you feel historical and architecturally-significant properties help to promote the downtown?

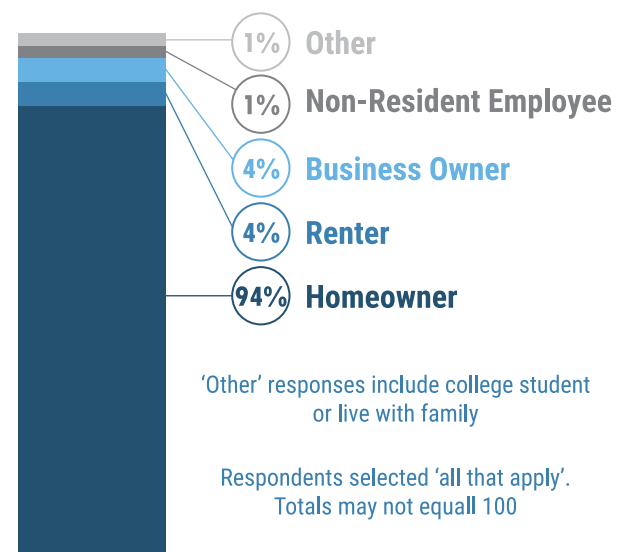


"It would be nice to have some focus on the idea of this area becoming somewhat of a destination. It's beautiful and we have all the right parts to make it happen in the future (location on the river, rising temps mean longer periods of warm weather, natural beauty, woodland, beautiful downtown) growing on those strengths could really entice people to travel here and perhaps invest in the area."

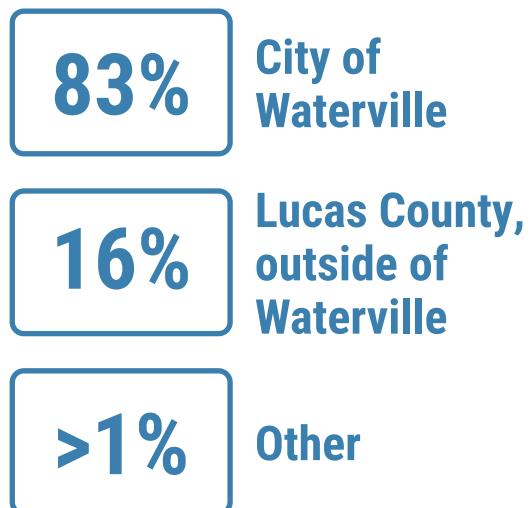
Top 5 Prioritized Activities

- Downtown Renewal and Enhancements
- Revitalize Vacant and Under-Utilized Commercial Properties
- Improved Park and Recreational Opportunities
- Street Maintenance and Improvements
- Pedestrian Access and/or Walkability Improvements

I am a...



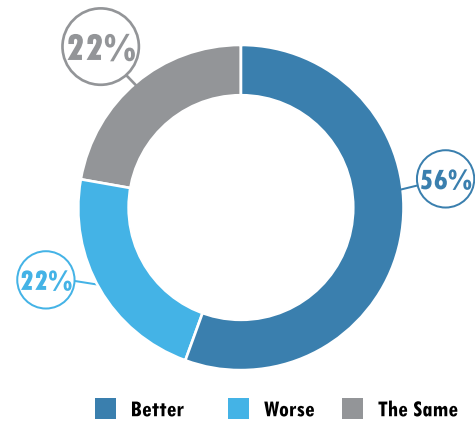
I live in...



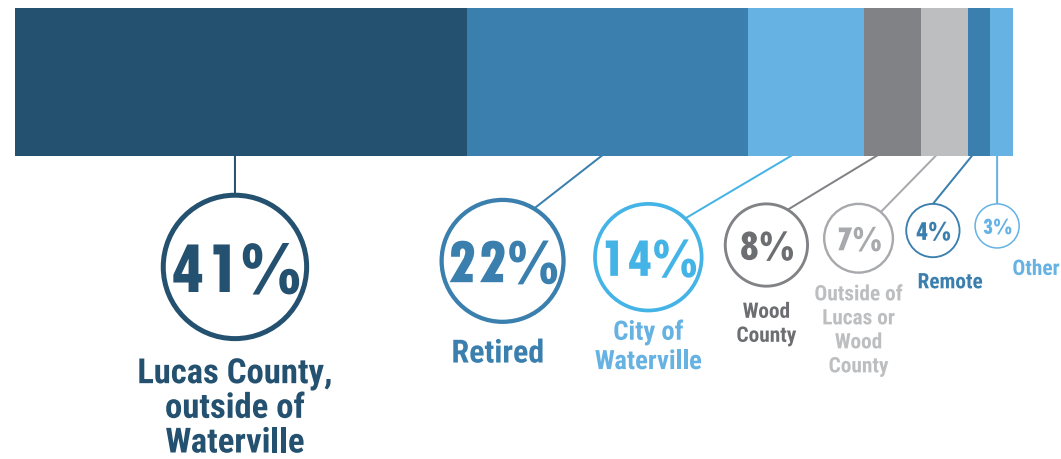
Along the riverfront, some residents would like to see...

- Community gathering
- Wildlife areas
- Water-based activities
- Historic preservation and signage

By 2045, Waterville will be



Location of employment



Are there any locations in need of improved access or pedestrian connectivity?

- "A walking path that connects the neighborhoods on Dutch road to the existing walking path along Waterville Monclova road. This will help my family and I feel more connected to the downtown Waterville area."
- "Sidewalks need improvement in the historical residential areas."
- "Some easy way to cross rt 24 that is just for walkers or bikes, so not near cars. Maybe its own bridge to access Whitehouse and more trails."
- "More sidewalks. Improving the safety on south River road for pedestrians and cyclists especially at the curve by the old interurban bridge."
- "Canal rd. I don't feel safe with my kids riding bikes or walking with the lack of side walks narrow street and people driving way too fast."
- "An intentional biking/walking corridor to connect to both Monclova & Whitehouse; a bike lane down Waterville-Monclova to Dutch Road to Finzel Road to Metropark trail."

Land Use Preferences

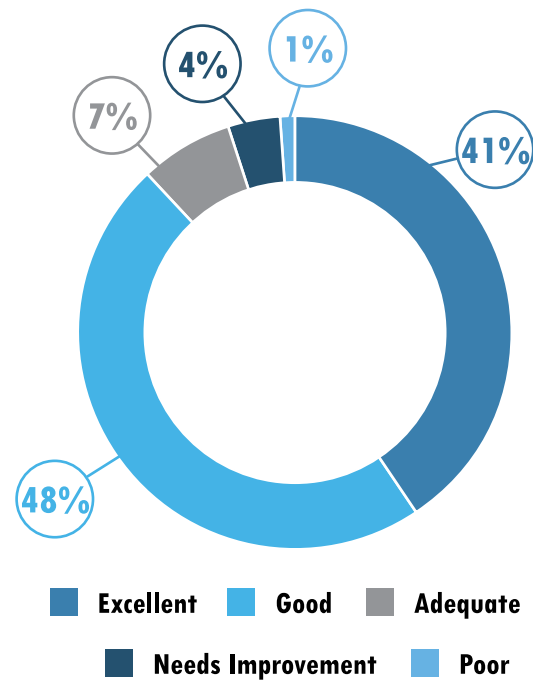
Residents' most preferred land uses



Residents least preferred land uses



Quality of Life in Waterville



Community Preferences Survey Results

Why do you live in Waterville?

- 55% Small town charm
- 20% Location
- 12% Family
- 6% Not a resident
- 5% Housing
- 2% Job

"I am very pleased with my life in Waterville. It does bother me that so much area farmland has been used for large housing developments. I worry that with the expansion of housing into good growing areas, we will lose the ability to provide for all of the people who move to the area."

Residents noted a desire for enhanced park and recreational opportunities. How would you like to see this happen?

- 57% Maintain and improve existing neighborhood parks
- 55% Improve programming and partnerships with YMCA, Metroparks, and other providers
- 36% Pursue initiatives and levies to raise revenues to maintain and improve parks and recreational programs for all ages
- 33% No improvements are needed
- 13% Develop new neighborhood parks

I believe the biggest threat to our Downtown is...

- 51% Lack of business diversity (e.g., not enough restaurants and shops that draw visitors)
- 20% Other obstacles (please specify)
- 16% Lack of move-in ready available properties due to property blight constraints and other conditions
- 9% Lack of vision and leadership
- 4% Lack of community gathering spaces

Residents noted a desire for improved and safe pedestrian mobility and connectivity choices. How would you like to see this happen?

- 62% A mixture of all option
- 12% Improve/fix the existing sidewalk network
- 10% Focus on improving pedestrian connectivity impediments to key destinations like the downtown, riverfront, schools, and parks
- 8% Build new trails, paths and pedestrian connections
- 7% No improvements are needed.

I believe the biggest threat to our riverfront is...

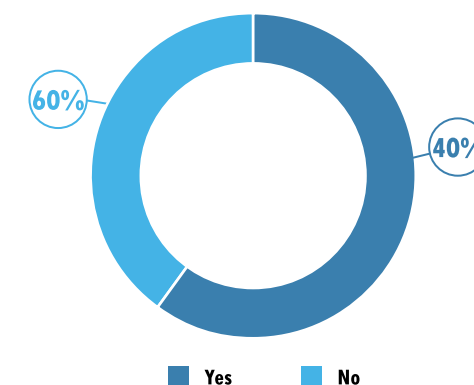
- Poor environmental conditions (water quality, water flow, etc.) 37%
- Lack of active recreational opportunities 30%
- Lack of physical connections 20%
- Other 12%

'Other' responses include 'no threat'

66%

are okay with paying additional taxes as long as the city has a good plan to use the additional revenue

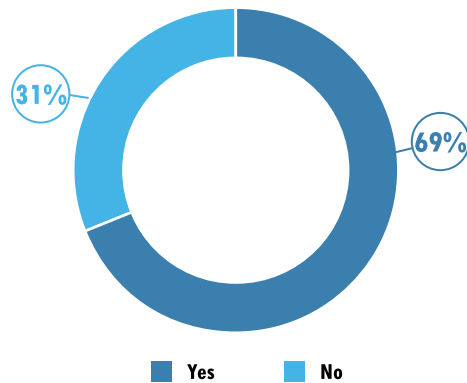
Would you support a City parks and recreation levy to generate additional resources for new park facilities, paths and programming in the City of Waterville?



How would you describe the parking situation in the downtown?

- 47% Parking issues only at certain times of the day
- 22% Very minor issues, plenty of public parking is available but the signage is poor
- 20% Parking issues only at certain locations
- 9% Parking issues all times of the day
- 1% I don't visit the downtown

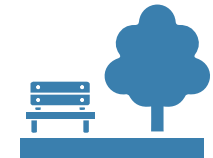
Should more tools be developed that protect our neighborhoods from property nuisances?



According to the Community Survey...

83%

want more parks and recreational land use



generally feel that they do not know about what's going on in the community and feel that the level and outlets of communication provided by the City of Waterville should be improved

58%

Fully Activating the Downtown into an area desired by resident may require...(check all that apply)

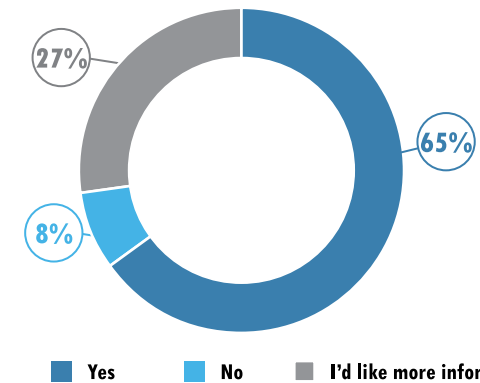
- 57% Developing and Implementing a Downtown Plan
- 55% More enforcement by the City to address property vacancies, property blight, etc.
- 36% More public investments into the public realm space, parks, and improved riverfront connections
- 33% Improved public-private partnerships
- 13% Other

Some residents that completed the comprehensive plan survey indicated a frustration with the impact that development may be having on the community such as increased traffic, higher taxes, and school overcrowding, to name a few. Which one method do you feel might help minimize development impact?

- 41% Encourage non-residential land uses that generate property value and help to reduce the residential tax burden
- 24% Guide development to only areas where infrastructure and roadways can support it
- 15% Improved zoning and site planning methods review processes
- 12% Limit all types of development in the community
- 7% Other

"Waterville needs to open up more parking in the downtown and do something about vacant buildings that could be in use."

Would you be in favor of a vacant property registration ordinance to ensure owners meet a minimum standard of maintenance of their properties while vacant?



97%

believe Waterville should be the best place to live, as opposed to the cheapest



III

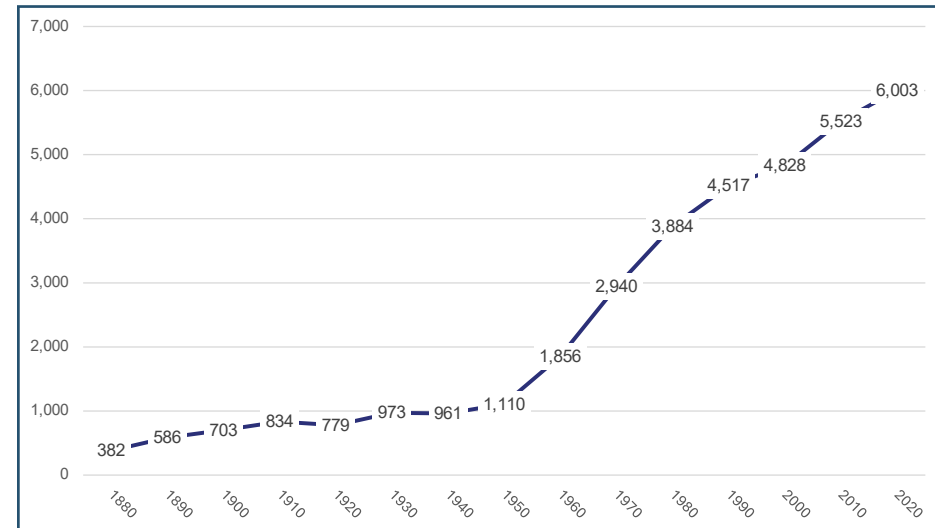
Planning Conditions

Demographics

Demographic information is the foundation of good planning initiatives. Using the most recent available data is necessary to understand what forces drive the current policies and help guide future changes.

Socio-economic and demographic data for Waterville was compiled from the U.S. Census Bureau’s American Community Survey (ACS) 5-year estimates for 2023. These are used to draw general conclusions about the city over time and in comparison with county, state, and national figures. The Census Bureau continually samples different geographic areas for detailed socio-economic and demographic data. The estimates then produced create a moving estimate of local conditions over the past 5 years. It should be noted that for smaller geographies like Waterville, a relatively wide margin of error can exist. Data for the total population were drawn from decennial censuses for comparison purposes. Unlike the ACS, the decennial censuses are a physical count of residents every ten years by the federal government.

Figure 1: Historical Population of Waterville



POPULATION TRENDS

For much of its early history, Waterville was a small settlement on the banks of the Maumee River. In 1880, the first census year with available population counts, the village had a recorded population of 382. Over the next several decades, the village grew modestly, reaching more than 1,000 residents in the 1950 Census. In the decades following World War II, Waterville experienced a post-war housing boom with

new subdivisions plated as new residents flocked to communities outside of major urban and industrial centers like Toledo. By 1980, Waterville had a recorded population of 3,884, 3.5 times larger than just 30 years prior. Since 1980, Waterville has continued to grow, but at a more modest rate, recording 4,517 residents in 1990 and 4,828 in 2000. The 2010 Census recorded 5,523 residents, making the city eligible for city status per the Ohio Revised Code, and the village officially became a city in April 2011. The 2020 Census recorded a population of 6,003 and the 2023 American Community Survey 5-year estimates place the recent population totals at 5,997 residents (with a margin of error of +/- 22). See Figure 1. Historical Population of Waterville and Figure 2. Population over Time for a visual representation of Waterville’s population.

AGE

In 2023, the median age of Waterville’s residents was 41.4 (+/- 2.7

Figure 2: Population Over Time

Year	Population	%+/-
1880	382	
1890	586	53.4%
1900	703	20.0%
1910	834	18.6%
1920	779	-6.6%
1930	973	24.9%
1940	961	-1.2%
1950	1,110	15.5%
1960	1,856	67.2%
1970	2,940	58.4%
1980	3,884	32.1%
1990	4,517	16.3%
2000	4,828	6.9%
2010	5,523	14.4%
2020	6,003	8.7%

Figure 3: Population Change by Age Groups, 1970-2020

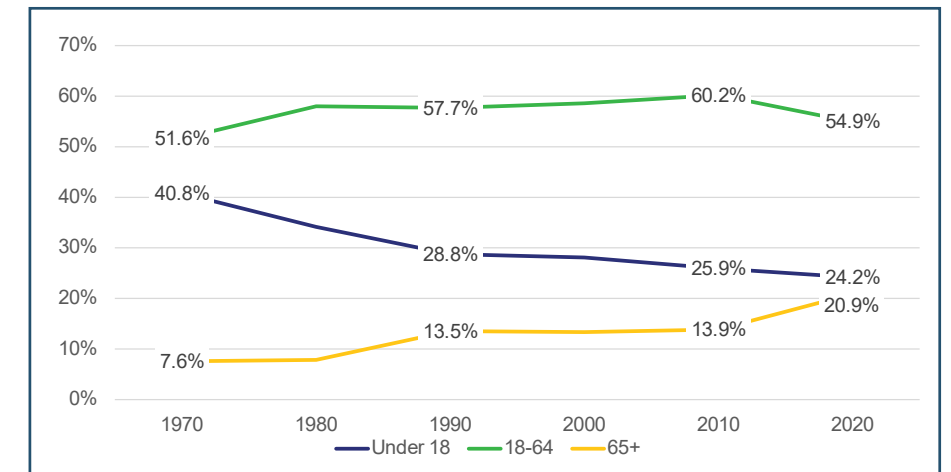


Figure 4: Population Pyramid of Waterville, 1970 and 2020

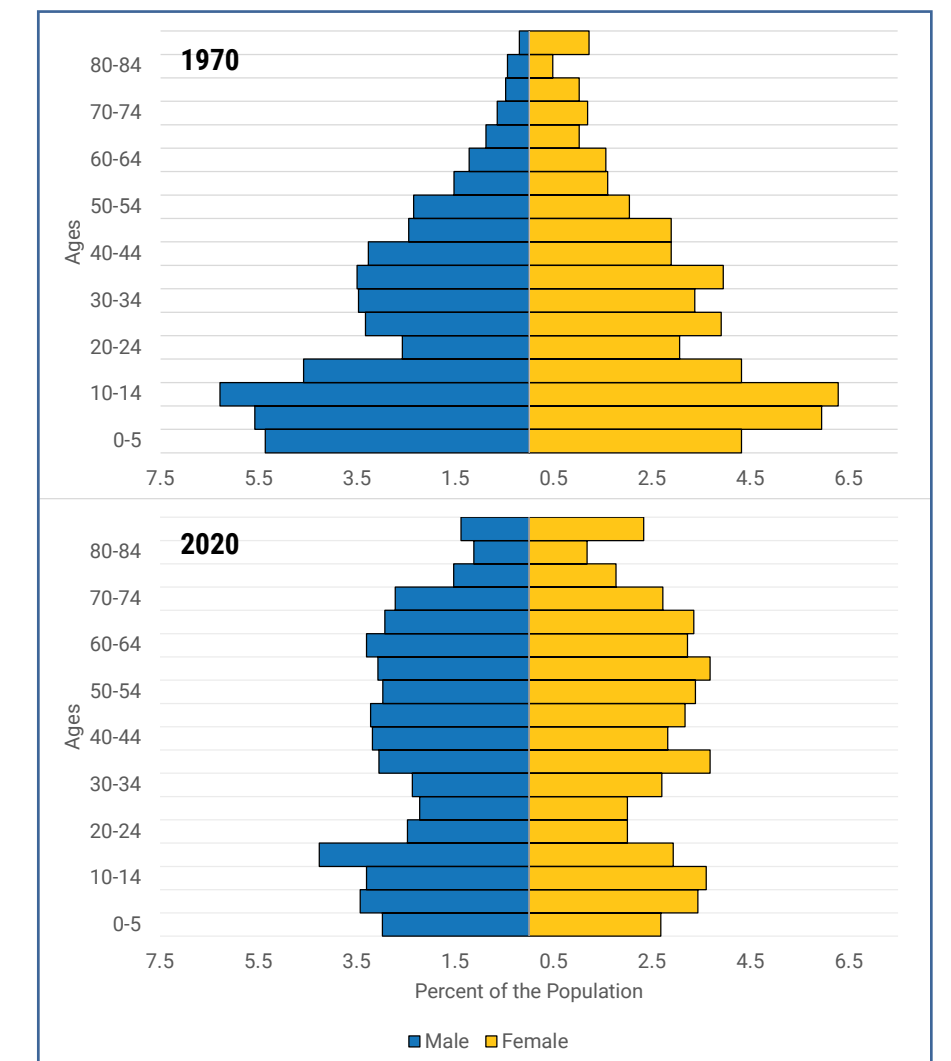


Figure 5: Waterville, Lucas County, Ohio, and US Indicators

Indicators		Waterville	Lucas County	Ohio	U.S.
Demographics	Population (2020)	6,003	431,279	11,799,448	332,387,540
	Pct. Population Change (2010-2020)	8.7%	-2.4%	2.3%	7.4%
	Pct. Population Change (2000-2020)	24.3%	-5.2%	3.9%	17.8%
	Median Age	41.4	38.9	39.6	38.5
	Pct. of Population 65+	18.9%	17.1%	17.9%	16.8%
	Pct. Hispanic or Latino	6.8%	7.7%	4.2%	18.7%
	Pct. Non-Hispanic Black	0.3%	19.2%	12.2%	12.1%
	Pct. Non-Hispanic White	85.0%	66.7%	77.2%	58.9%
Income & Education	Pct. Non-Hispanic 2+ Races or Other Race	6.4%	4.7%	6.4%	10.4%
	Median Household Income	\$102,096	\$60,095	\$69,680	\$78,538
	Per Capita Income	\$48,157	\$34,399	\$37,729	\$41,261
	Pct. Individuals Below Poverty	3.7%	17.8%	13.2%	12.4%
	Pct. Families Below Poverty	3.8%	12.7%	9.3%	8.8%
	Labor Force Participation Rate	63.7%	62.9%	63.2%	63.5%
	Unemployment Rate	4.5%	6.8%	5.0%	5.3%
	Pct. Population 25 Years or Older without a High School Degree	2.8%	9.2%	8.6%	10.4%
Housing	Pct. Population 25 Years or Older with Bachelor's Degree or Higher	44.3%	28.0%	30.4%	34.3%
	Median Year Structure Built	1991	1962	1970	1980
	Median House Value (Owner-Occupied Units)	\$256,800	\$144,200	\$183,300	\$281,900
	Pct. Vacant Housing Units	4.6%	9.5%	8.8%	10.8%
	Pct. Owner-Occupied Housing Units	81.1%	64.5%	66.8%	64.8%
	Pct. Renter-Occupied Housing Units	17.8%	35.5%	33.2%	35.2%
	Median Housing Costs (Housing Units with a Mortgage)	\$1,342	\$1,881	\$1,429	\$1,828
	Median Rent (Renter-Occupied Units)	\$879	\$1,452	\$945	\$1,268
Owner-Occupied Homes with a Mortgage where > 30% of Household Income is Spent on Housing Costs Mortgage	16.7%	21.5%	20.4%	27.4%	
Renter-Occupied Homes where > 30% of Household Income Spent on Rent Housing Costs	23.0%	44.9%	45.1%	50.4%	

Note: All data derived from the 2023 American Community Survey (5-Year Estimates), unless noted as 2020 or 2010 (Decennial Censuses).

years). This figure is slightly higher than Lucas County (38.3), the state (39.6), and the national average (38.7). Approximately 25.8% of the city's residents are under the age of 18, whereas 18.9% are aged 65 or older. Like many communities throughout the state and the nation, Waterville's population has been aging over time. Figure 3. Population Change by Age Groups, 1970-2020 shows Waterville's changing age structure by showing the percentage of residents under 18, 18-64, and 65+ at each decennial census from 1970 to 2020. We can see that while the share of Waterville's population of working-age adults (18-64) has stayed between 50% and 60% of the total population, the share of children (under 18) has decreased from 40.8% in 1970 to 24.2% in 2020, while the share of older adults (65+) has increased from 7.9% in 1970 to 20.9% in 2020.

Another way of presenting these changes is with an age and sex structure diagram or "population pyramid" for the city in 2020 and 1970. Figure 4. Population Pyramid of Waterville, 1970 and 2020 presents these figures with each bar representing the share of the population of males and females in 5-year age categories (0-5, 6-10, etc.). In the 1970 figure, we see that the diagram resembles a pyramid where the largest age categories are clustered in the younger years in the lower portion of the diagram. In 1970, 43.5% of Waterville's population was under 20 years old. Looking at the 2020 figure, we see that the figure no longer resembles a "pyramid" as the percentage of males and females are much more evenly spread out across older age categories. In this more recent figure, a little more than one-quarter (26.6%) of the population was under 20 years old.

Comparing Waterville's socio-economic and demographic conditions with those of the wider county, state, and nation is important for understanding regional/national trends, and informing policy and strategic development. For that



Figure 6: Commuting Patterns

Commuting Patterns					
Year	Total Workforce	Workforce in City	Non-Residents Commuting In	Residents Living and Working	Residents Commuting Out
2002	3,840	1,368	1,226	142	2,472
2012	3,486	1,384	1,236	148	2,102
2022	4,382	1,747	1,620	127	2,635

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics.

purpose, Figure 5. Waterville, Lucas County, Ohio, and US Indicators presents several key socio-economic and demographic data for each level of geography, starting with the city.

INCOME & POVERTY

In 2023, the estimated median household income in Waterville was \$102,096, compared to \$60,095 in Lucas County, \$69,680 in the state, and \$78,538 in the nation as a whole. 3.7% of residents were estimated to be living below the poverty line, compared to 17.8% for all of Lucas County, 13.2% for the state of Ohio, and 12.4% nationally.

EMPLOYMENT

Based on 2023 ACS estimates, 3,043 or 65% of Waterville residents over age 16 were in the labor force. Of those, 49.4% were employed in management, business, science, and arts occupations, 17.8% were employed in sales and office occupations, 10.9% were employed in production, transportation, and material moving occupations, 14% were employed in service occupations, and 7.9% were employed in natural resources, construction, and maintenance occupations.

COMMUTING PATTERNS & WORKER MOBILITY

Many of Waterville's residents work in nearby communities in Lucas County and Wood County in Ohio, as well as Southeast Michigan. An estimated 70.8% of Waterville's resident workforce was employed in Lucas County, 27% worked outside of the county (in Ohio), and 2.2% worked in another state. 83% of workers drove alone to work, 8.3% worked from home, 5.6% carpoolled, 2% commuted by taxi or

motorcycle, 0.6% commuted by public transportation, and 0.5% walked.

Based on analysis from the Census Bureau's Center for Economic Studies, the number of jobs within the City of Waterville increased by 379 or 27.7% from 1,368 jobs in 2002 (the first-year data was available) to 1,747 jobs in 2022 (the most recent year available). Over that time, the city's total workforce (including residents who commute out) increased by 14.4% from 3,840 jobs to 4,382 jobs. A majority of workers in Waterville commute out of the city to work elsewhere, but this figure has declined slightly over time, while the share of workers commuting in has increased. In 2002, 64.4% of workers commuted out, 31.9% commuted in, and 3.7% lived and worked in the community. In 2022, 60% of workers commuted out, 37% commuted in, and 3% lived and worked in the community.

