

# City of North Olmsted



## Master Plan

1992

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**PREPARED BY**

Cuyahoga County Planning Commission  
February, 1993

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# **NORTH OLMSTED MASTER PLAN**

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# **Executive Summary**

## INTRODUCTION

*The North Olmsted Master Plan* is a comprehensive guide for the long-range development of the City of North Olmsted. The Plan is the result of a thorough investigation of the physical, economic, and social factors, past and present, which have affected the development of the City and its surrounding area.

This is the first Master Plan that has been developed for North Olmsted in twenty years. This Master Plan has been prepared jointly by the North Olmsted Planning Commission, North Olmsted City officials, and the Cuyahoga County Planning Commission, the successor to the Regional Planning Commission.

The Master Plan itself is composed of nine chapters plus several appendices. The first six chapters include the plan's community goals which are the basic framework for the Master Plan, plus an inventory and assessment of the City's demographics, existing land use, existing residential, commercial and industrial development, public facilities and infrastructure.

The planning portions of the Master Plan are covered in Chapters 7-9. Chapter 7 provides a detailed look at the four major focus areas delineated for in-depth study by the North Olmsted City Planning Commission. Chapter 8 describes the Final Development Plan for the City and includes recommendations on future development for fifty-one vacant or undeveloped areas within the City. The Master Plan concludes with Chapter 9 which covers plan implementation strategies that describe how the City can successfully carry out the development recommendations found in the preceding chapters of the Master Plan. This Executive Summary has been prepared in order to provide readers with an overview of the Plan, including its key findings and recommendations, in an abbreviated format.

It is important to remember that the Master Plan is to serve as a **guide** for the future growth of the City. Thus, all intended land developments by either public or private interests should be guided by the Master Plan and should conform to the principles of the Plan. Notwithstanding the above tenets, the Master Plan should not be regarded as a rigid set of rules, but rather a flexible guide. It should be reviewed periodically in the light of technological advances and changing community values and should be updated whenever conditions warrant.

## EXISTING CONDITIONS

### **Demographics**

A review of the demographics of the City of North Olmsted reveals trends about the community's population growth and makeup, housing, school enrollment, and tax revenue generation. This summary explains the most significant demographic trends which are occurring within the City. **It is important to note that the following trends, while descriptive of the City and its inhabitants as of the last census conducted in 1990, may not necessarily continue.** One of the main purposes of a master plan is to determine from current statistics, identifiable trends in the community and to determine what policies must be developed or altered if the trends require municipal action.

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1. If current demographic trends and densities continue, **the City of North Olmsted would be expected to reach a population of 37,800 at full development.** According to the U.S. Census Bureau, the City's population in 1990 was 34,204.
2. Up until the last official census taken in 1990, the City of North Olmsted has been growing ever since it was first incorporated in the year 1908. **However, in 1990, the Bureau of the Census reported for the first time that the City actually lost population from 1980 to 1990. The actual population lost was 2,282 people, or 6.3% of the City's population.** This drop in population reflects a regional trend among communities that have little or no land available for new residential development and is a natural consequence of the decline in birthrate, the increase in single-person households, and the decrease in persons per household.
3. At the same time that the City lost population, the Census Bureau reported that **the City's actual housing stock increased by 463 units, or 3.7% from its 1980 level. In addition, nearly 60% of all new housing units that were built in the last decade within North Olmsted have been single-family detached units rather than apartments or condominiums.**
4. As a result of both this decline in population and the increase in the number of housing units within the City, **the City's average number of persons residing in each household has declined from nearly 3 (2.96) in 1980, to 2.68 in 1990.** This trend towards fewer number of persons per household has also occurred in most other communities in Cuyahoga County, as well as nationally, and can be at least partially attributed to a national trend towards smaller families with fewer children and an increase in the number of families with only one parent.
5. **The City's population is growing older.** The average age of the residents in 1980 was 31.4 years; however, by 1990, the average age had increased to nearly 36 (35.9).
6. In particular, while the City lost population in every age category below 35 years, **its senior citizen population (people aged 65 and older) grew by nearly 43% to a total of 4419 people or nearly 13% of the City's total population.**
7. **School enrollment within the public schools of North Olmsted has shown a steady increase since 1987.** Prior to that year, public school enrollment within the City had declined from a high of 5,297 in 1982 to a low of 4,642 in 1986. The current increase in students corresponds to the national trend of increasing school enrollment caused by a large number of children that are now entering their school aged years born from parents of the post World War II baby boom population.

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### Land Use

As shown in the following table, the City of North Olmsted is now 85% developed. Previously, North Olmsted was 63% developed in 1967, and 74% developed in 1973. Thus, nearly one-fourth of North Olmsted's land area has been developed in the last twenty-five years.

Land Use	Land Area (Acres)	Percent of Total Land Area	Percent of Developed Area
<b>Residential</b>	<b>2,600</b>	<b>35.3%</b>	<b>41.4%</b>
One- and Two-Family Detached	2,411	32.8%	38.4%
Multi-Family Garden/Townhouse	164	2.2%	2.6%
Multi-Family High-Rise	25	0.3%	0.4%
<b>Community Facilities (Schools, Churches, Public Buildings)</b>	<b>187</b>	<b>2.5%</b>	<b>3.0%</b>
<b>Outdoor Recreation</b>	<b>881</b>	<b>12.0%</b>	<b>14.0%</b>
Active (1)	224	3.0%	3.6%
Passive (2)	657	8.9%	10.5%
<b>Commercial</b>	<b>518</b>	<b>7.0%</b>	<b>8.2%</b>
Retail (Less than 4 stores)	175	2.4%	2.8%
Shopping Centers (4+ stores)	218	3.0%	3.5%
Automobile Sales/Service	58	0.8%	0.9%
Office	58	0.8%	0.9%
Industry	9	0.1%	0.1%
<b>Utilities</b>	<b>72</b>	<b>1.0%</b>	<b>1.1%</b>
<b>Streets/Highways</b>	<b>2,022</b>	<b>27.5%</b>	<b>32.2%</b>
<b>Total Developed Land</b>	<b>6,280</b>	<b>85.3%</b>	<b>100.0%</b>
<b>Total Undeveloped Land</b>	<b>1,080</b>	<b>14.7%</b>	<b>-</b>
<b>Total Land Area of City</b>	<b>7,360</b>	<b>100.0%</b>	<b>-</b>

(1) City parks, recreation areas adjacent to public schools, subdivision parks, and golf courses.

(2) Metroparks.

A considerable amount of the remaining undeveloped land is either land-locked, with no street access, or consists of the undeveloped rear yards of deep, "bowling alley" residential properties along the City's major arterial streets. The two reservations of the Cleveland Metroparks, the City's two golf courses, and the City's various neighborhood and citywide parks are classified as "developed" under the category of "*Outdoor Recreation*."

As listed in the previous table, the "Residential" land use classification is the City's largest land use category with 35% of North Olmsted's land area currently being devoted to this use. Since 1973, 348 additional acres of North Olmsted has been developed for residential use. At the other end of the scale, industrial uses make up only 0.1% of the total acreage within the City.

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### Housing

In general, the City of North Olmsted presently contains a wide variety of housing types, which include the following:

- single-family homes in subdivisions built after 1960
- smaller homes in older neighborhoods built primarily along arterial and collector streets
- condominiums (single-family attached)
- apartments (garden style and high rise)

The actual number of housing units as determined by the 1990 Census within the City and their percent of the total housing stock are shown in the table below. While 73% of the City's housing stock is single-family detached, 23.5% is multi-family. This places the City near the middle of the range in terms of housing diversity when comparing housing types in eight other nearby suburbs of Cuyahoga County.

Housing Type	Total Units	Percentage
<b>Single-Family</b>	<b>9,927</b>	<b>75.9%</b>
1, Detached	9,554	73.0%
1, Attached	373	2.9%
<b>Multi-Family</b>	<b>3,070</b>	<b>23.5%</b>
2	37	0.3%
3 or 4	119	0.9%
5 to 9	598	4.6%
10 to 19	722	5.5%
20 to 49	412	3.1%
50 or more	1,182	9.0%
<b>Mobile Home or Trailer</b>	<b>5</b>	<b>0.0%</b>
<b>Other</b>	<b>79</b>	<b>0.6%</b>
<b>Total</b>	<b>13,081</b>	<b>100.0%</b>

Because most of the City's housing stock is relatively new (65% of the City's housing stock was built after 1960), and the City maintains zoning and building code enforcement programs, recent field surveys of the entire City's exterior building stock reveal that only a small percentage of its buildings have been rated as being substandard. Only 2.9% of the City's one- to three-family residences and 0.7% of the total number of multi-family units have been rated as substandard. **Another way to view this data is that over 97% of the City's single-family, two-family and three-family dwelling units, and over 99% of the City's multi-family units have been rated as having standard or better exterior conditions.**

### Commercial Development

The City of North Olmsted has one of the largest concentrations of commercial establishments in Cuyahoga County. In fact, the City has significantly more retail square footage than Cleveland's central business district. The City plays a major role among the western suburbs of Cleveland in pro-



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viding goods and services to the region. Commercial establishments in North Olmsted serve both local residents of North Olmsted as well as a regional population.

North Olmsted ranked in the top ten within Cuyahoga County in commercial and industrial growth in the 1980's. The majority of this growth was new commercial construction with an estimated valuation of \$68,350,100. New industrial construction, with an estimated value of \$80,000, comprised less than 1% of this growth.

In general, the City of North Olmsted presently contains many examples of positive development conditions in its commercial areas. Of the City's 657 commercial establishments, only 35 (5.3%) have been rated as substandard according to a field survey conducted in 1992. **Thus, nearly 95% of the City's total commercial establishments have been rated as having standard or better exterior conditions.** In addition, newer commercial, office and industrial developments contain desirable aesthetic conditions such as coordinated signage, on-site landscaping, architectural cohesion, and generous building setbacks and yards.

Yet not all of the City's commercial development is attractive. Examples of some of the City's negative aesthetic conditions include a prevalence of pole signs and a competing range of signs on buildings, especially in older retail strip centers. Other problems include above-ground utility poles and wires, traffic congestion and conflicts between pedestrian and vehicular traffic, building setbacks too close to major roads, and a lack of sufficient screening and buffering between commercial and residential uses.

### ***Commercial Market Potential***

At the present time, there are 123 acres of land now zoned for commercial uses in the City, which are currently either vacant or contain residential structures. Nearly 75% of this undeveloped or underdeveloped land is located along the most western portion of Lorain Road. Full development of the western commercially zoned land into commercial uses could have a significant impact on the City's existing commercial floor space market and traffic distribution.

**Overall, the potential for North Olmsted to remain a major regional shopping area is excellent.** Most new commercial development is currently restricted by conservative financing practices. Speculative development in unproven areas will be low. North Olmsted has an established record of attracting shoppers which adds to its desirability as a place to do business. With the expected increase in new office development occurring in the community well into the next twenty years and new residential development occurring in the neighboring communities of Olmsted Township and North Ridgeville, North Olmsted is expected to see its role as a regional shopping destination growing even larger than what it is today.

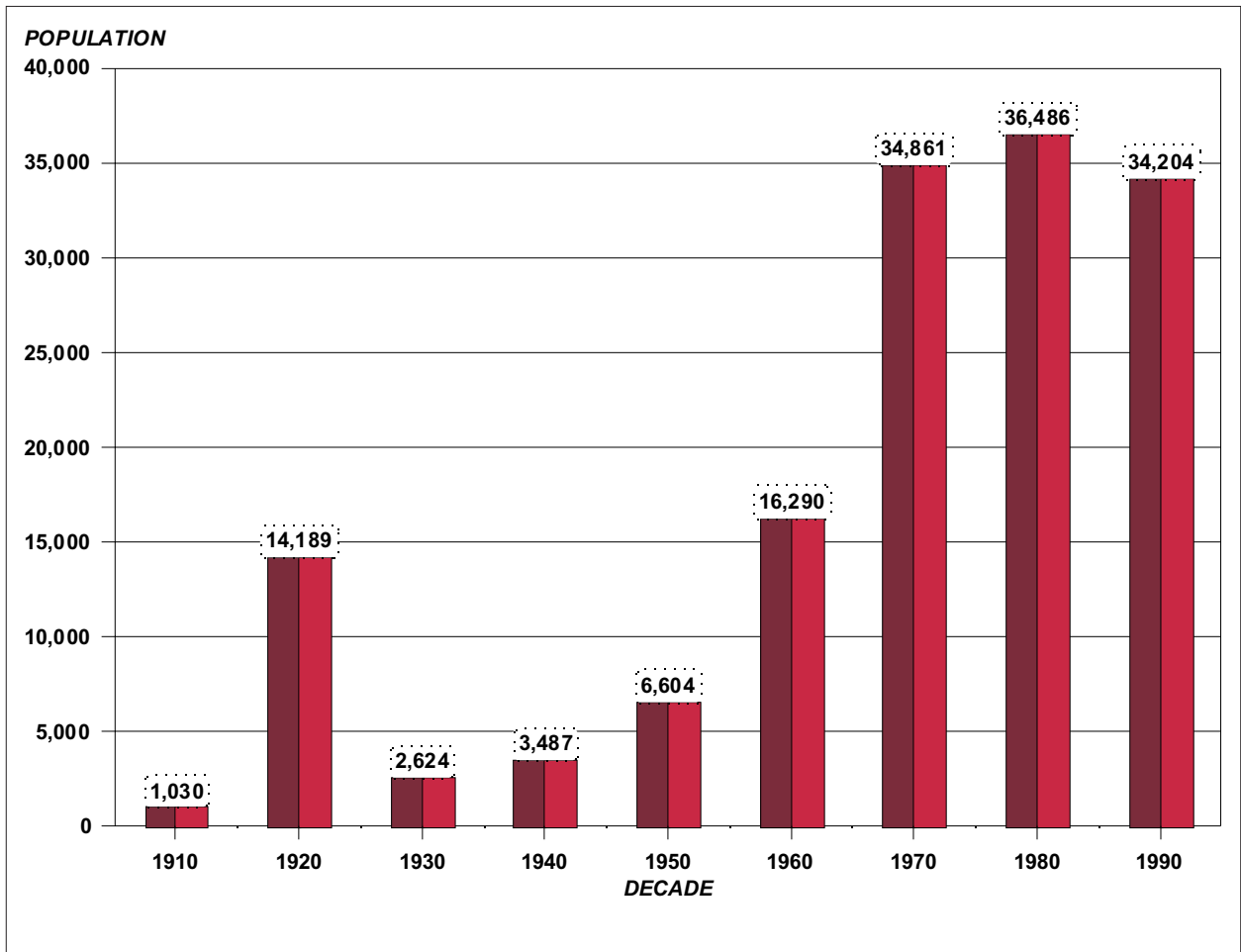
### ***Recreational Facilities***

Currently, the City of North Olmsted is fortunate to have a large supply of land set aside for recreation and green space. In total, the City has 588 acres of Metroparks Reservation land and 93.6 acres of City-owned community recreation facilities. In general, the National Recreation and Park Association (NRPA), recommends an overall total standard of 10 acres of park and recreation land for every

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### Population Growth, 1910-1990

Decade	Population	Numerical Change	Percent Change
1910	1,030		
1920	14,189	389	37.8%
1930	2,624	1,205	8.5%
1940	3,487	863	32.9%
1950	6,604	3,117	89.4%
1960	16,290	9,686	146.7%
1970	34,861	18,571	114.0%
1980	36,486	1,625	4.7%
1990	34,204	-2,282	-6.3%



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1,000 people in a community. Considering North Olmsted's community parks and the Metroparks acreage, there is approximately 20 acres of park land per 1,000 people in North Olmsted.

Nevertheless, **the City does have a shortage of community park land acreage.** Based upon the City's 1990 population, there is a need for an additional 77-180 acres of community park land. Evidence of this deficiency in community park land has been noted by the Recreation Department which has indicated a current need for more ball fields. As the population grows, this need will most likely increase also. Although the City fares well in the overall standard of 10 acres per 1,000 people, the City cannot add ball fields to the Metroparks land, therefore requiring the development of more community park land.

Population projections by CPC have estimated the population of the City in 2010 to be between 36,800 persons for a low range estimate and 38,900 persons for a high range estimate. Given these projections, there is a need for an additional 90 to 200 acres of community park land for the low range estimate and between 101 to 217 acres for the high range estimate to meet the optimal NRPA standards.

### **Schools**

The North Olmsted Public School District consists of six elementary schools, one junior high school, one senior high school, and one adult education facility. The district's enrollment of 5078 in the spring of 1992, is well below the district's capacity of 5806 students.

Therefore, the School District has no present plans for building any new schools. Nevertheless, if the City saw a dramatic increase in elementary students, the District could bring Chestnut Elementary (its Adult Education Center) back into operation as an elementary school.

## **FINAL DEVELOPMENT PLAN**

The Final Development Plan consists of three sections. The first section summarizes the development recommendations for the City's 51 largest vacant land sites. The second section of the Final Development Plan lists the key recommendations for resolving various development issues in each of the focus areas (Focus Areas A, B, C, and D) that are described in detail in the full Master Plan. The third section describes various recommendations that are even less site specific but can be applied in general to most of the City's residential and commercial areas.

### **Development Recommendations For The City's Fifty-One Largest Vacant Sites**

The Development Recommendations for the City's Fifty-one Largest Vacant Land Sites are based on input received from community officials and the findings of development impact analyses done for many of these sites. Each of the 51 vacant sites are shown on the following map and listed in the Master Plan itself in a table along with acreage, current zoning, past land use planning recommendations, and other pertinent information regarding known environmental constraints and project de-

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velopment status. The plan’s major recommendations for future development are listed under the column labeled “Best or Primary Recommended Future Land Use.” Acceptable alternative or secondary future land uses are listed under the next column so labeled to the right. The final column to the right recommends any zoning changes that might be necessary to allow for the future development of each site as recommended in the table. A summary of the land use recommendations for these 51 sites is listed in the following table:

Land Use	Acres	Percent of Available Vacant Land
RESIDENTIAL		
Single-Family	404	47.8
Multi-Family	117	13.8
COMMERCIAL		
Office	32	3.8
Retail	0	0.0
INDUSTRIAL		
INDUSTRIAL	70	8.3
RECREATIONAL		
RECREATIONAL	133	15.7
MIXED USE		
MIXED USE	89	10.6
<b>TOTAL</b>	<b>845</b>	<b>100.0</b>

As the previous table shows, the Master Plan is recommending that approximately 61% of the acreage containing the City’s 51 largest vacant sites should be developed for some sort of residential development, either single-family (47.8%) or multi-family (13.8%). Conversely, the Master Plan is suggesting that only 32 acres representing 3.8% of the total vacant acreage of these sites should be developed for commercial land uses with all of this amount being reserved for office space and none for retail.

The Final Development Plan also calls for substantial increases in recreational (133 acres) and industrial land uses (70 acres) which are two land uses that the Plan has indicated needs additional acreage. The last category, mixed use, represents a development type that combines residential, recreational, and commercial land uses in a single, unified development that typically makes residential and recreational uses the primary uses, and commercial uses such as retail businesses and offices ancillary to the primary residential uses. The Plan calls for a substantial use of this type of development (89 acres) that would result in mixed use development on major City arterials such as the western end of Lorain Road and the Great Northern/Country Club Boulevards area.

### **Focus Area Recommendations**

#### **Focus Area A**

The key recommendations for Focus Area A, which is the area that is roughly bounded by Brookpark Road and Mastick Road, east of Great Northern Boulevard, are as follows:

Keep Brookpark Road a limited access highway and only allow additional intersections and curb cuts where it would be beneficial to improving **both** traffic flow and future land development.

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Have Point-of-Access Justification Studies prepared by professional transportation engineers to determine if the two proposed interchanges are necessary at Clague Road and I-480.

Further investigate through discussions with RTA, the residents of the City, and other public and private officials, the possibility of a light rail extension to Great Northern Mall via Brookpark Road.

Encourage the development of a **world-class suburban mixed-use district** on the east side of Great Northern Mall by employing flexible mixed use zoning techniques and by making full use of the City's Community Improvement Corporation and Enterprise Zones.

Improve pedestrian and bikeway safety in this area by installing crosswalks and self-actuated pedestrian walk signals at major traffic intersections such as Great Northern Boulevard, Brookpark Road, Columbia Road and Mastick Road.

Install sidewalks along both sides of Country Club Boulevard and other arterials where they currently are lacking.

### **Focus Area B**

Focus Area B is in the north-central section of North Olmsted and is bounded by Brookpark Road to the south, Fawn Road and the City's corporation line to the north, Columbia Road to the east and Canterbury Road to the west. The key recommendations for this area are:

The City of North Olmsted should further discuss with the City of Westlake, ODOT and NOACA, the possibility of relocating S.R. 252 by constructing a 1.22 mile roadway from the intersection of Lorain Road and Great Northern Boulevard northward through predominantly undeveloped land to Columbia Road (existing S.R. 252) near its intersection with Fawn Drive/Rose Road. Include in these discussions the possibility of widening S.R. 252 from the north end of the proposed relocation to Hilliard Boulevard in the City of Westlake. Explore the possibility of relocating S.R. 252 both in conjunction with and independent of the proposed widening of Columbia Road.

Keep Brookpark Road a limited access highway and only allow additional intersections and curb cuts where it would be beneficial to improving **both** traffic flow and future land development.

Improve pedestrian safety and access to the Great Northern Mall area with additional pedestrian walkways and crosswalks where these amenities are lacking.

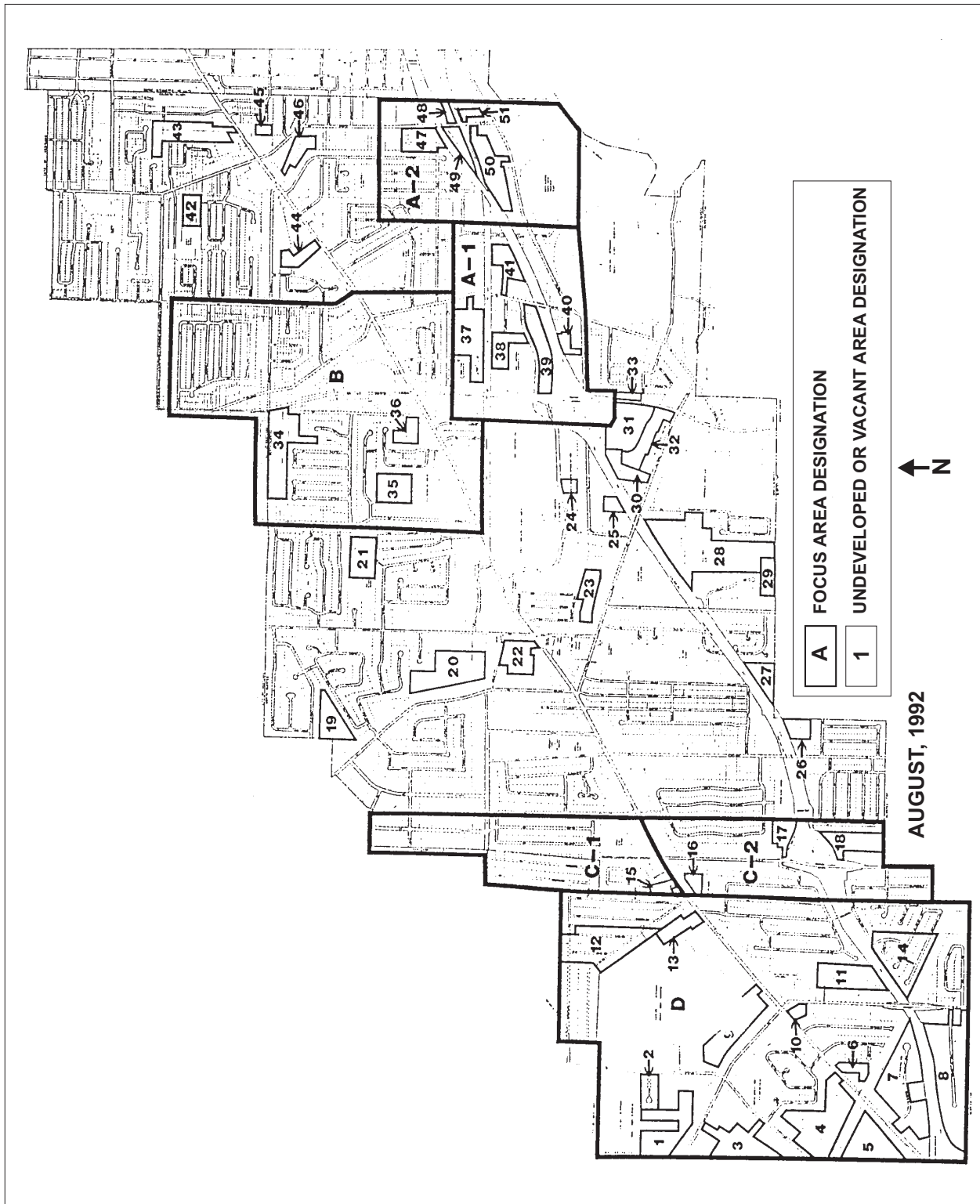
Explore the possibility of establishing a new City park at the location of the former municipal landfill (site number 34 on the Map of Undeveloped Areas).

Develop the rear undeveloped portion of the site that contains the City's recreation center for senior citizen housing and additional outdoor recreation (see Site No. 35 on the Map of Undeveloped Areas).

### **Focus Area C**

The key recommendations for Focus Area C, which is the Crocker-Stearns Road Corridor, are as follows:

Undeveloped Areas for Final Development Plan



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Install within the City limits natural landscaped mounding and/or a decorative fence or wall along both sides of the new Crocker Road extension alongside the adjacent neighborhoods.

Install either a combination pedestrian and bicycle path on at least one side of the Crocker Road extension separate from the roadway, or install sidewalks along both sides of the new street so that pedestrian and bicycle linkages are provided along the new extension of Crocker Road from Lorain Road north to the Metroparks' Bradley Woods Reservation, and further north to Westlake and Center Ridge Road.

Install safety fencing along the western boundary of Forest Elementary School where it abuts the new Crocker Road extension and install signs along this portion of the new road to alert motorists of the presence of children nearby.

Consider installing a pedestrian bridge over the new Crocker Road to link Forest School with the residential neighborhoods and the Metroparks on the west side of the roadway.

Either the City and/or the county should acquire the land remnants of lots split by the location of the new Crocker Road extension and transfer ownership of these parcels back to abutting property owners with deed restrictions that would require these parcels to remain in a natural state.

Rezone the area along both sides of Stearns Road south of Lorain Road from single-family residential to allow for higher density residential developments such as single-family cluster homes or garden apartments, or a mix of the two. Higher density residential development is more appropriate along a major arterial road than the existing single-family homes. Single-family cluster homes would have the most positive impact on the surrounding homes. The impact of the increased density of garden apartments could be mitigated through proper landscaping and buffering.

### ***Focus Area D***

The key recommendations for Focus Area D, the western most focus area, are as follows:

Promote the full development of the North Olmsted Industrial Park by encouraging the use of quality design and building materials within the Park, and the erection of new development signs within view of motorists on I-480 and along the south side of Lorain Road.

Create for the area along Lorain Road one or more additional retail business zoning classifications that would not allow commercial development of the intensity currently allowed under the City's sole General Retail zoning classification.

Consider the possibility of rezoning portions of the commercially zoned land along Lorain Road to allow for various types of residential development such as apartments, condominiums, townhomes, senior housing and cluster housing.

Also consider the possibility of rezoning a number of the larger undeveloped parcels that remain on and behind Lorain Road to allow for mixed use developments. The City's Mixed Use D zoning classification, which allows for a combination of various residential types of housing, offices and local retail, should be explored. A modified Mixed Use D or

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Mixed Use E zoning classification could be applied to those properties that do not meet the current 5-acre minimum lot size under the present Mixed Use D classification.

Establish an additional set of zoning regulations intended to regulate the conversion of residential properties into commercial properties. These zoning regulations could be applied whenever a residential property is converted to a commercial property within the City's business districts.

Rezone the area on the northwest side of Bradley Road, south of Barton Road (site #4 on the Undeveloped Areas map), from limited industry to residential use.

Consider allowing different types of single residential development such as single-family large-lot zoning and single-family cluster housing on the remaining undeveloped lands that are already zoned for single-family residences in this focus area.

Encourage expansion of the existing bicycle trail along I-480 to connect with the North Olmsted Industrial Park and to nearby residential subdivisions.

### **Non-Site Specific Residential Recommendations**

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Although the exterior condition survey reveals a very low percentage of residential structures as being substandard, it is in the City's interest to preserve its housing stock and maintain its residential character by pursuing the following housing policies:

- encourage low- and moderate-income property owners to seek low interest rehabilitation loans that may be available through the Cuyahoga County Department of Development under its CDBG funding;

- continue the enforcement of building and zoning codes;

- promote the use of the City's new Community Reinvestment Act for Tax Exemptions to make improvements to residential property; and

- promote home maintenance workshops for residents through community groups or neighborhood associations.

In addition, the City should consider the need to expand its real property maintenance code to cover residential properties, including all main and accessory buildings and structures, as well as yards.

### **Commercial Development Recommendations**

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While the condition of existing commercial development is sound, expected increased commercial market competition in the future will necessitate the need for the City to strengthen its competitive edge by maintaining its infrastructure, promoting its locational advantages, and improving the appearance of its retail districts through commercial revitalization in order to maintain its position as a regional retail destination. Likewise, the City will need to take certain actions to maintain and upgrade its local commercial businesses.

To help address the above concerns, the City of North Olmsted should consider the development of a **comprehensive streetscape improvement program** which, if properly implemented, would significantly improve the aesthetic appearance and image of the City's commercial areas and enhance the interconnectiveness of the human and physical environment. This program would place an em-



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phasis on improving the quality of life for City residents by making commercial districts more attractive to pedestrian traffic. Thus, the linkages between the City's residential neighborhoods and commercial areas would be improved, achieving more of a "sense of community."

The elimination of sign clutter, especially oversized commercial signs, certainly needs to be addressed. Other signage problems, such as allowing too many signs on a site and the elimination of pole signs, also needs to be accomplished. The City's new sign regulations, which were adopted in 1991, and which call for the amortization of all non-conforming signs by January 1, 1988, should be explained **in advance** to all merchants who would be affected by these regulations.

In addition, traffic congestion problems both on- and off-site need to be better addressed, especially inherent conflicts between pedestrians and motor vehicles. All future site plans should require applicants to submit both **motor vehicle** as well as **pedestrian circulation plans** which attempt to safely illustrate how to separate and protect pedestrian traffic from incoming and outgoing motor vehicles. All commercial properties should have sidewalks connecting their property to abutting commercial and industrial properties. In addition, on-site walkways and crosswalks should be included as part of all future site plans for commercial development projects.

In terms of improving community awareness and aesthetics, the City should consider erecting attractive "Welcome to North Olmsted" ground signs along the major arterials to the City, especially at the City's borders along Brookpark and Lorain Roads. Attractive flower, shrub, and/or evergreen plantings should complement these ground signs and be well maintained by either the City or community-minded volunteer groups. In addition, the City should undertake discussions with the utility companies that erect overhead wiring to determine how to reduce the number of above-ground utility poles and wires.

The use of buffering and landscaping is important in minimizing conflicts between adjoining incompatible land uses and in adding human scale to the urban environment. Where incompatible development continues to exist, especially when buffering and screening techniques are applied but problems continue, the City should consider other land use remedies such as rezoning parcels to a more compatible use and/or the use of conditional zoning permits.

Lastly, the City should stress during the site plan review process environmental sensitivity in and around the Great Northern Mall and the area's many adjoining and abutting offices and smaller commercial centers. This area, with its network of seven and eight lane roadways, heavy motor vehicle traffic, and vast expanses of commercial parking lots, dwarfs the human scale. A comprehensive streetscape program that includes pedestrian amenities such as brick pavers along the curbs of the major arterials along with the planting of street trees, flowers and shrubbery, and the inclusion of street furniture such as sidewalk benches, trash containers and enclosed bus shelters, can soften the vast expanse of concrete and asphalt that dominates the harsh urban landscape of North Olmsted's central shopping district.

## PLAN IMPLEMENTATION

The final Chapter of the *North Olmsted Master Plan* consists of a strategic management plan for implementing the goals and development recommendations found elsewhere in this Master Plan. It is important to realize that the City's Master Plan by itself will not bring about the recommendations contained in this report. Rather, it will take a concentrated, coordinated, and cooperative effort by local officials and citizens alike for the *North Olmsted Master Plan* to be implemented. 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 implement this Master Plan.

The following is a summary of the key goals and strategies for the proper residential, commercial, and economic development of the City. This section concludes with the goals and strategies to follow for the proper development of the City's remaining vacant land.

### **Residential Goals And Strategies**

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In order to achieve the goal of protecting the City's residential neighborhoods from commercial encroachment, the City should improve and toughen its buffering and screening requirements within its zoning code and carefully evaluate any proposed rezoning of land to non-residential use districts that would abut two or more sides of any existing residential development.

In order to preserve and maintain the quality of the City's existing housing stock, the City should:

- Promote the City's new Home Improvement Loan Subsidy program;

- Promote the City's new Community Reinvestment Act for Tax Exemptions for improvements to residential real property;

- Secure CDBG funds for upgrading qualifying residences in approved ITA locations;

- Sponsor home maintenance and repair workshops;

- Consider expanding the City's real property maintenance code to cover residential properties (buildings, accessory structures, and yards); and

- Improve the appearance of sound barriers where Interstate 480 abuts existing residential neighborhoods.

In order to provide for a wider variety of housing types and densities to ensure an adequate housing supply for all residents, the City should designate areas to be rezoned for a modified Senior Residence District and for Single-Family Cluster Zoning Districts. The City should also create a new Single-Family Large Lot Zoning District and rezone land in accordance with the recommendations found in the final development plan.

### **Commercial Development Goals And Strategies**

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In order to encourage a proper balance between future residential and commercial development, the City should create a less intensive local retail zoning district classification to allow only for local or neighborhood commercial uses and consider rezoning the western portions of Lorain Road to either this new local retail zoning district or a modified Mixed Use D zoning district.

## Executive Summary

To improve the overall aesthetic appearance of the City's commercial areas, especially along the Lorain Road Corridor, the City, in conjunction with CIC and Chamber of Commerce, should consider the development and implementation of a **streetscape improvement program** for the older commercial areas. Such a program would address the placement and type of street furniture, landscaping, and lighting along the corridor.

Other strategies that the City should consider are the design and construction of alternative new entrance signs to the City along Lorain Road, strict enforcement of the City's Real Property Maintenance Code, and signage regulations.

To achieve the goal of preserving and protecting convenient neighborhood-type shopping facilities that serve the needs of local residents, the City should promote its new Community Reinvestment Act for tax exemptions on improvements to commercial properties and secure CDBG funds for upgrading storefronts, parking lots, and streetscape amenities within identified Improvement Target Areas. In addition, the City should discourage the addition of new **regional** shopping facilities that abut residential neighborhoods.

In order to maintain the architectural integrity of residential structures which are converted to commercial establishments, the City should continue to require converted residential structures to meet the requirements of the *Ohio Basic Building Code* and should **encourage** them to comply with the requirements of the *Americans with Disabilities Act of 1990*. In addition, the City should develop new zoning regulations that require residential structures which are converted to commercial establishments along western Lorain Road to maintain their exterior appearances as residences. Other strategies to achieve this goal are to develop more stringent sign regulations governing residential conversions to commercial establishments and strict enforcement of the City's real property maintenance code.

### **Economic Development Goals And Strategies**

In order to achieve the goal of emphasizing the importance of the Great Northern Area as a regional retail and corporate center, the City should pursue the following strategies:

Encourage additional mixed use development of undeveloped areas near the mall that will attract the proper mix of both regional offices and ancillary retail services and sales.

Place a high priority in the City's annual and 5-year capital improvement programs on maintaining and improving the area's infrastructure, i.e., streets, sidewalks, traffic control signals, crosswalks, and water and sewer facilities.

Encourage the private sector to assist in the development of a marketing program that will emphasize the many assets and the central location of Great Northern Mall, the surrounding retail establishments, and the emerging regional office center.

In order to attract new industry to the City's industrial park, the City should develop a **strategic plan** that identifies the types of businesses most desired for the industrial park. Other strategies should include involving the non-profit Community Improvement Corporation in packaging tax free loans and in developing videos and brochures that promote both the City and the industrial park.

## Executive Summary

Other strategies that the City should follow include the continuation of evaluating the potential use of tax abatement for new industrial development, the strict enforcement of the City's landscaping requirements for new development in the industrial park, and assisting the landowners of the industrial park to develop a set of restrictive covenants that could be enforced by the private landowners and that would regulate the appearance and design of new buildings within the industrial park.

In order to achieve the goal of retaining the City's existing commercial and industrial businesses, the City should consider conducting an annual survey of the City's businesses that asks its owners about their attitudes and business needs, assign a single individual who would serve as a liaison from City Hall to local businesses, and continue to promote the City's tax abatement program. In addition, the City should continue to emphasize to existing businesses and to the local Chamber of Commerce the many advantages of keeping existing businesses and industries in North Olmsted through discussions and potential newsletters.

The City can achieve its goal of identifying opportunities for redevelopment of marginal uses in order to enhance its tax base by utilizing and implementing the recommendations in the Master Plan for the undeveloped industrial areas in the western portion of the City, as well as other areas identified in the *Final Development Plan* chapter of the Master Plan.

The City can achieve its goal of maximizing the stability of employment and income generation by:

- Encouraging quality industrial/office developments within the North Olmsted Industrial Park;

- Encouraging additional office development in and next to the Great Northern Technology Park; and

- Continuing to encourage state-of-the-art vocational training by the Board of Education for adults as well as students.

### **Goals And Strategies For The Proper Development Of The City's Remaining Vacant Land**

The City's remaining vacant land must be treated as a valuable resource. The City can achieve its goal of developing its vacant land in accordance with the recommendations found in the City's new Master Plan by having both the City Planning Commission and City Council formally adopt the Master Plan by passing an ordinance. Following this, recommendations found written in the Master Plan should be utilized when deciding upon proposed rezonings and site plan approvals. A third strategy for the City to follow is to *initiate* an overall Master Rezoning Study that would actually lead to the City taking the initiative in adopting new zoning district classifications and in rezoning various parcels of land, all in accordance with the recommendations that are found in the Master Plan.

In terms of realizing its goal of promoting the preservation of wetlands, floodplains, and other environmentally sensitive areas, the City should consider developing and adopting a wetlands ordinance that would involve the City more directly in the review of development sites that contain identified wetlands. Also, the City should make better use of its existing single-family cluster zoning district and encourage cluster development on sites that contain wetlands, floodplains, or other environmentally sensitive problems.

## Executive Summary

Last but not least, the City's goal of assessing existing vacant lands for their potential use as schools, parks, or recreational sites can be accomplished by requesting and encouraging the active involvement of both the school board and the City's park and recreation departments in the development and implementation of this and future master plans. In addition, the City should actively participate in the development of the Long Range Master Plan being prepared for the Cleveland Metroparks, especially as the plan relates to transportation access and new recreational facilities within the Bradley Woods and Rocky River Reservations.

# **Introduction**

## Introduction

The City of North Olmsted is located in Northeastern Ohio approximately 15 miles west of Downtown Cleveland (*see Map A*). Having celebrated its 175th year anniversary of settlement in 1990, North Olmsted has grown from a rural community of stone quarries, farms, and grist mills to the seventh largest city in Cuyahoga County.

Today, with over 34,200 residents, North Olmsted is a city of diversity and contrast. With its unique mixture of quality residential housing types ranging from quiet, tree-lined neighborhoods to high-rise apartment living, coupled with a quality public school system, excellent City services and a wide array of shopping and business opportunities, North Olmsted is a community with both small-town charm and big-city flavor.

Having been one of the fastest growing cities in the nation during the 1960's, North Olmsted is now 85% developed. However, in the past two decades, the City of North Olmsted has experienced a number of development issues which can be attributed to its increased accessibility as a major commercial retail and office center. With the completion of I-480, the City's regional shopping mall and commercial centers have an expanded regional trade area. This expanded regional trade area has generated extensive new commercial development along the City's main arterial highways, including Lorain and Brookpark Roads and Great Northern Boulevard. This commercial growth has permanently changed the City's once rural residential character into one of a more urbanized atmosphere. Today, the City of North Olmsted finds itself having the characteristics of an "edge city", that is located near the perimeter of the outward expanding Cleveland-Lorain Metropolitan Area.

Traffic congestion and the widening of several new commercial arterials have discouraged and endangered pedestrian traffic along major commercial thoroughfares. Indeed, traffic congestion and the commercial sprawl attributed to the automobile are now considered by many to be major concerns of the City of North Olmsted.

During this time of new commercial and office development growth, the City's public infrastructure is increasingly showing signs of needing extensive repair, replacement, and/or expansion to cover the increased demands placed upon it. Recreation and park facilities need to also be reviewed to determine if present facilities are still adequate for expected higher demand levels. Rising school enrollment also necessitates the need to determine if existing school buildings and facilities within the City are adequate to meet the new wave of school age children and the changing needs of education.

Housing needs to be studied to better determine if the City's changing demographic makeup, which includes smaller households, an aging population, with more senior citizens and "empty nesters", as well as more single heads of households, dual working parents, and the growing popularity of low maintenance dwelling units and yards, are currently being met by the City of North Olmsted's current housing stock. In addition, the existing condition of residential units within the City needs to be studied to determine if existing housing units are being properly maintained.

The *North Olmsted Master Plan* has been prepared to address many of these concerns, as well as to promote the orderly growth and development of the City's remaining vacant and undeveloped areas. Therefore, the *North Olmsted Master Plan* is a **comprehensive guide** for the long-range development of the City of North Olmsted. The Plan is the result of a thorough investigation of the physical,

## Introduction

economic, and social factors, past and present, which have affected the development of the City and its surrounding area.

This is the first Master Plan that has been developed for North Olmsted in twenty years. This Master Plan has been prepared jointly by the North Olmsted Planning Commission, North Olmsted City officials, and the Cuyahoga County Planning Commission. As the successor to the Regional Planning Commission, the Cuyahoga County Planning Commission has been providing services to the county's cities, villages, townships, board of county commissioners, and other governmental and not-for-profit agencies for over 46 years.

An introductory public meeting was held in July of 1991 to overview the plan development process and receive input from citizens and local officials as to the scope of the plan. The new Master Plan itself was developed over a period of eight months, beginning at the end of 1991. Monthly public meetings of the North Olmsted Planning Commission were held over this period to present and discuss the incremental development of the plan, as well as receive input from citizens, the business community, and local officials.

As now required by City Charter, a new or updated Master Plan will be prepared every four years by the North Olmsted Planning Commission. As the first Master Plan prepared in twenty years, it is important to realize that this plan does not attempt to address every issue facing the City, nor does it attempt to provide solutions to every problem. It should, however, serve as a comprehensive guide for the most important long-range development issues facing the City, as well as serve as an important tool for economic development and a useful source of information about the City.

The Master Plan itself is composed of nine chapters plus several appendices. *Chapter 1* lists the community goals which are grouped into seven overall categories and which serve as the basic framework for the Master Plan. *Chapter 2* gives a comprehensive look at the City's most up-to-date demographics, including information on population, housing, income, education, and local tax generation. *Chapter 3* gives an analysis of existing land use and development constraints, while *Chapter 4* gives an assessment of the condition of existing commercial and residential buildings and the need for alternative housing types. *Chapter 5* provides a commercial and industrial market analysis of the City, with an inventory and analysis of existing retail, office, and industrial floor space, as well as an assessment of new commercial development within the City and adjacent communities over the last five years. *Chapter 6* completes the baseline studies in the Master Plan by providing an analysis of the City's public facilities and infrastructure.

The planning portions of the Master Plan are covered in *Chapters 7-9*. *Chapter 7* provides a detailed look at the four major focus areas delineated for in-depth study by the North Olmsted City Planning Commission. *Chapter 8* describes the Final Development Plan for the City and includes recommendations on future development for fifty-one vacant or undeveloped areas within the City. The Master Plan concludes with *Chapter 9* which covers plan implementation strategies that describe how the City can successfully carry out the development recommendations found in the preceding chapters of the master plan. In addition to the Master Plan itself, the Executive Summary has been prepared in order to provide an overview of the plan, including its key findings and recommendations.





## Introduction

In concluding this brief introduction, it is important to remember that the Master Plan is to serve as a *guide* for the future growth of the City. Thus, all intended land developments by either public or private interests should be guided by the Master Plan and should conform to the principles of the Plan. Notwithstanding the above tenets, the Master Plan should not be regarded as a rigid set of rules, but rather a flexible guide. It should be reviewed periodically in the light of technological advances and changing community values and should be updated whenever conditions warrant.

## **Chapter One**

# **Community Goals**

By definition, community goals are both broad based ideals as well as long term expressions of a community's desires and aspirations. In addition, community goals are usually used to provide guidance in the planning process for developing more detailed community planning objectives and policies.

Hence, the development of community goals provides the basic framework for the preparation of the North Olmsted Master Plan, and is the first step in developing this master plan. The goals that are presented in this chapter are broad based statements that indicate, in brief, the general direction in which the City should proceed in responding to more specific development or redevelopment issues.

These goals were carefully prepared after analyzing comments received from citizens and public officials at an introductory public meeting on the Master Plan held on July 23, 1991 (see *Appendix A*). At this meeting, citizens were encouraged to discuss what they thought were the major development issues that should be addressed in the process of preparing a new citywide master plan. After public officials adopt the following community goals, the framework for conducting more detailed and strategic planning involving the attainment of specific community objectives and the establishment of public policy can be initiated.

#### ***GOALS FOR THE PRESERVATION OF RESIDENTIAL AREAS AND NEIGHBORHOODS***

- ✓ Continue to protect the city's residential neighborhoods from commercial encroachment.
- ✓ Continue to preserve and maintain the quality of the City's existing housing stock.
- ✓ Provide for a wide variety of housing types and densities to ensure an adequate housing supply for all residents, including housing for senior citizens.

#### ***GOALS FOR IMPROVING THE MANAGEMENT OF COMMERCIAL DEVELOPMENT AND CREATING A HIGHER QUALITY VISUAL ENVIRONMENT IN COMMERCIAL AREAS***

- ✓ Encourage the proper balance between residential and commercial development.
- ✓ Continue to improve the overall aesthetic appearance of the city's commercial areas, especially along the Lorain Road Corridor.
- ✓ Preserve and promote convenient neighborhood-type shopping facilities to serve the needs of local residents.
- ✓ Maintain the architectural integrity of residential structures which are converted to commercial establishments when the converted structures are surrounded by other residential structures.

***GOALS FOR ECONOMIC DEVELOPMENT AND INCREASING THE TAX BASE***

- ✓ Emphasize the importance of the Great Northern area as a regional retail and corporate center.
- ✓ Attract new industry to the city's industrial park.
- ✓ Retain the city's existing commercial and industrial businesses.
- ✓ Identify opportunities for potential redevelopment of marginal uses in order to enhance the city's tax base.
- ✓ Maximize the stability of employment and income generation by promoting the diversification of employment opportunities.

***GOALS FOR REDUCING TRAFFIC CONGESTION***

- ✓ Promote the orderly flow of traffic and the reduction of existing traffic congestion.
- ✓ Ensure orderly development around the proposed Crocker-Stearns Road connector.
- ✓ Encourage the use of public transportation and reduce the need for reliance on the automobile.
- ✓ Facilitate pedestrian traffic, especially in the areas near Great Northern Mall and along Lorain Road.

***GOALS FOR THE PROPER DEVELOPMENT OF THE CITY'S REMAINING VACANT LAND***

- ✓ Promote the preservation of wetlands, floodplains, and environmentally sensitive areas in general.
- ✓ In conjunction with the North Olmsted School District, assess existing vacant lands within the City for their potential as future school, park or recreational sites.
- ✓ Develop vacant land within the city in accordance with the recommendations found in the city's new Master Plan.

***GOALS FOR MAINTAINING AND EXPANDING THE CITY'S PUBLIC FACILITIES AND INFRASTRUCTURE***

- ✓ Continue to maintain existing public facilities and infrastructure, including:
  1. Public streets and sidewalks
  2. Public buildings
  3. Water and sewer facilities

4. Wastewater treatment plant

- ✓ Assess all of the above facilities with regard to adequacy and condition and determine if there is a need for expansion or major renovation.

***GOALS FOR MAINTAINING AND EXPANDING RECREATIONAL FACILITIES***

- ✓ Maximize the utilization of recreation facilities and programs to serve North Olmsted residents through maintenance and potential expansion.
- ✓ Identify opportunities to provide better access to recreational facilities which are compatible with community and neighborhood needs.

## **Chapter Two**

# **Demographic Analysis**

**SUMMARY**

A review of the demographics of the City of North Olmsted reveals trends about the community's population growth and makeup, housing, school enrollment, and tax revenue generation. This summary explains the twelve most significant demographic trends which are occurring within the City. It is important to note that the following trends, while descriptive of the City and its inhabitants as of the last census conducted in 1990, may not necessarily continue. One of the main purposes of a master plan is to determine from current statistics, identifiable trends in the community and to determine what policies must be developed or altered if the trends require municipal action.

1. If current demographic trends and densities continue, **the City of North Olmsted would be expected to reach a population of 37,800 at full development.** According to the U.S. Census Bureau, the City's population in 1990 was 34,204.
2. Up until the last official census taken in 1990, the City of North Olmsted had been growing ever since it was first incorporated in the year 1908. **However, in 1990, the Bureau of the Census reported for the first time that the City actually lost population from 1980 to 1990. The actual population lost was 2,282 people, or 6.3% of the City's population.** This drop in population reflects a regional trend among communities that have little or no land available for new residential development and is a natural consequence of the decline in birthrate, the increase in single-person households, and the decrease in persons per household.
3. At the same time that the city lost population, the Census Bureau reported that **the City's actual housing stock increased by 463 units or 3.7% from its 1980 level. In addition, nearly 60% of all new housing units that were built in the last decade within North Olmsted have been single-family detached units rather than apartments or condominiums.**
4. As a result of both this decline of population, and the increase in the number of housing units within the city, **the City's average number of persons residing in each household has declined from nearly 3 (2.96) in 1980, to 2.68 in 1990.** This trend towards fewer number of persons per household has also occurred in most other communities in Cuyahoga County, as well as nationally, and can be at least partially attributed to a national trend towards smaller families with fewer children and an increase in the number of families with only one parent.
5. **The City's population is growing older.** The average age of the residents in 1980 was 31.4 years; however, by 1990 the average age had increased to nearly 36 (35.9). Nevertheless, in comparison to the median age found in eight neighboring communities, North Olmsted's median age lies exactly in the middle, with four communities having a higher median age (Westlake, Olmsted Township, Fairview Park and Rocky River) and four communities



- having a lower median age (North Ridgeville, Berea, Olmsted Falls, and Brook Park).
6. In particular, while the City lost population in every age category below 35 years, **its senior citizen population (people aged 65 and older) grew by nearly 43% to a total of 4419 people or nearly 13% of the city's total population.**
  7. **The City's 1989 median per capita income of \$16,567 places it in the middle range in terms of neighboring suburban communities surveyed.** While North Olmsted's median per capita income is higher than the median per capita income for Olmsted Falls, Olmsted Township, Berea, Brook Park, and North Ridgeville, it is considerably less than the median per capita income of Rocky River, Bay Village, Westlake, and Fairview Park. Median per capita income is an important indicator to commercial retailers and others on whether a community and/or trade area can support certain services and products.
  8. In terms of housing values, the City of North Olmsted's median housing value for owner-occupied housing units was the third highest of the eight other nearby communities surveyed. **North Olmsted's 1990 median value of \$94,700 for a single-family house is over 31% higher than the median home value for all of Cuyahoga County (\$72,100).** Nevertheless, the rate of increase in median housing values from 1980 to 1990 was only 36.7% and was exceeded not only by Cuyahoga County's rate of increase, which was 38.9%, but also by five of the eight other neighboring communities surveyed. Only the cities of Berea, Brook Park, and North Ridgeville had lower percentage increases than North Olmsted.
  9. **School enrollment within the public schools of North Olmsted has shown a steady increase since 1987.** Prior to that year, public school enrollment within the City had declined from a high of 5,297 in 1982 to a low of 4,642 in 1986. The current increase in students corresponds to the national trend of increasing school enrollment caused by the large number of children that are now entering their school aged years born from parents of the post World War II baby boom population.
  10. **North Olmsted residents are becoming better educated.** In 1980, 81.3% of all City residents aged 25 and older had graduated from high school. By 1990, this figure had increased to 86% of all residents aged 25 and older. Similarly, in 1980, only 21% of the City's residents aged 25 and older had completed four or more years of college. By 1990, this figure had increased to 25%.
  11. For the past two decades (from 1970-1990), the **dominant occupational category for the City's residents has been white collar jobs in the technical,**

**sales, and administrative support category.** The second most prevalent occupational grouping has been management and the professions.

12. Income and property taxes are important and growing sources of local revenue for the City of North Olmsted. **Since 1981, the City's income tax collections have grown every year.** Nevertheless, short term projections of how much the City may realize from income taxes are clouded by the nation's current recession. **Likewise, the City's share of property taxes has also grown steadily, but could be affected in the short run by declining residential and commercial property sales brought on by the national recession.**

## INTRODUCTION

Demographic analysis is an essential part of developing a master plan for a city. It is an important tool for the community in its planning for the future and helps identify the needs of the community as a whole as well as the city's specific population groups in order that local officials can initiate or continue programs for the maximum benefit of the community.

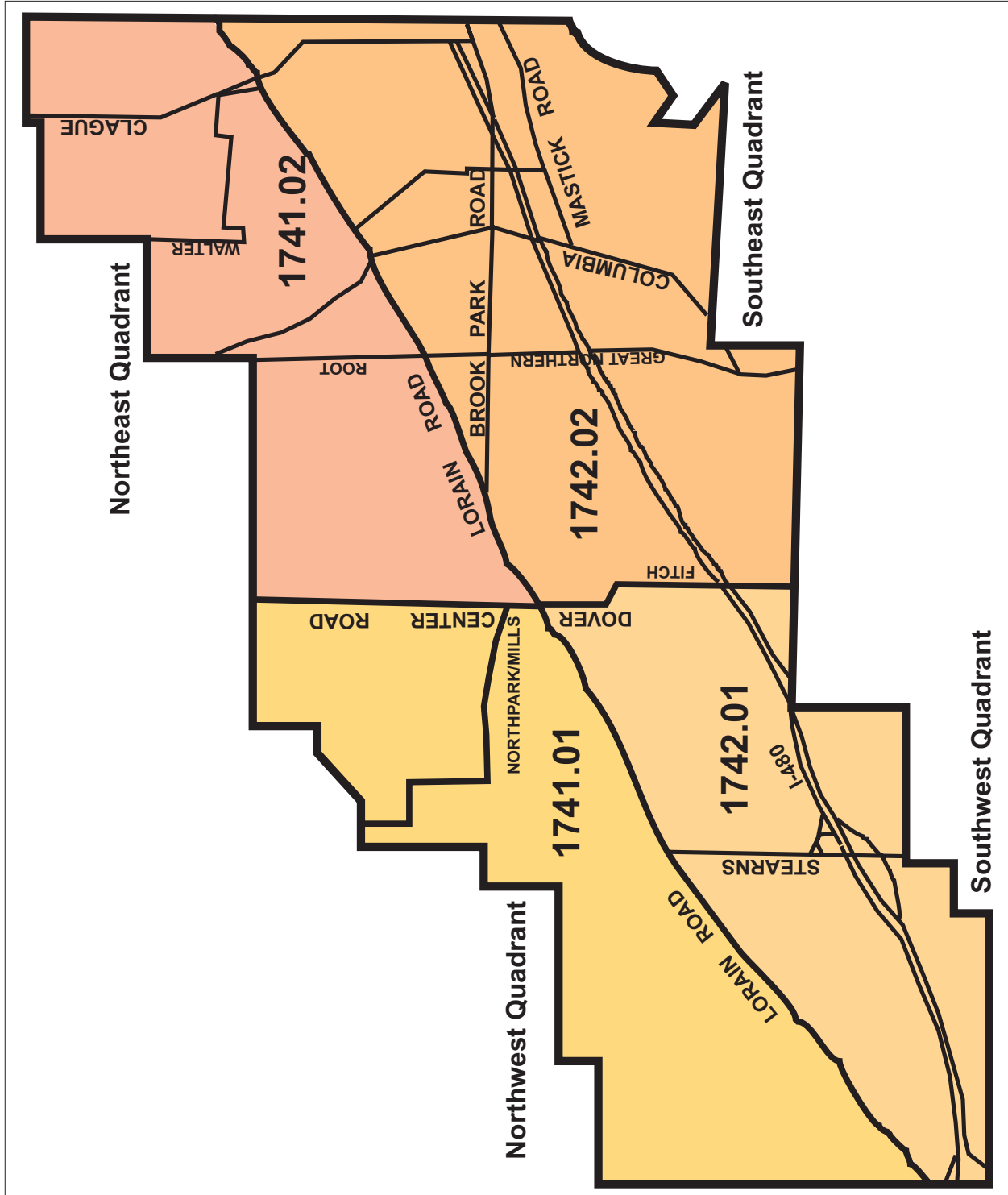
In conducting the demographic analysis study, the most current information available was utilized. Data from the 1990 census was the major source of information.

The U.S. Bureau of the Census subdivided all of the four 1980 census tracts in North Olmsted into a total of ten tracts in 1991, as listed below (see *Maps 2-1 and 2-2*).

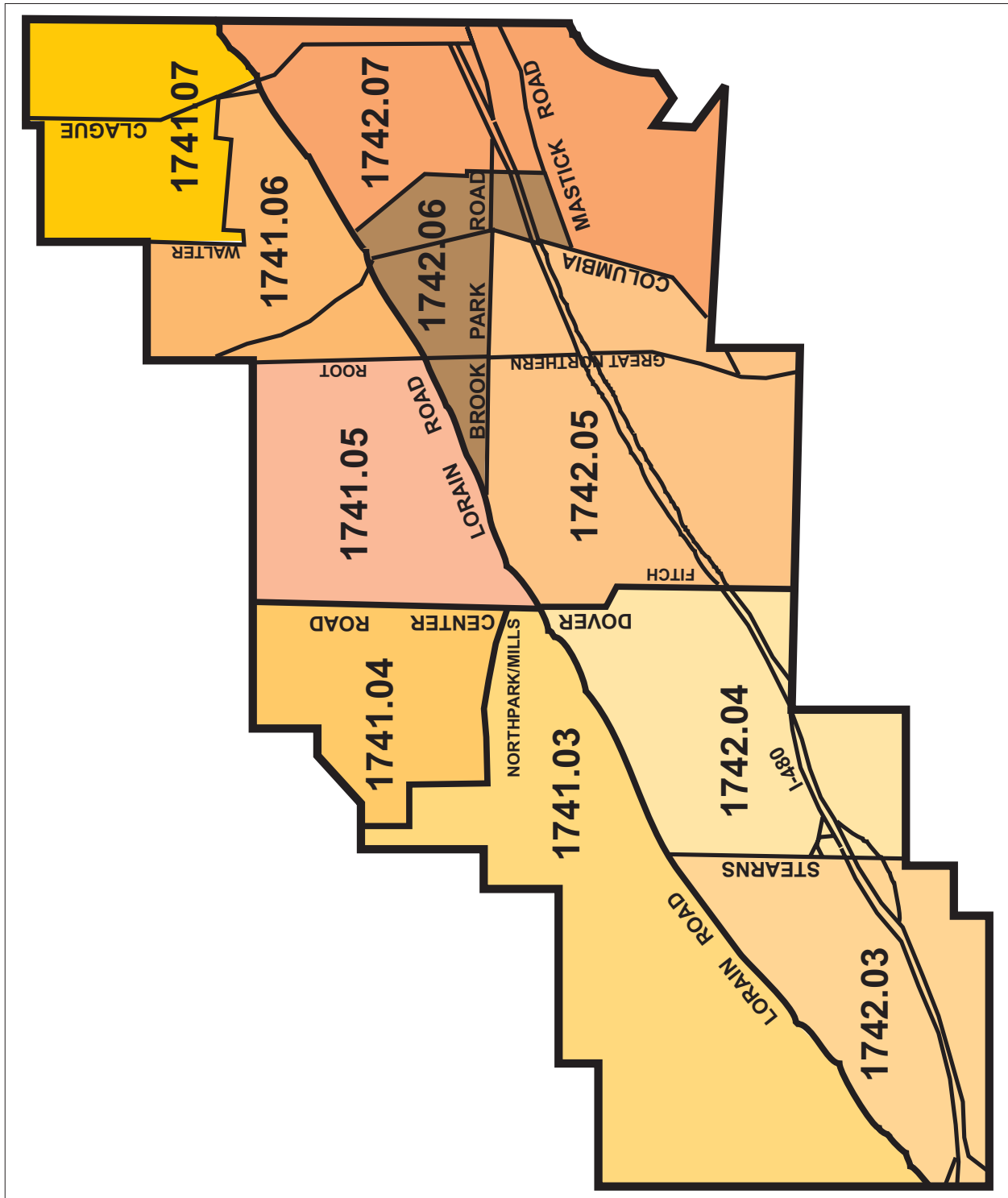
Quadrant	1980 Census Tract	1990 Census Tract
Northwest	1741.01	1741.03
		1741.04
Northeast	1741.02	1741.05
		1741.06
		1741.07
Southwest	1742.01	1742.03
		1742.04
Southeast	1742.02	1742.05
		1742.06
		1742.07

To ease the understanding and comparability of data between 1980 and 1990, this study used city quadrants instead of census tracts as the geographic level of analysis. For the purpose of this report, North Olmsted was divided into four quadrants (see *Maps 2-1 and 2-2*). Lorain Road separates the northern from the southern quadrants while Dover Center/Fitch Roads split the city into eastern and western quadrants. The northwest quadrant is delineated to the north and west by the city's corporation limits. Its eastern edge is Dover Center Road with Lorain Road marking the southern boundary. The northeast quadrant is enclosed to the north and east by the municipal boundary. Dover Center

Map 2-1, 1980 Census Tracts



Map 2-2, 1990 Census Tracts



Road and Lorain Road define its western and southern boundaries respectively. Diagonally across from the northeast quadrant is the southwest quadrant. The county line marks the western edge while the city's corporation limits serve as the southern boundary of the southwest quadrant. Lorain Road and Dover Center/Fitch Roads define the southwest quadrant's northern and eastern boundaries, respectively. The southeast quadrant is bounded by the corporation limits to the east and south while Dover Center/Fitch Roads delineates its western border. Lorain Road is the southeast quadrant's northern edge.

## POPULATION GROWTH

The first census taken after the City of North Olmsted's incorporation was in 1910, which counted 1030 residents. Subsequent censuses recorded substantial increases in the city's population, reaching a peak of 36,486 persons in 1980 (see *Table 2-1*). The largest single decade gain occurred between 1960 and 1970 when 18,571 people were added, which more than doubled the city's population base. Presently, the City has a population of 34,204.

The 1980's were the first time the City of North Olmsted as a whole showed a decrease in population, losing 2,282 (6.3%) of its residents. Nevertheless, parts of the community, specifically the northeast and the southwest quadrants, started to experience a decline in population between 1970-1980 (see *Table 2-2*). The southwest quadrant was hit hardest with the loss of 12% of its population between 1970 and 1990, followed closely by the northeast quadrant which lost 11.4% of its population during the same period of time. Currently, among the four quadrants, the northwest quadrant has the fewest number of persons (6054) living in it, while the northeast, with 11,003 people, has the most.

While some nearby communities have also lost population between 1980 and 1990, other communities experienced population growth. For example, the populations for the cities of Berea, Brook Park, Fairview Park and Rocky River have all experienced a loss of population since 1970 (see *Table 2-3*). Likewise, Cuyahoga County as a whole has lost 18% of its population since 1970. In contrast, adjacent Olmsted Township, Westlake, North Ridgeville, and nearby Olmsted Falls, all of which had considerable amounts of undeveloped land, continued to grow.

## POPULATION DENSITY AND PERSONS PER HOUSEHOLD

Accompanying the city's drop in population have been declines in population density and persons per household. Currently, the total land area covering North Olmsted is 7,433.25 acres with an average of 4.6 persons living in each acre (see *Table 2-4*). Residential occupation was densest in 1980, when there were 4.91 persons living per acre of land citywide. Historically and currently, the northwest quadrant has the least number of individuals per acre, while the opposite is true of the northeast quadrant. The presence of the Bradley Woods Reservation of the Metroparks in the northwest quadrant and the lack of any significantly large parks in the northeast quadrant help explain why these density patterns exist.

Table 2-1, Population Growth, 1910-1990

Decade	Population	Numerical Change	Percent Change
1910	1,030		
1920	14,189	389	37.8%
1930	2,624	1,205	8.5%
1940	3,487	863	32.9%
1950	6,604	3,117	89.4%
1960	16,290	9,686	146.7%
1970	34,861	18,571	114.0%
1980	36,486	1,625	4.7%
1990	34,204	-2,282	-6.3%

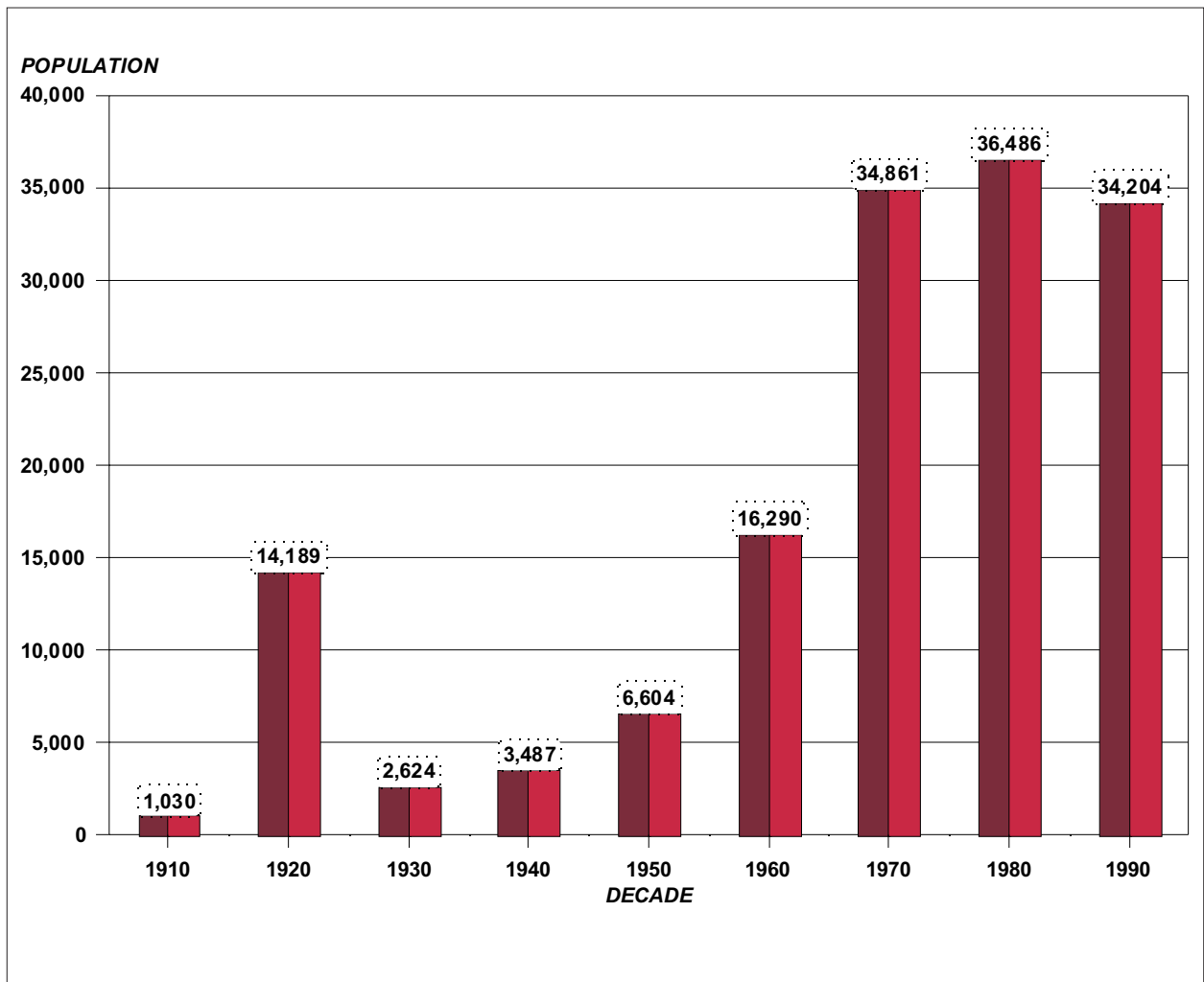


Table 2-2, Population Growth by Quadrant, 1960-1990

Quadrant	Population				Percent Change		
	1960	1970	1980	1990	1970-1990	1970-1980	1980-1990
Northwest	8,061	3,985	6,220	6,054	51.9%	56.1%	-2.7%
Northeast		12,425	11,718	11,003	-11.4%	-5.7%	-6.5%
Southwest	8,229	8,141	7,990	7,162	-12.0%	-1.9%	-11.6%
Southeast		10,310	10,558	9,985	-3.2%	2.4%	-5.7%
<b>City</b>	<b>16,290</b>	<b>34,861</b>	<b>36,486</b>	<b>34,204</b>	<b>-1.9%</b>	<b>4.7%</b>	<b>-6.7%</b>

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

Table 2-3, Population Growth, 1970-1990, City of North Olmsted and Nearby Communities

North Olmsted and Nearby Communities	Population			Population Change			
	1970	1980	1990	% 1970-90	% 1970-80	% 1970-90	# 1970-90
<b>Declining Population</b>							
Berea	22,396	19,567	19,051	-12.6%	-2.6%	-14.9%	-3,345
Brook Park	30,774	26,195	22,865	-14.9%	-12.7%	-25.7%	-7,909
Fairview Park	21,681	19,311	18,028	-10.9%	-6.6%	-16.8%	-3,653
<b>North Olmsted</b>	<b>34,861</b>	<b>36,486</b>	<b>34,204</b>	<b>4.7%</b>	<b>-6.3%</b>	<b>-1.9%</b>	<b>-657</b>
Rocky River	22,958	21,084	20,410	-8.2%	-3.2%	-11.1%	-2,548
<b>Growing Population</b>							
Olmsted Falls	2,504	5,868	6,741	134.3%	14.9%	169.2%	4,237
Olmsted Township	6,318	6,976	8,380	10.4%	20.1%	32.6%	2,062
Westlake	15,689	19,483	27,018	24.2%	38.7%	72.2%	11,329
North Ridgeville	13,152	21,522	21,564	63.6%	0.2%	64.0%	8,412
Cuyahoga County	1,721,300	1,498,400	1,412,140	-12.9%	-5.8%	-18.0%	-309,160

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

Table 2-4, Population Density by Quadrant, 1970-1990

Quadrant	Total Area in Acres	Population Density		
		1970	1980	1990
Northwest	1,799.53	2.21	3.45	3.36
Northeast	1,682.10	7.38	6.96	6.54
Southwest	1,538.28	5.29	5.19	4.66
Southeast	2,413.34	4.27	4.37	4.14
<b>North Olmsted</b>	<b>7,433.25</b>	<b>4.69</b>	<b>4.91</b>	<b>4.6</b>
	<b>(11.54 sq. miles)</b>			
Cuyahoga County	293,673.63	5.86	5.1	4.81
	<b>(456 sq. miles)</b>			

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

Household size has also steadily declined from 3.7 persons per household in 1960 to 2.68 in 1990, paralleling both nationwide and countywide trends (see *Table 2-5*). Neighborhoods in the western part of the community, where single-family housing dominates, contain more persons per housing unit than in other parts of the city. Meanwhile, areas located in the eastern half of the community tend to have smaller household sizes due to a larger concentration of multi-family dwelling structures.

Table 2-5, Persons per Occupied Housing Unit, Per Household, Per Family

Quadrant	Census Tracts	Persons per Occupied Housing Unit by Units in Structure							Persons per Household	Persons per Family
		1-Family Detached	2-Family Detached	2-Family	3/4-Family	Over 5-Family	Other			
Northwest	1741.03	3.0	1.9	2.7	2.4	1.6	1.9	2.96	3.26	
	1741.04	3.2	2.0	2.0	2.0	-	1.3	3.20	3.45	
Northeast	1741.05	3.1	3.0	-	-	-	2.0	3.08	3.31	
	1741.06	2.9	2.0	2.9	1.6	1.5	1.2	2.49	3.10	
Southwest	1742.03	3.4	2.5	2.7	-	-	2.2	3.34	3.51	
	1742.04	3.1	3.4	-	-	1.6	2.3	3.05	3.34	
Southeast	1742.05	2.8	2.0	4.0	1.3	1.7	1.8	2.11	2.89	
	1742.06	2.8	1.8	1.8	2.1	1.8	2.1	2.27	2.85	
	1742.07	2.8	2.1	2.7	2.2	1.7	2.1	2.40	3.06	
<b>North Olmsted</b>		<b>3.0</b>	<b>2.0</b>	<b>2.6</b>	<b>1.9</b>	<b>1.9</b>	<b>--</b>	<b>2.68</b>	<b>3.18</b>	
<b>Persons per Household</b>										
<b>Geography</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>						
<b>North Olmsted</b>	<b>3.70</b>	<b>3.55</b>	<b>2.96</b>	<b>2.68</b>						
Cuyahoga County	3.26	3.00	2.62	2.46						

## AGE COMPOSITION

The aging of the baby boom generation (those people born after World War II through 1965) has affected the rise in the median age nationally and locally. In 1980, the median age of people living in North Olmsted was 31.4 years, almost a year younger than that of the county (see *Table 2-6*). The reverse was evident in 1990 when the city's median age jumped to 35.9 years - a whole year older than the county's population.

Between 1980 and 1990, the city lost population in all age categories below 35 years. Although the county also lost people in many of these categories, there were increases in the 0-5 and the 25-34 groups. The city's biggest increases were in the 65-74 and the 75+ groups, totalling a 43% increase. The county only added 15% to its elderly population. *Figure 2-1* illustrates these population trends within the City of North Olmsted, as well as the difference in the number of people by sex for each age group.

In both 1980 and 1990, census data has indicated that there is a large number of elderly in the eastern section of the city. In fact, 70% of the city's population of 65 years and older lives in the two eastern quadrants. In particular, persons in this age group make up almost 16% of the southeastern quadrant.



Table 2-6, Age Composition by Quadrant, 1978-1990

Quadrant	Population	Under 5	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65-74	Over 75	Median Age	
													1980	1990
Northwest	6,054	390	455	509	473	319	739	1,034	860	596	423	256	31.8	36.4
		6.4%	7.5%	8.4%	7.8%	5.3%	12.2%	17.1%	14.2%	9.8%	7.0%	4.2%		
Northeast	11,003	685	776	795	780	577	1,596	1,798	1,394	1,108	951	543	32.0	3.7
		6.2%	7.1%	7.2%	7.1%	5.2%	14.5%	16.3%	12.7%	10.1%	8.6%	4.9%		
Southwest	7,162	459	556	616	588	431	883	1,231	960	781	458	199	30.3	35.4
		6.4%	7.8%	8.6%	8.2%	6.0%	12.3%	17.2%	13.4%	10.9%	6.4%	2.8%		
Southeast	9,985	582	568	540	557	804	1,885	1,428	1,057	975	877	712	31.3	35.4
		5.8%	5.7%	5.4%	5.6%	8.1%	18.9%	14.3%	10.6%	9.8%	8.8%	7.1%		

Age Group	North Olmsted				Cuyahoga County			
	1980		1990		1980		1990	
	#	%	#	%	#	%	#	%
Under 5	2,292	6.3	2,116	6.2	96,100	6.4	100,293	7.1
5-9	2,840	7.8	2,355	6.9	98,689	6.6	95,303	6.7
10-14	3,602	9.9	2,460	7.2	113,864	7.6	89,843	6.4
15-19	3,512	9.6	2,398	7.0	129,866	8.7	90,162	6.4
20-24	2,765	7.6	2,131	6.2	134,547	9.0	94,697	6.7
25-34	5,356	14.7	5,103	14.9	231,673	15.5	238,040	16.9
35-44	5,153	14.1	5,491	16.1	157,516	10.5	203,606	14.4
45-54	4,269	11.7	4,271	12.5	166,666	11.1	140,952	10.0
55-64	3,601	9.9	3,460	10.1	177,517	11.8	138,196	9.8
65-74	1,957	5.4	2,709	7.9	118,687	7.9	130,507	9.2
Over 75	1,139	3.1	1,710	5	73,275	4.9	90,559	6.4
Median Age	31.4		35.9		32		34.9	

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

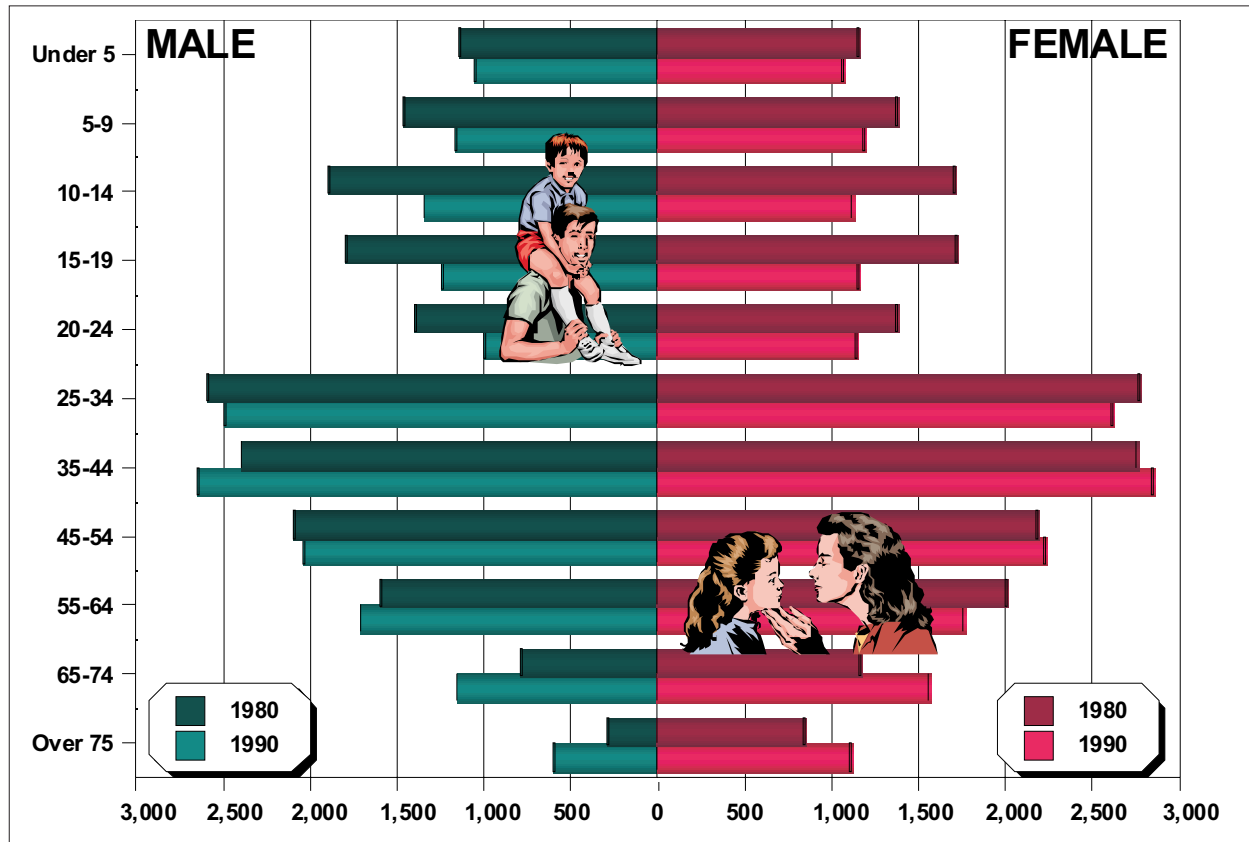
In addition, it is important to note that the eastern quadrants are also home to the majority (57%) of the city’s children, ages 0-19.

