



STRONGSVILLE

MASTER PLAN 2018

February 14, 2019

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COUNTY PLANNING

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1.0 Introduction

WELCOME TO THE MASTER PLAN

The Strongsville Master Plan is a collection of community aspirations that aim to inspire and guide City officials and residents as they move the community into the future. By writing down these aspirations, we memorialize the hopes of the Strongsville community and, importantly, we outline the steps necessary to achieve our goals.

The Strongsville Master Plan examined the current conditions throughout the City, and developed a profile of the demographic trends that are shaping the City. This helped to determine which trends should be fostered for the future and which need to change. These trends and the input of the public helped determine the vision for the future that is outlined in the Master Plan. This vision is uniquely tailored to the community of Strongsville and residents' goals for the future.

Based on the current conditions, input, and vision for the future, the Master Plan outlined specific steps that could be taken Citywide and in focus areas to deliver the changes residents wish to see. These ideas ranged from policy changes that would direct City decision making and regulations, to large infrastructure projects that would take time to implement.

With actions in hand, the Strongsville Master Plan outlines specific steps that can be taken to move the City forward. The Implementation section outlines a framework for implementing the actions. It ties individual actions to priority, partners, time-frames, and potential funding sources to ensure everyone is aware of how actions can be accomplished.

The Strongsville Master Plan is the beginning of a process of transformation. It is intended to guide changes over many years. Only with the dedicated work of residents, business owners, and City staff can the Master Plan's goals be achieved. Together, we can work to create a greater Strongsville.

1.1 WHAT IS A MASTER PLAN?

WHAT IS A MASTER PLAN?

A Master Plan is a policy guide created by the City of Strongsville in collaboration with residents, business leaders, stakeholders, and interested groups. It is a long-term plan for how the community wants to grow and develop in the future, and it is intended to look up to ten years out.

Generally, a Master Plan inventories what exists today, outlines a community's vision for the future, and describes concrete action steps to achieve that vision. Developing a plan provides the community an opportunity to provide input on the general direction of the city. It prepares residents and business owners for changes, shapes future development, and gives a competitive advantage when applying for grants and funding.

Residents are encouraged to use the Master Plan to see what changes may occur in their neighborhoods and assist implementation by developing community groups or volunteer organizations to support it. Business owners are encouraged to use the Master Plan to find where the City is focusing economic development efforts, and to see what programs or development options may be available. The City is encouraged to use the Master Plan to guide decisions on land use issues, infrastructure investments, or what grants to apply for. These are substantive ways that members of the community can use the Master Plan to guide their decisions.

MASTER PLAN AND ZONING

The Master Plan is particularly related to land development because it provides a guide for how the community would like to see new uses arranged and developed. While the Master Plan describes potential land use changes, it does not alter any existing zoning or regulations. Existing zoning remains the same until the City or a property owner seeks to change zoning through a rezoning or an update to existing City codes.

The graphic below showcases some of the key features that differentiate Master Plans from Zoning Ordinances.

MASTER PLAN

- A GENERAL POLICY GUIDE FOR FUTURE DEVELOPMENT
- DESCRIBES RECOMMENDATIONS FOR WHAT SHOULD HAPPEN IN THE FUTURE
- INCLUDES BROAD RECOMMENDATIONS THAT CAN BE UNDERTAKEN BY THE CITY, RESIDENTS, OR PARTNERS
- A FLEXIBLE DOCUMENT THAT IS INTENDED TO BE INTERPRETED AS CONDITIONS CHANGE

VS

ZONING ORDINANCE

- SPECIFIC RULES FOR DEVELOPMENT
- DESCRIBES WHAT IS AND WHAT IS NOT ALLOWED TODAY
- INCLUDES MANDATORY REGULATIONS ON DEVELOPMENT THAT ARE ENFORCED BY THE CITY UNLESS SPECIFICALLY WAIVED
- RELATIVELY RIGID SET OF REGULATIONS THAT CAN ONLY BE CHANGED BY A LEGAL PROCESS

PHASES OF THE MASTER PLAN

The Master Plan for Strongsville was developed using five phases. These phases are described in more depth below:

Current Conditions: In this phase, we analyzed demographic trends and overview City infrastructure, services, housing, and land use, in Strongsville

Community Vision: In this phase, we outlined a vision and guiding principles for how the community wants to grow and develop in the coming decade

Goals & Actions: In this phase, we outlined specific steps that can be taken to achieve the community's desired future

Implementation: In this phase, priorities, timelines, and responsibilities were attached to each action to show how to accomplish them

Master Plan Document: In the final phase, the previous components were combined and completed into a final Master Plan document

MASTER PLAN TEAMS

The planning process involved the input of three groups: the Project Team, Stakeholder Interviews, and the Public. These groups reviewed documents and provided input on the different phases to ensure the goals and recommendations in the plan fit what the community wanted like to see.

The Project Team was made up of City staff that provided in-depth knowledge of the City and local development issues, and also helped to provide necessary data. The Project Team met throughout the planning process to review and guide the work being completed.

At the beginning of the plan, a group of "Key Stakeholders" were identified and interviewed to gain insight into the issues, ideas, and vision the community had for the City. A total of 22 people - Council Members, local business leaders, civic group representatives and residents - were interviewed.

Finally, the Public included any interested residents or parties that wanted to be involved in the process. Three public meetings were held that covered the Master Plan phases and allow for feedback.

PROCESS



CURRENT CONDITIONS



COMMUNITY VISION



GOALS & ACTIONS



IMPLEMENTATION



MASTER PLAN DOCUMENT

1.2 PUBLIC INVOLVEMENT

The Master Plan process included numerous opportunities for public involvement to ensure that the Plan reflected the concerns, ideas, and priorities of residents and business owners.

INVOLVED GROUPS

The planning process involved the input of three groups: the Project Team, Stakeholder Interviews, and the Public. These groups are intended to review the Master Plan or provide input at various phases to ensure the goals and recommendations in the plan fit what the community would like to see.

The Project Team consisted of the Mayor, department directors, and other City staff. This group provided in-depth knowledge of the day-to-day operations and issues of the City. They provided important feedback on documents and issues and helped keep the planning process moving.

On December 11th and 12th 2017, County Planning conducted 22 Stakeholder interviews to gather information on issues, opportunities, and visions for the future of the City. Those interviewed included a diverse cross-section of the community including Council members, business owners, developers, school representatives, and residents.

Finally, the Public includes any interested residents or parties that engaged the process through attending public meetings, replying to on-line surveys, and contacting the City or County Planning with comments or questions. There were three public meetings held during the planning process.

The inclusion of these groups was important in confirming that the data, ideas, and policies to be included were

appropriate for Strongsville. The groups provided input to further refine ideas and issues to ensure they fit the vision for the Village's future.

PUBLIC MEETINGS AND ONLINE FEEDBACK

The planning process included three Public Meetings throughout to allow community members the opportunity to provide input on the Plan recommendations. A summary of the three meetings is provided on the following page.

Meeting information was posted on the City's website, posted on social media, and included on the City's other digital and print information mediums.

Following each meeting, a link was provided to an online survey to allow further feedback over the material presented at the meeting. Each survey was open for at least two weeks to allow those unable to attend the meeting to participate.

USING THE RESULTS

County Planning used the results from the Public Meetings to make changes to the Master Plan. After presenting information and seeking feedback, the Master Plan documents were changed and updated to incorporate ideas and address issues identified by the public.

At the second and third Public Meetings, County Planning presented the results of the previous Public Meetings and showcased the changes that were made to ensure the public was aware of how the Plan was responsive to their comments.



Residents attending the second Public Meeting, held in June of 2018.
County Planning

Source:

PUBLIC MEETINGS



PUBLIC MEETING #1

CURRENT CONDITIONS AND COMMUNITY VISION
FEBRUARY 22, 2018

At the first Public Meeting, representatives from County Planning introduced residents to the planning process, presented Current Conditions information, and gave an overview of the Community Vision Principles and focus areas. Members of the public were asked to review boards that included Vision Principles, focus areas, and major corridors. Residents were invited to say what they liked or wanted to change about each.

PUBLIC MEETING #2

GOALS & ACTIONS
JUNE 28, 2018

At this meeting, County Planning described the results of the first Public Meeting, introduced the focus areas of the Place-Based Framework, and outlined the goals and actions of the City-wide Framework. Residents provided great questions and discussion of issues and concerns. They were asked to respond to boards to identify ideas they liked or disliked. If residents wanted to change or add a proposal, they were asked to write down their suggestions.

PUBLIC MEETING #3

IMPLEMENTATION & DRAFT PLAN
OCTOBER 23, 2018

At the final Public Meeting, County Planning presented changes to the Place-Based and City-wide Frameworks from the previous meeting, introduced the implementation tables, and presented the first draft of the Master Plan. Attendees were asked to use dots to identify their top priorities for implementation. They were also given the opportunity to write down comments on boards to further refine actions or the implementation tables.

1.3 PLANNING CONTEXT

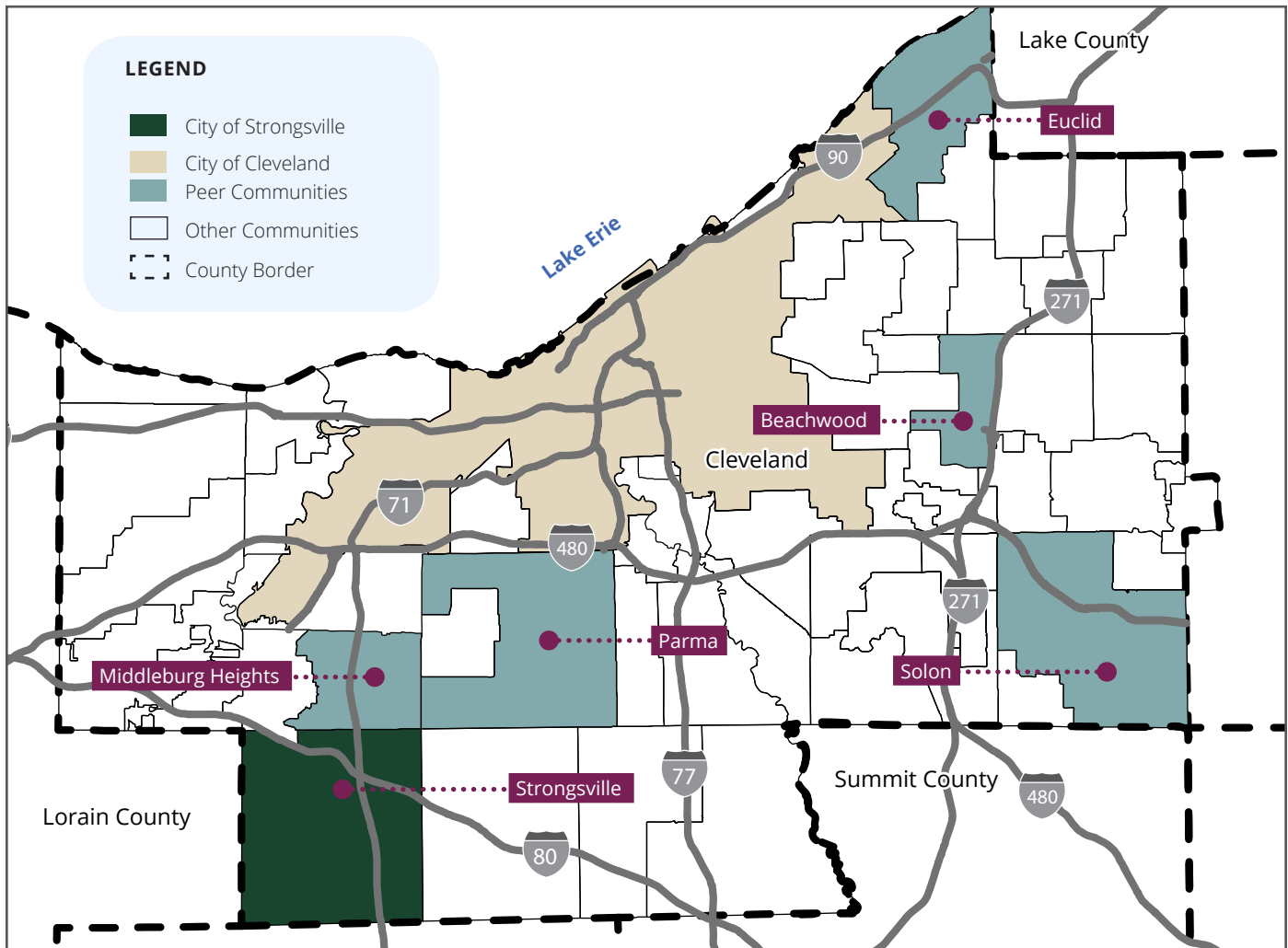
REGIONAL CONTEXT

The City of Strongsville is shown in purple on the map below. The City is located in the southwest corner of Cuyahoga County and borders Berea, Middleburg Heights, and North Royalton. The City also borders Lorain and Medina Counties.

Throughout the Strongsville Master Plan, comparisons are made between Strongsville, its peer communities, and the County as a whole.

The map below shows in orange the peer communities for Strongsville. These communities share common characteristics due to their population and demographics, development patterns, local economy, and location along an interstate corridor.

MAP 1 — REGIONAL CONTEXT



CITY CONTEXT

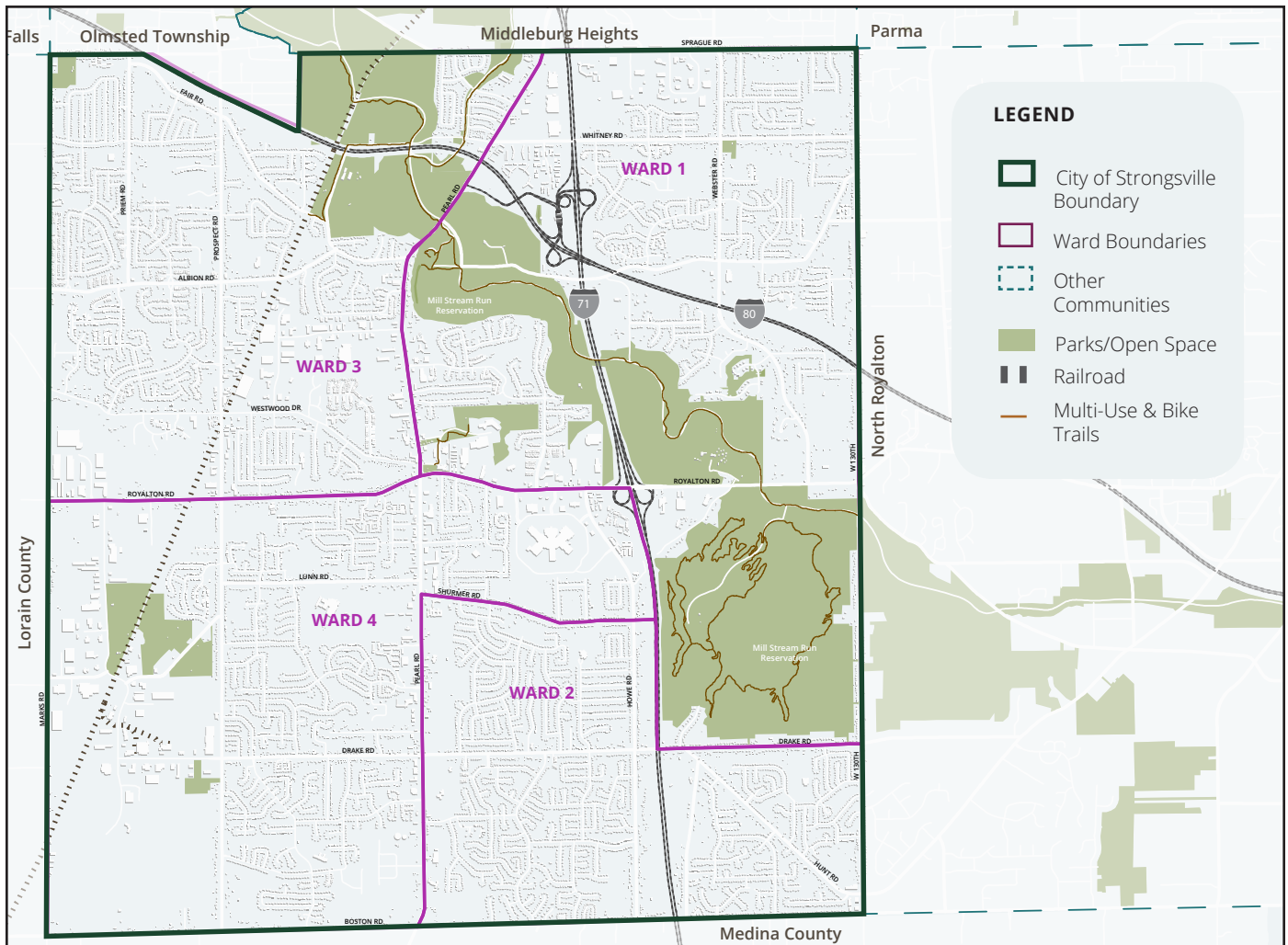
The City of Strongsville is shown in the map below. Sprague Road forms the majority of the City's northern border with Berea and Middleburg Heights. West 130th Street forms the eastern border with North Royalton. Boston Road and Marks Road form the southern and western boundaries with Medina and Lorain County, respectively.

US Route 82 bisects the City from west to east. Interstate 80 also runs diagonally from the northwest to southeast in the northeast part of the City. Interstate 71 and Pearl Road

(US 42) are two major arteries running north and south. Interstates 71 and 80 creates distinct divisions in the City. The Mill Stream Run Reservation provides significant park space, but also acts as another line of division in the City.

Strongsville is grouped into four wards for the purpose of City Council representation. The City is roughly divided into quadrants along US 82 and US 42. A portion of Ward 4 reaches toward I-71 covering a significant Commercial area of the City.

MAP 2 — PLANNING CONTEXT





2.0 Current Conditions

WHAT'S INSIDE

Many factors affect a community's future, including population and housing trends, income and tax receipts, proximity to transit, and natural features. The Current Conditions section provides an overall assessment of trends in the City of Strongsville.

This data comes from numerous sources, including the U.S. Census' American Community Survey, Cuyahoga County, the US Postal Service, and the City of Strongsville.

The Current Conditions data will be used to inform goals, policies, and actions in the next phases of the Master Plan.

The section of the Master Plan outlines a series of profiles that define the City of Strongsville as it exists today. These profiles—Community, Transportation, Community Services, and Land Use—define local attributes and place them in a regional context for further examination and analysis.

DATA SOURCES

- 2000 United States Census
- 2010: American Community Survey, 2006-2010 Five Year Estimates
- 2015: American Community Survey, 2011-2015 Five Year Estimates
- Case Western Reserve University Center of Urban Poverty and Community Development
- City of Strongsville
- Cleveland Metroparks
- Cuyahoga County Fiscal Office
- Cuyahoga County GIS
- Cuyahoga County Planning Commission
- Greater Cleveland Regional Transit Authority
- Longitudinal Employer–Household Dynamics
- Northern Ohio Data and Information Service
- Northeast Ohio Areawide Coordinating Agency
- Ohio Department of Education
- Regional Income Tax Agency

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2.1 COMMUNITY PROFILE

Figure 1 Population

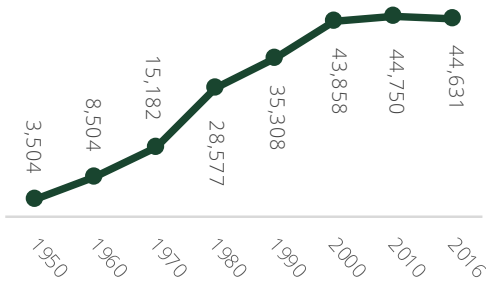
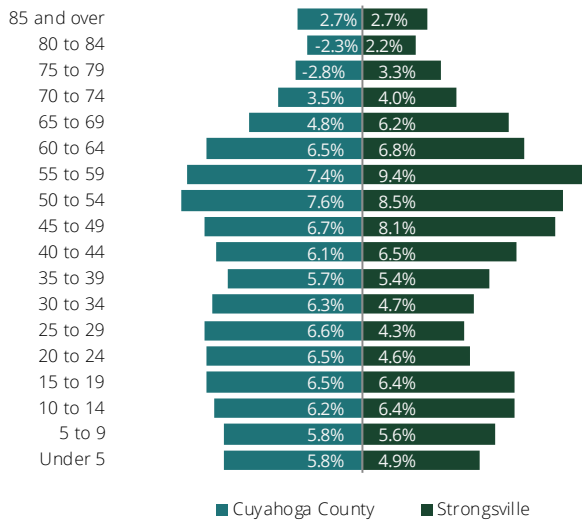


Figure 1 Population Pyramid, 2015



POPULATION

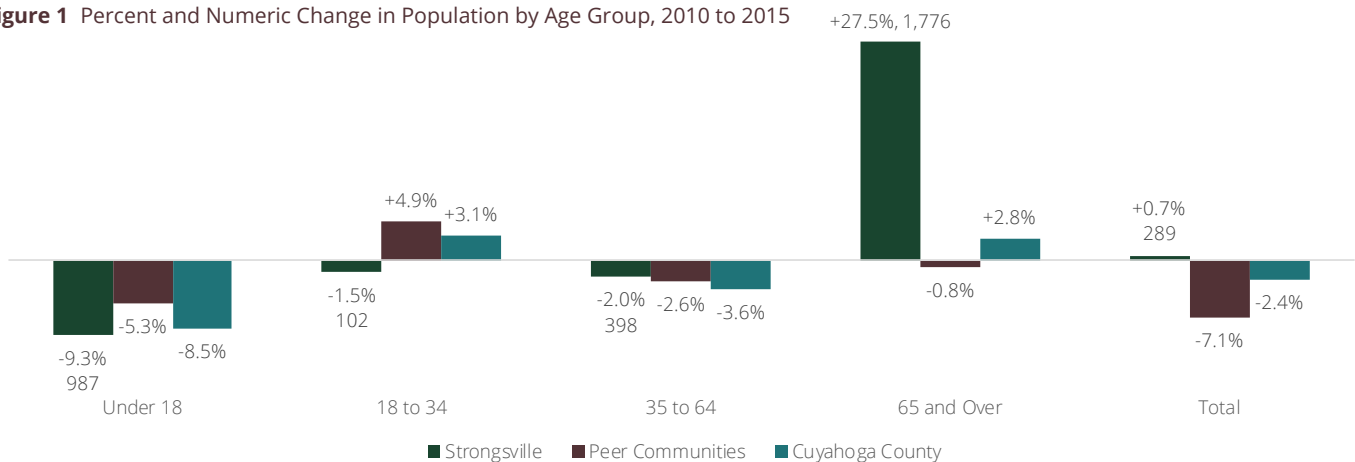
Both land use designations and municipal service needs are influenced by population size and growth trends within a community. The City of Strongsville's population has seen a large boom in those residents that are age 65 and over. This sector of the community has increase by 27.5% between the years 2010 and 2015. The County has only an overall growth of this population age group of 2.8%, while other peer communities lost population within this age group. The City of Strongsville decreased in population within all other age groups, but overall gained 0.7% in population as a whole. This could be due to people looking for a retirement-friendly community that provides for their specific wants and needs.

DENSITY

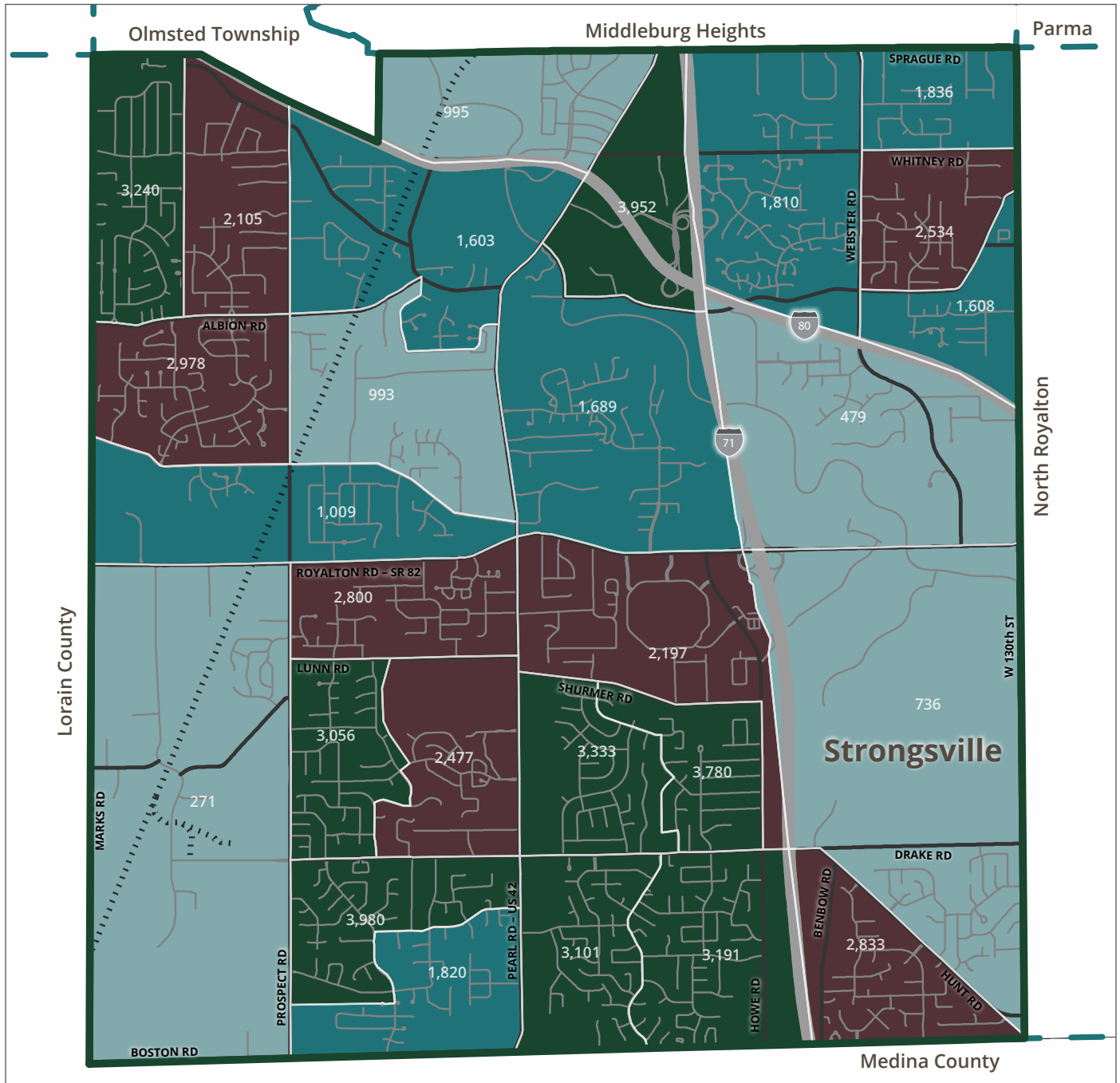
Population density is a measure of population by square mile and when mapped, it can generally display how tightly packed or dispersed the population is within a specific area or region. Densely populated areas can more easily support walkable amenities such as restaurants and retail, and can sometimes have different needs such as greater transit frequencies or biking accommodations.

The City of Strongsville's highest areas of density are concentrated around its residential areas zone R1-75, meaning lots that are 75 feet wide and areas that are PDA or Planned Development Areas. The City's lowest areas of density are concentrated within the community's four business parks or industrially-zoned land and the Mill Stream Run Reservation of the Cleveland Metroparks.

Figure 1 Percent and Numeric Change in Population by Age Group, 2010 to 2015



MAP 3 — POPULATION DENSITY



LEGEND

- 271 Population Number per Square Mile By Block Group
- Block Group Boundary

- Population per Square Mile by Block Group
- Over 3,000
 - 3,000 to 2,001

- 2,000 to 1,001
- Under 1,000

HOUSEHOLDS

The Census defines a household as any person or group of persons living together in a residence regardless of relationship. This may consist of a single person, or multiple related and/or unrelated individuals living together. Overall, the average household size in Strongsville and Cuyahoga County has decreased from 2010 to 2015. However, this is beginning to slow in Strongsville and from 2010 to 2015 the City saw an increase by 13.5% in three-person households, but they

also saw the biggest loss in four-person households at 13.9% when compared to peer communities and the County.

The City of Strongsville on average has a slightly larger household size than its peer communities and the County as a whole.

Figure 1 Percent Change in Household Size, 2000 to 2015

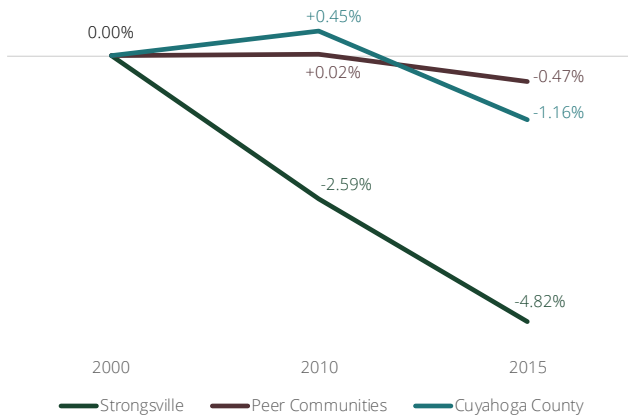
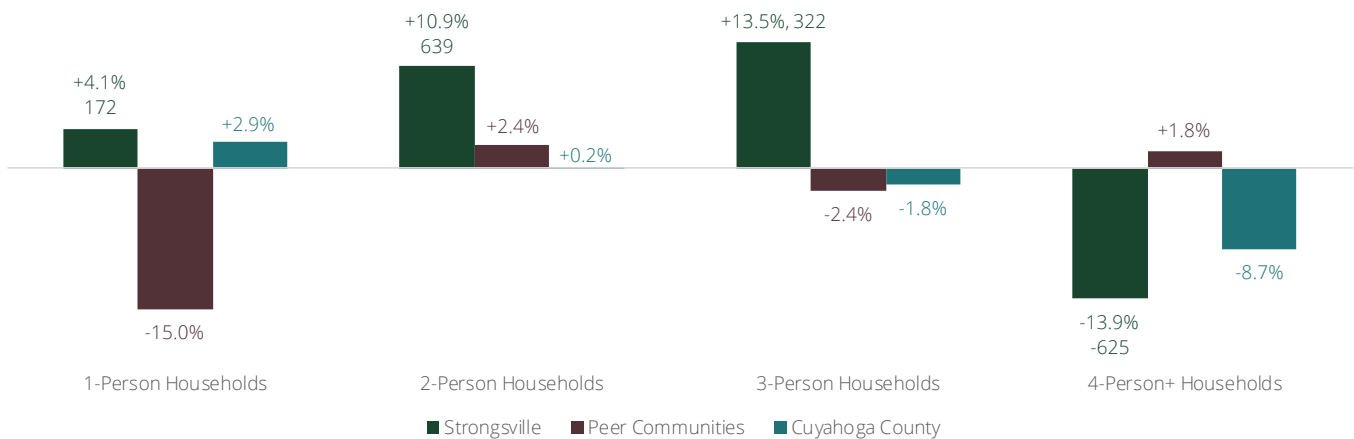


Figure 1 Average Household Size, 2015



Figure 1 Percent and Numeric Change in Number of Households by Size, 2010 to 2015



RACE & ETHNICITY

The racial and ethnic backgrounds of an area can help to inform policy and program decisions for a community. When compared to peer communities and Cuyahoga County as a whole, the City of Strongsville is significantly less diverse than other areas in the region. In the City, 89% of residents identify as white, while 60% identify as white within the County as a whole.

Overall, between the years 2010 and 2015, the City of Strongsville was the only community to gain population. Both its peer communities and the County as a whole lost population regardless of race or ethnicity.

Figure 1 Ethnicity, 2015

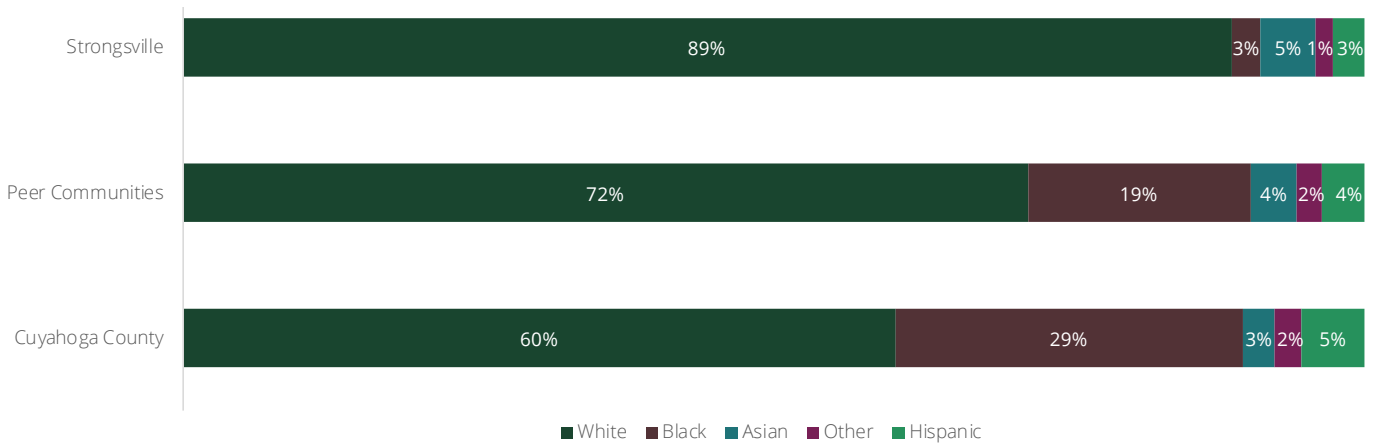
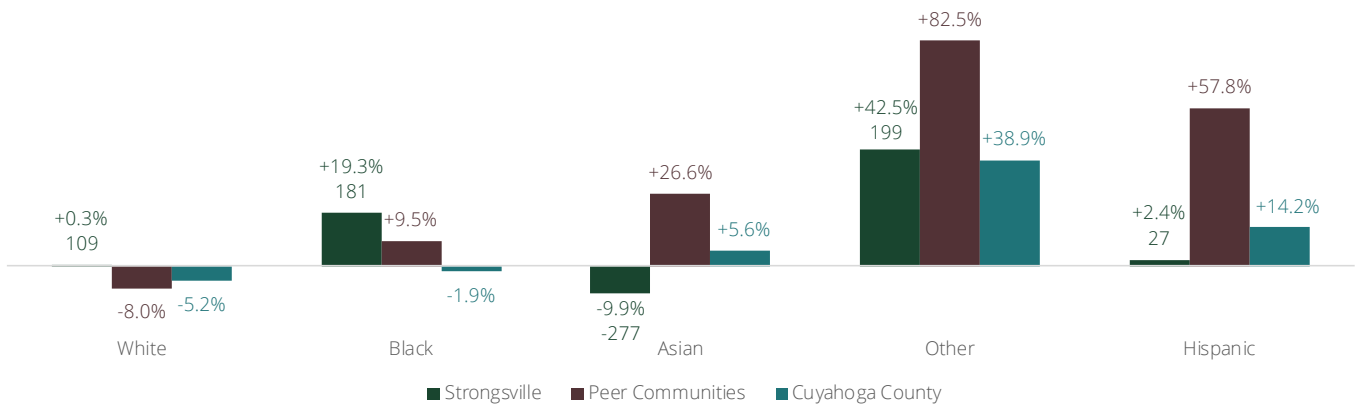


Figure 1 Percent and Numeric Change in Population by Ethnicity, 2010 to 2015



EDUCATIONAL ATTAINMENT

Higher educational attainment often indicates higher income levels, which can in-turn strengthen a community's overall economy. The City of Strongsville continues to be a leader in attracting and retaining workforce talent. At least 35% of its residents have a Bachelors or Associates degree, and 17% have obtained a Master's degree or higher. Only 5% of the community has less than a high school diploma, which is significantly lower than the County as a whole (12%).

From 2010 to 2015, those individuals with less than a high school diploma or a high school diploma alone have decreased within both the City of Strongsville and Cuyahoga County. From 2010 to 2015 Strongsville saw its largest increase for those residents with a master's degree or higher (20.4%). Overall, the City continues to exceed peer communities in terms of educational attainment.

Figure 1 Educational Attainment, 2015

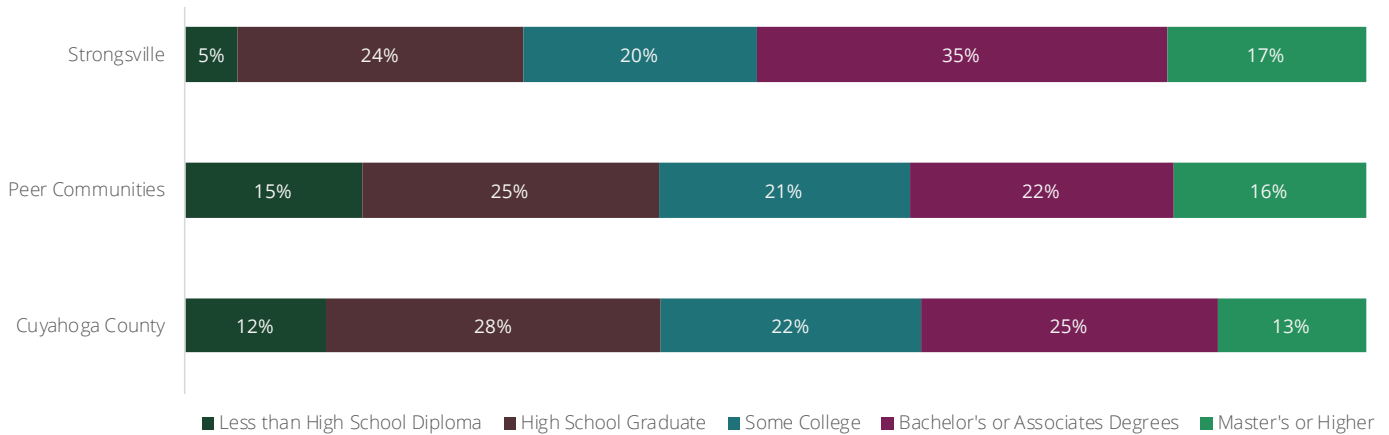
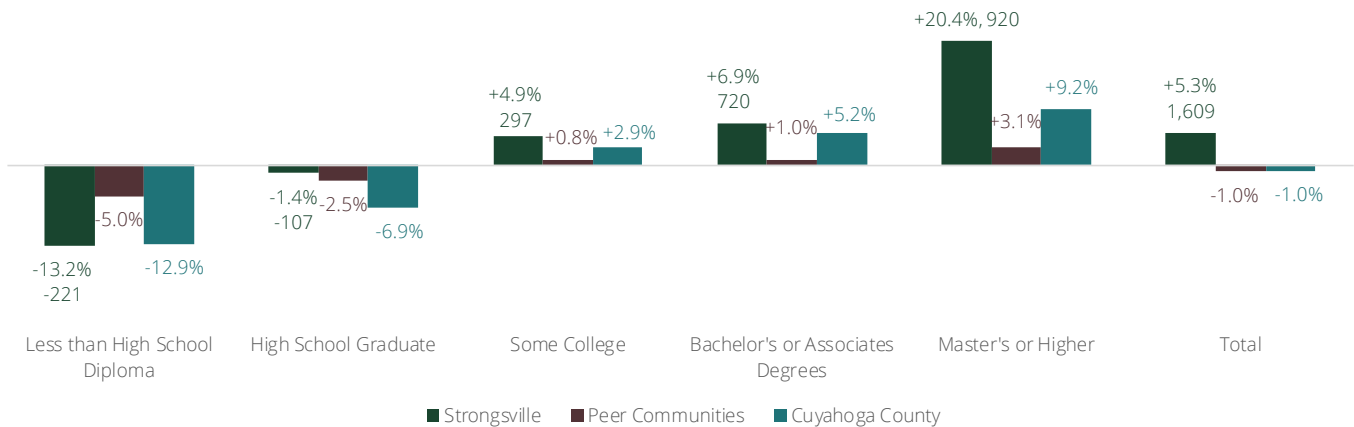


Figure 1 Percent and Numeric Change in Educational Attainment, 2010 to 2015



INCOME

Median Household Income (MHI) is an important indicator to help gauge purchasing power, the ability for residents to maintain their homes, and what a community can expect to collect in income taxes. Between 2010 and 2015, the City of Strongsville's inflation-adjusted MHI rose at a faster rate than that of the County. In fact, the City's MHI remains substantially above the County's. In 2015, Strongsville's MHI was \$80,555, while the County's was only \$44,190.

The City of Strongsville continues to be a leader in the region for attracting individuals and families that have household income totals over \$35,000. In 2015, 37% of its residents made between \$75,000 and \$149,999 annually, while in the County only 21% of its households made the same level of income. Similarly, the City of Strongsville also has the highest percentage of households earning an annual income of over \$150,000 (17%). This is nearly 10% higher than the County as a whole. Additionally, Strongsville also has the lowest amongst peer communities and the County as whole for households earning less than \$15,000 annually. At 4%, the City has 14% less households earning this level of income than the County.

Between 2010 and 2015, the City of Strongsville saw an increase in all income levels earning more than \$15,000. Conversely, there was a 33% loss in those households earning less than \$15,000. The City saw its largest increase for households earning more than \$150,000 (26.7% or 621 households).

Figure 1 Median Household Income, 2010 & 2015

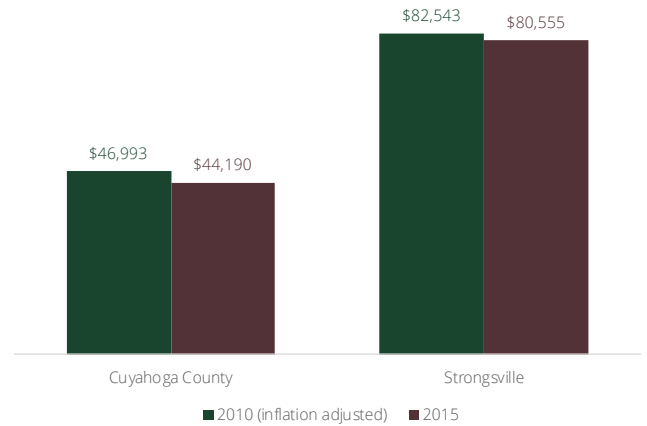


Figure 1 Households by Income Category, 2015

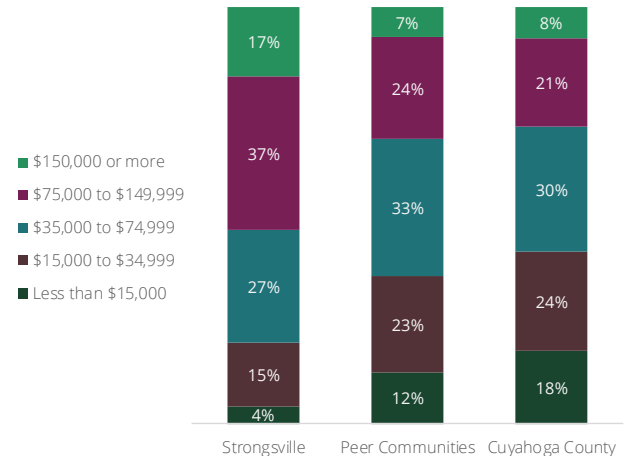


Figure 1 Percent and Numeric Change in Income, 2010 to 2015

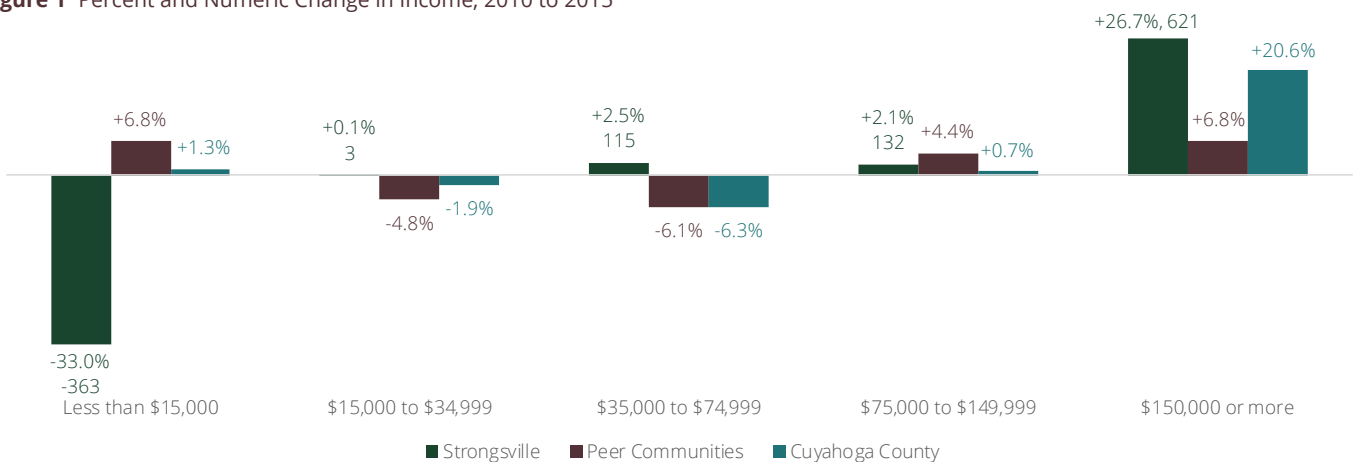
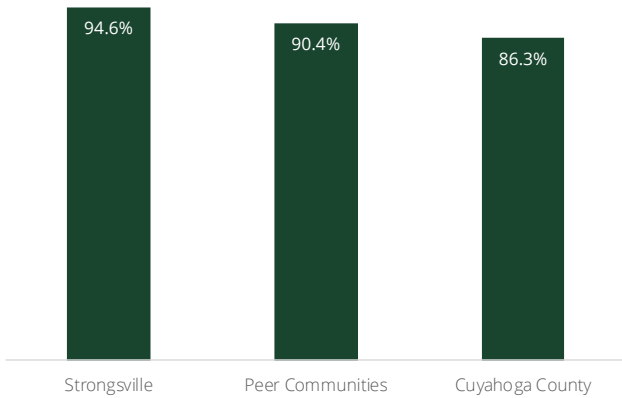


Figure 1 Occupancy Rate, 2015



OCCUPANCY & VACANCY

The City of Strongsville has a very high occupancy rate of 94.6%, which is slightly higher than its peer communities and Cuyahoga County as a whole. Those units that are counted as vacant are not necessarily abandoned; they may include for sale or second homes. A majority of the City's vacant units are sold or rented but unoccupied; currently for sale or for rent; or seasonally occupied.

TENURE

Tenure is a term used to describe whether a housing unit is owned or rented by its occupants. The City of Strongsville saw a slight increase in renter-occupied housing units from 2010 (18.0%) to 2015 (19.4%). Strongsville's rental tenure is significantly lower than Cuyahoga County and peer communities in the area.

Figure 1 Vacancy Type, 2015

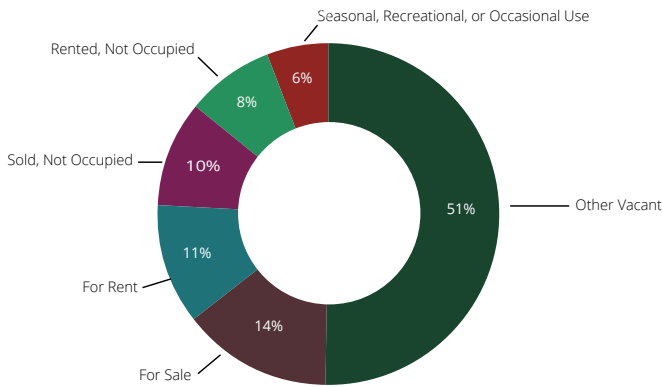
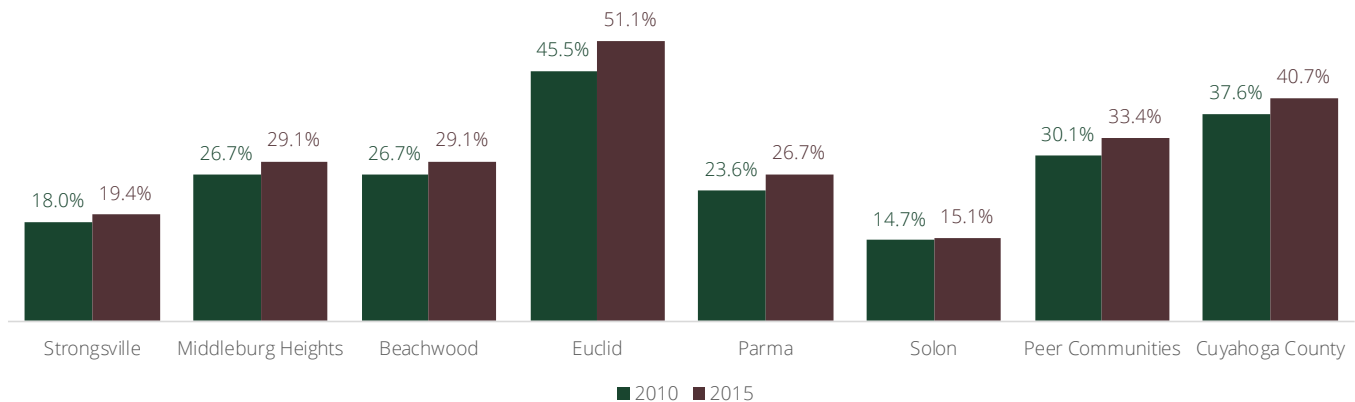


Figure 1 Percent of Renter-Occupied Housing Units, 2010 & 2015



RENT

Median Gross Rent is a good indicator for overall affordability of housing within a community. The Median Gross Rent for the City of Strongsville in 2015 was \$902, which is higher than the County average at \$703, but significantly less than the peer community of Beachwood (\$1,575). The majority of Strongsville's rentable households are \$1,000 or more, which is similar to other communities in the area. However, the City does also have the highest percentage of rentals from \$800-\$999 when compared to peer communities in the County. This is largely due to Strongsville having a large, established housing stock.

