

An Open Letter To The Citizens of North Ridgeville

This Master Plan study is the beginning of a new and continuing process. It presents a vision of what our community could be like if we would all work together to create it.

This report states publicly what the North Ridgeville Master Plan Committee senses to be the goals of the people of North Ridgeville, with proposals to help meet these goals. It represents new alternatives for the residents to consider. We believe that the plan leads North Ridgeville in a favorable direction.

What we need is to widen the community participation.

As a city, we need to examine these goals and strategy proposals - discuss them, change them, find new solutions and strategies - and finally to implement those projects, which in our collective judgment, are the most sound.

As a Committee, we stand behind the quality of the effort put into this large-scale study which involved a considerable contribution of citizen time and effort. Each one of us believe deeply in the goals set forth, and although not everyone agrees with each and every solution, we are collectively committed to see that those which emerge from continued community discussion are acted upon.

We recommend this report to you - the people of North Ridgeville.

We ask you to:

1. Read it.
2. Talk about it with your neighbors, friends at work, in your civic or social groups.
3. Share your comments with the Master Plan Committee.
4. Work with others to bring into being the proposals you support.

Remember that the choices we make today will shape the community we share tomorrow.

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December 11, 1997

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WHY PLAN?

North Ridgeville's first Master Plan was prepared in the early 1970's. Since that time the city has experienced a 63.9 percent increase in growth and development calling for an update of the original plan. Essentially the **character** of the city has changed. It must be re-examined in light of the changing population and development patterns that have emerged since the original version of the plan.

The essential nature of North Ridgeville is different today. With the opening of the Ohio Turnpike/Interstate 480 and the State Route 10/U.S. 20 corridors between Cleveland and Lorain-Elyria, North Ridgeville has been drawn into the orbit of the metropolitan area. Maps of the Cleveland-Lorain-Elyria metropolitan area show the expanse of the suburban sprawl now encompassing North Ridgeville. Of the city's 23.4 square miles, approximately 8.75 square miles or about 5,600 acres have been converted to urban use.

The remaining 14.6 square miles or 9,370 acres of second-growth woodlands and farms stand ready for oncoming growth and development. It's as if an imaginary boundary line existed along Avon Belden Road, separating the typical style subdivision development on the east side of the road, from the open fields and landscape nursery operations on the west side of the road. Some have felt that the growth over the last ten years will continue unabated, irrevocably changing the character of the city. Others are not necessarily concerned or convinced. Regardless of where one stands on the benefits and problems of urban sprawl, two facts are clear; North Ridgeville is undergoing significant change and this change presents both a challenge and an opportunity. It is anticipated that the city's population will reach 37,300 over the next 20-year period.

A New Way of Thinking and Working Together

To preserve contemporary human values, effectively guide growth, a citizen driven planning process was organized in 1994. The centerpiece of this process was a Master Plan Committee created by the Mayor of North Ridgeville. The Committee was charged with the goal of projecting a believable image of North Ridgeville, as people would like it to be. This became a way of releasing the community's energies for work towards the mission. The community-wide image is built from a set of long range goals shared by the members of the committee and persons of the community and reflected on a plan describing the desired future by 2015. The 2015 long range plan was then used as the framework in defining a series of short range planning projects and initiatives to be carried out between now and 2015.

The Master Plan Committee intends to remain working with city officials, developers and neighborhood groups to accomplish the detail projects proposed on the plan.

Faced with the monumental changes that are certain even in the single decade ahead, we have two broad possibilities:

1. We can let development run its own course, eventually seeing our quality of life destroyed.

The destructive results of urban sprawl are unfortunately only too familiar: consuming 5,605 acres of land or 37.4 percent of the total land area; transforming a distinctive farming community into suburban subdivision and shopping center developments; the presence of hydric soil types declared by the U.S. Department of Soil Conservation Service as unfit for urban development; garish commercial strips; valuable open space destroyed; acre after acre of look alike houses on treeless lots; priceless landmarks subject to destruction; total dependency on the automotive traffic bottlenecks along narrow main roads that are not adequate to handle the increasing loads of traffic. The inevitable demand for more homes, more and better roads, more parks and recreational activities will cause heavy pressure to develop the remaining 9,300 acres of land.

2. Or, we can guide development in the direction of the goals we have consciously set for the city, improving our quality of life.

- a) Preserve open space and farmland.
- b) Preserve our historic resources.
- c) Provide improved public service and utilities.
- d) Strengthen the city.
- e) Maintain a competitive economy.
- f) Provide attractive residential areas.
- g) Control public costs.
- h) Provide improved streets to handle increased traffic volumes.
- I) Develop a unique community identity.
- j) Provide diversified recreational pursuits.

Urban sprawl has become a debatable term in recent years, however, probably as a part of the growing public disenchantment with the way growth is being managed in our communities. A public opinion survey, sampling eight (8) percent of the city's population, asked residents to share their opinions about the physical development of their community. Of the responses received, 59 percent favored more growth but with zoning controls.

Master Planning Goals

If we accept the fact that change is inevitable and that we can use the reality of change to create the kind of community we want, we must view the way the plan will help us achieve what we want. The plan will encourage:

1. New development to complement and build whole neighborhoods formed of hamlets and neighborhoods that have these essential qualities:
 - a) Respect the land and the natural systems that are dependent on it.
 - b) Protect areas particularly sensitive to encroachment such as drainage courses, woodlands and wetlands.
 - c) Provide different residential settings for different life styles.
2. Street improvements including:
 - a) The widening of selected main streets to handle increased volumes of traffic.
 - b) Street and railroad grade separations for the uninterrupted flow of traffic between the northern and southern sections of the city.
3. Retention and attraction of businesses and jobs
4. Protection of the historical qualities of the original city
5. Building the Westerly interceptor sewer line.
6. The creation of a town center at the intersection of Center Ridge Road and Avon Belden Road.
7. The adoption of regulations that save open lands and build developments with traditional town-like characteristics.

In all fairness, the work required to accomplish these goals cannot be shouldered entirely by our elected public officials, they need the support of the constituency. We must determine the character of North Ridgeville so that our fragile "sense of place" will not be overwhelmed by successive waves of conventional highway commercial strips and "cookie cutter" subdivision development. We must absorb the increase in population without destroying the natural landscape. To motivate our constituents to support the overall task we must project a believable image of North Ridgeville as our residents would like it to be and to work together to make it happen. The Plan provides the beginning framework for developing this image, outlining the policies and actions necessary for improving our quality of life.

PART TWO: A Vision for our Future

The City of North Ridgeville has been more active than many municipalities in zoning. Nevertheless, the traditional land use controls have not, in the past and today, made for less wasteful or less expensive use of the land. Developers are the real "planners" and in the past have not truly achieved community wide goals. Disagreement between the city and a developer can launch a flurry of negotiations and legal actions seldom serving the purposes of orderly, systematic community development.