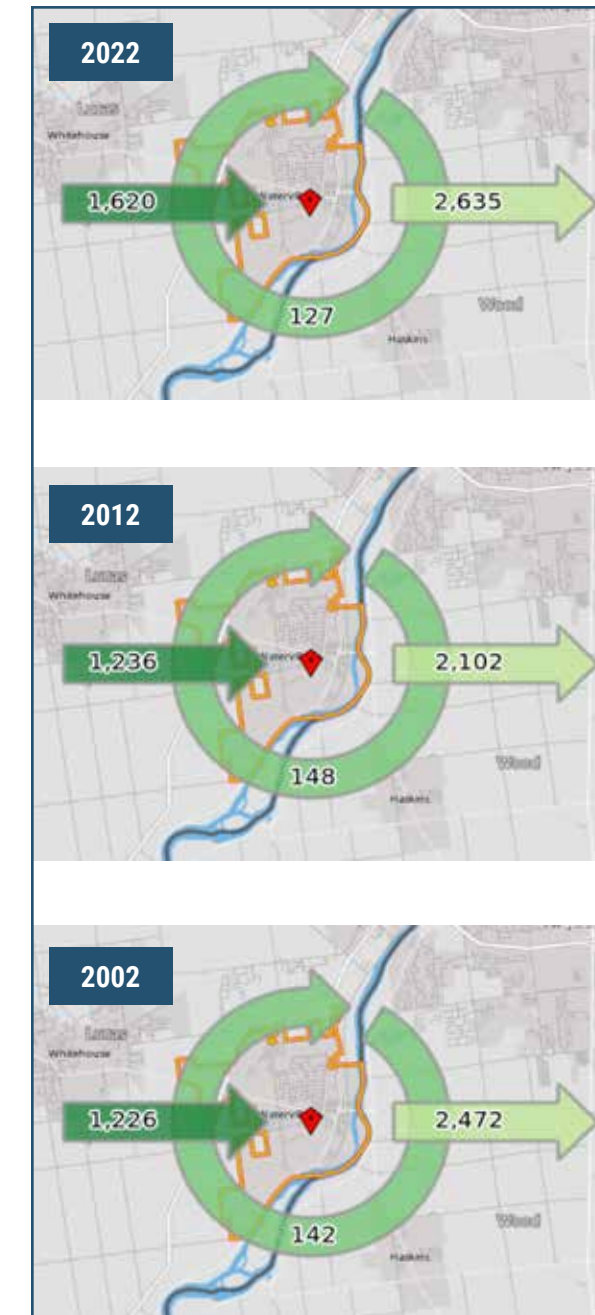
EDUCATIONAL ATTAINMENT

Mirroring regional and national trends, rates of educational attainment in Waterville have increased over time. In 2023, 97.1% of the population over 25 years of age had at least a high school diploma or equivalent, compared to 94.5% in 2000. The percentage of adults over 25 with a bachelor's degree was 44.3%, compared to 36.2% in 2000.

HOUSING

The 2020 Census identified 2,486 housing units, of which 92.5% were occupied and 7.5% were unoccupied. The 2023 ACS estimates that 77.9% of the city's residents lived in owner-occupied housing units, whereas 22.1% of residents lived in renter-occupied housing units. The average household size was 2.50. Among owner-occupied households

Figure 7: Waterville Commuting Patterns, 2002-2022



that had a mortgage, 16.7% had housing costs that were greater than 30% of their household income. Among renter-occupied households, 23% had housing costs greater than 30% of their household income.

30.6% of households have children under the age of 18 present. 31.9% of households had someone aged 65 or older. 28.7% of households were occupied by one individual living alone, and 14.5% of households were occupied by someone aged 65 or older living alone.

The city contains many historic and older homes, as well as many more recent builds. The 2023 ACS estimates that 10.8% of Waterville's housing stock was built before 1950, 15% were built

between 1950 and 1969, 23.2% were built between 1970 and 1989, 19.3% were built between 1980 and 1999, 32.5% were built between 1990 and 2009, and 18.5% has been built since 2010. The median year for homes built in the city is 1990.

Land Use Conditions & Valuations

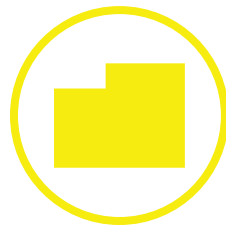
Waterville's land uses reflect the city's long history as a small river and canal town with industries and commerce, as well as its more recent growth as a residential and commercial center in western Lucas County. The city's land uses are predominantly residential and agricultural, with a smaller but important commercial, industrial, and public/exempt footprint.



AGRICULTURAL LAND USE

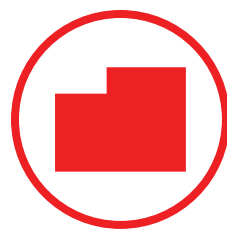
Agricultural land uses account for 816 acres or approximately 25% of the city's total acreage. Most agricultural parcels are located west of Waterville-

Monclova Road and along Dutch Road, around the city's western and northern municipal boundaries. West of the US-24 Bypass, most agricultural land lies in a Flood Plain (Zone AE). Agricultural land valuation decreased since the adoption of the city's last comprehensive plan, from a total value of \$5,017,229 (770 acres) in 2012 to \$2,975,060 (816 acres) in 2025.



RESIDENTIAL LAND USE

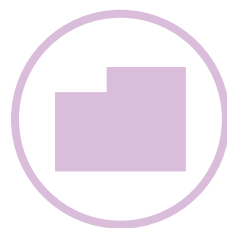
The predominant land use in the City of Waterville is residential, with a mixture of older and more recent residential subdivisions. Residential land uses account for 1,000 acres or approximately 30.4% of the city's total acreage. For much of Waterville's early history, the settlement was restricted to the contemporary downtown and area immediately surrounding the Miami and Erie Canal (later the Anthony Wayne Trail). Beginning with the Wilshire Drive in the 1940s, the village's residential footprint expanded west of the Anthony Wayne Trail and railroad line as new streets were platted and residential subdivisions emerged in the decades following World War Two. According to the city's zoning department, XXX number of housing units were built between 2012 and 2024, most of which are located along Waterville-Monclova Road, Pray Boulevard, and the northern extension of Wilshire Drive. The value of residential



COMMERCIAL LAND USE

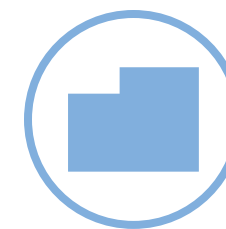
land has increased substantially since the adoption of the city's last comprehensive plan, from a total value of \$312,646,200 (864 acres) in 2012 to \$577,734,220 (1,000 acres) in 2025.

Commercial land uses account for 436 acres or approximately 13.3% of the city's total acreage. Commercial land uses are spread throughout the community, with commercial properties concentrated downtown, along South River Road, Waterville-Monclova Road, Michigan Avenue/SR 64, and Pray Boulevard. The value of commercial land has increased since the adoption of the city's last comprehensive plan, from a total value of \$38,501,629 (452 acres) in 2012, to \$137,938,350 (436 acres) in 2025.



INDUSTRIAL LAND USE

Industrial land uses account for 283 acres or approximately 8.6% of the city's total acreage. The city's industrial land uses are concentrated to the south and west of the downtown, with much of the industrial



PUBLIC/INSTITUTIONAL (EXEMPT) LAND USE

acreage coming from the stone quarry operated by Heidelberg Materials on South River Road (Quarry Planning Area), the Farnsworth Industrial Park along Waterville-Monclova Road and Disher Road, as well as north of downtown. The value of industrial land has increased since the adoption of the city's last comprehensive plan, from a total value of \$9,543,743 (293 acres) in 2012, to \$14,798,410 (283 acres) in 2025.

Public/institutional land uses account for 757 acres or approximately 22% of the city's total acreage. Unlike other types of land uses, public and institutional parcels are tax-exempt and therefore do not pay any property or real estate taxes to the city or Much of the city's public/institutional land are parks, cemeteries, and other city-owned land, while additional public/institutional lands include Metroparks, churches, and other tax-exempt organizations.

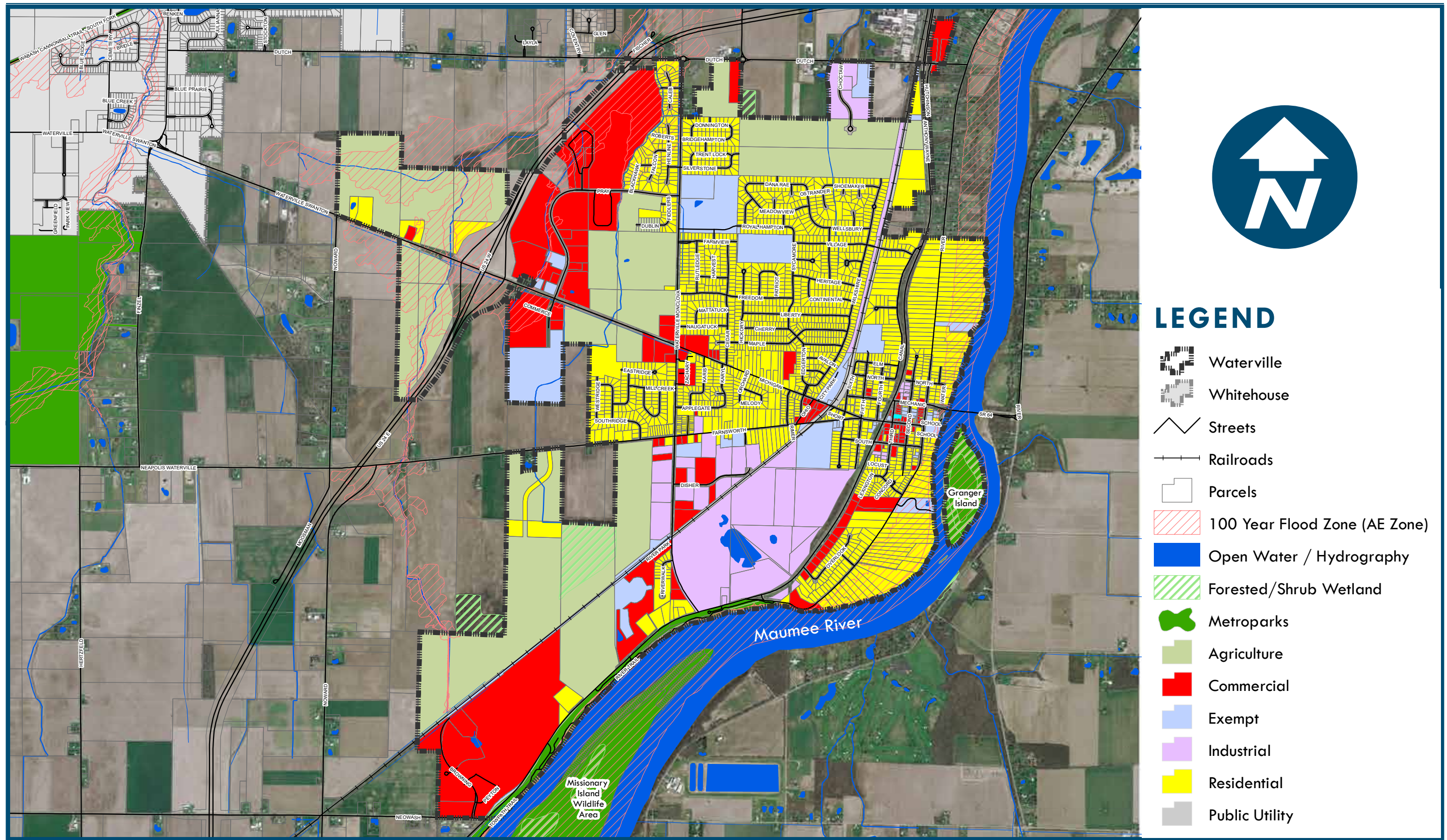
For a visual representation of the city's land uses, see *Map: Land Use Conditions*.

Figure 8. Property Valuation by Land Use, 2012-2025

Property Valuation by Land Use, 2012-2025						
Land Use Category	Total Value, 2025	% +/-	Total Acreage, 2025	% +/-	Valuation per Acre	% +/-
Agricultural	\$2,975,060	-41%	816	6%	\$3,646	-44%
Commercial	\$137,938,350	258%	436	-3%	\$316,165	271%
Industrial	\$14,798,410	55%	283	-3%	\$52,220	60%
Residential	\$577,734,220	85%	1,000	16%	\$577,946	60%
Public/Exempt	\$23,610,660	79%	757	53%	\$31,190	17%

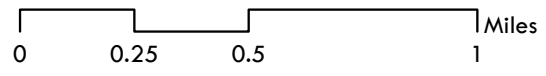
Source: DTE-93 (2012 and 2025), Lucas County Auditor. Total Value (100%).

Map: Land Use Conditions



LEGEND

- Waterville
- Whitehouse
- Streets
- Railroads
- Parcels
- 100 Year Flood Zone (AE Zone)
- Open Water / Hydrography
- Forested/Shrub Wetland
- Metroparks
- Agriculture
- Commercial
- Exempt
- Industrial
- Residential
- Public Utility



Source: Lucas County Auditor, FEMA, ODNR, Waterville, Reveille



Economic Development Conditions

Waterville's primary economic tools include the Community Reinvestment Area (CRA) program, Tax Increment Financing (TIF), Enterprise Zone (EZ) programs and the Jobs Creation and Retention Grant program. All four programs are administered by the city administrator working alongside the Waterville Community Improvement Corporation (WCIC). At the present time, five businesses are receiving CRA incentives and there are no active enterprise zone agreements. The WCIC supports existing businesses with retention and expansion services, and markets Waterville to attract new businesses to the community. The Waterville Area Chamber of Commerce also assists in marketing opportunities that arise in the community, working alongside local organizations to help promote events like Roche De Boeuf, Rock the Block, various golf outings and fundraisers.

There are a variety of key economic development areas in Waterville. These areas include:

FARNSWORTH INDUSTRIAL PARK

Primarily an area for light industry along Waterville-Monclova Road between South River Road and Farnsworth Road, the Farnsworth Industrial Park currently houses most of Waterville's industrial employers that include Kaufman Engineered Systems, Surface Combustion, Crum Manufacturing, Parker Hannifin, Seagate and Thermeq.

FALLEN TIMBERS BUSINESS PARK (FTBP)

Developed in 2007 on the south side of Dutch Road less than ½ mile west of the Anthony Wayne Trail by local business owner Thomas Duvall with assistance from the Village (now City) of Waterville, FTBP is zoned Planned Business Park, a flexible zoning classification that allows any uses permitted in C-1, C-2 and M-1 Districts such as offices, restaurants, retail sales, manufacturing and warehousing. An Architectural Review Committee and deed restrictions/site development standards are in place to promote high quality within the development.

HISTORIC DOWNTOWN WATERVILLE

The City's attractive traditional downtown retail/office area is centered at Third Street/Farnsworth Road and has recently completed



streetscape improvements.

VILLAGES AT WATERVILLE LANDING

A mixed-use project developed by Farnsworth Investors along SR 64 at the US 24 interchange. Current anchors are a supermarket, gas station, pharmacy, and a bank branch.

WATERVILLE PLAZA

A 5-acre commercial shopping plaza at the intersection of Michigan Ave (SR 64)/ Waterville-Monclova Road. It is in close proximity to many



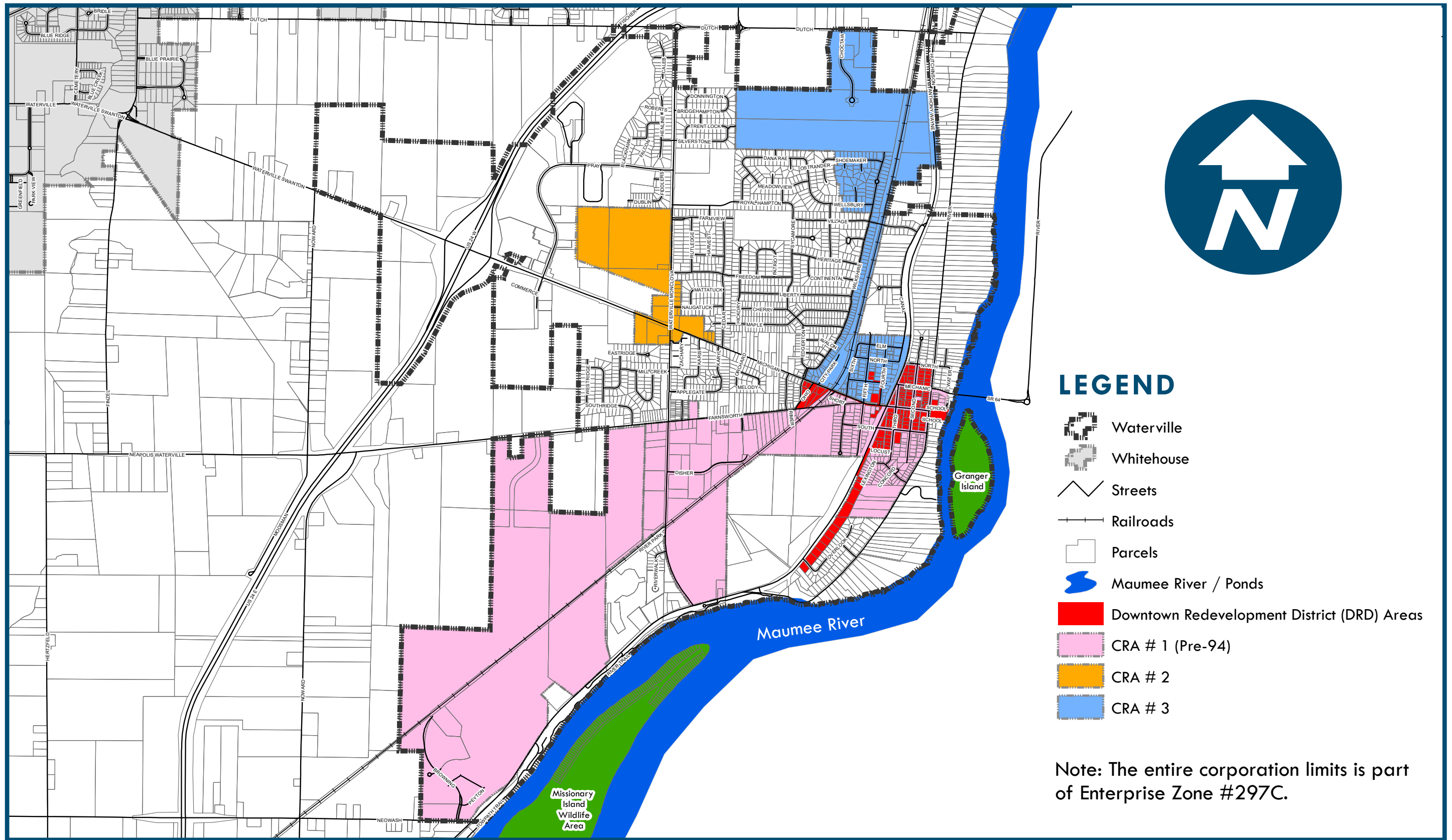
residential neighborhoods.

CITY FARM PROPERTY ON CHOCTAW DRIVE

This 43-acre tract with water and sanitary sewer service is directly south of Fallen Timbers Business Park and could play a vital role in accommodating mixed uses such as residential, community/parks and recreational facilities.

For a visual representation of the city's current economic development incentive areas, see *Map: Incentive Areas*.

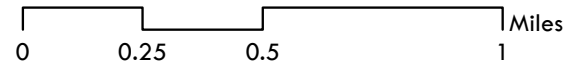
Map: Waterville Plan Economic Incentives Area



LEGEND

- Waterville
- Whitehouse
- Streets
- Railroads
- Parcels
- Maume River / Ponds
- Downtown Redevelopment District (DRD) Areas
- CRA # 1 (Pre-94)
- CRA # 2
- CRA # 3

Note: The entire corporation limits is part of Enterprise Zone #297C.



Source: Lucas County Auditor, Waterville, Reveille



Zoning (& Zoning Map)

The City of Waterville has 14 zoning districts covering agriculture, commercial, manufacturing, parks, and residential uses.

AGRICULTURAL

Land zoned for agricultural uses comprises 34.5% of the city's total acreage. The city has one agricultural district (A-1 Agricultural District). Currently, most agriculturally-zoned land is located on the northern, western, and southwestern extremes of the city, with the exception of several parcels located along Michigan Avenue (SR 64) between Pray Boulevard and Waterville-Monclova Road.

COMMERCIAL

Land zoned for commercial uses encompasses 7.9% of the city's total acreage. The city has four commercial districts: C-1 Commercial District, C-2 Commercial District, C-3 Highway Commercial District, and C-4 Mixed Use Business District. The C-1 Commercial District mostly encompasses parcels downtown, along South River Road, and the Michigan Ave (SR 64)/Waterville-Monclova Road area. The C-2 Commercial District covers parcels downtown and along Farnsworth Road/Michigan Avenue (SR 64). The C-3 Highway Commercial District encompasses much of the commercial development along Pray Boulevard that has occurred since 2010. The C-4 Mixed Use Business District is currently restricted to city-owned parcels to the south of Pray Boulevard and commercial properties located at the northeastern intersection of Dutch Road and the Anthony Wayne Trail.

INDUSTRIAL

Land zoned for industrial uses encompasses 9.7% of the city's total acreage. The city currently has two industrial zoning districts: the M-1 Industrial District encompassing much Waterville-Monclova Road between Farnsworth Road and the Toledo, Lake Erie, and Western Railroad tracks as well as several other properties throughout the city, and the M-2 Industrial District, encompassing the active quarry mine along South River Road.

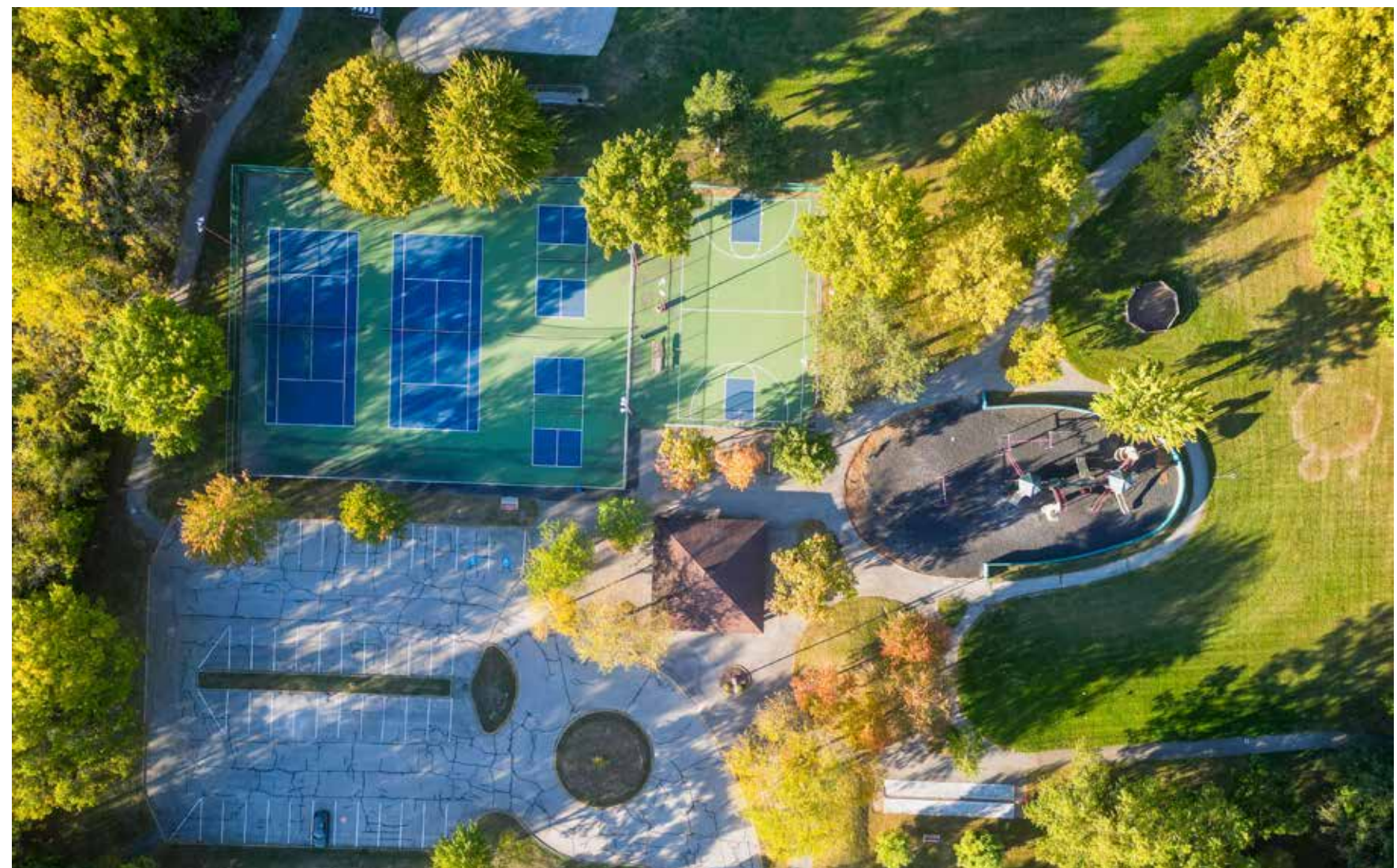
PARKS

Land zoned for parks and green spaces covers 3.8% of the city's total acreage. The city has one park zoning district (P-1 Parks District). Each of the city's seven parks as well as Wakeman Cemetery on Farnsworth Road/Waterville-Neapolis Road are covered by this zoning classification.

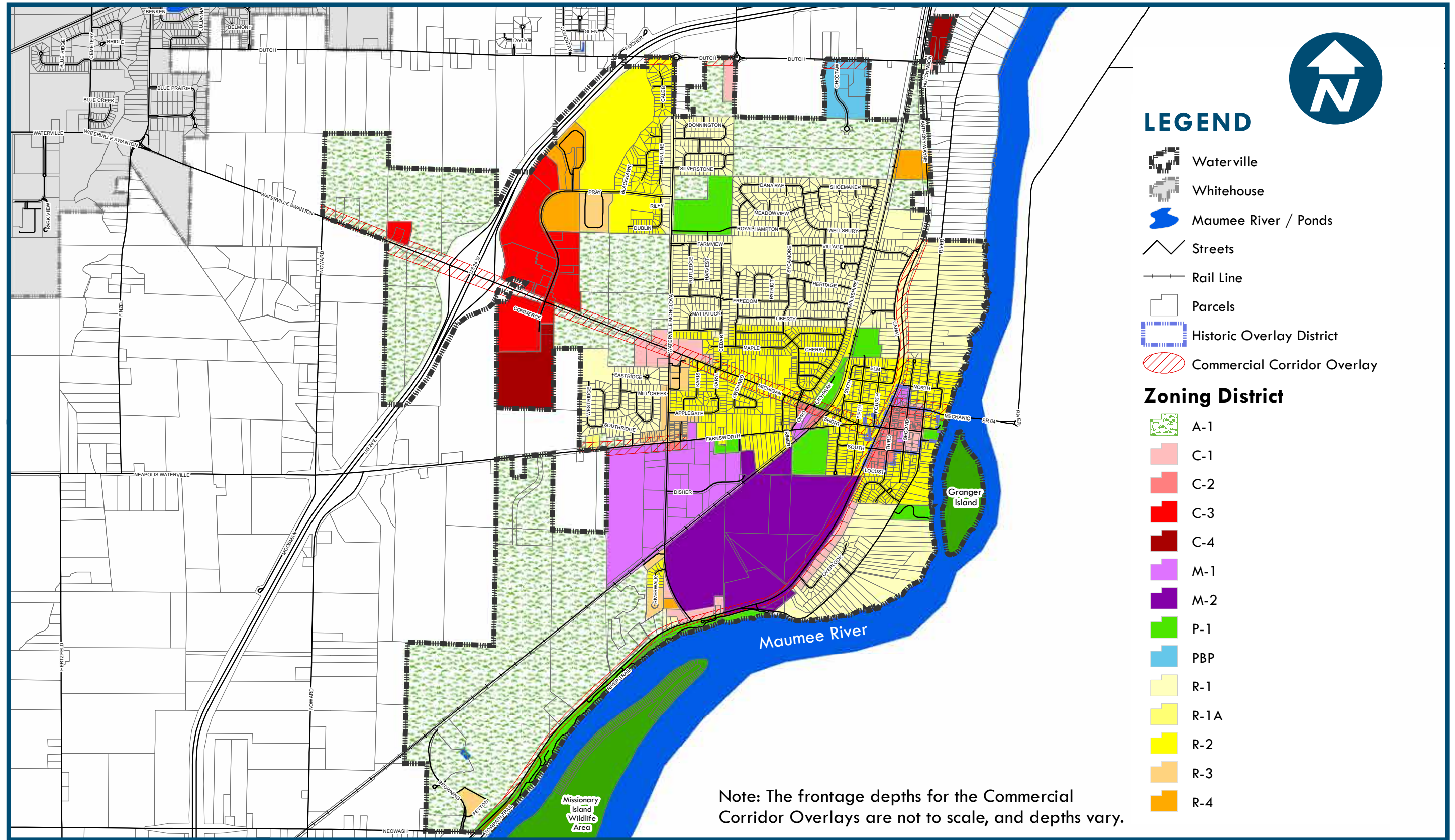
RESIDENTIAL

Land zoned for residential uses encompasses 39.9% of the city's total acreage. The city currently has four residential zoning districts: R-1, R-1A (Large Lot), R-2, R-3 (Multi-Family, Low Density), and R-4 (Multi-Family, High Density). R-1 and R-2 Residential Districts account for the majority of residentially zoned land.

