

City of Bedford Heights

Master Plan

November, 1998

*Prepared by the
Cuyahoga County Planning Commission*



City of Bedford Heights
“Service City U.S.A.”

CITY OF BEDFORD HEIGHTS MASTER PLAN

November 1998

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CITY OF BEDFORD HEIGHTS MASTER PLAN

November 1998

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Chapter 1

Community Goals

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Goals describe the overall views of a community. As broad-based ideals, desires, and aspirations; community goals form the basic framework and starting point for the preparation of the **Bedford Heights Master Plan**. Goals also act as a guide for public policy decisions made by the Mayor, City Council, the Planning Commission, and the City's various zoning, development and service departments. Community goals may also be useful to courts of law in helping to determine whether local public policies and regulations are consistent and fair.

Based on the issues discussed at the June 9, 1997 Issues and Goals Work Session by the Bedford Heights Master Plan Committee (See Appendix A), a set of overall community goals has been developed. In the process of reviewing issues and priorities, it has become apparent that there are six primary issues to address:

- ✓ Preservation of residential areas and neighborhoods;
- ✓ Economic development and maintenance of the tax base;
- ✓ Reduction of traffic congestion;
- ✓ Development and preservation of a strong community image;
- ✓ Planning of vacant land and land that may experience a change in land use; and
- ✓ Maintenance and expansion of the City's public facilities and infrastructure.

The balance of this chapter lists the goals determined by the Bedford Heights Master Plan Committee as being crucial in the formation of the Bedford Heights Master Plan and in addressing the above mentioned six primary issues.

Goals for the Preservation of Residential Areas and Neighborhoods

- ✓ Continue to **preserve and maintain** the quality of the City's existing housing stock.
- ✓ Continue to enforce the City's **point of sale inspection program** and other laws that promote the maintenance of the City's housing stock.
- ✓ Promote **racial diversity** in all of the City's residential neighborhoods.
- ✓ Promote **larger lot sizes** in Bedford Heights which will generate lower residential densities than what is commonly found in abutting communities.
- ✓ Encourage the construction of **new housing**, especially housing that reflects modern styling and contemporary residential living.
- ✓ Continue to encourage the construction of new housing that is affordable for **all residents, including senior citizens**.

Goals for Economic Development and Maintaining the Tax Base

- ✓ Attract **new industry** to the City's existing industrial areas.

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- ✓ Retain the City's **existing industrial and commercial businesses**.
- ✓ Identify opportunities for potential **redevelopment of marginal uses as well as vacant industrial and commercial land** in order to enhance the City's tax base.
- ✓ Maximize the stability of employment and income generation by promoting the **diversification of employment opportunities**.
- ✓ Promote the City's **locational advantages** for future industrial and office development by emphasizing the City's accessibility to Interstates 271 and 480 and U.S. Route 422.

Goals for Reducing Traffic Congestion

- ✓ Promote the **orderly flow of traffic** and the reduction of existing traffic congestion.
- ✓ Encourage the use of **public transportation, including commuter rail travel**, in order to reduce the need for reliance on the automobile.
- ✓ Promote the construction of **grade separations for major streets that intersect with railroad tracks and/or interstate highways**.
- ✓ Facilitate **pedestrian traffic** especially along major commercial corridors and where institutional uses are located.

Goals for the Development and Preservation of a Strong Community Image

- ✓ Define and develop a **new community vision** for the City of Bedford Heights.
- ✓ Develop a **town center plan** for the central area of Bedford Heights.
- ✓ Improve **visibility and access to City Hall**.
- ✓ Encourage **joint decision making** and information sharing **between the local school board and City officials on joint issues**.
- ✓ Encourage **community support for the funding of civic institutions** such as the schools, parks and recreation facilities.
- ✓ Support the **passage of police and fire levies as well as the development and maintenance of block watch groups to combat crime** within the City.

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- ✓ Encourage **attractiveness** in existing and future development.
- ✓ Encourage **widespread citizen participation** in local government and civic affairs.

Goals for the Planning of Vacant Land and Land That May Experience a Change in Land Use

- ✓ Develop a **future land use map** which presents a pattern of land use for the future which encompasses the goals and objectives of the City.
- ✓ Devise **development plans and strategies for land that is currently vacant** as well as **for large developed areas** of the City with a potential for land use changes in the near future.
- ✓ Encourage the **retention of existing parks and open space** and **protect existing environmentally sensitive lands** such as floodplains, wetlands, steep slopes and areas that contain substantial stands of trees and/or unique vegetation.
- ✓ Update the City's **zoning code** as well as **other municipal development regulations** to better reflect the goals and objectives of this Master Plan as well as to clarify any ambiguities and inconsistencies that may currently exist.

Goals for Maintaining and Expanding the City's Public Facilities and Infrastructure

- ✓ Continue to maintain existing public facilities and infrastructure, including:
 1. **Water and sewer facilities**
 2. **Wastewater Treatment Plant**
 3. **Public buildings**
 4. **Public streets and sidewalks**
- ✓ Inventory all of the above facilities with regard to adequacy and condition and **determine if there is a need for expansion or major renovation.**

Chapter 2

Demographic Analysis

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Introduction

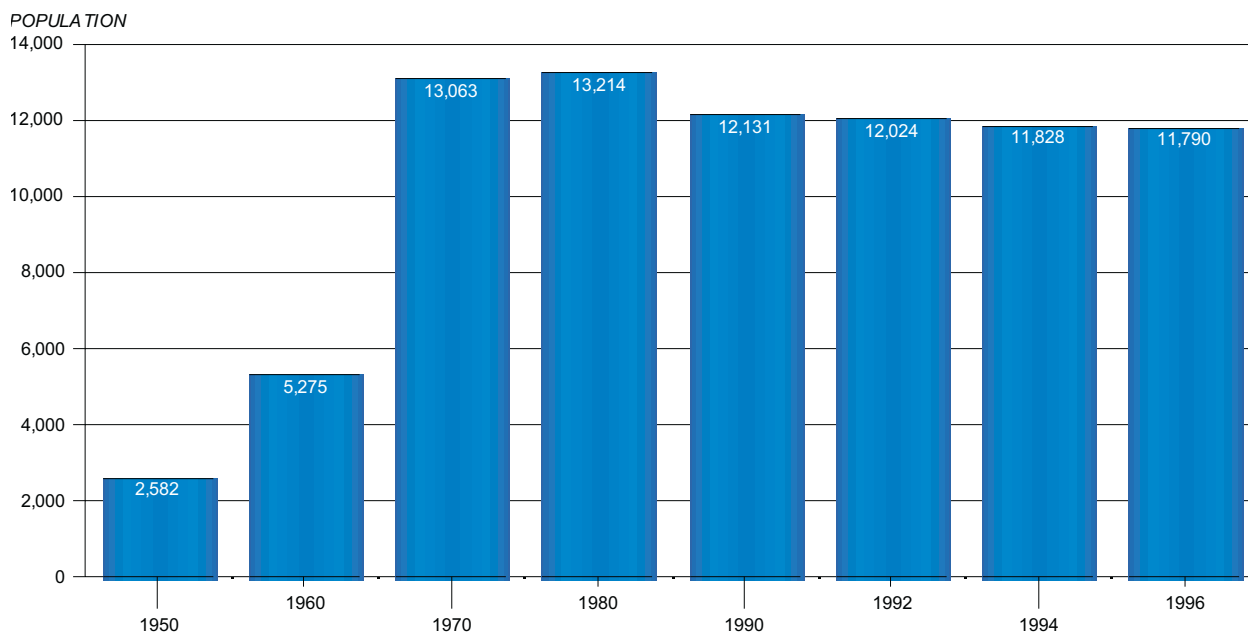
A community demographic analysis is a necessary and critical step in the identification of key trends for the development of policies concerning housing, land use, and economic development. The demographic component of the *Bedford Heights Master Plan* is an up-to-date summary of the community's population, the social and economic characteristics of its residents, school enrollment, housing and tax revenues. Chapter 2 presents this key demographic data of the City and compares demographic patterns which are occurring in Bedford Heights with similar trends occurring within neighboring communities and Cuyahoga County as a whole.

Population Characteristics

Population Growth and Decline

According to the *1990 Census of Population and Housing*, the official population count for Bedford Heights in the year 1990 was 12,131. However, by 1996 the Census Bureau estimated that the City's population had dipped to 11,790, indicating a 2.8% decline from the 1990 count. *Graph 2-1* illustrates population counts for the City of Bedford Heights since 1950. While 1980 represented the year when the City reached its peak in terms of population over the past nearly 50 years, the decade of the 1960's marked the largest period of growth. During the ten years from 1960-1970, the population of Bedford Heights grew 148% coinciding with the City's rapid build-out of residential development in the City. Over half (52.4%) of all residential dwelling units in Bedford Heights were built in the 1960's.

Graph 2-1, Population Change, 1950-1996, City of Bedford Heights



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From 1970-1980, Bedford Heights sustained marginal growth (1.2%), **but after 1980 the City experienced a decline in population.** *Table 2-1* and *Graph 2-2* show the population changes in Bedford Heights and its neighboring communities in southeast Cuyahoga County over the 20 year period from 1970-1990.

While changing household dynamics such as fewer children per family may, in part, be responsible for population declines, **regional growth dynamics** is playing an even greater role in the growth and decline of communities in Cuyahoga County. The phenomenon of negative growth that first occurred only within the City of Cleveland and its inner ring suburbs has now spread to many of the southeastern suburbs including, not only Bedford Heights, but also the nearby communities of Maple Heights, North Randall, Bedford, Warrensville Heights, Oakwood and Walton Hills. In addition, Cuyahoga County as a whole has experienced substantial population decline (see *Graph 2-2* and *Map 2-1*). Meanwhile, suburban communities located further away from the urban core such as the City of Solon and Orange Village (*Table 2-1* see and *Graph 2-2*), as well as several nearby communities outside of Cuyahoga County such as Twinsburg, Hudson and Aurora have all experienced substantial population growth during this same period of time from 1970-1990.

Population Projections

Three separate population projections have been prepared, demonstrating a high, middle, and low population range through the year 2020 and are demonstrated in *Graph 2-3*. In all three scenarios, the population in the City of Bedford Heights is expected to decline. The first set of projections are based on a share of Cuyahoga County's population, which assigns an estimated percentage of the County's total population towards the City of Bedford Heights. This methodology reflects the continuation of the average change of Bedford Heights' share of the county's population and shows a moderate decrease in each 5-year increment. *Graph 2-3* shows the population estimate based on this share of the county methodology and projects the population for Bedford Heights by the year 2020 to decline to **11,143**.

The second set of projections were conducted by the Northeast Ohio Area Coordinating Agency (NOACA) showing a middle range population estimate. These projections are very similar to the population totals of the share of the county method and show only slight differences in total population due to estimating. NOACA uses a combination of sources such as land use and building permit considerations, as well as allotting local population from county totals. *Graph 2-3* details NOACA's projections from 1990- 2020 and indicates that the City's population will have declined to **11,100**.

Graph 2-3 also shows a third set of population projections which are based on historical trends, where recent growth rates or declines are projected to determine future populations. The historic extrapolation methodology calculates the average annual change in population for the City and assumes this average will continue as a constant through to the year 2020. The annual rate of change from 1970 to 1990 is a loss of 46.6 persons or 233 people for each 5-year period. This methodology yields a total estimated population of **10,733** by the year 2020, the lowest population estimate of the three scenarios.

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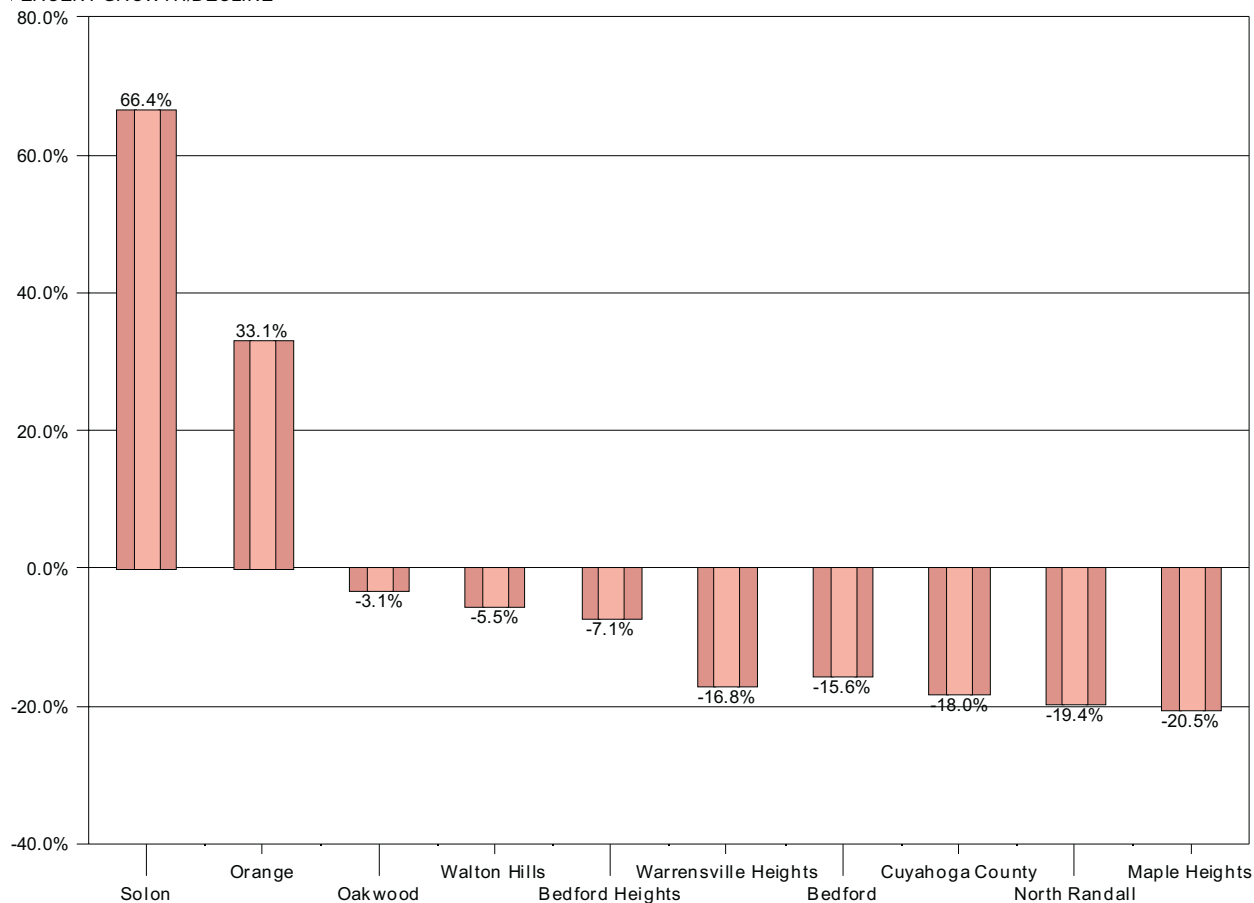
Table 2-1, Population Growth: 1970-1990, City of Bedford Heights and Surrounding Communities

Community	Population		Population Change		
	1970	1980	1990	1970-1990	
Declining Population 1970-1990				Number	%
BEDFORD HEIGHTS	13,063	13,214	12,131	-932	-7.13%
Bedford	17,552	15,056	14,822	-2,730	-15.55%
Maple Heights	34,093	29,735	27,089	-7,004	-20.54%
North Randall	1,212	1,054	977	-235	-19.39%
Oakwood Village	3,499	3,786	3,392	-107	-3.06%
Walton Hills	2,508	2,199	2,371	-137	-5.46%
Warrensville Heights	18,925	16,565	15,745	-3,180	-16.80%
Cuyahoga County	1,721,300	1,498,400	1,412,140	-309,160	-17.96%
Increasing Population 1970-1990					
Orange Village	2,112	2,376	2,810	698	33.05%
Solon	11,147	14,341	18,548	7,401	66.39%

Source: Census of Population and Housing, 1970, 1980 and 1990. U.S. Department of Commerce, Bureau of the Census

Graph 2-2, Population Change, 1970-1990, Selected Southeast Suburbs

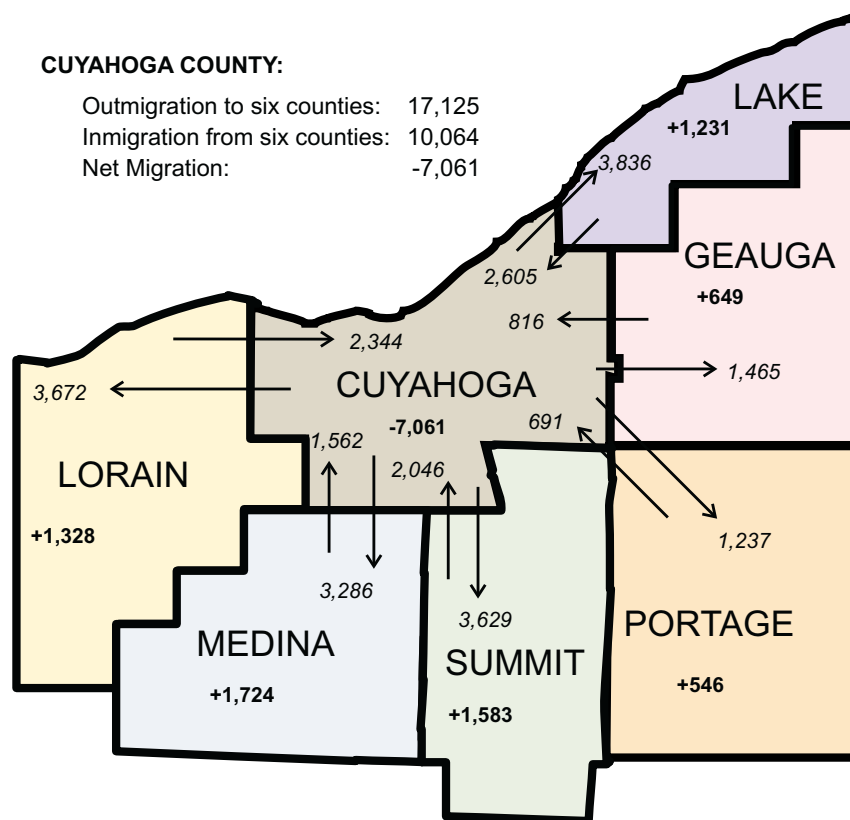
PERCENT GROWTH/DECLINE



SOURCE: Bureau of the Census

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Map 2-1, Migration Flow Between Cuyahoga and Adjacent Counties, 1993-1994



68% of 1993-94 net outmigration from Cuyahoga County was to the six adjacent counties.

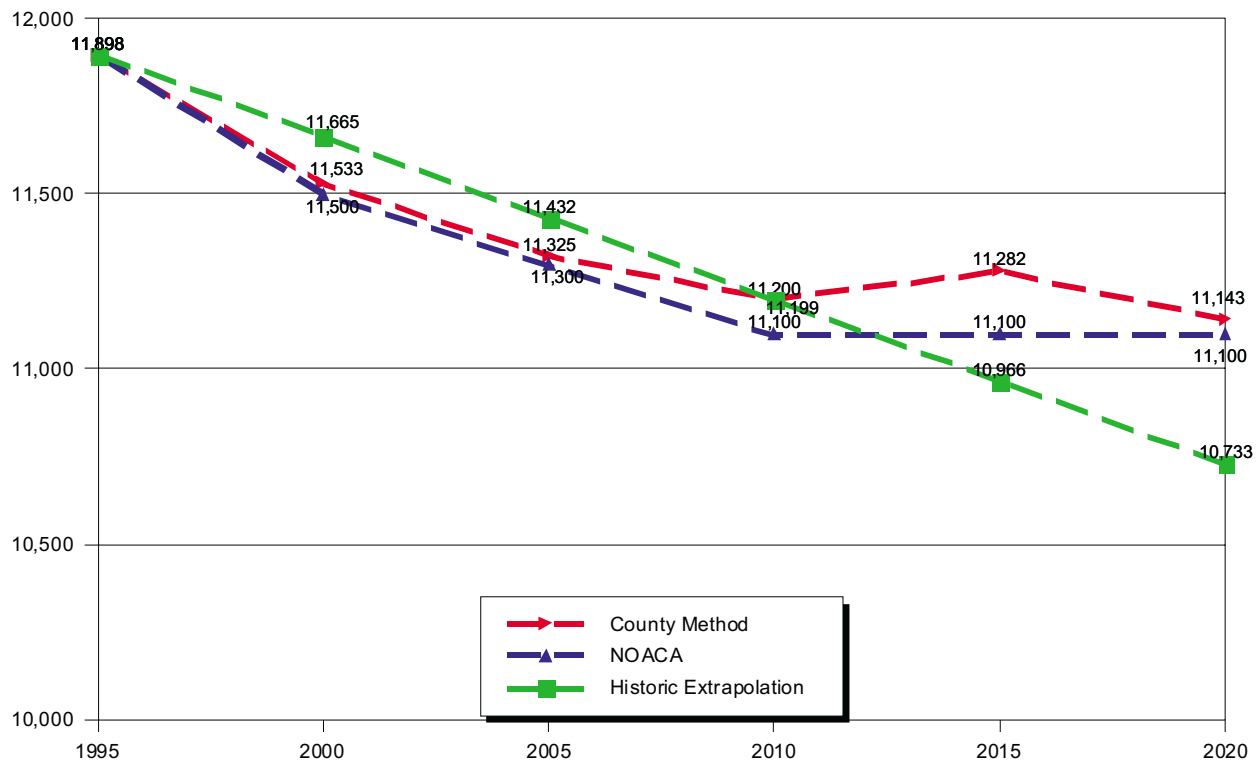
County Moving to	State	# of Out-Migrants
Franklin	OH	969
Cook	IL	468
Ashtabula	OH	338
Stark	OH	324
Maricopa	AZ	310

County Moving From	State	# of In-Migrants
Franklin	OH	842
Cook	IL	421
Los Angeles	CA	414
Allegheny	PA	349
Lucas	OH	332

SOURCE: "IRS Migration Flows", provided by the Office of Strategic Research, October, 1996.

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Graph 2-3, Populations Projections



Population Characteristics

Age Composition

The median age of Bedford Heights' residents in 1990 was reported by the Census Bureau to be 35.1 years, which approximates the overall county median age of 34.9 years. **Table 2-2** reflects the changes in population in the age cohorts corresponding to children and youths, young adults, middle years, and senior citizens. Noteworthy is the significant shift in children and youths and senior citizens over the 20 year reporting period 1970-1990.

Graph 2-4 clearly indicates that children and youth decreased from 34.1% of the population in 1970 to 19.9% in 1990. Overall, the population age group from 0-17 shrank by 45% over this twenty year period. Conversely, the senior population age group of 60 and over increased from 7.7% of the population in 1970 to 16.5% in 1990. Proportionally, the population of seniors grew 98% from 1,011 to 2,002 persons. **Map 2-2** identifies concentrations of senior citizens geographically and indicates that the City's northwest section has the highest concentrations of seniors (25% - 30%).

Racial Distribution

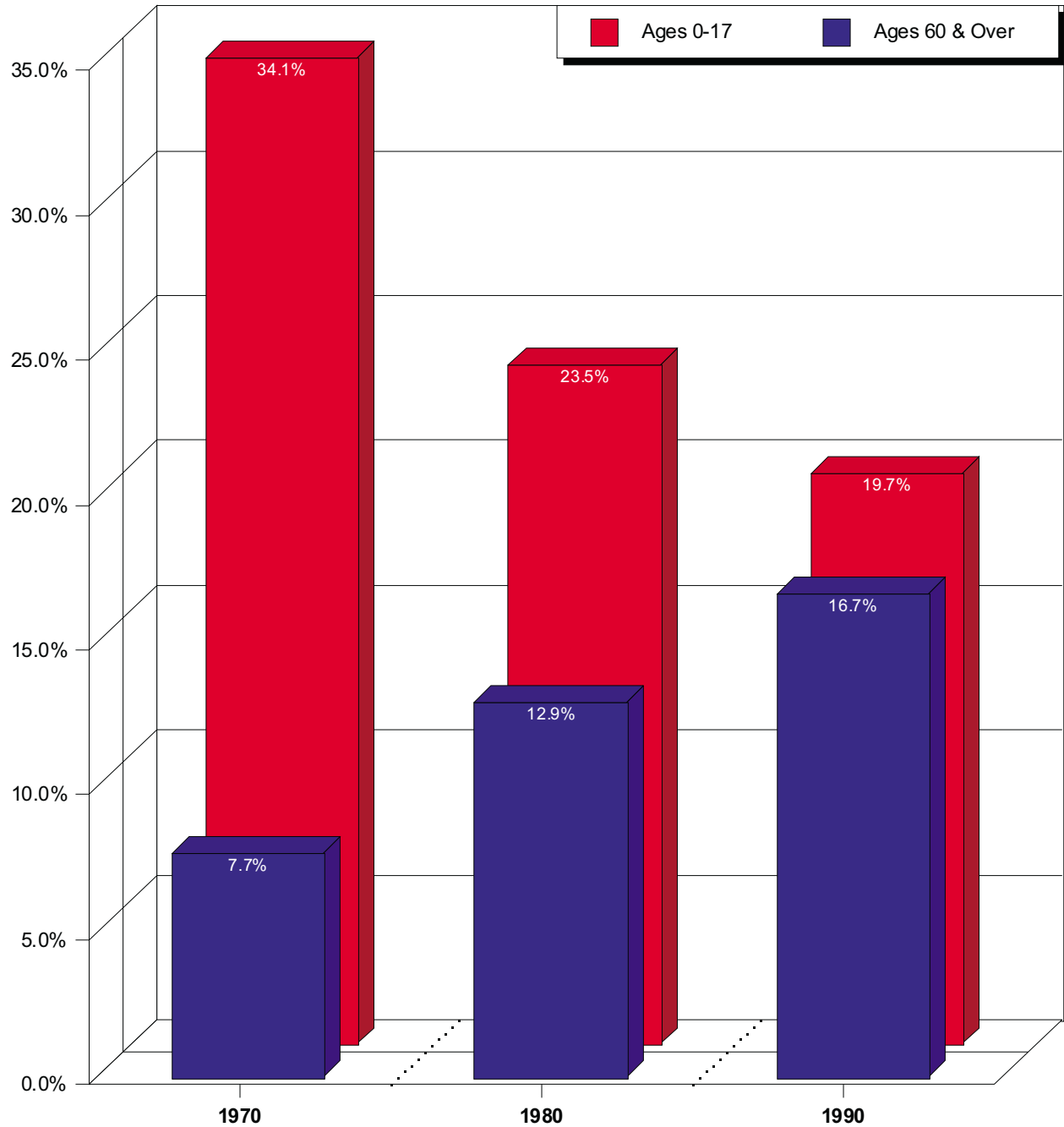
The 1990 Census reveals that Bedford Heights is a racially diverse community. African-Americans comprise 52.6% and Caucasians 45.1% of the population. The balance of the population consists of 1.7% Asian or Pacific Islander and 0.6% other races. In 1980,

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Table 2-2, Population by Age Cohorts, 1970, 1980, 1990

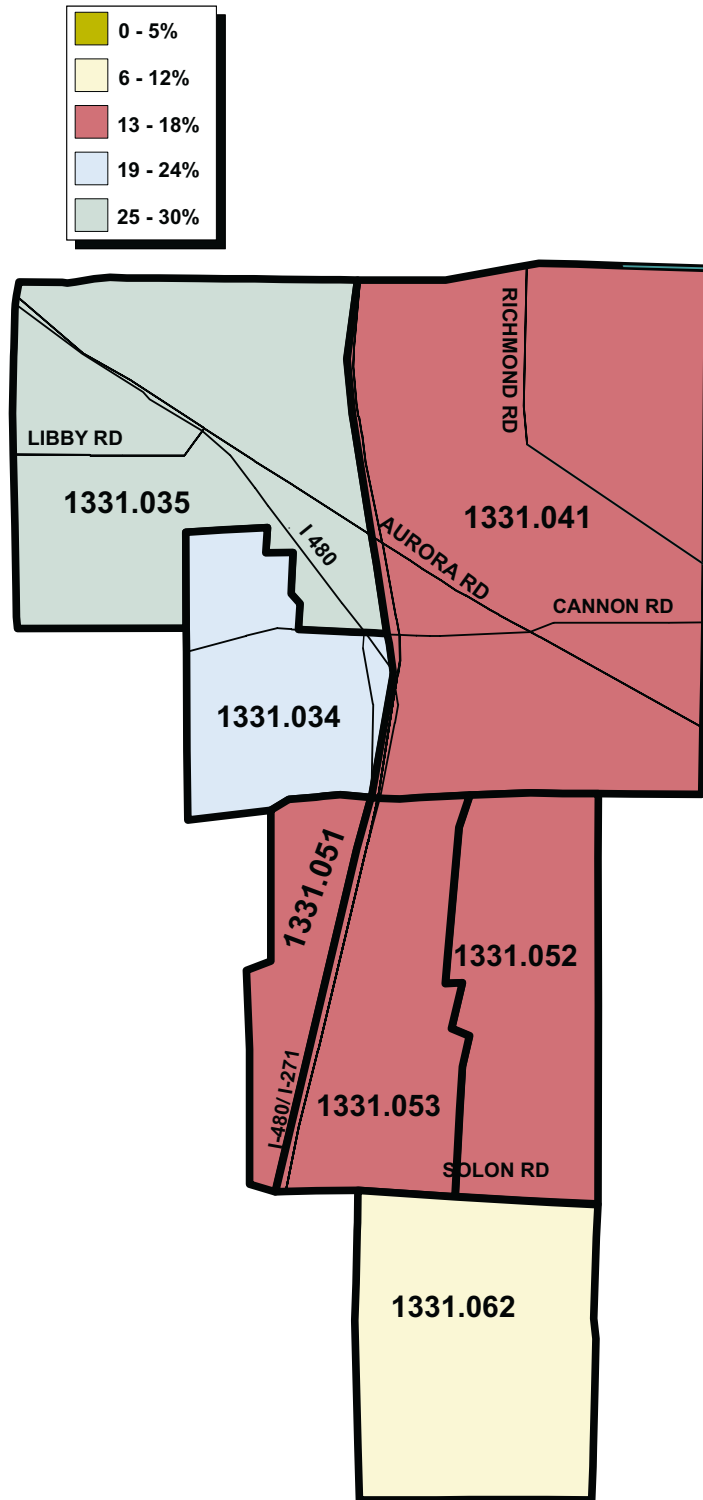
	Children/Young Adults	Young Adults	Middle Years	Seniors
	0-17 Years	18-34 Years	35-59 Years	60 & Over
1970	4,449	3,869	3,734	1,011
1980	3,100	4,476	3,930	1,708
1990	2,412	3,632	4,085	2,002

Graph 2-4, Change in Age Distribution 1970-1990



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Map 2-2, Persons Age 60 and Over by Census Block Group 1970-1990



SOURCE: 1990 Bureau of the Census

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the City had a racial distribution of 71.2% White, 26.7% Black, 1.6% Asian and Pacific Islander, and 0.5% listed as other races.

Family & Households

By Census definition, a household includes all the persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. A family is more narrowly defined to include a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. While families are included under the broad definition of household, not all households contain families since a household may comprise a group of unrelated persons or one person living alone.

In 1990 there were 3,246 families counted in Bedford Heights while there were 5,346 total households. While 3,246 or 60.7% of all households were families, 2,100 households or 39.3% of all households were non-family households in the 1990 Census of Bedford Heights. There were 2.26 persons per household and 2.96 persons per family, slightly below the county average in both categories of 2.46 and 3.10 respectively.

Table 2-3 illustrates the distribution of persons per household in 1990. Over 35% of households were one-person households. Another 30% of households were occupied by 2 persons. Again, this follows the regional trends of smaller family sizes.

Table 2-3, Distribution of Persons per Household

Persons Per Households	# of Households	% of All Households
1 Person	1,882	35.20%
2 Persons	1,589	29.72%
3 Persons	912	17.06%
4 Persons	588	11.00%
5 Persons	236	4.41%
6 Persons	114	2.13%
7 Persons or More	25	0.47%

Table 2-4 illustrates the 1990 distribution of households in Bedford Heights according to household type. A plurality of these households, a total of 1,340 households or 25% of the total, are married couples with no children. The second largest household type is headed by single female householders with a total of 1,003 households, nearly 19% of the total. Married couples with children under the age of 18 closely follow, with 18% of the total.

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Table 2-4, Distribution of Households by Household Type

Type of Household	# of Households	% of All Households
Married couple with children under 18 years	968	18.11%
Married couple with no children under 18 years	1,340	25.07%
Male head of household (no wife) with children under age 1	81	1.52%
Male head of household (no wife) with no children under age 1	132	2.47%
Female head of household (no husband) with children	302	5.65%
Female head of household (no husband) with no children	423	7.91%
Single male householder	879	16.44%
Single male householder not living alone	93	1.74%
Single female householder	1,003	18.76%
Single female householder not living alone	125	2.34%
TOTAL	5,346	

Income Characteristics

Change in Income

Table 2-5 displays median family income figures for Bedford Heights as well as several neighboring communities as reported in the 1990 Census. This table indicates that Bedford Heights stayed slightly ahead of Cuyahoga County at each decennial period. *Graph 2-5* profiles Bedford Heights' median family income position in a regional context, comparing it to 8 neighboring communities in the southeastern quadrant of Cuyahoga County and the county itself. While Bedford Heights did not experience the same substantial gains in family income as Orange, Solon, and Walton Hills during the decade 1980-1990, its median family income has stayed slightly ahead of other neighboring communities over the twenty years from 1969-1989.

Table 2-6 compares the median household income of Bedford Heights to eight neighboring communities and Cuyahoga County. Two Census periods are available and show increases in each municipality from 1979-1989. Bedford Heights' increase is consistent with most of its closest neighbors and the County at \$28,873. Substantial increases again occurred in Orange, Solon, and Walton Hills.

It is important to note that while these graphs display proportional income gains between communities, they have not been adjusted for inflation. When an inflation factor is applied to the Bedford Heights income figures over this thirty year period, the Consumer Price Index (CPI-W) for the Cleveland Metropolitan Statistical Area is found to have slightly outpaced the change in Bedford Heights median family and household incomes during this period.

Poverty

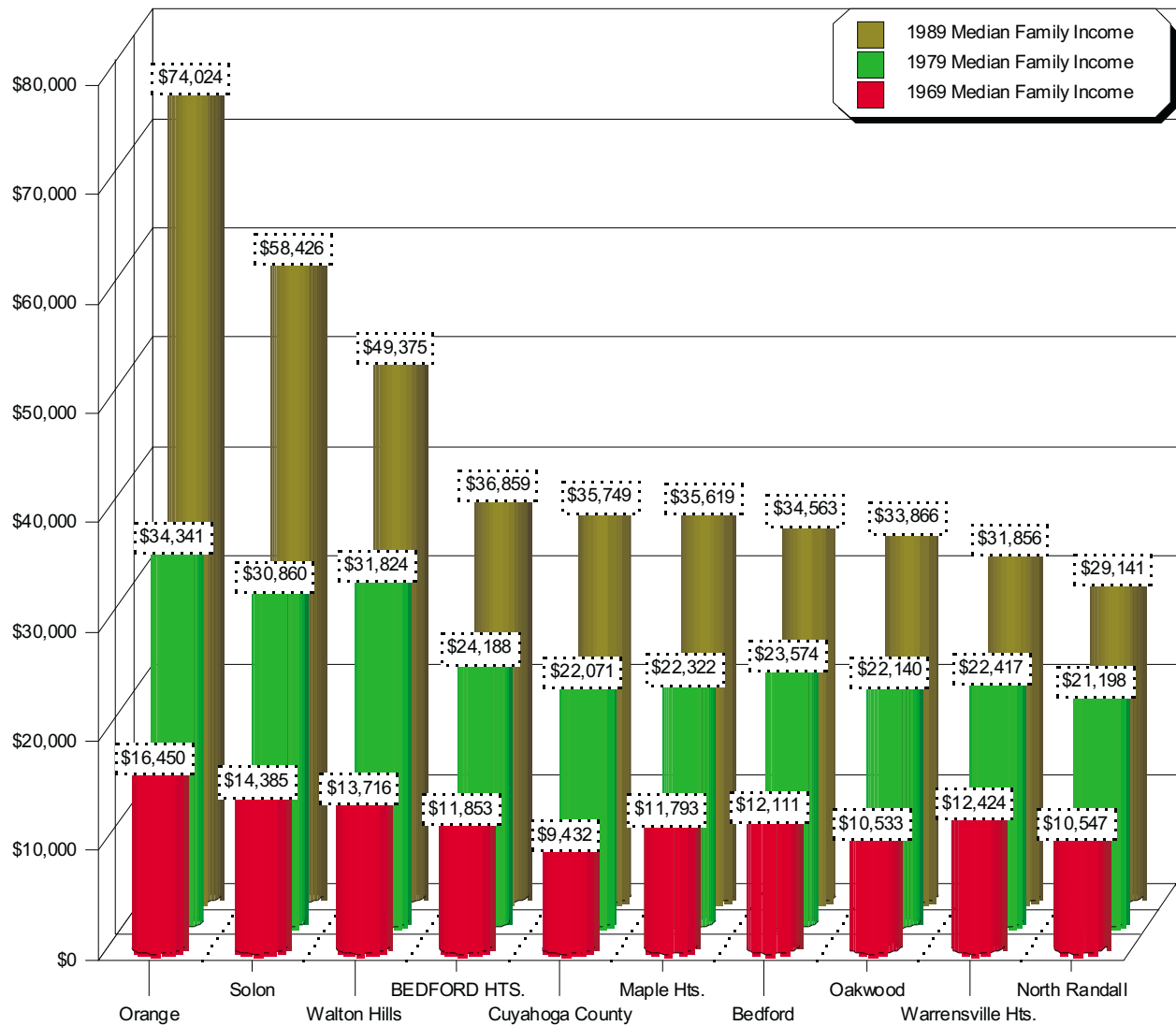
In 1989, the federal poverty threshold for a family of four was \$12,674, \$9,885 for a family of three, \$8,076 for a family of two, and \$6,310 for a single individual. These figures represent the weighted average thresholds of varying family sizes and persons for whom

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Table 2-5, 1989 Median Family Income

	1969	1979	1989
BEDFORD HEIGHTS	\$11,853	\$24,188	\$36,859
Bedford	\$12,111	\$23,574	\$34,563
Maple Heights	\$11,793	\$22,322	\$35,619
North Randall	\$10,547	\$21,198	\$29,141
Oakwood	\$10,533	\$22,140	\$33,866
Orange	\$16,450	\$24,341	\$74,024
Solon	\$14,385	\$30,860	\$58,426
Walton Hills	\$13,716	\$31,824	\$49,375
Warrensville Heights	\$12,424	\$22,417	\$31,856
Cuyahoga County	\$9,432	\$22,071	\$35,749

Graph 2-5, Median Family Income, 1969,1979, 1989



SOURCE: U.S. Bureau of the Census

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Table 2-6, Median Household Income

	1979	1989
BEDFORD HEIGHTS	\$19,457	\$28,873
Bedford	\$20,451	\$30,082
Maple Heights	\$19,969	\$29,468
North Randall	\$15,825	\$22,903
Oakwood	\$26,087	\$26,744
Orange	\$30,982	\$68,629
Solon	\$28,730	\$54,005
Walton Hills	\$30,275	\$45,298
Warrensville Heights	\$19,379	\$27,893
Cuyahoga County	\$18,010	\$28,595

poverty status is determined. They were applied on a national basis and were not adjusted for regional, state, or local variations in the cost of living.

According to the 1990 Census, 820 Bedford Heights residents fell below the federal poverty threshold. This represents 6.78% of the 12,097 persons in Bedford Heights for whom poverty status is determined. The poverty rate for all of Cuyahoga County was 15.96% during the same reporting period.

Of the 3,246 Bedford Heights families, 143 fell below the poverty threshold. A total of 42 of those 143 families in poverty were female headed families with children under 18 years of age. In displaying poverty by census block, *Map 2-3* illustrates geographic concentrations of poverty and reveals areas of concern where poverty equalled or exceeded 6% of the population.

Education

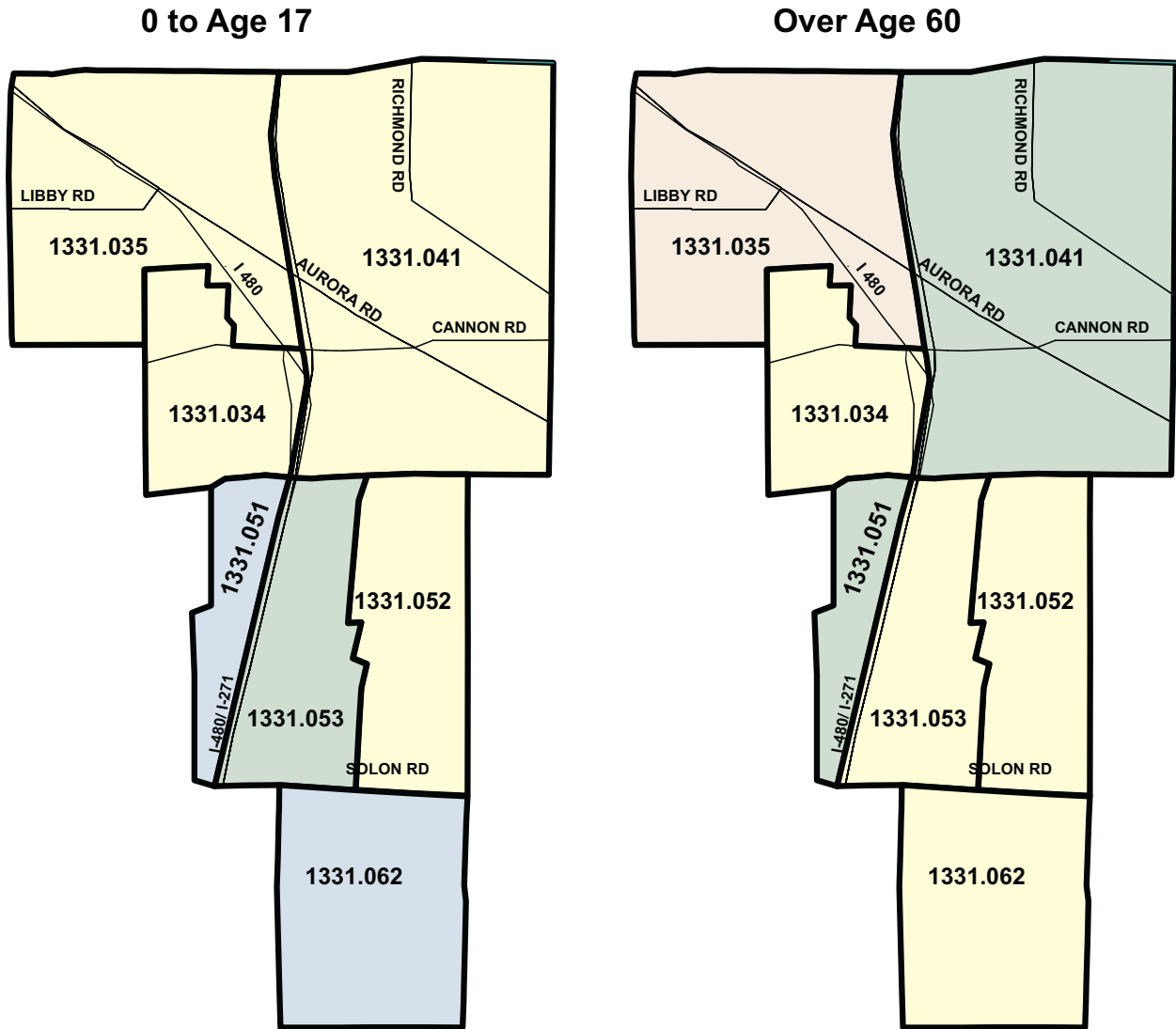
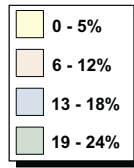
Educational Attainment

According to the 1990 Census, 75.6% of all Bedford Heights residents who are 25 years old and over have high school diplomas or the equivalent, a number slightly higher than the 74.0% high school graduation rate county-wide. *Graph 2-6* depicts the educational attainment of Bedford Heights residents who are 25 years old and over and further indicates that nearly 13% of this population received either a bachelors or higher college degree.

Graph 2-7 compares educational attainment of Bedford Heights' residents with that of Cuyahoga County. While residents of Bedford Heights stayed ahead of the County rate of high school graduation over the 20 years from 1970-1990, they lagged behind the County in percent receiving a bachelor's degree. Countywide, 20.1% of persons 25 and over received a bachelor's degree in 1990, compared with only 12.8% in Bedford Heights.

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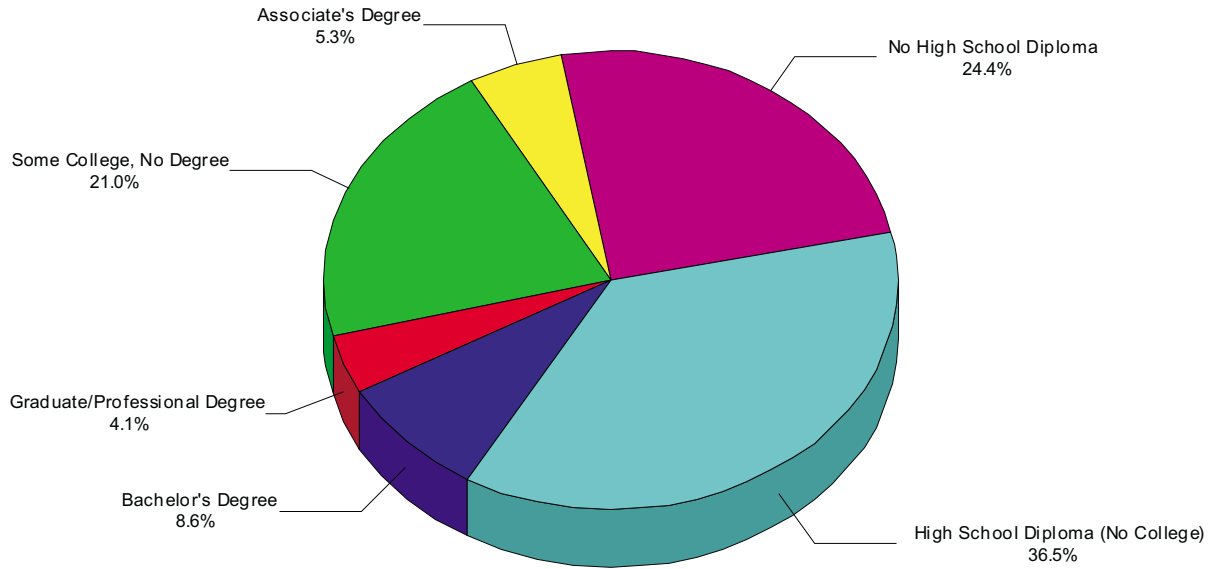
Map 2-3, Poverty Rates of Age Cohorts by Census Block Group



SOURCE: 1990 Bureau of the Census

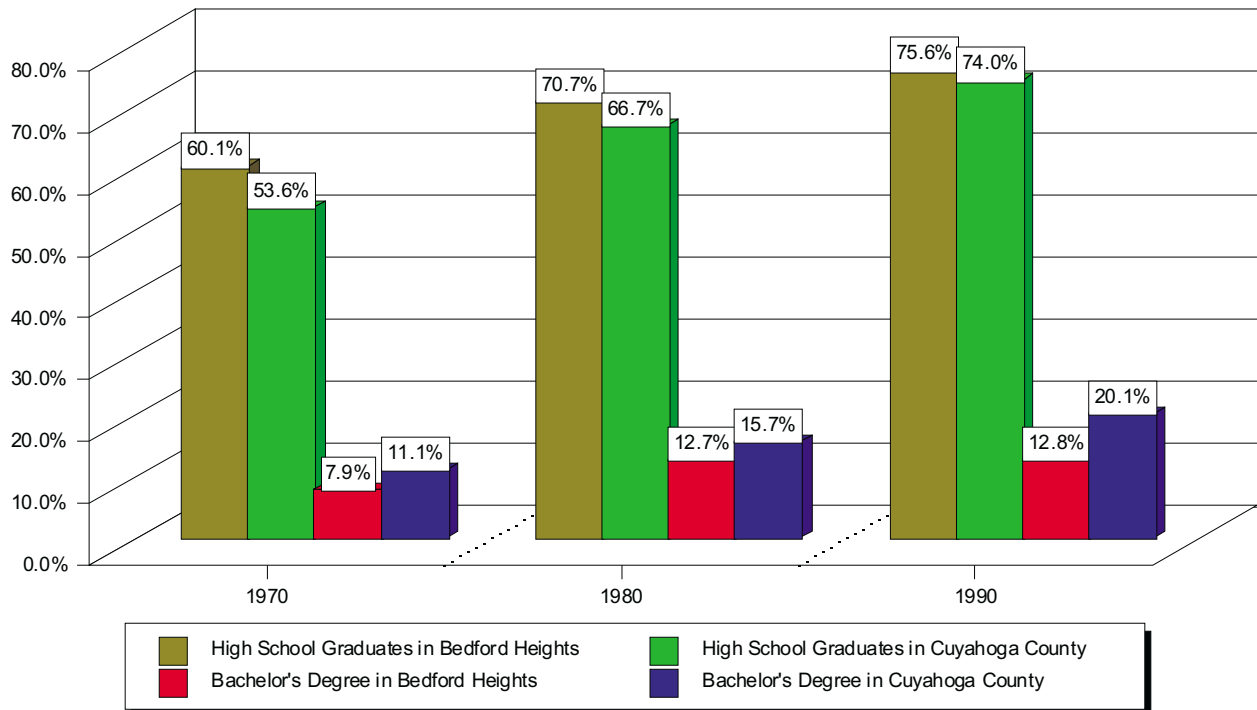
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Graph 2-6, Educational Attainment of Bedford Heights



SOURCE: 1990 U.S. Census

Graph 2-7, Educational Attainment Compared to County



SOURCE: Bureau of the Census

School Enrollment

The Bedford City School District, which includes not only the cities of Bedford and Bedford Heights but also the villages of Walton Hills and Oakwood, had a total fall enrollment of 4,063 students in the 1997-1998 school year. According to the Catholic Diocese of Cleveland, there were an additional 917 students residing in the Bedford City School District who attended private schools in 1997.

Graph 2-8 illustrates the changes in public school enrollment from 1977-1997 in the Bedford City School District. Moving from 6,350 students in 1977, enrollment tapered off to 4,063 in 1997. This represents an overall district decline of 36% in the twenty-one year period 1977-1997. **Table 2-7** references 1997 enrollment* according to grade level in the Bedford City School District. (*Note: these figures do not include numbers for vocational and special programs.)

Expenditures on Education

In the 1997-1998 school year, the overall expenditure per pupil in the Bedford City School District was \$7,778. **Graph 2-9** illustrates how this outlay compares with expenditures per pupil in neighboring districts. Of the 31 school districts in Cuyahoga County, the Bedford District's expenditure per pupil ranked 15th. Of the total expenditures appropriated for each student, 54.2% was spent on instruction, 43.5% on supporting services, and 2.2% for non-instruction costs. In the 1997-1998 school year there were 283 full time equivalent (FTE) teachers in the Bedford City School District resulting in a 16.2 pupil/teacher ratio.

The average salary paid to teachers in the Bedford City School District in the 1997-1998 school year was \$45,770. \$26,754 was the average beginning salary for teachers with a bachelor's degree, \$29,162 for teachers with a master's degree. The Bedford District ranked 14th in the 31 districts of the county in salary paid to teachers. Beachwood's \$55,824 was the highest average teacher salary paid while the average teacher salary in the Maple Heights School District was the lowest at \$37,730. **Graph 2-10** shows how the average salary paid to teachers in the Bedford Heights School District compares with those salaries paid in neighboring districts.

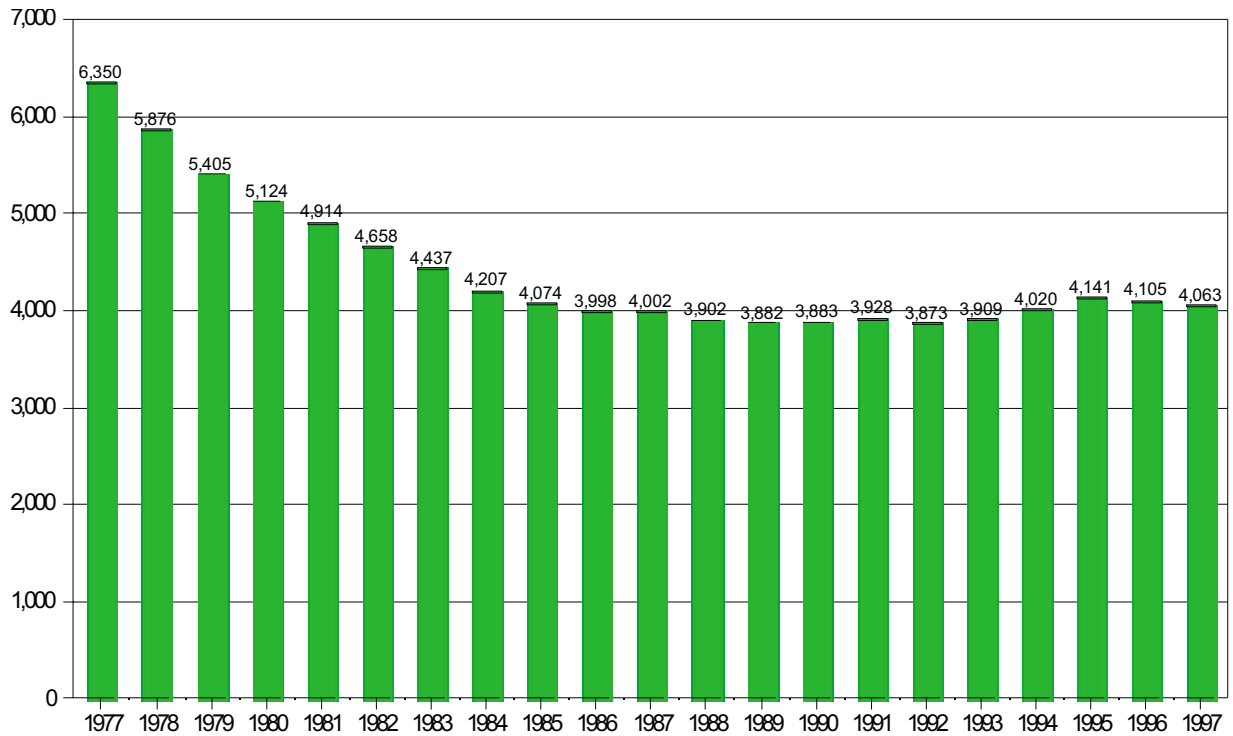
Housing Characteristics

Housing Units

In 1990 there were 5,736 housing units in Bedford Heights. This represented a -0.4% change from the 5,757 units in 1980. Bedford Heights currently offers a mix of housing types, indicated in **Graph 2-11**, ranging from single-family to mobile home units to multi-family dwellings. Roughly 45% of Bedford Heights persons reside in single-family housing units while another 33% of the citizens live in multi-family housing structures of 50 or more units. In addition to single-family and large multi-story units are other housing alternatives such as mobile homes and apartment buildings that have fewer than 50 units.