Figure 1 Median Gross Rent, 2010 & 2015

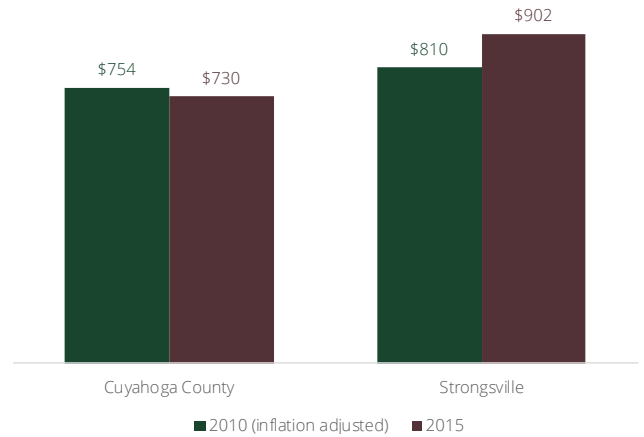
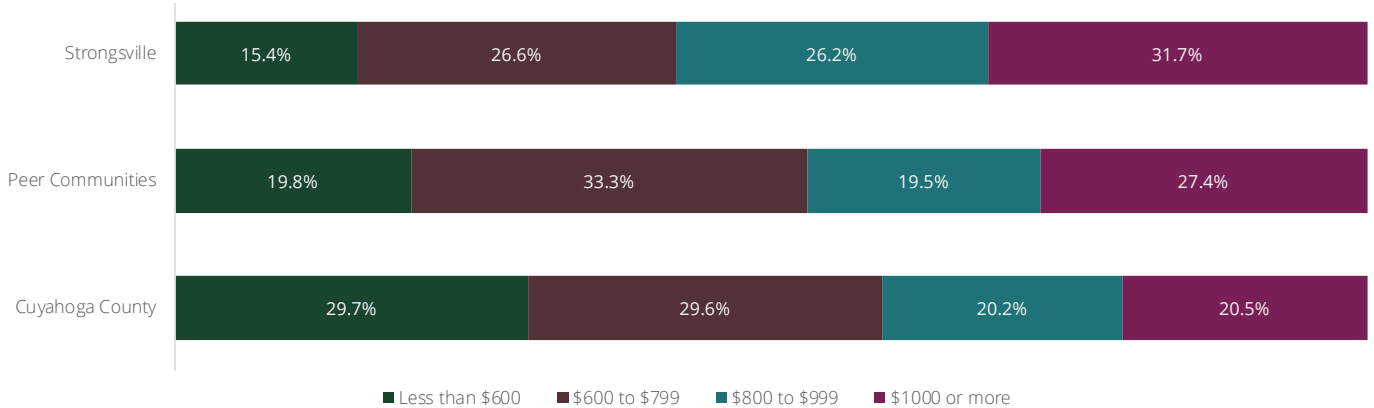


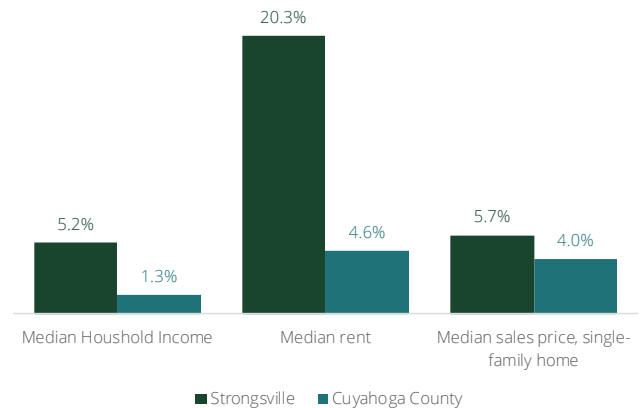
Figure 1 Percentage of Rental Units by Median Gross Rent, 2015



AFFORDABILITY

Overall, rent, sales prices, and household income are increasing in Strongsville more so than in the County. This can indicate that households have more disposable income, and that purchasing single-family units are becoming a more affordable option than renting within the City of Strongsville.

Figure 1 Change in Income, Rent, and Sales Price, 2010 to 2015



HOUSING UNITS

The City of Strongsville has a total of 18,431 housing units, of which nearly 80% were constructed after 1970. This trend is opposite of Cuyahoga County and some of the older suburbs, as those areas saw their largest number of housing inventory built prior to 1970.

While the vast majority of Strongsville's housing units are single-family, detached homes (77% of the City's inventory),

there has been a recent push for more diversity in housing options. The City of Strongsville is second only Solon in its percentage of single-family housing.

Figure 1 Year Built

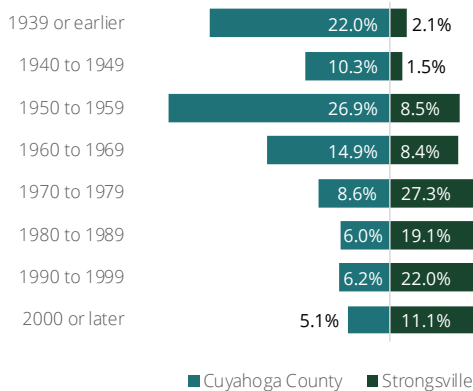


Figure 1 Percent Change in Housing Units, 2000 to 2015

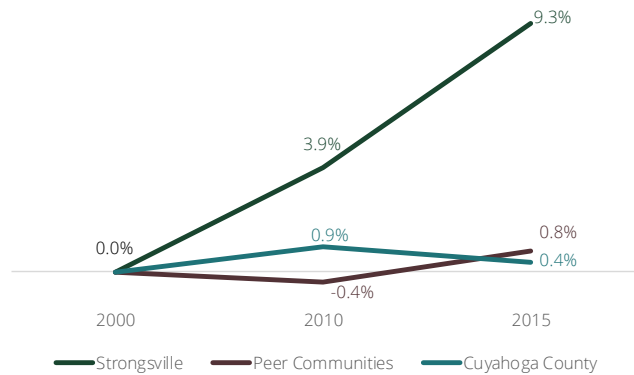
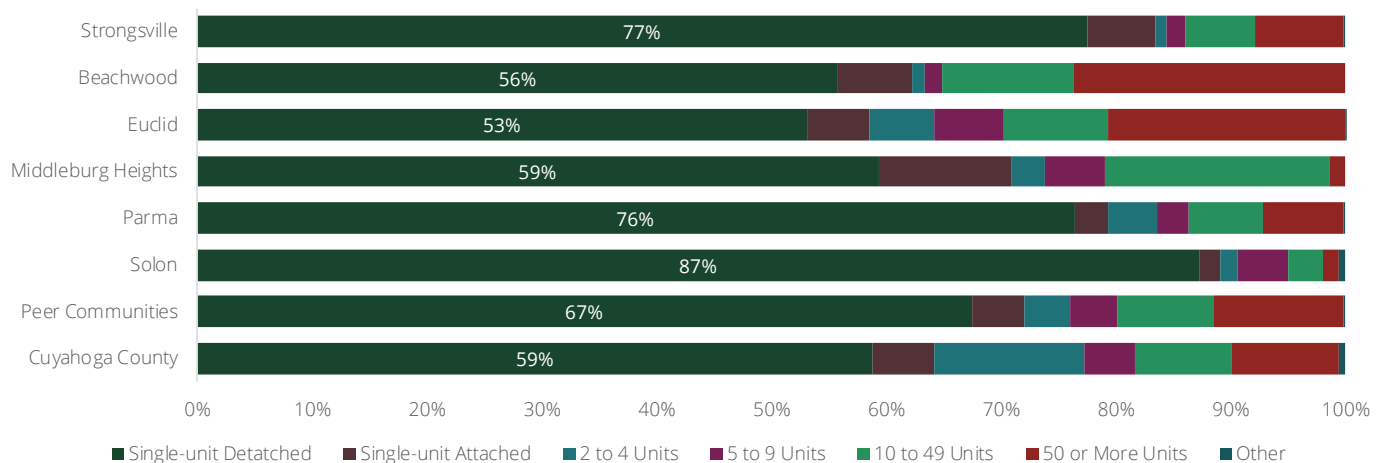
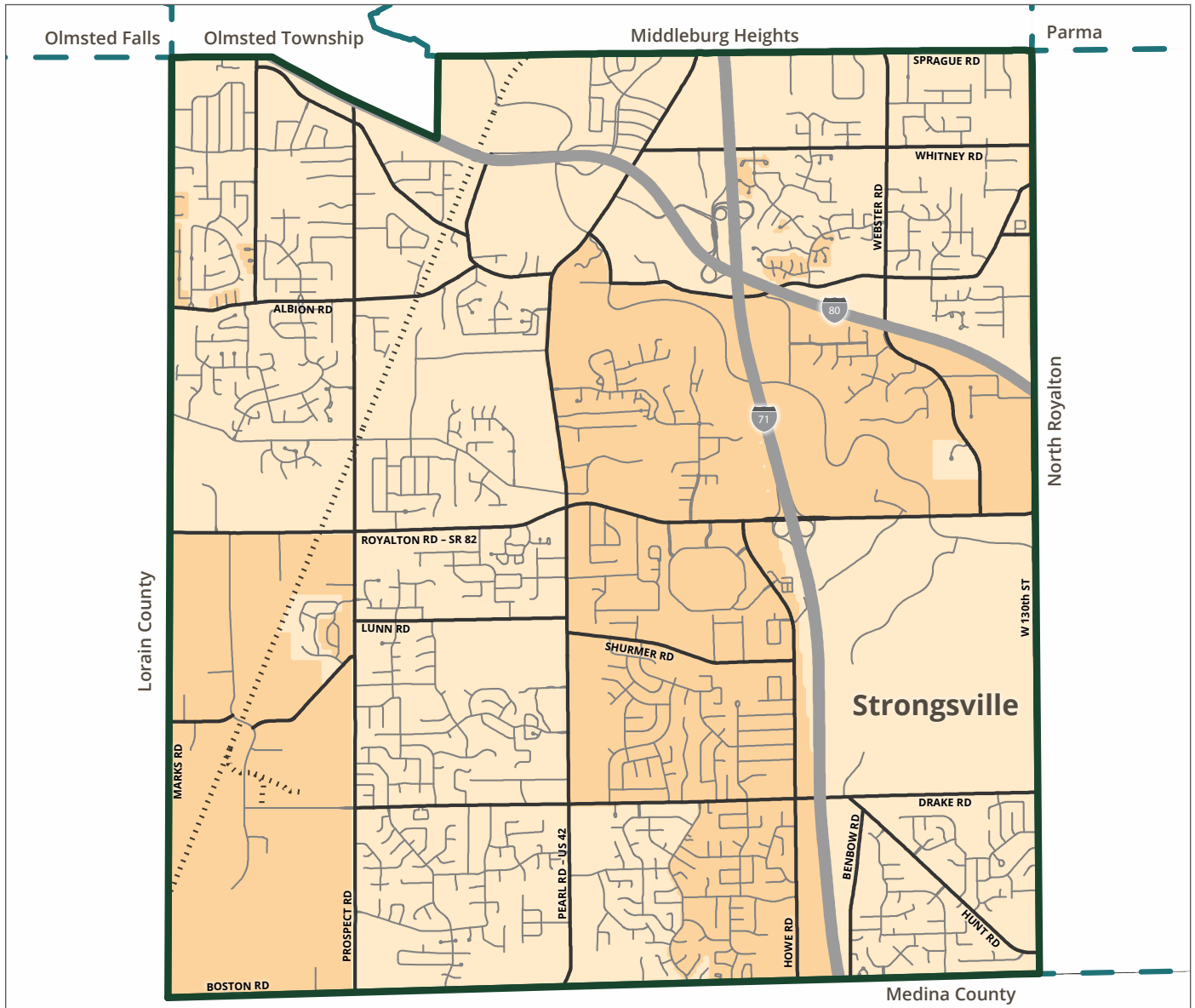


Figure 1 Percent of Units by Number of Units in Structure, 2015



MAP 4 — HOUSING MARKET STRENGTH, 2015



HOUSING MARKET

The City of Strongsville’s housing market is one of the strongest in the region. The entire City falls within the “Healthy” or “Above Average” categories when looking at the housing market indicators for the community. These indicators include: poverty, tax delinquency, mortgage foreclosure, demolitions, vacancy, change in valuation, and unemployment rate. It is important to note that “Housing Market Strength” displays broad trends and this may not reflect individual homes or subdivisions within the City of Strongsville.

LEGEND

- Healthy
- Above Average
- Average
(Not Shown - None in Strongsville)
- Below Average
(Not Shown - None in Strongsville)
- Weak
(Not Shown - None in Strongsville)
- Very Weak
(Not Shown - None in Strongsville)

HOME SALES

Median sale prices are an important indicator for displaying a communities housing market strength and is typically something that can be easily tracked over time. The 2011 median sale price for single-family homes in Strongsville dipped 20% below the 2007 median sale price due to the recession, but the market has continued to improve. In 2016 the median sale price was only 4% below the 2007 median sale price. The 2016 median sale price for a single-family housing unit in Strongsville was \$191,500.

Figure 1 Single-Family Median Sale Price (2016) and Change in Median Sale Price between 2007 & 2016

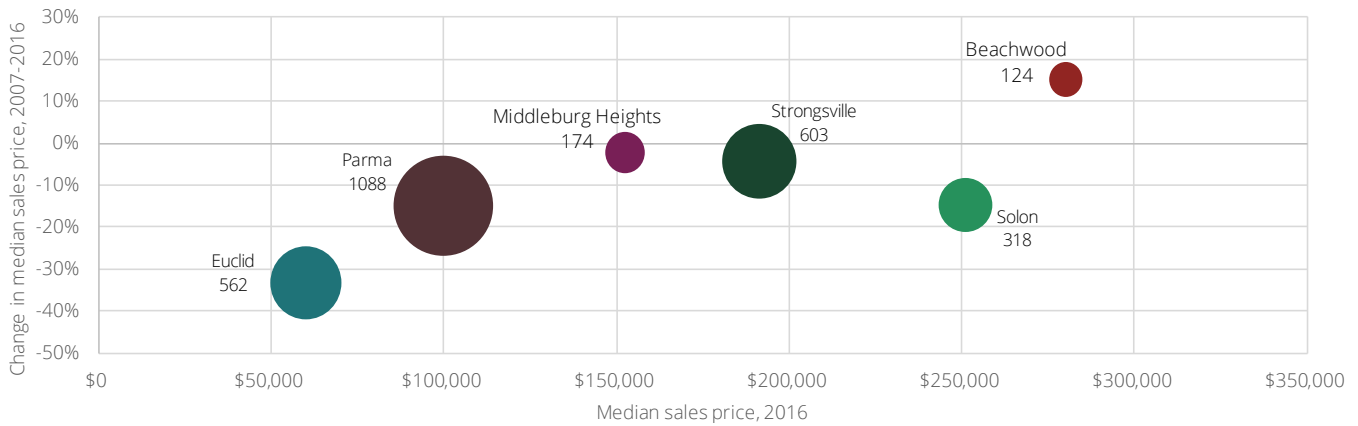
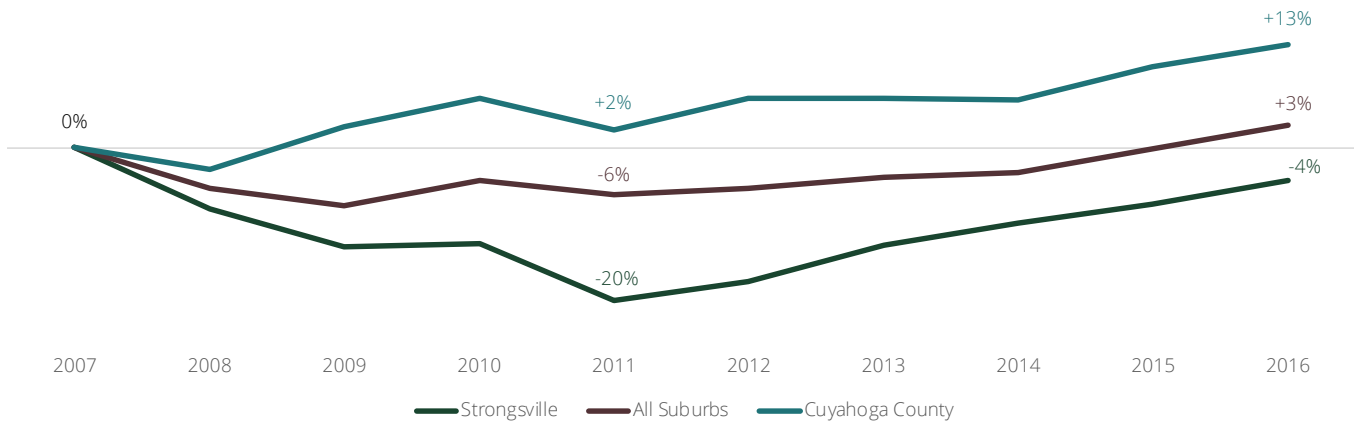


Figure 1 Change in Single-Family Median Sale Price, Compared to 2007



CONDOMINIUM SALES

The condominium market was hit harder during the recession than the single-family housing market. The 2011 median sale price for condominiums dipped 30% below the 2007 median sale price due to the recession, but the market has continued to improve. In 2016 the median sale price was only 12% below the 2007 median sale price. The 2016 median sale price for a condominium unit in Strongsville was \$112,700.

Figure 1 Condominium Median Sale Price (2016) and Change in Median Price between 2007 & 2016

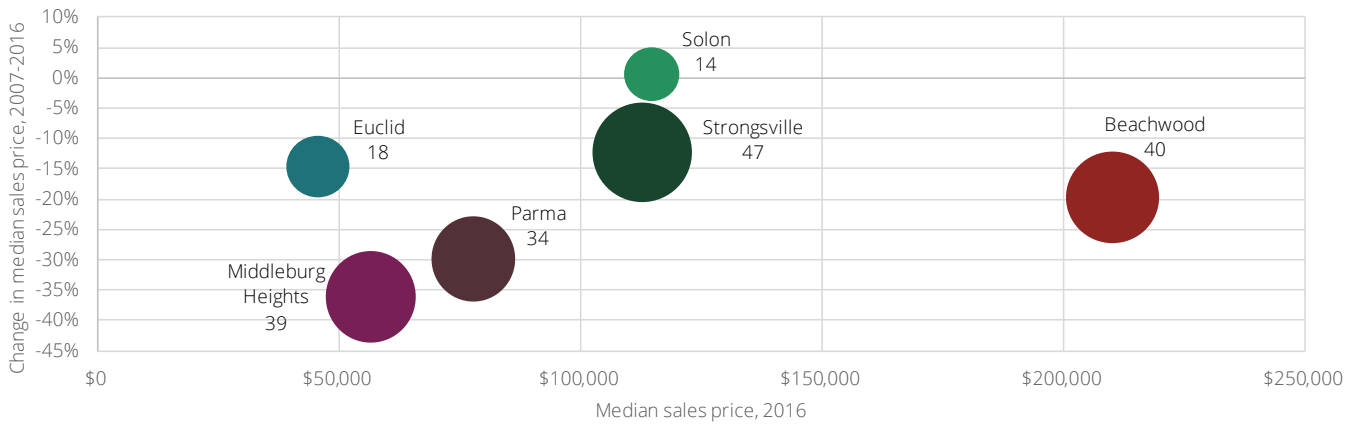


Figure 1 Change in Condominium Median Sale Price, Compared to 2007

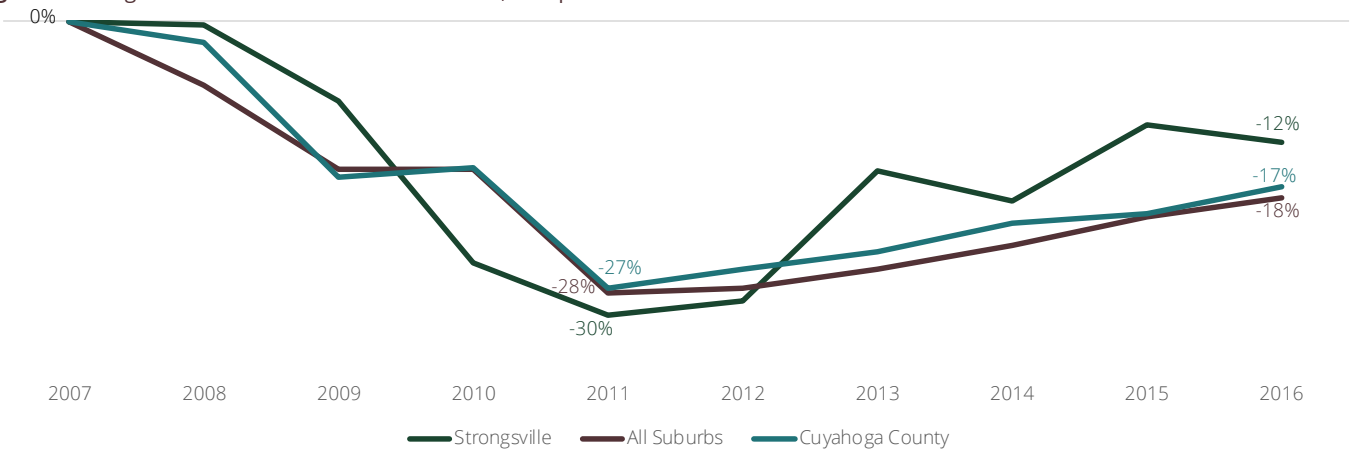
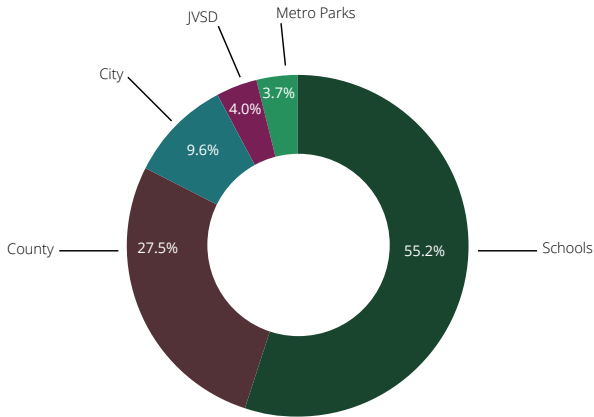


Figure 1 Percent of Millage Dedicated to Taxing Jurisdictions



PROPERTY TAX

The City of Strongsville has a voted real estate tax rate of 117.60 mills per \$1,000 of assessed value. After a reduction, the millage is 74.30 mills per \$1,000 of assessed value for residential and agriculture properties, and 79.20 mills for commercial and industrial properties.

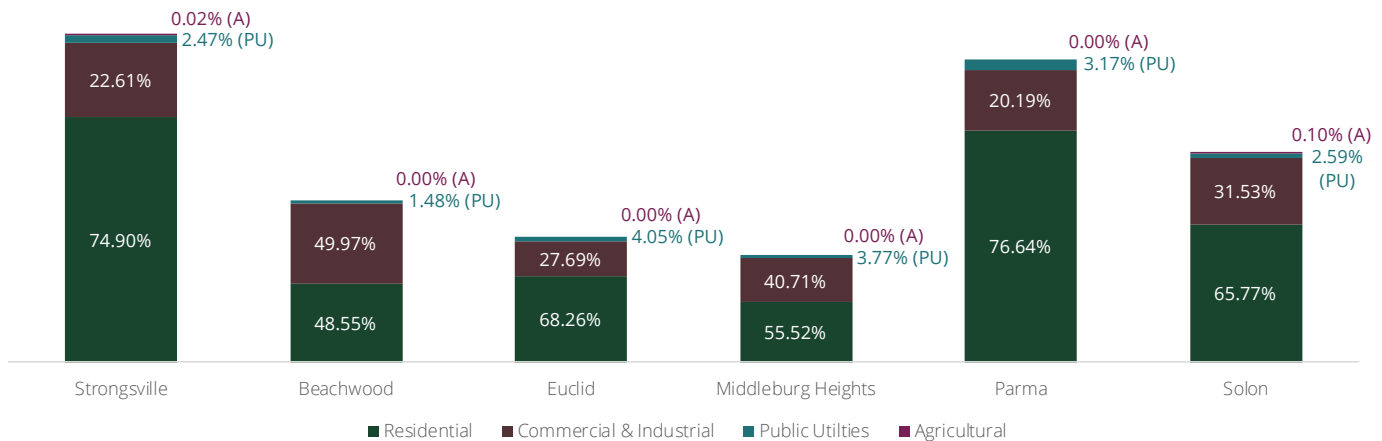
Over 55% of all collected real estate taxes are paid to the Strongsville City School District, followed by 27.46% to the County. The City of Strongsville keeps 9.64% of collected real estate taxes. This is comparable to other communities in the area such as Parma, which receives 8.87% from collected real estate taxes.

Figure 1 Millage, 2016*

Tax District	Voted Millage	Residential & Agriculture	Commercial & Industrial
Euclid	151.05	120.10	136.52
Strongsville	117.60	74.30	79.20
Middleburg Heights	114.17	79.45	88.12
Beachwood	113.83	67.62	77.13
Solon	109.43	74.02	87.57
Parma	106.74	85.99	89.07

*10 mills are equal to 1% of \$1,000 of taxable property value

Figure 1 Tax Valuation by Property Type, 2016



INCOME TAX

The City of Strongsville has an income tax rate of 2.0%, which is very comparable to the surrounding area. The City's income tax is placed upon all wages and profits earned by both residents and non-residents alike within Strongsville's municipal boundaries. Currently, the City allocates 83.3% of collected income taxes for the General Fund and the remaining 16.7% to the Maintenance and Repair Fund.

Since 2006, the City of Strongsville's tax rate has remained the same at 2.0%. However, since 2010 the collected municipal income tax totals have steadily increased. This is largely due to an increase in established companies within

the City hiring new employees; thus increasing tax revenues from employee withholdings. Additionally, the number of households earning an annual income of over \$150,000 has also increased. This number of households within the community has risen 26.7% (621 total households) between the years 2010 and 2015.

The City also boasts a Aaa credit rating, which is much stronger than the national average of Aa3. This highlights the City's very healthy financial position and its large, diverse tax base.

Figure 1 Collected Municipal Income Tax Distribution, 2016

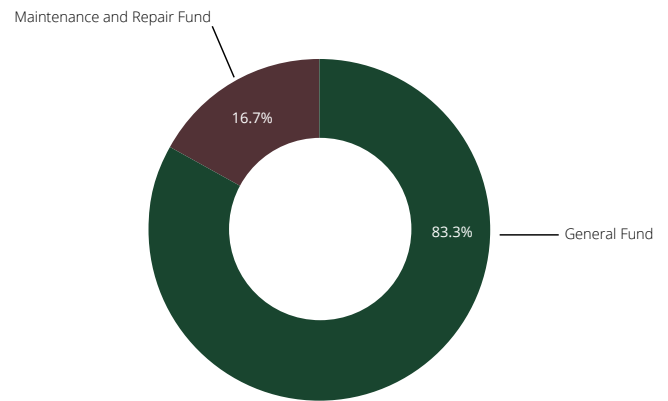


Figure 1 Collected Municipal Income Tax, 2006-2015



EMPLOYMENT

Employment trends are typically key indicators of a community's economic health. In 2009 and 2010, the City of Strongsville saw a decrease in employment within the community; this was largely due to the recession during that time and the City lost over 2,000 jobs. However, from 2011 through 2015 the City has steadily grown its employment base.

EMPLOYMENT CENTERS

The majority of Strongsville's employment centers are concentrated around its four business parks and its retail corridors along Pearl Road (US-42) and Royalton Road (SR-82). Nearly 24% of jobs located within the community are retail trade based, followed by 12.6% being manufacturing, and the third highest with 11.4% being accommodation and food services.

Figure 1 Percent and Numeric Change in Employment Compared to 2005

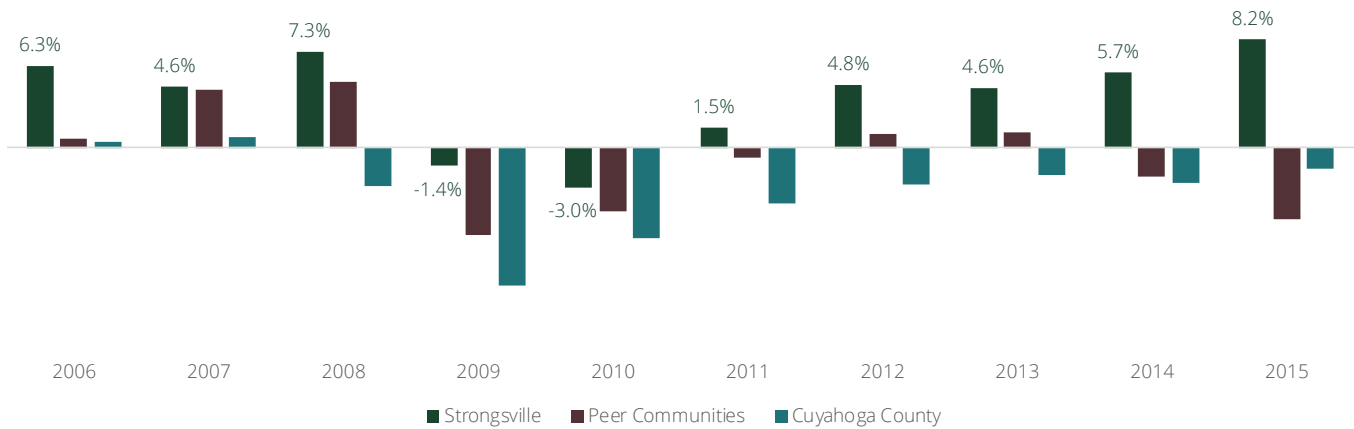
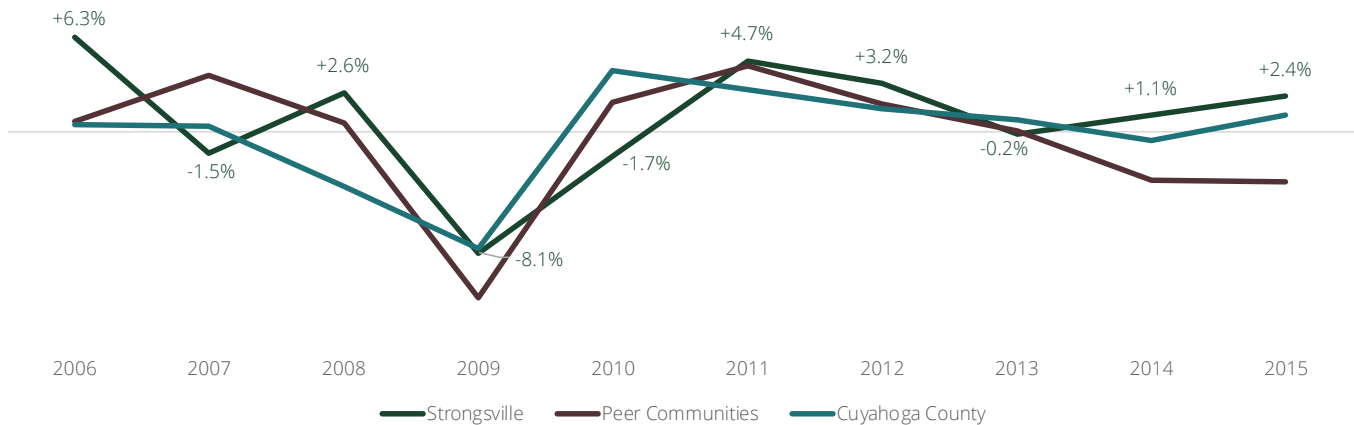


Figure 1 Percent Change in Employment Compared to Previous Year, 2006-2015



MAP 5 — EMPLOYMENT CENTERS

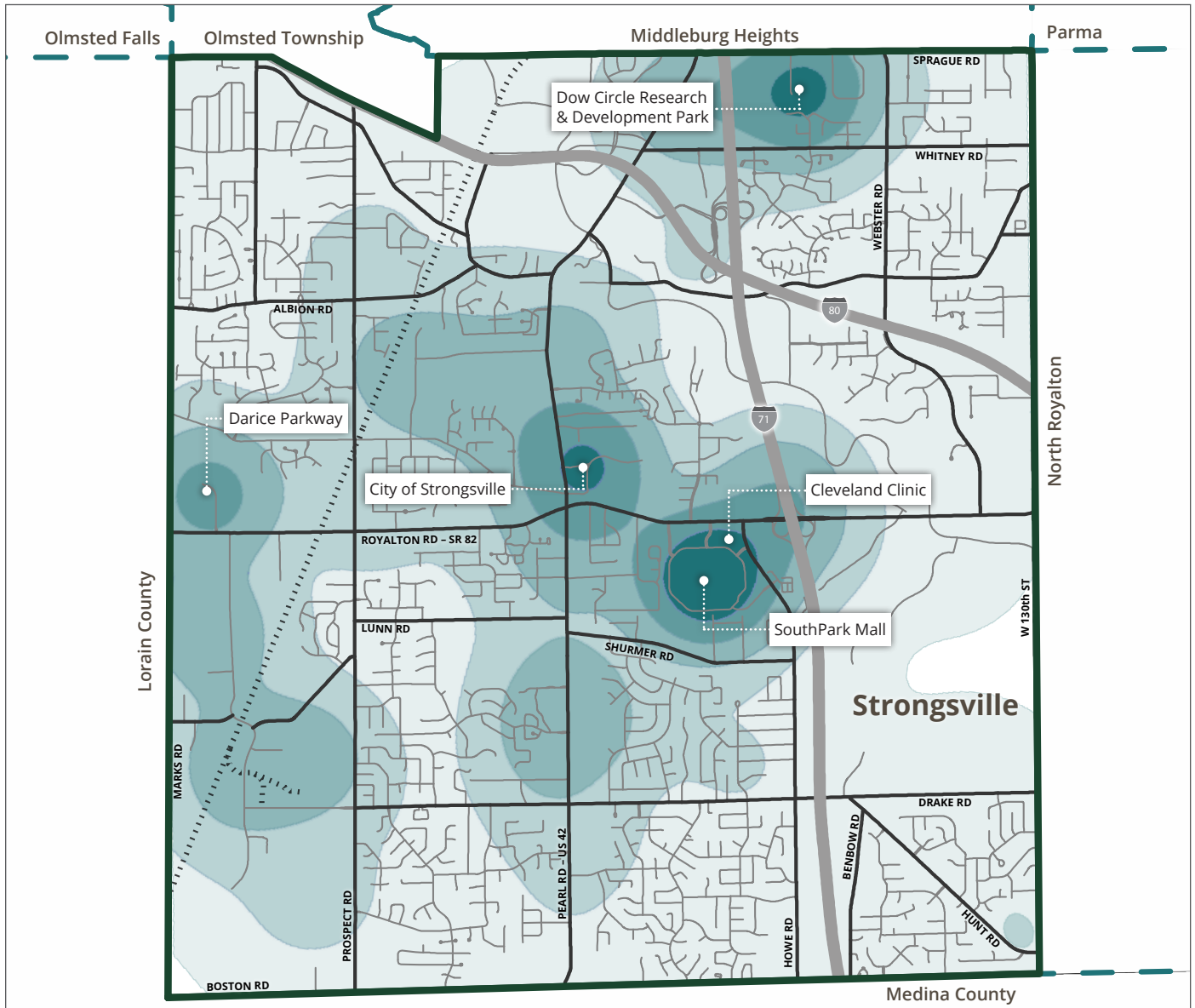
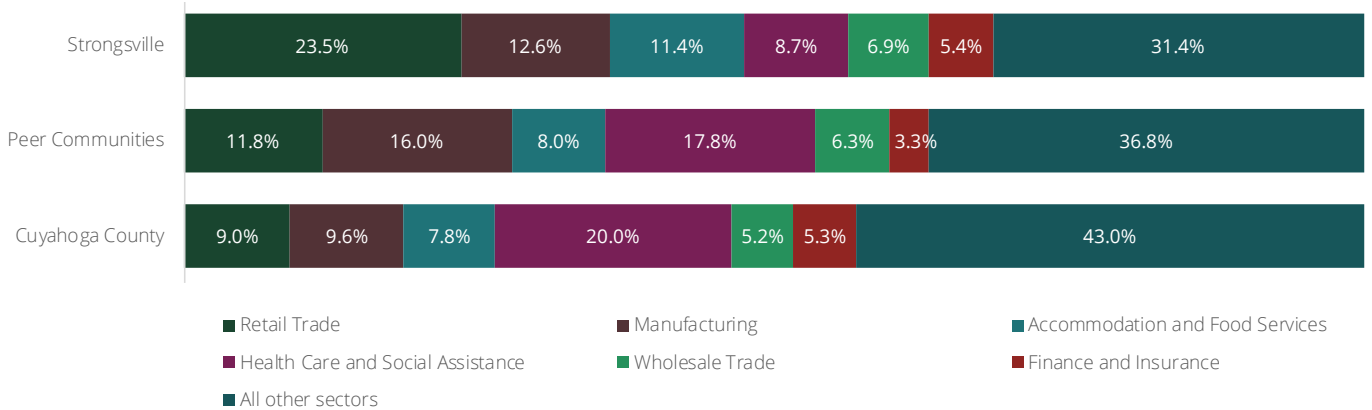


Figure 1 Employment by Sector, 2015



2.2 TRANSPORTATION & INFRASTRUCTURE PROFILE

COMMUTE

The City of Strongsville is unique in that every day nearly an equal number of residents leave the community for employment elsewhere as workers that enter the City for employment. Figure 35 shows that 19,960 workers leave the City every day, while 19,527 workers are employed within Strongsville, but live outside the community. The main employment destinations for residents traveling outside Strongsville include Downtown Cleveland, Middleburg Heights, University Circle, and Parma.

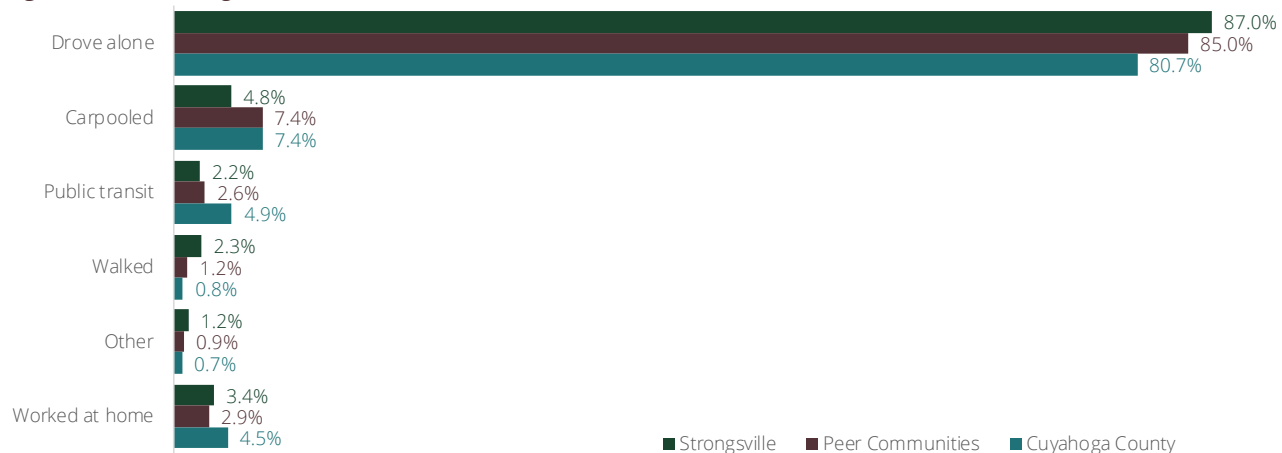
Figure 1 Commuting Direction, 2015



Figure 1 Commuting Destination, 2015

Destination	Number of Residents Employed at Destination
Strongsville	2,862
Downtown Cleveland	1,282
Middleburg Heights	1,070
University Circle	837
Parma	711

Figure 1 Commuting Method, 2015



VEHICLE OWNERSHIP

Residents within the City of Strongsville are heavily car-oriented. Nearly half (46%) of the population own two vehicles while another 23% percent of residents own three or more vehicles. With 96% of the population owning at least one car, it is apparent that a vehicle is a necessary means of travel within the City.

owning two vehicles increased by 4.8% and households with three or more vehicles increased 6.2%. Strongsville has experienced opposite trends than both the County and its Peer Communities in regards to vehicle ownership, indicating an increasing reliance on vehicle ownership.

Since 2010, the number of households owning one car has decreased by 1.7%. However, the number of households

Figure 1 Percent of Households by Number of Vehicles Owned, 2015

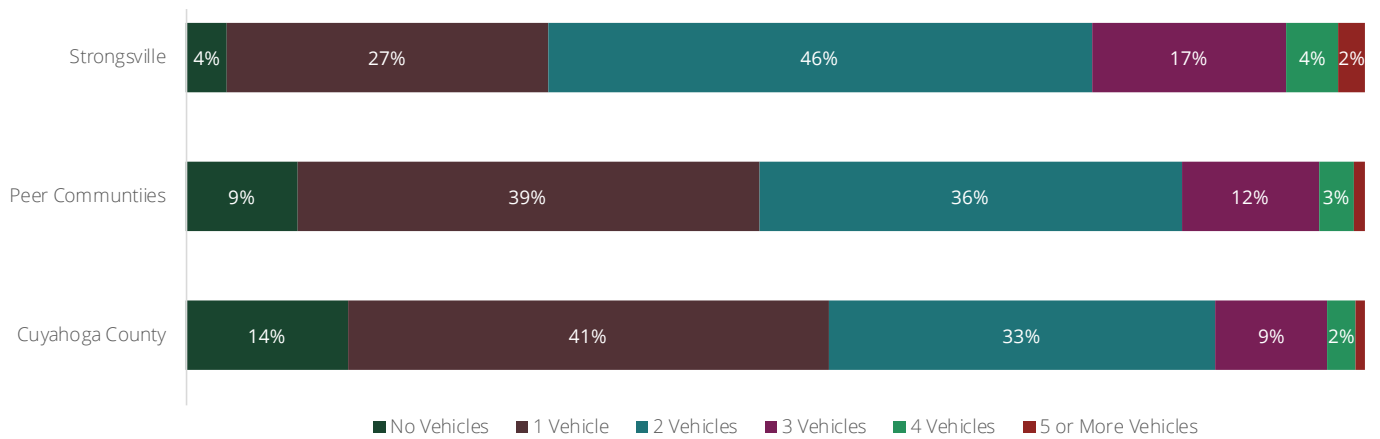
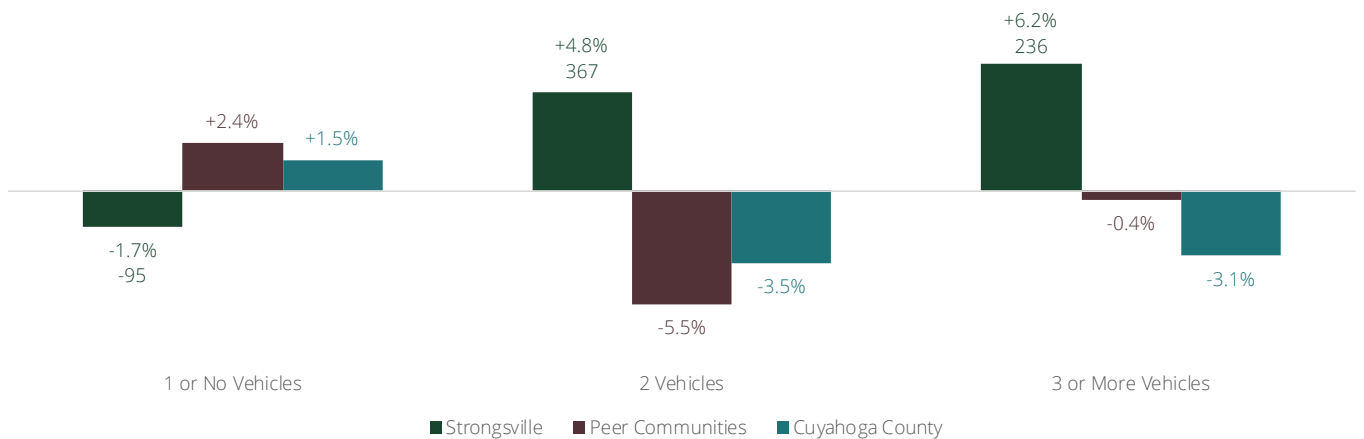
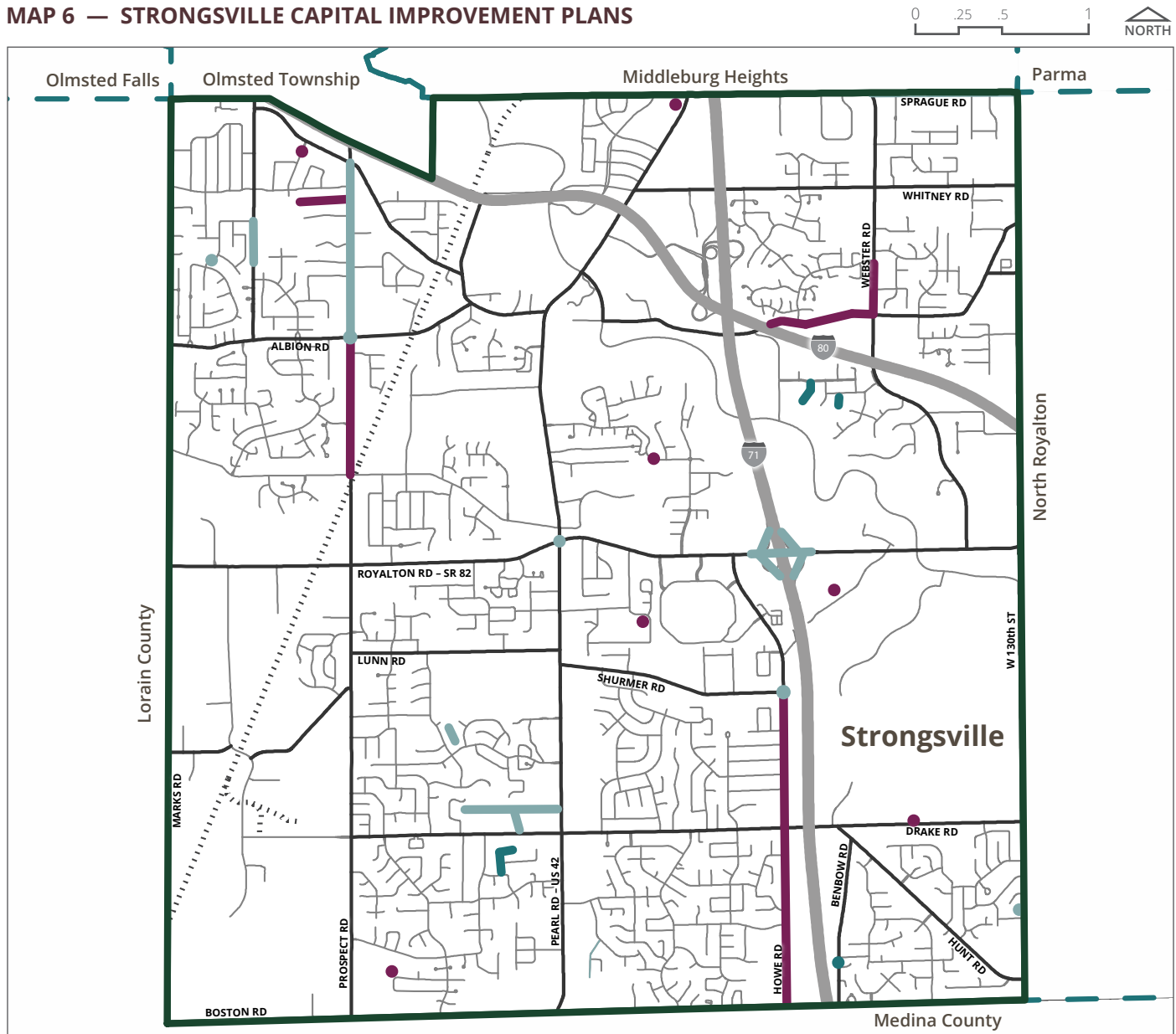


Figure 1 Percent and Numeric Change in Households by Number of Vehicles Owned, 2010 to 2015



MAP 6 — STRONGSVILLE CAPITAL IMPROVEMENT PLANS



LOCAL INFRASTRUCTURE PROJECTS

The City of Strongsville has an ongoing list of planned infrastructure projects through the year 2021. The majority of these projects are funded directly by the City. The rest are funded through local partnerships through NOACA (Northeast Ohio Regional Coordinating Agency), ODOT (Ohio Department of Transportation), Cuyahoga County, the Cleveland Metroparks, and OPWC (Ohio Public Works Commission) among others.

Many of the City's plans involve investment in projects that contain environmental components, such as citywide catch basin cleaning, general creek cleaning, creek restorations, and flood control. A large number of projects are also focused

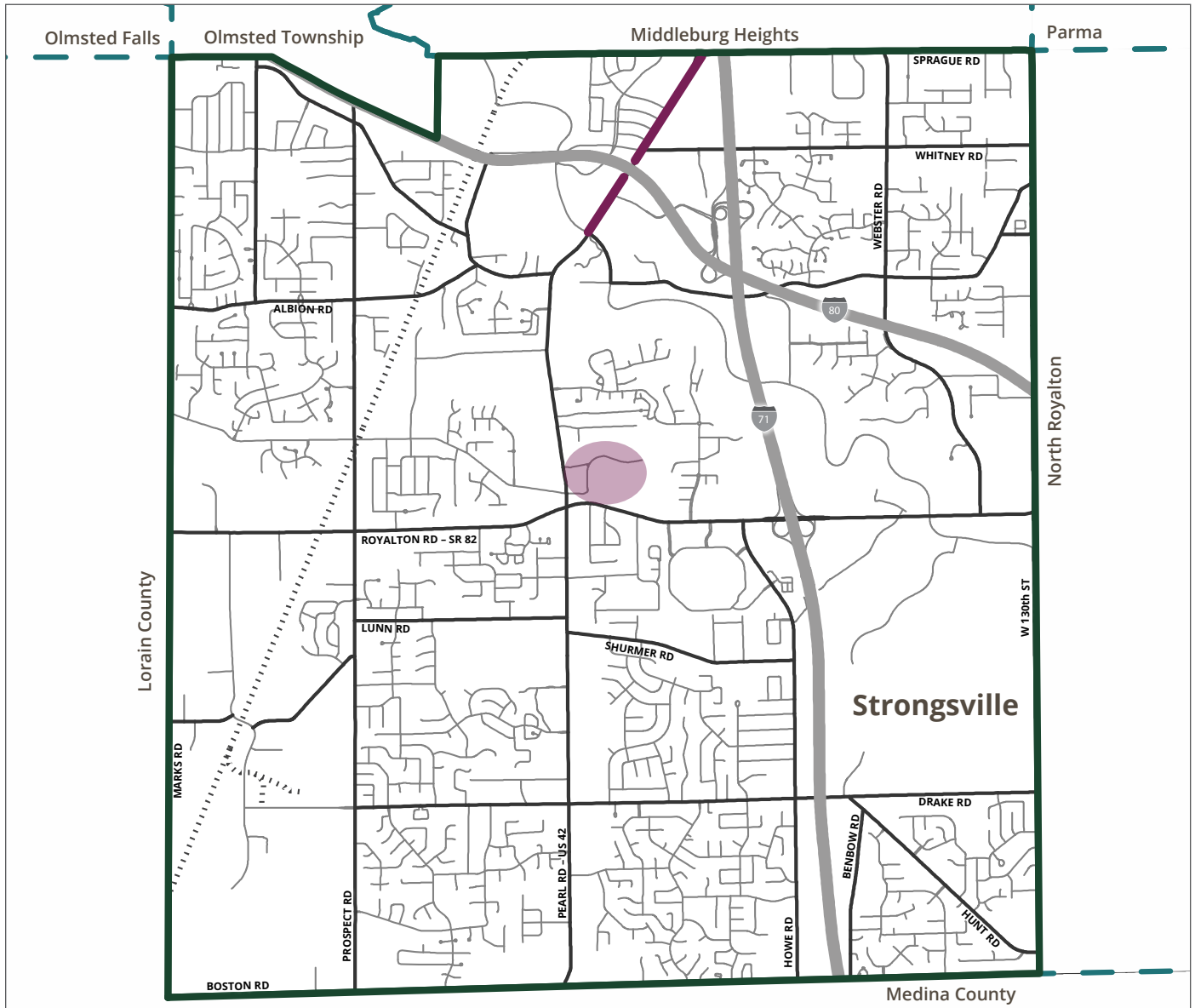
LEGEND

- Active
- Pending
- Complete

*2016 Five Year CIP

on street repaving and widening, along with sewer improvements and flow monitoring systems. A significant portion of these projects are long-term, continuous commitments with funding planned through the year 2021.

MAP 7 — REGIONAL CAPITAL IMPROVEMENT PLANS





REGIONAL INFRASTRUCTURE PROJECTS

The City of Strongsville is engaged in a number of regionally coordinated projects in partnership with OPWC (Ohio Public Works Commission), ODOT (Ohio Department of Transportation), Cuyahoga County, NOACA (Northeast Ohio Regional Coordinating Agency), and the Cleveland Metroparks.