Zoning was established to regulate land development for public health, safety and welfare. Originally, zoning was established to control elements such as building heights, lot sizes, yard requirements and the separation of housing, commercial and industrial areas. More recently, zoning has been considered as a tool to implement a city's Master Plan or a development policy. Few zoning ordinances are based on suitability of the land for the kinds of development that the ordinance encourages or permits. Urban sprawl will take the course of least resistance, producing mile after mile of monotonous, single use subdivisions, shopping centers and industrial parks dispersed across the landscape. Sprawl affects the will of the city to enhance its quality of life. Traditional zoning techniques only tend to undermine the community's effort to shape the city's growth according to our needs and desires.

Our vision advocates an alternative to sprawl: To create an ideal community by planning for our future.

The Comprehensive Master Plan presents a positive alternative to the continuation of sprawl development. The cornerstone of the plan encourages the development of self-contained residential neighborhoods on the remaining 5,600 acres of underdeveloped land. This open land has enormous potential, as a focal point and cornerstone, for shaping the future character of North Ridgeville. It is conceived that a series of linear commons should thread their way along natural features such as streams and wetlands, power lines or gas line easements offering opportunities for providing attractive settings between urban settlements across the city's landscape. Open space also acts as a buffer to filter storm water runoff flowing into ponds, lakes and drainage courses, and offer habitat settings for wildlife to dwell in and travel through. The open space network can best be used for walking/hiking, bicycle trails and cross country skiing as well. Golf courses, sporting complexes, playground and play field facilities within and between subdivisions creates an interconnected system of open spaces. Unless the city takes the initiative, it will become overlaid with "wall to wall" subdivisions and very little open spaces. The success of the plan hinges on the city's willingness to use the plan in approving developments and on the residents' support of the city's effort to manage growth.

LAND USE ABSORPTION PATTERNS

By The Year 2015

City of North Ridgeville, Ohio

Land Use Type	Total Acres	Percent of Total
Residential	10,232.0	85.1%
Business	318.5	2.6
Industrial	330.1	2.8
Public & Quasi-Public	1,133.0	9.4
Total Consumption	12,013.6	100.0
Open Space	2,962.4	
Total of All Land	14,976.0	
Total Population (a)	37,300	
Total Dwelling Units	12,520	

Notes to Table

- (a) Ultimate population: Total potential dwelling units x 2.98 persons per dwelling unit.
- (b) Total number of dwelling units includes the total number of existing dwelling units + vacant platted lots + the potential number of dwelling units that could be expected on the 9,370 acres of undeveloped land at the proposed densities.

Zoning and subdivision authority already exists to implement the goals of a managed growth plan. The present zoning and subdivision regulations should be amended to incorporate "planned development" techniques showing the parts of the city where new developments should be "clustered" and where development should be avoided. The recommended policies reflect the city's development objectives. They are used as a guide in arriving at consistent and rational decisions in the use and development of land. In North Ridgeville, the policies are viewed as statements of the desired directions in which the city should move in order to achieve the goals of the plan.

Framework for Growth and Conservation

The Master Plan provides a framework for guiding growth in North Ridgeville. The symbols and color tones on the plan denote five distinct areas: residential, business, industrial, opens space and planned development districts. Growth within the five areas is intended to be restricted to protect and enhance the character of each area. Future anticipated development on the west side of Avon Belden Road is predicated on the completion of the Westerly Sewer Project. Areas designated for open space or low-density residential development within the Westerly Sewer service area are least appropriate for development and must be protected from intense growth pressures. The plan also includes a written description of proposed improvements for the widening and realignment of selected local and major streets. Grade separation improvement proposals with the railroad tracks are also noted on the plan. Among other purposes, the Master Plan is intended to be used as a guide in the acquisition of appropriate sites that provide adequate space at desired locations, for neighborhood parks and schools.

The Master Plan includes a series of goals and objectives that, if followed by City Council, Planning Commission, citizens, businesses, builders and developers will preserve the fragile parts of the natural environment while accommodating new growth and development in a desirable way.

Residential Areas

Residential areas are established to encourage a variety of lot sizes and housing types that will improve the character of overall development of North Ridgeville. The contrast between open or wooded areas, residential developments and town-like residential and shopping development should be preserved.

It is anticipated from the housing densities illustrated on the plan that an additional 15,736 persons, or a population of 37,300 people will be living in North Ridgeville by 2015. Most of this new development will occur in the southern and western parts of the city.

1. Low Density Residential Areas

The low-density residential areas provide for homes of larger than average size to afford the optimum in privacy and seclusion attainable, considering the provision of urban utility service. Four major areas within the city are proposed for low-density residential development ranging from 1.78 to 2.40 dwelling units per acre:

- a) The land located in the extreme northwestern corner of the city, in the vicinity of Otten and Burns Roads.
- b) The area in the extreme northeastern corner of the city, along both sides of Center Ridge Road, east of Barton Road
- c) The acreage generally located south of Sugar Ridge Road, in the southwest quadrant.
- d) The land fronting on both sides of Chestnut Ridge Road and the State Route 10/US. 20 right-of-way, and between Avon Belden Road and Root Road.

The density of development does not seem to be so restrictive that it would prevent these areas from being developed for residential purposes. The proposed densities offer the possibility of using land areas that otherwise may present difficulties for development because of unusual development limitations. The areas west of Avon Belden Road are served by surface watercourses, which are subject to flooding. The fragile pieces of the landscape will be preserved by encouraging cluster and open space development designed in concert with the development policies, adopted by the city. By retaining stretches of open fields and stands of trees, relief is offered to receiving streams and drainage courses during periods of heavy surface water runoff, and much needed variations in residential lot sizes are achieved providing relief in level land areas.

2. Medium Density Residential Areas

The land areas west of State Route 83 and north of Center Ridge Road are planned to be developed at a density of 2.40 to 3.24 dwelling units per gross acre with public centralized sewer and water systems. Most of this undeveloped land is already platted into larger size parcels generally ranging from 100 feet or more in width and 200 to 500 feet or more in depth. It is very likely that these long narrow, yet large shaped parcels which are owned by more than one person can be further subdivided most efficiently at the proposed densities. Again, the idea of using cluster principles in a coordinated manner to create an interconnected greenway system should be embraced by developers. Furthermore, density credits should be

given for all buildable land within proposed open space areas to preserve as much of the critical environmental lands formed of wetlands, rivers and drainage courses which traverse the area.

It is crucial that small-scale traditional town-like character enhancement guidelines be adopted for the medium density areas west of Avon Belden Road. By grouping house lots along lanes and roads, emphasis is placed on combining human scale, pedestrian mobility and aesthetic qualities of neighborhood functions with adjoining open space areas.

A density ranging from 3.24 to 4.24 dwelling units per acre appears to be most desirable within the existing built-up area located east of Avon Belden Road and north of Interstate 80. The existing residential areas are already platted and developed at densities which are similar in nature to the densities proposed on the plan.

3. High Density Residential Areas

Five locations on the Master Plan are proposed for high-density residential development. All but two of the areas already exist and are developed for multiple family development. The proposed areas include:

- a) Land located east of the intersection of Avon Belden Road and Mills Road.
- b) The area located east of the intersection of Avon Belden Road and Lorain Road.