For a visual representation of the city's zoning districts, see *Map: Zoning Districts*.



Map: Zoning Districts



0 0.25 0.5 1 Miles

Source: Lucas County Auditor, Waterville, Reville. Current as of July 2024.



Transportation

FUNCTIONAL CLASSIFICATION SYSTEM

The conditions of Waterville’s roadways and pedestrian connectivity grid are important to consider when planning future land uses, street expansions, and improvements. Waterville’s roadways have four of the seven federal functional classification categories, including Principal Arterial Freeway, Major Collector, Minor Collector, and Local.

The Principal Arterial Freeways provide access to regional areas, resulting in a portion of the traffic volume being due to through traffic. The Principal Arterial Freeway in Waterville is US 24, which was rerouted from the Anthony Wayne Trail in 2013, and now passes to the west and north of most of the city. Additionally, The Anthony Wayne Trail from Dutch Road travelling north is also classified as a Principal Arterial Freeway, as it merges with US 24 north of the city in Waterville Township.

Major and Minor Collectors serve the important role of collecting traffic from Local Roads and channeling it to the Arterial network. Generally, a major collector is a longer route that has fewer connecting driveways and has higher posted speed limits and traffic volumes than Minor Collectors. Major Collectors in the City of Waterville include:

- Dutch Road from Waterville-Monclova Road in the west to the Anthony Wayne Trail in the east,
- The Anthony Wayne Trail from the municipal boundaries south to Waterville-Monclova Road,
- SR 64 from Wood County west to the municipal boundaries,
- South River Road from Waterville-Monclova Road to the municipal boundaries,
- Farnsworth Road/Waterville-Neapolis Road from the three-point intersection with Michigan Avenue (SR 64) and North 5th Street west to the municipal boundaries,
- Waterville-Monclova Road from South River Road north to the municipal boundaries

Minor Collectors partially in or near the city include:

- Dutch Road from the intersection with Waterville-Monclova Road west to the Village of Whitehouse,
- Neowash Road from South River Road west to US 24,
- Noward Road from Waterville-Monclova Road north to Michigan Avenue (SR 64)

The remainder of Waterville’s roadways are classified as Local Roads that service adjacent land parcels found in the community. The Local Roads are those facilities not listed previously with the other classification of roadways.

TRAFFIC VOLUME/SAFETY

Traffic volumes in the city were reviewed using the ODOT online database provided by the TIMS (Transportation Information Mapping System) that measures active daily traffic (ADT) volumes. The TIMS traffic data reveal that the highest traffic volume corridors include US 24 from the Michigan Avenue (SR 64) interchange towards Toledo (25,001-50,000), SR 64 from Wood County to the municipal boundaries in the west (5,001-25,000), and the Anthony Wayne Trail from Farnsworth Road to US-24 (5,001-25,000). Roads with ADT in the range of 1,001-5,000 include North River Road, South River Road, Waterville-Monclova Road, Dutch Road, and Farnsworth Road/Waterville-Neapolis Road.

A review of high crash mapping (2021-2023) by ODOT indicates that the key traffic safety concerns in the city or adjacent areas include:

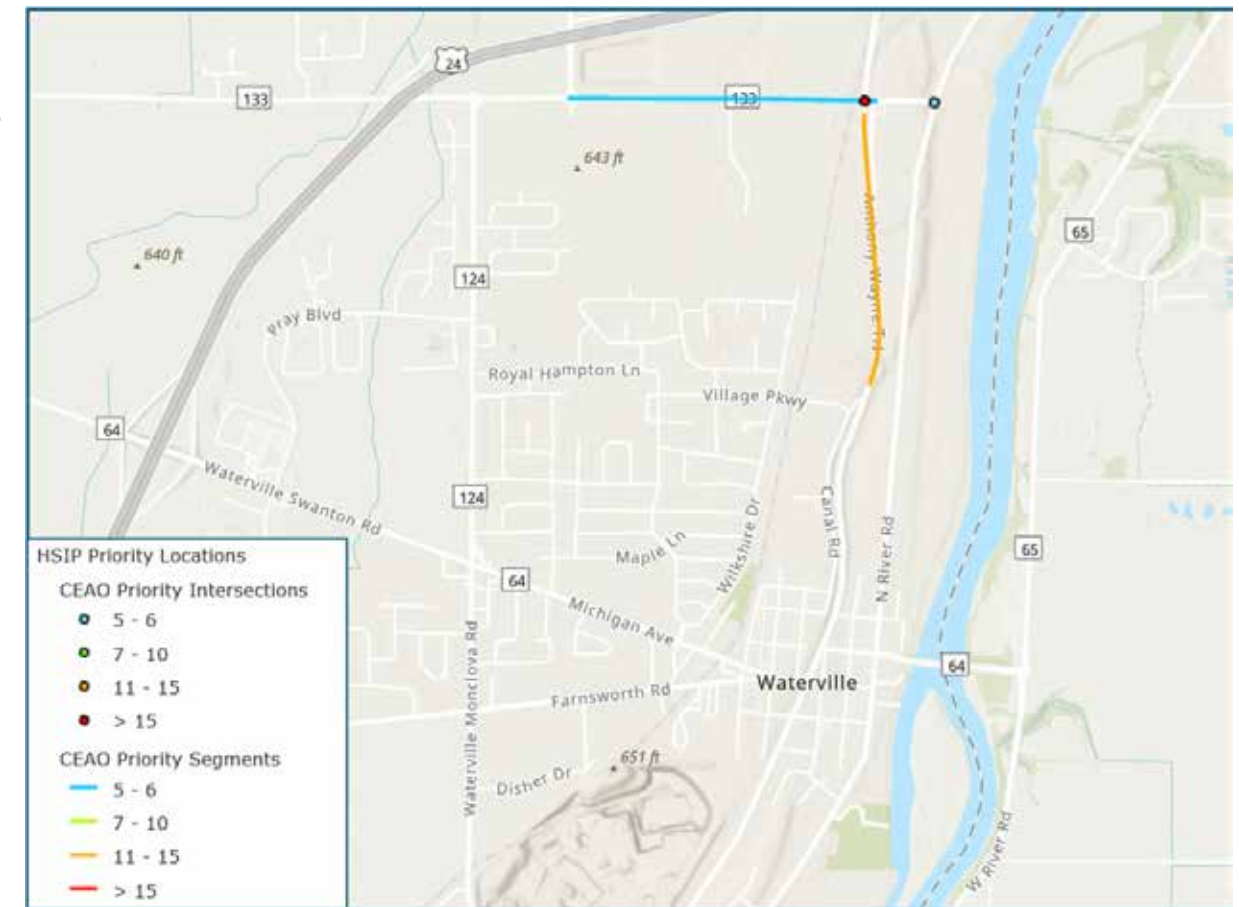
- Segment of Anthony Wayne Trail from Canal Road northward to Dutch Road
- Segment of Dutch Road from Hutchinson Drive to Waterville-Monclova Road

- Intersection of Dutch Road and Anthony Wayne Trail

- Intersection of Dutch Road and River Road

MAINTENANCE AND TRANSPORTATION IMPROVEMENTS

The city’s Public Works department is responsible for ensuring Waterville’s road system is functional and maintained. The department engages in routine road care, including maintenance and repairs, water lines and storm sewers, and snow and ice removal. The City has in place a 5-Year Capital Program that coordinates and plans ahead for all transportation and other infrastructure improvements. The section of the Capital Program that schedules transportation-related improvements is named the Street Construction and Maintenance (SCMR) 325 Fund.



Pedestrian Connectivity

TRANSIT SERVICES

The Toledo Area Regional Transit Authority (TARTA) provides public transportation services to Waterville through its Call-A-Ride program. This curb-to-curb service operates within Waterville and offers connections to TARTA's fixed-route bus system at locations in nearby Maumee, such as Meijer and St. Luke's Hospital. The Call-A-Ride service is available Monday through Friday from 6:30 a.m. to 8:30 p.m. and on Saturdays from 9:30 a.m. to 3:30 p.m. While Waterville does not have dedicated fixed-route bus service, the TARTA Call-A-Ride program provides a valuable public transit option for residents, particularly those who may be unable to drive or require transportation within the city and to key connection points in Maumee.

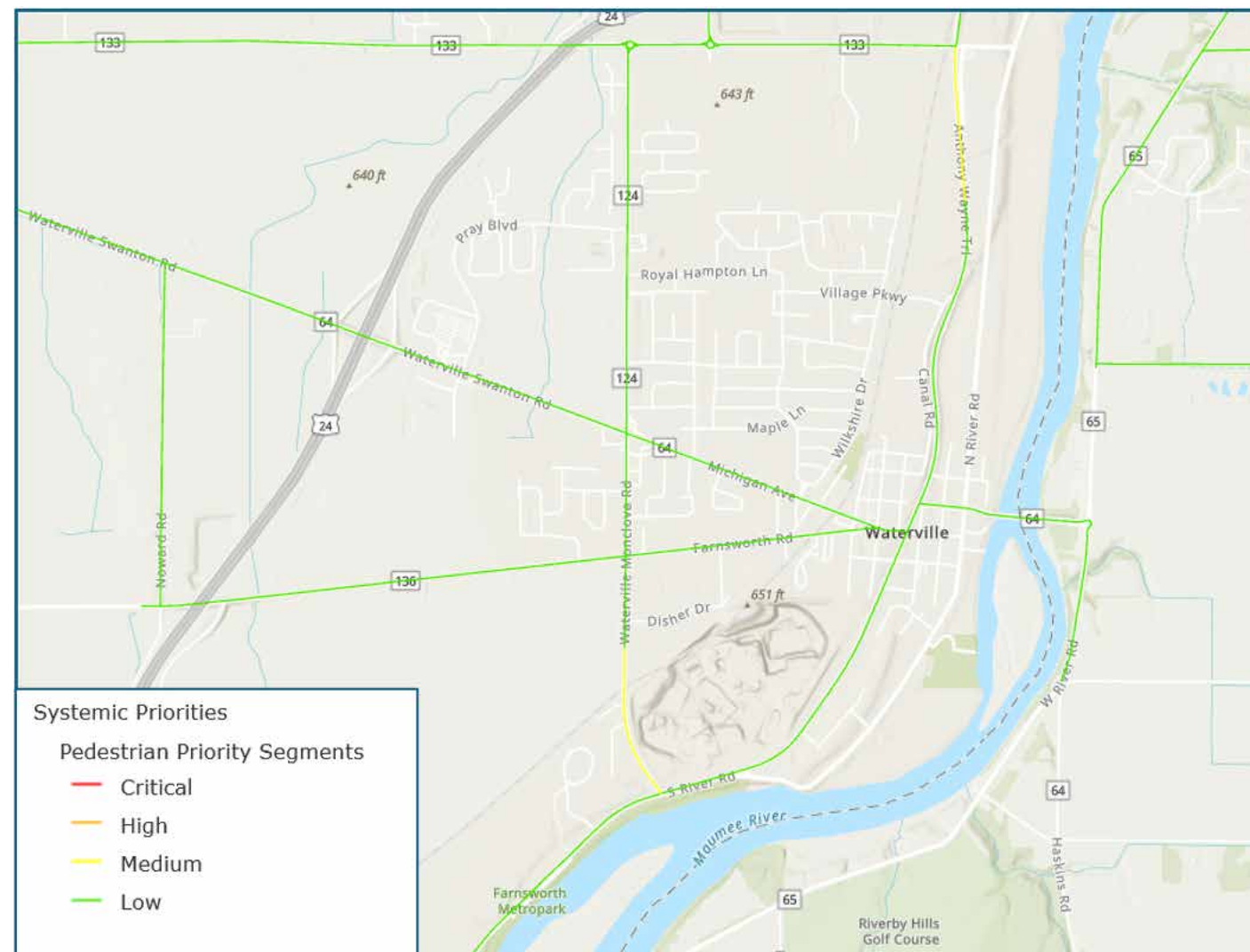
Much of the city has substantial sidewalk coverage, however there are some needs for improving pedestrian connectivity and also improving the existing infrastructure to meet current ADA curb ramp and sidewalk standards. Many recommendations for improved pedestrian and bicycle connectivity in the 2012 Comprehensive Plan have been adopted as the city has expanded its sidewalk and shared use path network. These improvements include:

- Shared Use Path along the Anthony Wayne Trail from Waterville-Monclove Road in the south to Village Parkway in the north
- Shared Use Path along Waterville-Monclove Road from South River Road to Michigan Avenue (SR 64), and from Royal Hampton Lane to Dutch Road (middle stretch of SUP between existing paths to be completed in 2027).
- Shared Use Path along Pray Boulevard from southern terminus north and west to Waterville-Monclove Road
- Shared Use Path along Michigan Avenue (SR 64) from Waterville-Monclove Road west to Pray Boulevard

During the comprehensive plan update process, residents who took the community survey and community preferences survey noted several areas they would like to see improved with sidewalks, shared use paths, or bike paths, including:

- Extending sidewalks along South River Road from their current endpoint to Waterworks Park. This suggestion has been incorporated into the plan's connected community strategies (CC-14).
- A Shared Use Path (SUP) along Michigan Avenue (SR 64) from where it currently terminates near Pray Boulevard northwest to the Village of Whitehouse to connect to the Wabash-Cannonball Trail and Blue Creek Metropark. This suggestion has been incorporated into the plan's connected community strategies (CC-12).
- Sidewalks or a Shared Use Path along Dutch Road westward to the Village of Whitehouse to connect newer residential developments in Waterville Township such as Coventry Glen. This suggestion has been incorporated into the plan's connected community strategies (CC-14).

To see the full list of connectivity improvement recommendations, see *Chapter 6: Plan Themes and Strategies*.



Parks and Recreation

Waterville is home to seven city parks and is connected to or near several Metroparks that draw a substantial number of visitors year-round. In recent years the city has expanded the number of parks and park amenities available to visitors and has worked towards integrating their parks with the substantial Metroparks footprint in and around the city. The City is also home to the Fallen Timbers Family Recreation Club, a private membership facility that offers additional amenities like a swimming pool and tennis courts.

CITY PARKS

The city's commitment to public parks dates to at least the 1940s, when Conrad Park was known as Waterville Park and was a key location for community events and recreation. Several parks are connected to residential neighborhoods via sidewalks and paths making them easily accessible for walkers and bikers. Since the 2012 plan, the city's parks footprint has expanded, with the addition of new parks, parking areas, and improvements to trails. Today, the city maintains seven parks and public-use green spaces throughout the community: Baer Park, Conrad Park, Prairie Trail Park, Pray Park, Stitt Park, Waterworks Park, and the recent Parker Square/Memorial Park located on the site of the former Waterville Elementary School.

Baer Park is an 8-acre site located at the end of North Fifth Street. The park features a playground, baseball field, basketball courts, tennis courts, and shuffleboard. The park also has substantial open green space used for soccer and other sports and a 0.3-mile walking trail.

Conrad Park is a 4.6-acre site centrally located in the city and features a baseball field, a walking trail, a gazebo, and open green space. The park features live music on select nights during the summer.

Prairie Trail Park is located in the northwest of the city, with parking off of Royal Hampton Lane, and pedestrian connections to neighborhoods via pathways. The park features open grassland and has a 0.75-mile walking path that winds through the 26-acre site. The park also features sledding hill used in winter months.

Pray Park is a small, 0.2-acre landscaped park at the intersection of the Anthony Wayne Trail and SR 64, adjacent to Waterville's downtown. The park features a covered bench and bulletin board with notices of community events.



Stitt Park is a small 2.2-acre site located off Farnsworth Road that features a softball/baseball diamond, a playground, and open green space.

Waterworks Park is a 6.7-acre site located along South River Road and adjacent to the Maumee River. The park features a baseball field, a shelter house, and a fishing pond. The park hosts the city's annual fishing derby and the family fun day each September

Parker Square/Memorial Park is the newest city parkland. The roughly 2.7-acre site is located on the site of the former Waterville Elementary School. Prior to the first school's construction in 1886, the land was the site of the village's public square. The park features river access for motorized and non-motorized boats near the SR 64 bridge, several paved pathways, river viewing benches, and sculpted greenspace. Construction began in 2021 following the demolition of the former school building and improvements are ongoing.

Currently, the city's parks do not have a levy or dedicated source of revenue outside of the city's general fund. Going forward, the city's parks commission is envisioning the completion of the upgrades to Parker Square/Memorial Park. The Parks Commission currently works closely with Metroparks Toledo and would like to work more closely with the Wood County Park District, Black Swamp Conservancy, and Nature's Nursey.

METROPARKS

The Metropolitan Park District of the Toledo Area (Metroparks Toledo) has a substantial footprint in and around Waterville, with Farnsworth

Metropark partially in the city limits and four other Metroparks within a 2-mile radius of the city: Bend View, Blue Creek, Fallen Timbers, and Side Cut. Farnsworth Metropark stretches along the Maumee River from Neowash Road northwest to near Roche de Boeuf along South River Road in the City of Waterville. The park is popular for walkers, birdwatchers, hikers, and bikers who utilize the Towpath Trail which extends southwest to Bend View Metropark. The park also features fishing and boat access, as well as camping and rental facilities. Use of the Metroparks in the Waterville area has increased by 24.8% in recent years, from 475,818 annual visitors in 2019 to 594,187 in 2023.

WATERVILLE HISTORICAL SOCIETY

The Waterville Historical Society, established in 1964, plays a vital role in preserving and promoting the history of Waterville and the surrounding area. This dedicated group of volunteers collects,



Wakeman Hall is home to the Waterville Historical Society's archives and research center, containing Native American artifacts and documents dating back to the earliest days of the Waterville community.



Metroparks Toledo has a substantial footprint in and around the City of Waterville. The park system is a regional destination known for recreational opportunities and unique scenery. For a comprehensive list of parks, facilities, and events, please visit the Metroparks website at www.metroparkstoledo.com.

maintains, and provides access to a wide array of historical artifacts, documents, and photographs. The society operates several historic sites that are open to the public by appointment, including the Robbins House (built in 1838 and located at 114 South River Road) and the Sargent House (built in 1840 and located at 118 South River Road), offering a glimpse into the 19th century. In the 1990s, the society purchased and restored the Wakeman Hall, which now serves as their meeting place, archive, and research center. Through public programs, museum open houses, historic home walking tours, and publications, the Waterville Historical Society actively engages the community in learning about and appreciating the rich heritage of the area. The center is open to the public every Wednesday from 10am to 2pm, or by appointment. For more information, please visit their website at www.watervillehistory.org.

ANTHONY WAYNE AREA ARTS COMMISSION

The Anthony Wayne Area Arts Commission (AWAAC) is a non-profit 501(c)3 organization that supports artists and art outreach throughout the area. The commission was established in 2009 as the Waterville Area Arts Council, and in 2015, became the Anthony Wayne Area Arts Commission to reflect the fact that it supports a broader geographic area rather than just the city. The commission works closely with the city and the Anthony Wayne Local School District on multiple fronts and sponsors several annual events in and around the city, including:

Art & About: Jim White Memorial Paint Out: a “plein air” (outdoor painting) event in downtown Waterville drawing dozens of painters and hundreds of visitors during the summer.

Eats and Beats Food Truck Tuesdays: a tri-annual live music, food truck, and arts and crafts event held in Conrad Park. The event is free and draws hundreds of visitors during the summer months.

Fallen Timbers Art Festival: a two-day indoor art festival held at the Shops at Fallen Timbers just north of the city. The event features over 40 juried artists, local wineries, and draws thousands of visitors annually.

Rue Des Artists: The artists’ area at the Roche de Boeuf Festival held annually in downtown Waterville, drawing thousands of visitors during the one-day event.

For more information about the AWAAC, visit their website at www.awaac.org.

“We get a lot of foot traffic during our festivals and big events. I would love to see more public art in and around the downtown.”



Local artist Jim White allows children to add their own touch to his painting of Third St, in 2016. Jim passed away in 2017, but the AWAAC continues to host a multi-day plein air event downtown in his honor each year.



Artists and patrons at the 51st annual Roche de Boeuf Festival in downtown Waterville, September 2024.



An impressionist painting of downtown Waterville.

Learning Institutions

ANTHONY WAYNE LOCAL SCHOOLS

Waterville is part of the Anthony Wayne Local School District, which serves the children in the City of Waterville and the surrounding Waterville Township, the Village of Whitehouse, Monclova Township, and portions of other townships in Lucas and Wood Counties. The district enjoys a strong reputation for academic excellence, receiving an overall rating of 4.5 stars on the 2024 Ohio School Report Cards and ranking among the top 7% of districts in the state for student performance.

As of the 2023-2024 School Year, the district had an enrollment of 3,885 students. Within the city limits, the district operates Waterville Primary School, which serves students in kindergarten through 4th grade. Students from Waterville in grades 5 through 12 attend schools in nearby Whitehouse, where Fallen Timbers Middle School (grades 5-6), Anthony Wayne Junior High School (grades 7-8), and Anthony

Wayne High School (grades 9-12) are located. The high-quality public education system within the Anthony Wayne Local School District is a significant draw for families and a key contributor to the community's overall appeal.

WATERVILLE BRANCH LIBRARY

The Toledo Lucas County Public Library system maintains a branch in Waterville. First opened in 1964, the library has undergone two renovations, most recently in 2004. The library features two meeting rooms and two study rooms and provides a variety of programming for area residents. As of 2024, the library had more than 500,000 annual customer visits and an annual circulation of nearly 300,000 book or media titles. In the future, the library has plans for expansion, currently planned for 2029-2030.



Safety Services

FIRE/EMS

Fire and emergency medical services (EMS) are provided by the Waterville Fire Department. The department has a staff of 9 full-time and 12 part-time dual-trained firefighters/EMS technicians. As of 2024, the department had a budget of \$2.2 million, 70 percent of which was generated by the City's joint fire levy with Waterville Township and the Village of Whitehouse, with the remainder generated from the city's general fund and capital fund. In 2023, the department fielded a total of 1,150 service calls, of which 959 were for rescue and EMS incidents, and 40 were for fire incidents.

In 2019, the Ohio Fire Chiefs' Association conducted a feasibility study on the creation of a joint fire and EMS district with Waterville Township and the Village of Whitehouse. The study determined that a joint district was feasible and could provide improved response reliability, improved response times, and long-term financial stability and control over

operations but would not lower current expenditures. As of 2024, no efforts have been made to create the joint fire and EMS district.

In 2020, residents in Waterville along with those of Waterville Township and the Village of Whitehouse approved a 3.25 mill 5-year fire levy to fund services for the three municipalities. According to department officials, the department's scope has grown considerably over the years, as the population and the number of events and festivals that require EMS services has increased. The large number of elderly residents living in senior care homes in Waterville also exerts a large number of calls annually.

POLICE

The city is served by the Waterville Police Department. In 2023, the department had a budget of \$1.96 million and is staffed by 14 full-time and 1 part-time personnel. Once a planned realignment is completed, the department will have a police chief, two lieutenants, two sergeants,

one detective, seven officers, one executive secretary, and one part-time crossing guard. In 2023, the department fielded 6,034 service calls, the largest type of which was for traffic stops, assistance to the fire department, and specials.



Utilities

WATER DISTRIBUTION

The City of Waterville is a satellite drinking water system, receiving its drinking water from the City of Bowling Green via a single 16" connection beneath the Maumee River, located near the intersection of the Anthony Wayne Trail and South River Road. The system operates under an intergovernmental agreement executed in 2016 and the 16" connection was completed in 2017. The City originally treated its own drinking water from the Maumee River and then, shortly after the drought of 1988, obtained water service through Lucas County and the City of Toledo prior to transferring service to the City of Bowling Green. A connection to the Lucas County system can be re-established by placing a short spool piece into the existing vault in the event of an emergency.

The distribution system consists of approximately 41 miles of water mains ranging from 4" to 16" with over 3,200 local service connections. The water system has 480 fire hydrants and 460 valves. Based upon information provided and discussions with the former Director of Public Works and the City's engineering consultant, the water mains, valves and hydrants are in generally good condition with near-term projects planned to address older sections of the system within the residential and commercial areas closest to downtown. Some of the older water mains within the Neighborhoods First Planning Area are asbestos-cement (AC) materials and may have galvanized service connections. As the streets in these subdivisions are updated, the existing AC water mains and galvanized water services (when encountered) should be replaced. Annual valve exercising and hydrant flushing is conducted and will enhance the long-term viability of the distribution system, as well as ensuring operability during unexpected emergencies.

A total of 750,000 of potable water storage is provided by a 100,000 gallon multi-leg storage tank located near the north end of Conrad Park, a 400,000 gallon multi-leg tank just to the northeast of the Waterville Elementary School and a 250,000 pedestal tank at the southwest corner of the Parker-Hannifin property on Waterville-Monclova Road. The towers are all maintained in good operating condition and inspections of the tanks are performed tri-annually by an outside consulting firm. The three (3) elevated tanks are all considered to be in good condition.

Based upon information provided, the water system appears to be in good condition and capable of meeting the current needs of the community. A computerized model of the distribution system was developed in 2014 by an outside consultant in anticipation of the connection to the City of Bowling Green system. The City has completed several capital improvement projects, upgrading water mains in various locations. Development opportunities for residential, commercial and industrial growth exist within the City and to west and northwest outside of the current City corporation limits. An update to the 2014 Water Model should be undertaken prior to and in anticipation of such development to allow the City to plan for a phased program to support such development, as well as confirming the existing water mains provide adequate supply and fire protection for in-fill development that will likely occur.

For a visual representation of the City's existing water system, See *Map: Water Service Areas*.

SANITARY SEWERS

The sanitary sewer system for the City of Waterville consists of approximately 34.5 miles of gravity sewers ranging from 6" to 27" and three (3) sanitary pumping stations. The collection system discharges to the Lucas County Water Resource Recovery Facility (WRRF) located on North River Road. The discharge to Lucas County is governed by an intergovernmental agreement executed by City in 1973 and amended in 2004 that allows for a peak daily flow of up to 5.4 million gallons per day (MGD) at a flat rate per billing period. Current consumption is currently well below that figure.