**RACE AND NATIVITY**

Historically, North Olmsted has been a relatively homogenous community. Currently, 98% of the city’s population is white with Asians and Pacific Islanders as the leading minority group (see *Table 2-7*). The most racially diverse area of the city is the southeast quadrant where almost 5% of the population is non-white.

According to the 1990 Census, 93.6% of the population of North Olmsted was born in the United States. Of the approximately 2,200 foreign-born residents, most emigrated from Europe. *Table 2-8* illustrates that the most common single ancestry group in 1990 was German, followed by Irish, English, Italian and Slovak.

Figure 2-1, Age and Sex Distribution, 1980 and 1990



Age Group	1980 Male/Female Total	1990 Male/Female Total
Under 5	2,292	2,116
5-9	2,840	2,355
10-14	3,602	2,460
15-19	3,512	2,398
20-24	2,765	2,131
25-34	5,356	5,103
35-44	5,153	5,491
45-54	4,269	4,271
55-64	3,601	3,460
65-74	1,957	2,709
Over 75	1,139	1,710

Table 2-7, Racial Composition by Quadrant, 1980-1990

Quadrant	1990 Total Population	1990					
		White	Black	Amer. Indian/ Eskimo/ Aleut	Asian/ Pacific Islander	Other	Hispanic Origin
Northwest	6,054	5,910	38	2	81	23	40
	%	97.6%	0.6%	0.0%	1.3%	0.4%	0.7%
Northeast	11,003	10,790	34	8	151	20	15
	%	98.1%	0.3%	0.1%	1.4%	0.2%	0.1%
Southwest	7,162	6,999	32	3	107	21	37
	%	97.7%	0.4%	0.0%	1.5%	0.3%	0.5%
Southeast	9,985	9,524	131	26	253	51	52
	%	95.4%	1.3%	0.3%	2.5%	0.5%	0.5%
<b>North Olmsted</b>	<b>34,204</b>	<b>33,516</b>	<b>236</b>	<b>39</b>	<b>596</b>	<b>116</b>	<b>144</b>
	%	<b>98.0%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>0.4%</b>
Cuyahoga County	1,412,140	1,025,756	350,185	2,533	18,085	15,581	31,447
	%	72.6%	24.8%	0.2%	1.3%	1.1%	2.2%
Quadrant	1990 Total Population	1980					
		White	Black	Amer. Indian/ Eskimo/ Aleut	Asian/ Pacific Islander	Other	Hispanic Origin
Northwest	6,054	6,146	9	7	46	12	49
	%	98.8%	0.1%	0.1%	0.7%	0.2%	0.8%
Northeast	11,003	11,536	29	7	121	25	90
	%	98.4%	0.2%	0.1%	1.0%	0.2%	0.8%
Southwest	7,162	7,869	24	4	59	34	43
	%	98.5%	0.3%	0.1%	0.7%	0.4%	0.5%
Southeast	9,985	10,242	119	11	140	46	114
	%	97.0%	1.1%	0.1%	1.3%	0.4%	1.1%
<b>North Olmsted</b>	<b>34,204</b>	<b>35,793</b>	<b>181</b>	<b>29</b>	<b>366</b>	<b>117</b>	<b>296</b>
	%	<b>98.1%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>0.8%</b>
Cuyahoga County	1,412,140	1,129,966	341,003	1,644	11,470	14,317	24,028
	%	75.4%	22.8%	0.1%	0.8%	1.0%	1.6%

**SOURCE:** 1990 Census of Population and Housing, STF-3A, CPH-L-81, U.S. Department of Commerce

Table 2-8, Ancestry of Persons, 190, North Olmsted and Cuyahoga County

Top Five Ancestry Groups					
Ancestry	North Olmsted		Ancestry	Cuyahoga County	
	#	%		#	%
German	13,160	38.5	German	308,777	21.9
Irish	7,789	22.8	Irish	195,721	13.9
English	4,166	12.2	English	136,217	9.6
Italian	3,679	10.8	Italian	130,779	9.3
Slovak	3,113	9.1	Slovak	112,964	8.0

**SOURCE:** 1990 Census of Population and Housing, STF-3A, CPH-L-81, U.S. Department of Commerce

### PER CAPITA INCOME AND HOUSEHOLD INCOME

As of 1989, the city's median per capita income of \$16,567 was higher than the county's and was the fourth highest among the nine communities studied (see *Table 2-9*). Between 1979 and 1989, the City of North Olmsted, in comparison to other nearby communities, experienced the fourth largest percentage increase (10.1) in per capita income once adjustments for inflation are taken into consideration.

The most recent household income data available is from the 1990 Census, which reported that in 1989, approximately 50% of the city's households had incomes of \$39,657 or higher. In comparison, the median household income for all of Cuyahoga County was only \$28,595. In 1979, the median household income for North Olmsted was \$24,393, while the median household income for all of Cuyahoga County was only \$18,009.

### EDUCATION AND SCHOOL ENROLLMENT

In 1980, 81.3% of North Olmsted residents aged 25 and older had graduated from high school, however, only 21% had completed four or more years of college (see *Table 2-10*). By 1990, these figures had increased to 86% of the residents aged 25 and older had graduated from high school and 25% had completed four or more years of college. Furthermore, census statistics illustrate that on the average, residents of North Olmsted have attained higher education levels than fellow residents of Cuyahoga County. In 1980, the southwest quadrant had a slightly higher percentage of both high school and college graduates than the other quadrants. In general, 67% of the city's students who graduated from high school at the end of the 1989-90 school year entered college.

Analysis of school enrollment data of the past decade indicates that total enrollment declined during the first few years, then steadily increased beginning in 1987 (see *Table 2-11*). The current increase in students corresponds to the national trend of increasing school enrollment caused by the large

Table 2-9, 1989 Housing Income and Per Capita Income, North Olmsted and Nearby Communities

Community	1989 Per Capita Income	1979 Per Capita Income*	Per Capita Income	
			Change	
			\$	%
Rocky River	\$25,585	\$21,429	\$4,156	19.4%
Westlake	\$24,000	\$18,339	\$5,661	30.9%
Fairview Park	\$18,768	\$17,353	\$1,415	8.2%
<b>North Olmsted</b>	<b>\$16,567</b>	<b>\$15,040</b>	<b>\$1,527</b>	<b>10.2%</b>
Olmsted Falls	\$16,252	\$15,087	\$1,165	7.7%
Olmsted Township	\$16,035	N/A	N/A	N/A
Berea	\$14,867	\$14,234	\$633	4.4%
North Ridgeville	\$14,331	\$12,957	\$1,374	10.6%
Brook Park	\$13,473	\$12,639	\$834	6.6%
Cuyahoga County	\$14,912	\$13,574	\$1,338	9.9%
Community	1989			
	Median Household Income	Median Family Income	Median Non-Family Household Income	
Rocky River	\$40,385	\$53,312	\$23,643	
Westlake	\$47,629	\$57,136	\$30,049	
Fairview Park	\$35,549	\$44,544	\$19,439	
<b>North Olmsted</b>	<b>\$39,657</b>	<b>\$45,861</b>	<b>\$22,487</b>	
Olmsted Falls	\$41,403	\$45,194	\$20,682	
Olmsted Township	\$36,239	\$44,254	\$14,875	
Berea	\$34,695	\$41,283	\$20,092	
North Ridgeville	\$41,095	\$44,221	\$21,293	
Brook Park	\$36,612	\$40,397	\$18,494	
Cuyahoga County	\$28,595	\$35,749	\$16,269	

\*The 10-year inflation factor of 1,676 was applied to the 1979 income figures.

**SOURCES:**

1. 1980 Census of Population and Housing, U.S. Department of Commerce
2. 1980 Census of Population and Housing, STF3A, CPH-L80, U.S. Department of Commerce

Table 2-10, 1980 and 1990 Educational Level

1980									
Quadrant	Persons 25 & Over	Elementary			High School		College		% of High School Graduates
		0-4 Years	5-7 Years	8 Years	1-3 Years	4 Years	1-3 Years	4 Years	
North Olmsted	21,475	144	510	887	2,472	9,009	3,924	4,529	81.3
As % of Persons 25 and Over	100.0%	0.7%	2.4%	4.1%	11.5%	42.0%	18.3%	21.1%	
Cuyahoga County	925,799	23,123	48,432	63,104	173,182	340,956	131,428	145,576	66.7
As % of Persons 25 and Over	100.0%	2.5%	5.2%	6.8%	18.7%	36.8%	14.2%	15.7%	

1990									
Quadrant	Persons 25 & Over	Elementary			High School		College		% of High School Graduates
		0-4 Years	5-7 Years	8 Years	1-3 Years	4 Years	1-3 Years	4 Years	
North Olmsted	22,767	N/A	N/A	835	2,364	7,552	6,329	5,687	86
As % of Persons 25 and Over	100.0%	N/A	N/A	3.7%	10.4%	33.2%	27.8%	25.0%	
Cuyahoga County	943,924	N/A	N/A	72,536	172,761	291,883	216,926	189,818	74
As % of Persons 25 and Over	100.0%	N/A	N/A	7.7%	18.3%	30.9%	23.0%	20.1%	

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

Table 2-11, Public School Enrollment, 1982-1991

Year	Student Enrollment (Public Schools)	% Change
1982	5,297	
1983	4,988	-5.8%
1984	4,876	-2.2%
1985	4,667	-4.3%
1986	4,642	-0.5%
1987	4,681	0.8%
1988	4,764	1.8%
1989	4,817	1.1%
1990	4,879	1.3%
1991	5,101	4.6%

Grade Level	1991 Student Enrollment	% of Total
<b>Elementary Education</b>	<b>3,210</b>	<b>53.5%</b>
Private & Parochial	901	15.0%
Kindergarten	384	6.4%
Grade 1	391	6.5%
Grade 2	381	6.3%
Grade 3	399	6.6%
Grade 4	371	6.2%
Grade 5	383	6.4%
<b>Middle School</b>	<b>1,165</b>	<b>19.4%</b>
Grade 6	401	6.7%
Grade 7	367	6.1%
Grade 8	397	6.6%
<b>High School</b>	<b>1,627</b>	<b>27.1%</b>
Grade 9	423	7.0%
Grade 10	389	6.5%
Grade 11	415	6.9%
Grade 12	400	6.7%
<b>Total Enrollment</b>	<b>6,002</b>	<b>100.0%</b>

\*The enrollment figures represent the average enrollment of the first week in October of each year.

**SOURCE:** City of North Olmsted Board of Education, January, 1992

number of children that are now entering their school aged years born from parents of the post World War II baby boom population (see *Figure 2-2*).

According to the city's Board of Education, there were 5101 students in the public schools the first week of October, 1991. The four private and Catholic elementary schools in the city had 901 students.

*Table 2-12* illustrates that total school expenditures per pupil has exceeded revenues collected per pupil since 1984.

Table 2-12, School District Financing

School Year	Total Expenditures per Pupil		Total Revenues per Pupil	
	Dollar Amount	% Change	Dollar Amount	% Change
1980-81	\$3,370	N/A	\$3,331	N/A
1981-82	\$3,603	6.9%	\$3,819	14.7%
1982-83	\$3,743	3.9%	\$3,841	0.6%
1983-84	\$3,916	4.6%	\$3,925	2.2%
1984-85	\$4,156	6.1%	\$4,069	3.7%
1985-86	\$4,394	5.7%	\$4,411	8.4%
1986-87	\$4,265	-2.9%	\$3,981	-9.7%
1987-88	\$4,184	-1.9%	\$3,976	-0.1%
1988-89	\$4,393	5.0%	\$4,253	7.0%
1989-90	\$4,990	13.6%	\$4,692	10.3%

**SOURCE:** Citizen League Research Institute, Cleveland, Ohio

## OCCUPATIONAL COMPOSITION AND JOURNEY TO WORK

For the past two decades, the dominant occupational category for the city has been “Technical, Sales, and Administrative Support” (see *Table 2-13*). The second most prevalent general occupation grouping for the city has been Management and Professional Specialty. In general, distribution of workers among the various occupation groups for the city is very similar to that of the county. In terms of selected industries, over one-quarter of North Olmsted's labor force (26.3%) is in the wholesale and retail trade industry, while 22.6% of all workers are now in professional and related services. An additional 22.6% of all workers are in the manufacturing industry. Only 135 people were listed as being workers in agriculture, forestry, and fisheries in 1990, down from 145 people in this same industry classification in 1980.

Close to 90% of the city's work force in 1980 held jobs in Cuyahoga County (see *Table 2-14*). Of these, 33.7% commuted to the City of Cleveland for work. The most popular means of travel to work, according to the 1980 Census, was the use of a private vehicle, where over 70% reported driving alone to work.



Figure 2-2, Public School Enrollment

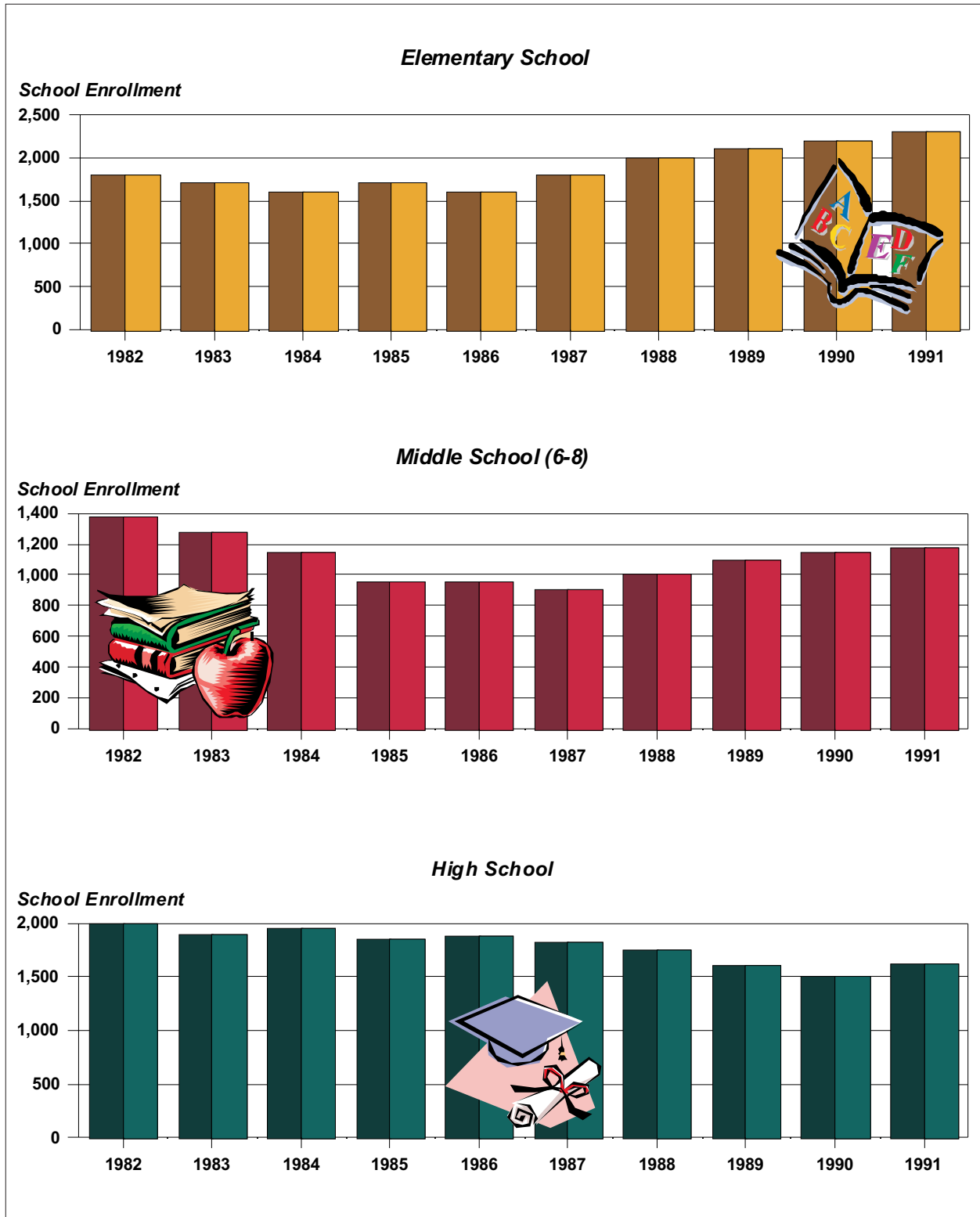


Table 2-13, 1980 and 1990 Occupation and Selected Industries

Occupational Composition	1980		1990		Change From 1980-1990	
	North Olmsted	% of Total Workers	North Olmsted	% of Total Workers	# Change	% Change
Managerial and Professional Specialty	4,829	27.6%	5,289	29.9%	460	9.5%
Technical, Sales, Administrative Support	6,575	37.5%	7,061	39.9%	486	7.4%
Service	2,006	11.5%	1,798	10.2%	-208	-10.4%
Farming, Forestry, Fishing	165	0.9%	100	0.6%	-65	-39.4%
Precision Production, Craft, Repair	2,023	11.6%	1,790	10.1%	-233	-11.5%
Operators, Fabricators, Laborers	1,913	10.9%	1,659	9.4%	-254	-13.3%
Total Employed Workers 16 Years and Over	17,511	100.0%	17,697	100.0%	186	1.1%
City of North Olmsted Selected Communities	1980		1990			
	Workers	% of Total Workers	Workers	% of Total Workers		
Agriculture, Forestry, Fisheries	145	0.8%	135	0.8%		
Mining & Construction	846	4.8%	899	5.1%		
Manufacturing	4,073	23.3%	3,995	22.6%		
Wholesale Trade	852	4.9%	944	5.3%		
Retail Trade	3,521	20.1%	3,719	21.0%		
Professional & Related Services	3,164	18.1%	4,004	22.6%		
Transportation, Communications, Public Utilities	1,380	7.9%	1,298	7.3%		

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

Table 2-14, Journey to Work, 1980

Journey to Work	North Olmsted		County
	# of Workers	% of Total Workers	% of Total Workers
Worked in Cleveland MSA	15,317	89.8%	90.1%
Cleveland Central Business District	2,244	13.2%	12.8%
Remainder of Cleveland City	3,498	20.5%	33.4%
Remainder of Cuyahoga County	9,494	55.6%	43.9%
Lake County	47	0.3%	1.8%
Medina County	34	0.2%	0.2%
Geauga County	0	0.0%	0.2%
Worked Outside Cleveland MSA	739	4.3%	2.3%
Summit County	69	0.4%	0.9%
Lorain-Elyria SMSA	537	3.1%	0.6%
Worked Elsewhere	133	0.8%	2.2%
Place of Work Not Reported	1,005	5.9%	7.6%
<b>*Total Workers</b>	<b>17,061</b>	<b>100.0%</b>	
Means of Transportation to Work	1980	1990	
	North Olmsted		
	% of Total Workers	% of Total Workers	
<b>Private Vehicle</b>			
Drive Alone	70.9%	80.9%	
Carpool	14.1%	9.5%	
Public Transportation	11.0%	4.5%	
Walked Only	1.9%	N/A	
Other Means	0.9%	0.8%	
Worked at Home	1.3%	N/A	
<b>*Total Workers</b>	<b>100.0%</b>		

\*"Total Workers" for the two tables differ because the Census Bureau used estimates based on sample data.

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

By 1990, the percentage of people traveling to work alone in a private vehicle increased to 80.9% of all workers. Meanwhile, the percentage of people who carpooled had dropped substantially from 14.1% to only 9.5%. Even more significant was the drop in percentage of total workers who utilized public transportation. In 1980, 11% of the total workers in North Olmsted rode buses and other forms of transportation to work. By 1990, this percentage had dropped by nearly 60% to only 4.5% of the total workers residing in North Olmsted.

## HOUSING UNITS GROWTH

Unlike the city's population growth, North Olmsted continues to add new residential structures, although at a lower rate than the previous decades (see *Table 2-15* and *Figure 2-3*). The housing growth rate was strongest in the northwest quadrant during the 1970-1990 time period. Nevertheless, the increase of over 460 units during the past decade represented primarily new single-family homes in the southeast and the two northern quadrants, while the southwest quadrant increased by only 11 housing units.

Figure 2-3, Housing Growth by Quadrant, 1970-1990

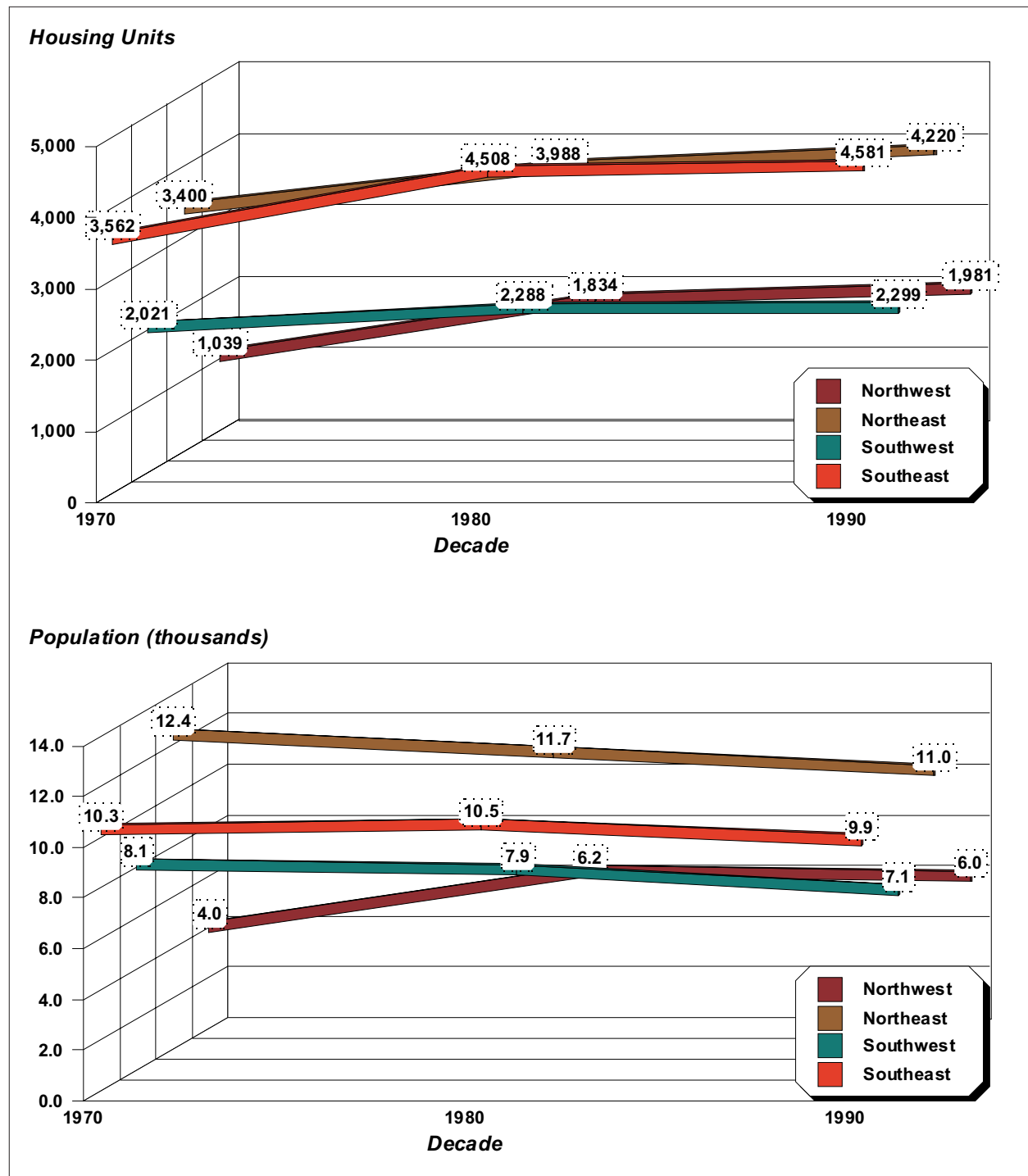


Table 2-15, Housing Growth by Quadrant, 1960-1990

Quadrant	Housing Units				Percent Change		
	1960	1970	1980	1990	1970-1990	1970-1980	1980-1990
Northwest	2,293	1,039	1,834	1,981	90.7%	76.5%	8.0%
Northeast		3,400	3,988	4,220	24.1%	17.3%	5.8%
Southwest	2,305	2,021	2,288	2,299	13.8%	13.2%	0.5%
Southeast		3,562	4,508	4,581	28.6%	26.6%	1.6%
<b>NORTH OLMSTED</b>	<b>4,598</b>	<b>1,282,816</b>	<b>1,615,104</b>	<b>1,661,287</b>	<b>29.5%</b>	<b>25.9%</b>	<b>2.9%</b>
Cuyahoga County	548,682	577,478	596,638	604,538	4.7%	3.3%	1.3%

SOURCE: Census of Population and Housing, 1960, 1970, 1980 and 1990

Table 2-16, Housing Structure Types by Quadrant, 1990

Quadrant	Single-Family		Units in 2-Family Structures	Units in 3/4-Family Structures	Units in 5/9-Family Structures	Units in 10/49-Family Structures	Units in Over 50-Family Structures	Mobile Homes, Trailers, Other	Total Units
	Detached	Attached							
Northwest	1,900	51	5	6	5	4	0	10	1,981
%	95.9%								
Northeast	3,454	84	14	16	91	304	232	25	4,221
%	81.8%								
Southwest	2,263	18	3	0	6	0	0	9	2,299
%	98.4%								
Southeast	1,937	220	15	97	496	826	950	40	4,581
%	42.3%								
<b>North Olmsted</b>	<b>9,554</b>	<b>373</b>	<b>37</b>	<b>119</b>	<b>598</b>	<b>1,134</b>	<b>1,182</b>	<b>84</b>	<b>13,082</b>
%	<b>73.0%</b>	<b>2.9%</b>	<b>0.3%</b>	<b>0.9%</b>	<b>4.6%</b>	<b>8.7%</b>	<b>9.0%</b>	<b>0.6%</b>	

SOURCE: Census of Population and Housing, 1990, Bureau of the Census, U.S. Department of Commerce

The leading type of housing structure is the single-family detached unit (see *Table 2-16*). The City’s apartments are generally concentrated in the southeast quadrant.

Of the eight nearby communities studied, North Olmsted led in the number of residential building permits issued January through November of 1991 (see *Table 2-17*). The city issued the third largest number of these permits during the previous decade.

**HOUSING CHARACTERISTICS**

Over 40% of the housing stock in the City of North Olmsted was constructed during the 1960’s (see *Table 2-18*). Two-thirds of the pre-1960 structures are located in the eastern half of the city, and in the

Table 2-17, Housing Growth, 1980-1990

North Olmsted and Nearby Communities	Housing Counts			
	1980	1990	#	%
Berea	7,053	7,242	189	2.7%
Brook Park	7,899	8,036	137	1.7%
Fairview Park	7,822	7,980	158	2.0%
<b>North Olmsted</b>	<b>12,618</b>	<b>13,081</b>	<b>463</b>	<b>3.7%</b>
Olmsted Falls	2,127	2,514	387	18.2%
Olmsted Township	2,593	3,419	826	31.9%
Rocky River	9,094	9,691	597	6.6%
Westlake	7,222	11,014	3,792	52.5%
North Ridgeville	6,777	7,305	528	7.8%

North Olmsted and Nearby Communities	Building Permits*					
	One-Family Units	2/3/4-Family Units	Over 5-Family Units	Total 1980-90 Units	1991 January-November Units	Median Sale Price of New Home Construction, 1989
Berea	87	0	178	265		\$81,450
Brook Park	41	0	0	41	16	\$63,000
Fairview Park	69	0	97	166	1	\$93,000
<b>North Olmsted</b>	<b>408</b>	<b>0</b>	<b>287</b>	<b>695</b>	<b>295</b>	<b>\$179,900</b>
Olmsted Falls	353	0	24	377	46	\$113,450
Olmsted Township	**	**	**	**	**	\$139,000
Rocky River	511	15	226	752	45	\$163,650
Westlake	1,903	112	2,241	4,256	191	\$225,600
North Ridgeville	**	**	**	**	**	**

\*Refers to construction permits; does not include demolition and razing.

\*\*Denotes data is unavailable.

**SOURCES:**

1. Census of Population and Housing, 1980 and 1990, Bureau of the Census, U.S. Department of Commerce
2. Building Permits Report, 1980-1990, U.S. Department of Commerce

Table 2-18, Year Housing Structure Built, by Quadrant

Quadrant	1939 or Earlier		1940-1949		1950-1959		1960-1969	
	#	%	#	%	#	%	#	%
Northwest	160	8.1%	115	5.8%	322	16.3%	543	27.4%
Northeast	199	4.7%	326	7.7%	1,014	24.0%	1,606	38.1%
Southwest	102	4.4%	172	7.5%	475	20.7%	1,128	49.1%
Southeast	245	5.3%	209	4.6%	769	16.8%	2,142	46.8%
<b>North Olmsted</b>	<b>706</b>	<b>5.4%</b>	<b>822</b>	<b>6.3%</b>	<b>2,580</b>	<b>19.7%</b>	<b>5,419</b>	<b>41.4%</b>
Cuyahoga County	214,315	35.5%	92,222	15.3%	125,501	20.8%	102,443	16.9%
Quadrant	1970-1980 (March)		1980-1990* (Estimate)		Total Units			
	#	%	#	%				
Northwest	694	35.0%	147	7.4%	1,981			
Northeast	843	20.0%	232	5.5%	4,220			
Southwest	411	17.9%	11	0.5%	2,299			
Southeast	1,133	24.7%	83	1.8%	4,581			
<b>North Olmsted</b>	<b>3,081</b>	<b>23.6%</b>	<b>473</b>	<b>3.6%</b>	<b>13,081</b>			
Cuyahoga County	61,850	10.2%	8,207	1.4%	604,538			

\*Estimated housing units built between April, 1980 and March, 1990.

**SOURCE:** 1980 Census of Population and Housing, Bureau of the Census, U.S. Department of Commerce

northeast quadrant in particular. In addition, close to half, or an estimated 232 new homes added after 1981, have been built in the northeast quadrant.

The 1990 Census reports housing unit occupancy at a rate of 96.8% for the city (see *Table 2-19*). Areas with high level of homeownership, such as the southwest quadrant, tend to have even higher percentages of occupancy. The western third of the southeast quadrant has approximately 53% renter occupied dwellings. This area also leads the city in housing vacancy with a rate of 7.3%.

In general, rental units, when unoccupied, remain vacant for less than two months. For-sale units tend to be vacant for a longer period of time. This is due to the more generally complex process of selling and purchasing a home.

### HOUSING VALUE, CONTRACT RENT, AND HOME SALES

Over half (55.6%) of the city's home values are in the \$50,000 to \$99,999 range, and another 38% are in the \$100,000 to \$149,999 range (see *Table 2-20*). The 1990 median value of all homes in North Olmsted was \$94,700. Homes with the highest values are concentrated in the northwest quadrant, specifically the area west of Dover Center Road and north of Mills Road/Northpark Drive. Rental

Table 2-19, Housing Occupancy Tenure and Duration of Vacancy, 1990

Quadrant	Total Housing Units	Occupied Units		Owner-Occupied		Renter-Occupied		Vacant Units	
		#	%	#	%	#	%	#	%
Northwest	1,981	1,938	97.8%	1,843	93.0%	95	4.8%	43	2.2%
Northeast	4,220	4,083	96.8%	3,579	84.8%	504	11.9%	137	3.2%
Southwest	2,299	2,270	98.7%	2,183	95.0%	87	3.8%	29	1.3%
Southeast	4,581	4,366	95.3%	2,389	52.2%	1,977	43.2%	215	4.7%
<b>North Olmsted</b>	<b>13,081</b>	<b>12,657</b>	<b>96.8%</b>	<b>9,994</b>	<b>76.4%</b>	<b>2,663</b>	<b>20.4%</b>	<b>424</b>	<b>3.2%</b>
Quadrant	Duration of Vacancy								
	For Rent Units			For Sale Units			Other Vacant Units		
	Under 2 Months	2-6 Months	Over 6 Months	Under 2 Months	2-6 Months	Over 6 Months	Under 2 Months	2-6 Months	Over 6 Months
Northwest	0	1	2	3	4	3	9	14	7
Northeast	33	39	3	5	9	3	13	12	20
Southwest	2	3	0	0	3	6	0	2	13
Southeast	110	21	13	5	1	13	29	6	17
<b>North Olmsted</b>	<b>145</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>17</b>	<b>25</b>	<b>51</b>	<b>34</b>	<b>57</b>

SOURCE: Census of Population and Housing, 1990, Bureau of the Census, U.S. Department of Commerce



Table 2-20, Housing Value and Contract Rent, 1990

Quadrant	Census Tract	Less than \$50,000	\$50,000-\$99,999	\$100,000-\$149,999	\$150,000-\$199,999	\$200,000-\$299,999	Greater than \$300,000	Median Value
Northwest	1741.03	12	449	369	65	24	2	\$100,000
	1741.04	13	203	529	59	2	1	\$118,900
Northeast	1741.05	8	339	642	58	1	0	\$112,100
	1741.06	14	663	143	50	2	0	\$85,800
Southwest	1741.07	31	1,035	236	1	0	0	\$84,400
	1741.03	6	209	487	28	2	2	\$114,900
Southeast	1742.04	34	778	508	9	0	0	\$92,800
	1742.05	29	430	116	22	33	5	\$83,200
	1742.06	12	294	121	2	0	0	\$87,600
	1742.07	26	526	212	9	4	3	\$87,700
<b>North Olmsted</b>		<b>41,070</b>	<b>1,093,572</b>	<b>746,586</b>	<b>67,266</b>	<b>15,096</b>	<b>2,886</b>	<b>\$94,700</b>
<b>%</b>		<b>2.1%</b>	<b>55.6%</b>	<b>38.0%</b>	<b>3.4%</b>	<b>0.8%</b>	<b>0.1%</b>	
Quadrant	Census Tract	Less than \$249	\$250-\$499	\$500-\$699	Greater than \$700	No Cash Rent	Median Contract Rent	
Northwest	1741.03	5	29	22	12	7	\$500	
	1741.04	0	7	4	5	2	\$617	
Northeast	1741.05	0	9	4	5	6	\$500	
	1741.06	5	294	31	3	15	\$436	
Southwest	1741.07	6	69	34	10	9	\$466	
	1741.03	4	19	6	8	2	\$455	
Southeast	1742.04	4	16	18	4	5	\$506	
	1742.05	8	626	277	8	16	\$468	
	1742.06	5	391	134	3	9	\$448	
	1742.07	11	421	48	3	12	\$410	
<b>North Olmsted</b>		<b>48</b>	<b>1,881</b>	<b>578</b>	<b>61</b>	<b>83</b>	<b>\$446</b>	
<b>%</b>		<b>1.8%</b>	<b>71.0%</b>	<b>21.8%</b>	<b>2.3%</b>	<b>3.1%</b>		

SOURCE: Census of Population and Housing, 1990, Bureau of the Census, U.S. Department of Commerce

Table 2-21, Median Housing Value and Contract Rent, City of North Olmsted and Selected Communities

North Olmsted and Nearby Communities	Median Home Value*		
	1980	1990	% Change
Berea	\$56,000	\$74,600	33.2%
Brook Park	\$54,600	\$71,500	31.0%
Fairview Park	\$64,200	\$90,100	40.3%
<b>North Olmsted</b>	<b>\$69,300</b>	<b>\$94,700</b>	<b>36.7%</b>
Olmsted Falls	\$65,900	\$92,400	40.2%
Olmsted Township	\$62,600	\$89,800	43.5%
Rocky river	\$77,400	\$123,700	59.8%
Westlake	\$75,900	\$133,400	75.8%
North Ridgeville	\$60,700	\$78,400	29.2%
Cuyahoga County	\$51,900	\$72,100	38.9%
North Olmsted and Nearby Communities	Median Contract Rent		
	1980	1990	% Change
Berea	\$224	\$373	66.5%
Brook Park	\$231	\$390	68.8%
Fairview Park	\$238	\$421	76.9%
<b>North Olmsted</b>	<b>\$265</b>	<b>\$446</b>	<b>68.3%</b>
Olmsted Falls	\$264	\$446	68.9%
Olmsted Township	\$179	\$527	194.4%
Rocky river	\$273	\$460	68.5%
Westlake	\$285	\$554	94.4%
North Ridgeville	\$213	\$331	55.4%
Cuyahoga County	\$175	\$321	83.4%

\*Values are for owner-occupied housing units.

**SOURCE:** Census of Population and Housing, 1980 and 1990

units in this quadrant also have the highest median monthly contract rent of \$617, in comparison to the city's average of \$446 per unit. Seventy-one percent of the city's rental housing falls into the \$250-499 rate range. Relative to nearby communities, North Olmsted homeowners reported the third highest median housing value, according to the 1990 Census (see *Table 2-21*). Median contract rent is competitive with that of nearby cities and townships.

North Olmsted experienced an active housing market during the 1980's, relative to the seven other western Cuyahoga communities studied. The city led in the average number of home sales with 368 transactions between 1981 and 1985, and 440 sales between 1986 and 1990 (see *Table 2-22*). In addition, North Olmsted consistently maintained the third highest median single-family home sale price throughout the 1980's decade.

Table 2-22, Single-Family Home Sales and Median Price, City of North Olmsted and Nearby Communities

North Olmsted and Nearby Communities	Median Price and Number of Sales (Excludes New Construction)										Average # of Sales/Year	
	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1981-1985	1986-1990
Berea	\$54,900	\$53,000	\$55,000	\$55,250	\$56,000	\$59,900	\$59,900	\$67,000	\$70,000	\$76,500		
	168	137	233	248	289	345	311	284	262	262	215	293
Brook Park	\$54,000	\$53,900	\$55,000	\$54,000	\$55,550	\$59,000	\$62,000	\$65,000	\$72,000	\$77,500		
	115	111	227	210	260	269	278	228	234	221	66435	79586
Fairview Park	\$69,000	\$61,000	\$63,250	\$68,000	\$70,000	\$71,500	\$72,700	\$77,500	\$85,000	\$90,000		
	131	140	224	212	290	301	288	261	254	232	199	267
North Olmsted	<b>\$69,000</b>	<b>\$71,500</b>	<b>\$68,500</b>	<b>\$69,500</b>	<b>\$70,000</b>	<b>\$75,000</b>	<b>\$78,500</b>	<b>\$87,000</b>	<b>\$95,900</b>	<b>\$100,000</b>		
	<b>253</b>	<b>267</b>	<b>409</b>	<b>411</b>	<b>499</b>	<b>574</b>	<b>431</b>	<b>438</b>	<b>377</b>	<b>381</b>	<b>368</b>	<b>440</b>
Olmsted Falls	\$63,900	\$62,100	\$64,450	\$67,900	\$68,600	\$74,000	\$75,500	\$79,000	\$92,000	\$96,600		
	27	33	62	55	63	105	77	61	64	65	48	74
Olmsted Township	\$65,000	\$63,000	\$67,000	\$68,000	\$69,500	\$73,000	\$74,450	\$83,250	\$92,000	\$88,200		
	36	35	67	65	73	87	72	58	63	78	55	72
Rocky River	\$76,750	\$79,000	\$79,750	\$85,000	\$85,375	\$88,500	\$102,500	\$116,000	\$123,000	\$130,000		
	148	162	254	248	326	335	279	271	241	262	228	278
Westlake	\$94,000	\$85,000	\$82,000	\$84,500	\$89,500	\$97,500	\$110,000	\$130,850	\$149,000	\$150,000		
	158	167	234	250	313	373	290	252	293	273	224	296
Suburbs West	\$65,000	\$65,000	\$65,000	\$65,000	\$67,000	\$71,000	\$71,000	\$78,000	\$86,000	\$90,000		
	2,748	2,742	4,714	4,777	5,620	6,571	6,571	5,523	5,283	5,058	4,120	5,801
Cuyahoga County	\$53,900	\$53,000	\$55,000	\$56,000	\$58,000	\$62,000	\$62,000	\$64,400	\$68,000	\$72,000		
	8,181	7,643	12,019	12,189	13,312	15,361	15,361	14,569	13,945	13,911	10,669	14,629

**SOURCE:** "Single-Family Home Sales and Appreciation: Cuyahoga County 1990", Housing and Policy Research Program, The Urban Center, Cleveland State University, Cleveland, Ohio, July, 1991.

## TAX COLLECTION

Income tax collections are an essential source of revenue for North Olmsted. The amount of taxes collected has been steadily increasing throughout the 1980's, although the percentage change fluctuates from year to year. The annual increases during the past ten years range from a low of .51% in 1987 to a high of over 30% this past year (see *Table 2-23*). The current city income tax rate is 2% with a 100% credit for income paid to another municipality. Prior to March, 1991, the rate was 1% and the credit was 50%.

**Table 2-23, Income Tax Collections, 1981-1991**

Collection Year	City Income Tax Collection	
	Amount	% Change
1981	\$1,883,854	
1982	\$1,997,858	6.05%
1983	\$2,364,187	18.34%
1984	\$2,971,176	25.67%
1985	\$3,096,770	4.23%
1986	\$3,586,714	15.82%
1987	\$3,604,981	0.51%
1988	\$3,854,618	6.92%
1989	\$4,235,983	9.89%
1990	\$4,363,125	3.00%
1991	\$5,683,495	30.26%

\*Assessed estimated true value is calculated by dividing the assessed value by the assessment percentage.

**SOURCE:** Cuyahoga County Auditor's Office

Another important source of city revenues is property tax collections. *Table 2-24* shows North Olmsted's assessed and estimated actual valuations for collections from 1985 to 1991. In 1991, the city received \$5,829,958.99 in property taxes. As with the income tax collection, the city experienced the largest percentage increase in property tax collection last year (1991), for the period between 1985 and 1991.

## POPULATION PROJECTIONS

An important part of the Master Plan is the development of population projections which attempt to forecast the future population of the city. These projections are useful in order to predict future public facility needs such as schools, police and fire protection facilities, and park and recreation needs, as well as for private sector marketing purposes, ranging from new housing stock to household supplies and other commercial services and products.

*Table 2-25* projects the city's population for the next twenty years. In general, it is expected that the city's population will grow slowly from its present 34,204 to a range of between 36,800-38,900 for the year 2010. These projections are based upon the assumptions that the average household size will continue to decline, although at a lower rate than during the 1980's, and that the city's remaining vacant, residential land will be completely developed by the year 2010. A third assumption is that the

new development will be consistent with the city’s existing residential zoning in terms of use and density.

Figure 2-4 illustrates the city’s three ranges of projected population in graph form for the entire city. Figures 2-5, 2-6 and 2-7 break down these citywide projections by quadrants within the city. Of the three ranges of projected population, only the northeastern quadrant of the City in the “low range” projection would experience a decline in population. This is because the “low range” projection assumed the greatest decline in the average household size and, in conjunction with the limited amount of undeveloped residential land in this quadrant, projected a small overall decline in population.

Table 2-24, Assessed Valuation and Estimated Actual Value of Taxable Property, 1985-1991

Collection Year	Residential/ Agricultural/ Real Estate		All Other Real Property		Public Utility Property	
	Assessed Value	Estimated Actual Value	Assessed Value	Estimated Actual Value	Assessed Value	Estimated Actual Value
1985	\$237,108,600	\$8,298,801,000	\$68,935,540	\$2,412,743,900	\$17,128,920	\$599,512,200
1986	\$239,315,180	\$8,376,031,300	\$73,244,600	\$2,563,561,000	\$15,714,750	\$550,016,250
1987	\$239,563,960	\$8,384,738,600	\$79,868,850	\$2,795,409,750	\$17,560,050	\$614,601,750
1988	\$282,399,420	\$9,883,979,700	\$88,489,190	\$3,097,121,650	\$19,764,960	\$691,773,600
1989	\$286,011,900	\$10,010,416,500	\$95,337,420	\$3,336,809,700	\$21,003,090	\$735,108,150
1990	\$290,411,600	\$10,164,406,000	\$102,008,250	\$3,570,288,750	\$22,010,930	\$770,382,550
1991	\$353,598,040	\$12,375,931,400	\$132,890,640	\$4,651,172,400	\$24,315,810	\$851,053,350
% in 1991	85.21%		24.51%		4.48%	

Collection Year	Tangible Personal Property		Total		Ratio of Assessed Value to Estimated Actual Value
	Assessed Value	Estimated Actual Value	Assessed Value	Estimated Actual Value	
1985	\$22,461,398	\$786,148,930	\$345,634,458	\$12,097,208,030	35
1986	\$24,686,815	\$864,038,525	\$352,961,345	\$12,353,647,075	35
1987	\$25,840,299	\$904,410,465	\$362,833,159	\$12,699,160,565	35
1988	\$29,088,288	\$1,018,090,080	\$419,741,858	\$14,690,965,030	35
1989	\$29,258,408	\$1,024,044,280	\$431,610,818	\$15,106,378,630	35
1990	\$29,307,397	\$1,025,758,895	\$443,738,177	\$15,530,836,195	35
1991	\$31,474,758	\$1,101,616,530	\$542,279,248	\$18,979,773,680	35
% in 1991	5.80%		100.00%		

\*In 1991, the city collected \$5,829,958.99 in property taxes.

\*\*Assessed estimated true value is calculated by dividing the assessment value by the assessment percentage.

SOURCE: Cuyahoga County Auditor’s Office

Table 2-25, Population Projections Based on Density Ceiling Methodology, 1990-2010

North Olmsted	1990	1995	2000	2005	2010	Percent Change	
						1990-2000	2000-2010
Low Range	34,204	35,000	35,700	36,300	36,800	4.37%	3.08%
Middle Range	34,204	35,200	36,300	37,000	37,800	6.13%	4.13%
High Range	34,204	35,700	37,000	37,900	38,900	8.17%	5.14%

Figure 2-4, Population Projection, 1990-2010, City of North Olmsted

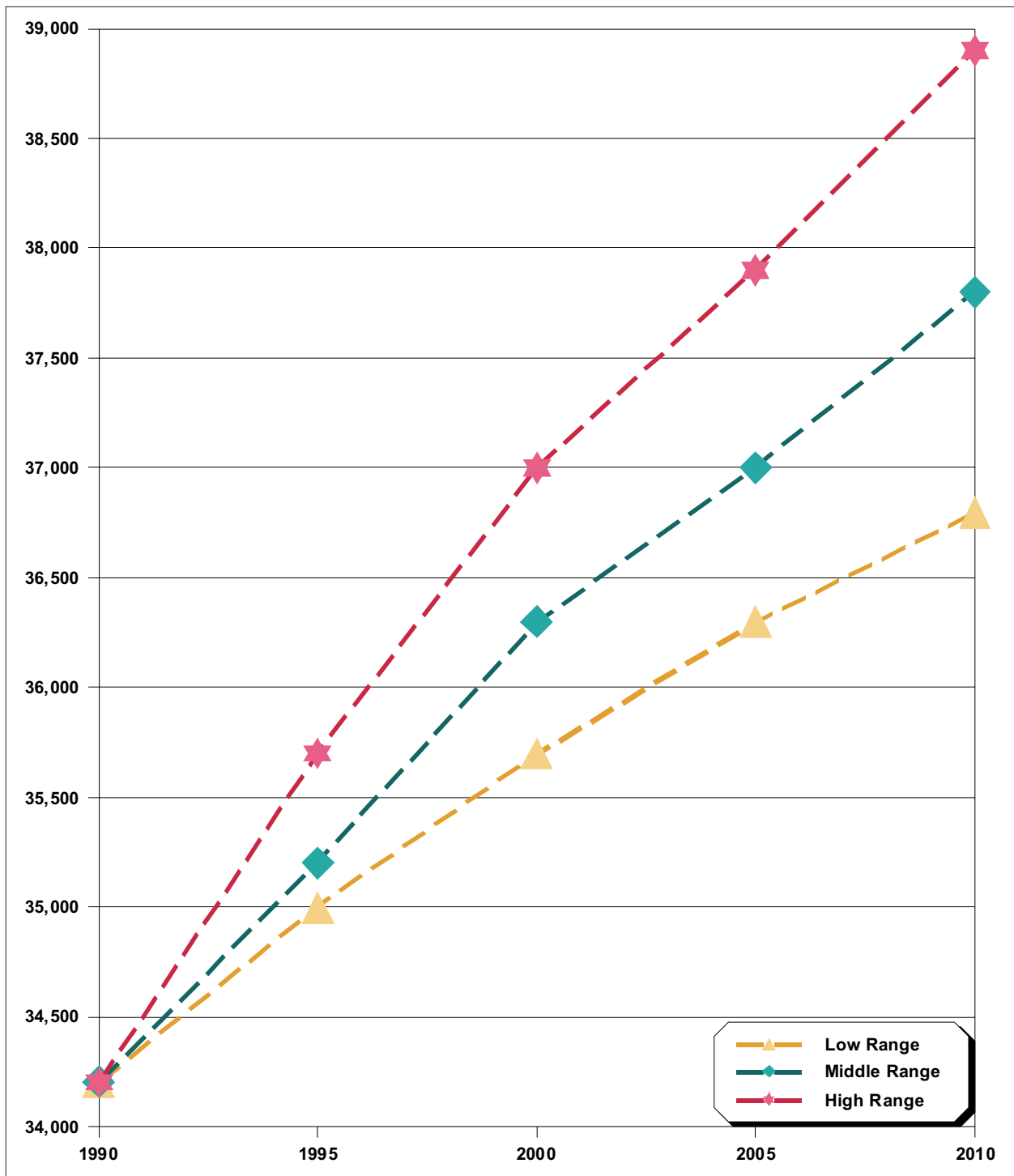


Figure 2-5, Population Projection, 1990-2010, Low Range: North Olmsted Quadrants

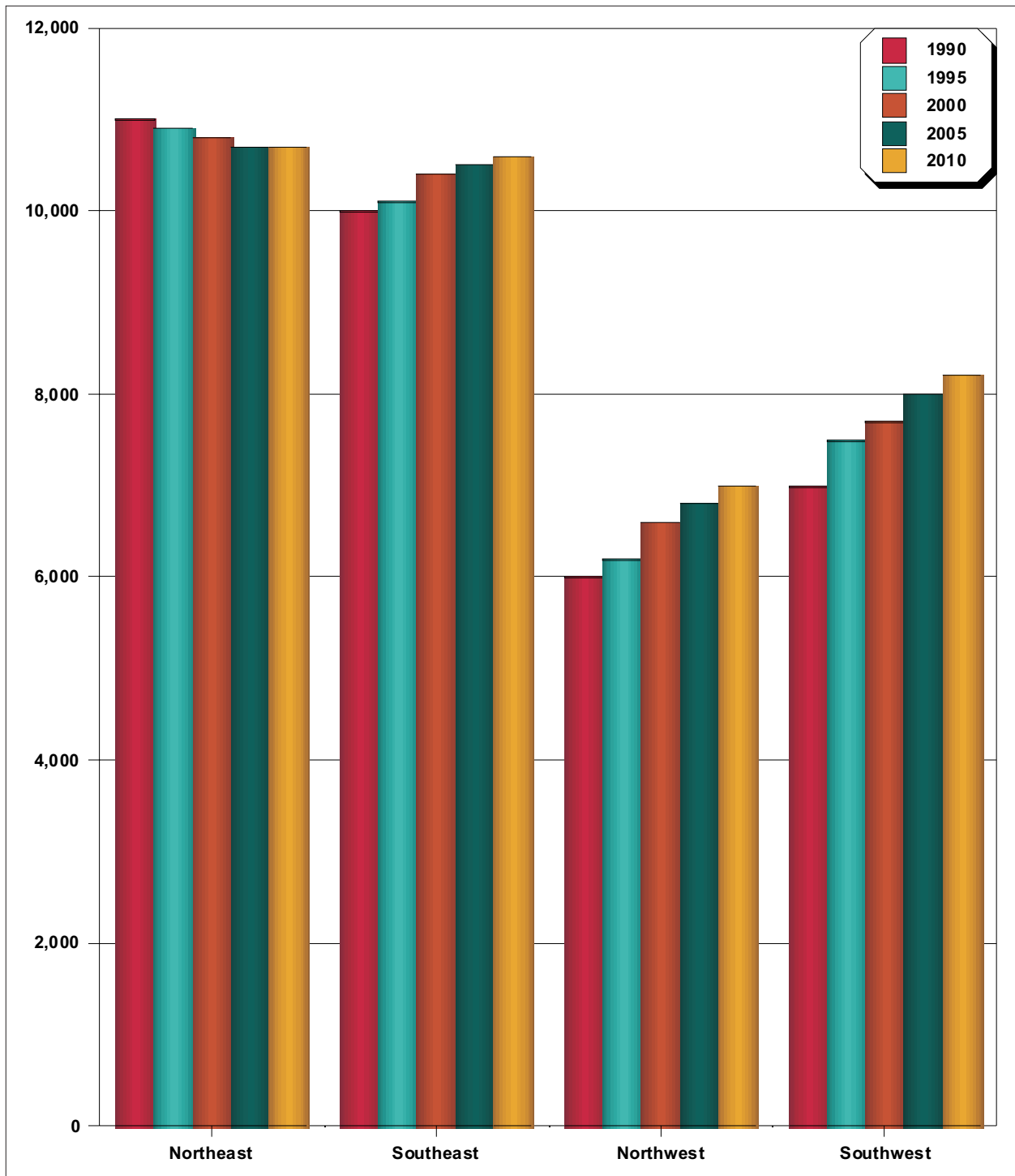


Figure 2-6, Population Projection, 1990-2010, Middle Range: North Olmsted Quadrants

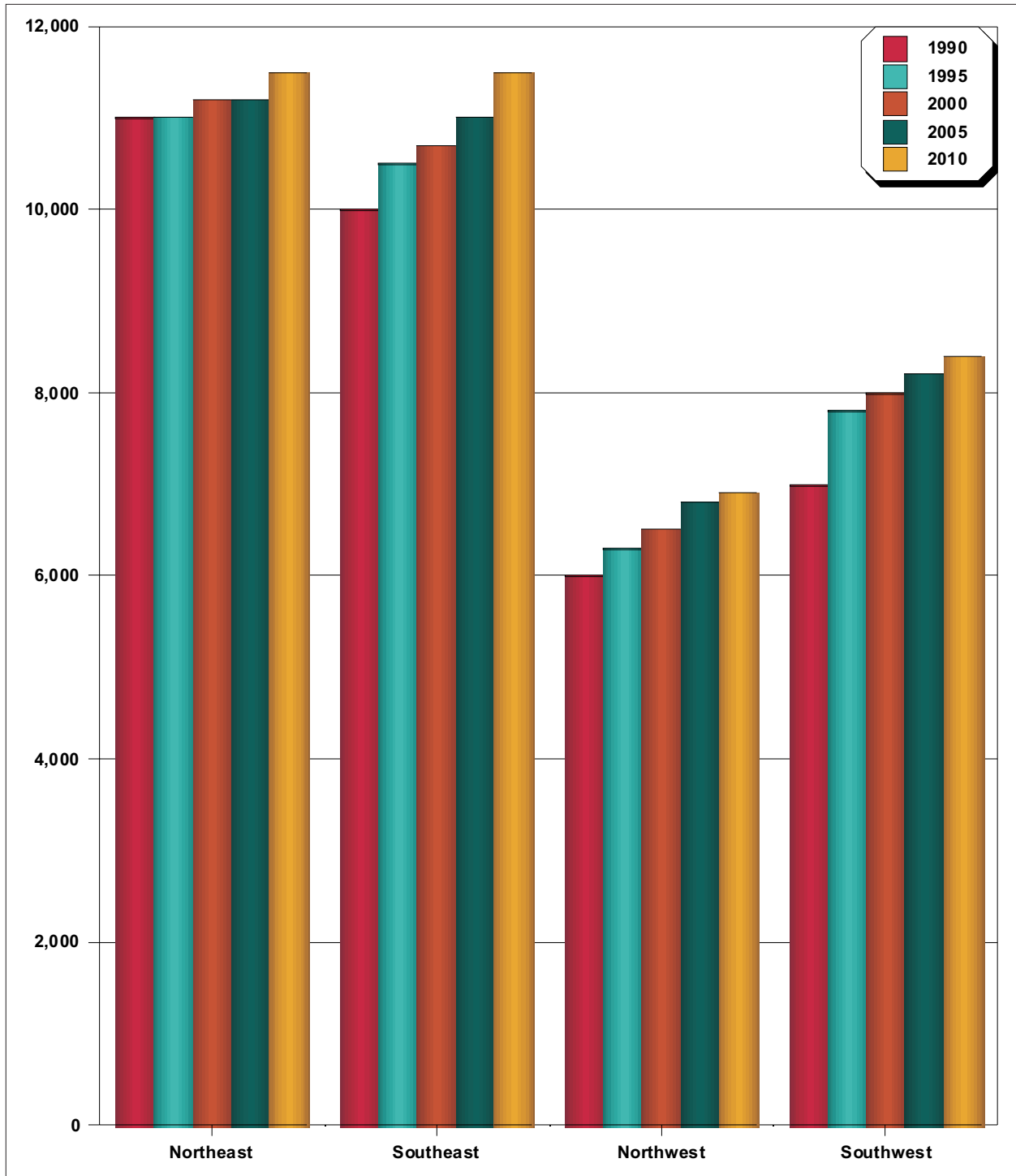
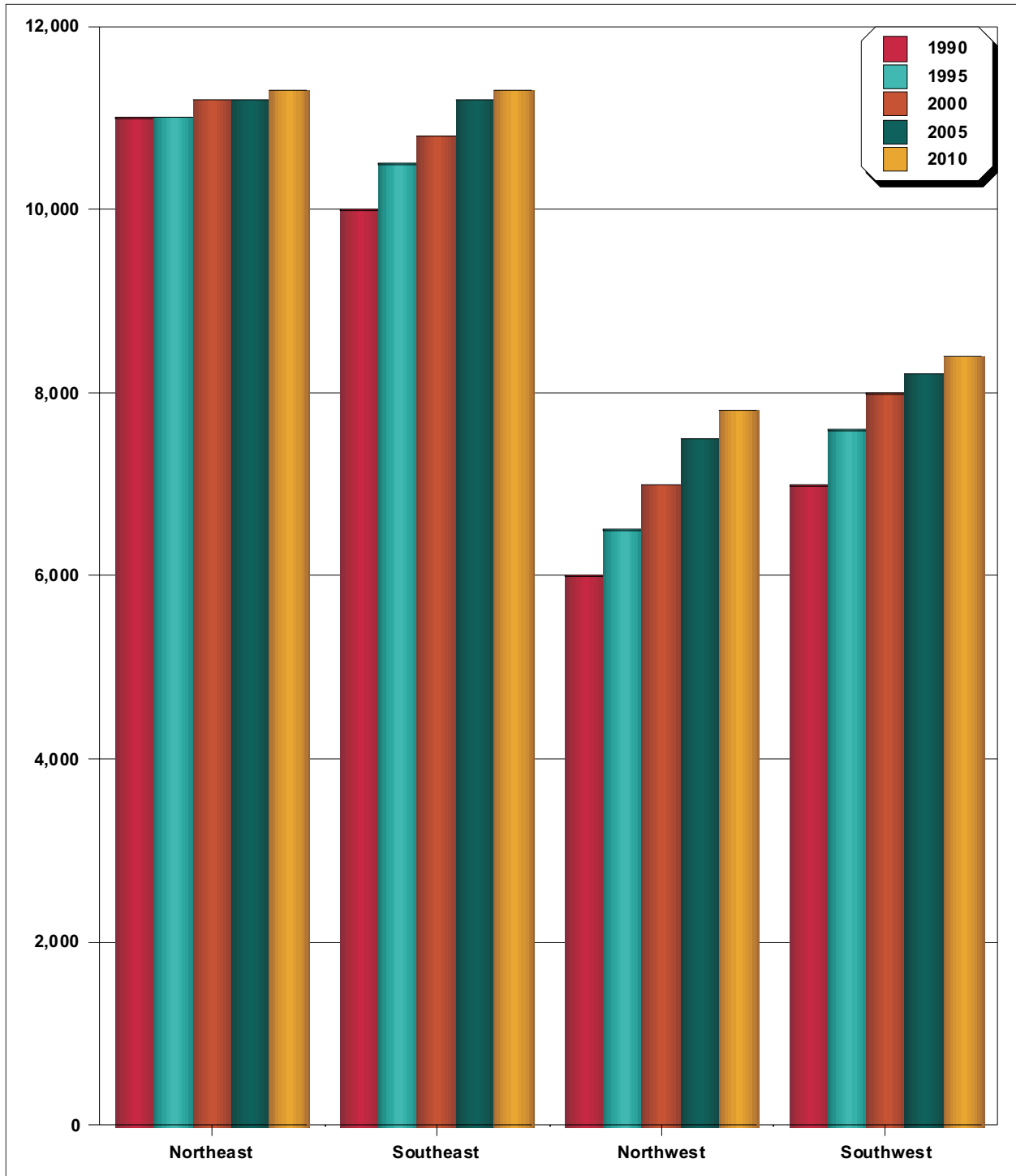




Figure 2-7, Population Projection, 1990-2010, High Range: North Omsted Quadrants



## **Chapter Three**

# **Existing Land Use and Development Constraints**

## INTRODUCTION

Land should be considered a respected natural resource. Natural limitations, such as flood plains and wetlands, should be respected in order to preserve its quality. Therefore, emphasis should be given to sound and effective planning when utilizing the land.

There is a balance of nature between the land, water, and wildlife. Often, the spread of urbanization disrupts this balance, resulting in water, land, and air pollution, a loss of wildlife habitat, and flooding. This imbalance is a direct result of man's inability to properly relate the planning of urban development to the natural environment. In North Olmsted, emphasis should be placed on planning in accordance with the natural environment and not against it.

An inventory of the existing land uses within North Olmsted provides the base 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 is a necessary step because it offers pertinent data with respect to the intensity of land utilization, patterns of development, and the direction of future growth potential.

This chapter focuses on two elements. The first element explores the existing land uses within North Olmsted. The second element provides an overview of the natural environmental constraints that affect the future development and redevelopment potential of land in the city.

## LAND USE INVENTORY

The City of North Olmsted contains approximately 11.5 square miles, or 7,360 acres. In order to better analyze the changes in existing land use, a parcel-by-parcel survey of existing land use within the entire City was conducted in the winter and following spring of 1992. As a result of this field survey, the City's existing land uses can be mapped and are shown in *Map 3-1*. In addition to this map, a larger, display-sized map, at a scale of 1" = 800', 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 Developed and Undeveloped Land**

As shown on *Table 3-1*, the City of North Olmsted is now 85% developed. As shown in *Figure 3-2*, North Olmsted was 63% developed in 1967, and 74% developed in 1973. Thus, nearly one-fourth of North Olmsted's land area has been developed in the last twenty-five years.

A considerable amount of the remaining undeveloped land is either land-locked, with no street access, or consists of the undeveloped rear yards of deep, "bowling alley" residential properties along the city's major arterial streets. The two reservations of the Cleveland Metroparks, the city's two golf courses, and the city's various neighborhood and city-wide parks are classified as "developed" under the category of "outdoor recreation."

As shown in **Table 3-2**, there are approximately 1,080 acres of undeveloped land remaining in North Olmsted. This table identifies the total acreage of undeveloped land and the percent of undeveloped land for each of the city's quadrants. The centerline of Lorain Road is the border between the northern and southern quadrants, and the centerlines of Dover Center and Fitch Road separate the eastern and western quadrants. As indicated in **Table 3-2**, the city's two western quadrants combined contain nearly 60% of the city's remaining undeveloped land.

**Table 3-2, Existing Undeveloped Land by Quadrant<sup>1</sup>, 1992**

Quadrant	Undeveloped Land (Acres)	Percent of Quadrant Undeveloped	Percent of City's Total Undeveloped Land
Northwest	345	31%	32%
Northeast	158	10%	15%
Southeast	293	13%	27%
Southwest	284	18%	26%
<b>City Totals</b>	<b>1,080</b>	<b>15%</b>	<b>100%</b>

<sup>1</sup>The centerline of Lorain Road is the border between the northern and southern quadrants. The centerlines of Dover Center and Fitch Roads separate the eastern and western quadrants.

### Comparison of Existing Land Usage from 1973 to 1992

**Table 3-3** compares the results of the recent land use inventory with those of the 1973 North Olmsted Master Plan. The following is a discussion of each of the six major land use categories.

#### **Residential**

The "Residential" land use category consists of three sub-categories: 1) *one and two-family detached housing*, 2) *multi-family garden and townhouse* apartments and condominiums, and 3) *multi-family hi-rise* apartments and condominiums (5 or more stories).

As illustrated in **Table 3-3** and **Figure 3-3**, the "Residential" land use classification is the city's largest land use category with 35% of North Olmsted's land area currently being devoted to this use. Since 1973, 348 additional acres of North Olmsted has been developed for residential use.

Over the last twenty years, 284 of the 348 additional acres developed for residential use has been in the form of single-family detached housing. At present, one-third (33%) of North Olmsted's land area is devoted to *one and two-family detached housing*, nearly all of which is one-family detached housing.

Over the last twenty years, 64 of the 348 additional acres developed for residential use has been in the form of *multi-family garden and townhouse* apartments and condominiums. At present, 2% of North Olmsted's total land area is devoted to this use.

Over the last twenty years, no additional *multi-family hi-rise* apartment or condominium projects have been developed in North Olmsted. At present, *multi-family hi-rise* properties cover only 25 acres of the total land area of the city.

Map 3-1, Existing Land Use

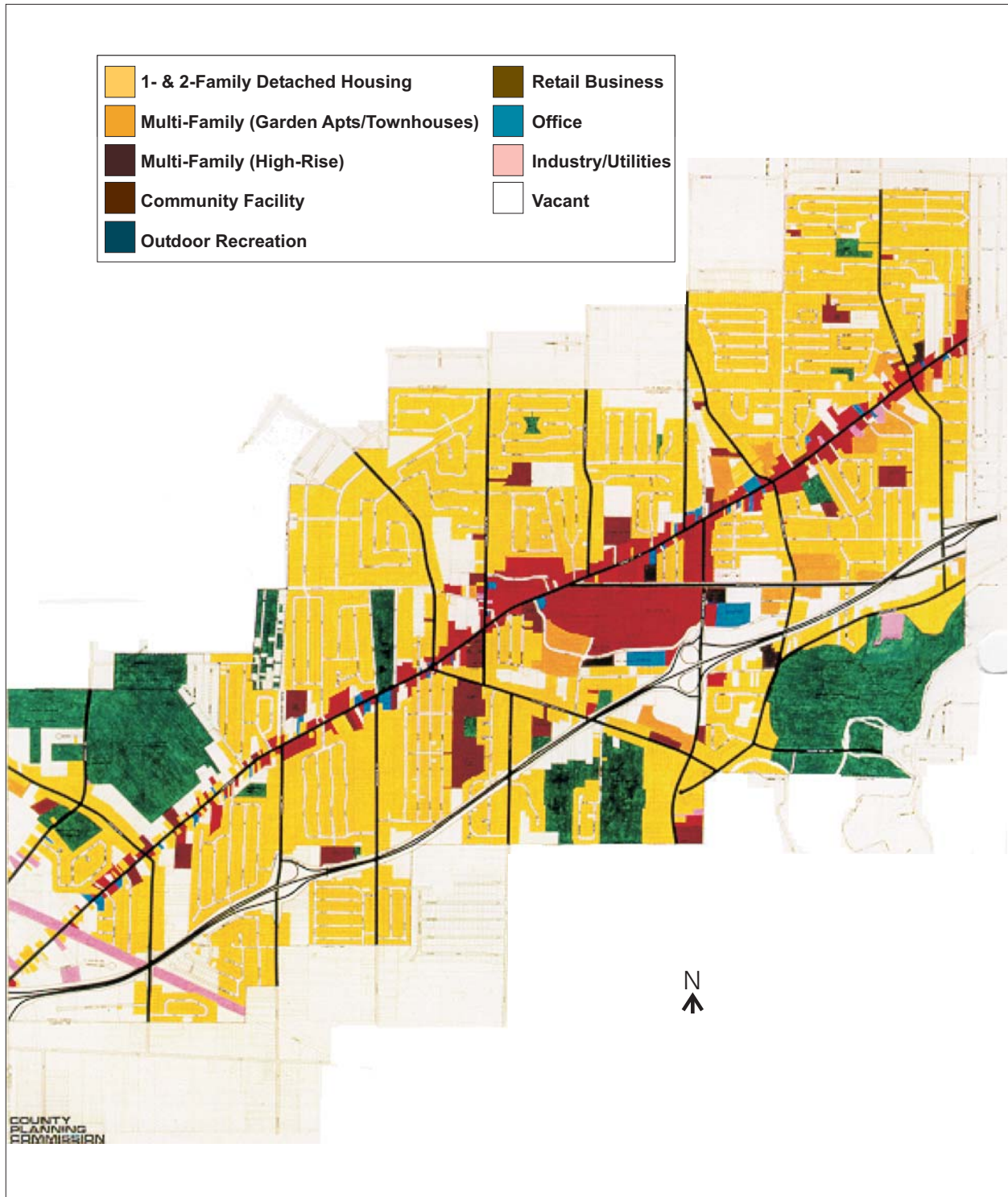


Table 3-1, 1992 Land Use

Land Use	Land Area (Acres)	Percent of Total Land Area	Percent of Developed Area
<b>Residential</b>	<b>2,600</b>	<b>35.3%</b>	<b>41.4%</b>
One- and Two-Family Detached	2,411	32.8%	38.4%
Multi-Family Garden/Townhouse	164	2.2%	2.6%
Multi-Family High-Rise	25	0.3%	0.4%
<b>Community Facilities (Schools, Churches, Public Buildings)</b>	<b>187</b>	<b>2.5%</b>	<b>3.0%</b>
<b>Outdoor Recreation</b>	<b>881</b>	<b>12.0%</b>	<b>14.0%</b>
Active (1)	224	3.0%	3.6%
Passive (2)	657	8.9%	10.5%
<b>Commercial</b>	<b>518</b>	<b>7.0%</b>	<b>8.2%</b>
Retail (Less than 4 stores)	175	2.4%	2.8%
Shopping Centers (4+ stores)	218	3.0%	3.5%
Automobile Sales/Service	58	0.8%	0.9%
Office	58	0.8%	0.9%
Industry	9	0.1%	0.1%
<b>Utilities</b>	<b>72</b>	<b>1.0%</b>	<b>1.1%</b>
<b>Streets/Highways</b>	<b>2,022</b>	<b>27.5%</b>	<b>32.2%</b>
<b>Total Developed Land</b>	<b>6,280</b>	<b>85.3%</b>	<b>100.0%</b>
<b>Total Undeveloped Land</b>	<b>1,080</b>	<b>14.7%</b>	<b>-</b>
<b>Total Land Area of City</b>	<b>7,360</b>	<b>100.0%</b>	<b>-</b>

- (1) City parks, recreation areas adjacent to public schools, subdivision parks, and golf courses.  
(2) Metroparks.

Figure 3-1, 1992 Land Use

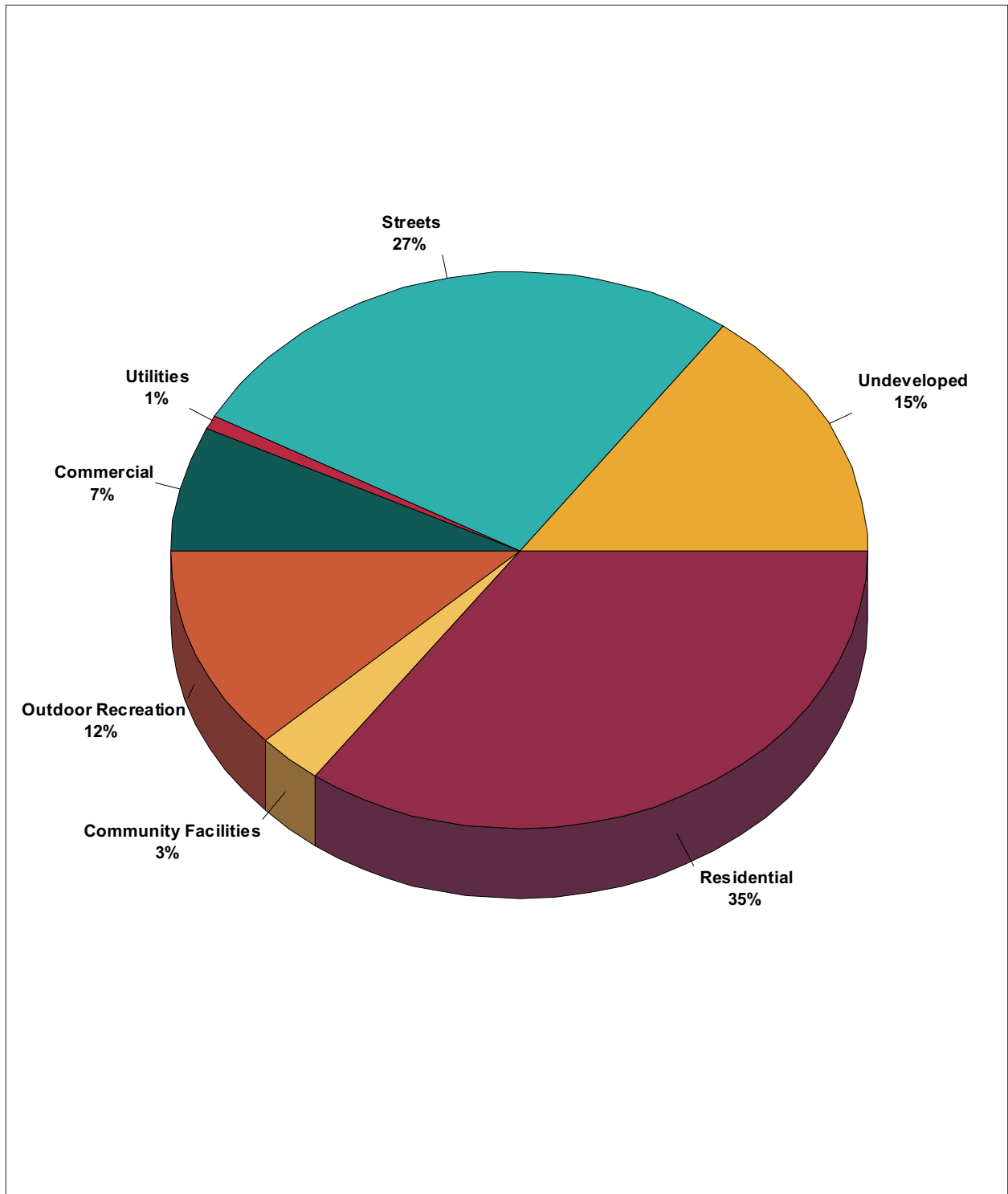
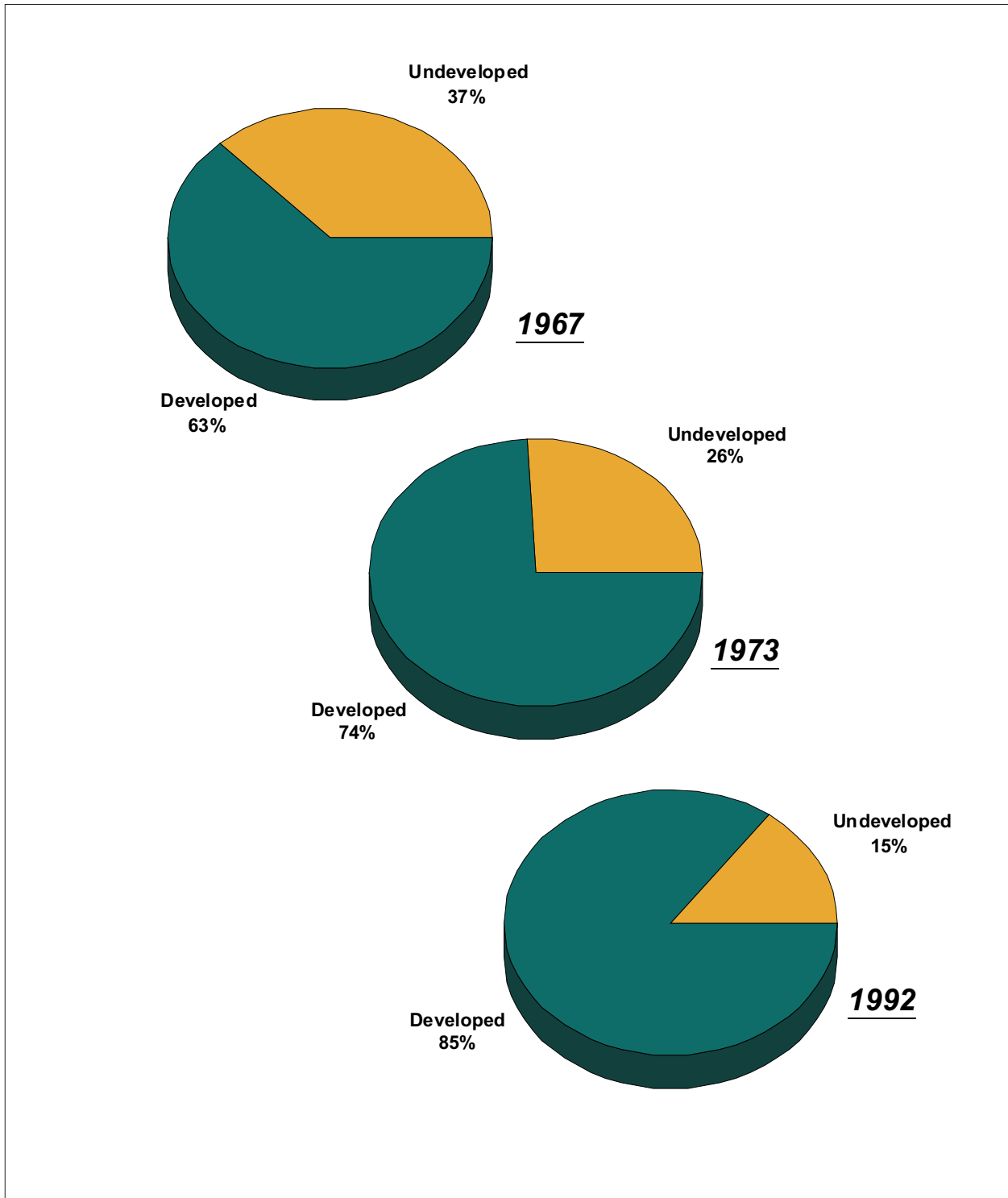


Figure 3-2, Total Developed Land: 1967, 1973, 1992





**Community Facilities**

The “*Community Facilities*” land use category comprises 3% of North Olmsted’s land area and consists of municipal buildings (city hall, police and fire stations, indoor recreation complex), public schools, churches and parochial schools, cemeteries and libraries. Over the last twenty years, only sixteen additional acres have been developed in the form of *community facilities*, the majority of which has been the result of the construction of two additional churches along Lorain Road on the west-side of the city.