It is proposed that the newly designated multiple family areas be developed at a density similar to the densities stated in the city's existing North Ridgeville Planning and Zoning Code. Design review proceedings for developments within these two proposed areas emphasize the proportion of the buildings designed for multiple family/apartment use. For example, large structures appearing as one-family housing units from the outside could be designed to accommodate three to four units. The proportion of these designed structure, in relationship to adjoining developments, and open space areas helps the development complement rather than detracts from the overall character of neighborhood development.

Business Areas

Three distinct areas are proposed for business development: business corridor, town/neighborhood center and planned districts.

1. Business Corridor

The Center Ridge Road business corridor has been left to evolve on its own over the years, following the path of least resistance. Little regard has been given to safety and aesthetics. The corridor is oriented to the automobile and will continue in this manner until action is taken to moderate the trend. It is virtually impossible to eradicate such patterns once they are firmly established. The plan recognizes the continuation of the strip commercial development pattern along the frontage properties of Center Ridge Road east of Avon Belden Road. It is recommended that city officials build upon the positive aspects of the area by transforming the strip business pattern into a pedestrian oriented business area designed to enhance the overall visual character of the corridor and improve traffic movement throughout the area.

2. Town Center

While the plan defines the general boundaries of the business corridor, it is proposed that the spread of strip business development along Center Ridge Road be halted at a newly developed Town Center proposed for the intersection of Center

Ridge Road and Avon Belden Road. This proposal builds upon the linear focus by revitalizing the business corridor along Center Ridge Road and at its intersection with Avon Belden Road. The streets will have new facilities and new life that will allow the business corridor to grow in a manner that will accomplish the following:

- a) lead to the conversion of the business corridor from a strip into a more unified pedestrian oriented, comparison shopping center;
- b) emphasize creative approaches to resolve the conflicts that can arise between the business corridor and the Heritage Preservation District proposed for the properties fronting onto Center Ridge Road west of Avon Belden Road; and,
- c) the creation of a mixed use center at a scale and pattern that forms a "sense of place", that is, a place with a way in and a way out, planned as a unit and not as a collection of separate buildings.

The Town Center would be established along the eastern edge of the Heritage Preservation District and would have as its centerpiece a community life center. This building would provide space for meetings and classes; as well as space for "community care" - our hometown caring organization that house food, clothing and a furniture bank for residents in our city who need help. Clustering these facilities with the shopping area will produce important economies in the use of parking and open space, and will increase the use of facilities because of the ease of doing many things at once.

One possible site for the Town Center could be the corner of Center Ridge Road and Avon Belden Road. Imagine if you will a mixed use development formed of efficiency apartments above small shops and restaurants; with benches, trees and flowers lining walkways that would connect with the community life center, adjacent public spaces and neighboring residential areas. A theater, library and a community wide recreation center will meet the needs of the entire community. Integrating the development of the town center with the abutting heritage preservation district would add focus and charm to the community.

Readily accessible by sidewalks and bicycle paths as well as streets, the neighborhood centers provided for in the northwest and southwest parts of the city would include convenience type stores - a barber shop, dry cleaning, hardware, convenience mart and more.

Planned Development Districts

The Interstate 80/480 interchange and Relocated State Route 83/State Route 10 interchange are the front and back doors to the City of North Ridgeville and Lorain County. Approximately 13,700 cars and trucks pass through this interchange area everyday. These valuable highways offer the people of Cuyahoga and Lorain Counties an invitation, in the future, to enjoy the facilities and activities that will be attracted to the area. These interchanges are an ideal place for corporate headquarters or an office park. Accessibility is not only available to markets and suppliers from this location, but also and more importantly to commercial services, residential neighborhoods and cultural facilities.

Other benefits would include:

- a) high name visibility from Interstate 80/480 and Relocated State Route 83/State Route 10 Interchange, particularly for corporate headquarters, hotels and restaurant establishments;
- b) availability of sewer and water facilities;
- c) shopping centers and hospitals within a matter of minutes from area; and
- d) police, fire and paramedic services within the area.

Design flexibility should be built into the North Ridgeville Planning and Zoning Code to include planned development districts.

Planned development districts combine business and retail uses with recreation and entertainment activities. Developments of this type provide developer's with the flexibility to:

- a) Produce "in fill" developments that are compatible with adjoining uses, while enhancing the character of the area;
- b) Mix land use types, such as commercial, office and residential buildings; and
- c) Provide some flexibility in subdivision site planning by not requiring a commitment for the exact acreage amount to be rezoned for commercial, entertainment or highway oriented uses: This flexibility is being used in developments ranging from 20 to 400 acres in size.

The Planned development district concept can be used to encourage the development of mixed residential commercial land use patterns around the Interstate 80/480 Interchange and Relocated State Route 83/State Route 10 Interchange area. The purpose is to:

- a) Save distance and time traveled during a normal shopping day;
- b) Provide useable open space-rather than small plots of cosmetic greenery for the subdivision's tenants and the community; and
- c) Achieve compatible relationships among different land uses rather than segregating patterns of development.

A sales brochure should be prepared to advertise and promote the area's features, socioeconomic trends, buying power forecasts and advertise the incentives available to prospective developers, builders and investors.

The Ridgeview Shopping Center area is also proposed as a planned development district. The challenge in this "gateway" area is the adoption of an overall revitalization strategy that includes both the design standards necessary to create a proper development and the economic incentives needed to encourage developers to undertake some rather special work. To accomplish this objective a number of incentives will have to be offered to developers. Thus the need once again for adopting planned development regulations to gain the necessary flexibility to accomplish the job.

Heritage Preservation District

While the plan looks to the future it is also important to make sure plans have been made to preserve and honor North Ridgeville's rich past. The original roadside village located along Center Ridge Road west of Avon Belden Road is essentially simple. It consists of a string of buildings that begin definitely and end definitely. Since the village fronts onto a straight road its character and form were derived from the original town hall, which created some individual effects dominating the street. Land use and traffic impacts along this segment of Center Ridge Road should be minimized. Therefore, it is proposed that specific techniques be applied to protect the unique features of this historical landmark area such as regulation, communication of site planning objectives and highway planning as spelled out in the "North Ridgeville Planning and Zoning Code", B-5 Architectural Business District.

Industrial Areas

Within a few moments drive from the town center lies the North Ridgeville Industrial area which parallels Interstate 80/480 and the Railroad tracks. The large tracts of undeveloped land make this prime real estate for industrial and business development. Increased competition by the manufacturing sector and the conversion of the American economy to one based

on services has changed the nature of what "industry" is. Newer industries such as high technology, distribution firms and service enterprises will continue to expand. To attract the most desirable employers, the city must offer excellent highway access, complete on-site utility systems, a competitive tax incentive program and a nearby skilled pool.

The Taylor Industrial Park with over one mile of frontage onto the tracks, and accessibility to a network of highway interchange facilities within a one mile distance from the center of the area provides the city with an outstanding advantage to attract further business and industry. Part of the region's expressway system (Interstate 80/480) crosses through the center of North Ridgeville. The Interstate 80/480-interchange facility and U.S. 20/State Route 10 interchange facilities are linked with connector streets that provide direct access to the Taylor Industrial Park.