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Graph 2-8, Change in Enrollment



SOURCE: Ohio Department of Education

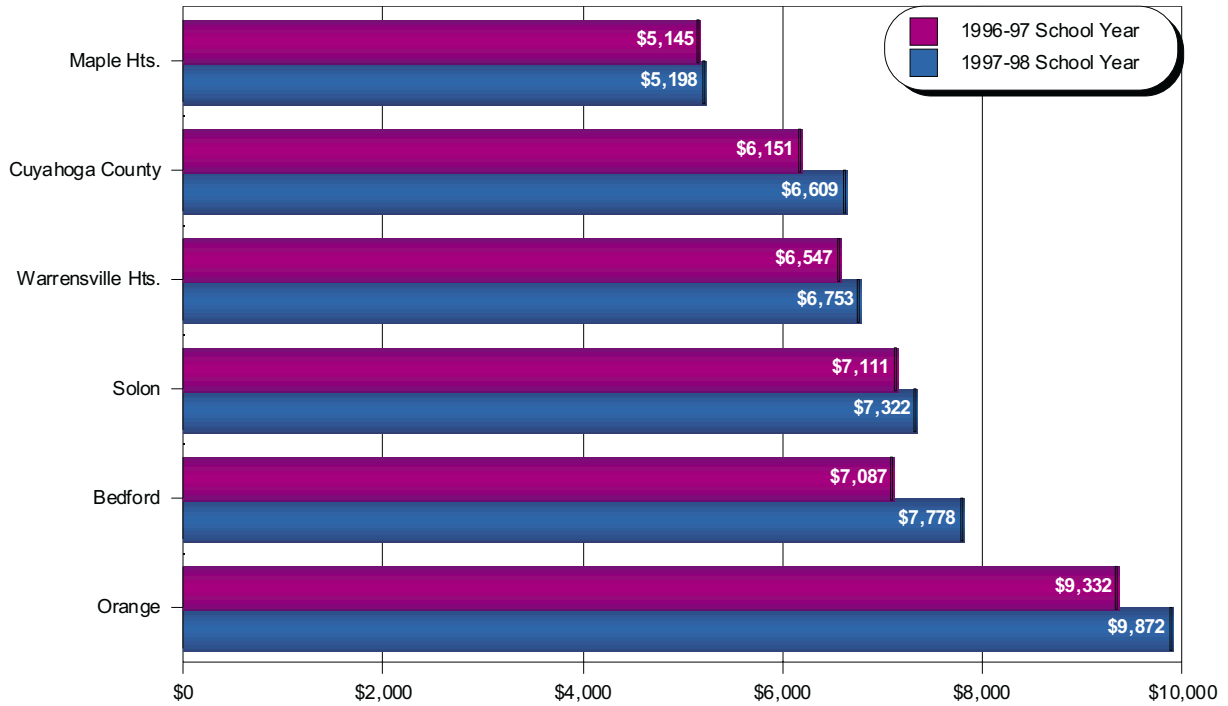
Table 2-7, Enrollment according to Grade Level

Grade	1997
K	289
1	314
2	295
3	322
4	271
5	277
6	285
7	315
8	334
9	334
10	354
11	331
12	265
TOTAL	3,986

SOURCE: Ohio Department of Education, 1998

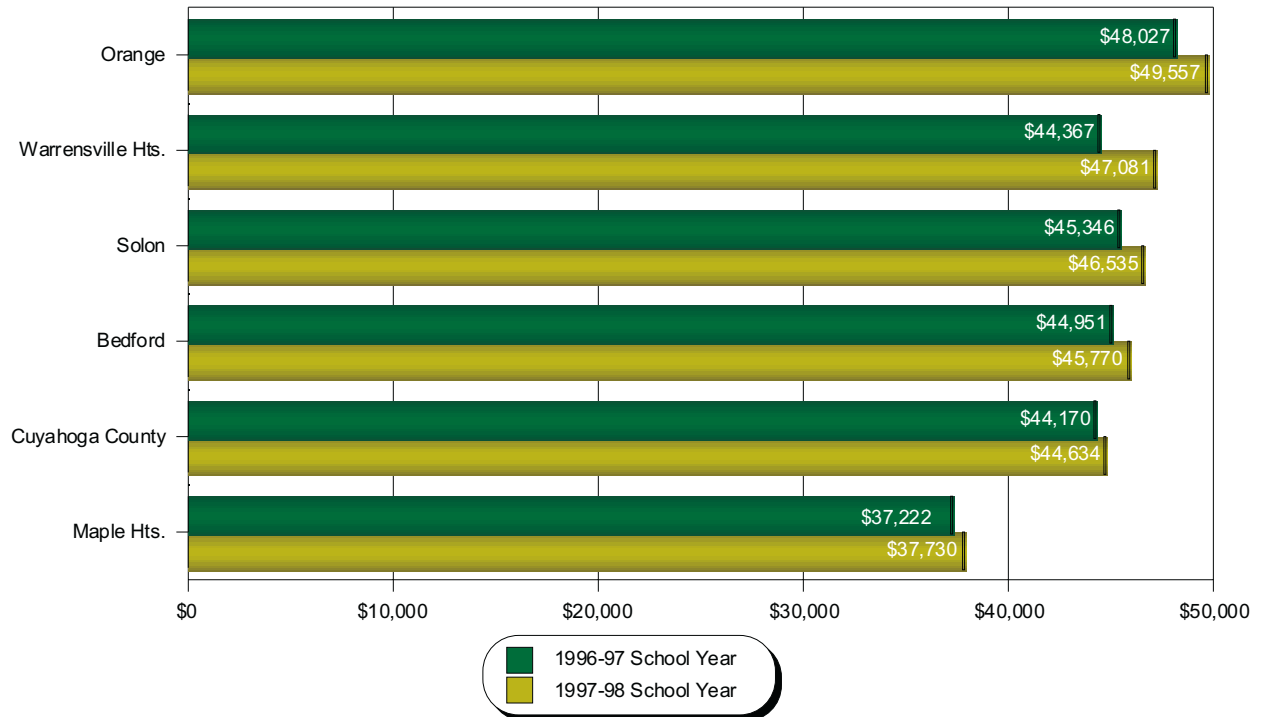
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Graph 2-9, Comparative Expenditures Per Pupil



SOURCE: Ohio Department of Education

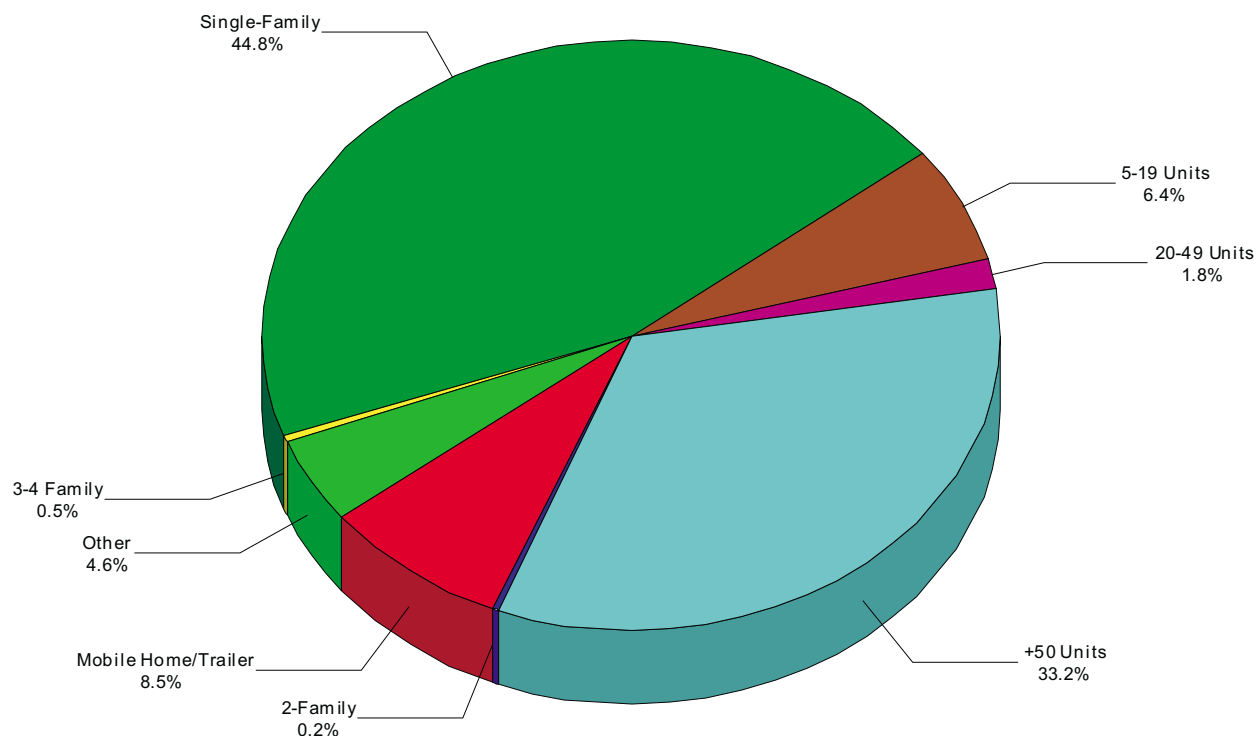
Graph 2-10, Comparative Average Teacher Salaries



SOURCE: Ohio Department of Education

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Graph 2-11, Housing Composition



SOURCE: 1990 U.S. Census

Age of Housing Stock

Over 50% of all housing in Bedford Heights was built during the decade of the 1960's. An additional 25.2% of the housing was built in the 1970's. Less than 5% of the Bedford Heights housing stock was built before 1950 and only 3.3% has been built since 1980. In total, over 90% of the housing in Bedford Heights was built during the thirty years 1950-1980. **Graph 2-12** profiles the age of housing stock in Bedford Heights and indicates that 1966 is the median year for housing units built in Bedford Heights

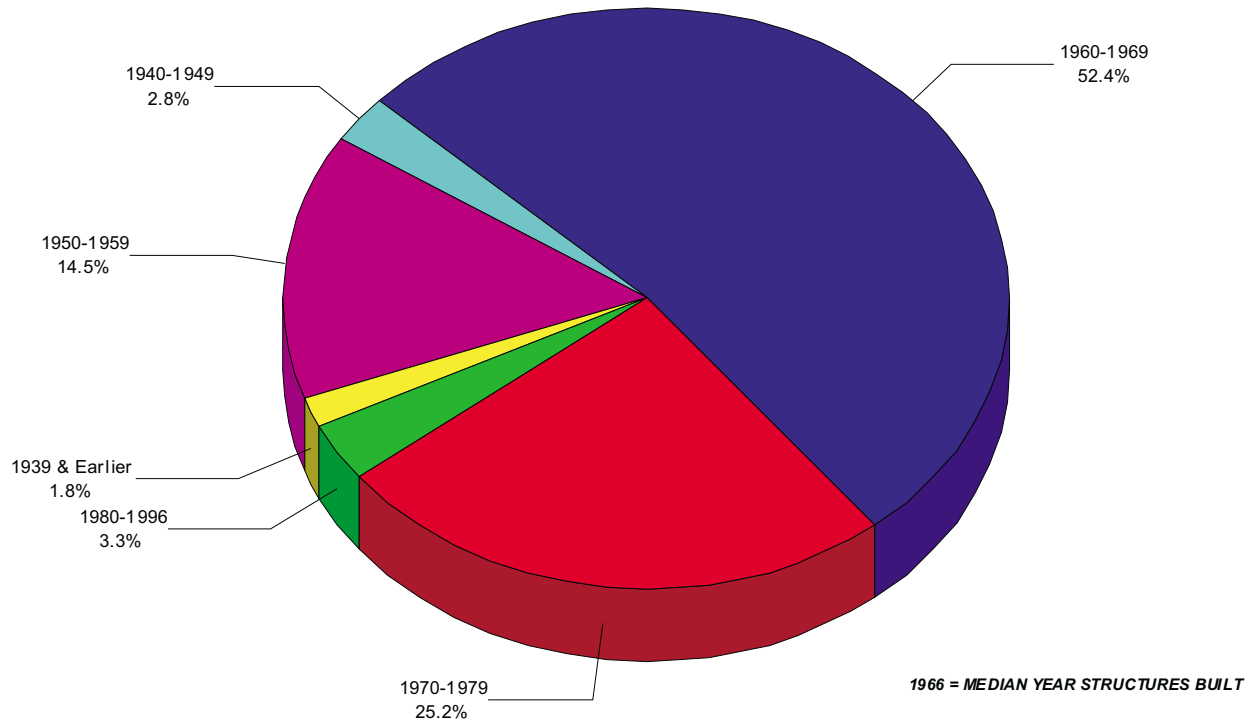
Housing Tenure

Graph 2-13 indicates that Bedford Heights experienced a slightly higher rate of residential turnover during the 1980's than most of its neighboring communities and Cuyahoga County as a whole. Over half or a total of 57.4% of the 1990 population have been living in their current house for at least 5 years. **Graph 2-14** indicates that over 60% of the population in Bedford Heights surveyed in the 1990 Census moved into the City after 1980 and that only 14.4% of the householders surveyed in 1990 occupied the same housing unit for over 20 years.

Of the 5,354 occupied housing units in Bedford Heights in 1990, 52% were owner occupied and 48% renter occupied. 382 housing units or 6.66% of all units were reported vacant in the

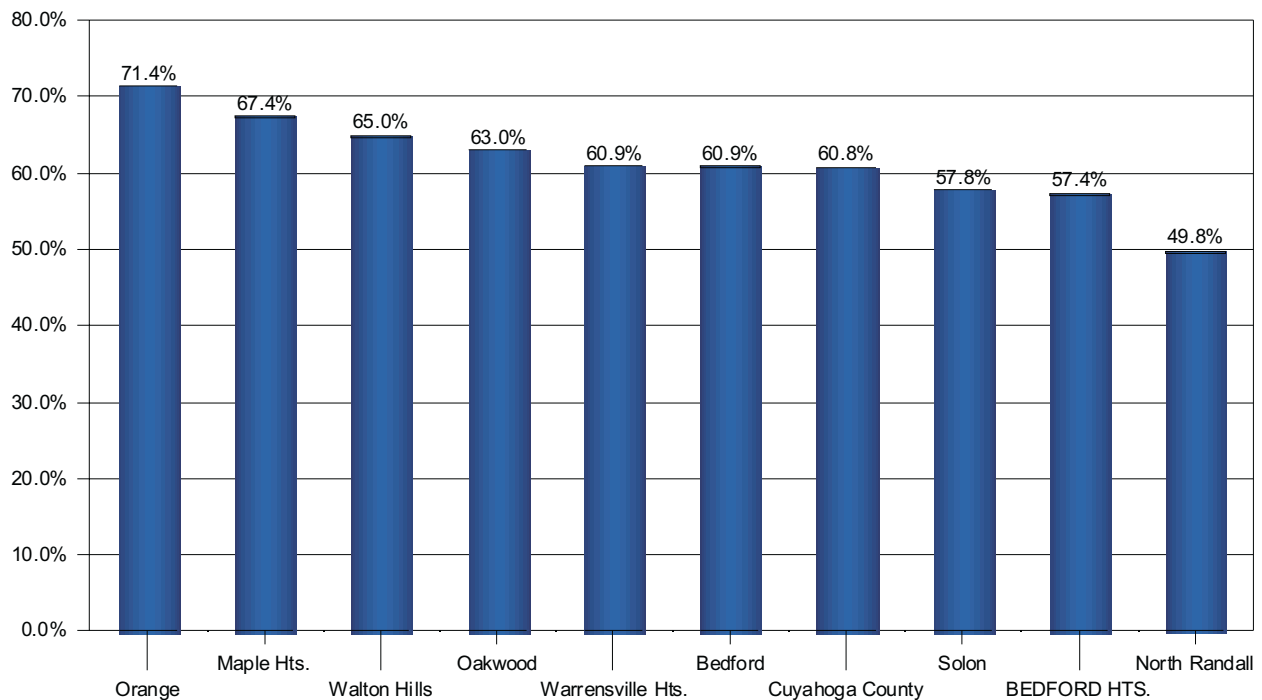
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Graph 2-12, Age of Housing Stock



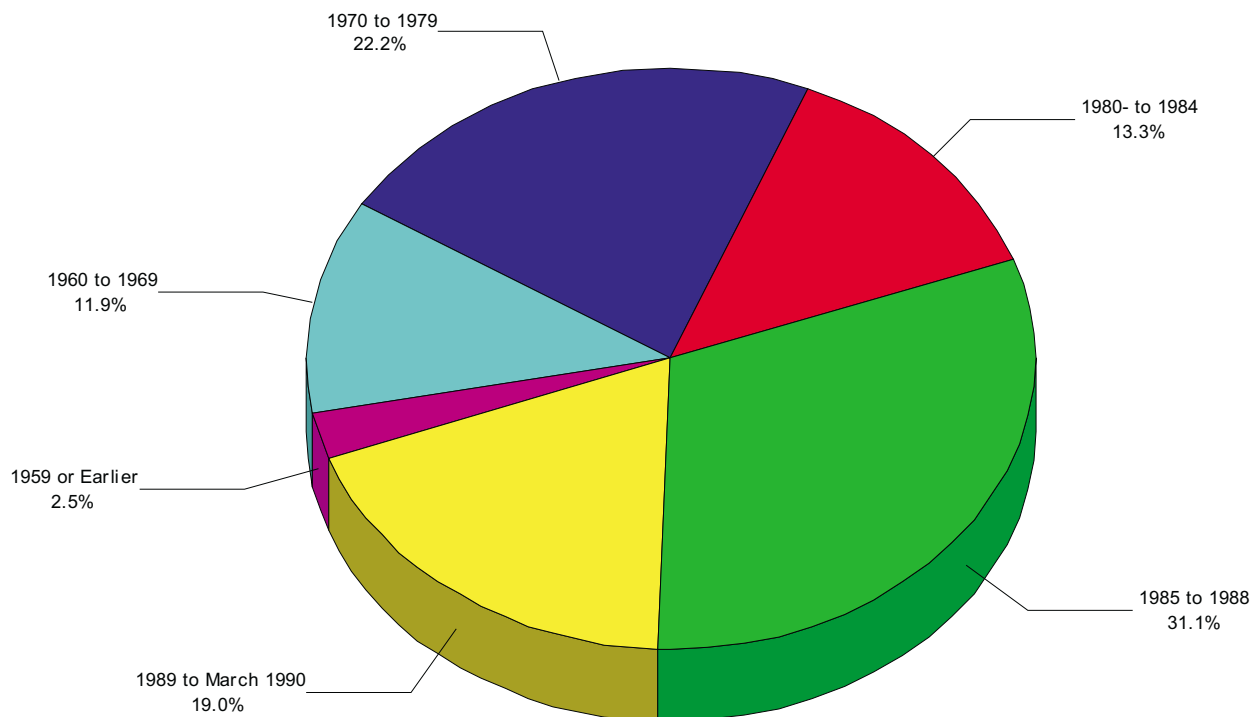
SOURCE: U.S. Census

Graph 2-13, % Residency at Same House



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Graph 2-14, Year Householder Moved In



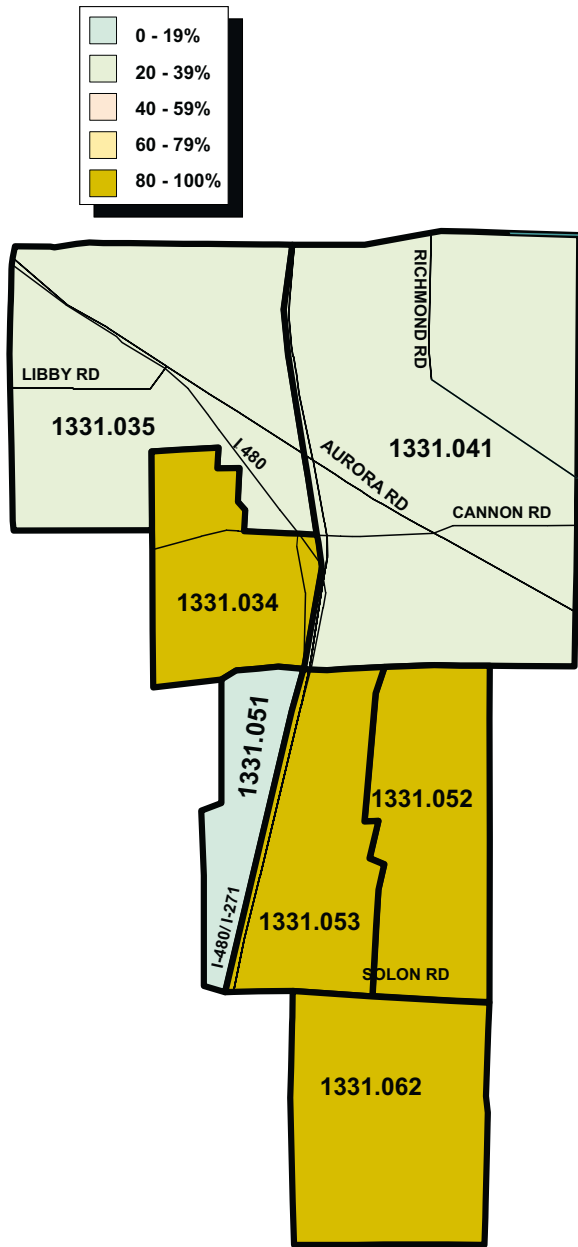
SOURCE: Bureau of the Census, 1990

1990 Census, a rate which closely approximated the overall housing vacancy rate of 6.83% for Cuyahoga County.

Graph 2-15 reflects residential tenure in Bedford Heights, comparing its owner/renter rate with neighboring suburbs and Cuyahoga County at large. In 1990, Bedford Heights 52% owner-occupied housing units fell below Cuyahoga County's overall rate of 62% being housing units that are owner-occupied. **Maps 2-4** and **2-5** provide a geographic view of owner occupancy and vacancy rates in Bedford Heights. In general, the percentage of housing units that are owner-occupied are highest in the southern portion of the City, except for the area west of I-480 and I-271 that is immediately south of Columbus Road. Vacancy rates are also highest in this same area of the City.

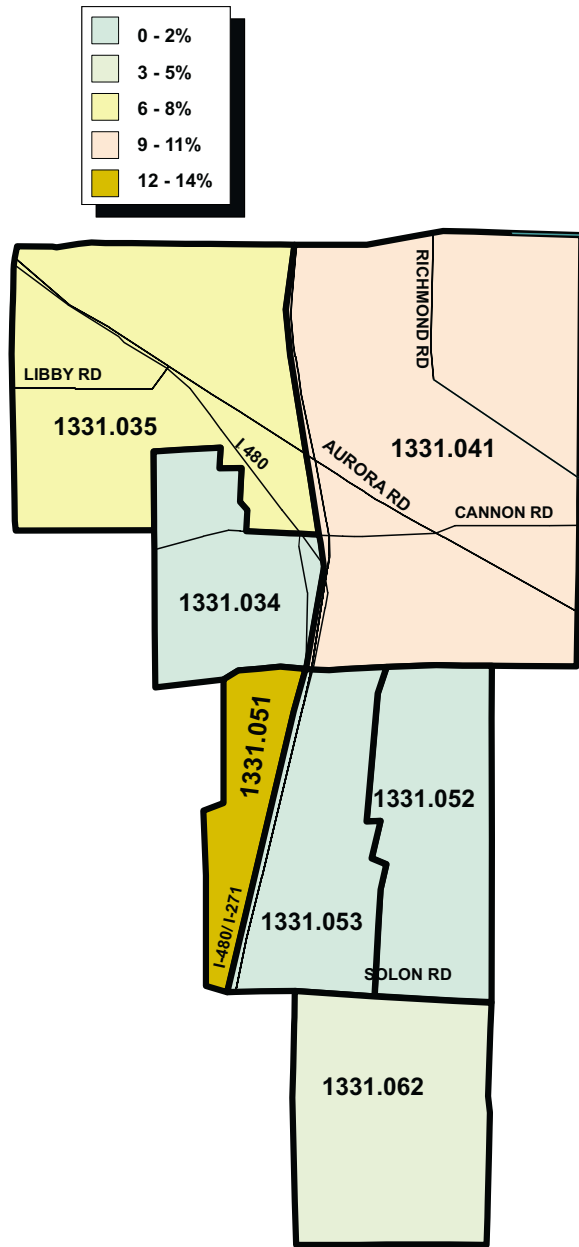
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Map 2-4, % Owner-Occupied Units by Census Tracts



SOURCE: 1990 Bureau of the Census

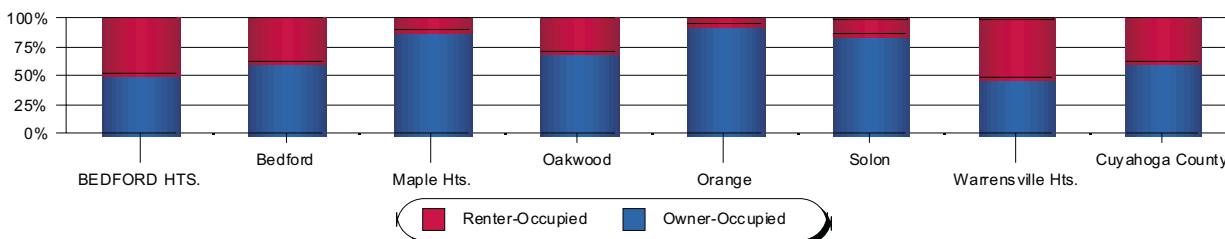
Map 2-5, % Vacant Housing Units by Census Tracts



SOURCE: 1990 Bureau of the Census

CITY OF BEDFORD HEIGHTS MASTER PLAN

Graph 2-15, Owner/Renter Occupancy



SOURCE: 1990 U.S. Census

Housing Values

In 1997, the median sale price of existing single-family homes in Bedford Heights was \$88,500. According to the Cuyahoga County Auditor’s Deed Transfer File, there were 74 sales of existing one-family homes in 1997.

Table 2-8 depicts the distribution of single-family home sales by price range and indicates that \$65,000 - \$85,000 was the range in which the highest percentage of homes were sold in 1997 followed by the \$105,000 - \$125,000 price range. The median price paid for a single-family home in Bedford Heights in 1997 was lower than the \$95,000 Cuyahoga County median sale price. **Graph 2-16** compares existing single-family home sale prices in Bedford Heights to Cuyahoga County since 1990.

According to the Construction Statistics Division of the Census, there were a total of 29 new residential units built in Bedford Heights between 1990 and 1997, all single-family structures. **Table 2-9** lists the distribution of residential building permits between the communities of southeast Cuyahoga County during these eight years.

Solon had the highest number of new single-family homes built over these eight years, an estimated total of 1,083 permits. While Bedford Heights had minimal activity (29 permits), several new homes are anticipated at Bartlett and Columbus Roads beginning in the summer of 1998. A total of 44 homes are planned for this site, ranging in price from \$159,000 and up.

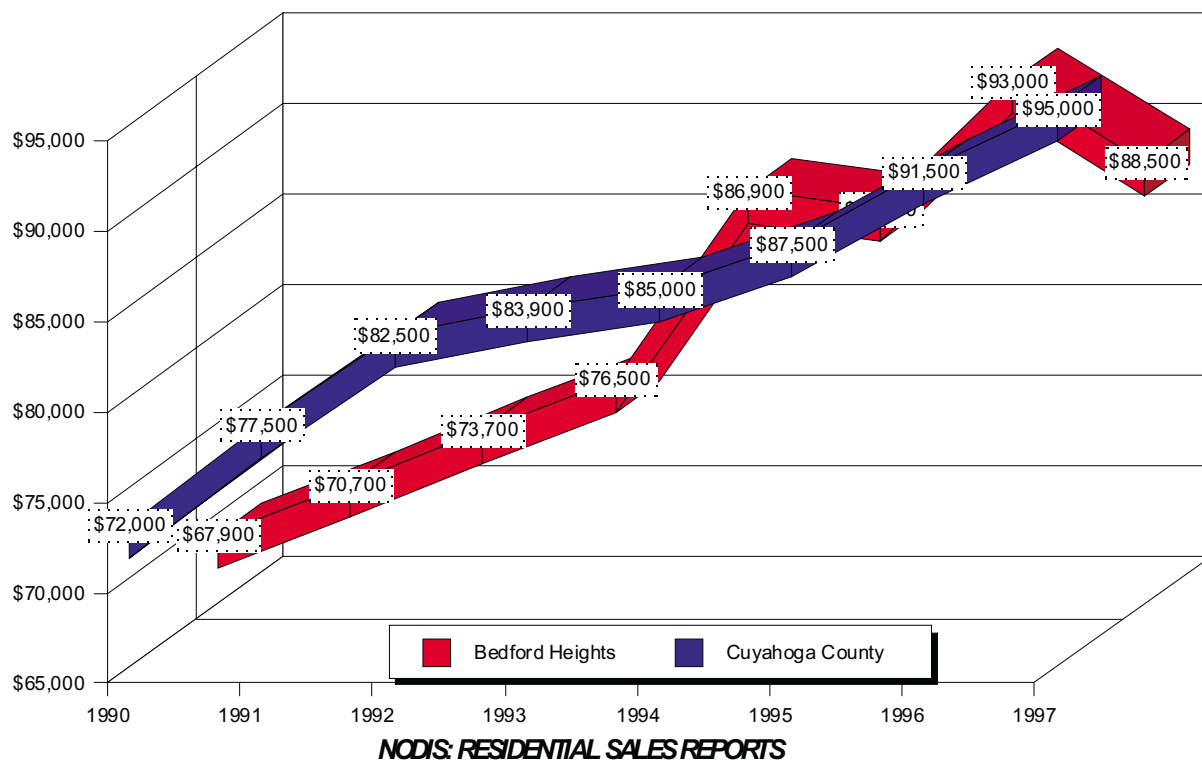
Table 2-10 explores Bedford Heights home sales in relation to neighboring communities of Cuyahoga County between 1990 and 1997. When considering percent gains in median home sale prices, it is important to note that the consumer price index (CPI-W) moved up by a factor of 1.24 during that 7 year period which resulted in only modest gains in residential home sales after adjusting for inflation during this period.

CITY OF BEDFORD HEIGHTS MASTER PLAN

Table 2-8, One-Family Home Price Distribution

1996		
	#	%
Less than \$45,000	2	2.8%
\$45,000-\$65,000	6	8.3%
\$65,000-\$85,000	23	31.9%
\$85,000-105,000	18	25.0%
\$105,000-\$125,000	21	29.2%
\$125,000-150,000	2	2.8%
\$150,000-\$200,000	0	0.0%
TOTAL	72	
1997		
	#	%
Less than \$45,000	0	0.0%
\$45,000-\$65,000	7	9.6%
\$65,000-\$85,000	29	39.7%
\$85,000-105,000	15	20.5%
\$105,000-\$125,000	19	26.0%
\$125,000-150,000	2	2.7%
\$150,000-\$200,000	1	1.4%
TOTAL	73	

Graph 2-16, Median Sale Price of Single-Family Homes



CITY OF BEDFORD HEIGHTS MASTER PLAN

Table 2-9, Residential Building Permits

	1990	1991	1992	1993	1994	1995	1996	1997	TOTAL
BEDFORD HEIGHTS	1	6	6	2	0	4	6	4	29
Bedford	3	0	2	1	2	2	1	1	12
Maple Heights	23	12	5	9	10	3	0	1	63
North Randall	0	0	0	1	0	0	0	0	1
Oakwood	17	5	14	12	30	10	20	23	131
Orange Village	10	5	11	34	59	17	19	17	172
Solon	139	129	166	180	150	110	104	105	1,083
Walton Hills	11	16	20	8	10	8	8	9	90

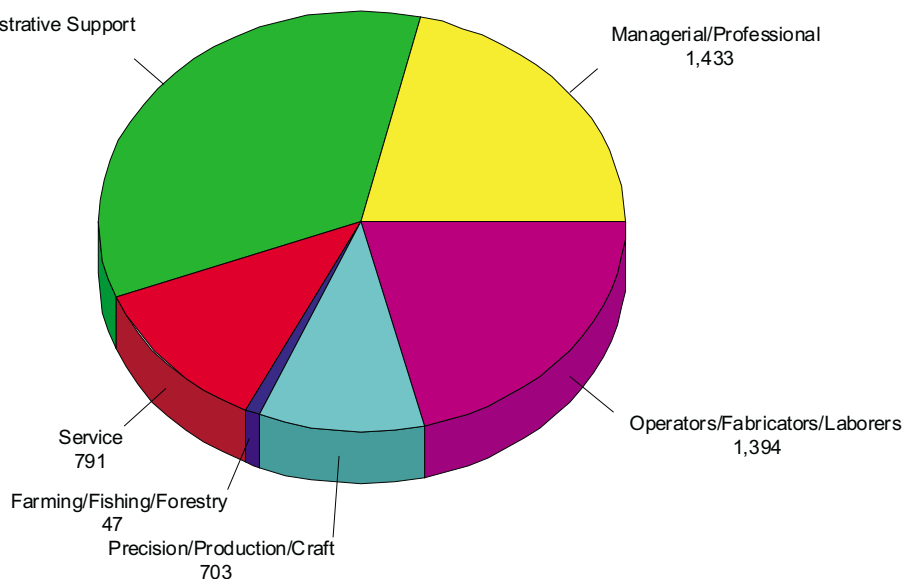
SOURCE: Building Departments of individual communities and Construction Statistics Division of the Bureau of the Census.

Table 2-10, Residential Home Sales

Community	1990	1991	1992	1993	1994	1995	1996	1997
BEDFORD HEIGHTS	\$67,900	\$70,700	\$73,700	\$76,500	\$86,900	\$85,950	\$93,000	\$88,500
Bedford	\$65,000	\$67,000	\$69,900	\$68,300	\$72,000	\$76,000	\$79,900	\$83,000
Garfield Heights	\$60,000	\$62,000	\$64,500	\$66,000	\$69,000	\$73,000	\$75,000	\$79,000
Maple Heights	\$58,500	\$61,500	\$63,000	\$64,900	\$67,500	\$69,900	\$74,000	\$75,000
Oakwood	\$74,050	\$69,500	\$79,500	\$72,750	\$85,000	\$72,200	\$73,200	\$95,100
Solon	\$147,000	\$151,250	\$159,750	\$165,000	\$176,950	\$179,500	\$193,000	\$199,000
Walton Hills	\$116,250	\$130,000	\$120,900	\$134,000	\$151,000	\$165,000	\$150,000	\$171,500
Warrensville Heights	\$59,900	\$56,750	\$62,000	\$60,000	\$66,000	\$72,000	\$68,000	\$70,000
Cuyahoga County	\$72,000	\$77,500	\$82,500	\$83,900	\$85,000	\$87,500	\$91,500	\$95,000

SOURCE: Sale Price Summary, Cuyahoga County Auditor's Office, corresponding years

Graph 2-17, Occupational Composition



SOURCE: 1990 Census

CITY OF BEDFORD HEIGHTS MASTER PLAN

Employment

Labor Force Characteristics

The 1990 Census reported a total of 7,101 Bedford Heights residents who are of the age 16 or over in the civilian labor force. Of the 3,530 males in the labor force 3,355 were employed and 175 or 4.96% unemployed. Of the 3,571 females reported in the civilian labor force in 1990, 3,332 were employed and 239 or 6.69% were unemployed. The overall unemployment rate in Bedford Heights in 1990 was 5.83% which was lower than the overall Cuyahoga County unemployment rate of 8.04%.

Graph 2-17 illustrates the occupational composition of the Bedford Heights workforce. The largest occupational sector was the technical sales and administrative support category. These occupations were held by 2,319 Bedford Heights residents at the time of the 1990 Census. Another 1,433 Bedford Heights residents worked in managerial and professional specialty occupations, the second largest occupational category. The third largest category employed 1,394 workers as operators, fabricators and laborers.

Place of Work

In 1990, 90% of all persons who are 16 years old or over from the Bedford Heights workforce worked outside the City of Bedford Heights while 10% of the workforce living in Bedford Heights worked in Bedford Heights. Overall, 90% of the City's residents in the workforce worked in Cuyahoga County. 30% of these residents in the labor force worked in the City of Cleveland. Another 9% of Bedford Heights' residents in the labor force worked nearby in the City of Solon.

Employment Base

With a wide-ranging industrial base, Bedford Heights serves host to a variety of manufacturers, wholesalers, retailers, and service businesses. *Table 2-11* references employment changes by industrial sector over the 10 years 1982-1992. As indicated in this table, the City gained nearly 700 new workers from 1982-1992. In addition *Table 2-11* indicates that the wholesale industry produced the greatest gain in number of employees during these 10 years, yielding 504 new jobs and growing by 20.5%.

Table 2-11, Employment Changes by Industrial Sector

	Number of Establishments		Number of Employees	
	1982	1992	1982	1992
Manufacturing	62	61	2700	3000
Wholesale	70	71	2462	2966
Retail	70	55	585	582
Service	68	66	612	507
TOTAL	270	253	6,359	7,055

SOURCE: Census of Economics, 1982, 1992

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Taxes

Tax Revenues

The Bedford Heights Finance Department has assembled a breakdown of general government revenues over the 10-year period from 1987 to 1997. *Table 2-12* looks at three major sources of revenues in the City, their respective totals, and the percentage of each source of revenue to the City's total income. As *Table 2-12* shows there has been a recent shift away from income tax collections and a growing reliance on property taxes, up from 25% in 1987 to 30% in 1997. Overall the City's tax revenues have climbed over 60% during this 11-year period from \$7,415,600 in 1987 to nearly \$11,928,000 in 1997.

Table 2-12, General Government Tax Revenues

Year	Property Taxes	%	Municipal Income Taxes	%	Other Local Taxes	%	Total
1997	\$3,590,440	30%	\$8,296,301	70%	\$41,224	0%	\$11,927,965
1996	\$3,729,932	32%	\$7,967,528	68%	\$77,509	1%	\$11,774,969
1995	\$3,203,906	27%	\$8,526,925	72%	\$62,136	1%	\$11,792,967
1994	\$2,451,650	24%	\$7,850,190	76%	\$56,265	1%	\$10,358,105
1993	\$2,547,287	26%	\$7,386,715	74%	\$49,699	0%	\$9,983,701
1992	\$2,525,899	27%	\$6,968,348	73%	\$26,018	0%	\$9,520,265
1991	\$2,284,437	26%	\$6,569,125	74%	\$12,814	0%	\$8,866,376
1990	\$2,238,086	25%	\$6,636,572	75%	\$14,353	0%	\$8,889,011
1989	\$2,222,233	26%	\$6,393,359	74%	\$7,020	0%	\$8,622,612
1988	\$1,993,152	24%	\$6,363,219	76%	\$37,545	0%	\$8,393,916
1987	\$1,871,475	25%	\$5,520,402	74%	\$23,691	0%	\$7,415,568

Property Tax Rates

The 1997 rates of property taxation are examined for Bedford Heights and communities in Cuyahoga County. *Graph 2-18* details these rates for all purposes including corporate values. Since property tax rates are determined according to school districts, Bedford Heights falls into two separate school systems. Bedford Heights' tax rate within the Bedford City School District of \$87.60 per \$1,000 tax valuation falls within the lower-middle range in the County. The City's tax rate within the Orange School District is substantially higher at \$98.20 per \$1,000 tax valuation.

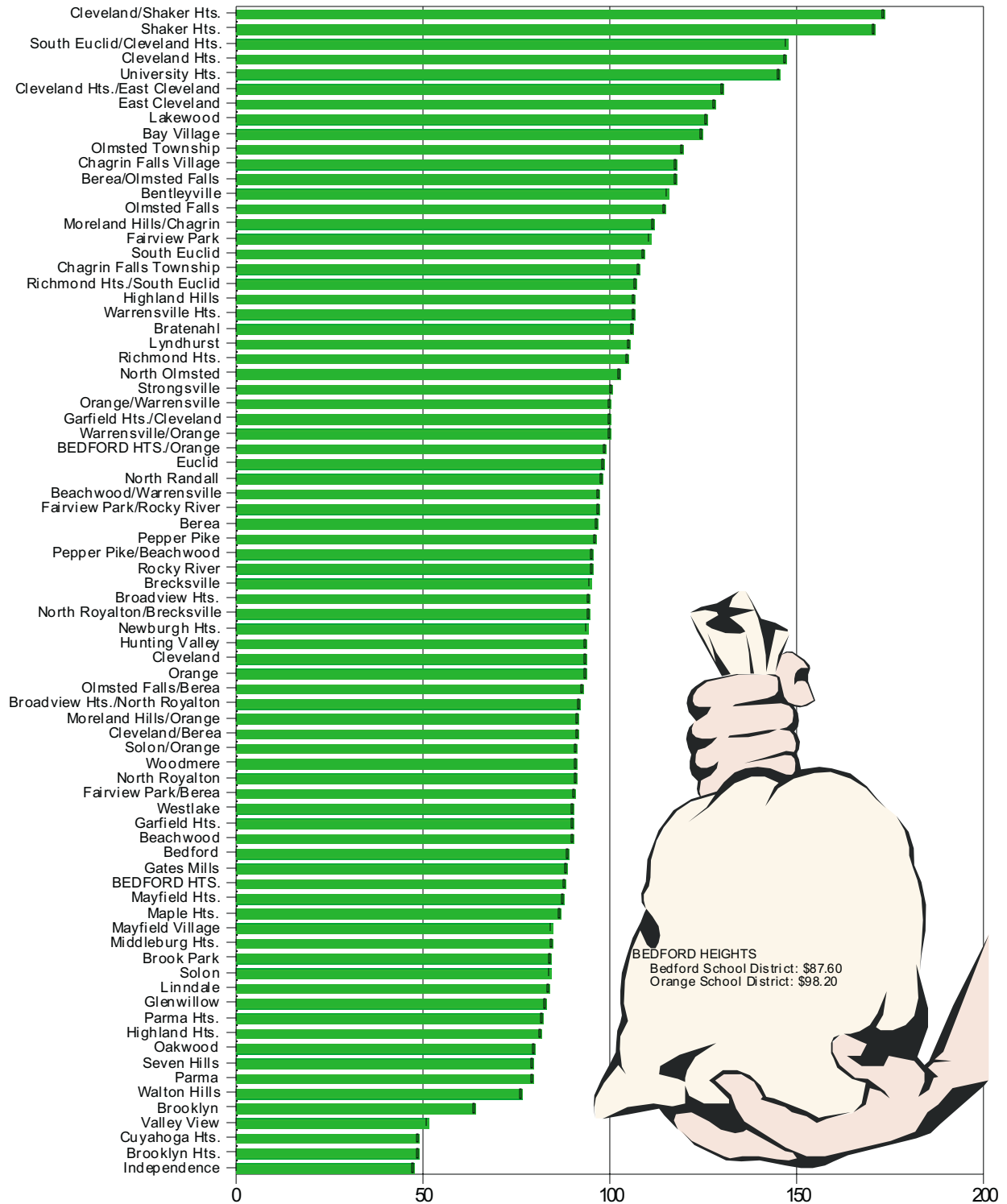
Graph 2-19 looks at property tax rates as they apply to school purposes only. Shaker Heights has the highest tax rate (\$135.00 for taxes levied for school purposes). A tax rate of \$57.60 per \$1,000 is levied for the Bedford City School District, while the Orange School District taxes higher, with \$68.20 per \$1,000 valuation, both in the middle range of all communities in Cuyahoga County.

Property Tax and Assessed Valuation

Table 2-13 compares the assessed value of residential, commercial, and industrial real property in Bedford Heights to neighboring communities over a ten year period. Solon has

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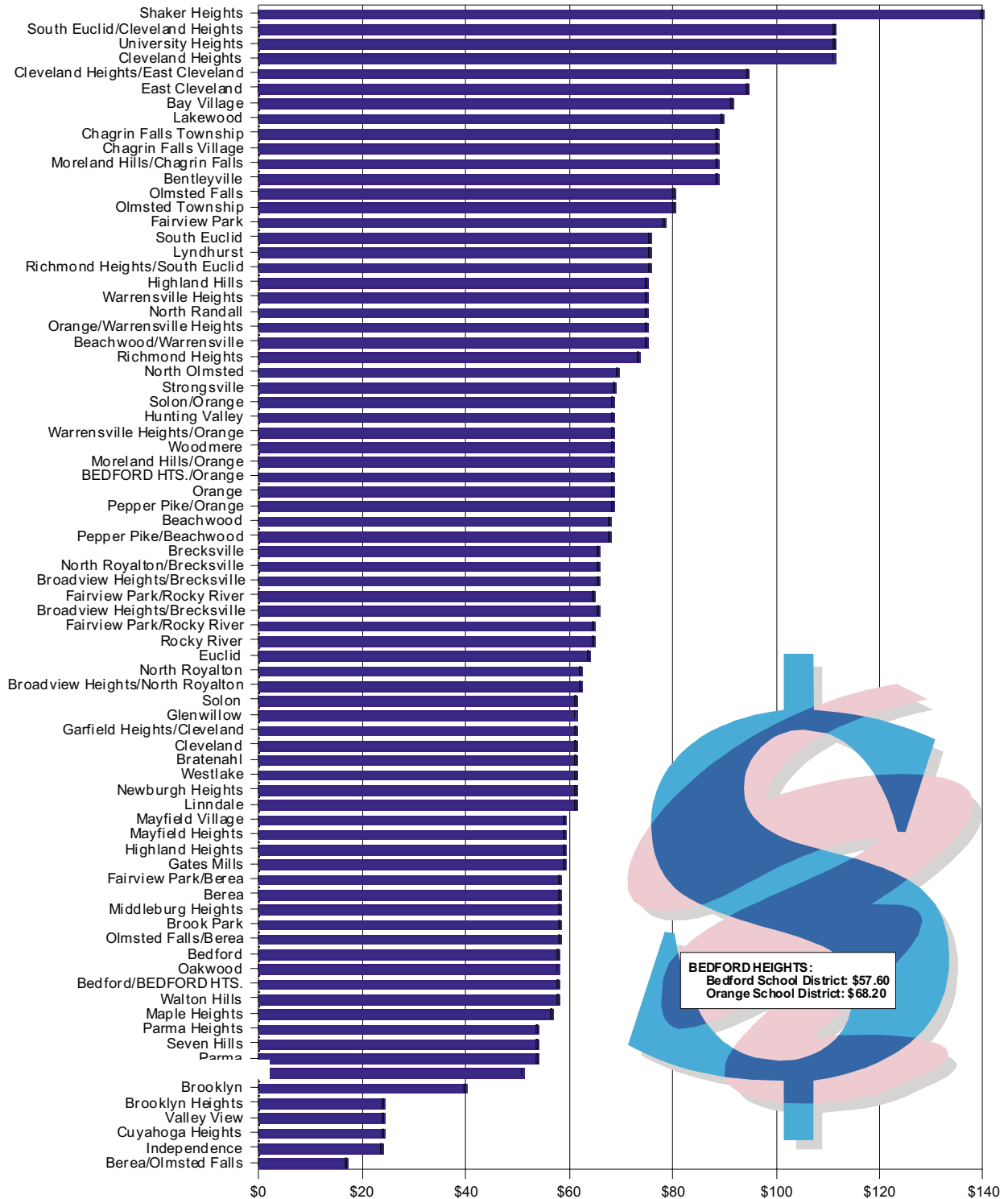
Graph 2-18, Rates of Taxation for All Purposes



SOURCE: Cuyahoga County Treasurer

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Graph 2-19, Rates of Taxation for School Purposes



SOURCE: Cuyahoga County Treasurer

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Table 2-13, Assessed Value of Taxable Real Property*

Community	1987	1990	1994	1997	1997 Total
BEDFORD HEIGHTS					
Residential	\$48,402,330	\$55,697,770	\$68,519,410	\$76,555,090	\$76,557,087
Commercial/Industrial	\$69,361,830	\$77,393,830	\$102,715,220	\$106,214,800	
Public Utility	\$7,106,420	\$9,236,080	\$9,638,720	\$9,395,480	
Bedford					
Residential	\$77,315,180	\$88,759,740	\$107,740,140	\$120,066,310	\$129,461,790
Commercial/Industrial	\$38,515,380	\$53,802,920	\$65,635,380	\$72,248,380	
Public Utility	\$11,687,260	\$14,599,850	\$14,798,530	\$13,137,450	
Maple Heights					
Residential	\$149,744,890	\$174,719,950	\$209,351,070	\$233,605,590	\$246,743,040
Commercial/Industrial	\$48,370,720	\$53,878,640	\$65,879,570	\$73,664,530	
Public Utility	\$18,795,240	\$23,008,800	\$24,212,920	\$20,040,070	
North Randall					
Residential	\$2,677,520	\$3,075,340	\$3,427,530	\$3,796,170	\$23,836,240
Commercial/Industrial	\$51,957,920	\$54,680,940	\$54,804,960	\$54,145,850	
Public Utility	\$1,875,200	\$2,473,190	\$2,509,500	\$2,278,300	
Oakwood					
Residential	\$17,654,710	\$21,321,900	\$28,705,600	\$35,276,530	\$37,554,830
Commercial/Industrial	\$14,732,260	\$20,440,740	\$28,886,120	\$31,710,360	
Public Utility	\$3,491,150	\$4,718,410	\$6,054,580	\$4,975,880	
Orange					
Residential	\$40,621,420	\$55,954,040	\$86,586,340	\$101,232,580	\$106,208,460
Commercial/Industrial	\$7,243,210	\$8,951,170	\$10,218,480	\$10,703,000	
Public Utility	\$1,362,210	\$2,044,360	\$2,183,520	\$1,964,480	
Solon					
Residential	\$188,372,730	\$264,430,830	\$410,661,710	\$474,047,150	\$476,011,630
Commercial/Industrial	\$122,436,490	\$158,795,520	\$205,729,110	\$218,675,860	
Public Utility	\$19,650,470	\$26,568,790	\$30,235,110	\$27,362,250	
Walton Hills					
Residential	\$25,845,420	\$31,233,170	\$46,260,790	\$50,138,510	\$77,500,760
Commercial/Industrial	\$25,607,670	\$28,435,610	\$32,225,870	\$32,853,540	
Public Utility	\$24,585,440	\$31,898,890	\$34,878,430	\$32,078,530	
Warrensville Heights					
Residential	\$57,054,950	\$65,857,420	\$72,375,420	\$79,803,480	\$111,882,010
Commercial/Industrial	\$61,853,200	\$71,206,450	\$82,007,900	\$83,627,450	
Public Utility	\$18,417,640	\$11,828,260	\$23,627,400	\$14,723,170	

*Table 2-13 does **not** include tangible personal property

SOURCE: Cuyahoga County Auditor's Office

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Table 2-14, Municipal Income Tax Collections

	1996	1995	1994	1993	1992	1991	1990
BEDFORD HEIGHTS	\$7,545,234	\$8,363,102	\$7,856,895	\$7,298,335	\$6,761,922	\$6,592,032	\$6,454,703
Bedford	\$6,245,328	\$6,045,760	\$5,397,376	\$4,974,227	\$4,628,939	\$4,256,837	\$3,625,364
Maple Heights	\$5,640,495	\$5,768,505	\$5,571,062	\$5,280,845	\$5,490,464	\$5,507,284	\$5,351,488
North Randall	\$1,434,737	\$1,378,659	\$1,437,578	\$1,428,600	\$1,214,992	\$1,133,632	\$1,226,300
Oakwood	\$2,684,768	\$2,390,063	\$2,124,113	\$1,893,105	\$1,904,797	\$1,656,882	\$1,457,229
Orange	\$1,562,813	\$1,596,330	\$1,469,215	\$1,375,912	\$1,309,840	\$1,298,175	\$1,148,717
Solon	\$22,334,798	\$21,495,863	\$19,432,102	\$18,830,739	\$17,610,841	\$17,366,717	\$16,662,609
Walton Hills	\$2,232,866	\$2,265,918	\$2,173,520	\$2,000,635	\$1,863,192	\$1,745,350	\$2,034,365
Warrensville Heights	\$7,761,979	\$7,161,061	\$6,595,046	\$7,015,382	\$7,187,748	\$6,686,822	\$6,344,105

SOURCE: Municipal Income Taxes, Tax Data Series, Ohio Department of Taxation

Table 2-15, Income Tax Rates and Credits

Community	Tax Rate	Tax Credit	Credit Limit
BEDFORD HEIGHTS	2.00%	100%	2.00%
Bedford	2.00%	100%	1.25%
Maple Heights	2.00%	80%	2.00%
North Randall	2.50%	100%	2.50%
Oakwood	2.00%	100%	2.00%
Orange	2.00%	60%	1.50%
Solon	2.00%	100%	2.00%
Walton Hills	1.00%	100%	1.00%
Warrensville Heights	1.75%	50%	1.75%

SOURCE: City of Bedford Finance Department and the Greater Cleveland Fact Book, The Greater Cleveland Growth Association

the highest total of assessed value, over \$720 million. North Randall currently has the lowest assessed value total at \$60 million. Bedford Heights ranks fourth out of the nine communities studied, with a total assessed valuation in 1997 of \$192,165,370. Bedford Heights is similar to the communities of North Randall and Warrensville Heights in that its commercial/industrial property values are higher than its residential values.

Income Tax Collections

Table 2-14 compares municipal income tax collections in Bedford Heights to the surrounding communities since 1990. The City of Bedford Heights collected the third highest amount of income taxes, a total of \$7,545,234 in 1996 when compared to its eight neighboring communities. The City of Solon collected the most annually while Orange and North Randall collected the least. Bedford Heights experienced an increase in 1995, up to \$8.3 million but then dipped to \$7.5 million in 1996.

Table 2-15 compares local income tax rates and the tax credit of various communities in southeastern Cuyahoga County. Bedford Heights and most communities tax 2% of income

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wages, except Walton Hills and Warrensville Heights which tax less and North Randall which taxes at 2.5%. Most municipalities offer a tax credit for residents who work in another city. Bedford Heights offers a 100% credit to those residents up to one-and-a-quarter on that tax.

Chapter 3

Existing Land Use and Development Constraints

CITY OF BEDFORD HEIGHTS MASTER PLAN

Introduction

This chapter focuses on two elements. The first element inventories the existing land uses within the City of Bedford Heights. The second element provides an overview of the natural environmental constraints that affect the future development and redevelopment potential of land in the City.

The inventory of the existing land uses within Bedford Heights provides the basis for preparing the master plan's *Final Development Plan*, which will identify appropriate future land uses for the city's remaining undeveloped land. The land use inventory and analysis are necessary steps because they offer pertinent information with respect to the amount, location and distribution of not only existing development but also of potential new development.

The overview of the natural environmental constraints includes an identification of the City's existing areas of steep slopes, flood plains and wetlands. It is important that the areas containing any of these natural constraints not only should be identified, but also that any proposed new development or redevelopment should respect these conditions and develop methods to mitigate any environmental damage that future development might bring.

Land Use Inventory

The City of Bedford Heights contains approximately 4.56 square miles, or 2,920 acres. In order to better analyze the changes in existing land use, a parcel-by-parcel survey of existing land uses within the entire City was conducted in the summer of 1997. As a result of this field survey, the City's existing land uses have been mapped and are shown on Map 3-1. In addition to this map, a larger, display-sized map, at a scale of 1" = 600' of the City's existing land uses has also been prepared and issued to the City. From this land use inventory and mapping, statistical summaries have been developed for how much acreage exists for each existing land use (see *Table 3-1*).

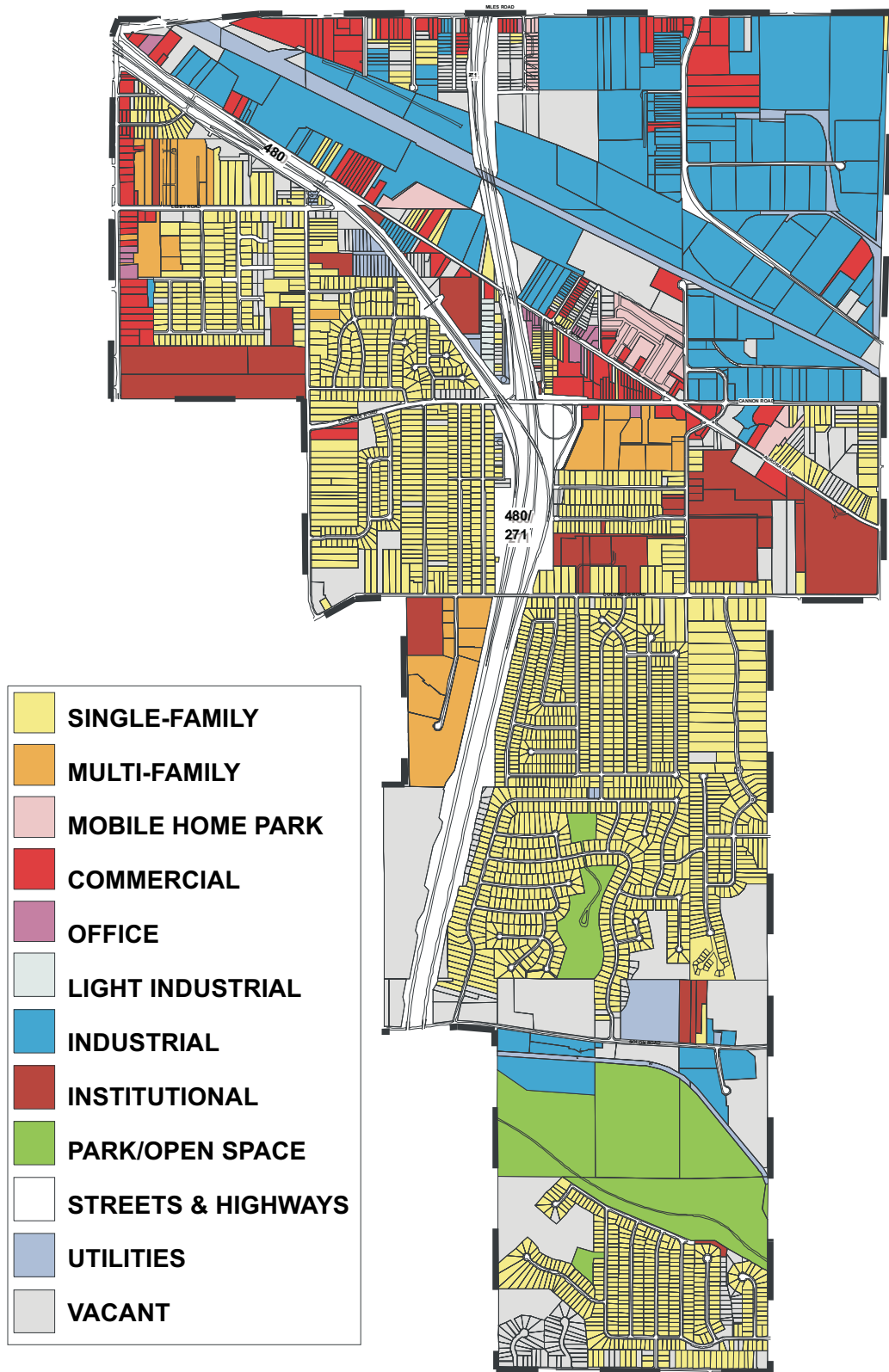
Total Development and Undeveloped Land

As shown in *Table 3-1* and *Graph 3-1*, the City of Bedford Heights is now 86.8% developed. This percentage represents only a modest change from the amount of developed land estimated twenty years ago in 1977 of 80.2%. This small change in the amount of developed land within the City reflects the fact that the City of Bedford Heights simply does not have much undeveloped land that is easily developable (i.e., land that is not already developed and that does not contain steep slopes, flood plains, wetlands, or some other environmentally restricted condition). A previous land use survey conducted by the Cuyahoga County Regional Planning Commission revealed that the City of Bedford Heights had 33.9% of its land developed and 66.1% undeveloped in 1959.

These statistics on land use help explain the census data findings on the reduced number of new housing starts within the City that were discussed in the preceding demographics chapter. These findings indicate that new residential housing starts peaked in the 1960's as a

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Map 3-1, Existing Land Use

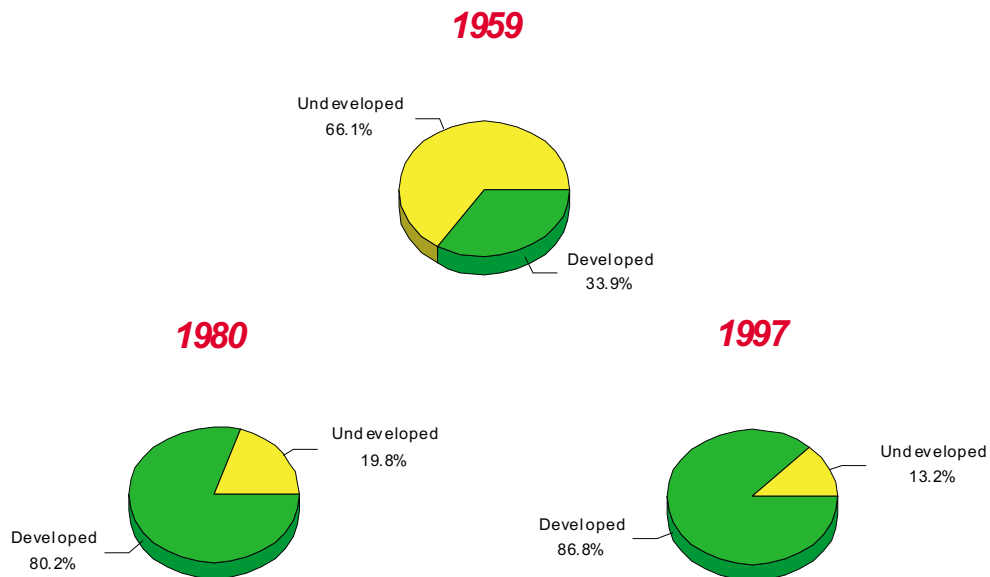


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Table 3-1, 1997 Existing Land Use

Land Use Category	Acres	Percentage
RESIDENTIAL		
Single-Family Residential	832.60	28.51%
Multi-Family	101.40	3.47%
Mobile Home Park	34.95	1.20%
TOTAL RESIDENTIAL LAND USE	968.95	33.18%
INDUSTRIAL		
Industrial	538.54	18.44%
Light Industrial	4.52	0.15%
TOTAL INDUSTRIAL LAND USE	543.06	18.60%
STREETS/HIGHWAYS/UTILITIES		
Streets and Highways	466.84	15.99%
Utilities and RR R-O-Ws	79.92	2.74%
TOTAL STREETS/HIGHWAYS/UTILITIES	546.76	18.72%
VACANT LAND		
Unused or Vacant Land	384.87	13.18%
TOTAL VACANT LAND	384.87	13.18%
PARKS/OPEN SPACE/INSTITUTIONAL		
Parks/Open Space	167.00	5.72%
Institutional	173.23	5.93%
TOTAL PARKS/OPEN SPACE/INSTITUTIONAL	340.23	11.65%
COMMERCIAL		
Retail Business	125.35	4.29%
Office	10.78	0.37%
TOTAL COMMERCIAL	136.13	4.66%
GRAND TOTAL	2,920.00	100.00%

Graph 3-1, Total Developed Land Within the City of Bedford Heights, 1959, 1980, 1997



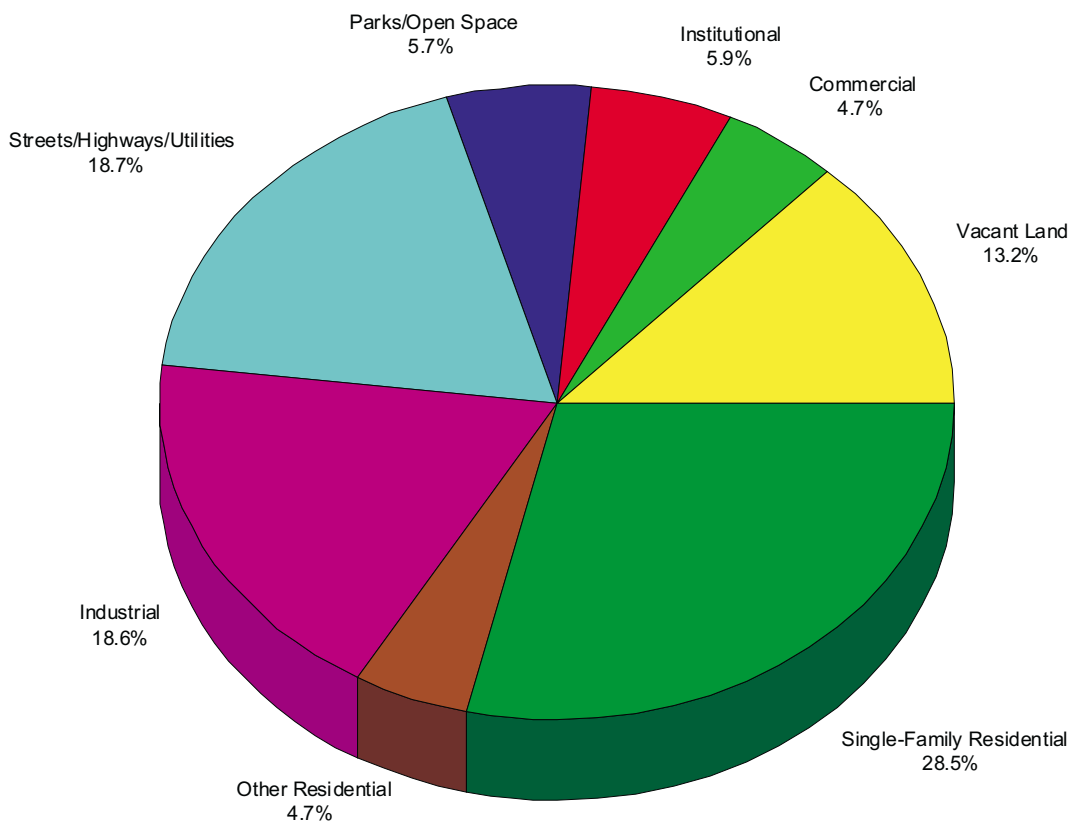
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part of the post World War II housing boom in the suburbs, but that since that time residential housing starts within Bedford Heights have tapered off for each subsequent decade. Thus, it would appear that one of the main reasons for the lower number of new housing starts in recent decades has been the near depletion of available and developable land within the City of Bedford Heights.

Distribution of Land Use

As shown in *Table 3-1* and *Graph 3-2*, Bedford Heights' largest land use is **single-family residential** which currently occupies approximately 833 acres of land or 28.5% of the total area of the City. While other forms of residential development do exist within the City such as **multi-family apartments and condominiums** as well as four **mobile home parks**, these uses combined only account for an additional 136 acres or less than 5% of the total area of the City (see *Table 3-1*).

Graph 3-2, Existing Land Uses



Other significantly developed land uses within the City of Bedford Heights include **industrial, commercial, institutional uses, streets, highways and utilities**. Bedford Heights' **industrial uses** occupy the second highest area within the City of 543.06 acres or 18.6% of the total area. The **industrial uses** are split into two large industrial locations with

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the larger being in the northern third of the City and the smaller industrial area located mostly to the south of Solon Road on the City's south side.

Streets and highways in Bedford Heights are the third largest land use after single-family residential and industrial, and occupy nearly 467 acres of land. When various lands being utilized for **utilities** as well as the **railroad rights of way** are added to the streets and highways classification, this land use category is slightly higher than the total land area being utilized for industrial uses (547 to 543 acres).

Institutional uses, which include city hall, cemeteries, churches and schools is another major land use that occupies 173 acres or nearly 6% of the total land area within the City. **Parks and open space areas** closely follow institutional uses and occupy 167 acres or 5.72% of the total land area.

Somewhat surprisingly, **commercial uses** including both **retail business establishments**, as well as **local offices** only make up 4.7% of the City's total land uses. Of this total, the vast majority of land (125 acres out of a total of 136) consists of **retail business** with local offices only comprising the remaining 11 acres.