**Outdoor Recreation**

The “*Outdoor Recreation*” land use category consists of two sub-categories: 1) *active recreation*, and 2) *passive recreation*. *Active recreation* consists of municipal and subdivision parks, recreation areas adjacent to public schools and the city’s two golf courses. *Passive recreation* consists of the two reservations of the Cleveland Metroparks - the Bradley Woods Reservation and the Rocky River Reservation - that are partially located within North Olmsted.

As illustrated in **Table 3-3** and **Figure 3-3**, 12% of North Olmsted’s land area is currently devoted to outdoor recreation. Three-fourths of the city’s outdoor recreation consists of *passive recreation*, and the remaining one-fourth consists of *active recreation*.

Over the last twenty years, there has been no change in the amount of land in North Olmsted devoted to *passive recreation*. Over this twenty year period, the amount of land area in North Olmsted devoted to *active recreation* has declined slightly due primarily to the construction of a single-family subdivision on land that was once a golf course in the northwest quadrant of the city. However, the city has added the North Olmsted Soccer Fields (Barton-Bradley Park) to its list of public parks over this twenty year period.

**Commercial**

The “*Commercial*” land use category consists of five sub-categories: 1) *retail* (less than 4 stores), 2) *shopping center* (4 or more stores), 3) *automobile sales & service*, 4) *office*, and 5) *industry*.

As illustrated in **Table 3-3** and **Figure 3-3**, the “*Commercial*” land use classification has more than doubled over the last twenty years. Since 1973, the “*Commercial*” land use classification has grown from 3% to 7%, due to an additional 294 acres of land that has been developed for commercial use.

The *1973 North Olmsted Master Plan* did not differentiate between the various types of retail and sales classifications. However, if the acreage change for *office* and *industry* over the last twenty years is subtracted from the total increase of 294 acres, it can be concluded that nearly 250 additional acres have been developed in the sub-categories of *retail* (less than 4 stores), *shopping center*, and *automobile sales & service*. Great Northern Mall, which opened in the mid-1970’s, has been the largest contributor to this increase.

Since 1973, the amount of land devoted to *office* use has increased by over 400%, having grown from eleven acres to fifty-eight acres. However, the amount of North Olmsted’s total land area currently devoted to *office* is only 1%.

Table 3-3, Comparison of Existing Land Use from 1973 to 1992

Land Use	1973 (1)		1992		Acreage Change (1973-1992)	Percent Change (1973-1992)
	Land Area (Acres)	Percent of Total Land Area	Land Area (Acres)	Percent of Total Land Area		
Residential	2,252	31%	2,600	35%	348	15%
One- and Two-Family Detached	2,127	29%	2,411	33%	284	13%
Multi-Family Garden/Townhouse	100	1%	164	2%	64	64%
Multi-Family High-Rise	25	0%	25	0%	0	0%
Community Facilities (Schools, Churches, Public Buildings)	171	2%	187	3%	16	9%
Outdoor Recreation	914	12%	881	12%	-33	-4%
Active (2)	257	3%	224	3%	-33	-13%
Passive (3)	657	9%	657	9%	0	0%
Commercial	224	3%	518	7%	294	131%
Retail (Less than 4 stores ) (4)	N/A	N/A	175	2%	N/A	N/A
Shopping Centers (4+ stores)	N/A	N/A	218	3%	N/A	N/A
Automobile Sales/Service	N/A	N/A	58	1%	N/A	N/A
Office	11	3%	58	1%	47	427%
Industry	10	0%	9	0%	-1	-10%
Utilities	59	1%	72	1%	13	22%
Streets/Highways	1,857	25%	2,022	27%	165	9%
Total Developed Land	5,477	74%	6,280	85%	803	15%
Total Undeveloped Land	1,883	26%	1,080	15%	-803	-43%
Total Land Area of City	7,360	100%	7,360	100%	0	0%

**SOURCE:**

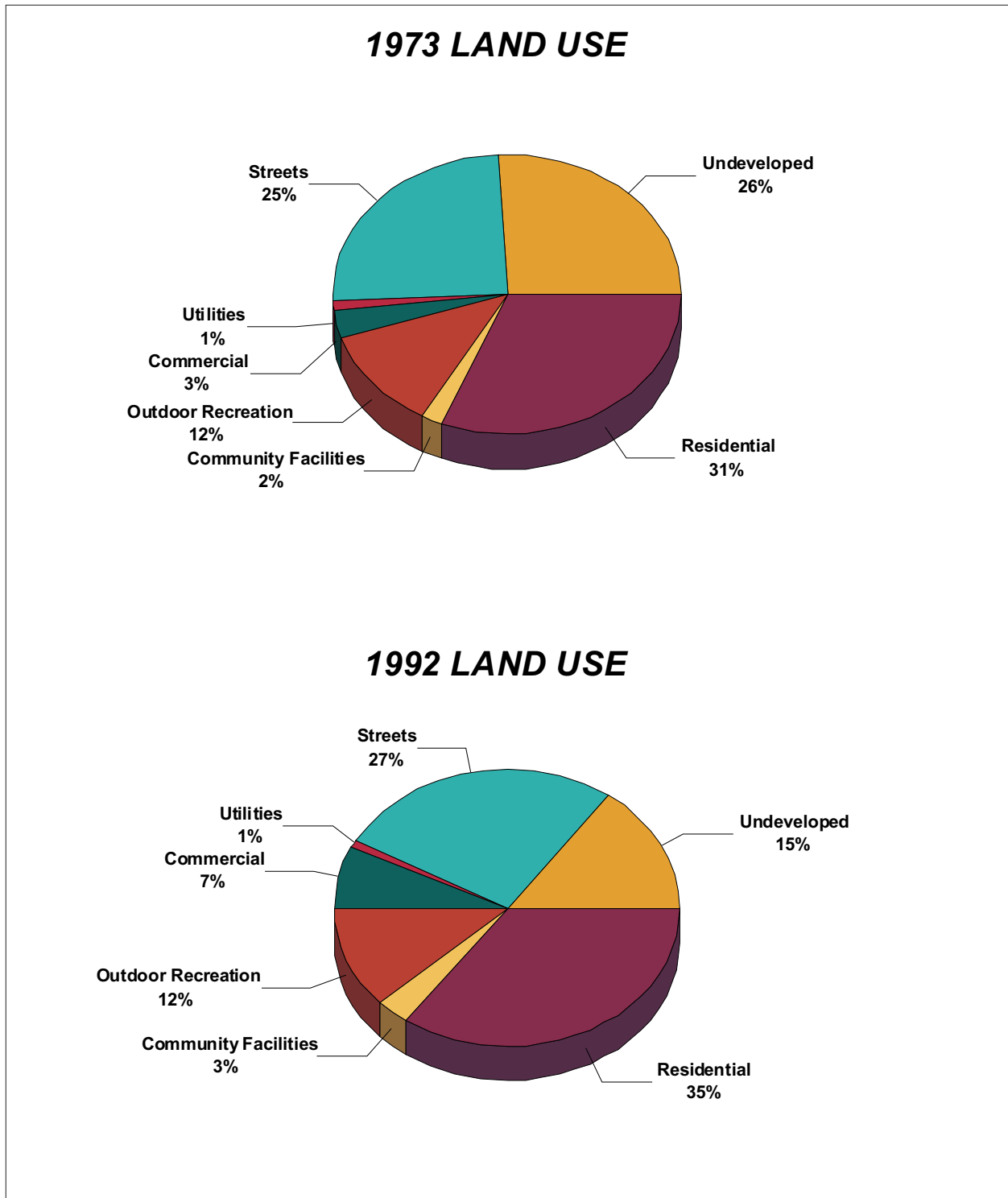
(1) 1973 North Olmsted Comprehensive Plan. Regional Planning Commission. NOTE: In order to provide precise land use comparisons between 1973 and 1992, many of the 1973 land use classifications were recalculated using more precise surveying instruments than were used in 1973.

(2) City parks, recreation areas adjacent to public schools, subdivisions parks and golf courses.

(3) Metroparks.

(4) The 1973 North Olmsted Comprehensive Plan did not differentiate between the various types of Retail Business. In 1973, a total of 203 acres were devoted to General Retail Business.

Figure 3-3, Comparison of Existing Land Use from 1973 to 1992



Since 1973, the amount of land devoted to *industry* has actually decreased by one acre. Although a few new industrial sites have been developed in the west-end of the city since 1973, the net loss of land devoted to *industry* is the result of the discontinued use of the northwest corner of Lorain Road and Dover Center for industrial purposes. At present, the amount of North Olmsted's land area devoted to *industry* is only one-tenth of one percent, and is the city's smallest category of land use.

### **Utilities**

The "*Utilities*" land use category consists of such facilities as the city's wastewater treatment plant, the water tower, pumping stations, electrical power transmission lines, and C.E.I. and Ohio Bell facilities. Currently, only 1% of North Olmsted's land area is devoted to *utilities*. The thirteen acre increase in the amount of land devoted to *utilities* over the last twenty years is due primarily to additional C.E.I. and Ohio Bell facilities constructed on Lorain Road between Columbia Road and Clague Road.

### **Streets and Highways**

The "*Streets and Highways*" land use category consists of the entire right-of-way (roads, sidewalks, and treelawns) of public streets and highways. Just over one-quarter (27%) of North Olmsted's land area is devoted to *streets and highways*. Over the last twenty years, 165 additional acres has been developed in the form of *streets and highways*, the vast majority of which has been the result of the construction of Interstate 480.

### **City and Board of Education Owned Property**

As part of the development of the new master plan, a full-size reproducible map has been prepared which identifies and describes each of the parcels of land within North Olmsted owned by the city and the Board of Education. This map identifies the location, size, permanent parcel number, and current use of each of these parcels of land.

A total of 374 acres of North Olmsted is owned by the city and the Board of Education. This is just over 5% of the city's total land area. This total does not include city-owned streets. Of this total of 374 acres, 225.4 acres is owned by the city at fifty-eight locations. The remaining 148.6 acres is owned by the Board of Education at twenty-eight locations.

## **DEVELOPMENT CONSTRAINTS**

Natural constraints to the future development of North Olmsted are primarily its flood plains and wetlands. Each one of these development constraints are explained in the remaining subsections of this chapter, as well as a brief discussion on the City's topography and steep slopes.

### **Steep Slopes and Topography**

For the most part, steep slopes, which are areas usually defined as containing slopes of over 18%, are not a problem within the City of North Olmsted. Topographic maps prepared by the *U.S. Geological Survey* indicate that North Olmsted is relatively flat in nature, but has a ridge dividing the city into

two watersheds. In general, this ridge follows Lorain Road through the entire city. The area sloping to the southeast drains into the Rocky River, while the area sloping to the northwest has natural drainage to Lake Erie by several small streams.

The variation in local topography ranges between 730 and 785 feet above mean sea level. The only exception to this relatively flat land is in the southeast portion of the city where the land drops abruptly to the floor of the Rocky River Valley in the Metroparks. The valley floor lies approximately 90 feet below the surrounding area.

### **Floodplains**

Development in floodplains can result in loss of human life and property as well as increase the area of down- and up-stream flooding. Therefore, floodplains are a major constraint for new development.

The City of North Olmsted contains two identified floodplains. The first floodplain, a 100-500 year floodplain, extends along the south side of Lorain Road beginning approximately 800' feet west of Stearns Road to Porter Road. From here, this floodplain continues southeasterly through the vicinity of the city's middle school and high school and continues in this direction through the North Olmsted Golf Course where it ends at Canterbury Road. The second floodplain, a 100-year floodplain, is located entirely in the Rocky River Reservation of the Metroparks in the southeast corner of the city.

Currently, the City of North Olmsted regulates new development within those identified floodplains under Chapter 1361 of its Codified Ordinances. Chapter 1361 requires that, before any construction or development begins within any area of a special flood hazard of the City, a development permit must be obtained from the City's Building Commission. The purposes of these floodplain regulations are several but are designed to *regulate* rather than to *prohibit* new construction within the floodplains.

One important benefit to residents of the City as a result of these floodplain regulations being adopted is that the City of North Olmsted has maintained its status as a participating community in the Federal Emergency Management Agency's *National Flood Insurance Program*. As a part of this insurance program, a flood insurance policy may be purchased by any property owner within the City from any insurance agent or broker licensed to sell property and/or casualty insurance. Nevertheless, flood insurance is a mandatory requirement for property owners or prospective property owners needing to secure a federally financed or insured loan to purchase and/or improve property within an officially identified flood hazard area. This requirement is true regardless of whether the City continues to participate in the *National Flood Insurance Program*.

### **Wetlands**

A wetland is a natural area covered or saturated with fresh or brackish water for part of the year. Wetlands provide sanctuary for wildlife, resting places for migratory waterfowl, and are a water source for streams and aquifers. Wetlands also provide temporary detention and storage of floodwater (which can reduce flood damage), filter pollutants by allowing them to settle before they reach water bodies, enhance scenic beauty, and serve as a buffer between incompatible land uses. It has been esti-

mated that between 80% and 90% of Ohio's wetlands have been destroyed. In the U.S., only California has lost more wetlands than Ohio.

Section 404 of the Clean Water Act of 1972 deemed it illegal to dredge or fill wetlands without a permit from the U.S. Army Corp of Engineers. Under current federal guidelines, wetlands are defined as those sites which possess three(3) characteristics: 1) hydrophytic vegetation (vegetation that grows in wet soils), 2) hydrology (presence of water in or above the soil), and 3) hydric soils (wet soil types). Unauthorized filling or dredging of wetlands may result in civil and criminal fines and penalties. The U.S. Army Corps of Engineers also may require the developer to restore the site to its original condition, even if the property has already been developed.

In deciding whether to issue a permit to dredge or fill 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.

The City of North Olmsted is not responsible for determining if wetlands exist on the site of a proposed development. If wetlands are suspected, developers must present written documentation from the U.S. Army Corp of Engineers stating whether the property contains wetlands, and if so, proof of permit acquisition and mitigation procedures that have been or will be undertaken.

*A National Wetland Inventory Map* that was prepared for North Olmsted in 1977 by the U.S. Department of the Interior identified major concentrations of wetlands in both reservations of the Cleveland Metroparks along with approximately twenty additional sites scattered throughout the City. Wetlands were identified on this map by analysis of aerial photographs based on vegetation, visible hydrology, and geography. The aerial photographs used in preparing this map only reflect conditions during the early Spring of 1977. In addition to the margin of error inherent in the use of aerial photographs, small wetlands and those obscured by dense forest cover may not be included on this map. This map is not meant to solely determine the existence (or non-existence) of wetlands. Therefore, detailed field surveys and historical analysis of a site may result in a revision of the wetland boundaries established on this map.

## **Chapter Four**

# **Inventory and Assessment of Existing Residential and Commercial Development**

## **OVERVIEW**

This chapter inventories and assesses the City's existing residential and commercial developments. This inventory and assessment is divided into four sections. The first section presents the results of Cuyahoga County's completed Improvement Target Area (ITA) Survey that was done in 1991 and 1992. The second section presents an inventory and assessment of housing types within the City. The third section discusses, in general, aesthetic conditions of existing commercial and industrial development. The fourth section discusses the general problem of buffering standards between existing commercial/industrial uses and residential development. Each of the sections concludes with a short list of recommendations that should be implemented to improve the overall direction of residential and commercial development within the City of North Olmsted.

## **BUILDING CONDITION INVENTORY AND ASSESSMENT**

### **Introduction**

In the spring of 1991, the Cuyahoga County Planning Commission began a series of building condition surveys for communities which participate in the Cuyahoga Urban County Program, including the City of North Olmsted through the Cuyahoga County Department of Development. The purpose of these Citywide building surveys was to inventory and assess the existing exterior condition of the City's residential and commercial buildings and to systematically identify the locations of any areas that might have a concentration of substandard buildings. Those areas that were found to have a high enough concentration of substandard buildings and that met the federal or state Community Development Block Grant guidelines for "slum or blight" were then identified within the City as an Improvement Target Area (ITA).

The actual dates of the various building condition and assessment surveys for North Olmsted have been as follows:

- ✓ For one-, two-, and three-family residences, the surveys were conducted in March and April of 1991.
- ✓ For residences with more than three families per dwelling or building, the survey was conducted in October of 1991.
- ✓ For commercial buildings, the survey was conducted in January and February of 1992.

Prior to the above building condition and assessment surveys, the Cuyahoga Regional Planning Commission conducted similar exterior surveys of building conditions within North Olmsted in 1984.

### **Field Survey Methodology**

The following sections describe the methodologies used in conducting each of the three field surveys.



**✓ One- to Three-Family Properties**

The criteria used to evaluate one- to three-family residences and properties are based on an assessment of 11 exterior condition factors, including roofing, chimney, gutters and downspouts, windows and doors, exterior walls, garage, foundation, driveway and general appearance of each property's grounds.

The levels of repair needed, as described in the criteria, corresponds with a specific point score as shown on the field survey form. Properties with scores of three points or more were considered "substandard" and recorded on a field sheet. Properties which scored fewer than three points were not recorded.

**✓ Multi-Family Properties**

Similar to the criteria used for assessing one- to three-family properties, each multi-family property was evaluated on 11 exterior condition property elements with balconies being considered in place of each property's grounds. Again, properties with scores of three points or more were considered "substandard" and properties which scored fewer than three points were not recorded.

**✓ Commercial Properties**

All commercial establishments with ground floor street frontage were also inspected from the exterior in order to evaluate building and site conditions. Each establishment was assigned scores for each of eight property features. Of 11 possible points, establishments with a composite score of four or more points were judged to be substandard. All commercial establishments, regardless of condition, were recorded on field sheets.

***Target Area Identification***

The locations of substandard buildings were marked by symbols on a street map of North Olmsted. Geographic areas showing substantial concentrations of substandard buildings were bounded along streets, property lines, and/or natural geographic boundaries to form "Improvement Target Areas."

To ensure that target areas would be designated in a consistent manner, a statistical standard was utilized to define the term "substandard" as used to characterize the number of deteriorating buildings within a geographic area. This standard has been utilized by CPC for many years and has been approved for use by the U.S. Department of Housing and Urban Development. The standard used to qualify target areas was *a minimum of 20 substandard residential buildings and/or commercial storefronts per 50-acre area.*

***Target Areas***

Improvement Target Areas (ITA's) in the City of North Olmsted encompass 89.18 acres, or just over 1%, of the City's total land area. Of the 292 identified substandard one- to three-family dwellings, 25 (8.6%) are located in ITA's. Only two substandard multi-family apartment buildings were identified,

but neither is located within an identifiable ITA. Twenty of the 35 (or 57.1%) substandard commercial establishments are located in ITA's. These figures are summarized *Table 4-1*.

**Table 4-1, Substandard Residential and Commercial Properties**

Substandard Properties	City Total	Within ITA's	Percentage of City Total Within ITA's
1- to 3-Family Residences	292	25	8.6%
Multi-Family Buildings	2	0	0.0%
Commercial Establishments	35	20	57.1%
<b>Total</b>	<b>329</b>	<b>45</b>	<b>13.7%</b>

Two target areas have been established in the City, as shown on the following map. The first target area, consisting entirely of one- to three-family residences, is near the eastern edge of the City, one block south of Lorain Avenue. This area contains 21 substandard residences on Summerland, Virginia, and Macbeth Avenues and Clague Road. The second target area identified is near the center of the City by Lorain Avenue and Dover Center Road and consists primarily of commercial properties fronting along Lorain, although the target area also includes four substandard residences along Butternut Ridge Road. Neither of these two identified ITA's contain any substandard multi-family (over three) dwelling units.

**Summary And Recommendations**

Because most of the City's housing stock is relatively new (65% of the City's housing stock was built after 1960), and the City maintains zoning and building code enforcement programs, recent field surveys of the entire City's exterior building stock reveal that only a small percentage of its buildings have been rated as being substandard. As *Table 4-2* reveals, only 5.3% of the City's total of 657 commercial establishments have been rated as substandard according to the field survey conducted in 1992, while even lower percentages have been rated substandard for residential uses. According to the 1991 field surveys, only 2.9% of the City's one- to three-family residences and 0.7% of the total number of multi-family units have been rated as substandard. Another way to view this data is that nearly 95% of the City's 657 commercial establishments, over 97% of the City's single-family, two-family and three-family dwelling units, and over 99% of the City's multi-family units have been rated as having standard or better exterior conditions.

**Table 4-2, Percentage of Substandard Units to Total Units**

Land Use	Number of Substandard Units	Total Number of Units Citywide	of Total Units
Commercial Establishments	35	657	5.3%
1/3-Family Residences	292	9,964	2.9%
Multi-Family (>3 D.U.'s per building)	21	3,033	0.7%

Despite these numbers, which reveal a very low percentage of commercial and residential structures as being substandard, it is in the City's interest to address the problems revealed in these field surveys as soon as possible. One response available to the City is to encourage the property owners of the units identified as being substandard to upgrade their properties through greater building and property code enforcement. Another approach is to encourage low and moderate income property owners to seek low interest rehabilitation loans that may be available through the Cuyahoga County Department of Community Development under its CDBG funding.

## ANALYSIS OF HOUSING TYPES

### Introduction

In general, the City of North Olmsted presently contains a wide variety of housing types, which include the following:

- ✓ single-family homes in subdivisions built after 1960
- ✓ smaller homes in older neighborhoods built primarily along arterial and collector streets
- ✓ condominiums (single-family attached)
- ✓ apartments (garden style and high rise)

### Analysis Of Housing Units By Type

The actual number of housing units as determined by the 1990 Census within the City and their percent of the total housing stock are shown in **Table 4-3**. A comparison of the variety of housing types found in North Olmsted as opposed to eight surrounding or nearby suburban communities is shown in **Table 4-4** and **Figure 4-1**. While 73% of the City's housing stock is single-family detached, 23.5% is multi-family. This places the City near the middle of the range in terms of housing diversity when comparing housing types in eight other nearby suburbs of Cuyahoga County.

### Summary Of Findings

Since one of the City's goals is to preserve a wide variety of housing types and densities to ensure an adequate housing supply for all residents, including housing for senior citizens, it is important to consider if certain types of housing are needed for the City. Based upon this housing inventory and assessment, the following housing types may be needed for the future:

1. **Senior Citizen Housing.** This type of housing should be accessible to shopping and community facilities and should address the needs of the City's elderly residents who want to continue to live in the City but do not want the burden of a large home and lot. This type of development is currently allowed in the City's Senior Residence District (Chapter 1138 - *City of North Olmsted Planning and Zoning Code*), as well as the City's mixed Use Districts A, B, and D (Chapter 1149 - *City of North Olmsted Planning and Zoning Code*).

Map 4-1, Improvement Target Areas

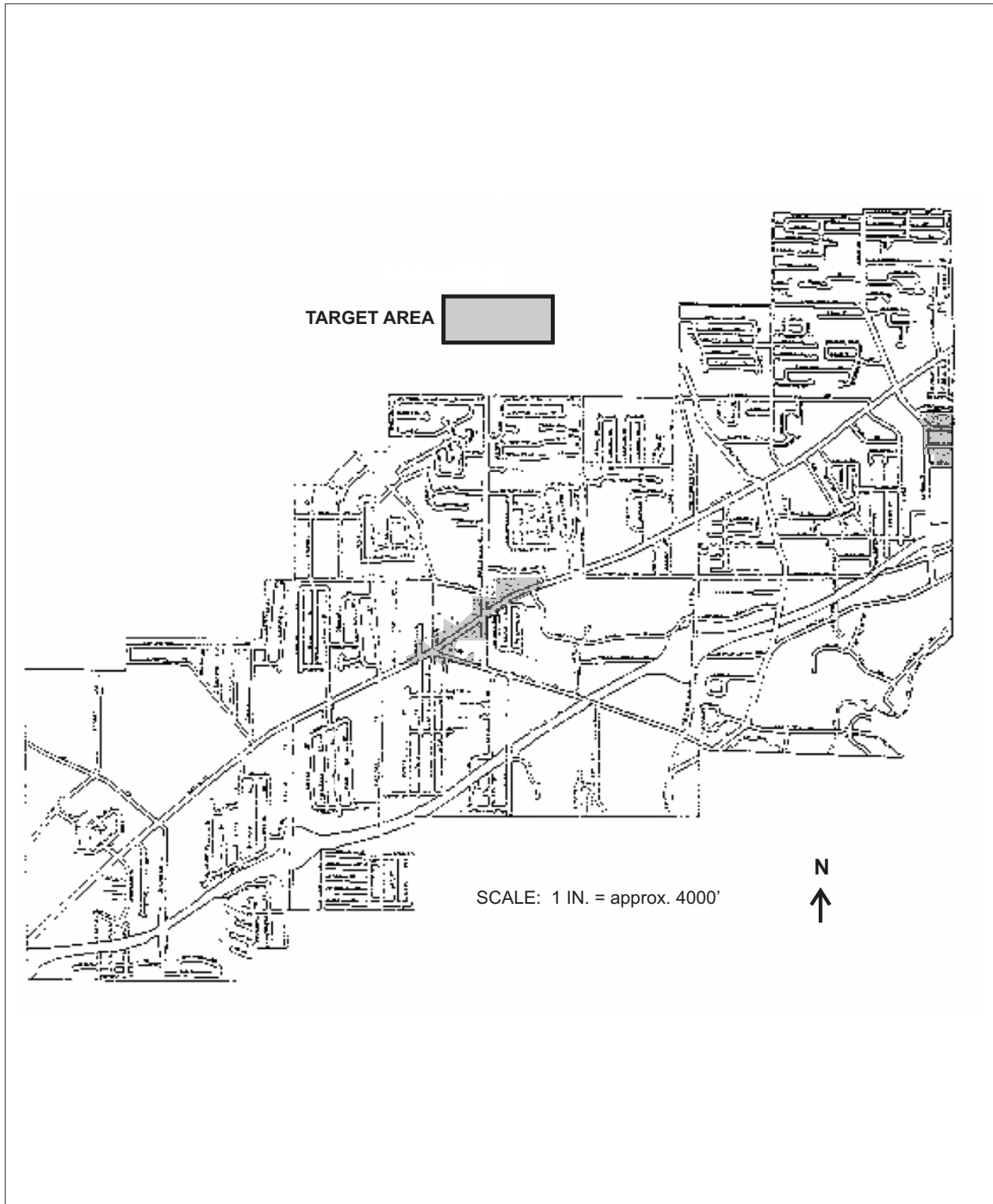


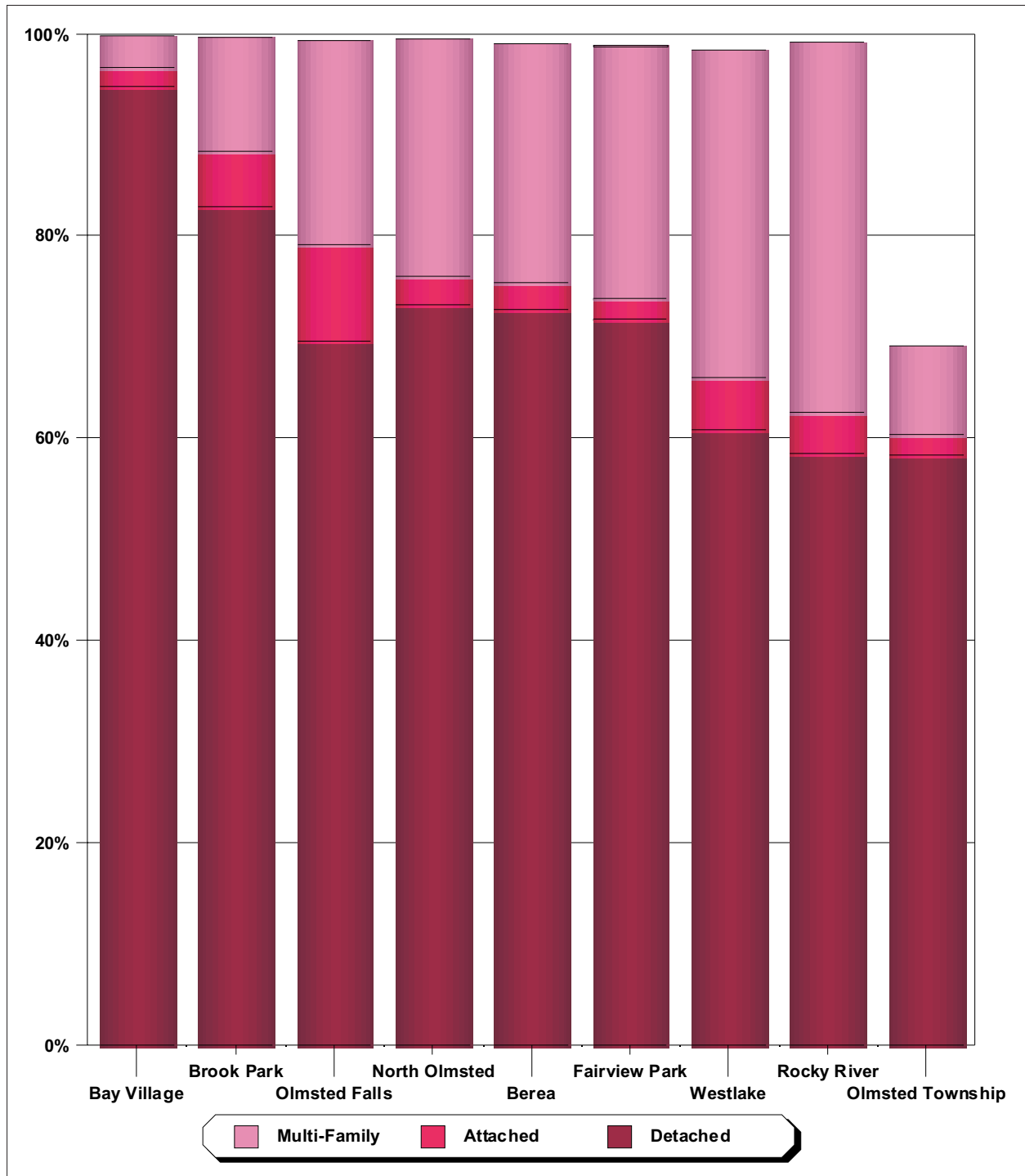
Table 4-3, 1990 Housing Unit Type

Housing Type	Total Units	Percentage
<b>Single-Family</b>	<b>9,927</b>	<b>75.9%</b>
1, Detached	9,554	73.0%
1, Attached	373	2.9%
<b>Multi-Family</b>	<b>3,070</b>	<b>23.5%</b>
2	37	0.3%
3 or 4	119	0.9%
5 to 9	598	4.6%
10 to 19	722	5.5%
20 to 49	412	3.1%
50 or more	1,182	9.0%
<b>Mobile Home or Trailer</b>	<b>5</b>	<b>0.0%</b>
<b>Other</b>	<b>79</b>	<b>0.6%</b>
<b>Total</b>	<b>13,081</b>	<b>100.0%</b>

Table 4-4, City of North Olmsted and Nearby Communities in Rank Order by Percentage of Single-Family Homes

Community	% Single-Family			% Multi-Family	% Others (Mobile Homes & Trailers)
	Combined	Detached	Attached		
Bay Village	96.6%	94.8%	1.8%	3.1%	0.3%
Brook Park	88.4%	82.9%	5.5%	11.2%	0.4%
Olmsted Falls	79.1%	69.5%	9.6%	20.2%	0.7%
<b>North Olmsted</b>	<b>76.0%</b>	<b>73.1%</b>	<b>2.9%</b>	<b>23.4%</b>	<b>0.6%</b>
Berea	75.4%	72.7%	2.7%	23.6%	1.0%
Fairview Park	73.8%	71.8%	2.0%	25.1%	1.1%
Westlake	66.0%	60.8%	5.2%	32.4%	1.6%
Rocky River	62.6%	58.5%	4.1%	36.5%	0.9%
Olmsted Township	60.4%	58.3%	2.1%	8.7%	30.9%
Cuyahoga County	61.6%	56.0%	5.6%	36.5%	1.9%

Figure 4-1, Housing Structure Types, 1990, North Olmsted and Nearby Communities



2. **Single-Family Cluster Development.** The advantages of this type of housing are that it preserves open space, natural features and a semi-rural character and addresses the needs of young families and people who want low-maintenance homes. This type of development is currently allowed in the Single-Family Cluster District (*Chapter 1136 - City of North Olmsted Planning and Zoning Code*).

### **Other Recommendations**

The City's housing stock is relatively young (65% of the City's housing stock was built after 1960), and is still in fair to good condition. Nevertheless, in order to preserve this asset and maintain its residential character, the City should encourage the maintenance and improvements of properties by:

- ✓ continuing the enforcement of building and zoning codes;
- ✓ promoting the use of the City's new Community Reinvestment Act for Tax Exemptions to make improvements to residential property; and
- ✓ promoting home maintenance workshops for residents through community groups or neighborhood associations.

In addition, the City should consider the need to expand its real property maintenance code to cover residential properties, including all main and accessory buildings and structures, as well as yards.

### **SYNOPSIS OF AESTHETIC CONDITIONS OF EXISTING COMMERCIAL AND INDUSTRIAL DEVELOPMENT IN NORTH OLMSTED**

In general, the City of North Olmsted presently contains examples of both positive and negative aesthetic conditions in its commercial and industrial areas. The following is a list of positive and negative aesthetic conditions within the City:

#### **A. POSITIVE AESTHETIC CONDITIONS**

1. Newer commercial, office and industrial developments which contain:
  - ✓ coordinated signage;
  - ✓ architectural cohesion;
  - ✓ on-site landscaping;
  - ✓ generous building setbacks and yards; and

- ✓ landscaping and buffering for off-street parking, trash receptacles and outdoor storage areas.
- 2. Sidewalks are generally in good condition and are provided throughout most of the City's commercial areas.
- 3. Some commercial uses do have proper buffering between commercial development and adjacent residential areas.
- 4. The recent creation of mixed use, senior residence, office building, and other transitional zoning districts of an intermediate intensity between a more intensive use (commercial, retail or industrial) and a less intensive use (single-family residential) will have a positive affect on improving land use compatibility and reducing haphazard development.

**B. NEGATIVE AESTHETIC CONDITIONS**

- 1. Pole signs.
- 2. Competing maze of signage on buildings - especially in older retail strip centers.
- 3. Above-ground utility poles and wires.
- 4. Traffic (automobile and truck) congestion and conflicts between pedestrian and vehicular traffic.
- 5. Building setbacks are too close to major roads.
- 6. Deteriorated or substandard building structures.
- 7. Lack of sufficient landscaping on property, especially in parking lots.
- 8. Lack of adequate screening/buffering between commercial and residential uses.
- 9. Examples of haphazard development of non-compatible land uses.
- 10. Lack of attractive community entrance signs.
- 11. Lack of cohesiveness of commercial areas.
- 12. Lack of human scale, especially in and around Greater Northern Mall and the abutting major and minor arterials and parking areas.



### Recommendations

In general, the City of North Olmsted should consider the development of a *comprehensive streetscape improvement program* which, if properly implemented, would significantly improve the aesthetic appearance and image of the City's commercial areas and enhance the interconnectiveness of the human and physical environment. This program would place an emphasis on improving the quality of life for City residents by making commercial districts more attractive to pedestrian traffic. Thus, the linkages between the City's residential neighborhoods and commercial areas would be improved, achieving more of a "sense of community".

The elimination of sign clutter, especially oversized commercial signs, certainly needs to be addressed. Other signage problems, such as allowing too many signs on a site and the elimination of pole signs, also needs to be accomplished. The City's new sign regulations, which were adopted in 1991 and which call for the amortization of all non-conforming signs by January 1, 1998, should be explained *in advance* to all merchants who could be affected by these regulations.

In addition, traffic congestion problems both on- and off-site need to be better addressed, especially the inherent conflicts between pedestrians and motor vehicles. All future site plans should require applicants to submit both *motor vehicle* as well as *pedestrian circulation plans* which attempt to safely illustrate how to separate and protect pedestrian traffic from incoming and outgoing motor vehicles. All commercial properties should have sidewalks connecting their property to abutting commercial and residential properties. In addition, on-site walkways and crosswalks should be included as part of all future site plans for commercial development projects.

In terms of improving community awareness and aesthetics, the City should consider erecting attractive "Welcome to North Olmsted" ground signs along the major arterials to the City, especially at the City's borders along Brookpark and Lorain Roads. Attractive flower, shrub, and/or evergreen plantings should complement these ground signs and be well maintained by either the City or community-minded volunteer groups. In addition, the City should undertake discussions with the utility companies that erect overhead wiring to determine how to reduce the number of above ground utility poles and wires.

Buffering and landscaping provisions are discussed in detail in the next sections of this chapter and are important in minimizing conflicts between adjoining incompatible land uses and in adding human scale to the urban environment. Where incompatible development continues to exist, especially when buffering and screening techniques are applied but problems continue, the City could consider other land use remedies such as rezoning parcels to a more compatible use and/or the use of conditional zoning permits.

Lastly, the City should stress, during the site plan review process, environmental sensitivity in and around the Great Northern Mall and the area's many adjoining and abutting offices and smaller commercial centers. This area, with its network of seven and eight lane roadways, heavy motor vehicle traffic, and vast expanses of commercial parking lots, dwarfs the human scale. A comprehensive streetscape program that includes pedestrian amenities, such as brick pavers along the curbs of the major arterials, along with the planting of street trees, flowers, and shrubbery and the inclusion of street furniture such as sidewalk benches, trash containers, and enclosed bus shelters can soften the

vast expanse of concrete and asphalt that dominates the urban landscape of North Olmsted's central shopping district.

## **REVIEW OF BUFFERING STANDARDS BETWEEN RESIDENTIAL AND COMMERCIAL/INDUSTRIAL USES**

### **Overview**

Because of extensive new commercial development along the City's main arterial roads (such as Lorain Road) and around the perimeter of Great Northern Mall, the provision of proper buffering for residential areas in North Olmsted has become increasingly important. In general, a buffer is an open space and/or materials which create a visual and/or physical separation between two or more land uses that usually have incompatibilities, such as residential and industrial/commercial land uses. Buffering is used to minimize the visual unattractiveness, glare, noise, dust, dirt, and/or litter that is inherent in many industrial and commercial land uses, especially when they abut or are near residential developments.

In particular, buffering is useful in the following instances:

1. Wherever there are incompatible uses between each other, i.e. residential uses that abut commercial or industrial uses;
2. Wherever commercial or industrial off-street parking and loading abuts residential development;
3. Wherever there is a need to establish a landscaped setback between roads and off-street parking lots; and
4. Wherever outdoor storage of materials and supplies, trash dumpsters, or other unsightly objects of a commercial or industrial nature are visible from an adjacent or nearby residential neighborhood.

### **Examples of Various Buffering Techniques Used in Cuyahoga County Communities**

Many communities within Cuyahoga County encourage and require buffering when new commercial development or redevelopment occurs adjacent to residential areas. The following are examples of various buffering techniques that several of these communities may require:

1. Larger minimum yard and building setback requirements for commercial, office and industrial uses which directly abut a residential district;
2. Landscaping: planting of trees and shrubs;
3. Use of attractive fencing;

4. Construction of earth mounds;
5. Retention of existing natural vegetation on site (particularly trees and large shrubs);
6. Clustering of units on site so as to provide additional open space; and
7. Creating transitional zoning districts.

While the actual type and location of buffering to be used depends upon the nature of the environment, the use to be buffered, the available space for buffering, and topographic conditions; the use of buffering between residential and commercial/industrial uses is widespread.

### **Review of North Olmsted's Buffer Regulations**

Currently, the City of North Olmsted has buffer requirements in its Business, Office Building and Limited Industry/Industrial Park Districts. Specifically, the following chapters and sections of the *North Olmsted Zoning Code* pertain to buffering requirements:

#### **A. Chapter 1115 - Definitions**

1. Section 1115.02 (4) defines “berm” as an earth mound that is designed to serve as a visual buffer.
2. Section 1115.02 (6) defines “buffer zone” as a zone in the form of a strip of land, usually a landscaped open area, designed to separate incompatible land uses.

#### **B. Chapter 1126 - Commercial and Other Building Permits**

Section 1126.04 provides for a general review of all buildings except single-family and two-family uses, which need permits for improvements/additions by the Planning Commission to determine whether the proposal will have a significant adverse impact on neighboring properties.

#### **C. Chapter 1139 - Business Districts**

1. Section 1139.07 requires larger minimum side and rear yard requirements when a business use abuts a residential district.
2. Section 1139.08 (e) requires that every yard in which no off-street parking or loading spaces are permitted must be landscaped with a lawn or planted areas and maintained in an orderly state.
3. Section 1139.08 (e) also requires that for off-street parking areas, the Commission shall require a plan depicting the design of earth

mounding, a fence, wall, hedge or other suitable screening or planting in order to create a visual buffer where a residential district abuts a rear or side yard of a Business District.

**D. Chapter 1141 - Office Building District**

1. Section 1141.06 of the code requires larger minimum side yard and rear yard setbacks when an office use abuts a residential district.
2. Section 1141.07 (a) requires that if parking is permitted in a front yard, then the area between the public right-of-way and the lot be landscaped.
3. Section 1141.07 (c) requires that if an office building lot adjoins a residential lot, then the code requires a 50-foot landscaped buffer to provide a visual and noise barrier for adjoining property.

Section 1141.07 (c) requires that visual screening, such as earth mounding, walls, fences or landscape planting, are required site improvement elements for any office building use adjacent to a residential district.

4. Section 1141.03 (b) requires that 10% of the area of all off-street parking areas be allocated to landscape improvements.

**E. Chapter 1145 - Limited Industry/Industrial Park District**

1. Section 1145.04 (a) requires a landscaped buffer around the perimeter of every LI-IP District, upon which no building, structure, drive, roadway or parking area is permitted. The intent is to adequately shield/screen adjoining residential uses from noise, dust and objectional views.
2. Section 1145.04 (d) requires landscaped buffer strips and/or visual screens within all required side and rear yards of a site within the Limited Industry District.
3. Section 1145.04 (i) requires that 15% of the total site area be allocated to landscape improvements.
4. Section 1145.07 requires larger minimum side yard and rear yard setbacks when an industrial use abuts a residential use. A six-foot high solid fence is also required along the district boundary.

**Overall Recommendations to Improve Buffering Standards**

In general, the City of North Olmsted in recent years has developed a good set of buffering standards to protect adjoining or abutting residential development from commercial and industrial development. Nevertheless, the City's existing requirements lack the following standards which should also be a part of the City's zoning code:

- ✓ Minimum height of perimeter screens/fences/walls, including minimum height of landscaping used to screen parking lots;
- ✓ Maximum planting distance between trees and/or shrubs;
- ✓ Minimum opacity (the degree of obscuration of light) standards; and
- ✓ Minimum width of landscaped/buffer area.

In addition, the City should continue to emphasize the value of maintaining and preserving existing, healthy trees whenever possible. Part of each site plan review for any new development within the City should be the consideration of retaining healthy, mature trees especially where the retention of such trees would help serve as a protective buffer between residential and commercial or industrial development.

## **Chapter Five**

# **Commercial and Industrial Market Analysis**

The City of North Olmsted has one of the largest concentrations of commercial establishments in Cuyahoga County. In fact, the City has significantly more retail square footage than the Cleveland central business district. The City plays a major role among the western suburbs of Cleveland in providing goods and services to the region. As this chapter outlines, commercial establishments in North Olmsted serve both local residents of North Olmsted as well as a regional population. Also examined in this chapter are recent growth statistics, industrial development and office development.

## HISTORY

Lorain Road (State Route 10) has long been a highly traveled route. As Cleveland's population began to migrate westward, Lorain Road became the route upon which this migration centered. The beginnings of North Olmsted's stature as a regional retail center began in the late 1950's with the construction of the Great Northern Shopping Center. Significant growth in commercial floor space has occurred since that time. In the late 1960's, there were approximately 1.2 million square feet of commercial floor area in the City, which increased to over 1.7 million square feet of commercial floor area by the early 1970's.

In February of 1992, there was a total of 4,686,611 square feet of commercial floor area in North Olmsted. This growth has been stimulated by improvements to Lorain Road as well as Brookpark Road, Great Northern Boulevard, and the completion of I-480. Improvement projects on these roads have continued to provide easy access to the City for people living in nearby communities such as Cleveland and Lakewood, as well as communities in Lorain County. Most significantly, the completion of I-480 in the late 1980's brought residents of eastern Cuyahoga County within a 20-30 minute driving time of North Olmsted, thus greatly increasing the trade area for businesses in North Olmsted.

## COMMERCIAL AND INDUSTRIAL GROWTH IN THE 1980'S

North Olmsted ranked in the top ten in commercial and industrial growth in the 1980's. The majority of this growth was new commercial construction with an estimated valuation of \$68,350,100. New industrial construction, with an estimated value of \$80,000, comprised less than 1% of the growth. *Table 5-1* outlines the cities with the most commercial and industrial growth in Cuyahoga County in the 1980's.

New non-residential building permit activity in North Olmsted and the three surrounding communities of Westlake, Fairview Park, and North Ridgeville is outlined on *Table 5-2*. In North Olmsted, from 1987-1991, more building permits were issued for new "stores and other customer service buildings" than in any other non-residential category. For this same period, permits for "office, bank and professional buildings" ranked second, with 9 permits being issued for new buildings in North Olmsted overall. Westlake ranked the highest in the total number of permits issued during this time period.

Table 5-1, Cuyahoga County: Growth in the Eighties

City	Commercial New Construction 1980-1989	Industrial New Construction 1980-1989	Commercial & Industrial New Construction 1980-1989
Cleveland	880,830,300	126,129,200	1,006,959,500
Westlake	165,249,200	17,056,500	182,305,700
Solon	72,151,700	62,398,800	134,550,500
Beachwood	126,224,700	3,016,200	129,240,900
Independence	119,563,500	4,979,100	124,542,600
Parma	74,043,600	27,001,900	101,045,500
Middleburg Heights	72,499,100	10,840,500	83,339,600
Lyndhurst	69,787,300	0	69,787,300
<b>North Olmsted</b>	<b>68,350,100</b>	<b>80,000</b>	<b>68,430,100</b>
Strongsville	38,401,100	21,116,600	59,517,700

Table 5-2, New Non-Residential Building Permits, 1987-1991, North Olmsted and Neighboring Communities

		North Olmsted					Westlake				
		91	90	89	88	87	91	90	89	88	87
Item 318	Amusement, social and recreational buildings	1						1		1	
Item 319	Churches and other religious buildings			1							
Item 320	Industrial buildings			1		1				1	3
Item 321	Parking garages (buildings and open-decked)										
Item 322	Service stations and repair garages	1	1			1	2	2			3
Item 323	Hospitals and institutional buildings								1	22	3
Item 324	Office, bank and professional buildings		2	1	1	5	2	6	6	7	7
Item 325	Public works and utilities buildings	1									
Item 326	Schools and other educational buildings								1		
Item 327	Stores and customer service buildings	3	2	7	3	14	4	1	5	5	7
Item 328	Other nonresidential buildings		7	1			30	38	46	58	53
Item 329	Structures other than buildings				1	1	34	21	30	28	16
	<b>Total</b>	<b>6</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>22</b>	<b>72</b>	<b>69</b>	<b>89</b>	<b>122</b>	<b>92</b>
	New Commercial										
		Fairview Park					North Ridgeville (1)				
		91	90	89	88	87	91	90	89	88	
Item 318	Amusement, social and recreational buildings										
Item 319	Churches and other religious buildings										
Item 320	Industrial buildings										
Item 321	Parking garages (buildings and open-decked)										
Item 322	Service stations and repair garages										
Item 323	Hospitals and institutional buildings		1	2	3	3					
Item 324	Office, bank and professional buildings										
Item 325	Public works and utilities buildings										
Item 326	Schools and other educational buildings	2		1		3					
Item 327	Stores and customer service buildings				2	8					
Item 328	Other nonresidential buildings					6					
Item 329	Structures other than buildings	2	1	3	5	20					
	<b>Total</b>										
	New Commercial						5	8	7	9	



## CHARACTERISTICS OF NORTH OLMSTED'S COMMERCIAL DEVELOPMENT

In February, 1992, the Cuyahoga County Planning Commission (CPC) conducted a survey of the commercial floor space in North Olmsted. This survey inventoried all commercial development in the City from supermarkets to regional offices and found that the City has over 800 establishments and 4,686,611 square feet of commercial floor space.

For the purposes of this report, CPC has categorized commercial development by its location. The categories are the Lorain Road Corridor, Great Northern Mall, the mall periphery, and the remaining area of the City. *Table 5-3* lists each area's floor space.

**Table 5-3, Commercial Floor Area Analysis**

Lorain Road Corridor	2,423,243	sq. ft.
Mall Periphery	1,211,975	sq. ft.
Great Northern Mall	885,985	sq. ft.
Remainder of the City	165,408	sq. ft.
<b>Total</b>	<b>4,686,611</b>	<b>sq. ft.</b>

### Lorain Road Corridor

Lorain Road is well known for its diversity of retail establishments. The Lorain Road Corridor, with 2,423,234 square feet of commercial space, contains over half the entire amount of commercial floor space in the City. Along the corridor, a wide range of products and services needed by the general public are provided. This floor space serves the needs of the residents by providing convenience goods and services such as convenience/dairy stores, dry cleaners, restaurants and gift shops. Furniture, carpet and appliance stores, which serve the region as well as local shoppers, are also located along Lorain Road.

Commercial development along Lorain Road is the most intense in the eastern section and nearest Great Northern. The western portion of Lorain Road, although zoned for commercial uses, has not been fully developed for commercial uses as of yet.

### Great Northern Mall

Opened in 1976, Great Northern Mall has a gross leasable area of over 880,000 square feet. The mall includes three anchor stores (May Company, J.C. Penny Company, and Sears), while the remaining mall area has approximately 140 stores and restaurants.

Great Northern Mall attracts many shoppers to North Olmsted. The Plain Dealer Marketing and Research Department provided CPC with a Birch/Scarborough Research Corporation study on the shopping activities of the Cleveland area population. Their survey estimated that within a three month period from December of 1990 through early February, 1991, 665,570 people shopped at Great Northern Mall. Of those shoppers, 70.4% lived in Cuyahoga County, and 16.7% lived in Lorain County. The remaining mall shoppers surveyed lived in other surrounding counties.

This tremendous influx of shoppers into the City has a great impact for businesses outside the mall as well, since there is the opportunity for “spin off sales” which support other North Olmsted businesses. Therefore, it is important to note the type of shopper Great Northern attracts. The Birch/Scarborough survey found the following typical characteristics of the Great Northern Mall shopper:

- ✓ 50.1% Female;
- ✓ 49.9% Male;
- ✓ 30.9% Working women;
- ✓ 49% Between the ages of 25 and 44;
- ✓ 44% High school graduates;
- ✓ 24% College graduates;
- ✓ 50% With household incomes of \$35,000 or more;
- ✓ 62.2% Married; and
- ✓ 71.7% Homeowners.

The planned opening of Strongsville’s Southpark Center Mall sometime in 1994 or 1995, will have some effect on the shopping habits of Cuyahoga County’s population. This planned mall’s location at the southwest corner of Interstate 71 and State Route 82 will provide convenient mall shopping opportunities for southern Cuyahoga County and northern Medina County. Southern Cuyahoga County residents who now shop at Great Northern may find it more convenient to shop at the planned Southpark Center, therefore reducing the potential number of Great Northern Mall shoppers.

At this time, the only announced department store for Southpark Mall is Dillard’s. The location of Dillard’s and other department stores not found at Great Northern Mall may work to distribute mall shoppers by loyalty to a particular department store.

### **Mall Periphery**

The tremendous number of shoppers that a regional mall attracts spawns the development of significant commercial floor space surrounding the mall. There are 1,211,975 square feet of floor area considered “mall periphery” in North Olmsted. This is actually more floor area than within the mall itself. The area considered mall periphery for this report includes the Great Northern Shopping Center and businesses located on Brookpark Road, Great Northern Boulevard and Country Club Boulevard.

Businesses located near a regional mall are usually those which, similar to businesses located within the mall, serve a super-regional population; the difference being that these businesses choose not to be located within the mall. These companies include stores such as catalog showrooms, furniture and electronic stores and discount department stores.

**Remainder of City**

There is a modest amount of commercial development within the City which is not located in one of the previously mentioned major commercial areas. This floor space, 165,408 square feet, is scattered along roads such as Dover Center, Clague, and Bradley. Generally, the businesses located in these areas serve the local population and are mostly providing convenience goods.

The commercial market inventory also surveyed vacant commercial space in the City. The amount of vacant space is approximately 2.4% of the total space. The occupancy of this space by new business establishments or an expansion of existing businesses would have a small impact on the commercial market in terms of new shoppers and additional traffic.

**REGIONAL AND LOCAL TRADE AREA CHARACTERISTICS**

As part of the work done on this Master Plan, an analysis of the floor area located in North Olmsted was conducted to determine the number of households which are supporting the retail floor area in the City. This analysis utilized floor area data collected in the commercial market inventory and national averages on the estimated sales per square foot in selected commercial categories. The two major groupings of commercial categories are *convenience shopping* and *regional shopping*.

The *convenience shopping* category includes the following subcategories:

- a. Food - Including supermarkets, convenience stores, health food stores and bakeries;
- b. Restaurants - Including restaurants with and without liquor, fast food establishments, and bars and taverns, based upon location within the City;
- c. Drugstores - Including “super” drugstores and local drugstores;

*Regional shopping* includes the following subcategories:

- a. Restaurants - Including restaurants with and without liquor, fast food establishments, and bars and taverns, based upon location within the city;
- b. General Merchandise - Including department stores, discount department stores, convenience goods such as card and gift shops, variety stores, toy stores, fabric stores, flower shops, pet stores, beauty supply stores and sporting goods stores;
- c. Apparel/Accessories - Including men’s, women’s and children’s clothing and shoe stores, fur and bridal shops;

- d. Furniture, Appliances and Carpet - Including stores selling furniture, appliances, electronics, televisions, carpeting as well as music stores;
- e. Hardware and Home Improvements - Including hardware stores, lumber stores and paint and wallpaper stores;
- f. New Automobile Sales - including new car sales, boat sales and motorcycle sales.

In this commercial market analysis, the total sales in each retail category was estimated by using the floor area of each use as determined in the inventory of commercial establishments and the national average sales per square foot provided by the Urban Land Institute's *Dollar and Cents of Shopping Centers*. Further analysis of sales per square foot revealed that actual sales per square foot varies depending upon the size of the population base the use serves. Each retail use was studied to determine if it was serving a local population (within 3-5 miles), a regional population (within 5-7 miles) or a super-regional population (over 7 miles).

Data was utilized from the *Magazine of Sales and Marketing Management* to determine the amount that the average Cuyahoga County household has spent in each retail category. Using the estimated total sales in each retail category, and the average amount a Cuyahoga County household spends, the number of households that shop in the City of North Olmsted was then estimated. The results of this analysis can be seen in *Figure 5.1*.

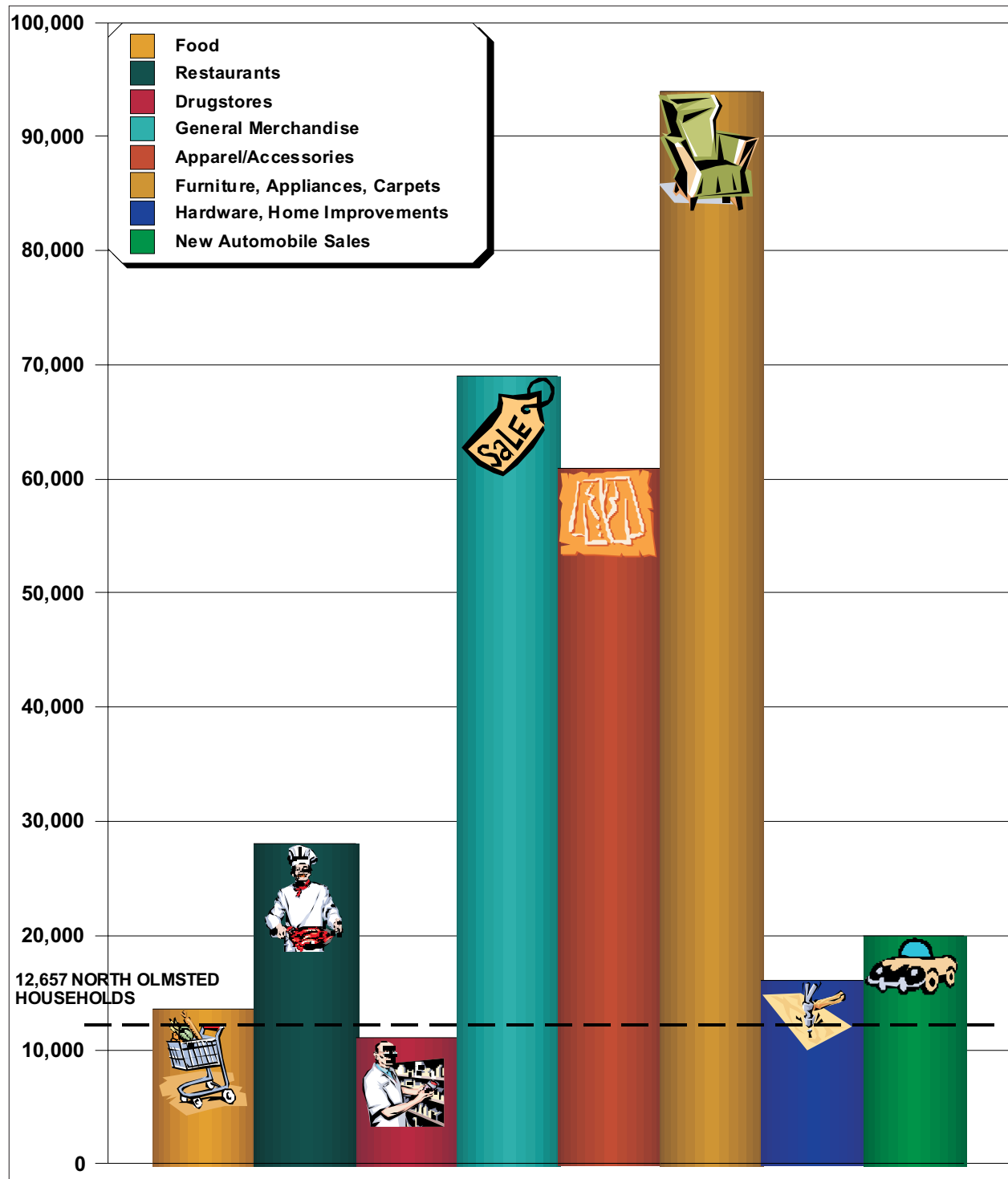
As *Figure 5-1* illustrates, there are 12,657 households in North Olmsted. For the purpose of this analysis, it was concluded that most families living in North Olmsted shop in North Olmsted. Therefore, every household represented above the 12,657 threshold of North Olmsted households comes from outside the City to shop in North Olmsted, thereby reinforcing the fact that North Olmsted serves a regional population.

## MARKET CONDITIONS

As shown in *Figure 5-1*, businesses serving a regional population draw thousands of people into the City each shopping day. There are both advantages and disadvantages to having this considerable amount of retail space in North Olmsted. **Advantages include:**

- ✓ The recognition of North Olmsted as a “destination” which creates spin-off sales for local merchants;
- ✓ Tax benefits including higher property taxes from commercial development (as compared with residential development), and income taxes generated from the employees of the commercial establishments;
- ✓ Convenient shopping and employment opportunities for North Olmsted residents.

Figure 5-1, Estimated Households Supporting Retail Floor Area in North Olmsted



**Disadvantages include:**

- ✓ Traffic congestion associated with the number of people who travel from other cities by car to shop in North Olmsted, resulting in decreased mobility for North Olmsted residents;
- ✓ Numerous vehicle trips into the City, which can cause additional burdens on street maintenance and traffic control activities;
- ✓ Environmental impacts from traffic which include increased noise, stormwater runoff, and reduced air quality;
- ✓ A large number of shoppers, which can create increased potential for litter;
- ✓ Negative aesthetic impacts, such as the numerous unlandscaped parking lots and clutter of signs; and
- ✓ The increased demand on public services from the added population which may require police, fire or emergency medical service.

**MARKET POTENTIAL**

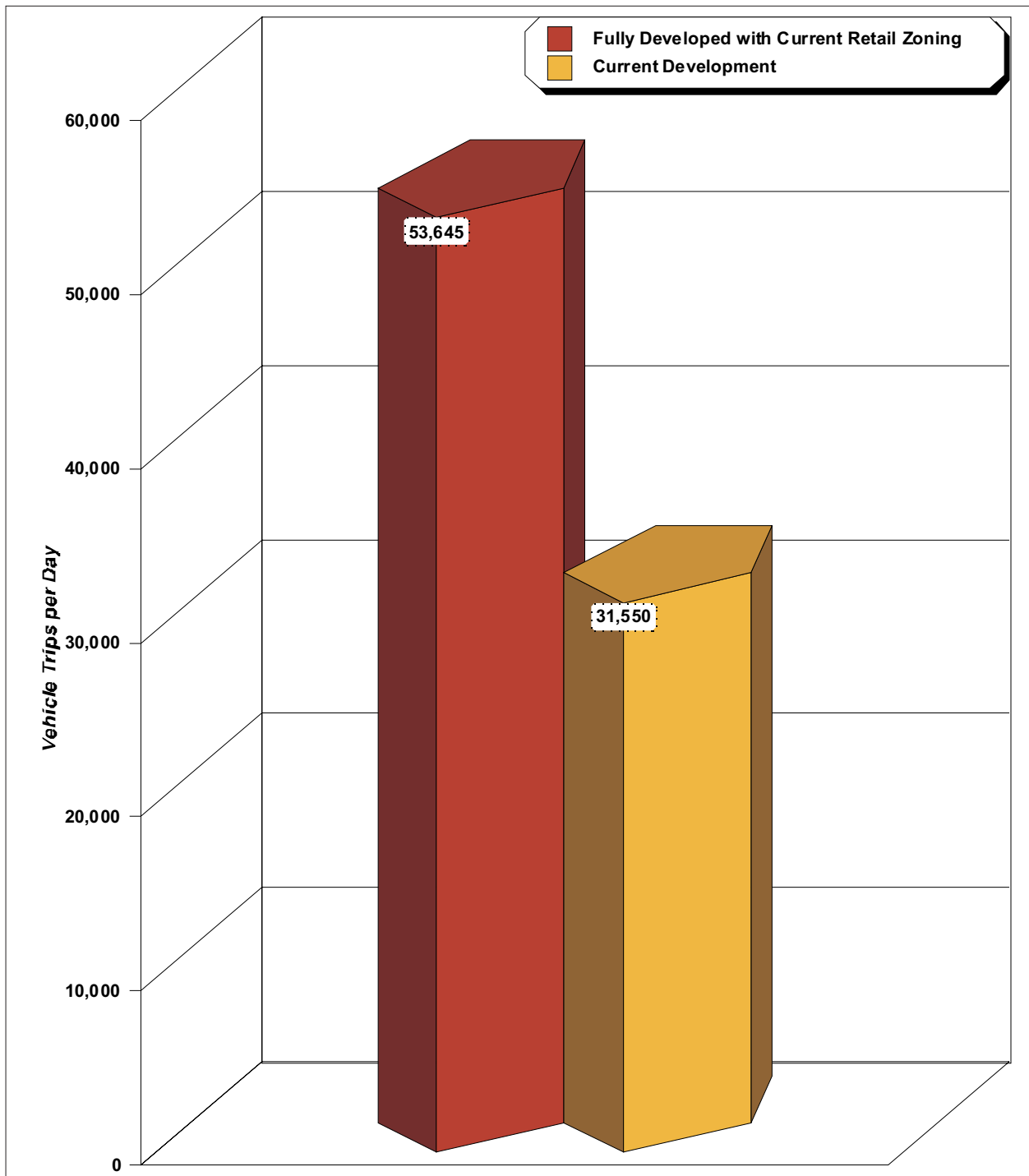
At the present time, there are 671 acres of land now zoned for commercial uses in the City. Of this 671 acres, 123 acres are currently either vacant land or land with residential structures. Nearly 75% of this non-commercialized land is located along the most western portion of Lorain Road. Full development of the western commercially zoned land into commercial uses could have a significant impact on the City's existing commercial floor space market and traffic distribution.

Using the guidelines for commercial development set forth in the City's zoning code, it is estimated that 1,342,193 square feet of additional commercial floor area could be built on this land. With this amount of floor space, traffic would be redistributed along Lorain Road. Figures from the Institute of Traffic Engineers estimate average traffic counts could be increased as much as 22,000 vehicle trips per day. *Figure 5-2* illustrates the number of vehicle trips per day on Lorain Road with full development of the western Lorain Road Corridor.

As documented earlier in the chapter on demographics, the population of North Olmsted has continued to decline since 1980. *If this decline continues*, the localized demand for convenience goods and services may also decline.

Current residents of outlying areas such as Olmsted Township and eastern Lorain County presently travel to North Olmsted for the purchase of at least some of their convenience goods and services. As the population increases in these areas, businesses providing convenience goods and services in these localized areas may also increase. Ultimately this may reduce the number of convenience shopping in North Olmsted. If there is both a decline in North Olmsted's population and an increase

Figure 5-2, Average Daily Traffic Counts for Lorain Road, 1992



\*All averages derived from 24-hour traffic volumes using the Cuyahoga County Engineer's data for the intersections of Lorain Road and Columbia Road, Stearns Road, Dover Center Road, Clague Road, Barton Road, Canterbury Road, Silverdale Road, MacKenzie Road, Walter Road, Gessner Road, Sparky Lane and Great Northern Boulevard.

**SOURCE:** Cuyahoga County Engineer's Office and Institute of Transportation Engineers

in commercial development in outlying areas, then it is likely that there will be a diminishing need for convenience goods and services in the City.

Nevertheless, the potential for North Olmsted to remain a major regional shopping area is excellent. Most new commercial development is currently restricted by conservative financing practices. Speculative development in unproven areas will be low. North Olmsted has an established record of attracting shoppers which adds to its desirability as a place to do business. With the expected increase in new office development occurring in the community well into the next twenty years and new residential development occurring in the neighboring communities of Olmsted Township and North Ridgeville, North Olmsted is expected to see its role, as a regional shopping destination, growing even larger than what it is today.

## INDUSTRIAL DEVELOPMENT

North Olmsted has fewer industrial establishments than the nearby cities of Westlake and North Ridgeville but has more than Fairview Park and Olmsted Township. As found in the *1992 Harris Industrial Directory*, **Table 5-4** lists the total number of industrial businesses and the total persons employed in North Olmsted and nearby communities.

**Table 5-4, Total Industrial Businesses and Persons Employed, North Olmsted and Nearby Communities**

City	Number of Industrial Listings	Total Number of Persons Employed
<b>North Olmsted</b>	<b>21</b>	<b>146</b>
North Ridgeville	42	1,507
Westlake	77	4,102
Fairview Park	6	24
Olmsted Township	1	16

One-third of the industry located in North Olmsted provides printing and typesetting services. The largest industrial employers include Mr. Jiffy Instant Printing; Space Age Industrial Design Incorporated; and the Therm-All Company. Over 60% of the City's industrial business employ 5 people or less.

Industrial businesses in North Olmsted are dispersed throughout the City. The North Olmsted Industrial Park, located at the western end of Lorain Road near I-480, provides an opportunity for the City to create an industrial park in which to encourage the establishment of industrial businesses. The easy access to I-480 at Lorain Road and the Ohio Turnpike are important assets to the location of this industrial park. This 45-acre park is currently the location of the Therm-All Company, with approximately 40 acres of land yet to be developed.



## OFFICE SPACE

Local offices of those professionals who serve direct population needs are the most prevalent in the City. The floor area study has shown that there are approximately 598,125 square feet of floor area devoted to local office space. This space includes offices of doctors, dentists, lawyers, insurance agents, and real estate agents, etc. In addition to these, there are offices located in the City that are of a more regional nature and that employ persons who provide services for this regional population. There are approximately 241,519 square feet of office space in this category. Regional offices include those located at the Great Northern Corporate Center, the Great Northern Technical Park, the Ohio Title Bureau, Ohio Bell, Val-Pak Coupons, and the Sun Herald Newspaper.

*Map 5-1* shows the “suburban office regions.” North Olmsted is considered part of the western region. A review of the suburban office floor space per person, as seen in *Table 5-5*, shows that North Olmsted has a significantly higher office space per person than the suburban average and the most office space per person of any suburban market.

**Table 5-5, Suburban Office Space per Capita**

Region (1)	Total Rentable Area (2) (In Square Feet)	Total Population (3)	Square Feet per Person
East	5,470,323	570,899	9.58
South	2,991,382	197,663	15.13
Southwest	1,245,160	171,458	7.26
West	2,538,600	367,326	6.91
<b>Total Suburban</b>	<b>12,246,000</b>	<b>1,307,346</b>	<b>9.37</b>
<b>North Olmsted</b>	<b>839,644</b>	<b>34,204</b>	<b>24.55</b>

1. As defined by Grubb & Ellis Company
2. Grubb & Ellis “Greater Cleveland Office Market 1991”
3. 1990 Census

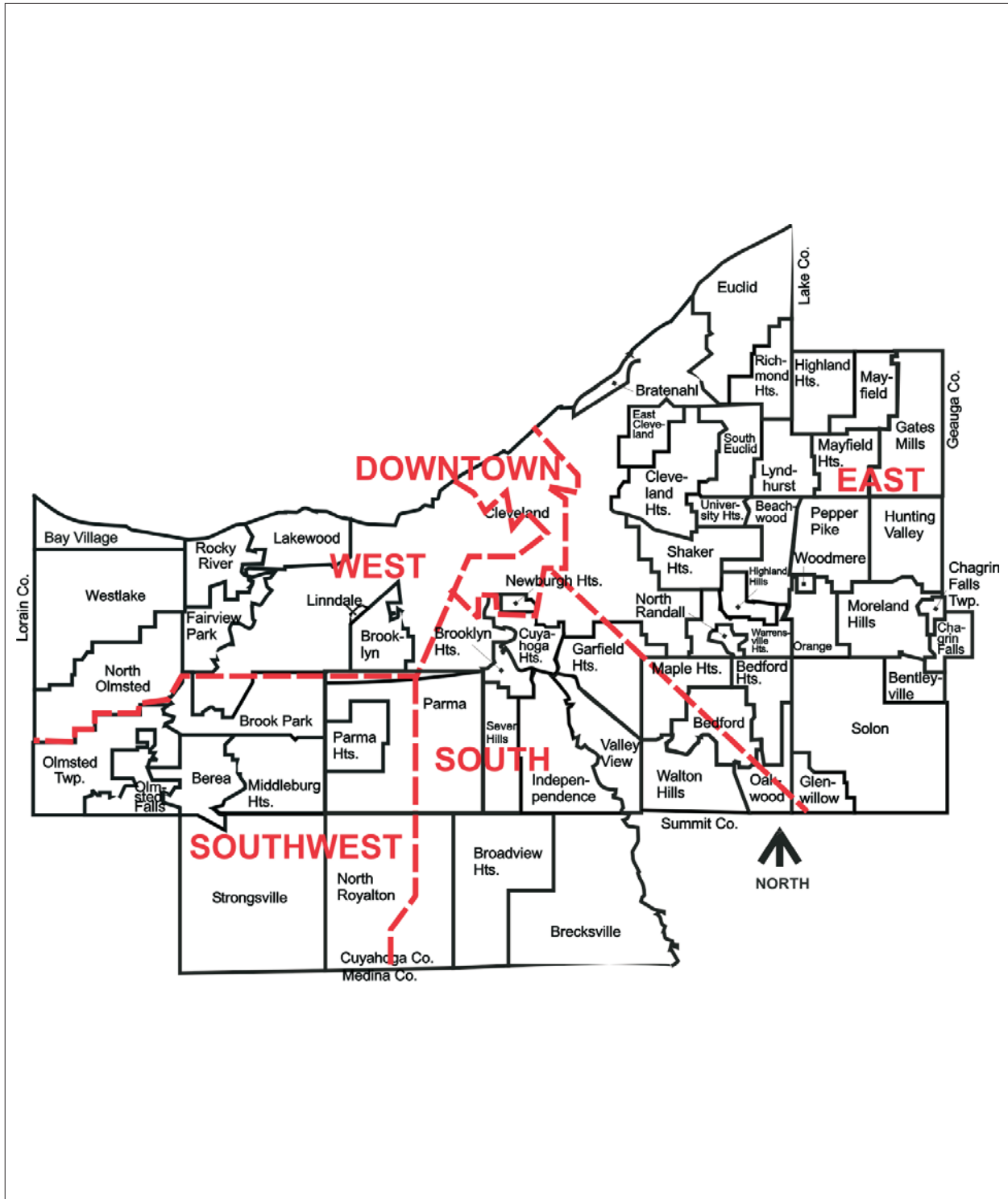
**NOTE:** The total rentable floor area was obtained from a Grubb & Ellis Company report entitled “Greater Cleveland Office Market”. Grubb & Ellis surveyed 216 suburban office buildings for their report. This survey excluded buildings that were totally occupied by city or county governments and suburban buildings which were solely owner-occupied.

## SUMMARY

North Olmsted holds an important place in the economy of the Greater Cleveland area. Many people depend on the products and services found in the City. The retail floor and office space inventory analyses indicated that floor space in both of these categories is heavily supported by a regional market. The benefits and problems associated with this great daily influx of people into the City have significant impacts on local residents.

The City of North Olmsted has one of the largest concentrations of commercial floor space in northeast Ohio. The past economic vitality of the City’s retail base has secured North Olmsted a role as a regional retail destination. In looking ahead to the future, the City will need to strengthen its competitive edge by maintaining its infrastructure, promoting its locational advantages, and improving the appearance of its retail districts through commercial revitalization in order to maintain its position as a regional retail destination.

Map 5-1, Office Space Regions



## **Chapter Six**

# **Infrastructure and Community Facilities Inventory**

This chapter is an inventory of infrastructure and community services in North Olmsted that is meant to serve as a starting point for analyzing information on which decisions can be made concerning the future development of the City of North Olmsted. Also, this inventory can be used in future citywide studies to compare future conditions with conditions in 1992.

## **INFRASTRUCTURE**

The existing conditions of the following infrastructure elements, water, waste water, and streets are discussed briefly in this report. Each of these elements is discussed in detail in the City of North Olmsted's 1992 *Capital Improvements Plan* which has been recently prepared by city officials.

### **I. Water**

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The City of Cleveland provides water to the City of North Olmsted and surrounding communities. Water serving North Olmsted comes from the Crown Filtration Plant in Westlake, Ohio. The operation and maintenance of the water system is the responsibility of the City of Cleveland.

The City's Capital Improvements Plan (CIP) states that an analysis of the distribution system indicates that certain improvements are necessary to improve water pressure in the western areas of the community that historically have had pressure and volume problems. The CIP also states that the condition of the existing water system is difficult to determine since it is entirely underground. The only way to determine if there is a problem is by monitoring complaints regarding low water pressure and/or volume. To anticipate problems, the City can estimate the condition of the interior of the pipe based on historical records.

### **II. Wastewater Treatment**

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North Olmsted owns and operates its own wastewater treatment system. This system is comprised of a wastewater treatment plant, four pumping stations, and nearly 100 miles of sewer pipe. North Olmsted provides wastewater treatment services to portions of Fairview Park and Olmsted Township. The City has contracted with Malcolm/Pirnie, Inc. for a study of its wastewater treatment facilities.