It is our understanding that periods of sustained heavy rainfall may cause portions of the City sanitary collection system to reach and potentially exceed the capacity of individual pipe segments, resulting in minor surcharging rarely resulting in basement backups and other issues. This rapid increase in flow is indicative of sources of inflow and infiltration (I/I) entering the collection system from leaking joints in pipes and manholes and possible illicit connections from downspouts, footer tiles and sump pumps. I/I may also be entering the system from the older pipes in the downtown area that were formerly combined sewers. Although not adversely impacting the community, the City has been pursuing the sources of the I/I to reduce the peak flows within

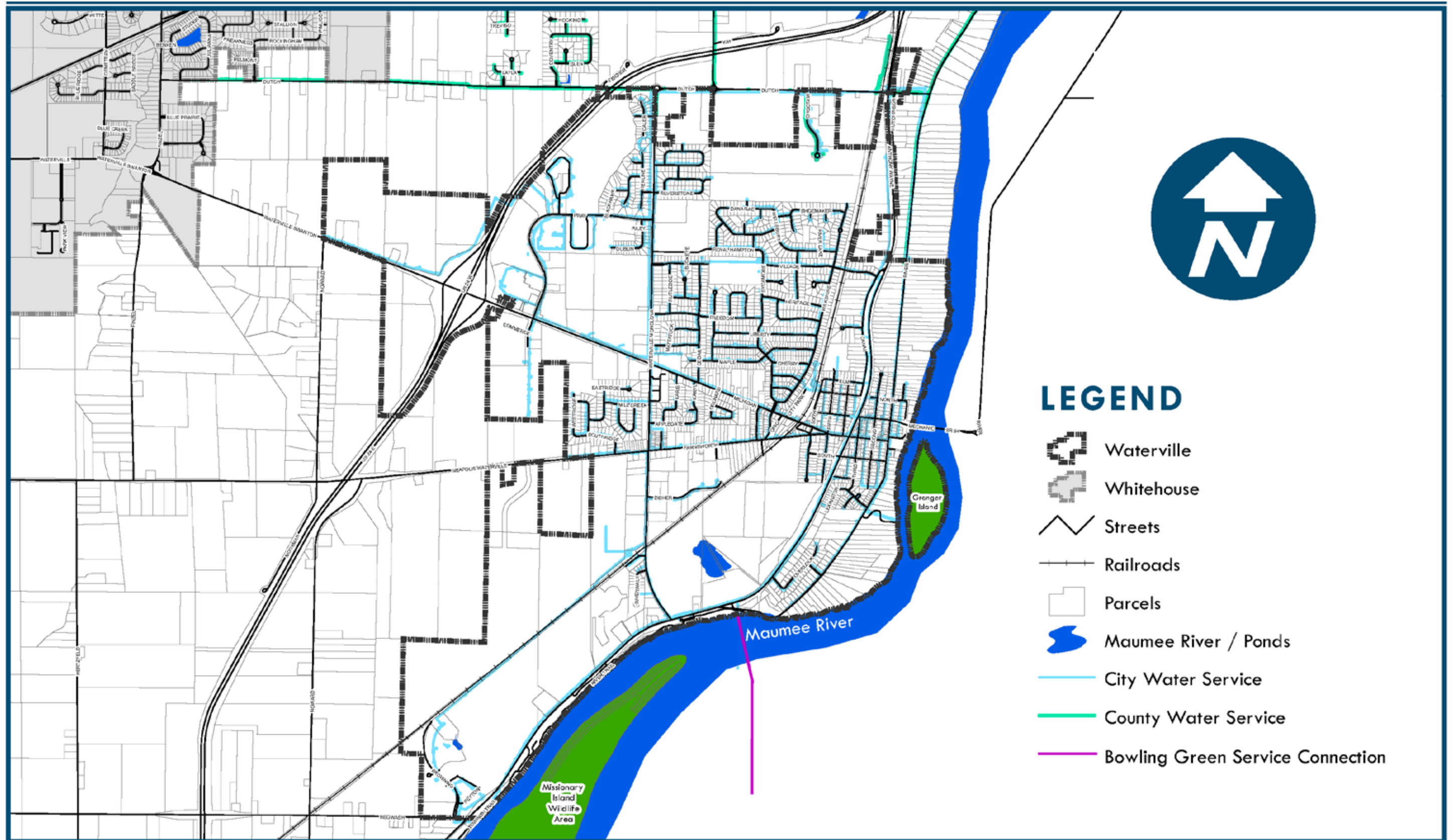
the system and ensure long-term capacity for future development. Continued investigations including closed circuit televising (CCTV) and smoke testing will aid in identifying potential defects and direct and indirect connections. Additional investigations, including flow monitoring and further smoke and dyed water testing in specific areas of the gravity system should be considered to further locate sources of I/I for removal.

The Dutch Road Sanitary Pumping Station is a major facility, providing service to the majority of the City from a site on the west side of the Anthony Wayne Trail, just south of Dutch Road. The station discharges to the Lucas County WRRF through parallel 14" and 16" asbestos-cement (AC) force mains. As development continues within the City, both as in-fill of available areas and westerly extensions to the Dutch Road and US 24 Planning Areas, the capacity and condition of the Dutch Road Pumping Station should be evaluated to support anticipated growth. A desktop evaluation and a Master Plan of the sanitary sewer system was completed in 2014 by the City's consulting engineer. Future expansion of the collection system to serve potential residential, commercial and industrial development to the south and west of the City was evaluated within the 2014 Master Plan but should be preceded by a more detailed analysis of the existing gravity sewers, pumping stations and force mains. Creation of a computerized model of the sanitary collection system, including flow metering, and an overall Sewer System General Plan should developed (Strategy ICS-4) to encompass the specific system evaluations to ensure long-term capacity for development and detection of specific areas prone to I/I.

Overall, the City of Waterville sanitary collection system is generally adequate to serve the currently developed areas within the corporation limits. Further residential in-fill and economic development for residential and lower water consuming/discharging commercial and industrial facilities can be accommodated. Continued efforts to reduce I/I and assessment of alternatives to serve future development corridors will be necessary to enable the City to extend development.

For a visual representation of the City's gravity sewers and pumping systems, See *Map: Sanitary-Storm Service Areas*.

Map: City Water Distribution Mains



0 0.25 0.5 1 Miles Source: Lucas County Auditor, Sanitary Engineer, Waterville, Reville. Not for development purposes.



STORM DRAINAGE

Stormwater drainage within the City of Waterville discharges to local streams and ditches that function as tributaries to the Maumee River. There are about 40 miles of public storm sewers ranging in size from 12" to 48", with ten (10) primary storm outfalls, plus approximately 4.0 miles of open ditches serving the City. There are currently 15 stormwater detention/retention ponds throughout the City that have been constructed with relatively recent developments.

As a small Municipally Separated Storm Sewer System (MS4) Community located within the larger Lucas County Metropolitan Planning Area, the City adopted and participates in the MS4 Program and Stormwater Management Plan developed and managed by the Lucas County Engineer's Office in 2016. The Stormwater Management Plan requires implementation of the USEPA Six Minimum Control Measures (MCMs) defined within the current NPDES general permit for stormwater systems. Current design practices outlined within adopted ordinance aid in defining stormwater pollution prevention plans (SWP3s) for new developments but do establish local design criteria or processes over and above the SWP3s. Local standards should be developed for conveyance and storage, including implementation of low-impact design solutions, to provide a consistent basis for design and reduce potential localized flooding (Strategy ICS-7).

STREETS & PAVEMENTS

The City of Waterville contains just less than 35.6 miles of streets and highways, with three (3) bridges that are maintained by Lucas County. Streets constructed within the past 50 years have been built with curb and gutter, however an estimated 25% of the streets within the City are currently uncurbed. Local sidewalks and ADA ramps at intersections are generally maintained by the Department of Public Works. A capital plan for resurfacing and reconstruction is generally developed based upon local review and anecdotal information developed by the Director of Public Works and the City's consulting engineer.

The City is currently collaborating with a consultant to develop a local GIS program for the City's infrastructure systems. A draft sidewalk inventory and evaluation has been developed by the City's consulting engineer. We recommend consideration of incorporating pavement

and sidewalk information, including pavement markings and signage, into the local GIS system as well. We also suggest pursuing the feasibility of creating a formal pavement management system to enable objective scoring of local pavement conditions and provide data-driven prioritization for capital planning and funding applications (Strategy ICS-8).

SUBDIVISION REGULATIONS & DESIGN STANDARDS

The City adopted local Subdivision Regulations and Design Standards, Code Chapters 1111 through 1119. These code sections were primarily adopted in 1961 and have not had significant update since that time. The City has generally relied upon updates to Lucas County and ODOT design criteria to inform local policy for construction materials and standards.

The list below is a series of general observations for the codified chapters.

- The City of Waterville Subdivision Regulations should be reviewed and updated to reflect current best-practices, including additional/refined definitions, penalties and fees and the various forms and policies outlined on the City's Zoning webpage.
- Cross-references should be confirmed and added to both the Subdivision Regulations and the Zoning Code to incorporate the respective requirements for review.
- A link for the Subdivision Regulations & Design Standards, once refined and adopted, should be posted and accessible through the City website to allow download of the documents should be added to the website.
- The Subdivision Regulations & Design Standards will require periodic updates and revisions as applicable external standards and regulations change from time to time. The Design Standards should be considered as a local policy, with modification authority granted to the Planning Commission (PC), Director of Public Works and City Administrator to enable

regular updates reflecting best practices.

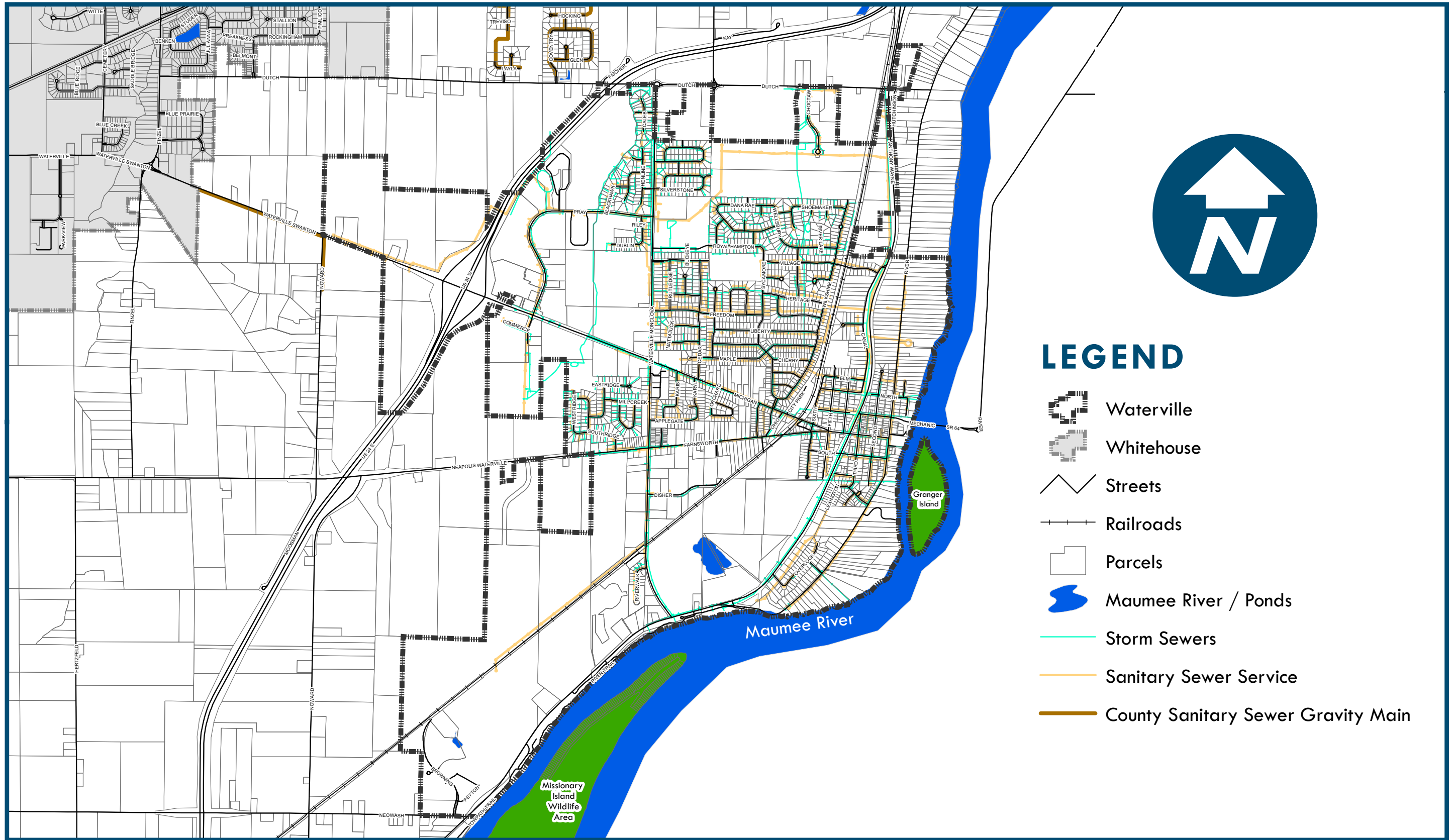
Modernization of local design criteria and construction standards representing the basis for construction and residential, commercial and industrial development throughout the community as planning tools would be a tremendous asset for the community to ensure that consistent practices and standards are implemented for construction of local streets and utilities (Strategy ICS-6).

"Some of our neighborhood streets like Cherry and curbs are in need of repairs"












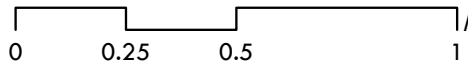
A local pavement rating system would enable objective scoring of conditions and provide data-driven prioritization for capital planning.

Map: City Sanitary & Storm Sewers



LEGEND

-  Waterville
-  Whitehouse
-  Streets
-  Railroads
-  Parcels
-  Maumee River / Ponds
-  Storm Sewers
-  Sanitary Sewer Service
-  County Sanitary Sewer Gravity Main



Source: Lucas County Auditor, Sanitary Engineer, Waterville, Reville. Not for development purposes.



IV

Planning Areas





This Plan promotes the use of broad planning areas to guide the community with variety of issues like growth, revitalization, capital improvements, environmental considerations, parks, pedestrian connectivity, and many other areas. Waterville was placed into 11 planning areas based upon their unique characteristics in an effort to assist stakeholders in making more informed decisions. To give the Plan longevity, Planning Areas were developed for areas outside the City within its water and sewer service area with Waterville Township.

Planning Areas were developed using existing planning documents such as the Waterville Comprehensive Plans (2000 & 2012), Waterville Zoning Ordinance, Waterville Township Comprehensive Plan (2009), Waterville Township Zoning Resolution, Waterville Downtown Revitalization Plan (2006), various geographic information systems data, public surveys, and best practices.

Each area is described by its current conditions that describe the preferred or required features of development, the focus priorities within each area and the appropriate land uses. This approach places greater emphasis on the quality of development and its connection to the surrounding area rather than on recommending uses for individual parcels.

City officials will use zoning, regulatory and other planning tools in determining the exact land uses within each of these planning areas.

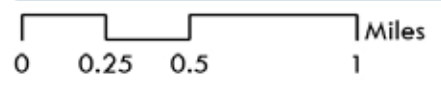


Map: Planning Areas

LEGEND

- Waterville
- Whitehouse
- Streets
- Rail Line
- Parcels
- Metroparks
- North River Planning Area
- Dutch Road Planning Area
- Community Planning Area
- US 24 Planning Area
- Downtown / Commercial Revitalization Planning Area
- Farnsworth Commerce Corridor Planning Area
- Quarry Planning Area
- Browning Planning Area
- South River Planning Area
- Rural 24 Planning Area
- Neighborhoods First Planning Area

Note: The planning area boundaries outside the Waterville Corporation Limits mirror the Waterville Water and Sewer Service Area limits defined by the Lucas County Sanitary Engineer.



Source: Lucas County Auditor, Sanitary Engineer, Waterville, Reville. Not for development purposes.





NORTH RIVER PLANNING AREA



OVERVIEW

The North River Planning Area encompasses a portion of the community along North River Road and Anthony Wayne Trail. This area is characterized by a mixture of medium-to-large lot residences, approximately half of which are along the Maumee River along with several agricultural parcels in the north of the planning area. Portions of this planning area are located in Waterville Township which will require coordination with Waterville Township and county officials.



PLANNING ISSUES

- The area lacks formal pedestrian connectivity, although the road is currently delineated with signage as a bike route. North River Road is designated as part of the bike path system and is frequently used by pedestrians and bikers traveling to and from the various parks located along the Maumee River.
- Flooding occurs in this area, especially east of North River Road.



EXISTING LAND USES AND ZONING

- Existing land uses include Large lot single family residential, agricultural, and public uses.
- Zoning districts in the planning area include Agricultural (A).



ENVIRONMENTAL CONSIDERATIONS

- Parcels along the Maumee River are partially located in Flood Zone (AE)
- Wooded areas



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Heavily used pedestrian/cycling corridor but no sidewalks or shared use paths (SUP).
- Sufficient right-of-way exists for an extension of the SUP along the west side of Anthony Wayne Trail that currently terminates at Canal Road within the city limits. Officials can coordinate with Lucas Co. Engineer, TMACOG, and Waterville Twp.
- Extend the sidewalk from 230 N. River Road to the city-owned property at 324 N. River Road for a future riverfront access point.





INFRASTRUCTURE CONSIDERATIONS

- Continue removal and replacement of galvanized water services when encountered.
- Continue pursuit and removal of inflow & infiltration (I/I) to improve capacity during wet weather. Specific consideration for disconnecting sump pumps and footer tiles in older sections of the collection system should be integrated into the I/I reduction activities.



The City should pursue improving connections along North River Road by working with Waterville Township and the Lucas County Engineers' Office.



RECOMMENDATIONS

1. Additional pedestrian connectivity should occur in this area to promote both North-South movement along Anthony Wayne Trail, North River Road, and East-West movement along Dutch Road.
2. This area would greatly benefit from the continual mitigation of flooding issues. Impervious surfaces should be limited to the greatest extent possible through progressive storm water practices and the use of pervious surfacing methods.
3. Residential development within or adjacent to sensitive environmental and natural resources (trees, wetlands, etc.) should follow conservation design practices and impervious surfaces should be minimized.
4. City officials should discuss the feasibility of utilizing a portion of its property at 324 N. River Road as a future natural park with riverfront access.
5. Connectivity improvement strategies include:
 - CC-13:** Extend sidewalks on east side of N. River Rd. from end of sidewalks north of North St. to 324 N. River Rd.
 - CC-16:** Shared use path (SUP) along Anthony Wayne Trail north from Canal Road to Dutch Road.
 - CC-22:** Improve Riverfront Viewing and Access



PREFERRED LAND USES

- Single Family Residential
- Public & Recreational



FUTURE CAPITAL IMPROVEMENTS

- Anthony Wayne Trail & Dutch Road roundabout (project slated to start 2028)



DUTCH ROAD PLANNING AREA



OVERVIEW

The Dutch Road Planning Area covers the northernmost areas of the Waterville community along Dutch Road between US-24 and Anthony Wayne Trail/Dutch Road intersection. The planning area is located mostly in Waterville Township and includes the Johns Manville plant, commercial developments (McDonalds, Taco Bell), Mercy Health, and agricultural land. Parcels around the Dutch Road and Anthony Wayne Trail intersection are located in the city (except for the Johns Manville site).



PLANNING ISSUES

- City officials should coordinate with Waterville Township and county officials concerning the best approach to accommodate and service growth on the remaining pockets of agricultural land in this planning area. All or a majority of this area is located in the city's water and sewer service area in the township, and annexation could be required before services are provided.
- Pedestrian connectivity is limited in this planning area and will require coordination with Lucas County engineer.
- A corridor overlay district was established in 2005 for many corridors in Waterville. Dutch Road is one of those corridors where additional regulations are in place for exterior architectural characteristics of structures and property and where other elements, like site access, landscaping, demolishing, and property alteration is planned. This includes all property adjacent to Dutch Road and within 250 feet from the road centerline.



EXISTING LAND USES AND ZONING

- Zoning districts in the planning area include Agricultural (A), Commercial (C-2), General Industrial (M-2) per Waterville Township.



ENVIRONMENTAL CONSIDERATIONS

- The western edge of the planning area (north of Waterville-Monclova Road and Dutch Road intersection) lies partially in a Flood Zone (AE). Forested/Shrub Wetlands are also located in woodlands located in undeveloped parcels south of Dutch Road.



INFRASTRUCTURE CONSIDERATIONS

- Consider looping of Dutch Road Water Main from Colin Drive to the existing water main at Choctaw Drive and east across the Anthony Wayne Trail to North River Road to improve capacity and long-term reliability of the system.
- Evaluate existing Dutch Road Pumping Station and asbestos-cement force mains for potential upgrades to accommodate anticipated future growth.





Combined gateway and additional beautification elements along Dutch Road could heighten the visual character of the northern entrance to the community.



RECOMMENDATIONS

1. As the northern entrance to the Waterville community (City and Township), this area would make an excellent location for a combined gateway and additional beautification efforts, especially along the west side of the Anthony Wayne Trail. Additional land mounding and landscaping could be used to heighten the visual character on or nearby the Johns Manville site and at the southwest corner of Dutch Road.
2. Promoting manufacturing land uses in accordance with Section 6 of Waterville Township's Zoning Resolution (Industrial Planned Unit Development) to guide this type of development would be advantageous. This would include:
 - A minimum open space width of seventy-five (75) feet void of buildings, structures, parking areas or other above-ground improvements except fencing shall be provided and maintained on all perimeter property lines of manufacturing land use unless a greater setback is required under the guiding zoning resolution/ordinance.
 - Natural features should be used to screen lighting and parking. Parking and lighting should be screened.
 - Ten percent or more of the gross site acreage should be allocated to usable, accessible, and consolidated common open space
3. Expanded and/or future manufacturing land uses are carefully planned, buffered, and screened. Approximately 25 acres on the southwest corner of Dutch and Anthony Wayne Trail is zoned M-1 and is adjacent to the city owned parcel.
4. Because the City operates on revenues comprised primarily of income taxes, annexing property in this area that receives sewer services could be beneficial to the community in the future. Developing a Joint Economic Development District (JEDD) in conjunction with Waterville Township could also be an option.
5. Infrastructure and community service-related plan strategies include:
 - Evaluate the prioritization for a looped Dutch Road Water Main, including crossing the Anthony Wayne Trail to connect to River Road, within an updated Water Distribution Model (**ICS-1**).
 - Complete a condition assessment and evaluation of the Dutch Road Sanitary Pumping Station within a Wastewater Collection System General Plan (**ICS-5**).
 - Pursue the feasibility of reserving clear paths for future utility crossings under the planned roundabout at Dutch Road and the Anthony Wayne Trail.
6. Connectivity improvement strategies include:
 - Shared Use Path (SUP) on Norfolk Southern Railway vacant parcel from Dutch Road to Village Parkway (**CC-8**).
 - Shared Use Path (SUP) on Dutch Road from Waterville-Monclova Road roundabout eastward to Anthony Wayne Trail (**CC-15**).
 - Extend the Shared Use Path (SUP) from Canal Road along Anthony Wayne Trail to Dutch Road (**CC-16**).



FUTURE CAPITAL IMPROVEMENTS

- Anthony Wayne Trail and Dutch Road roundabout (project slated to begin in 2028). City officials should work with the county engineer to ensure that pedestrian connectivity, signage, and landscaping elements are integrated into the roundabout design.



PREFERRED LAND USES

- Planned Single Family Residential (on 50-acre Wardell Property)
- Commercial
- Industrial
- Mixed Uses



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Active Norfolk and Southern railroad, primarily serving the Johns-Manville site.
- Limited to no pedestrian connectivity elements along Dutch Road.
- Access management and truck traffic from Johns Manville.





COMMUNITY PLANNING AREA



OVERVIEW

The Community Planning Area encompasses an area south of Dutch Road between Anthony Wayne Trail in the west and the Neighborhoods First Planning Area to the south and west. The planning area is located partially in the City as well as Waterville Township. The parcels around Choctaw Road have been zoned as a planned business park (Fallen Timbers Business Park), but no development has occurred since its creation in 2007. At the southern end of Choctaw Road, the City owns 120 acres of land that has been set aside for potential future parks land but remains vacant as of 2025.

Since the Waterville purchasing of the property nearly 25 years ago several issues have evolved that may affect the marketability of the site for certain land uses. These market and site conditions include: A realigned US 24 that has no access at Dutch Road, Waterville Landings (400+ acre planned development at US 24 and SR 64), Fallen Timbers Mall, and residential uses to the west and southwest of the site.



PLANNING ISSUES

- Deciding future uses for the site. While the stakeholders during the 2012 planning process believed a portion of the site should be used for planned business park, it was determined that the most appropriate use of the site would be best allocated for future public and recreation use and single-family residential uses. The remaining 14 acres east of the N/S rail line and along the Anthony Wayne Trail is currently zoned R-4 multi-family residential to help meet the need of young professionals looking to move to the community. Retaining young professionals and families in the community was an important goal noted by survey participants.
- The planning area has extremely limited pedestrian connectivity. Choctaw Road terminates at a roundabout with future road segments as yet undeveloped.
- Railroad tracks that traverse the site near the eastern border near the Anthony Wayne Trail. Although used on a limited basis, it is highly unlikely that Norfolk Southern will allow for a crossing.



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- The planning area has extremely limited pedestrian connectivity. Choctaw Road terminates at a roundabout with future road segments as yet undeveloped.
- Site planning for this area should consider the possible extensions of Wilkshire, Belmont and Silverstone Drives, and maximize pedestrian connectivity, especially east-west movement connecting.





INFRASTRUCTURE CONSIDERATIONS

- Consider looping water main from the southerly end of Choctaw Road to the abutting residential areas and to the east to the water main along the Anthony Wayne Trail to provide additional capacity for future development and redundancy for emergencies.



FUTURE CAPITAL IMPROVEMENTS

- Consider looping water main from the southerly end of Choctaw Road to the abutting residential areas and to the east to the water main along the Anthony Wayne Trail to provide additional capacity for future development and redundancy for emergencies.



PREFERRED LAND USES

- Single Family Residential
- Multi-Family Residential (adjacent to Anthony Wayne Trail)
- Public/Institutional and Recreational



ENVIRONMENTAL CONSIDERATIONS

- A high-tension electric transmission line (southwest/northeast through the western portion of the site).
- A drainage ditch (north/south and bisects the site in equal halves).



RECOMMENDATIONS

1. Prepare a site plan with key stakeholders to ensure the community receives the most benefit from this site.
2. Infrastructure and community service-related plan strategies include:
 - Evaluate the need for a new water main extension south from Choctaw Road within an updated Water Distribution Model (**ICS-1**).
 - Update subdivision regulations (**ICS-6**) and local stormwater rules (**ICS-7**) in advance of anticipated in-fill development.
3. Connectivity improvement strategies include:
 - Extend Choctaw Road from the dead end at roundabout to Wilkshire Drive to the south (**CC-4**).
 - Shared Use Path (SUP) on city-owned property from Prairie Trail Park to the Norfolk Southern Railway vacant parcel east of Wilkshire Drive (**CC-7**).
 - Shared Use Path (SUP) on Norfolk Southern Railway vacant parcel from Dutch Road to Village Parkway (**CC-8**). City officials will need to work with Norfolk Southern officials on this project.
 - Shared Use Path (SUP) on Dutch Road from Waterville-Monclova Road roundabout eastward to Anthony Wayne Trail (**CC-15**).
 - Extend the Shared Use Path (SUP) from Canal Road along Anthony Wayne Trail to Dutch Road (**CC-16**).



EXISTING LAND USES AND ZONING

- Existing land uses include agricultural and commercial.
- Zoning districts in the planning area include agricultural (A), planned business park (PBP) and multi-family residential (R-4) located on the city-owned parcel to the east of the Norfolk and Southern rail line along the Anthony Wayne Trail.



US 24 PLANNING AREA



OVERVIEW

The US 24 Planning Area covers areas along key commercial corridors on the western portion of the city. The planning area is home to some of the newest commercial and residential developments in the city, with the phased “Villages at Waterville Landing” development that includes Kroger Marketplace and numerous commercial retailers. Residential developments in this area include senior living provider StoryPoint, Steedman Apartments, and The Colony of Waterville Landings. The area is likely to see increased commercial and residential development in coming years.



PLANNING ISSUES

- This is one of the City’s primary growth areas and mixed uses with unique character at maximum densities should be achieved if city services can accommodate it.
- The City should aim to deploy the right mixture of tools to ameliorate the impacts of residential and commercial growth. City officials used tax increment financing to pay for a portion of public utilities serving the Waterville Landing development.
- Ensuring high quality building design with commercial properties.
- Corridor planning with Whitehouse and Waterville Township to ensure high quality development that maximizes pedestrian connectivity to the Lake Erie Coastal Ohio Trail
- Portions of this planning area are located in Waterville Township and should require annexation to be served with utilities before developed.
- The undeveloped western portions of this planning area west of US 24 have environmental challenges (floodplains) that should be preserved and mitigated during the site planning process.



EXISTING LAND USES AND ZONING

- Existing land uses in this planning area include commercial, residential, and agricultural.
- Zoning districts include C-3 (Highway Commercial District), C-4 (Mixed Use Business District), Corridor Overlay District, R-4 (Multi-Family, High Density Residential) and A-1 (Agricultural District). Portions of the planning area located in Waterville Township are zoned A (Agricultural).



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Extending of Pray Blvd to Waterville Neapolis Road
- Optimizing access management along SR 64
- SR 64 shared use path (SUP) connection to Whitehouse. Whitehouse has a SUP on the north side of SR 64 to Finzel Road.
- Ensuring that all development types are interconnected to promote the greatest level of pedestrian connectivity.





INFRASTRUCTURE CONSIDERATIONS

- Evaluate alternatives to loop the existing dead-end water main on SR 64, west of US 24 to serve future development.
- Evaluate alternatives to extend sanitary sewer service to proposed developments.