Only 13.2% of the total land area of the City in 1997 (or approximately 385 acres) has been classified as **vacant** or **undeveloped**. Most of this vacant land is located in the southern third of the City and includes much of the land fronting along Solon Road and large parcels of land further south in the Metro Estates area south of the Cleveland Metroparks' Hawthorne Parkway.

Environmental Constraints

The three main environmental constraints which can adversely affect new development are steep slopes (slopes over 18%), flood plains and wetlands. The following subsections briefly explain the extent and general locations of these three natural environmental constraints.

Steep Slopes and Topography

Steep slopes are areas that contain slopes of 18% or greater. Because steep slopes typically require extensive cutting and filling in order to construct buildings, roadways, and underground utilities as well as safeguards against erosion and hill-side slippage, **these sites are more expensive to prepare for development. As a result these sites are usually avoided, if possible, because of the higher than normal site preparation costs.**

Topographic maps prepared by the United States Geological Survey indicate that Bedford Heights contains several areas where the natural slope of the land exceeds 18%. While almost all of the northern one-third of Bedford Heights is relatively flat and does not contain any steep slopes over 10%, the southern two-thirds of the City has a much more varied and rugged topography.

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The following **general** areas, which are also shown on *Map 3-2* (the environmental constraints map), are where natural slopes greater than 18% currently exist:

- A. The Bear Creek River Valley area north of Solon Road and to the west of I-271/480.
- B. A portion of an area that is partly residential and partly vacant that lies to the north of Columbus Road, west of I-271/480 and east of Bartlett Road.
- C. The mostly vacant western portion of Metro Estates that is west of Basswood Drive and extends northerly into lands abutting Cleveland Metroparks' Hawthorne Parkway.
- D. The northern portion of some vacant and City-owned land located south of Sandhurst Road.

Flood Plains

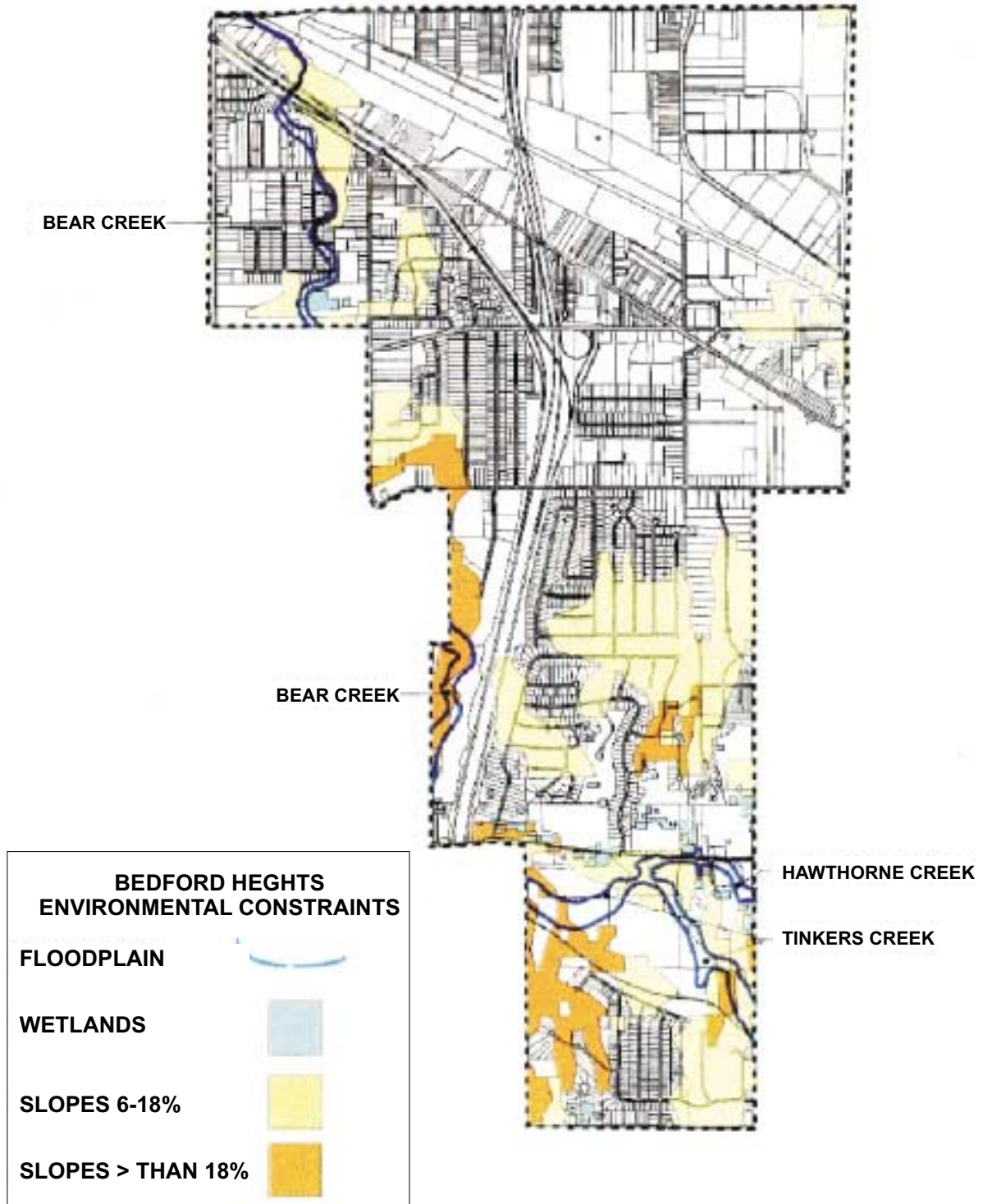
Map 3-2 also shows areas within the City which are considered flood plains or flood hazard areas as inventoried by the Federal Insurance Administration's Federal Emergency Management Agency (FEMA). Flood plains consist of the channel of a natural stream or river and the relatively flat areas adjoining the stream channel that have been or may be covered by flood waters. *Map 3-2* shows the 100 year flood boundaries or areas subject to flooding at least once every one hundred years.

Any development which occurs in flood plains or flood-prone areas may be subject to severe water damage during wet periods. In addition, such development of low lying areas can exacerbate the potential for flooding in areas downstream.

In Bedford Heights, there are three areas with flood plains that have been identified by FEMA. The largest flood plain area within the City is the main stem of Tinkers Creek which crosses the City in a northwesterly direction north of Hawthorne Parkway. An additional flood plain area is along the portion of Hawthorne Creek that lies just to the south of Solon Road near its confluence with Tinkers Creek. This flood plain area lies just to the east of the land owned by the City where its wastewater treatment plant is located and includes a portion of the Metro Court right-of-way where it intersects with Solon Road and the surrounding industrial park area. The third flood plain area within the City is further to the west within the Bear Creek River Valley. This flood plain area extends along the portion of Bear Creek that runs through the City north of Solon Road and extends all the way north to where Bear Creek crosses under the I-480 overpass near the City's northwest corner (see *Map 3-2* for exact locations).

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Map 3-2, Environmental Constraints



Wetlands

A wetland is defined as an area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Federal legislation restricts the development of identified wetlands. Under certain conditions, a property owner may be required to conduct a detailed site assessment and apply for a 404 Permit from the U.S. Army Corps of Engineers prior to disturbing the site.

In deciding whether to issue a permit to disturb a wetland, the U.S. Army Corps of Engineers balances the costs and benefits of the proposed project, including water quality, the economics of the project, public and private needs for the project, state and local land use decisions, and the importance of the wetlands to fish and wildlife. The Corps also examines the extent of the adverse impact on the wetlands and if all reasonable mitigation efforts were considered by the developer in planning the proposed development.

Wetland mitigation may include the creation of new wetlands (at the site or elsewhere) either of the same size as damaged or in some instances, up to three times the size. Mitigation also may include the relocation or modification of the proposed development. Permits are often granted if less than one acre of wetland will be affected by the proposed development.

Map 3-2 also shows the areas within the City of Bedford Heights that have been identified as wetlands by the Federal government. While these wetland areas are distributed throughout the City, a concentration of the wetland areas are located in the southern third of the City near Solon Road.

Chapter 4

Commercial/Industrial Market Analysis

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Introduction

As the City of Bedford Heights continues to age, the need for preserving and enhancing the City's commercial and industrial tax base will become even more important. The retention and expansion of existing commercial and industrial entities, and the attraction of new development are critical to balancing growth and maintaining the economic health of the City.

This chapter of the Bedford Heights Master Plan examines the existing commercial and industrial base of the City to gain a better understanding of what types of businesses and services are located within the City. The chapter includes both an inventory as well as an analysis of commercial and industrial development within the City. The analysis section examines the potential for expansion of selected commercial and office activities in the City, based on over- or under-representation of these categories, as dictated by the expenditures of City residents. Lastly, this chapter compares commercial and industrial trends in Bedford Heights with those of neighboring communities to look at Bedford Heights' non-residential development trends in a larger, more regional context.

Inventory

An initial listing of both commercial and industrial businesses was acquired from PhoneDisc 1997, a nationwide telephone directory on CD-Rom, and from the *1996 Harris Industrial Directory*. Follow-up phone calls were then made to confirm tenant status. This initial list was later linked with Cuyahoga County Auditor records as a means of acquiring floor space. A windshield field survey verified tenant status, vacancies, and additional measurements were then taken of commercial structures in July and August, 1997 when the Auditor's information was unavailable. The Bedford Heights Building Department provided additional square footage measurements when all other resources were exhausted.

The establishments were then grouped into eight different commercial and industrial categories. The retail commercial categories, their respective subcategories, and floor space of the commercial study are listed in *Table 4-1*. Appendix B includes the complete list of retail commercial establishments, their addresses, and floor space as they are grouped into categories found in the following table. Appendix C includes a complete list of industrial establishments with their addresses and floor space.

Analysis of Commercial Development

In total, there is currently 891,301 square feet of either occupied or vacant commercial floor space in Bedford Heights. As demonstrated in Appendix B, the majority of commercial space can be found along the Northfield Road Corridor, a portion of Miles Road, and parts of Aurora\Cannon Road. A similar study conducted by the Regional Planning Commission in 1970 *Cuyahoga County 1990: Retail Business* reported about 260,000 square feet of this same type of space. This translates to an increase of 243% since 1970. *Graphs 4-1, 4-2 and 4-3* illustrate the overall commercial growth in the City from 1970.

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Table 4-1, 1997 Retail Commercial Floor Space

Retail Type Code	Type of Establishment	Floor Area	% of Total
A	CONVENIENCE GOODS AND SERVICES		
A1	Supermarkets	0	
A2	Other Food	22,229	
A3	Food Service	68,412	
A4	Drugs	0	
A5	Other Convenience Goods	22,141	
A6	Convenience Services	19,155	
Subtotal for A		131,937	14.8%
B	SHOPPING GOODS AND SERVICES		
B1	Department Stores	0	
B2	Other General Merchandise	0	
B3	Clothing and Shoes	0	
B4	Other Shopping Goods	17,632	
B5	Furniture/Fixtures	170,095	
Subtotal for B		187,727	21.1%
C	AUTOMOBILE SALES, PARTS AND SERVICE		
C1	New Auto/Recreation Vehicle Sales	16,990	
C2	Used Auto Sales	14,496	
C3	Auto Parts Sales	10,518	
C4	Auto Repair	75,974	
C5	Gas Stations	24,270	
Subtotal for C		142,248	16.0%
D	COMMERCIAL AMUSEMENTS		
D1	Enclosed Amusements	129,890	
D2	Social Halls	14,025	
Subtotal for D		143,915	16.1%
E	OTHER RETAIL		
E1	Hotels, etc.	95,392	
E2	Funeral Homes	10,129	
E3	Animal Hospitals	4,305	
E4	Training Schools	0	
E5	Business Services	6,882	
E6	Unidentified	10,326	
Subtotal for E		127,034	14.3%
F	VACANT		
F1	Existing Vacant	37,419	
F2	Incomplete Vacant	0	
Subtotal for F		37,419	4.2%
G	LOCAL OFFICE SPACE		
G1	Local Office	121,021	
Subtotal for G		121,021	13.6%
TOTAL FOR A-G		891,301	100.0%

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The most prevalent commercial use in the inventory is *shopping goods and services* which accounts for 21% of the overall commercial inventory. This category includes businesses like department stores, sporting goods, and furniture stores. While there is an obvious lack of department stores, general merchandise, and shoe and clothing stores in Bedford Heights, there is an abundance of furniture stores and several fixture stores. Furniture and fixture stores, like Kronheim's Furniture, Pella Window and Carpet Barn & Tile, comprise 90% of the businesses in this category.

The second most prevalent category is *commercial amusements*, category D, with 16.2% of the total inventory. Since 1970, Bedford Heights has seen a 100% growth in commercial amusements attributed to such businesses as Racquet Club East, Kings Gym, and Whirly Ball.

The *automobile sales, parts and service*, category C, comprises a total of 16%. This is significant given the proximity to Bedford and the Bedford Auto Mile. Instead of dealerships like Bedford, Bedford Heights has a high number of auto mechanics and specialty stores like muffler, brake, and tire shops.

Convenience goods and services, category A, comprises 14.8% of the overall inventory. This category includes businesses that offer frequently needed products and services-such as restaurants, supermarkets, and drug stores. The largest contributor of convenience goods and services is the food service industry, which occupies 68,412 sq. ft of the total 131,937 sq. ft. Chain businesses, especially fast food restaurants comprise the largest percentage of the food service category, A3.

No square footage of the convenience goods and services category can be attributed to a true supermarket, that is a store that primarily sells food and ranges in size from 20,000-60,000 square feet. Despite the fact that Bedford Heights does not have a supermarket within its boundaries, several lie in neighboring communities which compensate for the lack of these stores. In addition, there are several convenient stores, such as the Shop-N-Go and Dairy Mart, in Bedford Heights where residents can purchase miscellaneous items found at grocery stores.

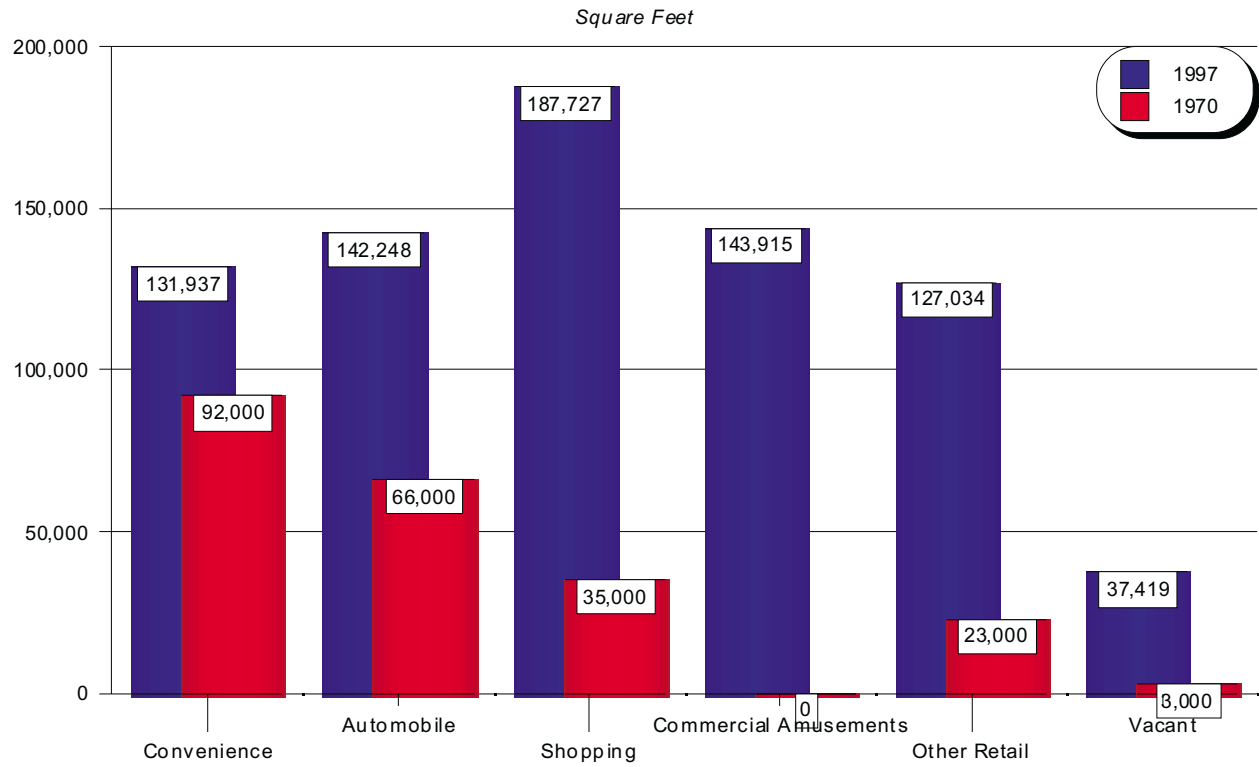
There is also a noticeable absence of any drug stores in the City of Bedford Heights. Unlike many communities that have a downtown drug store for everyday needs, Bedford Heights residents must travel outside the City for these products and services.

Category E, *other retail*, which includes such businesses as hotels, motels, animal hospitals, funeral homes, and business services, accounts for about 14.3%. **Local office space**, category G1, which includes businesses like insurance agencies, medical, legal, and health services, comprises 13.5% of the total floor space. Second story offices have been included in the inventory. Local businesses like check-cashing centers also appear in this category.

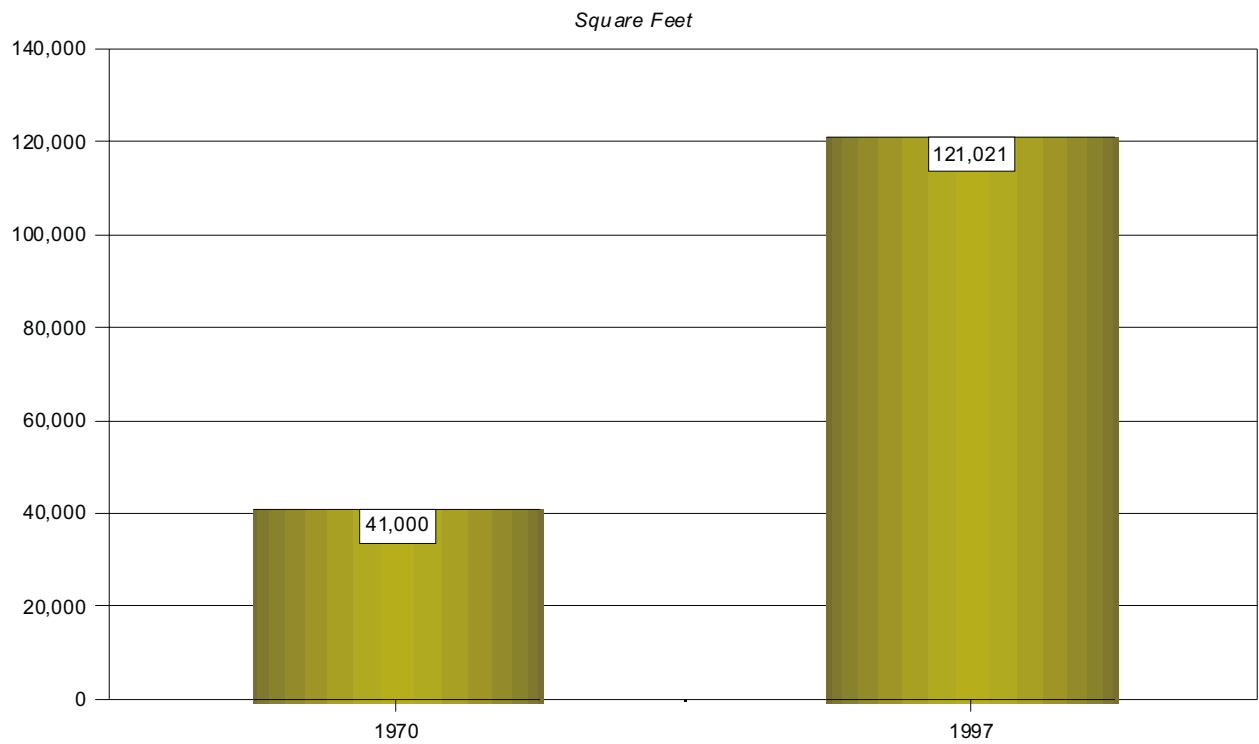
Lastly, *vacant* storefronts, category F, constitutes 4.2% of the total inventory. In early 1997, *Crain's Cleveland Business* cited a 9% vacancy rate for Greater Cleveland. Thus Bedford

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Graph 4-1, Retail Commercial Inventory, 1970 and 1997

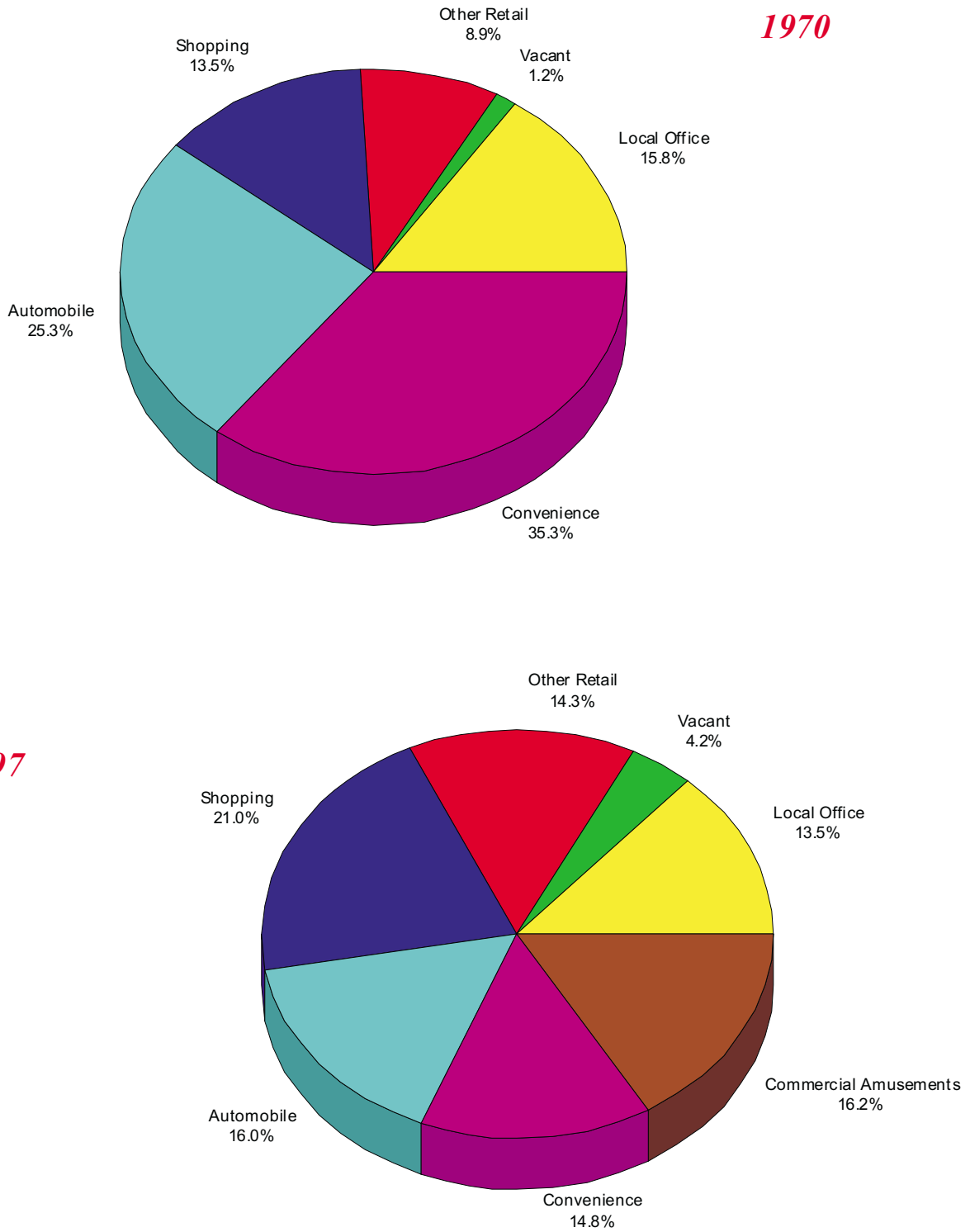


Graph 4-2, Retail Commercial Inventory, Office Space Comparison, 1970 and 1997



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Graph 4-3, Retail Commercial Inventory, 1970 and 1997



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Heights' commercial vacancy rate is relatively low when compared with the balance of Cuyahoga County.

Analysis of Industrial Development

There are 120 industrial firms operating in Bedford Heights. Appendix C details the various businesses, their addresses, and respective floor areas of the Industrial Inventory. Businesses range from electric and construction companies to steel service centers and fabricating corporations. Close to 6.9 million square feet of floor space can be contributed to industrial businesses, a total of 6,895,805 known square feet.

Graph 4-4 shows the breakdown of the industrial categories while *Graph 4-5* illustrates the total square footage of these categories. The **Manufacturing/Warehouse** category, H1, leads the industrial inventory with approximately 45.8% of the total inventory. The **Distributors/Contractors** category follows closely behind with 44.4% of the whole. **Regional Offices** account for 2% of the inventory and includes corporate offices such as Riser Foods and Sysco. The inventory also reports an 8% vacancy rate for industrial land, that represents industrial buildings currently without an tenant.

This high industrial activity is similar to only a handful of other communities in Cuyahoga County such as Solon, Euclid, Brook Park, Parma and the City of Cleveland. Bedford Heights enjoys a very strong tax base from all of its industrial activity within the City which is reflected in the City's high income tax revenue from industrial uses. Because of the large number of industrial jobs in the City, local businesses benefit from the day-time work force patronizing their establishments.

Regional Trends

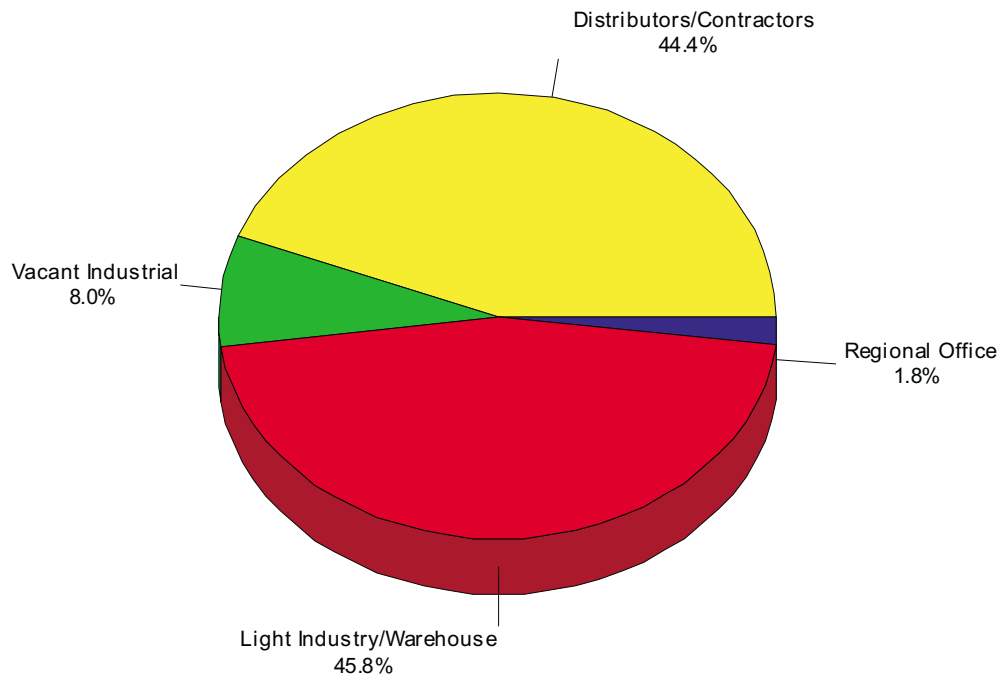
Table 4-2 depicts recent commercial and industrial construction in Bedford Heights and surrounding communities from 1992 to the end of 1997. Data was supplied from the building department records of each community. *Table 4-2* lists the number of building permits issued in each City based on new construction, additional construction to existing buildings, or interior/exterior renovations.

Bedford Heights issued 36 non-residential building permits between 1992 and December 31, 1997. Large scale additions like those of Olympic Steel in 1994 and Riser Foods in 1997, and new developments like Coca-Cola and Havsco Inc. have allowed Bedford Heights to maintain a competitive edge over neighboring communities. With the exception of Solon, which issued 54 non-residential permits and Warrensville Heights with 38, Bedford Heights competes well with other communities like Oakwood and Maple Heights with 27, Walton Hills with 20, and Bedford with 16. In those same years, North Randall issued only 15 building permits.

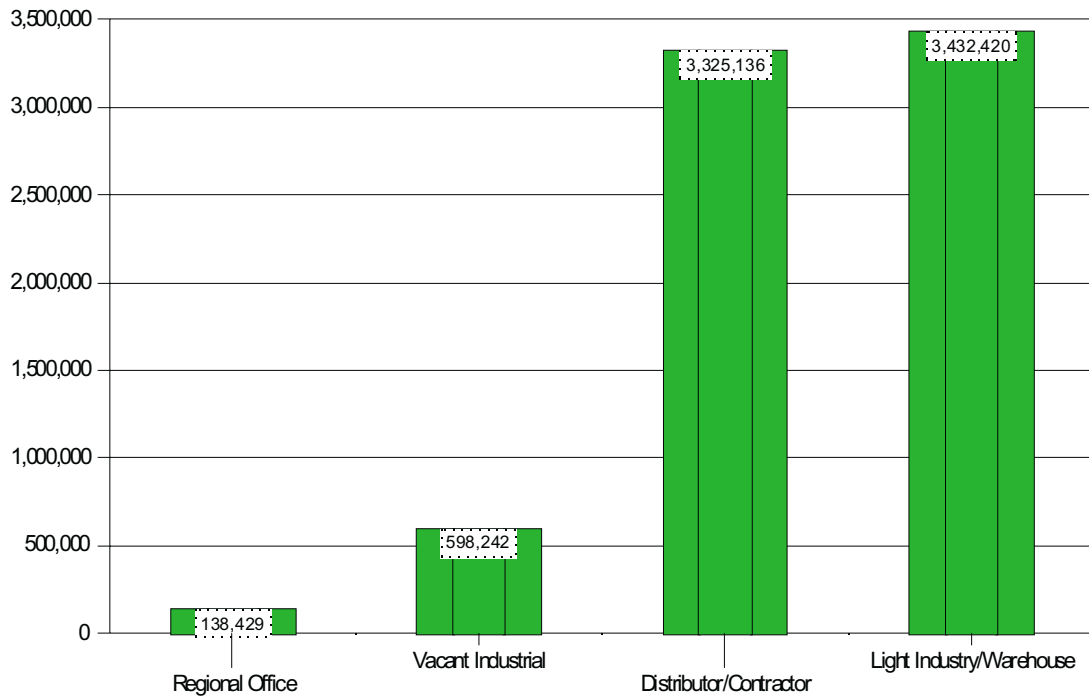
Graph 4-6 shows non-residential building permit data in terms of valuation of new commercial and industrial construction. It is important to not only compare the number of

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Graph 4-4, 1997 Industrial Inventory, Percent of Total Inventory



Graph 4-5, 1997 Industrial Inventory, Square Footage of Total Inventory



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Table 4-2, Building Permit Activity, Inventory of Commercial and Industrial Building Permit Data

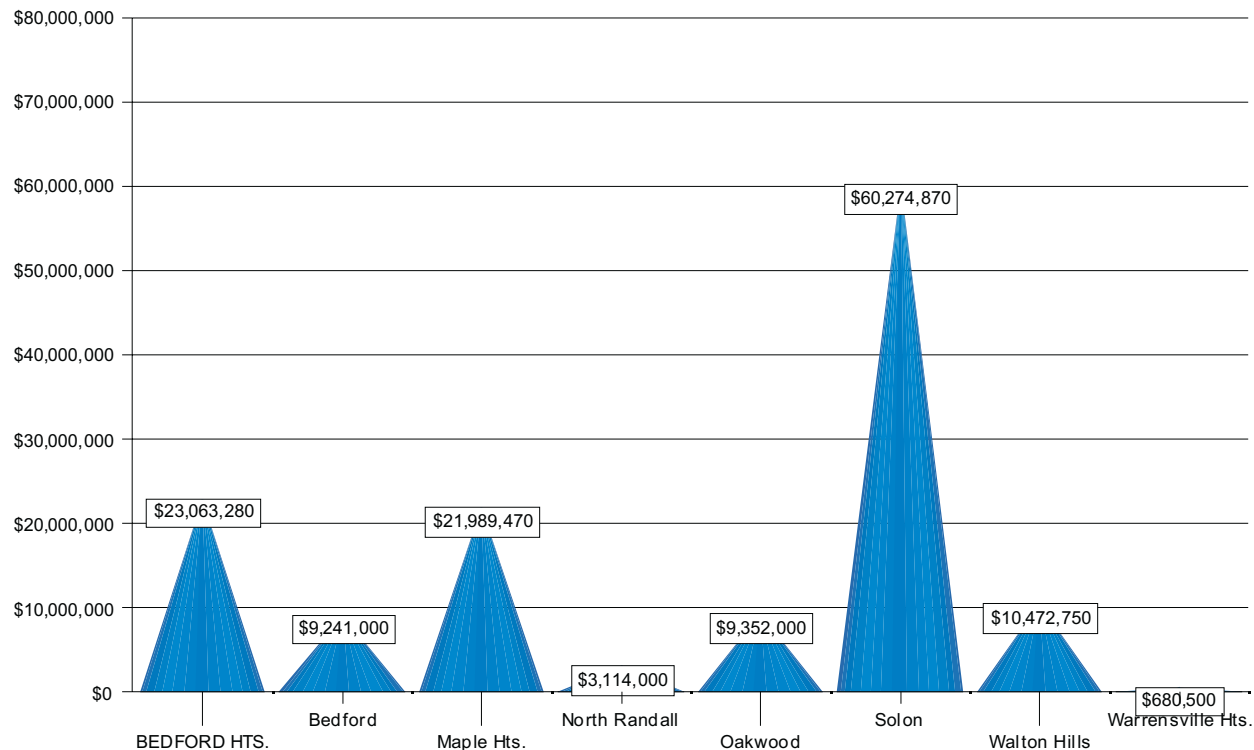
	Bedford						BEDFORD HTS.						Maple Hts.					
	92	93	94	95	96	97	92	93	94	95	96	97	92	93	94	95	96	97
NEW STRUCTURES																		
Warehouse/Storage								1	1	3		3		2				1
Manufacturing									1	1				2	1			
Office							1			3		1	1					
Commercial	1			1		3		1				1	1	1			2	5
Other				1									1	2			1	1
ADDITIONS TO EXISTING STRUCTURES																		
Warehouse/Storage							2	3	2		1	2						
Manufacturing			1	1					1					1				
Office									2									
Commercial				1														
Other				1	1	1	1			1				1				
RENOVATIONS				2		2	1	1				2				2	1	1
TOTAL	1	0	1	7	1	6	5	6	7	8	2	8	3	9	1	2	5	7
GRAND TOTALS	16						36						27					
	North Randall						Oakwood						Solon					
	92	93	94	95	96	97	92	93	94	95	96	97	92	93	94	95	96	97
NEW STRUCTURES																		
Warehouse/Storage							1	2	3	1	2	4	1		1	2	1	2
Manufacturing													2		1	2	1	1
Office				1							2		1		1		1	1
Commercial			1	5	3		1	1	1		3	1		1	3	4	3	1
Other						1	1		1						1	1	1	
ADDITIONS TO EXISTING STRUCTURES																		
Warehouse/Storage														3	1		1	1
Manufacturing														1	2	3	2	1
Office														1		1	1	
Commercial										1								2
Other							1											
RENOVATIONS					1	3			1									1
TOTAL	0	0	1	6	4	4	4	3	6	2	7	5	4	6	10	13	14	7
GRAND TOTALS	15						27						54					
	Walton Hills						Warrensville Hts.											
	92	93	94	95	96	97	92	93	94	95	96	97						
NEW STRUCTURES																		
Warehouse/Storage	1	2			1		1			1	2	7						
Manufacturing				1								1						
Office							1					1						
Commercial				1			2			1	3							
Other	4				1					2	1	1						
ADDITIONS TO EXISTING STRUCTURES																		
Warehouse/Storage	1			1														
Manufacturing	1				1													
Office				1														
Commercial																		
Other						1				1	3							
RENOVATIONS		1		1	1		1			2	7							
TOTAL	7	3	0	5	4	1	5	0	0	7	16	10						
GRAND TOTALS	20						38											

SOURCE: Data collected from records supplied by the Building Departments of individual communities

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permits issued but also the values of each permit project. Although Bedford Heights ranks high compared to surrounding communities, it reflects only *reported* amounts on permit applications. In Bedford Heights, \$23,063,275 worth of new commercial and industrial construction was reported during this time period, second only to the City of Solon but closely followed by Maple Heights.

Graph 4-6, Total Construction Value, Commercial/Industrial Building Permit Activity, 1992-July 1997



Bedford Heights also ranks well when looking at retail commercial per capita, or square footage per person, with a total of 61.8 square feet of retail space. The following figures reflect only retail square footage figures and were computed using figures derived from recent field surveys conducted within the last three years. These 1995 per capita figures reveal that Bedford Heights sits comfortably with other communities like Highland Heights, 65.6, Rocky River, 62.3, and Westlake with 59.1 (see *Table 4-3*).

In 1970, the retail square footage per capita of Bedford Heights was at only 16.5 square feet. This amount was comparable to Garfield Heights with 15.1 and significantly less than Bedford with 45.9 and North Olmsted with 39.6 per person. 1995 figures reveal significant increases for nearly all communities with the exception of East Cleveland that dropped by -1.3 square feet per person. The *Wall Street Journal* recently reported a national average of 19 square feet of retail commercial floor area per person. Bedford and North Olmsted currently rank the highest in per capita figures, revealing a 250% average increase in per capita square footage from the 1970's.

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Table 4-3, Retail Square Footage Per Capita for Selected Cuyahoga County Communities

Community	1970 Population	1970 Retail Square Footage	1970 Per Capita Square Footage	1995 Population	Current Retail Square Footage	1995 Per Capita Square Footage	Change from 1970-1995
Bedford	17,552	806,000	45.9	14,261	1,738,804	121.9	76
North Olmsted	34,861	1,381,000	39.6	34,683	3,732,594	107.6	68
Fairview Park	21,699	1,061,000	48.9	17,470	1,287,223	73.7	25
Highland Hts.	5,926	59,000	10.0	7,318	479,947	65.6	56
Rocky River	22,958	986,000	42.9	19,960	1,243,625	62.3	19
BEDFORD HTS.	13,063	216,000	16.5	11,863	732,861	61.8	45
Westlake	15,689	338,000	21.5	29,937	1,768,626	59.1	38
East Cleveland	39,600	1,285,000	32.4	31,522	979,303	31.1	-1
Garfield Hts.	41,417	627,000	15.1	30,510	844,658	27.7	13
Bay Village	18,163	177,000	9.7	16,526	166,102	10.1	0

NOTES: Retail Square Footage figures are for Convenience Goods, Shopping Goods, Automotive Goods and Services, Commercial Amusements and Other Retail categories, but **DO NOT INCLUDE** Local or Regional Office Space, Industrial Uses and Vacant Commercial or Industrial Space.

SOURCE: 1970 figures are from *Cuyahoga County 1990: Retail Business* prepared by the Cuyahoga Regional Planning Commission in May, 1970. Current Retail Square Footage figures have been derived from recent field surveys performed within the last two years.

Maps 4-1 and *4-2* illustrate the location of shopping districts and industrial parks within a three-mile radius of the center of Bedford Heights. *Map 4-1* indicates and lists the major shopping districts within this three-mile area, including Randall Park Mall, Southgate, the Bedford Auto Mile and Meadowbrook Market Square I and II. *Map 4-2* indicates that 14 of the 16 industrial parks within 3 miles of the center of Bedford Heights are actually outside the City.

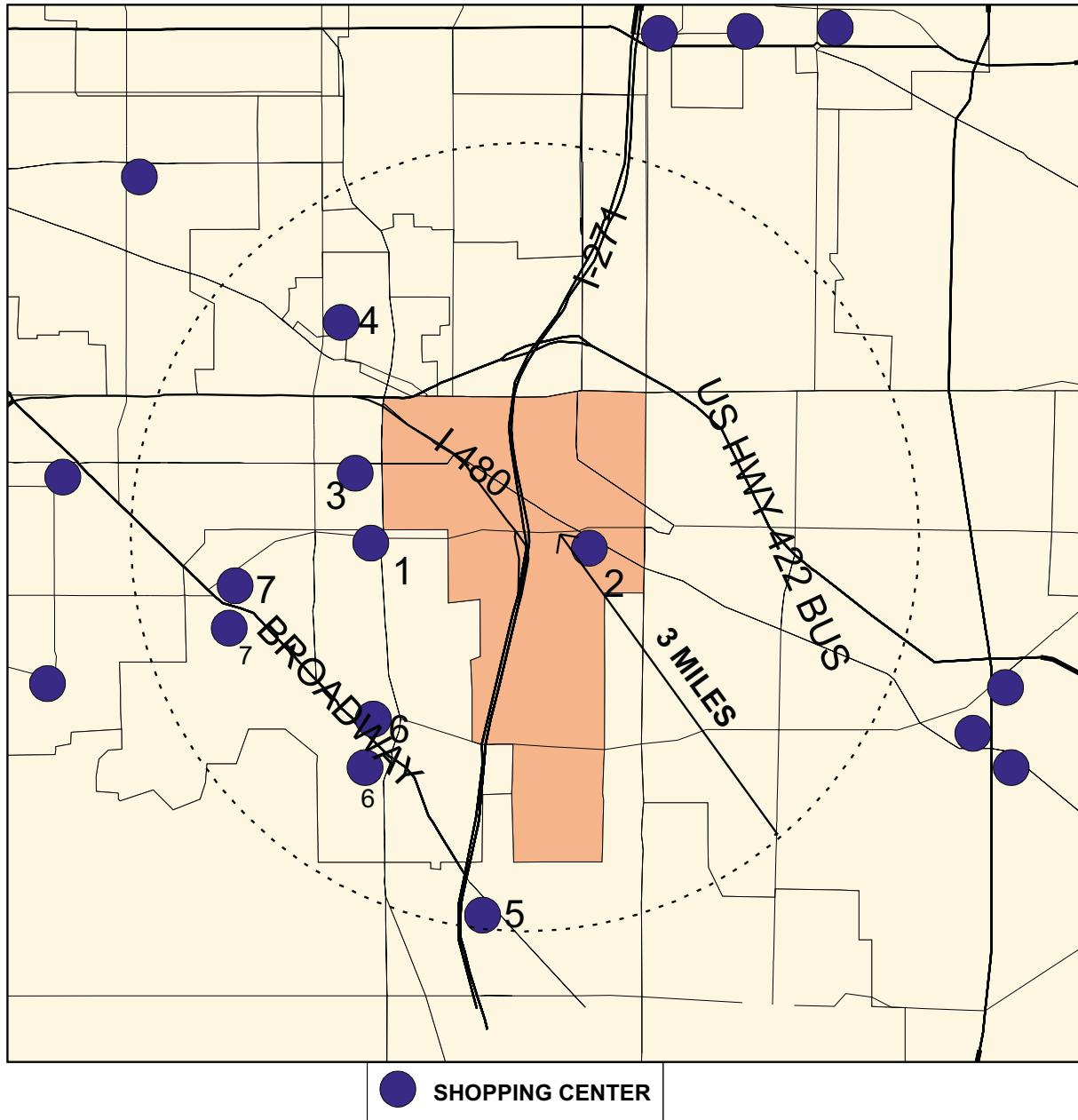
Supply and Demand Ratios

In addition to an examination of commercial floor space, another means of determining the adequacy of a community's retail supply is to assess the purchasing potential of its residents as it relates to the retail sales of the community. In this analysis, estimated annual household expenditures on goods and services generated by Bedford Heights residents are compared to estimated sales figures generated by Bedford Heights' retail businesses. If the supply of retail is adequate, then the retail sales generation should at least equal or exceed the expected expenditures of the residents.

The steps taken in conducting this analysis involve acquiring an estimate of the current number of households located in the City as well as an estimate of what these households spend annually on the various goods and services identified in *Table 4-4*. The product of these two types of figures results in an approximate annual expenditure figure for all of the households in the community on retail goods and services.

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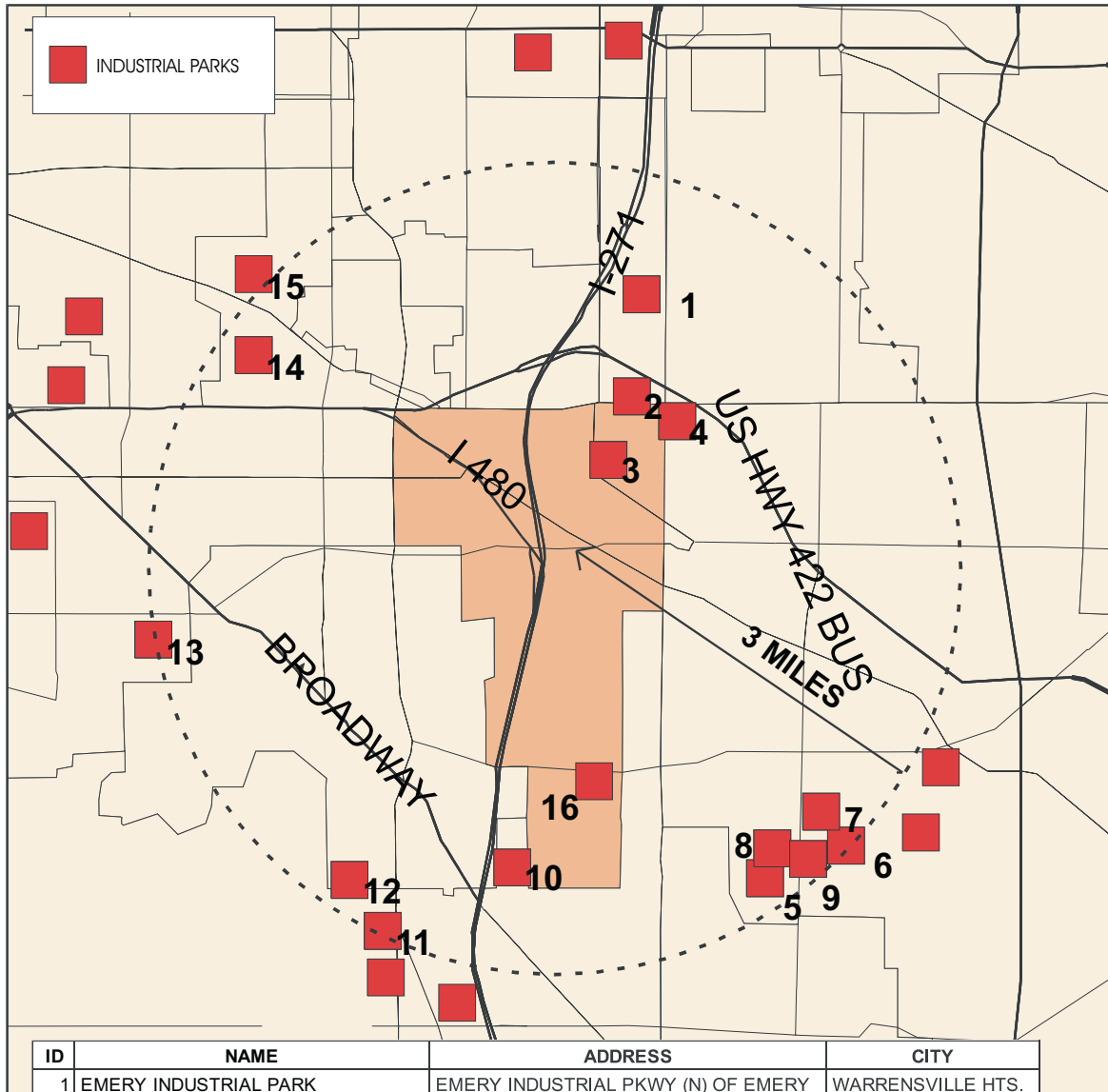
Map 4-1, Shopping Districts Within 3 Miles of the City of Bedford Heights



ID	SHOP NAME	CITY
1	MEADOWBROOK MARKET SQ. I & II	BEDFORD
2	PERKINS PLAZA	BEDFORD HEIGHTS
3	SOUTHGATE USA	MAPLE HEIGHTS
4	RANDALL PARK MALL	NORTH RANDALL
5	HAWTHORNE VALLEY SHOPPING CENTER	OAKWOOD
6	DOWNTOWN BEDFORD	BEDFORD
7	BEDFORD AUTO MILE	BEDFORD

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Map 4-2, Industrial Parks Within Three Miles of the City of Bedford Heights



ID	NAME	ADDRESS	CITY
1	EMERY INDUSTRIAL PARK	EMERY INDUSTRIAL PKWY (N) OF EMERY	WARRENSVILLE HTS.
2	COMMERCE INDUSTRIAL PARK	COMMERCE PKWY OFF MILES	WARRENSVILLE HTS.
3	BEDFORD HTS. INDUSTRIAL PARK	RICHMOND RD./FARGO	BEDFORD HTS.
4	RAINTREE INDUSTRIAL PARK	NAIMAN PARKWAY OFF MILES RD.	SOLON
5	AMBINA INDUSTRIAL PARK	AMBINA OFF COCHRAN RD.	SOLON
6	BRUCE INDUSTRIAL PARK	BRUCE INDUSTRIAL PKWY OFF COCHRAN	SOLON
7	CARTER ST. INDUSTRIAL PARK	CARTER ST. OFF COCHRAN RD.	SOLON
8	SCAR-MAR INDUSTRIAL PARK	HALL ST. OFF COCHRAN RD.	SOLON
9	SOLON INDUSTRIAL PARK	SOLON INDUSTRIAL PARKWAY	SOLON
10	LEXINGTON INDUSTRIAL PARK	FIRST PLACE OFF FORBES RD.	OAKWOOD
11	KRICK RD. INDUSTRIAL PARK	KRICK RD./FORBES (S) NORTHFIELD (W)	WALTON HILLS
12	INDUSTRIAL PARK	INDUSTRIAL DR. OFF KRICK RD.	BEDFORD
13	INDUSTRIAL PARK	PENNSYLVANIA AVE. OFF ROCKSIDE RD.	MAPLE HTS.
14	OLD SOUTH MILES INDUSTRIAL PARK	SOUTH MILES RD.	WARRENSVILLE HTS.
15	CRANWOOD PARKWAY	CRANWOOD PKWY OFF MILES	WARRENSVILLE HTS.
16	SOLON RD. & METRO CT. AREA	METRO CT. OFF SOLON RD.	BEDFORD HTS.

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Table 4-4, Bedford Heights Retail Sales Capture and Leakage

1	2	3	4	5	6	7	8
Retail Category	1987 Floor Space	Total House- holds	Sales/ Household/ Year	Total Sales Potential	National Median Sales per Square Foot	Total Sales	Sales Capture/ (Leakage)
Convenience	131,937	5,180	\$5,907	\$30,598,260	\$181.65	\$23,966,356	-\$6,631,904
Other Food	22,229	5,180	\$2,907	\$15,058,260	\$202.28	\$4,496,482	-\$10,561,778
Food Service	68,412	5,180	\$2,046	\$10,598,280	\$214.78	\$14,693,529	\$4,095,249
Other Convenience Goods, Services	41,296	5,180	\$954	\$4,941,720	\$141.35	\$5,837,190	\$895,470
Shopping	187,727	5,180	\$3,455	\$17,896,900	\$176.19	\$33,075,620	\$15,178,720
Clothing and Shoes	0	5,180	\$1,656	\$8,578,080	\$194.28	\$0	-\$8,578,080
Furniture	170,095	5,180	\$1,320	\$6,837,600	\$168.83	\$28,717,139	\$21,879,539
Auto	142,248	5,180	\$6,095	\$31,572,100	\$133.17	\$18,943,166	-\$12,628,934
Amusements	143,915	5,180	\$1,764	\$9,137,520	\$84.05	\$12,096,056	\$2,958,536
Other Retail	127,034	5,180	\$1,008	\$5,221,440	\$175.91	\$22,346,551	\$17,125,111
TOTAL*	732,861	5,180	\$18,229	\$94,426,220		\$110,427,749	\$16,001,529

*TOTAL FLOOR SPACE DOES NOT INCLUDE INDUSTRIAL, VACANT OR LOCAL OFFICE SPACE.

SOURCE (by column):

- 2 = 1997 Bedford Heights Commercial Inventory
- 3 = Urban Decision Systems, 1996 estimate
- 4 = U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey, 1995
- 5 = Column 3 x Column 4
- 6 = *Dollars and Cents of U.S. Shopping Centers*, ULI-Washington, 1995
- 7 = Column 2 x Column 6
- 8 = Column 7 - Column 5

The next step is to try to assess the total annual sales generated in the community as determined by multiplying the square footage from the inventory by sales per square foot standards established by the Urban Land Institute. This product is then compared to the household expenditure estimates and results in the identification of either sales “capture” or “leakage”. Sales capture occurs when the retail sales exceed the residents’ estimated level of expenditures—the commercial sector has not only met the needs of its residents, but is drawing customers from beyond its borders. Sales leakage occurs when residents’ shopping needs are *not* met within the community and they must go elsewhere to purchase goods or services. **Table 4-4** illustrates implementation of this methodology for Bedford Heights.

The final step involves taking the sales capture and leakage identified in **Table 4-4** and translating this data into actual floor space in **Table 4-5**. The capture or leakage from column 8 of **Table 4-4** is divided by the sales per square foot of each retail type to arrive upon a floor space total. This represents the amount of retail floor space that is either in abundance (surplus) or needed (deficit) in Bedford Heights.

Table 4-4 lists the five major retail categories, as well as a few select subcategories that could be broken out, based on the level of detail available from the U.S. Department of Labor Statistics data, shown in column 4. No further breakdowns are possible due to a lack of detailed expenditure information.

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Table 4-5, Bedford Heights Existing Floor Space Surpluses/Deficits

Retail Type	Sales Capture/ (Leakage)	Surplus/ (Deficit) in Building Square Feet
Convenience	-\$6,631,904	-36,509
Shopping	\$15,178,720	86,150
Auto	-\$12,628,934	-94,833
Amusements	\$2,958,536	35,200
Other Retail	\$17,125,111	97,352

At first glance, **Table 4-4** indicates that, as a whole, the City of Bedford Heights is capturing retail sales, or, in other words, the commercial base is serving the residents' total retail needs. However, an analysis of individual retail categories and subcategories reveals that there are some goods and services which residents are required to be purchased elsewhere. For example, while the City is potentially experiencing an overall sales capture of over \$16 million, there is a sales leakage of at least \$10 million in the Other Food subcategory. This indicates that the supply of establishments such as convenient stores, delicatessens, and bakeries may not be sufficient.

The single overall category with sales leakage is the Auto category, in which Bedford Heights' residents are spending approximately \$12.6 million elsewhere on these goods and services. **Table 4-5** indicates a deficiency of over 94,000 square feet of auto retail space. However, this apparent shortage of space does not necessarily indicate the immediate need to develop additional automotive uses. Although there are no new car dealerships in Bedford Heights, residents need only travel to Bedford to visit a wide variety of dealerships along the Bedford Auto Mile. In addition, the *Ohio Revised Code* restricts the number of automobile franchise locations to a "relevant market area", in that an existing location of a particular franchise cannot be "within a radius of ten miles from the site of a potential new dealership". Therefore, no two dealerships of the same type of car are to be located within a ten-mile radius of each other. Consequently, considering the large number of dealerships located on the Bedford Auto Mile, there would be very limited opportunities for a new dealership to locate in Bedford Heights.

As mentioned in the inventory section, there are no supermarkets or drug stores in Bedford Heights. Although there is no household expenditure data available regarding expenditures at supermarkets and drug stores, it is expected that most of the City residents' grocery purchases are made elsewhere, resulting in a large sales leakage in these categories. While there are supermarkets and drug stores located nearby in Bedford, Maple Heights and Solon that are currently serving the needs of residents, Bedford Heights may want to explore ways to encourage a supermarket and/or drug store to locate within the City.

The shopping goods and services category is experiencing sales capture, as a whole. However, **Table 4-4** reflects the lack of clothing and shoe stores in Bedford Heights, in which there are \$0 in sales in this subcategory. Translating the \$8.5 million in sales leakage to floor space reveals the potential to support an additional 44,153 square feet of space. This may also be a retail type that could be supported by residents.

Conclusion

Commercial and industrial development in Bedford Heights is dispersed along major corridors such as Northfield, Miles, Richmond, Rockside, and Aurora/Cannon Roads. These types of uses serve not only as outlets for goods, services, and jobs to residents, but as income tax revenue generators for the City. The inventory and the supply and demand analysis have identified issues that need to be addressed in terms of the provision of ample goods and services for residents. Industrial uses, although they may not directly serve the retail needs of the community, do contribute greatly to the quality of life of a community in terms of tax base enhancement. Taxes acquired from these uses are generally greater than those of commercial uses and can be used in ways that improve the health, safety, and welfare of all the residents and workers.

The quality of existing establishments is an additional issue and is discussed more in detail in later chapters. It is also important for a community to develop measures that attract and maintain industrial and commercial uses. This entails using the data in this chapter to attract the types of businesses that are under-represented in the community. The individual focus areas as well as the implementation chapter of this Plan will address the City's current zoning and its adequacy to serve the future commercial and industrial development needs of Bedford Heights.

Chapter 5

Public Facilities and Infrastructure Analysis

CITY OF BEDFORD HEIGHTS MASTER PLAN

Introduction

Bedford Heights' residents currently enjoy many public amenities - good schools and excellent municipal services, including full-time police and fire protection, its own building department, and several other offices essential for the smooth running of local government. In addition, Bedford Heights has extensive recreation programs, a top notch Community Center, and a portion of Cleveland Metroparks within its municipal limits.

In order to assess the adequacy of community facilities, programs, and infrastructure for the future, a thorough understanding of the present availability of these facilities is required. This chapter will examine the following subjects in order to take a closer look at the adequacy of the City's current public facilities and infrastructure (roads, bridges, water and sewer lines and wastewater treatment plant):

1. An inventory of the *land owned by the City of Bedford Heights and the Bedford City Board of Education* that lies within the city limits of Bedford Heights.
2. An inventory and analysis of the City's *public facilities and services*.
3. An assessment of the *amount of land dedicated to parks and recreation* within the City and the services provided at these sites.
4. An assessment of the *condition* of existing parks and recreation facilities.
5. An overview of *existing services for older adults*.
6. *Recommendations* on the current and future recreational needs and goals for the City of Bedford Heights.
7. An inventory and assessment of *infrastructure*.

Thus, it is the intent that this chapter not only serves as a readily-available resource of information on existing public facilities within the City, but also that this chapter establishes specific goals and recommendations for improving public facilities and infrastructure within Bedford Heights.

Inventory of City and School Board Owned Land

As shown in **Table 5-1**, the City of Bedford Heights currently owns 117.9 acres of land. This land ranges in use from vacant land to sites being utilized for the City Hall Complex, park and recreational facilities, stormwater detention basins, pump stations and the City's service building and wastewater treatment plant.

Currently, the largest share of the City's own land (nearly 45% or 53 acres of the total) is **vacant**. The next largest category according to **Table 5-1** is city-owned **park land** which

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Table 5-1, Existing Use Summary of City Owned Land, December 17, 1997

Existing Use	Acres	% of Total
Vacant Land	52.99	44.9%
City Park Land	24.00	20.4%
City Hall Complex	15.83	13.4%
Waste Water Treatment Plan	16.67	14.1%
Detention Basis	5.88	5.0%
Other Utilities	2.53	2.1%
TOTAL	117.90	100.0%

occupies 24 acres or roughly 20.4% of the total. The **City Hall Complex**-which includes the Bedford Heights' Police and Fire Departments, Mayor's Office, City Council Chambers and several other public governmental offices plus the Community Center, outdoor ball fields and the off-street parking lots-occupies nearly 16 acres or 13.4% of the total land owned by the City. The remaining three categories in *Table 5-1* include the **municipal waste water treatment, the storm water detention basins and other utilities**, and occupy a combined total of just over 25 acres or 21.3% of the total land owned by the City.

Map 5-1 shows the location of all of the above noted City-owned lands plus land owned by the Bedford School Board. With the exception of the City's heavily industrialized northeast quadrant, especially the area north of the existing Conrail tracks, *Map 5-1* indicates that municipal and school owned lands are fairly well distributed throughout the City.

This inventory of City and School Board owned land serves as a useful starting point to further assess public facilities within this chapter. Appendices D and E contain a complete listing by permanent parcel number of all of the parcels of land currently owned by the City of Bedford Heights and by the Bedford Board of Education.