Currently, Strongsville is scheduled for funding from the NOACA 2018-2021 Transportation Improvement Program. These funds encompass two projects within the City. This includes pedestrian and bicycle safety and mobility improvements throughout the City's Town Center and a second project funding the resurfacing of Pearl Road (US-42)

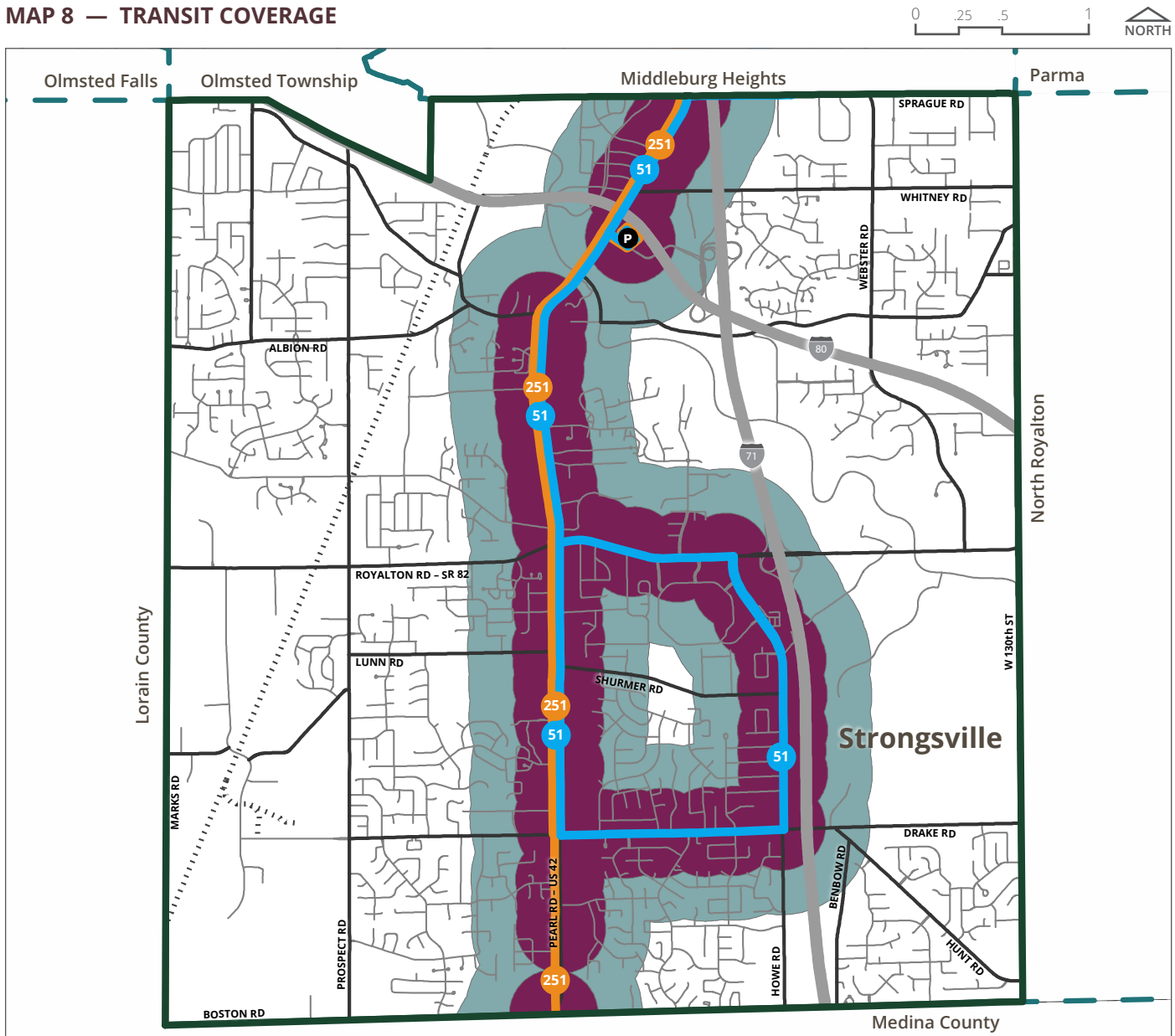
LEGEND

-  Repaving
-  NOACA Mobility Improvements

from Valley Parkway in Strongsville to W. 130th Street in Middleburg Heights. The Pearl Road repaving project is four miles long and is projected to begin in the year 2020.

The Town Center mobility improvements from NOACA are set to begin in 2018 and will enhance the pedestrian and bicycle experience by constructing median refuge islands, creating stamped concrete crosswalks, and adding countdown pedestrian signal heads. It will also provide bike racks and wayfinding signage within the Town Center.

MAP 8 — TRANSIT COVERAGE



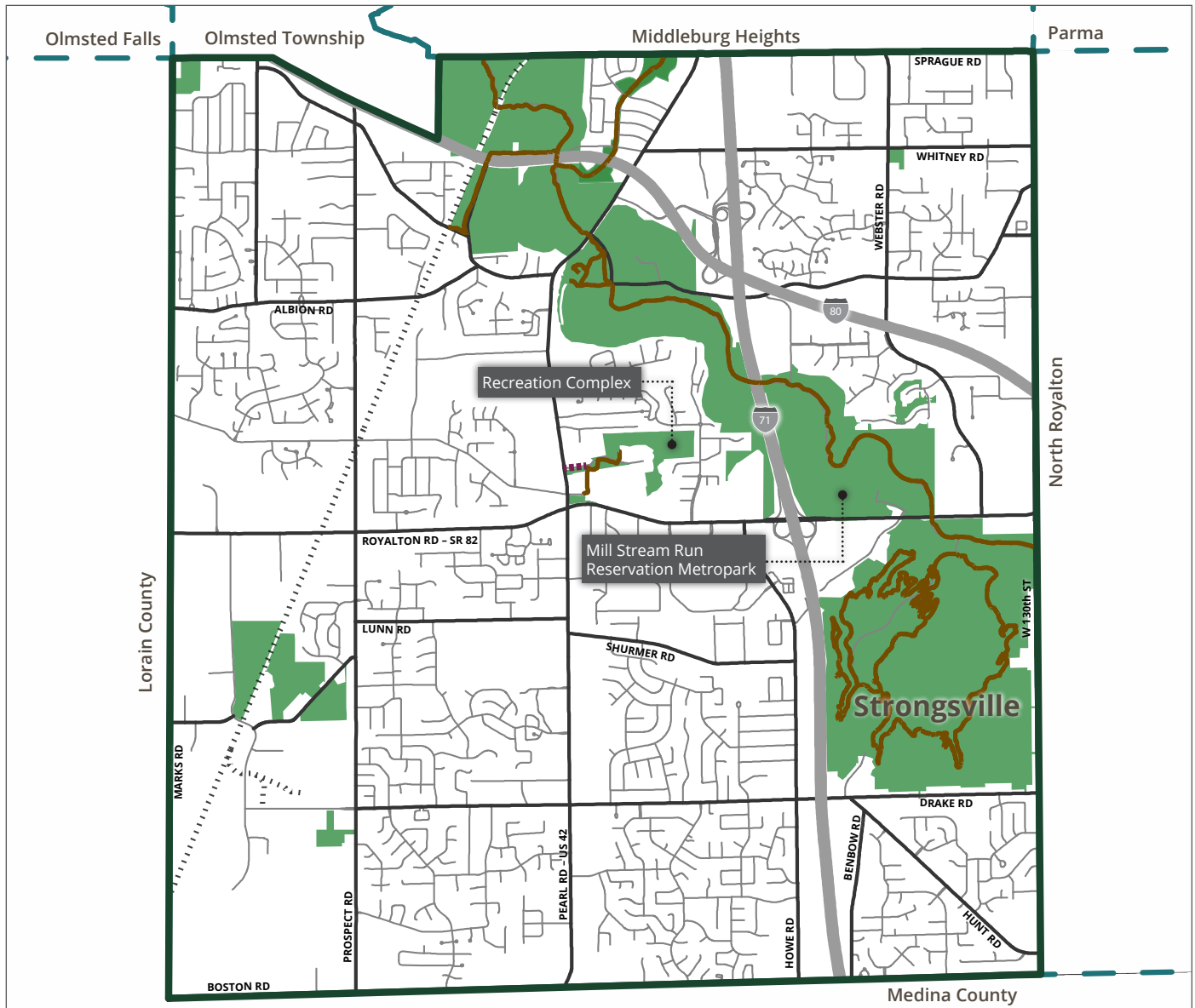
TRANSIT COVERAGE & ROUTES

Increased transit options within a community greatly improves the usability of its street network, helping citizens get where they need to be efficiently, safely, and on time. The City of Strongsville is located in the far southwestern corner of Cuyahoga County, and is directly served by two Greater Cleveland Regional Transit Authority (GCRTA) bus routes. Route 251 (Strongsville Park-N-Ride) serves Brunswick near Laurel Square and travels up Pearl Road (US-42) to the Park-N-Ride lot on Pearl Road and then Downtown Cleveland via I-71. The Route 51 bus (West 25th – Pearl) serves the community along Drake, Howe, and Royalton Roads and then travels up Pearl Road to Superior Avenue into Downtown Cleveland.

LEGEND

- Within 1/4 mile of a bus stop
- Within 1/2 mile of a bus stop
- Bus Route 51
- Bus Route 251
- P Park and Ride

MAP 9 — BIKE ROUTES



BIKE ROUTES

Bike routes have become an increasingly popular means of active transportation within communities, and residents are seeking this option now more than ever before. People are looking for safe, environmentally friendly, and healthier options when it comes to transportation. Bike routes can take shape in many forms, including “sharrows” or share the road markings, separate bike lanes, or even off-road paths.

The City’s main bike amenity is an off-road path located in Cleveland Metroparks’ Mill Stream Run Reservation. The Reservation has an 8.9 mile all-purpose-trail and nine miles of mountain biking trails. However, access is isolated to where the park intersects with Royalton Road (SR-82) and Pearl Road

LEGEND

- Existing Bike Path
- Proposed Bike Path

(US-42), both of which are wide, busy roadways with limited bike and pedestrian safety and infrastructure. The limited connections and overwhelmingly car oriented nature of access means that users typically access the park by driving and parking at trail heads.

The City of Strongsville has few other bike and trail amenities. One small trail is located near the Strongsville Branch of the Cuyahoga County Library and Strongsville Recreation and Senior Complex, but the City currently lacks the infrastructure for people to safely make connections to this trail without driving to adjacent parking lots.

WALKABILITY

Walkability is a widely used term to describe how accessible an area is by foot. This is a way of life that benefits not only a community's overall health and environmental impact, but it can also enhance property values. A variety of factors are taken into account when determining a community's walkability. Some of these factors include an interconnected street network, proximity to key destinations such as grocery stores and retail, and sidewalk connectivity.

WALK SCORE

"Walk Score" is a popular tool to easily gauge a community's walkability. This is a free online tool that allows users to look up specific cities or even exact addresses to give them a Walk Score. The tool takes into account a number of factors including population density, block length, intersection density, and distance to amenities to calculate a "Walk Score."

According to the Walk Score website, the City of Strongsville has a score of 19, which indicates a highly car dependent community. While the City may have scored low overall, the community does have individual areas of connectivity and walkability as demonstrated in Figure 41. The Strongsville Town Center scored the highest within the community with a Walk Score of 64, followed by SouthPark Mall at 59 and The Greens of Strongsville at 57, making these areas somewhat walkable.

When compared to other, similar areas in the region, Strongsville is very competitive in terms of its individual areas of walkability. However, the City overall was in the lower portion of Walk Scores when looking at the community as a whole.

PROXIMITY TO AMENITIES

The City of Strongsville has concentrated nodes of commercial development along Royalton Road and Pearl Road; accessibility can be made through any number of secondary or collector streets. However, the general locations of such amenities from most neighborhoods, and the lack of residential sidewalks or alternate forms of transportation options, is a challenge that the City continues to face.

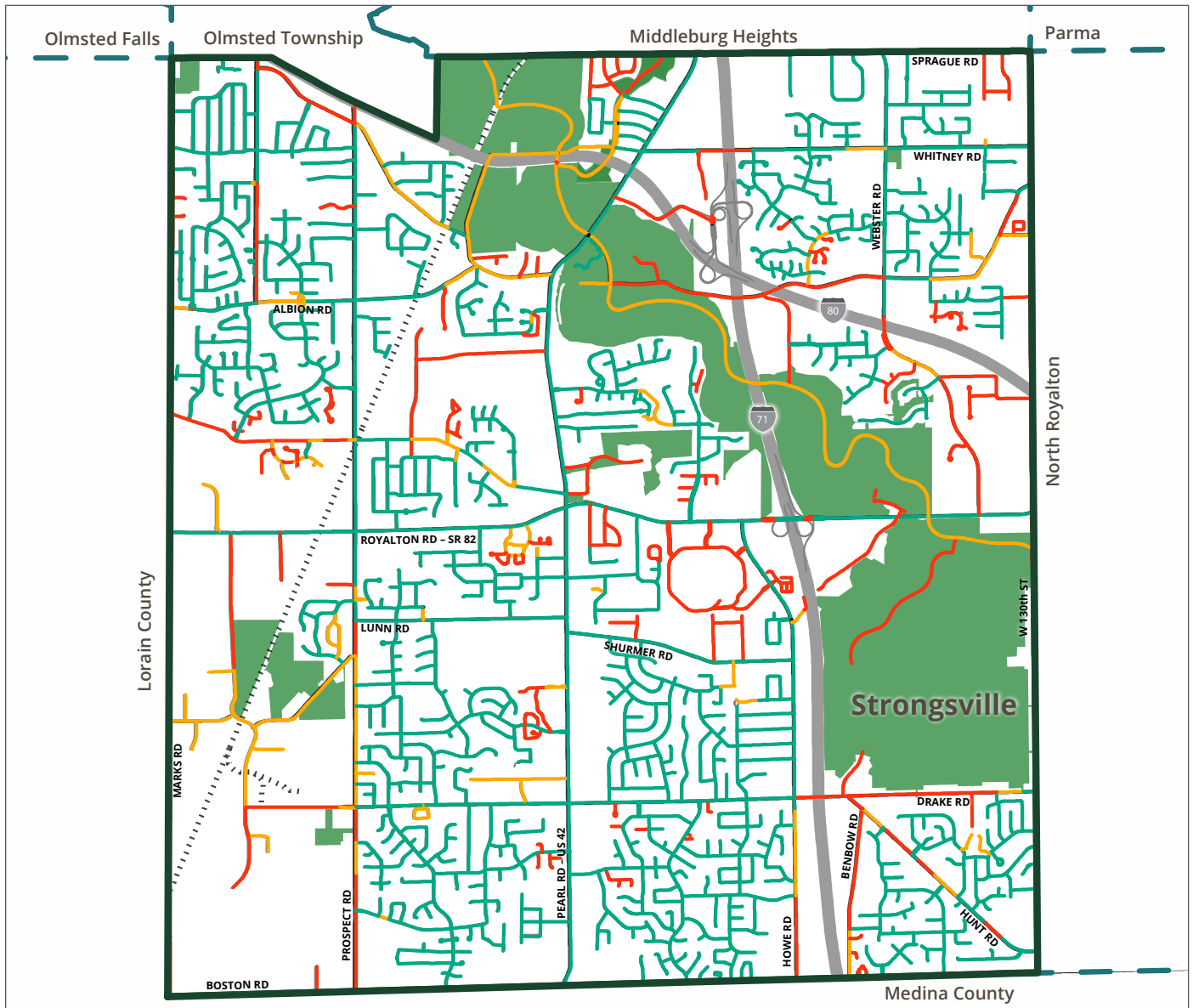
Figure 1 Walk Scores of Communities

Community	Walk Score
Middleburg Heights	55 - Somewhat Walkable
Beachwood	47 - Car Dependent
Euclid	40 - Car Dependent
Parma	39 - Car Dependent
Strongsville	19 - Car Dependent
Solon	11 - Car Dependent

Figure 1 Walk Score of Nearby Amenities

Area	Walk Score
228th Shopping Center	75 - Very Walkable
The Shoppes At Parma	72 - Very Walkable
Strongsville Town Center	64 - Somewhat Walkable
Euclid Public Library	64 - Somewhat Walkable
SouthPark Mall	59 - Somewhat Walkable
Euclid Creek Reservation	18 - Car Dependent
Lake Abram Metropolitan Reservation	15 - Car Dependent
Foltz Park	14 - Car Dependent
Mill Stream Run Reservation	13 - Car Dependent
West Creek Reservation	5 - Car Dependent

MAP 10 — SIDEWALK INVENTORY



CONNECTIVITY

The City of Strongsville has both enviable amenities and workforce. With a regional shopping mall, business parks employment opportunities, and recreational options, Strongsville has immense potential to become a leader in terms of connectivity.

Currently, the City has extensive sidewalks in place throughout residential neighborhoods, but is lacking key connectors to regional amenities and employment centers. The City's largest missing links include the four main business parks, the Town Center, and Southpark Mall. However, the City and developers have invested in sidewalks throughout the

LEGEND

- █ Sidewalks Both Sides
- █ Sidewalks One Side
- █ Sidewalks No Sides

community and most newer developments have included this as a component of site planning.

2.3 COMMUNITY SERVICES PROFILE

POLICE DEPARTMENT

The City of Strongsville is constantly changing and it takes a strong, organized approach to meeting all of the new challenges that may arise. The City employs 72 officers to uphold the department's values, mission, and vision on a daily basis. The Police Department also provides the following:

- An armored response vehicle capable of deployment into areas for rescue and resolution;
- A full-time traffic unit (4 officers) that provides enforcement, engineering, special event, and traffic incident investigation;
- Training for businesses, churches, and schools on active threat responses; and
- A fully-functioning indoor range that provides 24/7 access to officers for firearms, use of force training, and certification capabilities.

Crime Prevention Through Environmental Design (CPTED) is a robust program that has officers assist in the review of site plans and conducting assessments for businesses or residents by request.

Police officer training and education is a required element for all ranking officers within the City. Supervisor Training and Education Program (STEP), Police Executive Leadership College (PELC), and the Certified Law Enforcement Executive Program (CLEE) are required training sessions offered through the Law Enforcement Foundation.

The City also has its own jailing facilities that also assists fourteen other neighboring communities. The Strongsville City Jail has received a 100% compliance rating with the State Minimum Jail Standards set forth by the State of Ohio. The jail runs 24 hours a day, seven days a week and utilizes in-house food service and laundry facilities to help keep costs to a minimum. In 2016 alone, the Strongsville City Jail housed a total of 1,795 prisoners.

COMMUNITY DIVERSION PROGRAM

The Strongsville Community Diversion Program oversees the process of juveniles charged with first time misdemeanors crimes and status offenses. Each juvenile offender is given a program specifically designed for their needs and circumstances of their crimes. Successful completion of the program will allow the juvenile to keep a clear record with the City of Strongsville Police Department. However, if a juvenile fails to

complete their program in a timely manner, they will have their crimes prosecuted at the Juvenile Court in Cleveland. The program began in 1999 and the cases are heard by ten volunteer Magistrates who act on behalf of the Cuyahoga County Juvenile Court. In 2016, 106 cases were heard and 101 of those cases completed the program successfully.



VICTIM/WITNESS ADVOCATE PROGRAM

The City has been providing services to victims and witnesses of crimes for the past sixteen years. The City also takes part in the FBI's Uniform Crime Reporting (UCR) Program, which is a nationwide, cooperative statistical effort of nearly 18,000 city, university and college, county, state, tribal, and federal law enforcement agencies that voluntarily submit data on reported crimes. This is a monthly report, and typically includes a background on the crime committed, general demographics of the perpetrator (age, race, etc.), and any information and valuations on stolen or recovered property.

YOUTH PROGRAMS

The City of Strongsville's Police Department has a number of youth programs throughout the community. These programs include Drug Abuse Resistance Education (DARE), Safety Town, Third Grade Safety Belt Program, and Safe Communities and Safe Kids Programs.

The DARE program is targeted to 6th and 8th graders at the hope to prevent or at the very least reduce drug abuse and related violence. This program is focused on self-esteem building, consequence recognition, risk analysis, and strengthening a child's overall decision-making skills.

Safety Town is a very popular program that helps young children (typically around kindergarten) learn many safety lessons and rules while also participating in various field trips to places like community fire and police stations. Strongsville's Safety Town has significantly grown in popularity and continues to attract participants from outside the community to replicate what the City has created.

The Third Grade Safety Belt Program is a statewide safety program offered through local enforcement agencies, but this program is no longer funded by the State of Ohio. However, the City feels that this is a very important program and continues the program themselves. The program consists of a presentation by a uniformed police officer to various third grade classrooms and the children learn about safety belts and their importance through discussion, activities, and demonstrations.

The Safe Communities and Safe Kids Programs are a collaboration with University Hospitals and Rainbow Babies & Children's Hospital called, "Cuyahoga County Safe Communities" and "Safe Kids Greater Cleveland." The safe communities program is designed to emphasize awareness of distracted driving, and strives to prevent injuries caused by traffic accidents. The Safe Kids program coordinates health and safety experts, government agencies, and volunteers to educate families about traffic accident prevention, bike safety, child passenger safety, and fire safety. The City also participates in the "Safe Sitter" program as a partnership with University Hospitals and Rainbow Babies & Children's Hospital. This program focuses on teaching children safety skills to utilize when they are home alone, watching younger siblings, or babysitting others.



FIRE & EMERGENCY SERVICES

The City of Strongsville is currently served by 61 sworn firefighters, 54 shift personnel that work a 24/48 schedule through three operational shifts, three administrative chiefs, three inspectors assigned to the Fire Prevention Office, and one training officer. The Fire and Emergency Services Department provides the following:

- Emergency medical services;
- Fire suppression and investigation;
- Hazardous materials response;
- Technical rescues;
- Emergency management planning and preparedness;
- Inspections and code enforcement for businesses;
- Suppression and alarm testing;
- Site and building plan review; and
- Public education.

The City occupies and runs four state-of-the-art fire stations that also serve as clinical education sites for EMT and paramedic students from Southwest General Health Center, Parma Community General Hospital, Cuyahoga Community College, and several neighboring career centers. There are currently six firefighting paramedics on staff that hold and maintain state certification as paramedic instructors and are frequently called on to assist with classes throughout Northeast Ohio. The Insurance Services Office (ISO) has rated the Strongsville Fire and Emergency Services Department as a Class 3 fire department.

The Strongsville Fire and Emergency Services Department maintains a fleet of fourteen emergency vehicles, and ten support vehicles. The Department also maintains regional assets, including the SERT Hazmat Truck and the Ohio Region 2 USAR truck and trailer.

The City operates four fire stations, which align with each of the City's four Council Wards. Each station contains a satellite police field office and provides approximately 60,000 square feet of heated space. In 2016, the department spent \$95,000 for upgrades and repairs to its facilities, making them some of the most modern in the State. Improvements like this made to necessary facilities should continue to be a priority to meet the growing needs of the community.



REGIONAL DISPATCH

Strongsville operates one of the busiest regional emergency dispatch centers in Cuyahoga County; located within Fire Station No. 4. The Southwest Emergency Dispatch Center (SWEDC) now employs 27 employees that serve the needs of Strongsville, Berea, North Royalton, and Olmsted Falls. In 2016, three new dispatchers were hired to fill the high demand of calls and to respond to the significant staffing issues that the center. This facility answers 9-1-1 and general administrative calls for community Fire, EMS, and Police agencies, along with performing daily clerical duties. Employees also provide Emergency Medical Dispatching (EMD) services, which provides detailed pre-arrival medical instructions to the emergency caller on the other line. This location serves as a backup site for the Parma Regional Dispatch Center.

To support and maintain this effort, the City of Strongsville's Human Resources and Police Departments and Cuyahoga Community College developed an "Emergency Telecommunicator" curriculum to train and educate individuals interested in pursuing a career as an emergency dispatcher. This program will ensure that new hires are ready with the necessary knowledge and background to begin work immediately when needs arise.

SOUTHWEST EMERGENCY RESPONSE TEAM (SERT)/SOUTHWEST ENFORCEMENT BUREAU (SEB)

The Southwest Emergency Response Team is a community organization that provides specialized teams to assist in hazardous materials issues, technical rescue, and fire investigation. SERT has 21 members, nineteen communities,

and two agencies; including the Cleveland Metroparks and the Northeast Ohio Regional Sewer District (NEORS).

The City is also part of the Southwest Enforcement Bureau (SEB), which is an organization made up of eighteen political subdivisions (overseen by an eighteen-member Council of Governments) that coordinate and share resources and general manpower. This specialized team enables its members to organize SWAT, bomb squads, crisis negotiators, and tactical EMS in the event of an emergency. The City has played a key role in both the SEB and SERT programs with their creation, organization, and leadership.



CITIZEN CORPS

Citizen Corps programs are a way for local governments to better prepare its citizens for disasters and to make them safer, stronger, and more resilient to threats that face their community. The City of Strongsville is one of over 1,200 Citizen Corp Councils that provides such training to citizen volunteers. These programs within the City include Community Emergency Response Team (CERT), Medical Reserves Corps Program (MRC), Neighborhood Watch Program (NWP), and Volunteers in Police Service (VIPS).

COMMUNITY EMERGENCY RESPONSE TEAM (CERT)

In addition to being a member of SERT, the City also has its own community volunteer response team. The Community Emergency Response Team (CERT) is a group of trained, citizen volunteers that provide assistance to safety officials

during large-scale emergencies and provide first aid services at many of the City's community events. Currently, the CERT program has roughly fifty community volunteers.

MEDICAL RESERVE CORPS PROGRAM (MRC)

The MRC program recruits community members with medical and public health knowledge for their expertise during emergencies. MRC volunteers work with local emergency responders to coordinate their efforts. Currently, the City is considering working towards an organized, trained, and fully deployable MRC.

NEIGHBORHOOD WATCH PROGRAM (NWP)

Neighborhood Watch Programs are one of the largest community-based crime prevention groups in the country. Recently, the NWP has expanded to incorporate terrorism awareness education into its mission. This program strives to bring education and awareness to emergency preparedness and emergency response training.

VOLUNTEERS IN POLICE SERVICE (VIPS)

The Volunteers in Police Service Program was originally created to support the USA Freedom Corps Initiative and is now one of Citizen Corps' programs. The City of Strongsville's Police Department initiated their program in 2005 and its volunteers assist state and local law enforcement by providing resources and information for the public. In 2016, the Strongsville Volunteer Unit provided 205 hours of service and helped screen over 2,000 people into Court and Council meetings.



PARKS & RECREATION

A community recreation center is a great amenity for not only fitness, but as a gathering place, youth and adult sports, physical therapy, and child care. The Strongsville Rec Center provides a wide variety of services and programs, including swimming, a gymnasium and indoor ball courts, strength and conditioning room, group classes, a full-service kitchen, a senior center with many activities offered, and kids camps and programs.

Currently, the City of Strongsville owns and operates nine public parks with a number of amenities for the community. Any of the park's pavilions can be rented out by the public at \$45 for residents and \$65 for non-residents. Other amenities include ball fields, walking paths, outdoor grilling stations, restrooms, and playgrounds to name a few.



SCHOOLS

The City of Strongsville is primarily served by the Strongsville City School District; there are a number of private and charter school options available to families. The SCSD currently enrolls over 5,500 students. Facilities includes one preschool, five neighborhood elementary schools, one middle school, and one high school.

The Ohio Department of Education gave the Strongsville City School District the following grades:

- Achievement: C
This grade reflects the number of students that passed the state tests and how well they performed overall.
- Gap Closing: D
This grade reflects the district's performance in assisting the area's most vulnerable populations in English language arts, mathematics, and graduation.
- K-3 Literacy: C
This grade reflects how well the district has been at identifying readers that are not on-track per the Third Grade Reading Guarantee and then getting them on track to proficiency in third grade and throughout the rest of the education careers.
- Progress: B
This grade reflects the growth of students within the district based on past performances.
- Graduation Rate: A
This grade reflects the percentage of students whom successfully graduate within four or five years with a high school diploma.
- Prepared for Success: C
This grade reflects the district is preparing students for all future opportunities.

Overall, the Strongsville City School District's report card has remained the same from the 2015-2016 school year to the 2016-2017 school year. However, the "Gap Closing" grade did improve from an "F" to a "D."

LIBRARY

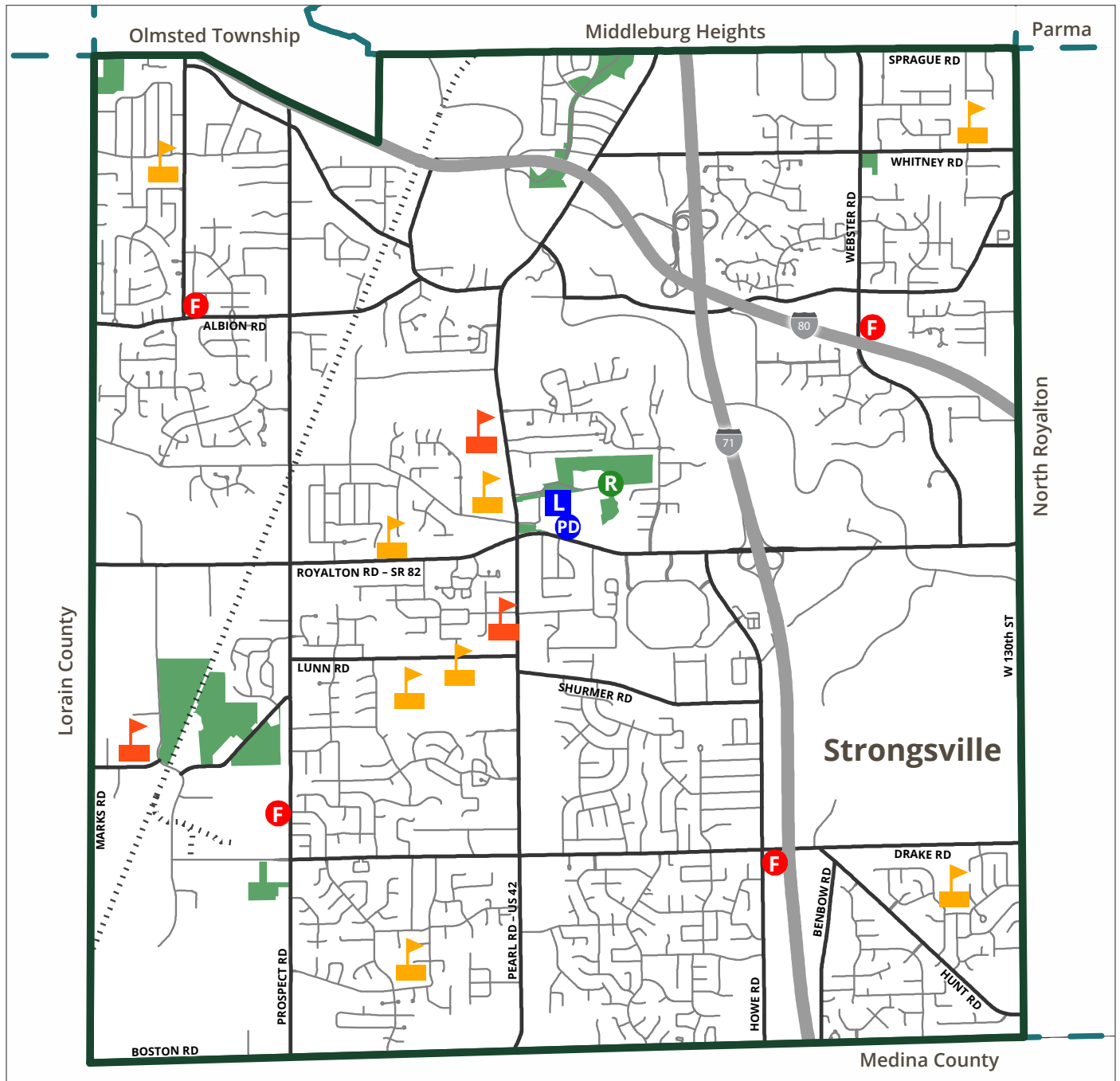
The Strongsville Branch of the Cuyahoga County Public System is centrally located at the intersection of Royalton and Pearl Roads, and is close to the City's Recreation and Senior Complex, the Middle School, and the Strongsville Historical Society. The library is a very popular destination for the community. Visitors have access to millions of books, magazines, movies, CDs, and the library's extensive digital collections as well (eBooks, audiobooks, music, etc.). Library cardholders also have access to millions of additional items that they can borrow from Universities and Colleges across Ohio as the Cuyahoga County Public Library participates in the SearchOhio and OhioLINK sharing consortiums.

The Cuyahoga County Public Library system and has been rated as the nation's top-rated library system for eight consecutive years and usage continues to hit high marks. In 2016, the Strongsville Branch was visited more than 329,000 times and over 732,000 items were borrowed, along with 37,000 hours spent using the Library's computer systems. The Strongsville Branch also hosts a number of community-based education programs and is an authorized location for passport processing and photographs.

Currently, the Strongsville Branch is undergoing a \$326,000 renovation project that will include a state of the art AV/ Video recording studio, six quiet group study rooms, a new entrance with sliding doors, a new teen area, and upgraded technology in the Library's meeting rooms.




MAP 11 — COMMUNITY SERVICES



LEGEND

-  Public Schools
-  Private Schools

-  Police Department
-  Fire Department
-  Recreation Center

-  Library
-  City Parks

2.4 LAND USE PROFILE

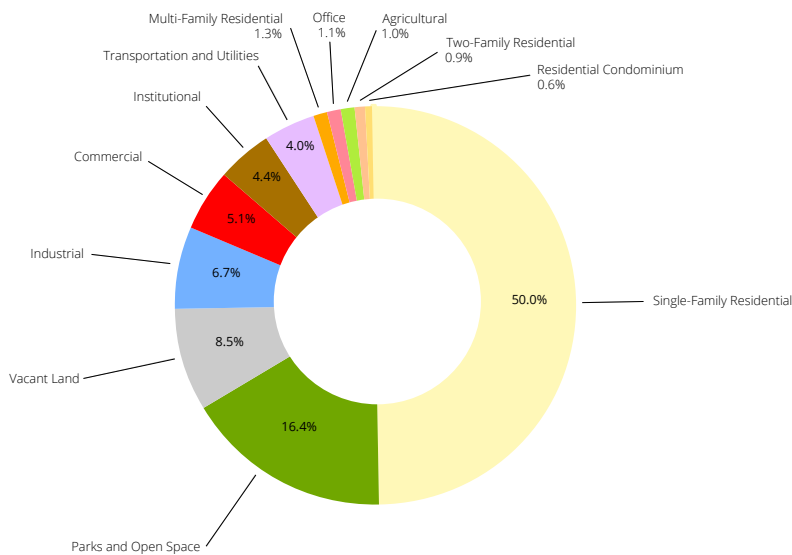
LAND USE

Land Use is a broad term which describes how land within any given municipality is currently being utilized. Types of uses typically include industrial, residential, commercial, and open space.

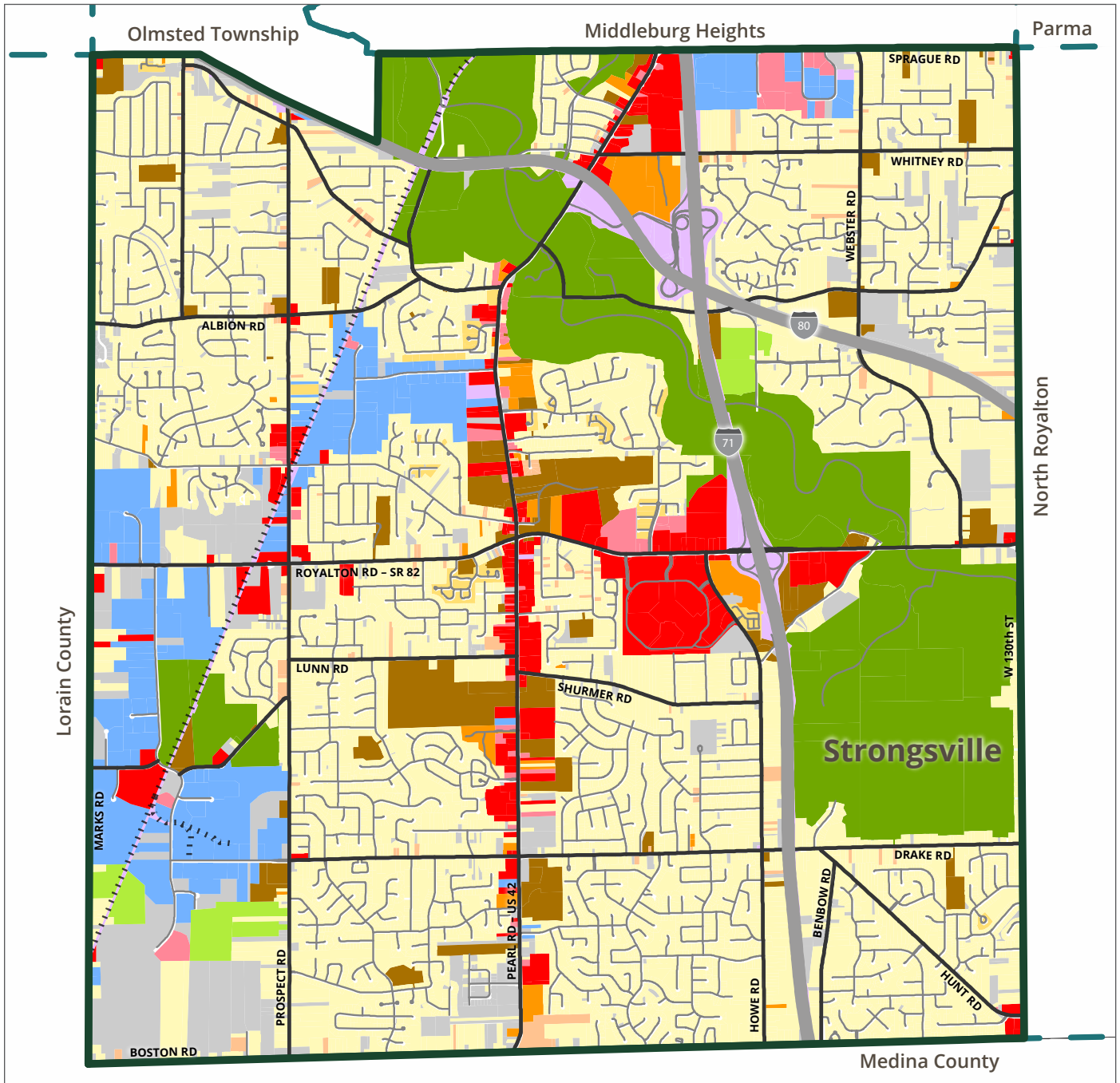
Within the City of Strongsville, nearly 38% of land is solely dedicated to single-family residential uses. About 40% of the land within the City is dedicated to housing in general; this use category also includes two-family residential and multi-family residential. Parks and Recreation uses are the next largest land use (32%) within the City. This is due largely in part to the Mill Stream Run Reservation of the Cleveland

Metroparks located within the City, as well as an abundance of ball fields in Strongsville's industrial parks. The third highest land use within Strongsville is industrial with almost 8% of the City's land.

Figure 1 Land Use Coverage Percentage



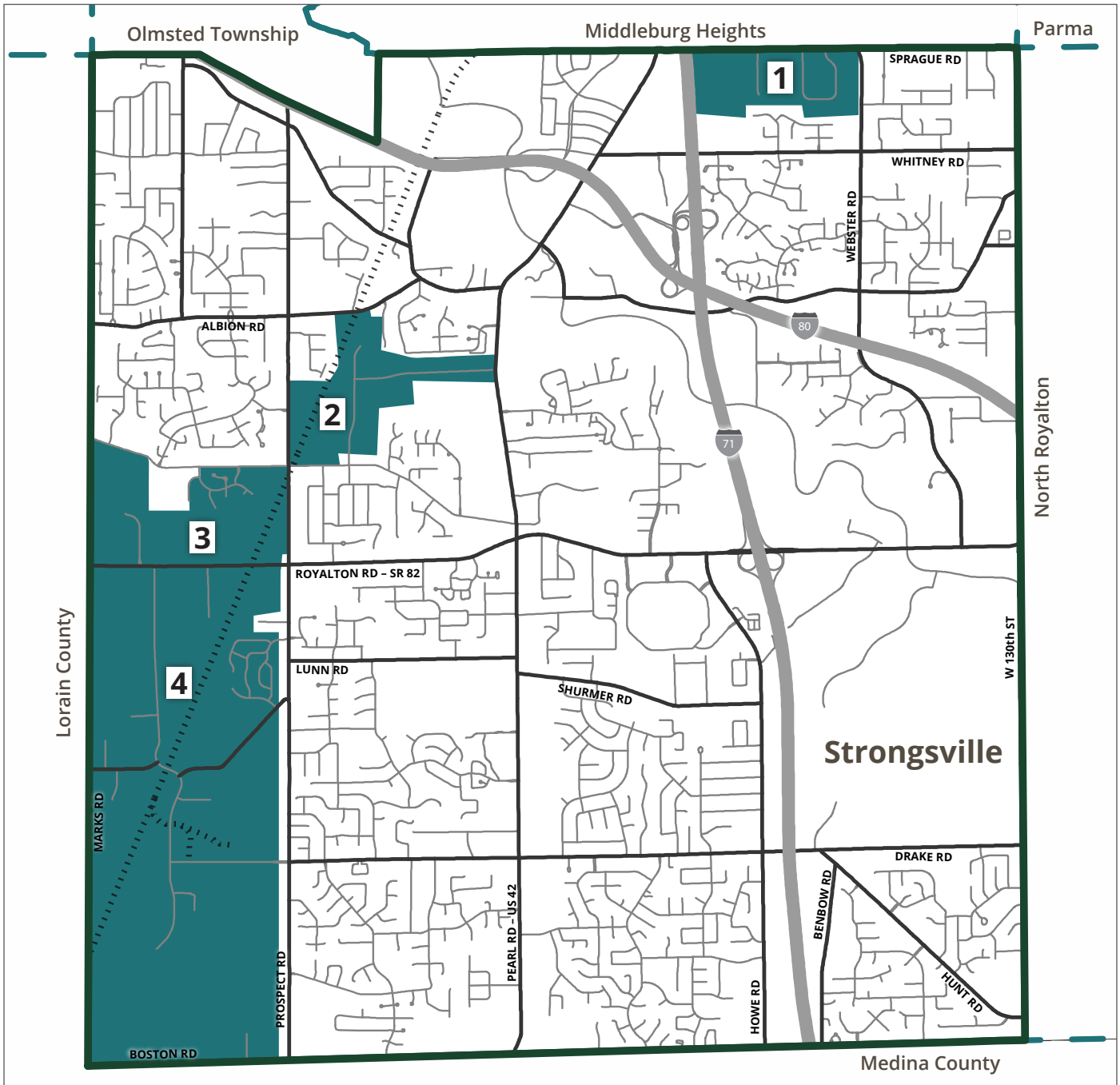
MAP 12 — CURRENT LAND USE



LEGEND

- | | | |
|---------------------------|----------------------------|----------------------|
| Single-Family Residential | Commercial | Institutional |
| Residential Condominium | Office | Agriculture |
| Two-Family Residential | Industrial | Parks and Open Space |
| Multi-Family Residential | Transportation and Utility | Vacant |

MAP 13 — BUSINESS PARKS



LEGEND

Business Parks

1 Dow Circle Research & Development Park

2 Progress Drive Business Park

3 Darice Parkway

4 Strongsville Business & Technology Park

BUSINESS PARKS

With easy access to interstates and main thoroughfares, the City of Strongsville is a very desirable business location. Strongsville has a high concentration of technical and manufacturing companies located within its four business parks. With nearly 200 employers amongst its four business parks, these areas alone account for roughly 53% of the City's annual tax base. Each business park is described in greater detail below.

THE STRONGSVILLE BUSINESS & TECHNOLOGY PARK

The Strongsville Business and Technology Park is the largest business park and is located in the far southwest corner of the City. With over 1,693 total acres, this park is home to well over 70 employers and 3,000 employees. Currently, there are eight large sites available within the Strongsville Business and Technology Park that total 437.2 acres. Most of this land is privately held, but the City of Strongsville does own one property that is 169 acres of greenfield land. This business park has several building vacancies, and still maintains over a 95% occupancy rate.

PROGRESSIVE DRIVE BUSINESS PARK

The Progressive Drive Business Park was the very first business park established within the City of Strongsville and is the second largest in overall acreage. This business park is located just north-east of the Strongsville Business and Technology Park and Darice Parkway and contains 325 acres of land with companies that employ well over 2,000 people. Currently, there is one large site available for development.

This site is roughly 14.5 acres and is privately held, but the park does have several building vacancies to fill for corporations looking to relocate within the City of Strongsville. This business park currently maintains an occupancy rate of over 96%.

DARICE PARKWAY

The Darice Parkway is the newest business park within the City of Strongsville and contains nineteen different employers from many different industries that employ nearly 1,000 people. This business park is located just to the north of the Strongsville Business and Technology Park and is home to Michael's Craft Stores Regional Headquarters. There are currently no large sites available for development within this business park, but there is one vacant building totaling 39,792 available square footage. This business park is currently operating at a 97% occupancy rate.

DOW CIRCLE RESEARCH & DEVELOPMENT PARK

The Dow Circle Research and Development Park is located in the far north-east corner of the City and contains the City's largest employers, which include Akzo Nobel's Global R&D Center, Enterprise Rental Car's Regional Headquarters, and PNC's Technology Center. This business park contains 258 acres of land, but no large sites are available for development. Currently, the Dow Circle Research and Development Park boasts a 100% building occupancy rate.

Figure 1 Business Park Square Footage & Vacancy, 2017

Business Park	Total SF	Vacant SF	Vacancy Rate
Strongsville Business & Technology Park	3,617,028	168,849	4.67%
Progress Drive Business Park	1,508,326	54,094	3.59%
Darice Parkway	1,342,730	39,792	2.69%
Dow Circle Research & Development Park	910,112	0	0.00%
Total	7,378,196	262,735	3.56%

ZONING

Zoning regulations are a necessary tool for communities to designate specific types of land uses and development patterns permitted within specified districts. Zoning is recognized as an important tool for achieving community wide and Master Plan goals, managing growth, and for preserving the health, safety, and character of a community. The following is an overview of the zoning districts identified within the City of Strongsville. The regulations pertaining to the zoning districts for the City are contained within Part 12, Planning and Zoning Code, of the Codified Ordinances of Strongsville, Ohio.

MIXED-USE

Currently, the City of Strongsville's Planning and Zoning Code does not specifically permit a mixed-use type of development; rather, it places an emphasis on large, single-family lots for residential uses. This can limit development options within the community and could potentially hinder growth. With a community that is heavily residential in nature, it is important to have a variety of housing options. Part 14, Building and Housing Code, of the Codified Ordinances of Strongsville, states that a "mixed occupancy" type of development can contain, "one or more dwelling units or rooming units and also having a portion thereof devoted to non-dwelling uses." This could potentially allow for the adaptation of a mixed-use component into the Planning and Zoning code and its allowable uses within the City.

RESIDENTIAL DISTRICTS

The purpose of the Residential Districts is to regulate the density and distribution of structures to maintain adequate services and to protect the desirable characteristics of existing residential development.

ONE-FAMILY 75 (R1-75) & ONE-FAMILY 100 (R1-100)

The R1-75 and R1-100 residential zone districts were established to create both functional and interesting residential areas and to provide readily accessible recreation areas and open spaces. These areas are carefully planned to conserve the natural amenities of the landscape and to adequately accommodate the separation of pedestrian and vehicular circulation. The clustering of single-family homes is permitted with an approved cluster site plan. However, not more than 35% of the total allowable dwelling units within this type of development can be allocated to cluster dwellings.

ONE-FAMILY 125 (R1-125), TWO-FAMILY (R2F), ONE-FAMILY CLUSTER (OF-C), TOWNHOUSE CLUSTER (RT-C) & MULTI-FAMILY 1 (RMF-1)

The R1-125, R2F, OF-C, RT-C, and RMF-1 residential zone districts were created to encourage greater attractiveness, flexibility and utilization of yard spaces, and to allow a group of two or more contiguous single- or two-family dwellings be designed and developed as a unit coordinated with the surrounding areas.

SENIOR RESIDENCE (SR-1 & SR-2)

The SR-1 and SR-2 residential zone districts were created to accommodate the special requirements of the elderly community at any level of care and attention they may need; from independent living to skilled nursing care. These zone districts provide elderly persons the opportunity to obtain safe, sanitary, and decent housing designed to meet their needs in a controlled environment. The City does have specific design and dimensional standards for this type of residential development depending on the dwelling type. For example, an apartment type of dwelling cannot exceed thirty-five (35) feet in the SR-1 district or sixty (60) feet within the SR-2 district. One-family cluster homes (attached and detached) can have a maximum height of two (2) stories in both districts; a skilled nursing facility can have a maximum height of only one (1) story.

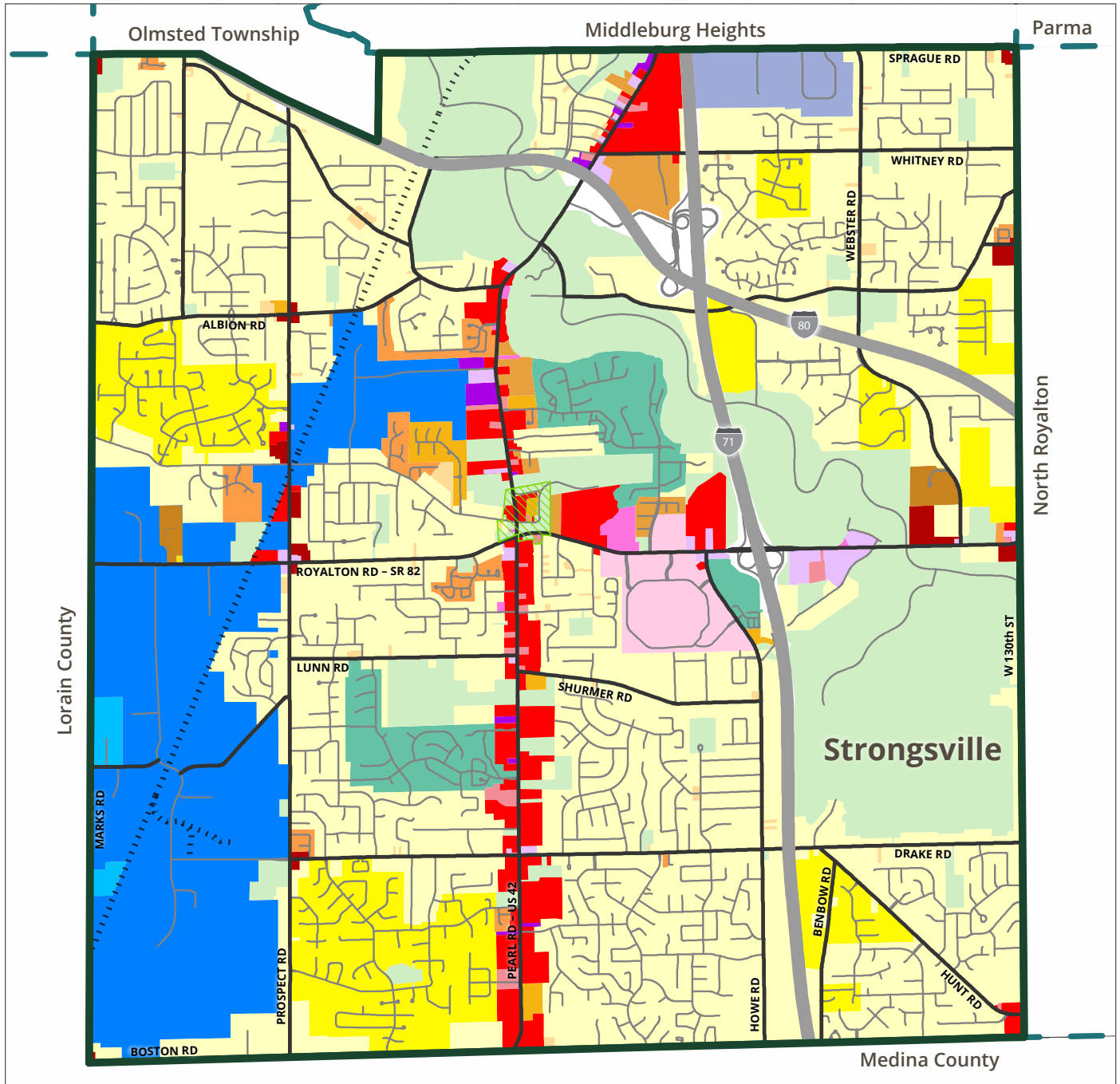
ESTATE (ER)

The ER residential zone district was created to encourage large residential estate lot development within relatively small enclaves in a rural atmosphere. Any single development within this district is limited to fifty (50) acres in size and the main structure must have a minimum front setback of one-hundred (100) feet to an abutting, dedicated street. There are very few areas zoned with this district.