The City has also been working with the Ohio Environmental Protection Agency to reduce the infiltration and inflow problems into the wastewater collection system which robs pipeline and plant capacity. A sanitary sewer evaluation survey has outlined rehabilitation activities necessary to repair deficiencies that allow infiltration and inflow to cause basement flooding, system surface flooding and overflows at the treatment plant. The City is currently working towards reduction of excessive infiltration and inflow based upon this outline.

### **III. Streets**

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Population statistics show that the greatest population growth for the City occurred during the 1960's. During this time when many new houses were constructed, streets were also constructed. Today, many of these streets are now over thirty years old, signaling the need for a comprehensive

maintenance program. The City has an ongoing street maintenance program which includes projects to resurface existing streets, as well as to seal cracks, replace concrete sections, and overlay asphalt.

#### **IV. Transportation Planning**

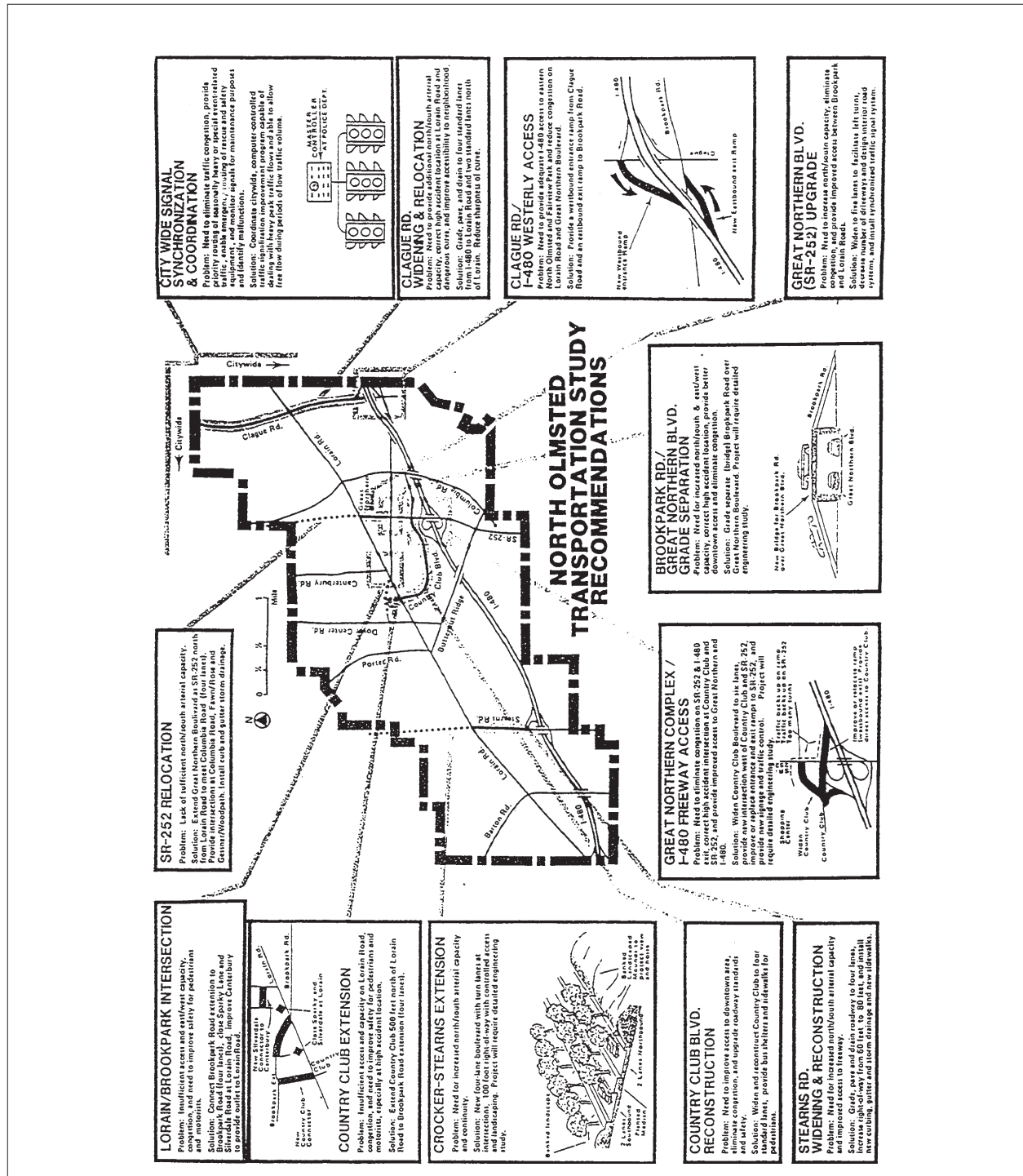
In the mid 1980's, the Northeast Ohio Areawide Coordinating Agency (NOACA) outlined twelve major transportation improvement projects which were meant to improve traffic circulation in North Olmsted. These 12 projects are outlined as follows:

1. City wide signal synchronization & coordination;
2. Clague Road widening & relocation;
3. Clague Road/I-480 westerly access;
4. Great Northern Blvd. (St. Rte. 252) upgrade;
5. Brookpark Rd./Great Northern Blvd. grade separation;
6. Great Northern Complex/I-480 freeway access;
7. Stearns Rd. widening & reconstruction;
8. Country Club Blvd. reconstruction;
9. Crocker-Stearns extension;
10. Country Club extension;
11. Lorain/Brookpark intersection; and,
12. State Rte. 252 relocation.

Location maps and a discussion of the problems and solutions surrounding each of these improvement projects can be found on **Map 6-1**. Further information regarding these projects can be found in the *City of North Olmsted Transportation Study - Community Transportation Plan 1986* prepared for The North Olmsted Transportation Study Team by NOACA.

In addition to the above transportation projects, the Greater Cleveland Regional Transit Authority (RTA) has identified the possibility of extending the "Red Line" rapid transit to Great Northern Mall via Brookpark Road. Currently, the "Red Line" ends at Hopkins International Airport. Although still in the conceptual phase, this extension is identified as a possible Phase II project of RTA's Transit 2010 program. The preliminary phasing schedule for Transit 2010 projects identifies 1996 as a possible start date for construction with the rapid in operation by the year 2000. In November of 1992, RTA's Board of Directors will decide if this project warrants additional detailed investigation.

Map 6-1, North Olmsted Transportation Study Recommendations



## COMMUNITY SERVICES AND FACILITIES

### I. Schools

The North Olmsted Public School District has a long-standing reputation for excellence. As of March, 1992, there were 2,323 students in its six elementary schools. Recently, the Forest Elementary School was named among the top 210 public elementary schools in the nation. The school district also operates one middle school and one high school, with a combined total of 2,755 students. The City's high school was recently named among the top 100 high schools in the nation.

In addition, the North Olmsted Board of Education operates adult and community education programs out of the former Chestnut Elementary School. This Adult/Community Education Program has become a model for the State of Ohio.

There are several private, Christian elementary schools in operation in North Olmsted. In total, these schools educate 910 school children.

*Table 6-1* shows an inventory of all schools in North Olmsted. As shown in *Table 6-1*, the North Olmsted School District has capacity for 3550 elementary school children, 1227 more than the current enrollment. Total capacity for the middle school was not available. Current enrollment in the high school is below the capacity of 1,756 by 157 students.

These statistics show there is no need for further construction of school buildings at this time. Presently, the School District has no plans for building any new schools; however, if the City saw a dramatic increase in elementary students, the District would bring Chestnut Elementary back into operation as an elementary school.

### II. Police Protection

The North Olmsted Police Department currently employs 53 sworn officers, 26 auxiliary officers, 14 full time civilians, 13 school crossing guards and 1 janitor. The police station, built in 1974, is approximately 20,000 square feet. There are currently 13 marked police cruisers and 5 police cars that are unmarked.

Currently, the Department is rebuilding by adding officers to meet the needs of the existing North Olmsted residents and the additional daily population which increases dramatically due to the large number of shoppers. An estimated 61 sworn officers for the department are needed. In addition, the police station needs to be expanded to allow for more office and storage space, including an enlarged property room.

### III. Fire Protection

The North Olmsted Fire Department employs 46 firefighters, 4 dispatchers and 1 secretary. The Department operates out of two fire stations - Station #1 is located at 25128 Lorain Road and Station #2 is located at 29374 Lorain Rd. Both stations were built in 1957 and are approximately 4000 square feet in size.

Table 6-1, North Olmsted School Inventory

Schools	Year Built	Site Area Acres	Additions	Capacity	Enrollment
<b>PUBLIC SCHOOLS</b>					
<b>ELEMENTARY</b>					
Birch 24100 Palm	1967	11.8	1971	550	388
Butter Nut 26669 Butternut Ridge	1968	11.3	NONE	550	387
Chestnut 30395 Lorain Road	1956	8	'60, '64, '71	500	0
Forest 28963 Tudor	1971	9.7	NONE	450	333
Maple 24101 Maple Ridge	1956	10.1	'60, '64, '71	575	469
Pine 4267 Dover Center Road	1965	23.3	NONE	600	427
Spruce 28590 Windsor Road	1967	14.9	NONE	325	319
<b>JUNIOR HIGH</b>					
North Olmsted Middle 27351 Butternut Ridge	1930	52.9 (with high school)	'56, '57, '60, '67	1,000	1,156
Middle School Annex	1920		1950	NA	
<b>HIGH SCHOOL</b>					
North Olmsted High 5755 Burns Road	1962	52.9 (with high school)	'69, '74	1,756	1,599
<b>PRIVATE SCHOOLS</b>					
<b>ELEMENTARY</b>					
Abundant Living Christian 3874 Columbia Road	*	2.3	NONE	120**	63
Kings Academy LS 30635 Lorain Road	**	N/A	NONE	NA	79
St. Brendan Brendan and Kenny	1966	10.9	1968	270	266
St. Richard 26855 Lorain Road	1954	4.1	Several Times	530	502

\* Has operated in the basement of the North Olmsted Assembly of God Church since 1978

\*\*Limit imposed by maximum classroom size

\*\*\*Has operated within Christ the King Church since 1978



Firefighting and emergency rescue equipment includes the following:

- ✓ One 24-year old truck with an elevating platform that will reach to 90’;
- ✓ One 15-year old pumper;
- ✓ One 11-year old pumper;
- ✓ One 5-year old rescue squad;
- ✓ One 2-year old rescue squad; and,
- ✓ One new rescue squad.

Auxiliary department vehicles include:

- ✓ Four automobiles; and,
- ✓ Three utility trucks, which includes one equipment truck.

Currently, there is a need for the fire stations to be expanded to meet the operational needs of the Fire Department. The Fire Department needs more office space and, restroom facilities are inadequate to serve the needs of the male and female employees. Also, there are 14 firefighters per shift and only 12 beds. In addition, while new firefighting equipment is needed, the size of this new equipment would be larger than the existing stations can accommodate. Therefore, either extensive remodeling of existing stations and/or the building of a new fire station would be necessary.

Recently, the City announced its decision to relocate Fire Station #1 to a nearby site because there is no room for expansion on the current site. The new Fire Station #1 will be located at 24291 Lorain Road, which is on the south side of Lorain Road between Coe Avenue and Columbia Road near Birch Elementary School. Construction for the new fire station is expected to be finished sometime in 1994.

#### **IV. Library Services**

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North Olmsted is served by the North Olmsted Branch of the Cuyahoga County Library System located at 27425 Butternut Ridge Road. The library contains 12,816 square feet, was built in 1967 and, to date, has had no additions. This branch serves residents of Fairview Park, Elyria and North Ridgeville, as well as North Olmsted residents.

In 1991, the library had 52,000 volumes and an annual circulation of 453,390. Of the 23 branches of the Cuyahoga County Library System, the North Olmsted branch has the highest circulation. In addition to its holdings, the library offers many programs for small children, young adults, and adults, as well as outreach programs for senior citizens and patients of area nursing homes.

#### **V. Recreation and Parks**

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##### ***Cleveland Metroparks***

The North Olmsted Parks and Recreation Committee, along with the City’s Recreation Department, provide programs and facilities for residents of all ages and interests. Together, these two entities coordinate recreational activities among the City, School Board, and private sports organizations. This cooperative working arrangement has created a broad spectrum of activities, including special programs for the handicapped.

At the indoor North Olmsted Recreation Center, residents of all ages have a wide array of facilities and programs. The North Olmsted Hockey Club, one of the first youth hockey programs in the state, has grown dramatically over the years and now has teams of players aged five through eighteen who compete in regional hockey programs.

The outdoor recreational facilities at the City's three major parks are extensively used. Through the North Olmsted Soccer Organization, thousands of youngsters participate in soccer programs at several full-sized playing fields throughout the City. In addition, the Annual International NOSO Soccer Tournament is held on the Fourth of July weekend at Barton/Bradley Park and attracts youth soccer teams from around the world.

The following is an inventory of the City's outdoor recreational facilities, with the exception of those facilities located at the City's public schools. Following the individual inventories is a brief synopsis of the Recreation Department's proposed future improvements to these facilities.

Two reservations of the Cleveland Metroparks System are located in North Olmsted. The Bradley Woods Reservation is located in western North Olmsted north of Lorain Road. A portion of the Rocky River Reservation is located in the eastern part of the City south of I-480.

Bradley Woods Reservation is a densely wooded park that provides wildlife habitat with large tracts of undisturbed forest. Bunns Lake is located within the park to encourage waterfowl preservation as well as to provide opportunities for ice skating. Picnic and sledding areas are also available in the Reservation. A picnic area and nature center, part of the Rocky River Reservation, are located in North Olmsted. Also, a part of the all purpose trail that runs along the length of the Rocky River is located in the City.

### ***Golf Courses***

There are two golf courses within the City of North Olmsted, the Springvale Country Club and the North Olmsted Golf Course. Both are eighteen-hole courses and are immediately adjacent to each other in the south-central area of the City. The North Olmsted Golf Course, which is a public facility, is currently being redesigned in conjunction with the construction of a 265-unit subdivision which will surround the golf course. In addition, there are a number of additional golf courses within close proximity to North Olmsted.

### ***North Olmsted Community Parks and Recreation***

The North Olmsted Parks Department provides year round recreation opportunities for North Olmsted residents. Recreational areas in North Olmsted include:

- ✓ **North Olmsted Park** - 34.6 acres of land on Lorain Road at McKenzie between East Park and West Park Roads;
- ✓ **North Olmsted Recreation Center** - 26000 Lorain Road;

- ✓ **Barton Bradley Park** - North Olmsted Soccer Fields - 19.1 acres near the intersection of Barton and Bradley Roads;
- ✓ **Clague Park** - 9.9 acres west of Clague Road, north of Ambour Drive; and,
- ✓ **Kiwanis Park** - 1.6 acres at 26272 Butternut Ridge Road.

A detailed listing of the facilities available and the City Parks Department’s plans for each park are listed below:

**NORTH OLMSTED PARK**

North Olmsted Park, which is located on the south side of Lorain Road between East Park and West Park, has the following facilities:

- ✓ 2 baseball diamonds
- ✓ 2 softball diamonds
- ✓ 5 horseshoe courts
- ✓ 2 basketball courts
- ✓ 2 tennis courts
- ✓ sand volleyball court
- ✓ 2 picnic shelters
- ✓ Senior Center
- ✓ Gazebo
- ✓ Community Cabin
- ✓ Memorial Area
- ✓ Large open play area
- ✓ Nature Trails
- ✓ Restrooms
- ✓ Parking

Recreation Department plans for this park include:

- ✓ replacing basketball and tennis courts;
- ✓ reconfiguring ball diamonds;
- ✓ replacing backstops;
- ✓ adding lighting to most facilities;
- ✓ adding a maintenance building and restrooms to northern section; and
- ✓ improving parking.

**NORTH OLMSTED RECREATION CENTER**

The North Olmsted Recreation Center, which is located at 26000 Lorain Road, has the following facilities:

- ✓ indoor pool
- ✓ outdoor pool

- ✓ outdoor playground
- ✓ ice skating rink
- ✓ studio ice rink
- ✓ locker rooms
- ✓ gymnastics/exercise area
- ✓ 4 indoor tennis courts
- ✓ pro shop
- ✓ small classroom
- ✓ concessions
- ✓ maintenance facilities
- ✓ Parks Department offices

While the Parks Department's immediate plans include improving the roof, parking lot and ice rink, the Department's longer range vision for this area is to develop at least a portion of the vacant land behind the rear of the Recreation Center for additional recreational facilities. Included in this list of possible facilities are two to three additional baseball diamonds, outdoor tennis and basketball courts, an additional gymnasium, an expansion of the existing wading pool, and amusements for small children.

#### **BARTON BRADLEY PARK/ SOCCER FIELDS**

Facilities at this park, which is located near the intersection of Barton and Bradley Roads, include:

- ✓ 7 soccer fields
- ✓ 1 baseball diamond
- ✓ playground
- ✓ picnic shelter
- ✓ restrooms
- ✓ parking

Plans for improving this park include paving the parking area for 300 cars. Long range goals include the lighting of ballfields to deter vandalism.

#### **CLAGUE PARK**

Facilities at Clague Park, which is located west of Clague Road and north of Ambour Drive, are as follows:

- ✓ 2 baseball diamonds
- ✓ tennis courts
- ✓ playground
- ✓ picnic shelter
- ✓ parking

The Parks Department has noted that the tennis courts are in disrepair. Also stated is that the picnic shelter needs repair work as well as improving and expanding the small parking lots.

Plans for improving this park include:

- ✓ reconfiguring the ball diamonds to add one more;
- ✓ combining the tennis courts with basketball courts;
- ✓ adding a sand volleyball court;
- ✓ expanding parking; and,
- ✓ adding restrooms.

### **KIWANIS PARK**

Kiwanis Park, which is located at 26272 Butternut Ridge Road, is owned by the City but operated by the non-profit Horizons Group. Outdoor walking trails have been created and an outdoor shelter will be completed soon on this 1.6 acre site. This Park has been developed to serve special needs and handicapped children.

### **SCHOOL FACILITIES**

In addition to the facilities within City owned park land, the City utilizes ball diamonds at Chestnut and Spruce Elementary Schools.

### **PARKS AND RECREATION NEEDS ASSESSMENT**

In total, the City has 588 acres of Metroparks Reservation land and 93.6 acres of City owned community recreation facilities. In general, the National Recreation and Park Association (NRPA), recommends an overall total standard of 10 acres of park and recreation land for every 1,000 people in a community. Considering North Olmsted's community parks and the Metroparks acreage, there is approximately 20 acres of park land per 1,000 people in North Olmsted.

As a part of the 10 acre NRPA standard, 5-8 acres of community park land is recommended per 1,000 people. Community parks serve neighborhoods within a 1-2 mile radius, are ideally at least 25 acres in size and provide a variety of recreational activities including ball fields, picnic shelters and walking trails. According to the above standards, based upon the 1990 population of 34,204 persons, community parks in North Olmsted should amount to between 171 acres and 274 acres. Current community park land acreage falls short of this goal.

Evidence of this deficiency in community park land has been noted by the Recreation Department which has indicated a current need for more ball fields. As the population grows, this need will most likely increase also. Although the City fares well in the overall standard of 10 acres per 1,000 people, the City cannot add ball fields to the Metroparks land, therefore requiring the development of more community park land.

Population projections by CPC have estimated the population of the City in 2010 to be between 36,800 persons for a low range estimate and 38,900 persons for a high range estimate. Given these projections, there is a need for an additional 90 to 200 acres of community park land for the low-range estimate and between 100 to 217 acres for the high-range estimate to meet optimal NRPA standards.

## VI. Community Outreach

The City's Department of Human Resources provides a variety of services to residents of all ages. Services such as family counseling, short-term emergency housing for troubled youths, community action programs to combat chemical abuse, hot lunch programs for seniors, and food baskets for the elderly at holidays are examples of programs which are provided. In addition, the Department of Human Resources provides a wide variety of programs for senior citizens at the Senior Citizens Multi-Service Center located at North Olmsted Park.

The North Olmsted Community Council, formed in 1945, serves as the umbrella group for civic, church, business, school, and political organizations throughout the City. Comprised of representatives from dozens of the City's local groups and organizations, the Community Council has a strong, unifying effect, as groups with common interests work toward common goals. The Community Council plans and orchestrates the City's annual Homecoming Celebration, a variety of fund raising activities, and sponsors the annual North Olmsted Citizen of the Year Award.

## VII. Public Transportation

North Olmsted is served by the North Olmsted Municipal Bus Line which contracts with the Regional Transit Authority (RTA) System to actually provide the buses and fuel. The North Olmsted Municipal Bus Line (NOMBL) was formed in 1931 immediately after the closing of the Southwestern Railway inter-urban, which had provided trolley service along Lorain Road from Downtown Cleveland to neighboring North Ridgeville. This municipal bus line began with two used buses and was the first municipal bus line in the State of Ohio. Currently, the NOMBL operates seven different bus line routes within City. These routes are described briefly as follows:

- ✓ *42 Great Northern - Bay Village* Serving Bay Village and Westlake residents with transportation to Great Northern. There is only one North Olmsted bus stop located at Great Northern Mall.
- ✓ *53 Great Northern - Center Ridge* Serving residents east of North Olmsted with access to Great Northern. North Olmsted stops are located at Great Northern Mall and Lorain Road at Columbia Road.
- ✓ *75X and 75F - North Olmsted* Serving North Olmsted residents with access to downtown Cleveland along Lorain Road, with limited pickup in western neighborhoods. North Olmsted stops on Lorain Road include Lorain Road near the County Line, Lorain Road at Dover Center Road and, at Great Northern.
- ✓ *87X and 87F Lorain Road - Westwood* Serving North Olmsted and Fairview Park residents with access to Great Northern and downtown Cleveland. North Olmsted stops include Great Northern Shopping Center, Lorain Road at Dover Center, and Rose Road at Dover Center.
- ✓ *89 Great Northern - Olmsted Falls* Serving Olmsted Falls and Olmsted Township residents with access to Great Northern. North Olmsted stops include Great Northern, Dover Center at Lorain, and Butternut at Great Northern.

- ✓ *96X Lorain Road - Butternut* Serving North Olmsted communities east with access to Great Northern and downtown Cleveland. North Olmsted stops include Great Northern, Lorain Road at Dover Center Road and Butternut Ridge at Columbia Road.
- ✓ *98 Brookpark Road* - Providing weekday access to Great Northern to residents of Brookpark and other municipalities east. North Olmsted stops include Brookpark Road at Columbia and Great Northern.

In the spring of 1992, RTA announced that, due to low ridership on all of its bus routes, that it was being forced to reduce the number of bus routes that it serviced. On the original list of RTA routes proposed to be either eliminated or drastically reduced, six of the City's seven routes were included. RTA considered eliminating the numbers 42, 53, 89, and 98 routes altogether. In addition, RTA proposed to reduce the service hours for both the 87 and the 96 routes. Only routes 75X and 75F were proposed to be left intact at present service levels. After a public outcry from bus patrons and local officials, RTA eventually backed away from these drastic service cuts and reached a compromise. The compromise included reducing the service level for running buses on some of the routes proposed to be eliminated and the combining of routes #42 and #89 into one route. In addition, bus routes #87 and #96 will also see some service cuts, reducing the service time for these routes to rush hour service in the morning and evening.

Currently, the North Olmsted Municipal Bus Line stores the buses for its seven routes in a bus garage adjacent to the City Hall. By 1995, the City would like to have the NOMBL, the North Olmsted School District, and the RTA undertake a joint venture to construct a new bus garage in the North Olmsted Industrial Park. Such a new storage facility would provide much needed room for the storage of the buses plus provide garage space at the current bus garage that could then be used to store the City's Service Department vehicles.

### **CITY'S CAPITAL IMPROVEMENT PLAN**

Typically, a community of North Olmsted's size, with its many infrastructure and public facility needs, has to plan in advance for which capital projects should be funded first and how much to spend on each project or program. In addition, public expenditures cannot exceed anticipated revenues collected within the City.

In order to prioritize and budget the many capital needs, the City has developed a five-year *Capital Improvements Plan*. While this plan represents a separate document by itself, **Table 6-2** summarizes the key elements within this plan by listing each capital improvement by its project title or major grouping, the amount of money each project is expected to cost the City, as well as the expected time frame for the project to start. As **Table 6-2** indicates, the most important capital improvements within this plan in terms of cost are the rehabilitation of the City's wastewater treatment plan, the improvement of various other sanitary sewer capital projects, and the City's street rehabilitation program.

Table 6-2, Major Capital Improvement Projects, 1992-1998

Project Title	Amount (\$)	When
Wastewater Treatment Plant Rehabilitation	6.3 Million	1993-1994
Other Sanitary Sewer Capital Projects (Service Lateral Repairs, Grouting, Sewer Linings, Spot Replacements, etc.)	7.371 Million	1992-1995
Stormwater Improvements	275,000	1992/1993
New Fire Station (to replace Fire Station #1)	400,000 *	1992/1993
Capital Equipment for Safety Department	176,000	1992
Police Firing Range Rehabilitation	125,000	1991
City Hall HVAC Improvements	60,000	1992
Street Repair - General Maintenance and Materials	910,000	1992
Street Rehabilitation	3.242 Million	1992
County Road Improvements	200,000	1992
Clague Road Improvement	NA	1995
Crocker/Stearns Road Improvement and Connector	100,000	1995
Relocate State Route 252	NA	1998

Suggestions for improving the City's process in developing future capital improvement programs are as follows:

1. Conduct an annual assessment of the City's infrastructure and public facilities that reflect the concerns and needs of all City department heads toward their own department's capital facilities for the next five to ten years.
2. Develop each year a five-year Capital Improvement Program (CIP) that reflects the latest information from the City's annual assessment and that determines priorities for funding improvements to the City's public facilities infrastructure.
3. As part of the CIP process, establish a Capital Improvements Budget that establishes what must be improved for the upcoming fiscal year.
4. Involve the City Planning Commission in the development of a Capital Needs List every four years when the City's Master Plan is being prepared.



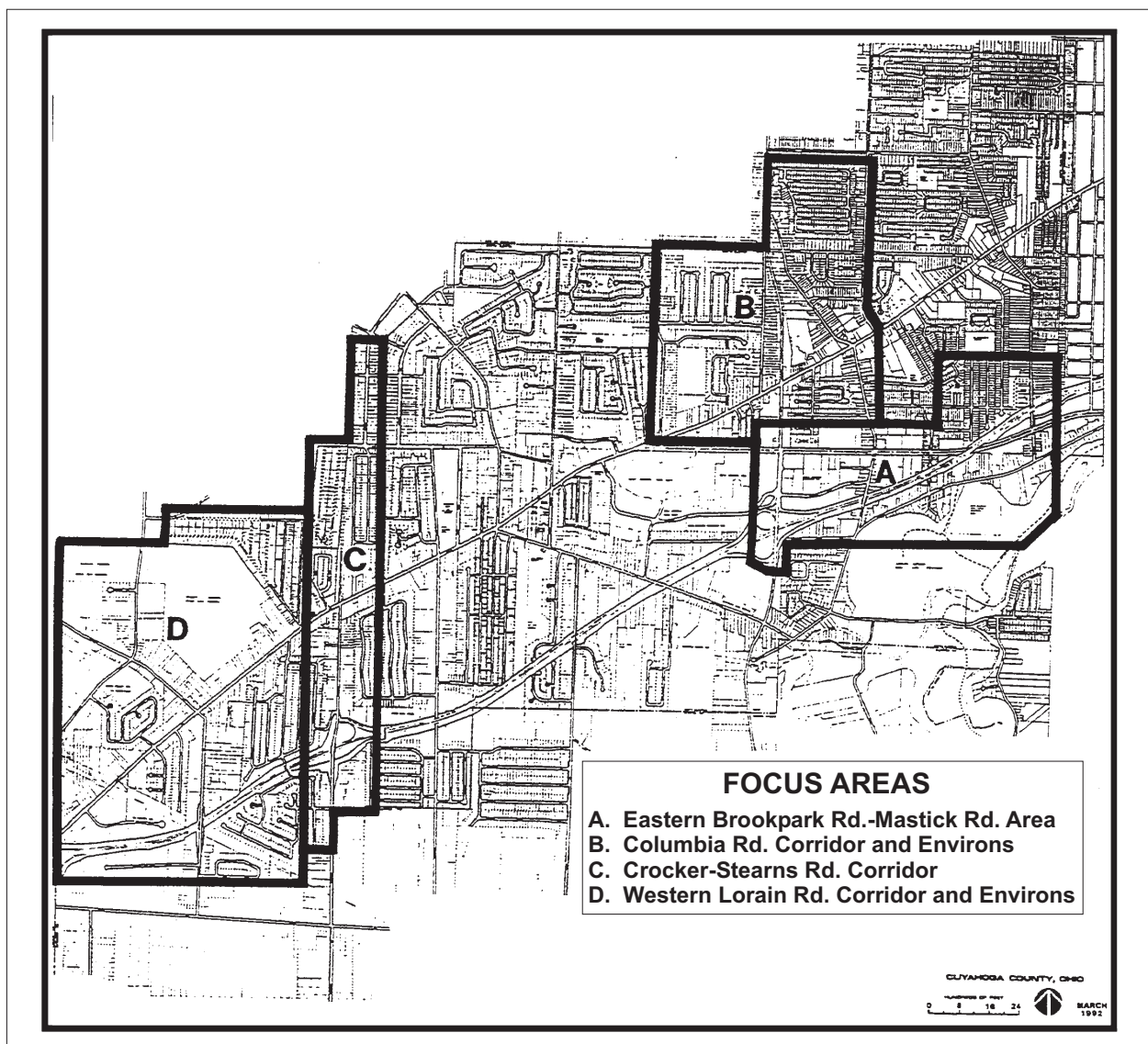
## **Chapter Seven**

# **Delineation and Description of Focus Areas**

This chapter discusses in detail four large geographic areas within the City that have been described as “*Focus Areas*”. A “*Focus Area*” is an area within the City of special interest to public officials, business owners and residents demonstrating potential for development or redevelopment. Data from the previous three chapters was utilized in evaluating development alternatives for each of these areas. The focus areas studied as a part of this Master Plan are briefly described below and are shown on *Map 7-0*. The City should utilize the information in the following chapter when considering potential development proposals in each of the focus areas.

The focus areas were selected based on extensive input from local officials. Changing conditions will require continual evaluation of these areas in future years.

Map7-0, Focus Areas



**FOCUS AREA A****Eastern Brookpark-Mastick Road Area**

This focus area covers the Brookpark Road and Mastick Road Corridors from Great Northern Boulevard east to the City of Fairview Park corporation line. Included in this focus area are several vacant parcels of land that abut I-480 which runs through the center of this area. Main issues considered in this focus area are the management of commercial development (which includes the reduction of retail sprawl), economic development and the need to increase the City's tax base, proposed transportation improvements, and the potential future use of this area's remaining undeveloped land.

**FOCUS AREA B****Columbia Road Corridor and Environs**

This focus area includes vacant land north of Lorain Road where Columbia Road could be relocated so that it more directly aligns itself with Great Northern Boulevard. The main issues considered are the impact of the proposed road realignment with adjacent residential properties and the overall need of both the widening and relocation of Columbia Road.

**FOCUS AREA C****Crocker/Stearns Road Extension**

This focus area includes both existing Stearns Road as well as the area that would extend north of Lorain Road for over 4100 feet to the City limits of Westlake where the new right-of-way abuts adjoining lots that would bear the brunt of the impact of this new four-lane road project. Major issues considered are the need to protect existing residential property values, as well as to consider pollution, sound or aesthetic barriers, and the need for sidewalks and a bike path. Other issues considered are speed limits, street lighting, whether the new road right-of-way should be open to trucks, the future development of any remnant parcels fronting the new section of Crocker Road, and underground utility wiring along the new four-lane road.

**FOCUS AREA D****Western Lorain Road Corridor and Environs**

This focus area covers the western end of Lorain Road from Stearns Road west to the North Ridgeville (Lorain County) Corporation Limits. Specific issues examined include residential/commercial land use conflicts, the establishment of transitional zoning strategies, the appropriate development of vacant land and the general aesthetics of this section of the Lorain Road Corridor.

## FOCUS AREA A — INTRODUCTION

Focus Area A is comprised of the area of North Olmsted immediately east of Great Northern Mall. This is the first of four major focus areas that have been examined in detail as part of the development of the *North Olmsted Master Plan*. This focus area was selected primarily to investigate proposed transportation improvements. The investigation also examines the potential future use of the area's remaining undeveloped land.

The analysis of Focus Area A begins by examining the physical characteristics of the area, including existing land use, zoning, and environmental constraints that may inhibit the development of the remaining undeveloped land. Next, the analysis provides an overview of the existing transportation system and identifies pending and proposed transportation, commercial, and residential development projects. The analysis then investigates the present status of Brookpark Road (S.R. 17) as a limited-access highway, including identification of both benefits and detriments of keeping Brookpark Road as a limited access highway. Next, the analysis identifies the benefits and detriments of the proposed extension of the Red Line Rapid Transit to Great Northern Mall, the proposed eastbound exit ramp at the Clague Road/I-480 interchange, and the proposed westbound entrance ramp at the Clague Road/I-480 interchange. The recommendations and suggestions for further discussion in regards to future vehicular and pedestrian transportation improvements, general rezonings, and overall recommendations for the future development of Focus Area A are summarized in Chapter 8, The Final Development Plan.

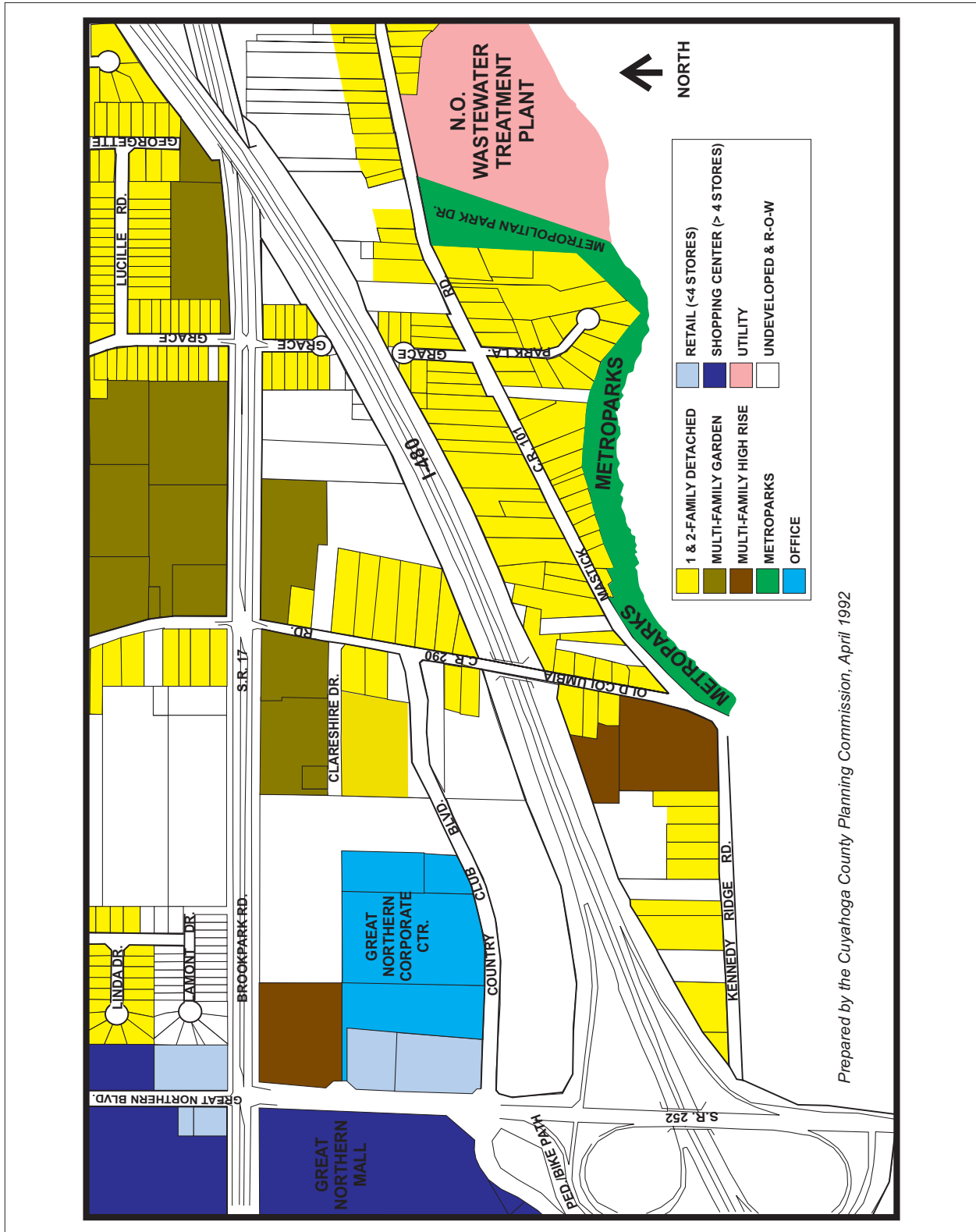
### EXISTING LAND USE

The existing land uses for Focus Area A are shown on *Maps 7-1A* and *7-2A* by colored land use classification. *Maps 7-5A* and *7-6A*, and *Tables 7-1A* and *7-2A*, identify many of the land uses by name.

The western portion of this focus area is what is commonly called a “mixed-use” district in that it contains a variety of land uses, including a mall, strip shopping centers, free-standing retail stores, a regional park, hotels, a world-class office building, single-family homes, hi-rise apartment buildings, and townhouses and garden-style apartments and condominiums. The major land uses within the remainder of this focus area are single-family detached homes, multi-family properties along both sides of Brookpark Road, the right-of-way for I-480 and Brookpark Road, the Rocky River Reservation of the Metroparks and the North Olmsted Wastewater Treatment Plant.

Presently, Focus Area A contains approximately ninety-five acres of undeveloped land. Lamont Drive, immediately south of Linda Drive in the northwest corner of Focus Area A-1, and the proposed street connecting Elm Road with Clague Road in Focus Area A-2, are “paper streets” that were never constructed.

Map 7-1A, Existing Land Use, Focus Areas A-1



Prepared by the Cuyahoga County Planning Commission, April 1992

Map 7-2A, Existing Land Use, Focus Area A-2

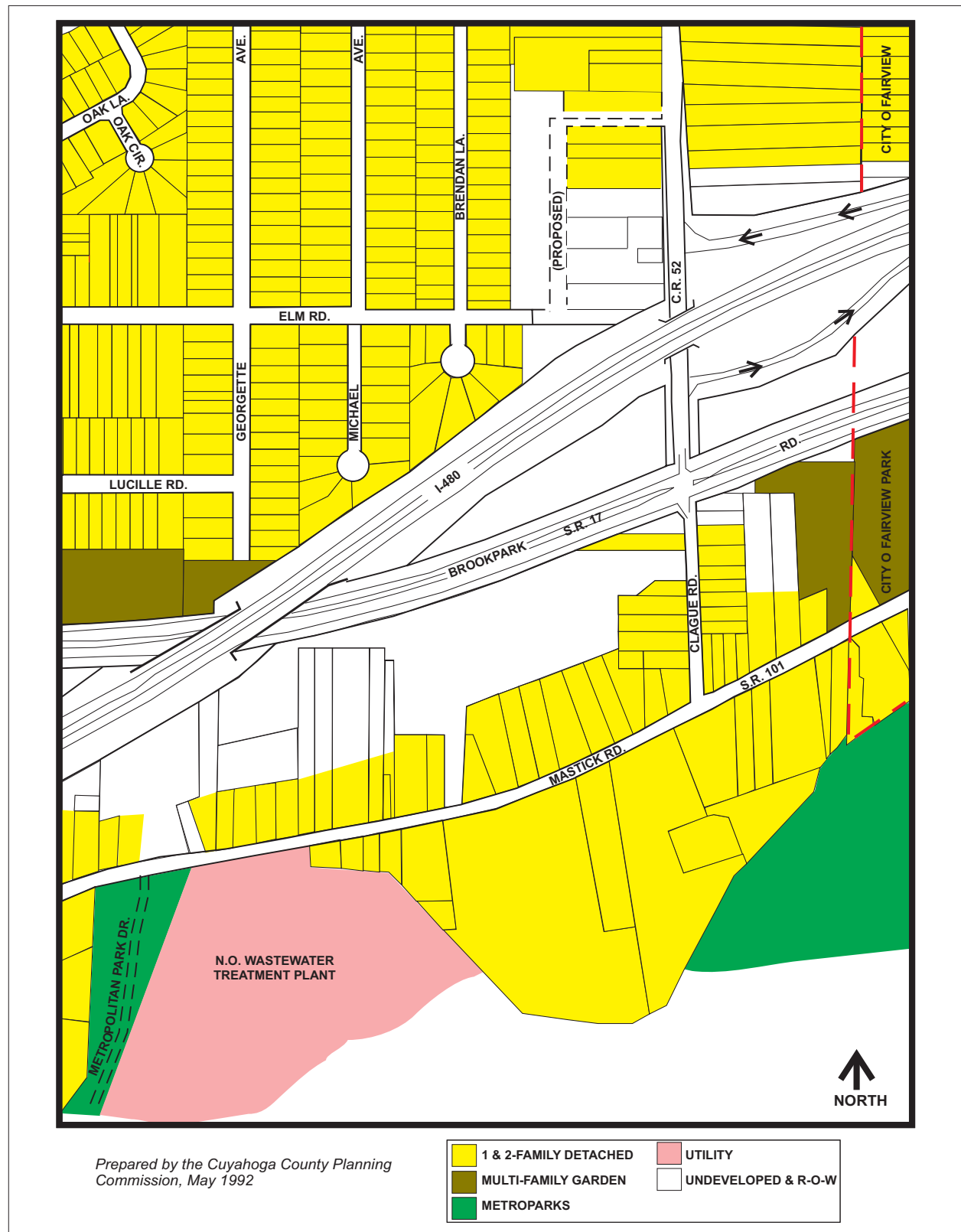


Table 7-1A, Property Characteristics<sup>1</sup>, Focus Area A-1 - April, 1992

Map # (2)	Permanent Parcel Number	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
1	236-05-001 to 012	None	Great Northern Property Co.	350' x 750'	6.0	Vacant	Office Building
	236-05-023 to 031						
	236-05-065 & 066						
2	236-07-025	None	Great Northern Property Co.	125' x 980'	2.8	Vacant	
3	236-07-016	None	Great Northern Property Co.	363' x 1140'	9.5	Vacant	Office Building
4	236-07-022	None	Great Northern Property Co.	296' x 992'	6.7	Vacant	Office Building
5	236-07-107	None	Great Northern Property Co.	70' x 150'	0.2	Vacant	Office Building
6	236-07-021	None	Great Northern Property Co.	150' x 296'	1.0	Vacant	Office Building
7	236-07-014	None	Great Northern Property Co.	89' x 300'	0.6	Vacant	Single Residence C
8	236-07-015	4786 Columbia	D. & F. Vavavuk	70' x 307'	0.5	House (Built 1955)	Office Building
9	236-07-017	4800 Columbia	S. & U. Ather	64' x 312'	0.5	House (Built 1949)	Office Building
10	236-07-018	4822 Columbia	T. & M. Keith	100' x 320'	0.7	House (Built 1900)	Office Building
11	236-07-019	4850 Columbia	T. Hart	83' x 329'	0.6	House (Built 1898)	Office Building
12	237-16-028	4822 Grace	L. & B. Kilbane	50' x 182'	0.2	House (Built 1955)	Multiple Residence
13	237-16-029	None	B. Kilbane	50' x 180'	0.2	Vacant	Multiple Residence
14	237-16-030	4842 Grace	W. Medlen	50' x 178'	0.2	House (Built 1949)	Multiple Residence
15	237-16-034	4823 Grace	R. & J. Krecic	50' x 177'	0.2	House (Built 1945)	Multiple Residence
16	237-16-033	4833 Grace	B. & N. Griffin	50' x 177'	0.2	House (Built 1951)	Multiple Residence
17	236-14-003	25000 Country Club Blvd.	Great Northern Partnership	950' x 1000'	27.0 (Total)	Great Northern Corp Center/	Mixed Use A
					12.3 (Vacant)	Vacant	
18	236-18-006	None	Great Northern Property Co.	Irregular	0.4	Vacant	Mixed Use A
19	236-18-017	4968 Columbia	M. Takach	113' x 235'	0.6	House (Built 1948)	Single Residence A
20	236-18-004	4990 Columbia	E. Depenbrok	107' x 245'	0.6	House (Built 1948)	Single Residence A
21	236-18-005	None	Great Northern Property Co.	110' x 275'	0.5	Vacant	Single Residence A
22	236-17-004	None	Great Northern Property Co.	1500'x350'	12.3	Vacant	Mixed Use A
23	236-18-008	None	Great Northern Property Co.	400' x 300'	3.6	Vacant	Mixed Use A
24	236-18-015	None	Great Northern Property Co.	600' x 70'	1.3	Vacant	Mixed Use A
25	236-18-011	5036 Columbia	Great Northern Property Co.	275' x 84'	0.5	House (Built 1949)	Mixed Use A
26	236-18-007	5054 Columbia	Great Northern Property Co.	275' x 84'	0.5	House (Built: n/a)	Mixed Use A
27	237-19-030	4879 Columbia	4879 Columbia Road Co.	700' x 250'	4.4	Northernview Villas Apart.	Multiple Residence

Table 7-1A (continued)

Map # (2)	Permanent Parcel Number	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
28	237-19-001	4881 Columbia	E. Golya	112' x 230'	0.6	House (Built 1947)	Multiple Residence
29	237-19-002	None	Great Northern Property Co.	Irregular	5.1	Vacant	Single Residence A
30	237-19-003	4955 Columbia	Great Northern Adv Assc	100' x 480'	1.1	House (Built 1947)	Single Residence A
31	237-19-004	4969 Columbia	W. Hall	100' x 480'	1.1	House (Built 1958)	Single Residence A
32	237-19-005	4989 Columbia	J. Lamneck	100' x 480'	1.1	House (Built 1953)	Single Residence A
33	237-19-006	4995 Columbia	W. Dreher	100' x 480'	1.1	House (Built 1955)	Single Residence A
34	237-19-007	5005 Columbia	C. Brabander	100' x 465'	1.0	House (Built 1954)	Single Residence A
35	237-19-008	5021 Columbia	L. Charboneau	250' x 100'	0.7	House (Built 1949)	Single Residence A
36	237-19-009	5045 Columbia	H. Klein	Irregular	0.3	House (Built 1948)	Single Residence A
37	237-19-037	None	P. Margolius	200' x 600'	3.1	Vacant	Single Residence A/ Multiple Residence
38	237-19-024	None	Jamestown Village, Phase VI & VII	297' x 475'	3.2	Vacant	Single Residence A/ Multiple Residence
39	237-19-027	None	J. Slack	79' x 68'	0.2	Vacant	Single Residence A
40	237-17-001/002	4882 Grace	R. Pangrac	60' x 178'	0.2	House (Built 1947)	Multiple Residence
41	237-17-003	4898 Grace	H. Kilpatrick	75' x 176'	0.3	House (Built 1953)	Multiple Residence
42	237-17-004	4912 Grace	Jamestown Village, Phase VI & VII	75' x 176'	0.3	House (Built 1948)	Multiple Residence
43	237-17-005	4922 Grace	J. Reszegi	50' x 176'	0.2	House (Built 1954)	Multiple Residence
44	237-17-006	4932 Grace	C. Tyler	50' x 176'	0.2	House (Built 1955)	Multiple Residence
45	237-17-007	4942 Grace	State of Ohio	50' x 176'	0.2	House (Built 1948)	Multiple Residence Single Residence A
46	237-17-008	None	State of Ohio	Irregular	0.2	Vacant	Single Residence A
47	237-17-009/010	None	State of Ohio	Irregular	0.2	Vacant	Single Residence A
48	237-17-030/031	4883 Grace	G. Schmitz	60' x 179'	0.2	House (Built 1955)	Multiple Residence
49	237-19-028/029	4903 Grace	S. Schmitz	100' x 179'	0.4	House (Built 1950)	Multiple Residence
50	237-19-026/027	4919 Grace	T. & M. Elias	Irregular	0.4	House (Built 1948)	Multiple Residence
51	237-19-025	None	State of Ohio	Irregular	0.2	Vacant	Multiple Residence
52	237-21-005	None	Lorain Mutual Investment Co.	Irregular	0.7	Vacant	Multiple Residence
53	236-13-012	None	Great Northern Partnership	Irregular	1.2	Vacant	Mixed Use A

<sup>1</sup>For vacant and non-conforming permanent parcels north of I-480. Also includes homes on Columbia Road between I-480 and Brookpark Road.

<sup>2</sup>Numbers correspond to Map 3.



Table 7-2A, Property Characteristics<sup>1</sup>, Focus Area A-2-May, 1992

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
1	237-22-005	4480 Clague	B. Varga	270' x 200'	2.4	House (Built 1941)	Single Residence C
2	237-22-006	4484 Clague	B.& B. Barack	55' x 265'	0.3	House (Built 1941)	Single Residence C
3	237-22-007	4488 Clague	B. Richards	100' x 265'	0.6	House (Built 1910)	Single Residence C
4	237-22-008	4500 Clague	B. Phillips	76' x 383'	0.7	House (Built 1920)	Single Residence C
5	237-22-029	None	Clingman Construction Co.	140' x 800'	2.8	Vacant	Single Residence C
6	237-22-009	4530 Clague	J.& J. Swann	54' x 385'	0.5	House (Built 1945)	Single Residence C
7	237-22-036	4532 Clague	J. Brown	50' x 385'	0.4	House (Built 1938)	Single Residence C
8	237-22-010	4546 Clague	M. Cepec	103' x 385'	0.8	House (Built 1945)	Single Residence C
9	237-22-011	None	D. Green	50' x 385'	0.4	Vacant	Single Residence C
10	237-22-012	None	M. Straka	57' x 385'	0.5	Vacant	Single Residence C
11	237-22-013	None	Clingman Construction Co.	101' x 222'	0.6	Vacant	Single Residence C
12	237-22-075	None	Clingman Construction Co.	100' x 112'	0.3	Vacant	Single Residence C
13	237-22-015	None	P. Bergh	150' x 350'	1.3	Vacant	Single Residence C
14	237-22-014	None	P. Bergh	50' x 90'	0.1	Vacant	Single Residence C
15	237-22-016	None	B.& D. Kerline	98' x 351'	0.9	Vacant	Single Residence C
16	237-22-019	4549 Clague	K. Kovacik	77' x 624'	1.1	House/Vacant (Built 1945)	Single Residence C
17	237-22-030	None	K. Kovacik	60' x 624'	0.9	Vacant	Single Residence C
18	237-22-034	None	R. Bodnar	64' x 624'	0.9	Vacant	Single Residence C
19	237-23-066	23483 Elm	E. McKenna	62' x 146'	0.2	House (Built 1978)	Single Residence C
20	237-23-067	4638 Brendan	J. Jares	70' x 140'	0.2	House (Built 1983)	Single Residence C
21	237-23-065	4652 Brendan	R.& M. Mariner	68' x 104'	0.2	House (built 1983)	Single Residence C
22	237-23-064	4666 Brendan	J.& K. DeSalvo	79' x 255'	0.5	House (Built 1978)	Single Residence C
23	237-23-063	4670 Brendan	J. Wasil	56' x 157'	0.2	House (Built 1978)	Single Residence C
24	237-23-062	4667 Brendan	I. Roman	63' x 139'	0.2	House (Built 1983)	Single Residence C
25	237-23-061	4653 Brendan	R.& E. Carson	60' x 155'	0.3	House (Built 1979)	Single Residence C
26	237-23-040	4639 Brendan	D.& A. Counts	133' x 53'	0.2	House (Built 1979)	Single Residence C
27	237-23-059	23411 Elm	J. DeSalvo	64' x 142'	0.2	House (Built 1978)	Single Residence C
28	237-23-060	23393 Elm	F. Roman	60' x 147'	0.2	House (Built 1979)	Single Residence C
29	237-23-026	None	F. Roman	Irregular	0.7	Vacant	Single Residence C
30	237-23-030	None	State of Ohio	Irregular	3.9	Vacant	Multiple Residence
31	237-23-023	None	Trans-Con Builders	175' x 600'	2.4	Vacant	Multiple Residence
32	237-23-004	23876 Mastick	A. Chester	Irregular	1.2	House (Built 1903)	Single Residence A
33	237-21-041	None	A. Chester	92' x 50'	0.1	Vacant	Single Residence A
34	237-21-042	23846 Mastick	C.& G. Van Niel	92' x 210'	0.5	House (Built 1954)	Single Residence A
35	237-21-006	23818 Mastick	S. Lynne	69' x 170'	0.3	House (Built 1924)	Single Residence A
36	237-21-007	23774 Mastick	R. Gilchrist	241' x 450'	3.3	House Vacant (Built 1880)	Single Residence A Multiple Residence
37	237-21-046	None	G.& E. Bowman	71' x 243'	0.4	Vacant	Single Residence A
38	237-21-008	23704 Mastick	C. Burneson	69' x 645'	1.5	House Vacant (Built 1900)	Single Residence A/ Multiple Residence
39	237-21-045	23680 Mastick	K. Hartzell	74' x 170'	0.3	House Vacant (Built 1959)	Single Residence A

Table 7-2A (continued)

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
40	237-21-009	23658 Mastick	R. Geiger	140' x 300'	1.4	House Vacant (Built 1952)	Single Residence A/ Multiple Residence
41	237-21-044	23630 Mastick	K.& K. Hudson	74' x 170'	0.3	House Vacant (Built 1957)	Single Residence A
42	237-21-043	23600 Mastick	J. Miller	74' x 170'	0.3	House Vacant (Built 1989)	Single Residence A
43	237-21-011	23570 Mastick	J. McTigue	59' x 684'	1.0	House Vacant (Built 1938)	Single Residence A/ Multiple Residence
44	237-21-012	23560 Mastick	S. Lynne	68' x 684'	1.0	House Vacant (Built 1946)	Single Residence A/ Multiple Residence
45	237-21-013	23530 Mastick	R.&C. Barlik	130' x 672'	1.9	House Vacant (Built 1938)	Single Residence A/ Multiple Residence
46	237-21-014	23496 Mastick	G. Amling	181' x 626'	1.3	House Vacant (Built 1863)	Single Residence A/ Multiple Residence
47	237-23-002	23480 Mastick	J.& J. Frawley	40' x 125'	0.1	House (Built 1863)	Single Residence A
48	237-23-001	None	J.& J. Frawley	45' x 485'	0.5	Vacant	Single Residence A/ Multiple Residence
49	237-21-001	None	Carlton Place, Ltd.	Irregular	12.2	Vacant	Single Residence A/ Multiple Residence
50	237-23-003	23456 Mastick	F. Niznik	120' x 290'	0.8	House (Built 1956)	Single Residence A
51	237-23-050	23418 Mastick	S.& M. Imburgia	60' x 292'	0.4	House (Built 1933)	Single Residence A
52	237-23-052	23360 Mastick	B.& D. Kostur	Irregular	0.5	House (Built 1975)	Single Residence A
53	237-23-053	23338 Mastick	J. Rozsbanski	80' x 305'	0.6	House (Built 1975)	Single Residence A
54	237-23-054	23316 Mastick	J. & E. Mino	80' x 305'	0.6	House (Built 1975)	Single Residence A
55	237-23-055	23294 Mastick	D. DeWitt	80' x 305'	0.6	House (Built 1975)	Single Residence A
56	237-23-056	23274 Mastick	J. & C. Forrey	80' x 305'	0.6	House (Built 1975)	Single Residence A
57	237-23-057	23250 Mastick	J. Dunlop	80' x 305'	0.6	House (Built 1975)	Single Residence A
58	237-23-058	23228 Mastick	H.& D. Reagan	80' x 288'	0.5	House (Built 1975)	Single Residence A
59	237-23-045	23206 Mastick	R. & D. Harrison	Irregular	0.7	House (Built 1975)	Single Residence A
60	237-23-004	None	Clingman Construction Co.	60' x 71'	0.1	Vacant	Single Residence A
61	237-23-043	23184 Mastick	C. Giallourakis	67' x 185'	0.3	House (Built 1950)	Single Residence A
62	237-23-042	23162 Mastick	A. Sarraino	88' x 148'	0.3	House (Built 1950)	Single Residence A
63	237-23-005	4856 Clague	C. Frindt	47' x 145'	0.2	House (Built 1953)	Single Residence A
64	237-23-036	4850 Clague	C. Mues	81' x 211'	0.4	House (Built 1935)	Multiple Residence
65	237-23-035	4832 Clague	L. Nicola	70' x 207'	0.3	House (Built 1940)	Multiple Residence
66	237-23-034	4822 Clague	D. Burns	70' x 203'	0.3	House (Built 1940)	Multiple Residence
67	237-23-051	4808 Clague	T.& S. Toyama	64' x 176'	0.2	House (Built 1945)	Multiple Residence
68	237-23-047	4780 Clague	R. Kusik	60' x 250'	0.5	House (Built 1957)	Multiple Residence
69	237-23-048	None	R. Kusik	Irregular	0.3	Vacant	Multiple Residence
70	237-23-019	None	E.& R. Craig	55' x 170'	0.2	Vacant	Multiple Residence
71	237-23-020	None	E.& R. Craig	Irregular	0.2	Vacant	Multiple Residence
72	237-23-021	None	E.& R. Craig	Irregular	0.1	Vacant	Multiple Residence
73	237-23-010	23052 Mastick	R. & C. Bartko	60' x 695'	1.5	House/Vacant (Built 1917)	Single Residence A/ Multiple Residence
74	237-23-044	23020 Mastick	E. Andres	105' x 580'	1.3	House/Vacant (Built 1930)	Single Residence A/ Multiple Residence

<sup>1</sup>Numbers correspond with Map 7-3

## EXISTING ZONING

The existing zoning for Focus Area A is shown on *Maps 7-3A* and *7-4A*. As shown, Great Northern Mall and the commercial establishments along Great Northern Boulevard north of Brookpark Road are currently zoned for General Retail. The “mixed-use” area immediately east of Great Northern Mall is zoned Mixed Use A. The large, undeveloped collection of parcels on the north side of Brookpark Road across from the “mixed-use” area is currently zoned Office Building. Brookpark Road, from Old Columbia Road east to the City’s corporation line with Fairview Park, is zoned Multiple Residence at a depth varying between 150 feet to 400 feet. The single-family residential areas north of Brookpark Road are zoned Single Residence C, the City’s smallest lot one-family zoning classification. The single-family residential areas south of Brookpark Road are zoned Single Residence A, the City’s largest lot one-family zoning classification.

Presently, there is no cluster housing, senior citizen housing, or limited industrial zoning within Focus Area A.

Over the last ten years, there have been two major zoning changes within Focus Area A. In 1988, Site Nos. 1-11 on *Map 7-5A* were rezoned from a combination of Single Residence C and Multiple Residence to Office Building. At this same time, the Office Building classification was established as a new zoning district. In 1991, Site Nos. 24-26 on *Map 7-5A* were rezoned from Single Residence A to Mixed Use A.

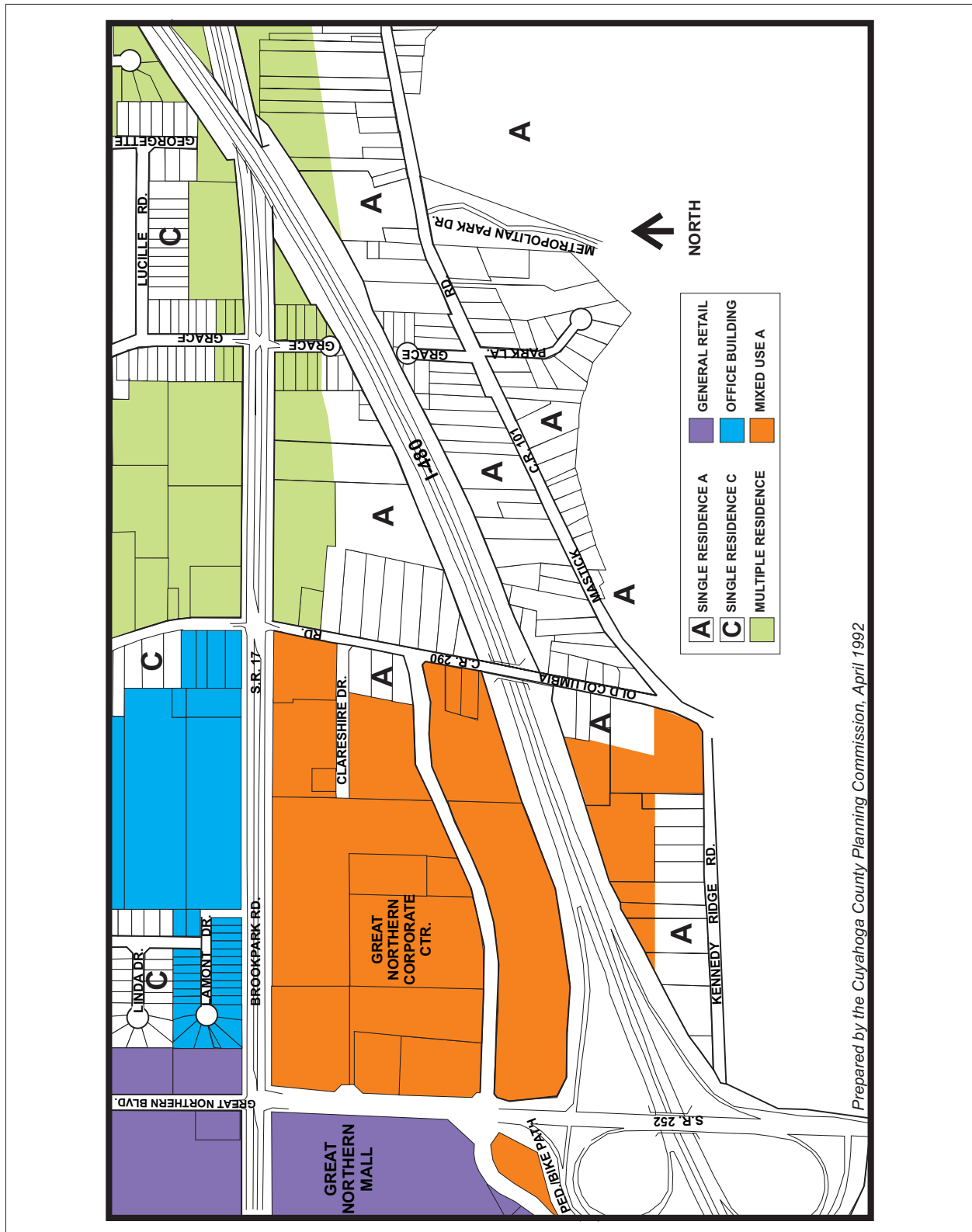
In addition to the existing zoning regulations, there are deed restrictions on Site Nos. 22-26 on *Map 7-5A* which, 1) limit the future development to office buildings and/or hotels of a maximum height of four stories, 2) only allow retail which is an ancillary use to the office buildings or hotels (such as a restaurant inside a hotel), 3) require a fifty foot landscaped buffer between adjacent residences, and 4) allow access points in only certain specified locations.

## EXISTING DEVELOPMENT CONSTRAINTS

There are only a few environmental constraints that may inhibit the future development of the remaining undeveloped areas within Focus Area A. According to the U.S. Department of Housing and Urban Development’s National Flood Insurance Program, there are no floodplains within Focus Area A, with the exception of those found within the Rocky River Reservation of the Metroparks. A brief discussion of floodplains can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

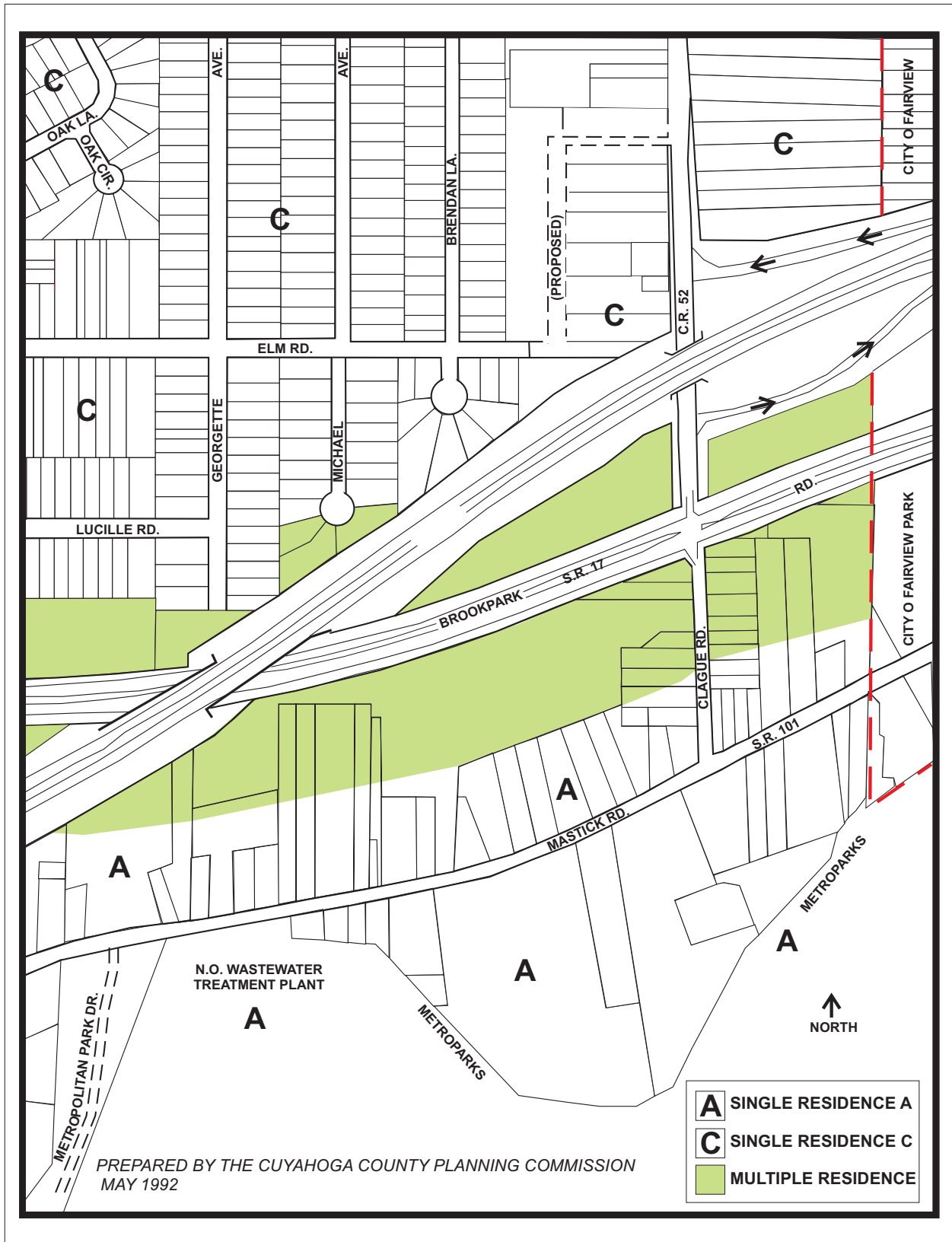
According to the National Wetlands Inventory maps for North Olmsted, small wetlands exist on portions of Site No. 29 on *Map 7-5A*, and Site Nos. 29 and 49 on *Map 7-6A*. A brief discussion of wetlands can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

Map 7-3A, Existing Zoning, Focus Area A-1

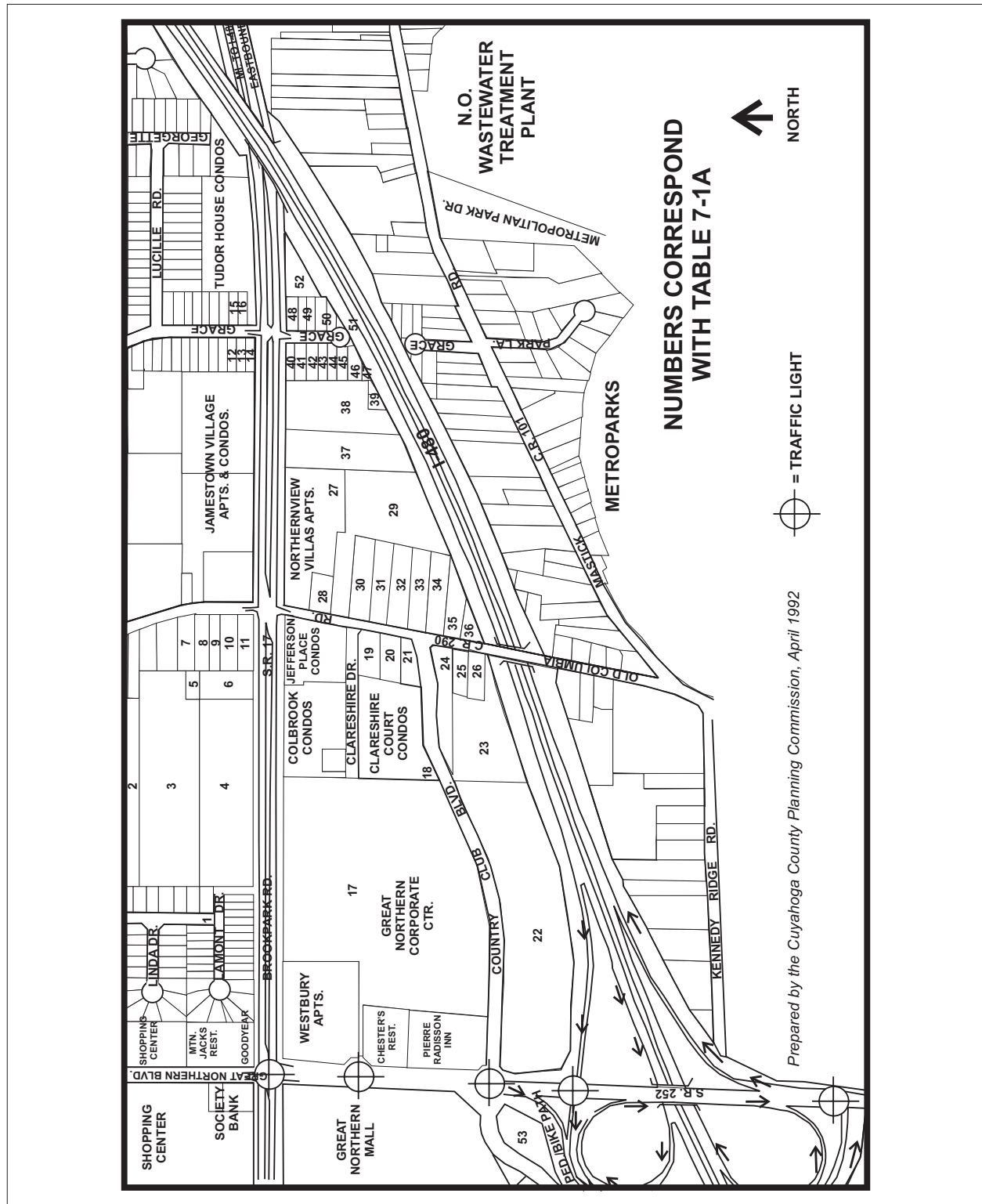


Prepared by the Cuyahoga County Planning Commission, April 1992

Map 7-4A, Existing Zoning, Focus Area A-2

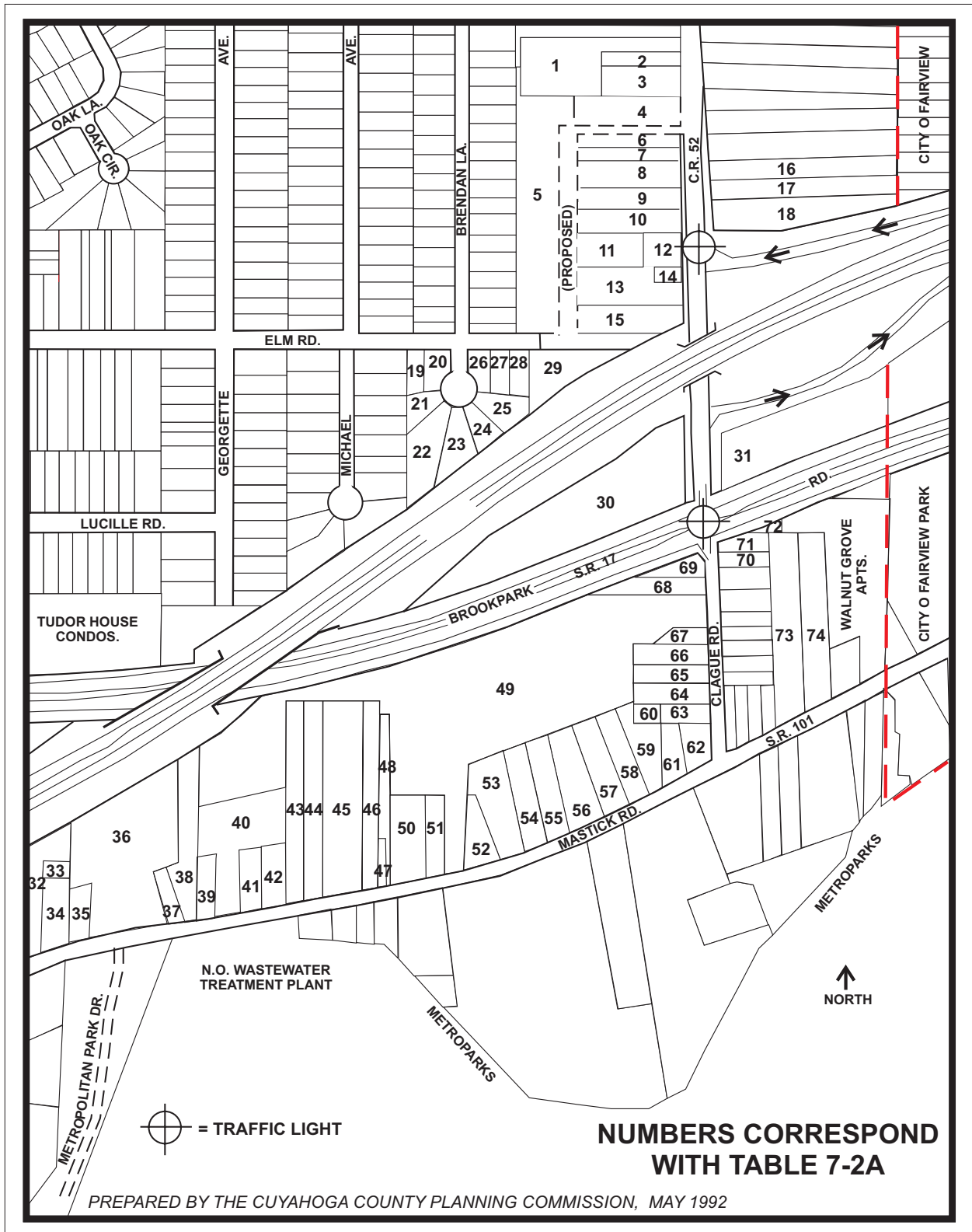


Map 7-5A, Property Characteristics (For Vacant and Nonconforming Parcels North of I-480), Focus Area A1



Prepared by the Cuyahoga County Planning Commission, April 1992

Map 7-6A, Property Characteristics, Focus Area A-2



## TRANSPORTATION NETWORK

### Vehicular Transportation

Interstate 480 is a limited access high-speed highway which begins at Gate No. 9A of the Ohio Turnpike in the City of North Ridgeville in Lorain County. Interstate 480 extends east through Cuyahoga County's southern suburbs until it merges with I-271 in the City of Bedford Heights. From here, I-480/271 extends south into northern Summit County where I-480 branches off from I-271 and continues southeasterly into the City of Streetsboro in Portage County, where it ends at Gate No. 13 of the Ohio Turnpike.

The S.R. 252/I-480 interchange is a "full" interchange because it allows vehicles to enter and exit I-480 from both the east and the west. The Clague Road/I-480 interchange is a "half" interchange because it only allows west-bound vehicles to exit I-480 at Clague Road, and only allows east-bound vehicles to enter I-480. To the west, the nearest I-480 interchange is at Great Northern Boulevard in central North Olmsted. To the east, the nearest I-480 interchange is at Grayton Road in the City of Cleveland near Cleveland Hopkins International Airport.

S.R. 17 begins at Lorain Road in central North Olmsted and continues westerly approximately twenty miles as a four and five lane roadway through the cities of North Olmsted, Fairview Park, Brook Park, Cleveland, Brooklyn, Brooklyn Heights, Independence, Valley View, Garfield Heights and Maple Heights. With the exception of being called Granger Road in Garfield Heights and Libby Road in Maple Heights, the remainder of S.R. 17 is called Brookpark Road. Brookpark Road (S.R. 17) is a divided, four-lane limited access highway within the City of North Olmsted. Brookpark Road remains a limited access highway until its intersection with Mastick Road in Fairview Park, approximately .5 miles east of Focus Area A.

S.R. 252 is a north/south state route that extends completely through Cuyahoga County. S.R. 252 begins in northern Cuyahoga County in Bay Village and extends south through Westlake, North Olmsted, Olmsted Falls and Olmsted Township before entering Lorain County. In addition to the S.R. 252/I-480 interchange within Focus Area A, S.R. 252 also has a "full" interchange with I-90 in the City of Westlake.

Originally, all of Columbia Road served as S.R. 252. However, in the late 1960's, Great Northern Boulevard was constructed as a four lane roadway between Lorain Road and Brookpark Road as the first part of a three-stage relocation and realignment of S.R. 252. In the mid 1980's, the second stage of the relocation was completed with the construction of a .75 mile, four lane roadway from the southern end of Great Northern Boulevard to a distance approximately 1,000 feet south of Butternut Ridge. The third stage of this three-part relocation has yet to be built, and is discussed in detail in the investigation of Focus Area B. Old Columbia Road is a two lane roadway to the east of "new" S.R. 252 and is now County Road 290.