It is proposed that the spread of industrial businesses be developed on the north side of Sugar Ridge Road west of Race Road to the Elyria City limits. This planned industrial development should have a setback of 500 feet. This area is an ideal location for industrial businesses due to the accessibility of state routes for the necessary flow of truck traffic for shipping and delivering. The railroad tracks to the north will create a barrier to protect residential areas from noise and air pollution.

A restricted amount of land exists for industrial development. The proposed areas for general industry will serve as reserve sites for future development of new industrial park sites when Taylor Industrial Park is fully developed. Measurable standards should be applied in deciding which industries should be permitted and prohibited in the area. Performance standards for industry is of particular importance in North Ridgeville where the industrial area bisects the middle of the city.

Open Space

With open space under increasing pressure major portions of the countryside will be preserved as permanent open space. The open space areas noted on the plan follow drainage courses and areas subject to frequent flooding, wetlands and tree stands. Major opportunities still exist for the city to reserve these fragile parts of its natural environment. By reserving drainage ways, wetlands, large tree groves as integral parts of subdivision developments the city has the opportunity of building a continuous greenway system. With such a system the city could then use open land reserve for multiple uses - school sites, neighborhood parks, walking/bicycle trails and other forms of public uses.

Major Streets and Transportation

Streets and highways are the primary elements of the city's transportation system. Existing patterns of development depend on the extensive use of automobiles and trucks, with its flexibility and freedom of movement. But continued enjoyment of the automobile requires an adequate street and highway system to serve the increasing volume of automobile trips through the city. The completion of the network improvements described on the plan will help alleviate bottlenecks and breakdowns in the present system. Four distinct types of improvements will be needed: grade separations, street realignments, and street extension and widening projects.

Proposed Widening Improvements

Traffic carrying capacity of the street system will be improved by carrying out the following street widening projects:

1. It is recommended that Center Ridge Road be widened to four lanes with turning lanes at select intersections as needed.
2. Lear Nagle Road to four lanes from Lorain Road to Chestnut Ridge Road.
3. Avon Belden Road to three lanes through the city.
4. Bagley Road to three lanes from Lorain Road to the east city corporation line.

5. Lorain Road to three lanes from Root Road to Bagley Road.
6. Lear Nagle Road to three lanes from Chestnut Ridge Road to Mills Road.

Grade Separation Improvements

Four grade separations are proposed for Race Road, Chestnut Ridge Road Avon Belden Road and Root Road over the railroad tracks. These improvements will accomplish two important objectives; provide for the smooth uninterrupted flow of traffic between the northern and southern parts of the city; and, improve emergency response time by fire and medical units.

Street Realignment Improvement

Three street realignment projects are considered necessary to alleviate traffic congestion at major intersections and improve traffic safety. These include:

1. Lear Nagle Road at its intersection with Center Ridge Road.
2. Root Road with Center Ridge Road.
3. Elimination of the curve on Bender Road.
4. Elimination of the curve on Sugar Ridge Road.
5. Elimination of the curve on Bagley Road.

Proposed Extension of Streets

A series of new street extensions are also required to improve accessibility within and between different parts of the city:

1. Mills Road from Stoney Ridge Road to Case Road.
2. Sprague Road from Root Road to Avon Belden Road.
3. Taylor Industrial parkway west to Race Road.
4. Bender Road north to connect with the proposed extension of Taylor Industrial Parkway
5. Jaycox Road from Center Ridge Road to Bainbridge Road.
6. Barres Road east to connect with Shawn Drive to Jaycox Road.
7. Mildred Street between Albert Avenue and Jaycox Road.
8. Otten Road east to connect with Mildred Street at its intersection with Avon Belden Road.
9. Bender Road north from Sugar Ridge Road to the proposed extension of Taylor Industrial Parkway.

This plan includes a proposed mass transit terminal for buses. This center would tend to reinforce the city's region wide influence, as well as providing visitors with an alternate means of access to essential and desired activities and services provided in the planned district.

Westerly Sanitary Interceptor Sewer Project

Areas targeted for future growth and development should be provided with a full range of public utility services. Of prime importance is the construction of the Westerly Sewer Project. This project is needed to retain existing business and attract new business and industry necessary to ease almost total reliance on the property tax. The proposed project and alternates are described below and shown on the map entitled "Proposed Alternates for the Westerly Sewer Project". The Sewer Subcommittee of the Master Plan submits the following to the Committee of the Whole for its adoption and public recommendation:

We believe the project, known, as the Westerly Sewer Extension is good. We believe that statement to be true.... In every respect.

It is good for the city. It is good for the environment. It is good for planned, well-placed development in the city as a whole for the 65 percent of the city that remains unsewered and undeveloped.

The fact that the project is regional in scope and impact is also good. This project will enable the city to attract new business and industry necessary to ease almost total reliance on residential property tax. Even more basic is that the project will ensure that the city will be able to keep existing businesses here.

It is incumbent upon this Administration to follow through on the promises made and groundwork laid by previous Administrations to address an obvious need and propose a reasonable and cost-conscious solution.

Let it be clearly stated that we strongly recommend the French Creek Waste Water Treatment Plant and all existing sanitary sewer infrastructure remain the exclusive property of and controlled by the City of North Ridgeville.

Proposed Route

We recommend a sanitary sewer interceptor line from the Avon city corporation line, straight down Case Road. The route will provide sewers to the greatest number of property owners within the shortest time frame. The route is more expensive, but Case Road would be resurfaced as part of the construction process. The interceptor should then proceed east on Center Ridge Road to Race Road, south on Race Road to Sugar Ridge Road, easterly on Sugar Ridge Road to State Route 83, south on State Route 83 and capped at the North Ridgeville/ Eaton Township line. A lateral should be constructed from Race Road to Taylor Woods Industrial Park. This proposal is shown as Route "A" on the map describing the alternative sanitary interceptor sewer proposals.

A sewer lateral should be constructed from Sugar Ridge Road south to the Westfield Sewage Treatment Plant. This would eliminate the need for the last package plant in the city and its costly maintenance. This lateral would also serve Shady Park.

This is Phase I. Other unsewered areas of the city.... such as portions of State Route 83, Center Ridge Road and Chestnut Ridge Road will be addressed and construction planned. This western sewer extension project makes sense in terms of development and common sense sanitary standards for current property owners. We believe our recommendations are cost effective and protect the sovereignty of the city.

PHASE II

Optional laterals are:

- a) Lateral from Case Road east along Center Ridge Road to State Route 83.
- b) Lateral from Case Road west to the Elyria Corporation line.
- c) Lateral east on Barres Road to Stoney Ridge Road.
- d) Lateral from Mills Road south three-quarters of a mile along Stoney Ridge Road.
- e) Lateral east on Lorain Road to Island Road.
- f) Lateral from Center Ridge Road north on-half mile north on Stoney Ridge Road.