PUBLIC FACILITIES DISTRICTS

The main purpose of the Public Facilities District is to provide zoning for governmental, civic, and recreational facilities in proper locations and to protect public, semi-public facilities, and institutions from encroachment of certain uses.

MAP 14 — ZONING



LEGEND

- | | | |
|--|---|--|
|  R1-75 Single-Family Residential |  LB Local Business |  PF Public Facilities |
|  R1-100 Single-Family Residential |  GB General Business |  RD Research-Development |
|  R1-125 Single-Family Residential |  SC Shopping Center |  CS Commercial Service |
|  R2F Two-Family Residential |  MS Motorist Service |  GI General Industrial |
|  RT-C Townhouse Cluster |  OB Office Building |  GI-A General Industrial-A |
|  RMF-1 Multi-Family Residential |  R-RS Restaurant-Recreational Services |  PDA-2 Planned Development Area |
|  SR Senior Residential | |  Town Center District |
|  ER Estate Residential | | |

PUBLIC FACILITIES (PF)

The PF zone district provides a proper environment for the functioning of public facilities without adversely effecting adjacent neighborhoods. This helps to promote the general safety, convenience, comfort, and welfare of residential neighborhoods within the community. There are structures located within this zone district that may have specific recognition as a historic place. If there is a proposal to alter the exterior of one of these structures, it must first get approved by the Planning Commission and then confirmed by the City Council before a building permit can be issued.

BUSINESS DISTRICTS

The purpose of the Business Districts within the City of Strongsville is to carefully plan business areas so that they coordinate with surrounding development. These business districts strive to reduce as much as possible any fumes and odors, noise, large traffic volumes, and dust in order to protect the desirable characteristics of existing residential neighborhoods.

LOCAL BUSINESS (LB)

The LB zone district was specifically created to serve the need for convenience goods within the community. These districts are meant to serve the immediate neighborhoods in which they abut and generally should not attract large volumes of traffic, especially from those who live outside of the City. General uses that can be located within this district include offices, retail stores, service businesses, and child care centers.

GENERAL BUSINESS (GB)

The GB zone district was established to serve larger scale development and to accommodate higher traffic volumes. The businesses located within this zone district are often open through the evening and meet the needs for convenience shopping and has accessible services for the community as a whole. The uses permitted within this district include restaurants, brewpubs, churches, exercise facilities, retail, and automotive services. Much of the available commercial land within the City is zoned GB.

SHOPPING CENTER (SC)

The SC zone district is specifically organized so that compatible business facilities can be organized and grouped

in a unified way. These areas are likely to generate higher traffic volumes and should have carefully designed off-street parking areas as to not adversely affect nearby residential development. The SC district does permit oil and gas well drilling, along with its operation and maintenance, provided that a Conditional Use permit is granted.

MOTORIST SERVICES (MS)

The MS zone district is typically located within close proximity to the intersections of major arterial streets and highway interchanges within the City. This zone district serves the needs of motorists and for the servicing vehicles. A business wishing to locate to this district cannot have an access street or driveway that is closer than six-hundred (600) feet to a freeway ramp.

RESTAURANT-RECREATIONAL SERVICES (R-RS)

The R-RS zone district was created to provide a specified area to sell, serve, and consume food and drink items within the community. These typically include drive-throughs, sit down restaurants, and carry out establishments. Other uses, such as pawn shops, tattoo parlors, and smoke lounges are permitted once granted a Conditional Use permit by the City.

OFFICE BUILDING (OB)

The OB zone district was created to have a specific district solely for the purpose of professional services, financial services, and institutions. These areas are carefully regulated by managing the bulk and spacing of any office uses to promote the most desirable land use and traffic patterns for the site. It is common for this district to immediately abut a residential area; yard screening and landscaping buffers ensure the health, safety, and welfare of any adjacent neighborhoods are protected.

PLANNED DEVELOPMENT DISTRICT

The purpose of the Planned Development District is to regulate specific types of large-scale development to ensure that land within the City is used to its fullest potential.

PLANNED DEVELOPMENT AREAS (PDA-1 & PDA-2)

The PDA-1 and PDA-2 zone districts were created to allow developers an opportunity to execute large-scale plans for specific areas that should result in an optimum development. The City works closely with developers to ensure full

consideration of every planning element pertinent to the objective of preserving the present character of the City and enhancing its amenities. Both the PDA-1 and PDA-2 districts allow single-family, attached and detached dwellings and townhouse. The PDA-2 district also permits apartment style dwellings.

RESEARCH-SERVICE-INDUSTRIAL

The purpose of the research-service-industrial districts is to provide land for uses that utilize a large amount of trucking and transportation of goods, storage and distribution services, and laboratories.

RESEARCH-DEVELOPMENT (RD)

The RD zone district provides an appropriate and convenient location to grow into the future and to meet the City's future goals for the expansion of these types of uses within the community. The City has been very successful at recruiting businesses to the area, both national and international corporations have become established within the community. The types of uses permitted within this zone district often include office uses, laboratories, and production and product assembly.

COMMERCIAL SERVICES (CS)

The CS zone district was created to provide an area where minor production processes can safely take place. The types of uses that can be found in these districts tend to be general business and services, contracting services and offices, storage and distribution services, and commercial greenhouses. A large portion of available commercial land ready for development immediately abuts residential areas within the City.

GENERAL INDUSTRIAL (GI)

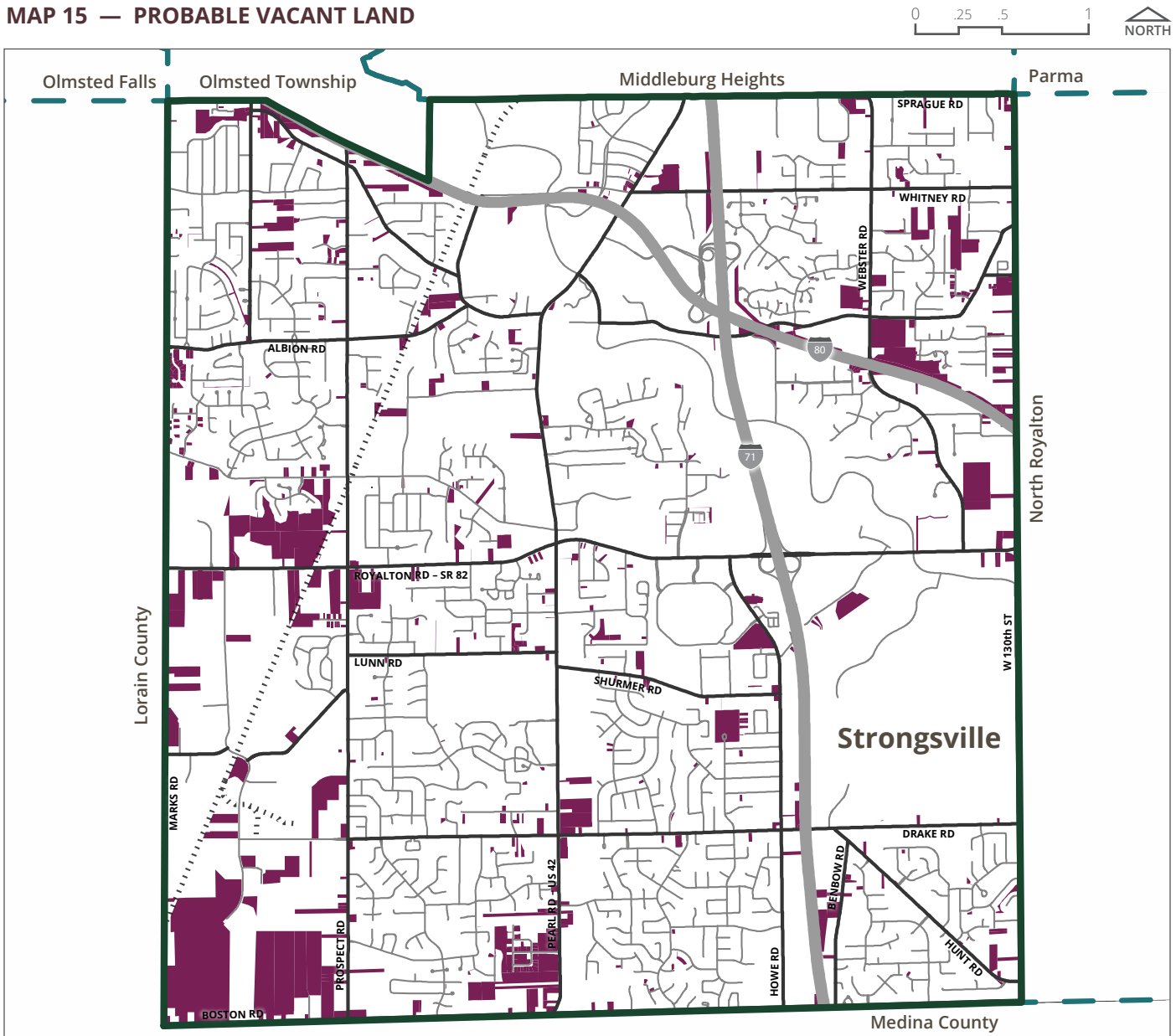
The GI zone district was established to provide uses that utilize a large amount of trucking and rail service, reduce the impacts of such activities on adjacent neighborhoods and development. It is not uncommon for these districts to produce excessive dust, smoke, fumes and odors, and glare. This district does allow the making of metal alloy products. However, this prohibits the smelting or founding of metals. Veterinarian offices, animal hospitals, self-storage or mini-storage, and kennels are also prohibited. The City of Strongsville should consider the removal of child day care

facilities within this zone district as a conditionally permitted use.

GENERAL INDUSTRIAL-A (GI-A)

The GI-A zone district generally allows similar uses to those within the CS, GI, and RD districts, including adult oriented establishments, but does not allow veterinarian offices, animal hospitals, self-storage or mini-storage, and kennels. Child day care facilities are currently an allowable, conditionally permitted use within the GI district, which in most cases abuts a GI-A district.

MAP 15 — PROBABLE VACANT LAND



VACANT LAND

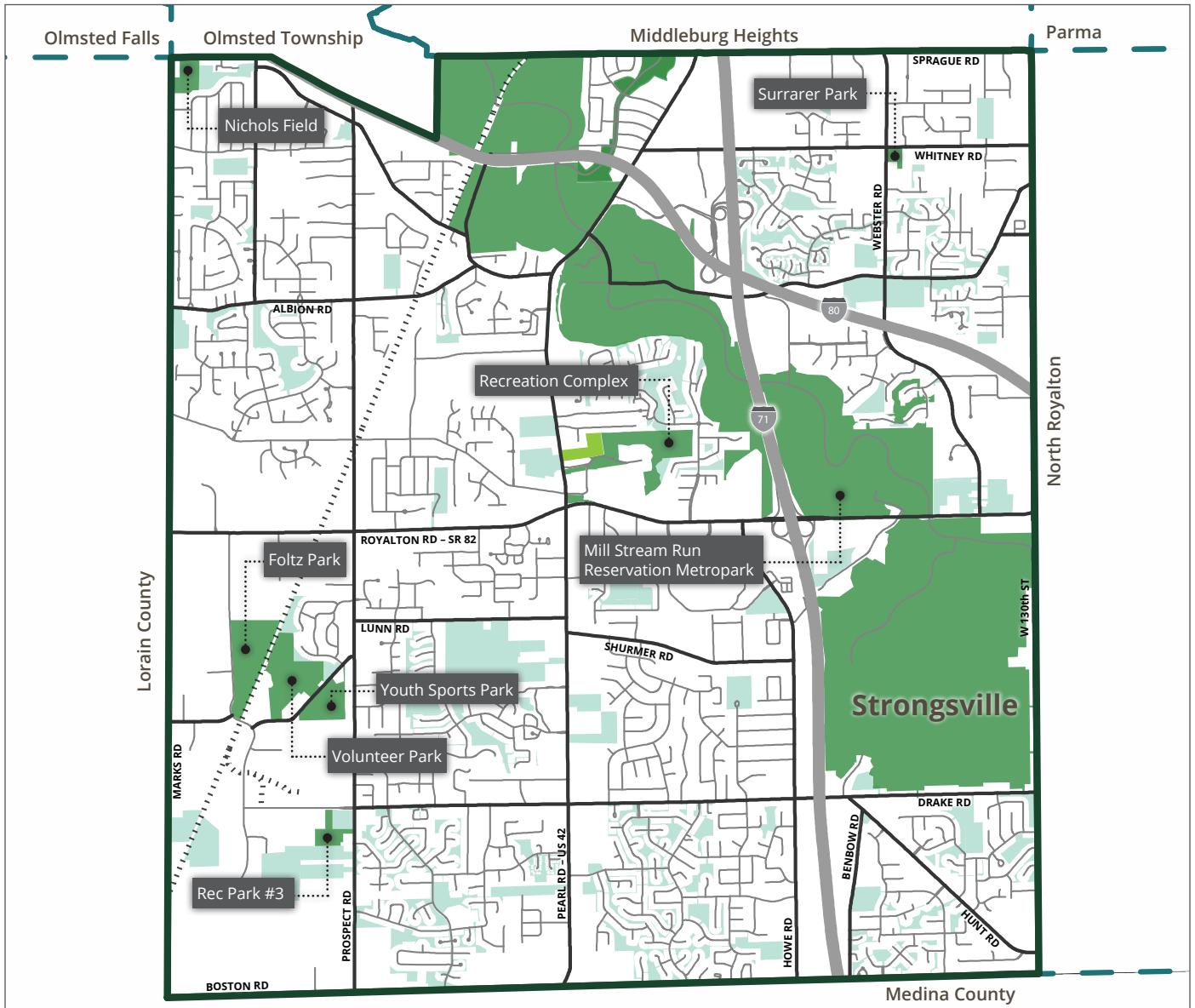
Based on current zoning, the City of Strongsville is largely built out in terms of residential capacity, however, several vacant industrial and commercial sites. There are currently nine large vacant industrial sites ready for development within the City. Eight are located within the Strongsville Business & Technology Park and one is located within the Progress Drive Business Park. Within the City of Strongsville, there are over twenty commercial properties that are available for development. These lots vary in size from half an acre to over thirty acres. Much of this available land is concentrated along Pearl Road (US-42), with several other sites along Royalton Road (SR-82), Drake Road, and Prospect Road.

LEGEND

Vacant Land

Vacancy, as defined for the purposes of this Master Plan, is a parcel that has had a structure demolished or that has never been built upon. The City's largest vacant parcels are concentrated in the southwest corner of the community within and near the Strongsville Business & Technology Park. Vacancy was determined by the Cuyahoga County Fiscal Office and its appraisal process. The available data reflects appraisals made over an eighteen month process, meaning some vacancy information may be out of date. A cursory review of vacant parcel data, and field verification, was performed.

MAP 16 — PARKS & OPEN SPACE



PARKS & OPEN SPACE

Parks, recreation, and open space are extremely valuable resources that can enhance a community's quality of life. Having options for active and passive recreation provides both residents and visitors opportunities to enjoy the area and encourages them to want to come back.

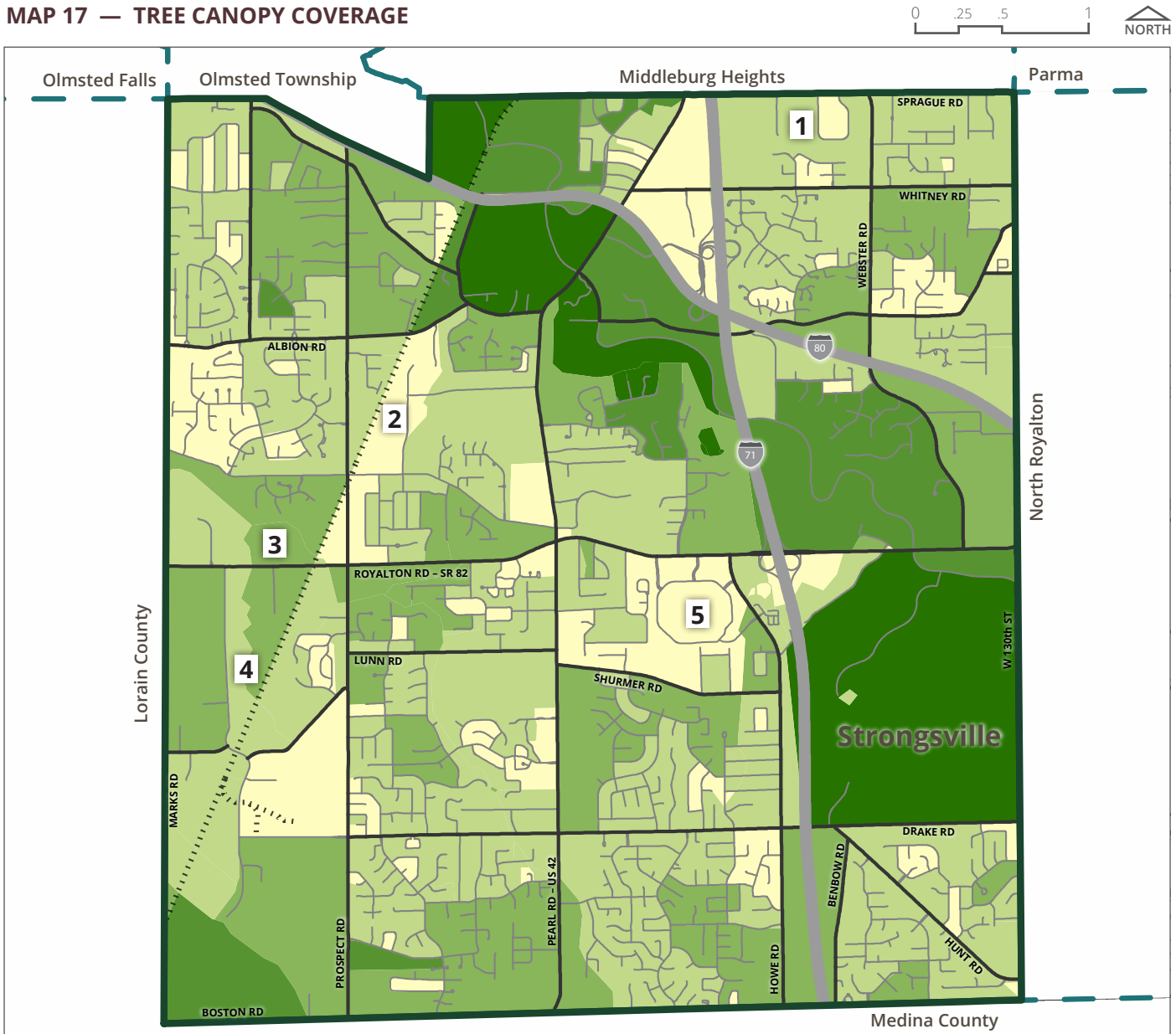
The City of Strongsville has a well-balanced park system with many options for residents to participate in a variety of activities. The City has twelve parks that provide such amenities as athletic fields, ball fields, biking and walking trails, volleyball, tennis and basketball courts, playground equipment, rentable pavilions, and restroom facilities.

LEGEND

- Parks
- Open Space
- Cemetery

In addition to the City's diverse parks system, residents and visitors have easy access to the Mill Stream Run Reservation of the Cleveland Metroparks, which includes such activities as single-track mountain biking trails, walking and biking trails, bridle trails, Go Ape Zip Line & Treetop Adventure, and tobogganing in the winter months.

MAP 17 — TREE CANOPY COVERAGE



TREE CANOPY

Tree canopy is a term used to describe the amount of ground covered by trees and their leaves when viewed from above. A healthy tree canopy can provide many benefits to a community, such as cleaner air, reduction of heat in the summer months, and increased property values.

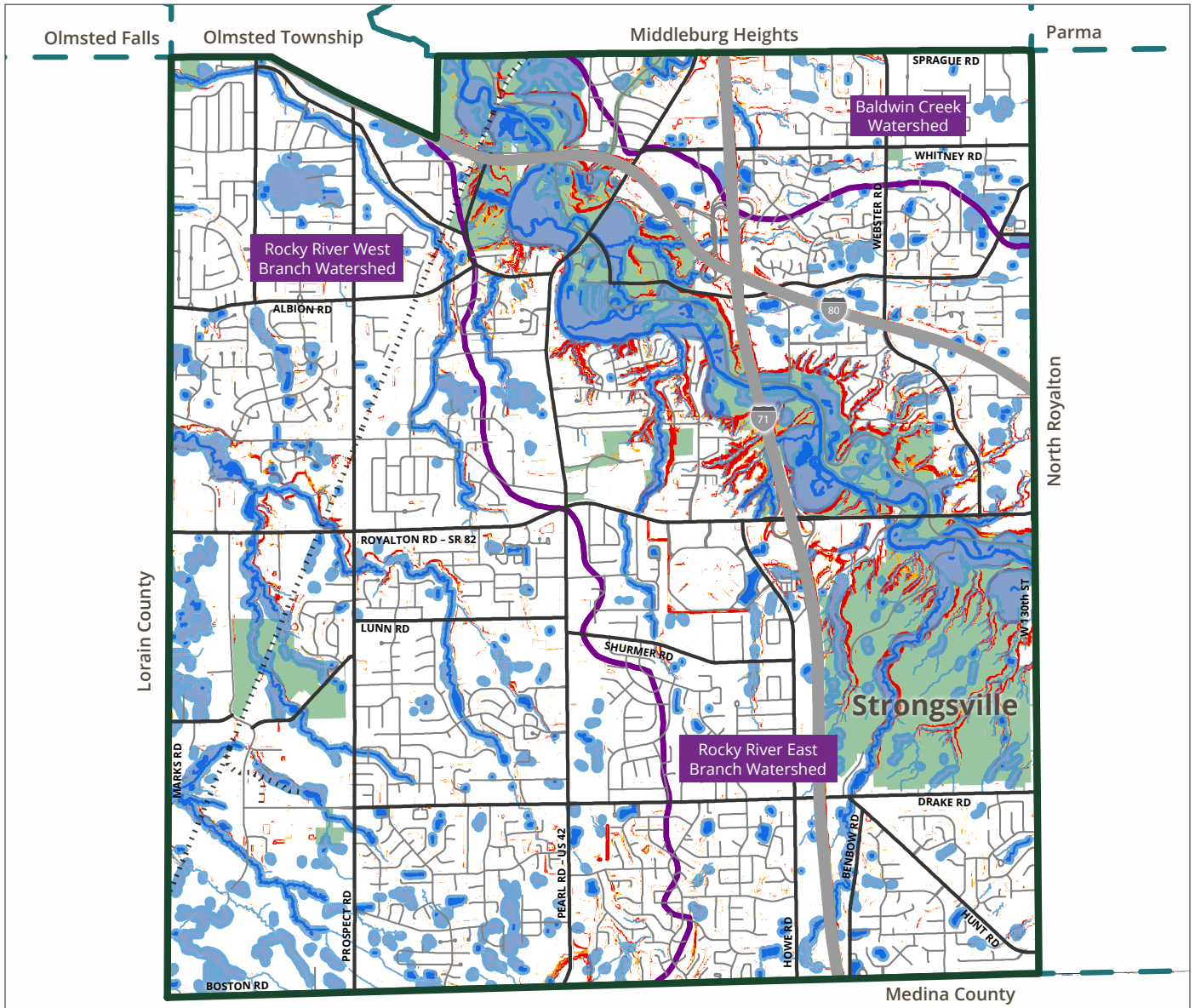
The City of Strongsville’s tree canopy covers 43.1% of the City’s total land area, which is about 6% above the County’s average of 37.6%. Strongsville has the highest tree canopy percentage of comparable communities in the County. The highest concentration of tree canopy is located within the Mill Stream Run Reservation of the Cleveland Metroparks, while the lowest concentration of tree canopy is centered around

LEGEND

	0% - 20%	1	Dow Circle Research & Development Park
	21% - 40%	2	Progress Drive Business Park
	41% - 60%	3	Darice Parkway
	61% - 80%	4	Strongsville Business & Technology Park
	81% - 100%	5	SouthPark Mall

SouthPark Mall, the City’s business parks, along I-80, and the CSXT railroad line.

MAP 18 — WATERWAYS & STEEP SLOPES



WATERWAYS & SLOPES

Rivers, riparian zones, and wetlands are all environmental components that are present within the City of Strongsville. These features are widely dispersed throughout the community, but there is a high concentration of wetlands, riparian zones, and streams that are located within the Mill Stream Run Reservation of the Cleveland Metroparks. The largest river that flows through the City of Strongsville is the East Branch of the Rocky River, which travels directly through the Cleveland Metropark.

Steep slopes are classified as land with a general slope of 12% or greater. This is a land feature that tends to be very difficult to develop and is often very costly to build upon.

LEGEND

- Watershed Boundaries
- Parks
- Wetlands
- Waterways & Lake
- Riparian Zones
- 12.7% - 18% Slope
- 18.1% or higher Slope

Additional work such as filling, erosion control, and slope reinforcement are common engineering tasks that are typical for this type of development. The steepest slopes within the City of Strongsville are concentrated within the Mill Stream Run Reservation of the Cleveland Metroparks. Additionally, there are a few steep slopes that can be found on the western boundary near the Darice Parkway business park.



3.0 Community Vision

WHAT IT IS

The Community Vision section covers the overarching Vision Statement that will drive the heart of the Master Plan's recommendations. It will also outline themes and principles that characterize the main ideas and values driving the vision for the City's future. They describe the general want and needs of residents for transportation, safety, City services, recreation, development, and other aspects of the City's growth. They will provide an outline for the more specific actions and policies recommendations to help Strongsville reach its desired future.

The Community Vision is made up of an overarching Vision Statement. The Vision Statement is accompanied by Core Themes and Guiding Principles that summarize all the input gathered through research, the Community Survey, and feedback from the Project Team and Stakeholder interviews. They embody the ideas and hopes for the future and order them into a framework to build out policy and action recommendations to help guide the community to its desired future.

HOW DO I USE IT?

The Community Vision section describes the desired future for the City of Strongsville. The Vision Statement, Core Themes, and Guiding Principles broadly capture the ideas and hopes that residents, business leaders, and community members would like to see for the future of the City.

The Core Themes and Guiding Principles also create a framework that will inform and determine the specific actions recommended in the Master Plan. This framework will also give the Master Plan structure to organize and reference the action and policy recommendations and make sure they all point back to the Community Vision.

COMMUNITY VISION

3.1 VISION STATEMENT, PAGE 60

3.2 MASTER PLAN FRAMEWORK, PAGE 61

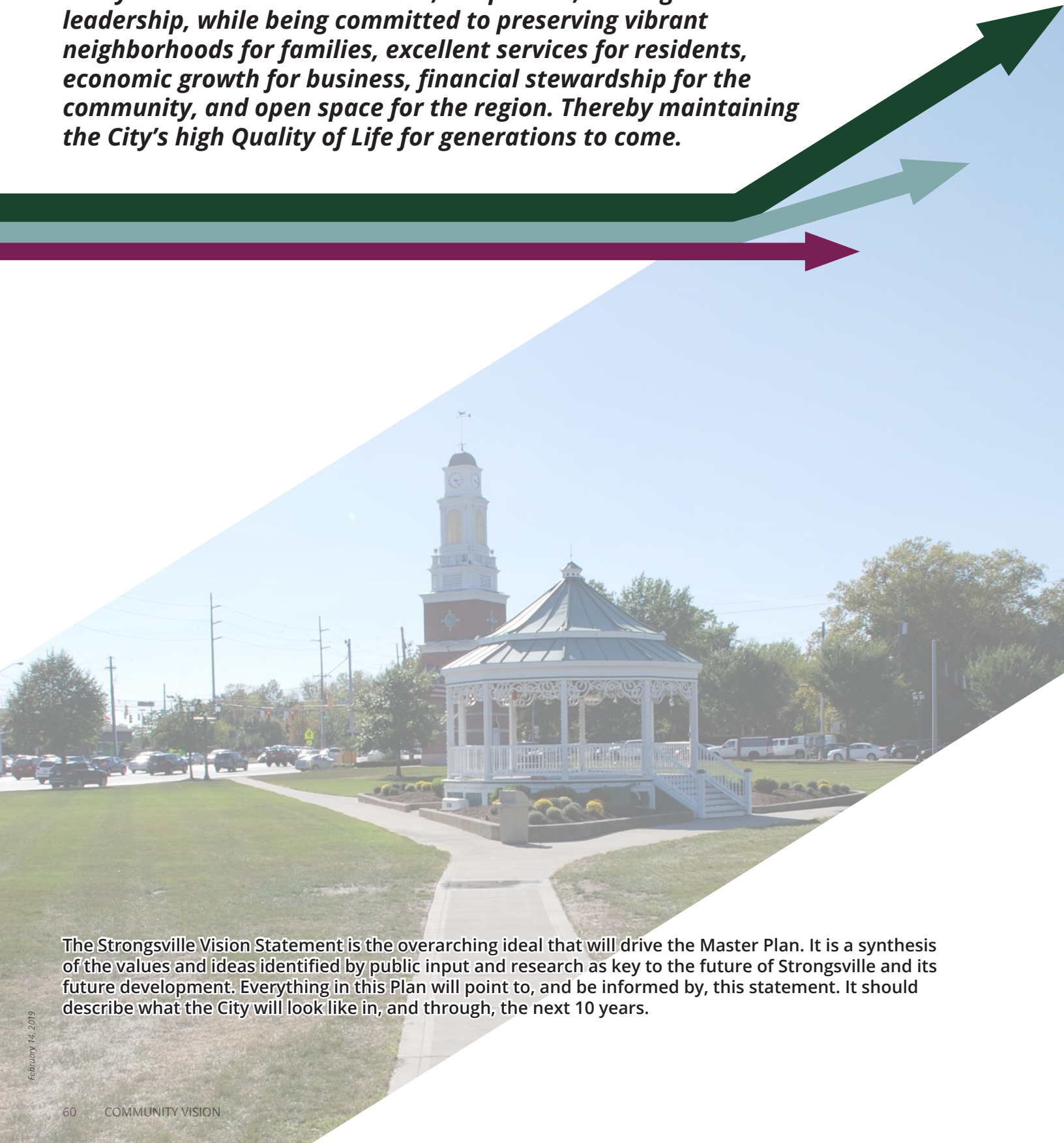
3.3 CORE THEMES & GUIDING PRINCIPLES, PAGE 62

3.4 FOCUS AREAS & CORRIDORS, PAGE 66

3.1 VISION STATEMENT

VISION FOR STRONGSVILLE

A City that embraces innovation, adaptation, and regional leadership, while being committed to preserving vibrant neighborhoods for families, excellent services for residents, economic growth for business, financial stewardship for the community, and open space for the region. Thereby maintaining the City's high Quality of Life for generations to come.



The Strongsville Vision Statement is the overarching ideal that will drive the Master Plan. It is a synthesis of the values and ideas identified by public input and research as key to the future of Strongsville and its future development. Everything in this Plan will point to, and be informed by, this statement. It should describe what the City will look like in, and through, the next 10 years.

3.2 MASTER PLAN FRAMEWORK

THE MASTER PLAN FRAMEWORK

The Strongsville Master Plan will be developed using a framework to help order and organize the Plan and the recommended actions within. Developing this framework is also the first step in identifying the future actions for Strongsville and the common values and ideas that will drive the Plan and the process.

The Framework builds the Vision Statement into an outline that creates common values that can bond or connect different development areas. It is more specific than the Vision Statement, but begins to spell out and direct the values and ideas contained in the Vision. This initial framework structures the Plan and focuses the scope for future development. Specific action recommendations can then be built out to achieve these core values later in the plan.

The framework contains two top-level ideas. Core Themes and Guiding Principles. Below is a brief explanation of what these are and how they should be used.

Core Theme: A Core Theme is a short phrase identifying a value that is to be pursued, propagated, and protected. It is an idea that is specific enough that it can quickly be identified with, but is broad enough that it can have an impact across multiple aspect of community development. These are mottoes to brand the Master Plan and the first steps in creating specific action recommendations.

Guiding Principle: These are more targeted phrases dealing with specific aspects of development or the City. They provide a general guide for how a specific area of development or policy should be managed. It identifies the most important aspects of development, such as transportation, services, infrastructure, etc., and the key aspects that are to addressed or achieved in any recommendations.

The Core Themes and Guiding Principles were developed through discussion and feedback from the Project Team and Stakeholder interviews to ensure they encapsulate the values and desired outcomes for the City.

BUILDING OUT THE FRAMEWORK

These top-level ideas and concepts are the blue print to further develop specific goals and actions that will bring about the desired future for Strongsville. Actions recommendations will be added in the following phases that will always point to these core values and visions.

The following section elaborates on the Core Themes and Guiding principles that have been extracted from the Vision Statement.

Following the outline of this framework, the Vision document will highlight focus areas identified in the Current Conditions and Visioning process. The Focus Areas will work with the Core Themes and Guiding Principles to further develop recommendations for the Master Plan. They will include a brief description of the focus area and some initial ideas for recommendations to target development in the area.

While the plan will provide city-wide recommendations, these Focus Areas again help to focus the vision and its application to where attention is needed most.

3.3 CORE THEMES & GUIDING PRINCIPLES

CORE THEME: CONNECTED

A connected City is one that allows residents and visitors to move freely through the City via multiple methods. A safe, complete transportation network provides for the commuter going to work, the family walking through the neighborhood, or the cyclist enjoying a weekend ride to the Metro Park.

A complete transportation network provides the necessary infrastructure to travel to your destination in multiple methods depending on your needs and desires. It also invests in appropriate safety mechanisms and promotes proper design to keep everyone safe. Providing auto and active transportation modes increases resident Quality of Life and can be important for business attraction and retention.

GUIDING PRINCIPLES:



1 PROMOTE MULTI-MODAL TRANSPORTATION ON A LOCAL & REGIONAL SCALE

Modern communities provide multiple ways for residents to travel between locations. This provides alternatives for work commutes, but also heavily impacts recreation and health. Bike and pedestrian infrastructure is an increasingly important amenity for residents' quality of life.



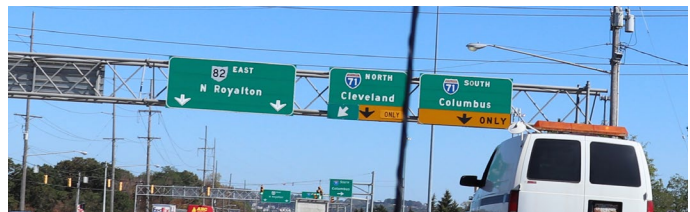
2 INVEST IN INNOVATIVE INFRASTRUCTURE, SUCH AS COMPLETE & GREEN STREETS

Infrastructure is one of the most important investments a community makes. Ensuring infrastructure is up-to-date helps provide better services and safety. It can mitigate traffic, prevent flooding, increase recreational opportunities, increase the physical appearance of a street, and create a reputation as a forward-thinking, exciting place to live or work.



3 LINK PARKS, AMENITIES, & COMMERCIAL AREAS

Parks and amenities are essential parts of healthy communities. Providing multiple methods to connect to these locations is just as essential. Recreation or entertainment does not have to be limited to when one reaches these locations. Providing opportunities to walk or bike from neighborhoods to amenities can make travel to these amenities part of the experience.



4 SEEK REGIONAL TRAFFIC SOLUTIONS

With a regional mall, strong industrial base, and a large contingent of commuters, traffic can be a major issue in Strongsville. Working with neighboring communities, and regional partners can help provide new transportation options, innovative infrastructure, and other benefits to help reduce the impact of traffic on daily living.

CORE THEME: **ENGAGED**

A “Connected” City not only connects the physical parts of a city, it also connects residents to each other, to the local government, and other civic groups. It allows them to take part in the life and direction of the City and creates a vibrant sense of life. Residents that are invested in each other and the institutions of Strongsville will ensure the foundation of the City remains strong.

Citizen outreach and engagement helps instill civic pride and ownership in the future of the community. Communication, facilitation, amenities, services, and events all create committed, life-long residents.

GUIDING PRINCIPLES:



1 SUPPORT ACTIVE & INVOLVED RESIDENTS

Active and involved residents are invested in their community. They seek to make it a better place and keep the community strong. Public outreach, transparency, and targeted programs can help residents engage with the City and other residents to become engaged in the future direction of the City.



2 PROVIDE AMENITIES & SERVICES

Providing amenities and services help create a sense of community pride. Spaces to gather allow residents to come together. Services help residents take the initiative in engaging the community or the government for a common cause.



3 CONNECT PEOPLE, GROUPS, & ORGANIZATIONS

Getting people outside of their social bubbles and routines is a significant obstacle to engaged residents. The City can play an integral role in providing opportunities for residents to get involved. The City is also in a position to bring the many groups and organizations together for the benefit of the community.



4 CELEBRATE YOUR CITY

Fostering a sense of civic pride is important to create happy and engaged citizens. Taking, and making, opportunities to celebrate residents, institutions, and the City itself should be an important function of the local government. Celebrating what is great and unique about Strongsville will build civic pride and instill in residents a sense of ownership in the City.

3.3 CORE THEMES & GUIDING PRINCIPLES

CORE THEME: VIBRANT

Cities with a vibrant neighborhoods and commercial centers attract residents and visitors and promote business investment. They have a strong “Sense of Place”, an identity that is easily recognizable. Lacking a Sense of Place can lead to the stagnation, deterioration, and eventual decline of the community.

Redeveloping older commercial centers with consistent design standards while protecting and enhancing parks and services will allow Strongsville to create a regional identity that sets it apart from surrounding communities. Maintaining a strong and diverse housing stock will attract and keep residents. Having this balance between business and neighborhoods will create a strong and vibrant community.

GUIDING PRINCIPLES:



1 CREATE A CONSISTENT CITY IDENTITY



2 BEAUTIFUL & VIBRANT NEIGHBORHOODS

Create neighborhoods and commercial areas that have a cohesive, recognizable look and feel through design and development standards, while respecting corporate branding. Incorporate separate but distinct areas into the overall brand, or identity, of Strongsville.

Keep Strongsville a place for families of all ages. Support diverse housing choices for different stages of life while providing safe transportation opportunities, quality recreational amenities, and first-rate services.



3 PROTECT PARKS & GREENSPACE



4 PRIORITIZE REDEVELOPMENT

Parks and natural areas provide recreational opportunities for residents and aesthetic benefits for the City. They also play a significant role in the environmental health of the City. Preserving natural spaces and functions relieves stress on other City infrastructure.

Strongsville has a significant amount of commercial retail space throughout the City, some of which has deteriorated or become obsolete. With limited greenfield development opportunities remaining, the City should focus on property maintenance and redevelopment to create more attractive and usable spaces.

CORE THEME: RESPONSIVE

Economic trends, development opportunities, and residential preferences are constantly changing. Anticipating opportunities for growth and countering negative forces helps maintain a strong business environment, vibrant neighborhoods, and healthy community.

Pursuing innovation and technology, working regionally, keeping regulations flexible and up-to-date, and continually engaging the public all allow the City to remain responsive to any new challenges and opportunities that arise. Remaining proactive will allow Strongsville to direct growth and development to shape its future, rather than have the future shape the City.

GUIDING PRINCIPLES:



1 MAINTAIN A STRONG ECONOMIC DEVELOPMENT FOCUS

Strongsville has large retail and industrial sectors. To remain a strong and resilient community, it is important to continue to proactively seek ways to strengthen these sectors. Maintaining industrial land for future development and seeking out appropriate commercial uses will be important.



2 MODERNIZE ZONING & DEVELOPMENT CODES

Zoning regulations and development standards can promote quality development. They provide flexibility for changing conditions and uses but set a base standard for quality. Modern regulations can help the City be responsive to economic changes and new opportunities.



3 REGIONAL LEADERSHIP & COLLABORATION

Strongsville is integrated into the greater Northeast Ohio community. The strength of the region enhances the strength of the Strongsville community. Working regionally on economic and government initiatives will help create regional and local growth and economic opportunity.



4 ANTICIPATE FUTURE NEEDS & TRENDS

Proactive approaches to government operations, economic development, transportation, the environment, and other areas is the only way to ensure that Strongsville's desired future is reached. Working to anticipate and pursue future trends and needs will allow Strongsville to stay ahead of future issues and challenges.

3.4 FOCUS AREAS & CORRIDORS

Based on this input and information gathered by County Planning as part of the Current Conditions analysis input from the Stakeholder Interviews, and feedback from the Project Team, we identified areas of specific concern for the future. These were combined and named to identify eight areas and three corridors of focus for the Master Plan, which are presented here.

WHAT IS A FOCUS AREA?

The Focus Areas are places where additional transportation and land use analysis and review will take place as part of the Master Plan. They include such diverse areas as commercial corridors, parks, and industrial areas. Each Focus Area is a defined location within which specific strategies and policies will be outlined to guide development.

WHY THESE AREAS WERE CHOSEN

The Focus Areas were built from the input of City staff, Stakeholders, and County Planning analysis. These are the initial areas that were selected; however, these areas are subject to change based on input from the public and Project Team.

THE FOCUS AREAS

The four Focus Areas are shown on Map 3. They include a variety of types of areas, within which are assets and opportunities. The identified assets within each area are shown on the following pages.

The four Focus Areas are listed below:

- City Center
- Prospect/Westwood
- SouthPark Mall
- Business Parks

WHAT IS A FOCUS CORRIDOR?

The Focus Corridors are places where additional transportation analysis and review will take place as part of the Master Plan. They are main thoroughfares, and include mostly commercial areas. Each Corridor is a defined location within which specific strategies and policies will be outlined to guide development. The Focus Corridors also includes a Bike/Pedestrian Connectivity for the City to include areas outside major corridors.

WHY THESE CORRIDORS WERE CHOSEN

The Focus Corridors were built from the input of City staff, the Stakeholder interviews, and County Planning analysis. These are the initial corridors that were selected; however, these areas are subject to change based on input from the public and Project Team.

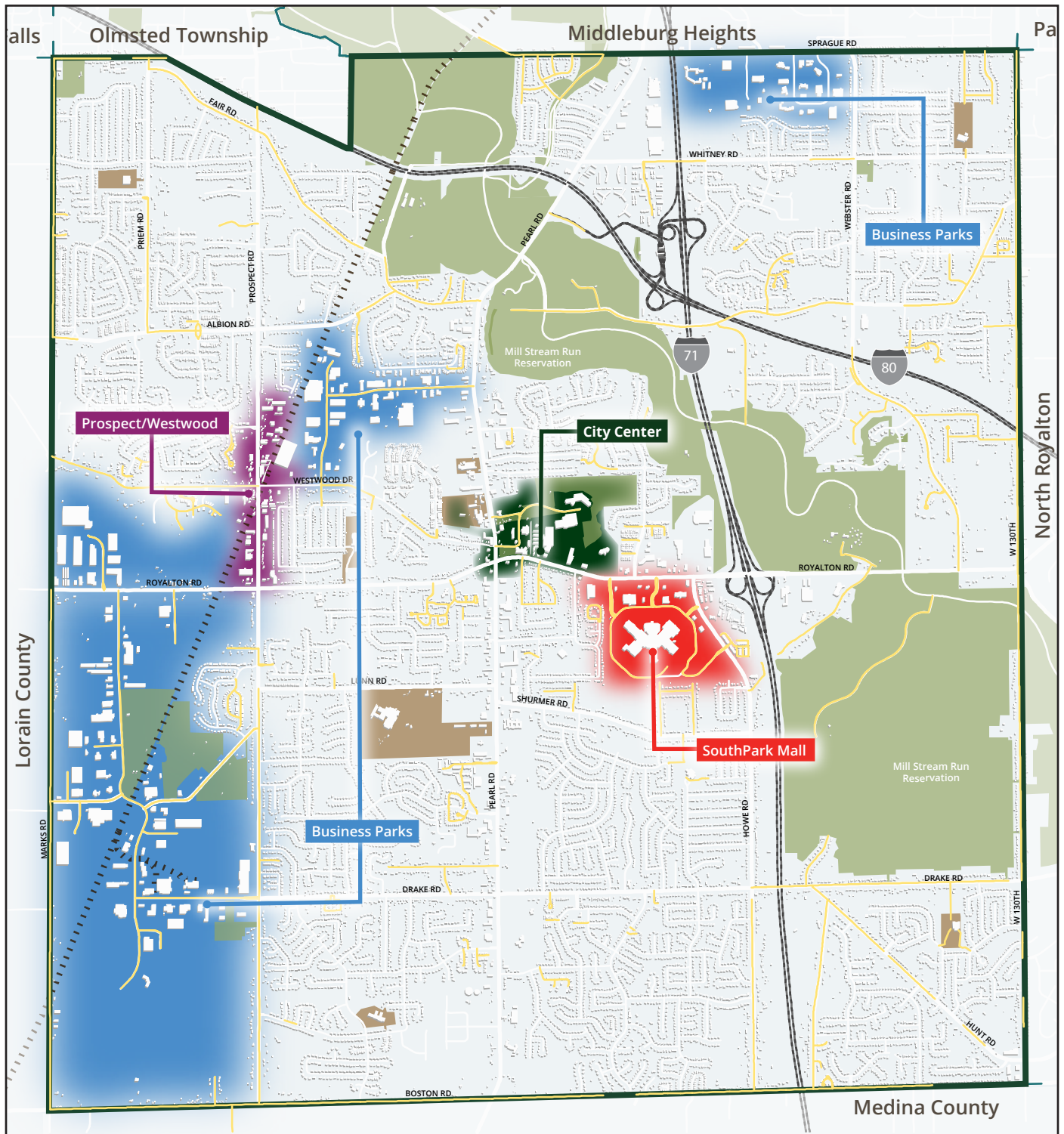
THE FOCUS CORRIDORS

The seven Focus Corridors are shown on Map 4. They include mostly commercial areas. Each corridor connects strategic community assets.

The seven Focus Corridors are listed below:

- Pearl North
- Pearl Central
- Pearl South
- Royalton West
- Royalton Central
- Royalton East
- Bike/Pedestrian Connectivity

MAP 19 — FOCUS AREAS



LEGEND

- City of Strongsville Boundary
- Parks/Open Space
- Schools
- Other Communities
- Railroad
- Incomplete Sidewalk Network

FOCUS AREAS

- City Center
- Prospect/Westwood
- Southpark Mall
- Business Parks



CITY CENTER

Historic center of the City at the intersection of Pearl and Royalton Roads. Contains many civic uses; police, library, rec center, Strongsville Commons. Also has commercial retail and some residential uses.

- » Promote Multi-Modal Transportation
- » Create a Consistent Identity
- » Seek Regional Traffic Solutions
- » Provide Amenities & Services
- » Invest in Innovative Infrastructure
- » Celebrate Your City
- » Support Active & Involved Residents



SOUTHPARK MALL

SouthPark Mall and contiguous commercial parcels. Many retail, service, and restaurant uses. Surrounded by large areas of parking. Located just west of the I-71 interchange.

- » Anticipate Future Needs & Trends
- » Create a Consistent Identity
- » Connect People, Groups, & Organizations
- » Protect Parks & Greenspace
- » Strengthen Economic Foundations
- » Provide Regional Leadership & Collaboration
- » Modernize Zoning & Development Codes
- » Link Parks, Amenities, and Commercial Areas



PROSPECT WESTWOOD

Commercial and industrial area centered on the intersection of Prospect and Westwood Roads. Contains a mix of office, commercial, and industrial uses. Opportunity to create a cohesive neighborhood commercial node.

- » Strengthen Economic Foundations
- » Create a Consistent Identity
- » Prioritize Redevelopment
- » Provide Safe & Multi-Modal Transportation
- » Connect People, Groups, & Organizations
- » Provide Beautiful & Vibrant Neighborhoods

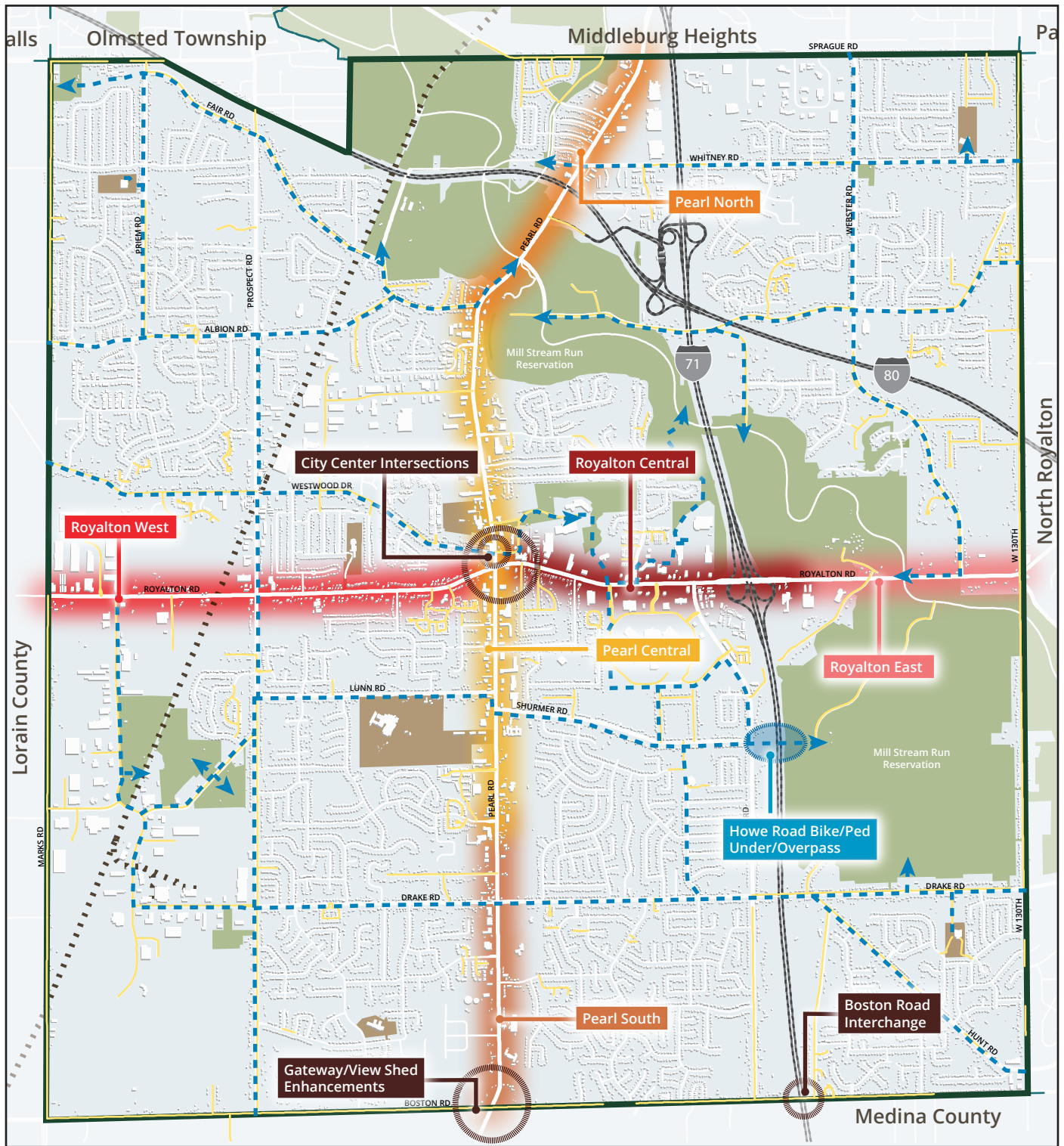


BUSINESS PARKS

Consists of the industrial zoned land throughout the City. Heavily concentrated in the southwest quadrant of the City. Some of the last significant developable land. Challenge of balancing future development pressures while maintaining industrial presence in the City.