Clague Road (C.R. 52) is a primarily residential two lane roadway which begins in northern Cuyahoga County and extends southward approximately 4.5 miles through the cities of Bay Village, Westlake and North Olmsted, where it ends at Mastick Road in the eastern section of Focus Area A. In addition to the Clague Road/I-480 "half" interchange within Focus Area A, Clague Road also has a "full" interchange with I-90 in the City of Westlake.



Mastick Road (C.R. 101) is a primarily residential two lane roadway which begins in the City of Fairview Park and extends westerly approximately three miles into North Olmsted where it ends at Old Columbia Road in Focus Area A.

Country Club Boulevard is a four lane roadway which begins at Old Columbia Road in Focus Area A and loops entirely around the south-side of Great Northern Mall where it intersects with Lorain Road.

### **Pedestrian and Bicycle Transportation**

A ten foot-wide asphalt pedestrian and bicycle path extends westerly approximately 2.5 miles along the north side of I-480 from the S.R. 252/I-480 interchange to the I-480/Stearns Road interchange in western North Olmsted. However, as shown on *Map 7-7A*, there are no crosswalks at the eastern terminus of this path over to Great Northern Mall or the east-side of S.R. 252. In addition, as shown in *Maps 7-7A* and *7-8A*, there is a serious lack of sidewalks and crosswalks within Focus Area A, and none of the streets are striped with bicycle lanes. Overall, this mixed-use area immediately adjacent to Great Northern Mall and the Rocky River Reservation of the Metroparks is almost completely inaccessible to pedestrians.

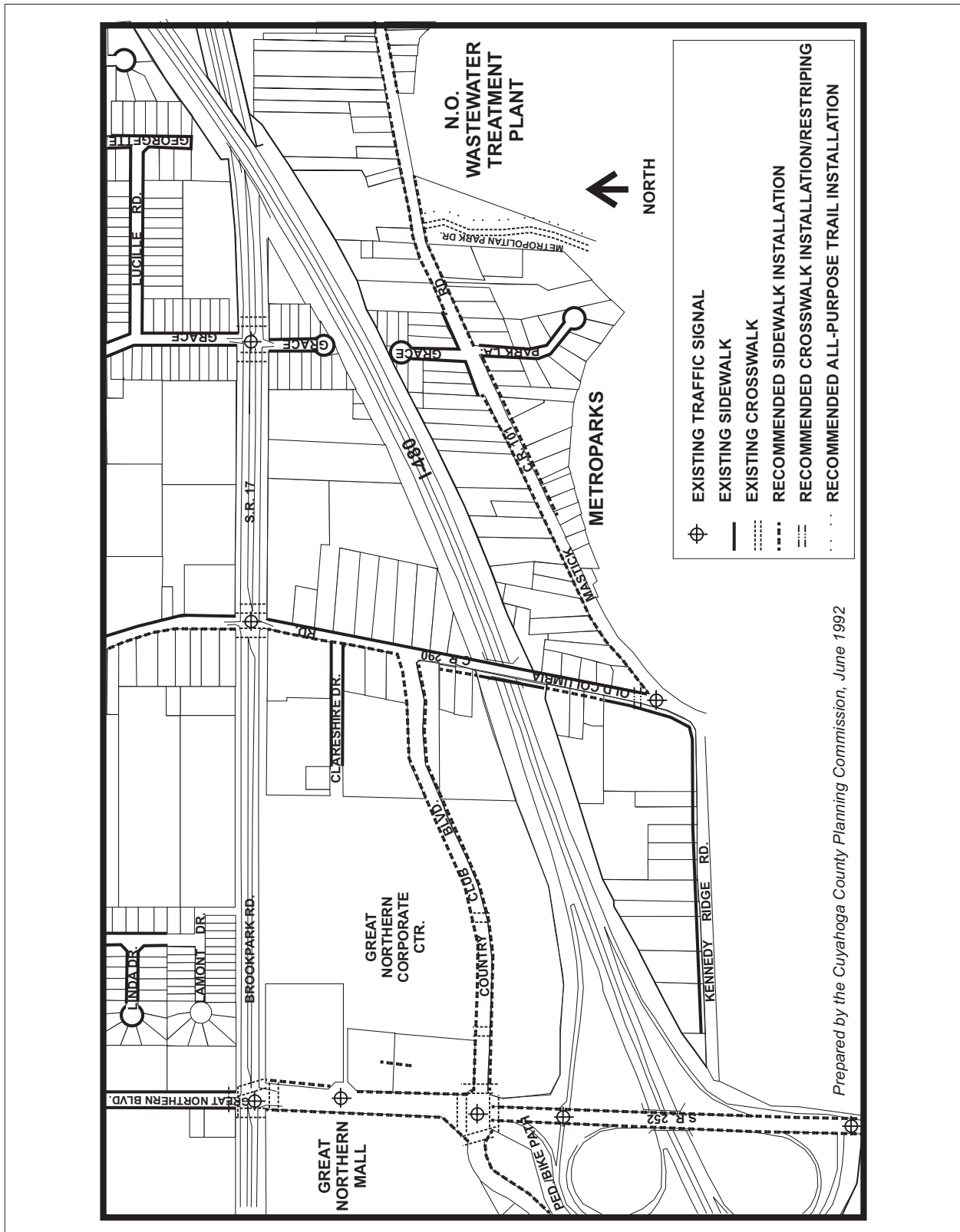
### **PENDING (APPROVED/UNDER CONSTRUCTION) RESIDENTIAL DEVELOPMENT PROJECTS**

1. **A Stone's Throw Apartments.** In 1991, preliminary plans were approved by the City for a 132-unit apartment development by Shore West Construction on Site No. 49 on *Map 7-6A*. A zoning change to Multiple Residence would be needed for the portion of site that is zoned for Single Residence A (see *Map 7-4A*). The zoning change would have to be decided by the North Olmsted electorate along with Planning Commission and City Council. The site was also found to contain wetlands. To date, the developer has not returned to the City with final development plans.
2. **Butternut Ridge Apartments.** Immediately south of Focus Area A on the northwest corner of S.R. 252 and Butternut Ridge, construction is nearing completion of a 260 unit, 16 building, apartment complex being built by Summit Properties of North Carolina.

### **PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS**

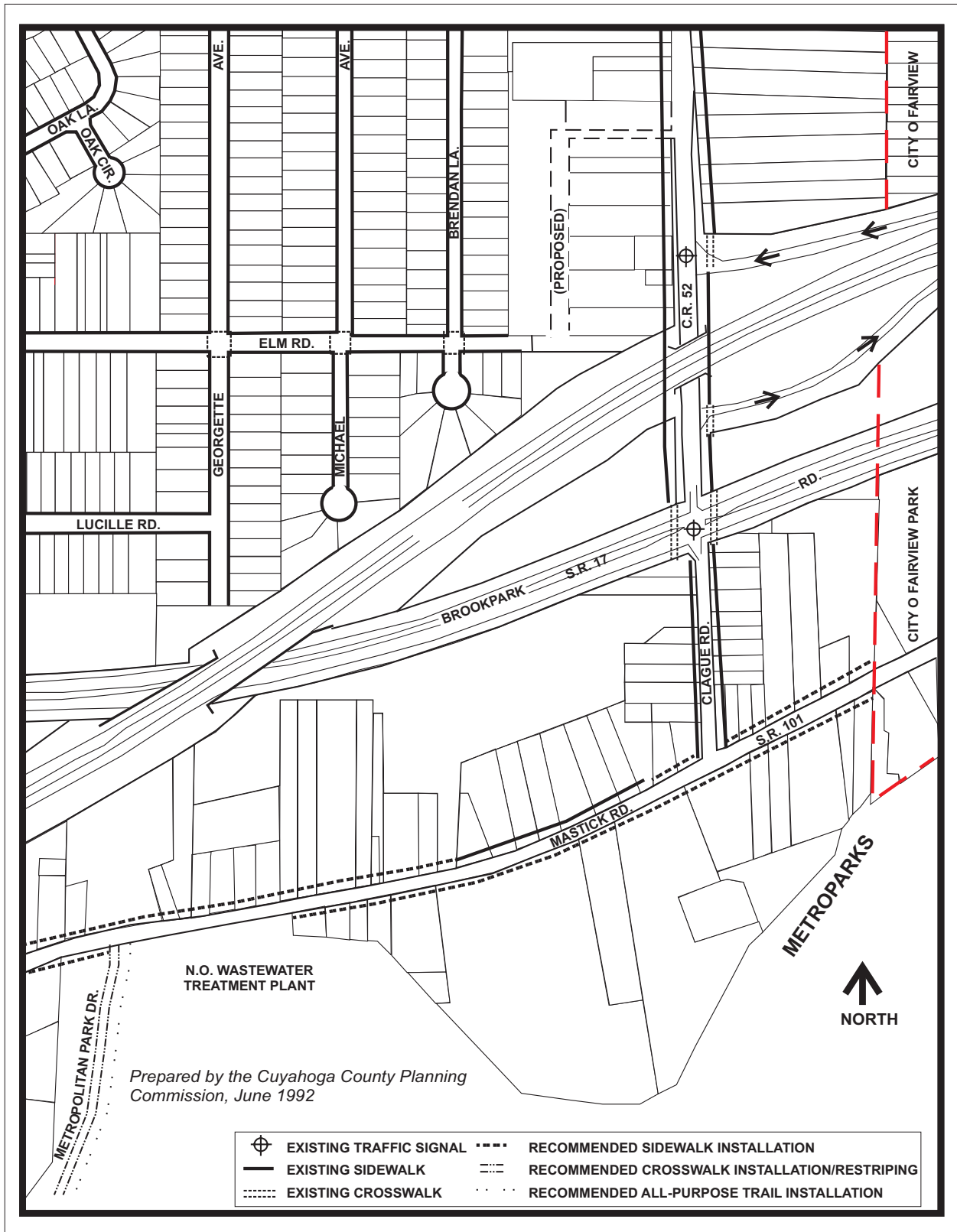
At present, there are no formal plans under review by the City for any proposed residential development projects in Focus Area A. However, in late 1990, Trans Con Builders submitted preliminary plans to both the cities of Fairview Park and North Olmsted for a 138-unit apartment complex to be

Map 7-7A, Pedestrian Accessibility, Focus Area A-1



Prepared by the Cuyahoga County Planning Commission, June 1992

Map 7-8A, Pedestrian Accessibility, Focus Area A-2



built on land purchased from the State of Ohio that is primarily located in the City of Fairview Park. Eight acres of this site Trans Con Builders purchased is located at Site No. 31 on *Map 7-6A*. One of the five proposed apartment buildings would be located in the City of North Olmsted. However, in 1991, Fairview Park voters rezoned the portion of this site in Fairview Park and another site in Fairview Park immediately adjacent to this site to the east, from multi-family to single-family use. The Zaremba Group, a development company that purchased the site from the State of Ohio adjacent to the Trans Con Builders site, brought suit against the City of Fairview Park for rezoning both of these sites from multi-family to single-family use. In January of 1992, the Cuyahoga County Common Pleas Court ruled that the City of Fairview Park acted properly in the rezoning of these sites in Fairview Park to single-family use. The Zaremba Group has since filed an appeal to this decision.

In addition, the Jamestown Village Development Company, owners and developers of Jamestown Village, the combination apartment and condominium community located on the northeast corner of Old Columbia Road and Brookpark Road, recently purchased Site No. 42 on *Map 7-5A*. The Jamestown Village Development Company also owns Site Nos. 37 and 38 on *Map 7-5A*. Because Brookpark Road is a limited access highway, the Jamestown Village Development Company has indicated that it intends to seek eventual approval from the City for construction of additional apartments and/or condominiums on Site Nos. 37 and 38 on *Map 7-5A*, and provide access to this development via Site No. 42 on *Map 7-5A*.

#### **PENDING (APPROVED/UNDER CONSTRUCTION) COMMERCIAL DEVELOPMENT PROJECTS**

1. **Chili's Restaurant and Romano's Macaroni Grill.** Recently, construction began on two restaurants being jointly built on six acres of the western-most portion of Site No. 22 on *Map 7-5A*. Chili's, a moderately priced American bistro, and Romano's, an Italian restaurant, are both part of national chains that are new to the Greater Cleveland area. Pedestrian access will be provided between the two restaurants and the Great Northern Corporate Center, and the project has been designed to provide both a vehicular and pedestrian link between future office and/or hotel development that may be constructed on the remainder of Site No. 22. Sidewalks will also be installed along the south side of Country Club Boulevard to provide pedestrian access from Great Northern Mall and adjacent hotels.
2. **Moen Corporate Headquarters.** Moen Inc., one of the world's largest producers of plumbing products, has recently begun construction of a \$15 million, three-story office building on a 11.3 acres site immediately south of the S.R. 252/I-480 interchange. This 130,500 square foot building, which is expected to be completed by the Fall of 1993, will eventually employ approximately 350 people.
3. **Great Northern Mall Renovation.** Great Northern Mall, a regional mall with over 140 stores just west of Focus Area A, is currently undergoing

major interior renovation. Included in the renovation is the installation of a 19,000 square foot skylight and renovation of the mall's food court. The renovation is expected to be completed by the end of 1992. The mall has remained open during the renovation.

### **PROPOSED COMMERCIAL DEVELOPMENT PROJECTS**

Presently, there are no plans under review by the City for any major commercial development projects proposed within Focus Area A.

### **PENDING (APPROVED/UNDER CONSTRUCTION) TRANSPORTATION PROJECTS**

1. **Citywide Traffic Signalization Program.** Originally identified in the 1986 North Olmsted Transportation Study, this project will install a master computer in the City's police station to monitor traffic signal timing and other functions on a 24-hour basis. Traffic signal synchronization will be performed at the City's major intersections in order to improve traffic flow - especially in the City's commercial core. Installation is planned to begin in 1993. **1986 Estimated Cost: \$528,000.**
2. **Great Northern Boulevard Upgrading.** Also identified in the 1986 North Olmsted Transportation Study, this project will widen Great Northern Boulevard (S.R. 252) from Lorain Road to Brookpark Road to five lanes by adding a center turning lane. The project will also include the consolidation of curb-cuts and the installation of signalized crosswalks over Brookpark Road to Great Northern Mall. Construction is planned to begin in 1993. **1986 Estimated Cost: \$430,000.**
3. **Clague Road Widening and Reconstruction.** Also identified in the 1986 North Olmsted Transportation Study, this project includes widening Clague Road from Lorain Road to Brookpark Road from two lanes to four lanes, and realigning Clague Road at Virginia Avenue. The project will also provide curb and gutter storm drainage and replace sidewalks. Construction is planned to begin in 1995 or 1996. **1986 Estimated Cost: \$4,392,000.**
- 4) **Brookpark Road/Great Northern Corporate Center Intersection.** The Biskind Development Company has been granted preliminary approval to install an intersection on Brookpark Road 1,270 feet east of the intersection of Brookpark Road and Great Northern Boulevard. This intersection would have left turn lanes that would allow vehicular access to

Site Nos. 4 and 17 on *Map 7-5A*. Presently, the areas on both sides of the proposed intersection remain vacant, and therefore, no detailed construction plans have yet to be submitted to either the City or the Ohio Department of Transportation for final review. The cost of this improvement will be the responsibility of the Biskind Development Company.

## PROPOSED TRANSPORTATION PROJECTS

1. **Great Northern Mall/I-480 Freeway Access.** The 1986 North Olmsted Transportation Study recommends the construction of a new intersection at the intersection of Country Club Boulevard, S.R. 252, and I-480. Under this proposal, vehicles exiting I-480 from the east would be provided direct access to Great Northern Mall via Country Club Boulevard. Presently, vehicles exiting I-480 at this interchange are placed on S.R. 252. Country Club Boulevard would be widened from S.R. 252 to the mall entrance, and new traffic control devices would be installed. The existing bike path which runs alongside I-480 would be re-routed to an existing signalized crosswalk on Country Club Boulevard that leads directly to Great Northern Mall. No project development activity has yet to take place. **1986 Estimated Cost: \$1,235,000.**
2. **Brookpark Road/Great Northern Boulevard Grade Separation.** Originally identified in the 1986 North Olmsted Transportation Study, this project would construct a vehicular bridge over Great Northern Boulevard at its intersection with Brookpark Road. This would allow for improved north/south and east/west accessibility for both motor vehicles and pedestrians. No project development activity has yet to take place. **1986 Estimated Cost: \$5,117,000.**
3. **Clague Road/I-480 Westbound Entrance Ramp and Eastbound Exit Ramp.** Also identified in the 1986 North Olmsted Transportation Study, this project includes constructing a westbound I-480 entrance ramp from Clague Road along the north side of the highway, and constructing an eastbound I-480 exit ramp to eastbound Brookpark Road along the south side of the highway. The connection to Brookpark Road would require a signalized intersection. No project development activity has yet to take place, and a Point-of-Access Justification Study is required. **1986 Estimated Cost: \$1,690,000.**
4. **Red Line Rapid Transit Extension.** The Greater Cleveland Regional Transit Authority (RTA) has identified the possibility of extending the Red Line Rapid Transit to Great Northern Mall via Brookpark Road. Currently, the Red Line ends at Cleveland Hopkins International Airport. Al-

though still in the conceptual phase, this extension is identified as a possible Phase II project of RTA's Transit 2010 Program. The preliminary phasing schedule for Transit 2010 projects identifies 1996 as a possible start date for the project with the completion expected by the year 2000. No cost estimate has been prepared.

### **BROOKPARK ROAD (S.R. 17) - INVESTIGATION OF ITS PRESENT STATUS AS A LIMITED ACCESS HIGHWAY**

Since its construction in 1954, Brookpark Road (S.R. 17) has been a divided, four-lane limited access highway within the City of North Olmsted. Brookpark Road remains a limited access highway until its intersection with Mastick Road in Fairview Park, approximately .5 miles east of Focus Area A. Limited access highways are governed by the rules and regulations found in Chapter 5511.02 of the Ohio Revised Code. As a limited access highway, modifications to existing points of access and proposed additional access points must receive both municipal and Ohio Department of Transportation (ODOT) approval. Approval for additional points of access are granted only if the modification would be beneficial to both highway operation and property development. Currently, a letter of approval from the municipalities' chief executive officer is sufficient approval from the municipality in requesting additional points of access. Private property owners must provide for the cost of modifications or additional points of access into private property. Because limited access highway generally have high maximum speeds, and because the berm is intended to be used by emergency vehicles and broken-down vehicles, sidewalks are not installed alongside limited access highways.

In 1991, an additional access point was opened on the north side of Brookpark Road to the shopping center located at 26035 Lorain Road immediately to the west of Focus Area A (within Focus Area B). As previously indicated under Pending Transportation Projects, preliminary approval has been granted by both ODOT and the City of North Olmsted to the Biskind Development Company for an additional intersection on Brookpark Road to be located 1,270 feet east of the intersection of Great Northern Boulevard and Brookpark Road.

During the investigation of Focus Area A, discussions were held concerning the possibility of eliminating Brookpark Road's current status as a limited access highway within the City of North Olmsted. Now that I-480 exists alongside Brookpark Road, it was pointed out that both highways may be duplicating the same purpose. In order to evaluate whether Brookpark Road should remain a limited access highway, the following list of probable benefits and detriments were prepared.

#### **List 1A**

The following is a listing of the probable benefits and detriments of Brookpark Road (S.R. 17) remaining as a limited access highway within the City of North Olmsted:

**BENEFITS:**

1. At present, Brookpark Road promotes through-traffic at higher speeds and minimizes left hand turning which can slow through-traffic. This enables area residents and residents of Fairview Park and western Cleveland direct access to the Great Northern area.
2. At present, Brookpark Road's classification as a limited access highway allows the City of North Olmsted greater control over deciding on future additional access points and modifications to existing access points.
3. As a limited access state highway, all major maintenance and repair is the responsibility of the State of Ohio. If the City wishes to abolish the road's current status as a limited access highway, the City would likely have to purchase the portion of the right-of-way that is not being used as the roadway from the State of Ohio, and would then be responsible for future major repair and maintenance responsibilities.
4. Keeping Brookpark a limited access highway may offset the need for the proposed westbound entrance to I-480 at Clague Road.
5. As a limited access high-speed highway, Brookpark Road can serve as a substitute for both I-480 and Lorain Road if they are temporarily closed for construction or slowed due to accidents.
6. As a higher speed roadway, Brookpark Road is often used as a substitute for the heavily congested Lorain Road.
7. The Ohio Department of Transportation has stated that they would like Brookpark Road to remain a limited access highway within North Olmsted and Fairview Park.
8. The proposed rail extension of the Red Line Rapid Transit to Great Northern Mall is still undecided.

**DETRIMENTS:**

1. Restricting additional access points may discourage future development of the remaining vacant land along Brookpark Road.
2. With the recent construction of I-480, the number of through vehicles using Brookpark Road may have decreased to a level that Brookpark Road is no longer needed as a limited access highway.
3. Sidewalks are generally not permitted alongside limited access highways.



**INVESTIGATION OF THE PROPOSED I-480/CLAGUE ROAD WESTBOUND ENTRANCE RAMP AND EASTBOUND EXIT RAMP**

During the investigation of Focus Area A, discussions were held concerning the possibility of constructing either the eastbound exit ramp, the westbound entrance ramp, or both ramps at the Clague Road/I-480 interchange. These two projects have previously been identified under Proposed Transportation Projects. In order to better evaluate the possible construction of either or both of these ramps, the following lists outline the probable benefits and detriments of each of these proposed projects.

**List 2A**

The following is a listing of the probable benefits and detriments of constructing a westbound entrance ramp to I-480 at Clague Road in Focus Area A:

**BENEFITS:**

1. This entrance ramp would provide westbound access to I-480 at Clague Road. At present, the nearest adjacent westbound I-480 entrance ramps are located at Great Northern Boulevard (S.R. 252) near Great Northern Mall and Grayton Road near Cleveland Hopkins International Airport. These westbound I-480 entrance ramps are separated by the Rocky River Valley and a distance of nearly three miles.
2. This entrance ramp would provide an alternative to using Brookpark Road to get to the Great Northern area. It would also foster a highway link to the soon to be constructed Crocker-Stearns Project (see Focus Area C).
3. This entrance ramp would likely reduce vehicular traffic in the vicinity of the heavily used S.R. 252/I-480 interchange near Great Northern Mall.

**DETRIMENTS:**

1. At present, as a limited access highway, Brookpark Road already provides free-flowing high-speed access to the Great Northern area.
2. The 1986 estimate for constructing this ramp along with the proposed eastbound exit ramp is \$1,690,000. Also, a Point-of-Access Justification Study would need to be conducted. The City of North Olmsted would likely have to pay at least 10% of the total project cost.
3. The 1986 N.O. Transportation Study identified that six homes would have to be demolished at the eastern end of Elm Road and the southern end of Brendan Lane (Site Nos. 23-28 on *Map 7-6A*) to provide land for the ramp. These homes are only between ten and fifteen years old.
4. The 1986 N.O. Transportation Study identified that seven additional acres of vacant land (Site Nos. 10-15 and 29 on *Map 7-6A*) would be required

for the ramp. As an alternative to this entrance ramp, this vacant land could possibly be developed for additional housing or left as open space. The ramp may also diminish the attractiveness of developing the remaining vacant land in this area.

5. The ramp would likely increase noise and air pollution as well as be a visual intrusion for both the remaining residents in the vicinity of the ramp and the neighborhood as a whole.
6. The Brookpark Road Bridge over the Rocky River Valley reopened in 1990, and the Puritas Road Hill should be reopened by 1993. Together, they will provide improved access to the westbound I-480 entrance at Grayton Road for residents of southeastern North Olmsted, Fairview Park, and Cleveland.

### **List 3A**

The following is a listing of the probable benefits and detriments of constructing an eastbound exit ramp from I-480 to Brookpark Road near the Clague Road/Brookpark Road intersection in Focus Area A:

#### ***BENEFITS:***

1. This exit ramp would provide an eastbound exit from I-480 at Brookpark Road near Clague Road. At present, the nearest eastbound exits from I-480 are at Great Northern Boulevard (S.R. 252) near Great Northern Mall and Grayton Road near Cleveland Hopkins International Airport. These eastbound I-480 exit ramps are separated by the Rocky River Valley and a distance of nearly three miles.
2. This exit ramp would likely reduce vehicular traffic in the vicinity of the heavily used S.R. 252/I-480 interchange near Great Northern Mall and offer residents of this area an alternative to having to exit I-480 from the west at Great Northern Mall.
3. This exit ramp would offer southeastern North Olmsted and Fairview Park residents an alternative to presently having to exit I-480 from the west at either S.R. 252 near Great Northern Mall or Grayton Road near Cleveland Hopkins International Airport.

#### ***DETRIMENTS:***

1. The 1986 estimate for constructing this ramp along with the proposed westbound entrance ramp is \$1,690,000. Also, a Point-of-Access Justification Study would need to be conducted. The City of North Olmsted would likely have to pay at least 10% of the total project cost.

2. The 1986 N.O. Transportation Study indicated that approximately nine acres of land would be required for this exit ramp. The land needed would be the rear of Site Nos. 32, 33, 36, 38, 40, 43, and 44 on *Map 7-6A*. Although this land is presently undeveloped, as an alternative to the exit ramp, the land could be developed for residential use sometime in the future or left as open space.
3. The construction of the exit ramp would require a signalized intersection on Brookpark Road, which would slow down through-traffic.
4. This ramp would likely increase noise and air pollution as well as be a visual intrusion to both the existing residents in the vicinity and the pending A Stone's Throw apartment complex planned for possible construction immediately to the east of the proposed ramp.
5. The Brookpark Road Bridge over the Rocky River Valley reopened in 1990 and the Puritas Road Hill will be reopened in 1993. Together, they will provide improved access for vehicles exiting I-480 at Grayton Road attempting to get to Fairview Park and North Olmsted via Brookpark Road and the Metroparks.

#### **INVESTIGATION OF THE PROPOSED EXTENSION OF THE RED LINE RAPID TRANSIT FROM CLEVELAND HOPKINS INTERNATIONAL AIRPORT TO GREAT NORTHERN MALL**

During the investigation of Focus Area A, brief discussions were held concerning the Regional Transit Authority's (RTA) proposed extension of the Red Line Rapid Transit from either the Brookpark Road Rapid Station and/or Cleveland Hopkins International Airport to Great Northern Mall via Brookpark Road. Although still in the conceptual phase, this extension is identified as a possible Phase II project of RTA's Transit 2010 Program. The preliminary phasing schedule for Transit 2010 projects identifies 1996 as a possible start date for the project, with the completion expected by the year 2000. To date, no cost estimate have been prepared, and only computer-generated potential ridership projections have been conducted.

The proposed rail extension would not likely be "heavy rail", such as the existing Red Line Rapid Transit which travels alongside commercial rail lines, but rather "light rail", such as the Green Line Rapid Transit and the Blue Line Rapid Transit in Shaker Heights on Cleveland's east-side. These "light rail" transits travel down electrically-powered, transit-only rail corridors down the center of Shaker Boulevard and Van Aken Boulevard. The rail extension could also be in the form of an electric trolley or streetcar, or an elevated people mover. In order to evaluate the potential impact of this proposed project, the following list of benefits and detriments were prepared. It should be noted that the members of the North Olmsted Planning Commission were generally not receptive to this proposed project.

**List 4A**

The following is a listing of probable benefits and detriments of constructing a rail extension of the Red Line Rapid Transit from Cleveland Hopkins International Airport to Great Northern Mall via Brookpark Road:

**BENEFITS:**

1. Great Northern Mall is both the closest suburban mall to an existing rapid transit line in Northeast Ohio and the closest mall to Cleveland Hopkins International Airport. A direct rail link between Great Northern Mall and Hopkins International Airport could be used by airline passengers seeking overnight lodging or wanting to shop or eat while waiting for flights.
2. If constructed, North Olmsted residents would be able to travel by rail to Cleveland Hopkins International Airport, Tower City & Downtown Cleveland and Shaker Square, and if other proposed rail extensions are constructed, University Circle and the International Exposition Center.
3. The proposed extension would link North Olmsted residents to other local employment centers, including NASA, which employs over 3,200 people, Hopkins International Airport, the office district at West 220th in the City of Fairview Park, and the soon to be constructed Ohio Aerospace Institute and Technology Park adjacent to the airport.
4. Brookpark Road is a divided, limited access highway with a wide center grass median strip. Only nine intersections exist along this four mile link between the airport and Great Northern Mall.
5. The proposed rail extension project could possibly utilize over 50 acres of developable land at the eastern end of Great Northern Mall for a rail station and park-n-ride lots. The rail station at Great Northern Mall would likely serve as a hub for expanded bus service to and from the station.
6. While there is little vacant land for future development near Cleveland Hopkins International Airport, there is over 150 acres of developable land along both sides of Brookpark Road in the cities of Cleveland, Fairview Park and North Olmsted. Approximately 95 acres of this total is within Focus Area A in the City of North Olmsted. The rail extension could serve as a catalyst for additional office, hotel, and entertainment facilities along this corridor.
7. Cleveland Hopkins International Airport has only one hotel on airport grounds, while there are two at Great Northern. There is also a hotel at West 220th and Brookpark Road in the City of Fairview Park along the proposed path of the rail extension.

**DETRIMENTS:**

1. Although no cost estimates have been prepared for this project, it would likely cost in excess of \$50 million. Both the City of North Olmsted and the owner(s) of Great Northern Mall and other area commercial property owners may be required to pay a small percentage of the total project cost.
2. The construction of the rail extension would likely take between two and four years, and would be intrusive to both area residents and vehicular traffic flow in the area. In addition, the possibility of the project requiring additional time exists since coordinated efforts would be required between each of the municipalities along the proposed rail extension pathway as well as NASA, Hopkins International Airport, ODOT and the Federal Aviation Administration.
3. From an engineering standpoint, many obstacles exist, such as crossing the valley between Fairview Park and NASA, getting under or around the I-480 bridge over Brookpark Road just west of Clague Road, facilitating automobile traffic alongside the rail extension on Brookpark Road, and extending the rail line through or near airport grounds.
4. Red Line Rapid Transit ridership, as well as ridership on many of RTA's buses, has fallen drastically in recent years as most commuters still prefer driving their own automobiles over mass transit.
5. The proposed rail extension would likely bring in a considerable number of non-residents to the City for shopping and/or employment purposes and thus make the City more transient in nature.
6. A great deal of cooperation and coordination would be required between the various public and private organizations that would be involved with this project.

**FUTURE DEVELOPMENT AND PROTECTION OF THE UNDEVELOPED AREAS**

Alternative development impact analysis has been conducted for the following sites within Focus Area A: 1) Site Nos. 1-6 on *Map 7-5A*, 2) Site Nos. 1-11 on *Map 7-5A*, 3) the undeveloped portion of Site No. 17 on *Map 7-5A*, 4) Site Nos. 22-26 on *Map 7-5A*, 5) Site No. 29 on *Map 7-5A*, 6) Site Nos. 37-39 on *Map 7-5A*, 7) Site Nos. 28-52 on *Map 7-5A*, 8) Site Nos. 5-15 and 29 on *Map 7-6A*, 9) Site No. 49 on *Map 7-6A*, 10) Site Nos. 37, 49 and the undeveloped portions of 36, 38, 40, 43-46, & 48 on *Map 7-6A*, and 11) Site Nos. 70-72 and the undeveloped portions of 73 & 74 on *Map 7-6A*. Appendix B also provides a detailed discussion of the methodology employed in conducting alternative development impact analysis. The results of the impact analysis will serve three primary purposes: 1) to serve as a guide for identifying appropriate future land uses that will be recommended as part of the Final Development Plan of the master plan, 2) to help evaluate specific development proposals that

may be presented to the City in the future for these undeveloped areas, and 3) to evaluate how pending development proposals will effect the City.

## **FOCUS AREA B — INTRODUCTION**

Focus Area B is comprised of the north-central section of North Olmsted bound by Brookpark Road to the south, Canterbury Road to the west, Fawn Road and the City's corporation line with Westlake to the north, and Walter Road and Columbia Road to the east. This is the second of four major focus areas that have been investigated in detail as part of the development of North Olmsted's Master Plan. This focus area was selected primarily to investigate the proposed relocation of S.R. 252. The investigation also examines the potential future use of the area's remaining undeveloped land, much of which is owned by the City of North Olmsted.

The analysis of Focus Area B begins by examining the physical characteristics of the area, including existing land use, zoning, and environmental constraints that may inhibit the future development of the remaining undeveloped land. Next, the analysis provides an overview of the existing transportation network, and identifies pending and proposed transportation, commercial, and residential development projects. The analysis then concentrates on the proposed relocation of S.R. 252. The recommendations and suggestions for further discussion in regards to future land development, vehicular and pedestrian transportation improvements, and overall recommendations for the future development of Focus Area B are summarized in Chapter 8, The Final Development Plan.

### **EXISTING LAND USE**

The existing land uses for Focus Area B are shown on *Map 7-1B* by colored land use classification. *Map 7-3B* and *Table 7-1B* identify many of the land uses by name.

The major land uses within this focus area are single-family detached homes, multi-family buildings along Lorain Road, and commercial establishments along both sides of Lorain Road and Great Northern Boulevard. Great Northern Mall is directly south of Focus Area B.

Presently, Focus Area B contains approximately seventy acres of undeveloped land.

### **EXISTING ZONING**

During the 1940's and 1950's, eastern Lorain Road was rezoned from residential to commercial use. The existing zoning for Focus Area B is shown on *Map 7-2B*. As shown, both sides of Lorain Road

and Great Northern Boulevard are currently zoned for General Retail at varying depths. The large, undeveloped parcels in the lower right-hand corner of *Map 7-2B* are zoned for Office Buildings.

Many of the apartment and condominium complexes within Focus Area B are zoned differently. The hi-rise condominium building on the south side of Lorain Road is zoned Multiple Residence Hi-Rise, the combination apartment and condominium complex on the north side of Lorain Road east of the proposed relocation of S.R. 252 is zoned Mixed Use, and the apartment buildings on the northeast corner of Columbia Road and Lorain Road are zoned Multiple Residence. The single-family neighborhoods north of Lorain Road are zoned Single Residence A and Single Residence B. The single-family neighborhoods south of Lorain Road are zoned Single Residence C.

Presently, there are no cluster housing, senior citizen housing, or limited industrial zoning within Focus Area B.

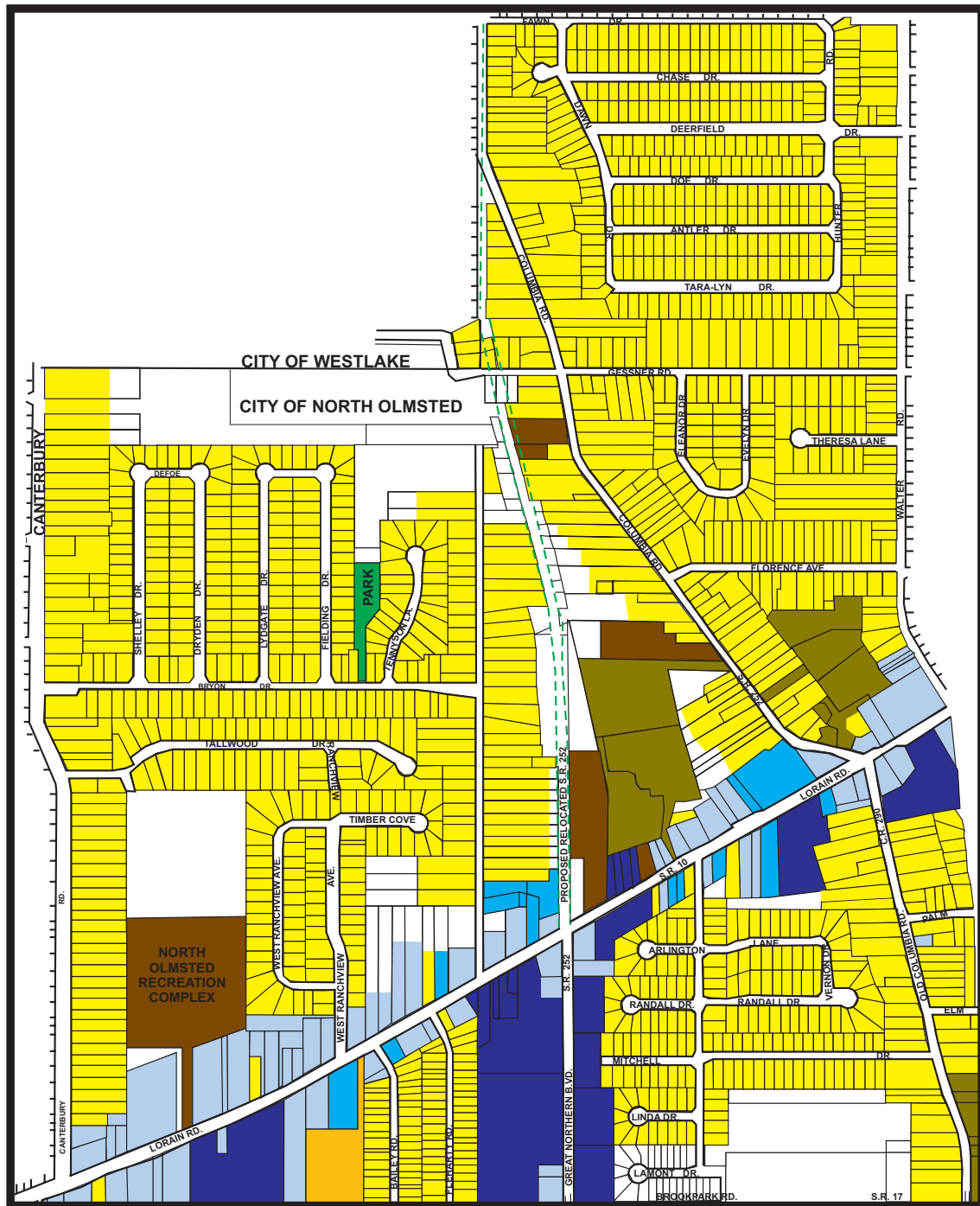
Over the last twenty years, there have been very few major zoning changes within Focus Area B. Along Lorain Road, the only recent major zoning change was from Class B Hi-Rise to General Retail for the parcel between Lorain Road and Brookpark Road immediately west of the existing hi-rise condominium building shown on *Map 7-1B*. This parcel is now utilized by a restaurant and a vacant electronics store. The only other major zoning change was for the large, undeveloped collection of parcels in the lower-right-hand corner of *Map 7-1B*. These parcels were rezoned from a combination of Single Residence C and Multiple Residence to Office Building.

## EXISTING DEVELOPMENT CONSTRAINTS

There are a number of environmental constraints that may inhibit the future development of the remaining undeveloped areas within Focus Area B. According to the U.S. Department of Housing and Urban Development's National Flood Insurance Program, there are no flood plains within Focus Area B. However, small streams were noted during field observations on both Site Nos. 18 and 86 on *Map 7-3B*. A brief discussion of floodplains can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

According to the National Wetlands Inventory maps for North Olmsted, wetlands exist on a portion of Site Nos. 18 and 88 on *Map 7-3B*. In addition, Site Nos. 17, 18, and 20 were used as a municipal landfill in the 1950's and 1960's, and therefore, would not likely be suited for uses other than recreation and open space. A brief discussion of wetlands can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

Map 7-1B, Existing Land Use, Focus Area B



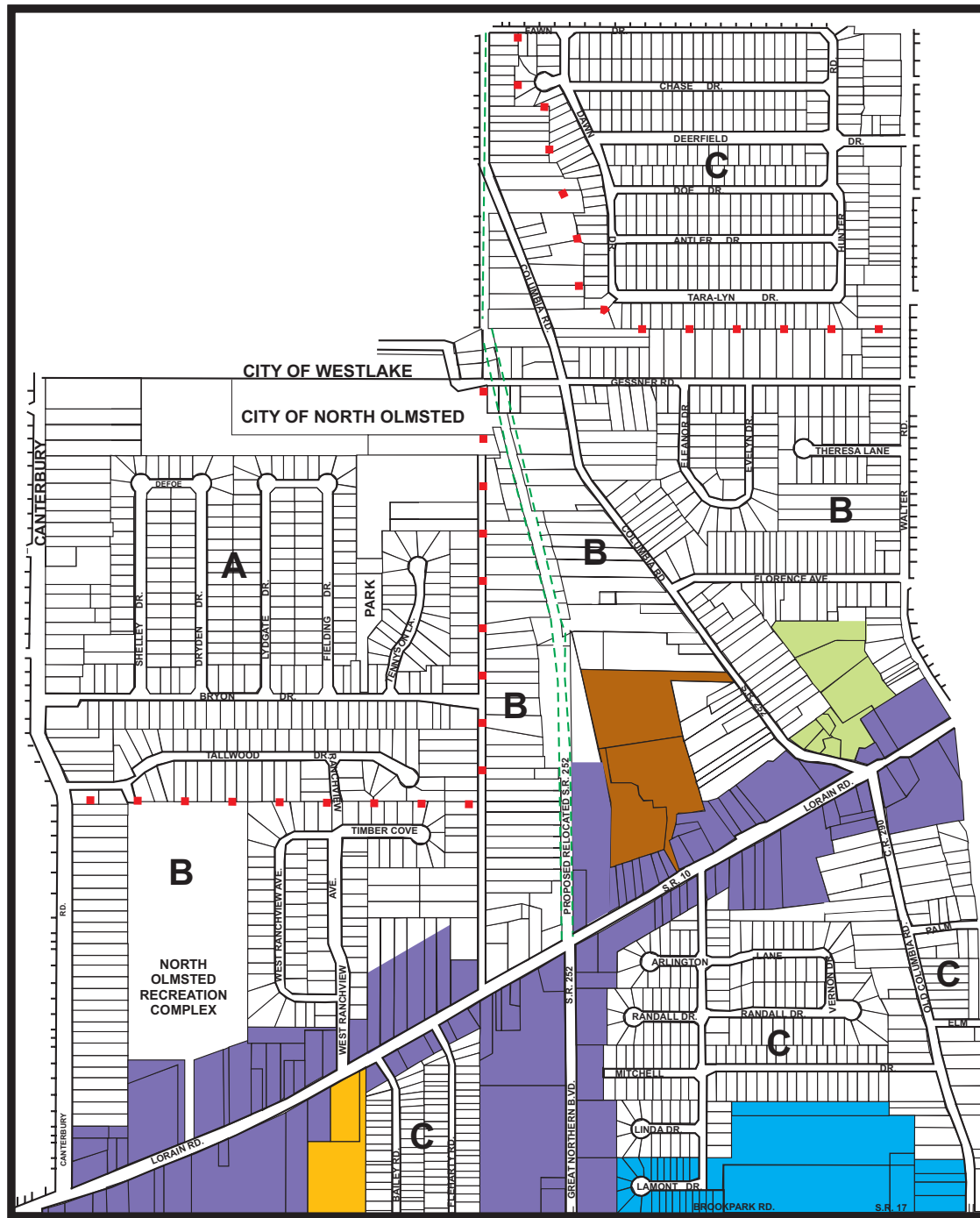
PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, MAY 1992

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> 1 & 2-FAMILY DETACHED	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> OFFICE
<span style="display:inline-block; width:15px; height:15px; background-color:olive; border:1px solid black;"></span> MULTI-FAMILY GARDEN	<span style="display:inline-block; width:15px; height:15px; background-color:mediumslateblue; border:1px solid black;"></span> RETAIL (<4 STORES)
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> MULTI-FAMILY HIGH RISE	<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> SHOPPING CENTER (>4 STORES)
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> OUTDOOR RECREATION	<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span> UNDEVELOPED & R-O-W
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> COMMUNITY FACILITIES	





Map 7-2B, Existing Zoning, Focus Area B



<b>A</b>	SINGLE RESIDENCE A		MULTIPLE RESIDENCE HIGH-RISE
<b>B</b>	SINGLE RESIDENCE B		MIXED USE
<b>C</b>	SINGLE RESIDENCE C		GENERAL RETAIL
	MULTIPLE RESIDENCE		OFFICE BUILDING

SINGLE RESIDENCE DISTRICT BOUNDARY



PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, MAY 1992

Map 7-3B, Property Characteristics, Focus Area B

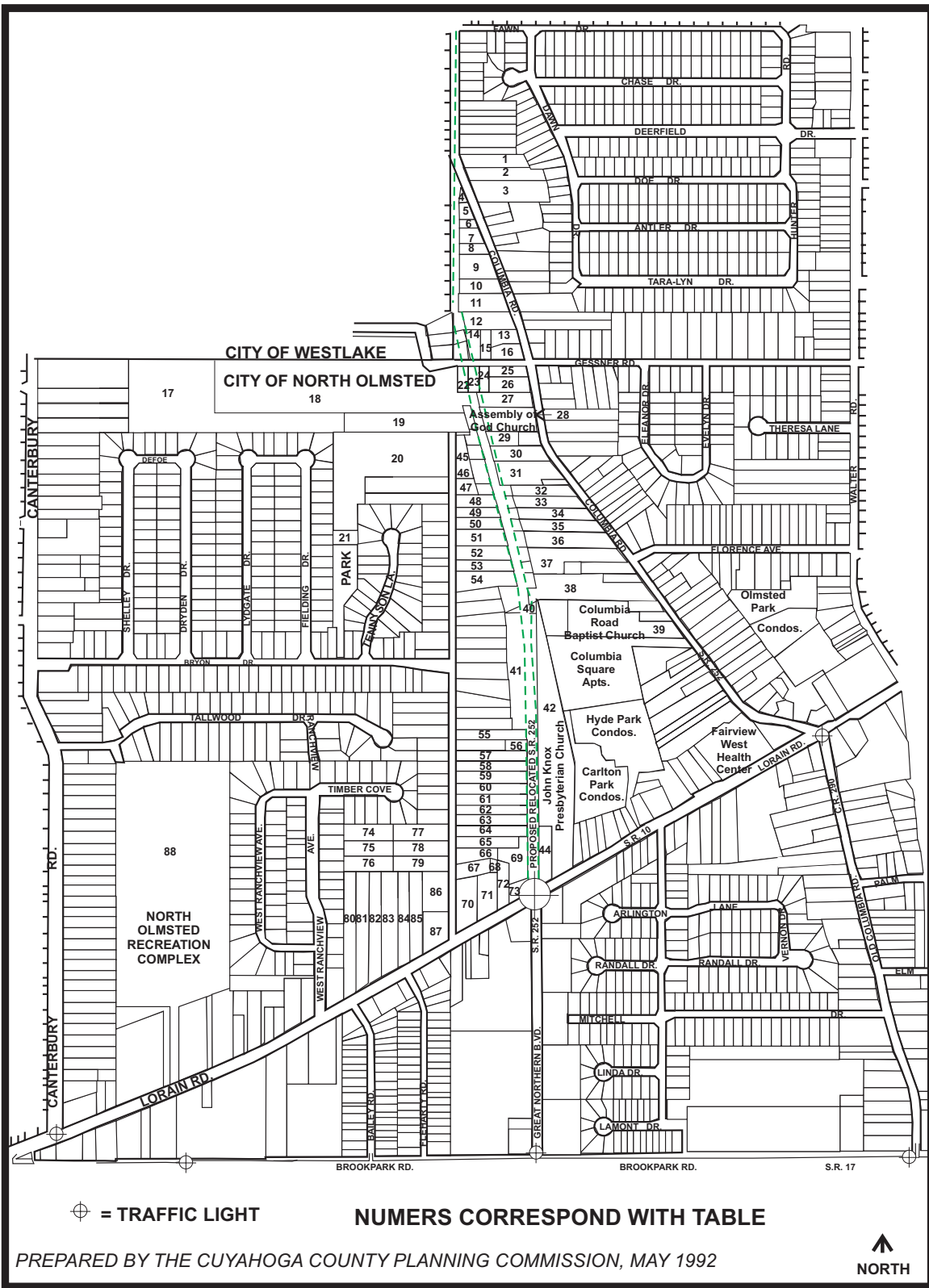


Table 7-1B, Property Characteristics, Focus Area B - May, 1992

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
1	231-19-001	3569 Columbia	W. & V. Sindelar	93' x 498'	0.8	House (Built 1950)	Single Residence B
2	231-19-002	3583 Columbia	D. & J. Whalen	92' x 518'	1.2	House (Built 1951)	Single Residence B
3	231-19-003	3605 Columbia	C. & L. Nichols	155' x 452'	1.6	Duplex (Built 1900)	Single Residence B
4	231-19-021	None	L. Harber	Irregular	0.2	Vacant	Single Residence B
5	231-19-020	3620 Columbia	W. & D. Oldenburg	86' x 105'	0.2	House (Built 1957)	Single Residence B
6	231-19-019	3634 Columbia	T. Parsons	90' x 137'	0.3	House (Built 1950)	Single Residence B
7	231-19-018	3650 Columbia	Neil Ammons	129' x 260'	0.5	House (Built 1840)	Single Residence B
8	231-19-017	3690 Columbia	J. & C. Butcher	96' x 220'	0.5	House (Built 1951)	Single Residence B
9	231-19-016	3692 Columbia	M. & M. Klayko	105' x 340'	0.6	House (Built 1956)	Single Residence B
10	231-19-015	3694 Columbia	D. & C. Peto	100' x 300'	0.7	House (Built 1946)	Single Residence B
11	231-19-014	3736 Columbia	G. & S. Hileman	113' x 341'	0.9	House (Built 1950)	Single Residence B
12	231-19-013	3752 Columbia	S. & C. Baranowski	128' x 465'	1.1	House (Built 1950)	Single Residence B
13	231-19-086	3768 Columbia	K. Vertal	102' x 165'	0.4	Duplex (Built 1928)	Single Residence B
14	231-19-012	25310 Gessner	J. & M. Quinones	130' x 185'	0.6	House (Built 1983)	Single Residence B
15	231-19-090	25300 Gessner	R. Taketa	80' x 185'	0.3	House (Built 1948)	Single Residence B
16	231-19-087	3796 Columbia	R. & J. Moreschi	82' x 202'	0.4	House (Built 1952)	Single Residence B
17	232-29-002	None	City of North Olmsted	570' x 490'	9.4	Vacant	Single Residence A
18	232-32-001	None	City of North Olmsted	1,600' x 340'	13	Vacant	Single Residence A
19	232-32-005	None	City of North Olmsted	680' x 140'	3.6	Vacant	Single Residence A
20	232-30-001	None	City of North Olmsted	Irregular	6.4	Vacant	Single Residence A
21	232-30-075	None	City of North Olmsted	68' x 245'	0.4	Vacant	Single Residence A
22	231-32-035	None	P. Vicko & M. Rathbun	70' x 197'	0.3	Vacant	Single Residence B
23	231-32-036	None	P. Vicko & M. Rathbun	70' x 197'	0.3	Vacant	Single Residence B
24	231-32-037	None	P. Vicko & M. Rathbun	70' x 197'	0.3	Vacant	Single Residence B
25	231-32-002	3810 Columbia	W. & H. Hughes	99' x 324'	0.7	House (Built 1947)	Single Residence B
26	231-32-003	3836 Columbia	W. & D. Rathbun	99' x 324'	0.7	House (Built 1954)	Single Residence B
27	231-32-004	3860 Columbia	E. & A. Folley	98' x 532'	1.2	House (Built 1948)/Vacant	Single Residence B
28	231-32-006	3874 Columbia	Assembly of God, Inc.	450' x 150'	2	Church/Vacant	Single Residence B
29	231-32-007	3874 Columbia	Assembly of God, Inc.	350' x 90'	1	Church/Vacant	Single Residence B
30	231-32-008	3890 Columbia	S. Sakacsi	90' x 587'	1.2	House (Built 1940)/Vacant	Single Residence B
31	231-32-009	3908 Columbia	E. Dansberg	82' x 630'	1	House (Built 1880)/Vacant	Single Residence B
32	231-32-011	3940 Columbia	A. Carlin	93' x 463'	0.8	House (Built 1952)/Vacant	Single Residence B
33	231-32-026	3956 Columbia	A. & G. Blum	81' x 507'	0.8	House (Built 1954)/Vacant	Single Residence B

Table 7-1B (continued)

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
34	231-32-013	3974 Columbia	J. & M. Reznik	81' x 550'	1	House (Built 1954)/Vacant	Single Residence B
35	231-32-014	3992 Columbia	L. & L. Buza	81' x 593'	1	House (Built 1950)/Vacant	Single Residence B
36	231-32-024	4008 Columbia	H. Duplaga	81' x 636'	1.1	House (Built 1951)/Vacant	Single Residence B
37	231-32-015	4026 Columbia	N. & S. Bowen	109' x 636'	1.6	House (Built 1950)/Vacant	Single Residence B
38	231-32-002	4062 Columbia	M. Walker	150' x 1,044'	3.7	House (Built 1870)/Vacant	Single Residence B
39	231-32-003	4116 Columbia	Columbia Road Bap Church	Irregular	3.9	Church/Vacant	Single Residence B
40	231-33-025	None	LK Building Co.	Irregular	0.1	Vacant	Single Residence B
41	231-33-024	None	B. DeLorenzo	Irregular	3.7	Vacant	Single Residence B
42	231-33-023	25200 Lorain	John Knox Presby Church	Irregular	6.6	Church/Vacant	General Retail/Single Residence B
43	231-33-021	None	State of Ohio	80' x 600'	1.1	Vacant	General Retail/Single Residence B
44	231-33-022	None	Kamms Furniture Land, Inc.	80' x 375'	0.6	Vacant	General Retail
45	232-30-10	3805 Root	H. Nealon	280' x 62'	0.4	House (Built 1918)	Single Residence B
46	231-32-10	None	E. Dansberg	75' x 110'	0.2	Vacant	Single Residence B
47	231-32-22	None	E. Dansberg	80' x 379'	0.7	Vacant	Single Residence B
48	231-32-12	3831 Root	C. & E. Koson	80' x 397'	0.7	House (Built 1955)/Vacant	Single Residence B
49	231-32-21	3847 Root	J. & D. Luzar	80' x 415'	0.7	House (Built 1955)/Vacant	Single Residence B
50	231-32-20	3863 Root	E. Minor	80' x 433'	0.8	House (Built 1955)/Vacant	Single Residence B
51	231-32-27	3879 Root	J. & G. Sundra	80' x 450'	0.8	House (Built 1955)/Vacant	Single Residence B
52	231-32-25	4059 Root	C. & C. Keith	77' x 467'	0.8	House (Built 1955)/Vacant	Single Residence B
53	231-32-19	4069 Root	L. & S. Wilson	77' x 467'	0.8	House (Built 1956)/Vacant	Single Residence B
54	231-32-18	4079 Root	M. & J. Austin	87' x 484'	1	House (Built 1956)/Vacant	Single Residence B
55	231-33-4	4303 Root	F. Payne	70' x 511'	0.8	House (Built 1940)/Vacant	Single Residence B
56	231-33-5	None	H. & E. Huff	75' x 286'	0.5	Vacant	Single Residence B
57	231-33-6	4325 Root	R. Rini	75' x 509'	0.9	House (Built 1951)/Vacant	Single Residence B
58	231-33-7	4327 Root	E. & A. Poskalan	82' x 509'	0.9	House (Built 1939)/Vacant	Single Residence B
59	231-33-8	4335 Root	J. & L. Brunswick	75' x 509'	0.9	House (Built 1941)/Vacant	Single Residence B
60	231-33-9	4343 Root	S. Griffith	75' x 508'	0.9	House (Built 1940)/Vacant	Single Residence B
61	231-33-10	4371 Root	R. Tergzhalmy	70' x 444'	0.7	House (Built 1939)/Vacant	Single Residence B
62	231-33-11	4391 Root	D. & L. Borling	70' x 444'	0.7	House (Built 1939)/Vacant	Single Residence B

Table 7-1B (continued)

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
63	231-33-12	4403 Root	S. & M. Connelly	70' x 444'	0.7	House (Built 1939)/Vacant	Single Residence B
64	231-33-13	4429 Root	S. Calmer	70' x 444'	0.7	House (Built 1941)/Vacant	Single Residence B
65	231-33-14	4435 Root	K. Habanek	70' x 392'	0.6	House (Built 1938)	Single Residence B
66	231-33-15	4455 Root	R. & N. Johnson	105' x 290'	0.4	House (Built 1939)	Single Residence B
67	231-33-27	25300 Lorain	Columbia Medical Association	65' x 244'	0.4	4-Story Medical Office Building (Built 1968)	Single Residence B
68	231-33-17	25300 Lorain	Columbia Medical Association	70' x 65'	0.1	4-Story Medical Office Building (Built 1948)	General Retail
69	231-33-20	25300 Lorain	Columbia Medical Association	Irregular	0.8	4-Story Medical Office Building (Built 1968)	General Retail
70	231-33-16	25482 Lorain	Long John Silvers, Inc.	160' x 350'	1.6	Restaurant/Vacant	General Retail
71	231-33-26	25480 Lorain	Service Stations Holding, Inc.	130' x 250'	0.9	Gas Station/Car Wash	General Retail
72	231-33-18	25300 Lorain	Columbia Medical Assoc.	70' x 300'	0.5	4-Story Medical Office Building (Built 1968)	General Retail
73	231-33-19	25290 Lorain	Women's Federal Savings & Loan	135' x 144'	0.4	Savings & Loan	General Retail
74	232-34-98	None	J. Siebenhar	100' x 343'	0.8	Vacant	Single Residence B
75	231-34-20	None	B. Bruehler	100' x 350'	0.8	Vacant	Single Residence B
76	232-34-92	None	J. Siebenhar	100' x 350'	0.8	Vacant	Single Residence B
77	232-34-21	4422 Root	J. Hardik	100' x 356'	0.8	House (Built 1953)	Single Residence B
78	232-34-104	4440 Root	B. Bruehler	100' x 354'	0.8	House (Built 1950)	Single Residence B
79	231-34-19	4456 Root	E. Weikert	100' x 350'	0.8	House (Built 1950)	Single Residence B
80	231-34-11	25710 Lorain	T. & W. Hennings	90' x 818'	1.7	Restaurant	General Retail/Single Residence B
81	231-34-12	25700 Lorain	Rainbow Investments	90' x 864'	1.6	Nightclub	General Retail/Single Residence B
82	232-34-13	25600 Lorain	Vorelco, Inc.	90' x 762'	1.6	Automotive Dealership	General Retail/Single Residence B
83	232-34-14	25600 Lorain	Vorelco, Inc.	108' x 701'	1.7	Automotive Dealership	General Retail/Single Residence B
84	232-34-15	25588 Lorain	E. Thomson	81' x 701'	1.4	House (Built 1952)/Vacant	General Retail/Single Residence B
85	232-34-0165	25566 Lorain	Y. Jung	82' x 608'	1.1	Medical Office/Vacant	General Retail
86	232-34-17	None	J. Passant	194' x 280'	1.2	Vacant	Single Residence B
87	232-34-52	Lorain	J. Passant	194' x 216'	1.9	Carwash/Lube Stop	General Retail
88	232-33-24	26000 Lorain	City of North Olmsted	760' x 1,600	28.4	Recreation Center/Vacant	Single Residence B/General Retail

<sup>1</sup>Numbers correspond with Map 7-3B

## EXISTING TRANSPORTATION NETWORK

### Vehicular Transportation

Lorain Road (S.R. 10) is a predominantly four and five lane major arterial street which begins in Downtown Cleveland and extends southwesterly through the cities of Cleveland, Fairview Park, North Olmsted and into Lorain County. In Cuyahoga County, Lorain Road is a major commercial corridor. In Lorain County, S.R. 10 separates from Lorain Road (which is called Butternut Ridge Road in Lorain County) and becomes a limited access high-speed highway at Gate No. 9 of the Ohio Turnpike and continues southwesterly into the City of Oberlin where it ends. The limited access highway section of S.R. 10 in Lorain County is essentially a continuation of I-480. Within North Olmsted, Lorain Road is a little over six miles in length. Within Focus Area B, Lorain Road is approximately 1.25 miles in length.

Brookpark Road (S.R. 17) is a limited access highway. Modifications to existing points of access and proposed additional access points must receive both City of North Olmsted and Ohio Department of Transportation (ODOT) approval. Approval is granted only if modifications or additions would be beneficial to both highway operation and property development. Recently, an additional access point was opened on the north side of Brookpark Road to the shopping center located at 26035 Lorain Road. Focus Area A discusses Brookpark Road in more detail.

S.R. 252 is a north/south state route that extends completely through Cuyahoga County. S.R. 252 begins in northern Cuyahoga County in Bay Village and extends south through Westlake, North Olmsted, Olmsted Falls and Olmsted Township before entering Lorain County. Originally, all of Columbia Road served as S.R. 252. However, in the early 1960's, ODOT began the development of a three stage relocation and realignment program for much of S.R. 252 in Cuyahoga County.

In the late 1960's, Great Northern Boulevard was constructed between Lorain Road and Brookpark Road as the first part of this three stage relocation and realignment project. In the mid 1980's, the second stage of the relocation was completed with the construction of a .75 mile, four lane roadway from the southern end of Great Northern Boulevard to a distance approximately 1,000 feet south of Butternut Ridge. This relocation eliminated the dangerous curve on Columbia Road known as Bodecker Hill, which had been the site of numerous accidents through the years. The old S.R. 252 (still called Columbia Road) now dead-ends where this dangerous curve once existed. Because of this two-part relocation from Lorain Road to North Olmsted's southern corporation line, "old" Columbia Road is now to the east of the new S.R. 252 and now dead-ends at Bodecker Hill. "Old" Columbia Road from Lorain Road south to Bodecker Hill is now County Road 290.

The third stage of this three-part relocation has yet to be built and will be discussed in detail under Proposed Transportation Projects below. In the investigation of Focus Area B, all references to Columbia Road, Great Northern Boulevard and S.R. 252 will be referring to what is today S.R. 252. The portion of Columbia Road in North Olmsted which is no longer part of S.R. 252 will be referred to as Old Columbia Road.

At present, S.R. 252 north of Lorain Road and Old Columbia Road south of Lorain Road are primarily two lane roadways in Bay Village, Westlake, North Olmsted, Olmsted Falls and Olmsted Town-

ship. According to traffic studies prepared by ODOT, in both North Olmsted and Westlake, S.R. 252 north of Lorain Road has exceeded its capacity to handle vehicular traffic for many years now.

### **Pedestrian and Bicycle Transportation**

Most of the streets within Focus Area B are equipped with sidewalks on both sides of the street. However, Bailey Road does not have sidewalks, Root Road has sidewalks only on the west-side of the street, and Old Columbia Road is missing sidewalks on the west side of the street between Brookpark Road and Mitchell Drive. In addition, Brookpark Road (S.R. 17), which is a limited access highway, does not have sidewalks.

Presently, there are no crosswalks at the intersection of Brookpark Road and Great Northern Boulevard. However, crosswalks and crosswalk signals will be installed as part of the pending widening of Great Northern Boulevard, which will be discussed under Pending Transportation Projects.

There are no bike paths within Focus Area B, and the streets are not striped with bicycle lanes. However, there is a ten foot wide asphalt pedestrian and bicycle path which runs along the north side of I-480 between S.R. 252 and Stearns Road, just south of Great Northern Mall.

### **PENDING (APPROVED/PRE-APPROVED) RESIDENTIAL DEVELOPMENT PROJECTS**

At present, there are no residential development projects pending and/or under construction in Focus Area B.

### **PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS**

At present, there are no plans being reviewed by the City for any proposed residential development projects in Focus Area B.

### **PENDING (APPROVED/PRE-APPROVED) COMMERCIAL DEVELOPMENT PROJECTS**

At present, there are no commercial, office, or industrial development projects pending and/or under construction in Focus Area B. However, a boating supply store was recently constructed on the south side of Lorain Road near the intersection of Lorain Road and Brookpark Road. In addition, a medium-sized shopping center recently opened on the southeast corner of Old Columbia Road and Lorain Road. Also, Great Northern Mall, just below Focus Area B, has recently completed extensive interior renovations.

## PROPOSED COMMERCIAL DEVELOPMENT PROJECTS

At present, the City is reviewing a proposal for an office building to be built on Site No. 85 on *Map 7-3B*. Initially, the North Olmsted Planning Commission rejected the plans for this proposed office/medical building on the grounds that it was too big for the site. Aside from this, there are no commercial, office, or industrial development projects being proposed in Focus Area B.

## PLANNED TRANSPORTATION PROJECTS

1. **Citywide Traffic Signalization Program.** Originally identified in the 1986 North Olmsted Transportation Study, this project will install a master computer in the City's police station to monitor signal timing and other functions on a 24-hour basis. Traffic signal synchronization will be performed at the City's major intersections in order to better provide for orderly and free-flowing traffic - especially in the City's commercial core. Installation is planned to begin in 1993. **1986 Estimated Cost: \$528,000**
2. **Great Northern Boulevard Upgrading.** Originally identified in the 1986 North Olmsted Transportation Study, this project will widen Great Northern Boulevard(S.R. 252) from Lorain Road to Brookpark Road to five(5) lanes by adding a center turning lane. The project will also include the consolidation of curb cuts and the installation of signalized crosswalks over Brookpark Road to Great Northern Mall. Construction is planned to begin in 1993. **1986 Estimated Cost: \$430,000**

## PROPOSED TRANSPORTATION PROJECTS

1. **Brookpark Road/Great Northern Boulevard Grade Separation.** Originally identified in the 1986 North Olmsted Transportation Study, this project would construct a bridge over Great Northern Boulevard at its intersection with Brookpark Road. This would allow for increased north/south and east/west vehicular capacity. No project development activity has yet to take place. **1986 Estimated Cost: \$5,117,000**
2. **Red Line Rapid Transit Extension.** The Greater Cleveland Regional Transportation Authority (RTA) has identified the possibility of a rail extension of the Red Line Rapid Transit to Great Northern Mall via Brookpark Road. Currently, the Red Line Rapid Transit ends at Cleveland Hopkins International Airport. Although still in the conceptual phase, this proposed extension is identified as a possible Phase II project of RTA's Transit 2010 Program. The preliminary phasing schedule for Transit 2010 projects identifies 1996 as a possible start date for this project with the



completion expected by the year 2000. Focus Area A discusses this proposed project in more detail.

3. **S.R. 252 Relocation - Stage 3.** In 1965, the Ohio Department of Transportation (ODOT) first proposed this project in its three-state realignment and relocation study for S.R. 252 within Cuyahoga County. At this time, a preliminary engineering study established the centerline of this proposed roadway. This centerline is recorded in the Journal of the State Highway Director of Ohio. As discussed under Existing Transportation Network, the first two stages were completed years ago. This third stage, which has also been identified in the 1986 North Olmsted Transportation Study and the Ohio Highway Jobs for the 90's Program, would construct a 1.22 mile roadway from the intersection of Lorain Road and Great Northern Boulevard northward through predominantly undeveloped land to Columbia Road (existing S.R. 252) near its intersection with Fawn Drive/Rose Road in both the Cities of North Olmsted and Westlake. The City of North Olmsted Capital Improvements Program identifies 1998 as a date to possibly begin construction. 1990 Estimated Cost: \$3,900,000. This proposed project will be discussed in detail below.

### PROPOSED RELOCATION OF S.R. 252 - STAGE 3

#### Background Information

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Over the years, there have been many attempts to get this project moving forward. In the last ten years, this project has been stalled due to numerous failed attempts to coordinate the project in conjunction with the proposed widening of Columbia Road (S.R. 252) north of Lorain Road in the Cities of North Olmsted and Westlake. On numerous past occasions, ODOT has informed the City of North Olmsted that they would not fund Stage 3 of the relocation of S.R. 252 unless Columbia Road is widened to at least four lanes. Columbia Road is presently two lanes. This is because of ODOT's policy of not funding projects which do not meet traffic demand and safety standards.

In 1983, ODOT approached the City of Westlake in order to gain consent and cooperation for the widening of Columbia Road to four lanes. At that time, Westlake objected to converting Columbia Road into a four-lane roadway and, instead, suggested that it remain two lanes but be equipped with turning lanes at major intersections. At this time, Westlake residents argued that the widening would primarily benefit North Olmsted businesses at the expense of Westlake homeowners along Columbia Road. They pointed to the fact that the North Olmsted electorate voted against the extension of Crocker-Stearns Road in 1974 after Westlake upgraded Crocker Road to four lanes. However, Westlake City Council did give consent to ODOT to conduct a feasibility study of the proposed widening of Columbia Road to four lanes.

On the November ballot of 1988, by referendum, Issue 26 in North Olmsted asked voters to decide on the extension of Crocker Road through North Olmsted to Stearns Road. At this same time, by referendum, Issue 39 in Westlake asked voters to decide whether Columbia Road should be widened to

four lanes and be relocated to connect with Great Northern Boulevard in North Olmsted. Because North Olmsted's City Council consented to the proposed relocation of S.R. 252 and the widening of Columbia Road on numerous occasions throughout the years and because there was little objection from North Olmsted residents, only the Crocker-Stearns project needed to be decided by the North Olmsted electorate. As a result of the election, North Olmsted voters decided against the Crocker-Stearns extension by a 3-1 margin. However, in Westlake, 61% of the voters decided against the widening of Columbia Road to four lanes. This once again stalled efforts to realign S.R. 252 with Great Northern Boulevard.

In March of 1990, Governor Richard Celeste announced the Ohio Highway for the 90's Program. This \$1.1 billion program of state highway improvements included both the proposed relocation of S.R. 252 and the widening of Columbia Road. Under this program, the state offered to pay all but 10% of each of the projects, provided the two cities could agree on the number of lanes. At this time, Westlake officials initially suggested three lanes and agreed to the alignment of S.R. 252 with Great Northern Boulevard. However, Westlake's Planning Commission rejected the idea, once again stalling the project.

Since 1990, Westlake has agreed to the widening of Columbia Road to four and five lanes from Hilliard Road north to First Avenue near the Westlake/Bay Village corporation line. Both the majority of Westlake residents and City officials have consented to this project, and ODOT is presently preparing construction plans. Construction is planned to begin in 1993.

There have not been formal discussions between North Olmsted, Westlake, and ODOT concerning the relocation of S.R. 252 and the widening of the remainder of Columbia Road since 1990.

#### **The Benefits and Detriments of Relocating S.R. 252 North of Great Northern Boulevard**

At present, ODOT and the City of North Olmsted are in the final development phase of the planned widening to five lanes of Great Northern Boulevard from Lorain Road south to Brookpark Road. Also, ODOT and the City of Westlake are in the project development phase of the planned widening to four lanes of Columbia Road (S.R. 252) from Hilliard Boulevard north to First Avenue near the Westlake/Bay Village corporation line.

During the investigation of Focus Area B, the North Olmsted Planning Commission and the Cuyahoga County Planning Commission together outlined the possible benefits and detriments of relocating S.R. 252 north of Great Northern Boulevard.

The following identifies possible benefits and detriments of the proposed relocation for both the Cities of North Olmsted and Westlake under three different scenarios. The first scenario will identify the benefits and detriments of relocating S.R. 252 independent of whether Columbia Road is widened. The second scenario will identify the benefits and detriments of the proposed relocation in conjunction with the proposed widening of Columbia Road north of the relocation to Hilliard Boulevard. The third scenario will identify the benefits and detriments of the proposed relocation under the assumption that Columbia Road will remain two lanes north of the proposed relocation to Hilliard Boulevard.

**List A**

**BENEFITS** OF RELOCATING S.R. 252 FROM GREAT NORTHERN BOULEVARD NORTH TO FAWN/ROSE ROAD AT ITS INTERSECTION WITH EXISTING S.R. 252 (Independent of whether Columbia Road is widened north of the relocation to Hilliard Boulevard):

1. The relocation would create a safer, shorter, and more direct route to the Great Northern area and I-480 for vehicles travelling south on S.R. 252.
2. The relocation would create a safer, shorter, and more direct route for vehicles travelling north on S.R. 252 to I-90 and the commercial districts in this vicinity in the City of Westlake.
3. The relocation would reduce vehicular traffic on Old Columbia Road from the north end of the proposed relocation south to Country Club Boulevard. This would be accomplished by separating vehicles wanting to travel east on Lorain and Brookpark Roads and south on Old Columbia Road from those wanting to get to the Great Northern area, I-480 and Olmsted Falls/Township. This reduction in the number of vehicles at the east end of Great Northern Mall would encourage more pedestrian and bicycle transportation in this mixed-use area adjacent to the Metroparks.
4. The relocation would correct the dangerous curve that exists on Columbia Road at the north end of where the relocation would connect back with existing S.R. 252. This dangerous curve has been the site of a number of accidents and fatalities over the years.
5. The relocation would take place through predominantly undeveloped land. Many of the homes on both the east side of Root Road and the west side of Columbia Road have extremely deep backyards and therefore, would not lose the portions of their backyards that they are presently utilizing. Also, the long-term residents of this area have been aware of this proposed relocation for nearly three(3) decades.
6. The relocation would provide for improved fire, police and emergency vehicle accessibility in the area.
7. The relocation would reduce the likelihood of vehicles “weaving” through the area’s subdivisions as an alternative to a congested Columbia Road.
8. If constructed with sidewalks and a possible bikeway or bike lanes, the relocation would improve and encourage pedestrian traffic to and from the Great Northern area. The planned widening of Great Northern Boulevard includes signalized crosswalks over Brookpark Road to Great Northern Mall.

9. The relocation could provide access to the City-owned land at the north-west end of Root Road (Site Nos. 17-21 on *Map 7-3B*) and allow for the proposed development of the vacant parcel on the northeast corner of the proposed relocated S.R. 252 (Site No. 44 on *Map 7-3B*). Improving traffic-flow and increasing capacity on S.R. 252 could serve as a catalyst for the development of the remaining undeveloped land at the east end of Great Northern Mall.
10. If a light rail extension of the Red Line Rapid Transit from the airport to Great Northern Mall is constructed, the main station would likely be located near the intersection of Great Northern Boulevard and Brookpark Road. This station would likely serve as a hub for expanded bus service to and from the station.

***DETRIMENTS*** OF NOT RELOCATING S.R. 252 FROM GREAT NORTHERN BOULEVARD NORTH TO FAWN/ROSE ROAD AT ITS INTERSECTION WITH EXISTING S.R. 252 (Independent of whether Columbia Road is widened north of the relocation to Hilliard Boulevard):

1. The Ohio Department of Transportation has estimated that the relocation would cost approximately \$3.9 million. The City of North Olmsted would likely have to pay at least 10% of the total project cost.
2. The relocation would require the demolition or removal of an estimated four to six homes, most of which are located in the City of Westlake.
3. The relocation would require land from approximately thirty homes and a church.
4. Due to the new roadway, the immediate area would likely experience an increase in the amount of noise, light, and air pollution, especially during the construction period.
5. Due to the new roadway, it may make the already difficult situation of turning left onto Lorain Road from Root Road more difficult.
6. During the construction period, surrounding businesses may experience a decline in business. The widening of Great Northern Boulevard is planned for the near future. During this construction period, surrounding businesses may experience a decline in business, and may not wish to go through this again during the relocation of S.R. 252.
7. The commercial establishments in the vicinity of Columbia and Lorain Roads may experience a decline in business as a result of the relocation reducing the number of vehicles in this area. However, many of the existing businesses in this area, such as the bowling alley and the produce market,

are unique to the Great Northern area and do not rely heavily on “pass-by” automotive traffic.

**List B**

***BENEFITS*** OF RELOCATING S.R. 252 IN CONJUNCTION WITH THE WIDENING OF COLUMBIA ROAD (EXISTING S.R. 252) TO AT LEAST THREE LANES TO HILLIARD BOULEVARD IN THE CITY OF WESTLAKE:

1. Columbia Road’s (S.R. 252) capacity to handle traffic would be significantly improved. Turning lanes would be installed at Center Ridge, Westwood and other intersection, all of which are presently two lanes.
2. The widening would likely include the installation of storm sewers which would significantly reduce flooding. Presently, storm sewers are lacking on much of Columbia Road in both North Olmsted and Westlake.
3. Although traffic would likely increase on Columbia Road as a result of both the widening and relocation, it should allow residents of Columbia Road improved access to their driveways due to improved traffic flow.
4. The Ohio Department of Transportation would likely fund the vast majority of both the widening of Columbia Road and the relocation of S.R. 252.

***DETRIMENTS*** OF RELOCATING S.R. 252 IN CONJUNCTION WITH THE WIDENING OF COLUMBIA ROAD (EXISTING S.R. 252) TO AT LEAST THREE LANES TO HILLIARD BOULEVARD IN THE CITY OF WESTLAKE:

1. Columbia Road residents, the vast majority of which reside in Westlake, would lose a portion of their front yards. A small number of homes may have to be demolished or moved.
2. Road widening projects often take a number of years to complete and could be extremely intrusive on the daily lives of area residents of both Westlake and North Olmsted.
3. It is likely that traffic on Columbia Road would significantly increase as a result of both the widening and relocation. This would cause an increase in noise and air pollution and could make the area less conducive to travel by pedestrians - especially for pedestrian travel across Columbia Road.
4. Should Columbia Road be widened to four lanes or more, traffic would not have to stop in both directions when school buses make pick-ups and drop-offs. This could make Columbia Road more hazardous for children - especially when crossing Columbia Road.

**List C****BENEFITS OF RELOCATING S.R. 252 WITH COLUMBIA ROAD REMAINING A TWO-LANE ROADWAY FROM THE NORTH END OF THE RELOCATION TO HILLIARD BOULEVARD IN THE CITY OF WESTLAKE:**

1. All of the benefits of List A, the majority of which directly benefit residents and businesses in North Olmsted.
2. Detriment Nos. 1, 2, and 4 from List B, the majority of which would have affected residents of Westlake, would not have to be experienced.
3. The Crocker-Stearns extension is planned for the near future. Once constructed and in operation, traffic on Columbia Road is likely to decline. Perhaps, traffic on Columbia will decline to a level that would alleviate the need for the widening of Columbia Road.