Route Alternative

Sewer would proceed from present terminus south on Case Road to approximately 2,000 lineal feet north of Center Ridge Road, then turn west, across Dyke Road and line up with the west boundary line of the Bob Morris property. The route of the sewer interceptor line would then turn south to Center Ridge Road, extending under the Ohio Turnpike overpass and either run parallel to the Rural Water corridor (i.e. defined on the map as Route "B") and follow the north line of the railroad right-of-way or, be extended south to the railroad right-of-way line, (i.e. defined on the map as Route "C") turn east aligned with the railroad right-of-way, and then proceed south to Bender Road and Sugar Ridge Road. The proposed interceptor would then be constructed east along Sugar Ridge Road to State Route 83, south along State Route 83 to the North Ridgeville/Eaton Township line.

There are several advantages to this route:

1. From Dyke Road, to Sugar Ridge Road 95 percent of the route is through bare industrial property.
2. Would open up all industrial property west of Race Road and south of the railroad.
3. Would open up all industrial property west of Race Road and between the Ohio Turnpike and the tracks, mostly owned by Mr. Beckett.
4. Will serve the southwest section of our city or approximately one-eighth of North Ridgeville, which the Case Road to Race Road plan would not serve.
5. Would pick up Taylor Woods in both directions.
6. Rural Water corridor already exists would be less costly to seek expansion of corridor then to acquire new easements.
7. Would save cost of boring under the turnpike.
8. Would provide an immediate source of revenue from 150 homes, Bender Road, Sugar Ridge Road to Maddock area, in addition to Dyke and Case Road.
9. If a tee is provided at Dyke Road, sewer line could serve LCCC owner property north of Dyke Road.
10. Would save having to excavate a deep trench on Center Ridge Road.

- A. The plan is for a main interceptor only.
- B. Interceptor is to provide T's at each street as crossed.
- C. All sewer lines extended for a specific project or development
- D. Meters will be installed at City Limits.
- E. North Ridgeville will control and own all facilities including French Creek.

This route for a westerly sewer was laid out with very much thought, time and common sense and with no special party or persons in mind, but with emphasis put on industrial and residential areas of our City that presently do not have sewers.

PART THREE: Planning Policies

As a cornerstone to the Master Plan the policies set the direction the city should take in guiding future orderly growth and development

The City of North Ridgeville must reject:

1. Uncontrolled urban sprawl;
2. Development patterns that adversely exceed the capacity limitations of public facilities and services.

The City of North Ridgeville must promote:

A distinct character of development unlike any other city in the metropolitan area.

Standard lot sizes tend to encourage the mechanical rigidity of subdivision development which, when repeated over and over, can produce monotonous residential areas. The image of North Ridgeville should be performed from subdivision design standards that promote variations in lot shapes and sizes, adding interest and form to the wide flat land features that characterize the Lake Erie drainage basin.

The provision of improved community facilities in advance of further growth and development.

Street widening improvements and sanitary sewers are two of the most significant structural elements that will influence and shape North Ridgeville's future pattern of development. The planning and construction of these public facilities are the most powerful methods for affecting the timing and location of development. A consistently followed policy on the location and timing of sewer and street improvements will have a considerable effect in guiding the location and density at which new development occurs. Recognition of these infrastructure requirements is central to the North Ridgeville Master Plan and the goals of confining high density uses to areas served with centralized sewer facilities and well served highway interchange facilities and major streets that have the capacity to handle increased traffic volumes.

The adoption of not only regulatory measures but also direct public investment in capital facilities to support agreed upon planning goals.

Capital budget and improvements programming will insure that public utilities and street widening improvements are constructed to support the agreed upon goals of the plan. The likelihood of achieving the desired qualities in the urban setting are to a greater extent assured if zoning and subdivision requirements are creatively conceived and incorporated into the capital improvements program procedure. In this way the community also takes on the role of guiding and leading, rather than merely restricting development proposals.

Sound design concepts for community development where only the land most appropriate for urban development is used; with the rest remaining in open space, parks, walking/hiking trails, nature preserves or as natural impoundment areas along rivers and drainage courses.

The Master Plan recognizes the suitability restraints of undeveloped land areas for various densities and kinds of urban development. A major physical feature which limits choices for development are large pockets of hydric soils that exist in the western part of the community. Hydric soils present difficulties for development that can be costly to overcome. The

water in hydric soils generally uses the surface of the ground in winter and spring. Large scale grading and excavation for small lot subdivision and business developments require that drainage systems be installed to prevent costly and damaging conditions to the city's natural drainage system.

Thus, development projects will evolve, adapting to the changing natural conditions that are found to exist on sites on these areas. A similar type of flexibility will be required of the regulatory process that will govern development.

A regulatory system that will provide a consistent means for implementing the plan policies.

Fundamental to this system is a discretionary review procedure of proposed urban developments at the time they are submitted for review and approval by the City Planning Commission and City Council.

1. Residential Areas

New residential areas should form compact units with a focused center composed of shops, townhouses and garden apartments.

Past experience shows that as suburban communities grow beyond an initial phase of a few thousand families, land is developed in a scattered fashion. Considerable land remains to be developed within or closely linked to existing residential areas. Many of these areas are currently served by public sewer and water facilities and therefore, ought to be developed first before new areas on the edge of the presently built-up areas or beyond are allowed to be subdivided. Such a policy establishes the principle of consolidating existing residential areas, thereby making more efficient and economical use of existing municipal services.

The existing water and sewer service area could accommodate more families by a process of in-filling of vacant land thereby achieving more compact neighborhoods. Compactness does not mean overcrowding. It simply means making better use of the existing public investment made in parks, public utility systems and major street improvements. Compactness also allows for a more economic servicing of existing residential areas and reduces the requirements for increased automobile use.

To promote a systematic review of major design considerations, every proposed subdivision shall adhere to the following principles in the platting of all lands within the city:

- a) Public areas should be defined clearly and with a purpose. Any activity or passive space for public use should be treated as visual and physical focal points around which building lots and streets are arranged. By taking action during the formative stage of the subdivision review process, the community is presented with the opportunity to protect scenic views, link areas with neighborhoods, formal and informal centers.
- b) Use the edge or the core of the subdivision as a focal point. Core areas should serve as centers of gravity to draw people together, such as parklands, bodies of water and neighborhood business centers. Without these attractions the opportunity for residents to interact casually are severely reduced.
- c) Use order rather than repetition. Order tends to group elements of the design even when they are identical. Grid type street patterns with shaded trees and front yards bordered by fences or stone walls are some of the elements.

- d) Use housing shapes and designs that convey the appearance of a small hamlet and not spreading subdivision development. Houses should generally face their narrow end towards the street or be shaped as a square with hipped roofs. Narrow lot frontages (60 to 70 feet) should be encouraged to achieve compactness and reduce public utility costs. Spacing between buildings on narrow lots is provided by locating garages in the rear yard.
- e) Encourage a mix of activities rather than segregated groupings. Carefully thought out performance standards can go far in reducing potential disturbances between homes and nearby small businesses. Churches, day care centers, recreational facilities and home occupations complement residential uses.
- f) Encourage walking and bicycling rather than driving. Pathways make it easier for people to get around and reduce dependency on the automobile and expensive street connections between subdivisions.
- g) Encourage a range of residents rather than building for one type. A variety of lot sizes and housing types enable people to stay in the same area as their family sizes and housing needs change. Provide independent housing opportunities for young couples.