- » Protect the Economic Base
- » Anticipate Future Needs & Trends
- » Invest in Innovative Infrastructure
- » Protect Parks & Greenspace
- » Provide Regional Leadership & Collaboration
- » Modernize Zoning & Development Codes

MAP 20 — FOCUS CORRIDORS



LEGEND

- City of Strongsville Boundary
- Parks/Open Space
- Schools
- Other Communities
- Railroad
- Incomplete Sidewalk Network

FOCUS CORRIDORS

- Pearl North
- Pearl Central
- Pearl South
- Royalton West
- Royalton Central
- Royalton East
- Bike/Pedestrian Connectivity Network
- Intersection Improvements



PEARL NORTH

The section of Pearl Road mostly north of I-80. The area is dominated by highway commercial uses (gas stations, fast food, convenience stores, etc.) including several old and neglected motels. The area feels isolated from the rest of the City, yet is a gateway for the City and several neighborhoods. It also has access to the Metro Park and vacant commercial land.

- » Promote Multi-Modal Transportation
- » Create a Consistent Identity
- » Prioritize Redevelopment
- » Modernize Zoning & Development Codes
- » Connect People, Groups, & Organizations



PEARL CENTRAL

Heavily developed commercial corridor. Also contains many civic uses. Lack of cohesive design, different development types, and varying levels of maintenance give a very disjointed feel. Specific focus on linking commercial development between Zverina Drive and Albion Road to the City Center.

- » Promote Multi-Modal Transportation
- » Create a Consistent Identity
- » Prioritize Redevelopment
- » Modernize Zoning & Development Codes
- » Seek Regional Traffic Solutions
- » Connect People, Groups, & Organizations



PEARL SOUTH

Less developed than the rest of Pearl Road, the area is more open and green with pockets of single family housing still fronting the road. Also acts as a gateway to the City with an impressive view shed.

- » Promote Multi-Modal Transportation
- » Modernize Zoning & Development Codes
- » Protect Parks & Greenspace
- » Provide Beautiful & Vibrant Neighborhoods
- » Invest in Innovative Infrastructure
- » Celebrate Your City



ROYALTON WEST

Residential corridor with pockets of commercial uses. Mainly connecting the west side of the City to Pearl Road or I-71. Not as heavily trafficked as the rest of Royalton Road, but used significantly by trucks going to industrial areas.

- » Promote Multi-Modal Transportation
- » Protect Parks & Greenspace
- » Provide Beautiful & Vibrant Neighborhoods
- » Connect People, Groups, & Organizations



ROYALTON CENTRAL

Commercial Corridor from Pearl Road to Interstate 71. Heavy commercial development, although a few single story houses still front the street. Significant mall and retail traffic.

- » Promote Multi-Modal Transportation
- » Create a Consistent Identity
- » Prioritize Redevelopment
- » Modernize Zoning & Development Codes
- » Provide Amenities & Services
- » Provide Regional Leadership & Collaboration
- » Invest in Innovative Infrastructure
- » Seek Regional Traffic Solutions



ROYALTON EAST

Royalton Road East of the Interstate. Some commercial uses near the Interstate and the intersection with W 130th Street. Cuts through Mill Stream Run Reservation. Important link in connecting residents to the park.

- » Promote Multi-Modal Transportation
- » Modernize Zoning & Development Codes
- » Provide Amenities & Services
- » Provide Regional Leadership & Collaboration
- » Connect People, Groups, & Organizations
- » Provide Beautiful & Vibrant Neighborhoods



BIKE/PEDESTRIAN CONNECTIVITY NETWORK

Potential routes for sidewalks, bike lanes, trails, signage, crosswalks, and other infrastructure to connect neighborhoods to parks, commercial areas, and other destinations throughout the City. While other development or streetscape recommendations may apply on these routes, for this purpose they are only looking at bike and pedestrian infrastructure.

- » Promote Multi-Modal Transportation
- » Invest in Innovative Infrastructure
- » Provide Amenities & Services
- » Provide Regional Leadership & Collaboration
- » Provide Beautiful & Vibrant Neighborhoods



INTERSECTION IMPROVEMENTS

Several specific intersection improvements were identified during this process. There was significant support for an I-71 interchange at Boston Road. There were also many who felt the Pearl Road intersections with Royalton Road and Westwood Road were consistently sources of traffic and safety concerns. On Howe Road at Schurmer Road there is an empty parcel that could be made into a trailhead facility and could be connected to the Metro Park under or over I-71.

- » Promote Multi-Modal Transportation
- » Invest in Innovative Infrastructure
- » Provide Regional Leadership & Collaboration



February 14, 2019

4.0 Place-Based Framework

WHAT'S INSIDE

The Place-Based Framework section describes the core strategy for how the City of Strongsville should prioritize actions in the coming years. The section includes a map of the overall framework and then specific descriptions of each framework component.

The Place-Based Framework is based on input from the Public and Project Team, which showed a desire to strengthen existing City connections while providing a consistent City brand and development standards. This evolved from the Focus Areas and Corridors that were displayed at the first Public Meeting as particular components became more or less important to residents.

HOW DO I USE IT?

The Place-Based Framework section outlines particular locations of focus for the Master Plan. It should be used as a guide for where to target investments and how those investments should be layered together to support a larger framework for neighborhood improvement.

The Place-Based Framework is the first half of the Plan's Goals & Actions.

PLACE-BASED FRAMEWORK

- » Enhance & Connect the City Center, page 80
- » Enhance, Connect & Re-imagine SouthPark Mall, page 84
- » Enhance & Preserve Business Parks, page 86
- » Enhance, Connect & Preserve Parkland, page 88
- » Enhance & Connect Pearl Road, page 90
- » Enhance & Connect Royalton Road, page 94
- » Enhance & Improve Prospect Road From Albion Road to Royalton Road, page 98
- » Enhance & Improve Howe Road from Royalton Road to Boston Road, page 102



WHAT IS THE FRAMEWORK?

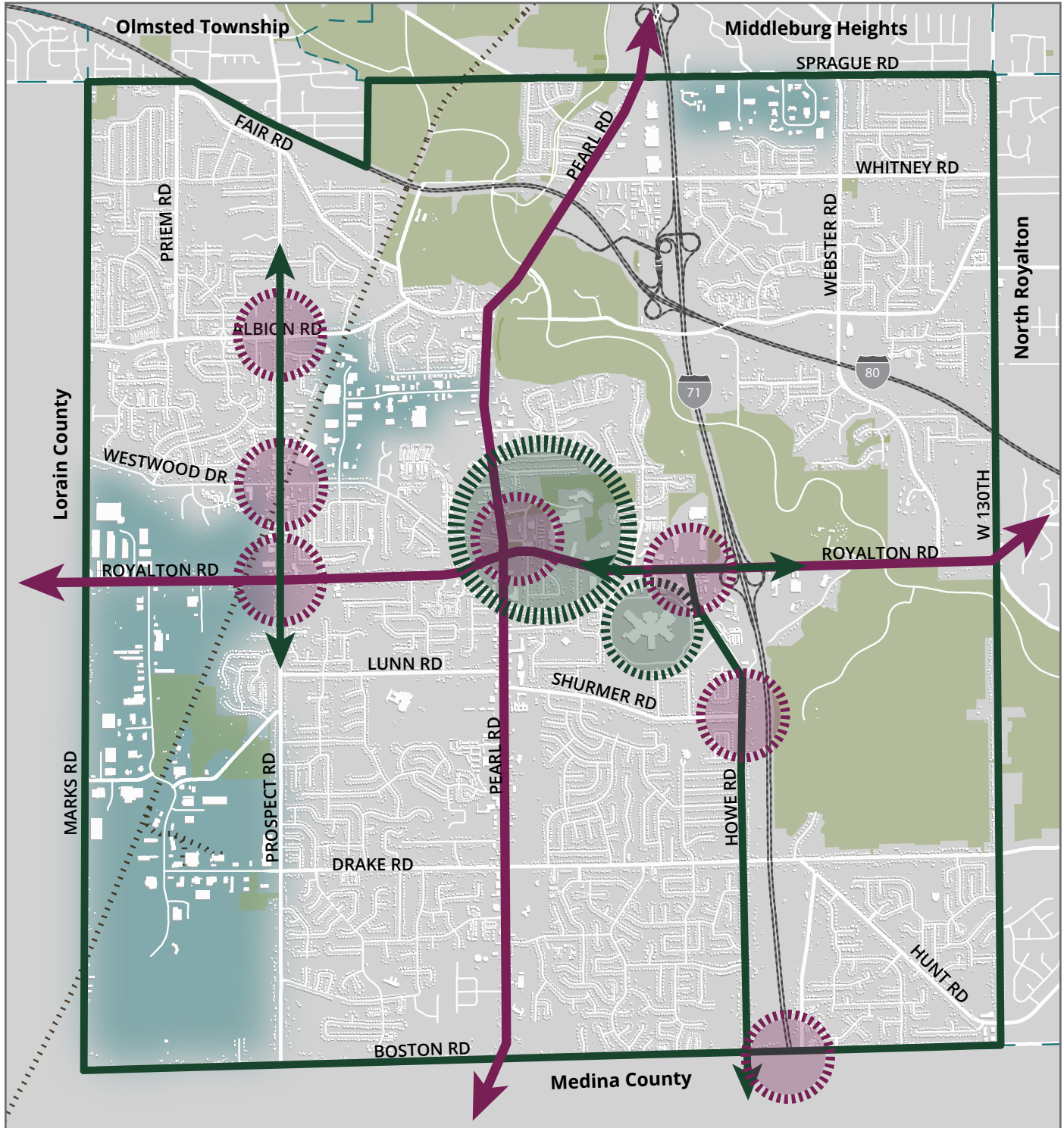
The Place-Based Framework identifies a series of areas and corridors that should be the focus of investment. The Framework is intended to show how investments made within these areas and corridors would link together to form a vibrant and connected Strongsville that matches the Vision Statements outlined by residents.

WHY THIS FRAMEWORK?

At the first Public Meeting, residents were shown potential focus areas and corridors. Following input on those areas and corridors, specific components and areas were identified as more important to residents than other areas. The Place-Based Framework builds on the input heard from residents to showcase the most important areas of focus.

The map to the right showcases the overall Place-Based Framework, while smaller maps on the following pages show the individual components of that Framework and how they fit together.

MAP 21 — PLACE-BASED FRAMEWORK



LEGEND



Site Specific Improvements & Enhancements



Intersection Improvements & Enhancements



Primary Corridor Improvements & Enhancements



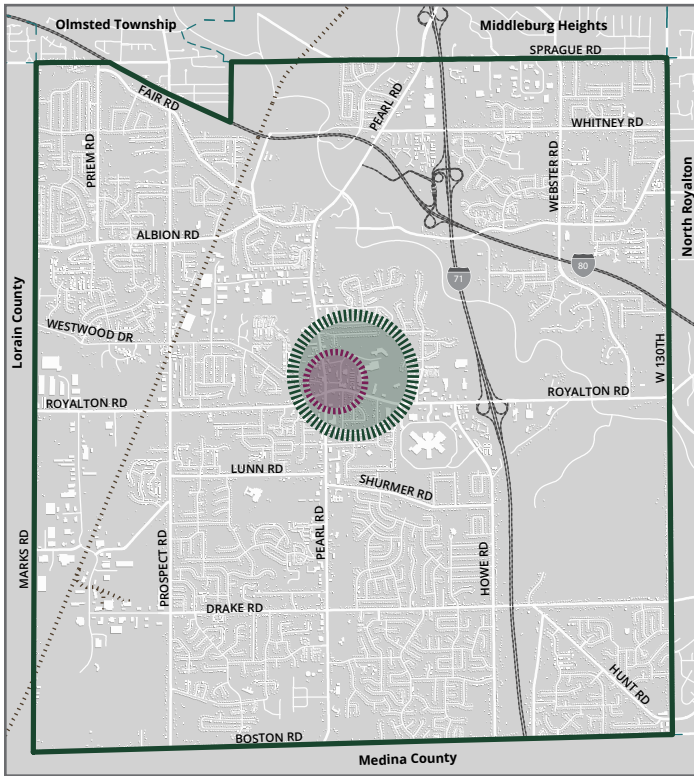
Secondary Corridor Improvements & Enhancements



Business Park Improvements & Enhancements



Existing Parkland

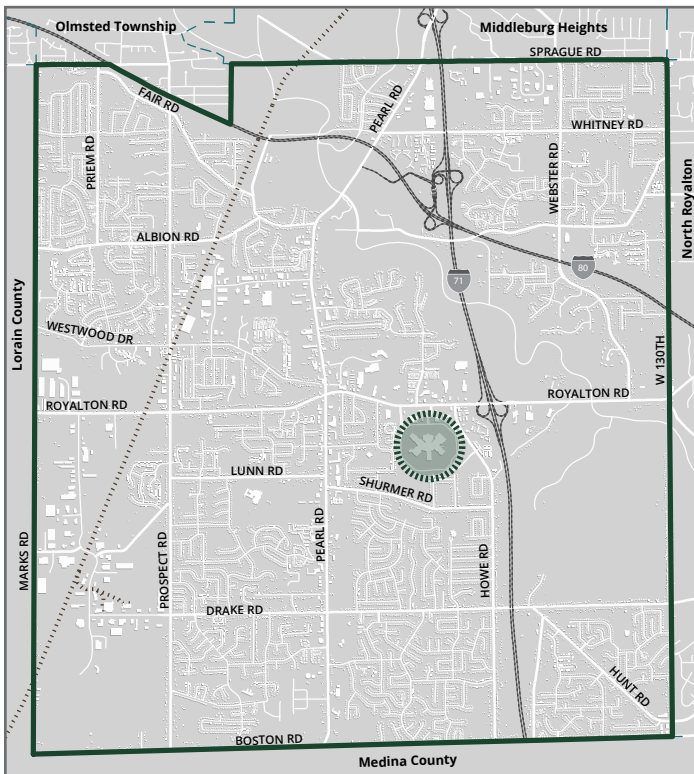


1: ENHANCE & CONNECT THE CITY CENTER

The City of Strongsville has an enviable City Center with ample greenspace and close proximity to amenities. However, dangerous intersections and disjointed civic buildings pose a safety risk and may confuse residents. The Plan recommends relocating City Hall to the City Center and enhancing the area for increased safety.

Within the City Center, efforts should be undertaken to accomplish the following:

- Construct a centralized City Hall
- Provide decorative elements with consistent City branding
- Pedestrian and bicyclist safety enhancements at the Westwood Drive/Pearl Road intersection and at the Royalton Road/Pearl Road intersection
- Consider green infrastructure initiatives to control runoff, reduce flood events, and reduce impervious pavement
- Enhance Castle Park for ADA accessibility
- Provide better connections to amenities
- Ensure an adequate number of parking spaces at appropriate locations to accommodate visitors

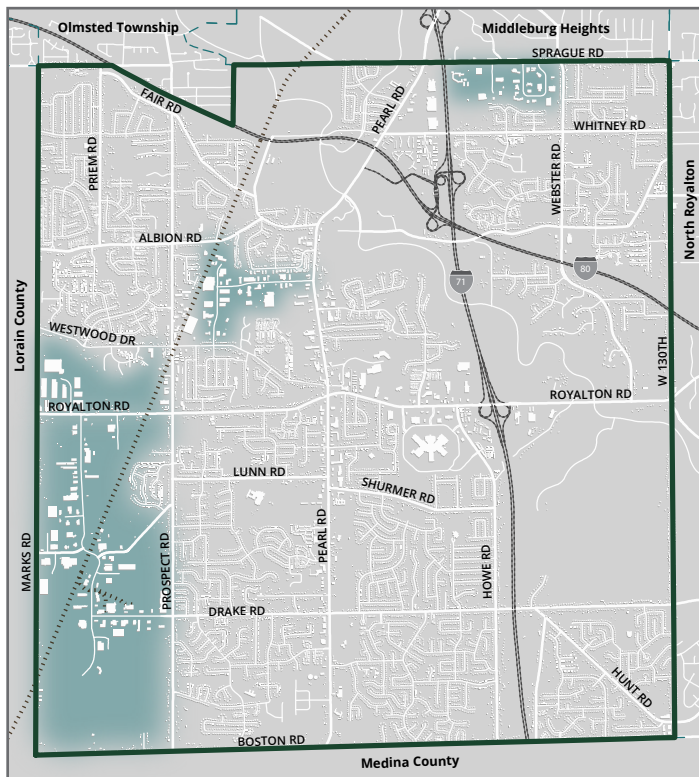


2: ENHANCE, CONNECT & RE-IMAGINE SOUTHPARK MALL

The City of Strongsville has one of the strongest regional malls within the region, but with the increased popularity of online shopping, physical stores are beginning to fade away. The Plan recommends that the City work with property owners to enhance the mall site how it exists today, but plan for a future where the SouthPark mall anchors no longer exist and how best to re-purpose such a large site.

Within the SouthPark Mall site, efforts should be undertaken to accomplish the following:

- Provide better connections to amenities within and around the Mall site
- Provide decorative elements with consistent City branding
- Consider the future of the Mall site if there was ever a large loss of anchor stores
- Explore alternative uses and flexible regulations for potential redevelopment in the future
- Consider a phased, master planned project

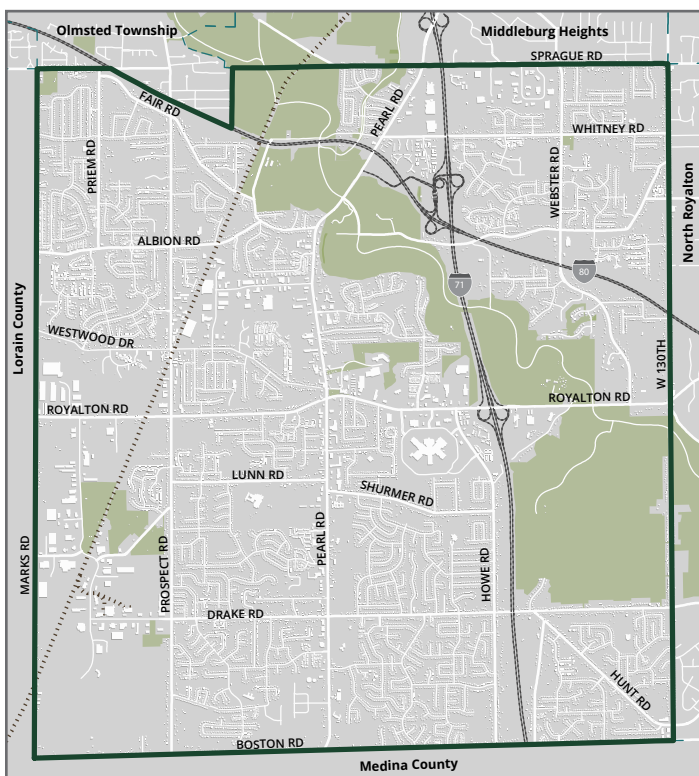


3: ENHANCE & PRESERVE BUSINESS PARKS

The City of Strongsville has nearly 200 employees within its four business parks and these businesses alone account for approximately 53% of the City's total income tax collection. The Plan recommends that the City enhance its business parks and continue to market them as a desirable location to do business.

Within the City's business parks, efforts should be undertaken to accomplish the following:

- Provide decorative elements with consistent City branding
- Consider green infrastructure initiatives to control runoff, reduce flood events, and reduce impervious pavement
- Enhance streetscapes with trees and landscaping
- Provide better connectivity for pedestrians and bicyclists
- Preserve industrial land for manufacturing, distribution, technology, etc. uses and to attract employers
- Ensure all areas are "business ready" with utilities and broadband or fiber cable

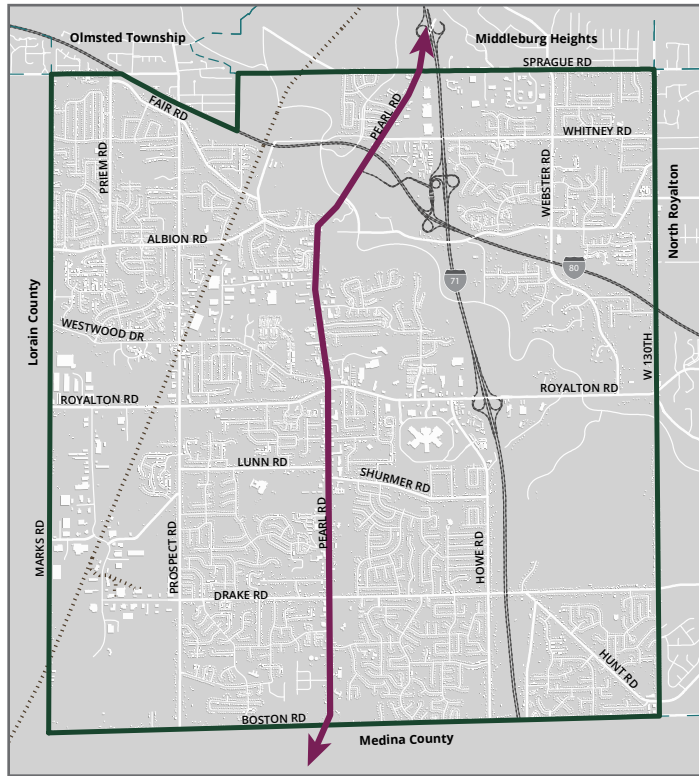


4: ENHANCE, CONNECT & PROTECT PARKLAND

The City of Strongsville is approximately 25 square miles in size and just over 16% of its land is dedicated to parks and open space. The largest portion of parkland belonging to the Cleveland Metroparks Mill Stream Run Reservation, not only attracts Strongsville residents, but also regional neighbors as well. The Plan recommends that the City continue to enhance and protect its park amenities and also continue having a working relationship with the Cleveland Metroparks.

Within the City's parks, efforts should be undertaken to accomplish the following:

- Provide better connections to park amenities
- Provide decorative elements with consistent City branding
- Consider park expansions near the City Center
- Consider park relocations from business parks
- Work with the Cleveland Metroparks to ensure appropriate coordination and collaboration on projects and planning efforts



5: ENHANCE & CONNECT PEARL ROAD

The City of Strongsville has several, state routes and interstates that run through the community. Pearl Road or US-42 connects the community north to south and has a heavy concentration of commercial uses. Overall, the roadway can be divided up into three separate areas: north, central, and south. Each of these areas is unique, but share similar characteristics. The Plan recommends enhancing and providing a better pedestrian and bicyclist experience along Pearl Road.

Along Pearl Road, efforts should be undertaken to accomplish the following:

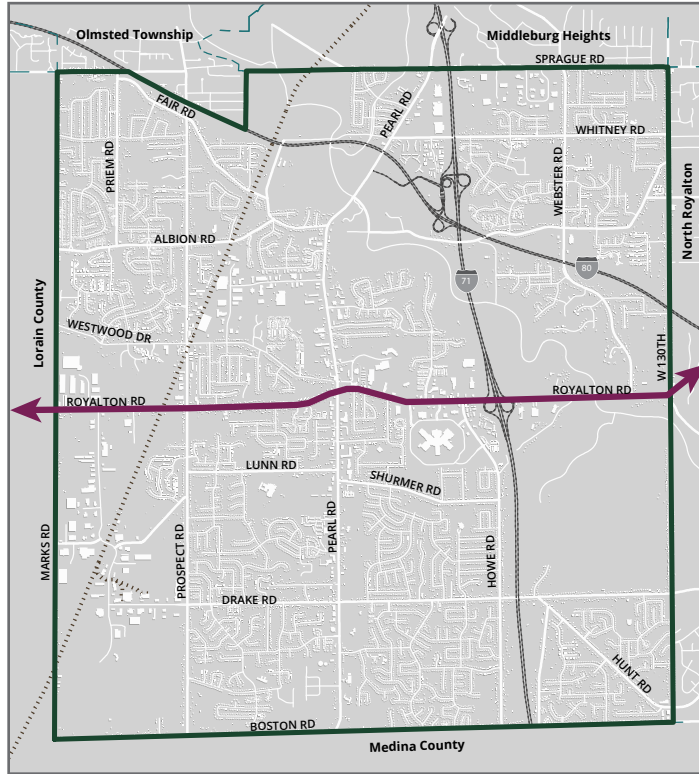
- Provide better connections to amenities along Pearl Road
- Provide decorative elements with consistent City branding
- Pedestrian and bicyclist safety enhancements at key intersections
- Reduce the number of curb cuts along Pearl Road
- Consider shared parking agreements amongst storefronts

6: ENHANCE & CONNECT ROYALTON ROAD

The City of Strongsville has another main corridor that runs through the community. Royalton Road or SR-82 connects the City east to west and also has a high concentration of commercial uses, similar to that of Pearl Road. However, Royalton Road also has a higher mix of housing to the west and commercial intensity to the east. Similar to Pearl Road, Royalton Road can be broken into three separate areas: west, central, and east. Each of these areas is unique, but share similar characteristics. The Plan recommends enhancing and providing a better pedestrian and bicyclist experience along Royalton Road.

Along Royalton Road, efforts should be undertaken to accomplish the following:

- Provide better connections to amenities along Royalton Road
- Provide decorative elements with consistent City branding
- Pedestrian and bicyclist safety enhancements at key intersections

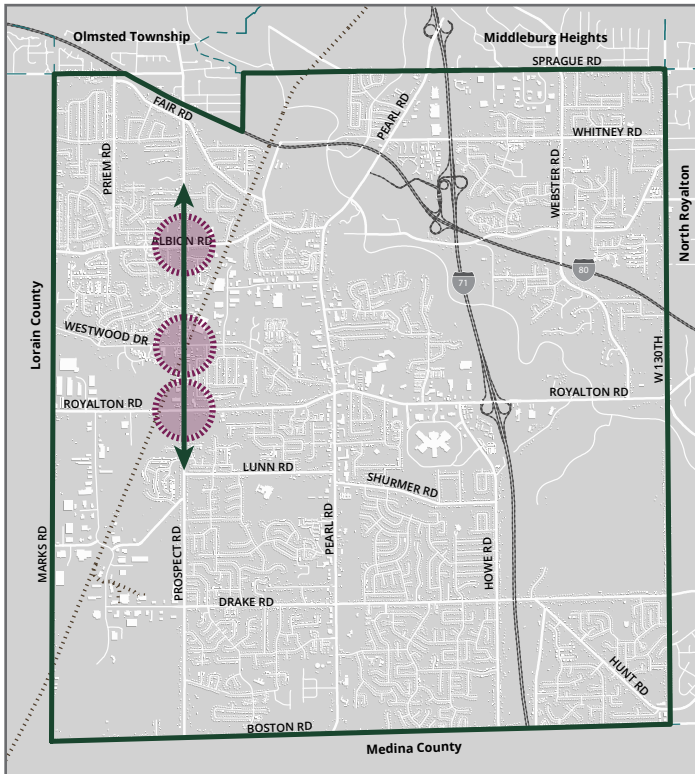


7: ENHANCE & IMPROVE PROSPECT ROAD FROM ALBION ROAD TO ROYALTON ROAD

The City of Strongsville has several, secondary commercial areas in addition to their larger retail concentrations. Prospect Road offers several commercial, restaurant, and automotive options for residents. However, there are unique challenges with railroad tracks that cross both Prospect Road and Westwood Drive very close to the intersection. The Plan recommends enhancing and improving the safety of Prospect Road from Albion Road to Royalton Road.

Along this corridor, efforts should be undertaken to accomplish the following:

- Provide decorative elements with consistent City branding
- Enhance streetscapes with trees and landscaping
- Provide better connectivity for pedestrians and bicyclists
- Consider intersection improvements at Albion Road with conventional signalization or a roundabout
- Provide capacity improvements at Royalton Road to reduce traffic delays

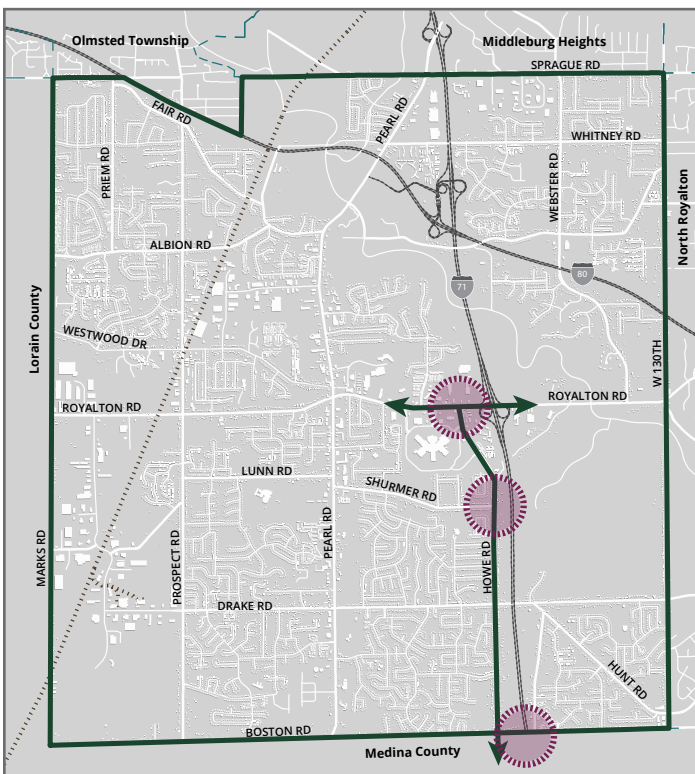


8: ENHANCE & IMPROVE HOWE ROAD FROM ROYALTON ROAD TO BOSTON ROAD

The City of Strongsville has both I-71 and I-80 running through the community. I-71 is a popular option for residents commuting to Cleveland or other destinations on a daily basis. The Royalton Road intersection is the primary location where trucks and employees exit to travel west towards commercial areas and business parks. Additionally, many northern Brunswick residents choose to travel south on Howe Road from Royalton Road, compiling the traffic issue.

Along this corridor, efforts should be undertaken to accomplish the following:

- Consider expanding the existing Royalton Road westbound ramp from I-71 to reduce delays and improve safety
- Consider a roundabout at Shurmer Road and at Pomeroy Boulevard on Howe Road
- Consider widening Howe Road to reduce traffic delays
- Consider a partial or full interchange on Boston Road
- Work closely with neighboring communities, ODOT, and other essential partners



4.1 ENHANCE & CONNECT THE CITY CENTER

The City of Strongsville City Center offers a variety of public amenities including the Strongsville Branch of the Cuyahoga County Public Library system, park space and ball fields, a senior housing complex, local food pantry, and the Ehrnfelt Recreation Center. The City's police station and separate Communications Center (dispatch) are also located in the City Center. Additionally, there are a number of retail and restaurants to choose from along Pearl Road and the Greens of Strongsville for dining and shopping needs.

A majority of the City Center amenities are primarily located around the intersection of Pearl and Royalton Roads. These roadways are very wide and can be unsafe for both pedestrians and bicyclists alike. There is a lack of easily identifiable crosswalks, signage, and other safety features that make crossing these roadways a challenge.

ACTION STEPS: STREETSCAPE ENHANCEMENTS

- A. Create a landscaped buffer between the roadway surface and pedestrian surfaces to increase safety and provide a more pleasant walking or biking experience
- B. Install benches, bike racks, waste receptacles, flags, and other enhancements that share consistent City branding
- C. Consider a new event venue at the Rec Center instead of the Strongsville Commons to reduce traffic, safety issues, and provide better access and parking to large scale events. This would allow for better utilization of the Commons as a community and park space

ACTION STEPS: CONNECTIVITY

- D. Consider a multi-use path along Westwood Drive that crosses Pearl Road and provides off-street facilities to access nearby amenities
- E. Consider pedestrian safety enhancements to businesses that abut Westwood Drive, such as better signage, road striping, lighting, etc.
- F. Continue to implement bicycle and pedestrian improvements recommended in the NOACA TLCI Strongsville Town Center District Redevelopment Plan

ACTION STEPS: PEARL ROAD & WESTWOOD DRIVE INTERSECTION SAFETY ENHANCEMENTS

- G. Continue textured crosswalks to all four sides of the intersection

Also, the Strongsville Police Department currently doubles as a meeting place for City Council. The actual City Hall of Strongsville is located within the Service Department facilities in the Strongsville Business & Technology Park on Foltz Parkway. Unknown to many residents, this is where the City government's daily operations take place.

A centralized City Hall complex, separate from the service facilities, would provide citizens with much easier access to elected officials, public meetings, and City services. It would also create a more appropriate setting for daily government operations and office based services. Additionally, the City could consolidate or expand services to provide more efficient operations. For example, as the City develops and the population ages, it would provide a centralized location to consolidate and expand safety and emergency services (Fire, Police, EMS, & Dispatch) to more quickly and efficiently serve the community.

- H. Install more pedestrian crossing signage to alert drivers as they approach the intersection
- I. Ensure that all crossing points are ADA compliant
- J. Consider an extended right turning lane from Westwood Drive to allow for more car stacking

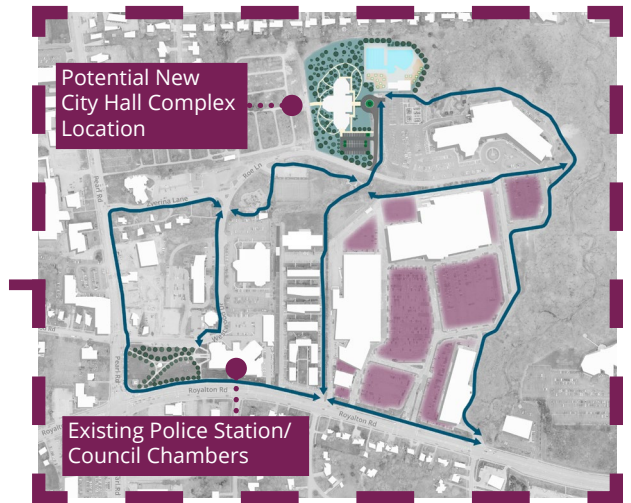
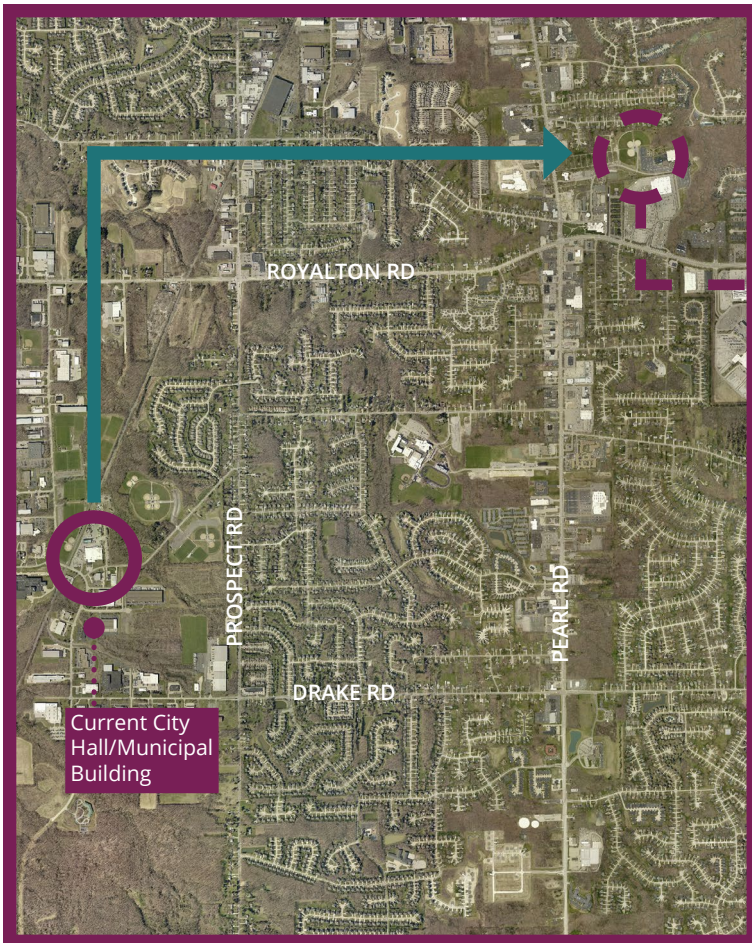
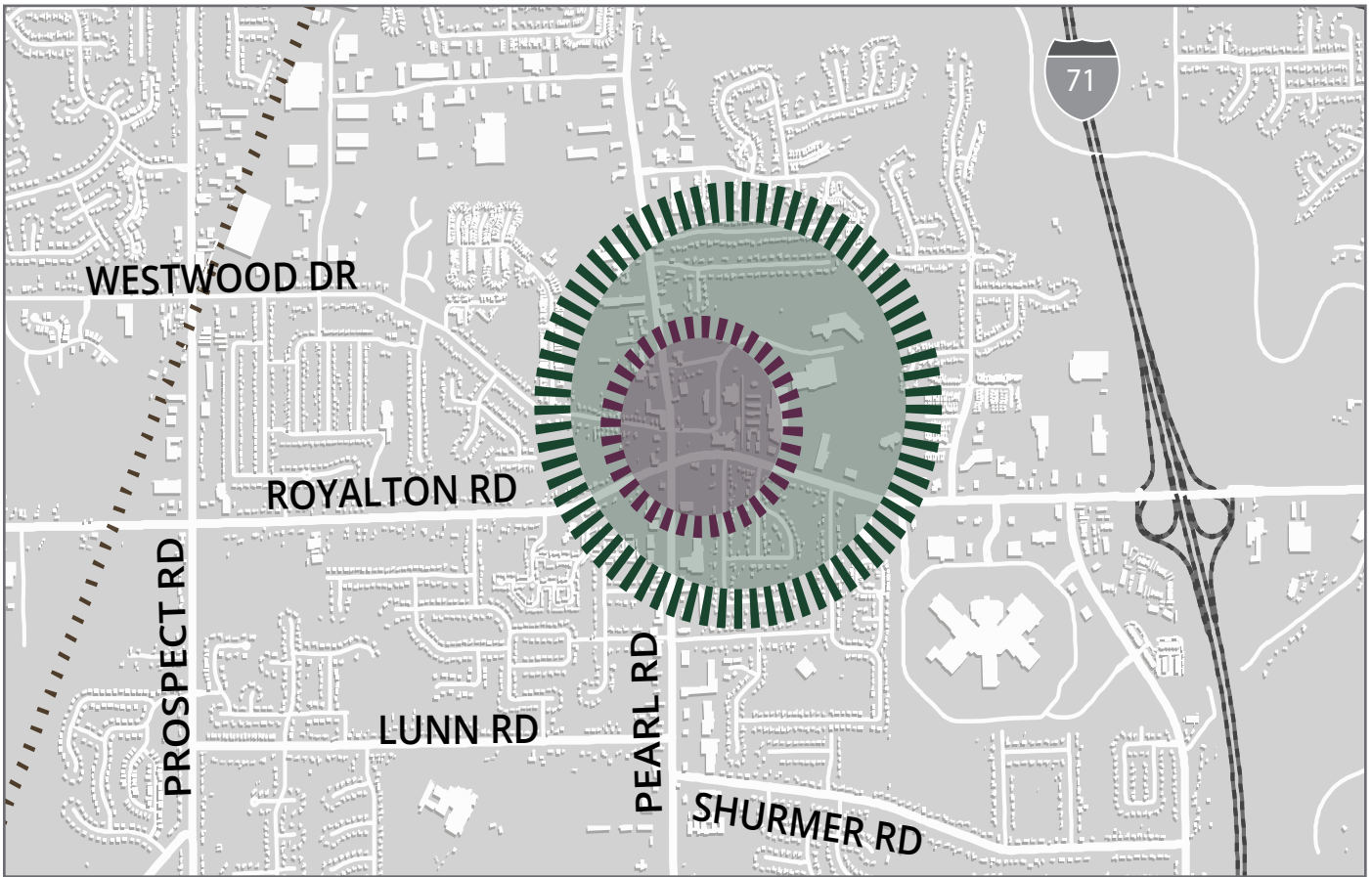
ACTION STEPS: PEARL ROAD & ROYALTON ROAD INTERSECTION SAFETY ENHANCEMENTS

- K. Continue textured crosswalk pattern from the Westwood Drive and Pearl Road intersection to maintain the "City Center" appearance
- L. Install more pedestrian crossing signage to alert drivers as they approach the intersection
- M. Consider increased pedestrian crossing times
- N. Ensure that all crossing points are ADA compliant

ACTION STEPS: CENTRALIZED CITY HALL COMPLEX

- O. Consider a new centralized City Hall complex to provide a centralized location for City departments, public officials, safety & emergency service provision, and resident access to government
- P. Consider the relocation of existing ball fields to allow for an outdoor expansion of the recreation center and a new City Hall complex
- Q. Ensure adequate parking to accommodate guests, staff, etc. that would be occupying a new City Hall complex and recreation center

MAP 22 — CITY CENTER



WESTWOOD DRIVE TURN LANE



4.1 NOACA, TLCI STUDY 2015

Strongsville Town Center District Redevelopment Plan



Prepared By



December 2015



The City of Strongsville recently worked with the Northeast Ohio Area-wide Coordinating Agency (NOACA) to study bicycle and pedestrian connectivity in and around the City Center. This study, Strongsville Town Center District Redevelopment Plan, was completed in December of 2015 and made specific recommendations to improve safety and create a more complete sidewalk and trail network around the City Center.

The new recommendations in this Master Plan work to build off of the recommendations and principle outlined within this study. The Master Plan thinks longer term about development and City buildings, but the idea of a connected and safe City Center is a core goal of this Master Plan as well.

The following highlights the recommendations from the TLCI study and shows examples of recommendations that should continue to be pursued through this Master Plan.

OVERALL SAFETY AND CONNECTIVITY RECOMMENDATIONS (NOACA, TLCI STUDY 2015)

All Recommendations

Map 4: All Recommendations

1. Pearl Road and Middle School Driveway

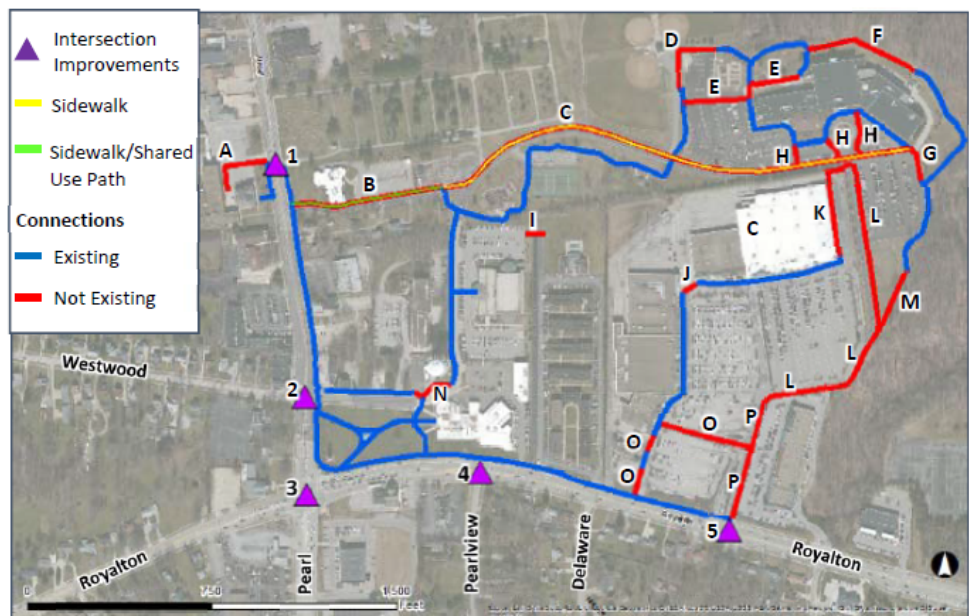
- ADA curb ramps
- Countdown pedestrian signals
- Pedestrian refuge island
- Ladder-style crosswalk
- Optimize signal timing for pedestrians

2. Pearl Road and Westwood Drive

- ADA curb ramps
- Countdown pedestrian signals
- Optimize signal timing for pedestrians

3. Pearl Road and Royalton Road

- ADA curb ramps
- Countdown pedestrian signals
- Pedestrian refuge island
- Extend pedestrian walk times when push buttons are activated



Note: Lettered Segments Correspond to Lettered Line Items in the Cost Estimate Section on Page 29

4. Royalton Road and Pearlview Drive

- ADA curb ramps
- Countdown pedestrian signals
- Pedestrian refuge island
- Ladder-style crosswalk
- Optimize signal timing for pedestrians

5. Royalton Road and Greens of Strongsville Drive

- ADA curb ramps
- Reallocate 2nd right turn lane and excessive entry width as sidewalk
- Countdown pedestrian signals
- Optimize signal timing for pedestrians

POTENTIAL PEDESTRIAN ISLANDS AT THE INTERSECTION OF PEARL & ROYALTON ROADS



The intersection of Pearl Road with Royalton Road is significant for its location in the City Center and for its high volume as the intersection of two state highways.

With seven lanes to cross on either road, it can be daunting to pedestrians and cyclists. The lack of barriers or protection makes it even scarier. Replacing painted medians with concrete and planted medians with pedestrian refuges enhances safety by providing a place for pedestrians to safely stop if they are unable to cross the street in one signal cycle.

Permanent medians also provide an opportunity to beautify the intersection through plantings or decorative elements.

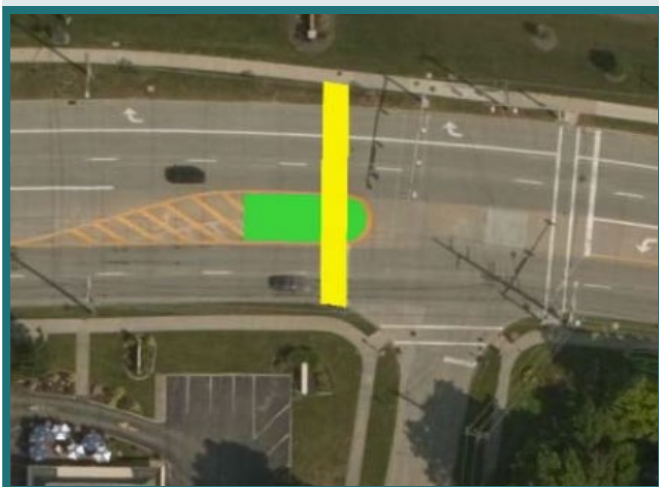
EXAMPLE PEDESTRIAN REFUGE



INTERSECTION, SIDEWALK, AND TRAIL ENHANCEMENTS



Many of the recommendations of the study focus on creating a complete sidewalk/trail network. This drawing shows the potential for the linking of existing sidewalks with landscaped, decorative trails, and a painted bicycle crossing at a driveway intersection.



Again, with a focus on enhancing the safety of intersections, this drawing shows the potential to add a new crosswalk and transform a painted median into a concrete or planted median with a pedestrian refuge at the intersection of Royalton Road with Pearlview Drive.

Source: All graphics from Northeast Ohio Areawide Coordinating Agency, *Strongsville Town Center District Redevelopment Plan*, 2015

4.2 ENHANCE, CONNECT & RE-IMAGINE SOUTHPARK MALL

The City of Strongsville has one of the region's strongest shopping malls, but with a growing shift towards online shopping and anchor stores beginning to close locations and downsize, an alternate future for this location needs to be addressed. Small steps can be made now to help enhance and connect the site as it exists today, but also plan for a future where SouthPark Mall may no longer exist.

Currently, there is very little connectivity within the mall site to accommodate pedestrians and bicyclists safely. There are very limited sidewalks and crossing points that are also extremely dangerous as a majority of traffic entering the site from Royalton Road and Howe Road do not have stop signs. The Plan recommends enhancing the pedestrian and bicyclist experience and improving safety at key crossing points.

Additionally, the SouthPark Mall site has some of the highest concentration of impervious pavement within the entire community. The vast majority of visitors utilize the parking on the northern portion of the site at the main entrance and other parking areas tend to remain mostly empty. A reduction in these excess parking areas could help with controlling runoff and lead the way to greenway development and better connectivity. The Plan recommends looking at the reduction of parking along the southern half of the site to accommodate additional greenspace and multi-use paths.

Lastly, the future of the mall itself needs to be considered. While this is a regional retail destination right now, this may not be the case in five or ten years. As other malls in the region have closed, planning ahead and being prepared is critical to ensure that this site does not sit vacant. The Plan recommends working with residents, elected officials, and professionals to start envisioning potential ideas for this site.

ACTION STEPS: STREETScape ENHANCEMENTS

- A. *Create a landscaped buffer between the roadway surface and pedestrian surfaces to increase safety and provide a more pleasant walking and biking experience*
- B. *Install benches, bike racks, waste receptacles, flags, and other enhancements that share consistent City branding*
- C. *Consider implementing planted medians in place of painted or concrete medians on Royalton Road to create a "boulevard" environment in front of the Mall*

ACTION STEPS: SITE CONNECTIVITY

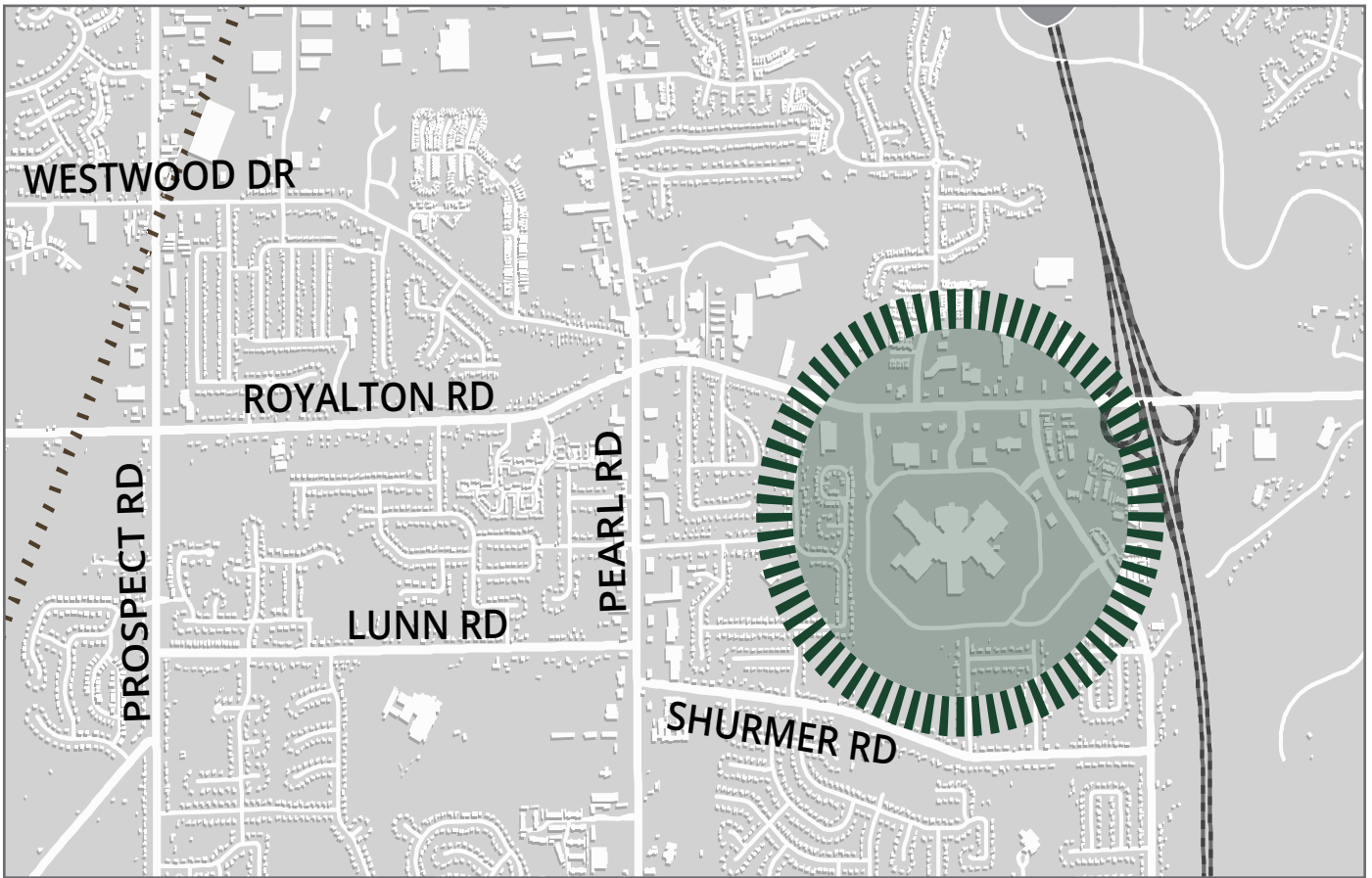
- D. *Consider implementing a multi-use path around the exterior of the site that connects to existing interior sidewalks*
- E. *Increase connectivity between interior pathways and the existing sidewalk network along Howe Road and Royalton Road*

ACTION STEPS: REDUCE IMPERVIOUS PAVEMENT

- F. *Continue reviewing parking requirement reductions to promote site development and place making*
- G. *Replace impervious pavement with greenspace and green infrastructure for increased stormwater management and to create enhanced pedestrian spaces*

ACTION STEPS: PLANNING AHEAD

- H. *Consider alternative development options for a future where SouthPark Mall no longer functions as it is today*
- I. *Implement flexible development regulations for potential future redevelopment (mixed-use, setbacks, height, etc.)*
- J. *Analyze and amend the Zoning Ordinance to expand the list of permitted uses on the SouthPark Mall site to anticipate and facilitate future redevelopment opportunities*



EXISTING SOUTHPARK MALL & SURROUNDING AREA IMPERVIOUS PAVEMENT



LEGEND

- Impervious Pavement
- Landscaping
- Building Footprint



4.3 ENHANCE & PRESERVE BUSINESS PARKS

The City of Strongsville prides itself on being a very business friendly community with an ideal location for corporations to become established within the region. The City's four business parks alone account for approximately 53.0% of the community's total income tax collected and industrially zoned land needs to be preserved as such to continue to grow this tax base.