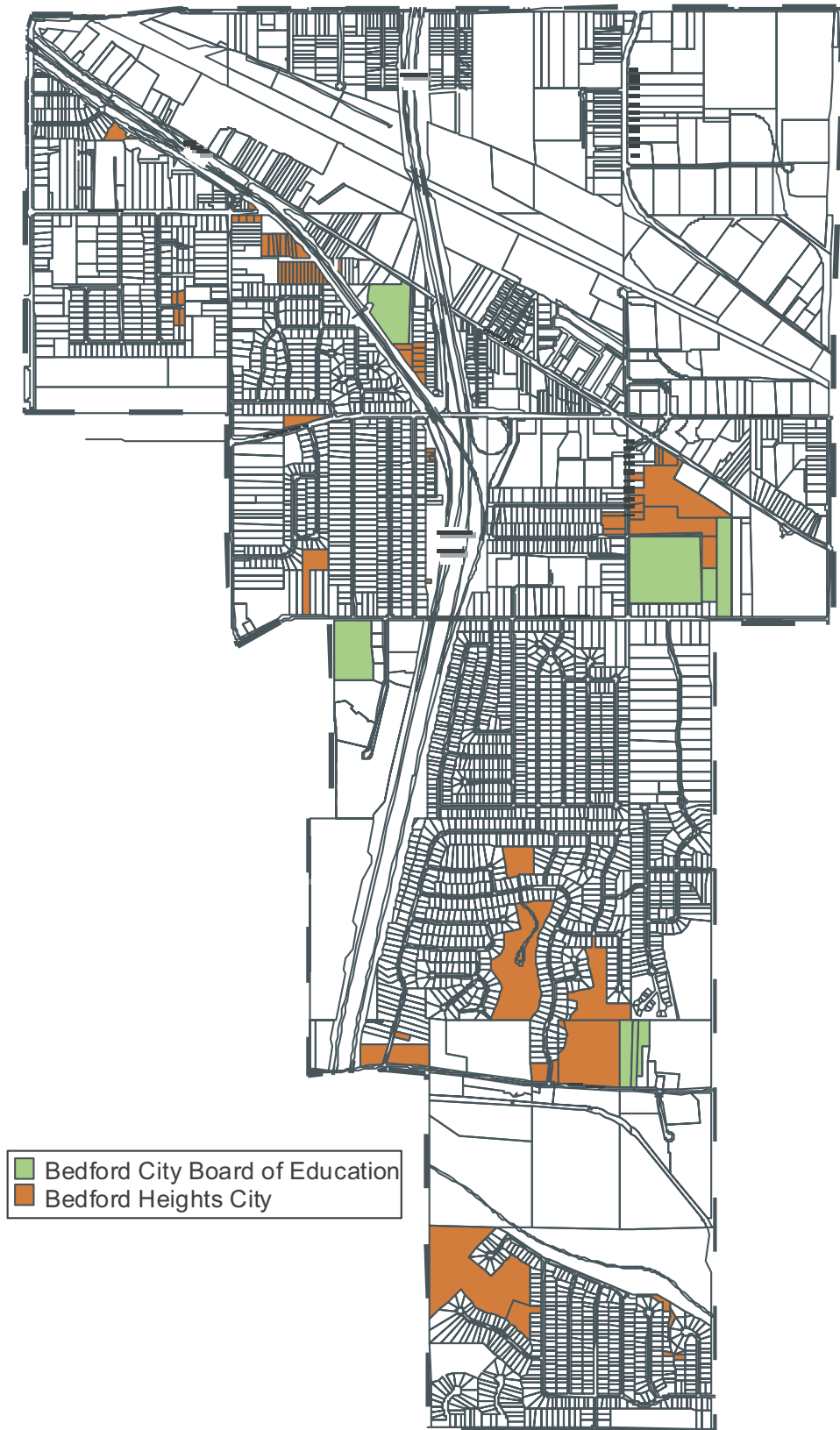
Community Facilities

Map 5-2 shows the public parks, schools and playgrounds and municipal facilities within the City. Currently, Bedford Heights contains 341.62 acres of land being utilized for parks, open space, and institutional uses, which includes 53.41 acres of land being used for schools and playgrounds. There are three municipal parks, three schools, and an impressive Community Center Building within the City of Bedford Heights. In addition, the Cleveland Metroparks System runs through the southern end of the City and contributes 143 acres of public recreation and green space.

The three schools are part of the larger Bedford City School District, which encompasses the communities of Oakwood and Walton Hills, as well as Bedford and Bedford Heights. A very small number of students attend Orange School District schools. There are no existing parochial schools located in Bedford Heights.

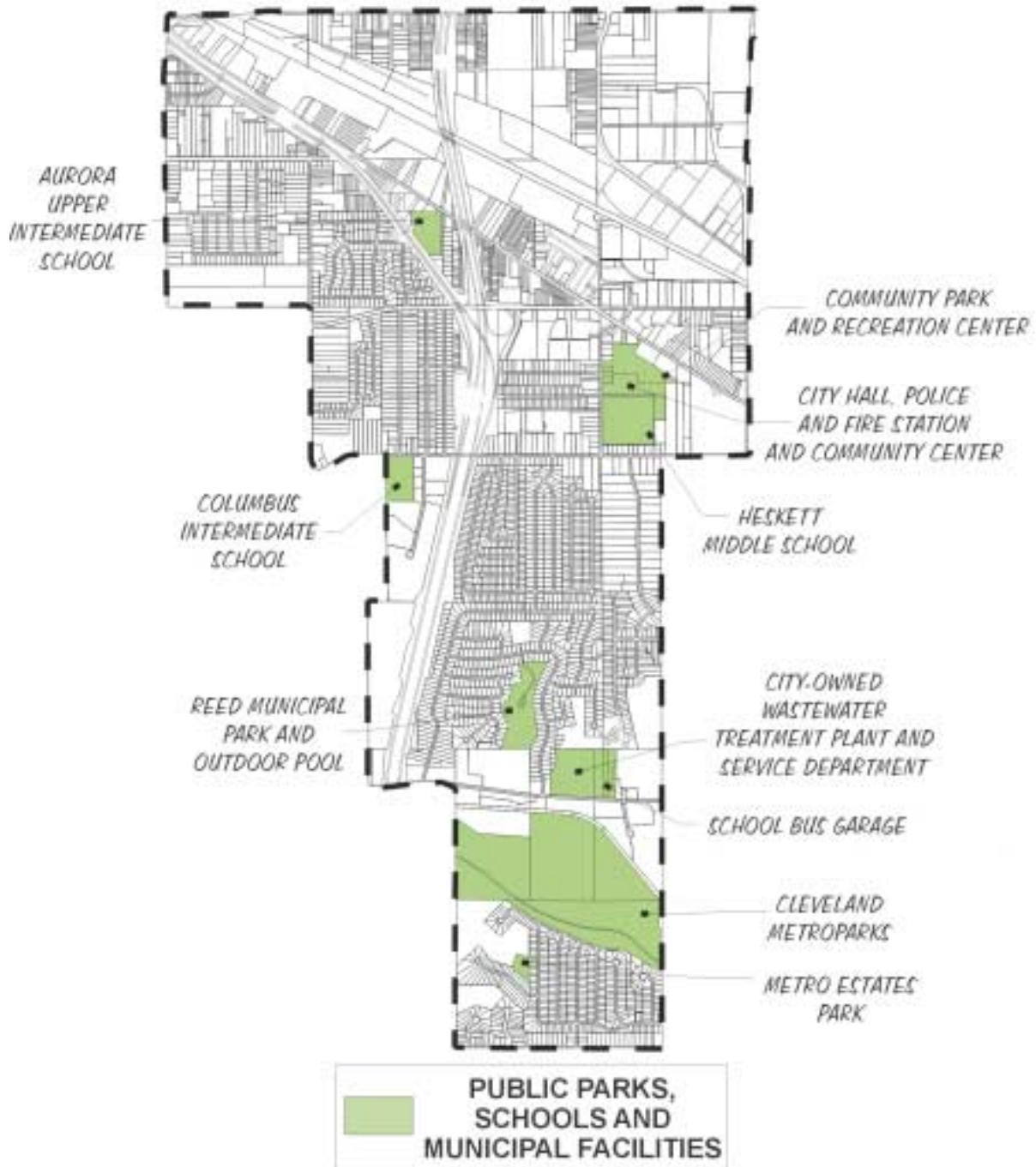
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Map 5-1, City and School Board Owned Land



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Map 5-2, Public Parks, School and Municipal Facilities



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Surrounding City Hall, which houses all municipal offices and the Police and Fire Departments, are several outdoor facilities including baseball diamonds, basketball courts, restrooms, and a concession stand. Also located in this area next to City Hall is the Community Center and Heskett Middle School which have facilities open to Bedford Heights' residents. The City also owns three small parcels of land totaling 1.93 acres that are located immediately across the street from City Hall, west of Perkins Road. This land was recently purchased by the City in July of 1997 for future community use.

A mini-park, known as the South Perkins Playground, once existed at the end of the cul-de-sac at South Perkins. New housing construction begun in 1995, has replaced this area with new single-family housing. In addition to the above public facilities, there are a handful of private recreational facilities located in the City, including a new indoor golf facility, body building and fitness centers, and racquetball courts.

Police, Fire, and Service Facilities

The Bedford Heights' Fire and Police Departments are housed in the City Hall Municipal Complex on Perkins Road. Both departments service the entire area of Bedford Heights. Whereas the Fire Department employs 29 full-time employees, the Police Department employs a total of 45 full-time employees (35 police officers, 6 dispatchers, and 4 clerical workers). Currently the Police Department participates in formal mutual aid packs with all abutting communities, and the Fire Department is in a point-specific location program as outlined in an agreement known as the Mutual Aid Box Alarm System that specifies the level of fire service protection and assistance required for each location outside the City of Bedford Heights. As *Map 5-3* illustrates, the community fire rating for the City, which is determined by the Insurance Services Office, Inc., is a 5 which is in the middle range for fire protection.

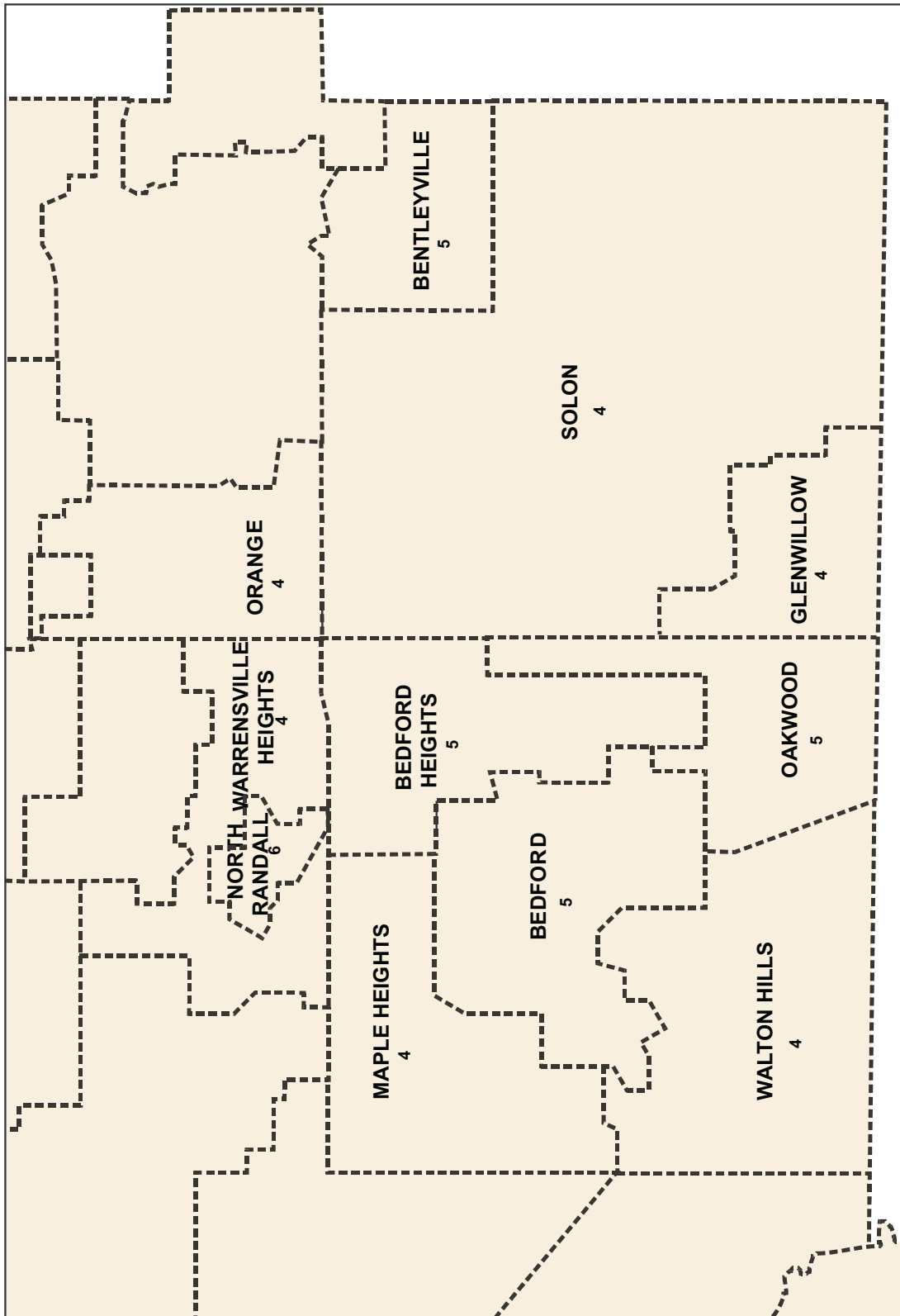
While these departments rate good to excellent in the condition of their facilities, equipment, manpower, and services, both the Fire Department and Police Department have indicated a need for better emergency access routes through the City, especially concerning the access to the Richmond Road area north of the Cannon Road underpass, which serves as a roundabout connector to Richmond Road north of the Conrail railroad tracks.

Southeast Library (14,600 square feet)

Although located at 70 Columbus Road in neighboring Bedford, the Southeast Public Library currently serves the residents of Bedford Heights as well as the residents of Bedford, Oakwood, and Walton Hills. The library is part of the Cuyahoga County Public Library System and was built in 1991. Currently, this facility employs four full-time and 20 part-time workers and has an average circulation of nearly 340,000 library materials per year.

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Map 5-3, Community Fire Ratings as Determined by the Insurance Services Office, Inc.



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Schools

As mentioned earlier, schools in Bedford Heights are part of the larger Bedford City School District. Columbus Intermediate, Aurora Upper Intermediate School, and Heskett Middle School are all located within the City of Bedford Heights. Columbus Intermediate School teaches grades 3-5, Aurora Upper Intermediate School teaches grade 6, and Heskett Middle School teaches grades 7-8.

Bedford Heights residents contribute the largest percentage of students in the Bedford City School District. While total enrollment of the District is 4,105 students, roughly 45% accounts for students of Bedford Heights, according to the Ohio Department of Education and the Bedford City School District for the 1996/1997 school year. Bedford students compare with 37%, Oakwood Village with 14%, and Walton Hills with 3% of the total enrollment in 1996/1997.

A small portion of Bedford Heights' residents are part of the Orange School District. The area that is served by the Orange School District lies in the industrial northeast corner of the City by Miles Road. According to recent information received from the Orange Public School District, there are only 4 students currently enrolled in that School District which reside within the City of Bedford Heights. Thus, significant tax revenue from the industrial businesses, found within Bedford Heights along Miles Road and Fargo Avenue, goes to the Orange Public School District rather than the Bedford Public School District that educates all but a few of the children within Bedford Heights (see Appendix F).

School Enrollment Trends

Public school enrollment figures for the last twenty-one years are listed in the Demographics Chapter of the Master Plan. In general, the Bedford City School District has experienced an **overall decline** in student enrollment of 36% within the last twenty-one years (from 1977 to 1997). While enrollment dropped from the 1976/1977 to 1984/1985, it has significantly stabilized since it reached the 1985/86 level of 4,074. **Table 5-2** outlines school enrollment at its peak year, 1976/1977, and over the past eight years.

Table 5-2, School Enrollment in the Bedford City School District

	1976-77	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98
School Enrollment	6,732	3,883	3,928	3,873	3,909	4,020	4,141	4,105	4,063

Source: Ohio Department of Education, 1997.

Although, Bedford Heights does not have any parochial schools within its boundaries, the Ohio Department of Education reported roughly 890 students, or 17.8%, did not attend public schools within the District.

Inventory of Board of Education Recreational Facilities

Aurora Upper Intermediate School (8.38 acres). This school has recreational facilities that include a large open field, basketball hoops, two tether balls, and a playground featuring swing sets and playground equipment. Picnic tables are also available. These facilities are open to not only the students of Aurora Upper Intermediate Schools, but to area residents as well. A pedestrian overpass exists over Interstate-480 to connect nearby residents to the facilities at Aurora School; however, this park is not centrally located to many western neighborhoods that lie north of Rockside Road and west of Interstates 271 and 480.

Columbus Intermediate School (9.72 acres). The Columbus Intermediate School, which is located on the south side of Columbus Road, immediately west of Bear Creek Lane, contains the following facilities: playground equipment-swing sets, a slide with a bridge, and jungle gym; tether ball, basketball hoops, and parking lot games like hop scotch and such.

Heskett Middle School (21.96 acres). Heskett Middle School has the following outdoor facilities: football field, track and field, and bleachers seats for watching events. A well-lighted parking lot and bike racks are also available. A large vacant area owned by the School District is located east of the football field and running track and could be utilized for additional school or recreational facilities in the future.

Inventory of Public Recreational Facilities

Bedford Heights Community Center (2.57 acres) and municipal park. This recreational complex, originally built in 1984, had a major addition built onto it in 1994. Currently the Community Center contains an indoor olympic size swimming pool and an indoor children's activity pool, sauna and whirlpool facilities, racquetball courts, indoor golf cages, weight training equipment, game and exercise rooms, and an indoor gym which includes basketball courts and an elevated running track. A multi-purpose room, large enough to hold 250 people, is located in the south end of the building. Adjacent kitchen facilities to serve the meeting room as well as a senior adult room are also available. Outdoor facilities include basketball courts, restrooms, a concession stand, and 6 baseball diamonds-three designed for little league and softball, and three designed as full-sized baseball diamonds for older children and adults.

Metro Estates Park (2.55 acres). Metro Estates Park is located in the southern portion of the City west of Basswood Drive and north of Ridgeline Drive. This park has a playground and a picnic pavilion. The pavilion includes picnic tables and two grills. Bike racks are also available for easy access to and from the park since there is no off-street parking for cars. The park contains a basketball and a sand volleyball court, tether ball and a horse shoe pit. A full-size softball field is also part of this secluded residential park. To the north and east is a large wooded area of approximately 25 acres which is vacant and is also owned by the City.

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Reed Municipal Pool and Park (21.2 acres). This park is also located in the southern half of the City and has been named after Lucille J. Reed. An outdoor swimming pool is the main focus here. It is an enclosed pool with concrete steps built into the hill along the side of the pool. A water slide, showers, and diving board are available at the pool. Changing rooms and restrooms surround the entrance to Municipal Pool. The park contains tennis, basketball, and volleyball courts, a children's playground, picnic pavilion, shuffleboard, horseshoe pits, restrooms, and a small open field. Ample parking is provided for automobile use to and from the park. A walking path and public field exists between Eldridge and Randolph and is also available for access to and from the park.

Cleveland Metroparks Recreational Facilities

Currently, the Cleveland Metroparks System contains 143.41 acres of public recreation land in the City of Bedford Heights. The park traverses the City's far south end of town and contains a scenic motorway, a multi-purpose trail, and many acres of forest land. The trail is paved and is used by bicyclists, joggers, and nature enthusiasts. There is the potential to connect Metro Estates Park to the Cleveland Metroparks system with an extended trail via the vacant, wooded lot located west of Basswood Drive and south of the land already owned by the Cleveland Metroparks.

The need for more environmental recreation in the City of Bedford Heights has been suggested by the Recreation Director. The Cleveland Metroparks has expressed an interest in the land that is vacant and wooded which lies adjacent to both the Metroparks and Metro Estates Park for the future expansion of the Metroparks. The development of a nature trail could be one future use for this undeveloped, mostly wooded area.

Private Recreation

There are several indoor private recreational facilities in Bedford Heights. Kings Gym, Racquet Club East, and Whirly Ball are all located in the City. These places provide facilities from exercise equipment and tennis courts to an innovative sport involving dodger cars and whiffle balls and bats, called Whirly Ball. The recent opening of a new facility on Aurora Road called Indoor Links now provides additional golf cages and a putting range for those interested.

Parks and Recreation Administration

The Recreation Department of Bedford Heights has the primary responsibility to oversee and manage the City's parks and recreational facilities. A staff of eight full-time and 45 part-time workers currently work to maintain these recreation sites. A public board, the Recreation Committee of Council, is responsible for long range planning.

Facilities and recreation space in Bedford Heights are compared with national recreation standards. The range of population served by existing facilities and the level of service

provided by alternative sources -such as private recreation providers - are analyzed. The condition of existing recreation facilities are also assessed.

National Standards for Parks and Recreation

According to the National Recreation and Park Association, standards are set for park land acreage per 1,000 persons of 6.25-10.5 acres. These minimum standards were set in 1987, and while they are not mandatory, they are a useful benchmark to measure recreational requirements.

Total public park land in Bedford Heights, excluding facilities owned and operated by the Board of Education, is 169 acres. Using the latest population estimate published by the U.S. Census Bureau at 11,790 persons, this is equivalent to 14.3 acres per 1,000 persons. Using these guidelines, Bedford Heights has adequate public recreational land. While residents enjoy excellent recreational services and facilities, the geographic distribution of these areas is slightly skewed.

The NRPA also recommends that communities have acreage in four types of parks: 2-3 acre **mini parks** which often substitute for backyards in dense urban areas; 5-10 acre **neighborhood parks** which provide for active children's play and passive adult recreation; 20-100 acre **community parks** which serve from 10,000 to 50,000 people and provide a variety of activities for all ages, and **regional parks** which serve the metropolitan area.

Currently the City of Bedford Heights does **not contain any mini parks**. Although some neighborhood parks could act as a provider of mini parks, there is no clear distinction between them. **Metro Estates Park** falls within the second category of parks: a **neighborhood park** for the surrounding suburban residential area in the southernmost residential area of the City. **Reed Municipal Pool and Park** serves as a community park with over 21 acres for children and adult recreation. The **Bedford Heights Community Center** and surrounding facilities also serves on a **community level**. The Community Center accommodates City residents and provides a plethora of recreational facilities for all ages. The **Cleveland Metroparks satisfies the regional park requirement** and provides self-directed recreation for the residents of Bedford Heights and surrounding communities in the region. Although no reliable standards exist for indoor recreational facilities, the NRPA figures are surpassed by Bedford Heights' indoor public and private recreational facilities.

Nevertheless, notwithstanding the above assessment of the quantity of recreational facilities within the City, there is a problem of **geographic distribution of parks in the City** — there is a lack of public recreation services and equipment in the northern third of the City especially in the City's northwest quadrant where major residential neighborhoods exist. This area, north of Columbus Road and west of Interstates 271 and 480, should be explored for more outdoor park facilities, especially since it is a densely populated, residential area with an estimated population of 3,473 or 28.6% of the total population in Bedford Heights, according to the 1990 Census.

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The City of Bedford Heights should also be encouraged to develop the parcels it currently owns on the west side of Perkins Road, across from City Hall. This area, a total of 1.93 acres, could be used as a town square to create a better sense of community with its focus as being a gathering point of the overall center of the community. Amenities such as picnic tables and a gazebo would enhance this green space and could be used year-round for seasonal and civic activities.

Types of Facilities Currently Available in Bedford Heights

Table 5-3 lists the types of facilities available in Bedford Heights' municipal parks, Board of Education facilities, and other sites. It also shows a corresponding national standard when available, based on the population estimate of Bedford Heights in 1996 published by the U.S. Census Bureau. According to the national standards for outdoor facilities, Bedford Heights accommodates all of its residents' needs with its existing recreation facilities. In the last column of *Table 5-3*, deficit and surplus totals have also been given for each outdoor recreation facility. The minimum required number of a football field and track, volleyball courts, and an indoor gymnasium have been met by current facilities and neither a surplus nor deficit exists. A surplus does exist in most types of other facilities, with the exception of playgrounds. According to the standards, a need for 7 more playgrounds has been suggested based on the population in Bedford Heights in 1990.

Condition of Facilities

In 1992, a questionnaire was drafted for Bedford Heights by the Cuyahoga County Planning Commission, as part of the Urban Parks and Recreation Recovery Action Plan. The Plan inventoried and surveyed the condition of existing recreational facilities in the County, outlined inadequacies in the provision of services, developed goals for the provision of recreation, prioritized facilities for rehabilitation, and developed a series of actions to answer needs and goals.

This information was then updated in 1997 for the City through a field survey, which inventoried and noted the condition of outdoor facilities, playground equipment, and supplemental facilities. The condition of indoor recreation was not part of the survey. Facilities were recorded as one of the following:

Excellent Condition - the facility or equipment was new or nearly new.

Minor Repairs Needed - the facility or equipment was useable. However, minor repairs, such as painting and cleaning, were needed.

Moderate Repairs Needed - the facility was still useable, but with moderate repair necessary. Such repairs included replacement of a part of the equipment, or the repair or patching of base materials, such as playground base material, courts, or parking areas.

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Table 5-3, Inventory of Recreational Facilities in Bedford Heights

Type of Facility	Number Available in City Park	Number Available in B.O.E.	Number Available at Other Sites	N.R.P.A. Standards for Bedford Hts.	Deficit (-) or Surplus (+) According to NRPA Standards
Baseball/Softball fields	5	1		(1/5,000) 2	+4
Basketball courts	5	3		(1/5,000) 2	+6
Football field/Track		1		(1/20,000) 1	0
Volleyball courts	2			(1/5,000) 2	0
Tennis/Racquetball courts	5		6	(1/2,000) 5	+6
Swimming pools	2			(1/20,000) 1	+1
Practice field (field hockey)	1	1		(1/20,000) 1	+1
Playgrounds	2	2		(1/1,000) **	-7
Indoor gymnasium (multiple recreation courts)	1			(1/10,000) 1	0
Picnic pavillion areas	2	1		-	N.A.
Miscellaneous recreation - horseshoe pits, Whirlyball, etc.	5	1	1	-	N.A.
Weight/exercise rooms	1		1	-	N.A.
Community meeting room	2			-	N.A.
Golf/batting cages	4			-	N.A.
Sauna/whirpool room	1			-	N.A.
Gameroom	1			-	N.A.

Sources: UPARR Community Questionnaire results submitted by Bedford Heights Recreation Department in 1995 and 1997, and *Recreation, Park and Open Space Standards and Guidelines*, NRPA 1987.

Major Repair or Replacement Required - the facility or equipment was unusable in its present condition. Fields, courts, and other base materials were inadequate or unsafe. Equipment was broken or dangerous.

The results of the 1997 survey of parks and recreation in Bedford Heights are found in **Table 5-4** of this report. Bedford Heights' parks and school recreation sites are generally in good condition. Minimal repairs of park facilities and attention to parking lot conditions are the most common concerns. Of major concern is the base materials used at these facilities, which is generally dirt and grass, and sometimes asphalt. The U.S. Consumer Product Safety Commission does not recommend a grass or dirt base under play equipment, but advocates the use of rubber mats, loose sand, gravel, and shredded wood instead.

Community Facilities for Older Adults

The City of Bedford Heights offers many programs and services for its senior citizen residents. In December of 1983, the City established a senior citizen/special assistance office that is open at the Community Center Monday through Friday from 8:30 a.m. until 5:00 p.m. This office provides assistance and answers to questions in a wide variety of areas including Social Security and Medicare. Seniors can get help with applications for Golden

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Table 5-4, Condition of Facilities

Site	Minor Repair	Moderate Repair	Major Repair	Comments
City Facilities				
Metro Estates Park	Outdoor facilities: basketball hoops, spring animals, softball field, volleyball court		Dirt and grass base material.	No drinking fountain available.
Municipal Pool & Park	Outdoor facilities: basketball hoops, spring animals	Outdoor facilities: volleyball court, tetherball		No fire grills available at picnic area.
Facilities surrounding Bedford Heights Community Center	Supplemental: restrooms	Supplemental: parking lot		Park facilities in good condition.
Board of Education Facilities				
Aurora Upper Intermediate Middle School	Outdoor facilities: basketball hoops, playground, open field.		Asphalt base material under play area.	Wood chips under jungle gym.
Columbus Intermediate School	Outdoor facilities: tether ball			Park facilities in good condition. Pea gravel under play areas.
Heskett Middle School	Outdoor facilities: football field.	Supplemental facilities: parking lot		Well-lighted facility.

Source: UPARR Community Questionnaire, Cuyahoga County Planning Commission, 1992 and field surveys conducted in 1997.

Buckeye cards and county programs such as the Home Energy Assistance Program (H.E.A.P), Homestead Exemption for water reduction and tax reduction, and the Ohio Energy Credit Program.

In addition, there is a multi-purpose room at the Bedford Heights Community Center (open Monday through Saturday) where seniors can gather to socialize, watch T.V., play cards or participate in line-dancing, bingo, or choral singing. The seniors (each individual age 60 and over) have free use of the Community Center where they can use the walking track, swimming pool, gym, nautilus machines, racquetball courts and batting cages. They are also offered monthly podiatrist visits, day trips to various attractions, income tax counseling and preparation, arts and craft lessons, exercise classes, bowling, and men's golf.

The City of Bedford Heights also provides free driveway snow removal and grass cutting for senior citizens and disabled residents. There is also a van that provides free transportation for physician's appointments, shopping and activities.

Recommendations for Meeting Current and Future Parks and Recreation Needs and Goals

This chapter of the Master Plan has studied the space dedicated to parks and recreation and the types of recreation services currently provided in Bedford Heights, and has compared existing facilities with national standards. The condition of existing facilities has also been

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inventoried. The retention of high quality services, the establishment of a feeling of participation in the community, and the reputation of the community as an excellent place for families to live at any age are partially dependent on the recreation services provided by the community.

This assessment has revealed that while Bedford Heights provides excellent recreation facilities to its residents, there is a need to improve the recreational opportunities within the City with the implementation of the following recommendations:

1. **There is a lack of outdoor recreation facilities in the northern portion of the City and especially in the northwest quadrant where currently there are no public recreation facilities but a substantial residential population.** A small park, between 2-5 acres, would suffice for the lack of facilities to local residents of this area.
2. In helping to create a greater sense of community, **a city “commons” located across from City Hall on Perkins would be desirable.** The establishment of a commons or “focus area” could augment the concept of the City establishing a City Center by complementing this area shared by City Hall, Heskett Middle School, and the nearby strip commercial center north of this area. One vision of this area is the construction of a gazebo and small historical center surrounded by a grassed commons that could be used for public gatherings, band concerts, and weddings. Attention should be paid to access for connecting City Hall, the Community Center, the many outdoor recreation facilities and the parking lots to the parcels across the street. The need for a traffic study, which could explore the need to install stop signs, crosswalks or possibly a traffic light, will become greater if these 1.93 acres are developed.
3. While the surrounding outdoor recreation facilities at the Bedford Heights Community Center are good sources of recreational entertainment, **the area is underused** by Bedford Heights’ residents. This area could be better utilized by residents by redesigning the area with different types of recreational facilities. By creating a better variety; i.e., (converting some baseball diamonds into a soccer field or establishing some new putting greens) the area could draw more residents.
4. The assessment also shows that there is a lack of **environmental recreation** in the City. Alternate areas where nature trails could be established include the following locations:
 - a.) The existing wooded area west of Basswood and north of Ridgeline Drives which could easily be incorporated into the Cleveland Metroparks system,

- b.) The partially wooded and vacant area that is owned by the Bedford City Board of Education, east of Heskett Middle School and the football field, and that occupies over 8 acres of land.
 - c.) The wooded and vacant land owned by the City of Bedford Heights north of Eldridge Avenue and Reed Municipal Park, that occupies 3.66 acres of land area.
5. Although the condition of many recreational facilities are in good shape, some changes should be implemented for the long-term health of the equipment and for the safety of residents using the facilities. Minor repairs like painting and replacement of extraneous equipment such as basketball nets, should be addressed. Of larger importance, grass and dirt base materials, as well as asphalt covering should be replaced with safer, shock absorbing base materials such as wood chips, loose sand and/or rubber mats.
6. Lastly, the assessment reveals **the lack of mini parks in the City**. While a deficiency does exist, the population for ages 0-5 has been decreasing. Children within the ages of 0-5 have dropped close to 87% over a twenty year period-from 1318 in 1970 to 702 in 1990. This demographic factor may alter the present and future needs for establishing parks and recreational facilities only for small children within the City.

One way to address the City's lack of any mini parks is to construct small play areas within the scope of the City's existing three public park areas. Another approach would be the development of separate mini parks within the various neighborhoods of the community. If this approach is followed, then the northwest quadrant of the City should be targeted first due to this area's total lack of public recreational facilities, the City's high number of apartment dwellers, and the relative small size of the existing single-family lots.

Infrastructure: Inventory and Assessment

Infrastructure within a community pertains to all the public and semi-public facilities and services that are vital and necessary to sustain residential, commercial and industrial development. Examples of community facilities and services that are considered crucial elements of infrastructure and which are examined within this master plan are the street and road system, bridges, and water and sewer lines and their treatment systems.

Road and Street System

The City's past, current and future development are greatly affected by the existing road and street network within its boundaries. The City is crisscrossed by two interstate highways, I-271 and I-480, with entrance and exit ramps onto both of these interstates at Rockside

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Road. Also, Miles Road on the northern border of the City contains both a southbound entrance ramp and a southbound exit ramp onto I-271.

In addition to the interstate highways, the City has four State Routes within its borders-State Route 8 (Northfield Road), State Route 17 (Libby Road), State Route 43 (Aurora Road), and State Route 175 (Richmond Road)-and several County Roads including Miles, Rockside, Bartlett, Columbus, Solon, and Forbes Roads plus portions of Richmond and Perkins Roads.

The local street system has the most extensive road network for the residents of Bedford Heights and serves to connect local residents to the County, State and Interstate highway network. Currently, the City contains the following lineal feet and road miles of highways, roads, and streets within its City Limits:

a. Interstate Highways (4.68 Miles):	24,700 lineal feet
1. Interstate 271:	14,100 lineal feet
2. Interstate 480:	9,400 lineal feet
3. I-480 Connector to I-271 Northbound and U.S. 422:	1,200 lineal feet
b. State, County and City Streets and Roads: (35.98 Miles) as further classified as follows:	189,980 lineal feet
1. State routes:	21,320 lineal feet
2. County roads:	15,430 lineal feet
3. City streets:	111,540 lineal feet
4. State and County:	19,600 lineal feet
5. City and County:	22,090 lineal feet
c. Undedicated (Private) Streets (1.34 Miles)	6,200 lineal feet
1. Wood St. (East):	500 lineal feet
2. Wood St. (West):	200 lineal feet*
3. Eastlawn Rd. (North):	1,180 lineal feet
4. Eastlawn Rd. (South):	400 lineal feet
5. Shadelawn Rd. (West):	380 lineal feet
6. Shadelawn Rd. (East):	580 lineal feet
7. Woodlawn Rd.:	1,440 lineal feet
8. Westlawn Rd. (North):	800 lineal feet
9. Westlawn Rd. (South):	420 lineal feet
10. Wickley Lane	300 lineal feet

*Denotes that approximately 850 lineal feet of Wood Street (West of I-480) was vacated by the City in 1995 for the purpose of constructing a storm water detention basin.

Transportation Projects

Miles Road Widening and Improvement Project: In the summer of 1997, a major road construction project was started along Miles Road from Naiman Parkway in neighboring Solon to Green Road in Bedford Heights and Warrensville Heights. This project involves widening this portion of Miles Road from two to five lanes of traffic (two lanes of traffic eastbound and two lanes of traffic westbound with a shared central turning lane) and **will result in a significant increase in traffic capacity**. The total cost of this project is estimated to be \$6,624,000.00 and will include the construction of sidewalks on both sides of Miles Road, new grassed treelawns, curbs, and street lights.

This project is especially important as the actual volume of traffic currently existing along this portion of Miles Road is extremely high for only two lanes of traffic. According to the most recent traffic counts conducted by the Cuyahoga County Engineer's Office, 31,690 ADT is the traffic count where Miles Road intersects with Richmond Road and 33,363 ADT is the total traffic count where Miles Road intersects with Green Road. Truck traffic along these portions of Miles Road is also high and has been counted by the County Engineer's Office as high as 12%.

Phase 1 of this important road construction project is the area along Miles Road from Naiman Parkway west to Richmond Road. Phase 2 of this project which is now underway covers the area along Miles Road from Richmond Road, west to Green Road.

A third phase, which is only in the preliminary planning stage, will involve the total reconstruction of existing pavement along the stretch of Miles Road from Green Road west to Northfield Road. This phase will **not involve the construction of any additional lanes** of traffic since this portion of Miles Road already consists of five lanes of traffic, and is not scheduled to start until the year 2000 at the earliest.

New Richmond/Cannon Road Connector and/or Underpass: This project is slated to begin sometime after the year 2003 and calls for the removal of the existing CONRAIL bridge tunnel over State Route 175 (Richmond Road) located in Solon and the replacement of this bridge tunnel with a new road alignment that would more directly connect the north side of Richmond Road with the south side of Richmond Road. The total estimated cost of this project that was made in 1992 is \$4.5 million dollars with \$3.9 million dollars estimated for construction and the balance estimated for preliminary engineering, right-of-way acquisition and other project costs. Both the City Police and Fire Chiefs have recommended that the location of the current railroad bridge tunnel is inadequate in terms of emergency response times and that either the bridge tunnel should be relocated to more directly tie in with the Bedford Heights' segments of Richmond Road or that the present railroad bridge tunnel should be widened to handle more traffic more efficiently.

Currently, the status of this project is **uncertain** due to the fact that the State, which is the chief sponsor for this project, has had to place this and several other projects on hold due to a reduction in State funding dollars for new road and bridge construction projects. It should be noted that its present location as well as its current narrow width make this tunnel bridge inadequate for the heavy truck and automobile traffic volumes that must use this section of

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Richmond and Cannon Roads. According to the latest traffic counts conducted by the Cuyahoga County Engineer's Office in July of 1994, the average daily traffic (ADT) for this area is 16,961 with approximately 6% of the total traffic being trucks.

Northfield Road (State Route 8) Widening: This proposed project calls for the widening of Northfield Road from Rockside Road north to I-480. According to a spokesman from ODOT District 12, this project's status is also **uncertain** and may, in fact, be **dead** due to recent cutbacks in State funding for road projects within municipalities. The project as originally conceived calls for the expansion of the road pavement from four to five lanes for Northfield Road in order to accommodate a central turning lane similar to what is being built for Miles Road. The estimated cost for this project is \$4.7 million dollars, but it is unlikely that ODOT will fund this project according to its present budget and priorities.

City's Road Maintenance Program

Currently the City of Bedford Heights is in the 4th year of an extensive and ambitious 10 year local road maintenance program. The total cost of this road maintenance program is \$10,000,000.00 with most of this program (\$600,000) being funded through a 2 mill, 10 year Street Improvement Levy that was passed by the voters of Bedford Heights in 1994. This road maintenance program is vital to the City being able to properly replace the pavement of its aging local streets which were originally built mostly in the 1950's and early 1960's during the main residential growth period of the City.

The monies generated by this levy can only be used for street improvements and may **not be diverted for other municipal uses**. This road improvement levy gives the City an ongoing source of money for the next six years to finance the maintenance of its local streets and frees up much of the City's capital improvement project funds traditionally used for street improvements for other purposes.

Map 5-4 shows the location of all of the local streets within Bedford Heights that have been designated by the City as being of **critical or poor condition** and that need maintenance attention. **Table 5-5** lists the names of these streets and their 1997 estimated repair costs. The total cost of all of these local road improvements comes to over \$3.6 million dollars.

Bridges

The City only has one bridge which it is responsible for maintaining. This bridge, commonly called the **Metro Court Bridge**, is located on the south side of Solon Road by the intersection of Metro Court and Solon Road where Hawthorne Creek crosses under Metro Court by the entrance to an industrial park area (see **Map 5-4**). According to the City Engineer **this bridge is in critical condition** and will require \$751,000.00 to repair. According to the City's Capital Improvement Plan (see **Table 5-6**) this project is scheduled for construction in the year 1999.

Other bridges within the City's boundaries are the responsibility of the State of Ohio since they are a part of the federal interstate highway system. Six bridge decks over I-271 within the City are scheduled for repair work in 1998. Actual construction work involving the

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Table 5-5, Pool & Critical Infrastructure Conditions

Facility	Location	Type	Estimated Cost	Condition
Richmond Rd. Water Main	#26555 to #26801	Waterline	\$81,000	Critical
Solon Rd. Trunk San. Sewer	Metro Ct to WWTP	Sanitary Sewer	\$160,000	Critical
Metro Ct. Bridge	Metro Ct. to South of S.	Bridge	\$751,000	Critical
Taylor Rd. Water Main	Entire from Main So	Waterline	\$275,000	Poor
Norton Rd.	Northfield to Meuti	Road	\$175,000	Poor
Mardale Ave.	Libby to Roy	Road	\$230,000	Poor
Fairtree	Libby to Sandalwood	Road	\$52,000	Poor
Canfield Rd.	Bartlett to Washburn	Road	\$213,000	Poor
Comstock Rd.	Millbrook to Washburn	Road	\$144,000	Poor
Erie St.	Aurora to Bedford St.	Road	\$33,000	Poor
Gary Ave. N & S	Aurora S to S.L	Road	\$20,000	Poor
Omega Ave.	Aurora to cul-de-sac	Road	\$186,000	Poor
Vickie Lane	Columbus to Rockside	Road	\$150,000	Poor
Sunset Dr.	Columbus to 1st cul-de-sac	Road	\$367,000	Poor
Randy Rd.	Ranon to cul-de-sac	Road	\$298,000	Poor
Easy Street	Randy to Lehman	Road	\$110,000	Poor
Marra Dr.	Entire street	Road	\$289,000	Poor
Uppingham	Randolph to Eldridge	Road	\$85,000	Poor
Randolph Rd.	Ridgeway to Mark Dr.	Road	\$120,000	Poor
Mark Dr.	Entire street	Road	\$202,000	Poor
Cambridge Dr. W. part	Between S. Perkins & Mark	Road	\$54,000	Poor
Sandhurst Rd.	Entire street	Road	\$134,000	Poor
Harrow Ct.	Eldridge to cul de sac	Road	\$91,000	Poor
Sherborne Rd.	Eldridge to cul de sac	Road	\$214,000	Poor
Strathallen Dr.	Laing to cul de sac	Road	\$77,000	Poor
Laing Rd.	Randolph to Sherborne	Road	\$237,000	Poor
Rugby Ct.	Tonbridge to cul de sac	Road	\$50,000	Poor
Tupelo Dr.	Buckthorn to Woodline	Road	\$220,000	Poor
Tonbridge Ct.	Rugby to cul de sac	Road	\$38,000	Poor
Sunset Dr. Water Main	Columbus Rd. S 2500'	Waterline	\$328,300	Poor

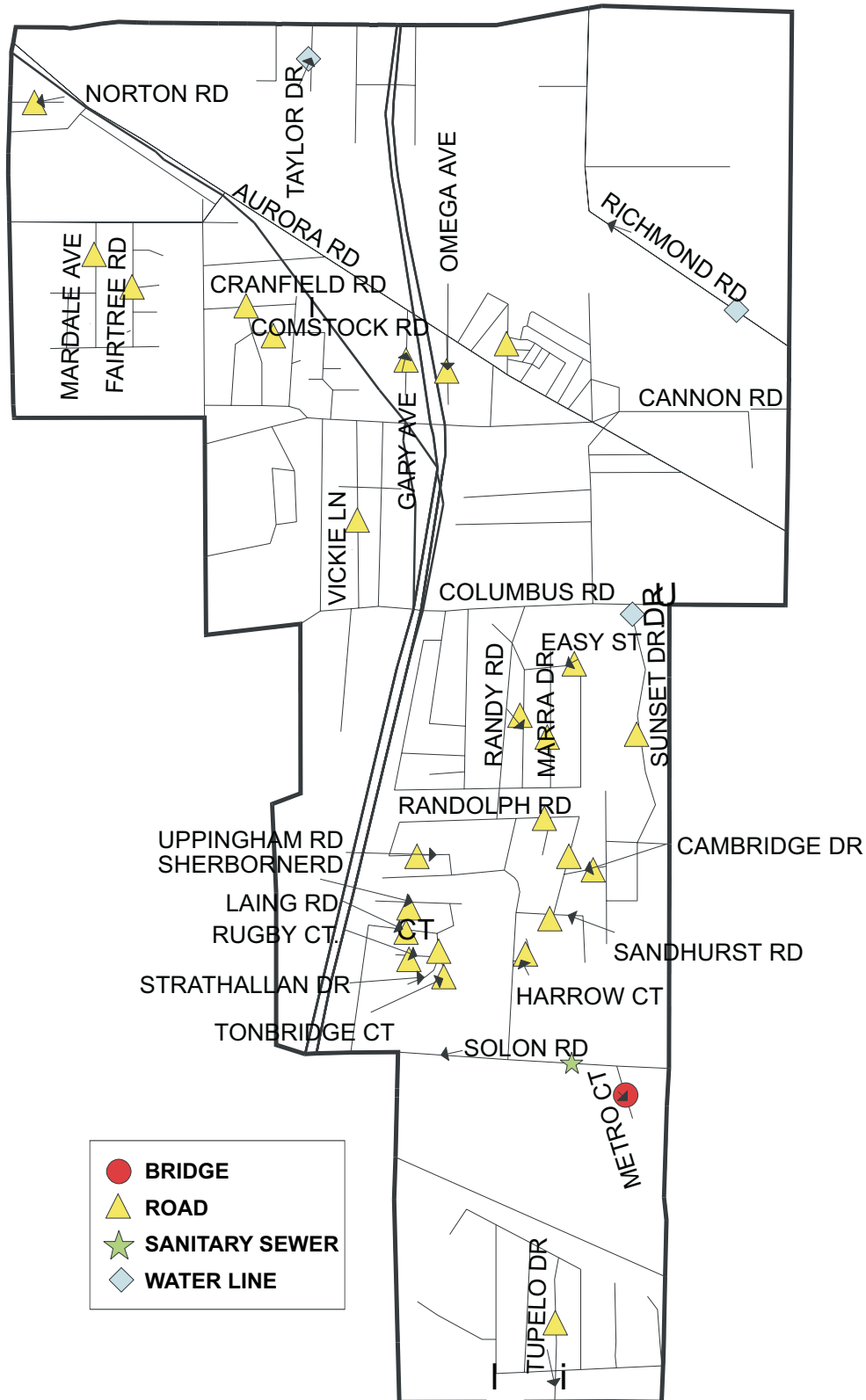
replacement of concrete on all six bridges is expected to begin in the summer of 1998. Plans call for access to all six bridges to be maintained by shifting traffic from one side of the highway bridge to the other.

Water and Sewer Facilities

Water Supply and Distribution: Nearly all of the residences and lots within the City of Bedford Heights have access to central water supply. The exceptions are individual lots and residences along some of the City's private streets such as Wickley Lane off of Cannon Road, and Eastlawn, Shadelawn, Woodlawn and Westlawn Roads off of Miles Road. Since the source of the City's water supply is the Cleveland Water Department which receives its water directly from Lake Erie, the supply of water for Bedford Heights is safe and secure.

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Map 5-4, Poor and Critical Infrastructure Conditions



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Currently the City has plans to replace the existing water line mains on three streets: all of Taylor Road, a small portion of Richmond Road, and the northern half of Sunset Drive from its intersection with Columbus Road south to the northern most cul-de-sac on Sunset Drive. The City Engineer has reported that there are no problems with the existing water pressure anywhere within the City at this time.

Wastewater Treatment System: The City has a single wastewater treatment plant (WWTP) located on the north side of Solon Road near where Hawthorne Creek enters into Tinkers Creek. The plant is rated as offering excellent tertiary sewage treatment but is presently being **under utilized**. Currently the WWTP has a capacity to accept and treat 7.5 million gallons of sewage per day, but presently has only an average daily flow of 2.5-3 million gallons per day. Thus, the City has agreed to treat sewage from neighboring communities including a portion of Solon, Oakwood, and Warrensville Heights, plus all of the sewage from Glenwillow in order to both increase the customer base for the sewerage treatment plant as well as to help reduce the cost of treating wastewater for the residents of Bedford Heights.

Storm Sewer System

In general, the City's storm sewer system is in good condition. The storm sewer system extends for nearly 200,000 lineal feet and covers nearly all areas of the City.

In addition, the storm sewer system is completely **separate** from the City's sanitary sewers which allows the City's wastewater treatment plant to safely treat sanitary sewage when the plant reaches its peak flow capacity of 15 million gallons per day during severe rainfall events. During these times of peak daily flows, the City may elect to not treat all of the storm water flow, but can still treat all of the sewage flow from its sanitary sewers.

Of the City's 200,000 lineal feet of storm sewers, only 13.3% is rated in poor condition, and 86.7% of the storm sewers is rate in fair to excellent condition (see **Table 5-7**). Nevertheless, the City still needs to address providing storm sewers for certain streets and roads that currently do not have any storm sewers. The cost to provide storm sewer service to the remaining portions of the City has been estimated at \$3,120,000.00.

According to information received from the City Engineer, the following public streets currently **do not have storm sewers**:

- a. All of Columbia Drive
- b. Sunset Drive from Columbus Road south to the first cul-de-sac on Sunset Drive
- c. Richmond Road from Cannon Road south to Columbus Road
- d. Forbes Road
- e. Hawthorne Parkway

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Table 5-7, Capital Improvement Report Summary Form

Infrastructure Component	Replacement Cost	Repair Cost	Total (Units)		Units/Physical Condition					
					Excellent	Good	Fair	Poor	Critical	Unknown
Roads	45,099,000	6,712,000	35.9	Center Line Miles	9.5	13.3	8.9	4.2	0	
Bridges	754,000	754,000	1	Number					1	
Culverts	220,000	33,000	4	Number		4				
Water Supply Systems	By Contract			Number						
Water Distribution	19,878,000	2,557,000	186.2	Linear Feet (Thousands)	156.2	19.8	4.9	4.8	0.5	
Wastewater Systems	25,000,000	500,000	1	Number Facilities	1					
Wastewater Collection	41,708,000	4,638,000	197.3	Linear Feet (Thousands)	162.8	19.6	12.1	0.9	0.7	
Stormwater Collection	34,805,000	7,771,000	199.8	Linear Feet (Thousands)	35.1	96.6	41.5	26.6		
Solid Waste Disposal	By Contract			Capacity (tons per day)						
TOTAL	\$167,464,000	\$22,965,000								

- f. Rankin Road
- g. Mardale Avenue-partially
- h. Kane Road
- i. Erie Street
- j. Gary Avenue-both its north and south segments

In addition to the above public streets, the following **private and undedicated street and roads** that either intersect or are nearby to Miles Road also currently lack storm sewers-Woodlawn, Eastlawn, and Shadelawn Roads.

Sanitary Sewer System

Similar to the storm sewer system, the City's sanitary sewer system is also in good to excellent condition. Of the City's nearly 200,000 lineal feet of sanitary sewers, less than 2% has been rated in the poor or critical range (see Table 5-7), and over 92% has been rated in the good to excellent range. Since most of the sanitary sewers were installed in the 1950's and 1960's when the City of Bedford Heights was rapidly developing, continuous inspection, maintenance and repair of the sanitary sewer lines, manholes and pump stations can be expected over the next twenty years.

Of vital importance to the City's future economic and industrial growth is the repair of the Solon Road Trunk sanitary sewer that connects Metro Court Industrial Park to the City's wastewater treatment plant on the north side of Solon Road. This project has been listed as one of only three public works projects within the City as being of **critical importance** (see Table 5-5). The estimated cost of this project is \$160,000.00.

Presently, only a few streets within the City lack sanitary sewers, altogether. These streets include Erie Street, Grimes Road, and Hawthorne Parkway which is located within the

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Cleveland Metroparks. In addition to these public streets, the following **private and undedicated roads** do not have sanitary sewers: Westlawn, Woodlawn, Eastlawn, Wickley and Shadelawn.

Chapter 6

Delineation and Description of Focus Areas

CITY OF BEDFORD HEIGHTS MASTER PLAN

Introduction

This chapter delineates and describes nine different geographic areas within the City (see *Map 6-1*) that have been described as "focus areas". A "focus area" is an area within the City of special interest to public officials, business and land owners, and residents because of its potential for new development or redevelopment. Data from the previous work elements of this master plan as well as input from the City's Master Plan Steering Committee has been utilized in the initial delineation of these nine focus areas.

The balance of this chapter is a description of each of the focus areas, including their approximate size, location, current development issues and an assessment of each focus area's positive and negative site characteristics. Where applicable, development impact analyses that indicate the likely impacts of various new development options have also been included in this chapter.

Focus Area A: The Miles Road Corridor

General Description

This focus area primarily covers the south side of Miles Road from Northfield Road on the City's western boundary to the City's eastern boundary with the City of Solon. The north side of the Miles Road Corridor is in two communities-the Village of North Randall and the City of Warrensville Heights. The length of the corridor is approximately 2 miles long and includes all of the frontage properties on the Bedford Heights' side of Miles Road to a depth of 400 feet. *Map 6-2* gives an aerial view of the major businesses along the corridor and includes a building layout map below the aerial that highlights the various positive and negative features of the Bedford Heights portion of the corridor.

The major development issues facing the Bedford Heights portion of the Miles Road Corridor include the loss of one of the City's primary employers, Mr. Coffee, as well as the existing mixture of commercial, industrial and even residential land uses. Another issue is the overall aesthetics of the Bedford Heights portion of the corridor which in general could be improved with increased usage of landscaped buffers and improved architectural controls. Finally, an additional concern for the future development and redevelopment is Miles Road itself which is currently under construction and is being widened and improved to handle increased traffic volumes.

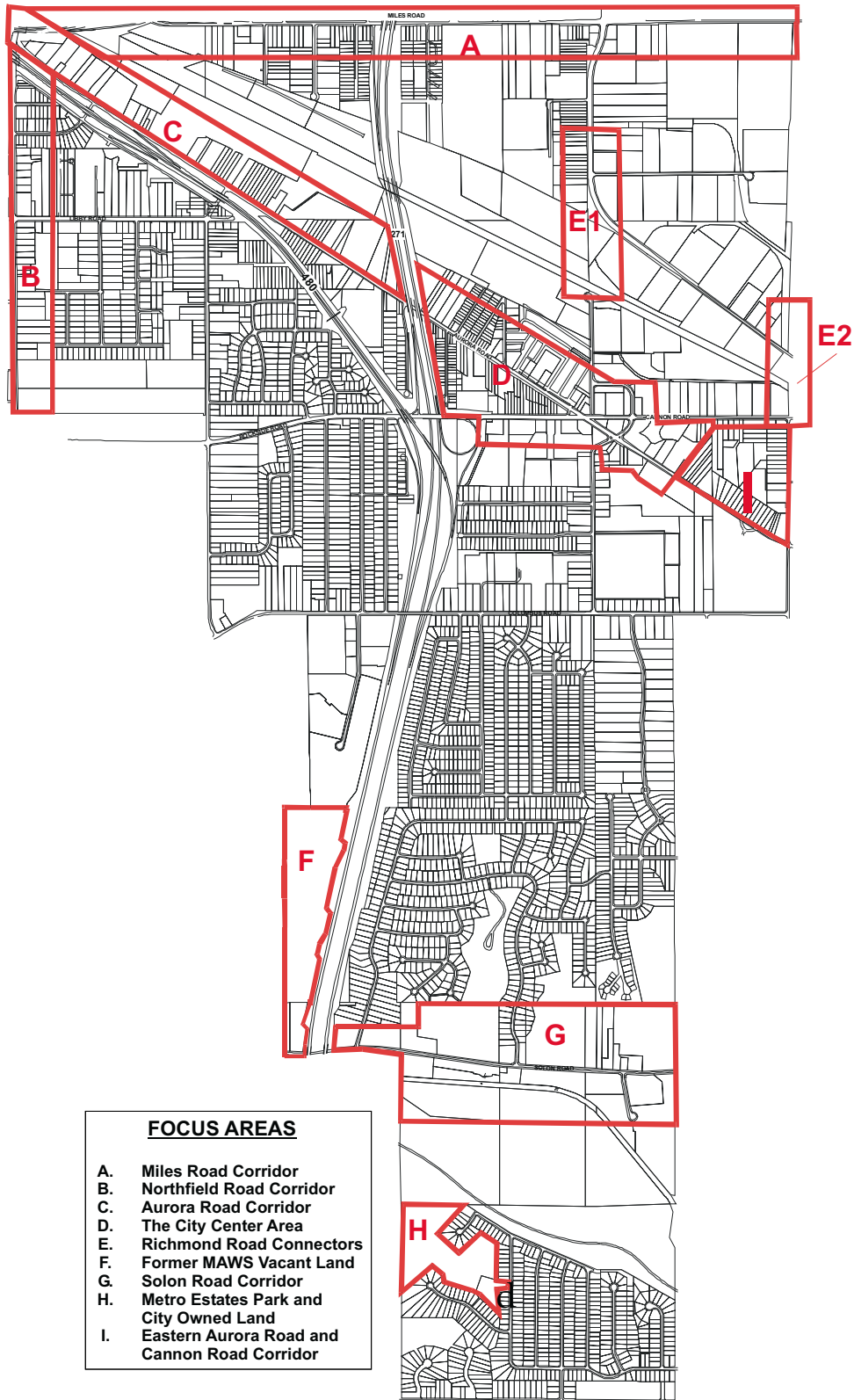
Positive Attributes Along the Miles Road Corridor

Many businesses near the **northeast edge of the City** provide **good examples** of landscaping, buffering, and signage. These industrial businesses have adequate set-backs, and earthen mounds or trees that create a buffer between the road and the industrial business. Ground signs are common and are oftentimes surrounded with attractive shrubbery and landscaping.

Miles Road itself is undergoing much needed improvements. A portion of Miles Road, from Naiman Parkway in Solon to the intersection of Green Road in Bedford Heights and

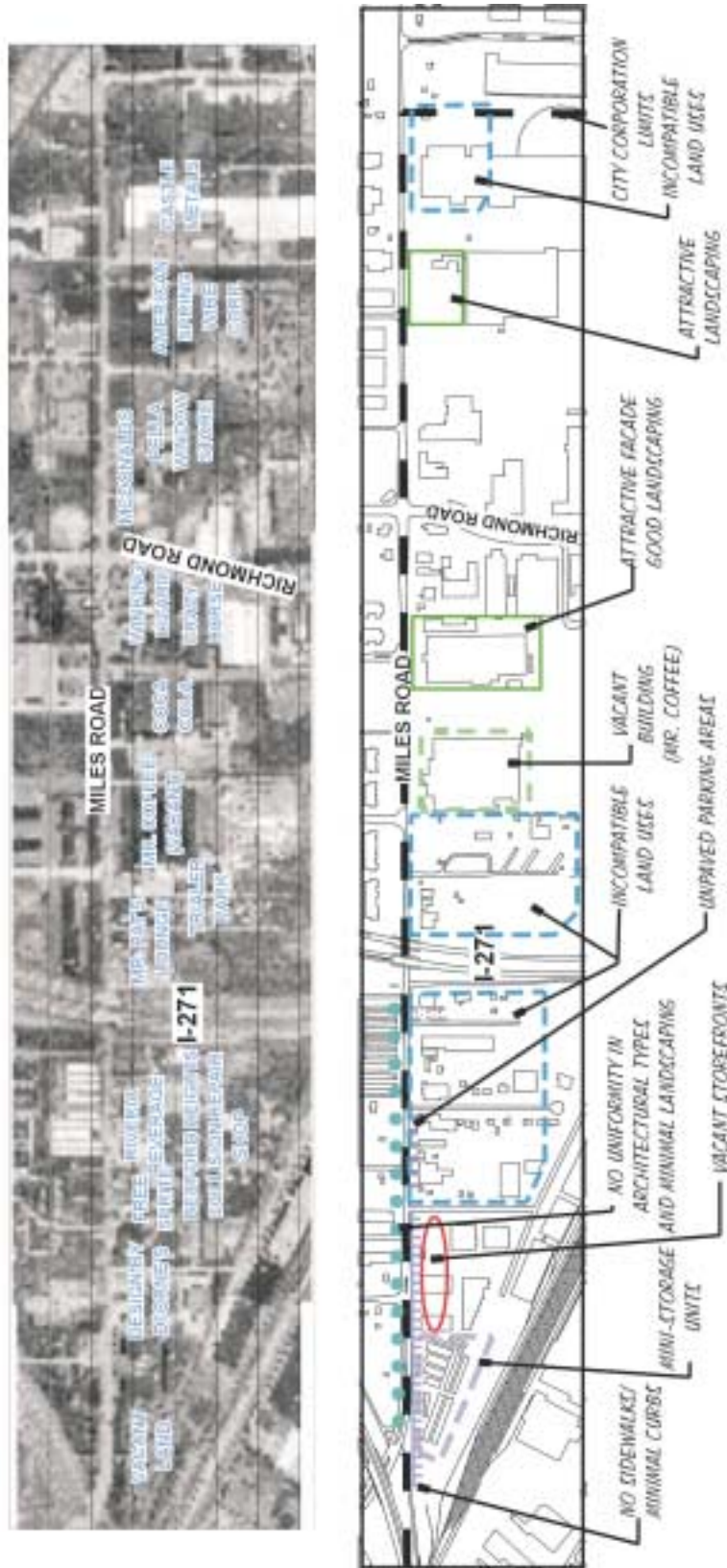
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Map 6-1, Focus Areas



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Map 6-2, Focus Area A - Miles Road Corridor



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Warrensville Heights, is being widened to a five-lane road in order to improve traffic flow through this heavily developed commercial and industrial area. The total cost of this project has been estimated to be \$6,624,000.00 and includes the construction of sidewalks, curbs and grassed tree lawns on both sides of Miles Road. Prior to the completion of the above described road improvement project, most of the Miles Road Corridor within Bedford Heights **did not have any curbs, sidewalks and landscaping within the right-of-way.**

Phase 1 of this project which includes the area of Miles Road from Naiman Parkway in Solon, west to Richmond Road in Bedford Heights was recently completed in July of 1998. Phase 2 of this project which extends from Richmond Road west to Green Road is currently under construction and is expected to be completed by the spring of 1999.