**DETRIMENTS OF RELOCATING S.R. 252 WITH COLUMBIA ROAD REMAINING A TWO-LANE ROADWAY FROM THE NORTH END OF THE RELOCATION TO HILLIARD BOULEVARD IN THE CITY OF WESTLAKE:**

1. All of the benefits of List A, the majority of which directly benefit residents and businesses in North Olmsted.
2. As a two-lane roadway, Columbia Road has exceeded its ability to handle traffic for a number of years. As a result of both the proposed relocation and the scheduled widening of Columbia Road from Hilliard north to the Westlake corporation line, traffic would increase beyond what is already experienced today and would further exaggerate these existing problems.
3. In the past, ODOT has informed both the Cities of North Olmsted and Westlake that they would like to both relocate S.R. 252 and widen Columbia Road from Hilliard south to the north end of the proposed relocation. ODOT has also informed the City of North Olmsted that the proposed relocation would only be partially funded by ODOT monies if the City of Westlake agrees to the widening. Therefore, should North Olmsted desire to relocate S.R. 252 while Columbia Road remains two lanes north of the relocation to Hilliard Boulevard, ODOT would likely disagree to the project and/or not provide funding for the improvement.
4. Both ODOT's preliminary engineering plans and the 1986 North Olmsted Transportation Study recommend that relocated S.R. 252 be a four-lane roadway. If Columbia Road remains two lanes from the north end of the relocation to Hilliard Boulevard, it would likely not be feasible to have both the two lanes of northbound traffic on relocated S.R. 252 and the single lane from what would become Old Columbia Road empty into the sin-

gle northbound lane that would exist between the relocation and Hilliard Boulevard.

## **FUTURE DEVELOPMENT AND PROTECTION OF THE UNDEVELOPED AREAS**

Alternative development impact analysis has been conducted for three undeveloped areas of Focus Area B. The first area is the former municipal landfill located on Site Nos. 17-21 on *Map 7-3B*. The second area, Site No. 88 on *Map 7-3B*, is the undeveloped rear yard of the City's indoor recreation complex. The third area, comprised of Site Nos. 74-76, 86, and the undeveloped portions of site Nos. 80-85 on *Map 7-3B*, is the area behind the homes and businesses at the northwest corner of Lorain Road and Root Road. Appendix B provides a detailed discussion of the methodology employed in conducting alternative development impact analysis. The results of the impact analysis serve three primary purposes: 1) to serve as a guide for identifying appropriate future land uses that are recommended as part of the Final Development Plan of the master plan, 2) to help evaluate specific development proposals that may be presented to the City in the future for these undeveloped areas, and 3) to evaluate how pending development proposals will effect the City. Alternative development impact analysis has also been conducted for the large, undeveloped grouping of parcels in the lower, right-hand corner of Focus Area B, and is discussed in the investigation of Focus Area A.

## **FOCUS AREA C — INTRODUCTION**

Focus Area C is located along the Stearns Road corridor in western North Olmsted. This is the third of four major focus areas that have been examined in detail as part of the development of North Olmsted's new Master Plan. This focus area was selected primarily to investigate the pending Crocker Road Extension/Stearns Road Widening Project. The investigation also examines the possible redevelopment of Stearns Road south of Lorain Road.

The analysis of Focus Area C begins by examining the physical characteristics of the area, including existing land use, zoning, and environmental constraints that may inhibit the development of the remaining undeveloped land. Next, the analysis provides an overview of the existing transportation system and identify pending and proposed transportation, commercial, and residential development projects. The investigation then provides a detailed overview of the Crocker-Stearns project. Next, the investigation explores the possible redevelopment of Stearns Road south of Lorain Road in conjunction with or after the completion of the Crocker-Stearns project. Recommendations on how to improve the overall development of this focus area, including specific attention to ways of offsetting the anticipated impact of the pending Crocker-Stearns project on adjacent residences and the natural environment are listed in Chapter 8, The Final Development Plan.

## EXISTING LAND USE

The existing land uses for Focus Area C are shown on *Maps 7-1C and 7-2C* at a scale of 1" = 600' by colored land use classification. *Maps 7-5C and 7-6C*, and *Table 7-1C* identify many of the land uses by name. The portion of Focus Area C north of Lorain Road is referred to as Focus Area C-1, while the area south of Lorain Road is referred to as Focus Area C-2.

The major land uses within Focus Area C-1 are single-family detached homes and the Bradley Woods Reservation of the Cleveland Metroparks. Parkstone Avenue and Overbrook Avenue north of the Pheasant's Walk and Quail Run subdivision are "paper streets" that were platted in 1924, but never constructed. Both Oring Road and Northpark Drive west of Lansing Drive are also "paper streets." Between Lansing Drive and Martin Drive (Martin Drive is one block east of Lansing Drive, but not shown on these maps), Northpark Drive is a pedestrian and bicycle street that is closed to motorized vehicular traffic.

The major land uses within Focus Area C-2 are single-family detached homes and the I-480 interchange at Stearns Road. Within Focus Area C, Lorain Road has a mixture of single-family detached homes and commercial establishments, including two large shopping centers on the southeast corner of Lorain Road and Stearns Road.

Presently, Focus Area C contains approximately 40 acres of undeveloped land.

## EXISTING ZONING

The existing zoning for Focus Area C is shown on *Maps 7-3C and 7-4C*. As shown, all of Lorain Road is zoned for General Retail at a depth varying between 200 and 600 feet. The single-family neighborhoods both north and south of Lorain Road are zoned primarily Single Residence B. The portion of the Bradley Woods Reservation of the Metroparks in Focus Area C-1 is zoned Single Residence C.

Over the last twenty years, the only major zoning change within Focus Area C was for the Pheasant's Walk and Quail Run subdivision north of Lorain Road. The zoning for this subdivision was changed from a combination of Single Residence C and General Retail to Single Residence B.

## EXISTING DEVELOPMENT CONSTRAINTS

There are a number of environmental development constraints in Focus Area C. According to the U.S. Department of Housing and Urban Development's National Flood Insurance Program, both 100-year and 500-year flood plains run parallel to Roots Ditch in Focus Area C-2. Roots Ditch runs parallel to the homes and commercial establishments on the south side of Lorain Road beginning approximately 800' west of Stearns Road and continuing east one mile to Porter Road. Roots Ditch continues beyond this point, but flows in a southeasterly direction until it flows into the West Branch



of the Rocky River. A brief discussion of floodplains can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

According to the National Wetlands Inventory maps for North Olmsted, wetlands exist in two locations within Focus Area C. The first is in Focus Area C-1 in the vicinity of the planned Crocker-Stearns road extension, and the second is in Focus Area C-2 on the undeveloped land owned by the North Olmsted Board of Education west of the Spruce Elementary School (Site Nos. 113-118 on *Map 7-6C*). A brief discussion of wetlands can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

The wetlands identified in the vicinity of the planned Crocker Road extension will be discussed in greater detail under The Pending Crocker Road Extension/Stearns Road Widening Project later in this chapter.

## TRANSPORTATION NETWORK

### Vehicular Transportation

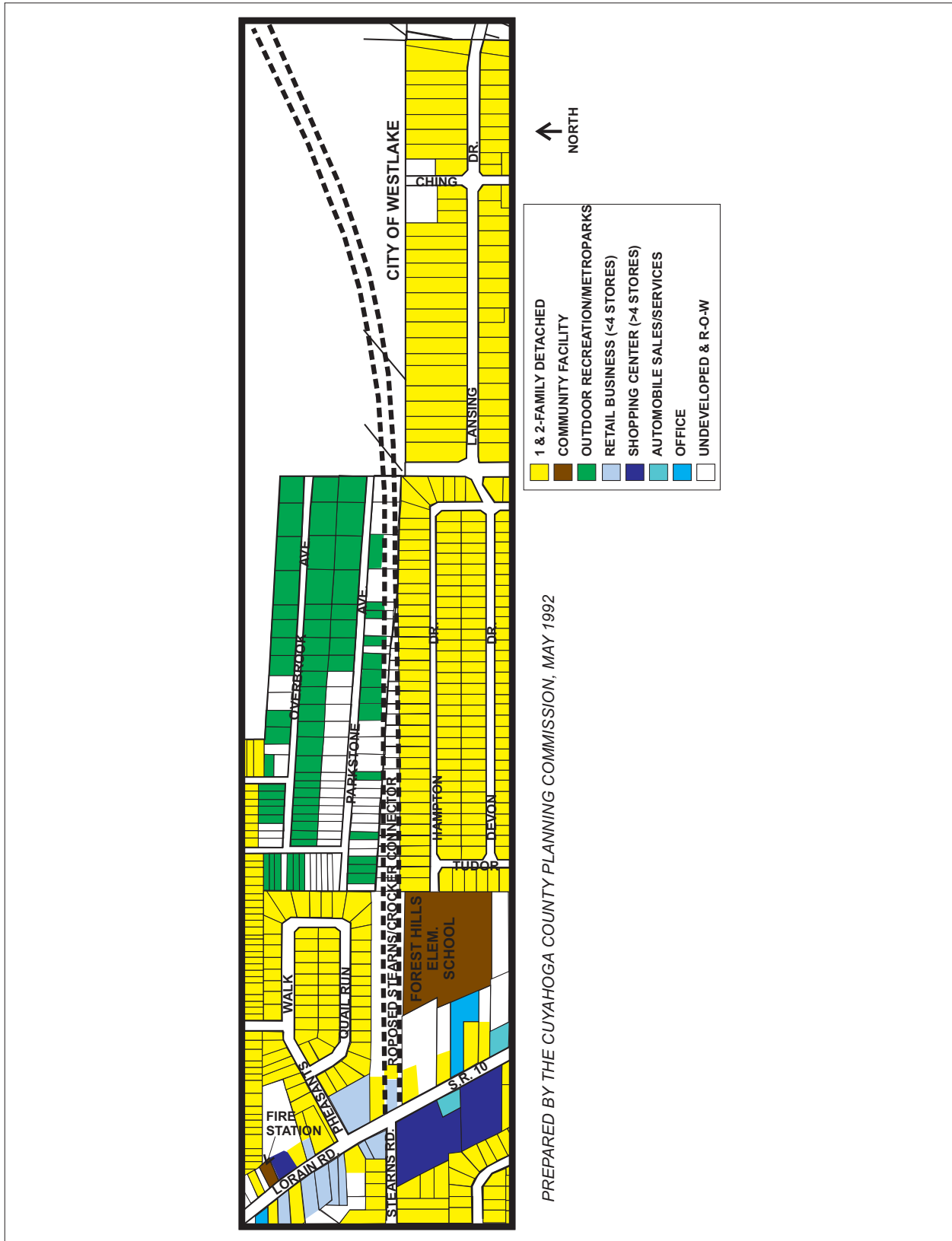
Lorain Road (S.R. 10) is a predominantly four and five lane major arterial street which begins in Downtown Cleveland and extends southwesterly through the cities of Cleveland, Fairview Park and North Olmsted and into Lorain County. In Lorain County, S.R. 10 separates from Lorain Road (which is called Butternut Ridge Road in Lorain County) and becomes a limited access high-speed highway at Gate No. 9 of the Ohio Turnpike, and continues southwesterly into the City of Oberlin where it ends. The limited access highway section of S.R. 10 in Lorain County is essentially a continuation of I-480. Within North Olmsted, Lorain Road is a little over six total miles in length.

Interstate 480 is a limited access high-speed highway which begins at Gate No. 9A of the Ohio Turnpike in the City of North Ridgeville in Lorain County. Interstate 480 extends east through Cuyahoga County's southern suburbs until it merges with I-271 in the City of Bedford Heights. From here, I-480/271 extends south into northern Summit County where I-480 branches off from I-271 and continues southeasterly into the City of Streetsboro in Portage County, where it ends at Gate No. 13 of the Ohio Turnpike.

The Stearns Road/I-480 interchange is a "full" interchange because it allows vehicles to enter and exit I-480 to and from both the east and the west. To the east, the nearest I-480 interchange is at S.R. 252 near Great Northern Mall. To the west, the nearest I-480 interchange is at Lorain Road (S.R. 10) at the North Olmsted/North Ridgeville border. The Lorain Road/I-480 interchange is also a "full" interchange and additionally, provides direct access to the Ohio Turnpike.

Stearns Road (C.R. 76) is currently a minor arterial street which begins at Lorain Road and extends south approximately three miles into Olmsted Township where it ends at Schady Road (C.R. 143) just south of the Ohio Turnpike. With the exception of four lanes in the vicinity of the I-480 interchange, Stearns Road is a two lane roadway. Stearns Road is almost exclusively residential, the only exceptions being the commercialized Stearns/Lorain, Stearns/Bagley and Stearns/Cook intersections.

Map 7-1C, Existing Land Use, Focus Area C-1



Map 7-2C, Existing Land Use, Focus Area C-2

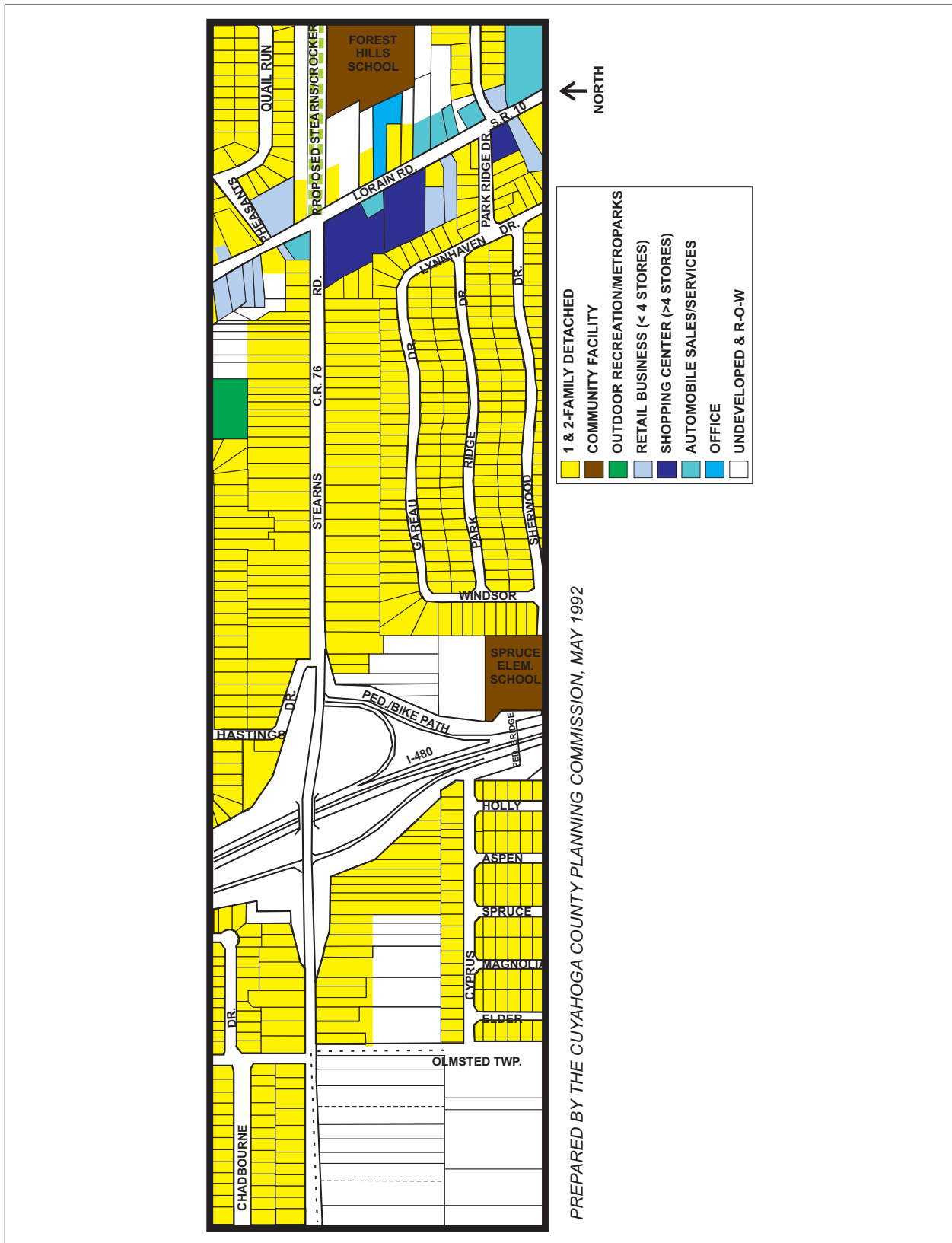


Table 7-1C, Property Characteristics<sup>1</sup>, Focus Area C - Stearns Road

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
1	234-21-21	6250/6236 Stearns	R.O. & M.E. Gilchrist	180 x 378	1.6	2 Houses (Built 1920/1964)	Single Residence B
1A	234-21-24	6222 Stearns	E. K. Rosul	120 x 378	1.04	House (Built 1954)	Single Residence B
2	234-21-11	6237 Stearns	M.A. Huntinger	76 x 348	0.62	House (Built 1952)	Single Residence B
3	234-21-33	6210 Stearns	L.A. Strauss & M.L.C. Harrison	70 x 378	0.68	House (Built 1955)	Single Residence B
4	234-21-10	6223 Stearns	A.G. & V.B. Sessin	112 x 348	0.91	House (Built 1955)	Single Residence B
5	234-21-37	6190 Stearns	E.F. & M.A. Dudek	107 x 377	0.95	House (Built 1900)	Single Residence B
6	234-21-8	6209 Stearns	S.L. & M.E. Fisher	112 x 349	0.92	House (Built 1955)	Single Residence B
7	234-21-34	6174 Stearns	M.A. Csucsai	70 x 376	0.68	House (Built 1955)	Single Residence B
8	234-21-7	6173 Stearns	E.C. & B.K. Sykes	73 x 348	0.6	House (Built 1955)	Single Residence B
9	234-21-36	6160 Stearns	J.J. & P.R. Woods	70 x 385	0.62	House (Built 1955)	Single Residence B
10	234-21-31	6165 Stearns	A. & M.F. Galik	70 x 389	0.6	House (Built 1954)	Single Residence B
11	234-21-35	6150 Stearns	D. & P. Jagiella	100 x 390	0.9	House (Built 1954)	Single Residence B
12	234-21-6	6151 Stearns	T.J. & K. Mucklo	72 x 389	0.64	House (Built 1954)	Single Residence B
13	234-21-168	6122 Stearns	S. & B. Santo	112 x 270	0.69	House (Built 1925)	Single Residence B
14	234-21-5	6125 Stearns	A.L. Mayville	112 x 359	0.92	House (Built 1940)	Single Residence B
15	234-21-20	6100 Stearns	T.D. & N. Erhard	70 x 250	0.39	House (Built 1925)	Single Residence B
16	234-21-4	6109 Stearns	C.E. & D.M. Grant	112 x 359	0.92	House (Built 1948)	Single Residence B
17	234-21-19	6090 Stearns	B. Morgan	70 x 250	0.39	House (Built 1972)	Single Residence B
18	234-21-3	6087 Stearns	H.L. & M.M. Schiermund	111 x 359	0.92	House (Built 1976)	Single Residence B
19	234-21-18	6080 Stearns	R. & R.J. Welch	131 x 386	1.15	House (Built 1954)	Single Residence B
20	234-21-2	6063 Stearns	R. Minek	112 x 359	0.95	House (Built 1950)	Single Residence B
21	234-21-38	6058 Stearns	S.P. & G.A. Hoehn	88 x 387	0.77	House (Built 1957)	Single Residence B
22	234-21-1	6041 Stearns	V.J. Smeraldi	112 x 359	0.92	House (Built 1950)	Single Residence B
23	234-21-16/15	6030 Stearns	L.C. & P.J. Palmer	100 x 386	0.88	House (Built 1972)	Single Residence B
24	234-21-30	6033 Stearns	A.R. & A.M. Terbeek	81 x 358	0.65	House (Built 1954)	Single Residence B
25	234-21-14	6002 Stearns	G.V. & C.A. Upperman	100 x 385	0.88	House (Built 1945)	Single Residence B
26	234-21-23	6000 Stearns	J.M. & A.V. LaVelle	67 x 385	0.6	House (Built 1956)	Single Residence B
27	234-21-29	6017 Stearns	S.A. & L. Hribar	73 x 358	0.59	House (Built 1954)	Single Residence B
28	234-21-13	5986 Stearns	B. & S.J. Hamm	67 x 385	0.58	House (Built 1946)	Single Residence B
29	234-21-28	6003 Stearns	D.C. & M.K. Clodwick	73 x 358	0.6	House (Built 1954)	Single Residence B
30	234-21-22	5964 Stearns	H.W. & P.A. Denker	67 x 385	0.58	House (Built 1957)	Single Residence B
31	234-21-27	5987 Stearns	L.P. & L.E. Taylor	73 x 358	0.59	House (Built 1954)	Single Residence B
32	234-20-35	5954 Stearns	W.L. & H.E. Reyes	50 x 385	0.44	House (Built 1948)	Single Residence B
33	234-21-26	5973 Stearns	T.J. Stevens	73 x 358	0.6	House (Built 1954)	Single Residence B

Table 7-1C (continued)

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
34	234-21-30	5934 Stearns	J.T. & M.A. Ratica	50 x 385	0.44	House (Built 1949)	Single Residence B
35	234-20-46	5959 Stearns	Wm. T. & P.A. McManus	73 x 359	0.6	House (Built 1954)	Single Residence B
36	234-20-54	5924 Stearns	J.C. & C.A. Pekar	50 x 400	0.45	House (Built 1989)	Single Residence B
37	234-20-45	5943 Stearns	H.J. Holda	73 x 359	0.6	House (Built 1954)	Single Residence B
38	234-20-28	5914 Stearns	S.M. & K.M. Holian	50 x 530	0.61	House (Built 1941)	Single Residence B
39	234-20-44	5929 Stearns	A.A. Smilor	73 x 359	0.6	House (Built 1954)	Single Residence B
40	234-20-27	5904 Stearns	E.R. & L.M. Cummings	50 x 385	0.44	House (Built 1957)	Single Residence B
41	234-20-43	5905 Stearns	L. & M. Berardinis	73 x 359	0.6	House (Built 1954)	Single Residence B
42	234-20-26	5894 Stearns	B.J. & D.R. Bennett	100 x 884	2.02	House (Built 1941)	Single Residence B
43	234-20-42	5891 Stearns	Wm. E. Grospitch	73 x 359	0.6	House (Built 1954)	Single Residence B
44	234-20-24/25	5870/5884 Stearns	J.E. & F.K. Hurley	150 x 795	2.74	2 Houses (Built 1955/1940)	Single Residence B
45	234-20-31	5875 Stearns	T.K. Shaltens	73 x 359	0.6	House (Built 1954)	Single Residence B
46	234-20-23	5854 Stearns	J.G. Lynch	50 x 705	0.81	House Built (1940)	Single Residence B
47	239-20-41	5861 Stearns	G.M. Hicks	73 x 359	0.6	House (Built 1954)	Single Residence B
48	234-20-22/21	5844 Stearns	H.J. Miller	50 x 635	0.73	House (Built 1938)	Single Residence B
49	234-20-40	5847 Stearns	P.M. & M. Groh	73 x 359	0.59	House (Built 1954)	Single Residence B
50	234-20-47	5832 Stearns	S.M. Pugh	73 x 256	0.42	House (Built 1953)	Single Residence B
51	234-20-39	5833 Stearns	L.J. & T.A. Beuelaque	73 x 359	0.59	House (Built 1954)	Single Residence B
52	234-20-20	5806 Stearns	J. & R. Soska	118 x 150	0.41	House (Built 1958)	Single Residence B
53	234-20-38	5817 Stearns	N.A. Washko	73 x 360	0.59	House (Built 1954)	Single Residence B
54	234-20-51	5792 Stearns	R.W. & L.A. Desnoyer	70 x 150	0.24	House (Built 1955)	Single Residence B
55	234-20-32	5803 Stearns	J.R. Bryan	118 x 210	0.57	House (Built 1931)	Single Residence B
56	234-20-50	5778 Stearns	J.K. Bassin	70 x 150	0.24	House (Built 1958)	Single Residence
57	234-20-4/5/6	29047 Lorain	Stearns-Lorain Center Co.	390 x 440	3.94	Shopping Center	General Retail
58	234-20-49	5764 Stearns	C. & B. Sturtz	70 x 150	0.24	House (Buil 1955)	Single Residence B
59	234-20-7	29131 Lorain	Service Station Holdings, Inc.	150 x 151	0.52	BP Gas Station	General Retail
60	234-20-48	29145 Lorain	B.N. & L.A. Friedlander	50 x 143	0.16	Rite Price Grocery	General Retail
61	234-20-52	29169 Lorain	E.A. & J.C. Drellishak	118 x 244	0.71	House (Built 1955)	General Retail
62	234-20-8/36	29247 Lorain	W.A. & D.M. Cain	100 x 415	0.95	Adams Upholstering	General Retail
63	234-20-9/10	29257 Lorain	M.E. O'Grady	140 x 295	0.95	House (Built 1972)	General Retail
64	233-26-3	28900 Lorain	J. & J. Boss	150 x 500	1.72	Office Building (Built 1987)	General Retail
65	233-26-1/2	29016/28974 Lorain	Rini Brothers & Ohio Partnership	332 x 535	4.08	2 Houses (Built 1903, 1948)	General Retail
66	233-25-6/7	29060 Lorain	Kacirek Enterprises, A Partnership	265 x 1480	9	Funeral Home (Built 1952)	General Retail/Residence B

Table 7-1C (continued)

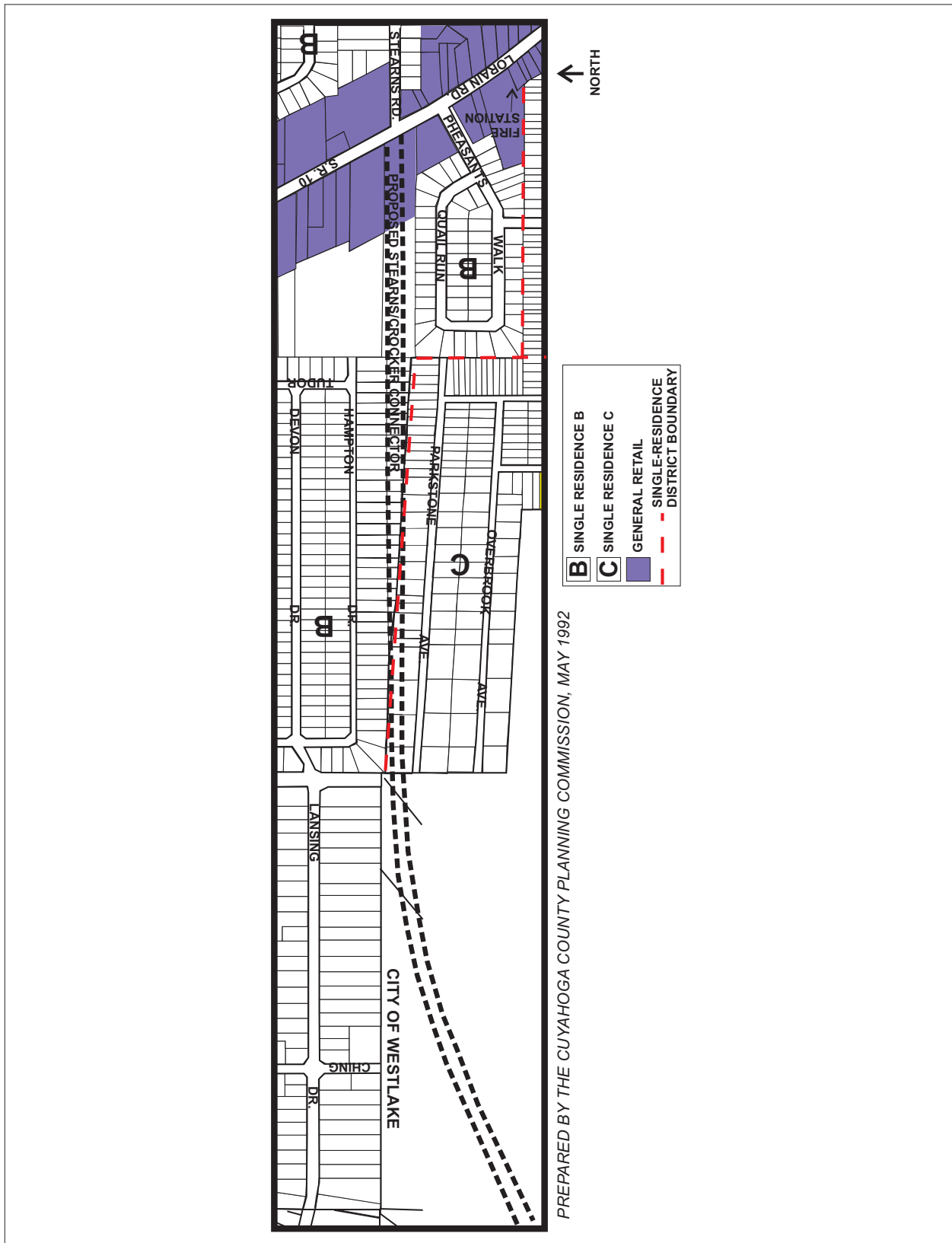
Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
68	233-26-62	5392 Hampton	K. & L.A. Taboh	70 x 342	0.53	House (Built 1963)	Single Residence B
69	233-23-43	None	R. Eaton	55 x 198	0.24	Vacant	Single Residence C
69	233-26-61	5378 Hampton	S.F. & T.F. Drews	70 x 337	0.54	House (Built 1963)	Single Residence B
70	233-23-44/45/46	None	Cleveland Metro. Park District	165 x 198	0.75	Park	Single Residence C
71	233-26-60	5364 Hampton	J.A. & J.E. Erickson	70 x 332	0.53	House (Built 1963)	Single Residence B
72	233-26-59	5350 Hampton	R.D. & S.L. Corwin	70 x 327	0.53	House (Built 1962)	Single Residence B
73	233-23-47	None	K.S. Muntz	55 x 178	0.25	Vacant	Single Residence C
74	233-26-58	5338 Hampton	J.E. DeVries	70 x 322	0.52	House (Built 1961)	Single Residence B
75	233-23-48	None	R. Filmer & L. Palocsay	55 x 198	0.25	Vacant	Single Residence C
76	233-26-57	5322 Hampton	T.N. & S.J. Sigman	70 x 317	0.51	House (Built 1961)	Single Residence B
77	233-23-49	None	Cleveland Metro. Park District	55 x 198	0.25	Park	Single Residence C
78	233-26-56	5308 Hampton	R.J. & S. Masuga	70 x 312	0.5	House (Built 1961)	Single Residence B
79	233-23-50/51	None	A.R. Meyers	110 x 198	0.5	Vacant	Single Residence C
80	233-23-52	None	M. & H. Verba	55 x 198	0.25	Vacant	Single Residence C
81	233-23-53	None	J.E. Diehr	55 x 198	0.25	Vacant	Single Residence C
82	233-23-54	None	A.S. Dindia	55 x 198	0.25	Vacant	Single Residence C
83	233-23-55	None	R.W. Tober	55 x 198	0.25	Vacant	Single Residence C
84	233-23-56	None	Cleveland Metro. Park District	55 x 198	0.25	Park	Single Residence C
85	233-23-57	None	A.S. Dindia	110 x 198	0.5	Vacant	Single Residence C
86	233-23-58	None	K.R. Linz	110 x 198	0.5	Vacant	Single Residence C
87	233-23-59	None	R. Brent	110 x 198	0.5	Vacant	Single Residence C
88	233-23-60-61	None	Cleveland Metro. Park District	450 x 198	2	Park	Single Residence C
	233-24-27-28	None					Single Residence C
90	233-24-29	None	C. Daniels	55 x 198	0.25	Vacant	Single Residence C
90	233-24-30	None	Cleveland Metro. Park District	55 x 198	0.25	Park	Single Residence C
91	233-24-31	None	R. Tober	110 x 198	0.5	Vacant	Single Residence C
92	233-24-32/33	None	Cleveland Metro Park District	1500 x 1920	66.12	Park	Single Residence C
	233-24-22/23						
	233-24-20/21						
	233-24-35						
	233-24/19/18						
217-25-1							
93	233-24-34	None	M. Schwager	220 x 200	1	Vacant	Single Residence C

Table 7-1C (continued)

Map # (1)	Permanent Parcel Numbers	Address	Owner(s)	Primary Dimensions	Approx. Acreage	Current Land Use	Current Zoning
94	233-24-36	None	City of North Olmsted	220 x 200	1	Vacant	Single Residence C
95	233-24-37	None	K.M. Kadar	185 x 200	0.85	Vacant	Single Residence C
96	234-23-29	6753 Stearns	A.J. Covey & S.K. Hunt	260 x 500	3	Vacant	Single Residence B
97	234-23-13	None	D.J. & K.A. Ruccella	210 x 500	2.4	Vacant	Single Residence B
98	234-23-10	6691 Stearns	A. & I.M. Bruckner	200 x 500	2.3	Vacant	Single Residence B
99	234-23-9	6649 Stearns	J.J. & H.C. Mastic	80 x 480	0.88	Vacant	Single Residence B
100	234-23-8	6631 Stearns	T.P. & J.J. Murphy	80 x 480	0.88	Vacant	Single Residence B
101	234-23-7	None	F.M. Cammalo	50 x 720	0.83	Vacant	Single Residence B
102	234-23-6	None	E.W. & A.H. Golinski	100 x 720	1.65	Vacant	Single Residence B
103	234-23-5	6589 Stearns	R.W. & J.E. McKelvey	60 x 720	1	Vacant	Single Residence B
104	234-23-4	None	D. & C.S. Conlan	50 x 720	0.83	Vacant	Single Residence B
105	234-23-3	6565 Stearns	C.K. Adams	50 x 720	0.83	Vacant	Single Residence B
106	234-23-2	None	State of Ohio	50 x 645	0.74	Vacant	Single Residence B
107	234-23-1	None	State of Ohio	50 x 520	0.6	Vacant	Single Residence B
108	234-22-11	6533 Stearns	T.J. & L.A. Koprek	100 x 385	0.88	Vacant	Single Residence B
109	234-22-10	6521 Stearns	C.E. & H.E. Alexander	51 x 290	0.34	Vacant	Single Residence B
110	234-22-33	None	J.N. & T.J. Jett	51 x 257	0.3	Vacant	Single Residence B
111	234-22-9	None	J.J. & B.R. Fabian	50 x 180	0.21	Vacant	Single Residence B
112	234-22-31/120	None	A.G. Lavdas/R.J. Kienzle	130 x 138	0.3	Vacant	Single Residence B
113	234-22-2	None	North Olmsted Bd. of Education	100 x 300	0.6	Vacant	Single Residence B
114	234-22-23	None	North Olmsted Bd. of Education	60 x 726	1	Vac portion of Spruce Elem Sch	Single Residence B
115	234-22-22	None	North Olmsted Bd. of Education	76 x 742	1.3	Vacant	Single Residence B
116	234-22-20	None	North Olmsted Bd. of Education	140 x 450	1.4	Vacant	Single Residence B
117	234-21-9	None	North Olmsted Bd. of Education	120 x 360	1	Vacant	Single Residence B
118	234-27-64	28590 MacKenzie	North Olmsted Bd. of Education	300 x 550	3.78	Vac portion Spruce Elem. School	Single Residence B

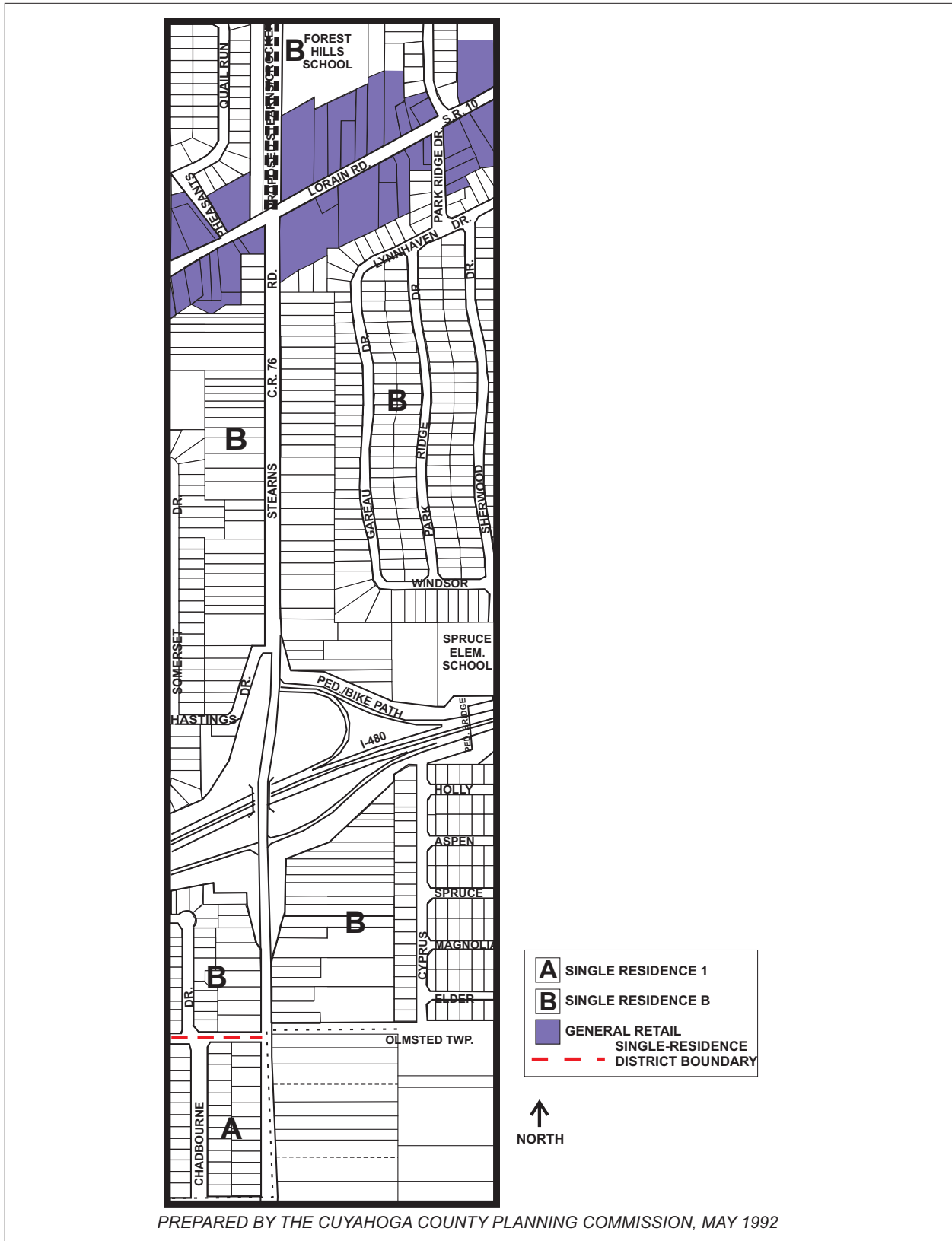
<sup>1</sup>Numbers correspond with Maps 7-3C and 7-6C

Map 7-3C, Existing Zoning, Focus Area C-1

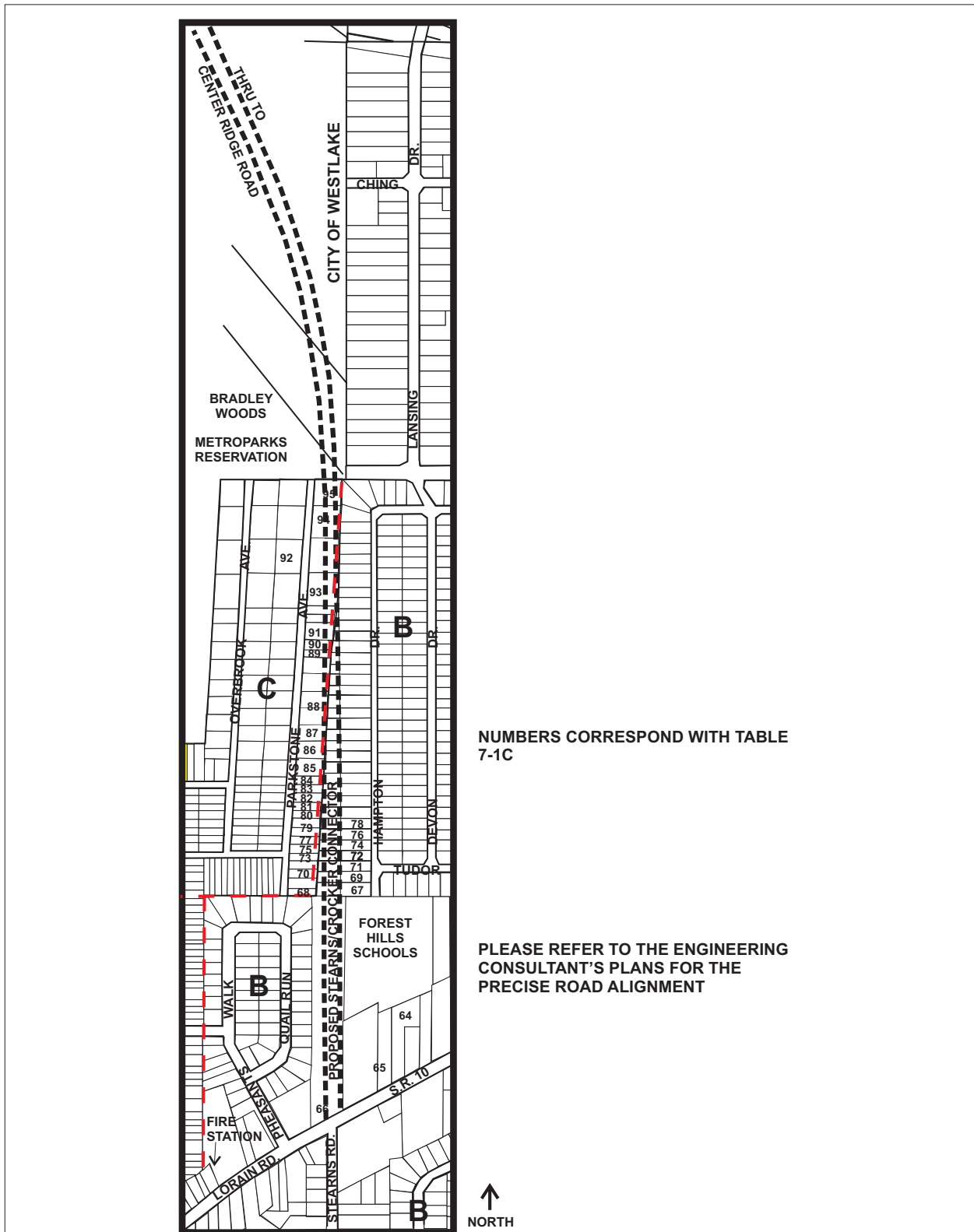




Map 7-4C, Existing Zoning, Focus Area C-2



Map 7-5C, Property Characteristics, Focus Area C-1

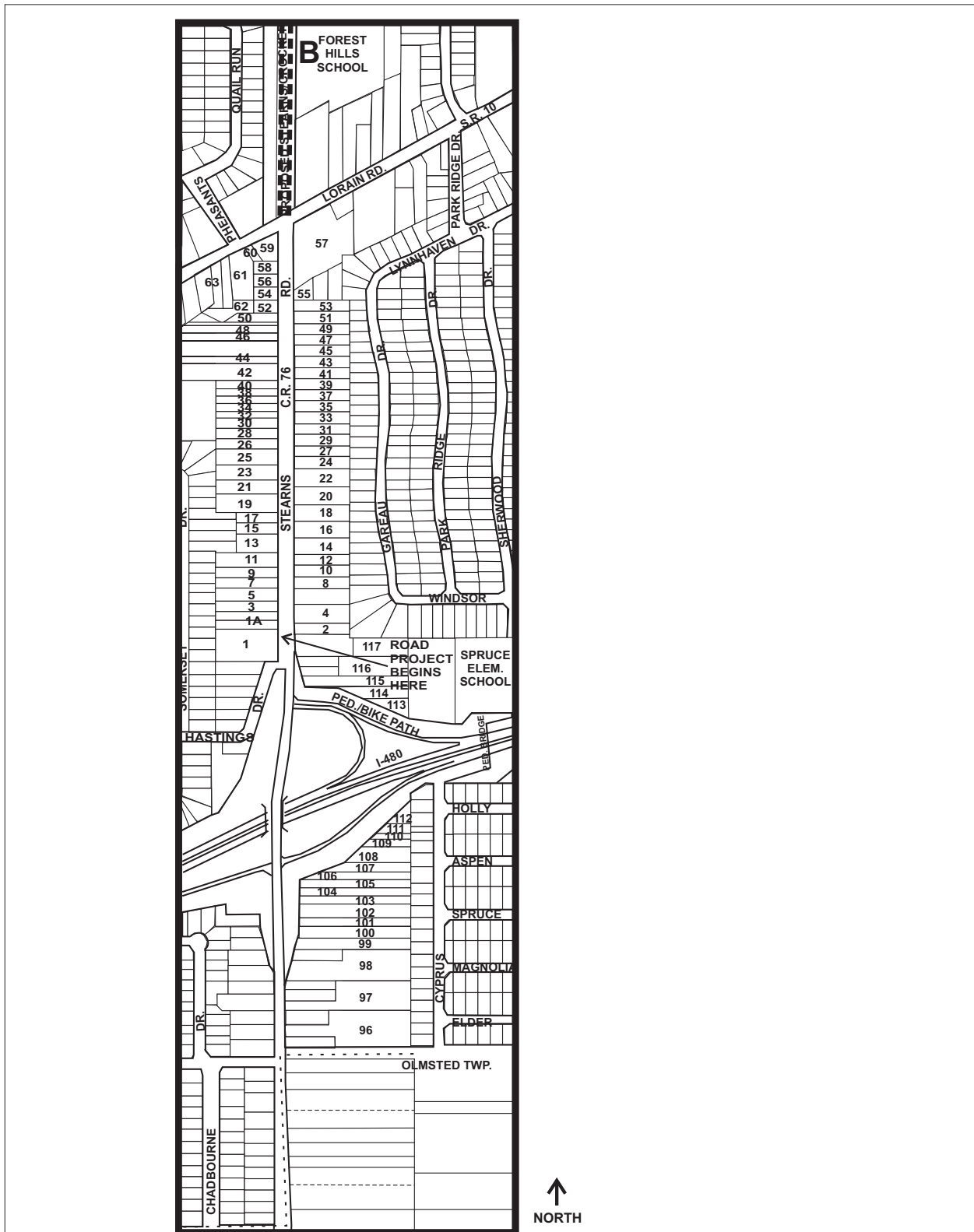


NUMBERS CORRESPOND WITH TABLE 7-1C

PLEASE REFER TO THE ENGINEERING CONSULTANT'S PLANS FOR THE PRECISE ROAD ALIGNMENT

PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, JUNE 1992

Map 7-6C, Property Characteristics, Focus Area C-2



PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, JUNE 1992

### **Pedestrian and Bicycle Transportation**

All of the streets in Focus Area C have sidewalks on both sides of the street with the exception of the west side of Lansing Drive and the southern end of Stearns Road. A ten foot-wide asphalt pedestrian and bicycle path extend from the I-480/Stearns Road interchange to Great Northern Mall along the north side of I-480. Also, two pedestrian/bicycle bridges are located across I-480 to connect the neighborhoods north and south of the highway in the vicinity of the Stearns Road/I-480 interchange.

As previously indicated, Northpark Drive is a “pedestrian street” closed to motorized vehicular traffic from Lansing Drive to Martin Drive. This pedestrian street serves as a direct link to the North Olmsted Park vicinity. Also, an intricate “web” of dirt trails exist in the wooded areas in the northwest corner of Focus Area C that is primarily owned by the Cleveland Metroparks and part of its Bradley Woods Reservation. These trails begin in a variety of both public and private places, including the northwest corner of the Forest Elementary School property, and the west ends of both Oring Road and Northpark Drive at the North Olmsted/Westlake border

None of the streets within Focus Area C are striped with bicycle lanes.

### **PENDING AND PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS**

At present, there are no pending residential development projects in Focus Area C. However, there have been preliminary discussions between property owners and City officials regarding a possible cluster housing development in the undeveloped rear yards of Site Nos. 42, 44, 46 and 48 on *Map 7-6C*. However, this area is currently zoned a combination of Single Residence B and General Retail.

### **PENDING AND PROPOSED COMMERCIAL DEVELOPMENT PROJECTS**

Currently, there are no commercial development projects either under construction or planned for Focus Area C. However, the Pheasant’s Run combination shopping center/office complex at 28923-71 Lorain Road was recently completed.

### **PENDING (APPROVED/UNDER CONSTRUCTION) TRANSPORTATION PROJECTS**

1. **Citywide Traffic Signalization Program.** Originally identified in the 1986 North Olmsted Transportation Study, this program will install a master computer in the City’s police station to monitor traffic signal timing and other functions on a 24-hour basis. Traffic signal synchronization will be performed at the City’s major intersections in order to

improvetraffic flow - especially in the City's commercial core. Installation is planned to begin in 1993. **1986 Estimated Cost: \$528,000.**

2. **Crocker Extension/Stearns Road Widening.** Originally identified over two decades ago, this project will construct a four lane, 1.6 mile roadway through predominantly undeveloped land north of the Lorain Road/Stearns Road intersection to connect with Crocker Road (C.R. 118) at Center Ridge Road (U.S. 20) in the City of Westlake (see *Map 7-7C*). The project also includes widening Stearns Road (C.R. 76) from two lanes to four lanes from Lorain Road south 0.5 miles to the I-480 interchange. The preliminary plans included the installation of sidewalks along each side of both the new and widened roadway and the installation of a bike path along the west side of the new roadway between Lorain Road and Center Ridge. However, North Olmsted's City Council recently decided against the installation of the bike path along the new roadway. The construction of this project will provide a direct north-south link between I-90 in the City of Westlake and I-480 in the City of North Olmsted. Construction was originally expected to begin in 1994, but is now scheduled to begin in the Spring of 1995 due to a number of delays. A detailed overview of this pending project will be provided later in this chapter. **1992 Estimated Cost: \$10,500,000.**

## PROPOSED TRANSPORTATION PROJECTS

1. Entrance to the Bradley Woods Reservation of the Cleveland Metroparks. In December of 1990, the Cleveland Metroparks notified the Cuyahoga County Engineering Department of their possible desire to eventually construct a new entrance to the Bradley Woods Reservation from the pending extension of Crocker Road. The proposed entrance would be located on the west side of the new roadway directly across from Northpark Drive. The Metroparks is currently in the process of developing a new system-wide master plan, and is exploring the possibility of this new entrance. In May of 1991, the Metroparks notified the Cuyahoga County Engineering Department of their desire to have a bike path included as part of the Crocker-Stearns project on the west side of the new street.

## THE PENDING CROCKER ROAD EXTENSION/STEARNS ROAD WIDENING PROJECT

### Background Information

Since the construction of I-90 in the early 1970's, plans have been made to extend Crocker Road (C.R. 118) in the City of Westlake southward to connect with I-480 in the City of North Olmsted. In-

terstate 480 was completed in the western suburbs in the early 1980's. In the mid 1980's, the City of Westlake and the Cuyahoga County Engineering Department constructed a four lane extension of Crocker Road from Detroit Road (S.R. 254) northward to Center Ridge Road (U.S. 20). At present C.R. 118 begins in the City of Bay Village at Lake Road (U.S. 6) and extends south to the Bay Village/Westlake Border (see *Map 7-7C*). In the City of Bay Village, C.R. 118 is a two lane roadway called Bassett Road and is exclusively residential in nature.

At the Westlake border, C.R. 118 becomes a four lane roadway and is called Crocker Road. Between the Westlake/Bay Village border and I-90, a variety of industrial, office, hotel and commercial establishments can be found. Between Detroit Road (1/2 mile north of I-90) and Center Ridge (where C.R. 118 presently ends), Crocker Road remains a four lane roadway with a mixture of residential, office, health service and undeveloped land on both sides of the street. A number of office, retail, and residential development projects are pending for the undeveloped areas along Crocker Road in the City of Westlake.

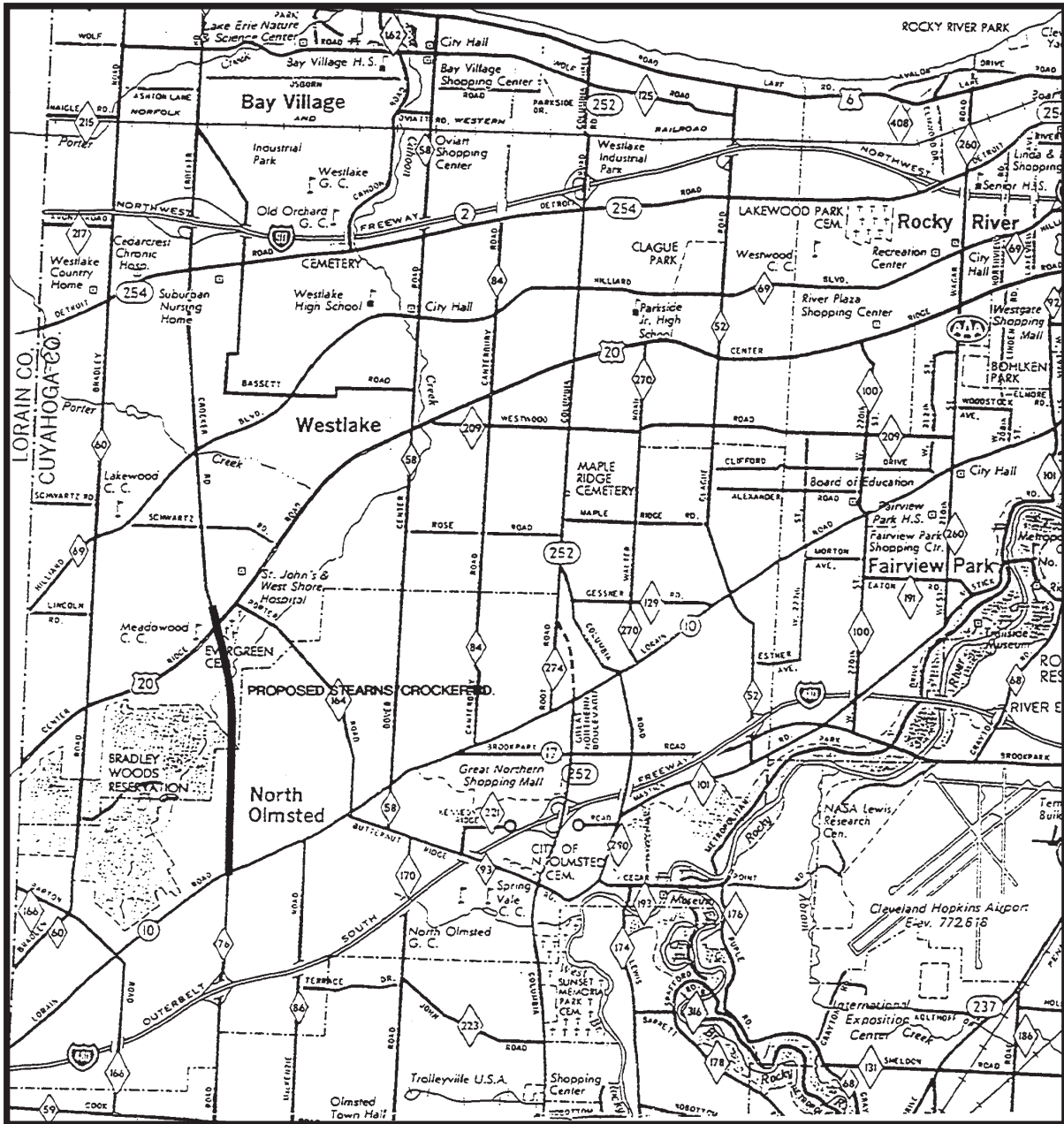
In 1974, by voter referendum, North Olmsted's electorate declined to approve of the extension of Crocker Road from Lorain Road northward to Center Ridge Road by a 2-1 margin. The majority of Westlake officials and residents were disappointed with the election results.

In 1986, the Northeast Ohio Areawide Coordinating Agency completed the City of North Olmsted Transportation Study. The study was funded by the Biskind Development Company - owners and developers of Great Northern Mall and adjacent office complexes. As a result of this study, twelve transportation projects were approved by the North Olmsted Transportation Study Team. The group consisted of local elected officials, municipal commission members, neighborhood group representatives and local business leaders formed to conduct long-range transportation planning. The North Olmsted Transportation Study Team was formed in 1985, but is no longer in existence.

The Crocker Road extension and the widening of Stearns Road were identified separately as two of the top twelve projects approved by the study team. Immediately prior to approval by the study team, there was considerable debate as to whether the widening of Stearns Road from Lorain to I-480 should be included in the list of approved projects. This debate centered primarily around the impact that the expanded roadway would have on the sixty-three homes along both sides of the street. Eventually, it was decided to include the widening of Stearns Road in the list of the approved transportation projects.

In 1988, North Olmsted's City Council signed a consent ordinance granting permission for the Cuyahoga County Engineering Department to proceed with plans for the extension of Crocker Road and the widening of Stearns Road from Lorain Road to the I-480 interchange. As a result, a petition was circulated throughout the City asking City Council to rescind this ordinance. 1,600 signatures were obtained, and as a result, a referendum (Issue 26) was placed on the November ballot asking voters to approve or disapprove of this project. At this same time, also by referendum, Issue 39 in Westlake asked voters to decide if Columbia Road (S.R. 252) should be widened to four lanes and relocated to connect with Great Northern Boulevard in the City of North Olmsted. For a number of years, the cities of North Olmsted and Westlake have attempted to coordinate these two projects together. It has been argued that the extension of Crocker Road and the widening of Stearns Road would primarily benefit Westlake's commercial and industrial ventures in the Crocker/I-90 vicinity,

Map 7-7C, Proposed Stearns Road/Crocker Road Connector, Focus Area C



SOURCE: Highway Map of Cuyahoga County, Ohio, The National Survey

SCALE: 1"=800'



while the relocation and widening of Columbia Road would primarily benefit Great Northern Mall and the City of North Olmsted

As a result of these elections, North Olmsted voters agreed to the Crocker Road Extension/Stearns Road widening project by a 3-1 margin, while 61% of Westlake voters decided against the widening of Columbia Road and the relocation of S.R. 252 (See Focus Area B for a detailed overview of the proposed relocation of S.R. 252 and widening of Columbia Road). Nearly 15,000 votes were cast in North Olmsted concerning the Crocker-Stearns project, and the majority of North Olmsted officials and residents were disappointed with the decision by Westlake voters not to approve of the relocation of S.R. 252 and widening of Columbia Road.

### **Project Development and Funding**

This pending project is being developed by the Cuyahoga County Engineering Department. In 1990, the estimated cost for this project was \$8,315,000. In 1992, the total cost rose to an estimated \$10,500,000. The Cities of North Olmsted and Westlake have been asked to provide 10% of the total project cost for the portion of the work completed in each municipality. Cuyahoga County will also provide 10% of the total cost and the remaining 80% will be funded by the Federal Highway Administration (FHWA). In order to receive federal funding, the project must meet current federal design guidelines.

### **Preliminary Right-of-Way Plan**

To date, a number of federally required studies have been completed for this project. In November of 1990, the Alignment, Profile, Typical Section & Preliminary Drainage Report was completed by the engineering firm of Howard, Needles, Tammen & Bergendoff (HNTB) and submitted to the Cuyahoga County Engineering Department for review and approval. Included in this report were probable construction cost estimates, drainage design, a typical section map, and a description of three possible horizontal routes the new roadway could follow. In October of 1990, representatives of the Cuyahoga County Engineering Department, HNTB, and the cities of North Olmsted and Westlake reviewed the three possible horizontal routes and agreed on a recommended route. The agreed upon route will require the acquisition of one commercial property and one single-family home (Site Nos. 65 & 66 on *Map 7-5C* and *Table 7-1C*). The other alternatives would have required the acquisition of additional homes and/or commercial establishments.

The proposed permanent right-of-way for the four lane section (including the sidewalks and the bike path) is 95 feet. The paved roadway will be comprised of 12-foot center lanes and 14-foot curb lanes. The proposed "typical section" of the new road identifies 5-foot wide concrete sidewalks on both sides of the street and a 10-foot wide asphalt bike path on the west side of the new roadway. The preliminary plans indicate that the new roadway will not be lit at night because doing so would be an intrusion on adjoining residences. In Spring of 1991, both the cities of North Olmsted and Westlake consented to the inclusion of sidewalks on both sides of the new and widened roadway and the bike path on the west side of the new roadway. However, at that time, North Olmsted officials may not have been fully aware of the possible impact of a 95-foot wide right-of-way on adjacent residences.



The proposed “typical section” for the .5 mile section of Stearns Road to be widened between Lorain Road and the I-480 interchange will be identical to the roadway design north of Lorain Road, with the exception of the bike path, which will not be included due to the limited amount of available right-of-way as a result of the close proximity of the existing homes to the roadway. The proposed width of the widened right-of-way is 80 feet. The existing width of the right-of-way is 60 feet. Only the area surrounding the Stearns Road/I-480 interchange will be lit at night. **Table 7-2C** identifies the existing building setbacks, and new building setbacks as a result of the widened right-of-way. This table also identifies the net building setback loss as a result of the expanded right-of-way

The acquisition of the right-of-way needed for both the new roadway and the widening of Stearns Road will not likely take place until 1994. Federal funds will be used to compensate the property owners at fair market value. The preliminary right-of-way acquisition plans were prepared in 1991 by the engineering firm of Howard, Needles, Tammen & Bergendoff for the Cuyahoga County Engineering Department. **Table 7-3C** and **Map 7-6C** identify the remnant (left-over) parcels of land that will exist as a result of the new roadway as indicated in these preliminary plans. If, after purchase of the land necessary for the roadway construction, a parcel(s) is determined to no longer have any economic value, the County will offer to purchase the parcel(s). However, the owner(s) of these remnant parcels will not be compelled to sell.

### **Noise Study**

In August of 1991, HNTB submitted the Noise Study: Crocker/Stearns Road Extension to the Cuyahoga County Engineering Department. This report presented the results of a study that was conducted to determine the effect of the proposed roadway upon the acoustic environment of surrounding homes. The Noise Abatement Criteria of the FHWA were used in the analysis of the acoustic impact of the proposed project. The FHWA’s noise guidelines became effective in 1973 and were last revised in August of 1982.

The FHWA’s noise abatement policy provides procedures whereby the acoustic impact of proposed projects can be assessed and the needs for abatement measures determined. Noise measurements were taken at six locations in the project vicinity. These noise measurements were then entered into a FHWA approved noise prediction computer program which projects future traffic noise levels for the year 2009 in the project area. This same computer program is then used to analyze the feasibility of abatement measures on impacted locations within the project area.

According to FHWA guidelines, traffic noise impact occurs when predicted traffic noise levels exceed 67 decibels (dB) and/or increase by 10 or more dB over the existing noise level. As a result of the computer noise prediction for the year 2009, it was determined that noise levels would increase by only 1 dB along Stearns Road south of Lorain Road. This is due to the fact that the acoustical environment in this area is already dominated by traffic noise, and the additional lanes and traffic volumes associated with this project would not cause a substantial increase in noise levels. In the vicinity of the Forest Elementary School, the noise increase was estimated to be 6 dB. For the residences on the east side of the planned roadway north of Forest Elementary School, the estimated increase would be 8-9 dB. For the residences of the Pheasant’s Walk & Quail Run subdivision adjacent to the planned roadway, the estimated increase would be between 6-11 dB.

Computer analysis of noise abatement measures are then conducted to determine the financial feasibility of installing noise barriers. Noise abatement measures, such as fencing or mounding, are only provided as a component of a federally funded project when a reasonable level of barrier effectiveness can be obtained along with an acceptable cost for installation of the abatement measures. The criteria that must be met are as follows: 1) At least 5 dB of noise reduction must be achieved, 2) the barrier height cannot exceed twenty feet, and 3) the cost cannot exceed \$2,500 per decibel of reduction per residential unit. The computer analysis of noise abatement measures use current highway noise barrier construction cost estimates.

The results of the future noise level computer program estimated that ten residences of the Pheasant's Walk and Quail Hollow subdivision would experience an increase in noise levels of 10 dB or more. Noise abatement modeling was then conducted for these ten homes - all ten of which are located on the east side of Quail Run and whose rear yards would abut the new roadway.

For the analysis, the computer model used the least expensive example of a noise barrier - a fourteen to eighteen foot wood noise wall 1,510' in length. The varying height of the noise wall is due to the difference in elevation alongside the ten homes. Using an estimated cost of \$10.00 per square foot for the noise wall, it was estimated that the noise wall would cost \$251,700. The reduction in noise as a result of the installation of the noise wall was estimated to be between 5 and 8 decibels. This resulted in a cost per decibel of reduction per residence of \$3,550. Although the noise barrier analyzed was determined to be of acceptable acoustical effectiveness, it did not meet the cost feasibility criteria of \$2,500 per decibel of reduction per residential unit. Therefore, noise barriers will not be funded with FWHA assistance as part of this project.

### **Utilities Installation and Relocation**

Existing utility facilities owned by the Cleveland Electric Illuminating Company (CEI), the Ohio Bell Telephone Company and the East Ohio Gas Company will require relocation as a result of the widening of Stearns Road from Lorain Road to the I-480 interchange. The preliminary alignment for the relocated utilities identify that they will be above ground. Also, CEI has expressed a desire to run above-ground utility wires along the new roadway between Center Ridge and Lorain Road. By doing so, CEI could then connect St. John and Westshore Hospital in Westlake to a second substation. At present, St. John and Westshore Hospital must rely solely on their own emergency generator in the event of a CEI power failure at the lone substation it is currently connected to

### **Wetlands Inventory and Environmental Assessment**

Presently, the Wetlands Delineation Study that has been completed for this project is being reviewed by the Ohio Department of Transportation. Presently, the federal government is in the process of possibly changing its National Wetlands Policy. Therefore, it has not been determined which standards should be applied to this project.

According to the most recent federal wetlands guidelines of 1989, the area of this project where the new roadway would be located has 4.88 acres of identified non-tidal wetlands. When using the federal guidelines of 1987, less than an acre of identified non-tidal wetlands exist. According to the

Table 7-2C, Building Setbacks, Stearns Road (South of Lorain)

Address	Existing Building Setback (Ft.)	New Building Setback (Ft.) with R-O-W Exansion	Net Building Setback Loss
<b>WEST SIDE OF STEARNS</b>			
6236 Stearns	35	35	0
6222 Stearns	42	42	0
6210 Stearns	41	41	0
6190 Stearns	65	65	0
6174 Stearns	40	40	0
6160 Stearns	45	35	10
6150 Stearns	47	37	10
6122 Stearns	32	22	10
6100 Stearns	48	38	10
6090 Stearns	56	46	10
6080 Stearns	56	46	10
6058 Stearns	56	46	10
6030 Stearns	60	50	10
6002 Stearns	63	53	10
6000 Stearns	52	42	10
5986 Stearns	55	45	10
5964 Stearns	54	44	10
5954 Stearns	57	47	10
5934 Stearns	55	45	10
5924 Stearns	67	57	10
5914 Stearns	75	65	10
5904 Stearns	75	65	10
5894 Stearns	53	43	10
5884 Stearns	57	47	10
5870 Stearns	55	45	10
5854 Stearns	55	45	10
5844 Stearns	57	45	12
5832 Stearns	60	45	15
5806 Stearns	55	40	15
5792 Stearns	55	40	15
5778 Stearns	56	41	15
5764 Stearns	55	40	15

Table 7-2C (continued)

Address	Existing Building Setback (Ft.)	New Building Setback (Ft.) with R-O-W Exansion	Net Building Setback Loss
<b>EAST SIDE OF STEARNS</b>			
6237 Stearns	55	55	0
6223 Stearns	52	52	0
6209 Stearns	50	50	0
6173 Stearns	50	50	0
6165 Stearns	57	47	0
6151 Stearns	55	45	10
6125 Stearns	50	40	10
6109 Stearns	45	35	10
6087 Stearns	26	16	10
6063 Stearns	52	42	10
6041 Stearns	50	40	10
6033 Stearns	50	40	10
6017 Stearns	55	45	10
6003 Stearns	58	48	10
5987 Stearns	55	45	10
5973 Stearns	48	38	10
5959 Stearns	50	40	10
5943 Stearns	58	48	10
5929 Stearns	55	45	10
5905 Stearns	50	40	10
5891 Stearns	55	45	10
5875 Stearns	58	48	10
5861 Stearns	55	45	10
5847 Stearns	50	40	10
5833 Stearns	55	41	14
5817 Stearns	50	35	15
5803 Stearns	42	22	20

Table 7-3C, Land Remnants Abutting Stearns/Crocker Connector (North of Lorain)

Site #(1)	Permanent Parcel #	Acreage	Primary Dimensions	Developable Under Current Zoning Standards	Current Zoning
66 (west side)	233-25-6/7	2.88	115 x 1115	No	General Retail/Res. B
66 (east)	233-25-6/7	1.76	50 x 1435	No	General Retail/Res. B
75	233-23-48	0.004	5 x 30	No	Single Residence C
77	233-23-49	0.014	11 x 55	No	Single Residence C
79	233-23-50/51	0.056	22 x 111	No	Single Residence C
80	233-23-52	0.038	30 x 55	No	Single Residence C
81	233-23-53	0.045	35 x 55	No	Single Residence C
82	233-23-54	0.05	40 x 55	No	Single Residence C
83	233-23-55	0.055	44 x 55	No	Single Residence C
84	233-23-56	0.057	46 x 55	No	Single Residence C
85	233-23-57	0.12	48 x 110	No	Single Residence C
86	233-23-58	0.14	55 x 110	No	Single Residence C
87	233-23-59	0.15	60 x 110	No	Single Residence C
88	233-23-60/61	0.66	64 x 450	No	Single Residence C
	233-24-27/28			No	Single Residence C
89	233-24-29	0.11	55 x 88	No	Single Residence C
90	233-24-30	0.11	55 x 90	No	Single Residence C
91	233-24-31	0.24	95 x 110	No	Single Residence C
92	233-24-32/33	0.25	100 x 110	No	Single Residence C
	233-24-35	0.58	115 x 220	No	Single Residence C
93	233-24-34	0.56	110 x 220	No	Single Residence C
94	233-24-36	0.66	130 x 220	No	Single Residence C
95	233-24-37	0.62	142 x 190	Yes	Single Residence C

<sup>1</sup>Numbers correspond to Map 7-6C

most recent federal wetlands guidelines, wetlands mitigation is only required when it is determined that the area of the wetland is over one acre in size. In order to complete the necessary environmental assessment of this project, this wetlands controversy needs to be settled. This is one of the major reasons why the projected construction date has been postponed until Spring of 1995. A brief discussion of wetlands can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

### **Concerns of Local Residents**

Although this project was approved by a 3-1 margin by North Olmsted voters in 1988, a number of homeowners' associations and individual property owners have expressed concerns over the preliminary design of the project, and the affect the project will have on the surrounding environment. These homeowners have presented a number of requests to North Olmsted's City Council for consideration regarding this project. These requests address such items as noise and privacy screening, safety during construction, and wetland preservation and wildlife relocation. A number of homeowners' associations have requested that the sidewalks and bike path be eliminated from this project. In many instances, the developer of the Pheasant's Walk and Quail Run subdivision did not notify the individuals who recently purchased these homes of the pending construction of the Crocker Road extension.

The individual homeowners' associations have had a considerable number of meetings between themselves, other area homeowners' associations, City Council and the Planning Commission regarding their concerns about this project. The last public meeting sponsored by the Cuyahoga County Engineering Department concerning this project was held in December of 1991. Another County sponsored public meeting was to have been held in late 1992, but is being postponed until the Summer of 1993 due to the possible revision of the federal wetlands guidelines

*Table 7-4C* identifies the requests made to City Council by a number of organized homeowner's associations in the vicinity of the pending project. This table also includes an overview of the written responses given to each of these requests by the Cuyahoga County Engineering Department. In order for the Cuyahoga County Engineering Department to finalize the right-of-way plans for this project, the City of North Olmsted needs to decide on whether or not to include sidewalks and/or the bike path as part of this project.

North Olmsted's City Council and Planning Commission requested input from the Cuyahoga County Planning Commission regarding the concerns of area residents outlined in *Table 7-4C*. Many of these requests have been addressed under Recommendations and Suggestions for Further Discussion later in this chapter.

Because of the expected impact of the pending widening of Stearns Road between Lorain Road and I-480, North Olmsted's Planning Commission also requested the Cuyahoga County Planning Commission to investigate the possible redevelopment of Stearns Road. The following section of this chapter will investigate the possible redevelopment of Stearns Road in conjunction with or after the road is widened.

## STEARNS ROAD REDEVELOPMENT ANALYSIS

### Introduction

The widening of Stearns Road, south of Lorain to I-480 from two lanes to four lanes, will have a negative impact on the existing residential neighborhood because two-thirds of the existing homes will be less than 50 feet away from the expanded right-of-way (see *Table 7-2C*). The widening project will change the character of the area and make the existing residences less attractive for residential living. The 63 homes between Lorain Road and I-480 will be the only homes which will front directly on this five-mile link between I-90 and I-480.

Because of this expected problem, the North Olmsted Planning Commission asked the Cuyahoga County Planning Commission to further evaluate rezoning options for this area. Members of the North Olmsted Planning Commission expressed two concerns regarding the redevelopment of Stearns Road: 1) that existing residents should be able to receive a fair economic return if they decide to sell their properties; and 2) that the redevelopment of the area should not adversely affect the adjacent residential neighborhoods. In order to evaluate redevelopment scenarios for Stearns Road, alternative development impact analysis was conducted for this area. *Appendix B* provides a detailed overview of the methodology employed in conducting alternative development impact analysis.

### Redevelopment Scenarios

Six redevelopment alternatives, in addition to the existing single-family detached homes, are compared with regard to compatibility with surrounding land uses, environmental considerations, traffic generation, economic potential, and the community goals presented in the beginning of this master plan. The six redevelopment alternatives are as follows: 1) a residential/professional office district which would allow the homes to be converted to professional office uses without destroying the residential character of the buildings, 2) three-story office buildings, 3) five-story office buildings, 4) three-story multi-family apartment or condominium buildings, 5) single-family detached cluster homes, and 6) general retail development.

### Fiscal and Environmental Impacts

*Table 7-5C* summarizes the expected development impacts of all six alternatives plus the existing single-family homes.

All six potential redevelopment alternatives will generate more daily vehicular traffic than the existing homes. Traffic will also increase as a result of widening Stearns Road to four lanes. The development of residential/professional offices will generate the least amount of daily vehicular traffic. Garden apartments or condominiums will generate 2-1/2 times the traffic as residential/professional offices will, while single-family cluster homes will generate about 1-1/2 times the traffic as residential/professional offices. Office and retail development will result in even larger amounts of additional traffic (and its related noise, pollution, and congestion problems) along Stearns Road. Office development would generate between 4 to 5 times the traffic as residential/professional offices. Retail development will result in 18,512 vehicle trip-ends each day; almost 14 times the traffic generated by the residential/professional office district.

Table 7-4C, Development Issues Surrounding the Proposed Crocker/Stearn Road Connector

Homeowners Association Concerns	I.D. of H.O.A.	County Engineer's Comments
1. Deletion of west sidewalk.	P.W./Q.R./and W.P./F.R. (Both H.O.A.)	1. Sidewalk was requested by the City of Nort Olmsted but county could delete if agreed to by City.
2. Deletion of east sidewalk.	W.P./F.R.	Same as above for item #1
3. Deletion of bike path	Both H.O.A.	Same as above for item #1
4. Aesthetic, pollution, and sound barriers (natural barrier and/or fencing should be installed along both sides of R-O-W.)	Both H.O.A.	Noise barriers are not warranted by the results from county's noise abatement study; however, the county will consider the construction of unwarranted noise barriers and special landscaping at 100% City cost if these items can be incorporated within the proposed right-of-way without compromising the safety or function of Crocker Road.
5. Safety fencing at least 6 feet igh along both sides of R-O-W.	Both	A fence will not be included in this project unless the City pays for it.
6. Maximum road speed limit 35 m.p.h.	Both	County Engineer agrees that road speed limit shall be 35 m.p.h. and that speed limit signs for 35 m.p.h. will be posted
7. Restrict use of Crocker Road to now along through trucks.	Both	The plans will not include signs restricting truck traffic.
8. The portion of Crocker Road immediately adjacent to Forest School should be designated a school zone with appropriate warnings posted and speeds maintained in accordance with state law.	Both	Since there will be no entrance to Forest School from the proposed roadway and the school does not front on the proposed Crocker Road, designation of the area as a school zone is not permitted.
9. Lorain Road traffic light and exit onto Lorain Road.	Pheasants Walk/Quail Run	If a traffic light is warranted at Pheasant Walk and Lorain as a result of this project, it will be included in the road improvement plans. Our preliminary investigation does not indicate that a signal could be warranted at this location; however.
10. All immediate or future power, telephone, signalling, television, or other utility wiring should be installed underground. Also, overhead street lights should be eliminated except at intersections.	Both	The electric power and telephone communication cables are not constructed as a part of the road improvement and are not under the jurisdiction of the county, ODOT or the Federal Highway Administration.
11. The association requests public notice of any and all permit associations, studies, and/or findings regarding wetlands within the project area.	Pheasants Walk/Quail Run	The final disposition of all enviromental issues, including wetlands, will be published in the environmental document produced for this project and made available for public review, as prescribed by law, prior to the next public hearing scheduled later this year.
12. Blasting protection during construction.	Both	<p>The use of explosives and the Contractor's responsibilities are outlined in Section 107.11 of the ODOT construction and material specifications which are reprinted below:</p> <p>107.11 USE OF EXPLOSIVES. when the use of explosives is necessary for the prosecution of the work, the Contractor shall exercise the utmost care not to endanger life or property, including new work. The Contractor shall be responsible for all damage resulting from the use of explosives.</p> <p>The bidder agrees and warrants that he will observe state laws and local ordinances and regulations relative to the use and storing of such explosives as may be kept on the job and all such storage places shall be marked clearly "DANGEROUS EXPLOSIVES".</p>



Table 7-4C (continued)

Homeowners Association Concerns	I.D. of H.O.A.	County Engineer's Comments
13. Land-locked property or uneconomic remnants should be deeded to the abutting property owner with a deed restriction to keep them in a natural state.	Both	We are not required to purchase, nor is the owner required to sell, any land other than what is necessary for the highway construction. If, after the purchase of land required for the highway construction, a parcel has an uneconomic remnant, we are then required to offer to purchase or take title of the remnant. The owner cannot be compelled to sell. If any remnant parcels are purchased by the county, the proper time to make your request is upon completion of the improvement. The sale or transfer of the remnant parcel would then be conducted in accordance with the funding and statutes which provide for such transfer.
14. Minimize property damage within the temporary easements and right-of-way.	Both	<p>Reference Section 107.12 of the ODOT Construction and Material Specification Manual:</p> <p>107.12 PROTECTION AND RESTORATION OF PROPERTY. Contractor shall be responsible for the preservation of all public and private property.</p> <p>The Contractor shall be responsible for all damage or injury to property of any character, during the prosecution of the work, resulting from any act, omission, neglect, or misconduct in his manner or method of executing the work or at any time due to defective work or material, and said responsibility will not be released until the project shall have been completed and accepted.</p> <p>Dust nuisance originating from any plant operations either inside or outside the right-of-way shall be controlled by the Contractor in accordance with local ordinances and regulations at the sole expense of the Contractor.</p> <p>When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of the work, or in consequence of the nonexecution thereof by the Contractor, he shall restore, at his own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding, or otherwise restoring as may be directed, or he shall make good such damage or injury in an acceptable manner.</p>
15. Pollution protection during construction, especially for dust and noise control.	Both	See Section 107.12 of ODOT Construction and Materials Specification.
16. No street lights to be installed on Crocker Road.	Both	Street lights will not be installed as a part of the road construction project.
17. Relocate road as far east as possible to maximize the distance between the Pheasant Walk/Quail Run Association homes and the new road right-of-way.	Pheasants Walk/Quail Run Association	The current plans locate the proposed road as far to the east as possible. Many factors governed the location of the road, including design speed, alignment criteria, and intersection angle criteria at Lorain Road. Every attempt was made to minimize the impacts to all abutting properties.