With nearly 200 companies between its four business parks and immediate access to I-80 and I-71, it is easy to see the attraction for businesses to want to locate within the City. The Plan recommends enhancing and preserving these areas to continue to attract new corporations and headquarters to the community.

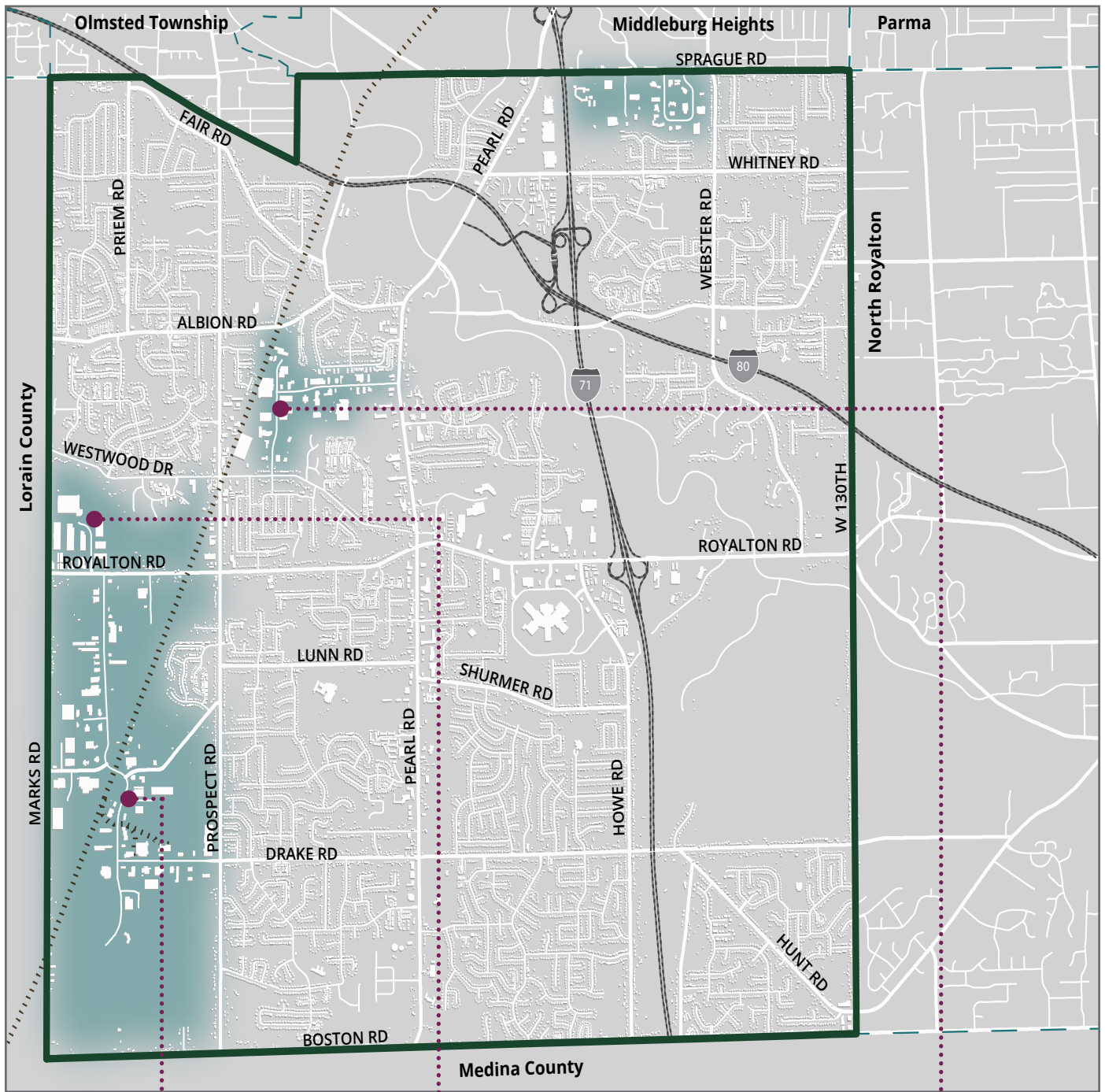
ACTION STEPS: INFRASTRUCTURE

- A. *Work with local businesses and trade groups to ensure that all needed and appropriate transportation and technology infrastructure is available throughout Strongsville's business parks*
- B. *Determine if Foltz Parkway should be extended further south*
- C. *If Foltz Parkway is not to be extended, consider what land should be available for development, and what should be preserved as park or open space*

ACTION STEPS: ZONING & DEVELOPMENT

- D. *Restrict the use of day cares, schools, and other similar commercial services in industrial zoned areas*
- E. *Ensure industrial and business zoning regulations are modern and flexible to adapt to new types of industry or site expansion and redevelopment*
- F. *Provide zoning incentives for development and redevelopment that protect and enhance the natural environment (reduced impervious surface, tree protection, etc.), provide public open space, and other desired practices and amenities*
- G. *Investigate the potential relocation of soccer fields located in Foltz Business Park to open prime space for industrial development. Consider undeveloped land at the southeast end of Foltz Industrial Park, or consolidation with other field locations in the City*

MAP 24 — BUSINESS PARKS



4.4 ENHANCE, CONNECT & PRESERVE PARKLAND

The City of Strongsville is a community of roughly 25 square miles and 16.4% of its total land area is dedicated to parks and open space. While the largest portion of this percentage falls within the Cleveland Metroparks Mill Stream Run Reservation, there are still a number of City owned properties that should be looked at as well.

The Cleveland Metroparks Mill Stream Run Reservation is the single largest piece of greenspace within the City of Strongsville and thus plays an enormous role in providing recreation opportunities to residents and even has a regional attraction to the area. Currently, access to this park's amenities are difficult by means other than a personal vehicle. The Plan recommends continuing a strong and collaborative relationship with the Cleveland Metroparks to ensure amenities are being properly used and the number of users remains stable.

In addition to the Cleveland Metroparks system, the City has a number of smaller parks throughout the community. The largest areas being Castle Park and ball fields near the library and recreation center, Volunteer park near Strongsville City Hall, and Foltz Park along Foltz Parkway. Both Volunteer Park and Foltz Park are located within the Strongsville Business and Technology Park. While these parks offer a variety of ball fields for youth sports, there are very little other amenities that are located here to attract residents for means other than sporting events. The Plan recommends the City consider adding additional playground equipment, such as an "adventure park;" which could include climbing boulders, obstacle course, or ziplines to create more of a draw to parks.

Additionally, due to missing sidewalks and safety issues, walkability to parks and their amenities can be difficult. The Plan recommends better connectivity and amenities amongst the City's parks and the Cleveland Metroparks Mill Stream Run Reservation. The Plan also recommends a continued partnership with the Cleveland Metroparks into the future.

Lastly, the Strongsville City School District has a number of taxpayer funded sports fields that could help fill the need of additional field space within the City. The Plan strongly recommends enhancing this partnership and encourages a formal "shared use agreement" for the utilization of school fields as needed for rec leagues, adult leagues, or other sports programs within the community.

ACTION STEPS: PARK CONNECTIVITY

- A. *Install complete sidewalk networks in neighborhoods and along major roads to connect residents to parks and amenities*
- B. *Install bike lanes, multi-use trails, and bike markings and signage according to the Bike Connectivity Plan*

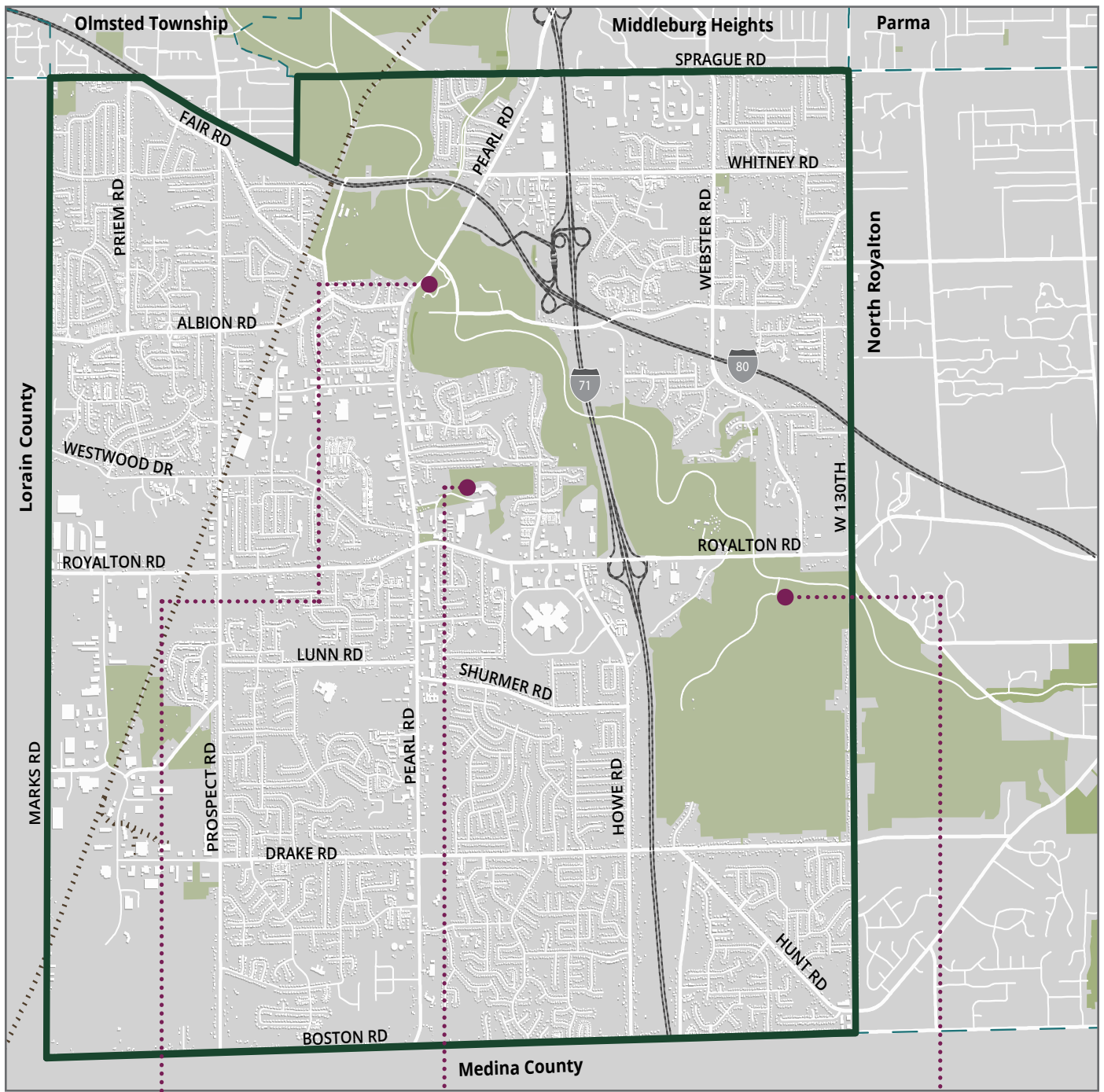
ACTION STEPS: PARK AMENITIES

- C. *Add playground equipment, basketball courts, park pavilions, walking paths, and other active amenities to the current "field only" parks (consider reducing the number of fields at these parks if warranted)*
- D. *Identify unused or under used properties, especially in or near neighborhoods, that could be enhanced as neighborhood parks or pocket parks*
- E. *Consider relocating the sports fields on Foltz Parkway to a more appropriate location*

ACTION STEPS: CONTINUED PARTNERSHIPS

- F. *Continue working with Cleveland Metroparks to enhance preservation, amenities, programs, and connectivity in Mill Stream Run Reservation*
- G. *Partner with local groups and organizations to sponsor new equipment and cleanup of local parks*
- H. *Consider a strengthened partnership with the Strongsville City School District for a formal "shared use agreement" for the utilization of school sports fields*

MAP 25 — PARKLAND & OPEN SPACE



4.5 ENHANCE & CONNECT PEARL ROAD

Pearl Road (US-42) is a main thoroughfare that bisects the City of Strongsville from its southern border at Boston Road to its northern border at Sprague Road. The general topography, land uses, municipal concerns, and development pressures tend to vary greatly along this stretch of roadway.

The Plan recommends enhancing the general streetscape with consistent City branding and improving the overall connectivity of sidewalks and safety for pedestrians and bicyclists. Additionally, the City should review the zoning of this corridor and its allowable uses to ensure that appropriate regulations are in place to guide development in a predictable and desirable fashion.

ACTION STEPS: STREETSCAPE ENHANCEMENTS

- A. *Adopt design guidelines for new development and redevelopment along Pearl Road to ensure consistent design decisions (use a qualified firm to assist in the creation of such design guidelines)*
- B. *Identify and delineate areas within the guidelines that should have a unique look and feel and increased connectivity*
- C. *Create and implement a streetscape improvement plan for public enhancements along Pearl Road such as common street furniture, light poles, unique signage, street trees, decorative medians, pocket parks, and other elements (ensure that it matches with adopted design guidelines)*

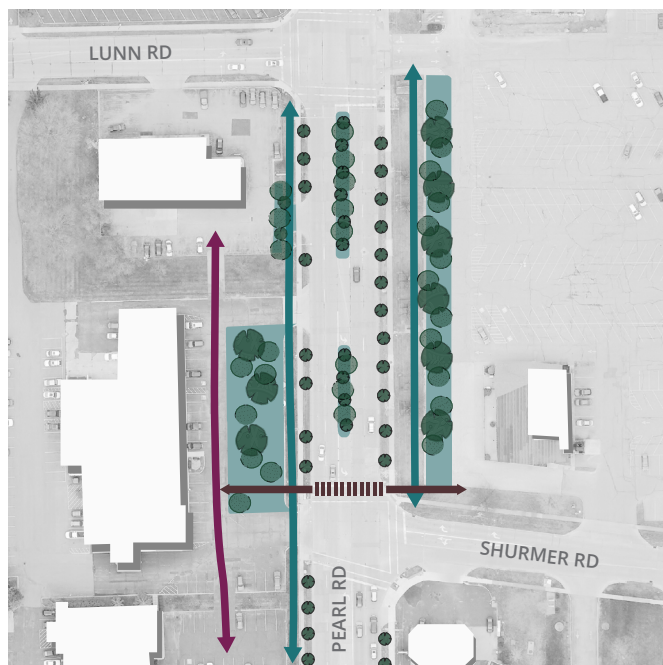
ACTION STEPS: CONNECTIVITY & SAFETY

- D. *Install a multi-use path along the east side of Pearl Road using the existing sidewalk area and excess parking along the front of properties.*
- E. *Upgrade intersections with high visibility crosswalks*
- F. *Implement decorative medians and turn lanes along Pearl Road*
- G. *Encourage inter-parcel vehicle movement and shared parking agreements to reduce the amount of primary curb-cuts along Pearl Road*
- H. *Remove excessive temporary signage from the right-of-way, as this adds clutter to the streetscape, is a distraction, and could block sight lines for pedestrians, bicyclists, and motorists*

ACTION STEPS: ZONING

- I. *Reduce front setbacks to allow new buildings to be built to the street with parking behind or to the side*
- J. *Provide zoning incentives (increased density, height, etc.) for meeting development criteria to preserve and promote good design and environmental protection*
- K. *Consider allowing mixed-use development, especially near the City Center and existing residential areas*

POTENTIAL PEARL ROAD SHARED PARKING, BICYCLE & PEDESTRIAN ENHANCEMENTS

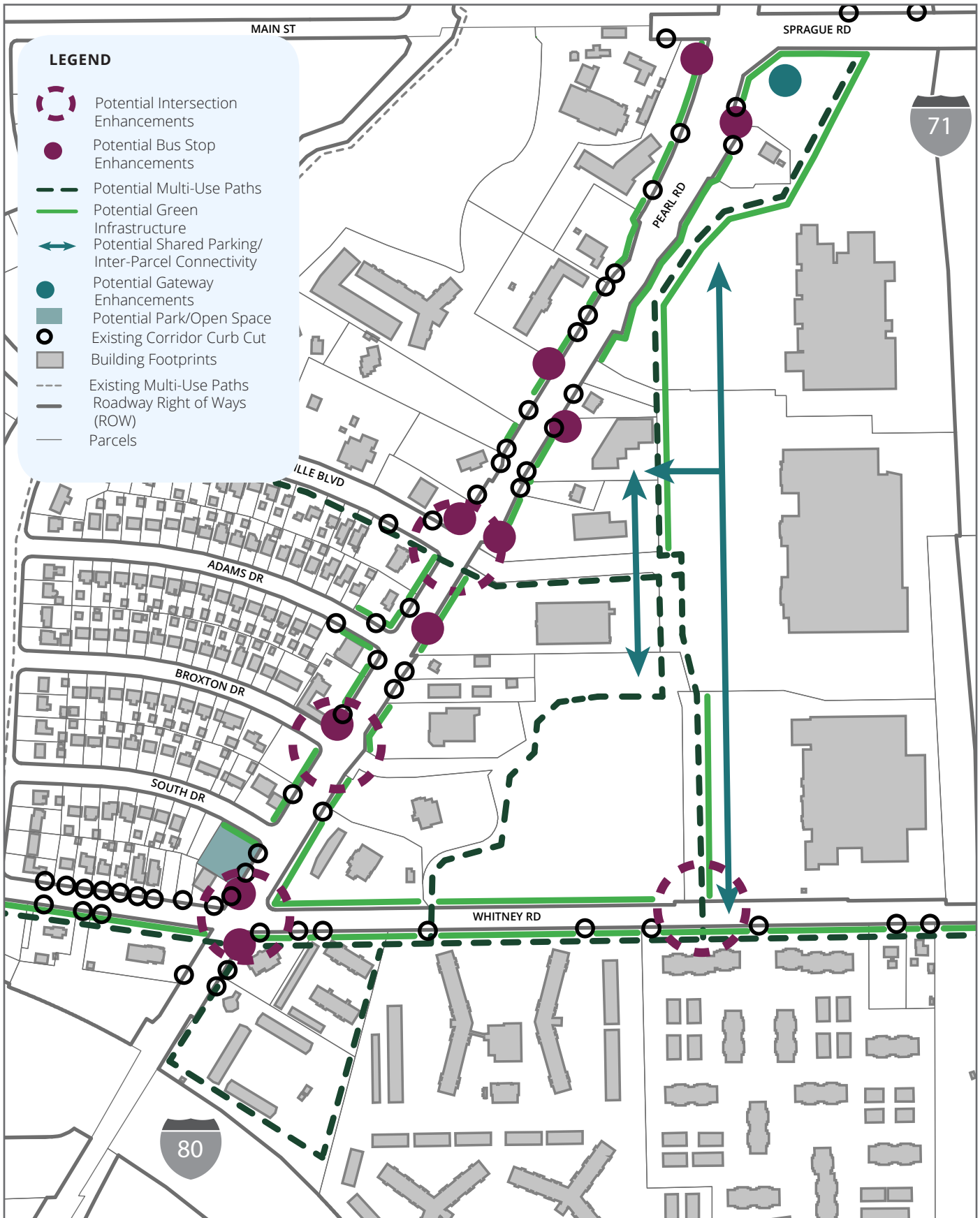


MAP 26 — PEARL ROAD

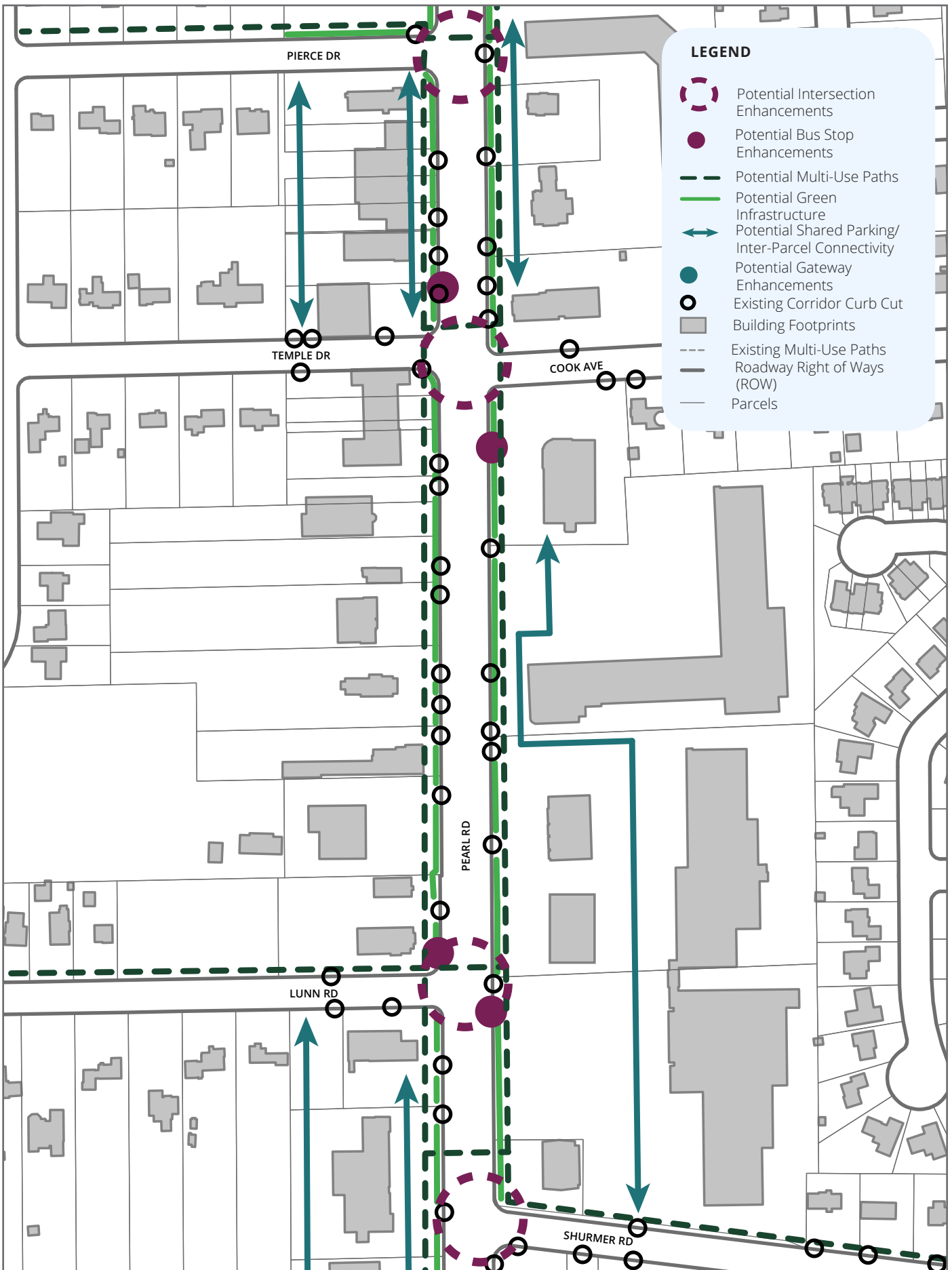


4.5 ENHANCE & CONNECT PEARL ROAD

MAP 27 — PEARL ROAD NORTH



MAP 28 — PEARL ROAD SOUTH



4.6 ENHANCE & CONNECT ROYALTON ROAD

Royalton Road (SR-82) is a state route that bisects the City of Strongsville from its western border at Marks Road to its eastern border at W. 130th Street. It helps connect the City's western business parks to I-71 and allows for easy access by not only daily commuters, but also commercial trucks.

Similar to that of Pearl Road, general topography, land uses, municipal concerns, and development pressures tend to vary greatly along this stretch of roadway. However, within the City of Strongsville, Royalton Road does tend to have slightly more residential development than Pearl Road; which is predominantly commercial in nature.

ACTION STEPS: STREETScape ENHANCEMENTS

- A. *Create and implement a streetscape improvement plan for public enhancements along Royalton Road such as common street furniture, light poles, unique signage, street trees, decorative medians, pocket parks, and other elements (Ensure that this matches with adopted design guidelines)*

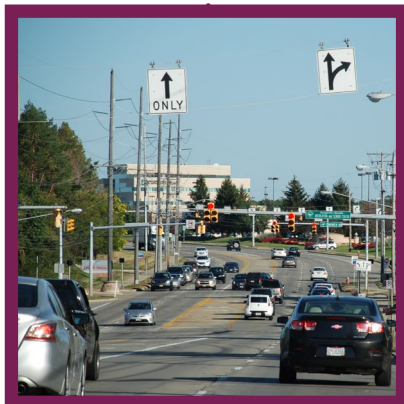
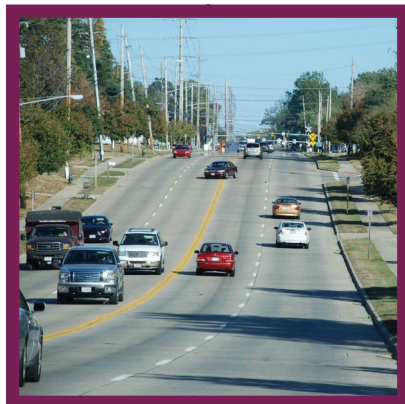
ACTION STEPS: CONNECTIVITY & SAFETY

- B. *Install pedestrian refuges at major intersections*
- C. *Upgrade intersections with high visibility crosswalks*
- D. *Implement decorative medians and turn lanes, especially east of Pearl Road (replace painted or concrete medians with planted medians)*

ACTION STEPS: ZONING

- E. *Consider rezoning residential parcels with street frontage along Royalton Road from Pearl Road to Ordner Drive to reflect the surrounding commercial development or higher density housing (such as potential townhome development)*

MAP 29 — ROYALTON ROAD















4.6 ENHANCE & CONNECT ROYALTON ROAD

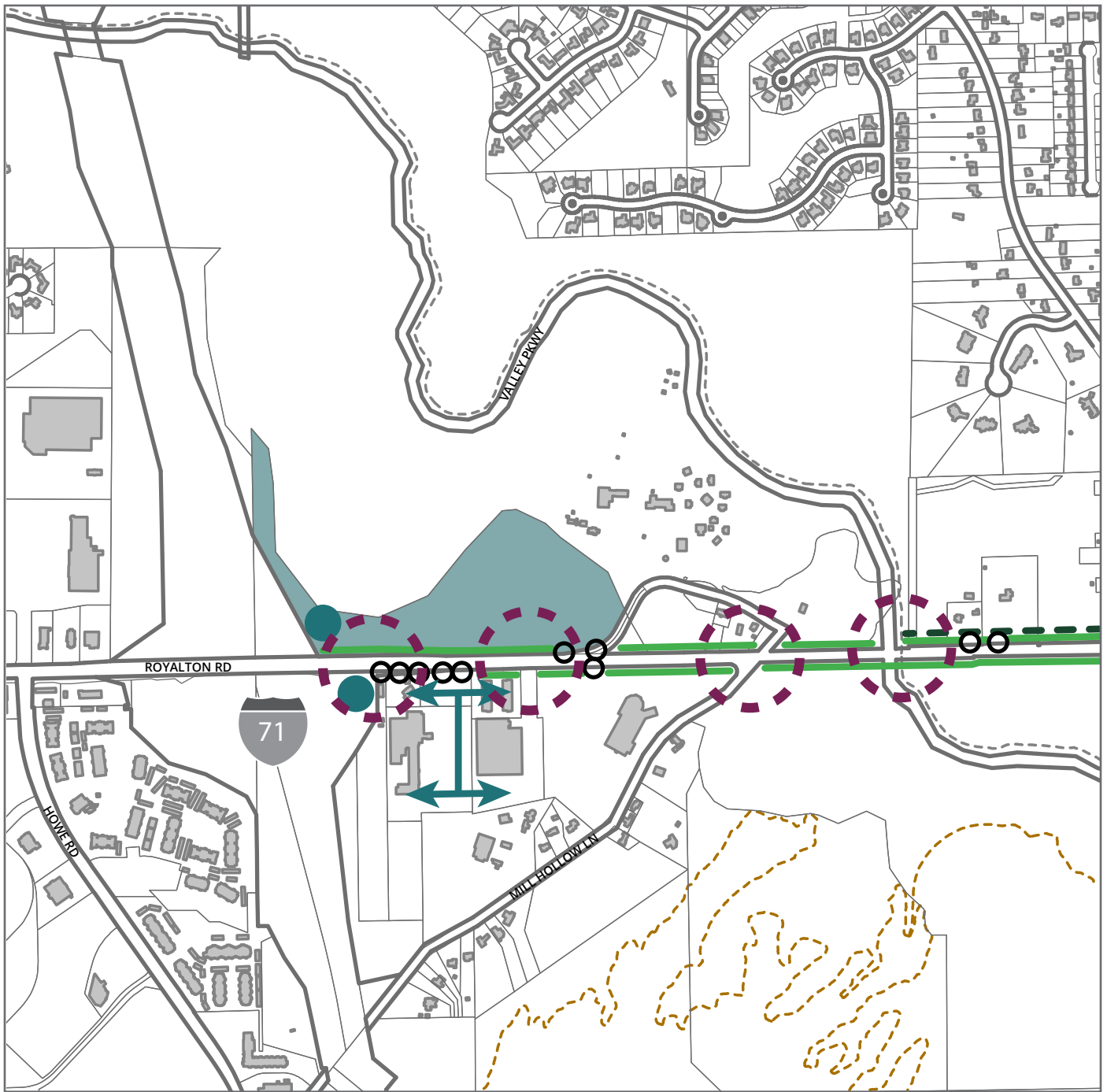
MAP 30 — ROYALTON ROAD CENTRAL

















LEGEND

-  Potential Intersection Enhancements
-  Potential Bus Stop Enhancements
-  Potential Right-In/Right-Out
-  Potential Multi-Use Paths
-  Potential Green Infrastructure
-  Potential Shared Parking/Inter-Parcel Connectivity
-  Potential Gateway Enhancements
-  Existing Corridor Curb Cut
-  Building Footprints
-  Existing Multi-Use Paths
-  Roadway Right of Ways (ROW)
-  Parcels

MAP 31 — ROYALTON ROAD EAST



LEGEND

-  Potential Intersection Enhancements
-  Potential Bus Stop Enhancements
-  Potential Right-In/Right-Out
-  Potential Multi-Use Paths
-  Potential Green Infrastructure
-  Potential Shared Parking/Inter-Parcel Connectivity
-  Potential Gateway Enhancements
-  Potential Park/Open Space
-  Existing Corridor Curb Cut
-  Building Footprints
-  Existing Multi-Use Paths
-  Existing Trail
-  Roadway Right of Ways (ROW)
-  Parcels

4.7 ENHANCE & IMPROVE PROSPECT ROAD FROM ALBION ROAD TO ROYALTON ROAD

Prospect Road is a predominantly residential roadway with pockets of commercial development that runs through the eastern portion of the City from north to south. Within Strongsville, the majority of commercial development along Prospect Road can be found between Westwood Drive and Royalton Road. This secondary commercial area provides access to everyday amenities for local residents without having to travel to the primary commercial areas along Pearl Road or Royalton Road. Additionally, the land between Albion Road and Westwood Drive is predominantly residential in nature and any change in use or major modifications are unlikely.

The Plan recommends streetscape enhancements such as landscaping, trees, and City banners to beautify this area and encourage more usership from pedestrians and bicyclists. Additionally, the Plan also recommends enhanced pedestrian and bicyclist safety enhancements such as signage and contrasting crosswalk paint to make crossing areas stand apart from roadway traffic.

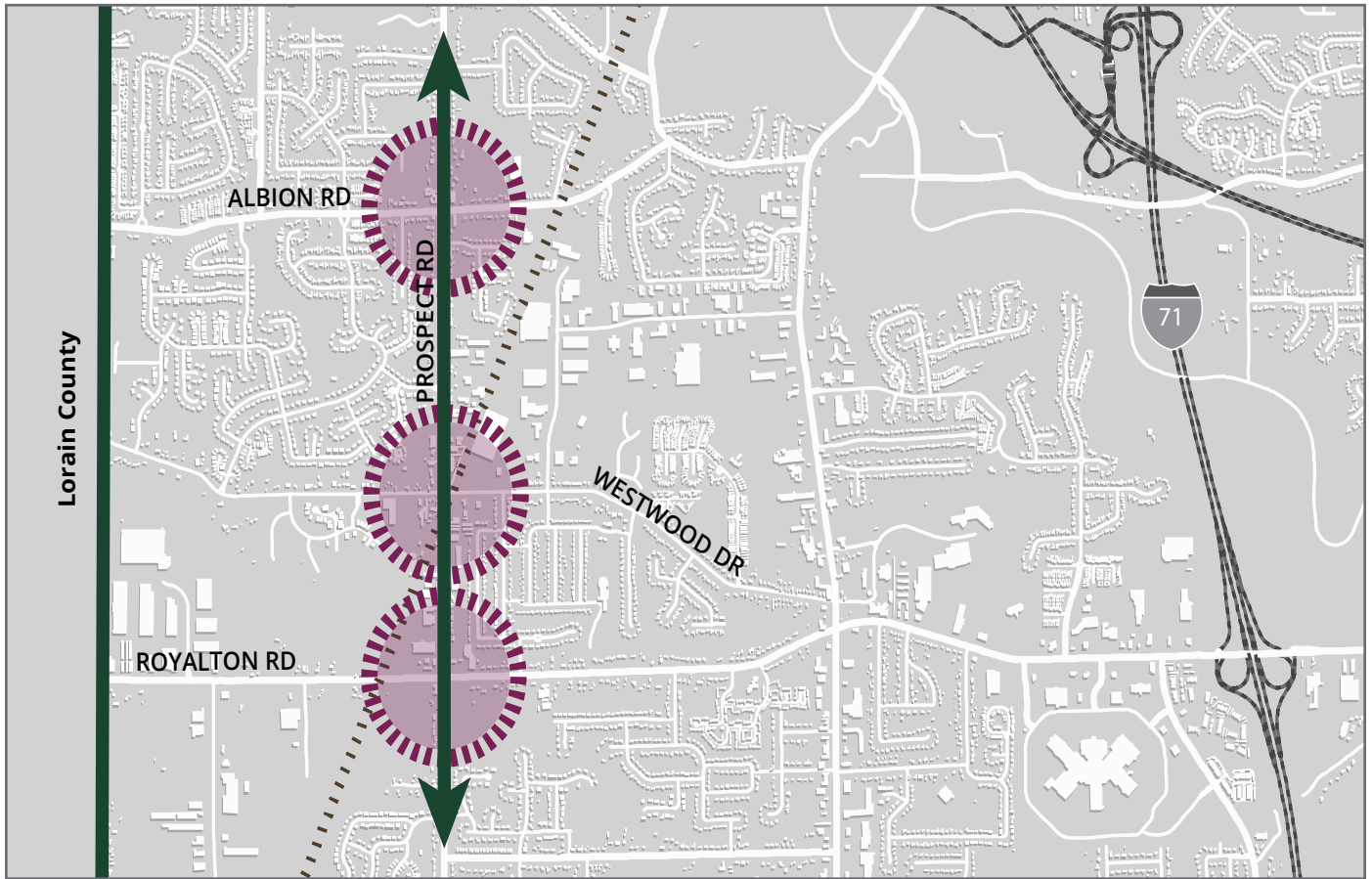
ACTION STEPS: STREETSCAPE ENHANCEMENTS

- A. *Install new curb and gutter along Prospect Road from Royalton Road to Greenfield Place*
- B. *Reduce pavement and gravel areas in the right-of-way by planting medians and street trees or landscaping in those areas*
- C. *Increase landscaping at the intersections of Prospect Road and Royalton and Prospect and Westwood, but as to not impede sight lines*
- D. *Implement unique street infrastructure, furniture, and signage to create a unified, distinct commercial area*
- E. *Consider the installation of a roundabout at the Albion Road and Prospect Road intersection to reduce traffic delays and enhance the pedestrian and bicycle experience*

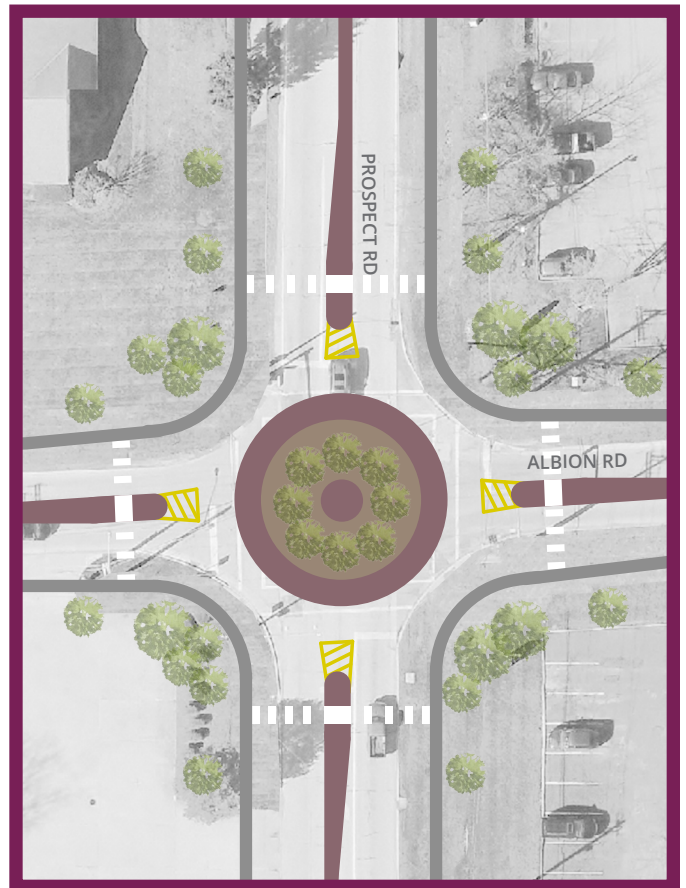
ACTION STEPS: PEDESTRIAN & BICYCLIST SAFETY

- F. *Expand sidewalk on east side of Prospect Road into a multi-use path*
- G. *Enhance safety markings and infrastructure at existing railroad crossings*
- H. *Install high-visibility crosswalks and pedestrian signals at the intersection of Prospect and Westwood*
- I. *Provide capacity improvements at the Albion Road and Prospect Road intersection to reduce delays and enhance pedestrian and bicyclist safety*

MAP 32 — PROSPECT ROAD & WESTWOOD DRIVE



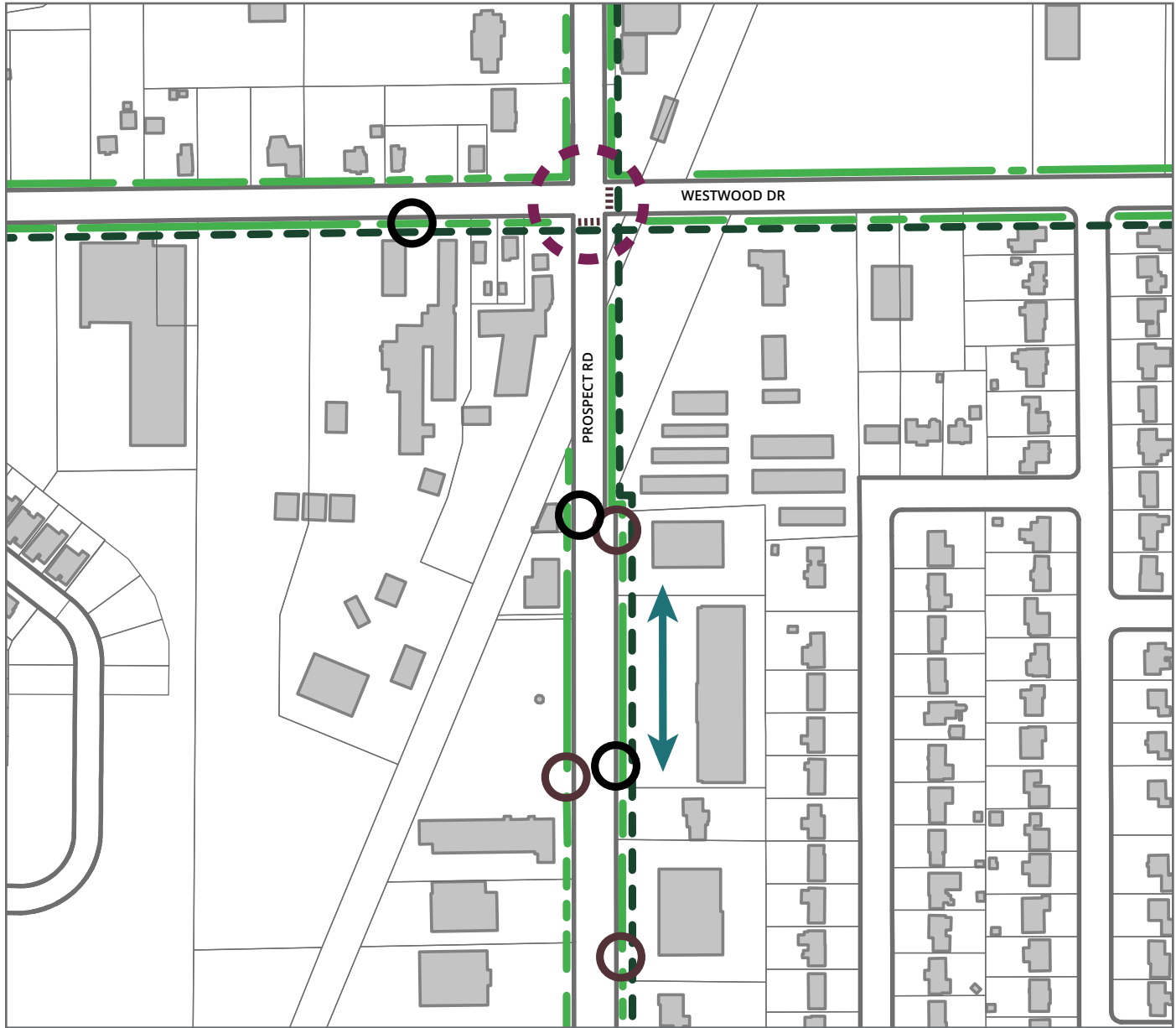
POTENTIAL ROUNDABOUT AT INTERSECTION OF PROSPECT ROAD & ALBION ROAD












February 14, 2019

4.7 ENHANCE & IMPROVE PROSPECT ROAD

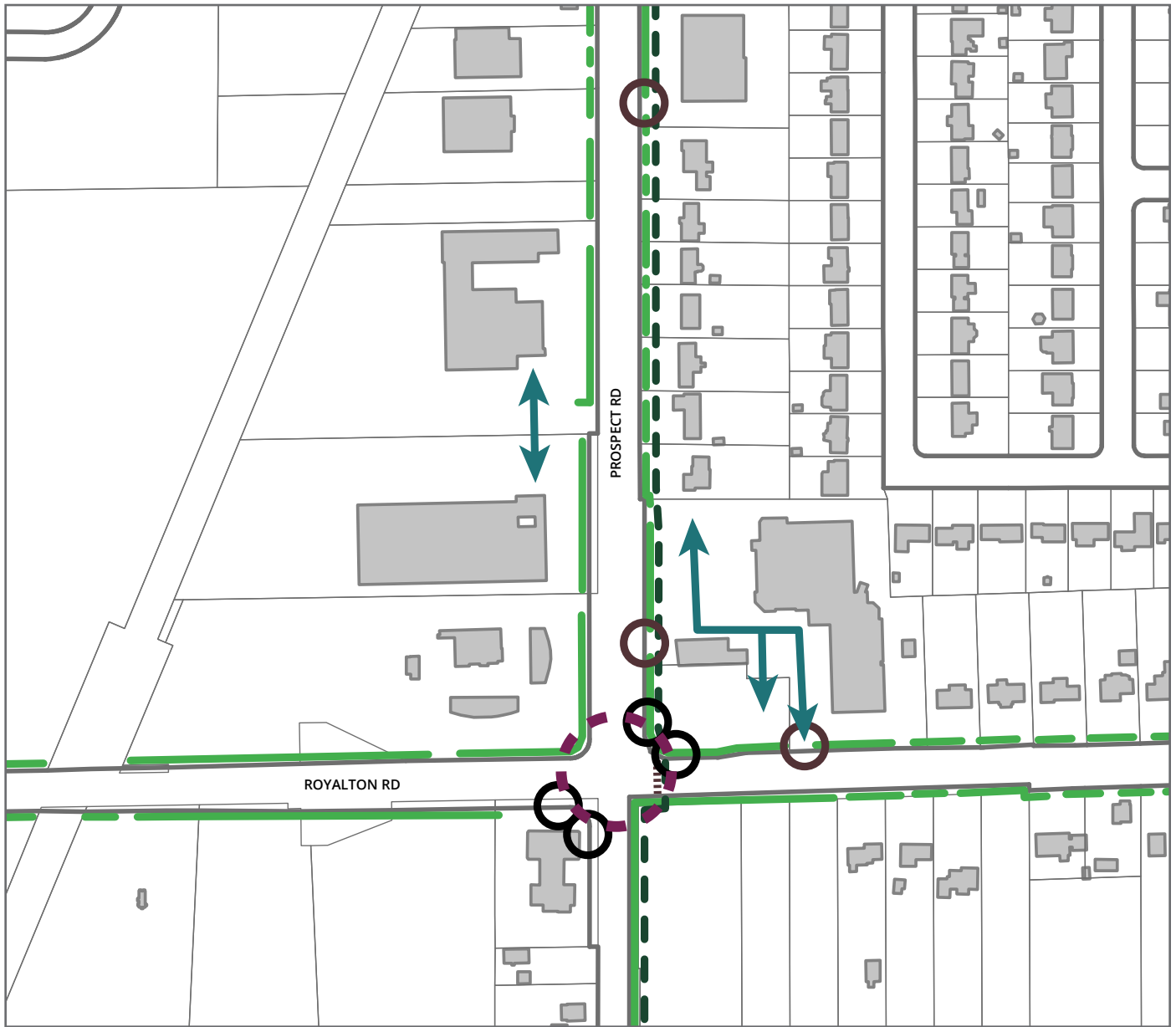
MAP 33 — PROSPECT ROAD & WESTWOOD DRIVE












LEGEND

-  Potential Intersection Enhancements
-  Potential Right-In/Right-Out
-  Potential Multi-Use Paths
-  Potential Green Infrastructure
-  Potential Shared Parking/Inter-Parcel Connectivity
-  Existing Corridor Curb Cut
-  Building Footprints
-  Roadway Right of Ways (ROW)
-  Parcels

MAP 34 — PROSPECT ROAD & ROYALTON ROAD



LEGEND

-  Potential Intersection Enhancements
-  Potential Right-In/Right-Out
-  Potential Multi-Use Paths
-  Potential Green Infrastructure
-  Potential Shared Parking/Inter-Parcel Connectivity
-  Existing Corridor Curb Cut
-  Building Footprints
-  Roadway Right of Ways (ROW)
-  Parcels

4.8 ENHANCE & IMPROVE HOWE ROAD FROM ROYALTON ROAD TO BOSTON ROAD

Traffic congestion continues to be one of the top issues that the City of Strongsville faces. With two interstates and two main thoroughfares, thousands of vehicles travel through the community every day. The I-71 exit at Royalton Road not only serves regional shoppers, but also daily commuters; both Strongsville residents and neighboring community residents.

One of the main components of the traffic near the I-71 and Royalton Road interchange is SouthPark Mall. Mall traffic tends to mix with daily commuters on Royalton Road, backing up traffic on the I-71 exits and along Royalton Road. This then leaks into nearby residential areas and side streets begin to back up; such as Howe Road. Due to its high concentration of commercial, retail, and highway access, Royalton Road is a busy roadway at all times of the day, especially during peak hours, but can vary greatly depending on shoppers going to and from SouthPark Mall.

Howe Road is a convenient option for commuters traveling to northern Medina County because the next exit from I-71 will take them to SR-303 in Brunswick, which may take commuters significantly out of their way. However, Howe Road is a two lane roadway with minimal infrastructure to support such high demand from traffic. The Plan recommends this roadway be widened to three lanes: one lane traveling south, one lane traveling north, and a central turn lane.

Traffic management solutions for these areas would greatly alleviate some of the congestion throughout the City. However, these are significant solutions and will require large investments in transportation infrastructure and will need to be collaboratively undertaken with neighboring communities and regional transportation agencies.