It is recommended that the residential densities proposed on the plan be maintained for new residential developments but that variations be allowed in lot sizes. By varying lot size, without a change in density, lands are automatically set aside for park and open space purposes (tree stands, wetlands, flood plains, etc.). When a homeowners association exists it would absorb the cost of maintaining the common grounds. When developments are properly designed in context with their surroundings, the planned development pattern offers tremendous advantages over the conventional pattern. These advantages include:

- a) greater environmental sensitivity and responsiveness to environmental regulations;
- b) protection of neighborhood character within new and existing residential areas by providing open space for common use;
- c) availability of reserved sites for active and passive recreational pursuits in advance of increased development;
- d) creation of more diverse and architecturally interesting neighborhoods;
- e) creation of a friendlier and safer pedestrian environment, including walking, hiking and biking alternatives.

Many tools should be considered in reserving lands for open space: easements, tax concessions, planned development zoning techniques, careful subdivision review, transfer of development rights and outright gifts of land. Another device is the residential process itself. The Ridgfield Homes Development on Root Road in the southeast section of the city provides a good example of the prudent and logical set aside of open space land in connection with a large open space planned development. Foregoing the direct sale of the open space land, the developer benefited from the adjacent land and overall values created by preserving this open land; home buyers are willing to pay a premium for home sites adjacent to open space areas.

Multiple family residential developments often complement shopping centers and should logically be located adjacent to them. Such multiple family developments contain high population densities, purchasing power and traffic generation. Adequate access and sized improvements to major streets should exist prior to establishing new multiple family zones.

2. Business Areas

The Plan provides for the continuation of strip commercial development along the frontage properties on Center Ridge Road. Business zoning should be established at locations outside the service trade area of this strip-commercial area, but only at such time when sufficient residential development exists, generating added buying power to support added commercial space.

New business uses should be encouraged to locate in centers. Region wide business centers should be concentrated in planned developments around the major highway interchange facilities.

New neighborhood shopping centers should be located at the intersection of two major streets, and include enough acreage for:

- a) Sufficient off street parking for customers and employees;
- b) Sufficient and well located ingress and egress points controlled to prevent traffic tie-ups at intersections.

Major interchange facilities influence where community and regional shopping centers, office/industrial parks and major recreational facilities such as the proposed golf course off of Cook Road, are constructed. The Planned Development sector concept provides owners, investors and developers with a maximum freedom of choice consistent with the overall goals of the plan.

A sufficient retail market population to support the business development.

While regional highway access points may serve as a major business site selection factor, they are not the only criteria influencing the need for more commercial development. Too often the shopping needs of a community are overlooked. According to results obtained from a 1997 survey questionnaire sampling eight percent of the citizens of North Ridgeville, 69 percent of the respondents stated they wanted to see more shopping facilities inside the city limits. Since more commercial zoned land exists than what is being used, the concern focuses on the need for more business development not more business zoning. Types of stores wanted by North Ridgeville residents: discount drug stores, department stores and outlet malls.

To take advantage of the region-wide commercial shopping opportunities available in North Ridgeville a market study should be required in connection with any site plan review of a neighborhood or regionwide shopping center development to determine the current and potential catchment area for shoppers, recent increases in purchasing power and the degree to which existing shopping facilities are unattractive in terms of access, retail mix, appearance and parking.

3. Industrial Areas

Improved accessibility must be provided to the industrial corridor that extends from east to west through the center of the city, calling for the necessity to provide grade separations along the Railroad tracks.

Industrial park developments should have direct and convenient access to highway interchange facilities. Where long distances or indirect routes must be negotiated to get to and from such highway access points opportunities become limited in using what appear to be good sites for industrial purposes.

The industrial corridor, including the Taylor Road Industrial Park, offer possibilities of attracting added industrial/office park development. Attention should therefore be given to the construction of the Westerly Sewer Project and a well coordinated improved major street system that ties the corridor directly to major highway interchange points.

Public investment in industrial land, selected street and utility improvement projects must be initiated to attract private investment to the corridor. These private investments will add significant tax base. The increased tax revenues thus generated, when combined with land sales and other sources of public payback, are sufficient to repay the initial public investment.

To implement this payback approach, the following industrial planning concepts were used as the basis in preparing the industrial land use proposal:

- a) To keep congestion to a minimum and provide sufficient turning radii for trucks, industrial districts should be located adjacent to major streets, or to special routes that provide direct access to the metropolitan area-wide highway network.
- b) The industrial district should provide adequate space for:
 1. Employee parking
 2. Truck loading, storage and warehousing
 3. Future expansion needs
 4. Landscaping
- c) In the corridor district an ideal design arrangement should include separate streets for cars and trucks. The streets used by employees would be fronted by parking lots, while streets used by trucks would front onto loading/unloading areas.
- d) Industrial districts should include a full complement of public utility systems, including sewer, water, gas, electric and telephone/fiber optic services.
- e) Industry is also attaching increased importance today to the advantages employees would enjoy in a community. A good educational system, wide choice of housing, the availability of recreation, day care and entertainment, quality shopping, community activities and cultural opportunities are all factors in the location decision.

It is recommended that an economic development professional be hired by the city to aggressively pursue the retention and expansion of existing businesses and the attraction of new business investment. It is commonly held that 80 percent of a community's job base comes from the retention and expansion of existing industry. But R&E initiatives take a great deal of time and effort, requiring in most cases daily contact or communication with company representatives. To become acquainted with company needs and

issues, the city should hire an economic development specialist with the expertise to help existing industry and attract new business investment.

It is proposed that the industrial area in close proximity to the intersection of Center Ridge and Lear Nagle Roads be programmed for adaptive reuse. This site sits between the commercial properties fronting onto Center Ridge Road and predominantly one-family residential areas to the south. The area is considered to be more appropriate for office-service park developments that will effectively "buffer" the one family area to the south from the commercial properties fronting onto Center Ridge Road.

In addition, the industrial area located adjacent to the Interstate 80/480 interchange facilities south of Cook Road appears to have the most potential and to be strategically located for industrial park development.

4. Major Street Highway System

If the policies for residential, commercial and industrial development are followed, it is essential that the major street and highway network be improved to adequately handle the increase in traffic that will be generated from an anticipated increase in population and business by 2015. The widening improvements shown on the Master Plan are predicated on getting more people through the city on a daily basis.

It is recommended that Center Ridge Road be widened to four moving lanes, with a center left and right hand turning lanes at select intersections. This widening will insure that the road is sized to adequately carry increased traffic loads. The center lane will also sufficiently provide for the increase in left and right hand turning movements that will be generated by a corresponding increase in the use of abutting properties for commercial development.

The widening of State Route 83 is recommended to provide ease of access on a continuous route from the central industrial corridor to the State Route 10/U S. 20 interchange facility. The right-of-way needs for the entire route alignment have yet to be determined. However, considering the system's potential importance for north-south traffic, a cross-section of 80 feet would appear necessary.

5. **Parks and Recreation**

It is recommended that the natural beauty of the Lorain County Metropolitan Park be preserved by prohibiting additional commercial and multiple family residential uses adjacent to its borders.