Table 7-5C, Development Impact Analysis, Stearns Road (South of Lorain) Summary Table

Proposed Land Use	ALTERNATIVES						
	1	2	3	4	5	6	7
	Existing Single-Family (1)	Res./ Prof. Office (2)	Office Building (3-Story)	Office Building (5-Story)	Garden Apts. (3-Story)	Single-Family Cluster Units	Retail
Surrounding Land Use Compatibility	Positive	Less Positive	Negative	Negative	Less Negative	Positive	Most Negative
Number of Units	63	31/32			516	232	
Amount of Square Feet			700,000	800,000	418,347		465,000
New Traffic Generated for Site Daily	634	1,346	5,901	6,528	3,403	2,334	18,512
Sewage Flow (gal/day)	25,200	13,680	49,000	56,000	206,400	92,800	93,000
Increase in Employment	0	64	2,450	2,800	2	0	1,550
New Residents	181	89	0	0	877	666	0
<b>REVENUE</b>							
Property Tax	\$87,104	\$106,650	\$1,069,064	\$1,198,985	\$418,559	\$496,580	\$534,049
Income Tax	\$46,642	\$66,049	\$1,233,967	\$1,410,248	\$302,325	\$229,018	\$409,820
Total Tax Revenue	\$133,746	\$172,699	\$2,303,031	\$2,609,233	\$720,884	\$725,598	\$943,869
<b>EXPENDITURES</b>							
# of Additional School-Age Children	50	24	0	0	62	183	0
Total School Costs	\$229,850	\$110,328	\$0	\$0	\$285,014	\$841,251	\$0
Municipal Service Costs	\$144,076	\$119,886	\$414,757	\$474,008	\$698,092	\$535,926	\$322,320
Total Public Expenditures	\$373,926	\$230,214	\$414,757	\$474,008	\$983,106	\$1,377,177	\$322,320
Net Annual Fiscal Impact	-\$240,180	-\$57,515	\$1,888,274	\$2,135,225	-\$262,222	-\$651,579	\$621,549

<sup>1</sup>Analysis assumes no new development of any kind, with property values remaining at their present levels. The figures for the current number of residents, school-age children, and income tax collections are estimates. The actual numbers are not available.

<sup>2</sup>Analysis assumes 50% of existing homes will remain residential in use, while 50% of the homes will be converted to commercial/office use.

All of the redevelopment alternatives, except residential/professional office, will have a sizeable impact on the City's sewer system reflected by increased sewage flow over what is produced by the existing single-family homes. An assessment of the capacity of the City's treatment plant is needed to determine the extent of the impact of the new development alternatives on the sewer system. Multi-family garden apartments would generate the highest levels of sewage flow with 206,400 gallons per day followed by retail development which would generate 93,000 gallons per day.

Residential development would provide little or no additional permanent jobs. The residential/professional office designation could add 64 jobs and stabilize property values. Retail development could generate 1,550 full-time jobs and \$943,869 in annual income and property taxes. However, the development of five-story office buildings along Stearns could possibly generate up to 2800 permanent full-time jobs and \$2,609,233 in combined income and property taxes annually.

The non-residential development alternatives will generate more tax revenue that may be applied to the City's costs of providing municipal services, such as police and fire protection, than the residential development alternatives. Therefore, the non-residential development alternatives have posi-

tive net annual fiscal impacts (revenues-expenditures). Residential development, on the other hand, is much more service intensive. As a result, the costs of providing municipal services and public education for new residents and school-age children is usually greater than the income and property taxes collected. The residential/professional office district, which has characteristics of both residential and non-residential development, could result in a small negative net annual fiscal impact of \$57,515 annually. However, the fiscal impact of these six alternatives is only one of the issues considered. Land uses that are less beneficial financially should not necessarily be excluded since they may be necessary to the community’s goals.

**Land Use Compatibility with Surrounding Areas**

Land use compatibility involves the harmonious relationship between the activities of adjacent properties and the particular development alternative being prepared. The primary issue in regard to evaluating land use compatibility is whether there is a significant contrast between the uses proposed for the subject site and those in the immediate surroundings. Related concerns involve assessing any negative affects generated between adjacent uses such as increased noise, litter, air pollution, traffic, population density, the lowering of property values, the blocking of sunlight, and excessive glare.

The determination of land use compatibility is subjective and cannot be measured in precise numbers. However, it is possible to generally assess (positive, negative or little impact) how the six proposed uses and the existing homes might affect the properties which abut the Stearns Road Corridor. **Table 7-6C** compares the general impact that each proposed development alternative is likely to have on adjacent land uses. **Table 7-7C** compares the impact of the existing adjacent land uses on the six development alternatives, plus the existing homes. **Table 7-8C** is a composite table that totals the compatibility ratings from **Tables 7-6C** and **7-7C** to develop overall land use compatibility score.

**Table 7-6C, Expected Impact of Adjoining Land Uses Upon Proposed Development Alternatives**

Surrounding Land Use	ALTERNATIVES						
	1 Existing Single-Family	2 Res./Prof. Office	3 3-Story Office Building	4 5-Story Office Building	5 3-Story Garden Apts.	6 Single-Family Cluster Homes	7 Retail
<b>NORTH</b>							
Lorain Road - Retail Uses	+	0	+	+	+	+	-
<b>SOUTH</b>							
Interstate 480	-	+	+	+	+	-	+
<b>EAST</b>							
Single-Family Homes/Stearns Road	-	0	-	-	-	+	-
<b>WEST</b>							
Single-Family Homes/Stearns Road	-	0	-	-	-	+	-
<b>TOTAL COMPATIBILITY SCORE</b>	<b>-2</b>	<b>+2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>+2</b>	<b>-2</b>
+ = Positive Impact - = Negative Impact (1) = Little or No Impact							

Each table uses a three-level rating system where a plus sign (+) represents a positive impact, a minus sign (-) represents a negative impact, and a zero (0) represents little or no impact. The column or row labeled “Total Compatibility Score” represents the sum total of the pluses and minuses for each redevelopment alternative.

*Tables 7-6C, 7-7C, and 7-8C* illustrate significant differences in the land use compatibility scores between the proposed redevelopment alternatives. The proposed single-family cluster homes have a positive land use compatibility score of +5. Residential/Professional offices have a composite land use compatibility score of +2. Existing single-family homes and garden apartments have a score of -1. Office buildings have a negative land use compatibility score of -2, while the retail alternative has a score of -6.

The construction of single-family cluster homes would have the most positive impact on the existing residential homes to the east and west of Stearns Road. This higher density residential development is better suited for an area dominated by a four-lane arterial road than the existing residential homes. In addition, the flexibility in site design of cluster homes would allow room for adequate landscape buffering. The residential/professional offices would generate slightly more traffic than single-family development and in addition could generate more noise, and other activities related to commercial development. However, the residential character of the dwelling exterior would not be altered and would be compatible with surrounding homes. Performance standards established in the zoning code would help protect the surrounding homes. While the residential property value of the existing homes would decline once Stearns Road is widened, the opportunity to establish small professional offices in the homes could help stabilize property values.

The height and density of the garden apartments or condominiums contrast with the surrounding homes. However, any possible adverse impacts could be mitigated through the employment of strict and effective buffering and landscaping regulations, particularly on the boundaries of those existing homes.

The retail and office redevelopment alternatives would adversely effect the tranquility of the existing residential neighborhoods to the east and west, and would result in a large amount of additional traffic on Stearns and Lorain Roads through the I-480 interchange. The widened Stearns Road and proximity to I-480 would have positive impacts on the retail and office development in terms of visibility and accessibility, but the scale and intensity of the development is extremely high and therefore, incompatible with the surrounding residential neighborhoods. Office development would generate little traffic at night or on weekends. In addition, landscaped buffering could lessen the impact of 2-3 story offices on existing homes. Retail development would generate a great deal of traffic and could adversely effect the retail establishments along Lorain. Based on the City’s zoning code, approximately 465,000 square feet of retail space, and up to 800,000 square feet of office space (approximately 1.3 times the total office floor space in the City), could possibly be built. This level of development, while generating substantial tax revenues, would greatly impact the City’s existing commercial and office floor space market and traffic distribution.

**Table 7-7C, Expected Impact of Proposed Development Upon Adjoining Land Uses**

Development Alternative	North Lorain Road-Retail Uses	South Interstate 480	East Single-Family Homes/Stearns	West Single-Family Homes/Stearns	Total Compatibility Score
Existing Single-Family	+	0	0	0	+1
Residential/Professional Office	+	0	0	0	+1
Office Buildings (3-Story)	+	-	-	-	-2
Office Buildings (5-Story)	+	-	-	-	-2
Garden Apartments (3-Story)	+	0	-	-	-1
Single-Family Cluster Homes	+	0	+	=	+3
Retail	-	-	-	-	-4
+ = Positive Impact - = Negative Impact (1) = Little or No Impact					

**Table 7-8C, Composite Land Use Compatibility Index**

Development Alternative	Impact on Adjoining Land Uses	Impact of Adjoining Uses on Alternatives	Composite Compatibility Score
Existing Single-Family	+1	-2	-1
Residential/Professional Office	+1	+1	+2
Office Buildings (3-Story)	-2	0	-2
Office Buildings (5-Story)	-2	0	-2
Garden Apartments (3-Story)	-1	0	-1
Single-Family Cluster Homes	+3	+2	+5
Retail	-4	-2	-6
+ = Positive Impact - = Negative Impact (1) = Little or No Impact			

**The Advantages and Disadvantages of the Various Redevelopment Scenarios**

In addition to the results of the impact analysis outlined above, there are many additional advantages and disadvantages of each to these possible redevelopment scenarios. The following is a listing of the advantages and disadvantages for these various redevelopment scenarios.

**LIST 1C: EXISTING SINGLE-FAMILY DETACHED HOMES**

**ADVANTAGES:**

1. The homes are compatible with adjacent residential neighborhoods.

**DISADVANTAGES:**

1. The homes will be situated extremely close to expanded roadway.

2. A four-lane Stearns Road will change the character of the area and the property values of the homes will decline.

**LIST 2C: RESIDENTIAL/PROFESSIONAL OFFICES**

**ADVANTAGES:**

1. The RPO district could stabilize property values because it allows conversion to professional offices.
2. Professional offices and home occupations would benefit from the widened Stearns Road and proximity to I-480 and Lorain Road.
3. The residential character of the dwelling exterior would not be altered.
4. Professional offices will create jobs.

**DISADVANTAGES:**

1. Professional offices will increase traffic on Stearns Road.
2. Cars pulling in and out of the individual driveways of the offices could disrupt the traffic flows on Stearns, a busy arterial road.
3. The professional offices and home occupations could adversely affect surrounding homes because of increased noise and other nuisances without proper buffering.

**LIST 3C: THREE-STORY OFFICE BUILDING OR FIVE-STORY OFFICE BUILDING**

**ADVANTAGES:**

1. Office building zoning designation could increase property values and provide existing property owners with a fair return.
2. The proximity to I-480 makes the area conducive to Office development.
3. Office development could generate 2,450 permanent full-time jobs and over \$2.3 million in tax revenues annually or 2,800 permanent full-time jobs and \$2.6 million in tax revenues annually.

**DISADVANTAGES:**

1. The intensity and type of development is incompatible with surrounding residential neighborhoods.

2. Office development would substantially increase daily vehicle traffic in the area and lead to traffic congestion in the area.
3. Office development and its related traffic will increase noise and air pollution.
4. Stearns Road could become another Country Club Boulevard/Great Northern Boulevard.
5. Under current economic and market conditions, building 700,000 or 800,000 square feet of office space is not feasible.
6. The development of new offices could have negative impacts on existing office floor space in the City.

**LIST 4C: GARDEN APARTMENTS OR CONDOMINIUMS**

**ADVANTAGES:**

1. The widening of Stearns Road makes the area conducive to higher density residential development as does the area's proximity to I-480.
2. A multi-family zoning designation could increase property values, provide property owners a fair return, but also keep the area residential.

**DISADVANTAGES:**

1. Multi-family development would have to be approved by the voters.
2. The density of development does not reflect the character of surrounding residential homes. (Strict buffering regulations could lessen this impact.)
3. Multi-family development will increase traffic on Stearns Road.

**LIST 5C: SINGLE-FAMILY CLUSTER HOMES**

**ADVANTAGES:**

1. Single-family cluster homes have the strongest compatibility with adjacent residential homes of all the redevelopment alternatives.
2. Site design flexibility could mitigate impact of widened Stearns Road.
3. Higher development density could increase property values and economic returns, yet still keep single-family residential character of area.

**DISADVANTAGES:**

1. A four-lane Stearns (and resulting traffic) may limit area's desirability for any single-family detached development.
2. Site design and design flexibility could be limited because existing lots are only about 350 feet deep. Developer may not be able to build 6 units per acre.
3. The development of cluster homes will increase traffic on Stearns Road.
4. This alternative produces the largest **negative** net annual fiscal impact of \$651,579.00.

**LIST 6C: GENERAL RETAIL****ADVANTAGES:**

1. Business district zoning could increase property values and provide existing property owners with a fair return.
2. The proximity to I-480 and Lorain Road makes the area conducive to retail development.
3. Retail development could generate 1,550 permanent full-time jobs and over \$943,000 in tax revenues annually.

**DISADVANTAGES:**

1. The City already has over 4.6 million square feet of commercial floor area.
2. Retail development will increase traffic and traffic congestion in the area.
3. The intensity and type of development is incompatible with surrounding residential development.
4. Retail development and its related traffic will increase noise and air pollution.
5. Stearns Road could become another Lorain Road or Great Northern Boulevard in terms of strip commercial retail development.
6. Retail development could have a negative impact on the older commercial areas, especially along Lorain Road.



## FUTURE DEVELOPMENT AND PROTECTION OF THE UNDEVELOPED AREAS

The only major undeveloped grouping of parcels in Focus Area C (aside from the area that will become the extension of Crocker Road) are on the northeast and southeast corners of the Stearns Road/I-480 interchange (Site Nos. 102-118 on *Map 7-6C* and *Table 7-1C*). The undeveloped area north of I-480 is owned by the North Olmsted Board of Education and may contain wetlands. The area south of I-480 is owned by a variety of individuals, including the State of Ohio. These parcels are landlocked by the highway to the north and west, and single-family homes to the south and east. Therefore, alternative development impact analysis was not performed for these areas.

## FOCUS AREA D — INTRODUCTION

Focus Area D is comprised of the area of North Olmsted from Stearns Road to the City's western corporation line with the City of North Ridgeville. This western corporation line also serves as a western boundary line between Cuyahoga County and Lorain County. This is the last of four major focus areas that have been examined in detail as part of the development of the *North Olmsted Master Plan*. This focus area was selected primarily to investigate the residential and commercial land use conflicts along Lorain Road as well as the considerable amount of undeveloped land that remains along the Lorain Road and Barton Road corridors.

The analysis of Focus Area D begins by examining the physical characteristics of the area, including existing land use, zoning, and environmental constraints that may inhibit the development of the remaining undeveloped land. Next, the analysis provides an overview of the existing transportation system and identifies pending and proposed residential, commercial, industrial and transportation projects. The analysis then concentrates on the Lorain Road corridor, and includes a discussion of the conversion of residential properties to commercial properties, a discussion of the recent growth in commercial development, and a discussion of the remaining industrially and commercially zoned land that has yet to be developed. Recommendations and suggestions for further discussion in regards to future land development, transportation improvements, aesthetic improvements, and economic development are contained in Chapter 8, The Final Development Plan.

## EXISTING LAND USE

The existing land uses for the Lorain Road corridor are shown on *Maps 7-1D* and *7-2D*. The existing land uses for all of Focus Area D are shown by colored land use classification on *Map 7-5D*.

Within Focus Area D, the Lorain Road corridor has a wide variety of existing uses. Existing land uses include older single-family homes, undeveloped land, homes that have been converted into businesses and offices, small shopping centers, freestanding retail businesses, churches and schools.

Recently constructed land uses include small shopping centers, small and medium sized office buildings, a large combination shopping center/office complex, freestanding retail businesses, light industrial establishments and a church.

The predominant land uses beyond the Lorain Road corridor are single-family homes and undeveloped land. There is also a significant amount of acreage devoted to outdoor recreation, a recently opened industrial park, and overhead electrical power transmission lines belonging to the Cleveland Electric Illuminating Company.

Presently, there are approximately 425 acres of undeveloped land in Focus Area D. Of this total, approximately 250 acres are north of Lorain Road and 175 acres are south of Lorain Road. However, approximately 85 acres of the undeveloped land south of Lorain Road has been approved for use in two residential subdivisions - the Cambridge Estates Subdivision and the Cinnamon Woods Subdivision. Both of these new projects are discussed in later sections of this document.

### **EXISTING ZONING**

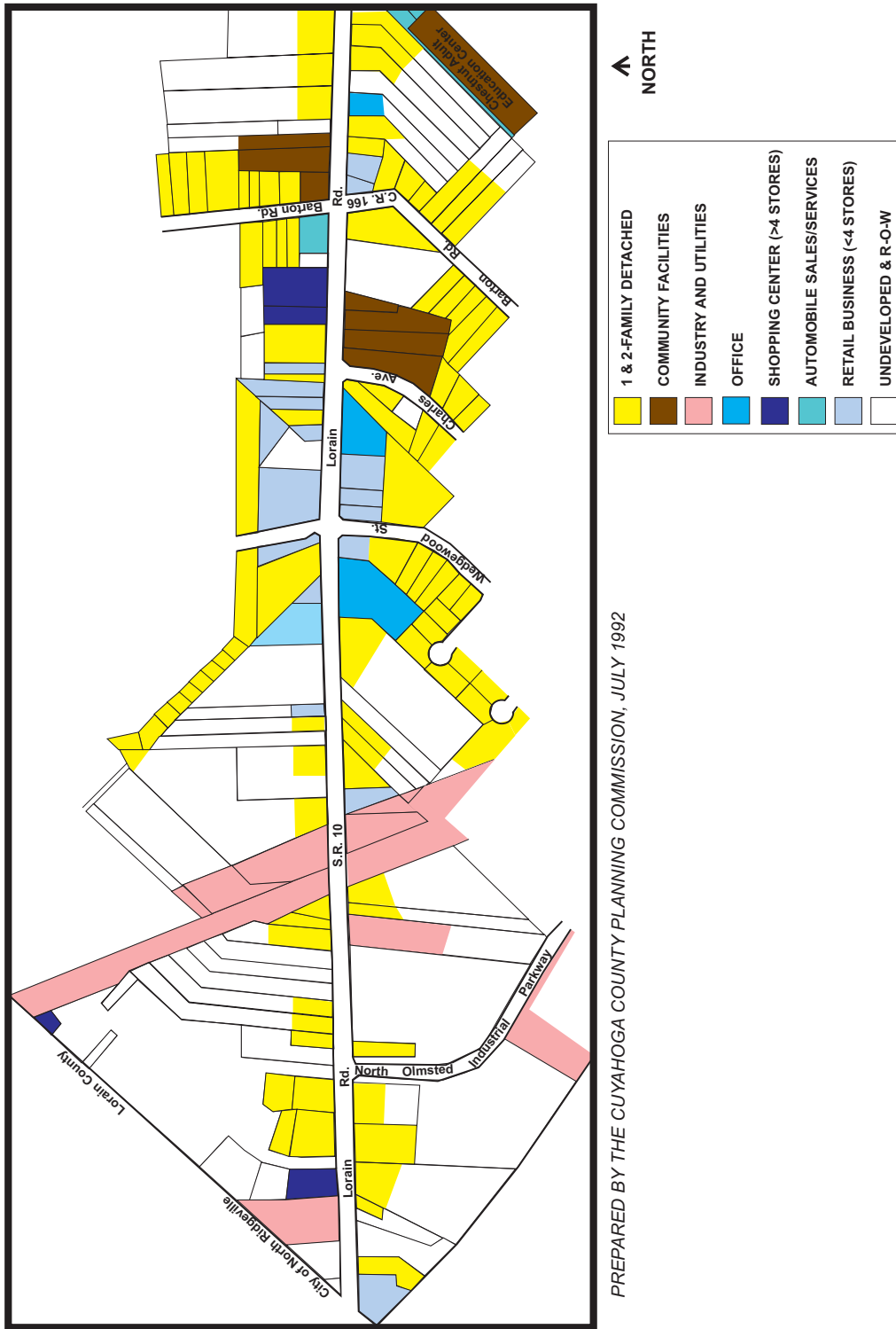
During the 1940's and 1950's, western Lorain Road was rezoned from residential to commercial use. The existing zoning for the Lorain Road corridor within Focus Area D is shown on *Maps 7-3D* and *7-4D*. As shown, both sides of Lorain Road from the western corporation line to the Cleveland Electric Illuminating Company's easement are zoned for Limited Industry. The remainder of Lorain Road is zoned for General Retail at a depth varying between 200 and 500 feet. The area behind the General Retail zoning along Lorain Road is zoned for single-family residences on a variety of minimum lot sizes. Presently, there is no multi-family, mixed use (aside from the North Olmsted Soccer Fields), senior housing, or cluster housing zoning along the Lorain Road corridor within Focus Area D.

Over the last twenty years, there have been a number of major zoning changes within Focus Area D. The zoning for the recently constructed Pheasant's Walk & Quail Run Subdivision was changed from a combination of Single Residence C and General Retail to Single Residence B. The zoning for the Timber Trail Subdivision was changed in the early 1980's from a combination of Mixed Use, Limited Industry and General Retail zoning to Single Residence B. The zoning for the North Olmsted Industrial Park was changed in 1983 from a combination of Single Residence A, and Multiple Residence to Limited Industry. The zoning for the pending Cinnamon Woods Subdivision (on property formerly owned by Christ the King Church) was rezoned in 1982 from a combination of Limited Industry, Multiple Residence and Single Residence A to Mixed Use C.

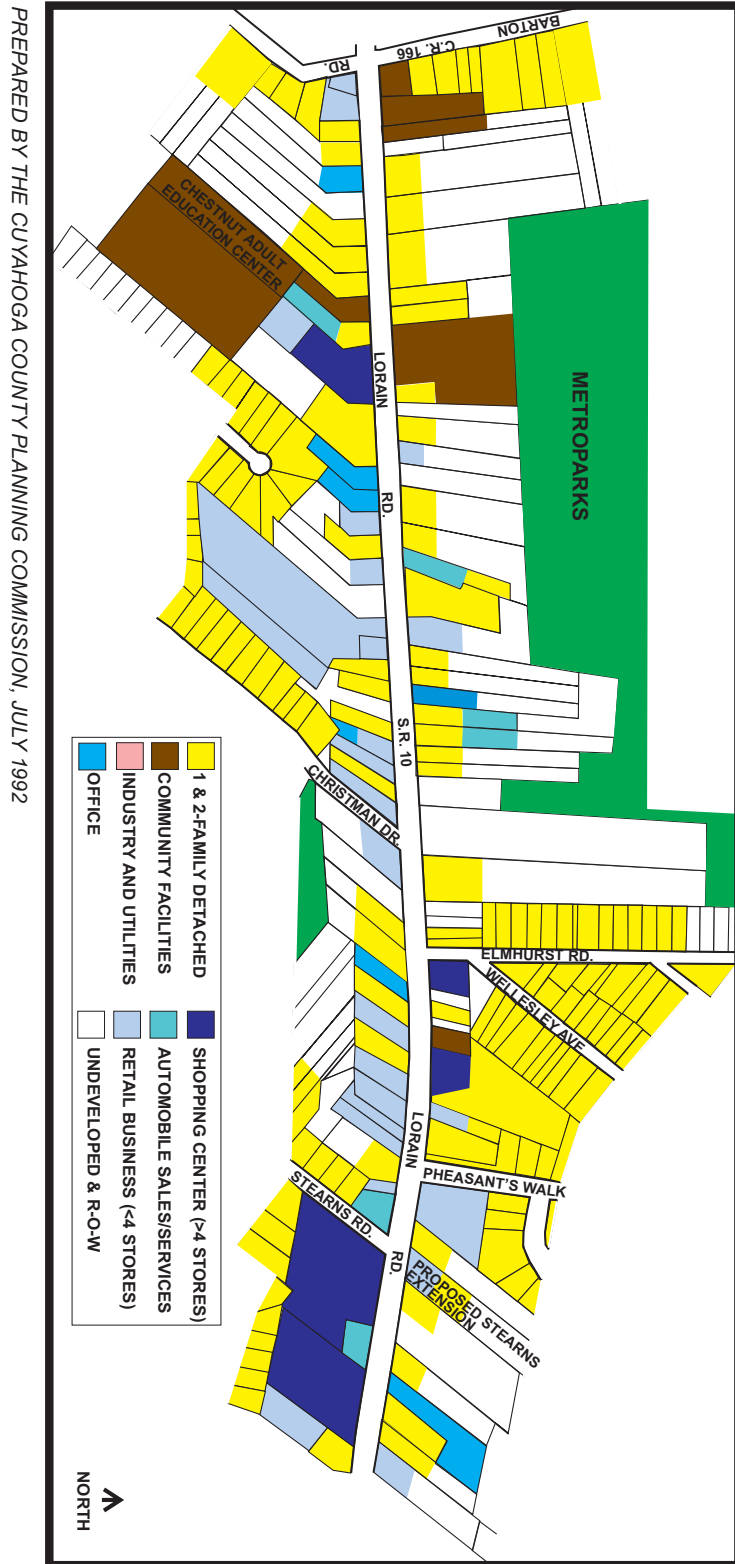
### **EXISTING DEVELOPMENT CONSTRAINTS**

There are a number of environmental constraints that may inhibit future development of many of the undeveloped areas of Focus Area D. According to the U.S. Department of Housing and Urban De-

Map 7-1D, Existing Land Use, Focus Area D-1



Map 7-2D, Existing Land Use, Focus Area D-2



velopment's National Flood Insurance Program, both 100-year and 500-year flood plains run parallel to Roots Ditch.

Roots Ditch runs parallel to the homes and commercial establishments on the south side of Lorain Road beginning approximately 800' west of Stearns Road and continuing east one mile to Porter Road. Roots Ditch continues beyond this point, but flows in a southeasterly direction until it flows into the West Branch of the Rocky River. A brief discussion of floodplains can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

According to the National Wetlands Inventory maps for North Olmsted, three major concentrations of wetlands exist in Focus Area D. The first and largest concentration of identified wetlands is in the Bradley Woods Reservation of the Cleveland Metroparks. The second is in the undeveloped area consisting of the "paper streets" of Westmont Avenue, Guilford Avenue, and Elmhurst Road along the east side of the Bradley Woods Reservation (Site No. 12 on *Map 7-6D*). The third is in the undeveloped area south and west of the Oakwood Circle Subdivision (Site No. 1 on *Map 7-6D*), which is currently under construction south of the portion of the Bradley Woods Reservation that is on the west side of Bradley Road. A brief discussion of wetlands can be found in the Existing Land Use and Development Constraints chapter of this Master Plan.

As previously mentioned and shown on *Map 7-6D*, overhead electrical power transmission lines extend through the southwest portion of Focus Area D. In recent years, there has been a considerable amount of discussion concerning the effects of exposure to electromagnetic fields. The medical community has raised concerns that electromagnetic fields may promote cancer, especially among children. They have argued that the exposure to electromagnetic fields does not in itself promote cancer, but rather it may inhibit the body's immune system from preventing cancer. Although proof of this occurrence has not been widely accepted, many communities in the United States have mandated that residences and other public facilities not be constructed within close proximity to electromagnetic fields.

## **TRANSPORTATION NETWORK**

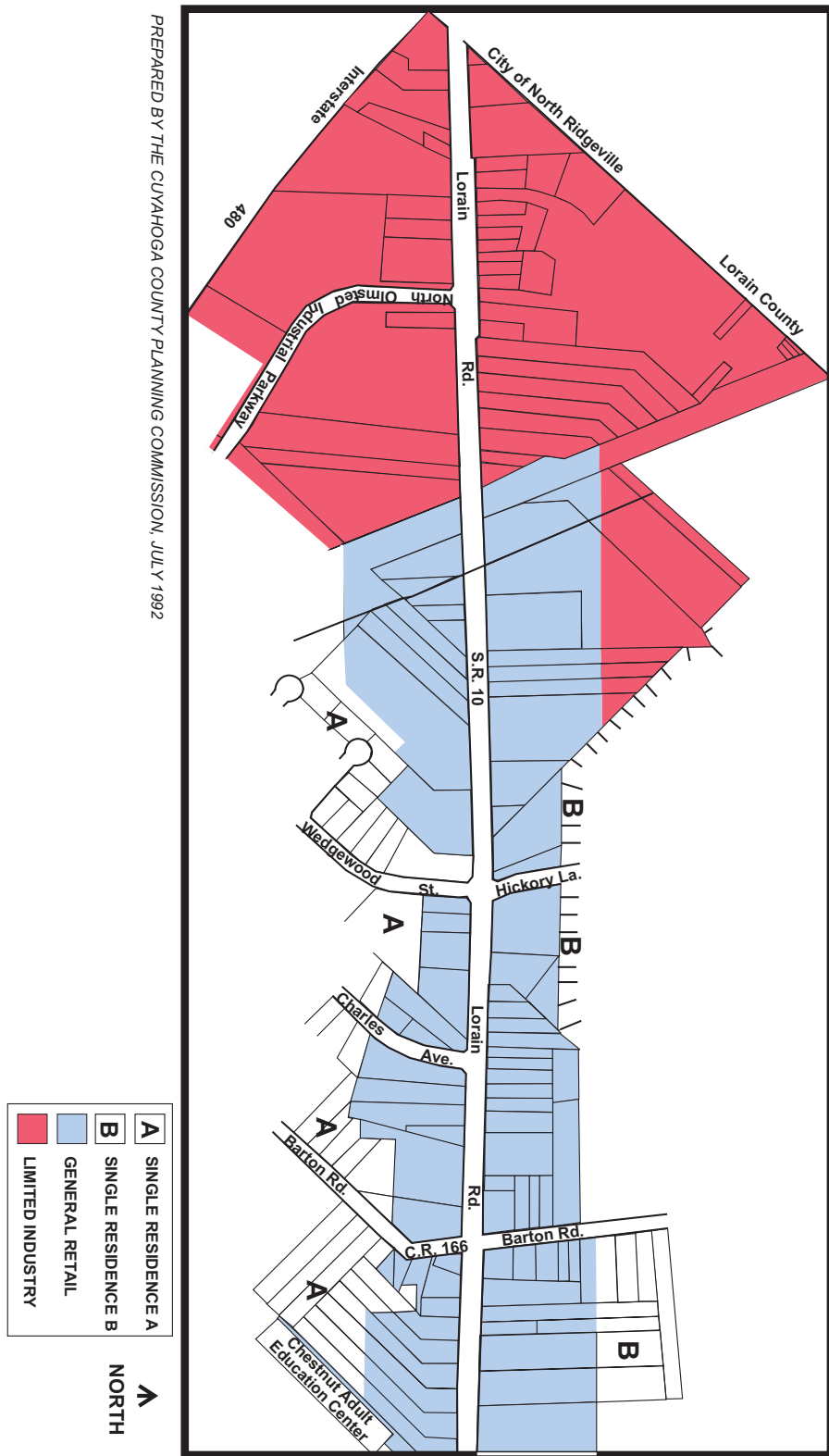
### **Vehicular Transportation**

Lorain Road (S.R. 10) is a predominantly four and five lane major arterial street which begins in downtown Cleveland and extends southwesterly through the cities of Cleveland, Fairview Park and North Olmsted and into Lorain County. In Lorain County, S.R. 10 separates from Lorain Road (which is called Butternut Ridge Road in Lorain County) and becomes a limited access high-speed highway at Gate No. 9 of the Ohio Turnpike and continues southwesterly into the City of Oberlin where it ends. The limited access highway section of S.R. 10 in Lorain County is essentially a continuation of I-480. Within North Olmsted, Lorain Road is a little over six total miles in length. Within Focus Area D, Lorain Road is approximately 1.75 miles in length.

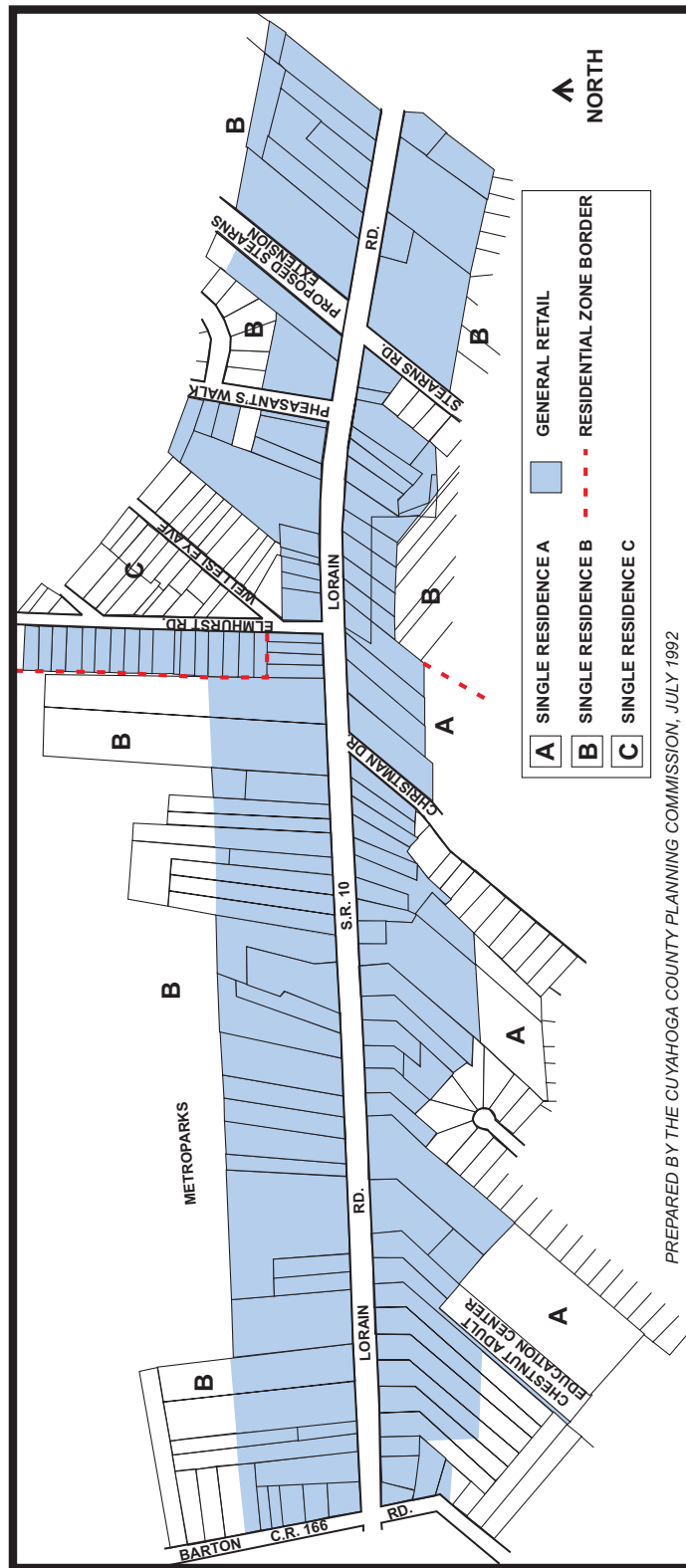
Interstate 480 is a limited access high-speed highway which begins at Gate No. 9A of the Ohio Turnpike in the City of North Ridgeville in Lorain County. Interstate 480 extends east through Cuyahoga County's southern suburbs until it merges with I-271 in the City of Bedford Heights. From here,

Map 7-3D, Existing Zoning, Focus Area D-1

PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, JULY 1992



Map 7-4D, Existing Zoning, Focus Area D-2



PREPARED BY THE CUYAHOGA COUNTY PLANNING COMMISSION, JULY 1992

I-480/271 extends south into northern Summit County where I-480 branches off from I-271 and continues southeasterly into the City of Streetsboro in Portage County, where it ends at Gate No. 13 of the Ohio Turnpike.

The Stearns Road/I-480 interchange is a “full” interchange because it allows vehicles to enter and exit I-480 to and from both the east and the west. To the east, the nearest I-480 interchange is at S.R. 252 near Great Northern Mall. To the west, the nearest I-480 interchange is at Lorain Road (S.R. 10) at the North Olmsted/North Ridgeville border located in the lower left-hand corner of Focus Area D. The Lorain Road/I-480 interchange is also a “full” interchange. West of this interchange, I-480 merges with the Ohio Turnpike.

Stearns Road (C.R. 76) is currently a minor arterial street which begins at Lorain Road and extends south approximately three miles into Olmsted Township where it ends at Schady Road (C.R. 143) just south of the Ohio Turnpike. With the exception of four lanes in the vicinity of the I-480 interchange, Stearns Road is a two lane roadway. Stearns Road is almost exclusively residential, the only exceptions being the commercialized Stearns/Lorain, Stearns/Bagley and Stearns/Cook intersections.

Barton Road (C.R. 166) is a primarily residential minor arterial street which begins at Center Ridge Road (U.S. 20) in the City of North Ridgeville and extends southeast through North Olmsted to its southern terminus at Cook Road (C.R. 59) in Olmsted Township. Barton Road is approximately three miles in length.

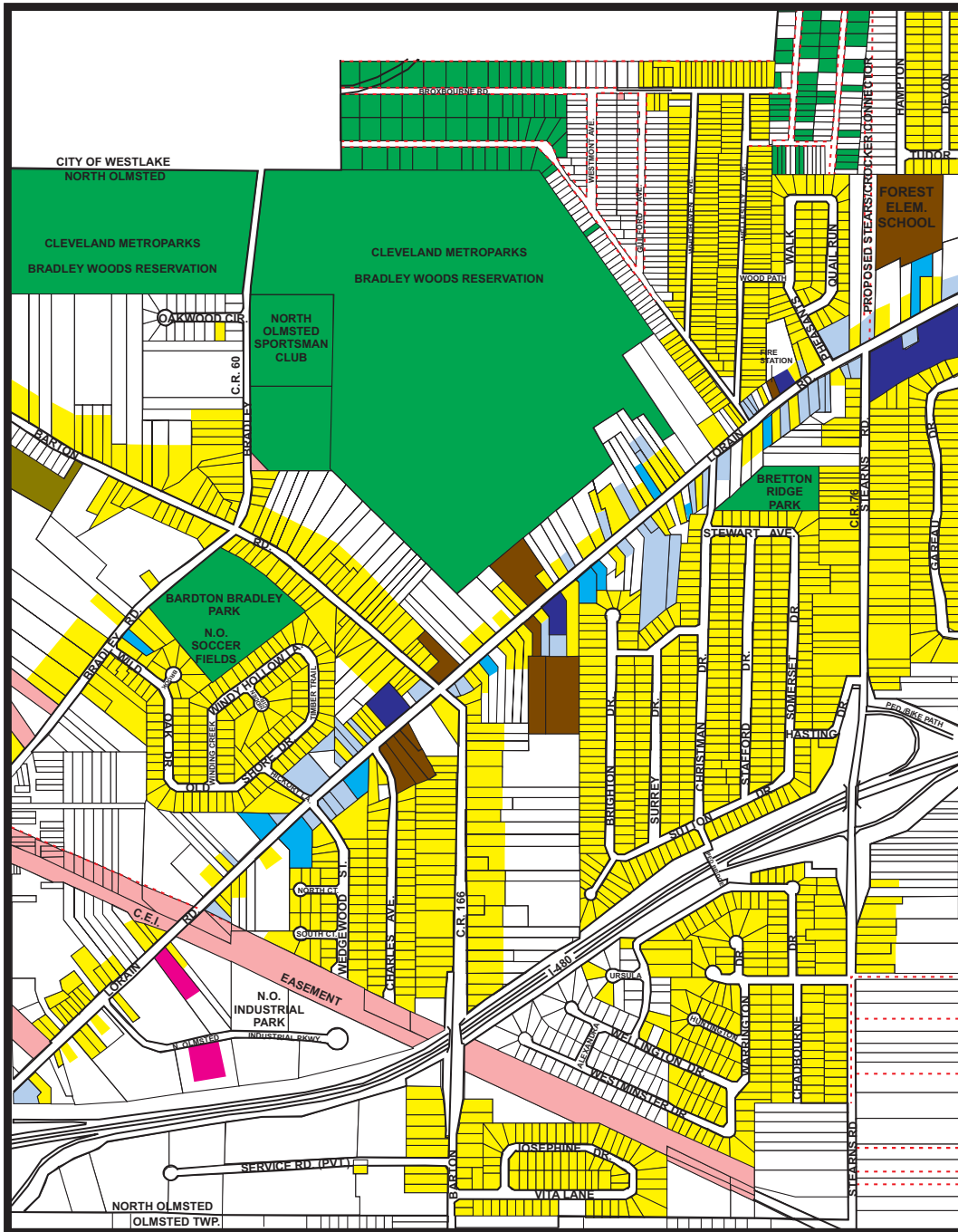
Bradley Road (C.R. 60) is a minor arterial street which begins at Lake Road (U.S. 6) in Bay Village and extends due south approximately 6.5 miles to its intersection with Barton Road in the City of North Olmsted. From this intersection, Bradley Road continues southwesterly into North Ridgeville for a distance of one mile where it ends at its southern terminus with Lear-Nagle Road.

### **Pedestrian and Bicycle Transportation**

A ten foot-wide asphalt pedestrian and bicycle path extends from the I-480/Stearns Road interchange to Great Northern Mall along the north side of I-480. When originally planned in the early 1980's, this pedestrian and bicycle path was to be extended all the way to Barton Road, but the adjacent property owners successfully lobbied to have it end at Stearns Road. Also, two pedestrian/bicycle bridges are located across I-480 to connect the neighborhoods north and south of the highway in the vicinity of the Stearns Road/I-480 interchange. Barton Road north of Lorain Road has sidewalks on only one side of the street, and all of Bradley Road lacks sidewalks. The North Olmsted Industrial Park also lacks sidewalks. All of the other streets within Focus Area D have sidewalks on both sides of the street. None of the streets within Focus Area D are striped with bicycle lanes.



Map 7-5D, Existing Land Use, Focus Area D and Western North Olmsted

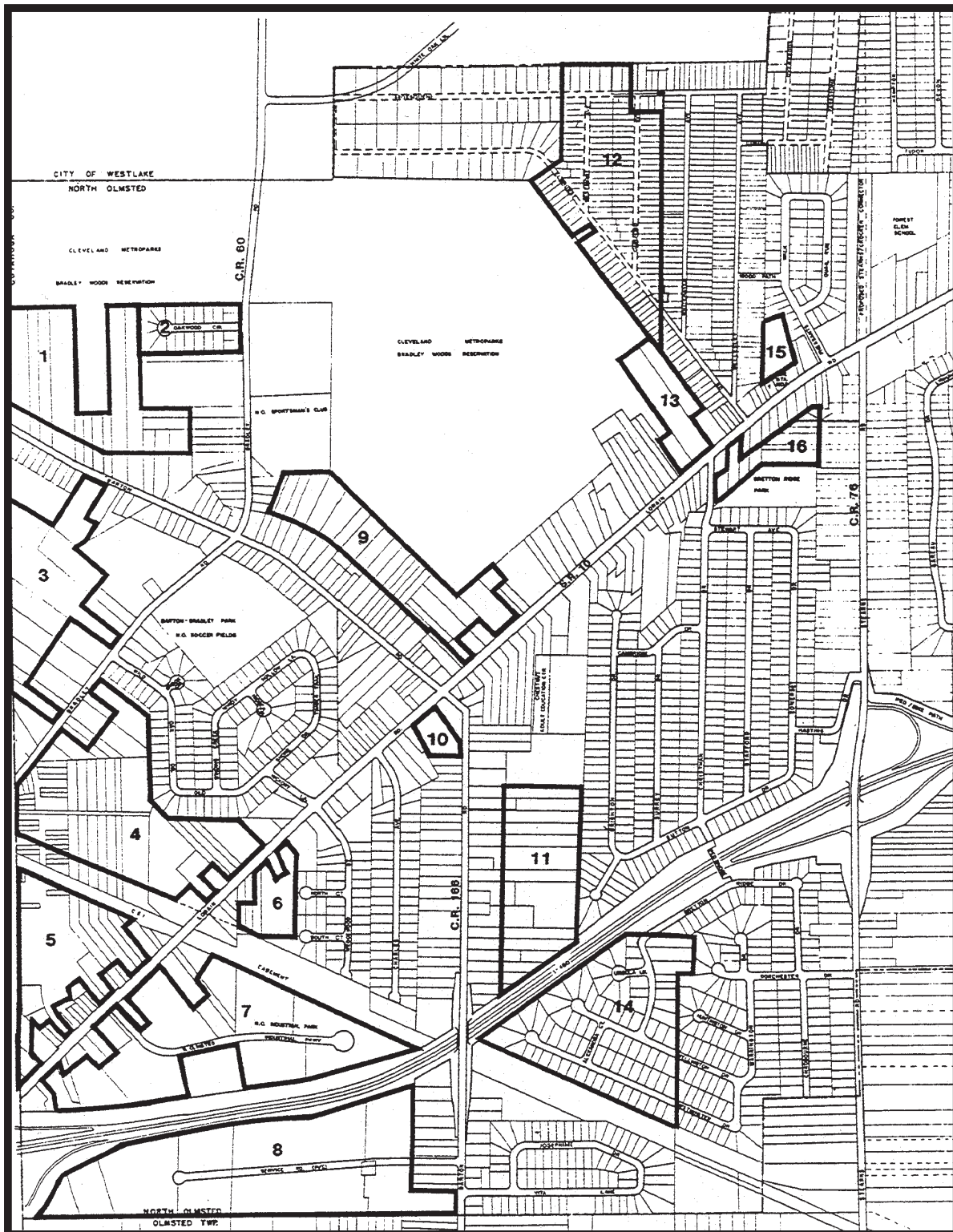


PREPARED BY THE  
CUYAHOGA COUNTY PLANNING  
COMMISSION, JULY 1992

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> 1 & 2-FAMILY DETACHED	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> RETAIL (< 4 STORES)
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> MULTI-FAMILY GARDEN	<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> SHOPPING CENTER (> 4 STORES)
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> COMMUNITY FACILITIES	<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> INDUSTRY AND UTILITIES
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> OUTDOOR RECREATION	<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span> UNDEVELOPED & R-O-W
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> OFFICE	



Map 7-6D, Undeveloped Areas, Focus Area D and Western North Olmsted



**PENDING (APPROVED/UNDER CONSTRUCTION) RESIDENTIAL DEVELOPMENT PROJECTS**

1. **Cambridge Estates Subdivision.** Recently, approval was granted for the extension of the Bretton Woods subdivision in the southeastern portion of Focus Area D. As shown on *Map 7-5D*, only six of the seventy-eight homes proposed for this extended subdivision have been completed to date, although construction has begun on many of the subdivision's additional homesites (Site No. 14 on *Map 7-6D*).
2. **Bradley Oak Estates Subdivision.** In 1987, approval was granted for a twenty-one lot subdivision on the west side of Bradley Road across from the Bradley Woods Reservation of the Metroparks. To date, only one home has been completed, although construction has begun on many of the subdivision's additional homesites (Site No. 2 on *Map 7-6D*).
3. **Cinnamon Woods Subdivision.** In February of 1992, preliminary approval was granted to Hennie Homes for the construction of a 276 unit subdivision on Service Road west of Barton Road in the southwestern portion of Focus Area D. The preliminary plans for this 56 acre subdivision include a mix of single-family attached duplex and single-family detached homes (Site No. 8 on *Map 7-6D*).

**PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS**

At present, aside from the Cinnamon Woods Subdivision, there are no formal plans under review by the City for proposed residential development projects in Focus Area D. However, there have been preliminary discussions between property owners and City officials regarding two conceptual residential development projects.

Discussions have also begun concerning a possible cluster housing or multi-family development in area No. 3 on *Map 7-6D*. This area is currently zoned primarily for limited industry. However, it should be noted that this area does not lie within the recently established enterprise zone which borders this site to the south.

Discussions have begun concerning a possible cluster housing development in area No. 16 on *Map 7-6D*. However, this area is currently zoned a combination of Single Residence B and General Retail.

**PENDING (APPROVED/UNDER CONSTRUCTION) COMMERCIAL DEVELOPMENT PROJECTS**

**Barlo Plaza Addition.** Recently, approval was granted for the construction of a 2,000 sq. ft. addition to be used for storage at Barlo Plaza, located on the north side of Lorain Road just west of Barton Road.

**PROPOSED COMMERCIAL DEVELOPMENT PROJECTS**

**Auto Body Shop at 29587 Lorain Road.** Recently, a request for a conditional use permit for construction of an auto body shop on a vacant 36,000 square foot lot was rejected by the North Olmsted Planning Commission. The conditional use permit was denied on the grounds that the auto body shop would be located too close to Bretton Ridge Park and nearby residences and would cause air and noise pollution as well as produce chemical odors. The potential owner of the body shop had originally hoped to locate in the North Olmsted Industrial Park, but was informed that retail business is not permitted in the industrial park.

**PENDING (APPROVED/UNDER CONSTRUCTION) INDUSTRIAL DEVELOPMENT PROJECTS**

1. **North Olmsted Industrial Park.** In 1989, six years after the land was rezoned and four years after the road was constructed by the City, North Olmsted's long awaited 40 acre industrial park was officially opened for business. Owned by the Sunrise Land Company, a division of Forest City Enterprises, the industrial park currently has only one occupant - ThermAll -an insulation manufacturer that opened in 1990. In order to encourage industrial and commercial development, the City of North Olmsted recently established enterprise zones in areas largely bordering I-480. Within Focus Area D, this enterprise zone is comprised of the area bound by Barton Road to the east, the North Olmsted/Olmsted Township corporation line to the south, Bradley Road to the north, and the North Olmsted/North Ridgeville corporation line to the west. Within this enterprise zone, new and expanding businesses may receive full or partial property tax abatement for up to fifteen years and may be eligible for tax abatement for up to ten years on personal property, such as machinery and office equipment. Also, businesses can receive tax credits from the State of Ohio for creating new jobs, providing day care programs and providing job training.
2. **Plain Dealer Distribution Center.** Recently, approval was granted for the construction of a newspaper distribution center in the North Olmsted Industrial Park. This distribution center would be one of nineteen in

Greater Cleveland where automobile newspaper carriers would pick up their newspapers each morning.

## PROPOSED INDUSTRIAL DEVELOPMENT PROJECTS

**RTA/NOMBL Bus Garage.** Recently, discussions have been held between RTA, the Sunrise Land Company and North Olmsted officials concerning the possibility of relocating the RTA/NOMBL bus garage in the rear of the North Olmsted Industrial Park. The existing bus garage is presently located adjacent to North Olmsted City Hall.

## THE LORAIN ROAD CORRIDOR

### Introduction

Within North Olmsted, Lorain Road is a little over six total miles in length. Within Focus Area D, the Lorain Road corridor is approximately 1.75 miles in length. Prior to World War II, Lorain Road was almost exclusively residential in character. As shown on *Maps 7-1D* and *7-2D*, within Focus Area D, the Lorain Road corridor has a wide variety of both old and new land uses. Nowhere in North Olmsted can a wider variety of existing land uses be found.

### Conversion of Residential Properties Into Commercial Properties

At present, a total of 108 exclusively single-family properties remain along the entire six mile stretch of Lorain Road within the City of North Olmsted. Eighty-seven of these 108 exclusively single-family properties (80%) are located along the Lorain Road corridor within Focus Area D. Currently, thirteen of these 108 homes are being advertised for sale by local residential real estate companies. Nine of these thirteen homes are located along Lorain Road in Focus Area D. In addition, seven abandoned homes, most of which have large development signs in their front yards advertising that the property is for sale or lease and zoned for commercial development, are located along Lorain Road within the City of North Olmsted. Four of these seven abandoned homes are located in Focus Area D. In addition to the 108 exclusively single-family residential properties along the Lorain Road corridor, a total of 63 formerly exclusively residential properties (with residential-type buildings remaining on them) have been converted into solely commercial properties or a combination of residential and commercial properties. Twenty-eight of the total of 63 converted residential properties (44%) are located along the Lorain Road corridor within Focus Area D. *These totals do not include former residential properties which have had the residential buildings (i.e. homes and garages) removed prior to redevelopment into commercial properties.*

The conversion of residential properties into exclusively commercial or a combination of commercial and residential use have been done so in a variety of ways. The most common procedure has been to convert the home and/or garage into exclusively a commercial business - such as offices or sales/service establishments. Second most common has been the construction of commercial addi-

tions, such as attaching a storefront to the house or constructing a freestanding commercial building on the same lot as the house. Also common is converting a portion of the home into a business (such as the first floor) while maintaining a portion of the house for living space. There have also been a number of garages, both attached and detached to the homes, that have been converted to businesses with the homes remaining as living space.

### **Recent Commercial Development**

In the late 1960's, there were approximately 1.2 million square feet of commercial floor area in North Olmsted. By the early 1970's, the amount of commercial floor space had grown to approximately 1.7 million square feet. As of February of 1992, 4,686,611 square feet of commercial floor area existed in the City, and the vacancy rate was only 2.4%. This is more commercial floor space than currently exists in Downtown Cleveland, and nearly half of the total for all of the City of Cleveland.

As of February of 1992, 2,423,234 square feet of commercial floor area existed along the Lorain Road corridor. This is over half of the entire amount of commercial floor space within the City. Within Focus Area D, 474,733 square feet of commercial floor area exists within 103 commercial establishments along the Lorain Road corridor. This is approximately 20% of the total amount of commercial floor space along all of the Lorain Road corridor.

### **Potential Future Commercial Development Based on Existing Zoning**

As part of the commercial and industrial market analysis that is included in this master plan, it was calculated that 123 acres of land zoned General Retail exists in North Olmsted that is not currently being used for commercial use. The 123 acres consist of undeveloped land and land being used for exclusively residential purposes. Approximately 95 acres, or 75%, of the 123 acres, is located along the Lorain Road corridor within Focus Area D. Using the City's existing zoning regulations for General Retail, it was calculated that just over one million square feet of additional commercial floor area could be developed on this commercially zoned land. According to recent figures from the Institute of Traffic Engineers, the amount of vehicular traffic that could be generated as a result of this possible commercial development is estimated to be 33,400 daily trips.

### **Potential Future Industrial Development Based On Existing Zoning**

Within Focus Area D, approximately 80 acres of land zoned Limited Industry exists along the west-end of the Lorain Road corridor that is not currently being used for commercial or industrial use. The 80 acres consists of undeveloped land and land being used exclusively for residential purposes. This figure includes the North Olmsted Industrial Park, but does not include the industrially zoned land along both sides of Bradley Road. Using the City's existing zoning regulations for Limited Industry, it was calculated that approximately 1.2 million square feet of additional industrial floor space could be developed on this industrially zoned land. According to recent trip generation figures from the Institute of Traffic Engineers, the amount of vehicular traffic that could be generated as a result of this possible industrial development is estimated to be 8,360 daily trips.

**FUTURE DEVELOPMENT AND PROTECTION OF THE UNDEVELOPED AREAS**

Alternative development impact analysis has been conducted for Site Nos. 3, 4, 5, 6, 7, 9, 10, 11, and 13 identified on *Map 7-6D*. Appendix B provides a detailed discussion of the methodology employed in conducting alternative development impact analysis. The results of the impact analysis serve three primary purposes: 1) to serve as a guide for identifying appropriate future land uses that recommended as part of the Final Development Plan of the master plan, 2) to help evaluate specific development proposals that may be presented to the City in the future for these undeveloped areas, and 3) to evaluate how pending development proposals will effect the City.

## **Chapter Eight**

# **Final Development Plan**



## INTRODUCTION

This chapter contains two sections which, when combined, make up the Final Development Plan for the City. The first section lists various development recommendations for resolving the development issues found in each of the major focus areas: Focus Areas A, B, C, and D that are described in Chapter 7. These recommendations were based on both the impact analysis tables in Chapter 7, as well as input received from community officials. The second half of this chapter lays out in tabular form the development recommendations for the City's fifty-one largest vacant land sites. This information is found in *Table 8-1*, with each site being keyed to the areas outlined on *Map 8-6*.

## FOCUS AREA A: EASTERN BROOKPARK ROAD-MASTICK ROAD AREA

### Recommendations And Suggestions For Further Discussion

#### ***Improvement of Vehicular Transportation***

- ✓ Keep Brookpark Road a limited access highway and only allow additional intersections and curb cuts when deemed beneficial to improving both traffic flow and future land development. The City should develop a set of criteria to be used when judging the appropriateness of future proposals for additional intersections and curb-cuts. It is suggested that the City seek ODOT's assistance in developing this criteria and that any future approvals for additional intersections and curb cuts should require passage of a consent ordinance by City Council which would indicate that such criteria has been met.
- ✓ Examine proposed transportation improvements with regard to the potential shift in routes and number of incoming shoppers to Great Northern Mall as a result of the mall that is planned to be built in the City of Strongsville.
- ✓ Examine proposed transportation improvements in context of the planned extension of Stearns Road to Crocker Road. Examine proposed transportation improvements as a result of anticipated growth in eastern Lorain County and the City of Westlake, since the route to Great Northern Mall from this area will be Stearns Road to I-480, and then to the S.R. 252 exit.
- ✓ The traffic counts for the past ten years for the intersections in Focus Area A reflect the fact that the Brookpark Road Bridge over the Metroparks was closed along with Puritas Road Hill. The Brookpark Road Bridge is now reopened, and the Puritas Road Hill is expected to reopen in May of 1993. This should be taken into consideration when examining proposed transportation projects.
- ✓ Have Point-of-Access Justification Studies prepared by professional transportation engineers to determine if the two proposed interchanges are necessary at Clague Road and I-480. These studies should take into consideration the other planned and proposed transportation improvements for the area.

***Improvement of Mass Transportation***

- ✓ Further investigate, through discussions with both residents of Focus Area A and citywide residents, the possibility of a light rail extension to Great Northern Mall via Brookpark Road. Discussions of this proposed project should also be made with RTA, the Biskind Development Company, NASA, residents and City officials from Fairview Park and Cleveland, the FAA, ODOT, Cleveland Hopkins International Airport and NOACA. However, only a “light” form of rail should be considered due to the nature of the area, and a direct link between the airport and Great Northern Mall would likely be more beneficial to North Olmsted than a direct link between the Brookpark Road Rapid Station and Great Northern Mall.

***Improvement of Pedestrian and Bicycle Transportation***

**NOTE: MAPS 7-7A AND 7-8A ILLUSTRATE MANY OF THE RECOMMENDED IMPROVEMENTS IDENTIFIED BELOW**

- ✓ Immediately install a temporary warning sign at the end of the I-480 bike path warning pedestrians and cyclists of the dangers of attempting to cross this intersection. This is deemed to be the most hazardous situation for pedestrians and cyclists around the mall. It is recommended that the City eventually make arrangements with the owner of this parcel to install sidewalks to the existing crosswalk in front of the Hampton Inn, or install a crosswalk with user-activated timers over to Great Northern Mall.
- ✓ Encourage the development of a “true” world-class suburban mixed-use district on the east-side of Great Northern Mall by connecting the different uses together with pedestrian links.
- ✓ An all-purpose trail is located at the bottom of Metropolitan Park Drive in the Metroparks. However, this all-purpose trail does not extend up to Mastick Road. The Metroparks are in the process of developing a new system-wide master plan and a master plan for the Rocky River Reservation. Efforts should be made to incorporate the planned construction of an all-purpose trail up this hill to Mastick Road.
- ✓ Install crosswalks with signalization at the following intersections (crosswalk light signalization can be self-actuated by users, therefore, will only slow down vehicular traffic when activated by pedestrians and cyclists).
  - a. S.R. 252 and Country Club Boulevard
  - b. Great Northern Boulevard and Brookpark. This is planned as part of the Great Northern Boulevard widening.
  - c. S.R. 252/Chester’s Restaurant intersection.
  - d. Brookpark Road and Columbia Road.
  - e. Brookpark Road and Grace Avenue.

## f. Columbia Road and Mastick Road.

- ✓ Paint clearly identifiable crosswalks across all of the I-480 exit ramps at S.R. 252.
- ✓ Consider the installation of sidewalks along both sides of Country Club Boulevard between Columbia Road and S.R. 252.
- ✓ Install entranceways from the intersections within Focus Area A which lead into Great Northern's parking lot with clearly defined paths to mall entrances.
- ✓ Install sidewalks along the east side of Great Northern's parking lot to form a link between the shopping centers on Great Northern Boulevard and the bike path which runs along I-480.
- ✓ Install sidewalks along both sides of Columbia Road between Mastick Road and Brookpark Road.
- ✓ The City should consider the possibility of requiring the installation of sidewalks by the individual property owners. In return, the City could provide for the installation of crosswalks with self-activated timers.

***Future Development of the Remaining Undeveloped Areas***

- ✓ Investigate the potential for the construction of senior citizen housing in Focus Area A. Site 41 on *Map 8-6* may be a suitable location. However, the area should become "pedestrian friendly" before senior citizen housing is built in the area.
- ✓ Allow for flexibility in the remaining development of the Biskind Development Company parcels adjacent to Great Northern Mall. However, the future development of these parcels should only allow retail uses which would be ancillary to new hotels and/or office buildings that are constructed.
- ✓ Because much of the zoning in Focus Area A was established prior to the construction of I-480, and has left a number of pockets of "spot zoning", it is suggested that these areas be rezoned to zoning classifications which allow development that is consistent with other predominant land uses in the vicinity. An example of this is Site No. 41 on *Map 8-6*. Another example of this is the rear of the homes on the north side of Kennedy Ridge Road.
- ✓ Use the alternative development impact analysis tables that were prepared for the large, undeveloped tracts of land in Focus Area A when evaluating future development proposals in regards to expected traffic generation, public service expenditure, employment creation and tax generation.
- ✓ Examine the future development of the remaining vacant land in Focus Area A in conjunction with a possible "light" rail extension of the Red Line Rapid Transit.

Extension of this rail line would require land for a station, automobile parking and a possible turn-around.

- ✓ Continue to promote enterprise zones that will assist business within the City. In order to encourage industrial and commercial development, the City of North Olmsted recently established enterprise zones in areas largely bordering I-480. Within Focus Area A, this enterprise zone is comprised of all of Focus Area A with the exception the area north of Mastick Road and east of Old Columbia Road. Within this enterprise zone, new and expanding businesses may receive full or partial property tax abatement for up to fifteen years and may be eligible for tax abatement for up to ten years on personal property, such as machinery and office equipment. Also, businesses can receive tax credits from the State of Ohio for creating new jobs, providing day care programs and providing job training.

## **FOCUS AREA B: COLUMBIA ROAD CORRIDOR AND ENVIRONS**

### **Recommendations And Suggestions For Further Discussion**

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#### ***Improvement of Vehicular Transportation***

- ✓ It is suggested that the City of North Olmsted further discuss with the City of Westlake, ODOT, and NOACA the possibility of relocating S.R. 252 by constructing a 1.22 mile roadway from the intersection of Lorain Road and Great Northern Boulevard northward through predominantly undeveloped land to Columbia Road (Existing S.R. 252) near its intersection with Fawn Drive/Rose Road. Include in these discussions the possibility of widening S.R. 252 from the north end of the proposed relocation to Hilliard Boulevard in the City of Westlake. Explore the possibility of relocating S.R. 252 both in conjunction with and independent of the proposed widening of Columbia Road.
- ✓ As outlined in List A, independent of the widening of Columbia Road, there are many benefits of relocating S.R. 252 for the City of North Olmsted and the other west side communities. The City should explore the possibility of relocating S.R. 252 even if it is decided that Columbia Road will not be widened from the north end of the proposed relocation to Hilliard Boulevard. Perhaps, a two lane roadway which could later be expanded to four lanes should be initially constructed. If Columbia Road is later widened, so too could this two lane roadway.
- ✓ Should ODOT continue to refuse to fund the relocation of S.R. 252 if Columbia Road is not also widened, the City should explore alternative funding sources, such as Issue 2 monies.
- ✓ It is suggested that the City of North Olmsted keep Brookpark Road a limited access highway and only allow additional intersections when deemed beneficial to improving both traffic flow and land development. The City should develop a set of criteria to be used when judging the appropriateness of future proposals for additional intersections. It

is suggested that both the administration and City Council make the final decision in determining the appropriateness of additional future intersections. The City should seek ODOT's assistance in developing this criteria.

- ✓ Should S.R. 252 be relocated as outlined in this report, every effort should be made to insure that the residents and businesses in this immediate area are protected from noise, light and air pollution both during the construction period and once the roadway is in operation. For instance, mounding and fencing should be installed at the onset of the project. Also, lighting for the roadway should be directed away from existing homes along both sides of the new right-of-way. The City could also explore the possibility of placing utility connections underground in order to improve the appearance of this roadway.
- ✓ It is suggested that traffic studies be conducted on S.R. 252 and Old Columbia Road after the completion of the Crocker-Stearns project, the Clague Road widening project, the widening of Great Northern Boulevard and after Columbia Road is widened from Hilliard to First Avenue in the City of Westlake. This will identify the impact of these projects on traffic flow and traffic capacity for both S.R. 252 and Old Columbia Road.

#### ***Improvement of Pedestrian and Bicycle Transportation***

- ✓ The 1986 North Olmsted Transportation Study does not indicate the need for sidewalks and/or a bikeway for the proposed relocated S.R. 252. Because this roadway would also serve as a short-cut for pedestrian and bicycle transportation to the Great Northern area, it is suggested that sidewalks be installed on at least one side of this proposed street. Bike lanes adjacent to the roadway or a bikeway separate from the roadway is also suggested. In conjunction with the sidewalks and/or the bikeway, a signalized crosswalk should be installed over Lorain Road.
- ✓ New sidewalks and a signalized crosswalks over Brookpark Road are planned as part of the widening of Great Northern Boulevard from Lorain Road to Brookpark Road. Attempts should also be made to include the consolidation of as many curb-cuts as possible in order to make this area more "pedestrian friendly."
- ✓ Recently, an additional access point was opened on the north side of Brookpark Road to the shopping center on the south side of Lorain Road across from the City's recreation complex. Although on private property, in essence, this opening has created a new "street" through this parking lot between Lorain Road and Brookpark Road. With Great Northern Mall on one side of this new "street", and the City's recreation complex on the other side, pedestrians - especially children - have been using this "street" along with motorists. Although the City did install a signalized crosswalk at this opening so pedestrians can cross Brookpark Road, the new "street" itself is design solely for motor vehicles. It is suggested that the City of North Olmsted and the owner(s) of this property discuss the possibility of creating a separate, clearly-identifiable pathway for pedestrians through this parking lot. Perhaps, the City could purchase the land necessary for the pathway for the pedestrians from the property owner(s). This would both insure

the safety of pedestrians and protect the property owner(s) from possible legal damage should an accident take place.

- ✓ As previously identified, Brookpark Road (S.R. 17) does not have sidewalks. Because Brookpark Road is a high-speed, limited access highway, the Ohio Department of Transportation has indicated that sidewalks should not be installed alongside the roadway. Therefore, it is suggested that concentrated efforts be made to make the other improvements to pedestrian and bicycle circulation in the area that have been suggested in both the investigation of Focus Area A and Focus Area B. These other improvements should provide pedestrians and cyclists an alternative to Brookpark Road.

### ***Future Development and Protection of the Remaining Undeveloped Areas***

- ✓ As previously mentioned, Site No. 34 on *Map 8-6* was once used as a municipal landfill, and, therefore, would not be suitable for uses other than open space and/or outdoor recreation. It is suggested that this site be investigated by environmental experts to determine if the site would be suitable for outdoor recreation. If it is deemed suitable for outdoor recreation, this site could possibly become a City park (possibly shared by both North Olmsted and Westlake residents) or a nine-hole golf course. Access to this site could be provided from the proposed relocated S.R. 252, Gessner Road, Root Road, or a combination of the three. Should this site be developed for outdoor recreation in the future, efforts should be made to insure that surrounding residential properties are protected from intrusion by the recreational use.
- ✓ It is suggested that the undeveloped rear of the City's indoor recreation complex (Site No. 35 on *Map 8-6*) be explored as a possible site for senior citizen housing and additional outdoor recreation. If this site is used for outdoor recreation, the ball fields should not be lit at night due to the close proximity of single-family homes, and sound-proof fencing or mounding should be installed. If the site is developed for senior citizen housing, it is recommended that only medium-rise building(s) or cluster homes be constructed, so as not to be intrusive on adjacent homes.

## **FOCUS AREA C: CROCKER-STEARNES ROAD CORRIDOR**

### **Recommendations And Suggestions For Further Discussion**

#### ***Focus Area C-1 - The Extension of Crocker Road North of Lorain Road***

- ✓ Natural landscaped mounding and/or a decorative fence or wall should be installed along both sides of the new roadway alongside the adjacent neighborhoods. The noise study completed for the Crocker-Stearns project did indicate the need for noise mitigation measures between the new roadway and the Pheasant's Walk & Quail Run Subdivision. For the homes on the west side of Hampton Drive, this study predicted that the noise levels were only one decibel under the minimum threshold for consideration of noise mitigation measures. Although the noise barrier analyzed for the Pheasant's Walk and Quail Run Subdivision as the second part of this study did prove to be of acceptable

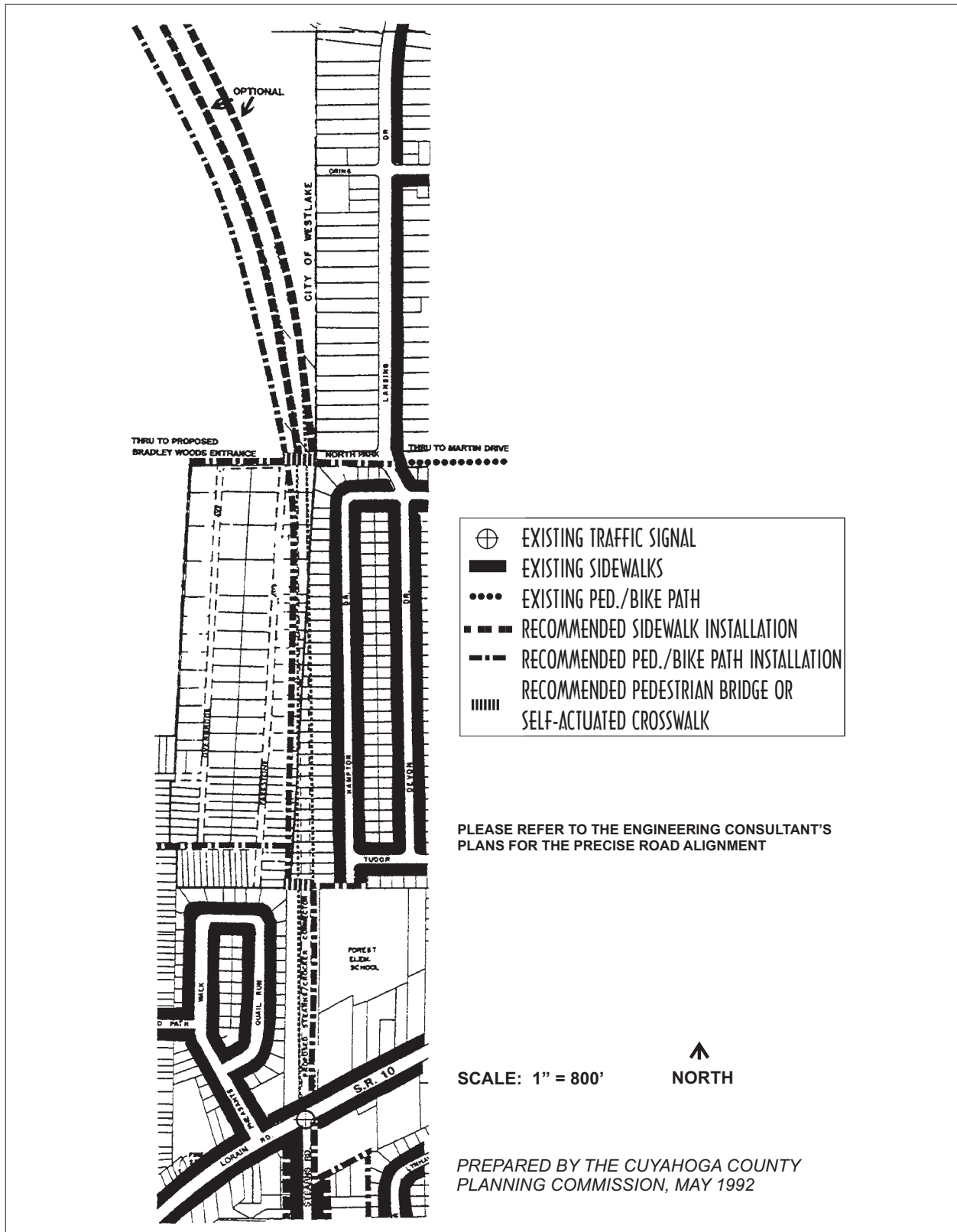
acoustic effectiveness, it did not meet the federal cost feasibility criteria and, therefore, was not recommended for funding as part of the project. However, this study analyzed anticipated noise levels only, and did not analyze other adverse impacts that might be caused as a result of the new roadway such as increased light, loss of privacy, safety and aesthetics. An example of appropriate mounding can be found alongside the rear of the single-family homes along the east side of the Devonshire Estates subdivision located at the southwest corner of Hilliard Boulevard and Crocker Road in the City of Westlake. An appropriate example of a decorative wall can be found alongside the rear yards of The Woods cluster housing development on the west side of Crocker Road between Schwartz Road and Center Ridge Road in the City of Westlake.

- ✓ The speed limit for the new and widened roadway should be 35 MPH, and an adequate number of speed limit signs should be posted by the City and/or the County.
- ✓ Once the Crocker-Stearns project is complete and in normal operation, a traffic study should be conducted to compare actual counts with those originally projected. This study could also determine the need for adjustment of the phasing intervals (green and red time) for each direction of traffic flow at the intersection of Lorain Road and the Crocker Road extension. Also, traffic studies could be conducted on both Porter Road and Columbia Road to determine the effects of the Crocker-Stearns project on traffic patterns for these streets.
- ✓ Either a combination pedestrian and bicycle path should be installed on at least one side of the Crocker Road extension separate from the roadway or sidewalks should be installed along both sides of the new street.
- ✓ Unless agreed upon by the City and the adjacent residential property owners, the construction of a separate bike path only facility along the Crocker Road extension should be deleted due to the additional right-of-way that would be required.
- ✓ Every effort should be made to provide pedestrian and bicycle links between the adjacent neighborhoods and the Bradley Woods Reservation of the Metroparks. *Maps 8-1 and 8-2* illustrate two suggested options for providing pedestrian and bicycle accessibility in the area. This includes the exploration of possibly constructing a pedestrian bridge(s) over the new roadway to insure safety. As an alternative to pedestrian bridges, consideration should be given to mid-block, pedestrian and bicycle crosswalks. Although mid-block crosswalks would not provide the level of safety of pedestrian bridges, they are a cost-effective alternative that are becoming increasingly popular in municipalities that are “pedestrian and bicycle friendly.”
- ✓ The North Olmsted Board of Education has indicated that they do not desire a pedestrian link between the Forest Elementary School and the new roadway. For this reason, safety fencing should be installed along the west side of the Forest Elementary School to discourage children from cutting through to the roadway. However, seeing that children often find ways around safety fencing and disobey established rules meant to insure their safety, and because this school also serves the neighborhoods west of where the new





Map 8-2, Focus Area C-1, Option 2, Pedestrian/Bike Accessibility



roadway will be constructed, warning signs should be posted along the new roadway to alert motorists of the possibility of children in the area. *Map 8-2* identifies the possibility of a pedestrian bridge being constructed over the new roadway to link the school with the west-side of the new roadway. The City and school board should consider this option.

- ✓ Either the City and/or the county should acquire the land remnants of lots split by the location of the new roadway, and transfer ownership of these parcels back to abutting property owners with deed restrictions that would require that these parcels remain in a natural state.
- ✓ The Metroparks should be encouraged to provide vehicular access to the Bradley Woods Reservation from the Crocker Road extension.