ACTION STEPS: ROYALTON ROAD & HOWE ROAD INTERSECTION

- A. *Ensure that traffic lights are timed appropriately to reduce traffic delays for vehicles turning onto Howe Road*
- B. *Consider prohibiting left turns from businesses during peak hours*
- C. *Explore right-in/right-out driveways to reduce incidents of left turn traffic conflicts near the intersection*

ACTION STEPS: ROUNDABOUTS

- D. *Evaluate the installation of two roundabouts on Howe Road, at Shurmer Road and at Pomeroy Boulevard, to reduce the delays in traffic*

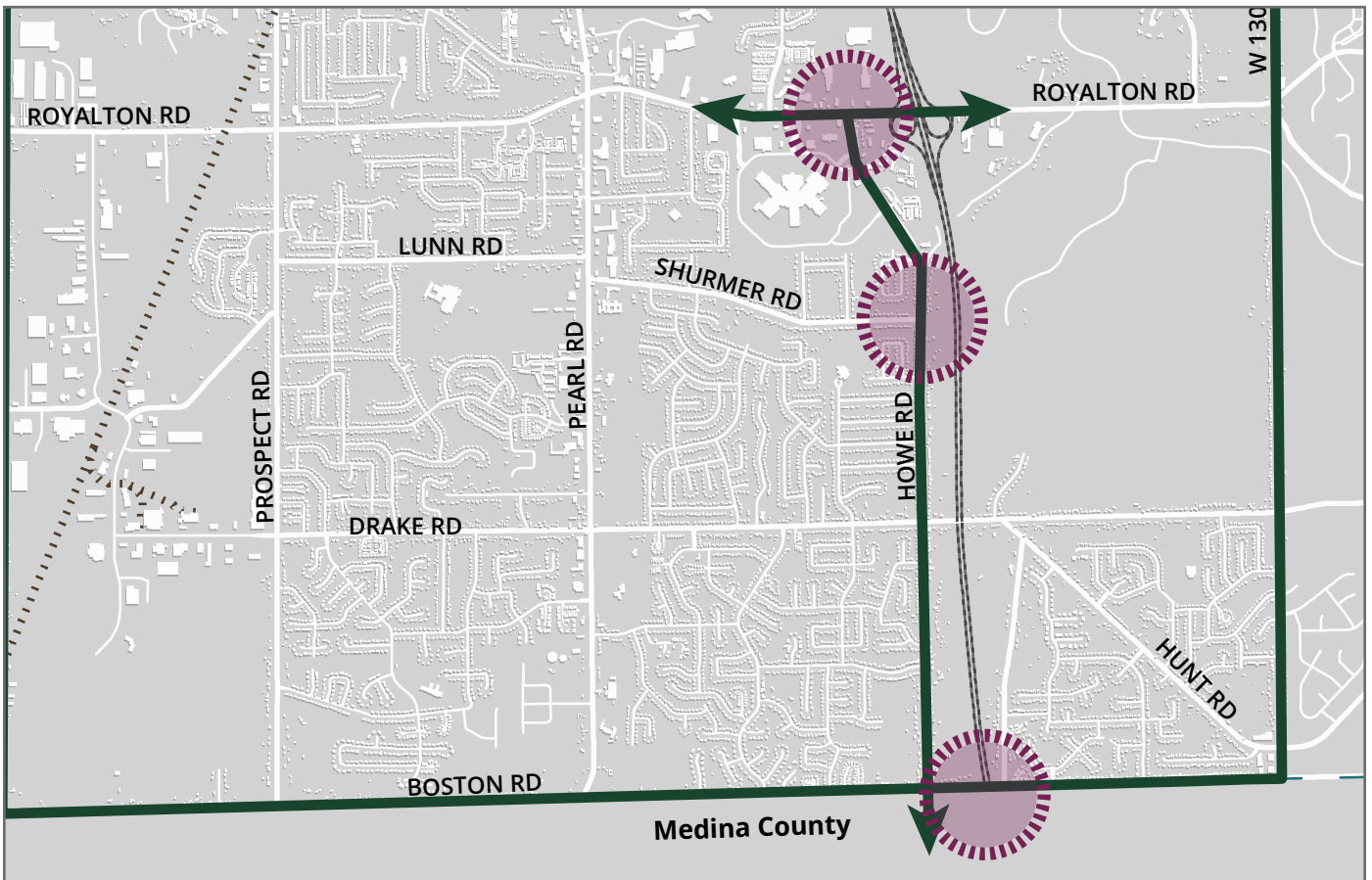
ACTION STEPS: ACCESS MANAGEMENT

- E. *Perform an access management study along the main corridors within the City to identify ways to consolidate or eliminate unnecessary curb cuts and identify ways to increase inter-parcel access. Perform as a joint undertaking with the Ohio Department of Transportation (ODOT)*
- F. *Work with ODOT, Medina County, the City of Brunswick, and Hinckley Township to consider the installation of a partial or full interchange with I-71 at Boston Road to alleviate traffic at the I-71/Royalton Road interchange and along Howe Road*

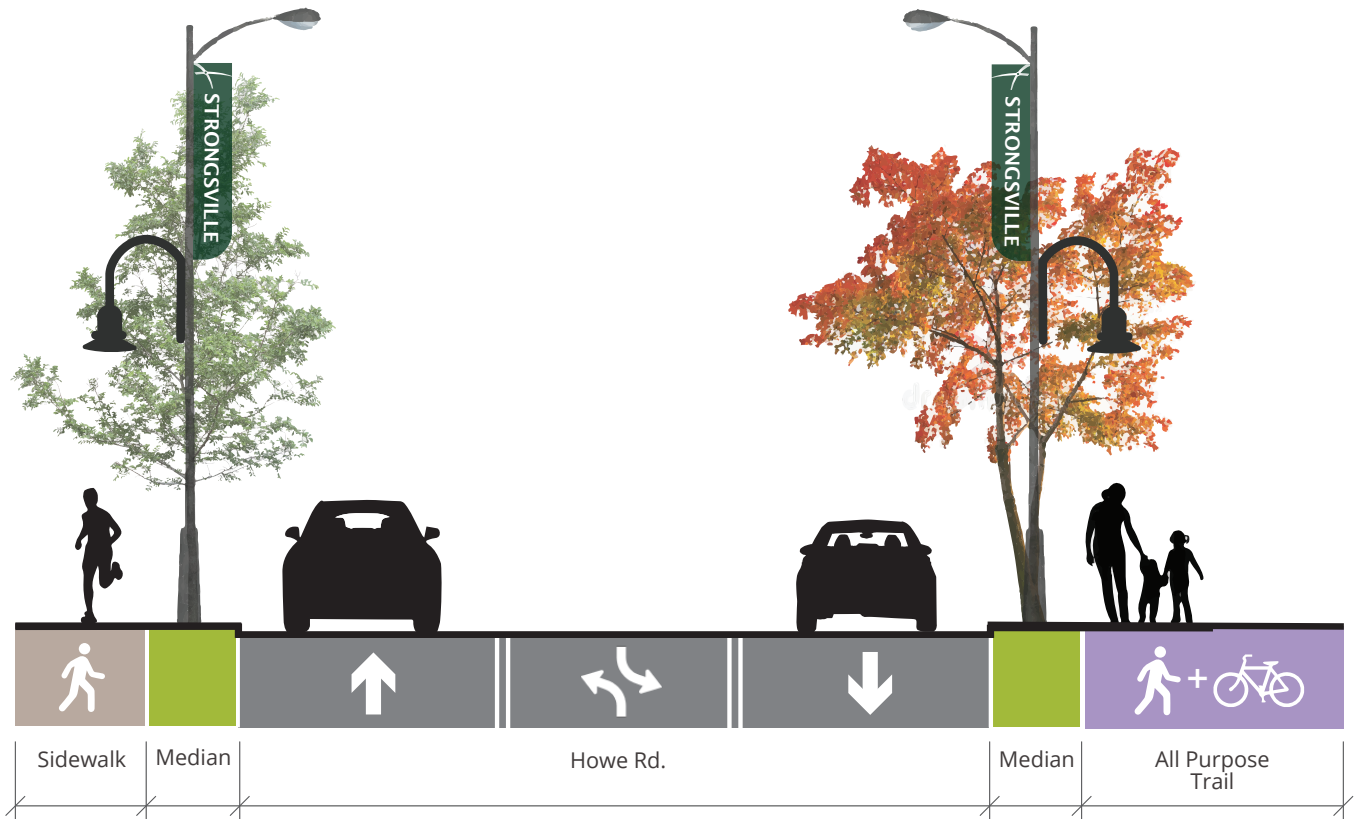
ACTION STEPS: PEDESTRIAN & BICYCLIST SAFETY

- G. *Expand sidewalk on east side of Howe Road into a multi-use path*
- H. *Install high-visibility crosswalks and pedestrian signals at the intersection of Shurmer Road and Howe Road*

MAP 35 — HOWE ROAD CORRIDOR



POTENTIAL HOWE ROAD WIDENING & ENHANCEMENTS



4.8 ENHANCE & IMPROVE HOWE ROAD

BOSTON ROAD INTERCHANGE

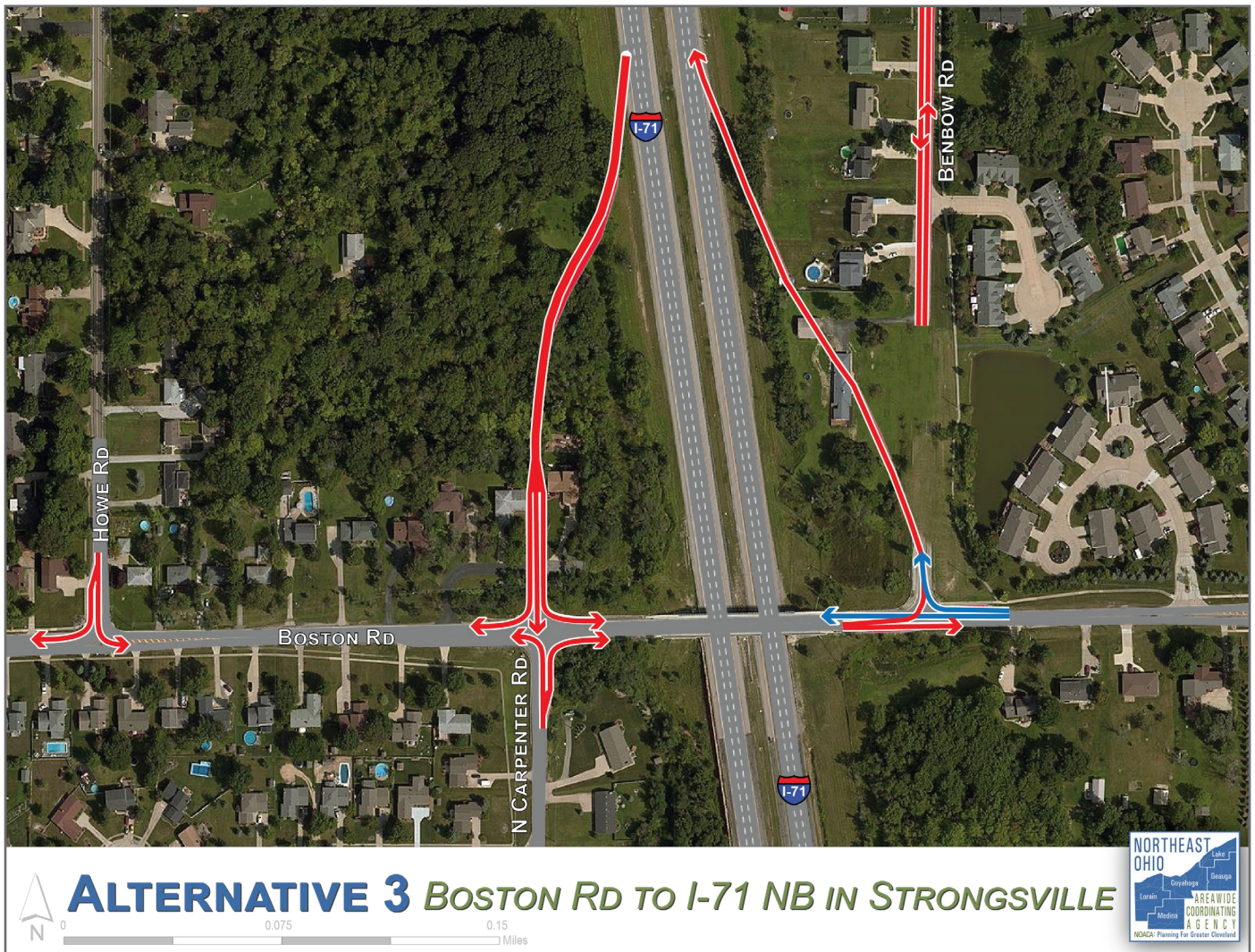
Many residents and stakeholders expressed their support for a new I-71 interchange at Boston Road. This would require collaboration with the City of Brunswick, Medina County, and two ODOT districts. The City has worked with NOACA and ODOT on the feasibility of an interchange at this location. The drawings on the following pages are adapted from schematics created by NOACA showing the most probable

interchange alignment that would be approved to be installed at this location through ODOT. The following drawings show the current configuration of the area, the current preferred alternative for an interchange, and structures that would most likely need to be removed in order to install a new interchange.

BOSTON ROAD AT I-71 CURRENT CONFIGURATION

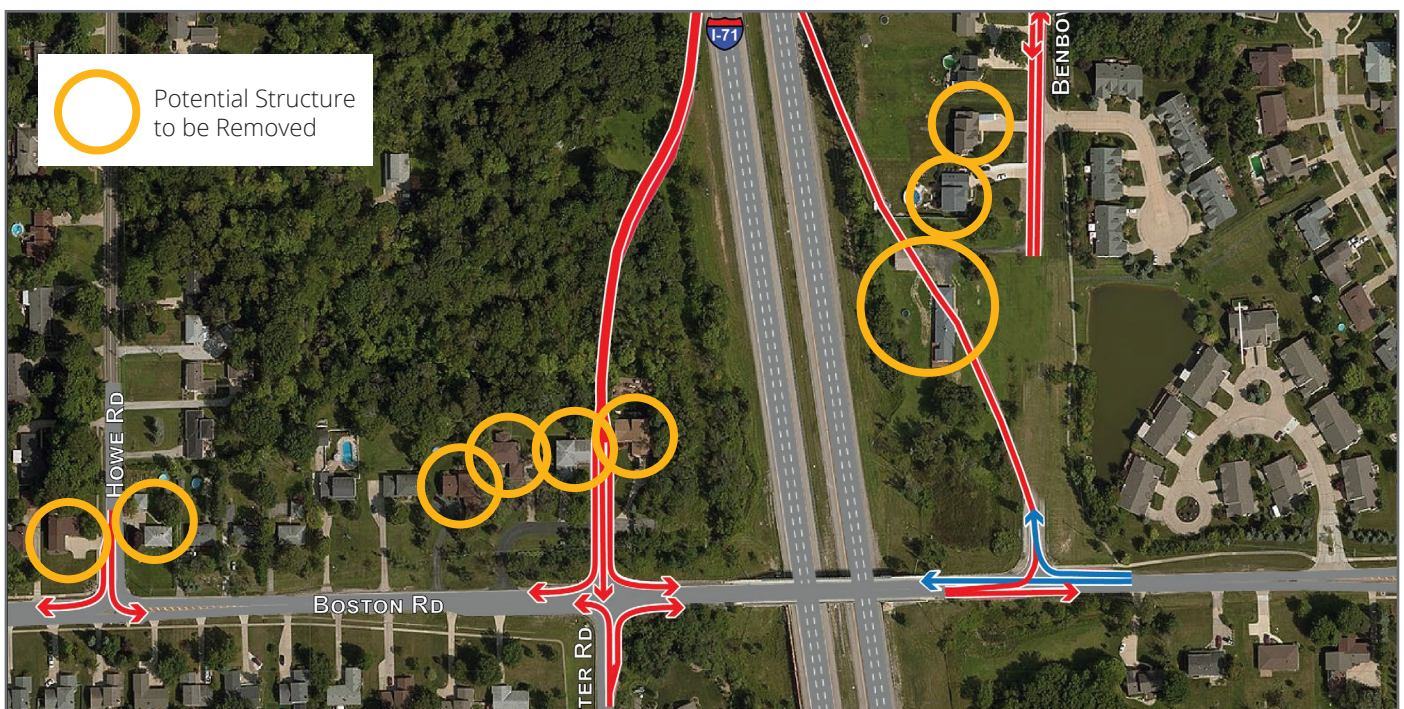


BOSTON ROAD & I-71 INTERCHANGE CURRENT PREFERRED ALTERNATIVE (NOACA)



Source: Northeast Ohio Areawide Coordinating Agency (NOACA), 2018

BOSTON ROAD & I-71 INTERCHANGE POTENTIAL STRUCTURE REMOVALS



February 14, 2019



5.0 Community-wide Framework

WHAT'S INSIDE

This section includes a series of goals that help accomplish the community's vision. Each goal is described in detail followed by a series of specific action steps that can be undertaken to accomplish each of these goals.

The goals and actions were developed with data from the Current Conditions document, input from the Public, Project Team, and online input. Together these policies are meant to advance the collective vision of the community.

HOW DO I USE IT?

The Goals and Actions section informs the types of actions the City and its partners should undertake in the coming years. It will be updated based on feedback and expanded in the next phase with specific partners, priorities, and time frames to accomplish each goal.

The Community-wide Framework is the second half of the Plan's Goals & Actions.

COMMUNITY-WIDE FRAMEWORK

- » Promote the creation of a Unique City Character Through streetscapes, Design Guidelines & Commercial Redevelopment, page 108
- » Improve and Enhance Pedestrian & Bicycle Connectivity, page 110
- » Continue Intergovernmental Cooperation for Regional Solutions to Traffic, Service Provisions & Economic Development, page 114
- » Protect the Environment & Provide Sustainable and Efficient Infrastructure and Services, page 116
- » Promote Economic Development Through Consistent City Branding, Business Infrastructure & Workforce Development, page 118
- » Support a Multi-Generational Community for Residents of All Ages, page 120
- » Support Parcel Rezonings to Meet the Community's Needs & Future Growth, page 122



5.1 PROMOTE THE CREATION OF A UNIQUE CITY CHARACTER THROUGH STREETSAPES, DESIGN GUIDELINES & COMMERCIAL REDEVELOPMENT

The City of Strongsville has significant commercial and retail areas along its two main corridors; Pearl Road and Royalton Road. These areas provide access to many businesses and services. However, this also attracts shoppers and workers from surrounding communities and the region. Development along these corridors has largely been disconnected from each other and does not have a consistent theme.

Pearl Road and Royalton Road are wide, multi-lane thoroughfares that serve businesses, residents, and the region. Regional corridors tend to be developed without an overall consistent design as these roadways pass through many communities and move thousands of cars daily. Landscaping and design tend to vary significantly and often from one building to the next. The roads themselves are very wide; which is compounded by vast expanses of parking lots between the roads and buildings.

Changes can be made incrementally over time by establishing consistent, yet flexible design guidelines that will create the character and feel the City wishes to see within these areas. The space provided by the width of roadways and excessive parking can also be an opportunity to implement streetscape improvements such as planted medians, expanded tree lawns, pocket parks, multi-purpose trails, new development fronting the street, enhanced crosswalks, and mid-block crossings. Over time, these enhancements can bring life and character into the community, making large roads have street level activity and cohesive character that attracts both residents and visitors.

ACTION STEPS: CITY BRANDING

- A. Identify and implement a desired City image and Character
- B. Market the City regionally with both its image and “business friendly” atmosphere

ACTION STEPS: DESIGN GUIDELINES

- C. Work with a certified design professional to create and adopt design guidelines for the City to promote cohesive design and development for a unique City character
- D. Create flexibility and incentives into the design guidelines to allow for incremental change
- E. Identify character areas that should have unique design requirements in addition to, or in place of, general design standards

ACTION STEPS: STREETSAPES ENHANCEMENTS

- F. Install cohesive street furniture and infrastructure along major corridors, including signal posts, street lamps, benches, trash/recycling receptacles, etc.
- G. Develop a unique signage and wayfinding system for major corridors and commercial areas to direct visitors and help create a sense of place
- H. Ensure street trees are planted along major corridors

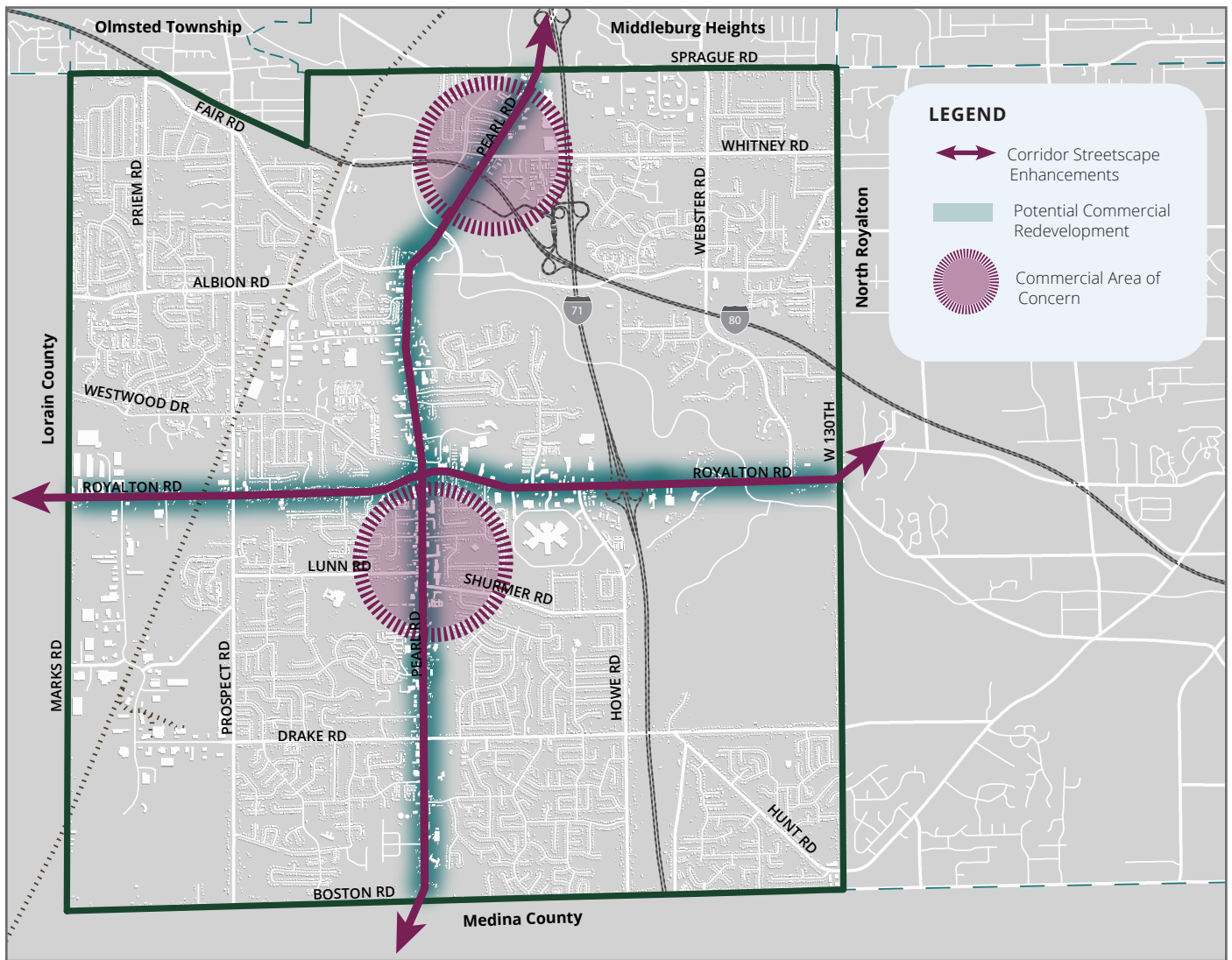
ACTION STEPS: COMMERCIAL REDEVELOPMENT

- I. Implement a loan or grant program specifically for the upgrade of storefront facades
- J. Allow mixed-use housing and commercial in appropriate locations
- K. Identify uses not desired in commercial areas and make them conditional uses or prohibited uses
- L. Implement form-based zoning principles to guide building design and development while still remaining flexible to new proposed uses
- M. Implement zoning incentives specific to redevelopment of existing commercial space (increased building density, reduced setbacks, increased height, reduced parking requirements, etc.)
- N. Implement zoning incentives for implementing green infrastructure and preserving greenspace (reduced parking requirements, reduced setbacks, etc.)
- O. Create specific regulations for out-parcel development
- P. Increase requirements for parking lot landscaping
- Q. Create regulations requiring inter-parcel access between commercial properties

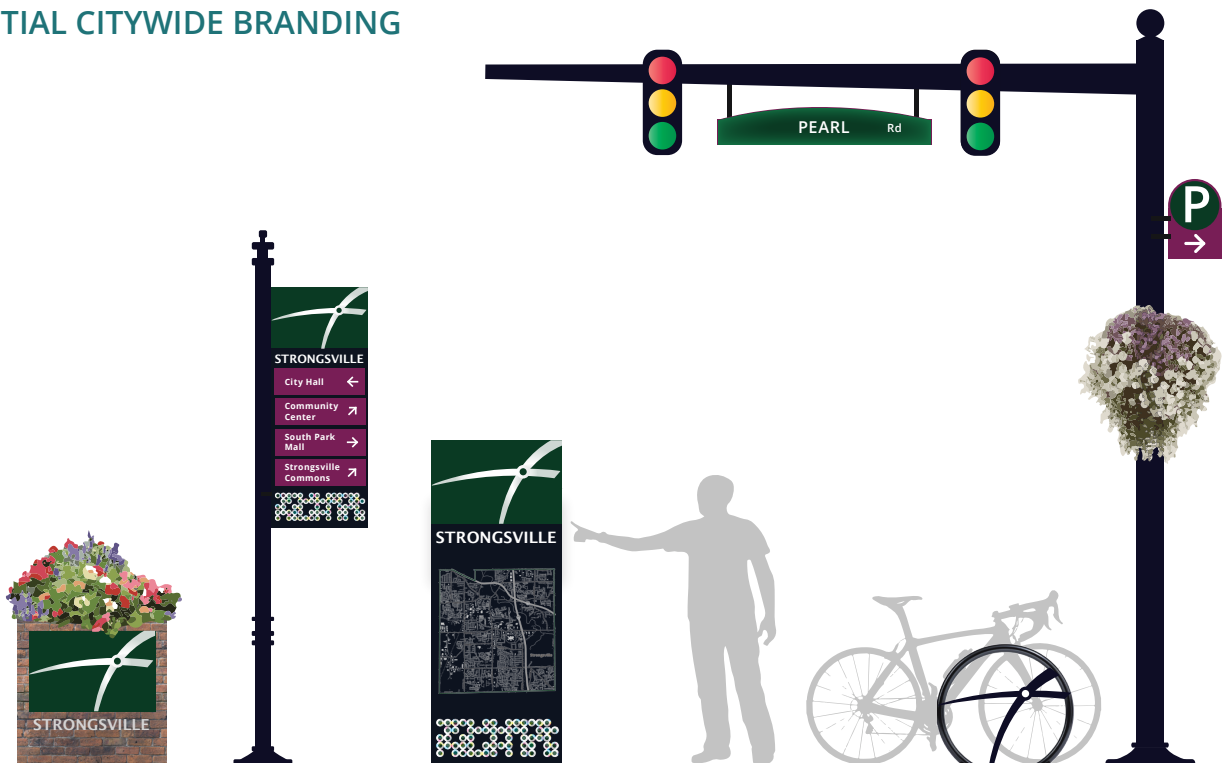
CROSSWALK PATTERN ALTERNATIVES



MAP 36 — STREETSCAPE ENHANCEMENTS & COMMERCIAL REDEVELOPMENT



POTENTIAL CITYWIDE BRANDING



5.2 IMPROVE AND ENHANCE PEDESTRIAN & BICYCLE CONNECTIVITY

The City of Strongsville has naturally developed around a car oriented community. Increasingly, connectivity for alternative modes of transportation is becoming a major factor in personal recreation, health outcomes, resident and business location selection, and resident's overall Quality of Life.

Strongsville has a relatively large land area of roughly 25 square miles and its major bike and pedestrian infrastructure is concentrated within the Cleveland Metroparks Mill Stream Run Reservation. Even with these extensive trails, there is still little pedestrian or bicycle connectivity into the Reservation itself. It is often necessary for residents and visitors to park their cars at a trailhead within the Reservation to access these amenities.

The City's parks and playground amenities are also disconnected from residents and neighborhoods. It is often more convenient or even necessary for residents to get in a car and drive to a local park. This could lead to poor usership of City amenities.

In addition to park usership, parking within commercial areas can also be challenging. With such large parking lots, shoppers and diners must often move their cars from parking lot to parking lot to accommodate the expansive space between storefronts. Additionally, some major roadways have incomplete sidewalk networks and thus leads to poor usership or residents not having a choice to walk for a quick errand.

Lastly, bicycle friendly roadways, markings, and signage are missing Citywide. This can lead to hazardous and unsafe situations for bicyclists in the roadway. Both bicycle and pedestrian infrastructure is a significant opportunity for the City to plan and implement improvements over the next ten years. Increased bike and pedestrian networks can help connect residents to amenities, enhance safety, provide recreational opportunities, and enhance the overall character of the City.

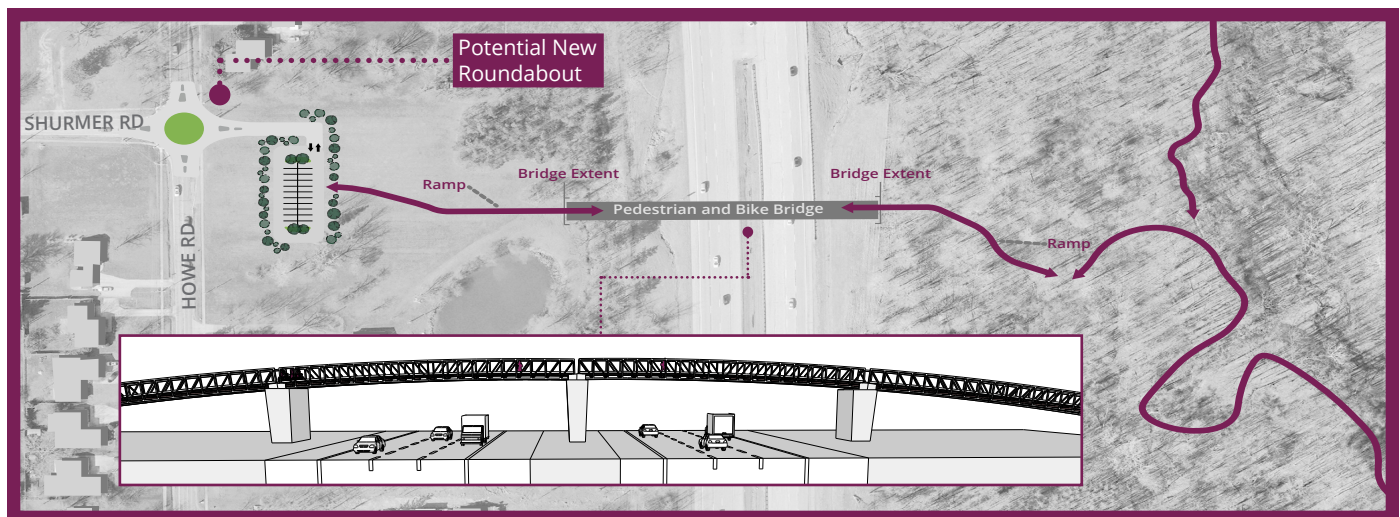
ACTION STEPS: PEDESTRIAN CONNECTIVITY

- A. Complete the City's missing sidewalk network, starting with first priority areas and then Second Priority areas (Map 37 on page 111)
- B. Ensure all new development provides public sidewalk or trail connections

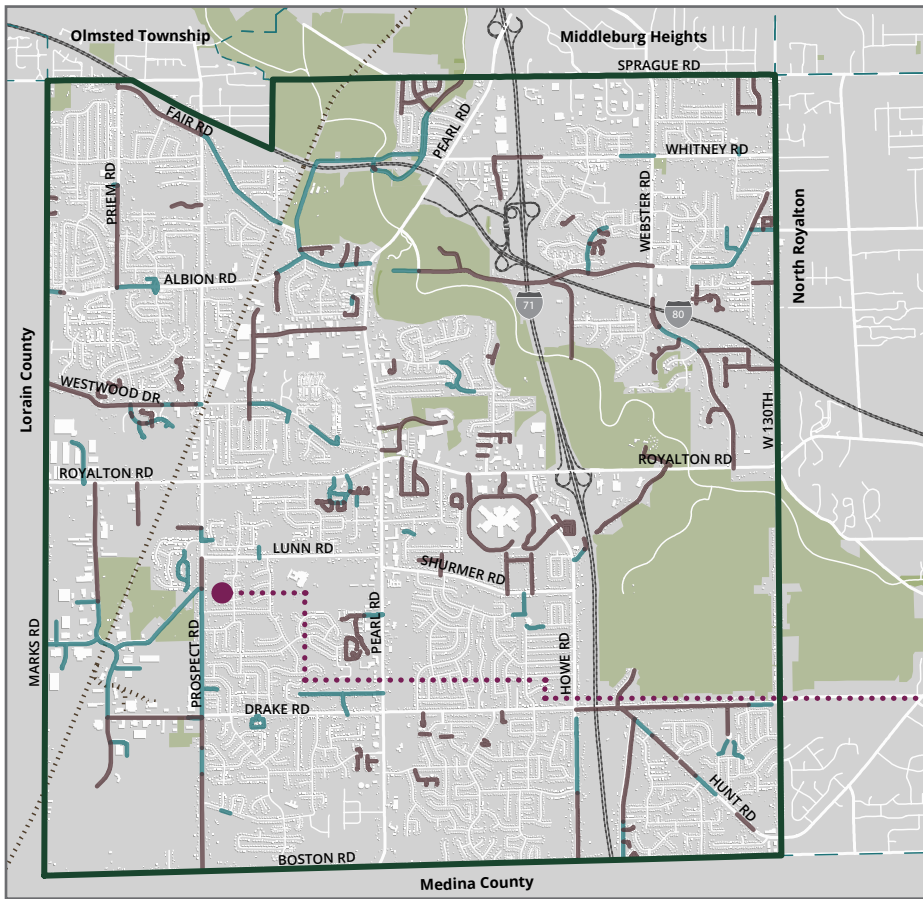
ACTION STEPS: BICYCLE CONNECTIVITY

- C. Implement bike lanes or multi-use paths within the City based on the Bicycle Connectivity Enhancement Map (Map 38 on page 111)
- D. Consider a multi-use path behind residential properties to the west of I-71 along the existing ODOT utility easement
- E. Work with the Cleveland Metroparks on an I-71 overpass or underpass at the undeveloped parcel at the intersection of Shurmer and Howe Roads to access trails in Mill Stream Run Reservation
- F. Work with the Cleveland Metroparks to develop a park entrance off of Drake Road

PROPOSED BICYCLE & PEDESTRIAN OVERPASS (HOWE RD & SHURMER)



MAP 37 — PEDESTRIAN CONNECTIVITY ENHANCEMENTS

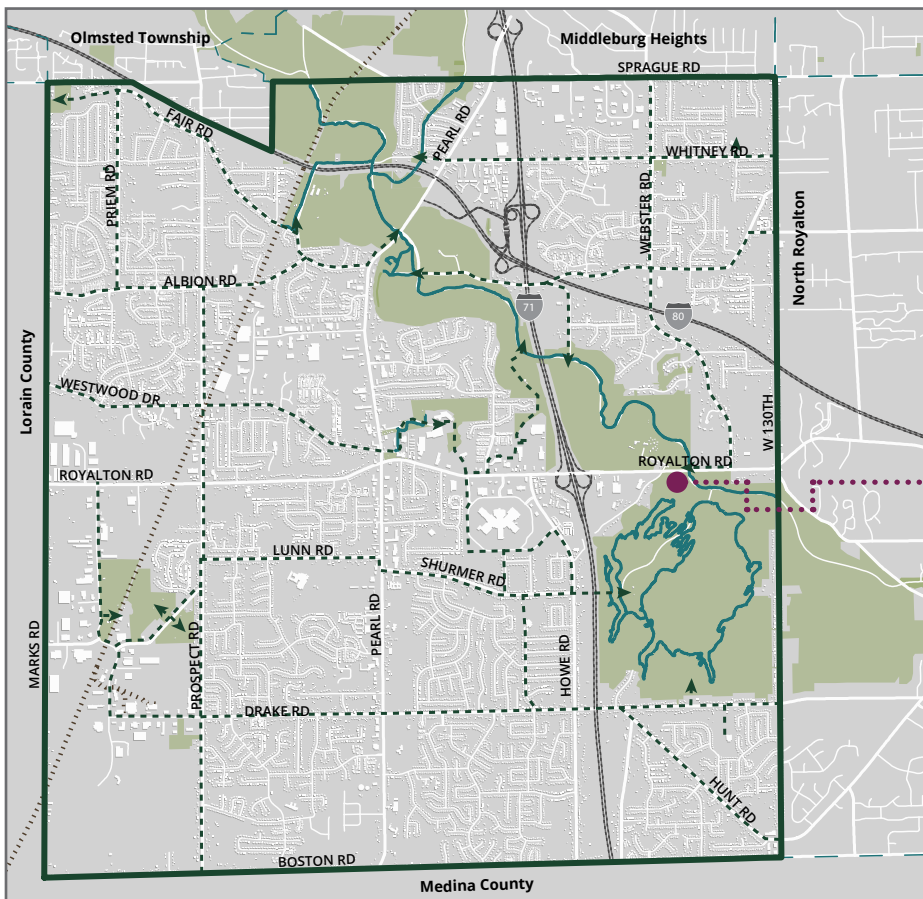


LEGEND

- Missing Sidewalk **First** Priority
- Missing Sidewalk **Second** Priority
- Existing Parkland

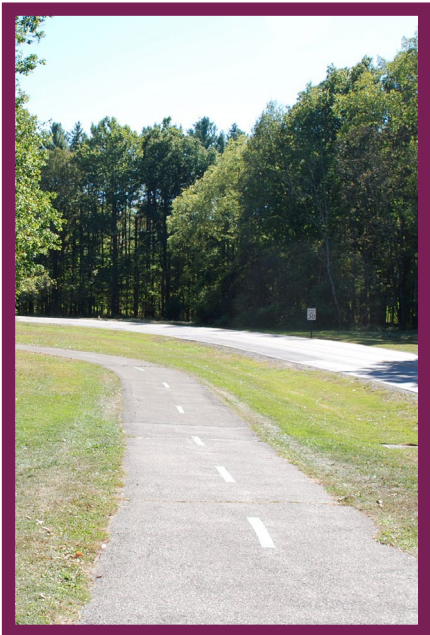


MAP 38 — BICYCLE CONNECTIVITY ENHANCEMENTS



LEGEND

- Existing Parkland
- Potential Bike Route Extensions
- Existing Bike Routes



5.2 CUYAHOGA GREENWAYS, TLCI 2018



CUYAHOGA
greenways



"Cuyahoga Greenways is a joint effort between County Planning, Cleveland Metroparks, and NOACA to build an interconnected system of greenways and trails that link neighborhoods, parks, and public transportation, and create a comprehensive countywide active transportation network."

The greenway system will provide recreation opportunities and alternative transportation options for moving around the county, on foot and by bike, and improving our communities' health, well-being, and economic vitality.

As a tool for improving transportation, the Cuyahoga Greenways system will provide more than just new links between the communities of Northeast Ohio. By taking the successes and lessons of the Eastside Greenway and applying them to all of Cuyahoga County, the Cuyahoga Greenways plan aims to develop an equitable transportation strategy that benefits all ages, abilities, and users. Whether walking the dog, pushing a stroller, or commuting to work, the Cuyahoga Greenways network is logical, well-connected, and accessible, providing unique experiences and a variety of benefits to the region. These benefits stretch beyond transportation to include; increasing quality of life by encouraging healthier lifestyles, boosting property values, positively impacting the local economy, improving storm water capture, and reducing carbon emissions. Cuyahoga Greenways can help shift the thinking about transportation countywide for a healthier and more sustainable future by highlighting the benefits of Greenways while also supporting communities with more accessible, affordable, and better connected multi-modal transportation options.

Funded by the Northeast Ohio Areawide Coordinating Agency (NOACA) through their Transportation for Livable Communities Initiative (TLCI), this active transportation project includes outreach and coordination with multiple organizations, municipalities, and the public to develop this robust greenway network. The project team is preparing this network of candidate routes connecting existing trails, parks, and points of interest throughout every community in Cuyahoga County. As part of this preliminary step, the project team prepared a series of maps showing natural land cover, existing and proposed bicycle lanes, and points of interest. The team also assembled an online mapping tool that displays a variety of layers for users to interact with.



County Planning



Cleveland
Metroparks



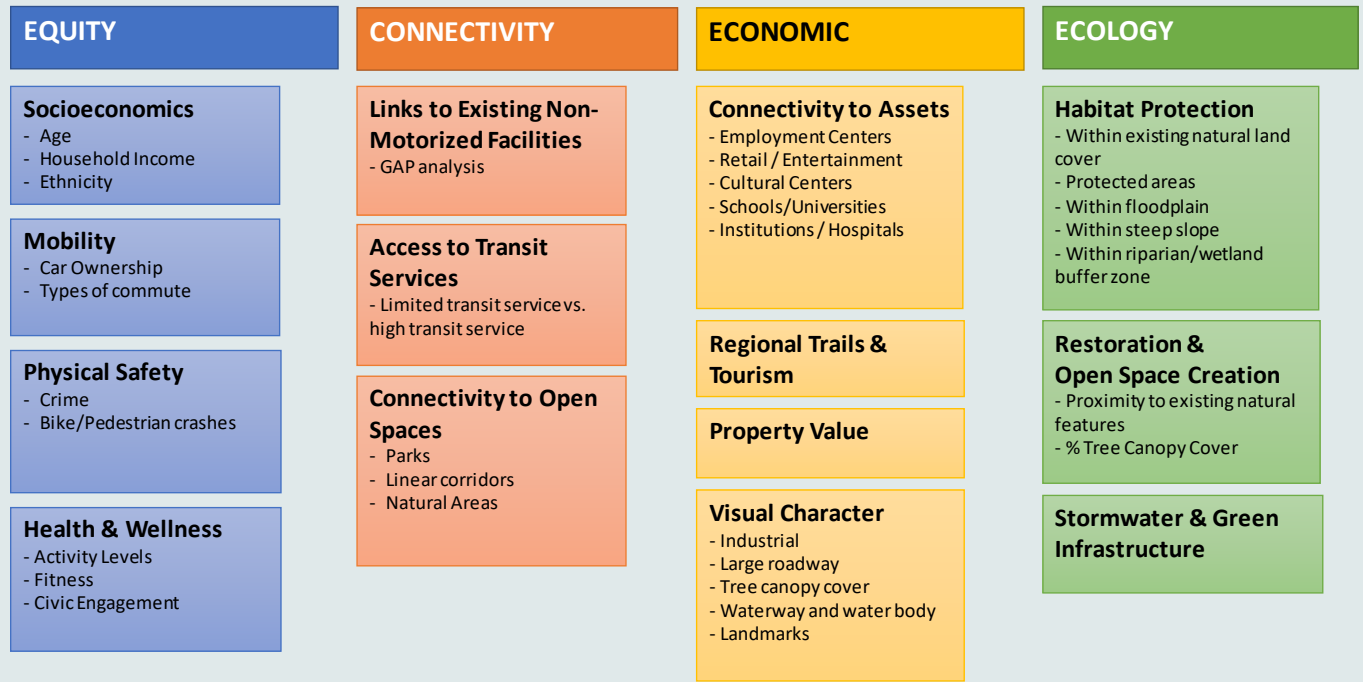
NOACA

BACKGROUND ANALYSIS

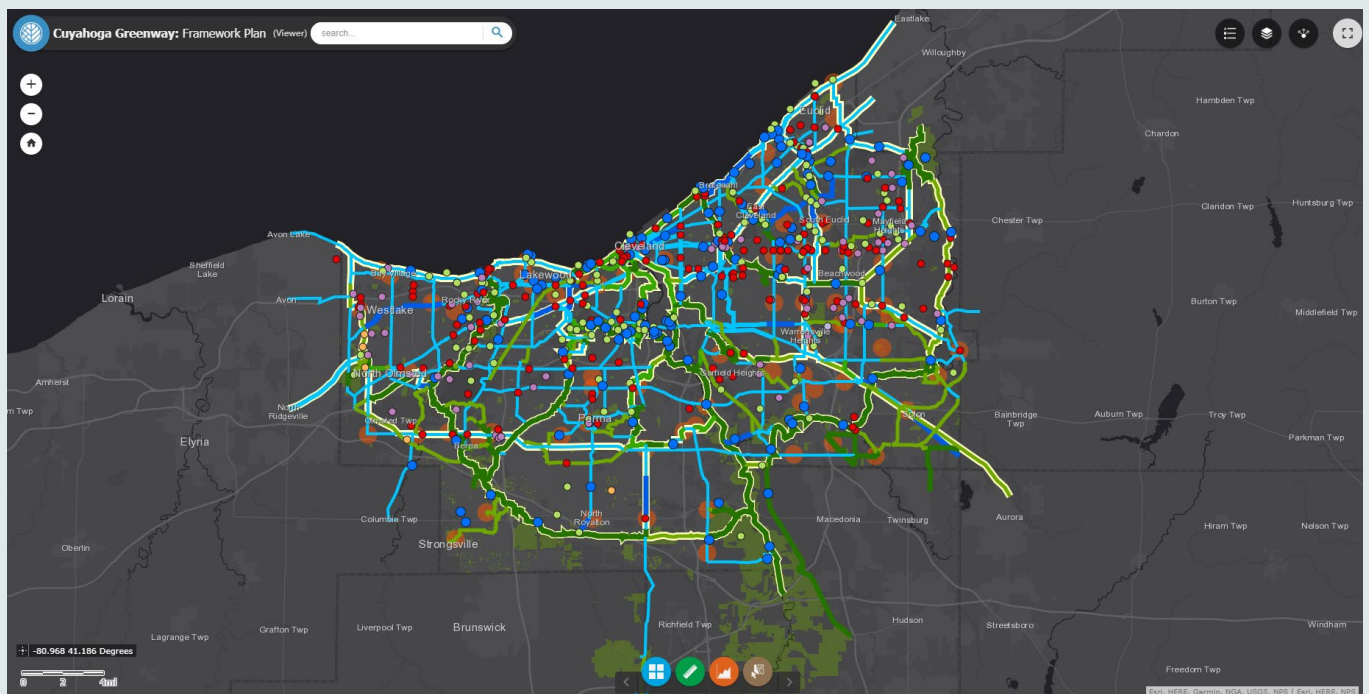
An extensive review process and data analysis took place to determine the best locations for trail connections and placement. The following is a brief overview of the main factors considered in these analyses.

For more information, please visit: www.cuyahogagreenways.org

MAIN AREAS OF INTEREST



CUYAHOGA GREENWAY: FRAMEWORK PLAN (ONLINE VIEWER)



5.3 CONTINUE INTERGOVERNMENTAL COOPERATION FOR REGIONAL SOLUTIONS TO TRAFFIC, SERVICE PROVISIONS & ECONOMIC DEVELOPMENT

The City of Strongsville has a significant regional presence. It is home to corporate employers, a regional mall, shopping and dining, two major interstates, and a large population. This provides many positive benefits to the City, but this can also have some undesirable effects.

One of the largest negative effects of the City's regional attraction is traffic. The I-71 and Royalton Road interchange focuses traffic near SouthPark Mall and the City Center and can become significantly backed up during peak hours and certain times of the year.

Additionally, another undesirable effect is a very large and aging population. With nearly 45,000 residents and roughly a 25 square mile land area, emergency services can be stretched thin as a large sector of an already large population ages together; additional senior facilities can place a burden on emergency response services. Also, with such a large land area, services and infrastructure maintenance must be able to cover expansive areas, residential neighborhoods, City facilities, and commercial and industrial areas.

The City is a significant regional force within the region with many opportunities to cooperate with neighboring communities and lead the way in finding solutions for many of these issues. Strongsville can, and should, be paving the way to work with its neighbors to provide regional service and cost saving solutions. Strongsville has the size, capacity, and resources to take a leadership role in regional service, traffic, and economic development.

ACTION STEPS: REGIONAL TRAFFIC SOLUTIONS

- A. *Work with ODOT to improve signage and wayfinding at the I-71/Royalton Road interchange*
- B. *Ensure optimal traffic signal synchronization along Pearl and Royalton Roads, especially at SouthPark Mall and the City Center*
- C. *Work with GCRTA to provide consistent Park-N-Ride service farther south along Pearl Road*

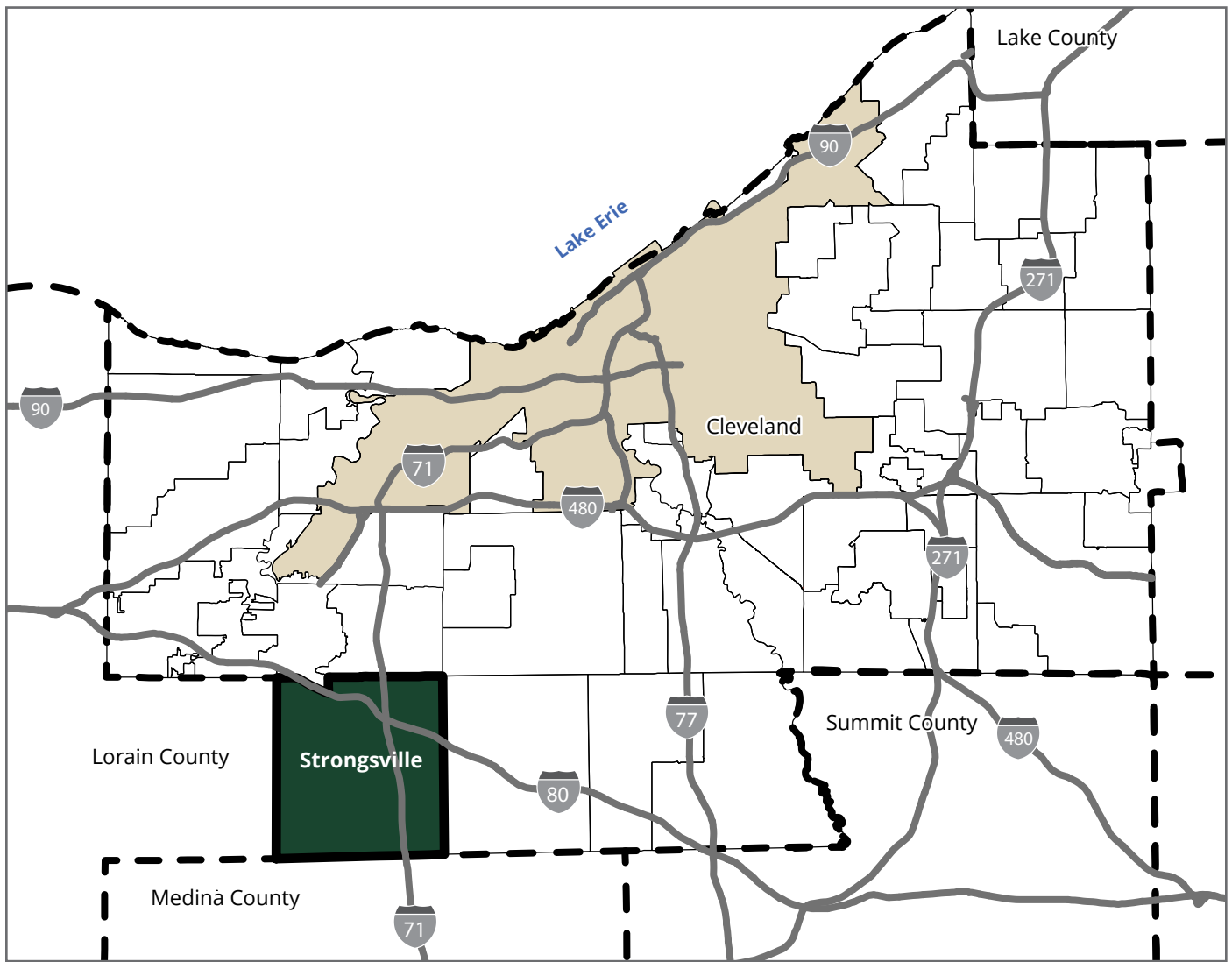
ACTION STEPS: REGIONAL SERVICE PROVISIONS

- D. *Examine police, emergency, communications, sanitation, and public works services for areas where costs can be saved by collaborating between departments or with neighboring communities*
- E. *Reach out to other communities to identify areas where Strongsville can provide services at savings to the communities and financial benefit to the City*
- F. *Work with local medical and senior assisted living facilities to identify emergency service needs and develop protocol for when emergency services should be called and what can be handled through other means*
- G. *Work with neighboring communities to identify areas where joint service agreements can create broader coverage and reduce strain on regional emergency services*

ACTION STEPS: REGIONAL ECONOMIC DEVELOPMENT

- H. *Take a leadership roll in organizing and collaborating with local economic development groups and leaders*
- I. *Work with neighboring communities to identify local strengths in industries, workforce, and infrastructure*
- J. *Emphasize the regions strength in economic development materials*
- K. *Work to integrate the City's "Business Brand" into regional marketing efforts*

MAP 39 — REGIONAL CONNECTIVITY



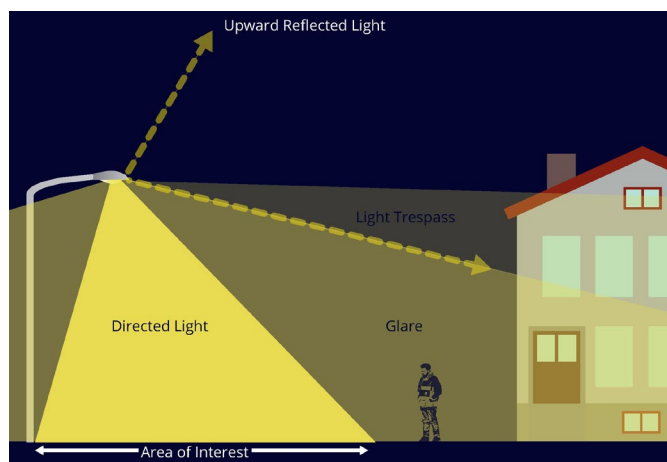
5.4 PROTECT THE ENVIRONMENT & PROVIDE SUSTAINABLE AND EFFICIENT INFRASTRUCTURE AND SERVICES

A healthy, properly functioning environment provides many benefits to a community. A healthy environment provides recreational opportunities, reduces strain on infrastructure for stormwater management, can increase property values, and a beautiful setting where people desire to live. Therefore it is important to protect and enhance the natural environment within the City of Strongsville.