FUTURE CAPITAL IMPROVEMENTS

- Expansion of Pray Blvd to Farnsworth (CC-5)
- SUP along SR 64 to Whitehouse (CC-15)
- Roundabout at Waterville-Swanton Road/SR 64 and Noward Road (project slated to begin in 2028)



PREFERRED LAND USES

- Residential
- Commercial
- Mixed Uses
- Industrial (Logistics, Advanced Manufacturing, Technology-Related)
- Public/Institutional



ENVIRONMENTAL CONSIDERATIONS

- Farnsworth Ditch and other hydrological elements
- Western portions of the planning area are located in a Flood Plain (Zone AE)



RECOMMENDATIONS

1. Minimize inefficient and incompatible arrangement of land uses – City and Twp should work together to promote economic growth that is appealing and well-suited.
2. Promote mixed and integrated, commercial, office and residential land uses that share common access drives along SR-64.
3. City officials should update the Special Use Process (Ch. 1148) to better vet and plan large, dominant land uses in this area. In addition, the commercial corridor overlay (Chapter 1140) should be updated to further strengthen the building materials of properties to promote a distinct character of the planning area.
4. Prioritize creating a visually attractive environment with finished materials, distinct visual links among buildings, well-landscaped areas, uniform lighting and signage, and the best environmental practices to reduce stormwater and minimize development footprint.
5. Pursue feasibility of separate SR-64 Overlay District working with Waterville Township and Whitehouse. Whitehouse and Waterville Twp currently have an overlay district governing development along their area of SR 64.
6. To minimize conflicts that often occur between certain land uses, city officials should aim to require enhanced setbacks, buffer zones and landscaping between residential and non-residential uses.
7. Infrastructure and community service-related plan strategies include:
 - Evaluate alternatives for water main connections and looping for existing dead-end water mains west of US-24 within an updated Water Distribution Model (**ICS-1**).
 - Complete an evaluation of alternatives to extend sanitary sewer service to planned development areas within a Wastewater Collection System General Plan (**ICS-5**).
 - Update subdivision regulations (ICS-6) and local stormwater rules (**ICS-7**) in advance of planned development.
8. Connectivity improvement strategies in this planning area include:
 - Extend Noward Rd northward to Dutch Rd to allow for better traffic circulation and improve emergency service response times and complement SR-64 as a rear access road.
 - Pursue feasibility of widening SR-64 to 5 lanes at full build out with a 160-ft right of way.
 - Feasibility study of extending Pray Boulevard southward from Waterville-Swanton Road/Michigan Road/SR 64 from where it currently ends to Waterville-Neapolis Road, including a Shared Use Path (SUP) with the project (**CC-1**).
 - Shared Use Path (SUP) on the west side of Waterville-Monclova Road from Royal Hampton Lane to Michigan Ave/SR 64 (project funded, construction slated for 2027) (**CC-11**).
 - Shared Use Path (SUP) on Waterville-Swanton Road/Michigan Avenue/SR 64 from Pray Boulevard westward to Finzel Road roundabout in Whitehouse (**CC-12**)



DOWNTOWN / COMMERCIAL REVITALIZATION PLANNING AREA



OVERVIEW

The Downtown Planning Area encompasses the historic commercial core of the city along the Maumee River, as well as commercial properties located along the Anthony Wayne Trail to the south, and along Michigan Avenue to the west. The planning area directly corresponds to the existing Downtown Redevelopment District (DRD) created in 2023. The planning area is a focal point in the community, being home to numerous festivals throughout the year.

The planning area is also home to the new Parker Square and Memorial Park, on the site of the former Waterville Elementary School and Waterville's original public square. Historic properties listed on the National Register of Historic Places include the commercial district on Third Street and the Columbian House. A historic district overlay and historic commission help to preserve the historical integrity of properties located in the overlay. The boundaries of this district are generally: The Anthony Wayne Trail to the west; North and Mechanic streets to the north; River Road to the east (including the properties on the east corner of Mechanic/River Road and the old Waterville Elementary School); and South/Locust Streets to the south.



PLANNING ISSUES

- Ensuring the historic character and integrity of the planning area while ensuring the building character of new development.
- Addressing building obsolescence to improve the diversity of commercial retailers and downtown activities.
- Improving the pedestrian and public realm spaces.
- Working with the Waterville Community Improvement Corporation (WCIC) in best utilizing the revenues generated from the Downtown Redevelopment District (DRD) program.
- Fully activating programs supported by resources provided by the Downtown Redevelopment District.
- Maximizing public spaces and parking areas.





INFRASTRUCTURE CONSIDERATIONS

- Continue removal and replacement of older water mains and galvanized water services when encountered.
- Continue pursuit and removal of inflow & infiltration (I/I) to improve capacity during wet weather. Specific consideration for disconnecting sump pumps and footer tiles in older sections of the collection system should be integrated into the I/I reduction activities.



FUTURE CAPITAL IMPROVEMENTS

- Extending the downtown streetscape themes (lights and banners) using revenues generated from the Downtown Redevelopment District program. New areas could include portions of Anthony Wayne Trail.



EXISTING LAND USES AND ZONING

- Existing land uses are primarily commercial and public/institutional, with some residential uses, many of which are grandfathered, non-conforming uses scattered throughout the downtown C-2 zone.
- Zoned Commercial District (C-1 and C-2)



PREFERRED LAND USES

- Mixed
- Public/Institutional



Reducing the number of vacant and under-utilized properties is something that many survey respondents indicated was a high priority.





TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Improved riverfront access at Memorial Park and Parker Square
- Work with Waterville Historical Society to develop public parking area.
- Pedestrian connectivity improvements
- Lack of crosswalks across AW Trail at South Street
- Sidewalk extension on S. Third Street to Mt. Vernon Drive



ENVIRONMENTAL CONSIDERATIONS

- A small number of parcels abutting and near the Maumee River lie in a Flood Plain (Zone AE)



Waterville officials should work with the historical society to activate this footprint for additional public-use parking.



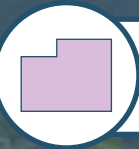


RECOMMENDATIONS

1. The historic district overlay could be expanded south of the former Waterville Elementary to South Street (and possibly beyond to pick up additional historic properties). The south side of South Street could also be included in the historic district.
2. City officials should keep an eye on the various non-conforming grandfathered single-family residential units that are scattered throughout the downtown and develop a path forward for higher and better uses that align with C-2 zoning.
3. A tenant is critically needed for the Columbian House. Being one of the oldest and most significant buildings in the Downtown, this building should contain a use that draws visitors and residents into the Downtown, like it did in the past. A restaurant, Bed and Breakfast, specialty shop or similar use should be explored.
4. City officials and key stakeholders should continue the improvements to Parker Square and continue to develop additional downtown public spaces and interconnecting them to the key locations.
5. Pursue the feasibility of developing a sustainable entity or individual whose sole purpose is to promote the vitality of the Downtown.
6. Work towards diversifying the business base of downtown so that shops are open during business hours and on weekends.
7. Provide more visible pedestrian access to the River, with signage, lighting, and landscaping.
8. Properties at the NE corner of Mechanic and N. 2nd St could be acquired for future downtown development with some type of public gathering component or for higher density residential uses.
9. Improve the building design and character of new development in this planning area by adding new standards to Chapter 1157 Historic District Overlay.
10. Pursue expanding the historic overlay district to south of the former Waterville Elementary (now Parker Square)
11. Encourage owners of under-utilized or vacant properties to find tenants that are more appropriate to use.
12. Encourage businesses to be open during regular business hours as many businesses, especially in prominent locations on Third St currently have limited hours or are by appointment only.
13. The City should work with Waterville Community Improvement Corporation (WCIC) in developing a façade and building renovation program using funds generated the Downtown Redevelopment District. Other layers of incentives along proactive code enforcement should be used to spark renovation and preservation of the buildings.
14. Increase code enforcement and local building codes, and make sure building owners understand code upgrades for utilities are as important as aesthetic improvements.
15. Clearly mark existing public and private parking and enforce time limits. Pursue feasibility of special parking lots for downtown business owners and employees.
16. Enhance downtown alleys to create a more welcoming environment and clearly mark pedestrian walkways from rear parking areas to streets.
17. Improve gateway signage at each entry point into Downtown, specifically at the bridge, along the north/south entry points on the Anthony Wayne Trail, and at both entrances on River Rd. Memorialize part of the Miami-Erie Canal or AW Trail with interpretative signage system.
18. Connectivity improvement strategies in this planning area include:
 - **CC-22:** Improve Riverfront Viewing and Access
19. Vibrant Community plan strategies that correlate to this planning area include:
 - **VC-2:** Adopt and Update Exterior Property Maintenance Regulations and Nuisance Abatement Standards
 - **VC-3:** Adopt a Vacant Property Registration Ordinance (VPRO)
 - **VC-7:** Improve the Downtown Experience
 - **VC-9:** Develop a Downtown Property Conditions Summary with Parking Review
 - **VC-10:** Public Realm Refinements
 - **VC-13:** Leverage Resources for Growth and Revitalization Efforts



City officials plan to extend the recently constructed Shared Use Path (SUP) along Anthony Wayne Trail from Village Parkway to Dutch Road.



FARNSWORTH COMMERCE CORRIDOR PLANNING AREA



OVERVIEW

The Farnsworth Commerce Corridor Planning Area is located in the southwest area of the city, bounded by Farnsworth Road (Waterville-Neapolis Road) to the north, US-24 to the west, and the Toledo, Lake Erie, and Western Railroad to the south/southeast, with the exception of the Browning-Masonic properties along the railroad. The planning area has a mix of commercial and manufacturing businesses, as well as some residences. The planning area includes Farnsworth Industrial Park, which is home to the city's largest and growing employers.



PLANNING ISSUES

- Expanding the Farnsworth Industrial Park utilizing the most optimal combination of economic incentives when needed. The City's Community Reinvestment Area Zone #1 was extended west to include the planned industrial park expansion.
- Future development should be planned and buffered properly to be harmonious with the existing built environment. This area abuts single and multi-family neighborhoods, Stitt Park and agricultural areas that abut the Browning Masonic Concept Area that will eventually be home to land uses that support their mission.
- Working with Waterville Township and county officials on the planning of infrastructure necessary to accommodate growth in the planning area.



EXISTING LAND USES AND ZONING

- Existing land uses in this planning area include residential, commercial, industrial, and public.
- Zoned districts include R-2 (Residential District), C-2 (Commercial District), M-1 & M-2 (Industrial District), P-1 (Parks and Green Space District) and A-1 (Agricultural District). Portions of the planning area located in Waterville Township are zoned A (Agricultural).



ENVIRONMENTAL CONSIDERATIONS

- Western portions of the planning area lie in a Flood Plain (Zone AE)



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Extension of Pray Boulevard south from Farnsworth Road to Anthony Wayne Trail. City officials should coordinate with Browning officials on
- Plan for the utilization of the existing rail line as a trail if and when line becomes vacated.
- Access management along Farnsworth Road to minimize curb cuts.





RECOMMENDATIONS

1. Support the development of professional offices and light industrial growth in area, while not adversely impacting existing or proposed residential or agricultural uses nearby.
2. City officials should work with Browning officials when extending the existing industrial park westward along Farnsworth Rd and ensure appropriate buffering and screening along periphery of parcels that abut Browning parcels.
3. Accommodate industrial development in a campus-style setting with mixed commercial and office uses that is pedestrian-friendly and accommodates truck traffic in a way that does not disturb existing residential neighborhoods.
4. Infrastructure and community service-related plan strategies include:
 - Evaluate alternatives for water main connections and looping for water mains to support planned development within an updated Water Distribution Model (**ICS-1**).
 - Complete an evaluation of alternatives to extend sanitary sewer service to planned development areas within a Wastewater Collection System General Plan (**ICS-5**).
 - Update subdivision regulations (**ICS-6**) and local stormwater rules (**ICS-7**) in advance of planned development.
5. Connectivity improvements strategies include:
 - Extend Pray Boulevard from Neapolis-Waterville Road to Anthony Wayne Trail/ Farnsworth Metropark on South River Road (**CC-5**)



PREFERRED LAND USES

- Commercial
- Industrial
- Planned Mixed Uses
- Public/Institutional



INFRASTRUCTURE CONSIDERATIONS

- Ensure looping of water mains north to Neapolis-Waterville Road and to the south to the existing main along the railroad tracks as properties develop to enhance capacity and fire protection capabilities.
- Evaluate alternatives to extend sanitary sewer service to proposed developments.



FUTURE CAPITAL IMPROVEMENTS

- None





QUARRY PLANNING AREA



OVERVIEW

The Quarry Planning Area encompasses the entirety of the large rock quarry to the southwest of downtown Waterville. Originally operated by the France Stone Company, the quarry complex has a long history in the region. In the 1930s, the Civil Works Administration leased the quarry, and the stone mined from the quarry was used to fill in the former canal bed, becoming part of the Anthony Wayne Trail. The quarry has gone through several corporate sales and mergers over the years and has been owned and operated by Heidelberg Materials since 2023.



PLANNING ISSUES

- Minimizing issues that often occur when land uses locate adjacent to incompatible land uses.



EXISTING LAND USES AND ZONING

- Existing land use in this area is predominately industrial
- Zoned M-2 (Industrial District)



PREFERRED LAND USES

- Industrial while quarry is operational.



FUTURE CAPITAL IMPROVEMENTS

- None



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- None





ENVIRONMENTAL CONSIDERATIONS

- Quarries pose a variety of potential environmental effects in which the community should plan around. As is the case with noise, and numerous sources of dust generation within quarries, including the stripping of topsoil, the excavation of sand and gravel, the crushing and screening of aggregates, ancillary activities such as concrete mixing and the transport of sand, gravel, and finished products (point emissions). Wind can carry dust particles well beyond the site boundaries.
- Residents living in proximity to quarries can potentially be affected by dust up to 0.5 km from the source, although continual or severe concerns about dust are most likely to be experienced within about 100 m of dust source.
- The main potential impacts of dust are visual impacts, coating/soiling of property (including housing, washing and cars), coating of vegetation, contamination of soils, water pollution, change in plant species composition, loss of sensitive plant species, increased inputs of mineral nutrients and altered pH balances.



RECOMMENDATIONS

1. According to nearby neighbors, blasting (which occurs at quarries, but not in sand and gravel pits) can give rise to vibration, noise, and dust, but it is done during business hours. The levels of vibration caused by blasting are well below those which can cause structural damage to properties. Nonetheless, vibration transmitted through the ground and pressure waves through the air ("air overpressure") can shake buildings and people and may cause nuisance. Residential development and/or businesses with equipment sensitive to vibration should be limited in areas that immediately abut this Planning Area.
2. Schools, hospitals, nursing homes and churches are also noise-sensitive receptors and should be limited adjacent to this Planning Area without proper buffering.
3. Heavy goods vehicles can cause noise, exhaust fumes, vibration, and dust. Additional traffic generated by the development may cause congestion, particularly on roads in the vicinity of the site. Along with noise, truck traffic is source of concern to residents.



INFRASTRUCTURE CONSIDERATIONS

- None



BROWNING PLANNING AREA



OVERVIEW

The Browning Planning Area covers approximately 450 acres in the southwest of the city. The planning area consists of land owned by the Browning Masonic Community, a part of the Ohio Masonic Community, which operates independent and assisted senior living facilities, memory care, and health support services. The community is one of three in the state that the Ohio Masonic Community operates.



The Browning Masonic Community offers individuals an enhanced and nurturing lifestyle in a family atmosphere at its peaceful, scenic location along the Maumee River. The community includes villa homes, independent apartments, and assisted living facilities with personal care services. The community also hosts a range of clubs, events (concerts, educational classes, brown bag lunches) and weekly outings that cater to a variety of interests that extend to the entire Waterville community and region.

Since the 2012 Waterville Comprehensive Plan was adopted, the community expanded to include the Pathways Memory Support Neighborhood, which provides housing and support for individuals with Alzheimer's and dementia diseases. As of 2024, the community has 24 full-time and 27 part-time employees, with approximately 100 residents in their assisted living facility and a growing number of independent senior living condominiums.



ENVIRONMENTAL CONSIDERATIONS

- Forested/Shrub Wetlands may be present on the 37-acre wooded area in this planning area.



FUTURE CAPITAL IMPROVEMENTS

- Planned improvements on the Browning campus include an apartment addition to existing assisted living facility, Brownstone-style housing for independent senior living, and duplex-style housing for independent senior living (42 units)



INFRASTRUCTURE CONSIDERATIONS

- Complete evaluations of existing water and sewer facilities to serve the areas to the south and west for future development.



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- This planning area is adjacent to the rail line currently in use by TLE&W "Bluebird" that periodically runs service between Grand Rapids and Waterville. It could be repurposed in the future as a "Rails-to-Trails" path.





RECOMMENDATIONS

1. City officials should coordinate with Browning Masonic Community to ensure their plans align with this Plan, particularly regarding traffic and utilities.
2. Review the current special permit under which the Browning Facility operates. Currently any renovation or development requires planning commission review and Council approval which could prove onerous.
3. Future plans have Pray Boulevard extended south from Michigan Avenue/SR 64 to Neapolis-Waterville Road, then further south to access the Browning site and old US 24. Browning's expectations for future development in this area include a mixture of residential land uses of mixed density, institutional, recreational, and limited commercial and professional services that support the mission and vision of the Browning Masonic community.
4. Pray Blvd extension should be complete with pedestrian connectivity and heightened landscaping and lighting elements, prioritize combined-access drives to minimize curb cuts, and utilize combined signage to improve visual appeal.
5. Work with Browning officials to pursue the conservation or designation of a nature preserve on the 37 wooded acres in this planning area.
6. Infrastructure and community service-related plan strategies include:
 - Evaluate alternatives for water main extensions to support planned development within an updated Water Distribution Model (ICS-1).
 - Complete an evaluation of alternatives to extend sanitary sewer service to planned development areas within a Wastewater Collection System General Plan (ICS-5).
 - Update subdivision regulations (ICS-6) and local stormwater rules (ICS-7) in advance of planned development.
7. Connectivity improvement strategies include:
 - Extension of Pray Boulevard from Farnsworth Road/Waterville-Neapolis Road to South River Road/Farnsworth Metropark (CC-5).



PREFERRED LAND USES

- Agricultural
- Planned Residential
- Commercial
- Public & Institutional
- Mixed Uses



EXISTING LAND USES AND ZONING

- Existing land uses include agricultural, residential, institutional, and mixed uses.
- Zoning districts include A-1: Agricultural District and R-3: Residence District, Multi-Family, Low Density



PLANNING ISSUES

- The Browning Masonic Community is zoned agricultural but operates under a special use permit that allows for the construction of 1,500 family units. Any building renovation, addition or site development requires planning commission review.
- The community has undertaken two main planning efforts, first in 2009 with their Master Plan and most recently in 2022, with their updated Site Plan. The 2009 Master Plan divided their acreage into three primary "asset" classes: core, strategic and ancillary. Core and strategic areas include land solely located along the former US 24 (now South River Road). Ancillary areas include lands north of the TLE&W rail line north to Neapolis-Waterville Road.
- The 2024 Browning Master Plan outlines long-term expansion plans to increase their ability to provide assisted and independent senior living opportunities. Currently planned is a residential apartment expansion to their existing assisted care facility, Brownstone-style multi-unit housing, and duplex-style multi-unit housing.
- Browning officials purchased an access easement from a property owner along Farnsworth Road so that a northern access route could be planned. The access street is anticipated to be an extension of Pray Boulevard, and an agreement exists between Browning officials and the landowner of the access easement to ensure future development on land that abuts these parcels on Neapolis-Waterville Road are thoughtfully planned and architecturally-pleasing.
- According to city fire/EMS officials (and also supported by the fiscal analysis prepared in 2011) senior housing may place additional strain on City services due to increased fire/EMS runs. To help offset this issue, city and Browning officials should remain in close contact to discuss future service provisions.
- This site contains approximately 37 wooded acres. The conservation or use of this area as a future nature preserve is strongly encouraged and desired by Browning officials.



SOUTH RIVER PLANNING AREA



OVERVIEW

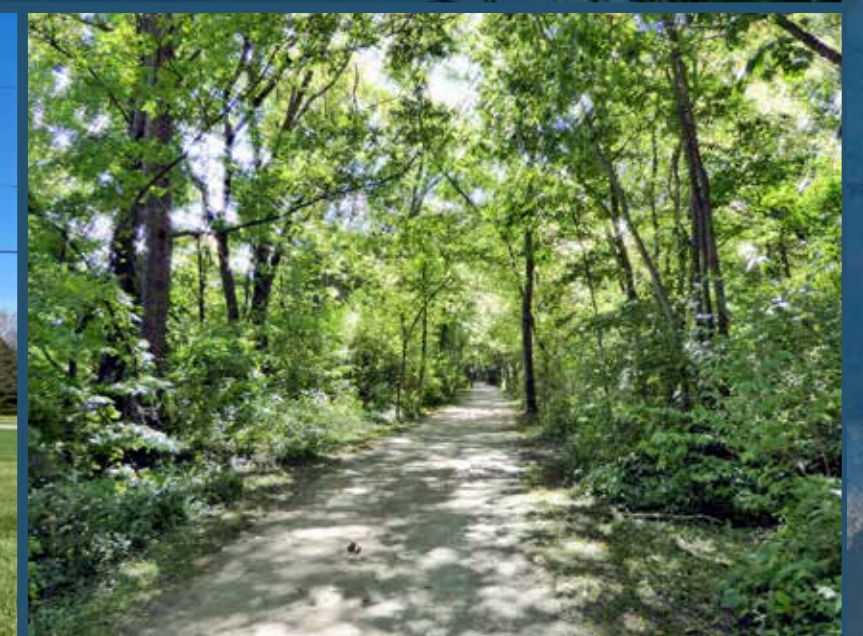
The South River Planning Area encompasses an area southwest of the city, located entirely in Waterville Township. The planning area is bounded by the Toledo, Lake Erie, and Western Railroad to the northwest and the Maumee River to the southeast and features a mix of agricultural and large lot residences.

This area offers residents extremely striking views. On the south side of South River Road (formerly US 24), the Farnsworth Park and Bend View parks help to create an attractive and well-linked natural space. Approximately 2.2 miles of scenic trails connect both parks. Private development is limited to rural residential uses and scenic views are maintained.



PLANNING ISSUES

- This Concept Area is located within a scenic area of Waterville Township located along the Maumee River. The scenic and environmental qualities of this Concept Area require that additional planning, zoning, and regulatory tools be utilized to maximize the strengths of this unique area.
- The Waterville Township Land Use Plan designates a portion of this area as a scenic preservation area. The presumption behind this designation is that the land should not be developed commercially and should retain its rural agriculture zoning status.
- One important regulatory tool is the US 24 Scenic Corridor Overlay District in the Township's zoning resolution. This overlay zoning district is intended to impose higher development standards to protect and enhance the historical and scenic natural landscape, wooded areas, and vistas.
- This district includes parcels with frontage along the right-of-way to a depth of 600 feet from the centerline of the right-of-way along both sides, extending from the City of Waterville (Neowash Road) to the southern township boundary. The building frontage requirement is 200 feet, and the minimum front yard setback is 150 feet.
- Per Waterville Township's zoning resolution, site plan review and approval are required for all new multi-family or non-residential development and for any existing multi-family or non-residential structure that is enlarged by 50% or more or when the enlargement contains 5,000 square feet or more in floor area. Additional building and landscaping standards also apply and any development in the overlay district must preserve the existing woodlots and scenic vistas.





INFRASTRUCTURE CONSIDERATIONS

- Water and sewer extensions will be required to accommodate future growth and development.
- Updates to the 2014 Water Distribution Study and 2018 Sanitary Sewer Study may be required to evaluate alternatives.



FUTURE CAPITAL IMPROVEMENTS

- None



PREFERRED LAND USES

- Agricultural
- Residential
- Public and Institutional



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Access management should be planned to minimize the number of curb cuts.



ENVIRONMENTAL CONSIDERATIONS

- Shallow bedrock impacting utility construction.



EXISTING LAND USES AND ZONING

- Existing land uses include agricultural, large lot single family residential, and commercial uses on and south of Neowash Road.
- Zoning districts include Agricultural District (A), and Commercial (C-1 and C-2).



RECOMMENDATIONS

1. Much of this area is preserved as a scenic corridor. To help preserve this attractive corridor, development restrictions are proposed to help ensure that private development does not destroy the scenic qualities of this corridor.
2. Consult with Metroparks about proposed development that may occur near or adjacent to their facilities. Metroparks officials indicated an interest to expand their existing park footprint as opportunities and funding arise in the future.
3. City and Waterville Township officials should limit development in this area and jointly promote recreational opportunities or protect and preserve trees and other natural amenities through zoning and other regulatory tools like riparian corridor overlay zoning.
4. Place special emphasis on preserving natural resources and minimizing future flooding concerns. Require special studies to approve other uses, especially if proposed development is in a floodplain.
5. Encourage marketability of small-scale and family agriculture that produce local commodities.
6. Future growth issues should be coordinated with Waterville Township, county, and economic development officials well in advance of accommodating development.
7. Infrastructure and community service-related plan strategies include:
 - Evaluate alternatives for water main extensions to support planned development within an updated Water Distribution Model (**ICS-1**).
 - Complete an evaluation of alternatives to extend sanitary sewer service to planned development areas within a Wastewater Collection System General Plan (**ICS-5**).
 - Update subdivision regulations (**ICS-6**) and local stormwater rules (**ICS-7**) in advance of planned development.



RURAL 24 PLANNING AREA



OVERVIEW

The Rural 24 Planning area encompasses the southwest portion of Waterville's planning area and is located solely in Waterville Township. The planning area is bisected by US 24 and contains a mixture of agricultural land and large-lot rural residences.



PLANNING ISSUES

- Wholly in Waterville Township and zoned agriculture.
- Limited development due to lack of public infrastructure
- Rights of way exist for interchange along Neowash Road but the timing on a future US 24 interchange is unknown and/or not warranted.



EXISTING LAND USES AND ZONING

- Existing land uses include agricultural and large lot single family residential
- This area is predominately zoned Agricultural District (A) with Industrial (M-1) located at the southern end of the planning area along Hertzfeld Road



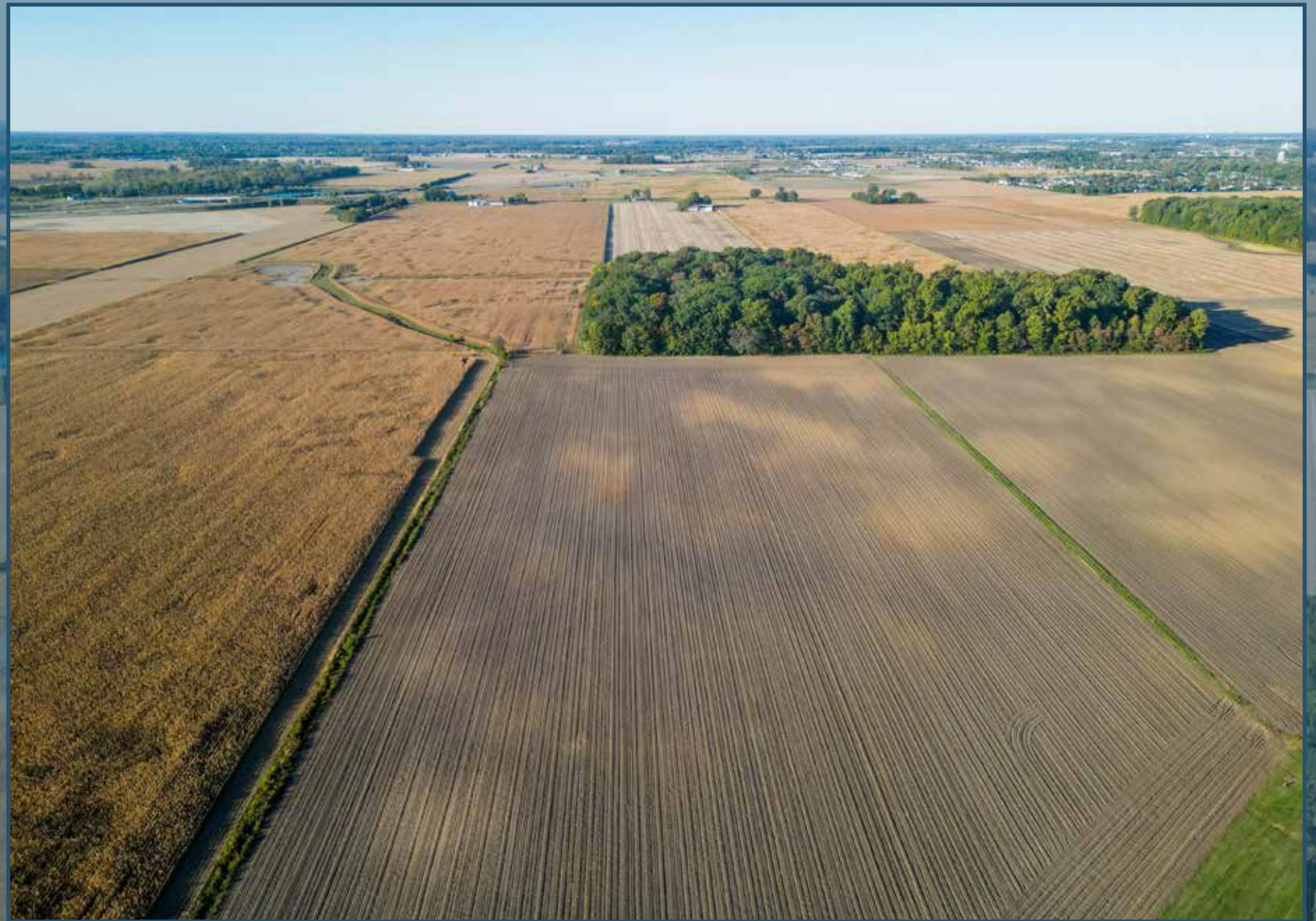
ENVIRONMENTAL CONSIDERATIONS

- Whitemeir Ditch
- Suter Ditch
- Estworthy Ditch



FUTURE CAPITAL IMPROVEMENTS

- None



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Pedestrian connectivity is non-existent but not supported at this time due to lack of need.
- Access management should be planned to minimize the number of curb cuts.