North Ridgeville will need a park system scaled to the requirements of a population of 37,300 people by 2015. Land must be acquired now to insure that there will be suitable sites, centrally located to the population when the need for parks and recreation will be felt keenly. The City should have one centrally located community park, preferably near the town center, and three more neighborhood parks, west of State Route 83. Whenever possible, the park facilities should be woven together by a network of trails, following drainage ways forming the backbone of residential areas.

National Recreation Association Standards should be followed in determining the size and location of community parks.

It is recommended that a Community Center equipped with a swimming pool, two basketball courts, indoor track, meeting rooms, weight lifting facilities, racquetball, game rooms and other sporting activities be constructed on the site immediately east of North Ridgeville City Hall, with access onto Bainbridge Road. This showcase facility should become a chief attraction and an essential recreational element for the city.

Neighborhood Parks

Parks and recreation areas established under the Master Plan will be located near the center of residential areas. As applications are submitted for review and approval of subdivision plats, the park and recreation department should be given the opportunity to acquire needed neighborhood park property.

6. **Flood Plain Development**

Stream beds, drainage courses and flood plains are inappropriate locations for urban land uses. Developments such as residential subdivisions, shopping centers or industries should be limited within areas that are subject to flooding. Open or outdoor uses may be permitted when substantial structures are not involved.

7. **Spot Zoning, Special Exceptions and Variance**

Spot Zoning

Spot zoning is regarded as an undesirable community development practice for the following reasons:

A "spot zone" is a zoning amendment or change that affects only a particular piece of property and is not related to the Master Plan for the city as a whole. This is not to say that zoning of the city may not reasonably require that a small area, even a single parcel, may be designated for a particular land use, if by doing so, the good of the whole community is served. The drawback in "spot zoning" lies in the fact that a particular property or small area is regarded alone, and where that is done it is almost inevitable that the basis is not the service of the general good of the area, but to benefit a particular property owner.

On the basis of this definition it follows that spot zoning may only be used as a logical argument for the denial of a zoning change where the North Ridgeville Planning and Zoning Code and Zoning District Map are based on a

Comprehensive Master Plan for the City of North Ridgeville. The Comprehensive Master Plan for North Ridgeville not only recognizes existing but future land uses, thereby making zoning immediately related to planning.

Therefore, applications which are determined to be spot zoning will automatically be denied by the City Planning Commission.

Special Exception

Unfortunately confusion persists over the terms "special exception" and "variance". In many instance the two terms are used synonymously. The use of the two terms interchangeably or as synonyms is very much in error. However, special exceptions are synonymous with the term "conditional use certificates".

A special exception or conditional use certificate in the North Ridgeville Planning and Zoning Code is allowable where the appropriate administrative body (i.e. under Ohio law the Board of Zoning and Building Appeals or Planning Commission may issue conditional use certificates) declares that the proposed development complies with the stated facts and conditions prescribed and detailed in the ordinance. In the North Ridgeville Planning and Zoning Code, provision is made in the schedule of district regulations for the precise types of uses allowed as special exceptions (i.e. conditional use certificate) in each district and the requirements under which the special exception (i.e. conditional use certificate) may be allowed. An applicant for a special exception carries no burden of showing unnecessary hardship; the applicant must simply demonstrate to the appropriate governing body (i.e. Board of Zoning and Building Appeals or the City Planning Commission) that he/she meets the requirements laid down in the North Ridgeville Planning and Zoning Code.

A written application for a special exception is required. In this way, all possible parties will be apprised of the precise nature of the request for a special exception and the grounds on which it is sought.

As a matter of procedure, the governing body is required to make a substantive finding, before the special exception is granted, that the public interest will not be adversely affected. The governing body is allowed, consistent with the North Ridgeville Planning and Zoning Code, to require additional appropriate conditions and safeguards, violations of which constitute a violation of the North Ridgeville Planning and Zoning Code.

Special exceptions submitted to the appropriate governing body to achieve a change in the legal use of the land will be automatically denied.

Variance

A "variance", on the other hand, is granted by the Board of Zoning and Building Appeals to allow an applicant relief from the requirements of the letter of the ordinance because of unnecessary hardship or practical difficulty. For example, an individual might own a lot with a river or stream so located that he/she cannot simply comply with the required setback or yard requirements stated in the North Ridgeville Planning and Zoning Code.

It should be thoroughly understood that variances should not be used as the means for correcting bad or imperfect zoning legislation. North Ridgeville City Council, through the legislative process is the only proper governing body for changing the zoning ordinance-good, bad or indifferent.

The irreducible factor in granting a variance is "necessary hardship" on the applicant. Without showing to the satisfaction of the Board of Zoning and Building Appeals that unnecessary hardship will result, the variance should not be granted. A variance issued simply because the board feels it is doing "justice" constitutes an invalid application of the board's authority.

But what constitutes "unnecessary hardship"? Certainly any definition depends in no small degree upon the circumstances in which its application is sought. A variance from the terms of the North Ridgeville Planning and Zoning Code shall not be granted by the Board of Zoning and Building Appeals unless and until:

- a) A written application for a variance is submitted demonstrating:
 1. That special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same district;
 2. That literal interpretation of the provisions of the North Ridgeville Planning and Zoning Code would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of the North Ridgeville Planning and Zoning Code;
 3. That the special conditions and circumstances do not result from the actions of the applicant;
 4. That granting the variance requested will not confer on the applicant any special privilege that is denied by the North Ridgeville Planning and Zoning Code to other lands, structures or buildings in the same district.

No non-conforming use of neighborhood lands structures or buildings in the same district, and no permitted uses of lands, structures or buildings on other districts shall be considered as grounds for the issuance of a variance.

- b) The Board of Zoning and Building Appeals shall find that the reasons set forth in the application justify the granting of the variance, and that the variance is the minimum requirement that will make possible the reasonable use of the land, structure or building.
- c) The Board of Zoning and Building Appeals shall further make a finding that the granting of the variance will be in harmony with the general purpose and intent of the North Ridgeville Planning and Zoning Code and will not be injurious to the neighborhood, or otherwise detrimental to the public welfare.

In granting any variance, the Board of Zoning and Building Appeals may prescribe appropriate conditions and safeguards in conformity with the provisions of the North Ridgeville Planning and Zoning Code. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of the North Ridgeville Planning and Zoning Code.

Under no circumstances will the Board of Zoning and Building Appeals issue a variance for a "change in the use of the land" not permissible under the terms of the North Ridgeville Planning and Zoning Code for the district involved, or any use expressly or by implication prohibited by the terms of the North Ridgeville Planning and Zoning Code in said district.

PART FOUR: Plan Implementation

A. Land Guidance System

Since North Ridgeville is already zoned for one use or another, controlling the process of rezoning becomes the major means of regulating the future pattern of land uses shown on the City's Master Plan. It is proposed that traditional zoning techniques be used where anticipated development consists of the filling in of built up areas, particularly in the northeast and southeast sections of the city.