Negative Features

This focus area includes many examples of **incompatible** land uses. Several single-family dwellings as well as a mobile home park sit in-between commercial and industrial uses. In addition, there are a handful of **vacant** properties, including the former site of Mr. Coffee located at 24700 Miles that leased until August of 1997, 284,000 square feet of industrial building space on a lot covering over 27 acres of land.

Current zoning along this corridor is mostly industrial (I); however, other zoning district classifications found along the corridor also exist. For example, the City has created a Trailer Park District, where the above referenced mobile home park is located; a Community Business District which is located immediately west of the intersection of Miles and Richmond Roads, and a Road Side Service District is located immediately east of Richmond and Miles Roads. **It is important to note that all of these zoning districts were established in order to allow for the continuation and even expansion of the current uses allowed on each site, i.e. commercial uses could be continued and expanded in the Community Business and Road Side Service Districts, and mobile home parks could be continued and expanded within the area zoned for the Trailer Park District.**

The existing mix of existing land uses and zoning districts along the Miles Road Corridor helps to create a **lack of clear identity** as to what the nature of the corridor should be. In addition, there is little uniformity of architectural building styles, but instead a hodgepodge of features and signage.

Excessive signage and pole signs can be seen along the corridor, especially from the northwest boundary to Richmond Road. There is also a **lack of landscaping efforts** along this same stretch, oftentimes, substituting parking areas in front of the businesses instead of landscaping. In addition, several of these **parking areas are unpaved and ill maintained.**

According to the results from an Improvement Target Area (ITA) study conducted by the Cuyahoga County Planning Commission in February of 1996, **much of the central area of the Miles Road Corridor within Bedford Heights has been designated as an ITA because of the concentration of several substandard commercial and residential buildings.** The specific area designated as an ITA along this corridor was the Bedford

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Heights side of Miles Road from the intersection of the Conrail tracks near the extreme northwest corner of the City eastward to Eastlawn Road, including all connecting side streets. According to this survey "...four substandard one-to three-family residential buildings were identified, and 39 substandard mobile homes were identified."

Adult entertainment is also a concern along the Miles Road Corridor. Currently, the corridor is the home of one adults only enterprise. However, recently the City has received inquiries about other parcels of land either along the corridor or on side streets within close proximity of Miles Road containing additional adult entertainment businesses. Currently, the City Council has passed a moratorium temporarily banning any additional adult entertainment businesses until the City has had a chance to review the results of adult entertainment businesses within the City and, if necessary to draft tighter laws to better regulate these types of uses. The experience of other cities that have several adult entertainment establishments indicates that a concentration of these types of businesses can have a negative impact on nearby commercial and residential property values and can encourage more crime.

Alternative Analysis

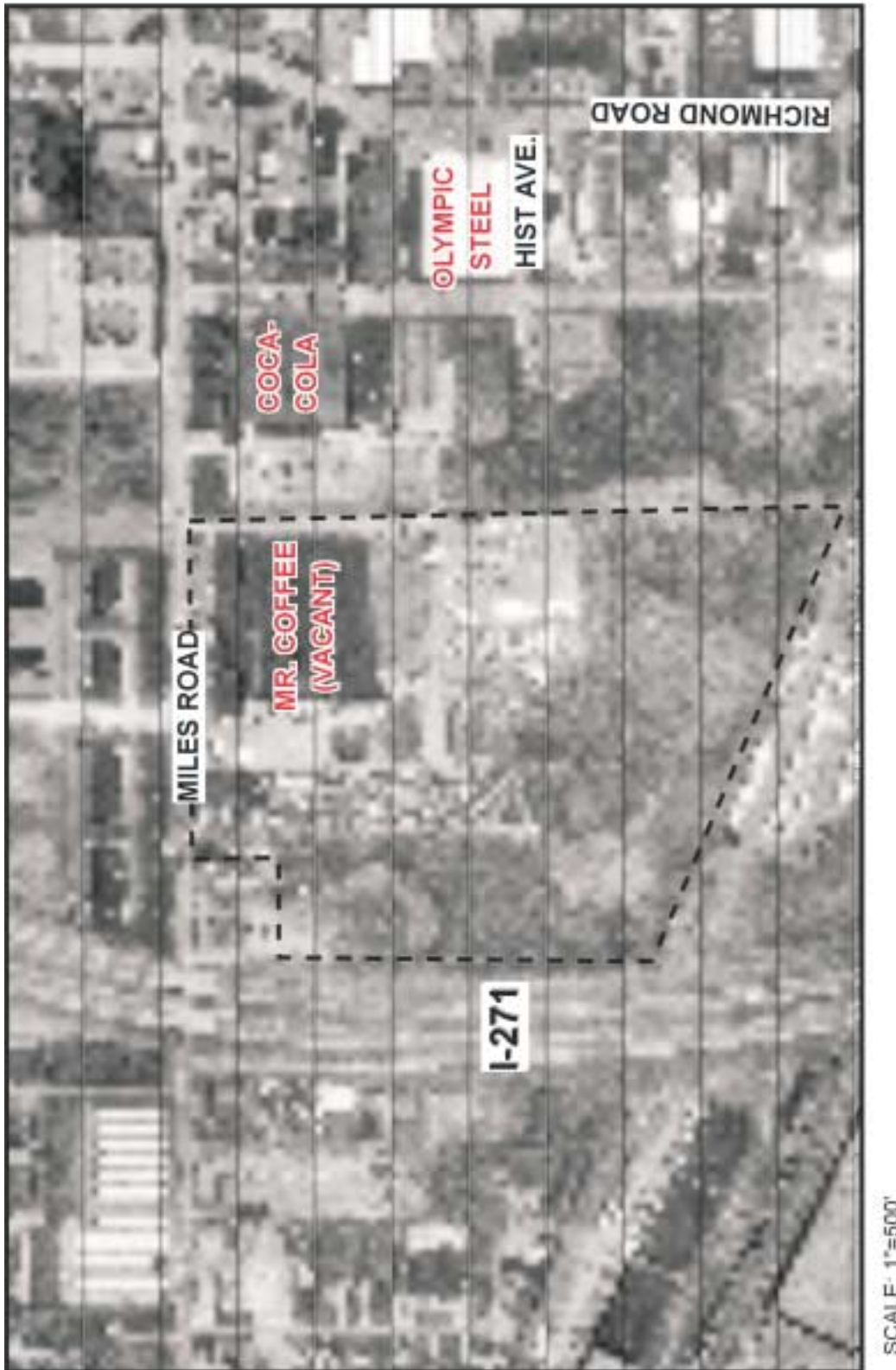
Four development impact analyses were done for a portion of the Miles Road focus area that is outlined in *Maps 6-3* and *6-4*. This study area is located near the center of the Miles Road corridor and includes the vacant Mr. Coffee building, the neighboring Eastlawn Mobile Home Park as well as several acres of surrounding vacant land. The total land area analyzed for all four development alternatives was approximately 51.5 acres.

The first alternative examined the likely impacts of the above described area if it was developed as an **industrial park** that would be consistent with the dominant industrial land uses along the Miles Road corridor. The second alternative examined the impacts if the site was developed with a **mixture of industrial and office** type uses that would be consistent with the mix of light industrial and office type of development found on the Warrensville Heights side of the corridor. The third option considered the development impacts if the study area was developed for a **commercial retail shopping center**. The fourth alternative considered what the impacts of this study area are based upon **existing conditions**, i.e. the vacant Mr. Coffee building, the adjacent vacant land plus about 90% occupancy of the Eastlawn Mobile Home Park.

The results of these development impact analyses are listed in *Table 6-1* and summarized below. Alternative #2 which features the mix of industrial and office development would generate the highest net fiscal impact (total city revenues minus anticipated city expenditures) of over \$1,200,000 per year. Alternative #1 would generate the second best net fiscal impact at just over \$1,000,000 per year, while the existing conditions option (alternative #4) is actually costing the City approximately \$4,700.00 per year since city expenditures outweigh actual city revenues. Alternatives #3 (the retail shopping center option) also generates a positive net fiscal impact, but at a much lower level than either Alternative #2 or #1.

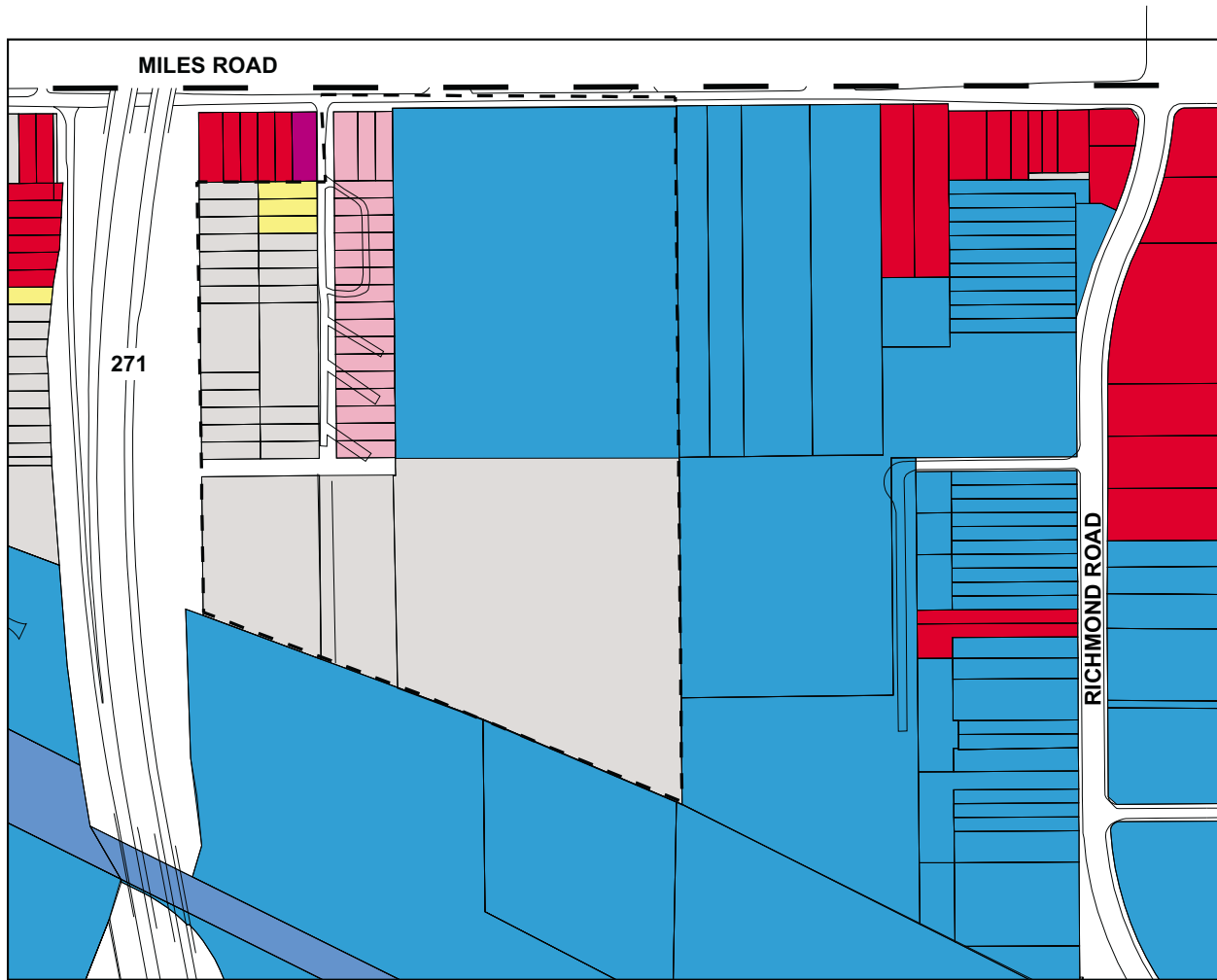
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Map 6-3, Focus Area A: Miles Road Corridor















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Map 6-4. Focus Area A: Miles Road Corridor, Central Study Area for Alternative Analysis



SCALE: 1"=500'

EXISTING LAND USE			
	SINGLE-FAMILY		INDUSTRIAL
	MULTI-FAMILY		INSTITUTIONAL
	MOBILE HOME PARK		PARK/OPEN SPACE
	COMMERCIAL		STREETS & HIGHWAYS
	OFFICE		UTILITIES
	LIGHT INDUSTRIAL		VACANT

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Table 6-1, Focus Area A: Miles Road Corridor

	Alternative #1	Alternative #2	Alternative #3	Alternative #4
	Industrial Park	Industrial/Offices with Limited Commercial	Commercial Shopping Center	Existing Conditions (Mobile Home Park and Vacant Industrial Land)
DEVELOPMENT FISCAL IMPACT ANALYSIS				
Property Data				
Acreage of Site	51.5	51.5	51.5	51.5
Square Footage of Site	2,243,340	2243340	2243340	2,243,340
Building sq. ft.	1,121,670	1121670	673002	350,000
Potential Value of Site	\$45,190,938	\$55,984,767	\$59,828,480	\$5,180,683
35% Assessed Value	\$15,816,828	\$19,594,668	\$20,939,968	\$1,813,239
Annual Property Tax				
Total (Orange School District)	\$1,066,054	\$1,320,681	\$1,411,354	\$136,889
City (Orange S.D.)	\$189,758	\$235,081	\$251,221	\$24,366
School District (Orange S.D.)	\$647,095	\$801,653	\$856,692	\$83,092
County (Orange S.D.)	\$185,493	\$229,798	\$245,576	\$23,819
Library/Metropark (Orange S.D.)	\$43,708	\$54,148	\$57,865	\$5,612
Annual Income Tax				
Total Employees	2,243	2767	1682	10% of households
Est. Avg. Employee income (Ind.)	\$32,431	\$32,431	\$12,620	-
Est. Avg. Employee income (Office)	-	\$29,002	-	-
Est. Avg. HH Income (resident)	-	-	-	\$29,260
Total Income for Site	\$72,742,733	\$85,155,433	\$21,226,840	\$138,985
Total City Income Tax for site	\$1,454,855	\$1,703,109	\$424,537	\$2,780
Fiscal Impact Summary				
All Tax Revenue	\$2,520,909	\$3,023,790	\$1,835,891	\$139,669
All City Revenue	\$1,644,613	\$1,938,190	\$675,758	\$27,146
Total City Expenditures	\$591,363	\$729,514	\$585,042	\$31,875
NET FISCAL IMPACT FOR THE CITY	\$1,053,250	\$1,208,676	\$90,716	(-\$4,729)

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Table 6-1 (continued)

	Alternative #1	Alternative #2	Alternative #3	Alternative #4
	Industrial Park	Industrial/Offices with Limited Commercial	Commercial Shopping Center	Existing Conditions (Mobile Home Park and Vacant Industrial Land)
DEVELOPMENT PHYSICAL IMPACT ANALYSIS				
	Employees/Residents			
Industrial employees	2,243	1,431	-	-
Office/Retail Employees	-	1,336	1,682	-
Total Employees	2,243	2,767	1,682	-
Mobile Home Park units (occupied)	-	-	-	50
Mobile Home Park residents	-	-	-	75
	Vehicle Trips			
Average trips Industrial	3.34 per employee	6.97 per 1,000 sq. ft	-	-
Average trips Office	-	11.85 per 1,000	-	-
Average trips Retail	-	-	35.12 per 1,000 sq. ft.	-
Avg. trips Mobile Home Park unit	-	-	-	4.81 per dwelling unit
Total additional average trips per day	7,492	9,800	23,636	241
Total additional truck traffic	599	784	-	-
Environmental				
Sewage Flow (gallons/day)	289,347	271,071	61,351	4,875
Water Consumption (gallons/day)	336,450	252,408	71,338	5,625
Solid Waste (tons/day)	3	3	2	0.131
Expected Impact of Proposed Development Alternatives on Adjoining Land Uses				
North (Miles Rd. & Ind./Offices)	+ (Positive)	+ (Positive)	+ (Positive)	0 (Neutral)
South (Industrial Warehouses)	+ (Positive)	+ (Positive)	+ (Positive)	0 (Neutral)
East (Industrial)	+ (Positive)	+ (Positive)	+ (Positive)	0 (Neutral)
West (I-271)	0 (Neutral)	0 (Neutral)	0 (Neutral)	0 (Neutral)
TOTAL	+3 (Plus 3)	+3 (Plus 3)	+3 (Plus 3)	0 (Neutral)
Expected Impact of Adjoining Land Uses on Proposed Development Alternatives				
North (Miles Rd. & Ind./Offices)	+ (Positive)	+ (Positive)	+ (Positive)	- (Minus)
South (Industrial Warehouses)	+ (Positive)	+ (Positive)	+ (Positive)	- (Minus)
East (Industrial)	+ (Positive)	+ (Positive)	+ (Positive)	- (Minus)
West (I-271)	0 (Neutral)	0 (Neutral)	0 (Neutral)	0 (Neutral)
TOTAL	+3 (Plus 3)	+3 (Plus 3)	+3 (Plus 3)	-3 (Minus 3)
COMPOSITE SCORE	+6 (Plus 6)	+6 (Plus 6)	+6 (Plus 6)	-3 (Minus 3)
Compatibility				
Compatibility with Goals of the Master Plan	Attracts new industry to the City's existing industrial areas and redevelops vacant land.	Promotes diversified employment opportunities while maximizing locational advantages of Interstate access.	Redevelops land that has marginal uses at the present time in order to strengthen City's tax base, and maximizes nearby Interstate access.	Not consistent with surrounding industrial land uses and the heavy traffic on Miles Road.

In terms of physical impact factors, Alternative #3 (the retail shopping center) would generate the most amount of additional traffic (over 23,600) new trips per day, compared to 9,800 for the mixed industrial park and office option (alternative #2) and 7492 for the industrial park option (Alternative #1). In terms of overall land compatibility, the table indicates that the least compatible of all of the various options is Alternative #4 which is the existing conditions option. This is because of the existing mixture of residential land uses adjacent to the predominantly industrial environment of the corridor. The three remaining alternatives all score high in terms of overall land use compatibility and should benefit greatly from the Miles Road widening and resurfacing improvements as well as the excellent access to the interstate system.

Focus Area B: The Northfield Road Corridor

General Description

The Northfield Road Corridor primarily covers the Bedford Heights portion of Northfield Road which is located south of the I-480 overpass. This corridor extends southward for approximately one mile to the City's corporation boundary with the City of Bedford which is 250 feet north of Rockside Road. The west side of Northfield Road is located within the City of Maple Heights. Similar to the Miles Road Corridor, the focus area includes all frontage properties on the Bedford Heights portion of Northfield Road to a depth of 400 feet.

The major development issues facing the Bedford Heights portion of the Northfield Road Corridor include commercial revitalization, and the development of stricter signage and architectural controls. In particular it will be necessary to explore strategies to energize an area that has seen an apparent decline in shopping volume due to the changes in shopping patterns and the vacancies occurring in nearby Southgate Shopping Center on the Maple Heights portion of the Corridor as well as the Bedford Heights portion of the Corridor north of Libby Road.

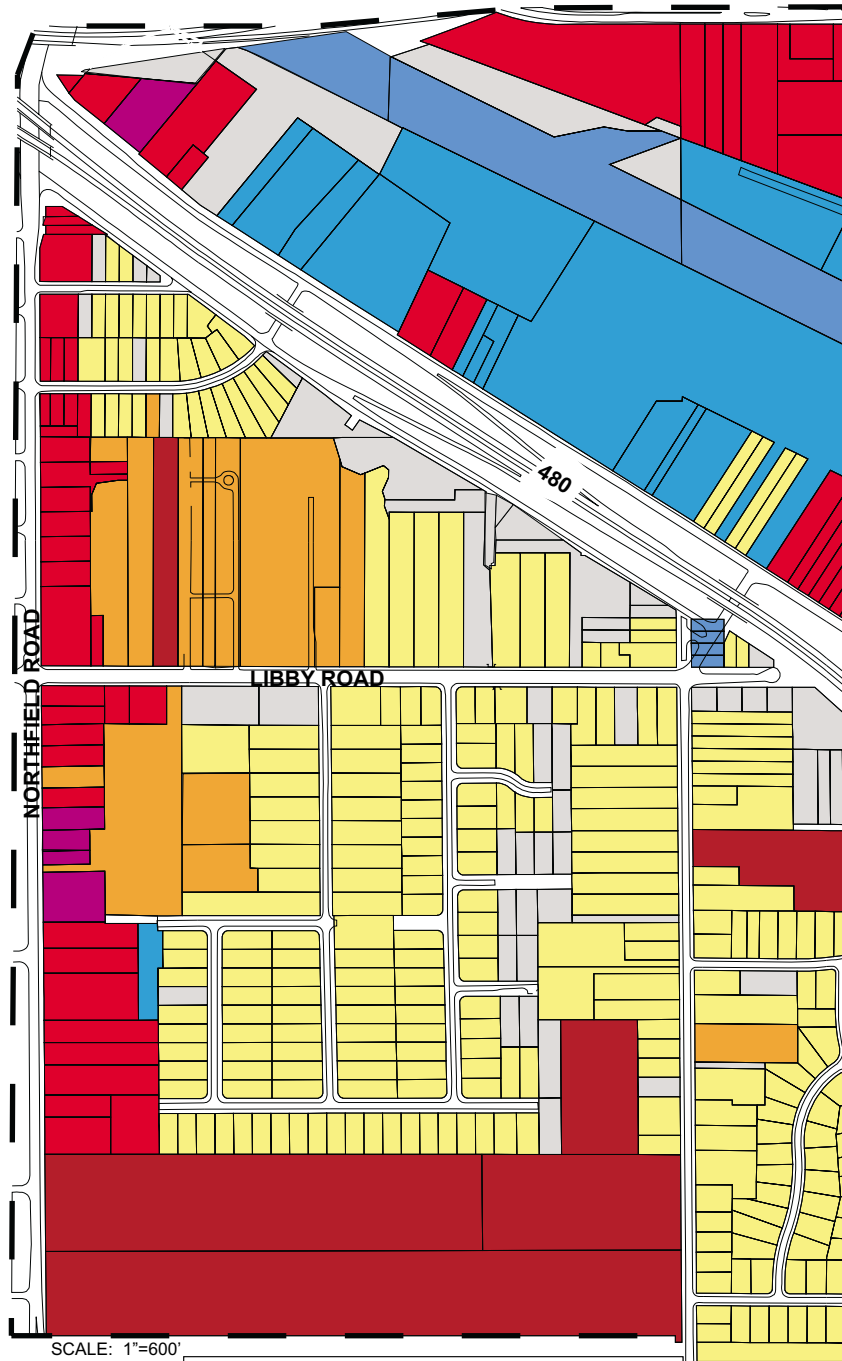
Site Characteristics

The Northfield Road Corridor is primarily a **retail commercial area** with a mix of three to four story office buildings and multi-family apartment buildings occupying land that is immediately behind and to the east of the retail businesses fronting Northfield Road (see *Map 6-5*). Institutional uses such as the Zion Memorial and Evergreen Memorial cemeteries can also be found along Northfield Road. Several retail commercial vacancies currently exist, and have remained vacant for a length of time.

Northfield Road itself is a **heavily traveled commercial corridor** that connects Southgate Shopping Center in Maple Heights to I-480 and further north, to Randall Park Mall. Traffic counts conducted in 1997 by the Cuyahoga County Engineer indicate that average daily traffic along the corridor ranges from 33,000 at Northfield and Libby Roads to 44,000 at Northfield and Rockside Roads, and 47,000 at Northfield Road and the I-480 North ramps. These traffic counts place these intersections of Northfield Road within the top 15% of the

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Map 6-5, Focus Area B: Northfield Road Corridor



SCALE: 1"=600'

EXISTING LAND USE	
 SINGLE-FAMILY	 INDUSTRIAL
 MULTI-FAMILY	 INSTITUTIONAL
 MOBILE HOME PARK	 PARK/OPEN SPACE
 COMMERCIAL	 STREETS & HIGHWAYS
 OFFICE	 UTILITIES
 LIGHT INDUSTRIAL	 VACANT

busiest intersections within the County. In fact, the Northfield Road and I-480 N ramp location is the County's 58th busiest intersection out of a total of nearly 1500 that have been inventoried by the County Engineer.

Current Zoning

There are four zoning districts in the Northfield Road Corridor. Most frontage properties are zoned B-3, Road Side Service District, with the properties surrounding Libby Road zoned as a Community Business District. The areas occupied by the two cemeteries at the southwestern border of Bedford Heights, are zoned residential.

Positive Attributes Along the Northfield Road Corridor

Although Northfield Road needs a number of improvements, the corridor does contain pedestrian sidewalks and attractive planter boxes within the length of the right-of-way on the Bedford Heights side of the street (see *Map 6-6*). The cemeteries located along the south end of Bedford Heights' corridor are a peaceful reminder of how the City must have looked prior to the intensive commercialization of this area in the 1960's and later. The existing cemeteries provide extensive natural vegetation and landscaping to an otherwise heavily developed commercial area. Likewise, some of the retail businesses, such as Bank One, have generous set-backs, provide parking to the rear, and contain attractive landscaping.

Negative Features

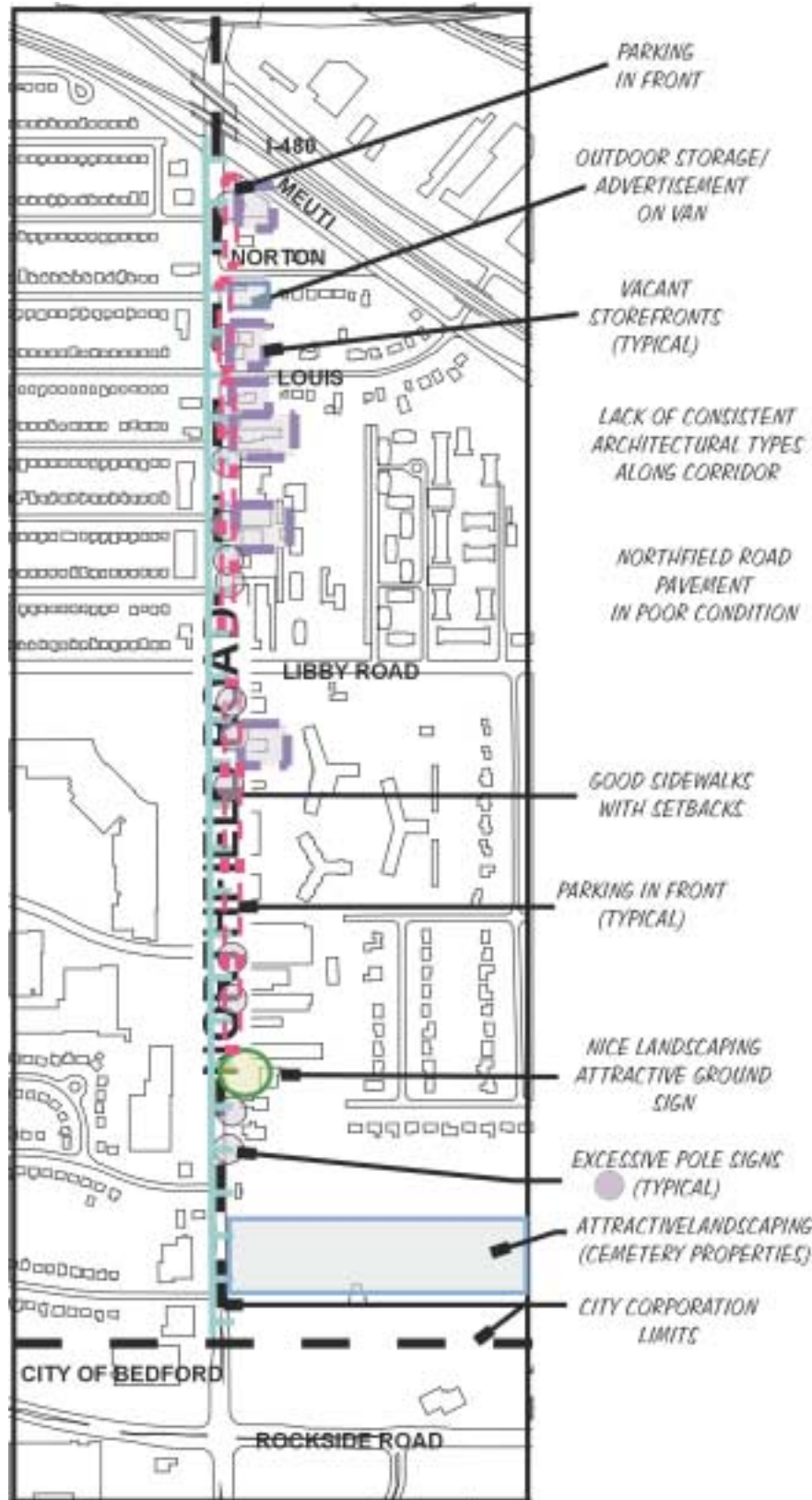
Due to a recent ITA survey conducted by the Cuyahoga County Planning Commission in January of 1998, the Bedford Heights' portion of the Northfield Road Corridor qualifies as an **Improvement Target Area (ITA)** and is eligible to compete for **Community Development Block Grant funding** for redevelopment and street improvement programs. This field survey looked at the number and severity of substandard properties, including one- to three-family residential properties and commercial properties, along Northfield Road. A total of 24 substandard buildings and storefronts were identified in the survey with 20 of these 24 substandard buildings or locations being commercial storefronts or offices, and only 4 being identified as residential buildings.

Additional field surveys indicate that the commercial buildings on the Bedford Heights side of Northfield Road **lack uniformity in their architectural style and type** (see *Map 6-6*). Accessory structures have in some cases added to this incompatibility in appearance. Most businesses also broadcast **excessive signage**. Numerous pole signs and combinations of pole signs, wall signs, window signs, and other advertisements are plentiful. Many times these signs were in disrepair or damaged. Some of these signs still advertise past businesses that no longer exist at the site of the sign.

Many businesses in this corridor **lack any form of landscaping**. They instead permit parking in the front of their establishments, when it is preferable to keep parking to the rear or sides of commercial businesses.

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Map 6-6, Focus Area B: Northfield Road Corridor



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In addition to the above problems which are mostly aesthetic in nature, the Northfield Corridor does contain some **functional problems**. Currently, as of July of 1998, there are a number of commercial retail properties and storefronts along the Bedford Heights side of the corridor which have remained **vacant** for several months. While the corridor does have several major retail businesses that appear to be profitable, these are primarily located along the southern end of the Northfield Road Corridor. In contrast to this area, the northern two-thirds of the corridor currently contains a significant number of storefront and office vacancies which serve as detractions to the surrounding business climate. As of July, 1998, ten commercially zoned properties covering over 41,000 square feet of building area (see **Table 6-2** of Northfield Road Building Vacancies) remain vacant and the overall vacancy rate for the entire portion of the Northfield Road Corridor, which is within Bedford Heights, is nearly 18%.

In addition to all of the above problems, **Northfield Road itself is in poor condition**. The road pavement is rough and there are too many curb cuts. The high volumes of traffic along Northfield Road have caused frequent bottle-necks to occur.

Table 6-2, Summary of Existing Retail Commercial and Office Square Footage for the Bedford Heights Portion of Northfield Road

Commercial Category	Square Footage	Percent
Shopping Goods and Services	90,466	39.0%
Existing Vacant	41,557	17.9%
Local Offices	33,197	14.3%
Automotive	30,635	13.2%
Convenience Goods and Services	24,001	10.3%
Hotels/Motels	12,304	5.3%
TOTAL	232,160	100.0%

Source: Cuyahoga County Planning Commission Field Surveys, July, 1998

To accommodate all of the existing as well as future levels of traffic there is the need to **widen Northfield Road**. This project would entail widening the Road from four to five lanes (two lanes northbound and two lanes southbound with a shared, middle turning lane). The additional land area needed for this project could be taken from the existing tree lawn area. The planter boxes would either be moved back or eliminated to accommodate the new road. If the trees would have to be removed, perhaps the trade-off of their disappearance could be utilized to remove pole signs and the excessive number and size of existing signs.

Focus Area C: The Northwest Segment of the Aurora Road Corridor

General Description

The northwest segment of the Aurora Road Corridor includes the area on both sides of Aurora Road (State Route 43) that extends northerly from the I-271 overpass to its intersection with Northfield Road near the extreme northwest corner of the City of Bedford

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Heights. The total length of this corridor is approximately 1.2 miles and includes all frontage properties on both sides of Aurora Road to a depth of 400 feet (see *Map 6-7*).

The primary development issue for this focus area is the present and future mix of land uses which currently includes a mixture of residential, commercial and industrial uses. Additional issues to address include ways to improve the aesthetics and overall appearance of the corridor through more extensive landscaping and tougher architectural and sign regulations.

Site Characteristics

Aurora Road currently has a diverse mixture of land uses. Single-family homes are located next to industrial and commercial uses. The Libby-Aurora Mobile Home Park is also found along this corridor. In addition, there are a number of vacancies that currently exist on Aurora Road.

This corridor is classified into 5 zoning districts. The majority of frontage on Aurora Road is zoned for the Industrial District. The area occupied by the mobile home park is zoned as a Trailer Park District. A Local Retail District (B-1) and a Community Business District (B-2) are also present in this focus area. The land where the Aurora Upper Intermediate School is located is zoned residential (R-1).

Positive Attributes Along the Aurora Road Corridor

Since many industrial businesses currently exist along the northwest edge of the corridor, there is the potential to attract other industrial businesses and to retain those businesses currently located there. The proximity of both I-271 and I-480 with entrance and exit ramps at Rockside and Northfield Roads provides easy access for deliveries and pick-ups, and provides visibility directly from the highway to the many businesses along this focus area of Aurora Road.

In addition to excellent access and freeway visibility, there are good examples of landscaping seen in this area. Landscaping efforts like trees, shrubbery, and grassed lawn in front yard areas have been made which improve the overall appearance of portions of the corridor. Several older trees that are present on the north side of Aurora Road provide a welcome buffer to the many parking lots and cars located at the industrial end of this corridor. Certain businesses also provide parking areas to the sides of their buildings rather than placing parking only in the front.

Negative Features

Although this focus area has several residential homes within it, **the overall corridor is not pedestrian friendly**. Sidewalks, where they exist, abut immediately next to the road with little room to buffer pedestrians from the pavement portion of the road right-of-way. Heavy truck and automobile traffic flows exist on this road throughout the work week. This segment of the Aurora Road Corridor is also home to **at least thirteen pole signs** (see *Map 6-8*).

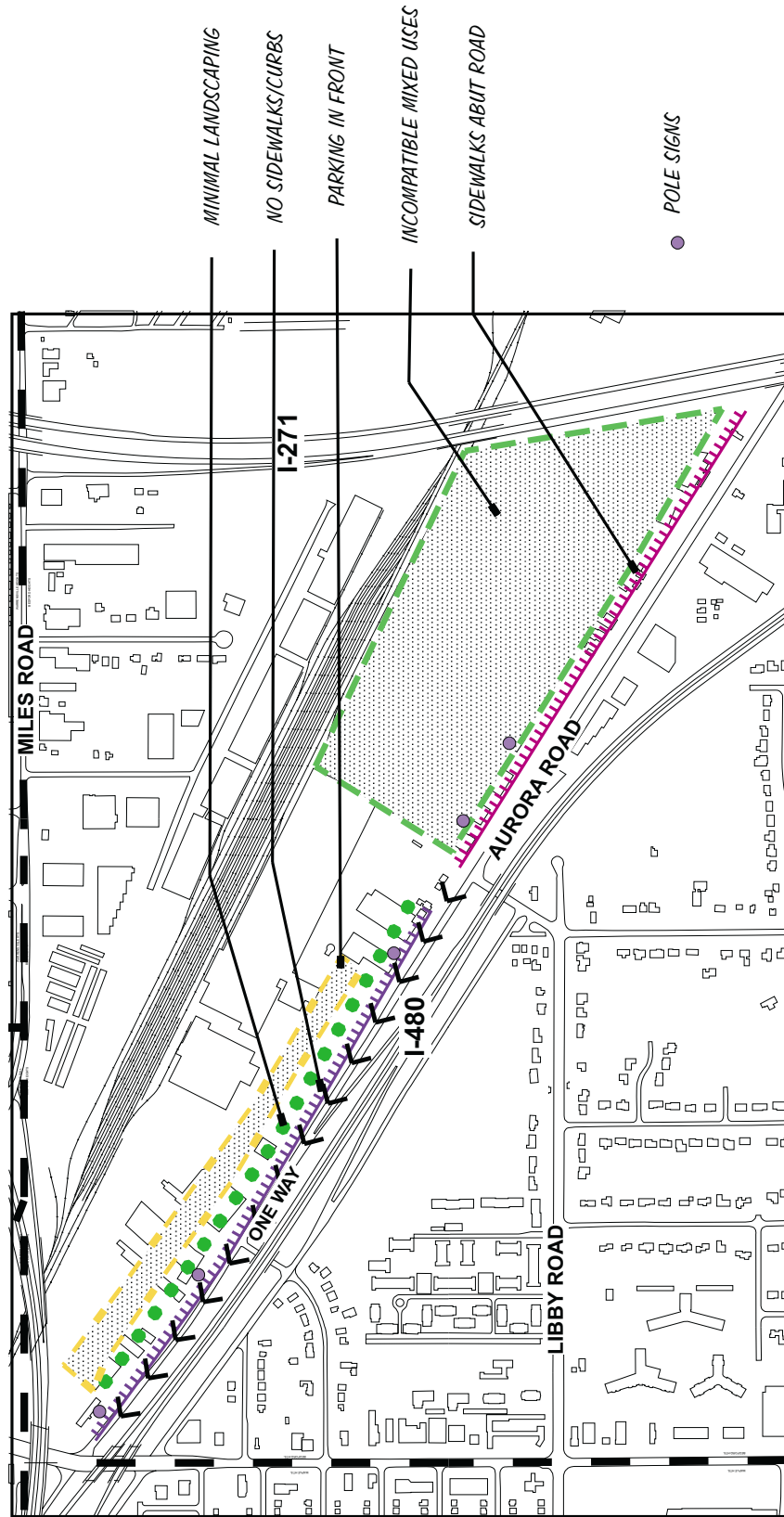
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Map 6-7, Focus Area C - Aurora Road Corridor



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Map 6-8, Focus Area C: Aurora Road Corridor



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The road itself changes from a 3-lane road to a one-way street west of its intersection with the Libby Road underpass. This stretch of one-way road does not have any sidewalks or curbs. Many industrial businesses are located here and have large parking lots in the front of their establishment. In places this one-way stretch of the corridor lacks adequate surface water drainage, receives excessive amounts of storm runoff from the I-480/ Northfield Road exit ramp and contains **minimal landscaping**.

The current mixture of land uses are incompatible with each other. Single-family homes share areas with heavy industrial businesses, local bars, and other commercial businesses. Many of these businesses employ minimal landscaping and off-street parking is permitted right in the front of their establishments. **Aurora Intermediate School is surrounded by industrial and commercial land uses** with the back of the school playground abutting I-480. The only connection with the neighboring residential areas within the City is a pedestrian bridge over I-480 to the southwest.

The entire length of Aurora Road through Bedford Heights has been designated an Improvement Target Area (ITA). A survey, made in late 1992 by the Cuyahoga County Planning Commission, determined that Aurora Road suffers from vacancies and a number of substandard properties and structures, and is also eligible to receive Community Development Block Grant funding. The survey looked closely at one, two and three-family residential properties and commercial properties, but did not include industrial properties. The stretch of Aurora Road within this focus area qualified due to the number and severity of substandard properties located along the corridor. The 1992 survey noted that there were 20 substandard properties along this section of Aurora Road.

The rear sides of many businesses on Aurora Road are physical eyesores. The backs of several businesses as well as outdoor waste receptacles can be seen from Interstate 480. These rear sides are unattractive, distracting, and also in disrepair. Currently there is a lack of screening, both of business operations and waste generated by many businesses along the corridor. Also of concern are the building materials used for the rear of many of these businesses. Oftentimes, the materials chosen for the rear are unattractive in appearance, especially if the building material is common concrete block or corrugated tin which gives the impression that these buildings have not been completed or are in the process of being added onto in the future. Thus, these rear sides are unattractive and fail to generate a positive image of either the Aurora Road Corridor or the City of Bedford Heights from the thousands of motorists traveling along I-480 and I-271. In addition to these unattractive buildings and lack of landscaping, several of these buildings contain inexpensive wall signs placed on the rear of the buildings that face I-480 for advertising purposes. These signs also contribute to the visual blight of the corridor as they are viewed from the interstate highway.

Alternative Analysis

In considering the form of future development along this northwestern portion of Aurora Road, existing land uses would appear to dictate that **the portion of the corridor west of the intersection of Libby and Aurora Roads should remain primarily an industrial area.** However, the area east of this intersection has a mixture of residential, commercial

and industrial land uses as well as one important institutional use-Aurora Intermediate School. Thus, it is this eastern portion of the corridor which needs to be more fully examined to better determine possible future land use changes.

To accomplish the above objective, two sets of development impact analyses were conducted for a portion of the Aurora Road Corridor within Focus Area C. The first set of development impact analyses was for 11 acres of land on the **north side of Aurora Road** where an existing mobile home park is currently located. This analysis compared the expected impacts if this area was developed for a **light industrial use** as opposed to a **small retail strip center use** with the results listed in *Table 6-3*. The second set of development impact analyses was conducted for 7.2 acres of land located on the **south** side of Aurora Road and covered the vacant properties that abut Aurora Intermediate School to its west and northwest (see *Map 6-9*). This analysis also compared the expected impacts of prospective light industrial uses to commercial retail (small retail strip center) uses with the results compiled in *Table 6-4*.

The results of this first set of impact analyses on the north side of Aurora Road (see *Table 6-3*) indicates that the light industrial alternative would generate much greater amount of tax revenue in terms of net fiscal impact than the retail commercial alternative. The light industrial option would generate nearly \$249,000 per year in net fiscal revenues compared to only \$12,697 in net fiscal revenues from the retail commercial option. In addition the physical impact analysis indicates that the light industrial alternative would generate less than one-sixth of the expected new traffic than the retail commercial alternative (see *Table 6-3*).

The results of the second set of development impact analyses for the south side of Aurora Road, are shown in *Table 6-4*, and also indicates that light industrial uses would generate a greater amount of tax revenues when comparing net fiscal impact to the proposed retail commercial development. However, land use compatibility for retail commercial uses along the south side of Aurora Road would be preferable to industrial development in this area because of the close proximity of Aurora Intermediate School and the more commercial nature of this side of the street.

Focus Area D: The City Center Area

General Description

This focus area is shown in detail on *Map 6-10* and includes the central part of the City of Bedford Heights which lies just to the east of the I-271/480 overpasses. More specifically this focus area includes most of the remaining portion of the Aurora Road Corridor that lies southeast of Focus Area C as well as all of Rockside Road which is located east of the I-271 overpass. Focus Area D also includes a small stretch of Perkins Road (from the City Hall north past its intersection with Cannon Road) and approximately 1,000 feet of the portion of Cannon Road which lies east of Perkins Road.

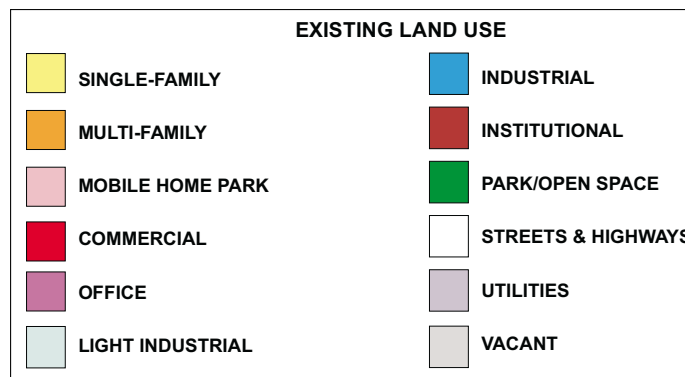
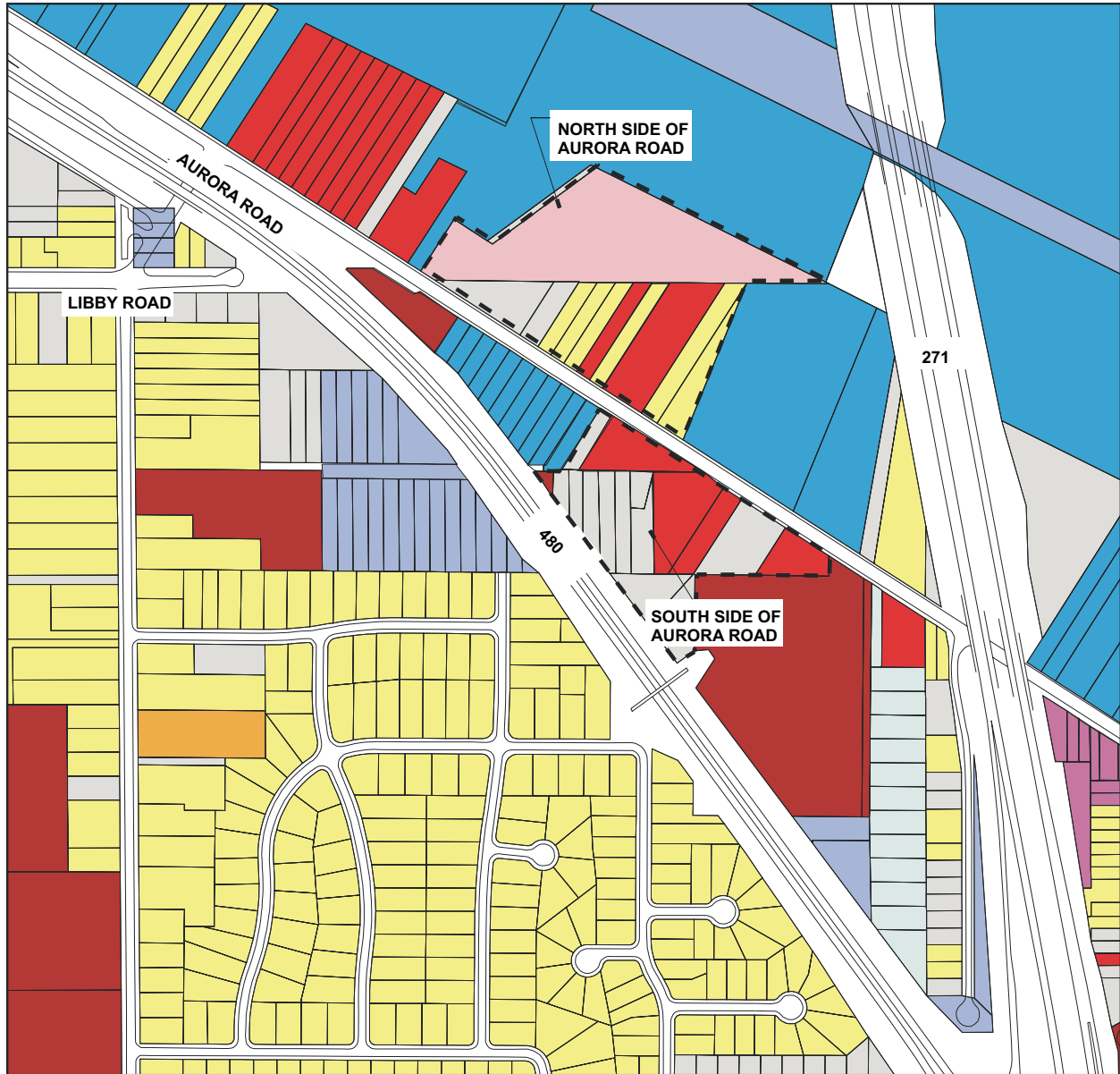
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Table 6-3, Focus Area C: Aurora Road Corridor, Fiscal Impact Analysis, North Side of Aurora Road, Including Mobile Home Park

	Alternative #1a.	Alternative #1b.
	Light Industrial	Retail Commercial (Small Strip Center)
FISCAL IMPACT ANALYSIS		
	Property Data	
Acreage	11	11
Square Footage	479,160	479,160
Building Sq.Ft.	239,580	239,580
Potential Value of site	\$11,866,804	\$12,954,497
35% Assessed Value	\$4,153,381	\$4,534,074
	Property Tax	
Total	\$270,344	\$295,123
City	\$49,743	\$54,303
School District	\$160,314	\$175,008
County	\$48,662	\$53,122
Library/Metroparks	\$11,625	\$12,690
	Income Tax	
Employees	517	436
Est. Avg. Employee (Ind.)	\$32,431	-
Est. Avg. Employee (Comm.)	-	\$12,620
Total Income for Site	\$16,766,827	\$5,502,320
Total City Income Tax for Site	\$335,337	\$110,046
	Fiscal Impact	
All Tax Revenue	\$605,681	\$405,169
All City Revenue	\$385,080	\$164,349
Total City Expenditures	\$136,306	\$151,652
NET FISCAL IMPACT	\$248,774	\$12,697
	Alternative #1a.	Alternative #1b.
	Light Industrial	Retail Commercial (Small Strip Center)
PHYSICAL IMPACT ANALYSIS		
	Employees	
Total Employees	517	436
	Vehicle Trips	
Avg. trips per employee	3.02	22.36
Total additional avg. trips/day	1,561	9,749
Environmental		
Sewage Flow (gallons/day)	66,693	21,840
Water consumption (gallons/day)	77,624	25,395
Solid Waste (tons/day)	0.71	0.44
Expected Impact of Proposed Development on Adjoining Land Uses		
North (Industrial)	+ (Positive)	+ (Positive)
South (Aurora Rd & Commercial/Industrial)	+ (Positive)	+ (Positive)
East (Industrial)	+ (Positive)	+ (Positive)
West (Industrial and Commercial)	+ (Positive)	+ (Positive)
TOTAL	+4 (Plus 4)	+4 (Plus 4)
Expected Impact of Adjoining Land Uses on Proposed Development		
North (Industrial)	+ (Positive)	0 (Neutral)
South (Aurora Rd & Commercial/Industrial)	+ (Positive)	+ (Positive)
East (Industrial)	+ (Positive)	0 (Neutral)
West (Industrial and Commercial)	+ (Positive)	+ (Positive)
TOTAL	+4 (Plus 4)	+2 (Plus 2)
COMPOSITE SCORE	+8 (Plus 8)	+6 (Plus 6)
Compatibility with the Goals of Master Plan.	Attracts new industry to the City's existing industrially-zoned areas.	Redevelops marginal land uses in order to enhance the City's tax base.

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Map 6-9, Focus Area C: Aurora Road Corridor



SCALE: 1"=500'

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Table 6-4, Focus Area C: Aurora Road Corridor, Fiscal Impact Analysis, South Side of Aurora Road Near Aurora Upper Intermediate School

South Side of Aurora Road near Aurora Upper Intermediate School		
	Alternative #2a.	Alternative #2b.
	Light Industrial	Retail Commercial (Small Strip Center)
FISCAL IMPACT ANALYSIS		
Property Data		
Acreage	7.2	7.2
Square Footage	313,632	313,632
Building Sq.Ft.	156,816	156,816
Potential Value of site	\$7,790,949	\$8,502,894
35% Assessed Value	\$2,726,832	\$2,976,013
Property Tax		
Total	\$177,490	\$193,709
City	\$32,658	\$35,642
School District	\$105,251	\$114,869
County	\$31,948	\$34,868
Library/Metroparks	\$7,632	\$8,329
Income Tax		
Employees	339	285
Est. Avg. Employee (Ind.)	\$32,431	-
Est. Avg. Employee (Comm.)	-	\$12,620
Total Income for Site	\$10,994,109	\$3,596,700
Total City Income Tax for Site	\$219,882	\$71,934
Fiscal Impact		
All Tax Revenue	\$397,372	\$265,643
All City Revenue	\$252,540	\$107,576
Total City Expenditures	\$89,377	\$99,130
NET FISCAL IMPACT	\$163,163	\$8,446
	Alternative #2a.	Alternative #2b.
	Light Industrial	Retail Commercial (Small Strip Center)
PHYSICAL IMPACT ANALYSIS		
Employees		
Total Employees	339	285
Vehicle Trips		
Avg. trips per employee	3	22
Total additional avg. trips/day	1,024	6,373
Environmental		
Sewage Flow (gallons/day)	43,791	14,295
Water consumption (gallons/day)	50,850	16,622
Solid Waste (tons/day)	0.47	0.29
Expected Impact of Proposed Development on Adjoining Land Uses		
North (Aurora Rd. & Industrial)	+ (Positive)	+ (Positive)
South (I-480 and Aurora School)	- (Negative)	0 (Neutral)
East (Aurora School)	- (Negative)	0 (Neutral)
West (I-480 & Industrial)	+ (Positive)	+ (Positive)
TOTAL	0 (Neutral)	+2 (Plus 2)
Expected Impact of Adjoining Land Uses on Proposed Development		
North (Aurora Rd. & Industrial)	+ (Positive)	+(Positive)
South (I-480 and Aurora School)	- (Negative)	0 (Neutral)
East (Aurora School)	- (Negative)	0 (Neutral)
West (I-480 & Industrial)	+ (Positive)	0 (Neutral)
TOTAL	0 (Neutral)	+1 (Plus 1)
COMPOSITE SCORE	0 (Neutral)	+3 (Plus 3)
Compatibility		
Compatibility with the Goals of Master Plan.	Attracts new industry to the City's existing industrial areas.	Redevelops marginal land uses and benefits from locational advantages of Interstate access.

The primary development issue for this focus area is the development of a recognizable and sustainable central business district and City Hall complex which will create a sense of greater civic pride for the City of Bedford Heights. Other development issues for this focus area are the hodgepodge of existing land uses within the focus area and the best future use of land which is currently vacant.

Site Characteristics

As the existing land use map for this focus area indicates (see *Map 6-11*), **Focus Area D contains a wide variety of land uses.** Office and commercial development exist intermixed with several single-family residences, a large mobile home park and several industrial uses.

This mixture of existing land uses reflects the large number of zoning districts which currently exist within this area as well. There are six zoning districts in Focus Area D. The entire triangular area between Aurora Road and Rockside Road east of I-271 overpass is zoned as a Community Business District. Meanwhile, the area south of Rockside Road is all zoned (R-3) as a Multi-Family Residence District except for the parcel immediately east of the I-271 exit ramp which is zoned (B-3) Road Side Service District. West of Erie Street on the northern side of Aurora Road, the land is zoned Industrial. East of Erie Street, the area is zoned for the Trailer Park District and (B-1) Local Retail District.

This mixture of six different zoning districts helps to perpetuate the present hodgepodge of different land uses. The last two chapters of this master plan will discuss ways to upgrade the current zoning district regulations in order to promote a more uniform approach to future land use within the focus area.

Positive Attributes at the City Center Area

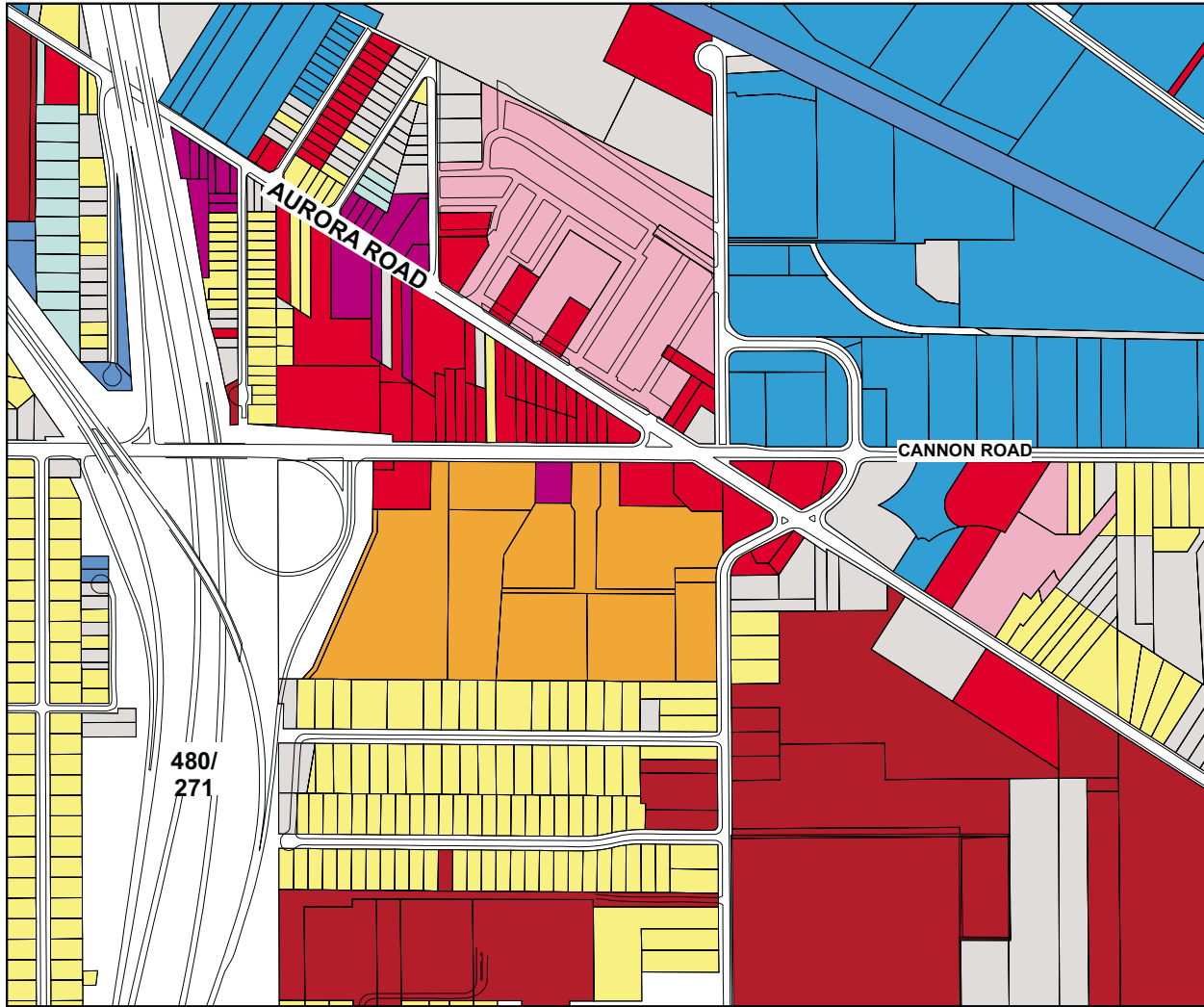
This focus area encompasses the geographic and functional center of town and includes some of the City's busiest intersections-Rockside, Cannon and Aurora Roads as well as the intersection of Perkins and Aurora Roads. These areas act to greet travelers as they approach the center of Bedford Heights. The intersection at the crossroads of Aurora and Rockside Roads contains an attractive brick planter box that is nicely landscaped and manicured (see *Map 6-12*).

Sidewalks are present on both sides of Rockside Road and on Aurora Road, west of the Perkins intersection; however, they are not very pedestrian friendly. Along Aurora Road, the sidewalks abut immediately to the curb and pavement of the road. Along Rockside Road, there is a small strip of land that helps to divide the road from the sidewalk and to buffer pedestrians from traffic.