RECOMMENDATIONS

1. Future growth issues should be coordinated with Waterville Township, county, and economic development officials well in advance of accommodating development.
2. Land uses should be limited to residential development as provided in the Waterville Township zoning resolution (1-acre minimum lot size) and planned residential developments utilizing creative subdivision design if adequate utilities are available.
3. Special emphasis should be placed on development that promotes agricultural activities, preserves natural resources, and minimizes flooding.
4. The 2009 Waterville Township Land Use Plan recommends that residential development in this Concept Area be clustered to conserve land resources. If residential development does occur in the form of a platted residential subdivision in areas shown as "Agricultural" on the land use plan, a subdivision designed in accordance with conservation design principles is highly desired.
5. Conservation development clusters buildings on part of the site in order to preserve open space, natural features, and/or farmland on the remainder of the site. Environmental features such as woodlots, wetlands and hydric soil should be preserved and incorporated into future development. Development should be limited to non-intensive residential and agricultural uses.
6. While the Planned Unit Development Regulations require a minimum of 20% open space, the open space may exceed this percentage. The required open space area may include areas utilized for farming when authorized in a conservation easement or in the Homeowner Association's covenants and restrictions.
7. Infrastructure and community service-related plan strategies include:
 - Evaluate alternatives for water main extensions to support planned development within an updated Water Distribution Model (**ICS-1**).
 - Complete an evaluation of alternatives to extend sanitary sewer service to planned development areas within a Wastewater Collection System General Plan (**ICS-5**).
 - Update subdivision regulations (**ICS-6**) and local stormwater rules (**ICS-7**) in advance of planned development



INFRASTRUCTURE CONSIDERATIONS

- Water and sewer extensions will be required to accommodate future growth and development.
- Updates to the 2014 Water Distribution Study and 2018 Sanitary Sewer Study may be required to evaluate alternatives.



PREFERRED LAND USES

- Agricultural
- Residential (large lot)





NEIGHBORHOODS FIRST PLANNING AREA



OVERVIEW

The Neighborhoods First Planning Area captures the residential neighborhoods throughout the city. The planning area consists of the oldest neighborhoods adjacent to downtown, mid-20th century residential developments, and more recent suburban and multi-family residential developments. Recent connectivity improvements in this planning area include a shared use path from SR 64 to Neapolis-Waterville Rd along Waterville-Monclova Rd. This planning area corresponds to the Neighborhoods Concept Area in the 2012 Comprehensive Plan.



PLANNING ISSUES

- Most neighborhoods are well connected with sidewalks. However, residents indicated a desire for more pedestrian connectivity, bike paths and trails throughout the community.
- Retrofitting some neighborhoods might not be possible due to the lack of right of way or other issues. Pedestrian connectivity may have to be provided with additional signage, lighting, bike lanes and other safety measures on existing roadways.
- Historic assets located in this Concept Area include the Gillett-Shoemaker-Welsh House (133 N. 4th Street); Liberty Whitcomb Haskins House (625 Canal Road); Interurban Bridge (near 568 S. River Road); John Isham House and Farmsted (8460 S. River Road); and Pray-Starkweather House (144 N. River Road).



EXISTING LAND USES AND ZONING

- Existing land uses include residential, public & Institutional.
- Residential zoning dominates this planning area and includes R-1 Residence District, R1-1A Residence District, Large Lot, R-2 Residence District, R-3 Residence District, Multi-Family, Low Density, R-4 Residence District, Multi-Family, High Density, and P-1 (Parks and Green Space District)



TRANSPORTATION/CONNECTIVITY CONSIDERATIONS

- Sidewalk grid appears to be largely complete, but several connectivity gaps exist.
- Connect to SUPs and key community assets (see Connected Community Strategies, CC-1 to CC-16).





RECOMMENDATIONS

1. Each development proposal, such as a rezoning, site plan, etc., should be reviewed in relation and value to the entire community, in addition to the site's conditions and its relation to neighboring properties.
2. Future development adjacent to the US 24 Planning Area should be buffered with heightened landscaping elements, mounding and increased setback requirements.
3. New buildings and permitted uses in this area should be compatible with neighboring residential uses.
4. Pedestrian connectivity elements to include benches and inviting gathering areas should be pursued in future residential developments. Future neighborhoods should be connected to existing neighborhoods.
5. Access management techniques should be used along Waterville-Monclova Road to minimize curb cuts. If R-1 zoning is used as a buffer, it might be feasible to pursue the use of a rear common access drive.
6. Infrastructure and community service-related plan strategies include:
 - Evaluate sizes for water main replacement projects to ensure fire protection within an updated Water Distribution Model (**ICS-1**).
 - Update subdivision regulations (**ICS-6**) and local stormwater rules (**ICS-7**) in advance of in-fill development.
7. Connectivity recommendations include:
 - Extend sidewalks from the Shared Use Path (SUP) north to the RRFB crossing at the northern portion of the intersection of Pray Blvd and Waterville-Monclova Road (**CC-6**).
 - Shared Use Path (SUP) on NS Railway vacant parcel from Dutch Road to Village Parkway (**CC-8**).
 - Shared Use Path (SUP) on NS Railway vacant parcel from Village Parkway to Conrad Park/ Wilkshire Drive (**CC-9**).
 - Shared Use Path (SUP) along Village Parkway/Canal Road from NS Railway to Anthony Wayne Trail to connect to the SUP (**CC-10**).
 - Extend sidewalks on the east side of North River Road from the end of existing sidewalks north of North Street to 324 North River Road (**CC-13**).
 - Extend sidewalks on the east side of South River Road from the end of existing sidewalks south to Waterworks Drive/Waterworks Park (**CC-14**).
 - Extend the Shared Use Path (SUP) from Canal Road along Anthony Wayne Trail to Dutch Road (**CC-16**).



INFRASTRUCTURE CONSIDERATIONS

- Continue removal and replacement of older water mains and galvanized water services when encountered.
- Continue pursuit and removal of inflow & infiltration (I/I) to improve capacity during wet weather. Specific consideration for disconnecting sump pumps and footer tiles in older sections of the collection system should be integrated into the I/I reduction activities.



FUTURE CAPITAL IMPROVEMENTS

- Conrad Park Improvements (Parking)
- Annual street repaving projects, as needed and following a pavement rating system.
- Fire Station parking lot repaving



PREFERRED LAND USES

- Residential
- Public & Institutional



ENVIRONMENTAL CONSIDERATIONS

- Parcels along the Maumee River and parcels in the northern portions of the planning area are located in a Flood Plain (Zone AE)





V

Plan Themes and Strategies

The Waterville Comprehensive Community Plan Update was developed around three core themes and related strategies:



VIBRANT COMMUNITY

VC



INFRASTRUCTURE AND COMMUNITY SERVICES

ICS



CONNECTED COMMUNITY

CC

WATERVILLE

Vibrant Community



VC-1

Modernize the Zoning Code

The key to implementing the Waterville Comprehensive Community Plan is the assurance that key regulatory tools are updated. An updated zoning code and other development regulations will be necessary to align with the ideas and desires of residents, as noted in the surveys, and best practices. Possible recommendations to improve the zoning ordinance could include:

- Create an agricultural district that would allow properties to be annexed under agricultural zoning and be farmed and not assessed for utilities until which time they are ready to develop. This could help better coordinate future growth opportunities.
- Develop a permissible use table highlighting permitted and conditional uses of all zoning districts.
- Update the mixed-use district (Ch.1144A) and planned business park (Ch.1144B) .
- Update the site plan review section (Ch.1146) to improve submission requirements and encourage site planning dialogue with prospective developers.
- Update the Planned Developments Section (Ch.1155)
- Update the Special Uses and application process to better vet and place special uses
- Refine and improve landscaping and buffer zone standards (Ch. 1151) to improve buffering and transitions between land uses.
- Incorporate green infrastructure practices into parking design standards, landscape standards, and other applicable sections of the zoning resolution. This will help to minimize I/I, minimize runoff, and improve water quality.
- Update parking requirements to remove parking minimums. Reducing or eliminating parking minimum standards can lead to significant project cost savings for developers by reducing the need for expensive parking structures. This can free up land for additional development and lower overall construction costs.
- Possibly remove the Subdivision Regulations from the Planning and Zoning Code (Part Eleven of the Codified Ordinance) so that updates can be made easier.
- Update the parks and open space provisions (Ch. 1114)
- Update the fee structure and definitions to meet best practices.
- Pursue the feasibility of consolidating the responsibilities of the Board of Zoning Appeals into the Planning Commission
- Update the zoning map

VC-2

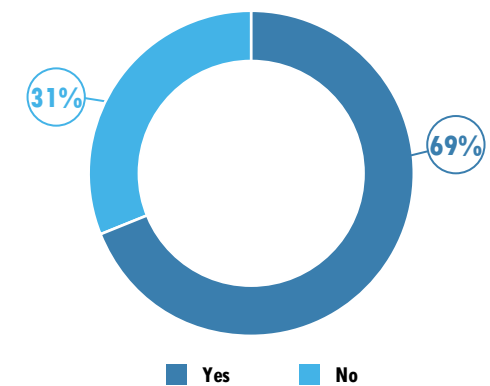
Adopt and Update Exterior Property Maintenance Regulations and Nuisance Abatement Standards

Residents indicated in the community surveys the importance of reducing nuisances and property blight in their respective neighborhoods. While some of their concerns revolve around property maintenance issues that may be best served by the updating the City codes, some residents voiced concerns about the importance of minimizing nuisances in their neighborhoods.

Other remedies to reduce these issues could come from:

- Amending Waterville Codified Ordinance to provide for Exterior Property Maintenance Standards. Many nearby communities have adopted these standards to include Whitehouse and Perrysburg.
- Allocating the proper resources to property maintenance and enforcement.
- Under House Bill 294 passed in 2006, all owners of rental homes are required to register their homes with the Lucas County Auditor. City officials could utilize this list and perform windshield surveys to determine if additional inspections may be needed. Housing inspections are currently not performed by City staff, but by staff from the Lucas County Health Department upon written request.
- Pursuing the feasibility of vacant property registration ordinance or vacant property standards.
- Identifying sources of financial and other assistance that can be used by property owners facing code enforcement actions for major renovations.
- The City should identify sources of financial and other assistance that could be available to property owners facing code enforcement actions for major renovations. Such sources could include state and federal loans and grants, CDBG-funded lend-a-tool program and low-cost financing arranged by the City through local financial institutions. Source allocation could be limited to severe cases involving financial/economic hardship. Providing this aid will improve the City's ability to successfully enforce zoning, health and building violations.

Should more tools be developed that protect our neighborhoods from property nuisances?





VC-3

Adopt a Vacant Property Registration Ordinance

Although it is not quite an issue in Waterville yet, City officials could be proactive in minimizing a situation that could become problematic in the future especially with commercial properties. Because vacant properties often become nuisances, requiring the registering and annual monitoring of vacant properties, through a vacant property maintenance ordinance (VPRO) can be a valuable tool. It can be developed to target all properties or certain types of properties (e.g., residential, and/or commercial properties, or both) with penalties incurred for non-compliance.

Many communities throughout Ohio (Northwood, Painesville, Sidney, St. Mary's, North Canton) utilize VPROs to help promote timely reuse of properties and minimize nuisances that are created when properties sit vacant for long periods of time.



"Let's do something with the abandoned gas station, when you first drive into town, it's the first impression people get when they come here. It would even be better if we turned it into additional city parking."

"I'd like to see something happen with our vacant properties. Things that will help make a more vibrant downtown like a coffee shop or bakery."

Many residents who took the community surveys identified several long-term vacant or underutilized properties they wished could be activated in a way that enhanced the aesthetics and economic vibrancy of the community.

VC-4

Optimize the Economic Development Toolbox

City officials currently utilize most of the economic development tools available to Ohio political subdivisions. This would include property tax abatement programs (Community Reinvestment Area and Enterprise Zone), Downtown Redevelopment District (DRD), jobs creation and retention grant program, and a community improvement corporation that was formed in 2023. For a better location of these incentive areas, please see Map: Incentive Areas.

Create a Revolving Loan Program

City officials should work with the Waterville Community Improvement Corporation (WCIC) in starting a local revolving loan fund (RLF) to assist small business owners with improvements to their buildings or businesses. The RLF could provide low-interest loans with flexible terms to businesses meeting requirements of the program. Often, RLF funds such as these are used to entice banks or other lenders to participate in projects in which they otherwise might not be interested.

The RLF could be charged with funds from the Ohio Department of Development's Economic Development Loan Program and with revenue generated from properties located in the Downtown Redevelopment Districts (DRD).

Create a Façade Grant Program

In 2023, the City of Waterville created a Downtown Redevelopment District (DRD) with a purpose of redirecting some of the captured property taxes into a façade program.



It is recommended that these façade grants (and in some cases, loans) be prioritized towards projects that aim to maintain the historic or architectural integrity of the structure, and preserve, replace, or restore historic and architectural features or decorative details that may have appeared on the original building façade. Officials should follow ORC Ohio Revised Code Section 5709.45 when developing the façade grant program, and the program be administered by the Waterville Community Improvement Corporation.

"I would love to see development downtown and on the river bringing in more 'visitor' friendly businesses as opposed to office and foster riverfront development and beauty with trails and connections to our neighboring cities."



VC-5

Promote Community Site Readiness

Waterville’s key location along key commercial routes and natural amenities is attractive to potential businesses and investors. A variety of locations in Waterville have been identified for future development or redevelopment based upon key criteria like availability of infrastructure, location near and around key community assets, or willingness of the property owner to embrace development. These key areas include:

- Farnsworth Industrial Park
- Fallen Timbers Business Park (FTBP)
- Historic Downtown Waterville
- Villages at Waterville Landing
- Waterville Plaza
- City Farm Property on Choctaw Drive

To help capture growth that would provide holistic benefits, City Officials may want to consider discussing the feasibility of creating a JEDD with Waterville Township so that could help provide a planned, unified approach to

capture new development opportunities and resources (income taxes, etc.) that could be used to fund infrastructure and public services needed to service the project(s) and JEDD area. Another benefit of the JEDD would be to unify development standards and zoning in a manner that is meaningful and works to generate long term property values. At the present time, several parcels along key corridors like SR 64, Dutch Road, and Waterville Neapolis Road are not located in the city and therefore are guided by Waterville Township’s zoning resolution.

Having a JEDD in place could offer several benefits, including:

- **Local Revenue Growth:** They help in increasing local revenues (income taxes) without the need for annexation.
- **Infrastructure Improvement:** The income tax levied in the district funds additional services, new facilities, or enhanced infrastructure.
- **Shared Benefits:** Both Waterville Township and Waterville can share the responsibilities and benefits of development projects.

VC-6

Encourage Housing Opportunities Supportive of a Growing Economy and “Aging in Place”

Because of the area’s geographical proximity to key markets and strength of the quality of the Anthony Wayne School District, the City of Waterville has been an attractive community to families over the past several decades. With a general shortage of diversified and affordable housing opportunities, a variety of planning concerns have surfaced.

These concerns range from the need for Waterville to retain its young adults to concerns from residents that additional housing options should be provided that allow residents to “age in place.” To address these concerns in a timely manner, it may be necessary for the City to pursue additional mechanisms that promote its housing arena.

The median age in Waterville is around 41.4 years, which is slightly higher than the median age of 38 in the Toledo Metro Area and 39.6 for Ohio as a whole. The older median age suggests a demographic trend towards an aging population. This has several potential implications for the city’s future. The current single family residential development pattern that produces starter homes over \$400,000 may equally aim to price out young families and professionals.

City officials should periodically examine its housing policies and zoning code to better cater to a wide spectrum of residential needs and preferences. Being flexible with zoning is important to creating a more diverse housing environment. Plan Strategy VC-13 discusses some of the tools the city can utilize to incentivize residential development.

The City of Waterville should also embrace the school district and city safety service officials whenever residential development becomes heated

or problematic. With these respective parties in clear understanding of the issues that each face, the ability for both parties to partner in a host of mutually beneficial areas will be greatly enhanced.

“I’d like to see more single-family affordable housing for retired adults so those that grew up in Waterville could come back.”



A variety of developing types should be explored to offer residents, especially young professionals and seniors who wish to age in place, the right housing solutions. Images courtesy of M/I Homes.





VC-7

Improve the Downtown Experience

Waterville's downtown is by far the most beloved community asset, according to the participants of the last four planning efforts (2000/2012/2025 Comprehensive Plans, 2006 Downtown Revitalization Plan).

the visual nature of Waterville's downtown and physical infrastructure has been updated and revitalized over the last decade or more, a variety of issues should be addressed to improve the Downtown experience. This includes:

Fully Activating the Downtown into an area desired by resident may require... (check all that apply)

- 57% Developing and Implementing a Downtown Plan
- 55% More enforcement by the City to address property vacancies, property blight, etc.
- 36% More public investments into the public realm space, parks, and improved riverfront connections
- 33% Improved public-private partnerships
- 13% Other

Many new improvements have been made in Waterville's downtown area over the last two and half decades, many that were guided by the Downtown Revitalization Plan adopted in May 2006. They include improvements to the streetscape on Third Street from Mechanic to South Street, extension of the historic downtown zoning overlay, parking, and public restroom facilities on the corner of Farnsworth Road and Anthony Wayne Trail, and Parker Square/Memorial Park. While

- Developing a framework to utilize revenues generated from the property taxes collected in the Downtown Redevelopment District (DRD). These revenues can be allocated to improving public infrastructure in the DRD and used for grants to historic properties and loans to non-historic properties. The city should work with Waterville CIC (WCIC) to develop specific guidelines and application materials to begin this program with an emphasis on preserving and enhancing the historic character of the downtown.
- Developing a Downtown Business Association or "cheerleading" stakeholder group which has a sole purpose of promoting the Downtown and creating a sustainable funding mechanism, such as a special improvement district. At the present time, the Waterville Area Chamber of Commerce is tasked with this role. Developing this type of organization was an important goal of the 2006 Downtown Revitalization Plan. This group could also work with the Waterville Community Improvement Corporation in establishing the allocation of resources generated from the Downtown Redevelopment District program.
- Improving the buildings. General property

obsolescence currently applies to a variety of buildings in the downtown area. At the present time, the ability of City and chamber officials to capture new businesses and residents in the downtown footprint is severally limited due to building inadequacy, vacancy, or the costs to renovate. DRD funds should be directed to mitigate these issues.

- Improving the shopping experience. City and Chamber officials should work with downtown property owners and interest stakeholders to encourage an optimal mixture of commercial retailers. Similarly, discussions with the property and business owners should be held to encourage different tenants or alternative business hours that help generate excitement and activity in the Downtown.
- Working collaboratively with existing internet service providers to promote and support the expansion of reliable broadband infrastructure throughout Waterville, particularly in underserved areas such as the downtown. This could involve exploring partnerships, streamlining permitting processes, or advocating for infrastructure investments by

providers. This is known problem as affirmed by many respondents that completed the comprehensive plan survey.

"Architecturally significant properties could promote the downtown if they were open and accessible to the public."

- Recognizing the increasing importance of high-speed internet access for residents, businesses, and remote work,
- Finalizing the improvements of Parker Square/Memorial Park. Residents have been encouraged by the City's efforts to date but are desirous of seeing the space become more integrated into the downtown and riverfront. Officials and local organizations should continue capital planning and fundraising efforts to fully activate the space.
- Improving the availability and signing of public parking. One location that could be easily activated would be the existing parking area and excess unused acreage of the Waterville Historical Society at 401-411 Farnsworth Road.
- Promoting additional year-round activities. Thousands of visitors come to Waterville each year to participate in a variety of fun activities, from the Roche de Boeuf festival to several holiday events throughout the year. These events help dramatically to expose Waterville

"There is almost no cell reception in most of downtown and connecting to restaurants' internet is spotty. They could really use better cell service or a downtown city WiFi."





Improve the Downtown Experience (con't)

VC-7



Existing parking and excess unused acreage at the Historical Society's location on Farnsworth Road.

and its downtown to new visitors and economic activity.

- Develop a Wayfinding System to direct people to key assets downtown like the riverfront, parks, parking, and other public facilities.
- Identifying areas that may be underutilized and best suited for adaptive reuse in the future. These areas could include:
 1. Northwest corner of Mechanic and N. Second Street could be a critical location for future growth and redevelopment opportunities in the future.
 2. Northwest and southwest corners of South & S. Third Streets. The existing single family uses here are "grandfathered" non-

conforming uses in the C-2 zoning district.

3. Southwest corner of Farnsworth Road and W. Third Street.
- A tenant is critically needed for the Columbian House. Being one of the oldest and most significant buildings in the Downtown, this building should contain a use that draws visitors and residents into the Downtown, like it did in the past. A restaurant, Bed and Breakfast, specialty shop or similar use should be explored.

"We've got too many historic buildings sitting empty. Council and the chamber could look into grants to help maintain buildings and help small businesses."





VC-8

Become a Certified Local Government

City officials should work with Ohio History Connection to become a Certified Local Government (CLG) to help generate additional resources that preserve the historic integrity of the historic district and its buildings. Becoming a Certified Local Government (CLG) would entitle Waterville to apply for CLG matching grants to identify their historic, architectural, and archaeological resources through surveys, nominating eligible properties and districts to the National Register of Historic Places, further community education on historic preservation; and preserving and rehabilitating historic properties community-wide.

To become a CLG, a political jurisdiction must have the following:

- A qualified commission of at least five members who designate historic properties and review proposed changes to the historic environment. The existing City's existing Historic District Commission could fulfil this role.
- An ordinance designed to protect historic resources and offer guidance to those wishing to make changes to historic buildings, sites, and districts.
- A procedure for identifying historic properties by which they can be surveyed and recorded, designated locally, and

nominated to the National Register of Historic Places.

- A public participation program that invites and encourages citizens to participate in the community's historic preservation.

"We really do have a special town, rich in history and full of good energy. However, we must strive to play to our strengths and continue to cultivate a downtown that celebrates its history and cares for the gems still standing!"



The City should work with Ohio History Connection to become a Certified Local Government, which would open resources for historic preservation.

VC-9

Develop a Downtown Property Conditions Summary with Parking Review

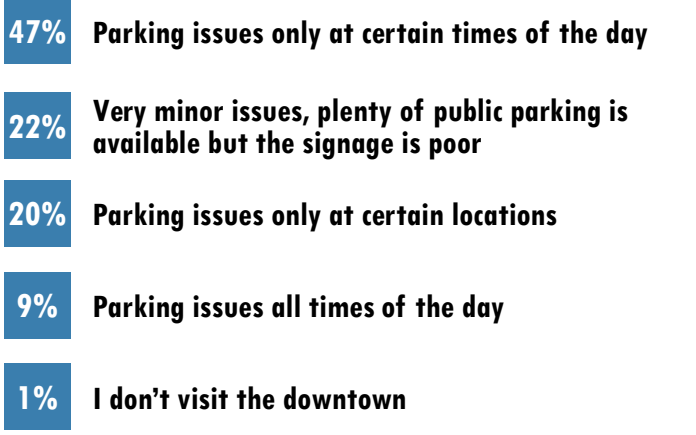
Situated along the Maumee River and the new Parker Square Park, Waterville's downtown has clear advantages as a quaint community destination.

Like those community members that completed surveys during the 2012 planning process, residents and students that completed plan surveys identified a strong desire for more and better downtown retail, shopping and living opportunities. However, at the present time, it is believed that numerous downtown buildings have limitations that minimize full occupancy (building code issues, general obsolescence, parking, etc.). This database could play a vital role in identifying development opportunities, lease absorption, and for targeting resources and incentives.

City officials, along with key stakeholders like the Waterville Community Improvement Corporation (WCIC) and chamber, could utilize this database to prioritize projects, funding sources and private investors to target specific properties. Expanding this list to include commercial, industrial, and under-utilized sites in the entire Downtown Planning Area would also help to implement other Plan strategies, especially when promoting new building investments and creating and retaining employment opportunities and infill residential development.

City officials should work with downtown property owners to optimize parking. This can be done

How would you describe the parking situation in the downtown?



informally or formally through a Downtown Parking Study that inventories downtown parking/ parking signage and develop policies that promote the most efficient parking turnover rates. At the present time, residents indicate that only certain areas tend to be more over-parked and congested than other downtown areas. Having a better understanding of current parking constraints and patterns will play an important role in establishing which areas of the downtown area may be better to activate for new downtown living opportunities and traffic intensive land uses.

"We could really use more parking downtown. I feel like visitors have no idea where to park when they come, especially with thru traffic flying by all the time."



VC-10

Public Realm Refinements

Improving someone’s experience in the public realm is not only valuable in activating the community and improving property values, but also in building momentum and optimism. One cannot exist without the other. There is momentum and a desire by stakeholders to re-inject community design back into the streetscape and this is evident with the recent improvements made in Parker Square, streetscape improvements along US 24, Michigan Avenue, and Pray Boulevard in the US 24 Planning Area.