However, the planned development sectors shown on the Master Plan should be mapped and incorporated into the North Ridgeville Planning and Zoning Code. Rezoning for high intensity land uses would be limited to the areas within development sectors. It should be emphasized that lands within development sectors would not be immediately rezoned on a wholesale basis. Rather, rezones would take place in a gradual, step by step process, as private owners sought zoning map amendments to develop their individual holdings. Safeguards would be instituted in the North Ridgeville Planning and Zoning Code to prevent speculative rezoning within sectors and eliminate incompatible land use situations from arising as a result of conflicts between existing areas and future developments. Moreover, the development sectors are large enough to insure a land supply well in excess of foreseeable demand.

In a growing suburban community where large amounts of land are vacant and the development pattern has been clearly established by past growth, broad but enforceable guidelines appear preferable to the specific but usually ineffective proposals incorporated in the conventional master plan.

The following devices will be needed to implement the development sector approach:

- Detailed plans for each development sector defined on the Master Plan are to be updated in response to continuing land development activity and the staging of street and sewer improvements.
- Site development criteria should be incorporated into the North Ridgeville Planning and Zoning Code to govern re-zonings within development sectors.
- Site plan review would be required as part of the recommended rezoning process for proposed development sectors.
- Time limits might be imposed on rezoning to discourage speculative requests.

B. Capital Improvements Program

Periodically, city officials should determine which parts of each development sector are ripe for the construction of intensive uses within the next six (6) year period. The designation should be made on findings that major street widening improvements, sewer and water facilities to service the intensive development will foreseeably be available within the next six (6) years. This review should take place in conjunction with approval of a capital improvement program.

A capital improvements program lists the capital improvements (i.e. parks, streets, water and sewer improvements) that are or will be needed to carry on the program of public services that has been decided on for the city. The capital improvements program bridges the gap between the program of public Improvements on the one hand and the Master Plan on the other. The usual practice is to prepare a list of capital improvements from the Master Plan, to study them in relation to the financial plan, and then to employ the revised list in updating the Master Plan.

Obviously, certain public facilities will have an influence on the market, therefore, City officials should use the capital improvements program to foster opportunities in development sectors.

APPENDIX A

PROJECT RECOMMENDATIONS CITIZENS PLANNING COMMITTEE

I. Planned Development Districts.

A. I-480/State Route 10 Interchange.

1. Develop hotels and restaurants (both sit down and fast food) for travelers.
2. Multi-story office buildings (possible corporate headquarters).
3. Nine (9) hole golf course driving range.
4. RTA/LCT park and ride for commuters.
5. Water/sewer available.

B. Ridgeview Shopping Center Redevelopment.

C. College land development - LCCC 215 acres.

D. Town Center.

E. West Gateway Area.

F. State Route 10 and Relocated State Route 83 intersection.

II. Sewer.

A. Westerly Sewers.

1. Sanitary Sewer Interceptor from Avon Corporation line down to Case Road. Case Road to be resurfaced. Interceptor proceeds east on Center Ridge Road to Race Road to Sugar Ridge Road east to State Route 83 and south to the Eaton Township line.
2. Numerous laterals off the main, based on need and development.
 3. North Ridgeville Engineer oversee construction with help from outside engineering firms.

III. Zoning.

A. Planned Development Zoning - new concept.

B. Northeast quadrant-primarily residential, some minimal B-3.

- C. Full length of Center Ridge Road majority B-1 or B-2 with minimal B-3 and B-5 zoning.
- D. Northwest quadrant - mostly residential - some multi-family along proposed Mills Road area. Area around college could be zoned “planned development”.
- E. A fire station, elementary school and potentially a police station would be needed with the residential growth in the Northwest quadrant.
- F. The “historical district” should be changed to a less restrictive designation as a B-5 “Heritage Preservation District”. This district would front Center Ridge Road, west from State Route 83 to Race Road and be approximately 500 feet deep.
- G. The southeast area would include most of the industry. The area along the turnpike and railroad is zoned industrial. Additional industrial zoning following an approximately 800 foot setback along the north side of Sugar Ridge Road west of Race Road to the Elyria City limits.
- H. We recommend six areas as possible planned development sectors:
 - 1. town center;
 - 2. around LCCC;
 - 3. I-480/State Route 10/Turnpike Intersection;
 - 4. Ridgeview Shopping Center;
 - 5. West Gateway area.
 - 6. State Route 10 and Relocated State Route 83 Intersection

IV. Heritage Preservation District/Town Center.

- A. Heritage Preservation District, between State Route 83 and Race Road, as previously mentioned above. Preserve architecture of home and structures such as Old Town Hall and First Congregational Church. Future building must conform.
- B. Town Center at State Route 83/U.S. 20. Specialty shops, brick paths, green space, walking trails, trees, flowers, a community building for community care with meeting rooms, etc. all supported by age restricted housing.

V. Streets.

- A. Repair, maintain and widen existing major street network.
- B. Widening, Lorain Road from Bagley Road to Root Road (3), Center Ridge Road (4 with turning), Lear Nagle Road (3-4), Avon Belden Road (3).
- C. Extending Mildred Street (Case Road to Jaycox Road), Bender Road (Sugar Ridge Road to Taylor Woods), extend an access road from Denise Drive to Olive Avenue, Denise Drive (to Center Ridge Road), Sprague Road (Root Road to State Route 83).
- D. Provide grade separations between railroad, and Avon Belden Road, Root Road, Chestnut Ridge Road and Race Road.
- E. Proposed street alignment:
 - 1. Lear Nagle Road at Center Ridge Road.
 - 2. Root Road at Center Ridge Road
 - 3. Elimination of the curve on Bender Road.
 - 4. Elimination of the curve on Sugar Ridge Road at Elyria City limits.
 - 5. Reduction in curve on Bagley Road south of Lorain Road.

VI. Schools and Parks

- 1. Lorain County Metro Park, 309 acres, 200,000 visitors per year, Pine Oak wetland forest, trails, educational signage, boardwalks, etc. Many visitors to support.
- 2. Shared use concept, schools and community combine assets, sane tax dollars.
- 3. Common gymnasium, outdoor walking/jogging track.
- 4. Shared use Community Center competition and recreation.
- 5. Multi-use field house and exercise area.
- 6. Shared use theater/auditorium.

APPENDIX B

Handouts and Working Papers distributed and used by Committee Members during meeting sessions.

I. COMMITTEE INFORMATION HANDOUTS:

- A. Ohio Planning Enabling Legislation
- B. Community Audit Example
- C. Where We Live - A Citizen's Guide to Building a Community
- D. Summary of Planning Committee Comments
- E. Workshop I - Community Audit
- F. Workshop II - Audit Results

II. WORKING PAPERS

- A. Existing Land Use Survey
- B. Ultimate Population Holding Capacity
- C. Physical Features Population and Labor Force
- D. Summary Interviews with Department Directors
- E. Residential Survey 1997
- F. Preliminary Land Use Considerations

C. LIST OF MAPS

- A. Preliminary Organization
- B. City Base Map
- C. Topographic Features
- D. Water Features
- E. Flood Plain Map
- F. Wetland Areas
- G. Tree Coverage
- H. Water Distribution System
- I. Sewer Collection System
- J. Existing Land Use
- K. Existing Land Use and Zoning
- L. Master Plan