The roads included in this focus area are in good condition and well maintained, given that they cater to heavy industrial and commuter traffic. In addition, the City Hall complex, located further to the south on Perkins Avenue, provides a more relaxed environment with several trees, more pedestrian friendly sidewalks away from the pavement of the streets,

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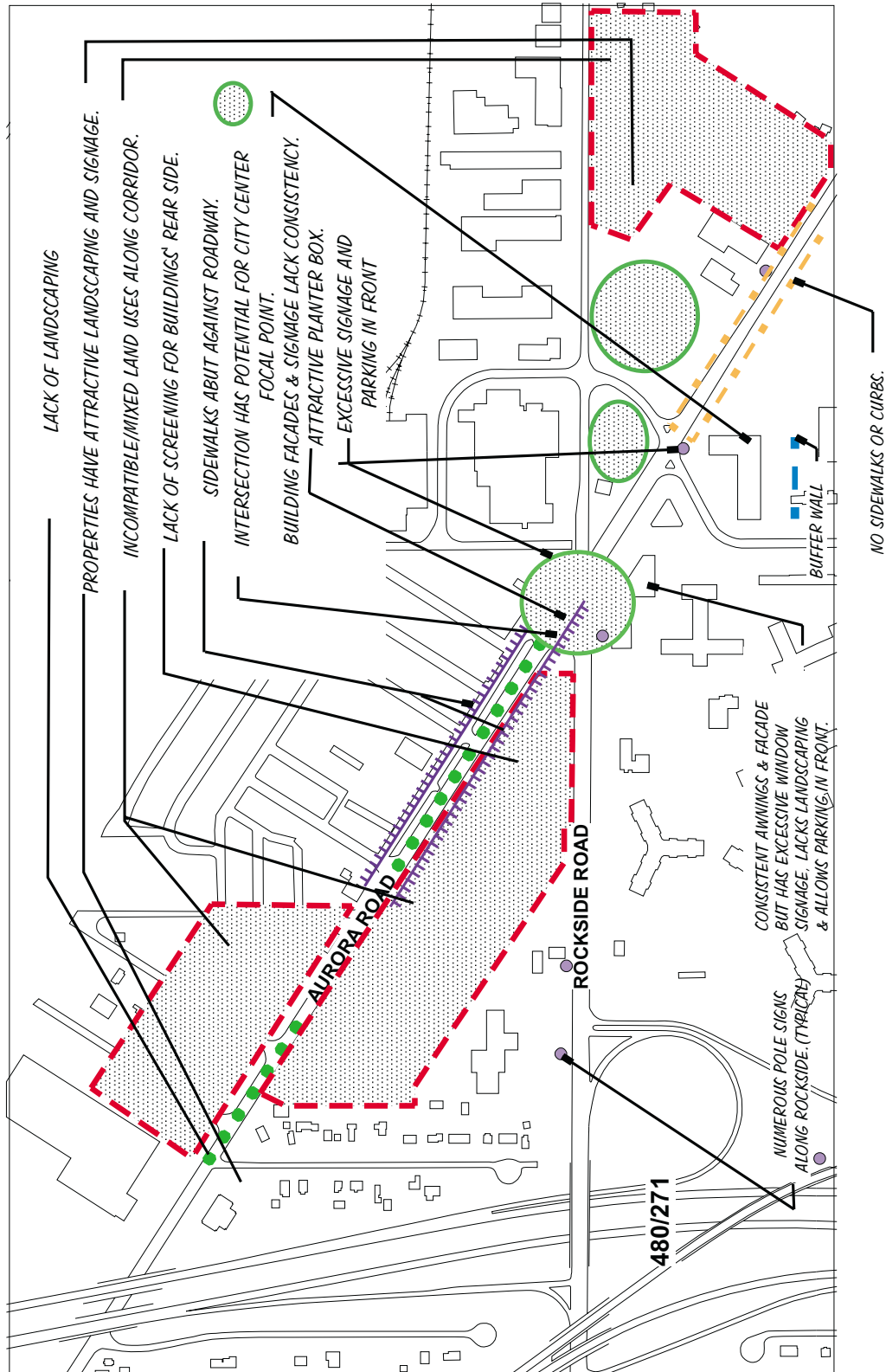
Map 6-11, Focus Area D: City Center Area, Existing Land Use



EXISTING LAND USE	
 SINGLE-FAMILY	 INDUSTRIAL
 MULTI-FAMILY	 INSTITUTIONAL
 MOBILE HOME PARK	 PARK/OPEN SPACE
 COMMERCIAL	 STREETS & HIGHWAYS
 OFFICE	 UTILITIES
 LIGHT INDUSTRIAL	 VACANT

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Map 6-12, Focus Area D - City Center Area



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generous front yard building setbacks, attractive foundation plants, and a sense of greater open space.

Of vital importance to the future of this focus area is the recent construction of a new distribution center being built by Federal Express. North of Aurora Road, off Bedford Street, Federal Express is now building this distribution center which is expected to cost close to \$4.5 million and contain approximately 100,000 square feet. Federal Express is estimated to draw 150 workers from Solon. This new center will have a positive effect on the City's tax base, and could encourage other major businesses to also invest in this corridor.

Negative Features

As indicated in *Map 6-12*, **the many land uses clustered together in this focus area are incompatible with each other**. A handful of single-family homes, located between Aurora and Rockside Roads, lay in the shadow of numerous pole signs and industrial and commercial businesses. **Excessive signage and unattractive building facades** are evident at a number of establishments in this corridor. Multiple signs especially clutter the landscape at the intersection of Perkins and Aurora Roads. The various sizes, shapes and height of signage at Perkins Plaza and several of the other commercial developments within this focus area should be coordinated to complement each other. An example of how a retail strip center can develop coordinated signage and building facades with attractive awnings and consistent color can be found at Aurora Plaza at the southwest corner of Aurora and Rockside Roads.

In addition, the City Center Area along the major right-of-ways **is predominantly a sterile environment** and is crowded with concrete and asphalt (see *Map 6-12*). Most businesses in this focus area do not provide landscaping of any degree. Tree lawns should be extended from 5 to 10 feet for landscaping efforts. Wherever possible, off-street parking should be directed to the rear of commercial buildings, which could provide the much needed space to add landscaping and soften the environment.

Alternative Analysis

Table 6-5 indicates that three alternative development scenarios have been examined for a 27 acre portion of Focus Area D that is delineated in *Map 6-13* and is presently encompassed by an existing mobile home park (Bob's Mobile City) and a few small commercial retail uses that include a beverage store and a neighborhood bar that are adjacent to the mobile home park. The first alternative (Alternative 1) examines the expected impacts if this area is converted to a **community level shopping center** that would include a number of retail businesses including clothing stores, a supermarket, and a drugstore. As the commercial market analysis reveals in Chapter 4, there is currently a lack of all of these types of retail businesses within the City. The second development alternative (Alternative 2) that has been examined is a **50/50 mix of retail shops and offices**. This second option could also include at least some of the retail businesses that the commercial market analysis indicated are needed within Bedford Heights, but would also include professional offices as well. The third development option (Alternative 3)

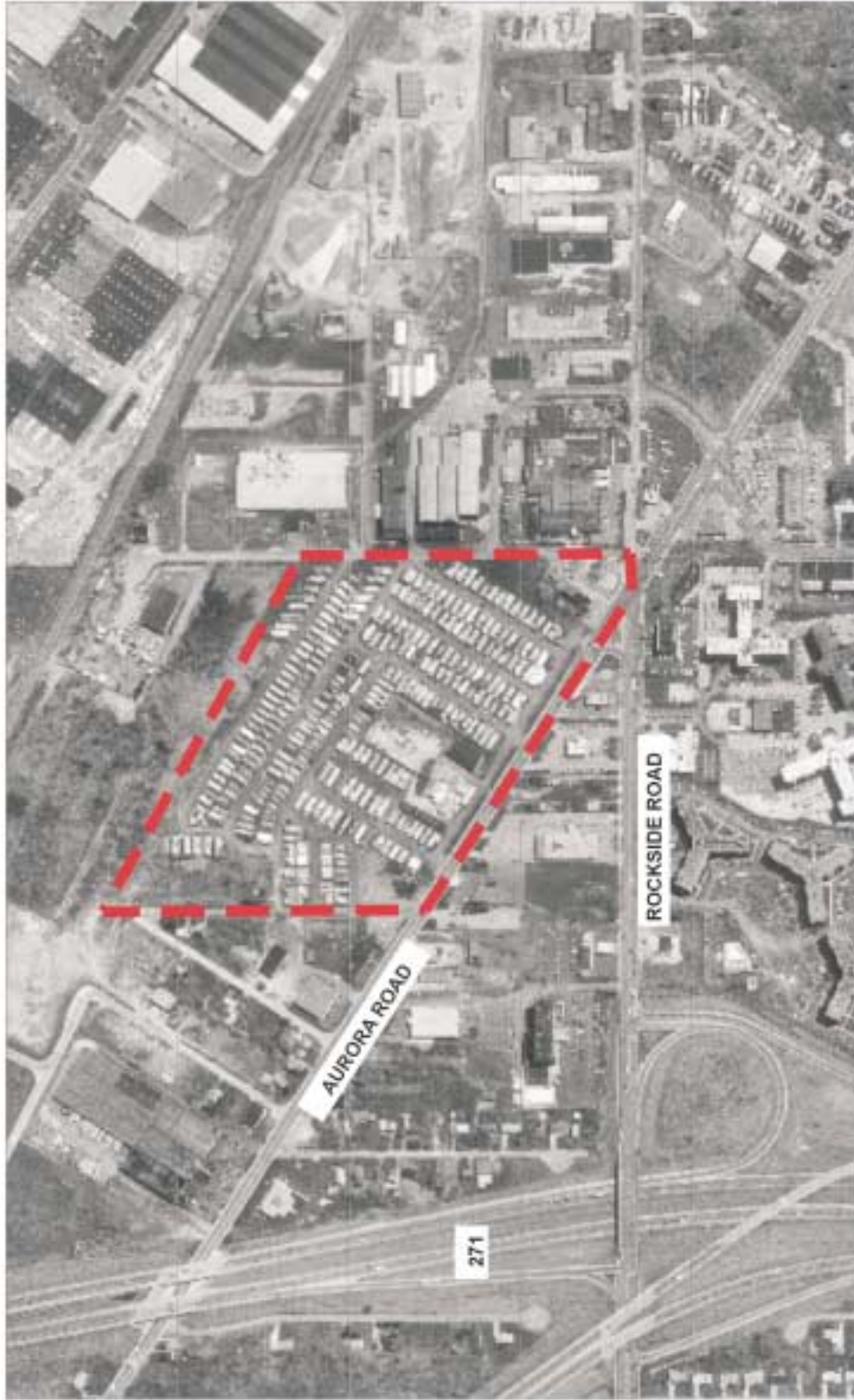
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Table 6-5, Focus Area D, The City Center Area, Development Fiscal Impact Analysis

Alternatives	Alternative #1	Alternative #2	Alternative #3
	Community Shopping Center	Community Shopping Center and Professional Offices	Existing Conditions (Mobile Home Park, Vacant Land and Neighborhood Commercial)
Property Data			
Total Acreage of Site	27 Acres	27 Acres	27 Acres
Square Footage of Site	1,176,120 sq. ft.	1,176,120 sq. ft.	1,176,120 sq. ft.
Estimated Building Floor Area	588,060 sq. ft.	588,060 sq. ft.	178,300 sq. ft.
		(50% Retail & 50% Offices)	
Potential/Existing Value of Site	\$35,246,388	\$40,735,928	\$2,503,830
35% Assessed Value	\$12,336,235	\$14,257,574	\$876,341
Annual Property Tax			
Total (Based upon effective tax rate)	\$802,966	\$928,025	\$75,182
City	\$147,746	\$170,757	\$13,945
School District	\$476,159	\$550,319	\$44,465
County	\$144,534	\$167,044	\$13,527
Library/Metroparks	\$34,527	\$39,905	\$3,245
Annual Income Tax			
Total employees	1,470	1,682	16
		(947 Office & 735 Retail)	
Total Residents	-	-	342
Estimated Ave. Employee Income	\$12,620	\$12,620 Retail/ \$29,002 Offices	\$12,620
Estimated Avg. HH Income (Resident)	-	-	\$29,260
Total Income for Site	\$18,551,400	\$36,740,594	\$8,979,920
Total City Income Tax for Site	\$371,028	\$734,812	\$20,717
Fiscal Impact Summary			
All Tax Revenue	\$1,173,994	\$1,662,837	\$95,899
All City Revenue	\$518,774	\$905,569	\$34,662
Total City Expenditures	\$511,303	\$255,651	\$150,915
NET FISCAL IMPACT	\$7,471	\$649,918	(-\$116,253)
Vehicle Trips			
Avg. Trips per 1,000 sq. ft. Retail/Employee	36.5 for shopping center over 500,00 sq. ft.	47.27 for shopping center under 300,000 sq. ft.	22.36 for each employee
Avg. Trips per Office Employee		3.25	
Avg. Trips per Mobile Home Dwelling Unit			4.81
Total Additional Trips/Day	21,464	16,977	1,729
Environmental			
Sewage Flow (gallons/day)	53,608	50,321	22,230
Water Consumption (gallons/day)	62,334	58,512	34,200
Solid Waste (tons/day)	1.47	1.68	0.60
Expected Impact of Proposed Development on Adjoining Land Uses			
North (Vacant Land)	+ (Positive)	+ (Positive)	0 (Neutral)
East (Perkins Street & Industrial)	+ (Positive)	+ (Positive)	- (Negative)
South (Aurora Road & Commercial)	+ (Positive)	+ (Positive)	0 (Neutral)
West (Mixed uses: commercial, industrial and vacant land)	+ (Positive)	+ (Positive)	0 (Neutral)
TOTAL	+4 (Plus 4)	+4 (Plus)	-1 (Minus 1)
Expected Impact of Adjoining Land Uses on Proposed Development			
North (Vacant Land)	0 (Neutral)	0 (Neutral)	0 (Neutral)
East (Perkins Street & Industrial)	+ (Positive)	+ (Positive)	- (Positive)
South (Aurora Road & Commercial)	+ (Positive)	+ (Positive)	- (Negative)
West (Mixed uses: commercial, industrial and vacant land)	+ (Positive)	+ (Positive)	0 (Neutral)
TOTAL	+3 (Plus 3)	+3 (Plus 3)	-2 (Minus 2)
COMPOSITE SCORE	+7 (Plus 7)	+7 (Plus 7)	-3 (Minus 3)
Compatibility			
Compatibility with the Goals of the Master Plan	Creates a new image for this central area of the City as a central gathering spot and main community shopping district by redeveloping this area that presently contains marginal uses.	Is the cornerstone for redefining the central area of the City as a shopping and employment district. Redevelops an area with marginal uses and also provides a diversification of employment opportunities which enhances the tax base.	Is not consistent with any of the City's goals in this new Master Plan.

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Map 6-13, Focus Area D - City Center Area



examined is the **continuation of the status quo**. Under this option, the portion of the focus area that includes the mobile home park and the adjacent small retail businesses would continue to operate at their present level of operation.

As Table 6-5 indicates, **Alternative 2** which features the mixed retail and office uses yields by far the best net fiscal impact for the City with an expected annual tax income of nearly **\$650,000** after subtracting for city expenditures. By comparison, **Alternative 1 which would allow only retail use of the site would yield just under \$7,500 per year**, and the **existing conditions option (Alternative 3) is actually costing the City \$116,253 per year** once city expenditures are subtracted from the limited income and property taxes generated by the existing uses on the study site.

In terms of motor vehicle traffic, both Alternatives 1 and 2 would increase traffic significantly from the existing traffic counts of approximately 1,730 per day. The community shopping center proposed under Alternative 1 would generate the most traffic with nearly 21,500 trips per day, while the smaller shopping center with professional offices would generate nearly 17,000 trips per day (see **Table 6-5**).

Land use compatibility would definitely improve under either Alternative 1 or 2 from the existing mix of residential, commercial and industrial uses that exist in this area now. Overall land compatibility scores for Alternatives 1 and 2 would both be a positive 7 compared with a much lower score of -3 for the existing conditions (Alternative 3).

Overall, Alternatives 1 and 2 would appear to be much more consistent with the overall goals of the Master Plan that have been outlined in Chapter 1 than the existing conditions scenario considered in Alternative 3. Both Alternatives 1 and 2 would promote the redevelopment of existing marginal residential, commercial and vacant land into valuable commercial properties. Both options would not only provide a better balance of retail commercial uses in the form of a convenient community shopping center that could include needed retail businesses such as a supermarket, drug store and apparel stores; but also both options would help to better define the City's downtown area and give the City a greater sense of community identity. Alternative 3, unfortunately, does not offer the City much to promote as a community except as an area for inexpensive housing.

Focus Area E: The Proposed Richmond Road Connectors

General Description

This focus area actually includes two locations (see **Map 6-1**) where a possible new connector road could be built over an existing set of Conrail tracks and three sidings to connect Richmond Road directly with either the northern most terminus of Perkins Road (Alternative E1) or the section of Richmond Road that intersects with Cannon Road at the City's eastern corporation limits with the City of Solon (Alternative E2). Currently, only a narrow, one lane underpass, which is located to the east in Solon, connects the northern section of Richmond Road and the many businesses and industries located along Richmond and Miles Road with the balance of the community to the south of the Conrail railroad

tracks. *Map 6-14* shows the general location of the two proposed new connectors for Richmond Road as well as the location of the existing underpass that is in the City of Solon.

Issues to be considered for each of these two alternative connector areas include funding for capital improvement costs as well as improved accessibility for emergency vehicles, businesses and residents. For Alternative E1 landscaped buffers also need to be addressed since the construction of any direct road connection between Richmond and Perkins Roads would cut through the middle of several industrial properties. Alternative E2, which would connect Richmond Road south of the Conrail tracks to the segment of Richmond Road north of the Conrail tracks, could involve the elimination of off-street parking and driveway areas for at least one existing industrial plant and likewise involve the need to create effective landscaped buffers for the industrial properties affected by this alternative.

The following three subsections describe the major physical features as well as the advantages and disadvantages of each of the two proposed new connectors and the upgrading of the existing underpass in Solon. In addition, *Table 6-6* summarizes these points.

Proposed E1 Connector

There are two basic land uses in the area proposed for the E1 alternative-industry and vacant land. **Industrial** businesses are located north of the railroad tracks and on both the east and west sides of Perkins Road. Immediately north of the cul-de-sac on Perkins Road lies **vacant** land that could serve as the future right-of-way for the extension of Perkins Road to the north and across the Conrail tracks. The entire area of E1 is zoned industrial.

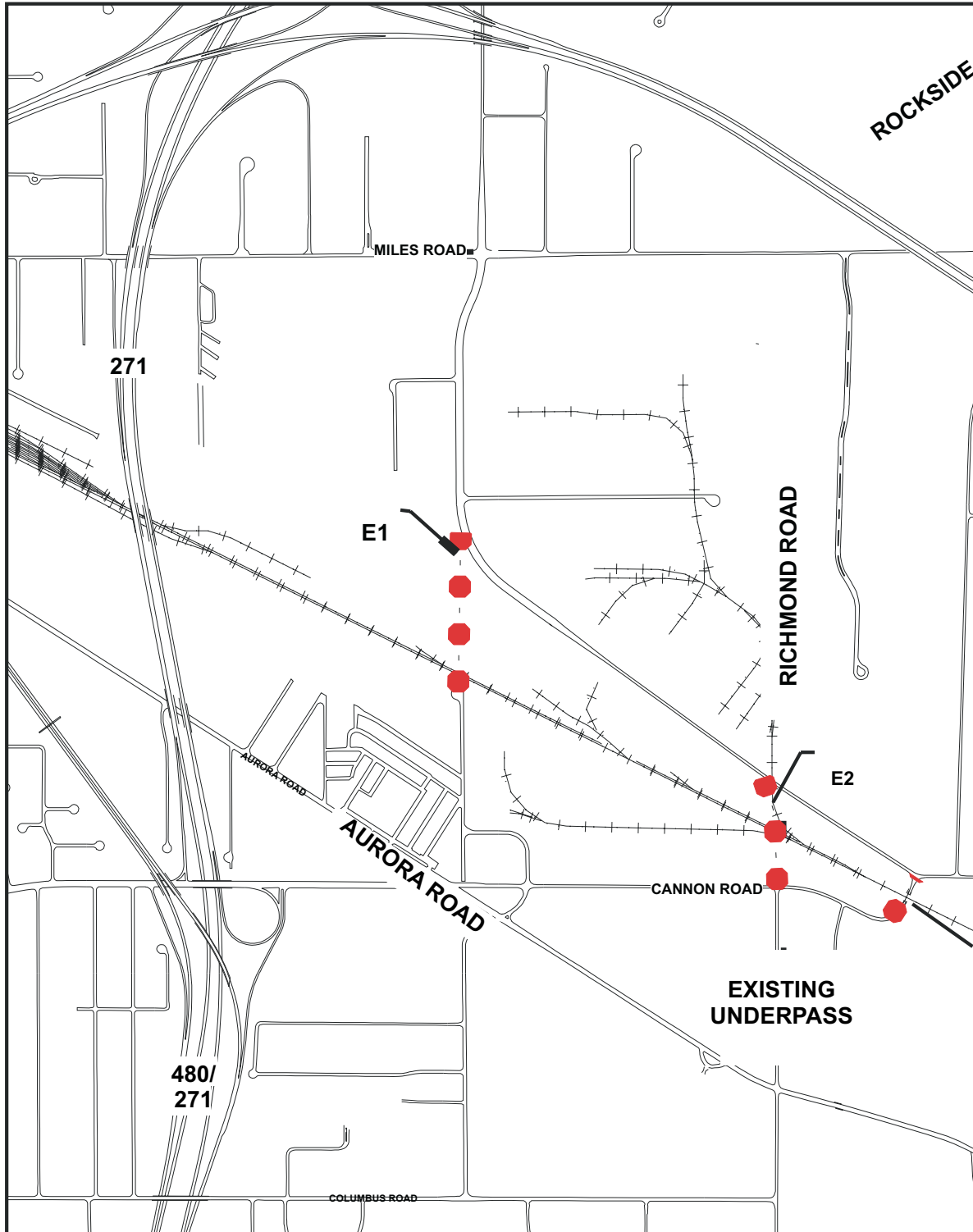
Presently, there appears to be adequate room for a right-of-way between the existing businesses north of the railroad tracks (see *Map 6-15*). The two industrial businesses (Riser Foods and TQG) that would be affected by the proposed connector route are approximately 190 feet apart at the closest proximity to each other. Utility lines, which are located closer to Riser Foods on the west, run the length between these two buildings and continue along Richmond Road. A gas line is also present outside of the northwest edge of the cul-de-sac. Parking areas and driveway space are currently present between Riser Foods and TQG Inc. and would have to be relocated if a connector was approved here.

The land is relatively level and ranges in elevations from 1,061 to 1,057 feet with the land rising closer to the railroad tracks. Grading at the crossing would be necessary to accommodate traffic. In addition, further engineering studies would be necessary to determine the most appropriate number of lanes for this connector based in part on expected, future traffic volumes from such right-of way improvements.

This Richmond Road connector would provide much improved access to Interstates 271/480. This route also provides the **best and most centralized route for emergency access**, which should reduce the response time for critical municipal services such as fire, police and emergency medical aid. Travel time and distance is saved by having a main route within the City of Bedford Heights without traveling through Solon. This project also has

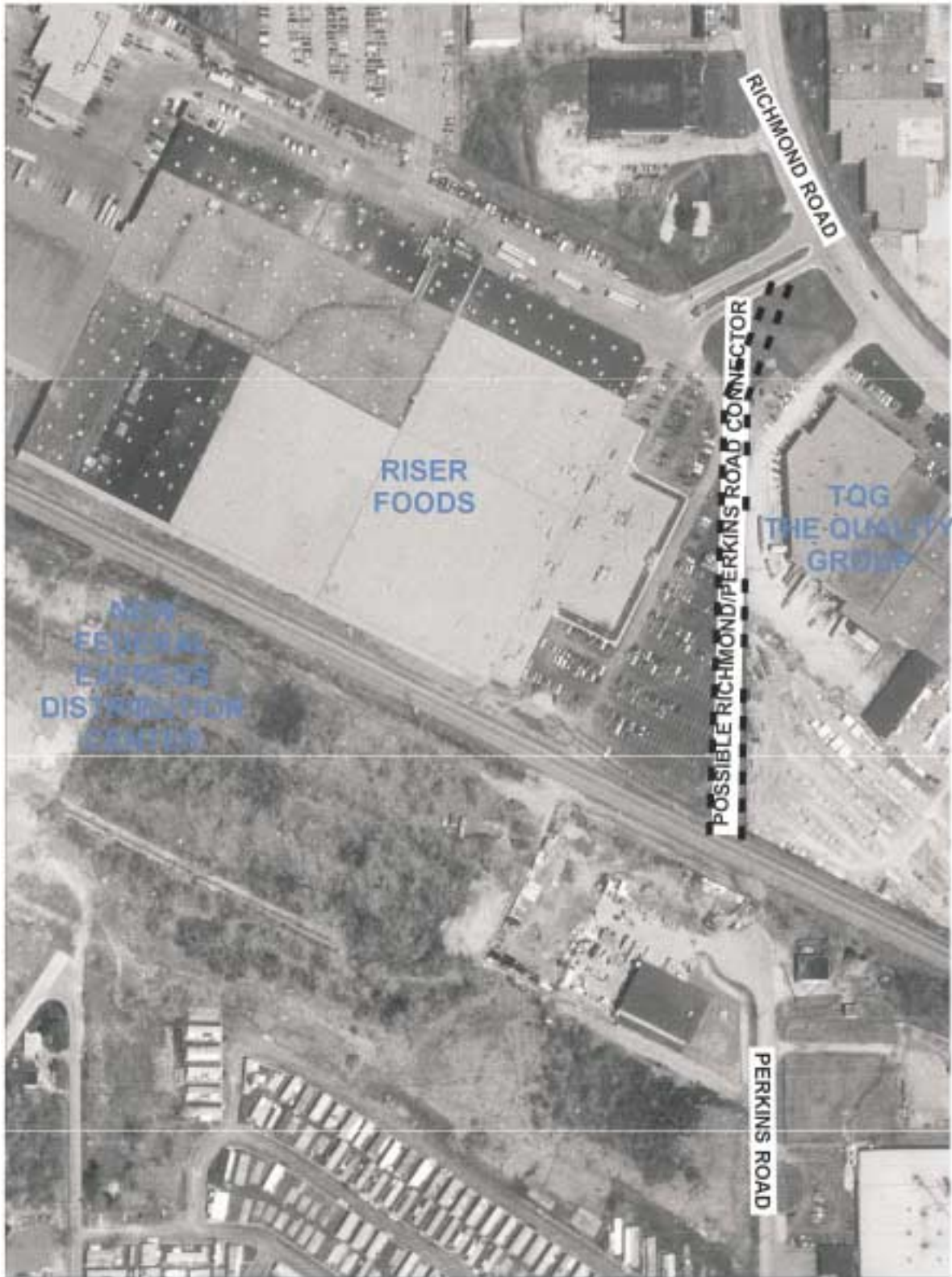
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Map 6-14, General Location of Two Proposed Richmond Road Connectors (E1 & E2) and Existing Underpass



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Map 6-15, Focus Area E1 - Richmond Road Corridor



APPROXIMATE SCALE: 1"=200'

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Table 6-6, Advantages and Disadvantages of Existing and Proposed Connectors for Richmond Road

	Advantages	Disadvantages
(E1) Connector - Perkins to Richmond Road	Closer access to Interstate 271/480	Will result in more traffic congestion down Perkins and onto Aurora Road
	Adequate room for right-of-way between existing businesses	Will require additional railroad crossing
	Project has potential to revitalize industrial area along Perkins Road, north of Cannon Road	Cost of project has not been determined, but will likely exceed 1992 estimate of \$4.5 million given for option (E2)
	Most centralized and best route for emergency access	
	Creates main route within Bedford Heights, instead of traveling through Solon	
	Vacant land nearby, to the west, could be used for off-street parking space for potential commuter rail station	
(E2) Connector - Richmond to Richmond and Aurora/Cannon Roads	Shorter extension of roadway would be required than (E1) option (950 feet vs 1,250 feet)	Further from Rockside and Miles Roads Interchanges and Interstates (I2-71/480)
	Less grading at railroad crossing than (E1)	Cost of project from 1992 estimate was at \$4.5 million
	Better emergency access than existing tunnel bridge	Uses up industrially zoned land for right-of-way
	Creates main route within Bedford Heights, instead of traveling through Solon	Will require construction of additional railroad crossing
	Availability of off-street parking space for potential commuter rail station	
Existing Underpass Connector in Solon	Project would most likely involve cost-sharing with City of Solon	Underpass is located outside of Bedford Heights in Solon and increases the City's emergency
	Will not require a change in present traffic patterns	Distance from Interstate access is the furthest of all alternatives
		Cost estimate has not been determined
		A one-lane addition to existing underpass may be insufficient to accommodate future traffic volumes
		Project implementation will depend upon the City of Solon's active participation

the potential to revitalize the industrial area along Perkins Road, north of Cannon, creating visibility for the businesses currently located there.

The principal disadvantage to this alternative connector is its impact on local traffic. Because this connector would provide the most direct access through town, increased traffic congestion is likely to occur at the busy intersection where Rockside, Cannon, Perkins and Aurora Road all converge. Although the cost of the project has not been determined, it undoubtedly would exceed the 1992 estimate of \$4.5 million that was quoted for option (E2).

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Proposed E2 Connector

The land within the area identified for the E2 connector includes vacant land north of the segment of Cannon Road that is immediately west of the Bedford Heights' and Solon corporation limits and extends eastward into the City of Solon (see *Map 6-16*). The land in Bedford Heights is zoned industrial while the land north of the railroad tracks in Solon is zoned (U-7A) for warehouse and (U-1D) for one acre single-family residences.

Map 6-16, Focus Area E2 - Richmond Road Connector



APPROXIMATE SCALE: 1"=200'

Alternative connector E2 has several **advantages**. The actual amount of land needed to connect Richmond with Cannon Road would be less than the (E1) alternative. The total length required for this connector is approximately 950 feet, versus close to 1,250 feet to link the (E1) connector. Also, although some grading would be required near the railroad tracks, this alternative would still require less grading than at the E2 connector. As with the

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E1 alternative, the E2 option, would reduce distance and travel time from the existing tunnel bridge located in Solon.

With the growing interest for a commuter rail stop in Bedford Heights, this alternative offers an additional advantage. This connector could offer the necessary off-street parking space for a commuter rail station. The station would provide a convenient buffer between the industrial businesses located in this area and the local residents who live south of Cannon Road.

The main **disadvantage** is that while this connector would offer *better* emergency access from the police, fire, and emergency rescue departments headquartered at Bedford Heights City Hall than the existing tunnel bridge located in Solon; response time would be slower than the E1 alternative. In addition, the implementation of alternative E2 will involve more cooperation with the City of Solon since one-half of the Richmond Road right-of-way south of the Conrail tracks would most likely be located within the city limits of Solon. A third disadvantage is that the proposed location of alternative E2 is farther away from the busy Rockside and Miles Roads interstate interchanges than alternative E1 and heavy truck and automobile traffic would have to travel approximately a mile further to connect to either Interstate 480 or 271 than with alternative E1.

The Existing Underpass Connector in Solon

The main advantage of the existing connector, which is located within the City of Solon approximately 0.25 miles east of the Bedford Heights city limits, is that it is already in place and will not require a change in present traffic patterns if the connector is widened to accommodate two directional traffic. The current location of the tunnel bridge and underpass does allow in a rather roundabout way the Cannon Road traffic to utilize the U.S. 422\Harper Road interchange ramp further to the east and south within Solon.

Nevertheless, **this existing connector** which is actually a grade level tunnel under CONRAIL's railroad tracks **has many problems**. First and foremost, the tunnel is not wide enough to accommodate two directional traffic capacity, and as such, is a danger to motorists. In addition, the current location of this connector requires northbound traffic that wants to stay on Richmond Road to back track one-quarter mile to the east and then one-quarter mile to the west. Similarly, southbound Richmond Road traffic must also back track but in the opposite directions than the northbound traffic. Any traffic capacity improvements to this underpass would still result in an underpass that is the furthest away from the center of Bedford Heights as well as from the Rockside Road and I-480 and 271 interchanges. In addition, any improvements to this connector at this location would require the full support of the City of Solon. And finally, no cost estimates have been prepared to determine what the actual cost of upgrading this connector would be.

Focus Area F: The Former Mid-American Waste System Vacant Land Area

General Description

As depicted in *Maps 6-1* and *6-17*, this focus area is located immediately north of Solon Road and abuts the western edge of the I-271/480 right-of-way. The focus area consists of approximately 42 acres of land which is currently vacant. The land is presently zoned light industrial except for a one acre parcel on the southwestern border with the City of Bedford which is zoned R-4 Townhouse Residence District.

The primary issue for this focus area is what should be the site's optimum future development use given its location, environmental features and its prior use as a former construction and demolition landfill.

Site Characteristics

The land in this focus area is nearly **vacant with no buildings presently on the site** (see *Map 6-18*). The presence of Interstate 271 and 480 serves as an effective buffer to the single family residential uses to the east. To the north of the focus area a steep and wooded hill separates the Bear Creek Apartments from the focus area.

The topography of this area varies from slopes that are over 40% at the northern boundary of this focus area, to slopes of only 2-6% where the land has been leveled out from past construction and demolition in the southern half of the site. Bear Creek runs along the western border but also crosses the entire width of the site near the central portion of the site. While field surveys indicate that the stream is moderately polluted from algae blooms and eutrophication, the stream does support some small fish populations such as shiners. Numerous deer tracks indicate that this area is home to deer and other wild animals.

A locked **metal gate** secures the site's only access point immediately north of Solon Road. The site's only other structures are three large **billboards** that extend 50-60 feet above the ground on large poles located immediately west of Interstate 271/480 right-of-way and a **dirt and gravel road** that runs in a northerly direction from the Solon Road entrance for approximately 1850 feet.

Although this site is a **former construction and demolition area**, the landfill has not accepted any additional waste since at least 1996. The site is currently owned by U.S.A. Waste Systems, but was previously owned by Mid American Waste Systems (MAWS) until the spring of 1997. Prior to 1992, the site was owned by Ohio Bulk.

Currently the site's only indicators that it once was the location of a dump are a few small areas where the soil cover has eroded to reveal buried construction and demolition materials such as tar paper, shingles, bricks, broken pieces of concrete and metal down spouts and gutters. In a few other areas of the site there are **piles of clean fill** which is defined by the County Health Department as gravel, rock, and other similar materials. Both the construction and demolition area as well as the area containing the aforementioned clean fill material are located on the southern half of the site. **The northern half of this focus area,**

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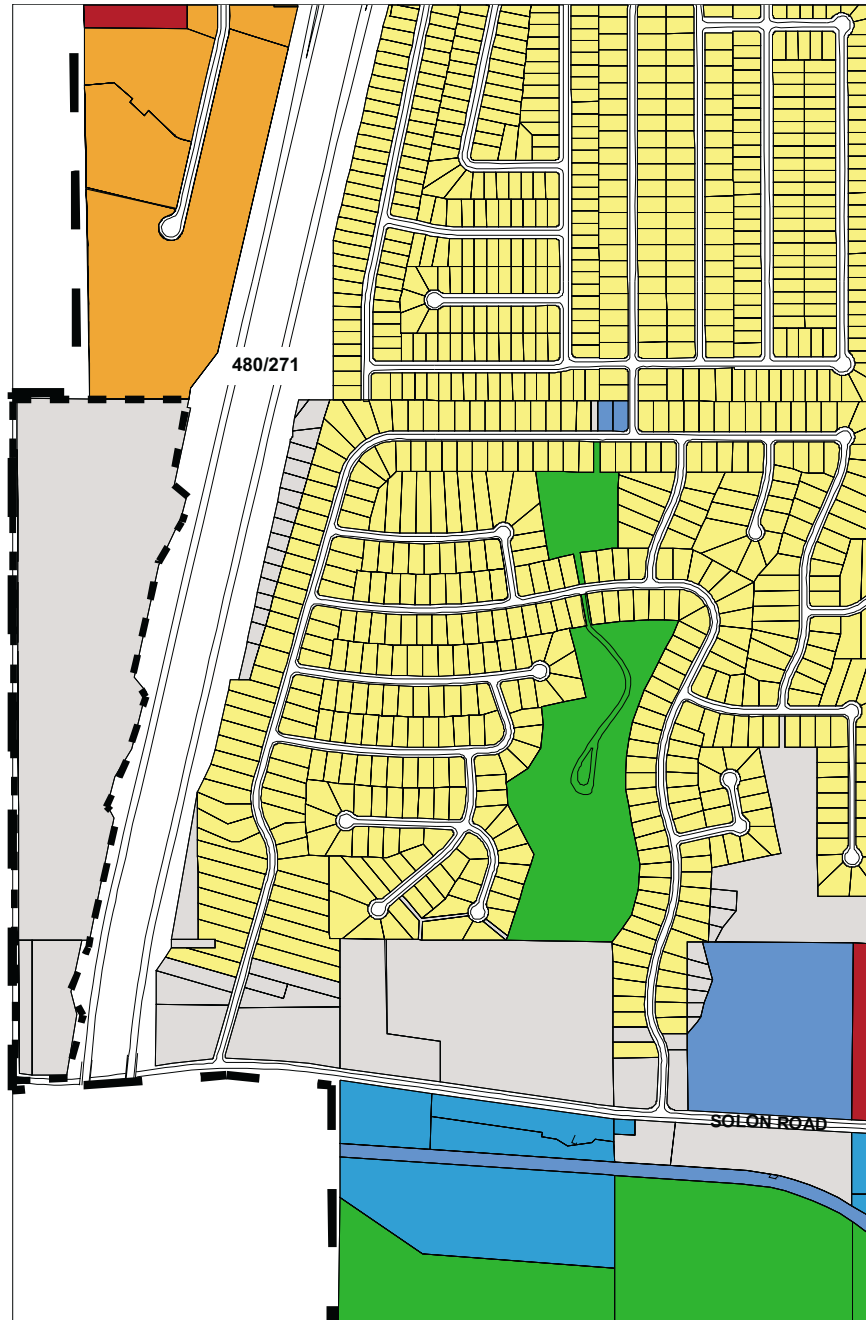
Map 6-17, Focus Area F - MAWS Vacant Land



APPROXIMATE SCALE: 1" = 300'

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Map 6-18, Focus Area F, MAWS Vacant Land, Existing Land Use



SCALE: 1"=600'

EXISTING LAND USE	
 SINGLE-FAMILY	 INDUSTRIAL
 MULTI-FAMILY	 INSTITUTIONAL
 MOBILE HOME PARK	 PARK/OPEN SPACE
 COMMERCIAL	 STREETS & HIGHWAYS
 OFFICE	 UTILITIES
 LIGHT INDUSTRIAL	 VACANT

which is defined as where Bear Creek crosses the site in a west-east direction, contains undisturbed soil with heavy tree cover and ground level vegetation.

Future Use Considerations

Because of the site's past use as a construction and demolition facility, any future development of the site for residential, commercial or industrial structures will necessitate that the site first undergo test borings and a full environmental impact assessment. In addition, several remedial steps are also required before this area could be considered for development. In addition, the site must be regraded with clean fill dirt, especially where some of the old disposal material has not been properly buried. A vegetative cover then needs to be established over the clean fill in order to increase the stabilization of the fill. The Cuyahoga County Board of Health has also suggested that upon constructing buildings on this site, concrete support pillars should be placed through the depth of the fill, down through the site's bedrock to ensure the stability of the building.

Alternative Analysis

Two future development alternatives were considered for this focus area. The first alternative would develop this entire area into an **office/industrial park**. The second alternative would only utilize the southern portion of the site (19 acres) for an office and industrial park but would leave the northern half of the site (approximately 22 acres), which has not been used as a landfill area in the past, **in its natural state** for environmental education classes, wetland preservation and limited recreational use.

For the first alternative, the entire site would be developed to accommodate office/industrial park with service space and loading docks for light industrial businesses. The southern portion of Bear Creek could serve as an effective buffer between the proposed office/industrial park development and the adjacent residential neighborhood in neighboring Bedford. This office/industrial use would also be consistent with the existing nature of businesses located on Solon Road east of Interstates 271/480 in Bedford Heights.

For the second alternative, only the front portion of the focus area, from Solon Road to the central portion of the site where Bear Creek crosses the focus area and divides the site in an east-west direction, would be utilized as an office/industrial park. Thus, the office/industrial development would be built only at the southern edge of the property and the **rear portion of this area would be designated as a natural area** and left in its present unaffected form. The natural area could more extensively be used by neighboring schools and residents for environmental education which would reflect in part its current uses as an environmental education area being used by Carylwood Intermediate School of Bedford. Hiking trails, a parking lot and other amenities such as picnic tables could also be incorporated on this portion of the site to encourage greater access and use.

The development impact analysis for the above two alternatives is shown in **Table 6-7**. The table indicates that while Alternative #1 (the industrial/office park scenario) would generate nearly twice the amount of money after deducting for city expenditures (net fiscal impact for the city), the physical impacts of such an extensive office and industrial park within this

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Table 6-7, Focus Area F, Former Mid-American Waste Systems, Vacant Land Site

	Alternative #1	Alternative #2
	Industrial/Office Park	Industrial/Office Park and Natural Resource Area
FISCAL IMPACT ANALYSIS		
Property Data		
Total Development Acreage of Site	42 acres	42 acres
Square Footage of Site	1,829,520	1,829,520
Estimated Floor Area	640,300 sq. ft.	351,700 sq. ft.
Potential Value of Site	\$29,078,250	\$15,870,760
35% Assessed Value	\$10,177,387	\$5,554,766
Annual Property Tax		
Total (Based Upon Effective Tax Rate)	\$662,446	\$361,560
City	\$121,890	\$66,527
School District	\$392,831	\$214,405
County	\$119,240	\$65,081
Library/Metroparks	\$28,485	\$15,547
Annual Income Tax		
New Employees	1,281	703
Estimated Annual Employee Income	\$32,400	\$32,400
Total Taxable Income per Site	\$41,504	\$22,777,200
Total City Income Tax	\$803,088	\$455,544
Fiscal Impact Summary		
All Tax Revenue	\$1,492,534	\$817,104
All City Revenue	\$951,978	\$522,071
City Expenditures	\$337,733	\$185,345
NET FISCAL IMPACT	\$614,245	\$336,725
PHYSICAL IMPACT ANALYSIS		
Employees		
Total Employees	1,281	703
Vehicle Trips		
Total Additional Average Trips/Day	4,279	2,423
Environmental		
Sewage Flow (Gallons/Day)	165,249	90,687
Water Consumption(Gallons/Day)	192,150	105,450
Solid Waste (Tons/Day)	1.767	0.970
Expected Impact of Proposed Alternative on Adjoining Land Uses		
North (Multi-Family Residential)	- (Negative)	+ (Positive)
South (Solon Road and Industrial)	0 (Neutral)	0 (Neutral)
West (Single-Family Residential)	- (Negative)	+ (Positive)
East (I-271 and I-480)	0 (Neutral)	0 (Neutral)
TOTAL	-2 (Minus2)	+2 (Plus 2)
Expected Impact of Adjoining Land Uses on Alternative Development		
North (Multi-Family Residential)	0 (Neutral)	0 (Neutral)
South (Solon Road and Industrial)	0 (Neutral)	0 (Neutral)
West (Single-Family Residential)	0 (Neutral)	0 (Neutral)
East (I-271 and I-480)	0 (Neutral)	0 (Neutral)
TOTAL	0 (Neutral)	0 (Neutral)
COMPOSITE SCORE	-2 (Minus2)	+2 (Plus 2)
Compatibility		
Compatibility with Goals of the Master Plan	This alternative will attract new industry to the City that will enhance the City's tax base	Alternative will not only attract new industry to the City which enhances the tax base, but also protects environmentally sensitive areas including this site's known flood plains, steep slopes, and large stands of trees. In addition, it will be more compatible with existing residential neighborhoods to the north and to the west of the site

area would have negative land use and traffic impacts. For example, Alternative #1 would generate nearly twice the amount of new traffic (4279 trip ends) when compared to Alternative #2 (2423 trip ends). In addition, the less intensive Alternative #2 would be more compatible with the surrounding environmental constraints of the site which, as previously mentioned, include steep slopes, flood plains and the preservation of large stands of trees. In addition, this alternative would be more compatible with existing residential neighborhoods to the north (the Bear Creek Apartments) and west (within the City of Bedford).

Focus Area G: The Solon Road Corridor

General Description

The portion of the Solon Road Corridor which is not located within Focus Area F constitutes Focus Area G. This focus area is located on both sides of Solon Road east of the I-271/480 right-of-way and occupies just over 100 acres of land area. While much of this focus area is vacant or has been developed for industrial uses, most of the area north of Solon Road has been zoned for single-family residential use.

Similar to the primary issue listed in Focus Area F, there is a definite need to address the optimum future land uses for the Solon Road Corridor. In addition, the City should address how to improve transportation access and the overall appearance of this area.

Site Characteristics

The majority of the land along Solon Road is zoned industrial. This includes the entire south side of Solon Road as well as a portion of the north side, beginning east of the Solon Road/Metro Court intersection. The remainder of the north side of Solon Road is currently zoned (R-1) One-Family Residential for single family dwelling units.

While the south side of Solon Road contains industrial uses plus some vacant land, the north side of the road has a variety of land uses (see *Map 6-19*). There is currently vacant land from Eldridge Boulevard past the Interstate overpass where it meets the former Mid American Waste Systems site (See Focus Area F). The topography becomes very steep at the rear of much of this vacant land. A parking lot is situated on a small part of this vacant land and serves the industrial businesses that sit on the south side of Solon Road. The City of Bedford Heights' Waste Water Treatment Plant (WWTP) is located just east of Eldridge and occupies over 16 acres. Another institutional land use, the school bus garage of the Bedford City School District, lies to the east of the WWTP. There is also some vacant land, industrial businesses, and a single-family home currently located on the north side of Solon Road.

Positive Attributes Along the Solon Road Corridor

Although Solon Road has a number of problems associated with it, there is the potential to establish this stretch of the corridor into a successful industrial area. The western boundary of the City, where it abuts the City of Bedford, and the far eastern boundary serve as a

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Map 6-19, Focus Area G, Solon Road Corridor, Existing Land Use



EXISTING LAND USE	
 SINGLE-FAMILY	 INDUSTRIAL
 MULTI-FAMILY	 INSTITUTIONAL
 MOBILE HOME PARK	 PARK/OPEN SPACE
 COMMERCIAL	 STREETS & HIGHWAYS
 OFFICE	 UTILITIES
 LIGHT INDUSTRIAL	 VACANT

southern gateway into the City. The existing concentration of industrial businesses next to large parcels of vacant land give Solon Road the potential to develop into a substantial industrial area. The City's WWTP serves as a good example of attractive landscaping in an area that has substantial front yard setbacks (see Map 6-20). The small parking area, currently being used for employee parking for an industrial company across the street, as well as adjacent vacant land are located within an area of Solon Road that could serve as a park and ride for RTA buses and even commuter rail if the nearby Wheeling and Lake Erie Railroad on the south side of Solon Road becomes available for this type of mass transit.

Negative Features

The current mix of land uses along the corridor fail to define this focus area. The frontage properties should be consistent with the prevailing industrial and commercial service uses of the corridor rather than the current mix of industrial, utility, institutional and single-family residential uses as indicated in the existing land use map for this focus area (*Map 6-19*).

Solon Road itself presents a number of problems and demands some attention. The **pavement** of this two lane road is in fair to poor condition. In addition there is a **lack of curbs** along the majority of Solon Road, with only about 100 feet of curbing on the north side of Solon Road east of Randolph Road and no curbs inside the Bedford Heights' boundary on the south side of Solon Road (see *Map 6-20*). Moreover, although recognizing that this corridor is primarily industrial in nature, *Map 6-20* indicates that only a small portion of the Solon Road Corridor contains **sidewalks**.

Most of the buildings along the corridor are situated too close to the road and **do not provide any landscaping**. Some industrial businesses have situated their parking in the small areas in front of their buildings instead of to the sides or rear of their property. In several instances these makeshift **parking lots are either unpaved, dirt or gravel parking areas, or if paved-in a state of disrepair**.

Previous and present uses of the land along Solon Road have not been environmentally sensitive. Several locations have been sited by the U.S. Environmental Protection Agency as RCRA sites. The attached maps (*Maps 6-21, 22, and 23*) detail the various locations of these sites and the action status of most of them.

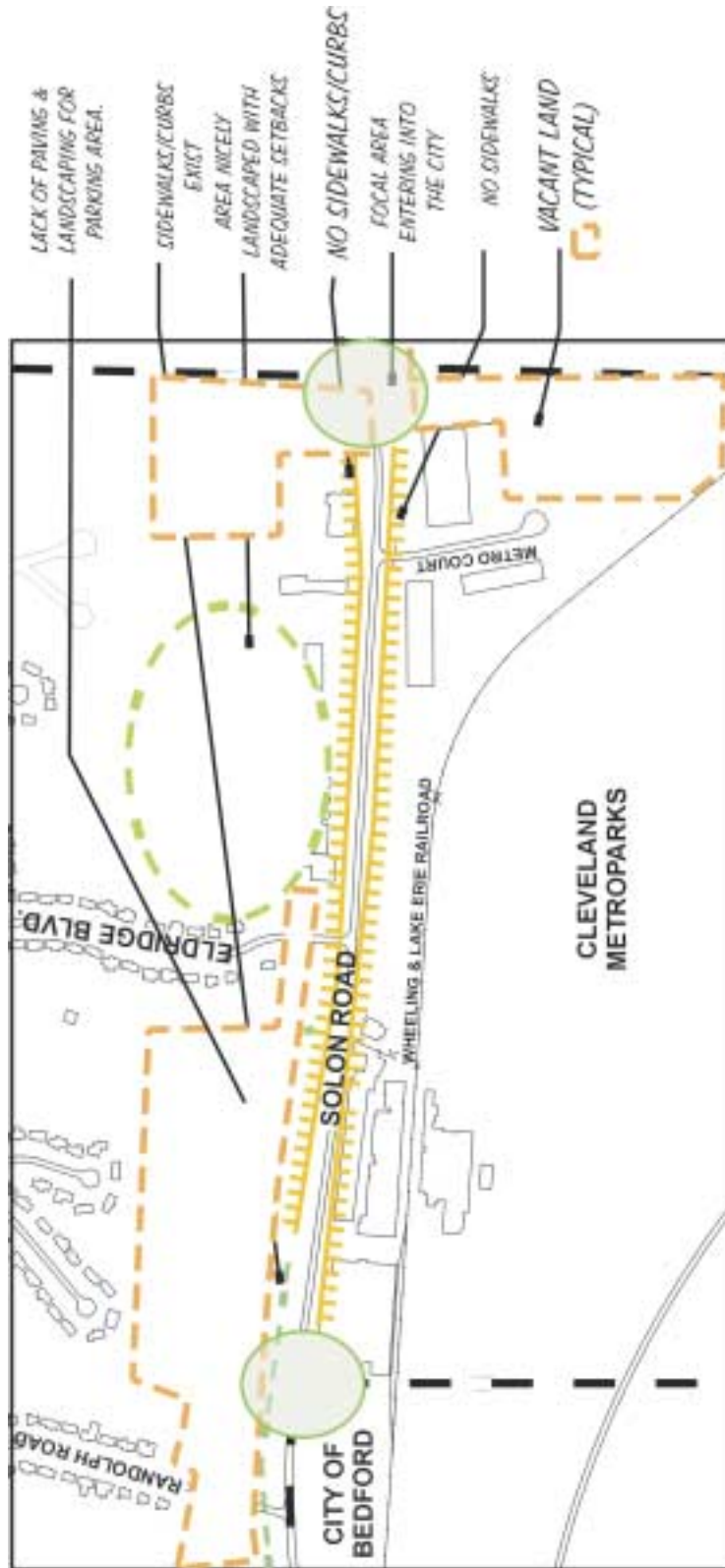
In addition to all of the above problems, Solon Road has qualified as an Improvement Target Area (ITA). According to information compiled in the 1989 ITA survey, the Solon Road Corridor contained 10 substandard industrial buildings and one substandard single-family residence.

Alternative Analysis

The Solon Road Corridor has the potential to develop into either a **heavy industrial corridor**, including large manufacturing type uses (Alternative #1), or a **mixture of light industrial office type uses** featuring warehousing, wholesaling, research laboratories and other less intensive industrial uses (Alternative #2). *Table 6-8* summarizes the results of the

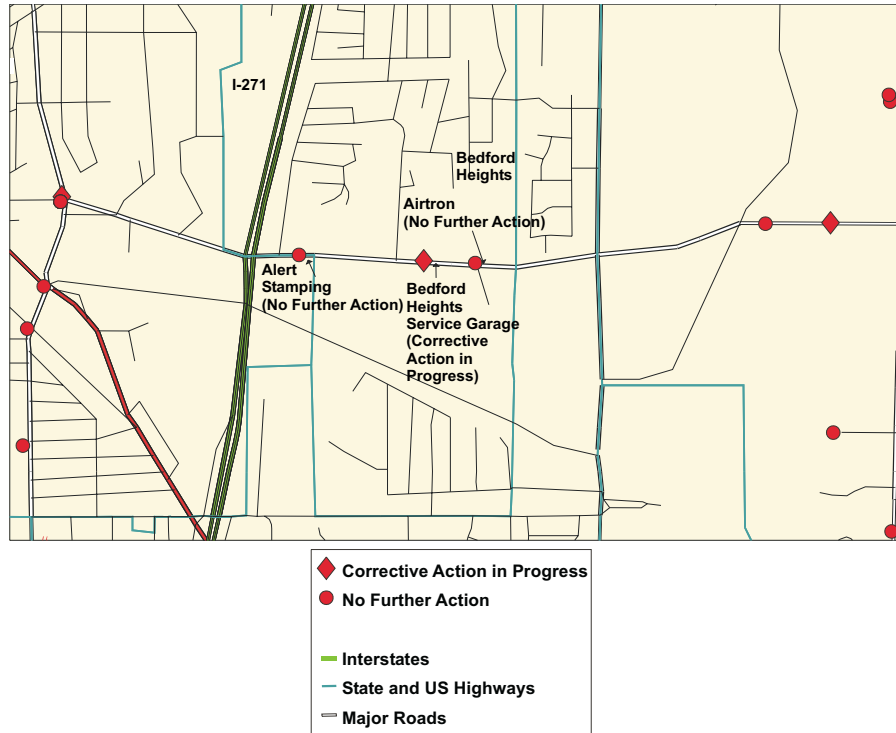
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Map 20, Focus Area G - Solon Road Corridor

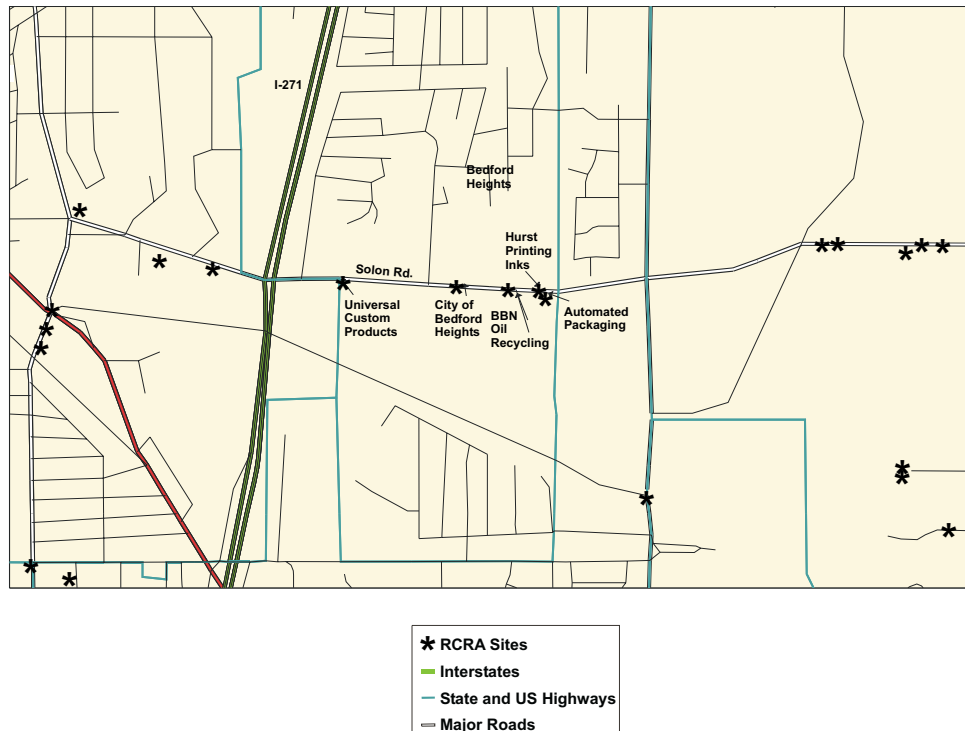


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Map 6-21, Focus Area G, Solon Road Corridor, Underground Storage Tank Status



Map 6-22, Focus Area G, Solon Road Corridor, RCRA Sites



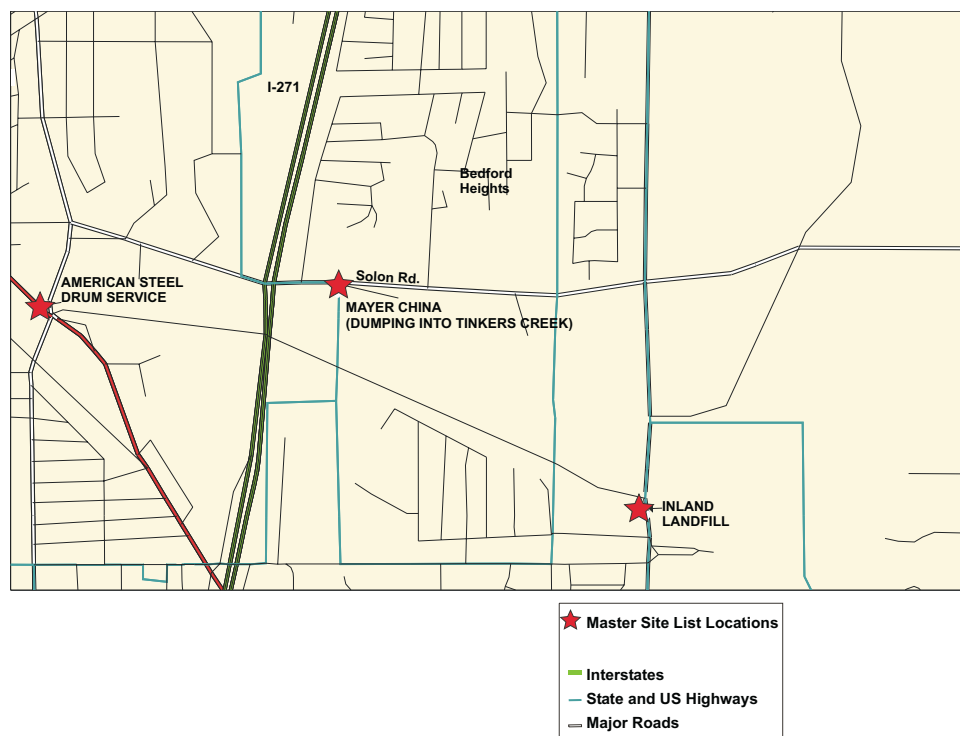
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Table 6-8, Focus Area G, Solon Road Corridor (North Side)

	Alternative #1 Heavy Industrial	Alternative #2 Light Industrial and Offices
FISCAL IMPACT ANALYSIS		
Property Data		
Total Development Acreage of Site	22.37 Acres or 974.437 sq. ft.	22.37 Acres or 974,437 sq. ft.
Building Sq. Ft.	487,218 sq. ft.	487,218 sq. ft.
Potential Value of Site	\$23,031,598	\$28,685,359
35% Assessed Value	\$8,061,059	\$10,039,875
Annual Property Tax		
Total	\$524,694	\$653,495
City	\$96,544	\$120,243
School District	\$311,143	\$387,523
County	\$94,445	\$117,629
Library/Metroparks	\$22,562	\$28,100
Annual Income Tax		
Total Employees	887	1,310
		(526-Light Industrial)
		784-Office Workers)
Estimated Annual Employee Income	\$32,400	\$32,400-Manufacturing
		\$28,865-Office Workers
Total Income for Site	\$28,738,800	\$39,672,560
Total City Income Tax for Site	\$574,776	\$793,451
Fiscal Impact Summary		
All Tax Revenue	\$1,099,470	\$1,446,946
All City Revenue	\$671,320	\$913,694
City Expenditures	\$233,856	\$345,379
NET FISCAL IMPACT	\$437,464	\$568,315
PHYSICAL IMPACT ANALYSIS		
Employees		
Industrial Employees	887	526
Office Employees	-	784
Vehicle Trips		
Average Trips Industrial	2,679	1,589
Average Trips Office	-	2,626
Total Additional Average Trips/Day	2,679	4,215
Environmental		
Sewage Flow (Gallons/Day)	114,426	87,338
Water Consumption(Gallons/Day)	133,050	101,556
Solid Waste (Tons/Day)	1.220	1.510
Expected Impact of Proposed Alternative on Adjoining Land Uses		
North (Multi-Family Residential)	- (Negative)	0 (Neutral)
South (Solon Road and Industrial)	- (Negative)	0 (Neutral)
West (Single-Family Residential)	+ (Positive)	+ (Positive)
East (I-271 and I-480)	- (Negative)	0 (Neutral)
TOTAL	-2 (Minus 2)	+1 (Plus1)
Expected Impact of Adjoining Land Uses on Alternative Development		
North (Residential & Park)	- (Negative)	0 (Neutral)
East (Residential and Vacant)	- (Negative)	0 (Neutral)
South (Solon Road and Industrial)	+ (Positive)	+ (Positive)
West (Residential & Vacant)	- (Negative)	0 (Neutral)
TOTAL	-2 (Minus2)	+1 (Plus1)
COMPOSITE SCORE	-4 (Minus 4)	+2 (Plus 2)
Compatibility		
Compatibility with Goals of the Master Plan	This alternative will attract new industry to the City that will enhance the City's tax base.	This alternative will attract new industry to the City that will enhance the tax base and will be more compatible with residences.