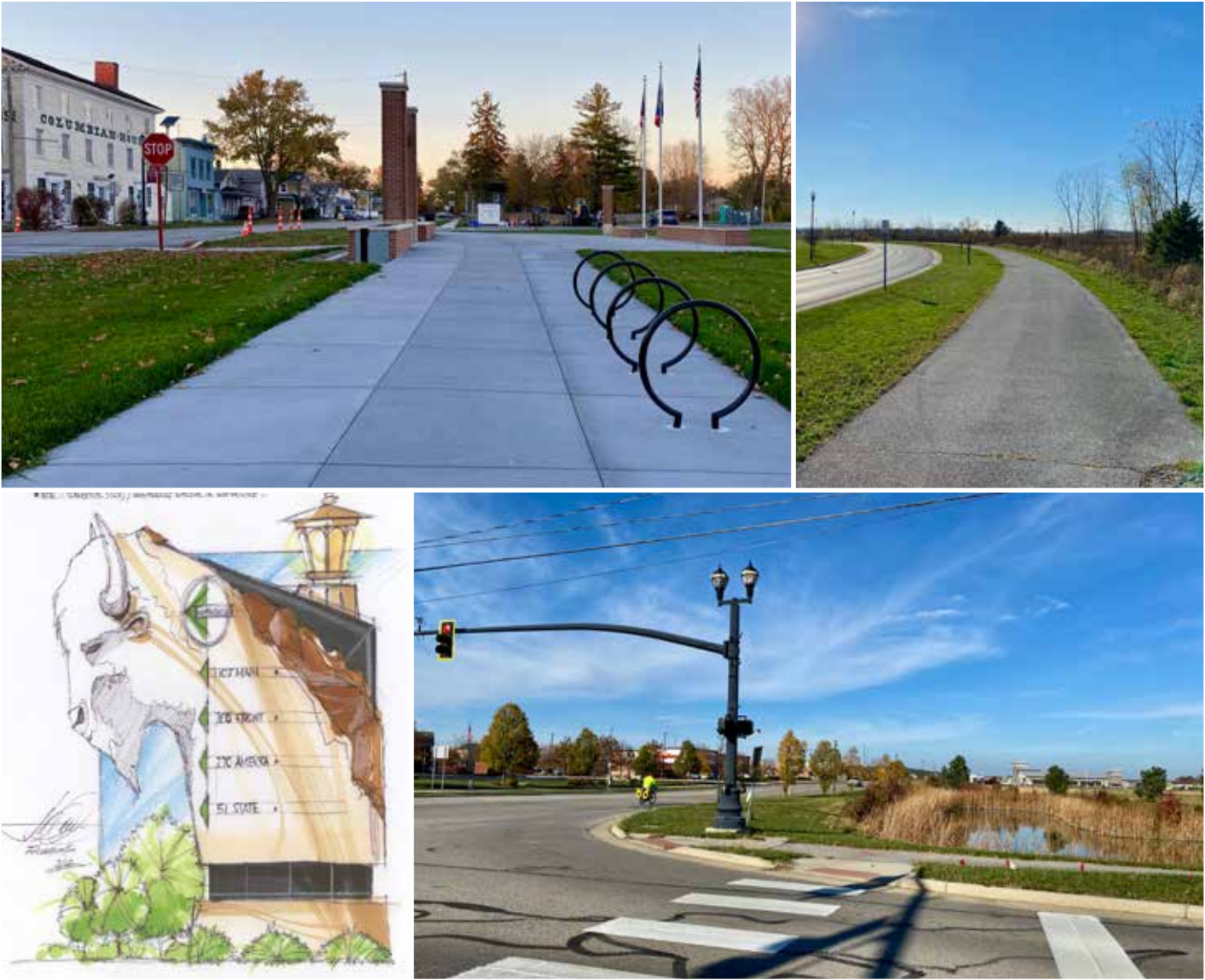
To help bolster the creation of community character in a manner desired by residents, City officials should develop and adopt a set of standards that works to promote a unified Waterville branding theme, deploying these elements in tactical locations around the community, especially on public property, rights of way, and at community gateways. These standards can also apply to the building design and materials of public properties, but they do not necessarily have to.

The following steps can be taken to improve community character:

- Work with stakeholders and residents to develop a branding theme, and areas and assets to activate, along with the phasing approach cognizant of budget and resources.
- Update the zoning code with supplemental landscaping requirements for certain land

uses like public and institutional uses (in all zones) and in certain areas like the downtown area and along the key corridors.

- To better market and brand Waterville, City officials should collaborate with interested stakeholders to link and connect community assets through beautification, and interpretive historic signage and wayfinding. A wayfinding signage system would allow for residents and visitors to easily find parks, public parking areas, bike paths, recreational facilities, commercial areas, schools, libraries, public offices, key industries/businesses, while interpretive historic signage could be placed in front of locations and properties of historical significance.
- Improve gateway signage presence at key intersections and corridors.
- Utilize the tree commission to help in beautifying public spaces and corridors.
- Develop interpretive signage to accentuate key landmarks and areas.
- Create a process to facilitate and guide public art and murals on participating properties in targeted areas downtown.





VC-11

Nurture and Intensify Public and Private Partnerships (P3)

Waterville is blessed to have many organizations that can be called upon to work in unison for the greater good of the community. These primary outlets include Anthony Wayne Local School District, Waterville Area Chamber of Commerce, Waterville Community Improvement Corporation (WCIC), YMCA of Greater Toledo- Anthony Wayne Branch, Anthony Wayne Youth Foundation (AWYF), Community Foundation, Anthony Wayne Area Arts Commission, area fraternal and service organizations, and local businesses and banks.

City officials should continue to embrace a dialogue with the school district and other communities that comprise the school district on a variety of issues such as current and future land use, economic development, park and recreational needs and other important shared issues. City officials and recreation stakeholders should also work closely with the Anthony Wayne Area Youth Foundation and YMCA officials to identify current and future recreation needs for facility planning. Consideration should also be given to working closely with Metroparks and TMACOG to connect the City's trails (existing and proposed) to the Wabash Cannonball Trail to the north of the City and to the Towpath Trail along the Maumee River to the south. Activating other strategies identified in this plan including CC-19, CC-20, and CC-21 will also require many of these stakeholders at the table to be successful.



VC-12

City Structure and Organizational Refinements

Waterville's move from a village to a city brought with it additional responsibilities and workload. Like many newly minted cities, the city is in constant motion and looking for ways to be more effective while cognizant of their existing resources and workforce.

To help implement this Plan, it is recommended that city officials pursue the additional resources and means to build a proactive dialogue with its residents and stakeholders in regard to current projects, initiatives, and long-range priorities. At the present time, the city administrator plays many roles to include city planning, economic development, and zoning roles, and works with the consulting engineer to accomplish many of these activities. Having additional resources to help to better coordinate, prioritize, and activate this Plan may helpful.





VC-13

Leverage Resources for Growth and Revitalization Efforts

Encouraging new investment and reinvestment in Waterville will require a variety of tools to be used. Many programs like façade grants, downtown revitalization districts (DRD), community reinvestment area (CRA), property abatements, job creation grants are already in place. State and federal resources can also be used to incentivize preferred development such as Community Development Block Grants (formula and competitive programs), and historic rehabilitation tax credits (See *Map: Economic Incentive Areas*).

Downtown Redevelopment Districts

A variety of commercial parcels in the downtown vicinity are located in one of 8 Downtown Redevelopment Districts (DRDs) that allow for incremental property taxes to be redirected back to these areas for grants to historic properties, loans to businesses, public infrastructure, and administration and marketing-related costs.

Community Reinvestment Area

The City of Waterville has three Community Reinvestment Area (CRA) zones that offer property tax abatement in conjunction with development and revitalization projects (residential, commercial, and industrial). CRA Zone #1 is a pre-94 zone, while CRA zones 2 and 3 are post-94 CRAs.

The CRA program should also be publicized, especially to downtown business and property owners. Property owners could use this incentive (tax abatement on new real property taxes

resulting from improvements to buildings or construction of new buildings), in conjunction with other financing tools to maximize their rehabilitation dollars.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is an economic development mechanism to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. A TIF works by locking in the taxable worth of real property at the value it holds at the time the authorizing legislation was approved. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance project elements as defined within the TIF legislation. This program was used to help pay for public infrastructure affiliated with the Kroger's development along Pray Blvd and could be used to nurture other meaningful public/private partnerships and projects.

Job Creation and Retention Grant Program

Waterville's Job Creation and Retention Grant Program could be utilized to entice certain businesses to the downtown. Qualifying businesses looking to expand in the community could tap into the program to get a 25% refund of income taxes for up to 10 years on jobs affiliated with project.

Special Improvement Districts

City Officials and property owners could also explore the opportunities of a Special Improvement District (SID) to raise revenues for downtown enhancements. The advantages of SIDs authorized under Ohio Revised Code (Chapter 1710) allow property owners to create a plan for public redevelopment and services such as marketing and special events, streetscape improvements, maintenance, and security. Property owners vote to agree to incrementally assess themselves for implementation of the plan. The primary advantage of a SID is the localized control by property owners within the SID to determine how assessment funds are spent. Many downtowns in Ohio are promoted and maintained using SIDs.

Community Development Block Grants (Formula and Competitive Programs)

CDBG Community Development Program provides communities with flexible funding for housing and community development projects that address the needs of low-and moderate-income (LMI) individuals or the elimination of slum and blighted properties/infrastructure. Funds are allocated annually by the Ohio Department of Development, Office of Community Development and coordinated by Lucas County Economic Development office and administered by Great Lakes Community Action Partnership. Lucas County's is an "even year" with funding available in FY 2026, 2028, 2030, and so on.

Federal and State Historic Preservation Tax Incentives Program

Several tax credit programs currently exist that help to offset renovation costs. The Federal Historic Preservation Tax Incentives program provides a 20% federal tax credit to support the rehabilitation of commercial historic buildings that comply with the Secretary of Interior's standards. The State of Ohio also offers historic preservation tax credits for rehabilitation of historic structures. The Ohio Historic Preservation Tax Credit Program provides a state tax credit up to 25% of qualified rehabilitation expenditures incurred during a rehabilitation project, up to \$5 million.

Energy Improvement District

Some of Waterville's older commercial buildings located in the Downtown Redevelopment Districts may have outdated and inefficient energy systems. City officials could request that Waterville be included in the Northwest Ohio Advanced Energy Improvement District. This will allow eligible property owners the ability to tap into the Better Buildings Program for 100%- 15 year full-cycle flexible financing for projects that focus on conserving energy and generate savings through equipment upgrades to existing facilities, with lighting and building controls, HVAC, boilers and chillers, compressors, motors/drives, refrigeration, waste energy recovery, and electrical distribution.





Infrastructure and Community Services

ICS-1

Update Water Distribution Model to Reflect Current & Planned Conditions

A water distribution model and report were developed for the City of Waterville by Jones & Henry Engineers Ltd. in 2014. Significant additional residential and commercial development has occurred since the completion of the report and additional growth is anticipated to occur in the near future. The City has also completed several water main upgrades throughout the system and the existing 100,000-gallon elevated tank in Conrad Park, while in generally good condition, is nearing the end of its design useful life.

An update of the Water Distribution Model will provide detailed evaluation for the prioritization of upcoming capital improvements to maintain the existing system and provide the City with long-term resiliency to ensure sufficient capacity for emergency services and support continued growth. In addition, tasks that may be incorporated within the Water Model Update could enhance the detailed mapping and location of existing valves and hydrants for inclusion within the City's geographic information system (GIS).

ICS-3

Continue Updates and Revisions to Utility Asset Management System

The City Administration is currently collaborating with an outside firm to develop a GIS system to provide detailed data related to the local water and sewer systems. Additional information is also available through the Lucas County Engineer's GIS layers for storm drainage. As the overall GIS system is populated and refined, the City should add condition assessment scores to each element of the systems to provide relative ranking and prioritization of the assets for planning of capital

improvements. The database should be updated annually and augmented as new facilities are constructed. Several asset management software packages are available for use with the City's GIS system, including Trimble CityWorksTM and others. Support in developing an asset management program is available through the Rural Community Assistance Program (RCAP) or several local consulting firms.

ICS-2

Prepare a Hydrant and Valve Repair, Replacement, and Testing Program, including Annual Valve Exercising

City of Waterville staff regularly flush the water distribution system through the existing fire hydrants on the distribution system. Annual valve exercising should also be integrated into the City's on-going operations, maintenance and replacement (OM&R) programs to improve finished water quality and improve performance of the system under normal conditions and during emergencies. The efforts are vital to the long-term success of the potable water system. Documentation of field data acquired during the regular OM&R should be compiled and integrated into the City GIS system and used as a basis for an operating plan that outlines the areas of the City most in need of upgrades.



ICS-4

Develop a Wastewater Collection System General Plan, including System Modeling

The latest study and evaluation of the City of Waterville Wastewater Collection System was completed in 2014. An updated General Plan, including computer modeling, will enable City administration and staff to evaluate proposed capital improvements and the potential impacts that may be caused by additional development throughout the community. The modeling will enable the City to develop a systematic approach for the completion of necessary improvements to focus resources in a cost-effective manner.



ICS-5

Continue Pursuit and Elimination of Sources of Inflow and Infiltration (I/I)

Localized surcharging and water in basement (WIB) events have occurred within the older portions of the City in the past. Recent capital improvements completed in these neighborhoods have provided significantly improved storm drainage and upgrades to the sanitary collection system. Continued pursuit of long-term inflow and infiltration (I/I) reduction will reduce the likelihood of future WIB events during wet weather and will also open additional capacity for future development. The City has previously identified many locations of private connections such as

sewer sump pumps. The City may also want to consider the development of a local grant program to assist residents and businesses to disconnect these unauthorized connections. Similar programs have been created by other communities and service providers, including the City of Napoleon and the Northwestern Water & Sewer District, that could be used as initial templates for local assistance.



ICS-6

Update Subdivision Regulations and Local Design Standards (Code Chapter 1119)

The prior rules and regulations established for the City were last updated in 1961. The rules have been very effective for their time but need updates to meet current best practices and regulations. Updated rules can also be published and posted to the City website to become a resource for developers and designers interested in completing local projects. New Subdivision Regulations and Local Design Standards should be created and reviewed/amended periodically to also reflect the findings and planned capital programs of the water and sewer modeling efforts, as well as other local, state and federal policies developed for the benefit of the community.



ICS-7

Codify Local Stormwater Rules for Conveyance & Detention/Retention, including Low-Impact Design (LID)

The City adopted local standard regulations promulgated for Municipally Separated Storm Sewer Systems (MS4) in 2014. These rules brought the City into general compliance with the USEPA and Ohio EPA requirements for such communities and generally relies upon the Lucas County Engineer to provide reviews for conformance with the statutes related to water quality. However, the City does not currently have formal regulations or guidance for local stormwater storage volumes and reducing the rate of runoff from new developments. With the continued growth and development within the City, as well as changes in land use and practices in surrounding areas, the local receiving

streams and outlet sewers are reaching their capacity to carry sizable storms. A defined local strategy for stormwater detention/retention calculations will help to reduce localized flooding and provide a consistent means of evaluating planned developments to meet local needs. Further enhancements to the rules to include the incorporation of low-impact design (LID) alternatives will also aid in reducing contaminants within the stormwater runoff to improve water quality in the receiving streams. Overall stormwater management planning can also aid in reducing inflow and infiltration (I/I) entering the sanitary collection system.

ICS-8

Develop a Formalized Pavement Rating System & Management Program to Prioritize Planned Improvements

In conjunction with the Asset Management Program noted within Strategy ICS-3 above, a formalized pavement rating system and management program should be developed for the City. City personnel currently conduct "windshield surveys" of the existing streets and evaluate further infrastructure needs to develop programs for paving and reconstruction. A formalized pavement rating system, utilizing defined point scoring and that integrates other roadway elements such as pavement markings, signage, sidewalks and ADA

ramps, should be developed to provide data-driven prioritization for planning of capital improvements and developing funding applications. The draft Sidewalk Inventory & Appraisal Study provides a plan for sidewalk and ADA ramp improvements. Data included within this Study should be utilized in conjunction with the overall rating systems.





ICS-9

Develop Long-Range Staffing and Succession Plans

As with many communities throughout the region, the City of Waterville has seen a changeover in staffing due to retirements and other impacts on the current local workforce. Unfunded mandates from the Ohio EPA for licensure and monitoring to operate local systems, as well as market pressures for wages, have contributed to the challenge of effectively recruiting and retaining talent for long-term employment and succession planning. Engagement with local, regional statewide resources and professional organizations can help the City to stay apprised of continuing trends within the industry and provide opportunity to reach a wider group of potential candidates for employment. The City administration should also engage with local trade schools and community colleges to provide information on career opportunities for new and recent graduates.

A recent program developed by Owens Community College, with support from TMACOG and the Water Workforce Coalition, provides a Water Treatment Professions Certificate course enabling students to gain their Class I operator license. We recommend that the City of Waterville consider engagement with the Water Workforce Coalition, as well as other resources through the many professional organizations (e.g. – AWWA, OWEA, etc.) to ensure that job openings are posted and publicized widely.





CC-1

Feasibility Study of extending Pray Boulevard southward from Waterville-Swanton Road (SR64) from where it currently ends to Waterville-Neapolis Road (include Shared Use Path with project)

Pray Boulevard currently ends as a stub street just south of Waterville-Swanton Road (SR64), with the anticipation that it would eventually extend southward to Neapolis-Waterville Road. It is recommended that a feasibility study be conducted to identify a potential conceptual improvement that would extend Pray Boulevard southward to Neapolis-Waterville Road to facilitate the area for development that continues to expand in the area around the US24 and Waterville Swanton Road interchange. Both motorized and non-motorized improvements should be explored in the feasibility study

(such as sidewalks and a shared use path) to improve conditions for vulnerable roadway users (pedestrians, bikes, wheelchairs, etc.), as well as for vehicular traffic. A detailed feasibility study once completed, would be used to apply to applicable funding programs through agencies like TMACOG, ODOT, OPWC, Lucas County TID, Ohio Department of Development Grants, Roadwork Development (629) funds, State Infrastructure Bank (SIB) loans, and various other potential grant and loan programs.

CC-2

Completion of roundabout at Dutch Road and Anthony Wayne Trail (construction slated for 2028)

The existing signalized intersection of Dutch Road and the Anthony Wayne Trail is proposed to be converted to a roundabout with construction anticipated in 2028. The project is being led by the Lucas County Engineer's Office. This project will increase safety at this intersection and expand capacity to accommodate future traffic growth as development continues to occur along the US 24 corridor around the City of Waterville and the surrounding area.



CC-3

Geometric improvements (or mini-roundabout) to intersection of Michigan Avenue/Farnsworth Road/Waterville-Neapolis Road/5th Street (first step is conduct safety study)

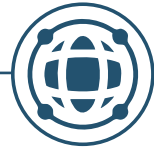
A detailed safety study should be conducted for the intersection area involving Michigan Avenue (SR 64), Farnsworth Road, Waterville-Neapolis Road and 5th Street. This intersection located just west of the Anthony Wayne Trail is a complex geometric intersection with skewed angles and five legs to the intersection. All approaches are under Stop control, except for the westbound approach of Farnsworth Road that is a free flow movement with an exclusive left turn lane and an exclusive right turn lane, which causes confusion for drivers on eastbound Michigan Avenue as they try to determine which vehicles are turning right

or left. A safety study would assess traffic turning movements and determine the best geometric improvements for the intersection. One potential consideration for this complex intersection could be a mini-roundabout design, however the design would have to accommodate semi-truck movements given that State Route 64 (SR64) traverses through the intersection. A detailed safety study once completed, would be used to apply to applicable funding programs through agencies like TMACOG, ODOT, OPWC and the Lucas County TID.



A detailed safety study should be conducted for the Michigan Ave (SR 64), Farnsworth Road/ Waterville-Neapolis Road, and 5th Street intersection.





CC-4

Extend Choctaw Road from dead end at roundabout to Wilkshire Drive

The extension of Choctaw Drive should be considered to provide connectivity for the neighborhoods surrounding Wilkshire Drive in northern Waterville. This connection would construct a roadway extension from where the existing roundabout is located at the dead end of Choctaw Drive, southward to the current dead end of Wilkshire Drive. This extension (approximately 1,360-FT) once in place, would provide access to the Dutch Road corridor for the neighborhoods in northern Waterville via the Wilkshire Drive and Choctaw Drive corridor.



A roadway extension of Choctaw Rd to Wilkshire Road would provide access to the Dutch Road for neighborhoods in northern Waterville.

CC-6

Shared Use Path (SUP) on east side of Waterville-Monclova Road to connect existing Shared Use Path (SUP) to RRFB crossing at Pray Boulevard

Construct a small section (approximately 105-FT) of Shared Use Path (SUP) to replace the sidewalk on the east side of Waterville-Monclova Rd from where the existing SUP is located on the north side of the Fire Station, northward to the existing RRFB crossing on the north side of Pray Blvd and Waterville-Monclova Rd.



Waterville-Monclova Road between the church and Fire/EMS entrances could be widened to a Shared Use Path (SUP) to improve the recreational potential between Pray Boulevard and Prairie Trails Park.

CC-5

Extend Pray Boulevard from Neapolis-Waterville Road to Anthony Wayne Trail/Farnsworth Metropark Entrance (include Shared Use Path with project)

It is recommended that a potential second phase extension of Pray Boulevard (see CC-1 for first phase extension) from Waterville Neapolis Road southward to the AWT/River Road/Farnsworth Metropark Entrance be considered. The first step would involve conducting a Feasibility Study to develop a conceptual improvement and preliminary cost estimate. Both motorized and non motorized improvements should be explored in the feasibility study (such as sidewalks and a shared use path)

to improve conditions for vulnerable roadway users (pedestrians, bikes, wheelchairs, etc.) as well as for motorists. A detailed feasibility study once completed, would be used to apply to applicable funding programs through agencies like TMACOG, ODOT, OPWC, Lucas County TID, Ohio Department of Development Grants, Roadwork Development (629) funds, State Infrastructure Bank (SIB) loans, and various other potential grant and loan programs.

CC-7

Shared Use Path (SUP) on City-Owned Property from Prairie Trail Park to Norfolk Southern Railroad vacant parcel east of Wilkshire Drive

Construct a SUP that would connect Prairie Trail Park eastward to Wilkshire Drive and eventually to a proposed SUP that would run north-south along the railroad vacant parcel located on the west side of the railroad tracks. The SUP would be located on the City owned parcel found just north of the residential areas along Dana Rae Driver and Shoemaker Drive. A connection to the SUP could be made at the stub street of Belmont Drive that would provide access to the neighborhood.



CC-8

Shared Use Path (SUP) on Norfolk Southern Railroad vacant parcel from Dutch Road to Village Parkway

There is a vacant parcel along the west side of the Norfolk Southern Railroad tracks that runs from Dutch Road southward to Village Parkway. This parcel could provide the opportunity to construct a SUP that would connect neighborhoods along Wilkshire Drive and Village Parkway to Dutch Road, which would provide access to the restaurants located on Dutch Road east of the Anthony Wayne Trail (AWT). A roundabout is programmed to be built at Dutch Road and AWT by the Lucas County

Engineer, and this would provide enhanced safety for pedestrians and bicyclists to pass through this intersection if the SUP were in place. A first step to this potential project would be to approach the Norfolk Southern Railroad on the opportunity to sell or transfer the parcel to the City for use on constructing the SUP.

CC-10

Shared Use Path (SUP) along Village Parkway/Canal Road from Norfolk & Southern Railroad to Anthony Wayne Trail to connect to existing SUP along Anthony Wayne Trail

Expand the existing sidewalk located along the north side of Village Parkway from the proposed north south SUP proposed along the west side of the railroad tracks, eastward to Canal Road and down to the AWT to connect to the existing SUP that ends at Canal Road along the western side of the AWT. This connection would only be needed if the SUP along the railroad is constructed.

CC-9

Shared Use Path (SUP) on Norfolk Southern Railroad vacant parcel from Village Parkway to Conrad Park/Wilkshire Dr.

A vacant parcel is located along the west side of the Norfolk Southern Railroad tracks that runs from Village Parkway southward into Conrad Park. This parcel could provide the opportunity to construct a SUP that would connect neighborhoods along Wilkshire Drive and Village Parkway to Conrad Park and Baer Park. There is currently a small section of a SUP that connects Conrad Park to Baer Park, and this potential SUP along the railroad parcel could tie into this existing section and then be extended to connect to Wilkshire Drive via use of a City owned parcel just north of the ball field on the west side of the park. A first step to this potential project would be to approach the Norfolk Southern Railroad on the opportunity to sell or transfer the parcel to the City for use on constructing the SUP.



Example of a Rails to Trails Project that used adjacent RR land for a Shared Use Path. Image courtesy of pedestrians.org

CC-11

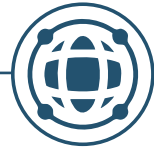
Shared Use Path (SUP) on Waterville-Monclova Road from Royal Hampton Lane to Michigan Avenue (construction slated for 2027)

An extension of the SUP along the west side of Waterville-Monclova Road that ends at Royal Hampton Lane southward to Michigan Avenue (SR64) is programmed to be constructed in 2027. This section is approximately 2,530-FT in length, and once in place, it will provide a SUP facility that runs the entire length of Waterville Monclova Road from Dutch Road southward to the Anthony Wayne Trail/River Road.



City officials are planning on extending the Shared Use Path on Waterville-Monclova Road from its current endpoint near Royal Hampton Lane south to Michigan Avenue.





CC-12

Shared Use Path (SUP) on SR 64 (Waterville-Swanton Road) from Pray Boulevard westward to Finzel Road roundabout in Whitehouse

Construct a SUP (approximately 1.7 miles) along the north side of Waterville Swanton Road from the intersection of Pray Boulevard and Waterville Swanton Road westward to the roundabout in Whitehouse at Finzel Road. One pinch point on this section of SUP will be at the overpass of US 24, where the SUP may need to be a narrower width crossing the bridge, or the alternative is to add onto the bridge width to accommodate an 11 FT wide SUP. This project would be a collaborative effort

with several jurisdictions involved including the City of Waterville, Village of Whitehouse, Waterville Township, Lucas County Engineer, and ODOT (given the overpass structure of US 24).

CC-13

Extend sidewalks on east side of North River Road from the end of sidewalks north of North Street to 324 North River Road

Construct sidewalks along the east side of River Road from just north of North Street where the existing sidewalks end; and extend the sidewalks northward to the City parcel located at 324 East River Road. This additional 1,100 FT section of sidewalk would provide access to City parcel that could be a future access to the riverfront as the parcel extends back to the Maumee River. It could provide a potential canoe/kayak launch/take-out access and/or a public fishing access.



CC-14

Extend sidewalks on east side of South River Road from the end of sidewalks south to Waterworks Drive

Extend the existing sidewalks along the east side of River Road southward approximately 630 FT from where they currently end, to the SUP that extends into Waterworks Park. This extension will provide safer pedestrian access from the neighborhoods into Waterworks Park.



The lack of sidewalks connecting to Waterworks Park was a connectivity gap identified by residents in the planning process.

CC-15

Shared Use Path (SUP) on Dutch Road from Waterville-Monclova Road roundabout eastward to Anthony Wayne Trail

Construct a SUP (approximately 1.05 miles) from the roundabout at the Waterville Monclova Road eastward to the Anthony Wayne Trail along the southside of Dutch Road. This SUP would tie into the existing SUP along the west side of Waterville Monclova Road that provide a connection between the neighborhoods along Waterville Monclova Road to the restaurants located at the Dutch Road and AWT intersection.





CC-16

Extend the Shared Use Path (SUP) from Canal Road along Anthony Wayne Trail to Dutch Road

Continue the existing SUP (currently ends at Canal Road) northward along the west side of the AWT to Dutch Road (approximately 4,250 FT in length). This SUP would provide a recreational trail and pedestrian/bike access from the downtown Waterville area northward to Dutch Road where a couple of restaurants are located.



CC-17

Shared Use Path (SUP) on Dutch Road from the Waterville-Monclova Road roundabout to Finzel Road in Whitehouse

Construct a SUP (approximately 2.3 miles) from the roundabout at the intersection of Waterville Monclova Road & Dutch Road westward to Finzel Road in Whitehouse. This SUP would likely be best placed on the north side of Dutch Road given all of the residential subdivisions that have been constructed in recent years and are planned in the next few years. This SUP would provide a safe pedestrian/bike facility for students to bike to school in Whitehouse. There is an existing sidewalk

area under the US24 overpass of Dutch Road that is available to use for the SUP under the bridge. This project would be a collaborative effort with several jurisdictions involved including the City of Waterville, Village of Whitehouse, Waterville Township, Lucas County Engineer, and ODOT (given the US24 overpass of Dutch Road).

CC-18

Develop a School Travel Plan (under ODOT's SRTS Program)

The City of Waterville should work with the Anthony Wayne Local School District, the Village of Whitehouse, Waterville Township, and Monclova Township to develop a School Travel Plan. This plan would identify corridors to improve pedestrian facilities that are used by students walking to/from school, and especially to key areas of the community. Once the travel plan is finalized, it can be used to apply for funding through the Safe Routes to School (SRTS) program to build safe travel corridors to school facilities that will

encourage walking and biking to and from school.



Safe Routes to School

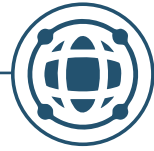
CC-19

Establish a Dedicated Capital Improvement Fund or Levy to Finance Road and Pedestrian/Bike Connectivity Improvements

Infrastructure is costly to maintain and to improve within a community. At the present time, Waterville allocates varying amounts every year to improve roads. There is a significant benefit for those communities that have established a dedicated capital improvement fund for financing road and non-motorized facilities. These dedicated transportation funds would be used to begin making systemic improvements to roadways and pedestrian/bicycle facilities within the City of Waterville. Having such a funding source dedicated

to transportation improvements provides a local match that is needed for many of the state and federal funding programs that typically require anywhere from 10% to 50% of the costs of a project. Having a dedicated local funding source (e.g., street levy) for transportation improvements is very beneficial to chasing these state and federal funding programs to leverage these funds from outside sources.