#### ***Focus Area C-2 - The Widening of Stearns Road from Lorain to I-480***

- ✓ Once Stearns Road is widened to four lanes, the area will no longer be conducive to traditional single-family development. One option, based on the results of the fiscal and environmental impact analysis, would be to establish a transitional zoning district, such as a residential/professional office district. The residential/professional office district would allow professional offices to be located in current residences as long as the residential character of the dwelling is not altered. Therefore, the residential/professional office district would be compatible with surrounding homes. By creating an opportunity for the establishment of small professional offices, current property owners will receive a return on their investments. Property values would also be stabilized.
- ✓ Another viable option is to rezone the area for higher density residential developments, such as single-family cluster homes or garden apartments, or a mix of the two. Higher density residential development is more appropriate along a major arterial road than the existing single-family homes. Single-family cluster homes would have the most positive impact on the surrounding homes. The impact of the increased density of garden apartments could be mitigated through proper landscaping and buffering.
- ✓ The level of retail and office development that could be built based on the City's zoning code would adversely effect the surrounding neighborhoods and would substantially increase traffic in the area. If any office development is allowed at all, it should be restricted to two stories in height.
- ✓ If it is decided that the single-family homes on Stearns Road between Lorain Road and I-480 will remain, the City should explore with these homeowners the possibility of moving certain homes back deeper into their lots. The majority of these homes are small bungalows built following WWII, and many do not have basements. Although these homes are situated relatively close to the existing street, the majority of the lots upon which they are situated are over 350 feet deep. The City should also explore the possibility of strategically placing decorative guard rails to protect these homes in the event that a vehicle should accidentally leave the roadway.

- ✓ The sidewalks that will be removed as part of the widening of Stearns Road should be replaced along both sides of the street.
- ✓ It should also be noted that the redevelopment of the Stearns Road Corridor may also facilitate the extension of the bike path to Lorain Road. *Maps 8-3, 8-4 and 8-5* illustrate three options for providing pedestrian and bicycle accessibility in the area.

### ***Focus Area C - The Entire Crocker/Stearns Corridor***

- ✓ Because of the close proximity of single-family homes, street lighting should only be allowed at intersections, near pedestrian facilities deemed necessary for safety purposes, and at the Stearns Road/I-480 interchange
- ✓ Although a preliminary analysis conducted by the Cuyahoga County Engineering Department indicated that a traffic light would not be necessary at the intersection of Pheasant's Walk and Lorain Road to facilitate left-hand turning movements onto Lorain Road, this should be re-evaluated once the new roadway is in operation.
- ✓ Utility companies interested in extending lines along the new roadway should be encouraged, if not required, to place the wiring underground. This is also recommended for the area between Lorain Road and I-480
- ✓ The City should encourage full disclosure of all environmental issues concerning the Crocker-Stearns project and advanced public notice of the required public hearing regarding the project's Environmental Assessment Report. The City may also wish to develop a wetlands ordinance which clearly defines the definition of wetlands, identifies the locations of possible wetlands, establishes procedures for proper wetland mitigation, and establishes rules for enforcement in the event of violation of the provisions.
- ✓ The City and/or the county should frequently monitor and inspect the road project during construction to insure compliance with the established regulations regarding blasting protection, dust and noise control, property damage minimization, and plant and wildlife protection and preservation.

## **FOCUS AREA D: WESTERN LORAIN ROAD CORRIDOR AND ENVIRONS**

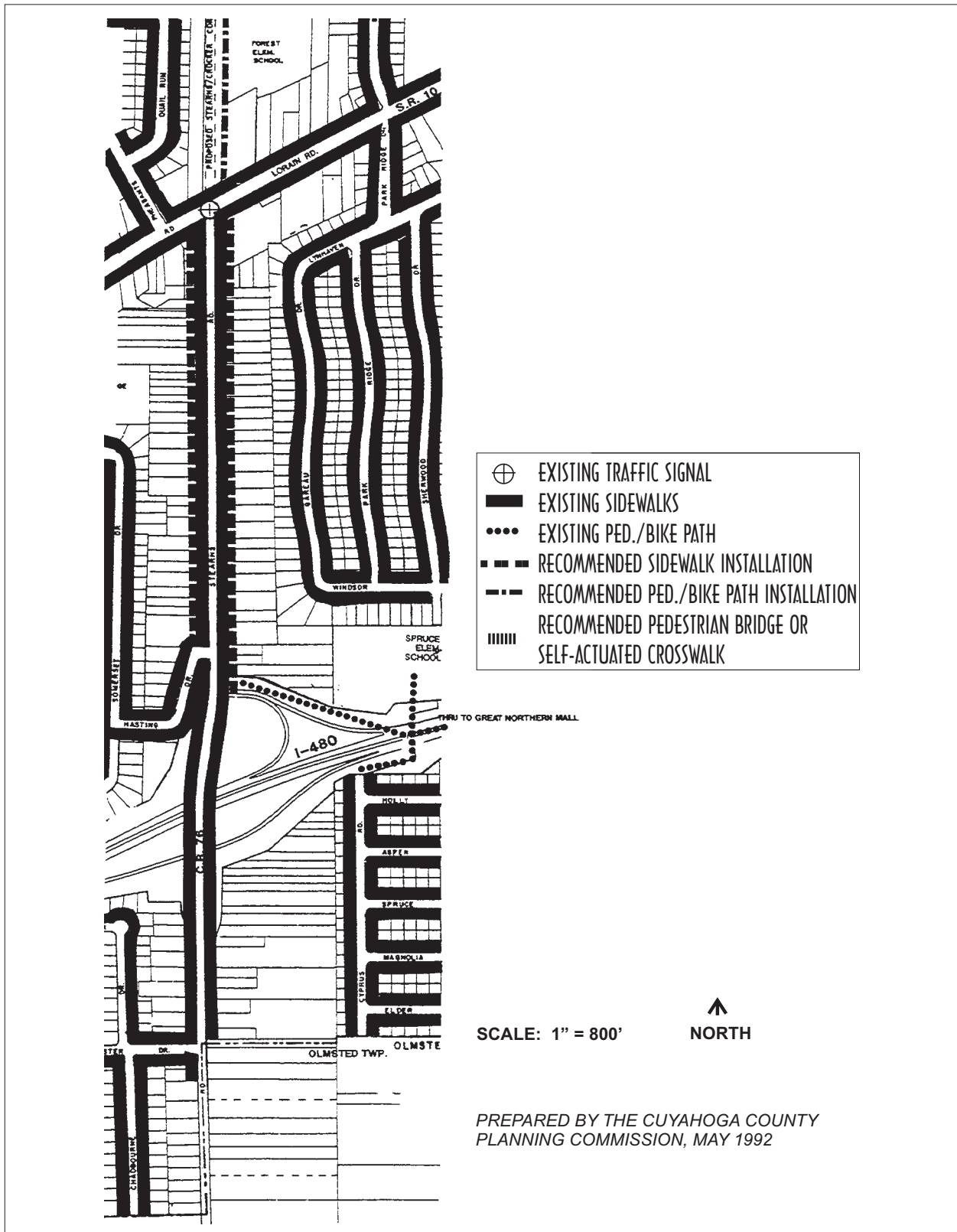
### **Recommendations And Suggestions For Further Discussion**

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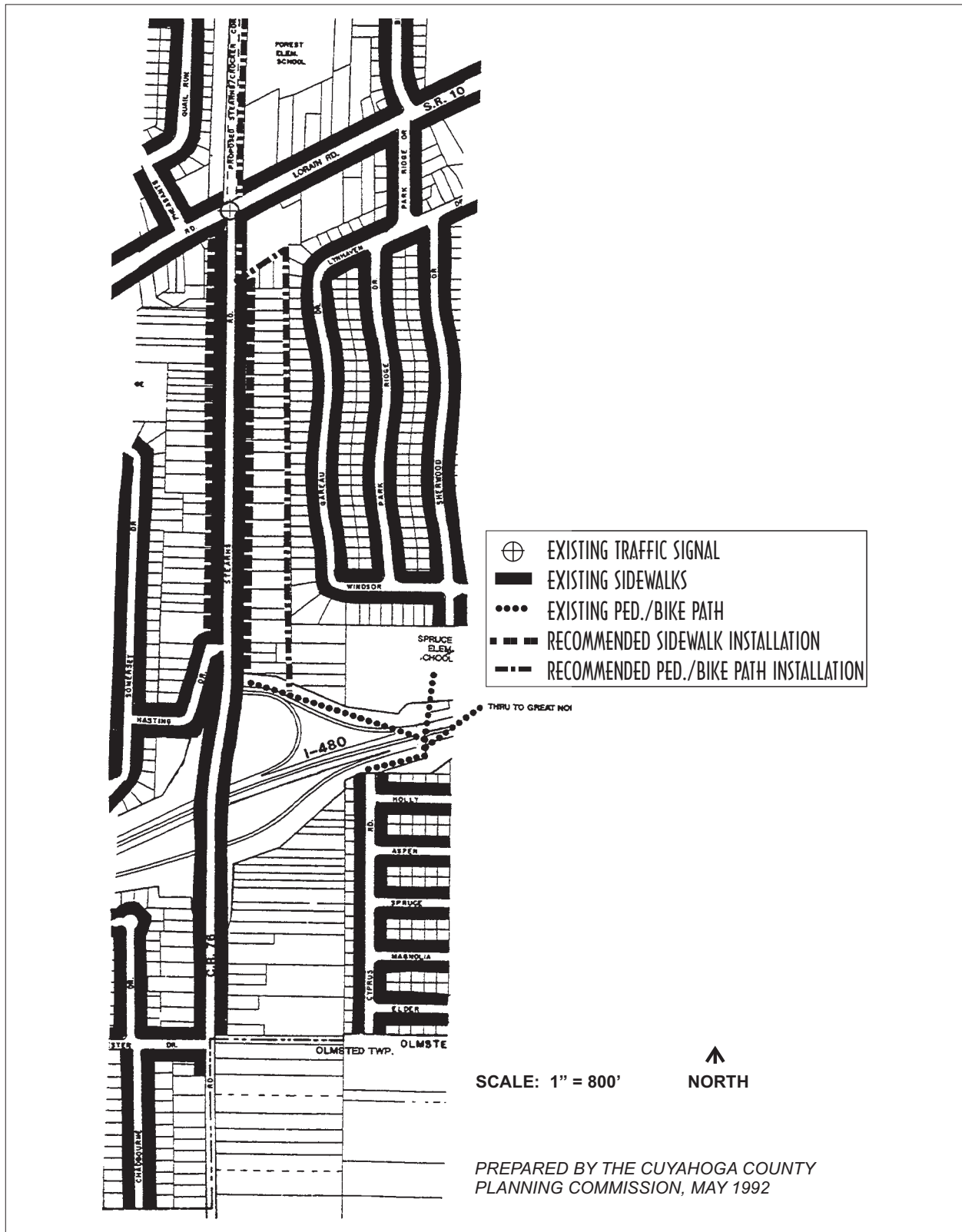
#### ***Aesthetic Improvements***

- ✓ The City of North Olmsted should consider installing a decorative sign at the west entrance to North Olmsted on Lorain Road. Currently, there is only a small, metal sign attached to a utility pole at this entrance to both the City of North Olmsted and Cuyahoga County. The City should also consider installing decorative landscaping in the vicinity of the suggested sign.

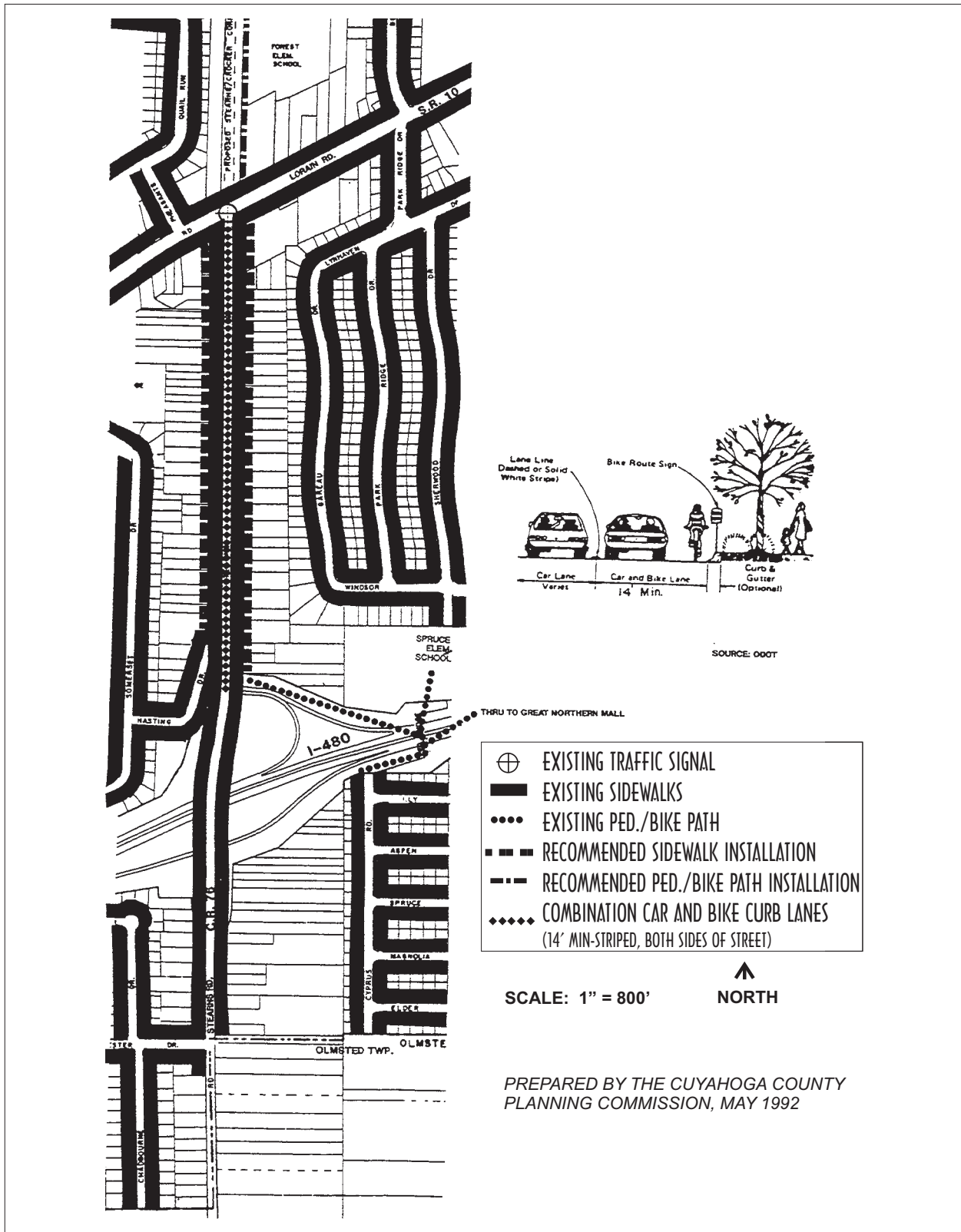
Map 8-3, Focus Area C-2, Option 1, Pedestrian/Bike Accessibility



Map 8-4, Focus Area C-2, Option 2, Pedestrian/Bike Accessibility



Map 8-5, Focus Area C-2, Option 3, Pedestrian/Bike Accessibility



- ✓ The City's building department should consider the removal of any of the dilapidated homes along Lorain Road that are not being lived in and may be structurally unsound. If the owners do not remove them, the City should consider removing them and assessing the property owners for the cost of removal. Children have been known to use abandoned homes as "hang-outs", and the abandoned and condemned homes along Lorain Road are not boarded-up.
- ✓ The City's property maintenance officer should continue routine patrols of Lorain Road in search of violations to the City's exterior property maintenance codes. The appearance of the exterior of many of the properties do not seem to be in compliance with the City's established property maintenance codes. It was also noted during field research that the front yards of both homes and businesses are being used for the open sale of items such as boats, cars, and firewood. Periodic inspections by the City's property maintenance officer along Lorain Road may reveal homes that have been converted to businesses without proper design and approval by the City.
- ✓ Much of the undeveloped land in Focus Area D is located along the Lorain Road corridor, and is heavily forested. As this land is developed over time, every effort should be made to preserve as many of the mature trees as possible - especially in those areas within view from the roadway.

#### ***Future Industrial Development***

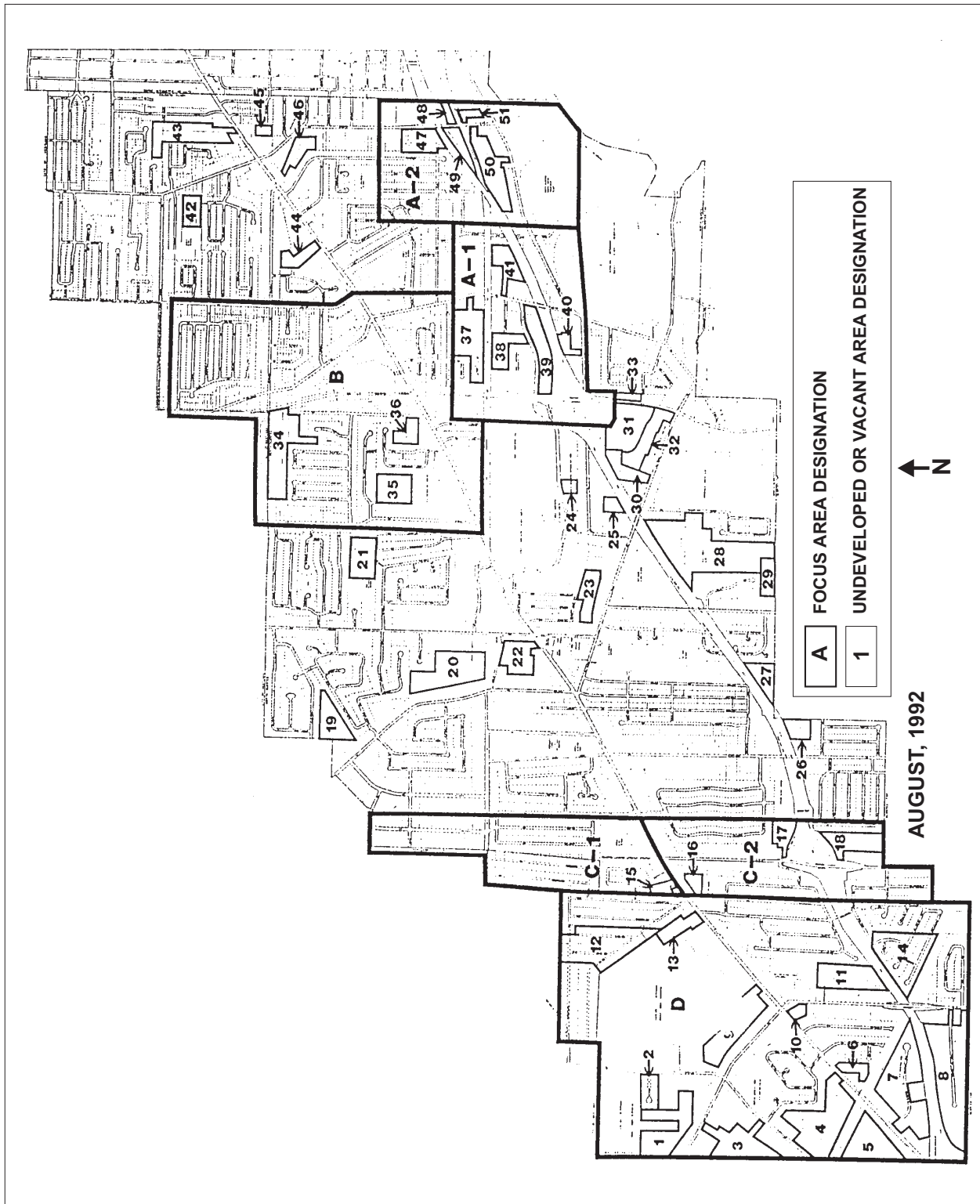
- ✓ In order to encourage and promote development in the North Olmsted Industrial Park, a new development sign should be erected on the south side of the park within view of motorists on I-480. This sign should identify that the industrial park is located within an enterprise zone. At the entrance to the industrial park along Lorain Road, a decorative sign identifying the name of the industrial park should also be erected.
- ✓ Many of the recently completed industrial parks in northeastern Ohio have had sidewalks and/or bike paths installed within them. Today, more so than any other time in the last forty years, more people are walking and riding bicycles to the workplace. Many office and industrial establishments now provide bicycle storage lockers and showers on their premises. As identified under Improvement of Pedestrian and Bicycle Transportation, the possibility exists of extending the bike path that currently ends at Stearns Road to the industrial park.
- ✓ Both the City and the owners of the North Olmsted Industrial Park should encourage the use of quality design and building materials be used in the construction of additional, future industrial and office establishments - especially if these firms are going to be granted tax breaks.
- ✓ If it is decided that the RTA/NOMBL bus garage will be moved into the rear of the industrial park, consideration should be given to constructing an access road from Lorain Road directly to this garage. Otherwise, bus traffic within the industrial park may both discourage potential future tenants from locating in the park and inhibit the flow of

vehicular and pedestrian traffic within the park. Should both the proposed bus garage and the proposed Plain Dealer distribution center be constructed in the industrial park without the construction of a separate access road to Lorain Road, the possibility exists for early morning conflict between buses, newspaper trucks, and newspaper carriers.

- ✓ The undeveloped land adjacent to the west-side of the Timber Trails Subdivision (Site No. 4 on *Map 8-6*) is currently zoned for light industrial development. Should this land be developed for commercial and/or light industrial purposes, every effort should be made to adequately buffer the adjacent subdivision from this more intensive use. In addition, because of the close proximity of this subdivision, the City should explore the possibility of rezoning all or a portion of this area to allow only for residential development.
- ✓ Currently, there is over 4.5 million square feet of commercial floor space within the City of North Olmsted. This is more commercial floor space than currently exists in Downtown Cleveland, and nearly half of the total for all of the City of Cleveland. Seventy-five percent (75%) of the City's remaining, non-commercially developed land zoned for retail business is located along Lorain Road in Focus Area D. It was estimated that an additional one million square feet of commercial floor space could be developed on this land using the City's existing zoning regulations for General Retail. When the Crocker Road extension is completed, coupled with the expected growth in the future of Olmsted Township and North Ridgeville, it is likely that much of this land will be developed for high-density commercial use, if allowed to do so. In order not to create a duplicate of the heavily commercialized Lorain Road corridor in the east and central sections of North Olmsted, it is suggested that the City explore the possibility of creating one or more additional retail business zoning classifications that would not allow commercial development of the intensity currently allowed under the City's sole General Retail zoning classification. The majority of communities in northeastern Ohio have more than one zoning classification for regulating the development of general business. For example, many communities have a hierarchy of commercial zoning classifications that specify that only certain types of businesses may be constructed in certain areas within their municipal boundaries. These hierarchies of commercial zoning classifications are established for a variety of reasons, including preservation of residential properties, traffic control, environmental protection, and controlling the amount and location of desired commercial development. Common names for these less intensive commercial zoning classifications include Neighborhood Business, Local Business, and Local Office. Common names for the higher intensive commercial zoning classifications include Regional Shopping, Community Shopping, Motor Sales/Service and Shopping Center.
- ✓ The City should also consider the possibility of rezoning portions of this commercially zoned land along Lorain Road to allow for various types of residential development, such as apartments, condominiums, townhomes, senior housing and cluster housing. This would reduce the amount of possible, future commercial development in the area, thus reducing traffic and noise.



Map 8-6, Undeveloped Areas for Final Development Plan



- ✓ The City should explore the possibility of rezoning a number of the larger undeveloped parcels that remain on and behind Lorain Road to allow for mixed use developments. The City's Mixed Use D zoning classification, which allows for a combination of various residential types of housing, offices and local retail, should be explored.
- ✓ The requirements set forth in the City's existing zoning regulations for General Retail are used in overseeing the conversion of residential properties into commercial properties. Because this General Retail classification was not designed to regulate conversions, it is suggested that the City consider establishing an additional set of zoning regulations solely intended to regulate the conversion of residential properties into commercial properties. These zoning regulations could be applied whenever a residential property is converted to a commercial property within the City's business districts. Many northeastern Ohio communities with older, arterial streets have adopted "overlay" zoning ordinances to regulate the conversion of homes into businesses. These "overlay" zoning regulations could be established as a separate zoning classification or established in conjunction with the adoption of additional, new commercial zoning classification(s), as suggested above. In fact, the neighboring City of Fairview Park recently adopted such regulations. The purpose of these regulations include the following: 1) to protect adjacent residential properties by requiring that the appearance of the converted structure remain similar to its residential appearance, 2) to require that adequate buffering and landscaping be provided between the converted structure and adjacent residential properties, and 3) to insure the adequate design of lighting, signage, and the design and placement of parking areas.

### ***Future Residential Development***

- ✓ Currently, the land on the northwest side of Bradley Road, south of Barton Road (Site No. 3 on *Map 8-6*) is zoned primarily for limited industry. Because this area is mostly surrounded by residential uses and the Bradley Woods Reservation of the Metroparks, it is suggested that this land be considered for rezoning to residential use. Also, this industrially zoned land is outside of the recently established enterprise zone which borders this area to the south.
- ✓ The vast majority of the remaining undeveloped land zoned for single-family residences in North Olmsted is in Focus Area D. At present, the City of North Olmsted's "largest lot" zoning classification for the construction of single-family homes is Single Residence A. This zoning classification allows the construction of homes on lots less than one-third of an acre in size. Within North Olmsted, there is very little high-priced, upscale single-family housing (\$300,000 or more). For this reason, coupled with the fact that this area contains the last of North Olmsted's undeveloped residentially zoned land, the City may wish to explore the possibility of creating a "larger lot" zoning classification in conjunction with the rezoning of certain areas within Focus Area D to this new classification. Alternative development impact analysis was performed on a variety of single family residential scenarios using various lot sizes and sizes of homes. In general, the results have shown that larger lots, with larger homes than typically found in North Olmsted, would be less costly to provide various City services.

- ✓ In 1991, the City of North Olmsted adopted a zoning classification that allows for the development of single-family cluster homes. The intent of cluster zoning is to provide greater flexibility and utilization of space when developing single-family subdivisions. However, none of the undeveloped, residentially zoned land in Focus Area D is zoned exclusively for the development of cluster homes. It is suggested that the City explore the possibility of zoning the environmentally sensitive (i.e. flood plains, wetlands), residentially zoned areas within this focus area to allow for such development.

### **Improvement of Pedestrian and Bicycle Transportation**

- ✓ Barton Road north of Lorain Road has sidewalks on only one side of the street, and all of Bradley Road lacks sidewalks. Because these two streets lead directly to the entrance of the Bradley Woods Reservation of the Metroparks and the North Olmsted Soccer Fields, it is suggested that the City explore with the property owners the possibility of installing sidewalks where they are deemed necessary to provide adequate pedestrian access to these parks.
- ✓ A ten foot-wide asphalt pedestrian and bicycle path extends from the I-480/Stearns Road interchange to Great Northern Mall along the north side of I-480. Although the residents of the Bretton Ridge subdivision north of I-480 successfully lobbied against the extension of this bike path to Barton Road in the early 1980's, it is suggested that this possibility be discussed once again. At the time that it was originally rejected, there were no discussions concerning the possible extension of the bike path to the Bradley Woods Reservation of the Metroparks. Also, a pedestrian bridge connects the two areas of the Bretton Ridge Subdivision that is divided by I-480. The final phase of the Cambridge Estates Subdivision south of I-480 has yet to be completed, and connection of this subdivision to the existing bike path which runs along I-480 could serve to enhance the marketability of these remaining homesites as well as the homesites of the pending Cinammon Woods Subdivision located off of Barton Road. The extension of the bike path west of Stearns Road could possibly take place on the outside of the recently constructed noise barriers in this area in order not to disturb the area residents.
- ✓ In conjunction with the suggested further exploration of the extension of the bike path along I-480 from Stearns Road to Barton Road, the possibility of also extending this bike path into the North Olmsted Industrial Park could be explored. Many of the recently completed industrial parks in northeastern Ohio have had bike paths installed within them. This could be done by either directing the bike path into the rear of the industrial park, or by extending the bike path all the way to the Lorain Road interchange of I-480 at the North Olmsted/North Ridgeville corporation line.
- ✓ If the bike path along I-480 is extended to Barton Road and/or the North Olmsted Industrial Park, the possibility of also extending this bike path to the south ends of Wedgewood Street and Charles Avenue should also be explored. This could possibly be accomplished along the Cleveland Electric Illuminating Company's easement. By

connecting Charles Avenue and Wedgewood Drive to the bike path, this would also provide the Timber Trail Subdivision (which is on the north side of Lorain Road) with access to the bike path without having to travel along busy arterial streets to get to it.

### **Development Recommendations For The City's Fifty-One Largest Vacant Sites**

The Development Recommendations for the City's Fifty-one Largest Vacant Land Sites are based on input received from community officials and the findings of development impact analyses done for many of these sites. Each of the 51 vacant sites are shown on the following map and listed in the Master Plan itself in a table, along with acreage, current zoning, past land use planning recommendations, and other pertinent information regarding known environmental constraints and project development status. The Plan's major recommendations for future development are listed under the column labeled "Best or Primary Recommended Future Land Use." Acceptable alternative or secondary future land uses are listed under the next column so labeled to the right. The final column to the right recommends any zoning changes that might be necessary to allow for the future development of each site as recommended in the table. A summary of the land use recommendations for these 51 sites is listed in *Table 8-1*.

As *Table 8-2* shows, the Master Plan is recommending that approximately 61% of the acreage containing the City's 51 largest vacant sites should be developed for some sort of residential development, either single-family (47.8%) or multi-family (13.8%). Conversely, the Master Plan is suggesting that only 32 acres representing 3.8% of the total vacant acreage of these sites should be developed for commercial land uses with all of this amount being reserved for office space and none for retail.

The Final Development Plan also calls for substantial increases in recreational (133 acres) and industrial land uses (70 acres) which are two land uses that the Plan has indicated needs additional acreage. The last category, mixed use, represents a development type that combines residential, recreational, and commercial land uses in a single, unified development that typically makes residential and recreational uses the primary uses, and commercial uses such as retail businesses and offices ancillary to the primary residential uses. The Plan calls for a substantial use of this type of development (89 acres) that would result in mixed use development on major City arterials such as the western end of Lorain Road and the Great Northern/Country Club Boulevards area.

Table 8-1, Future Land Use Plan for Vacant Sites

Map ID	Size Acres	Existing Zoning Classification	Suspected Environmental Development Constraints (1)	Recommended Land Uses From 1973 Master Plan	Additional Information	Best or Primary Recommended Future Land Use(s)	Acceptable Alternative/ Additional Future Land Use(s)	Recommended Zoning Changes
1	21.6	Single Residence B	Possible wetlands	1&2- Family	Undeveloped rear yards of homes fronting on Bradley & Barton Roads & land abutting 17.3 acres of Metro Parks	Large lot, Single-Family Housing	Outdoor Recreation/ Open Space Expansion of Metropark Reservation	To Large Lot Single-Family District
2	7.4	Single Residence B	Possible wetlands	Parks and Recreation	21-Unit Bradley Oaks Estates subdivision; currently under construction	Single-Family Housing	-	None
3*	23.3	Multiple Residence/ Limited Industry	-	Industry	Undeveloped rear yards of homes fronting on Bradley Rd. & multi-family residences on Barton Rd.	Multiple-Residence Housing	Cluster Housing in Large Lot Single-Family	To Multiple Residence District
4*	41.7	Limited Industry/ General Retail	Close proximity to overhead electrical power transmission lines	Industry	Vacant parcels behind 24 sublots of Timber Trails Subdivision	Single-Family Housing	Office/ Cluster Housing	To Single-Family Cluster or Large Lot Single-Family
5*	24.2	Limited Industry	Close proximity to overhead electrical power transmission lines	Industry/ Utilities	Vacant parcels and the undeveloped rear yards of homes fronting on Lorain Road	Limited Industry	Office	None
6*	6.6	General Retail	Close proximity to overhead electrical power transmission lines	Townhouse/ Garden Apartments	Undeveloped rear yards of homes fronting on Lorain Rd.	Mixed Use (Multiple Residential, Cluster Housing, Retail)	Local Retail/ Office	To Mixed Use E District
7*	45.8	Limited Industry	Close proximity to overhead electrical power transmission lines	Industry	North Olmsted Industrial Park	Limited Industry	Office	None
8	55.0	Mixed Use C	-	Industry	Pending 278-unit Cinnamon Woods Subdivision	1&2-Family Cluster Housing	-	None
9*	25.7	Single-Residence B/ General Retail	Possible wetlands	1&2-Family	Undeveloped rear yards of homes fronting on Barton and Lorain Rds.	Cluster Housing	Large Lot Single-Family Housing	To Single-Family Cluster District
10*	2.5	Single-Family Residence A	-	Retail	Vacant parcel on Lorain Rd. next to church	Mixed Use D	Office/ Residential	Mixed Use E
11*	27.0	Single Residence A	-	Recreation/ 1&2-Family	City-owned property by Chestnut School and the undeveloped rear yards of homes fronting on Barton Road	Cluster Homes/ Large Lot Single-Family	Single-Family Residential A	To Single-Family Cluster District
12*	37.8	Single Residence C	Possible wetlands	1&2-Family	"Paper subdivision" never constructed; numerous owners; non-conforming lots	Outdoor Recreation/Open Space/Metroparks Reservation	Cluster Homes/ Large Lot Single-Family	To Single-Family Cluster District
13*	7.7	Single Residence B/ General Retail	-	Medium Rise Apartments	Undeveloped rear and side yard of homes fronting on Lorain Rd. & area to south & east of Metroparks	Mixed Use (Multiple Residences/ Senior Cluster Housing)	Local Retail/ Office/Mixed Use E/ Metroparks	Mixed Use E
14	27.8	Single Residence A	Close proximity to overhead electrical power transmission lines	1&2-Family	78-unit Cambridge Estate Subdivision; currently under construction	1-Family Housing	-	None
15	4.6	General Retail	-	Townhouse/ Garden Apartments	Undeveloped land in rear of small shopping center and fire station	Mixed Use E	-	Mixed Use E

Table 8-1 (continued)

Map ID	Size Acres	Existing Zoning Classification	Suspected Environmental Development Constraints (1)	Recommended Land Uses From 1973 Master Plan	Additional Information	Best or Primary Recommended Future Land Use(s)	Acceptable Alternative/ Additional Future Land Use(s)	Recommended Zoning Changes
16*	4.2	Single Residence B	Located in Zone A and zone B floodplains	Townhouse/ Garden Apartments	Undeveloped rear yards of homes fronting on Stearns Rd.	Mixed Use (Cluster Housing)	Multiple Residence Housing	Mixed Use E District
17	9.2	Single Residence B	Possible Wetlands	Recreation/ Open space	North Olmsted Board of Education-owned property behind Spruce Elementary School	Outdoor Recreation/Open Space	School Expansion	None
18	14.2	Single Residence B	Possible Wetlands	1&2-Family	Vacant, land-locked parcels and undeveloped rear yards of homes fronting on Stearns Rd.	Cluster Housing/ Large Lot Single-Family Housing	Open Space/ Outdoor Recreation	To Single-Family Cluster District
19	13.1	Single Residence A	-	Elementary School Playground	City-owned property; one-time proposed school site	Outdoor Recreation/Open Space	Large Lot Single-Family Housing	To Single-Family Cluster District
20	28.9	Single Residence A	-	1&2-Family	Undeveloped rear yards of church and homes fronting on Dover Center & Porter Rds.	Large Lot Single-Family Housing	Outdoor Recreation/ Open Space/ Single Residence A	To Large Lot Single-Family District
21	15.4	Single Residence A	-	Playground/ Recreational Field	North Olmsted Board of Education-owned property; undeveloped rear yards of homes fronting Canterbury Rd.	Outdoor Recreation/Open Space	Cluster Housing/ Large Lot Single-Family Housing/ Single Family A	To Single-Family Cluster District or Large Lot Single-Family
22*	16.6	General Retail	Environmental studies conducted	Industry/ Townhouse Garden Apartments	Former Sherwin-Williams site; currently being considered for Wal-Mart	Office	General Retail	To Office Building District
23	10.6	Single Residence B	Possible wetlands	1&2-Family	Vacant parcels fronting on Kennedy Ridge	Single-Family Residential	Single-Family Cluster	None
24	3.6	Mixed Use A	-	High-Rise Apartments	Undeveloped parcel in the Great Northern Technology Park	Research Office	Retail	None
25	4	Single Residence A	-	1&2-Family	Vacant, land-locked parcels adjacent to Kiwanis Park	Outdoor Recreation/Open Space	-	None
26	6.9	Single Residence B	Possible Wetlands	1&2-Family	Undeveloped rear yards of homes fronting on McKenzie Rd., land-locked	Cluster Housing/ Large Lot Single-Family Housing	Open Space/ Outdoor Recreation/ Single Residence B	To Single-Family Cluster District
27	9.9	Single Residence B	Possible Wetlands	1&2-Family	Vacant, land-locked parcels with two western parcels owned by ODOT	Cluster Housing/ Large Lot Single-Family Housing	Open Space/ Outdoor Recreation	None
28	70.0	Single-Family Cluster	-	Golf Course/ 1&2-Family	Site of pending 285-unit View Point cluster housing subdivision	Single-Family/ Cluster Housing/ Golf Course	-	None
29	7.9	Single Residence A	-	1&2-Family	Undeveloped rear yards of homes fronting on Fitch Rd.	Cluster Housing/ Large Lot Single-Family Housing	Outdoor Recreational Open Space	To Single-Family Cluster District
30	13.2	Single Residence A	-	1&2-Family/ Playground	Vacant parcels fronting on Butternut Ridge Rd.	Single-Family Residential	-	None
31	11.3	Single Residence A	-	1&2-Family	Site of pending Moen Inc. office building under construction	Office	Hotel/Office	None**
32	17.5	Single Residence A	-	1&2-Family	280-unit Butternut Ridge apartment complex currently under construction	Multiple Residences	-	None**

Table 8-1 (continued)

Map ID	Size Acres	Existing Zoning Classification	Suspected Environmental Development Constraints (1)	Recommended Land Uses From 1973 Master Plan	Additional Information	Best or Primary Recommended Future Land Use(s)	Acceptable Alternative/ Additional Future Land Use(s)	Recommended Zoning Changes
33	4.1	Single Residence A	-	1&2-Family	Vacant parcel on S.R. 252; parcel depth averages approximately 150 feet	Multiple Residences	Open Space/ Office/Single Family A	To Multiple Residence District
34*	32.0	Single Residence A	Severe development constraint; closed landfill	Elementary School/Park/ Open Space/ Utilities	Closed municipal landfill; severe development constraints	Open Space/ Outdoor Recreation	-	None
35*	14.4	Single Residence B	Possible Wetlands	1&2-Family	Undeveloped rear of North Olmsted Recreation Complex	Outdoor Recreation/Open Space/Senior Citizen Housing	Single Family B	To Senior Residence District
36	7.0	Single Residence B/ General Retail	Small Watercourse	1&2-Family	Vacant parcels and undeveloped rear yards of homes/businesses fronting on Lorain Rd.	Mixed Use (Senior Citizens Cluster Housing/ Multiple Residences)	Single Residence B	To Mixed Use B District
37	26.2	Office Building	-	1&2-Family Townhouse/ Garden Apartments	"Paper Subdivision" and vacant parcels; Biskind Parcel E	Mixed Use (Office/Multiple Residence and Senior Housing)	Ancillary Retail/ Service	To Mixed Use D District
38*	12.3	Mixed Use A	-	Hi-Rise Apartments	Biskind Parcel A	Office/Hotel	Ancillary Retail/ Service	None
39*	18.2	Mixed Use A	-	Motor Service/ Hi-Rise Apartments	Under construction for Mixed Use (western portion); Biskind Parcel B	Hotel/Office/ Restaurant/ Service/Mixed Use	Office/ Service	None
40	2.9	Mixed Use A/ Single Residence A	-	Townhouse/ Garden Apartments	Vacant parcels and undeveloped rear yard of homes fronting on Kennedy Ridge	Multiple Residences/ Senior Housing	Open Space	To Multiple Residence District
41*	11.6	Single-Family Cluster	Possible Wetlands	Townhouse/ Garden Apartments	Vacant parcels fronting on Columbia and Brookpark Rds.	Multiple Residences	Senior Citizen Housing	To Multiple Residence District
42	10.2	Single Residence C	-	Playground/ Recreational Field	North Olmsted Board of Education-owned property; the undeveloped rear yards of homes fronting Clague and French Rds.	Outdoor Recreation/Open Space	School Expansion/ Community Facility	None
43	22.0	Single Residence C/ General Retail	-	Local Office/ 1&2-Family/ Playground	Vacant parcels and the rear yards of homes fronting on Lorain Rd.	1-Family Housing	Retail/ Service/ Office for Frontage Only	Mixed Use D
44	14.3	General Retail/ Single Residence C	Possible Wetlands	Retail/ Playground/ 1&2-Family	Vacant parcels fronting on Lorain Rd.	1-Family Housing	Retail/ Service/ Office for Frontage Only	Mixed Use D
45	2.6	General Retail/ Single Residence C	-	Nursing Home	Undeveloped rear yard of nursing home fronting on Lorain Rd.	Senior Housing	Nursing Home Expansion	To Senior Residence District
46	9.0	Single Residence C	-	1&2-Family	Vacant parcels and the undeveloped rear yards of homes fronting on Clague Rd.	Multiple Residences	Cluster Housing	To Multiple Residence District
47*	8.6	Single Residence C	Possible Wetlands	1&2-Family	"Paper street"; undeveloped parcels fronting Clague Rd; proposed site of I-480 entrance ramp	Multiple Residences	I-480 Westbound Entrance Ramp/Single Residences	None (2)

Table 8-1 (continued)

Map ID	Size Acres	Existing Zoning Classification	Suspected Environmental Development Constraints (1)	Recommended Land Uses From 1973 Master Plan	Additional Information	Best or Primary Recommended Future Land Use(s)	Acceptable Alternative/ Additional Future Land Use(s)	Recommended Zoning Changes
48	2.4	Multiple Residence	-	Parks/Open Space	Site of portion of proposed 138-unit apartment complex primarily in Fairview Park	Multiple Residences	Open Space	None
49	3.9	Multiple Residence	-	Parks/Open Space	Vacant parcel owned by the State of Ohio; outdoor storage by city of North Olmsted	Outdoor Recreation/Open Space	None	None
50*	23.4	Multiple Residence/ Single Residence A	Wetlands identified in environmental study	Townhouse/ Garden Apartments	Undeveloped rear yards of homes fronting Mastick Rd.; proposed 132-unit A Stone's Throw apartment complex	Multiple Residences/ Senior Housing	I-480 Eastbound Exit Ramp/ Park Recreation	To Multiple Residence District
51*	4.0	Multiple Residence/ Single Residence A	-	Townhouse/ Garden Apartments	Vacant parcels fronting Clauge & Brookpark Rds; undeveloped rear yards of homes fronting Mastick Road	Multiple Residences	Senior Citizen Housing/ Open Space	To Multiple Residence District

(1) Based primarily on review of 1977 wetland maps prepared by the U.S. Department of the Interior, 1979 floodplain maps prepared by the U.S. Department of Housing and Urban Development, field observations, and the results of environmental studies performed for particular sites. Further environmental studies would be needed for the vast majority of these undeveloped areas.

\*Indicates that alternative development impact analysis was performed for this site.

\*\*The Court has overturned the previous Single Residence "A" zoning classification for this site and has allowed higher development uses (commercial offices and multiple residences).

Table 8-2, Summary Table of Land Use Recommendations for the 51 Largest Vacant Sites

Land Use	Acres	Percent of Available Vacant Land
<b>RESIDENTIAL</b>		
Single-Family	404	47.8
Multi-Family	117	13.8
<b>COMMERCIAL</b>		
Office	32	3.8
Retail	0	0.0
<b>INDUSTRIAL</b>	70	8.3
<b>RECREATIONAL</b>	133	15.7
<b>MIXED USE</b>	89	10.6
<b>TOTAL</b>	<b>845</b>	<b>100.0</b>



## **Chapter Nine**

# **Strategic Management Plan**

The final chapter of the *North Olmsted Master Plan* consists of a strategic management plan for implementing the goals and development recommendations found elsewhere in this Master Plan. It is important to realize that the City's Master Plan by itself will not bring about the recommendations contained in this report. Rather, it will take a concentrated, coordinated and cooperative effort by local officials and citizens alike for the *North Olmsted Master Plan* to be implemented. 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.

In order to effectuate the comprehensive plan, the City may wish to employ a full-time planning or economic development specialist or retain the service of a professional planning firm to assist the Planning Commission in the implementation of the strategies described below. The City may also consider the institution of citizen task forces for each of the major strategies to assist the City in prioritizing these recommendations. Zoning changes which are recommended in the Plan will need to be approved by Council after action by the Planning Commission.

The following is an outline of the proposed strategic management plan that should be followed to bring about the implementation of the Master Plan. Each of the recommended strategies are tied to the general goals that are listed in the first chapter of the Master Plan.

## RESIDENTIAL GOALS AND STRATEGIES

### **GOAL NO. 1: Continue to Protect the City's Residential Neighborhoods From Commercial Encroachment**

- ✓ Improve and toughen buffering and screening requirements within the city's zoning code.

The City needs to toughen its buffering and screening requirements in its zoning code for areas that allow commercial uses adjacent to existing residential zoning districts. For example, specific standards governing the minimum height of perimeter screens, fences, walls, landscaped mounds, etc., proposed to be used to screen storage buildings, parking lots, trash dumpsters, and other commercial uses that abut residential zoning districts, need to be developed. In addition, the zoning code needs to develop minimum opacity standards for screening materials and a maximum planting distance between trees, shrubs and other natural landscaping materials that serve as screens between commercial and residential land uses. Moreover, the zoning code needs to establish standards on what the minimum width of a landscaped area should be. For example, a two-foot wide landscaped buffer would probably not serve as a sufficient screen between most commercial land uses and an abutting residential zoning district. On the other hand, a fifty-foot wide landscaped buffer could possibly be too high a standard and could discourage new development of retail uses.

- ✓ Carefully evaluate any proposed rezoning of land to non-residential use districts that would abut two or more sides of existing residential development.

The second implementation strategy in protecting the City's residential neighborhoods from commercial encroachment is for the City to disapprove any new rezonings of land to commercial retail uses that would abut two or more sides of an existing residential land use. This policy, if implemented, would continue to allow new commercial development along major arterials, such as Lorain Road, that abut residential zoning districts on only one side (the rear lot line) but would effectively restrict commercial expansion into established residential neighborhoods.

## **GOAL NO. 2: Continue to Preserve and Maintain the Quality of the City's Existing Housing Stock**

There are several implementation strategies that can be followed to accomplish this residential goal of preserving the City's existing 13,000 housing units. Specifically, the City of North Olmsted should pursue the following implementation strategies:

- ✓ Promote the City's new Home Improvement Loan Subsidy program.

This program allows qualifying residents to obtain low interest loans for the purpose of rehabilitating, remodeling or otherwise improving single- or two-family dwelling units, including residential condominium units within the City of North Olmsted. This new program, which was passed as an ordinance by City Council in May of 1992 (Ordinance No. 92-52), replaces the City's Link Deposit Program, which was similar in purpose but restricted homeowners to receiving home improvement loans only from financial institutions which the City had previously been doing its banking.

- ✓ Promote the City's new Community Reinvestment Act for Tax Exemptions for improvements to residential real property.

This program provides tax exemptions for improvements to residential real property throughout the City. This act, which was passed by City Council in February of 1992, and has now become Chapter 171 of the City's Codified Ordinances, gives tax exemptions for 10 years for any improvements to dwellings containing not more than two family units provided that the cost of remodeling is at least \$2,500.00. For residential dwellings containing more than two family units where the cost of remodeling is at least \$5,000.00, the tax exemptions on the improvements is to last for twelve years.

- ✓ Secure CDBG funds for upgrading qualifying residences in approved ITA locations.

Using the information from the recently completed residential building survey, the City of North Olmsted should encourage qualifying residential property owners within the City's Identified Improvement Target Areas (ITA's) to seek low interest rehabilitation loans that may be available through the Cuyahoga County Department of Community Development under its Community Development Block Grant funding. This program would be available to low- and moderate-income property owners that own residential dwellings within the Improvement Target Area(s) that were identified in Chapter Four

(Inventory and Assessment of Existing Residential and Commercial Development) of this Master Plan.

- ✓ Sponsor home maintenance and repair workshops.

One way to help homeowners reduce the costs of home repair is to help them learn how to make some of those repairs themselves. While occasional do-it-yourself home repair or construction projects are sometimes offered by local merchants, some cities such as Cleveland and Cleveland Heights, Ohio and Battle Creek and Springfield Michigan, offer home maintenance and repair classes either through area non-profit corporations or through a local community college.

In other communities such as Lakewood, the local Board of Education/Adult Education and/or the Recreation Department offer such courses for a charge for each class ranging between \$10 and \$50. The cost of attending some of these courses may be a financial hardship for many low- and moderate-income households or the time that they are scheduled may be inconvenient.

The City of North Olmsted may wish to consider providing additional options for these households to learn home maintenance and repair skills. Providing an “educational grant” to attend such courses offered through the North Olmsted Board of Education Adult Education and/or Recreation Department may be one option. Working with one of the local non-profit organizations in the Cleveland area might be another option. For example, Lutheran Housing Corporation currently provides a similar service to Ameritrust Company, N.A., for its Community Homeownership Club Loan and the Housing Resource Center, which has recently received a grant to create a series of “Getting to Know Your Home” workshops, may also be sources of assistance.

- ✓ Consider expanding the City’s real property maintenance code to cover residential properties (buildings, accessory structures and yards).

Currently, the City’s *Real Property Maintenance Code* (Chapter 1363 of the City’s Building Code) does *not* include residential properties and the City has no comprehensive housing maintenance code. The Cities of Fairview Park and Westlake have similar programs in place. Thus, the City has the legal authority to correct only a few nuisance-related concerns such as the storing in the open of junked automobiles and the cutting of grass and weeds over 8 inches high. The adoption by the City of a comprehensive residential property maintenance could give the City the power to enforce virtually any exterior maintenance problem that constituted a threat to the health, safety, and general welfare of the residents and citizens of North Olmsted. Specific items that could be addressed under such an expanded property maintenance code, *provided that proper staffing is supplied by the City*, might include the following problems:

1. *Refuse*. An accumulation of brush, broken glass, stumps and roots that present a safety hazard; also garbage, trash and debris that present an unsanitary and/or safety hazard. Compost piles, enclosed in a fenced area, not exceeding

twenty-four square feet and maintained not closer than thirty feet from adjacent property lines, should be exempt from this paragraph.

2. *Natural Growth.* Dead trees and limbs or other natural growth, which, by reason of rotting or deteriorating conditions or storm damage, constitutes a hazard to persons in the vicinity thereof.
3. *Overhangings and Awnings.* Loose and overhanging objects, which, by reason of location above ground level, constitute a danger of falling on persons in the vicinity thereof.
4. *Sources of Infestation.* Permitting premises to become infested with vermin or rodents is hereby declared to be a nuisance and is prohibited. No owner, occupant, or person in charge or control of any premises shall cause or knowingly permit such premises to become or to remain infested with vermin or rodents.
5. *Foundation walls.* Exterior foundation walls shall be kept structurally sound, free from defects and damage and capable of bearing imposed loads safely.
6. *Chimneys and all Flue and Vent Attachments Thereto.* Chimneys and flue vent attachments thereto shall be maintained structurally sound, free from defects and so maintained as to capably perform at all times the functions for which they were designed and the same shall be capable of withstanding the action of flue gases.
7. *Gutters and Downspouts.* All gutters and downspouts shall be placed in compliance with the Building Code and maintained to collect surface water from roofs. Rusted, broken or damaged gutters and downspouts shall be promptly repaired or replaced.
8. *Sidewalks.* All sidewalks shall be kept in repair. Any grade separation greater than one inch on the surface of a sidewalk caused by cracks or settling shall be promptly replaced or repaired. Sidewalks, where surfaces are eroded or pitted to such an extent as to cause a safety hazard to pedestrians, shall be replaced or repaired.
9. *Landscaping.* Premises shall be maintained. Lawns, hedges and bushes shall be trimmed and kept from becoming overgrown and unsightly where exposed to public view and where the same constitute a blighting factor depreciating adjoining property. Grass, in lawns, permitted to grow in excess of eight inches in height, shall be presumed to be a nuisance.
10. *Storage of Junked Cars and Motor Vehicle Parts.* The open storage of junked cars and motor vehicle parts on the premises shall not be permitted.
11. *Dwelling Fronts.* All dwelling fronts shall be kept in good repair, painted where required, and shall not constitute a safety hazard or nuisance. In the event that re-

pairs to a dwelling front become necessary, such repairs shall be made with the same or similar materials used in the construction of the dwelling front in such a manner as to permanently repair the damaged area or areas. Any cornice visible above a dwelling front shall be kept painted, where required, and in good repair.

- ✓ Improve the appearance of sound barriers where Interstate 480 abuts existing residential neighborhoods.

Currently, fifteen to twenty-foot high wooden walls serve as the only buffer between various residential neighborhoods and highly traveled Interstate 480. While these wooden walls serve as an effective noise barrier, they are also quite unattractive and obtrusive both to the surrounding residential neighborhoods, as well as the traveling public that must view these structures from the Interstate itself. If the walls have been vandalized with graffiti, the view is even more disturbing.

To soften the appearance of these wooden walls, the City should work with the Ohio Department of Transportation (ODOT) to secure highway funding to plant and maintain attractive trees, shrubs, and flowers on both sides of the wooden walls. In addition, at least once every year, all graffiti should be removed. Furthermore, in newer residential areas, where these wooden walls have not been constructed, the City should encourage ODOT to consider less obtrusive buffers such as landscaped mounds or six to ten-foot high wood fencing to serve as noise barriers rather than the aforementioned fifteen to twenty-foot high walls in other areas deemed appropriate for noise reduction.

**GOALS NO. 3: Provide for a Wide Variety of Housing Types and Densities to Ensure an Adequate Housing Supply For All Residents, Including Housing for Senior Citizens.**

1. Designate areas within the city to be rezoned to the Senior Residence District after reviewing and reducing this district's existing maximum density and height standards.
2. Develop regulations to create a Large Lot Zoning District with a minimum lot size of 0.75 acres or larger and establish such large lot zoning districts in accordance with the recommended locations found in the final development plan chapter.
3. Using the recommendations contained in the final development plan chapter, rezone appropriate vacant land areas for the Single-Family Cluster zoning District.

**COMMERCIAL DEVELOPMENT GOALS AND STRATEGIES****GOAL NO. 1: Encourage Proper Balance Between Residential and Commercial Development.**

- ✓ Create a less intensive local retail zoning district classification to allow only for local or neighborhood commercial uses.
- ✓ Consider rezoning from General Retail Business to either Local Retail or a Modified Mixed Use District D, the western Lorain Road area that extends basically from Stearns Road southwest to the CEI easement.
- ✓ Consider the usage of Mixed Use D zoning classification for other nonresidential areas of the City that are currently underdeveloped.

**GOAL NO. 2: Continue to Improve the Overall Aesthetic Appearance of the City's Commercial Areas, Especially Along the Lorain Road Corridor.**

- ✓ Develop and implement a streetscape improvement program for the older commercial areas (i.e., Lorain Road Corridor) of the City that would address the visual appearance of Lorain Road including additional landscaping. Such a program would address the placement and type of street furniture, landscaping and lighting along the corridor.
- ✓ Design and construct attractive new entrance signs to the city along Lorain Road.
- ✓ Enforce the City's Real Property Maintenance Code to eliminate unsightly or decaying storefronts, yards and deteriorated sidewalks.
- ✓ Enforce the City's prohibition and eventual phasing out of pole signs and other types of nonconforming signs.

**GOAL NO. 3: Preserve and Promote Convenient Neighborhood-Type Shopping Facilities to Serve the Needs of Local Residents.**

- ✓ Promote the City's new Community Reinvestment Act for tax exemptions for improvements to commercial properties.
- ✓ Secure CDBG funds for upgrading storefronts, parking lots and streetscape amenities for qualifying commercial properties in identified ITA locations.
- ✓ Discourage the addition of new regional shopping facilities that abut residential neighborhoods by implementing the strategies under commercial development goal #1.

**GOAL NO. 4: Maintain the Architectural Integrity of Residential Structures Which Are Converted to Commercial Establishments When the Converted Structures are Surrounded by Other Residential Structures.**

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- ✓ Require residential structures converted to commercial establishments to meet the more stringent requirements of the *Ohio Basic Building Code*.
- ✓ Advise property owners of residential structures converting to commercial establishments that they must meet the requirements of the *Americans With Disabilities Act of 1990*.
- ✓ Develop new zoning regulations that require residential structures which are converted to commercial establishments along western Lorain Road to ensure that they do **not** lose their exterior appearance as residences.
- ✓ Develop stringent sign regulations for areas such as western Lorain Road where residential conversions to commercial establishments may occur.
- ✓ Enforce the City's real property maintenance code to eliminate unsightly, decaying or unsafe building fronts, yards and deteriorated sidewalks.

**ECONOMIC DEVELOPMENT GOALS AND STRATEGIES****GOAL NO. 1: Emphasize the Importance of the Great Northern Areas As a Regional Retail and Corporate Center.**

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- ✓ Encourage additional mixed use development of undeveloped areas near the mall that will attract the proper mix of both regional offices and ancillary retail services and sales.
- ✓ Place a high priority in the City's annual and 5-year capital improvement programs on maintaining and improving the area's infrastructure, i.e., streets, sidewalks, traffic control signals, crosswalks, and water and sewer facilities.
- ✓ Encourage the private sector to assist in the development of a marketing program that will emphasize the many assets and the central location of Great Northern Mall, the surrounding retail establishments and the emerging regional office center.

**GOAL NO. 2: Attract New Industry to the City's Industrial Park.**

- ✓ Develop a strategic plan that will determine the types of businesses most desired for the City's industrial park.



- ✓ Make full use of North Olmsted's non-profit Community Improvement Corporation (CIC) for packaging loans, developing other programs to lure new industry, and helping promote the City's new enterprise zone.
- ✓ Carefully evaluate proposals which request tax abatement through the City's Enterprise Zone and the Community Reinvestment Act.
- ✓ Enforce the City's landscaping requirements for new development in the Industrial Park.

Chapter 1145 of the City's *Planning and Zoning Code* has a number of excellent landscaping and buffering provisions that should be met in the City's Limited Industry/Industrial Park District. These provisions should all be vigorously enforced by the Planning Commission, City Council, and the Building Department.

- ✓ Discuss with the Industrial Park landowners the possible establishment of a set of restrictive covenants enforced by the private landowners that would further regulate the appearance of new buildings and accessory structures within the Industrial Park.
- ✓ Develop with the CIC, promotional brochures and a video that would encourage the attraction of new industry to the Industrial Park. Other communities such as Westlake and Strongsville are already doing this and are enjoying good success in attracting new industry.
- ✓ Utilize the Commercial/Industrial Market Analysis in Chapter 5 as a marketing tool for economic development.

### **GOAL NO. 3: Retain the City's Existing Commercial and Industrial Businesses.**

- ✓ Conduct an annual survey of business attitudes and needs in North Olmsted that would enable businesses to express concerns and recommendations to the City.
- ✓ Assign a single individual to serve as a liaison from City Hall to local businesses that could resolve problems and address concerns.
- ✓ Promote the City's Enterprise Zone and New Community Reinvestment Act as incentives that exempt tax increases for improvements to commercial and industrial properties.
- ✓ Emphasize to businesses and to the local Chamber of Commerce the many advantages of keeping existing businesses and industries in North Olmsted through discussions and potential newsletters.

**GOAL NO. 4: Identify Opportunities for Potential Redevelopment of Marginal Uses in Order to Enhance the City's Tax Base.**

- ✓ Utilize and implement the recommendations presented in this Master Plan for the undeveloped industrial areas in the western portion of the City and other areas identified in the Final Development Plan Chapter of this Master Plan.

**GOAL NO. 5: Maximize the Stability of Employment and Income Generation by Promoting the Diversification of Employment Opportunities.**

- ✓ Encourage quality industrial and office development within the North Olmsted Industrial Park.
- ✓ Encourage additional office development in and next to the Great Northern Technology Park.
- ✓ Continue to encourage state-of-the-art vocational training by the Board of Education for adults as well as students.

**GOALS AND STRATEGIES FOR REDUCING TRAFFIC CONGESTION**

**GOAL NO. 1: Promote the Orderly Flow of Traffic and the Reduction of Existing Traffic Congestion.**

- ✓ Implement the capital improvement projects designed to improve traffic flow including the computerization of traffic signals and the construction of the following transportation-related projects:
  - ⇒ Clague Road widening
  - ⇒ Widening of Great Northern Boulevard
  - ⇒ Stearns Road Widening and Reconstruction
  - ⇒ The widening and/or relocation of State Route 252.
- ✓ Support the continuation of Brookpark Road as a limited access highway that would require City and state approval for the issuance of additional curb cuts.
- ✓ Support the further study for new interchanges at the I-480 and Clague Road Intersection.

**GOAL NO. 2: Ensure Orderly Development Around the Proposed Crocker-Stearns Road Connector.**

- ✓ Follow the development recommendations which are listed in the Master Plan for this project under Focus Area C.

- ✓ Strongly encourage the City to follow all of the recommendations governing the regulation of future uses for the uneconomic remnants of parcels that will front the extension of Crocker Road.

**GOAL NO. 3: Encourage the Use of Public Transportation and Reduce the Need for Reliance on the Automobile.**

- ✓ Encourage the construction of bikeways wherever feasible in the City and especially where linkages can be developed between existing bikeways and places of public accommodation, including large shopping centers, public parks and playgrounds, schools and other community facilities.
- ✓ Work with the RTA on exploring the feasibility of improving mass transit service to North Olmsted. Improvements to be discussed include the introduction of shuttle buses to major destination centers such as Great Northern, improved and expanded bus service, and the possible extension of a light rail transit line to Great Northern Mall.
- ✓ Utilize federal funds available through the *Intermodal Surface Transportation Efficiency Act of 1991* for such non-highway transportation improvements such as mass transit, bicycle and pedestrian facilities.

**GOAL NO. 4: Facilitate Pedestrian Traffic, Especially in the Areas of Great Northern Mall and Along Lorain Road.**

- ✓ Establish the comprehensive pedestrian circulation plan (see Focus Area A) for this area that would include the constructing of sidewalks and crosswalks where none exist and the enforcement of the sidewalk provisions in the City's Real Property Maintenance Code to properly maintain existing sidewalks.
- ✓ Require all new site plans to include both a sidewalk element along existing public streets as well as an interior pedestrian walkway plan that addresses the location of crosswalks and walkways within the proposed development site.
- ✓ Initiate discussions regarding property assessments against property owners who do not have public sidewalks for all properties that front on the area's public streets.

**PUBLIC FACILITIES AND INFRASTRUCTURE GOALS AND STRATEGIES****GOAL NO. 1: Maintain Existing Public Facilities and Infrastructure, Including Public Streets and Sidewalks, Public Buildings, Water and Sewer Facilities, and the City's Wastewater Treatment Plant.**

- ✓ Seek federal and state funding sources to assist in maintaining the above facilities. Examples could include State Issue 2, CDBG, and EPA funding.
- ✓ Continue to provide required annual maintenance to all of the above public facilities and infrastructure.
- ✓ When necessary, increase user fees such as water and sewer charges to pay for any increased costs for maintenance.
- ✓ Consider initiating assessments against property owners when necessary to assist in the replacement of broken or nonexistent sidewalks or other improvements such as local streets that primarily benefit individual property owners but not the City as a whole.

**GOAL NO. 2: Assess All of the Above Facilities With Regard to Adequacy and Condition and Determine if There is a Need for Expansion or Major Renovation.**

- ✓ Continue to conduct an annual assessment of the City's infrastructure and public facilities.
- ✓ Develop each year a five-year Capital Improvements Program (CIP) that reflects the latest information from the City's annual assessment and that determines priorities for funding improvements to the City's public facilities and infrastructure.
- ✓ As part of the CIP process, establish a Capital Improvements Budget that establishes what must be improved for the upcoming fiscal year.
- ✓ Involve the City Planning Commission, as well as all City department heads in the development of a Capital Needs List every four years when the City's Master Plan is being prepared.

**RECREATIONAL FACILITY GOALS AND STRATEGIES****GOAL NO. 1: Maximize the Utilization of Recreation Facilities and Programs to Serve North Olmsted Residents Through Maintenance and Potential Expansion.**

- ✓ Include recreational facilities as part of the City's Capital Assessment and Capital Improvements Programming process.
- ✓ Seek state and federal funding, including urban parks and recreation monies, to maintain and upgrade the City's recreational facilities.

- ✓ Conduct every four to five years, a citizens' questionnaire to help determine recreation program priorities and future program expansions.

**GOAL NO. 2: Identify Opportunities to Provide Better Access to Recreational Facilities Which are Compatible with Community and Neighborhood Needs.**

- ✓ Promote the construction and maintenance of transportation linkages, especially bikeways and walkways to all City parks, and where feasible, the two Metroparks Reservations.
- ✓ Actively participate in the Long Range Master Plan currently underway with Cleveland Metroparks, especially as the plan relates to transportation improvements to the Bradley Woods and Rocky River Reservations.

**GOALS AND STRATEGIES FOR THE PROPER DEVELOPMENT OF THE CITY'S REMAINING VACANT LAND**

**GOAL NO. 1: Develop Vacant Land Within the City in Accordance With the Recommendations Found in the City's New Master Plan.**

- ✓ Have both the City Planning Commission and the City Council adopt the Master Plan.
- ✓ Utilize the recommendations found in the Master Plan when deciding upon proposed rezonings and site plan approvals.
- ✓ Conduct an overall Master Rezoning Study that would rezone the City in accordance with the City's adopted Master Plan. (See Appendix C).

**GOAL NO. 2: Promote the Preservation of Wetlands, Floodplains, and Environmentally Sensitive Areas in General.**

- ✓ Encourage the use of cluster development so that sites containing wetlands, floodplains or other environmentally sensitive problems are protected from new development.
- ✓ Consider developing a wetlands ordinance that would involve the City more directly in the review of development on sites that contain identified wetlands.

**GOAL NO. 3: In Conjunction With the North Olmsted School District, Assess Existing Vacant Lands Within the City for Their Potential As Future School, Park, or Recreational Sites.**

- ✓ Continue to encourage the involvement of the school board in the development of future master plans.

Appendix A

**Public Meeting Comments On Proposed North Olmsted Master Plan**

**NORTH OLMSTED CITY HALL  
COUNCIL CHAMBERS  
JULY 23, 1991  
8:00 P.M.**

Oral comments were received from approximately 20 citizens on various concerns or issues that they had regarding the present and future development of the City of North Olmsted. Public officials present at this public meeting included the Mayor, City Council, the City Planning Commission, the Superintendent of the North Olmsted City Schools, the City's forester, the City's finance director, and the City engineer. In addition, there were approximately 20 to 30 additional concerned citizens representing either themselves or a neighborhood homeowners group.

Specific issues mentioned by those in attendance included the following:

A. Crocker-Stearns Road Connection

1. There is a need to improve the access into the Bradley Road Park by adding a new access road from the extension of Stearns Road. Also, it is important to preserve the park's existing ponds from being eliminated or damaged with the proposed connection of Stearns and Crocker Roads.
2. The proposed extension of Crocker Road is a concern because the extension will cut through our backyards.

B. The Future Development of the Western End of Lorain Road

1. It is important for the City to change the zoning on the western end of Lorain Road from commercial to residential to allow for the development of a senior citizen complex. Presently, the traffic along Lorain Road is horrendous and there needs to be more restrictions on the location of drive-in restaurants and mini shopping centers or strip centers.
2. The City should consider rezoning the western portion of Lorain Road from commercial to residential.
3. The City should consider acquiring smaller lots along the western portion of Lorain Road for developing as mini parks.

C. Commercial Development Along the Balance of Lorain Road

1. The City needs to do whatever it can to encourage more pedestrian traffic especially near Great Northern Mall. Also, there is a need to encourage the use of public transportation rather than everyone driving their own automobile. In addition, the City should try to improve the aesthetics of major commercial streets

## Appendix A

such as Lorain Road by planting more street trees and by reducing the number of utility poles and above-ground wires.

2. The City should try to beautify Lorain Road by placing more trees and shrubs along the tree lawns.
3. Sign pollution, especially along Lorain Road, needs to be reduced.
4. The traffic flow near Great Northern Mall needs to be improved.
5. The City needs to encourage the underground placement of utility poles and wires along Lorain Road, Great Northern Boulevard and Brookpark Road.

### D. Zoning and Development for Transitional Areas Between Residential and Commercial Areas

1. The City needs to develop better transitional zoning for areas where nonresidential uses, especially retail commercial, abut residential areas.
2. The minimum distance standards from commercial structures and buildings to residential areas needs to be re-examined in order to ensure the protection of residential neighborhoods and properties.

### E. Public Facilities and Infrastructure

1. The need for additional schools, parks, and recreational facilities should be supported by input provided by the School Superintendent.
2. More pedestrian sidewalks and/or walkways need to be installed in the City.
3. Public transportation should be looked at to alleviate traffic congestion within the City. Specifically, ridership surveys should be undertaken to determine the possibility of rerouting bus routes and promoting park and ride facilities.
4. There is a need for more facilities and programs for the City's senior citizens.

### F. Natural Area Preservation and Recreation

1. The development of wetlands should be either slowed down or stopped altogether until the master plan is completed and makes its recommendations on whether these areas should be developed at all. Preservation of open space and environmentally sensitive areas.
2. The City should encourage private landowners to donate their land for public open space.



## Appendix A

### G. Preservation of Residential Areas

1. The City's existing residential neighborhoods should be protected through better zoning and housing code enforcement.

### H. Economic Development

1. The City should develop marketing strategies to attract new industry.

**Appendix B**

**Methodology For  
Development Impact Analyses**

## Appendix B

Possible future land use alternatives were analyzed for the various vacant land tracts to identify potential impacts of a particular type of land use on both the site and the surrounding areas. Evaluation of the proposed land uses were based on both fiscal (economic) and physical (environmental) criteria as listed below:

- ✓ Land use compatibility with surrounding area.
- ✓ Projected traffic generation.
- ✓ Projected impact on the city's sewage system.
- ✓ Projected impact on the North Olmsted public school system in terms of the number of new pupils and additional expenditures for the education of these new pupils.
- ✓ Projected impact on municipal expenditures in terms of per capita cost to provide municipal services and cost per mile to provide road maintenance services.
- ✓ Projected increase in employment.
- ✓ Projected property and income tax generation.

### **LAND USE COMPATIBILITY WITH SURROUNDING AREA**

Land use compatibility involves the harmonious relationship between the uses of two or more adjacent properties. Both physical and aesthetic issues are considered in the analysis. Aesthetic issues address the appearance of the proposed use and its compatibility to the appearance of the surrounding uses. Physical issues address possible negative effects between adjacent uses such as noise, litter, air quality, traffic, property values, blocking of sunlight, excessive glare, odors, smoke, etc.

### **PROJECTED TRAFFIC GENERATION**

Standards for projected traffic generation based on land use classification were applied from *Trip Generation*, September 1987 edition, by the Institute of Transportation Engineers. The figures provide an estimate of the number of vehicular trips a particular type of land use can expect to generate on an average day. In each alternative projected, the additional trip-ends per day were based on average daily traffic for a weekday, as opposed to a weekend or holiday (Trip-ends refer to the total of all trips entering plus all trips leaving a designated land use or building type over a given period of time).

### **PROJECTED IMPACT ON THE SEWAGE SYSTEM**

The impact on the sewage system is reflected by the number of gallons of sewer usage per day. This unit of analysis varies depending on the alternative land use type being considered. The source of information on sewage flow is from the U.S. Environmental Protection Agency.

## PROJECTED IMPACT ON MUNICIPAL EXPENDITURES

The figures provided under “impact on municipal expenditures” refers to the total cost to the city to provide municipal services (i.e., police, fire protection, garbage collection and other city services) as a result of the proposed development. A basic assumption is that current average operating costs per capita can accurately estimate future operating costs due to growth. The number of new residents from the proposed development translates into proportionally increased expenditures for the local government. Information obtained from the City of North Olmsted estimated current total municipal operating costs at \$796.00 per person for 1990. Municipal operating costs are calculated by subtracting road maintenance expenditures and an estimate of expenditures for non-residential development and then dividing this number by the city’s population. Road maintenance is a major cost to the city, therefore the projected costs to maintain new roads is figured separately. The city maintains 114 miles of roads for a cost of \$9,650 per mile, per year. This per mile cost is used with the estimated miles of new roads to be built to figure the cost to the city. The total cost to the municipality to provide services for the proposed residential development can be derived by multiplying this municipal per capita cost by the number of new residents and adding that to road maintenance costs.

The impact of non-residential development, such as commercial, office, or industrial development, on municipal expenditures is calculated by a different method; the proportional valuation method. This research method is outlined in detail in the *Fiscal Impact Handbook*, 1978 edition, by Robert W. Burchell and David Listokin.

The basic assumptions of this method are that municipal costs increase with the intensity of land use and that a change in real property value is a reasonable substitute for change in intensity of use. The proportional valuation method is a two-step process that assigns a share of city expenditures to the new development project. First, a share of city costs is given to all existing commercial and industrial uses. Second, a portion of these commercial and industrial expenditures is allocated to the new development. Adjustments are included to balance the differences between the value of commercial and industrial property versus the value of all property in the City of North Olmsted. A portion of existing municipal expenditures is attributed to the new development. This portion of existing municipal costs is used to estimate what the cost to the city to provide municipal services to the new development would be annually. These costs would be in addition to current local expenditures.

The individual calculations have not been outlined due to their length.

## PROJECTED IMPACT ON THE SCHOOL SYSTEM

The figures provided under the “impact on schools” refer to the total number of new school-age children that can be expected to enroll in the North Olmsted City School System as a result of the proposed development. Residential land uses are the only types of land uses that will result in additional student enrollment to the city schools. By utilizing the multiplier in *The New Practitioner’s Guide to Fiscal Impact Analysis* by Robert W. Burchell, David Listokin, and William A. Dolphin, each single-family residence can be expected to generate approximately .905 school-age children. Each unit

in a multi-family garden apartment can be expected to generate approximately .142 school-age children.

However, the school enrollment trend for the City of North Olmsted indicates that approximately 87% of all students attend public schools. Since the percentage of school-age children attending parochial or private schools is significant, it has been assumed that 87% of all school-age children from the proposed development will attend public schools. Therefore, each single-family residence in the proposed development is expected to generate .79 (.905 x 87%) new school-age children who will attend public schools. Each multi-family unit in the proposed development is expected to generate .12 children (.142 x 87%) who will enter public schools.

The number of new students that enter public schools each year translates into proportionally increased expenditures for the local school system. The North Olmsted Board of Education reports that the local cost to the community to educate the children of North Olmsted for the 1991-92 school year is \$4,597 per school-age child, per year. The total cost to the North Olmsted community to educate the increased number of children from the proposed development can be derived by multiplying this cost per school-age child by the number of children from the proposed development expected to enroll in the North Olmsted School schools.

#### **PROJECTED INCREASE IN EMPLOYMENT**

Residential land use, especially single-family residential land use, traditionally generates little, if any, new permanent employment. Generally, office building development generates the greatest number of new employees per 1000 square feet of gross floor area, followed by manufacturing and then shopping/retail. The standards used to derive the anticipated number of new employees for retail development and office building development are from *The New Practitioner's Guide To Fiscal Impact Analysis* and *Trip Generation*, respectively.

General standards for commercial development show that comparable facilities employ one worker per 300 gross square feet (GSF) of building area. The number of anticipated employees was derived by dividing the number of square feet in each proposed commercial development by 300 GSF. Hotels employ .90 employees per guest room.

General standards for office building development show that comparable facilities of 200,000 GSF or more employ 3.50 people per 1000 GSF of building area. The number of anticipated employees was derived by dividing the number of square feet in the proposed office development by 1000 and multiplying by 3.50 people.

General standards for apartment development show that this type of land use generates little new permanent employment. However, an apartment complex would create one new position to handle management and maintenance of the facility. An apartment complex for seniors would probably create two new positions; one for management, and the other to direct programs for seniors.

## TOTAL ANTICIPATED TAX REVENUES

The total anticipated tax revenues for this analysis is the sum of property and income taxes generated.

In North Olmsted, property tax valuations are based on the value per acre for vacant land, the value per dwelling unit for residential use, or on the square footage of the building for other land uses. To determine the property taxes, the effective 1991 municipal tax rate of \$54.36 per \$1,000.00 valuation was applied to residential homes and agricultural land while \$63.89 per \$1,000.00 valuation is used for commercial and industrial development.

Income taxes are derived differently, depending on the land use. For residential land uses the per capita income figure for North Olmsted for 1989 (\$16,567) was adjusted by a 3% increase for each year from 1990-1992 to \$18,103.00, and then multiplied by the median number of persons per household (based on type of residential use proposed) to determine the median household income per unit. The median household income per unit was then multiplied by the number of units in the development to determine the total income for the site. The total income for the site was then multiplied by 95% to determine the taxable income for the site (it was estimated that 95% was the approximate percent of taxable income for the site since not all types of income, such as savings interest and dividends from stocks and bonds, are subject to city income tax). The taxable income for the site was then multiplied by 2.0% (the current income tax rate for the City of North Olmsted) to determine the total income tax for the site. The total income tax for the site as determined for this analysis does not account for the fact that residents who work outside of North Olmsted may receive an income tax credit because the city has tax reciprocity with many other communities.

To determine income tax revenues from commercial, office or multi-family development, the number of new employees at the specific development was multiplied by the average annual salary for workers in each applicable industry (these average annual salary figures were for specific industry salaries and were obtained from the *Ohio Bureau of Employment Services, Payroll and Contributions by Industrial Groups, 1990*). These figures were adjusted by a 3% increase each year for 1991-1992. Since this income for the site is all taxable, the approximate percentage of taxable income is 100%. The taxable income for the site was then multiplied by 2.0% (the income tax rate for the City of North Olmsted) to determine the total income tax for the site.