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Map 6-23, Focus Area G, Solon Road Corridor, Master Site List Locations



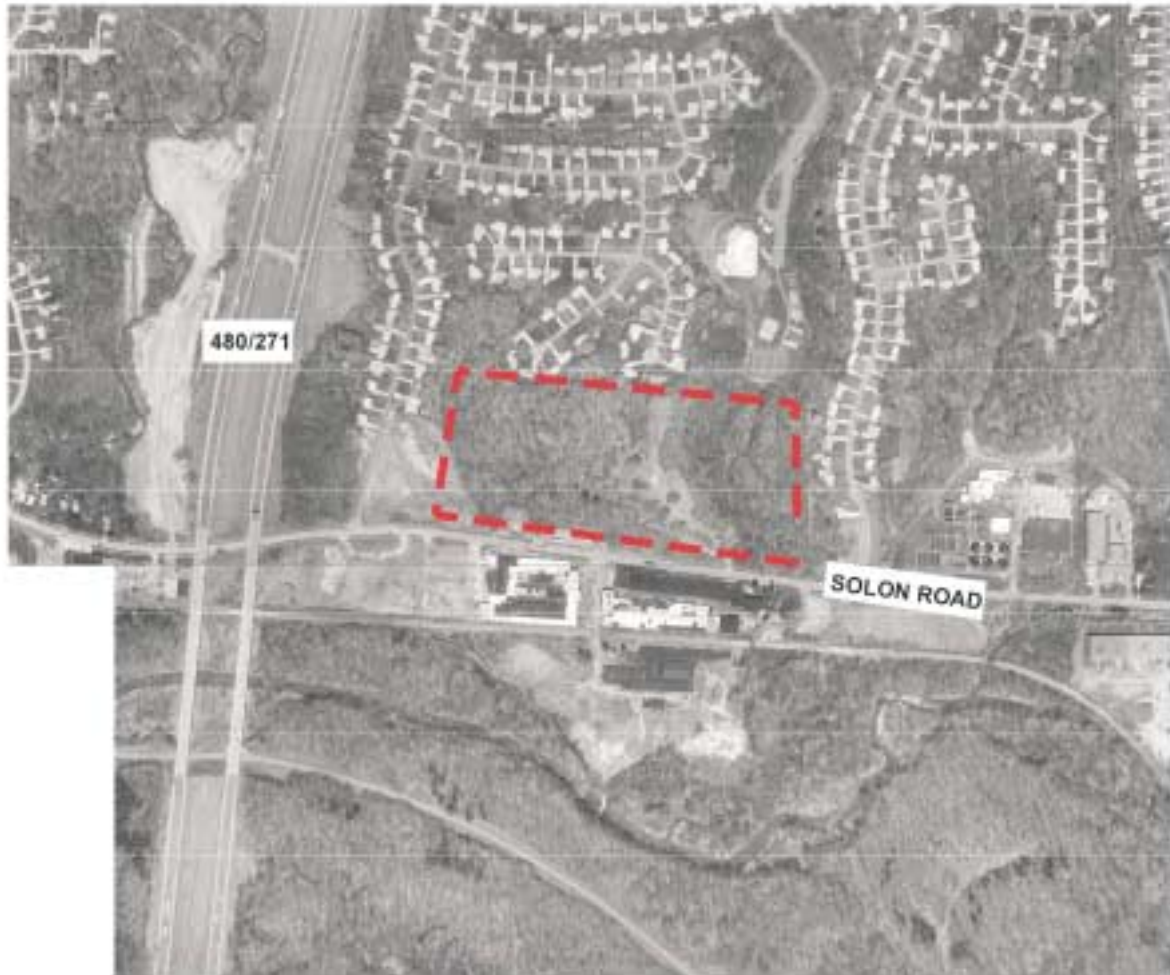
development impact analysis done for these two development options which would cover a 22.37 acre portion of the corridor on the north side of Solon Road (see *Map 6-24*).

Table 6-8 indicates that both development options would benefit the City from a net fiscal impact. Alternative #2 would actually benefit the City more because its net fiscal impact would generate over \$568,000 per year compared to Alternative #1's net fiscal impact of \$437,464.

Nevertheless, land use compatibility issues relating to the nearby single-family residential development to the north of Solon Road make Alternative #2 a preferred choice. *Table 6-8* indicates that the heavy industrial and manufacturing uses that could be permitted in Alternative #1 would likely have more negative impacts (a land use compatibility score of minus four) on nearby residential developments to the north of Solon Road in the Bedford Ridge Estates area than a mixture of single story offices and light industrial warehouses and research laboratories (which *Table 6-8* indicates would score an overall land compatibility score of plus 2).

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Map 6-24, Focus Area G - Solon Road Corridor



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Focus Area H: The Metro Estates Park and Adjoining City-Owned Land

General Description

This focus area is located west of Basswood Drive and south of land owned by the Cleveland Metroparks. This focus area consists of a total of 27 acres of land with all but 2.55 acres vacant and wooded (see *Map 6-25*). The remaining 2.55 acres of land that is not vacant is a city owned neighborhood park known as Metro Estates Park. This park contains a softball diamond, basketball courts, and a playground for smaller children, plus a picnic pavilion and picnic tables. *Map 6-26* clearly shows the location of this focus area and the existing land uses for both the focus area and the surrounding properties.

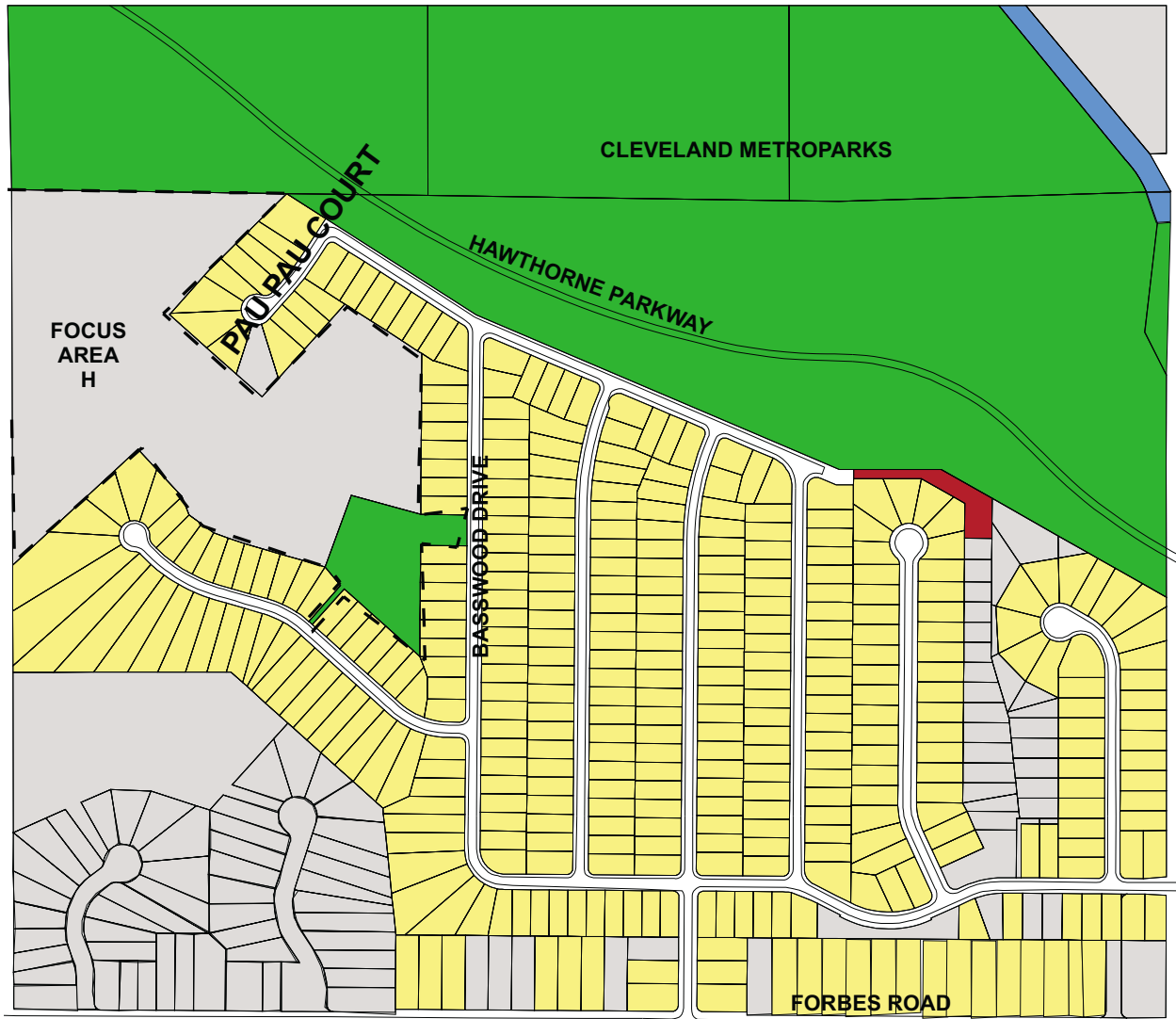
The primary issue confronting this focus area is the future use and ownership of the vacant land. Should the City of Bedford Heights continue to own this land or should the land be sold to a private developer for future residential use? Another alternative is to offer this vacant land to the Cleveland Metroparks for the purpose of jointly developing the area for an expansion to the Metroparks' adjoining Hawthorne Parkway. This segment of the Cleveland Metroparks currently contains a roadway and a combination hiking and bicycle













Map 6-25, Focus Area H - Metro Estates Park and City, Owned Land



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Map 6-26, Focus Area H, Metro Estates Park and City-Owned Land, Existing Land Use



EXISTING LAND USE			
	SINGLE-FAMILY		INDUSTRIAL
	MULTI-FAMILY		INSTITUTIONAL
	MOBILE HOME PARK		PARK/OPEN SPACE
	COMMERCIAL		STREETS & HIGHWAYS
	OFFICE		UTILITIES
	LIGHT INDUSTRIAL		VACANT



path which connects the Bedford Reservation to the west with the Metroparks' South Chagrin Reservation to the east .

Site Characteristics

The vacant wooded land northwest of Metro Estates Park is currently zoned as (R-1) One-Family Low Density Residential, while the Park is zoned (R-2) One-Family Medium Density. As stated earlier, the land northwest of the Park is vacant.

This focus area encompasses a unique, undeveloped parcel which is surrounded by residential homes, a neighborhood park, and the Cleveland Metroparks. From Metro Estates Park, a makeshift trail extends into the wooded area where it leads several feet down to the floor of the undergrowth. There is a small brook that runs the course through the vacant property. The topography of this site is quite rugged and contains several steep slopes averaging over 18%.

Alternative Analysis

Three alternatives have been considered for this focus area. The first alternative involves developing the site as a City-owned park. This alternative would allow for an expansion of the Metro Estates Park creating a larger, community oriented park. The vacant wooded land would remain in its present natural state and could be used for environmental recreation for the City and School District.

Alternative #2 would also allow the area to be left primarily in a natural state, but would differ from Alternative #1 by turning over ownership of the vacant land to the Cleveland Metroparks. This alternative would enable the expansion of the portion of Hawthorne Parkway south of its present boundary area within the City of Bedford Heights. Access would still be available to Bedford Heights' residents via Metro Estates Park, as well providing improved access to the Metroparks' system.

Alternative #3 would allow the vacant area within the focus area to be developed by private sources for residential development. A clustered residential housing development would be consistent with the current use of surrounding lands. Access would be difficult and severe grading and in-filling would be required from the steep slopes and water logged soils.

Table 6-9 summarizes the results of the alternative analyses done for Focus Area H. The net fiscal impact for the City of Bedford Heights for Alternative #1 (the extension of Metro Estates Park to include all of the adjacent vacant land within the focus area) is an anticipated annual loss of nearly \$6,000. Alternative #3, which would result in the vacant land being sold to a private developer for residential development, would result in an even greater net loss of revenue of nearly \$58,000 per year. Only Alternative #2, the sale or exchange of the vacant land to the Cleveland Metroparks, would avert a negative net fiscal impact to the City each year.

In terms of physical impacts, all three of the proposed development alternatives would have relatively benign impacts on the surrounding environment. Total new traffic would range

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Table 6-9, Focus Area H, Vacant City-Owned Land Abutting Metro Estate Park

	Alternative #1	Alternative #2	Alternative #3
	City-Owned Park	Metroparks*	Clustered Residential Development*
FISCAL IMPACT ANALYSIS			
Property Data			
Acreage	24.5	24.5	24.5
Square Footage	1,067,220	1,067,220	1,067,220
Number of Dwelling Units	N.A.	N.A.	80
Building Square Footage	-	-	907,137
Estimated Value per Unit	-	-	\$150,000
Potential Value of Site	N.A.	N.A.	\$12,000,000
35% Assessed Value	N.A.	N.A.	\$4,200,000
Annual Property Tax			
Total	N.A.	N.A.	\$228,354
City	N.A.	N.A.	\$50,466
School District	N.A.	N.A.	\$126,508
County	N.A.	N.A.	\$40,647
Library/Metroparks	N.A.	N.A.	\$10,733
Annual Income Tax			
New Residents	-	-	268
Estimated Annual HH Income	-	-	\$36,575
Total Taxable Income per Site	\$4,200	\$4,200	\$277,970
Total City Income Tax	\$84	\$84	\$5,559
Public Expenditures			
All City Revenue	\$84	\$84	\$56,025
Expenditures per Pupil Total (FY 1996)	-	-	\$7,778
Public School District Expenditures	-	-	\$451,124
Total Municipal Expenditures	\$6,000	\$0	\$113,900
NET FISCAL IMPACT FOR CITY	-\$5,916	\$84	-\$57,875
PHYSICAL IMPACT ANALYSIS			
Population			
New Residents	-	-	268
New Students for Non-Public Schools	-	-	14
New Students for Public Schools	-	-	58
Vehicle Trips			
Average Trips	3.28 per acre	3.28 per acre	9.55 per household
Total Additional Average Trips/Day	80	80	764
Environmental Data			
Sewage Flow (Gallons/Day)	-	-	32,000
Water Consumption	-	-	8,000
Solid Waste Production	-	-	0.469
Compatibility			
Surrounding Land Use	Consistent with abutting neighborhood park.	Consistent with larger Metroparks system.	Consistent with surrounding housing developments.
With Goals of Master Plan	Encourages the retention of parks and open space and creates an area for environmental recreation.	Protects environmentally sensitive land and retains open space.	Encourages desired new housing within the City, promoting larger lot sizes found in other communities.

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from a low of approximately 80 additional vehicle trips per day for the passive recreational options (Alternatives #1 and #2), to a high of 764 if the vacant land is developed for single-family homes.

Overall land use compatibility should be beneficial for all three options; however, a new residential development could negatively impact the existing Metro Estates Park if neighbors objected to some of the park's existing active play activities such as late evening baseball games. In terms of meeting the goals within the City's Master Plan, Alternatives #1 and #2 would appear to meet both the city goals of **preserving open space** and **protecting environmentally sensitive landscapes** such as the steep slopes and wooded areas that cover much of the vacant 24.5 acres within this focus area. Alternative #3 would only meet the City's goal of promoting the construction of new residential housing within the City.

Focus Area I: Eastern Aurora Road and Cannon Road Corridor

General Description

As shown in *Maps 6-1* and *6-27*, this focus area is located to the south of Cannon Road beginning just to the east of Focus Area D. The focus area also includes the southeastern segment of Aurora Road and the portion of Richmond Road that lies between Aurora Road and Cannon Road to the north. The total acreage within this focus area is approximately 35 acres. While most of the properties facing Aurora, Cannon and Richmond Roads have been developed for single-family residences, much of the back lands are vacant.

The major issue facing this focus area is how should the remaining vacant land be developed in the future. An additional consideration for this area is the presence of incompatible land uses within the focus area where residential properties abut offices, commercial service operations and even factories.

Site Characteristics

The zoning of this focus area is almost exclusively One-family Low Density Residential (R-1). A Trailer Park District and a Community Business District can also be found within the focus area. Currently, there are three land uses occurring in this focus area. A cluster of trailer homes defines the western border of Focus Area I. The three streets that line this focus area, Cannon, Aurora, and Richmond Roads have both single-family residences as well as vacant lots fronting them. The rear of many of these properties and the remaining interior land are also vacant.

Positive Attributes of the Focus Area

There are several positive features within this focus area. As shown in *Map 6-28*, both of the intersections located at Richmond Road, one by Cannon and one by Aurora Road, serve as **gateway entrances to the City**. The current **availability of vacant land** can also be seen as a positive feature since there is a potential for additional development within the City. Along Cannon Road, sidewalks are present and have adequate setbacks from the road. There are also some businesses located in this focus area that have nicely manicured

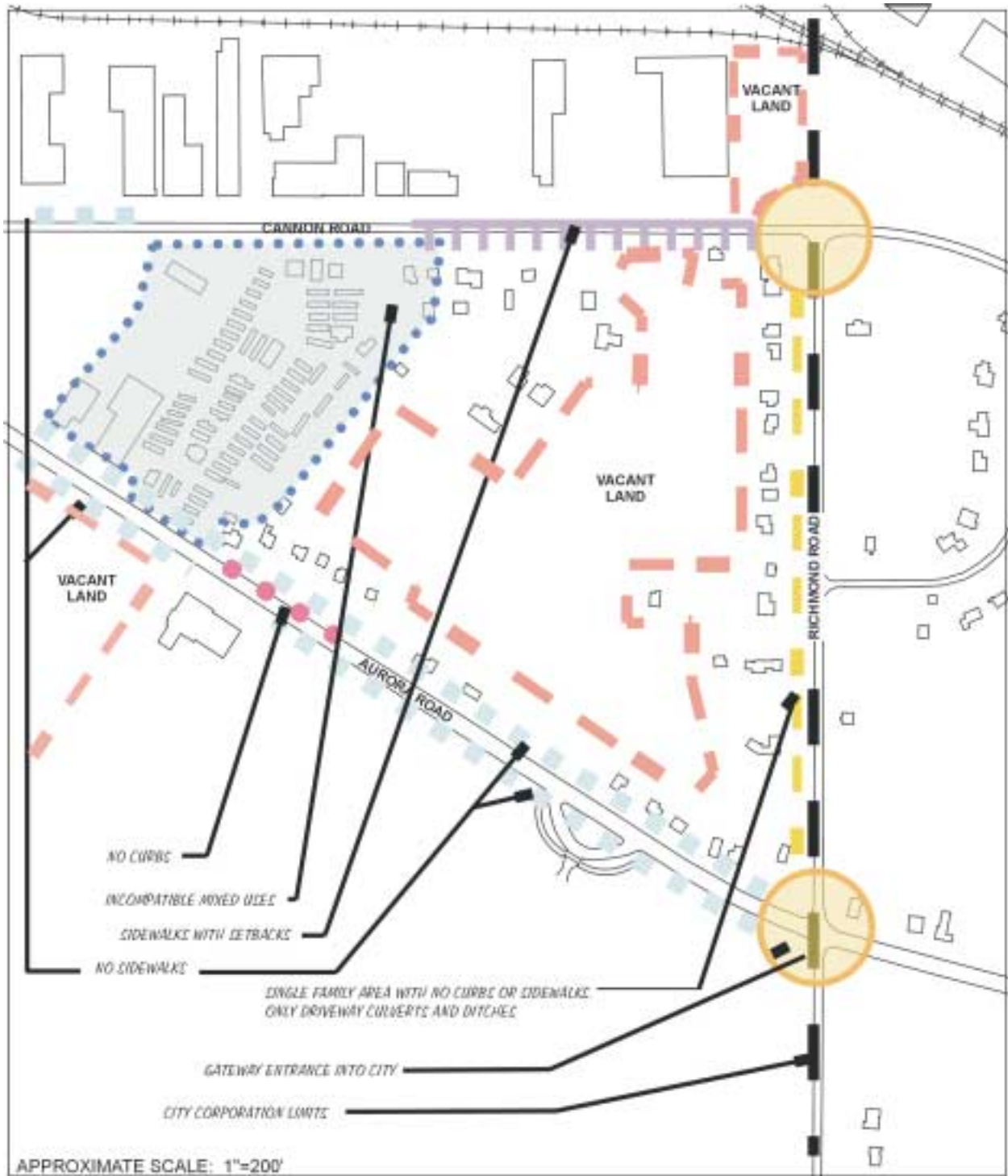
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Map 6-27, Focus Area I - Eastern Aurora Road and Cannon Road Corridor



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Map 6-28, Focus Area I, Eastern Aurora Road & Cannon Road Corridor



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landscaping and employ ground signs. State Farm Insurance also offers a sidewalk stretching the entire distance of their property. **Hillcrest Cemetery**, a large institutional use that is **attractively landscaped and well maintained**, occupies the south side of Aurora Road, immediately adjacent to the focus area and gives this segment of Aurora Road a more quiet and serene atmosphere.

Negative Features

There are also a number of negative features that are also located within this focus area. As indicated above as well as in *Map 6-28*, Cannon Road suffers from **incompatible mixed uses**: single-family houses are located next to a mobile home park to the east, and commercial uses farther east. These residential homes also front the industrial north side of Cannon Road.

Along Richmond Road between Cannon and Aurora Roads, there are **no curbs or sidewalks present** even though this is an exclusively residential area. Many **driveway culverts and ditches** instead line the road. On Aurora Road there is also a lack of sidewalks, except where noted earlier at State Farm Insurance. The lack of sidewalks is especially problematic since there are many residential homes located on the north side of Aurora Road.

Although the interior vacant land within this focus area could be viewed as a potential strength, its **steep and varied topography** makes this area more difficult to develop than flatter sections of the City. In addition to steeply sloping topography, a **storm sewer line within a twenty-five foot wide easement runs diagonally through the center of the vacant land** hindering this land from full development.

The commercial businesses located on the north side of Aurora Road require some corrective measures as well. Currently these businesses employ **pole signs** for advertisement of their operation. Also, these businesses **do not provide any landscaping** and provide parking in the front yards instead of to the side or rear.

Alternative Analysis

Four alternative development scenarios have been examined for the portion of this focus area that includes the vacant land along Aurora Road, the vacant back lands and the neighboring mobile home park (see *Table 6-10*). **Alternative #1** examines the possibility that this area could be developed for **retail uses**. The vacant land and the trailer park district could be used to create enough acreage required for a **supermarket and/or drugstore**, or for another similar retail business use. **Alternative #2** considers developing this same area for a combined **office and commercial** use. This alternative suggests a commercial use such as a sit-down restaurant in coordination with office development. **Alternatives #3 and #4** compare developing this vacant land for additional **residential homes** but at different price levels. Alternative #3 considers the possibility of this area being developed for **65 single family cluster homes** priced at approximately \$150,000 each, while Alternative #4 considers this same use if the units are priced at \$180,000 each.

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Table 6-10, Focus Area I, Eastern Aurora Road & Cannon Road Corridor

	Alternative #1	Alternative #2	Alternative #3	Alternative #4
	Commercial/Retail Community Shopping Center	Office with Limited Commercial	Residential-Single/Family Detached \$150,000	Residential-Single-Family Detached \$180,000
FISCAL IMPACT ANALYSIS				
Property Data				
Acreage	20	20	20	20
Square Footage	871,200	871,200	871,200	871,200
Building Square Footage	435,600	435,600	740,520	740,520
Number of Dwellings	-	-	65	65
Potential Value of Site	\$23,168,913	\$31,297,209	\$9,750,000	\$11,700,000
35% Assessed Value	\$8,109,120	\$10,954,023	\$3,412,500	\$4,095,000
Property Tax				
Total	\$527,823	\$712,997	\$185,538	\$222,645
City	\$97,119	\$131,192	\$41,004	\$49,205
School District	\$312,999	\$422,807	\$102,788	\$123,345
County	\$95,008	\$128,339	\$33,028	\$39,631
Library/Metroparks	\$22,696	\$30,659	\$8,720	\$10,464
Income Tax				
Total Employees	1,089	1,433	10% of households	10% of households
Est. Average Employee (Comm.)	\$12,620	-	-	-
Est. Average Employee (Office)	-	\$24,906	-	-
Est. Average HH Income (Nontaxable)	-	-	\$36,575	\$50,000
Total Income for Site	\$9,995,040	\$35,690,298	\$225,851	\$308,750
Total City Income Tax for Site	\$199,901	\$713,806	\$4,517	\$6,175
Fiscal Impact Summary				
All Tax Revenue	\$727,724	\$1,544,195	\$190,055	\$228,820
All City Revenue	\$297,020	\$962,389	\$45,521	\$55,380
Total City Expenditures	\$378,781	\$249,043	\$92,650	\$92,650
NET FISCAL IMPACT FOR CITY	-\$81,761	\$713,346	-\$47,129	-\$37,270
PHYSICAL IMPACT ANALYSIS				
Employees/Residents				
Total Employee/Residents	887	526		
Dwelling Units	-	784		
Vehicle Trips				
Avg. Trips Commercial	22.36	-	-	-
Avg. Trips Office	-	3.05	-	-
Avg. Trips Residential	-	-	9.55	9.55
Total Additional Average Trips/Day	17,709	4,371	621	621
Environmental				
Sewage Flow (Gallons/Day)	39,709	34,839	14,170	14,170
Water Consumption(Gallons/Day)	46,174	40,511	21,800	21,800
Solid Waste (Tons/Day)	0.792	1.433	0.382	0.382
Expected Impact of Proposed Alternative on Adjoining Land Uses				
North (Residential)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
South (Residential & Cemetery)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
East (SF Residential)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
West (Mis of Commercial & Residential)	+ (Positive)	+ (Positive)	- (Negative)	- (Negative)
TOTAL	-2 (Minus 2)	-2 (Minus 2)	+2 (Plus 2)	+2 (Plus 2)
Expected Impact of Adjoining Land Uses on Alternative Development				
North (Residential)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
South (Residential & Cemetery)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
East (Residential)	- (Negative)	- (Negative)	+ (Positive)	+ (Positive)
West (Commercial)	+ (Positive)	+ (Positive)	- (Negative)	- (Negative)
TOTAL	-2 (Minus 2)	-2 (Minus 2)	+2 (Plus 2)	+2 (Plus 2)
COMPOSITE SCORE	-4 (Minus 4)	-4 (Minus 4)	+4 (Plus 4)	+4 (Plus 4)
Compatibility				
Compatibility with Goals of the Master Plan.	Promotes the diversification of employment opportunities within the City.	Develops vacant land within the City in order to enhance its tax base and diversifies employment opportunities within the City.	Encourages new housing in City that better reflects modern styling and contemporary residential living.	Encourages new, more expensive housing in City that best reflects modern styling and contemporary residential living.

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As indicated in *Table 6-10*, Alternative #2, the mixed retail business and office use option, would be the only development alternative that would generate a positive net fiscal impact. While the other three alternatives would actually result in a net fiscal impact loss of \$37,270 to \$81,761 a year, the mixed office and retail use option would result in the City actually realizing a net fiscal impact of over \$700,000.00 a year.

In terms of the physical impact analysis, the residential options appear to be much more compatible with the existing residential land uses within the area. In addition, the traffic impact analysis reveals that the two residential alternatives (Alternatives #3 and #4) would generate a small fraction of the amount of traffic that Alternatives #1 or #2 would generate. Finally, in terms of meeting the various goals of the master plan, it would appear that each development option would be in some way beneficial to the City. While Alternative #2 is the only development option that will both expand employment as well as the tax base, Alternatives #3 and #4 are the City's best options in trying to protect and preserve this area for residential living.

Chapter 7

Final Development Plan

CITY OF BEDFORD HEIGHTS MASTER PLAN

Introduction

The final development plan assimilates all of the previous information and analysis conducted in previous sections of the *Bedford Heights Master Plan*. The final development plan also reflects the valuable input and comments received from various public officials within Bedford Heights, especially the consensus of members of the Bedford Heights Master Plan Steering Committee.

For each of the focus areas discussed in Chapter 6, key recommendations are listed. In addition, *Map 7-1* illustrates the final development plan for the entire City and represents the recommended pattern of land use for the future which encompasses the City's goals and objectives (see Chapter 1). Methods to implement the final development plan are explained in Chapter 8.

In general, the final development plan represents the City's desire to **balance future economic development with the preservation of open space and the environment**. The plan recognizes the City's need to both expand its economic base (see recommendations for Focus Areas A, B, C, D, F, and G) as well as to lay out additional areas for parks and open space (see recommendations for Focus Areas D, F and H). The need to preserve environmentally sensitive areas such as sites with steep slopes, heavily wooded area, wetlands, and flood plains that are described in general in the land use section of this master plan (see Chapter 3) is also reflected in the final development plan's recommendations for Focus Areas F, G, H and I.

Moreover, the final development plan addresses the need for the City to establish a stronger identity for its community with several recommendations for **upgrading the center of Bedford Heights** (Focus Area D) and to **improve traffic circulation** within the City especially along Richmond Road (Focus Area E). **Aesthetic considerations are also included**, especially as they relate to existing and planned commercial and industrial development along several of the City's major corridors such as Aurora, Miles, Northfield and Solon Roads (see recommendations for Focus Areas A, B, C, D, and G).

Last but not least, the plan addresses **residential development** in three ways. First, the plan recommends that **modern cluster housing** for the community should be built within the vacant lands found in Focus Area I. Second, **older and less attractive residential areas that include mobile home parks should be gradually phased out** to make room for higher quality residential, commercial and industrial development that will improve the residential environment of the people of Bedford Heights. Third, the plan recommends preserving and maintaining the vast majority of the City's existing residential neighborhoods and housing stock.

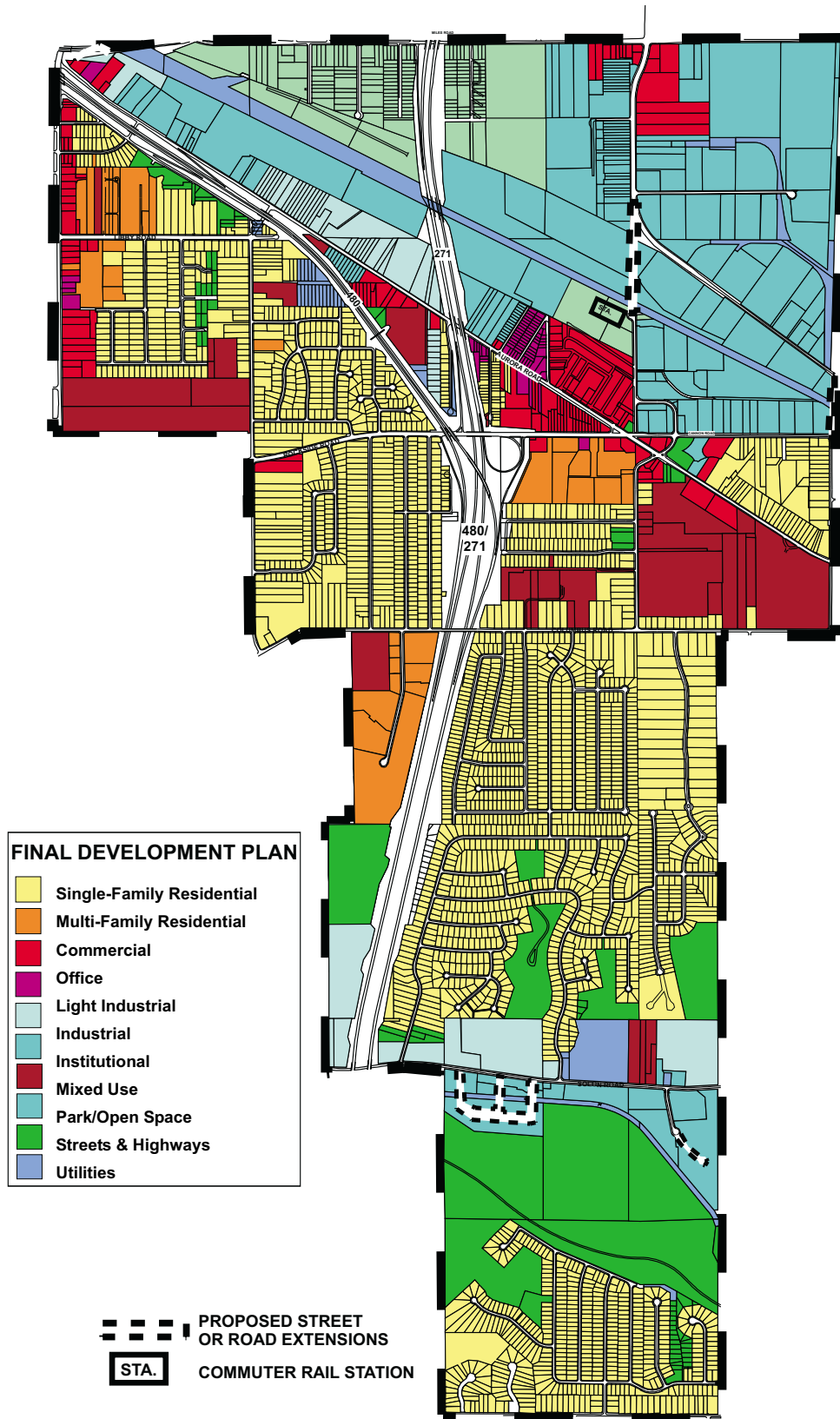
Recommendations for the Miles Road Corridor (Focus Area A)

New Development

- ✓ Promote the **redevelopment of the Miles Road Corridor with high quality development; especially the central portion of the Corridor by**

CITY OF BEDFORD HEIGHTS MASTER PLAN

Map 7-1, Final Development Plan, Recommended Pattern of Future Land Use



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encouraging mixed office, industrial and retail uses that will allow this important and strategic corridor to reach its greatest potential in terms of new employment and additional tax revenues that will be generated back to the City.

- ✓ **Eliminate incompatible land uses** such as residential dwellings and mobile home units adjacent to existing or proposed industrial development.
- ✓ Adopt **more stringent adult entertainment regulations**.

Improve Site Plan Layout and Landscaping

Encourage and require through the enactment of new zoning regulations and more extensive site plan review regulations the following changes in site plan layout and design:

- ✓ Encourage and/or require **off-street parking lots to be located in the rear** or back of new developments, instead of in the front of buildings.
- ✓ Enforce the City's present **minimum front building set-back standards of 70 feet** for the Industrial District for all new buildings plus additions to existing buildings.
- ✓ Increase the depth of **landscaped buffers** from the road right-of-way to all parking areas. (Current city regulations only require 10-foot landscaped buffer for commercial uses and only 25-foot buffer for industrial uses).
- ✓ Encourage the planting of **new trees, shrubs and flowers** within the front yards of businesses along Miles Road to improve the aesthetics of Miles Road. In addition to softening the grittiness of Miles Road, trees help to reduce street glare, heat, air pollution and noise from passing automobile and truck traffic.
- ✓ Require **shared access points** for new retail and office developments so as to reduce the number of driveway curb cuts onto Miles Road.
- ✓ Establish a **maintenance program for the new sidewalks** on Miles Road.

Stricter Sign Regulations

- ✓ Promote the **coordination of all outdoor signs** within a single development with better site plan review regulations and procedures.
- ✓ Encourage **ground signs** for commercial and industrial uses.
- ✓ **Limit** the maximum coverage of **window signs**.

- ✓ **Prohibit the erection of the most obtrusive sign types** such as pole and roof signs, billboards, banners, flags and pennants.

Recommendations for the Northfield Road Corridor (Focus Area B)

Site Layout

- ✓ Adopt a **municipal design review** ordinance that would establish guidelines on the overall appearance of new buildings and signs.
- ✓ Promote and/or require the **buffering and landscaping of the front yards** of all commercial properties that front Northfield Road (see *Diagrams 7-1, 7-2 and 7-3*).
- ✓ Encourage business owners to redesign their off-street parking in compliance with increased buffering and landscaping standards in the front by **moving more off-street parking to the rear or sides of buildings**.
- ✓ Require **shared access points for new retail and office developments** so as to reduce the number of driveway curb cuts onto Northfield Road.
- ✓ Require **clearly defined curb cuts**.

Stricter Requirements for Signs

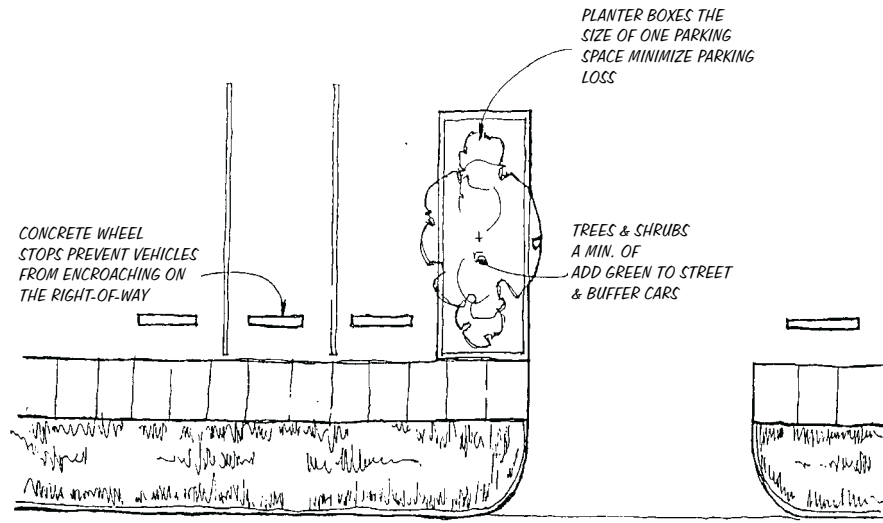
- ✓ **Promote the coordination and reduction of all outdoor signs** within a single development with better site plan review regulations and procedures.
- ✓ **Encourage landscaped ground signs** with a maximum height of six feet.
- ✓ Establish an amortization ordinance to gradually **eliminate pole signs** and other obtrusive sign types such as banners, flags and pennants.
- ✓ Establish regulations on the **maximum coverage of window signs**.
- ✓ **Prohibit** the erection or use of **pole signs, flashing and rotating signs, banners, flags, pennants** and other sign types that tend to either distract or confuse passing motorists or add to the overall visual clutter of the surrounding neighborhood.
- ✓ **Ban the use of vehicle signs** where motor vehicles and trailers are parked on business premises or on a lot for the primary purpose of advertising a business product, service, event, etc.

Landscaping

- ✓ **Retain** natural vegetation wherever possible.

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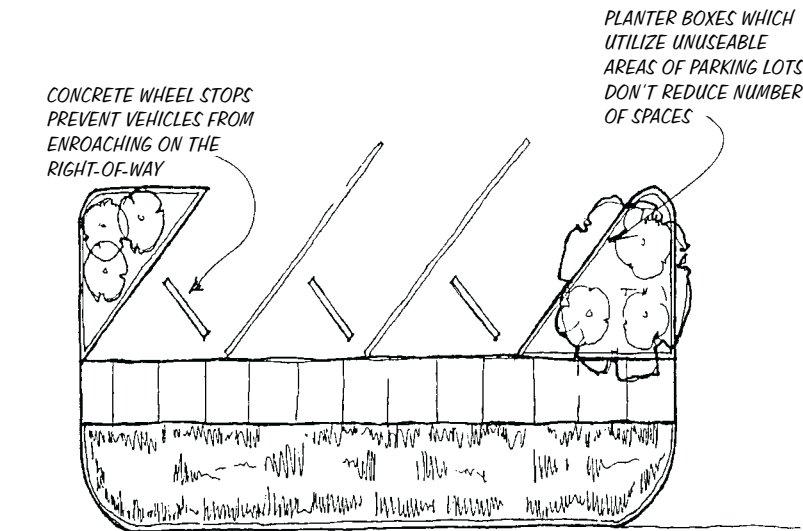
Diagram 7-1, Site Improvement, For Businesses with Insufficient Room for Buffer Strips



Option 1

SOURCE: CUYAHOGA COUNTY PLANNING COMMISSION

Diagram 7-2, Site Improvement, For Businesses with Insufficient Room for Buffer Strips

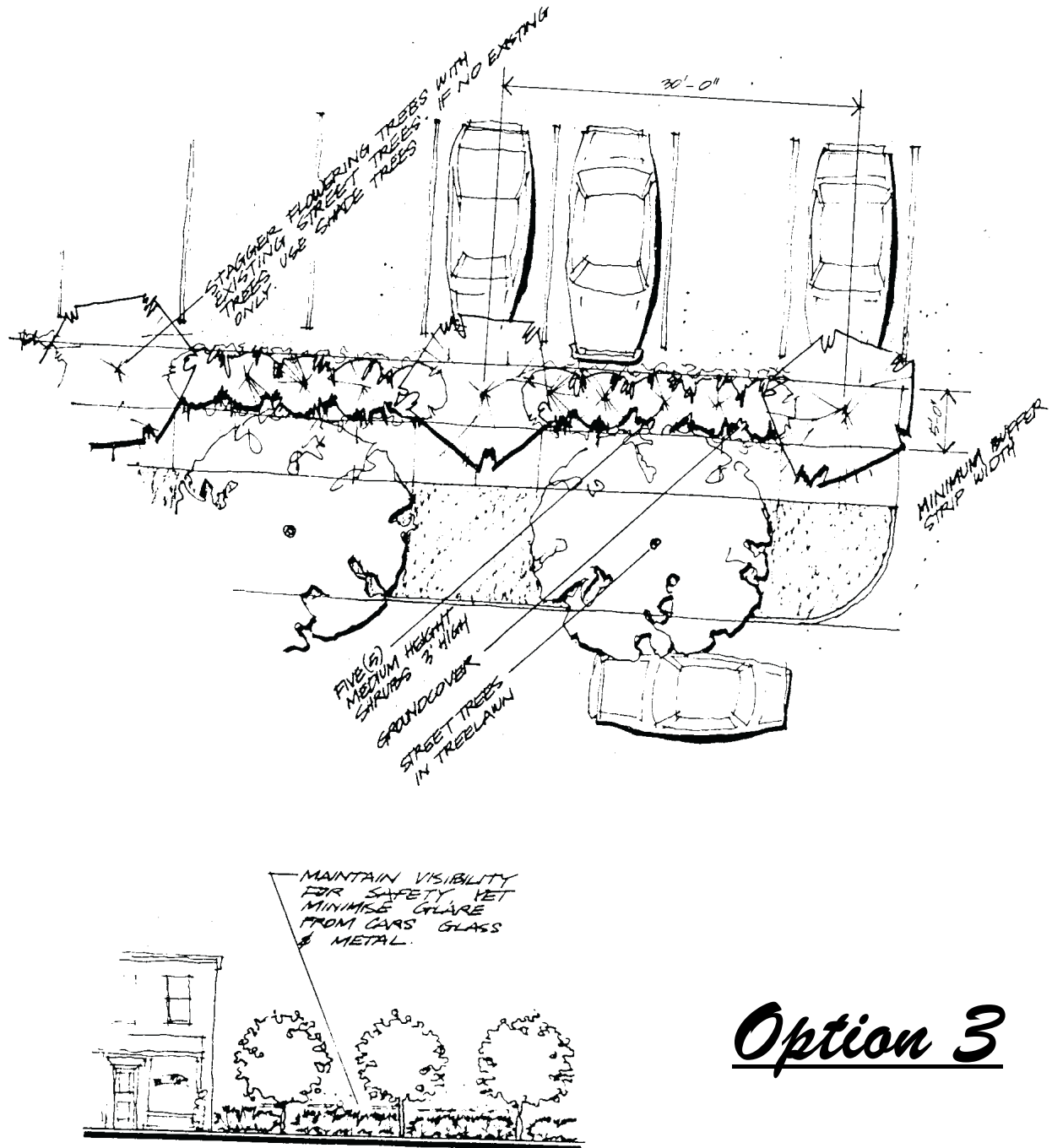


Option 2

SOURCE: CUYAHOGA COUNTY PLANNING COMMISSION

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Diagram 7-3, Site Improvement, For Businesses with Room for a 5-Foot Landscaped Buffer Strip



SOURCE: Clean-Land, Ohio
Jim McKnight, Landscape Architect

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- ✓ Encourage the **installation of attractive landscaping** along the front of buildings and within the interiors of large off-street parking areas (see *Diagrams 7-1* and *7-2*).

Zoning

- ✓ Examine ways to encourage more **mixed uses of commercially zoned parcels** (office, commercial retail, commercial service, multi-family and elderly housing uses).

Other

- ✓ Conduct a **merchants survey** of all the businesses along the Bedford Heights portion of the Northfield Road Corridor to better determine the needs and problems of the merchants as well as the most effective ways that the City can assist the revitalization of commercial development in this area.
- ✓ Seek federal and state funding to **widen Northfield Road (State Route 8)** from its current 4 lanes of traffic to 5 lanes in order to improve traffic flow and to relieve traffic congestion caused by left-hand turn backups. The proposed extra lane would create a shared center lane for motor vehicular traffic trying to make left hand turns for both northbound and southbound traffic along Northfield Road.

Recommendations for the Northwest Segment of the Aurora Road Corridor (Focus Area C)

Site Layout

- ✓ **Reposition the sidewalks at least eight to ten away from the road pavement** and street curbs.
- ✓ Draft and enforce **architectural design and appearance guidelines** including requirements for improving the appearance of commercial and industrial buildings that face interstate highways.

Stricter Sign Regulations

- ✓ Establish new sign regulations that will encourage or require businesses to **reduce the overall number of outdoor signs per business establishment**.
- ✓ Encourage attractively landscaped **ground signs**.
- ✓ **Amortize existing pole signs** and **prohibit** the construction of **new pole signs**.

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- ✓ **Eliminate pennants, banners, flags and other distracting forms of signs** that promote visual clutter of the Aurora Road Corridor.
- ✓ **Limit** the maximum coverage of **window signs**.

Landscaping

- ✓ **Encourage landscaping** for all businesses fronting along the Corridor.
- ✓ Install **planter boxes** such as the type found on Northfield Road.

Other

- ✓ Since the physical location of the Aurora Upper Intermediate School is not compatible with existing industrial and commercial land uses for this area, the Bedford City School District should consider either **relocating Aurora Upper Intermediate School** to a more suitable area, or because of declining enrollment figures, the School District should consider **combining the middle school programs into one facility at the existing Heskett Middle School** on Perkins Road. The current site of the Aurora Upper Intermediate School could then be used for either commercial or industrial uses, which would be more compatible with the industrial and commercial nature of the corridor and generate additional tax income to both the School District and the City from these new uses.
- ✓ Encourage the redevelopment of the central portion of this corridor to enhance the City's **tax base by promoting light industrial development on the north side of Aurora Road** which is currently zoned for local retail and trailer parks.
- ✓ Encourage the redevelopment of the **south side of this corridor** for the area adjacent to Aurora Upper Intermediate School by promoting **small scale commercial retail development**.

Recommendations for the City Center Area (Focus Area D)

Development Initiatives

- ✓ Promote the **redevelopment of the existing central portion of this focus area** including the existing mobile home park and adjacent commercial buildings on the north side of Aurora Road by encouraging the establishment of a **mixed use center** that would include a **community shopping center** complete with a super market and drug store, apparel shops and **offices** that would better meet the community's market needs, provide new employment and generate additional tax revenues.

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- ✓ Encourage private property owners to **beautify the remaining two focal points** located between Cannon and Aurora Roads with the installation of attractive shrubs, trees and flower boxes.
- ✓ Investigate the possibility of constructing a **pedestrian walkway that would follow the old right-of-way alignment of Perkins Road that would directly connect Aurora Plaza with the institutional uses and residences on Perkins Road.**
- ✓ **Develop the City-owned land that lies directly across the street from City Hall on Perkins Road as a public commons area** complete with a gazebo, park benches, walkways and flower gardens that could be used as a site for future public gatherings, band concerts and weddings. The preservation of at least one of the houses on this site for future use as an **historical center** should also be considered.

Improve Site Plan Layout and Landscaping

Encourage and require through the enactment of new zoning regulations and more extensive site plan review regulations the following changes in site plan layout and design:

- ✓ Encourage and /or require **off-street parking to be located in the rear or back of new commercial and industrial developments**, instead of in the front of buildings.
- ✓ Require either **landscaped buffers strips or attractive brick pavers** between the sidewalks and the street curbs.
- ✓ Require that the **front yards** between the buildings and the street are **attractively landscaped.**
- ✓ Require that **pedestrian walkways** between front sidewalks and building entrances **are designed to ensure pedestrian safety** by minimizing points of conflict with motor vehicles.
- ✓ Encourage the development of common architectural themes with commercial buildings so as to achieve **more consistent architectural facades.**
- ✓ Provide **shared access points** for new commercial and office development.

Stricter Sign Regulations

- ✓ Encourage **attractively landscaped ground signs.**
- ✓ Establish new sign regulations that will encourage or require businesses to **reduce the overall number of outdoor signs per business establishment.**

- ✓ Encourage **coordinated signage** in terms of sign colors, size and sign type within each shopping plaza and commercial strip center.
- ✓ Amortize existing **pole signs** and prohibit the construction of new pole signs.
- ✓ Establish **maximum coverage limitations** for window signs

Recommendations for the Proposed Richmond Road Connectors (Focus Area E)

- ✓ **Document current travel time delays, traffic accidents and cost increases due to present design problems and heavy truck traffic at the existing underpass site in Solon.**
- ✓ **Survey local businesses and industries** that utilize Richmond Road to determine their opinions on which alternative connector would be preferred and whether any of these businesses would be willing to offer financial assistance to fund such a connector.
- ✓ Encourage the **construction of at least one of the proposed new connectors for Richmond Road** outlined in this Master Plan (E1 or E2).
- ✓ Work with the neighboring communities of Solon and Orange, plus ODOT and NOACA officials as well as CONRAIL or its successor railroad company and local businesses including the Chamber of Commerce to further **determine the best alternative** to connect the north segment of Richmond Road to its southern segment.
- ✓ Support the concept of **commuter rail** along the existing CONRAIL route with the construction of a **commuter rail station and off-street parking facilities** within Bedford Heights near the location of the chosen Richmond Road connector.

Recommendations for the Former Mid-American Waste System Vacant Land Area (Focus Area F)

Environmental

- ✓ Require that before any development occurs upon this site that test borings and a full **environmental impact assessment** is supplied by the prospective developer.

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- ✓ Areas which will be developed that are to be located within the boundaries of any past waste dumping or construction and demolition disposal area will be required to **meet the following environmental requirements:**
 - a. The entire area that has been used as a dump site must be regraded with **clean fill dirt.**
 - b. Where buildings and above ground structures are proposed to be constructed **concrete support pillars** must be placed through the depth of the site's fill down to the site's bedrock to ensure the stability of the buildings and structures.
 - c. A **vegetative cover must be established** over the site's clean fill in order to ensure the future stability of the fill and to reduce the threat of soil and water erosion that could expose the area below the fill

- ✓ **Protect Bear Creek and its adjoining flood plain** from further environmental degradation by insuring that new industrial development does not contribute to additional water pollution, storm water runoff and stream bank erosion or the rerouting of the stream from its current course.

New Development

- ✓ Encourage the development of the **southern most portion** of this site for **office and industrial development** provided that all of the above environmental standards and practices are met.

- ✓ Preserve the preservation of the **northern half** of this site as well as the Bear Creek flood plain as **natural areas used primarily for wildlife habitat, hiking and environmental education.**

Recommendations for the Solon Road Corridor (Focus Area G)

New Development

- ✓ Promote **light industrial and office type development** along the **North side of the Solon Road Corridor** that will be more compatible with neighboring residential single-family development to the north.

- ✓ Promote **heavier industrial development on the south side of Solon Road** that can utilize rail spurs to the nearby Wheeling and Lake Erie Railroad.

Site Layout and Landscaping

- ✓ **Avoid developing on steep slopes and within flood plain areas.**

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- ✓ Require that new commercial, industrial and light industrial development, including expansions to existing buildings, **meet current zoning standards for front, side and rear yard setbacks.** The current set back standards for the City's Industrial and Light Industrial Zoning Districts are as follows:

Front Yards:	75 feet.
Side Yards:	25 feet
Rear Yards	50 feet

- ✓ **Encourage parking in the rear and side yards** of industrial parcels, instead of in the front yards.
- ✓ **Discourage additional curb cuts onto Solon Road** by encouraging the construction of new industrial park roads that would develop the back lands that run parallel with Solon Road.
- ✓ More **clearly define curbs**, especially along Solon Road and prohibit parking within the road right-of-way next to the curb.
- ✓ **Require sidewalks** to be built along at least the north side of Solon Road where residential development abuts the focus area.
- ✓ Encourage **more landscaping efforts** by requiring all of the area within the front yards that face Solon Road, except for walkways and driveway areas, to be part of an approved landscaped buffer between the right-of-way of Solon Road and future new development. This landscaped buffer should take the form of any of the following natural materials: grass, ground covers including mulch, shrubs and vines; hedges, trees, flowers and natural nonliving durable material commonly used in landscape development. Attractively landscaped mounding is also encouraged.
- ✓ Encourage attractively **landscaped ground signs**
- ✓ Require that all new **driveways and off-street parking areas** must consist of a **hard surface pavement such as asphalt, concrete etc.**
- ✓ Require non-residential property owners to **pave unpaved parking areas and repair crumbling parking lots.**

Other

- ✓ Pursue feasibility of an **RTA bus route along Solon Road** to improve accessibility to this area for jobs and nearby residents.

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Recommendations for the Metro Estates Park and Adjoining City-Owned Land (Focus Area H)

Future Development of Vacant Land

- ✓ Work with the Cleveland Metroparks, school officials, and local neighborhood groups to **develop an overall future use plan** for the City-owned vacant land that will provide a linkage with the Metroparks' bike and hike trails along Hawthorne Parkway.
- ✓ Consider **selling or negotiating the transfer of this City-owned land to Metroparks** provided that assurances are granted that the City-owned vacant land will be developed in harmony with the above local planning efforts.
- ✓ Consider utilizing this area for **low impact recreational uses** such as hiking trails and outdoor environmental education that will **not require sizeable municipal or Metropark expenditures to maintain.**

Future Improvements and General Maintenance to Neighborhood Park (Metro Estates Park)

- ✓ **Upgrade facilities within the park** by improving the items that have been noted in previous field surveys of the park recommendations (see Table 5-4 of the Public Facilities Chapter). These facility improvements include the replacement of the park's base materials for the play areas reserved for young children as well the installation of a drinking fountain for the park. Minor repairs to the basketball hoops, spring animals, volleyball court, and softball field were also noted as being needed.

Recommendations for Eastern Aurora Road and Cannon Road Corridor (Focus Area I)

New Development

- ✓ Promote and encourage this area as one of the last remaining vacant land areas within the City of Bedford Heights for **up-scale, cluster housing that will allow innovative lot layouts.**
- ✓ **Avoid developing sensitive areas** within this focus area that contain steep slopes, but **do allow clustering of dwelling units** in order to preserve trees, scenic areas etc.

Site Layout and Landscaping

- ✓ Encourage **business parking to the rear and/or otherwise inconspicuous locations.**

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- ✓ Encourage more landscaping efforts by requiring **landscaped buffers** between the right-of-ways and nonresidential buildings that front either Aurora or Cannon Roads.
- ✓ Improve the **appearance of the gateways** into the City with **attractively landscaped ground signs** welcoming travelers and residents into Bedford Heights.
- ✓ Encourage the construction of **sidewalks** especially where they are adjacent to existing residential areas along the north side of Aurora Road.
- ✓ Ensure that **sidewalks have adequate setbacks from the roads** (eight to ten feet is preferred).

Chapter 8

Plan Implementation

CITY OF BEDFORD HEIGHTS MASTER PLAN

Introduction

This final chapter of the Bedford Heights Master Plan discusses how to best implement or carry out the broad goals and recommendations of the previously described final development plan. It is important to realize that the City's Master Plan, by itself, will not bring about the recommendations contained in this document. Rather, it will take a concentrated, coordinated and cooperative effort by local officials, landowners, and the business community to implement the Bedford Heights Master Plan.

In order to properly channel this joint effort, it is necessary to identify specific strategies or actions that the City should follow so as to effectuate this Master Plan. The following then are recommended strategies to be used to bring about the implementation of the Master Plan.

Local Review and Formal Adoption of the Master Plan

The Master Plan should be distributed to city officials for their study and review. At a minimum, all members of the Master Plan Steering Committee, City Council, the City Planning Commission, the Mayor's Office and affected department heads should receive a copy of the Plan and have an opportunity to review it.

Following this general review period in which changes to the Plan may occur, the City Council, upon receiving a favorable review by the Master Plan Steering Committee and City Planning Commission, should formally adopt the Plan as a policy and programming guide to shape the future development and redevelopment of the City. This step is important because it gives the Plan further public legitimacy. Appendix G contains a sample ordinance that could be used by City Council in adopting the Master Plan.

Publication and Distribution of the Master Plan

The City's Master Plan is basically a document that contains a coordinated set of advisory proposals. Its effectiveness depends on the extent to which it is seen, read, understood, used and respected. A plan that cannot be seen can hardly be persuasive. For these reasons, enough summary copies of the final adopted Master Plan should be published to reach every important city official as well as the public library, the schools within the City, various business and civic groups, and the major landowners within the City. The objective of this implementation strategy is to provide enough summary copies of the Bedford Heights Master Plan to satisfy everyone with an interest in the future development of the community.

Zoning Text Amendments

Following the adoption, publication and general distribution of the Master Plan; it is important that the City begin updating its *Planning and Zoning Code* and other sections of its codified ordinances so that it becomes consistent with the goals, objectives and key

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development recommendations found in the Master Plan. These key development recommendations include the following items:

- A. More stringent regulations on **adult entertainment businesses**. Both the city's zoning code as well as other major sections of the city's codified ordinances such as its general offenses code should be updated to include both locational as well as public health and licensing standards that will effectively regulate where and how current and future adult entertainment businesses should be permitted to operate within the City of Bedford Heights.
- B. The creation of a **new mixed use zoning district** that would allow greater flexibility in the future development and redevelopment of the city's major commercial and industrial corridors such as Miles Road. Current zoning districts within the City separate out industrial uses from commercial uses, and may unduly restrict developments that could include a **combination of commercial, office and light industrial uses** along major nonresidential corridors from being approved and built. Such restrictive zoning practices place Bedford Heights at a competitive disadvantage with neighboring communities such as Warrensville Heights and Solon that have benefitted from a more liberal approach to zoning. For example, nearby and attractive mixed use developments such as Miles Pointe on the north side of Miles Road and the recently announced Highlands Business Park on Emery Road are important tax revenue producers that will bring in sizeable real estate, personal property and income tax revenues to the City of Warrensville Heights for many years in the future.
- C. The updating and strengthening of **design review standards** by City Council, the Planning Commission, the Architectural Review Board, and the City's Building Commissioner, Community Development Director, and Law Director should be initiated. At a minimum the following areas of the City's planning and zoning code governing design review considerations need to be upgraded:
 - 1.) **The expansion of overall site design considerations** for any new development or redevelopment proposal. In addition to requiring applicants for a zoning permit to submit plans for the location of a proposed building or structure to be erected or altered as currently required under Section 1131.02 of the City's *Planning and Zoning Code*; curb cuts, driveways and off-street parking (see subsections below); loading docks; pedestrian walkways, crosswalks, and sidewalks; outdoor lighting fixtures; trash containers; service yards with out door equipment, building supplies or vehicle storage; fencing; walls; landscaping and signage should also be carefully reviewed **so that adverse visual and functional impacts are**

minimized on both the site being reviewed as well as on any abutting and nearby properties.

In addition to the above items, good overall site design increasingly should consider the **needs of pedestrians, bus riders and bicyclists**. New development should require the inclusion of sidewalks in front of all new buildings as well as the construction of walkways and crosswalks that will provide for the safety and convenience of pedestrians between public streets, parking areas and building entrances. Major retail areas such as shopping centers and institutional uses such as schools and other public buildings should also include bicycle racks and bus shelters to accommodate people who choose to not use a private automobile to arrive or depart from a site.

- 2.) Updated standards for the layout of **nonresidential off-street parking facilities**. As noted within the focus area and final development plan chapters, several businesses allow off-street parking facilities within their front yards. While in some cases lots are too small to allow greater flexibility in the placement of these parking areas, it is generally advisable that off-street parking should be limited to side and/or rear yards so that the front yards can be fully landscaped to enhance the attractiveness of commercial and industrial areas and to reduce the glare of parked motor vehicles on the highways that abut these off-street parking areas(see *Diagram 8-1*).
- 3.) Enhanced **landscaping requirements for commercial, office and industrial uses**. Many of the landscaping recommendations found within the Master Plan will not be implemented unless the City makes landscaping a priority when it reviews and approves new development proposals. The establishment of landscaped buffers that shield residential properties from abutting nonresidential development should become a priority within the City. In addition, because of the City's many commercial and industrial corridors, it is also critical that effective landscaped buffering be required for non- residential development that faces public streets or backs up against interstate highways and freeways(see *Diagram 8-2*)
- 4.) More stringent requirements within the City's **sign regulations** especially as these regulations pertain to allowing **window, pole and temporary signs**. Other areas within the city's sign regulations that should be reviewed are

the standards pertaining to the size, color and placement of commercial signs, and whether the city's present site plan review process adequately covers proposed signage (see *Diagrams 8-3, 8-4, 8-5 and 8-6*)

Zoning Map Changes

In addition to adopting the new planning and zoning code **text** which is discussed above, a number of the recommendations outlined in the final development plan can only be followed if the city's **zoning map is changed**. For example, once the City updates its zoning text to allow the creation of a mixed use district, then it should actively initiate zoning map amendments to change the zoning districts along Miles Road to be consistent with the final development plan's recommendations for mixed use development for much of the Bedford Heights' portion of this corridor. Other zoning map changes should also be initiated by the City, such as the elimination of several of the City's mobile home parks by rezoning these areas from Trailer Park Zoning District to one of the other zoning district classifications which would be consistent with the future use recommendations found in the final development plan.

Continuation of Housing Maintenance Code and Point of Sale Inspections for Residential Units

It is important that the City continue to enforce its housing maintenance code as this measure will help assure stable property values for residential neighborhoods. Since the City's rate of new construction starts for residential housing units has tapered off, and since over 71% of the City's existing housing stock was originally built before 1970 and is now approximately 30-40 years old, it is important that the City encourage its residents to preserve and take care of their aging, individually owned residences. The City's current housing maintenance program for residential dwelling units enables the City to pinpoint where properties are not being properly maintained and to require within a reasonable time that the homeowner must comply with building department orders to fix up their property or face misdemeanor charges.

In addition to its housing maintenance code, the City of Bedford Heights instituted in the 1970's **point of sale and lease inspections for all single-family and two-family residential dwelling units**. This program should also be continued in order to help ensure that the City's existing housing stock is properly maintained when property is about to be transferred, leased or sold to new occupants.

For homeowners who are classified as having a low to moderate income, the Cuyahoga County's Community Development Department offers low interest loans through its Housing Rehabilitation Loan Program. The City should encourage those homeowners who need financial assistance in order to comply with property maintenance requirements to apply for this type of low interest loan through the County's Community Development Office.