CC-20

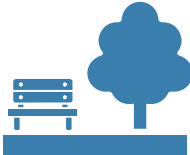
Develop a Parks and Recreation Master Plan

Residents and students alike are desirous of new and refined ways to connect to the community. To meet this need, city officials have made new improvements to Memorial Park Stakeholder groups like the Waterville parks board have also helped to facilitate a discussion on innovative ideas for new improvements to all eight city parks as well as ideas for improving pedestrian connectivity throughout the community.

According to the Community Survey...

83%

want more parks and recreational land use



In preparing the Parks and Recreation Plan, Waterville will be able to address issues such as service delivery & maintenance, capital planning, and the development of appropriate user fees if necessary. At the present time, parks are guided by a parks board and no parks and recreation department exists (parks are maintained by the public works department).

The Parks and Recreation Master Plan could help facilitate a discussion in many areas to include:

- Programming for seniors, youth and young adults. Officials from Anthony Wayne Local School District and communities within the school district, Anthony Wayne Community YMCA, Anthony Wayne Area Youth Foundation, Toledo Metroparks, Maumee Senior Center at Waterville Branch, Fallen Timbers Family Recreation Club, and other stakeholders and could also participate in the desires of their unique audiences.
- Pedestrian connectivity and trail design guidelines guided around a Complete Streets policy. These guidelines could include sidewalks, separated bike and pedestrian

paths and trails, location and development of trailheads and an on-street bike path system.

- A strategy to “right size” the park system as the community grows. Doing this might require updating the zoning ordinance and/or subdivision regulations to ensure amenities are provided for in new developments and subdivisions and schools are interconnected with sidewalks or walking paths.
- Capital improvement funding, fundraising efforts, and operation revenues.
- Parkland dedication requirements from development that requires developers to set aside resources for parkland dedication (Chapter 1114 of Waterville’s subdivision regulations).

I would love to see more love given to our parks with more amenities and better playground equipment. We have so many families that use them. Keep up the improvements!

CC-21

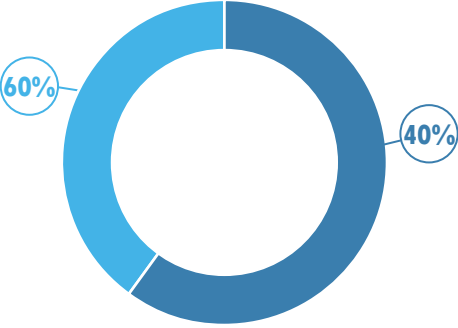
Pursue the Feasibility of a Parks Levy or Joint Recreation District

Citizens have also expressed a desire for additional recreational opportunities including improved pedestrian connectivity, bike lanes, a “face-lift” to some existing parks and a possible updated recreational facility. An updated or new facility will pose budgetary challenges to the City. The current recreation monies provide enough funding to make slow, steady progress on maintenance and repairs, while providing staff for programs and services. New recreational facilities and services will require creative funding solutions.

Providing for these improvement services and amenities will likely require city officials to either pass a parks levy or team up with nearby townships (Waterville Township, etc.) to develop a joint recreation district.

Ohio communities are enabled under Ohio Revised Code (Section 755.14) to establish joint recreation districts to raise revenues to equip, operate, and maintain parks, playgrounds, playfields, gymnasiums, public baths, swimming pools, or recreation centers, all with the purpose of promoting recreational opportunities and preserving open spaces. This entity could be enabled to issue bonds and retire the debt using levies, sales and other revenues, and help with the improvement of natural watercourses (ORC 755.28), which could aid in the advancement of trail systems throughout the identified park district area and help to better connect Metroparks trails to the city pedestrian connectivity routes and shared use paths.

Would you support a City parks and recreation levy to generate additional resources for new park facilities, paths and programming in the City of Waterville?



■ Yes ■ No



CC-22

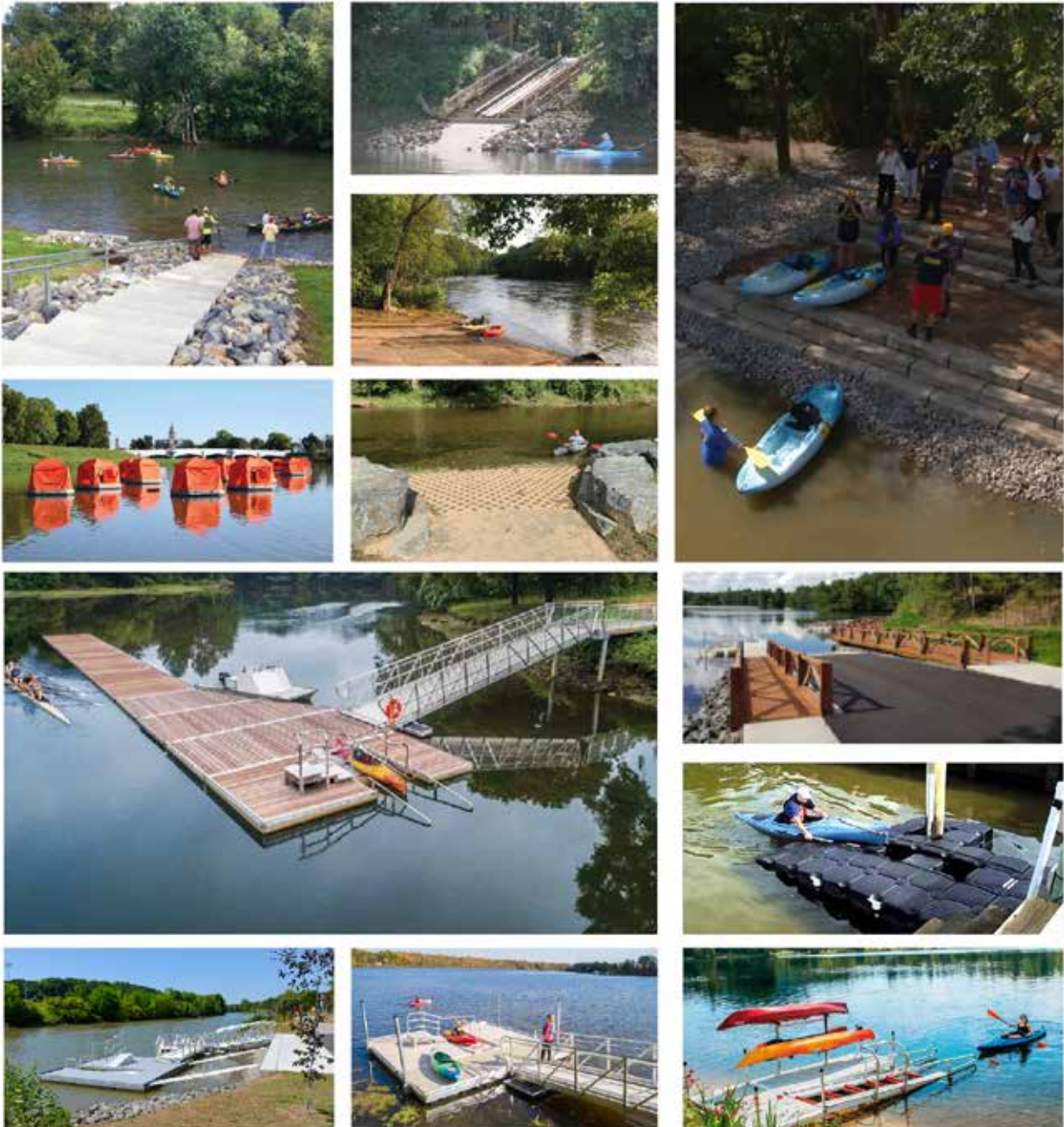
Improve Riverfront Viewing and Access (Waterworks Park, Roche de Boeuf, North River Road, etc.)

Activating Waterville’s community access to the Maumee River has been a long-time goal. Waterville residents indicated support for additional pedestrian connectivity elements like shared use paths and better access to the Maumee River. The primary access points had been Waterworks Park and Memorial Park for river access, as well as the Farnsworth Metropark boat launch. The recent addition of Parker Square has enhanced Memorial Park and provided additional aesthetic access to the Maumee River. Additional riverfront access is still a goal of the community, and potential enhancements for riverfront access include:

- The Roche de Boeuf area and Waterworks Park.
- City-owned property on North River Road at 324 East River Road.



The city’s property on North River Road could be activated as an additional riverfront access point.



Many locations along the Maumee River can be activated with seasonal high-impact, low-cost river access solutions, some of them highlighted above. Float Troy provides tents to summer-goers along the Great Miami River, and similar arrangements could occur along the Maumee River.

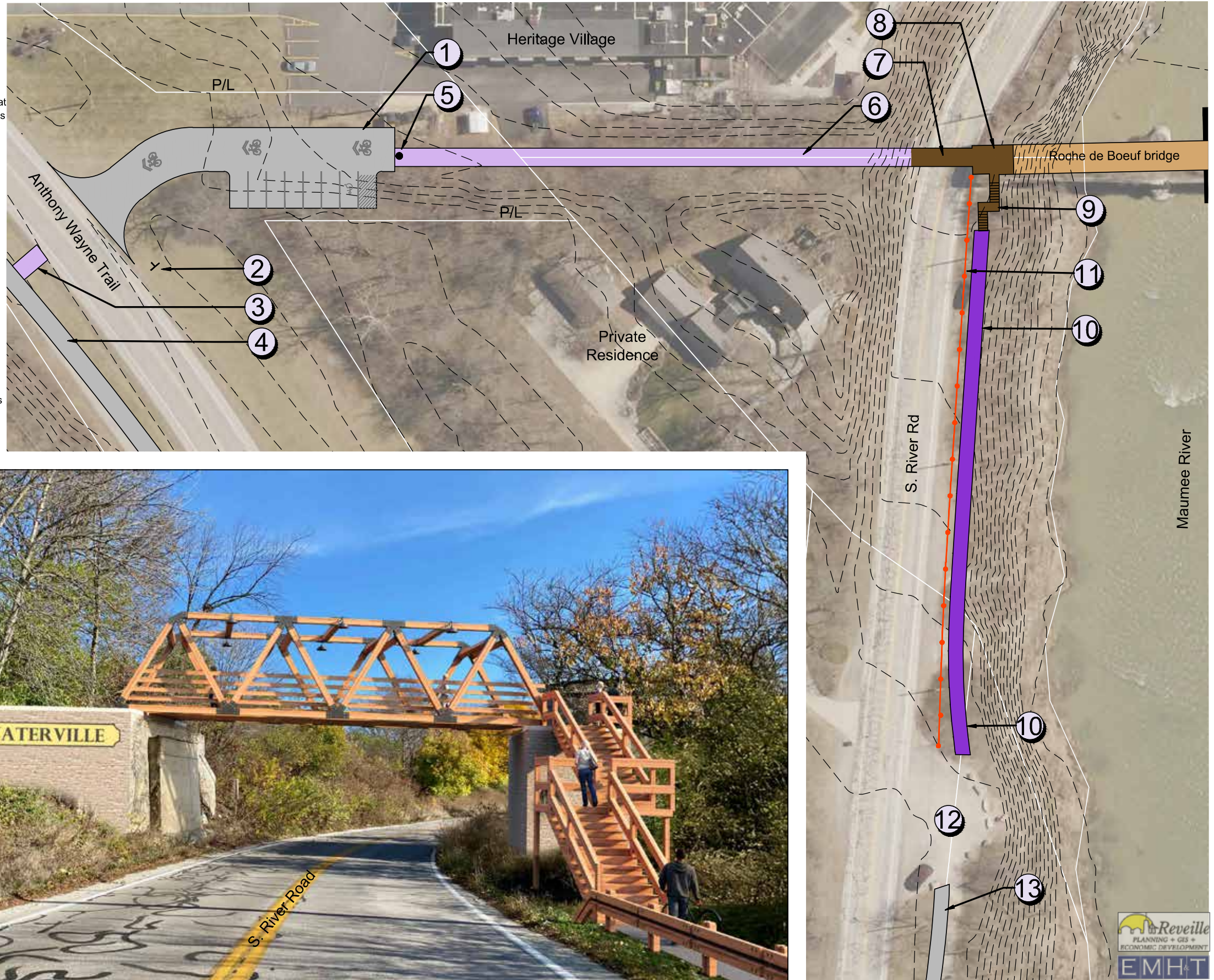


Roche De Boeuf Interurban Bridge Pedestrian Connection Exhibit

SUMMARY: Utilize existing right-of-way to provide off-street parking and a pedestrian connection from Anthony Wayne Trail over S. River Road to the Maumee River. A new bridge is proposed utilizing the existing abutment on the west side of S. River Road for a new path that terminates on the east side at a scenic river overlook. Through a series of steps, this asset will provide a connection to the existing Towpath Trail at the parking and viewing area adjacent S. River Road and the Maumee.

PLAN NOTES:

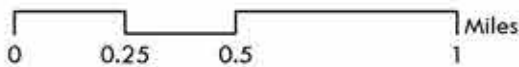
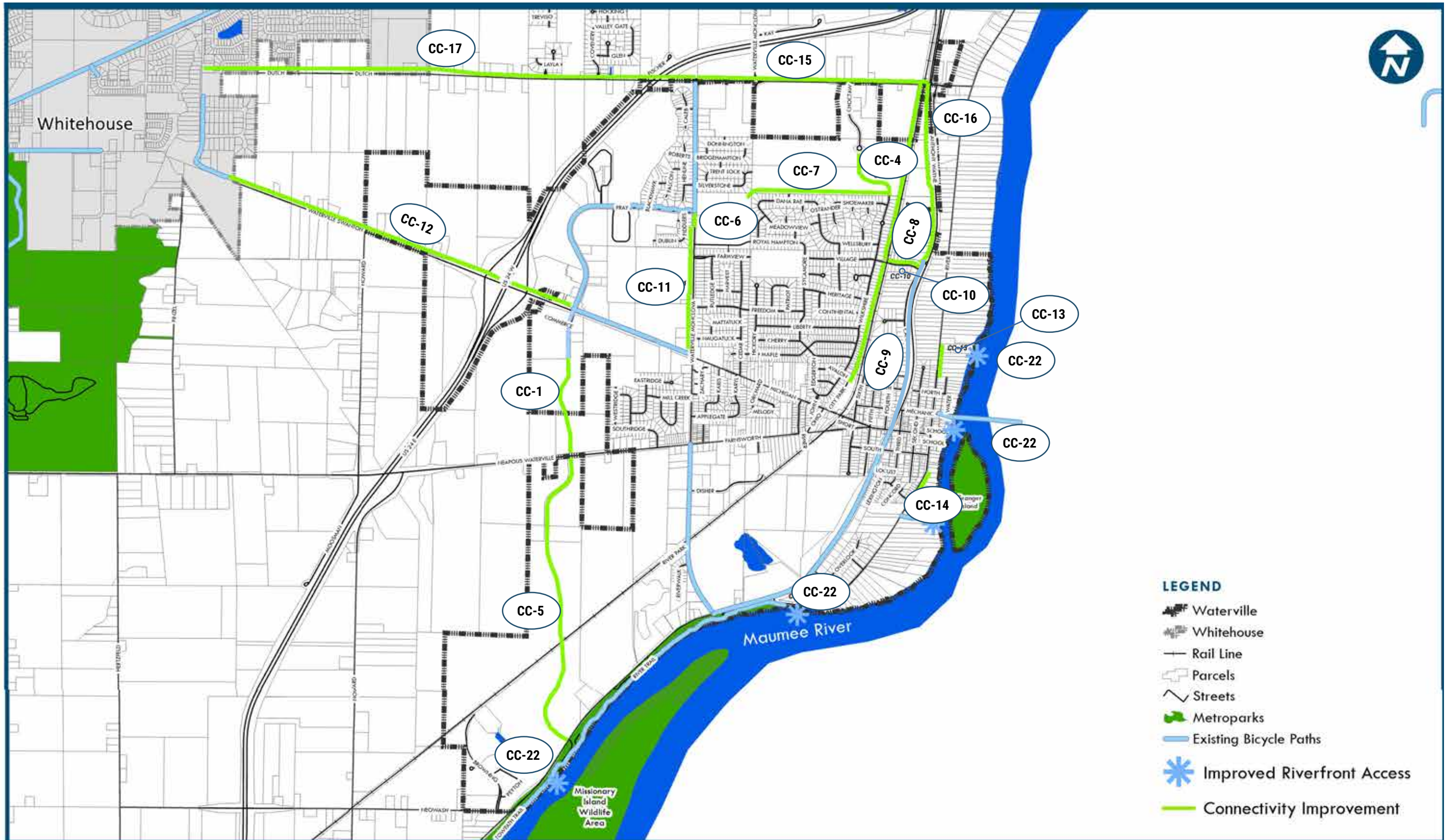
1. Proposed parking.
 - Sharrow drive aisle due to narrow site constraints.
 - Pursue opportunity to share parking with Heritage Village
2. Pedestrian crossing sign
3. Connection to existing path
4. Existing Path
5. Bollard to restrict vehicles from using path
6. Proposed paved path
 - 10-foot wide asphalt with 2' clear zones each side
7. Bridge over S. River Road
 - Utilize existing bridge abutments if feasible
8. Scenic overlook of Maumee River
9. Steps connecting bridge to Towpath Trail
10. Proposed Towpath Trail extension - limestone screens
11. Railing: Provides a visual and physical barrier between the roadway and path. Corridor is very narrow and special provisions may be necessary in order to install a safe path such as retaining walls or cantilevered decking.
12. Existing gravel parking area and viewing area
13. Existing Towpath Trail



Existing Condition



Map: Connected Community



Source: Lucas County Auditor, Waterville, Reville. Not for development purposes.





VI

Plan Implementation



Vibrant Community

Element No.	Strategy	Collaborating Entity or Organization							Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	AWS	Local Organizations	Other Organizations/Stakeholders			
VC-1	Modernize the Zoning Code	✓	✓	Administrator, Engineer, Zoning, Public Works		Realtors, Businesses/Property Owners, Stakeholders	-		S	
VC-2	Adopt and Update Exterior Property Maintenance Regulations and Nuisance Abatement Standards	✓	✓	Administrator, Zoning, Public Works, Police, Fire		Neighborhood Groups, Property Owners	Toledo-Lucas Co. Health Dept.		S	
VC-3	Adopt a Vacant Property Registration Ordinance (VPRO)	✓		Administrator, Zoning, Public Works, Utilities, Police, Fire		Neighborhood Groups, Property Owners	Toledo-Lucas Co. Health Dept.		S	
VC-4	Optimize the Economic Development Toolbox	✓	✓	Administrator, Finance	✓	CIC, Community Foundation	RGP, Jobs Ohio, ODOD		S-0	
VC-5	Promote Community Site Readiness	✓	✓	Administrator, Engineer, Public Works, Police, Fire, Zoning, Utilities	✓	CIC, Chamber of Commerce	Whitehouse, Waterville Twp, RGP, Jobs Ohio, ODOD, ODOT		0	
VC-6	Encourage Housing Opportunities Supportive of a Growing Economy and "Aging-in-Place"	✓	✓	Mayor, Administrator, Fire, Police	✓	CIC, Chamber of Commerce, Realtors	Developers, Browning Masonic Community		0	
VC-7	Improve the Downtown Experience	✓	✓	Administrator, Engineer, Public Works, Zoning		Historic District Commission, Downtown Property Owners and Businesses, Parks Board, Chamber of Commerce, CIC	Developers, Co. Econ. Dev. Dept., Metroparks Toledo, Cellular Service Providers		0	
VC-8	Become a Certified Local Government	✓	✓	Administrator		Historic District Commission, Downtown Property Owners and Businesses, Chamber of Commerce, CIC	Ohio History Connection		S	
VC-9	Develop a Downtown Property Conditions Summary with Parking Review			Administrator, Engineer, Public Works, Zoning, Police, Fire		Chamber of Commerce, CIC, Historic District Commission, Downtown Businesses/Property Owners	Lucas Co. Auditor		M	
VC-10	Public Realm Refinements	✓		Administrator, Public Works		Parks Board, Historic District Commission, Downtown Businesses/Property Owners, Community Foundation, Stakeholders	Metroparks, Waterville Twp, Whitehouse, T Mobile Hometown Grants		0	
VC-11	Nurture and Intensify Public and Private Partnerships (P3)	✓	✓	Mayor, Administrator	✓	Chamber of Commerce, CIC, YMCA, AW Youth Foundation, Community Foundation, AW Area Arts Commission, Banks, Local Businesses	RGP, Metroparks Toledo, Co. Commissioners, Co. Engineer, ODOD, ODOT		0	
VC-12	City Structure and Organizational Refinements	✓		Mayor, Administrator, All Depts, Charter Review Committee	✓	-	-		S-0	
VC-13	Leverage Resources for Growth and Revitalization Efforts	✓	✓	Administrator, Zoning, Public Works, Police, Fire	✓	CIC	Metroparks Toledo, County Econ. Dev. Dept., Co. Commissioners, Co. Engineer, ODOD, ODOT		0	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing





Infrastructure and Community Services

Element No.	Strategy	Collaborating Entity or Organization						Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	AWS	Local Organizations	Other Organizations/Stakeholders		
ICS-1	Update Water Distribution Model to Reflect Current & Planned Conditions	✓		Administrator, Public Works, Engineering		-	City of Bowling Green, OEPA, Consulting Engineer	S	
ICS-2	Prepare a Hydrant and Valve Repair, Replacement, and Testing Program, including Annual Valve Exercising			Public Works		-	-	S	
ICS-3	Continue Updates and Revisions to Utility Asset Management System			Administrator, Public Works		-	Lucas Co. Engineer	O	
ICS-4	Develop a Wastewater Collection System General Plan, including System Modeling	✓		Administrator, Public Works, Engineering		-	Lucas Co. Sanitary Engineer, Ohio EPA, Consulting Engineer	S	
ICS-5	Continue Pursuit and Elimination of Sources of Inflow and Infiltration (I/I)	✓		Administrator, Public Works, Engineering		-	Lucas Co. Sanitary Engineer, Ohio EPA, Consulting Engineer	O	
ICS-6	Update Subdivision Regulations and Local Design Standards (Code Chapter 1119)	✓	✓	Administrator, Public Works, Engineering		-	Consulting Engineer	S	
ICS-7	Codify Local Stormwater Rules for Conveyance & Detention/Retention, including Low-Impact Design (LID)	✓	✓	Administrator, Public Works, Engineering		-	Consulting Engineer	S	
ICS-8	Develop a Formalized Pavement Rating System & Management Program to Prioritize Planned Improvements			Public Works		-	Consulting Engineer	S	
ICS-9	Develop Long-Range Staffing and Succession Plans			Administrator, Public Works		-	-	O	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing





Connected Community (1 of 2)

Element No.	Strategy	Collaborating Entity or Organization							Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	AWS	Local Organizations	Other Organizations/Stakeholders			
CC-1	Feasibility Study of extending Pray Blvd. southward from Waterville-Swanton Rd. (SR64) from where it currently ends to Waterville-Neapolis Rd. (include Shared Use Path with project)	✓	✓	Administrator, Public Works		Lucas Co. Engineer, Waterville Twp.	Property Owners, Businesses	M		
CC-2	Completion of roundabout at Dutch Rd. and Anthony Wayne Trail (construction slated for 2028)	✓	✓	Administrator, Fire, Police, Public Works, Zoning		Waterville Twp., Lucas Co. Engineer, ODOT	Property Owners, Businesses	M		
CC-3	Geometric improvements (or mini-roundabout) to intersection of Michigan Ave./Farnsworth Rd./Waterville-Neapolis Rd./5th Street (first step is conduct safety study)	✓		Administrator, Public Works, Fire, Police		-	Property Owners	M		
CC-4	Extend Choctaw Dr. from dead end at roundabout to Wilkshire Dr.	✓		Administrator, Public Works, Fire, Police		-	Property Owners	M		
CC-5	Extend Pray Blvd. from Neapolis-Waterville Rd. to AWT/Farnsworth Metropark Entrance (include Shared Use Path with project)	✓	✓	Administrator, Public Works		Lucas Co. Engineer	Browning Masonic Community, Metroparks Toledo	L		
CC-6	Shared Use Path (SUP) on east side of Waterville-Monclova Rd to connect existing SUP to RRFB crossing at Pray Blvd	✓		Administrator, Public Works, Fire, Police		-	-	S		
CC-7	Shared Use Path (SUP) on City Owned Property from Prairie Trail Park to Norfolk Southern Railroad vacant parcel east of Wilkshire Dr.	✓	✓	Administrator, Zoning, Public Works		-	Norfolk Southern Combined RR, Property Owners	M-L		
CC-8	Shared Use Path (SUP) on Norfolk Southern Railroad vacant parcel from Dutch Rd. to Village Pkwy	✓	✓	Administrator, Zoning, Public Works		-	Norfolk Southern Combined RR, Property Owners	M-L		
CC-9	Shared Use Path (SUP) on Norfolk Southern Railroad vacant parcel from Village Pkwy to Conrad Park/Wilkshire Dr.	✓	✓	Administrator, Zoning, Public Works		-	Norfolk Southern Combined RR, Property Owners	M-L		
CC-10	Shared Use Path (SUP) Village Pkwy/Canal Rd. from N&S RR to AWT to connect to existing SUP along AWT	✓		Administrator, Zoning, Public Works		-	Norfolk Southern Combined RR, Property Owners	M		
CC-11	Shared Use Path (SUP) on Waterville-Monclova Rd. from Royal Hampton Ln. to Michigan Ave. (construction slated for 2027)	✓		Administrator, Zoning, Public Works		-	Property Owners, Businesses	M		
CC-12	Shared Use Path (SUP) on SR 64 (Waterville-Swanton Rd.) from Pray Blvd. westward to Finzel Rd. roundabout in Whitehouse	✓	✓	Administrator, Zoning, Public Works	✓	Waterville Twp., Whitehouse, ODOT, TMACOG	Property Owners, Businesses	M		
CC-13	Extend sidewalks on east side of N. River Rd. from end of sidewalks north of North St. to 324 N. River Rd.	✓		Administrator, Zoning, Public Works		-	Property Owners	M		

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing





Connected Community (2 of 2)

Element No.	Strategy	Collaborating Entity or Organization							Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	AWS	Local Organizations	Other Organizations/Stakeholders			
CC-14	Extend sidewalks on east side of River Rd. from end of sidewalks south to Waterworks Dr.	✓		Administrator, Zoning, Public Works		-	Property Owners	S		
CC-15	Shared Use Path (SUP) on Dutch Rd. from Waterville-Monclova Rd. roundabout eastward to AWT	✓	✓	Administrator, Zoning, Public Works	✓	Waterville Twp., ODOT, TMACOG	Property Owners, Businesses	L		
CC-16	Extend the Shared Use Path (SUP) from Canal Rd along AWT to Dutch Rd.	✓	✓	Administrator, Zoning, Public Works		Waterville Twp., ODOT, TMACOG	Property Owners, Businesses	M		
CC-17	Shared Use Path (SUP) on Dutch Rd from the Waterville Monclova Rd roundabout to Finzel Rd in Whitehouse	✓	✓	Administrator, Zoning, Public Works		Waterville Twp., ODOT, TMACOG	Property Owners, Businesses	L		
CC-18	Develop a School Travel Plan (under ODOT's SRTS Program)	✓	✓	Administrator, Fire, Police, Public Works	✓	Waterville Twp., Village of Whitehouse, ODOT SRTS Program	Toledo-Lucas Co. Health Dept., Metroparks Toledo	M		
CC-19	Establish a Dedicated Capital Improvement Fund or Levy to Finance Road and Pedestrian/Bike Connectivity Improvements	✓	✓	Administrator, Finance, Public Works		Parks Board	-	M		
CC-20	Develop a Parks and Recreation Master Plan	✓	✓	Mayor, Administrator, Public Works	✓	Parks Board, YMCA, AW Youth Foundation	-	S		
CC-21	Pursue the Feasibility of a Parks Levy or Joint Recreation District	✓	✓	Mayor, Administrator, Public Works		Parks Board, YMCA, AW Youth Foundation	Village of Whitehouse, Waterville Twp., Metroparks Toledo	S		
CC-22	Improve Riverfront Viewing and Access (Waterworks Park, Roche de Boeuf, North River Road, etc.)	✓		Administrator, Public Works		Parks Board, Community Foundation	Metroparks Toledo, ODNR	O		

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