CITY OF BEDFORD HEIGHTS MASTER PLAN

Diagram 8-1

PREFERRED

PARKING BEHIND BUILDINGS IMPROVES THE VISUAL QUALITY OF THE ROAD AND COMMERCIAL AREA, WHILE SHARED ACCESS IMPROVES TRAFFIC CIRCULATION.

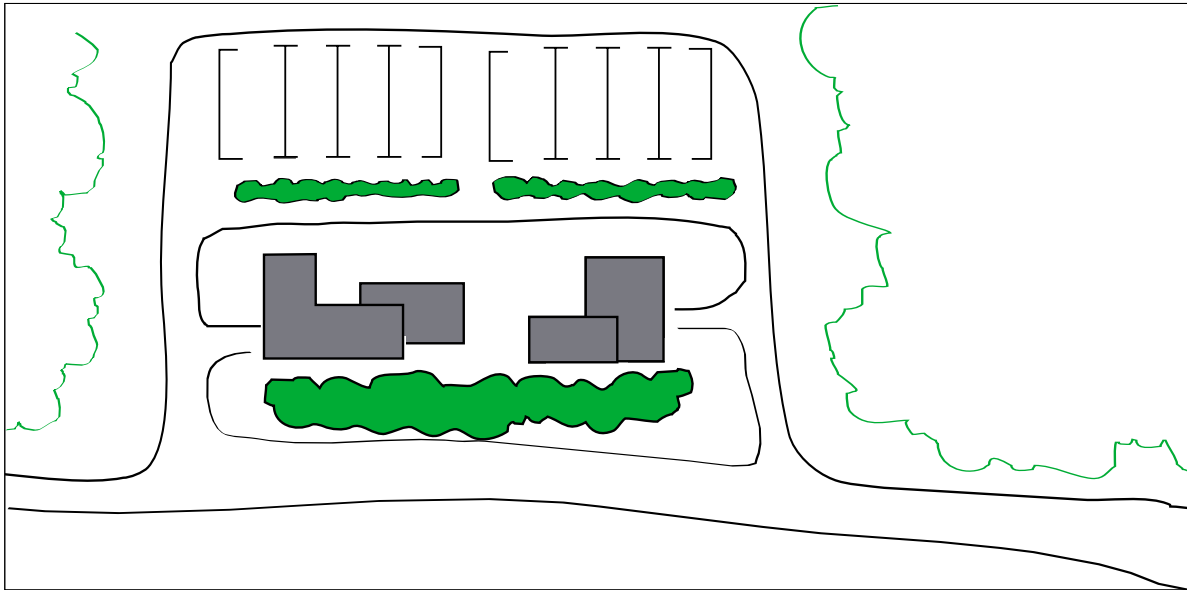
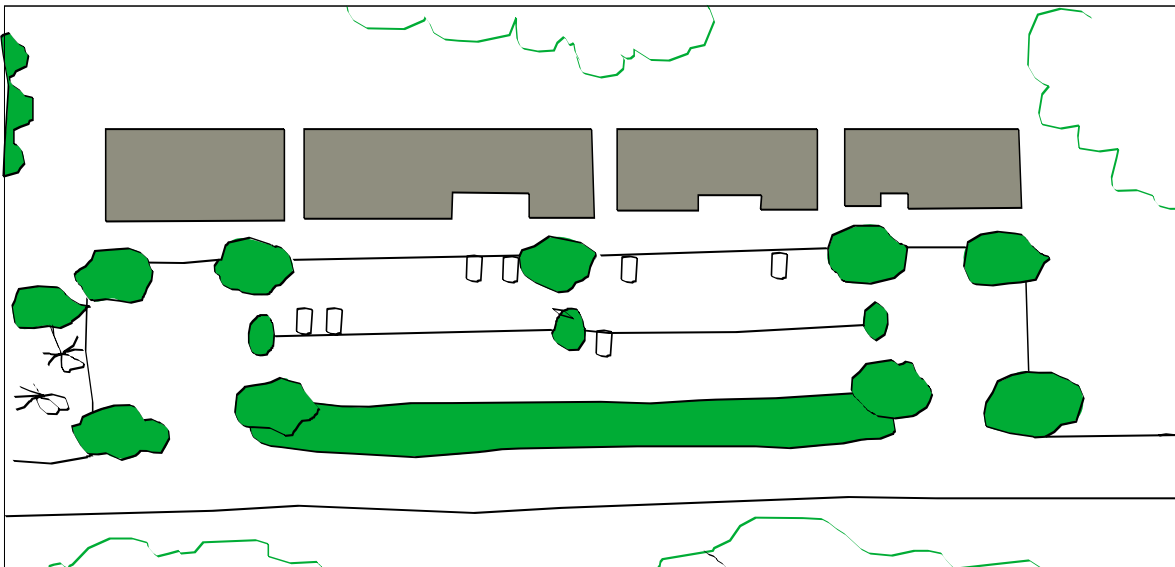


Diagram 8-2

ACCEPTABLE

WHERE IT IS NOT POSSIBLE TO PUT PARKING IN BACK OF THE BUILDING, LANDSCAPING AND VEGETATION IN THE FRONT OF A SITE CAN HELP TO SCREEN PARKING. SHARED ACCESS OF TWO ENTRY/EXIT POINTS FOR MULTIPLE BUILDINGS ALSO IMPROVES TRAFFIC SAFETY.



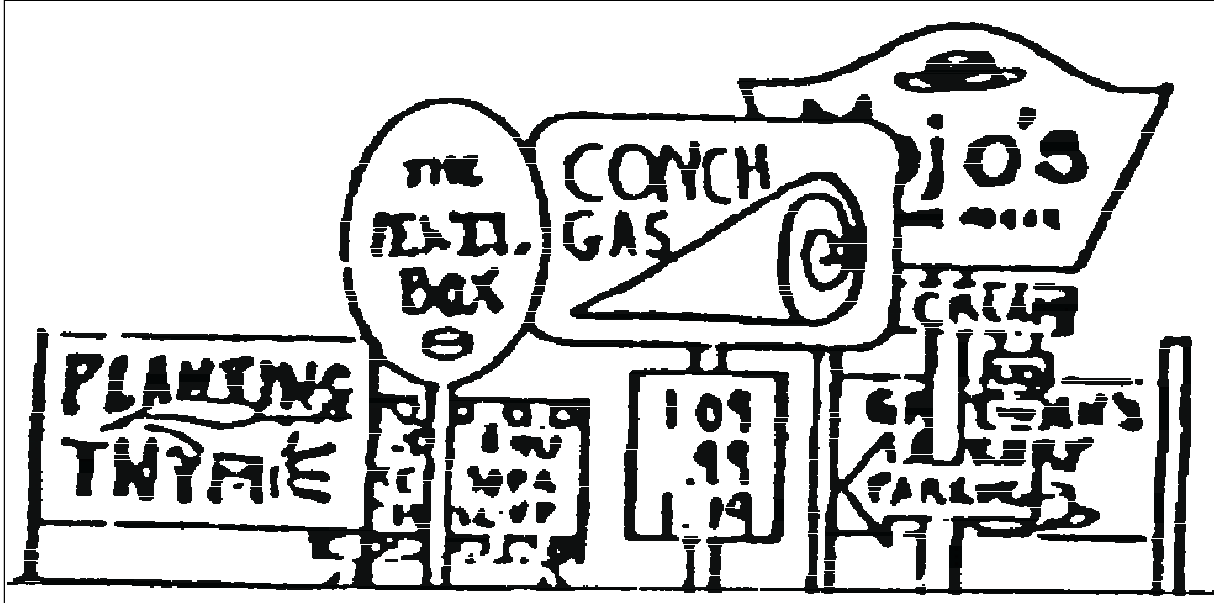
Credit: "Community Design Guidelines" in *Guide to Land Development*, Tug Hill Commission, 1989.

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Diagram 8-3

AVOID

TOO MANY, TOO LARGE; SIGNS LIKE THESE ARE CONFUSING AND HARD FOR A CUSTOMER TO READ.



Credit: "Village Signs", Chapter 4, *Village Planning Handbook*. Bucks County Planning Commission, 1989 in *Signs of the Times: Creative Ideas for Signage in the Hudson Valley*.

Diagram 8-4

PREFERRED

SIGNS SHOULD BE KEPT TO A HUMAN SCALE. COORDINATED SIGNAGE, SUCH AS A SHOPPING CENTER, IS EASIER FOR A CUSTOMER TO READ, TAKES UP LESS SPACE, AND COSTS LESS.



Credit: "Community Design Guidelines" in *Guide to Land Development*, Tug Hill Commission, 1989.

CITY OF BEDFORD HEIGHTS MASTER PLAN

Diagram 8-5

AVOID

SIGNAGE THAT IS OUT OF SCALE WITH ITS SURROUNDINGS CAN DETRACT FROM A COMMERCIAL BUILDING.

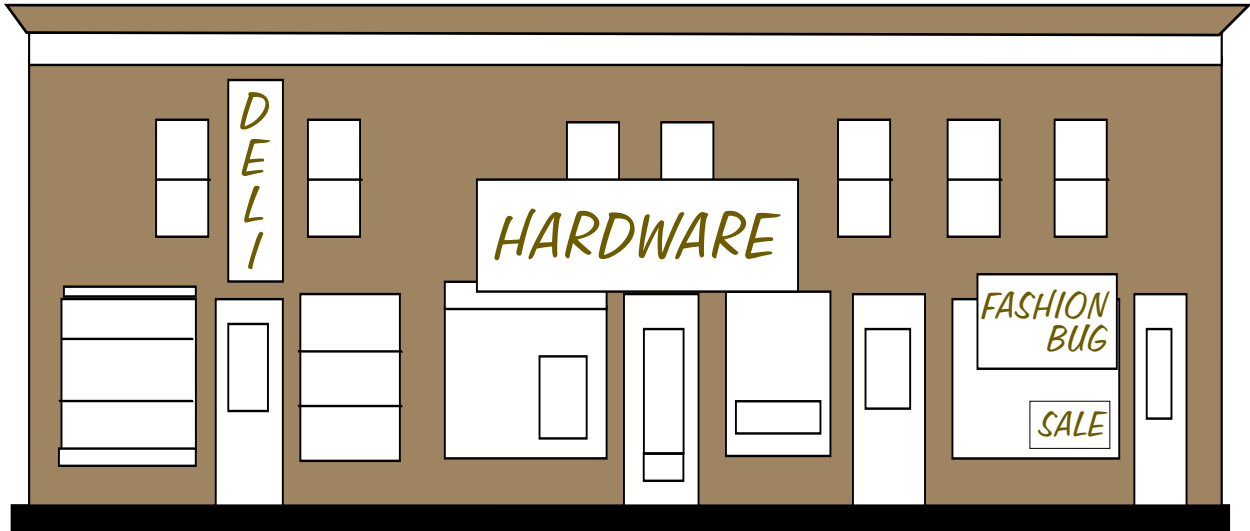
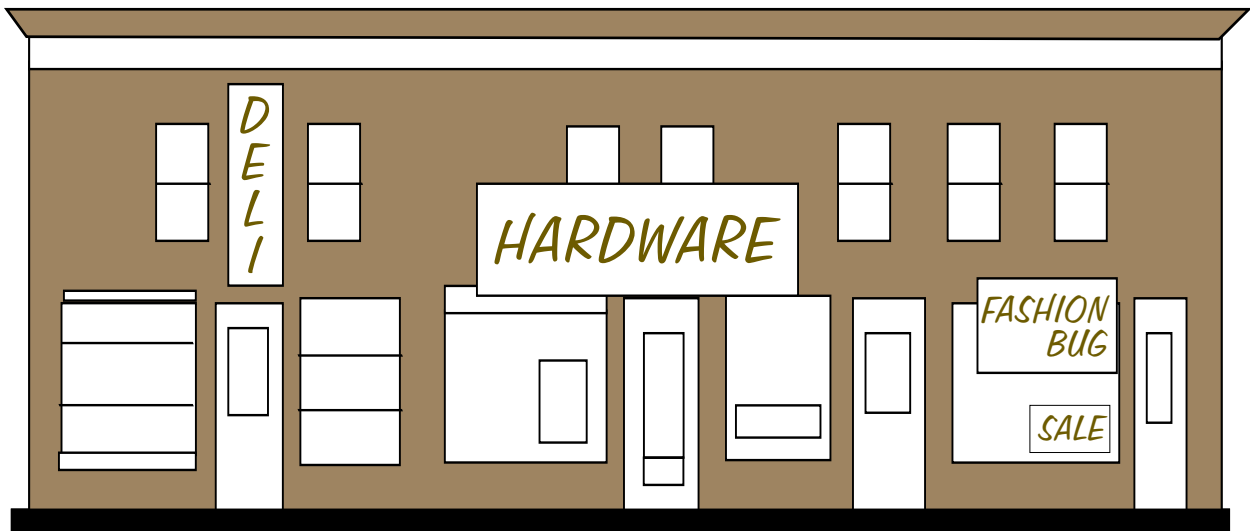


Diagram 8-6

AVOID

SIGNAGE THAT IS OUT OF SCALE WITH ITS SURROUNDINGS CAN DETRACT FROM A COMMERCIAL BUILDING.



Credit: "Community Design Guidelines" in *Guide to Land Development*, Tug Hill Commission, 1989.

Continuation and Promotion of Tax Incentive Programs to Improve Properties

Incentive programs such as the Community Reinvestment Act that encourages homeowners and businesses to renovate and improve their properties by **not taxing real property improvements** should be promoted and encouraged. With the recent creation by the City of a citywide Community Reinvestment Area, every homeowner and business owner within Bedford Heights may take advantage of this tax exemption on real property improvements.

The continued implementation of this incentive program will encourage the maintenance and remodeling of the aging residential homes throughout the City. The program will also help to ensure that businesses within Bedford Heights remain competitive with other businesses outside the City and encourage their retention within Bedford Heights.

The City can encourage widespread participation in this program by distributing information about the program through direct mailings to homeowners and businesses, public service announcements on cable TV channels, and/or local newspaper announcements. Local departments such as the building, service, recreation and community development offices can also help distribute information about the program during the course of their day-to-day operations with city residents and businesses.

Other tax incentive programs that the City should consider taking advantage of are enterprise zones and foreign trade zones.

Beautification and Streetscaping Program

In order to further strengthen its main commercial areas as well as to better promote Bedford Heights as an attractive community to live in, the City needs to continue its initiative to beautify its major arterials such as the Miles, Northfield, Rockside, Solon and Aurora Road corridors. The City should give attention to developing attractive entrance areas (gateways) and streetscapes along these major arterial streets that direct the majority of traffic into Bedford Heights. Specific implementation steps for a city-wide beautification and streetscape program that the City should follow are as follows:

Gateway Signage

At each of the entrances to the City along each major arterial new “Welcome to Bedford Heights” ground signs should be installed. Each new welcome sign should be attractively landscaped with flowers, shrubs or other ground plantings; and should be regularly maintained so as to be free of any litter, graffiti or weeds. In addition, any dead plant materials should be replaced with new plantings at least once a year. In order to assist in the maintenance of these sites, the City could institute a program that would encourage citizen volunteers or non-profit groups such as the chamber of commerce, schools, the local service or garden clubs to “adopt a City Gateway” for a period of two or three years at a time.

CITY OF BEDFORD HEIGHTS MASTER PLAN

Mini-Parks

Similar to the steps outlined above for the implementation of gateway signage, the City of Bedford Heights could enhance its primary community and commercial intersections by Cannon, Perkins and Aurora Roads by installing pedestrian centered mini-parks at one or more of the locations shown on *Map 6-12*. The estimated cost to construct a 400 square-foot mini-park complete with benches, a drinking fountain, trash receptacles, brick pavers and landscaping materials is approximately \$7,500.00 (see *Table 8-1*) plus land costs. If the mini-park is located on a public site such as across the street from the City Hall complex or on land within the road right-of-way, then the City would not have to purchase the land. In addition, some of the labor costs in constructing the mini-park could be eliminated if City workers or volunteers performed the labor. Similarly, volunteer civic or school groups could assist the City in the on-going maintenance of these mini-parks.

Table 8-1, Cost Estimates for Acquiring and Installing Materials for Mini-Park

Size: 400 Square Feet		
Approximate Cost per Mini-Park		
Materials		
Benches	2 @ \$600 each	\$1,200
Trash Receptacles	2 @ \$300 each	\$600
Drinking Fountain	1 @ \$1,200 each	\$1,200
Brick Pavers	Approximately 300 sq. ft. @ \$3.00/sf	\$900
Landscaping		
Shrubs	20 @ \$15 each	\$300
Perennials	25 @ \$5 each	\$125
Ground cover	1 flat @ \$20 each	\$20
Topsoil/Mulch	25 cf @ \$15 per cf	\$375
Subtotal		\$4,720
Labor (If Private Contractor Performs the Work)		
Pavers (includes leveling, prep, placing pavers, sweeping sand)	2 laborers @ \$15/hr @ 48 manhours	\$720
Landscaping	3 laborers @ \$15/hr @ 36 manhours	\$540
Drinking Fountain (includes tap into existing line & connections)	1 plumber @ \$18/hr @ 16 manhours	\$288
Subtotal		\$1,548
TOTAL		\$6,268
Profit/overhead if private contractor performs work	@20%	\$1,254
GRAND TOTAL		\$7,522

Private Storefront Renovation and Beautification Projects

Private storefront renovation and beautification projects that promote the attractiveness of the City's commercial areas are two of the best ways to promote the image of the City for future generations as well as to help ensure a continuing viable community business district. City officials should encourage business property owners to contact the Cuyahoga County Department of Community Development for information on applying for eligible loans and grants to improve their commercial storefronts (signage and building facades) and to beautify their properties with additional landscaping. As discussed in the focus area chapter, several of the area's major commercial/industrial corridors including Aurora, Miles and Northfield Roads have been categorized as Improvement Target Areas which are eligible for such loans and/or grants.

CITY OF BEDFORD HEIGHTS MASTER PLAN

Another source of help in terms of providing technical assistance for landscaping is the non-profit organization known as Clean-Land, Ohio. This organization has published two separate booklets on how commercial property owners may effectively landscape their parking and nonparking areas to visually enhance their properties.

Intergovernmental Coordination and Involvement

The successful implementation of a number of the recommendations found in the final development plan depend upon obtaining resources that are outside the direct control of the city. For example, the widening of Northfield Road will depend upon obtaining State support through the Ohio Department of Transportation as well as the support of NOACA and neighboring municipalities that share the Northfield Road Corridor which include Bedford, Warrensville Heights, Maple Heights and North Randall.

Likewise, the support of the Regional Transit Authority (RTA) and NOACA will be necessary if commuter rail service is ever to become a reality for Bedford Heights. RTA's cooperation and support will also be needed to persuade that agency to provide expanded bus service to underserved areas of the City such as Solon Road.

Good relations with Cleveland Metroparks will be necessary in order to initiate discussions with that agency to plan for the future recreational development of the City's vacant land adjacent to Metro Estates Park. Moreover, the County's Issue 2 Committee will be important in deciding the fate of public infrastructure projects such as roads, bridges and water and sewer line improvements that may be needed in the future.

For all of these reasons, the City of Bedford Heights should continue to actively and forcefully pursue the objectives of this Master Plan with county, regional, state and federal agencies. In addition, the City should encourage the involvement of its own City Officials, including board members and elected and appointed officials in attending and participating in public programs, seminars and workshops that will further aid in the general understanding of urban issues and the ultimate implementation of the goals and objectives of this Master Plan.

Assignment of City Coordinator to Direct the Implementation of the Master Plan

In order to ensure progress towards implementing this Master Plan, the City may wish to designate an individual at City Hall who will be the **primary leader** for coordinating several of the implementation activities listed within this chapter. This person would serve as a liaison between developers, businesses, funding agencies, City Council and the City's administrative offices, boards and commissions including the Mayor's Office, the Planning Commission and the Board of Zoning Appeals.

Not only should this person be knowledgeable about various public funding sources, but he or she should ideally be able to coordinate all of the essential elements of this Master Plan,

CITY OF BEDFORD HEIGHTS MASTER PLAN

including zoning text and map changes, park and recreation development, streetscape improvements, storefront renovations and the need for future economic development. In addition, this person should serve as the primary contact responsible for overseeing the distribution and adoption of the Master Plan.

The City may also wish to consider the retention of a **professional planning consultant** to assist in the preparation of new planning and zoning standards and procedures that will ensure that new development proposals undergo a comprehensive site plan review process designed to address the issues and concerns found within this Master Plan. Likewise, the development of new zoning district regulations that are consistent with the recommendations found within this Master Plan may be best performed by a planning consultant. Professional consultants could also be useful in helping the City to develop detailed recommendations and renderings for park and recreation improvements, streetscape amenities, and storefront renovation guidelines. As suggested in the above paragraphs, a further responsibility of the city's Master Plan coordinator would be to review all professional consultant services that relate to the implementation of the Master Plan in order to ensure consistency with the goals, objectives and recommendations of the Master Plan.

Periodic Review of the Master Plan

Implementation should not be considered the final step in the city's master planning process. The Master Plan should not only serve as a guide for making future development decisions, but it also should be part of a **continuous planning process**. For example, it is erroneous to view the Master Plan as a "one shot project that is engraved in stone" or is unchangeable. In actuality, there is a need to regularly review the plan and make revisions to it as local and regional conditions change. Changing economic, technological and social conditions such as a sharp upturn or downturn in the local economy, changing consumer shopping patterns or a change in housing style preferences could affect the assumptions and conditions that have formed the basis for this Master Plan.

In general, a complete review of the *Bedford Heights Master Plan* should be performed every five to ten years to determine if changes to the Master Plan are warranted. This review should also consider the input of the citizens of Bedford Heights possibly through the use of town meetings, questionnaires, surveys, and/or the formation of a citizen task force. In between these five to ten-year review periods, proposed changes to the Master Plan should be considered whenever elements of the plan become unworkable due to unanticipated changes in the community. These changes may result in at least a portion of the plan becoming out-of-date and thus indicating a need for the plan to be amended sooner than the scheduled five-year review is to take place. If this situation does occur, then the plan should be amended with care after gathering public input so as to keep it not only **current** but also a document that truly **represents the collective vision** of the citizens of Bedford Heights.

APPENDICES



Appendix A

Work Session on Identifying Community Issues and Goals

CITY OF BEDFORD HEIGHTS MASTER PLAN

A work session on the Bedford Heights Master Plan was held on June 9th, 1997, at 4:15 p.m., at the Bedford Heights City Hall. The purpose of this work session was to discuss the identification of community goals and issues as they might relate to the development of the Bedford Heights Master Plan. At this work session the following city officials participated in a process called the “nominal group technique” in responding to three different questions posed by staff members of the Cuyahoga County Planning Commission who served as facilitators:

Jimmy Dimora, Mayor of the City of Bedford Heights
Mark Cegelka, Director of Finance
Allison Chance, Assistant Finance Director
Wendy Grant, City Planning Commission
Barbara Herman-Cozart, Housing Coordinator
Richard Krause, City Engineer
Debora Mallin, City Council President
John Marelli, Building Commissioner
Phil Saunders, Member Civil Service Commission
Wayne Urban, President of the Bedford Heights Chamber of Commerce
Cindy Vecchio, Bedford School Board Member
Bob Zwick, Chairman of the Board of Zoning Appeals

CITY OF BEDFORD HEIGHTS MASTER PLAN

Question #1: What have been the major guiding principles or factors for determining how the City of Bedford Heights has developed in the past?

Priority Ranking (the weighted score is in parenthesis)

- 1st The City's proximity to the interstate highway system, such as I-271 and 480, as well as its proximity to other non-interstate business corridors such as Rockside and Richmond Roads (55).
- 2nd The City's past and present zoning policies, especially the decision to zone and let develop the northern third of the City for industry (43).
- 3rd The successful passage of numerous school levies and the positive attitudes of the community and schools in working together for the common good (26).
- 4th The strong tax base created by revenues generated from local income and property taxes (25).
- 5th The decisions by Bedford Heights officials to establish its own local housing, economic development and engineering departments to oversee development (23).
- Tied** 6th The uniqueness of the City's sanitary sewer system (22).
- 6th The City's reputation as a bedroom community with high quality single-family housing which is both affordable and available to the middle and work classes (22).
- 8th The replacement of negative attitudes towards local government with more positive attitudes in the 1970's and 1980's (18).
- 9th Today's citizens' long range scope and vision towards its community (11).
- 10th The larger lot sizes in Bedford Heights have resulted in lower residential densities which in turn have reduced the level of public service costs to less than what is found in some of the City's surrounding communities (10).
- 11th The shift of the region's population as people have moved out of Cleveland and its inner ring of suburbs to live in Bedford Heights and other more suburban communities (9).
- Tied** 12th The negativity towards its public schools adversely affected both the schools and the community in the 1970's (7).
- 12th The community has been affected by the rise and fall of both the regional and national economies (7).

CITY OF BEDFORD HEIGHTS MASTER PLAN

- 14th The community's quietness and serenity (2).
- Tied** 15th The community received its share of development as a result of the spill over of suburbanization from abutting and neighboring communities (1).
- 15th The enactment of point-of-sale inspections for residential buildings in 1976 (1).

Question #2: What are the strengths of the City of Bedford Heights?

- 1st The leadership of the City's Mayor and Council (65).
- 2nd The City's excellent ratio of local taxes to services provided (47).
- 3rd The City's excellent access to freeways (39).
- 4th The City's excellent safety (police, fire and emergency rescue) forces (32).
- 5th The City's relatively low taxes (25).
- 6th The City's quality of housing (22).
- 7th The City's strong, stable and diverse business community (19).
- 8th The community's schools and quality of education (19).
- 9th The strength and leadership found in the City's municipal departments (18).
- 10th The diversity of its residential population (11).
- 11th The young age or newness of the City's infrastructure (8).
- 12th The strong support for community activities (8).
- 13th The City's strong intergovernmental relationships at the state, regional and local levels (3).
- 14th The pride of home ownership by its residents (2).
- 15th The community's attitude of taking care of its senior citizens (1).

CITY OF BEDFORD HEIGHTS MASTER PLAN

Question #3: What are the current and future problems or difficulties which confront the Community?

- 1st The ability of the City to retain its existing businesses and tax base (60).
- 2nd Maintaining the City's racial balance and diversity (45).
- 3rd Controlling the City's increasing crime and drug problems (37).
- 4th The limited amount of land within the City that is available for growth (34).
- 5th The City's aging infrastructure and the expected rising cost to repair this infrastructure with limited public funds (33).
- 6th Maintaining the quality and reputation of the public school system (29).
- 7th Maintaining the quality of leadership in municipal government (23).
- 8th The overcrowded conditions in some of the City's residences (18).
- 9th Interpreting and enforcing the city's vague zoning laws (13).
- 10th Finding the center of the community or the need to establish a town square (7).
- 11th Finding a place to dispose of the community's solid waste (6).
- 12th Maintaining the aging residential structures within the City (5).
- 13th Traffic congestion, especially on the City's main commercial and industrial corridors (4).
- 13th Gaining community support for the funding of civic institutions (schools, local government, etc.) (4).
- 15th The need to provide modern housing styles and types within the City (3).
- 16th The need to provide increased services to an aging population (2).

Tied

Appendix B

1997 Retail Commercial Inventory

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address		Name of Business	Floor Area
A2 Other Food			
23930	AURORA RD	Pal's Drive-In	1,166
24565	AURORA RD	Venice Spumoni Bakery	3,450
25421	AURORA RD	Cannon Beverage	1,560
25480	AURORA RD	Shop-N-Go Supermarket	7,912
25575	AURORA RD	Donut Works	1,512
25600	AURORA RD	Dairy Mart # 5920	2,829
23820	MILES RD	Riviera Beverage	3,800
TOTAL			22,229
A3 Food Service			
23333	AURORA RD	Handlebar	1,118
23717	AURORA RD	Ugly Coyote Saloon	1,218
24932	AURORA RD	Mr. Hero	2,340
24951	AURORA RD	Saddle Inn	2,758
25626	AURORA RD	Cugino's Pizza & Ribs	1,449
25700	AURORA RD	Proud Pony	3,234
25830	AURORA RD	Perkins Beverage & Deli	2,277
24232	MILES RD	Mr. Pat's Lounge	5,040
25380	MILES RD	Winking Lizard Tavern	9,560
25440	MILES RD	Hot Wings Cafe	4,464
25540	MILES RD	Crazy Horse Saloon	10,385
25680	MILES RD	McDonald's Restaurant	2,726
25772	MILES RD	Sandwichcraft	1,457
5095	NORTHFIELD RD	White Castle	2,166
5125	NORTHFIELD RD	Rally's Hamburgers	1,893
5309	NORTHFIELD RD	Best Gyros	2,309
5445	NORTHFIELD RD	Arby's	3,456
24801	ROCKSIDE RD	Jimmy's	5,000
25201	ROCKSIDE RD	Burger King	2,400
	WESTLAWN RD	Scores Bar & Grille	3,162
TOTAL			68,412
A5 Other Convenience Goods			
25480	AURORA RD	Aurora Music & Video	7,912
25610	AURORA RD	Mr. Bud's Florist	2,898
25780	MILES RD	Alexander's Flowers	4,891
5225	NORTHFIELD RD	Diamond Video	3,440
5285	NORTHFIELD RD	Blonder's Paint & Wallpaper	3,000
TOTAL			22,141
A6 Convenience Services			
23804	AURORA RD	Charl-Michael Hair Fashion	1,100
25421	AURORA RD	Excel-Television Inc.	910
25618	AURORA RD	Best Dry Cleaners/Carriage House Cleaner	2,070
25654	AURORA RD	Gerome's Barber Shop	1,380
25658	AURORA RD	Nails By Dolly	1,380
25680	AURORA RD	Jeffrey Joseph's Haircutting	672
21821	LIBBY RD	Hair Salon	3,000
21821	LIBBY RD	Design A Nail	800
23198	MILES RD	Designs by Di'Orne's	1,092
5217	NORTHFIELD RD	Dryclean USA	2,820
5311	NORTHFIELD RD	Elegant Image Nailcare Studio	986
5333	NORTHFIELD RD	Diana's Styling Salon	2,945
TOTAL			19,155

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address	Name of Business	Floor Area
B4 Other Shopping Goods		
5221 NORTHFIELD RD	PET Supplies Plus	10,062
5311 NORTHFIELD RD	Laurel Camera Inc.	2,000
5425 NORTHFIELD RD	Atlantic Gun & Tackle	5,570
TOTAL		17,632
B5 Furniture/Fixtures		
23333 AURORA RD	Consumers Heating & Plumbing	5,160
26001 AURORA RD	Carpet Barn & Tile House	17,738
25780 MILES RD	Pella Window Store	16,382
5065 NORTHFIELD RD	La Salle Interiors (Outlet Center)	11,639
5141 NORTHFIELD RD	Northfield Road Mattress	2,002
5143 NORTHFIELD RD	Southgate Glass Co.	3,840
5357 NORTHFIELD RD	B & B Appliance Co	23,290
5367 NORTHFIELD RD	La Salle Interiors	20,500
5389 NORTHFIELD RD	Kronheims Furniture	13,664
5411 NORTHFIELD RD	Regal Carpet Co.	18,600
5055 RICHMOND RD	Pearl Rug Co.	26,240
5111 RICHMOND RD	Forest City/Babin Co. Showroom	10,000
5116 RICHMOND RD	Crystal Illusions, Inc.	1,040
TOTAL		170,095
C1 New Auto/Recreation Vehicles Sales		
23105 AURORA RD	South East Harley Davidson	13,600
23165 AURORA RD	South East Golf Car Co.	2,480
25421 AURORA RD	Custom Boat Covers	910
TOTAL		16,990
C2 Used Auto Sales		
23760 MILES RD	Bedford Buggies/A & B Auto Sales	2,076
5166 RICHMOND RD	Prestige Motor Cars/Fine Motor Cars	12,420
TOTAL		14,496
C3 Auto Part Sales		
23580 MILES RD	Auto Security Center	2,000
24232 MILES RD	Custom Tint	5,040
5205 NORTHFIELD RD	Fast Signs	3,478
TOTAL		10,518
C4 Auto Repair		
22425 AURORA RD	Transmission Kings	6,636
23361 AURORA RD	Mark's Auto Body	5,664
24620 AURORA RD	Basta's Auto Service	1,920
21860 LIBBY RD	Bedford Heights Auto Service	1,713
23440 MILES RD	Bedford Hts. Collision Repair	12,285
5201 NORTHFIELD RD	Midas Muffler Shops	3,876
5297 NORTHFIELD RD	Monroe Muffler & Brake	4,725
5120 RICHMOND RD	Nici's Auto Service	12,370
26088 ROCKSIDE RD	Tire Time & Brake	3,800
25700 SOLON RD	Finn Tire Co.	22,985
TOTAL		75,974

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address		Name of Business	Floor Area
C5 Gas Stations			
21813	AURORA RD	Redi-Wash	4,212
25300	AURORA RD	Speedway	2,339
23198	MILES RD	Rapid Car Wash	2,520
5195	NORTHFIELD RD	The Car Wash	6,395
5235	NORTHFIELD RD	Lube Stop/Pennzoil	2,024
5403	NORTHFIELD RD	Step Ones Super Wash	4,800
24849	ROCKSIDE RD	Bedford Hts. Sunoco	1,980
TOTAL			24,270
D1 Enclosed Amusements			
24775	AURORA RD	Kings Gym	5,500
26555	RICHMOND RD	Racquet Club East	81,190
5055	RICHMOND RD	Whirly Ball	43,200
TOTAL			129,890
D2 Social Halls			
25021	ROCKSIDE RD	Mediterranean Party Center	14,025
TOTAL			14,025
E1 Hotels, etc.			
5259	NORTHFIELD RD	Royal Oak Motel	12,304
24801	ROCKSIDE RD	Ramada Inn	83,088
TOTAL			95,392
E2 Funeral Homes			
5555	BARTLETT RD	Biondo-Vito-Nero Funeral Home	10,129
TOTAL			10,129
E3 Animal Hospitals			
5035	RICHMOND RD	Veterinary Referral Clinic	4,305
TOTAL			4,305
E5 Business Services			
25636	AURORA RD	Kimco Business & Computer Supplies	1,242
24238	MILES RD	Classic Laminations	4,560
25200	MILES RD	Security & Polygraph Consulting	1,080
TOTAL			6,882
E6 Miscellaneous			
25200	MILES RD	The Brew Keeper	6,000
21990	ROY AVE	Bush Exterminating Co.	4,326
TOTAL			10,326
F1 Existing Vacant			
24948	AURORA RD	VACANT	2,340
23140	MILES RD	VACANT	1,176
23660	MILES RD	VACANT (Office space)	1,300
5145	NORTHFIELD RD	VACANT (BBQ & Seafood)	2,070
5195	NORTHFIELD RD	VACANT (Soft Cloth)	2,139
5209	NORTHFIELD RD	VACANT (Color Tile)	6,298
5291	NORTHFIELD RD	VACANT (Lube Stop)	1,110
5311	NORTHFIELD RD	VACANT (Angelo's Custom Tailor)	986
5311	NORTHFIELD RD	VACANT (upstairs office space)	6,000
5333	NORTHFIELD RD	VACANT (upstairs office space)	13,000
5333	NORTHFIELD RD	VACANT (Nutri-Systems)	1,000
TOTAL			37,419

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address	Name of Business	Floor Area
G1 Local Office		
24816 AURORA RD	State Farm Insurance	2,000
24816 AURORA RD	Ideal Ticket Agency Inc.	1,600
24946 AURORA RD	Chiropractic Center Inc.	5,800
25480 AURORA RD	Western Union	7,912
25580 AURORA RD	Regional MRI	4,608
25600 AURORA RD	Beneficial Mortgage Co.	2,772
25638 AURORA RD	Parker, Emily DDS	1,380
26200 AURORA RD	State Farm Insurance	13,406
21821 LIBBY RD	Misc. Offices	2,428
23198 MILES RD	Rapid Check Exchange	780
23198 MILES RD	Advantage Auto Ins Agency	1,092
23660 MILES RD	Misc. Offices: multi-story	6,070
24260 MILES RD	Nationwide Insurance	1,184
24340 MILES RD	The Rockwell Building (offices)	5,500
25200 MILES RD	Charles Management	1,080
5225 NORTHFIELD RD	Lakeland Temporaries	2,800
5225 NORTHFIELD RD	Akron/Cleveland Home Medical Services	3,440
5279 NORTHFIELD RD	National City Bank	3,050
5287 NORTHFIELD RD	Labor World, Cleveland	3,000
5311 NORTHFIELD RD	Misc. Offices-2nd,3rd,4th floors	9,000
5311 NORTHFIELD RD	Opti-Vision	1,650
5333 NORTHFIELD RD	ABC Check Cashing	2,945
5333 NORTHFIELD RD	Misc. Offices-2nd, 3rd, 4th floors	4,000
5435 NORTHFIELD RD	Bank One	3,312
5136 RICHMOND RD	Misc. Offices: multi-story	5,600
5198 RICHMOND RD	Allen Medical Systems	8,214
24800 ROCKSIDE RD	ACE America's Cash Express	1,218
25350 ROCKSIDE RD	Park View Federal Bank: Multi-story	15,180
TOTAL		121,021

This list includes individual business names for ground floor tenants **only**, unless otherwise noted.

All information listed on this Appendix was gathered during the summer of 1997 and does not reflect changes in building occupancy after November 17, 1997.

Appendix C

1997 Industrial Inventory

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address		Name	Square Feet	Retail Type
22801	AURORA RD	Sysco Inc.-Corporate Office	20,000	G2
23480	AURORA RD	S.E. Ross Laboratories Inc.	6,900	G2
5069	CORBIN DR	Pyramid Electric/Nyman Construction	27,813	G2
23050	MILES RD	Micronix	5,300	G2
25200	MILES RD	Misc. Industrial Offices	2,160	G2
26000	MILES RD	Beachwood Leasing Co.	2,776	G2
5136	RICHMOND RD	Palrac. Inc.	2,800	G2
5198	RICHMOND RD	Multi-Care Management	10,600	G2
5201	RICHMOND RD	Pro-Net Communications-Office	5,122	G2
5201	RICHMOND RD	El-O-Electric-Office	5,438	G2
5300	RICHMOND RD	Riser Foods-Corporate Office	49,340	G2
22101	AURORA RD	Fish Furniture	51,723	G3
22801	AURORA RD	Sysco Inc.-Distribution Ctr.	455,000	G3
23600	AURORA RD	Fox International Ltd.	27,375	G3
23800	AURORA RD	New Image Kitchen, Inc.	5,700	G3
24460	AURORA RD	Waxman Industries, Inc.	21,000	G3
24733	AURORA RD	Zavarella Construction Co.	5,500	G3
26000	CANNON RD	Havsc0 Inc.	18,681	G3
26021	CANNON RD	Seaway Lumber Co.	20,000	G3
26161	CANNON RD	Hoist Equipment Co Inc.	38,349	G3
26481	CANNON RD	Cleveland Block Co.	*	G3
26781	CANNON RD	Chevron Race Cars USA	17,652	G3
23500	CORBIN DR	Reiders Inc.	40,000	G3
23800	CORBIN DR	Sherwin Williams	31,344	G3
5060	CORBIN DR	Hirsch Electric Co.	23,328	G3
25900	FARGO AVE	New York Frozen Foods, Inc.	64,445	G3
26401	FARGO AVE	Magnus Distribution Center Inc.	163,560	G3
26800	FARGO AVE	Misc. Industrial offices/warehouses	42,000	G3
26820	FARGO AVE	Misc. Industrial offices/warehouses	57,240	G3
26840	FARGO AVE	Misc. Industrial offices/warehouses	40,000	G3
5300	MAJESTIC PKWY	Majestic Steel, Inc.	200,000	G3
6442	METRO COURT	Metro Industrial Park	22,464	G3
22900	MILES RD	Nickles Bakery	12,000	G3
22950	MILES RD	Nestle Foods	12,000	G3
23103	MILES RD	Lincare Inc.	12,840	G3
23524	MILES RD	Paley Plumbing & Heating Co.	7,200	G3
23580	MILES RD	Misc. Industrial offices/warehouses	14,000	G3
23660	MILES RD	Misc. Industrial offices/warehouses	18,000	G3
23820	MILES RD	Aqua Plumbing & Heating	3,800	G3
23860	MILES RD	Miles Executive Building	69,128	G3
23940	MILES RD	Flooring Specialities	7,800	G3
25200	MILES RD	Stovicek Heating & Air Conditioning	5,629	G3
25840	MILES RD	Tube Form Inc	22,369	G3
25840	MILES RD	Five Star Supply Co.	35,268	G3
5433	PERKINS RD	Appalachina Hardwood Lumber Co.	77,500	G3
25400	RICHMOND RD	EMJ Processing Corp.	197,000	G3
26050	RICHMOND RD	Forest City-Babin	133,400	G3
26150	RICHMOND RD	Pella Window/Gunton Corp.	100,000	G3
26201	RICHMOND RD	Misc. Industrial Offices/Warehouses	65,555	G3

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address		Name	Square Feet	Retail Type
26555	RICHMOND RD	B & B Wood Products Inc.	43,968	G3
26601	RICHMOND RD	Vidmar Inc.	22,062	G3
26691	RICHMOND RD	Communications Construction Group	31,180	G3
5020	RICHMOND RD	Misc. Industrial Offices/Warehouses	47,175	G3
5040	RICHMOND RD	Western Furniture Corp./Kravet Fabrics	23,000	G3
5075	RICHMOND RD	Buckeye Heating/Dragon Metal	*	G3
5111	RICHMOND RD	Babin Building Center	129,595	G3
5150	RICHMOND RD	Marlen Mfg. & Development Co.	20,000	G3
5180	RICHMOND RD	Carson Specialty Products	8,000	G3
5182	RICHMOND RD	Misc. Industrial offices/warehouses	9,680	G3
5186	RICHMOND RD	H. Leff Electric Co.	4,800	G3
5194	RICHMOND RD	Stoneworks Ltd.	1,600	G3
5201	RICHMOND RD	El-O-Electric-Distribution Ctr.	11,910	G3
5222	RICHMOND RD	North American Homes	1,272	G3
5300	RICHMOND RD	Riser Foods-Distribution Ctr	761,650	G3
25440	SOLON RD	Misc. Industrial Offices/Warehouses	24,000	G3
25700	SOLON RD	Fleet Wholesalers	12,000	G3
5046	TAYLOR DR	Whitehouse Construction Co.	1,120	G3
5075	TAYLOR DR	Misc. Industrial offices/warehouses	20,250	G3
5095	TAYLOR DR	Phillips-Day/ Maddock Inc.	11,484	G3
24810	WOODLINE RD	Dobos Landscaping	1,540	G3
22201	AURORA RD	Food Equipment Manufacturing	65,000	H1
22475	AURORA RD	Traub Container Corp.	125,000	H1
23480	AURORA RD	Derkk Printing Inc.	3,200	H1
23901	AURORA RD	Halex Co.	150,000	H1
25661	CANNON RD	ITT Automotive Inc.	100,000	H1
25971	CANNON RD	Iotech Inc.	35,502	H1
23350	CORBIN DR	Wolff Bros. Supply Co.	60,624	H1
23700	CORBIN DR	Nestle Print Graphics	41,040	H1
5069	CORBIN DR	Datera Co.	15,000	H1
5081	CORBIN DR	Trico Machine Products Corp.	10,000	H1
5081	CORBIN DR	Digital Connections Inc.	7,920	H1
26101	FARGO AVE	Bedford Wire	25,000	H1
26101	FARGO AVE	Anchor Fasteners	146,866	H1
26300	FARGO AVE	Diversified Brands	260,140	H1
22800	MILES RD	Public Storage	73,050	H1
23020	MILES RD	Electrodata, Inc.	11,000	H1
23440	MILES RD	Free Spirit Equipment, Inc.	18,000	H1
24236	MILES RD	Z & M Screw Machine, Inc.	1,837	H1
24236	MILES RD	Clear Fold Door, Inc.	3,000	H1
25000	MILES RD	Cleveland Coca-Cola Bottling Co.	198,000	H1
25200	MILES RD	Misc. light Industrial businesses	8,000	H1
25400	MILES RD	Kondik Advertising & Printing	12,000	H1
26300	MILES RD	American Spring Wire Corp.	402,500	H1
26800	MILES RD	Castle Metals	355,700	H1
5435	PERKINS RD	Achilles Aerospace Products	40,000	H1
5441	PERKINS RD	Wodin, Inc.	22,000	H1
5455	PERKINS RD	Loveman Steel Corp.	85,000	H1
25865	RICHMOND RD	M B Dynamics	33,000	H1
26001	RICHMOND RD	Ideal Macaroni/ American Specialty Foods	60,000	H1

CITY OF BEDFORD HEIGHTS MASTER PLAN

Address		Name	Square Feet	Retail Type
26201	RICHMOND RD	Cap Toys, Inc.	95,000	H1
26400	RICHMOND RD	Jorgensen Steel	176,043	H1
26800	RICHMOND RD	Yoder Manufacturing Co.	120,000	H1
26901	RICHMOND RD	Cabinet Center, Inc.	15,000	H1
5080	RICHMOND RD	Olympic Steel, Inc.	175,000	H1
5080	RICHMOND RD	Bedford Trucking Inc.	131,625	H1
5100	RICHMOND RD	Haylo Manufacturing Co.	8,000	H1
5120	RICHMOND RD	Discovery Corp.	12,370	H1
5130	RICHMOND RD	Buckeye Gear Co.	7,200	H1
5135	RICHMOND RD	Satellite Gear	17,680	H1
5135	RICHMOND RD	NCM Corp.	6,300	H1
5140	RICHMOND RD	Mueller Folding Box, Inc.	1,000	H1
5141	RICHMOND RD	North Coast Manufacturing	2,190	H1
5178	RICHMOND RD	Litho Graphics, Inc.	10,353	H1
5182	RICHMOND RD	Fassco, Inc.	7,000	H1
5184	RICHMOND RD	Jaymac Systems, Inc.	16,500	H1
5185	RICHMOND RD	Cardinal Fastener & Specialty	100,000	H1
5200	RICHMOND RD	S & H Industries, Inc./Keysco Tools	22,000	H1
5201	RICHMOND RD	ProNet Communications-Warehouse	3,000	H1
24300	SOLON RD	ACI Custom Cabinetry, Inc.	10,000	H1
24500	SOLON RD	Alert Stamping/ Mfg. Co.	40,000	H1
25400	SOLON RD	Technical Engineering Corp.	30,000	H1
25900	SOLON RD	Automated Packaging Systems	57,780	H1
5399	BEDFORD ST	VACANT (#791-14-43-47)	26,572	H2
26401	FARGO AVE	VACANT (#791-04-003)	87,940	H2
26840	FARGO AVE	VACANT (Mr. Coffee)	100,000	H2
	MAJESTIC PKWY	VACANT (#791-14-80,83-95)	844	H2
24700	MILES RD	VACANT (Mr. Coffee-Main)	284,000	H2
26000	RICHMOND RD	VACANT (Flexalloy)	40,788	H2
24300	SOLON RD	VACANT (#792-16-001)	52,752	H2
5030	TAYLOR DR	VACANT (791-06-016)	5,346	H2
TOTAL			7,494,047	

*Data not available

Inventory does **not** reflect any changes in building occupancy after November 15, 1997.

Appendix D

Inventory of City-Owned Land Within Bedford Heights

CITY OF BEDFORD HEIGHTS MASTER PLAN

P.P.N.	Address/Location	Current Use	Acres
1. 791 02 037	Richmond Rear Bedford Heights	Vacant	0.1
2. 791 09 020	Aurora Rear Bedford Heights	Vacant	1.44
3. 791 10 045	Libby Bedford Heights	Vacant	0.14
4. 791 14 001	Aurora Rd Bedford Heights	Vacant	0.09
5. 791 19 039	Ruth St Bedford Heights	Vacant	0.41
6. 791 21 023	Kane Rd Bedford Heights	Vacant	0.32
7. 791 21 024	Kane Rd Bedford Heights	Vacant	0.36
8. 791 21 028	Kane Rd Bedford Heights	Vacant	0.36
9. 791 21 029	Kane Rd Bedford Heights	Vacant	0.35
10. 791 22 043	Bartlett Rd Bedford Heights	Vacant	0.16
11. 791 24 012	Aurora Rd Bedford Heights	Vacant	0.24
12. 791 24 020	Libby Bedford Heights	Vacant	1.26
13. 791 24 037	Wood St Bedford Heights	Vacant	0.34
14. 791 24 039	Wood St Bedford Heights	Deten.Basin	0.34
15. 791 24 040	Wood St Bedford Heights	Deten.Basin	0.34
16. 791 24 041	Wood St Bedford Heights	Deten.Basin	0.34
17. 791 24 042	Wood St Bedford Heights	Deten.Basin	0.29
18. 791 24 043	Wood St Bedford Heights	Deten.Basin	0.61
19. 791 24 048	Wood St Bedford Heights	Deten.Basin	0.34
20. 791 24 049	Wood St Bedford Heights	Deten.Basin	0.34
21. 791 24 050	Wood St Bedford Heights	Deten.Basin	0.34
22. 791 24 051	Wood St Bedford Heights	Deten.Basin	0.34
23. 791 24 052	Wood St Bedford Heights	Deten.Basin	0.34
24. 791 24 053	Wood St Bedford Heights	Deten.Basin	0.34
25. 791 24 054	Wood St Bedford Heights	Deten.Basin	0.34
26. 791 24 055	Wood St Bedford Heights	Deten.Basin	0.34
27. 791 24 056	Wood St Bedford Heights	Deten.Basin	0.34
28. 791 24 057	Wood St Bedford Heights	Deten.Basin	0.34
29. 791 24 058	Wood St Bedford Heights	Deten.Basin	0.28
30. 791 24 059	Wood St Bedford Heights	Deten.Basin	0.18
31. 791 24 060	Wood St Bedford Heights	Deten.Basin	0.1
32. 791 24 063	Wood St Bedford Heights	Vacant	0.11
33. 791 24 072	Libby Bedford Heights	Vacant	0.22
34. 791 24 073	Libby Bedford Heights	Vacant	0.23
35. 791 24 074	Libby Bedford Heights	Vacant	0.23
36. 791 25 056	Omega Ave Bedford Heights	Vacant	0.11
37. 791 27 004	23361 Columbus Rd Bedford Hts	Vacant	3.19
38. 791 28 111	Gary Ave Bedford Heights	Vacant	0.14
39. 791 28 112	Gary Ave Bedford Heights	Utility	0.14
40. 791 28 113	Gary Ave Bedford Heights	Utility	0.14
41. 791 29 027	Bessemer Rd Bedford Heights	Vacant	0.51
42. 791 31 053	Picone Ln Bedford Heights	Vacant	0.11
43. 791-32-022	Aurora Rd Bedford Heights	Vacant	0.28
44. 791 32 023	Aurora Rd Bedford Heights	Vacant	0.77
45. 791 32 026	5615 Perkins Rd Bedford Hts	City Hall	12.28
46. 791 32 031	5625 Perkins Rd Bedford Hts	City Hall	0.46
47. 791-32-032	5635 Perkins Rd Bedford Hts	City Hall	0.46
48. 791 32 033	5645 Perkins Rd Bedford Hts	City Hall	0.46
49. 791 33 004	Perkins Rd Bedford Heights	Parking Lot	0.89
50. 791 33 006	5661 Perkins Rd Bedford Heights	City Hall	0.77

CITY OF BEDFORD HEIGHTS MASTER PLAN

P.P.N.	Address/Location	Current Use	Acres
51. 791 33 073	Willeford Ln Bedford Heights	Parking Lot	0.51
52. 792 03 003	Columbus Bedford Heights	Vacant	0.47
53. 792 05 005	Columbus Rd Bedford Heights	Vacant	0.56
54. 792 08 058	Tonbridge Ct Bedford Hts	Park Entrance	0.18
55. 792 08 059	Tonbridge Ct Bedford Hts	Park Entrance	0.07
56. 792 10 022	Randolph Rd Bedford Heights	Vacant	0.34
57. 792 10 038	Randolph & Solon Bedford Hts	Vacant	3.4
58. 792 11 147	Randolph Rd Bedford Heights	City Park	3.66
59. 792 12 090	24780 Eldridge Blvd Bedford Hts	Vacant	9
60. 792 12 091	Eldridge Blvd Rear Bedford Hts	City Park	17.54
61. 792 14 001	Sunset Rear Bedford Heights	Vacant	0.06
62. 792 17 004	25301 Solon Rd Bedford Heights	Waste Water Treatment Plant	16.67
63. 792 17 011	Eldridge & Solon Rd Bedford Hts	Vacant	1.24
64. 792 17 018	Eldridge & Solon Rd Bedford Hts	Vacant	0.65
65. 792 17 020	Eldridge Bedford Heights	Vacant	0.17
66. 792 23 001	Pau Pau Ct Bedford Heights	Vacant	24.5
67. 792 27 014	Basswood Dr Rear Bedford Hts	Metro Estates Park	2.55
68. 792 31 032	Buckthorn Rear Bedford Heights	Vacant	0.23
69. 792 31 039	Burkthorn Rear Bedford Heights	Vacant	0.21
70. 792 34 033	Woodline Rd Bedford Heights	Utility	0.64
71. 792 34 037	Buckthorn Rear Rd Bedford Hts	Vacant	0.3
72. 792 34 043	Buckthorn Rear Bedford Hts	Vacant	0.07
73. 791 30 006	5644 Perkins Rd. Bedford Hts.	Single Family Residential	1.61
74. 791-31-001	5656 Perkins Rd. Bedford Hts.	Vacant	0.32
TOTAL			117.90

Appendix E

Bedford Board of Education Properties

CITY OF BEDFORD HEIGHTS MASTER PLAN

P.P.N.	Address/Location	Current Use	Acres
1. 791-23-001	24200 Aurora Road	Aurora Upper Intermediate School	8.38
2. 791-33-002	Columbus Road	Vacant	6.05
3. 791-33-005	5771 Perkins Road	Heskett Middle School	21.96
4. 791-33-074	Columbus Rd. Rear Parcel	Vacant	2.00
5. 792-19-002	Solon Road Rear Parcel	Vacant	0.58
6. 792-19-004	School Bus Garage, 25441 Solon Road	School Bus Garage and Vacant*	1.44
7. 792-19-005	School Bus Garage, 25441 Solon Road	School Bus Garage and Vacant*	3.28
8. 792-01-002	23600 Columbus Road	Columbus Intermediate School	9.72
Total Board of Education Acreage			53.41

***NOTE:** For Permanent Parcel Nmer 792-19-004 and 792-19-005, the front portion of these two lots is occupied with buildings and parking facilities; however, the rear portions of these lots, for approximately 300 feet behind the bus garage and off-street parking areas, are vacant.

Appendix F

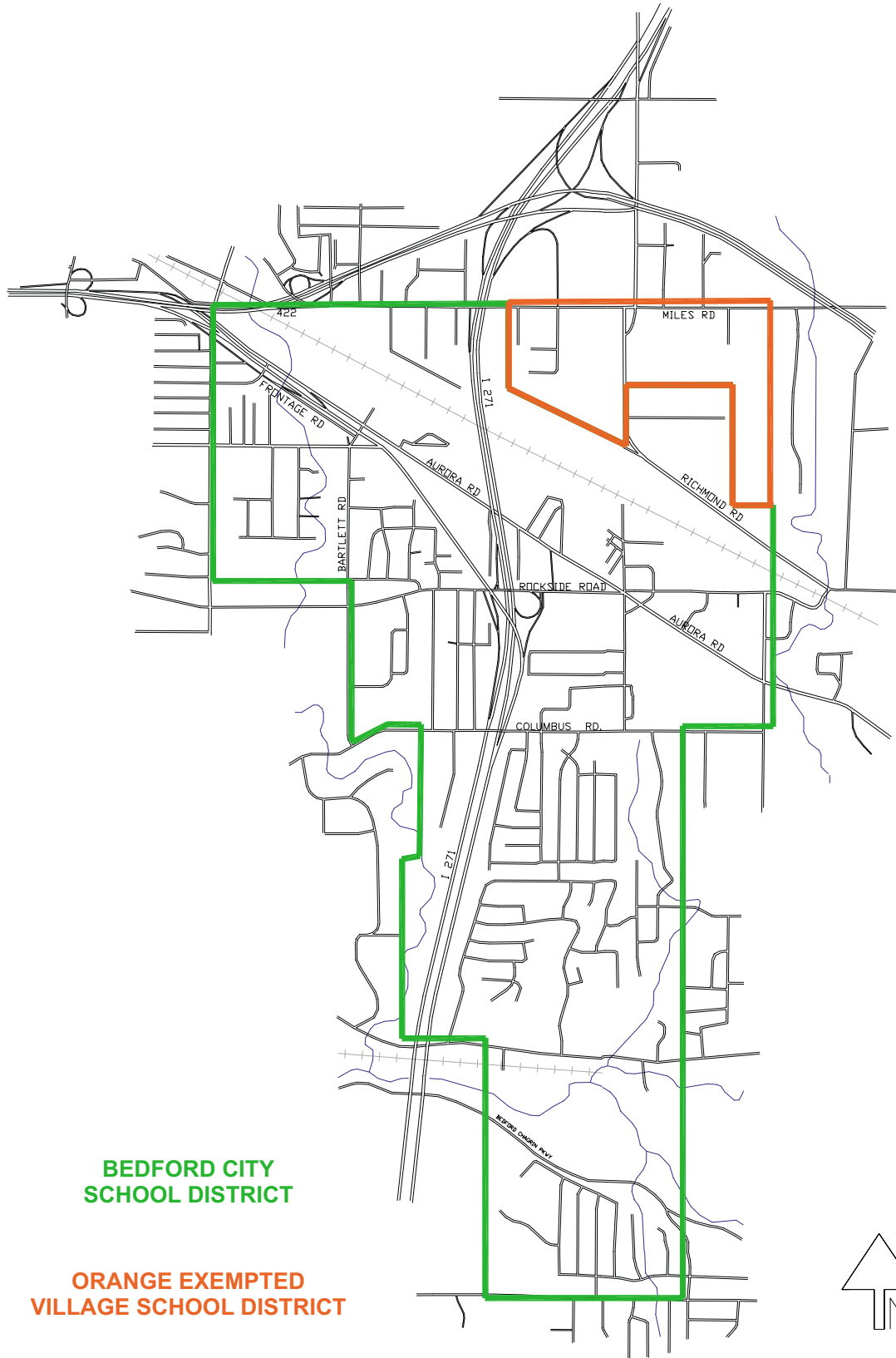
Property Tax Revenues Generated within the City of Bedford Heights for the Bedford and Orange School Districts

CITY OF BEDFORD HEIGHTS MASTER PLAN

PERSONAL (TANGIBLE) TAX REVENUES				
School District	1995	1996	1997	Three-Year Total
Bedford City S.D.	\$2,923,425	\$3,324,956	\$3,049,610	\$9,297,991
Orange Exempted Village S.D.	\$1,653,092	\$1,635,387	\$1,484,831	\$4,773,310
REAL PROPERTY TAX REVENUES				
Bedford City S.D.	\$5,324,048	\$5,916,583	\$5,930,473	\$17,171,104
Orange Exempted Village S.D.	\$851,822	\$990,841	\$1,049,751	\$2,892,414
COMBINED TOTAL PERSONAL AND REAL PROPERTY TAX REVENUES				
School District	1995	1996	Two-Year Average	
Bedford City S.D.	\$8,840,008	\$9,255,429	\$9,047,718	
Orange Exempted Village S.D.	\$2,643,933	\$2,685,138	\$2,664,535	

CITY OF BEDFORD HEIGHTS MASTER PLAN

School District Map for Bedford Heights



**BEDFORD CITY
SCHOOL DISTRICT**

**ORANGE EXEMPTED
VILLAGE SCHOOL DISTRICT**

Appendix G

Sample Ordinance to Adopt Master Plan

CITY OF BEDFORD HEIGHTS MASTER PLAN

ADOPTING THE CITY OF BEDFORD HEIGHTS MASTER PLAN, PROVIDING FOR THE PERIODIC REVIEW THEREOF, AND PROVIDING FOR THE INTEGRATION OF THE PHYSICAL DEVELOPMENT OF THE CITY THEREWITH.

BE IT ORDAINED by the Council of Bedford Heights as follows:

WHEREAS, the Master Plan Steering Committee of the City of Bedford Heights, after careful study, has recommended to this Council a Master Plan for the City of Bedford Heights; and

WHEREAS, this Council has carefully considered the Master Plan and has held a public hearing thereon and finds that said plan constitutes a suitable, logical and timely plan for the future development of the City of Bedford Heights over the ensuing ten years.

NOW, THEREFORE, BE IT ORDAINED that the document, consisting of text, maps, and charts, entitled “City of Bedford Heights Master Plan” and dated 1998, is hereby adopted as the Master Plan of the City of Bedford Heights.

ORDAINED, FURTHER, that in order that the Master Plan shall at all times be current with the needs of the City of Bedford Heights, and shall represent the best thinking of the Council, Planning Commission, and boards and commissioners and departments of the City in the light of changing conditions, the Planning Commission shall periodically review the Master Plan and recommend to the Council extensions, changes or additions to the plan which the Commission considers necessary. Should the Commission find that no changes are necessary, this finding shall be reported to the Council.

ORDAINED, FURTHER, that all matters affecting the physical development of the City shall be submitted to the Planning Commission for a report to the City Council as to conformity to the Master Plan. Such report shall be made to the Council within sixty (60) days after presentation of the matter to the Planning Commission, provided that said time may be extended by the Council. If said report is not submitted to the Council within said sixty (60) day period, or any extension thereof, the matter shall be deemed approved by said Planning Commission.