Connections throughout the community should incorporate IDA (International Dark-Sky Association) compliant lighting; meaning lighting that minimizes glare while reducing light trespass and skyglow. The City should strongly encourage LED (Light Emitting Diodes), as these light panels can be dimmed and in some cases the hue changed.

Dark Sky compliant lighting can have many positive effects on a community and its environment. Installing quality fixtures that focuses light directly down can typically cut energy costs by 60-70% and reduce carbon emissions annually. Also, glare from artificial light can have negative effects on migrating animals and nearby ecosystems. Light pollution can drastically alters an animal's natural, nighttime environment and can disrupt nocturnal ecology. Additionally, light pollution at night has the potential to harm human health. The natural day-to-night process establishes a natural circadian rhythm; which helps keep the human body healthy. Installing Dark Sky compliant lighting can help to mitigate these issues. Requiring low-impact development, incentivizing and implementing green infrastructure, and protecting the existing natural areas will help to provide benefits and help to reduce costs to the City over the long term.

LIGHT POLLUTION EXAMPLE



ACTION STEPS: RUNOFF CONTROL

- A. Provide incentives to reduce impervious surfaces and land disturbance through green infrastructure
- B. Provide financial incentives, through reduced fees or other means, for retrofitting existing parking lots with green infrastructure
- C. Increase greenspace requirements for new development
- D. Install bioswales along existing ditches on Drake, Howe, Shurmer, Prospect, and other major roads, to better absorb stormwater runoff

ACTION STEPS: LIGHT POLLUTION

- E. Require the use of IDA (International Dark Sky Association) approved lighting for new development to minimize the effects to light pollution within heavily commercialized areas of the community
- F. Incentivize existing developments to install light shields to existing lights to prevent any light trespass onto neighboring properties

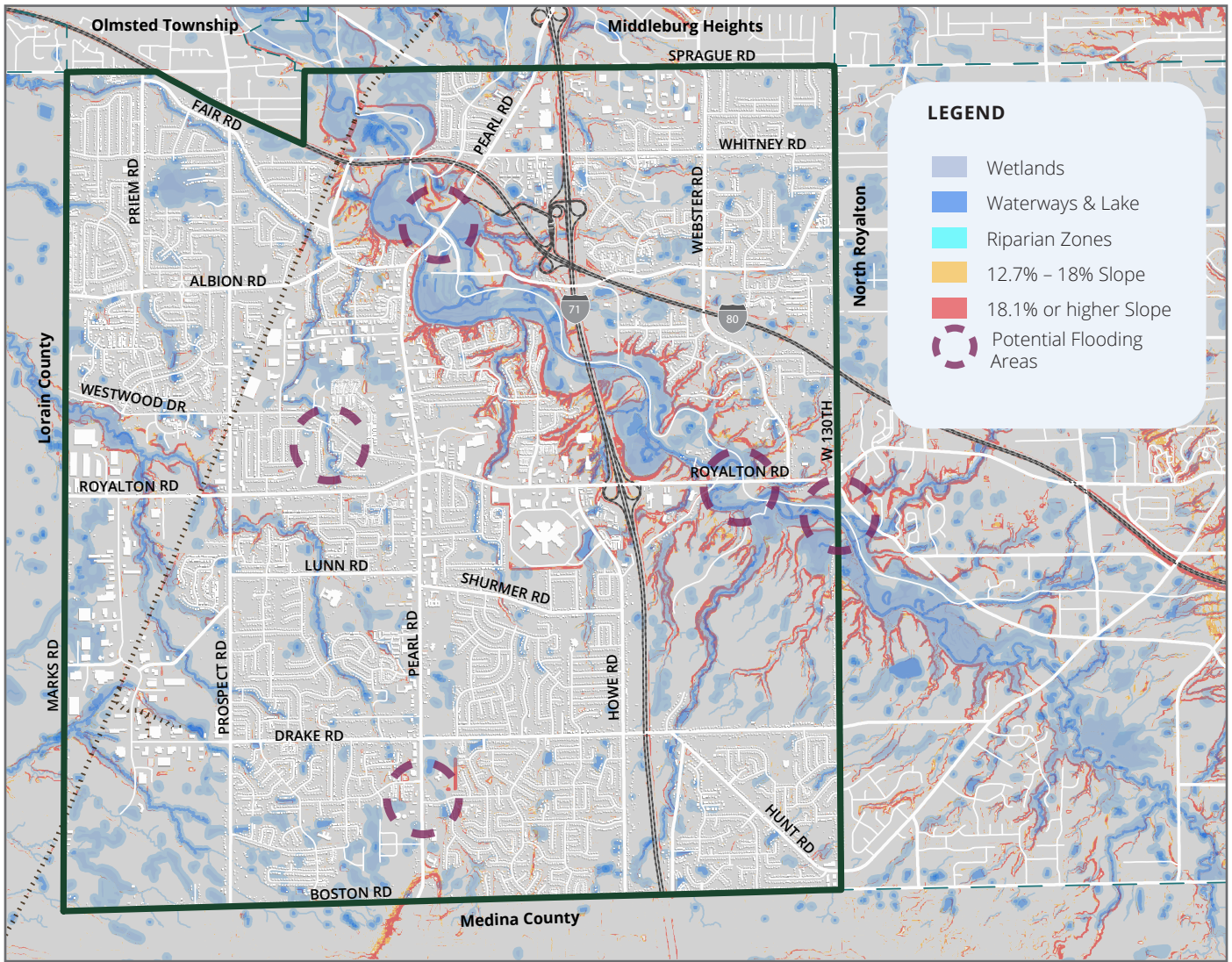
ACTION STEPS: GREEN CITY SERVICES & OPERATIONS

- G. Identify areas of City operations where green practices can be implemented: Energy efficient lights and appliances, recycling programs, building HVAC systems, solar panels, fuel efficient fleet vehicles, etc.
- H. Provide incentive programs to employees for car pooling, biking or walking to work, waste reduction, or other green practices
- I. Require City-led development, contracts, or other projects to use or implement green or sustainable practices and infrastructure whenever possible

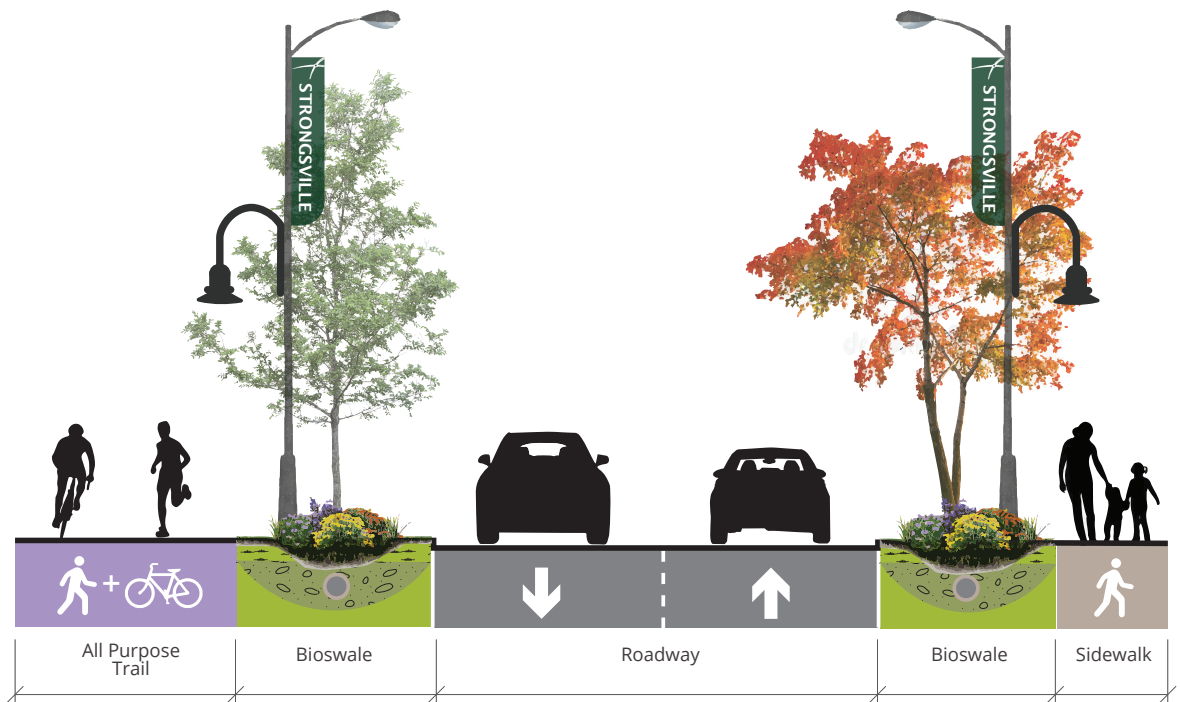
ACTION STEPS: LOCAL TREE ORDINANCE

- J. Continue enforcement of the City's existing "Tree Preservation Ordinance" and encourage the protection or replacement of trees whenever possible
- K. Amend the existing Tree Preservation Ordinance to require removal permits on developed single-family lots for non-dead, non-diseased, and non-dangerous trees of identified desirable tree species above a certain size. Consider implementation of a recompense fee for the removal of such trees.
- L. Use fees collected through tree removals to support tree planting and street tree maintenance throughout the City

MAP 40 — DRAINAGE & RUNOFF AREAS OF CONCERN



POTENTIAL STREETScape & Green Infrastructure Improvements



5.5 PROMOTE ECONOMIC DEVELOPMENT THROUGH CONSISTENT CITY BRANDING, BUSINESS INFRASTRUCTURE & WORKFORCE DEVELOPMENT

The City of Strongsville has a large and diverse economic base. It is important for the future of the City that every effort be made to continue to grow and strengthen the local economy. This includes protecting and enhancing commercial and industrial areas, but also marketing the City for business attraction. The City should have a “Business Brand” to market regionally and nationally for business attraction and retention, but also to promote current business opportunities and appeal to a strong workforce.

The City of Strongsville can also play a significant role in working with businesses, industrial groups, local education institutions, and other organizations to ensure that the workforce, technology, and infrastructure needs of current and future businesses continue to be met.

ACTION STEPS: CITY BRANDING

- A. *Continue to publicize and market the technology-focused businesses and developments to the City and region*
- B. *Work with local groups and businesses to develop a “Business Brand” to design all economic development marketing materials for the City*

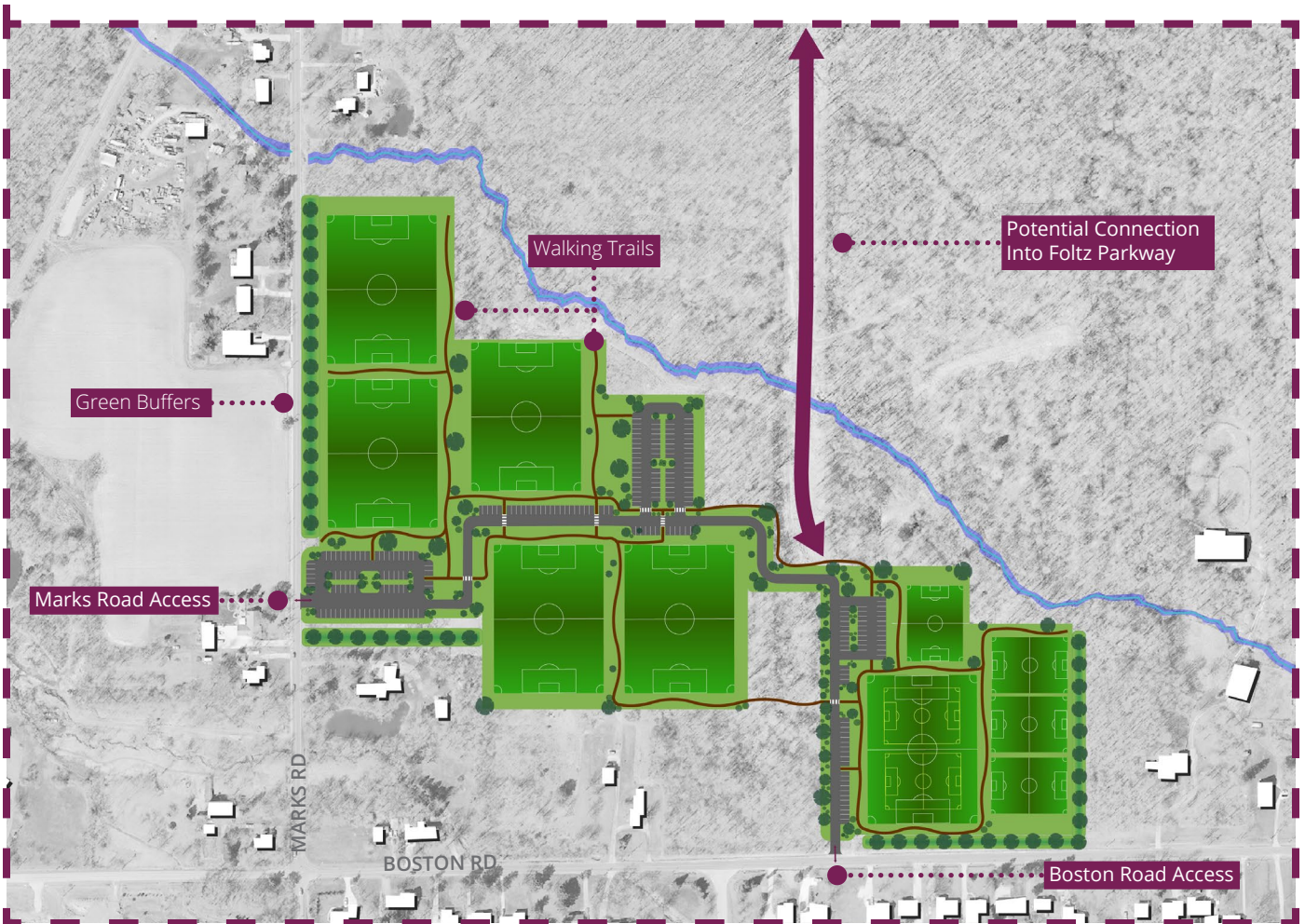
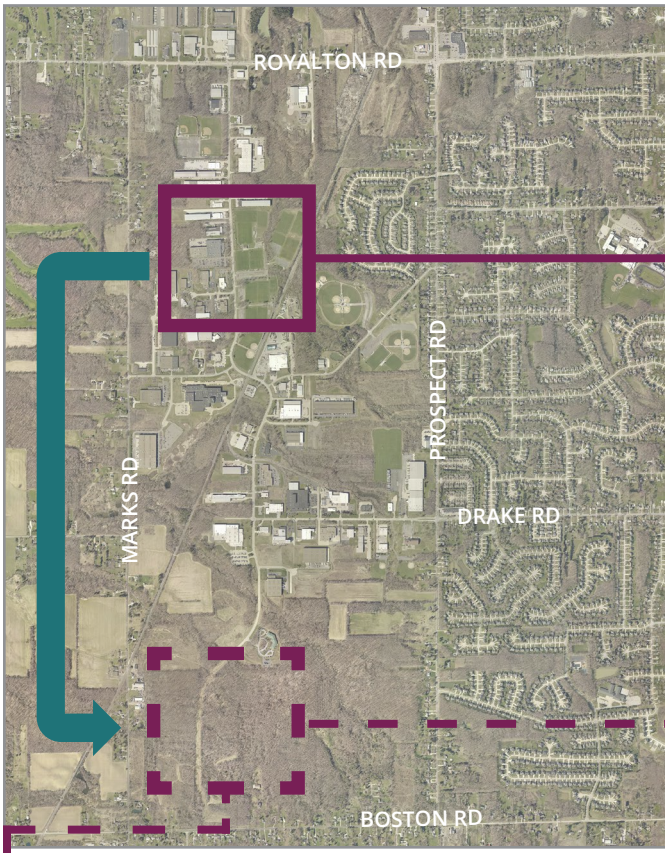
ACTION STEPS: BUSINESS INFRASTRUCTURE

- C. *Continue to reach out to businesses through personal contact and surveys to monitor the technology, infrastructure, and workforce needs of local businesses*
- D. *Ensure all businesses parks have access to high-speed broadband, fiber-optics, and the most up-to-date communications technology infrastructure*
- E. *Consider the relocation of sports fields from Foltz Parkway to available land near Marks Road and Boston Road to convert developable acreage to business park uses*

ACTION STEPS: WORKFORCE DEVELOPMENT

- F. *Coordinate efforts between local businesses, colleges, and local staffing and recruitment firms to match workforce needs with appropriate training*
- G. *Target business marketing towards workforce as well as corporate recruitment*
- H. *Work with GCRTA, local organizations, and local businesses on continued efforts to provide bus or shuttle services to Strongsville’s commercial areas and corridors*

MAP 41 — FOLTZ PARKWAY SPORTS FIELDS



5.6 SUPPORT A MULTI-GENERATIONAL COMMUNITY FOR RESIDENTS OF ALL AGES

The City of Strongsville has a proud tradition of being a place where anyone can plant roots, raise a family, and live a lifetime. However, the City's population, along with much of the region, is aging. This not only creates a need for potentially new and expanded services, but also a need to provide for a multi-generational community where young adults, families, and seniors can live together and support a thriving community and economy.

In recent years, the population aged 55 and older is increasing at a dramatic rate across the country and the City continues to experience an increased interest from developers to establish assisted living and other specialized housing targeted to that growing population. This trend effects the City in three main areas: providing housing options for seniors wishing to remain in Strongsville; providing recreational amenities and services for a range of ages and stages of life; and putting on community events that bring everyone together to celebrate the City.

Senior service type facilities are housed in large buildings or in a campus of buildings that are specifically designed for housing a population that is in need of support or assistance services. The design of the facility is institutional in character and accommodates individual living quarters, as well as common areas, kitchens, dining areas, and medical support teams or equipment. These "single user designs" are not easily converted to other uses. It is imperative to look towards the future and consider if this style of accommodation has reached its threshold within the City and what other types of housing is needed to create a "life-long" community.

Many families have grown and remained within the City of Strongsville. However, new families also want to take advantage of this thriving location to raise a family. Strongsville needs to pursue actions to maximize housing diversity and provide the recreation, events, and amenities to serve residents of all ages. Map 42, to the right, demonstrates currently vacant land with its respective City zoning applied in the appropriate color. As the City reaches its maximum build-out potential, it becomes increasingly important to carefully consider how larger developments occur throughout the community.

ACTION STEPS: HOUSING OPTIONS

- A. *Permit mixed-use condominiums and townhouses in commercial areas to promote redevelopment of housing for both seniors and young professionals*
- B. *Create a zoning district for single-level and cottage style housing with requirements that will work for smaller infill parcels*
- C. *Consider zoning code revisions to limit assisted living facilities and support other diverse housing options*
- D. *Work with local medical centers, senior living facilities, local organizations, and volunteer groups to create a system for regularly checking on seniors living alone*
- E. *Work diligently to connect senior homeowners to Countywide and local loan and grant programs to help maintain and upgrade their homes*

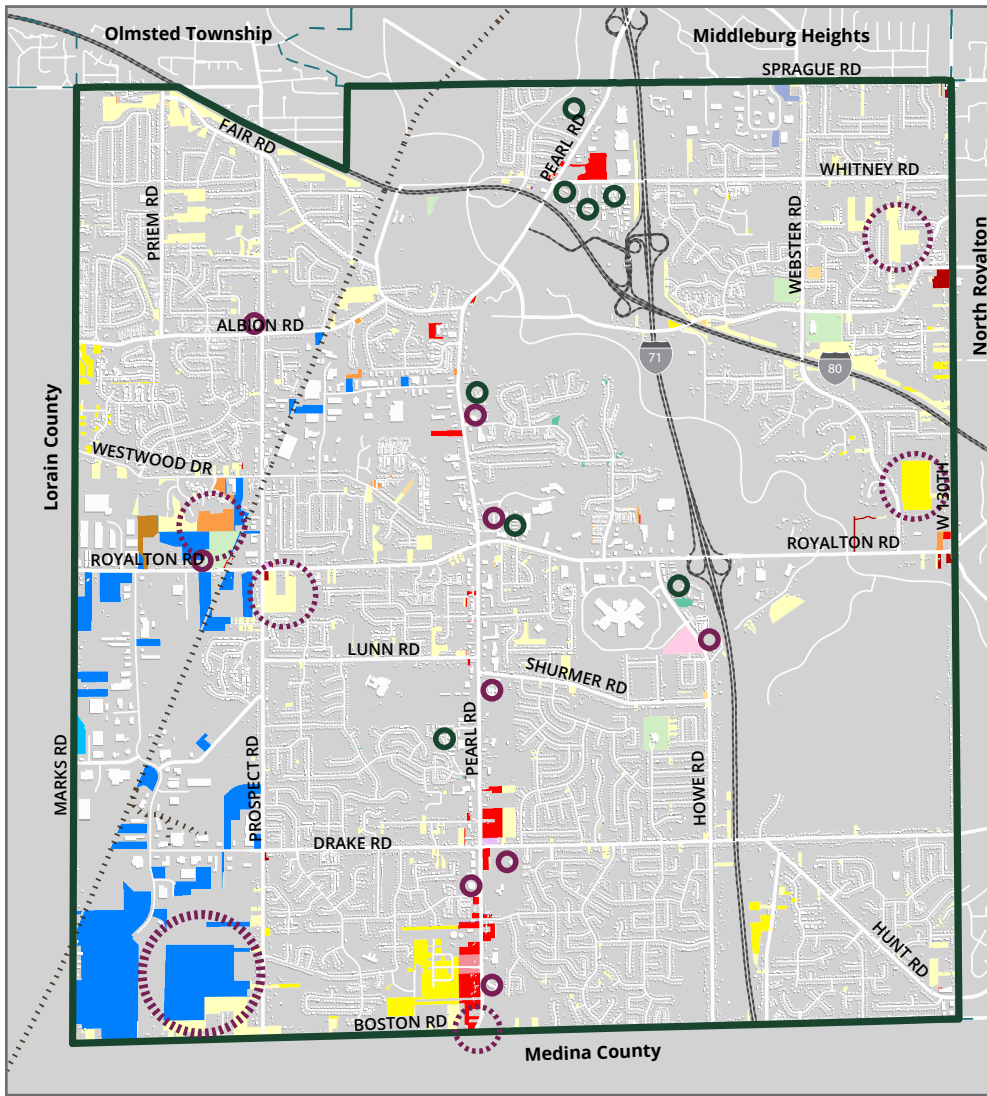
ACTION STEPS: RECREATION

- F. *Increase recreation programs for seniors and young families*
- G. *Explore an appropriate location for a splash pad to supplement the existing recreational facility*
- H. *Install active recreation amenities in parks that only have ball fields: playgrounds, basketball courts, walking trails, exercise areas, grills and pavilions, etc.*
- I. *Consider an appropriate location to create a community dog park*

ACTION STEPS: COMMUNITY EVENTS

- J. *Increase efforts to engage residents to volunteer and participate in community events and organizations*
- K. *Implement activities and events targeted specifically at young families. Consider partnering with local schools to put on these events*
- L. *Create a way (specific person or department) for residents to easily interact with the City to coordinate and use public spaces or facilities for public gatherings, demonstrations, vigils, etc. (make this available on-line)*
- M. *Increase the online presence of the City for government operations, community events, permitting and applications, and news and recognition*

MAP 42 — POTENTIAL MULTI-GENERATIONAL HOUSING OPPORTUNITIES



LEGEND

- Existing Senior Care/Living Facility
- Existing Multi-Family Units
- Potential Housing Areas

ZONING DISTRICTS OF VACANT LAND

- R1-75 Single-Family Residential
- R1-100 Single-Family Residential
- R1-125 Single-Family Residential
- R2F Two-Family Residential
- RT-C Townhouse Cluster
- RMF-1 Multi-Family Residential
- SR Senior Residential
- ER Estate Residential
- LB Local Business
- GB General Business
- SC Shopping Center
- MS Motorist Service
- OB Office Building
- R-RS Restaurant-Recreational Services
- PF Public Facilities
- RD Research-Development
- CS Commercial Service
- GI General Industrial
- GI-A General Industrial-A
- PDA-2 Planned Development Area
- Town Center District

EXAMPLES OF POTENTIAL HOUSING VARIETY TYPES



5.7 SUPPORT PARCEL REZONINGS TO MEET THE COMMUNITY'S NEEDS & FUTURE GROWTH

The City of Strongsville contains roughly twenty-five square miles of land and is primarily “built-out” with limited opportunity for newer development. A main focus moving forward continues to be how best to plan ahead as demands change and the community continues to grow.

Over the years, Strongsville has seen a number of rezonings and created additional zoning districts to better accommodate development pressures. However, through various circumstances the City is now faced with the issue of “split zoning,” where a parcel may have more than one zoning district associated with it. This is a problem because residents and developers cannot fully utilize all of their property due to limiting factors placed upon them through zoning code regulations.

In addition to split zoning issues, there are a number of parcels within the City of Strongsville that no longer match what those specific areas are being developed as. One such area is the residential zoning along Royalton Road across from “The Greens” commercial development. Residential dwellings, some with gravel driveways, front Royalton Road from Pearlview Drive to Ordner Drive. This area is highly desirable for commercial development and is not logical for residential development to continue in perpetuity at this location.

The Plan recommends that the City address these zoning issues to ensure logical and efficient future development and potential redevelopment where appropriate.

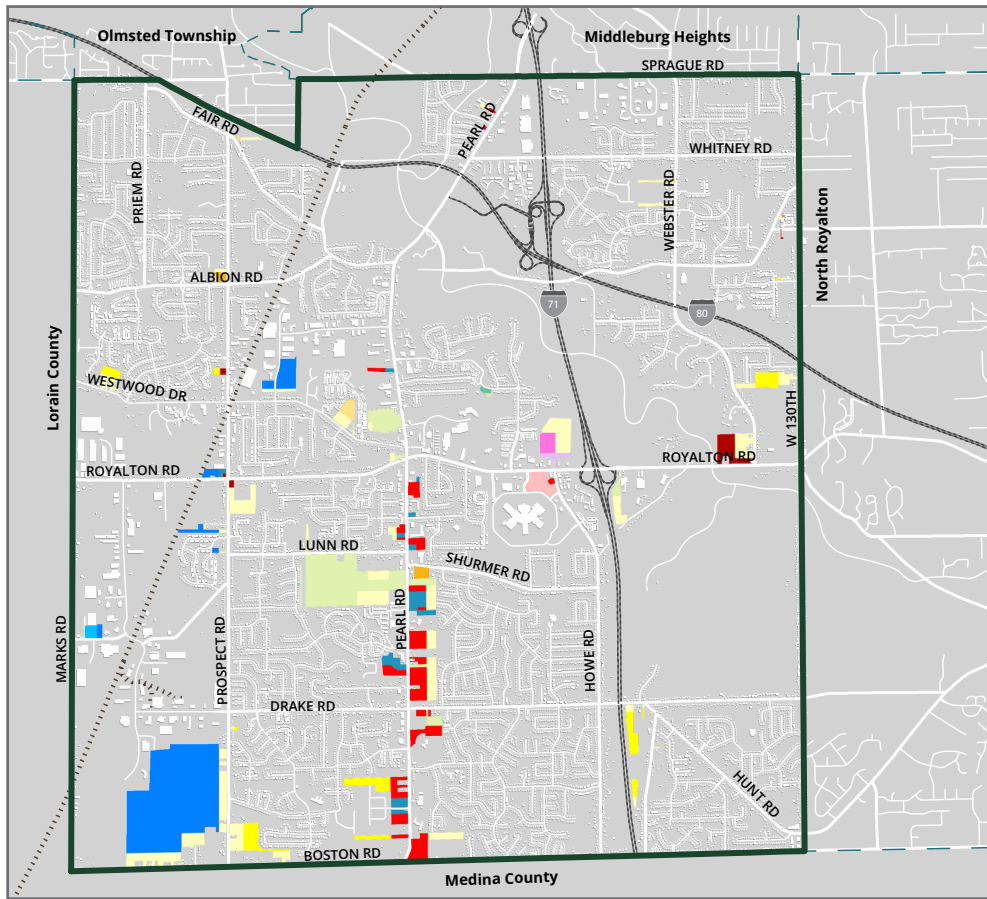
ACTION STEPS: REMOVE SPLIT ZONING

- A. *Work with City officials, City Council, and the public to eliminate any instances of split zoning within the City*

ACTION STEPS: PARCEL REZONINGS

- B. *Consider the rezoning of the parcels identified in Map 44 to be more consistent with the character of the areas in which they exist*

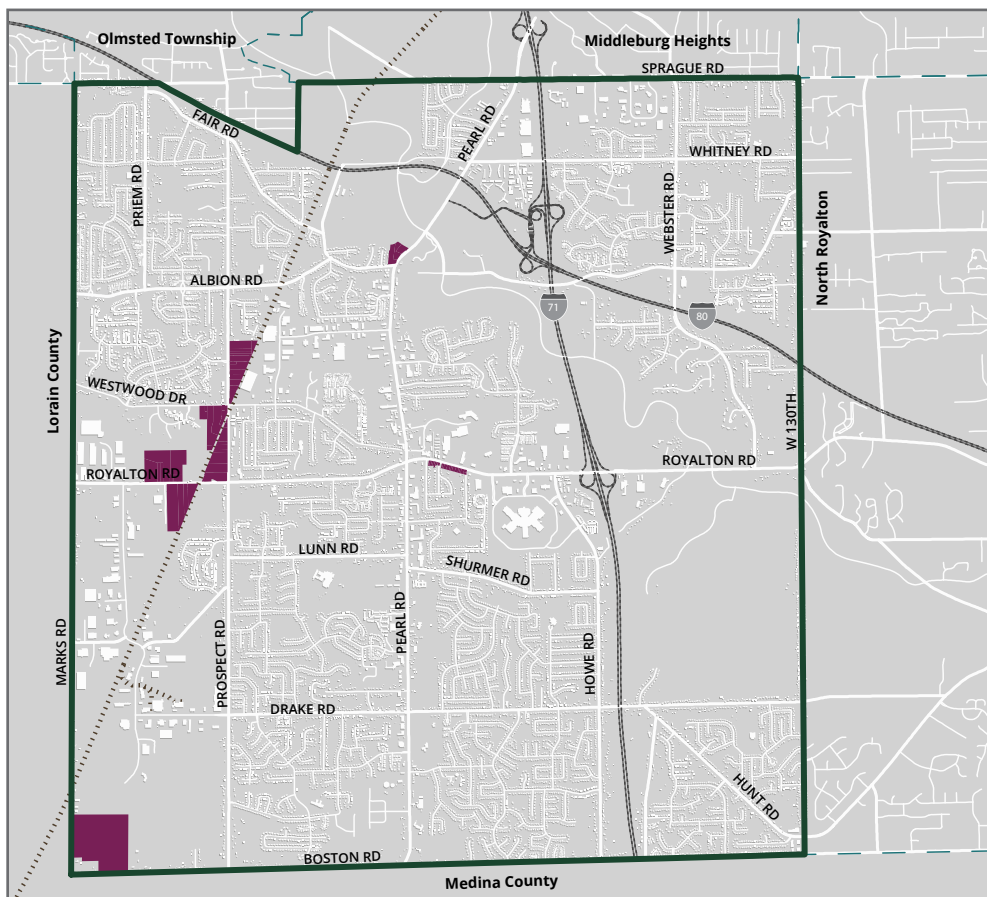
MAP 43 — EXISTING COMMUNITYWIDE SPLIT PARCEL ZONING



LEGEND

- R1-75 Single-Family Residential
- R1-100 Single-Family Residential
- R1-125 Single-Family Residential
- R2F Two-Family Residential
- RT-C Townhouse Cluster
- RMF-1 Multi-Family Residential
- SR Senior Residential
- ER Estate Residential
- LB Local Business
- GB General Business
- SC Shopping Center
- MS Motorist Service
- OB Office Building
- R-RS Restaurant-Recreational Services
- PF Public Facilities
- RD Research-Development
- CS Commercial Service
- GI General Industrial
- GI-A General Industrial-A
- PDA-2 Planned Development Area
- Town Center District

MAP 44 — POTENTIAL AREAS FOR REZONING



LEGEND

- Potential Areas for Rezoning



6.0 Implementation

Moving from vision to implementation requires commitments of time and resources. The Implementation section ties individual actions to partners, time frames, and potential funding sources to ensure everyone is aware of how actions can be accomplished.

WHAT'S IN THIS SECTION?

This section includes tables that correspond to each component, goal, and action from the Goals & Actions document. For each component, potential next steps are listed for implementation of that component. For the goals and actions, detailed information is listed including a time frame identifying how long it could take to accomplish the action, parties that could assist in its implementation, and potential levels of funding. It also provides space to add notes for the status of a project and for the date an action is completed.

The implementation tables are meant to serve as a guide; however, priorities, funding streams, and partners can change over time. New resources should be evaluated against action items as they arise.

HOW DO I USE IT?

The Implementation section informs not only City staff and administration of who is responsible for undertaking actions, but it also discusses partnerships with private property owners, other municipalities, and other levels of government to demonstrate that accomplishing the plan will take efforts from many groups.

IMPLEMENTATION

- » Implementation & Collaboration, page 128
- » Reading the Tables, page 129
- » Place-Based Implementation Tables, page 132
- » Community-wide Implementation Tables, page 142
- » Potential Funding Sources, page 148

6.1 IMPLEMENTATION & COLLABORATION

It is intended that this Master Plan will be used by Strongsville—as well as property owners and developers—when deciding where, when, and how to make investments. A viable implementation program—one that sets forth specific action items—is a valuable tool to ensure that recommendations are acted upon.

IMPLEMENTATION ACCOUNTABILITY

This Master Plan is only a policy guide. It is not law. This allows flexibility to ensure that decisions are made and actions are specifically tailored to on-site conditions, changing needs or desires, and financial or other considerations. This also means that implementation can fall by the wayside if the Plan is not actively pursued.

To create a system of accountability to pursue actions and periodically update actions and priorities, it is recommended that the current Project Team, consisting of City Department officials, continue meeting as a Plan Implementation Committee. The duties of this Committee would be:

- Assign implementation actions to appropriate staff or departments
- Periodically review and update action progress and priorities
- Periodically report on the results and progress of the Master Plan to City Council and the Public

The structure, process, and timing of these actions can take various forms and will be up to the City to determine. The important thing is to create a system that works to create accountability in implementing the plan. This will ensure

actions are pursued and the Plan is continually reviewed and updated as priorities and needs change.

COLLABORATION

It is important to recognize that there are factors that impact the City that are beyond its control. In such cases, it is important to forge and maintain supportive partnerships with those who can provide assistance. In addition, because cities across the County and State are facing declining resources, it is becoming more important than ever to engage firms, institutions, and citizens to collaborate in the work of government.

The Master Plan identifies opportunities for engaging with other entities in developing mutually beneficial programs. With this in mind, the City can serve as a champion and supporter to help spur collaborative actions.

Under both the Place-based and Community-wide Implementation Tables, responsible parties and partners have been identified who could be involved in the process of completing the action. These are groups or people who could help in technical planning and execution, partners in public engagement, affected stakeholders, or simply engaged citizens.

HELP! — WHERE DO WE START?

The first step to implementation is often the most overwhelming. Where do we start? Who should do what? How do we stop the plan from sitting on a shelf? While every community's path to implementation is different, here is a practical way to get started:

- Establish a **Plan Implementation Committee** that meets every quarter to review the actions that are underway

- Use the implementation table to **pick the top priorities** and **assign personnel responsible for those actions**
- Publish an **Annual Results Report** detailing what has been accomplished so far

Still lost? Contact County Planning and we can help you get started.

6.2 READING THE TABLES

The implementation tables on the following pages link directly to the actions in the Goals & Actions document. tables include details such as Projected Timeline, Responsible Parties & Partners, Estimated Cost, and Status/Date Complete. Potential Partners are identified through symbols as shown in the legend on the following page.

While Potential Partners, Estimated Timelines, and Estimated Cost are outlined, changing circumstances, priorities, and funding streams may require this action table to change. The last column—Status/Date Complete—provides the opportunity to track changes in the implementation of an action and to provide a public record of when a project or action is completed.

It is important to recognize the tables serve as guides; they are intended to be updated when circumstances warrant.

COST ESTIMATES

The implementation tables for the Village-wide framework contain three levels of cost estimates: High, Medium, and Low. Because of the ever-changing nature of projects, costs are variable; however, we have provided ranges to give a general understanding of the scope of a project. For the purposes of this plan, High, Medium, and Low cost ranges can be understood as follows:

Cost	Estimated Cost Range
High Cost	Over \$500,000
Medium Cost	\$100,000 to \$500,000
Low Cost	Up to \$100,000

Importantly, estimated costs are only supplied for the action as described. They do not take into account additional steps. For instance, the cost of the action “Consider a new centralized City Hall campus for the community to have easier access to public officials and meetings” is only for the cost of studying the feasibility of this action and the time it might take to conduct meetings on this issue. The cost does not take into account further actions—such as construction costs, environmental studies, etc.—that might be a necessary next step to facilitate this relocation.

PRIORITIES

The priorities for Actions and Goals will be identified by stars in the implementation tables. Those with three stars are the highest priority while fewer stars indicate lower priorities.

IMPROVEMENT COSTS

The Place-Based improvements naturally require a significant amount of physical infrastructure enhancements. Since they are targeted to a specific area, the actions are also being considered as a whole, not individually. Because of this, costs will be more significant than other actions. Also, many of these projects are large enough that they may even be done in phases in which case costs would be broken up over several years.

Due to these issues, individual cost estimates are not provided for each Goal. However, Figure 1 on page 131 lists the typical costs for common improvements that are included in these goals. These figures can be used to create individual estimates for individual actions, groups of actions, or portions or larger actions.

It is important to note that these estimates, unless stated specifically, do not include future operation or maintenance costs. It also does not include specific engineering or run-over costs. The Northeast Ohio Areawide Coordinating Agency, where most of the figures come from, typically includes a 30% contingency cost and a 10% design engineering cost to their estimates to cover potential cost uncertainties in site specific planning, design, and installation.

These figures can also be used to identify more specific costs in the Community-wide action items in the following section.

Figure 1 Typical Costs of Common Improvements

Improvement	Unit	Cost
Intersections		
Ladder Crosswalk	Pair	\$5,000
ADA Curb Ramps	Intersection	\$12,000
Pedestrian Refuge Island	Each	\$10,000 - \$50,000
Pedestrian Signals	Intersection	\$20,000
Traffic Signal*	Intersection	\$80,000 - \$100,000
Operational Cost*	Yearly	\$1,400
Sidewalks & Multi-Use Paths		
Sidewalk	Linear Foot	\$121
Multi-Use Path	Linear Foot	\$138
Signs		
Wayfinding Signs	Each	\$300
Monument Signs^	Each	\$8,000 - \$50,000
Streetscape Enhancements		
Streetscape Enhancements#	Linear Foot	
Minor Enhancements#		\$10 - \$50
Major Enhancements#		\$275 - \$500
Bike Racks	Each	\$200
Benches	Each	\$1500
Street Trees+	Each	\$150 - \$400
Streetlights	Each	\$150 - \$500
Operational Cost<	Per Month	\$1 - \$40

Sources:

Unless indicated otherwise, all improvement costs are taken from the Northeast Ohio Areawide Coordinating Agency: <http://www.noaca.org/index.aspx?page=3377>

*Ohio Department of Transportation: <https://www.dot.state.oh.us/districts/D03/PlanningEngineering/TrafficPlanning/Pages/TrafficSignals.aspx>




#City of Dover, NH, Downtown Dover Pedestrian and Vehicular Access and Streetscape Study, prepared by The Cecil Group, 2015

+The Cleveland Forest Coalition, The Cleveland Tree Plan, 2015, Prepared by Davey Resource Group

<The Cleveland Electric Illuminating Company, Schedule of Rates for Electric Service, 2009: https://www.firstenergycorp.com/content/customer/customer_choice/ohio/_ohio_tariffs.html




6.3 PLACE-BASED IMPLEMENTATION TABLES

POTENTIAL PARTNERS LEGEND






























City of Strongsville	
	City of Strongsville Government – General
B	Building
F	Finance
L	Law
AR	Architectural Review
ED	Economic Development
R	Recreation
S	Services
SS	Senior Services
PC	Planning Commission
EN	Engineering
	Strongsville City School District
	Police and Fire







Private and Non-Profit Entities	
	Bicycling Advocates
	Rocky River Watershed Council
	Community Organizations
	Cuyahoga County Public Library
	Home Repair Resource Center
	Local Businesses
	Neighborhood Groups
	Private Property Owners
	Qualified Design Professionals
	Qualified Non-Profits
	Regional Institutions
	Strongsville Chamber of Commerce

Other Governmental Agencies	
	Cleveland Metroparks
	County Planning
	Cuyahoga County Department of Development
	Cuyahoga County Public Works
	Cuyahoga Soil and Water Conservation District
	Greater Cleveland Regional Transit Authority
	Neighboring Communities
	Northeast Ohio Areawide Coordinating Agency
	Northeast Ohio Regional Sewer District
	Ohio Department of Health
	Ohio Department of Natural Resources
	Ohio Department of Transportation
	Ohio Development Services Agency
	Western Reserve Land Conservancy

Priority Level	
	Lowest Priority
	Middle Priority
	Highest Priority

GOAL 1: ENHANCE & CONNECT THE CITY CENTER






























Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Streetscape Enhancements					
A. Create a landscaped buffer between the roadway surface and pedestrian surfaces to increase safety and provide a more pleasant walking or biking experience	☆☆	2-3 Years	 — B, PC, EN  	High	
B. Install benches, bike racks, waste receptacles, flags, and other enhancements that share consistent City branding	☆☆	1-2 Years	 — AR, R  	Medium	
C. Consider a new event venue at the Rec Center instead of the Strongsville Commons to reduce traffic, safety issues, and provide better access to large scale events and ample parking (this would allow for better utilization of the Commons as a shared community space for outside activities)	☆☆	3-5 Years	 — ED, PC 	Low-High	
Connectivity					
D. Consider a multi-use path along Westwood Drive that crosses Pearl Road and provides off-street facilities to access nearby amenities	☆	2-3 Years	 — B, PC  	High	
E. Consider pedestrian safety enhancements to businesses that abut Westwood Drive, such as better signage, road striping, lighting, etc.	☆	1-2 Years	 — B, PC  	Low	
F. Continue to implement bicycle and pedestrian improvements recommended in the NOACA TLCI Strongsville Town Center District Redevelopment Plan	☆☆☆☆	2-3 Years	 — B, PC  	Low-High	
Pearl Road & Westwood Drive Intersection Safety Enhancements					
G. Continue textured crosswalk to all four sides of the intersection	☆☆	1 Year	 — B 	Low	
H. Install more pedestrian crossing signage to alert drivers as they approach the intersection	☆☆☆☆	1 Year	 — PC  	Low	
I. Ensure that all crossing points are ADA compliant	☆☆☆☆	1 Year	 — PC, EN 	Low	
J. Consider an extended right turning lane from Westwood Drive to allow for more car stacking	☆☆	1-2 Years	 — B, PC, EN  	Medium	
Pearl Road & Royalton Road Intersection Safety Enhancements					
K. Continue textured crosswalk pattern from the Westwood Drive and Pearl Road intersection to maintain the “City Center” appearance	☆☆	1 Year	 — B 	Low	

L.	Install more pedestrian crossing signage to alert drivers as they approach the intersection	☆☆☆	1 Year	 — PC  	Low
M.	Consider increased pedestrian crossing times	☆☆	1 Year	 — PC, EN	Low
N.	Ensure that all crossing points are ADA compliant	☆☆☆	1 Year	 — PC, EN 	Low
































Centralized City Hall Complex

O.	Consider a new centralized City Hall complex to provide a centralized location for City departments, public officials, safety & emergency service provision, and resident access to government	☆☆	3-5 Years	 — S  	High
P.	Consider the relocation of existing balls fields to allow for an outdoor expansion of the recreation center and a new City Hall complex	☆	3-5 Years	 — R    	High
Q.	Ensure adequate parking to accommodate guests, staff, etc. that would be occupying a new City Hall complex and recreation center	☆	3-5 Years	 — B, PC	Low





























GOAL 2: ENHANCE, CONNECT & RE-IMAGINE SOUTHPARK MALL

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Streetscape Enhancements					
A. Create a landscaped buffer between the roadway surface and pedestrian surfaces to increase safety and provide a more pleasant walking and biking experience	★	1-2 Years	 — B, R   	High	
B. Install benches, bike racks, waste receptacles, flags, and other enhancements that share consistent City branding	★	1 Year	 — AR  	Medium	
C. Consider implementing planted medians in place of painted or concrete medians on Royalton Road to create a "boulevard" environment in front of the Mall	★	2-3 Years	 — B, EN 	High	
Site Connectivity					
D. Consider implementing a multi-use path around the exterior of the site that connects to existing interior sidewalks	★★	2-3 Years	 — B, PC 	High	
E. Increase connectivity between interior pathways and the existing sidewalk network along Howe Road and Royalton Road	★★	1-2 Years	 — B, PC 	Low	
Reduce Impervious Pavement					
F. Continue reviewing parking requirement reductions to promote site development and place making	★★	Ongoing	 — B, PC, EN 	Low	
G. Replace impervious pavement with greenspace and green infrastructure for increased stormwater management and to create enhanced pedestrian spaces	★★	Ongoing	 — B, PC, EN    	Low-High	
Planning Ahead					
H. Consider alternative development options for a future where SouthPark Mall no longer functions as it is today	★★★	Ongoing	 — AR, PC   	Low	
I. Implement flexible development regulations for potential future redevelopment (mixed-use, setbacks, height, etc.)	★★★	1-2 Years	 — B, AR, PC  	Low	
J. Analyze and amend the Zoning Ordinance to expand the list of permitted uses on the SouthPark Mall site to anticipate and facilitate future redevelopment opportunities	★★★	Ongoing	 — AR, PC  	Low	














GOAL 3: ENHANCE & PRESERVE BUSINESS PARKS

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Infrastructure					
A. Work with local businesses and trade groups to ensure that all needed and appropriate transportation and technology infrastructure is available throughout Strongsville's business parks	☆☆☆	Ongoing	 — ED, PC, EN    	Low	
B. Determine if Foltz Parkway should be extended further south	☆☆	2-3 Years	 — PC, EN   	High	
C. If Foltz Parkway is not to be extended, consider what land should be available for development and what should be preserved as park or open space	☆☆	1-2 Years	 — PC, R    	Low	
Zoning & Development					
D. Restrict the use of day cares, schools, and other similar commercial services in industrial zoned areas	☆☆☆	1-2 Years	 — S, PC   	Low	
E. Ensure industrial and business zoning regulations are modern and flexible to adapt to new types of industry or site expansion and redevelopment	☆☆☆	1-2 Years	 — PC   	Low	
F. Provide zoning incentives for development and redevelopment that protect and enhance the natural environment (reduced impervious surface, tree protection, etc.), provide public open space, and other desired practices and amenities	☆☆	1-2 Years	 — PC, EN   	Low	
G. Investigate the potential relocation of soccer fields located in Foltz Business Park to open prime space for industrial development. Consider undeveloped land at the southeast end of Foltz Industrial Park, or consolidation with other field locations in the City	☆	2-3 Years	 — PC, R    	High	






















GOAL 4: ENHANCE, CONNECT & PRESERVE PARKLAND

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Park Connectivity					
A. <i>Install complete sidewalk networks in neighborhoods and along major roads to connect residents to parks and amenities</i>	☆☆☆	3-5 Years	 — R, PC  	Medium	
B. <i>Install bike lanes, multi-use trails, and bike markings and signage according to the Bike Connectivity Plan</i>	☆☆	5-10 Years	 — B, PC   	High	
Park Amenities					
C. <i>Add playground equipment, basketball courts, park pavilions, walking paths, and other active amenities to the current “field only” parks (consider reducing the number of fields at these parks if warranted)</i>	☆☆	3-5 Years	 — R   	Medium	
D. <i>Identify unused or under used properties, especially in or near neighborhoods, that could be enhanced as neighborhood parks or pocket parks</i>	☆☆	3-5 Years	 — R, PC  	Medium	
E. <i>Consider relocating the sports fields on Foltz Parkway to a more appropriate location</i>	☆	3-5 Years	 — R, PC   	High	
Continued Partnerships					
F. <i>Continue working with Cleveland Metroparks to enhance preservation, amenities, programs, and connectivity in Mill Stream Run Reservation</i>	☆☆☆	Ongoing	 — R, PC 	Low	
G. <i>Partner with local groups and organizations to sponsor new equipment and cleanup of local parks</i>	☆☆	Ongoing	 — S     	Low	
H. <i>Consider a strengthened partnership with the Strongsville City School District for a formal “shared use agreement” for the utilization of school sports fields</i>	☆☆	Ongoing	 — S 	Low	


































GOAL 5: ENHANCE & CONNECT PEARL ROAD

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Streetscape Enhancements					
A. <i>Adopt design guidelines for new development and redevelopment along Pearl Road to ensure consistent design decisions (use a qualified firm to assist in the creation of such design guidelines)</i>	☆☆☆	1-2 Years	 — L, AR 	Low-Medium	
B. <i>Identify and delineate areas within the guidelines that should have a unique look and feel and increased connectivity</i>	☆☆	1-2 Years	 — L, AR 	Low-Medium	
C. <i>Create and implement a streetscape improvement plan for public enhancements along Pearl Road such as common street furniture, light poles, unique signage, street trees, decorative medians, pocket parks, and other elements (ensure that it matches with adopted design guidelines)</i>	☆☆	3-5 Years	 — AR 	Low-Medium	
Connectivity & Safety					
D. <i>Install a multi-use path along the east side of Pearl Road using the existing sidewalk area and excess parking along the front of properties.</i>	☆☆	3-5 Years	 — PC, R 	High	
E. <i>Upgrade intersections with high visibility crosswalks</i>	☆☆	2-3 Years	 — EN 	Medium	
F. <i>Implement decorative medians and turn lanes along Pearl Road</i>	☆	2-3 Years	 — AR 	Medium	
G. <i>Encourage inter-parcel vehicle movement and shared parking agreements to reduce the amount of primary curb-cuts along Pearl Road</i>	☆☆	Ongoing	 — PC 	Low	
H. <i>Remove excessive temporary signage from the right-of-way, as this adds clutter to the streetscape, is a distraction, and could block sight lines for pedestrians, bicyclists, and motorists</i>	☆☆	Ongoing	 — PC, L 	Low	
Zoning					
I. <i>Reduce front setbacks to allow new buildings to be built to the street with parking behind or to the side</i>	☆	1-2 Years	 — L, AR, B, PC 	Low	
J. <i>Provide zoning incentives (increased density, height, etc.) for meeting development criteria to preserve and promote good design and environmental protection</i>	☆☆	1-2 Years	 — L, AR, B, PC 	Low	
K. <i>Consider allowing mixed-use development, especially near the City Center and existing residential areas</i>	☆	1-2 Years	 — L, AR, B, PC 	Low	

































GOAL 6: ENHANCE & CONNECT ROYALTON ROAD

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Streetscape Enhancements					
A. <i>Create and implement a streetscape improvement plan for public enhancements along Royalton Road such as common street furniture, light poles, unique signage, street trees, decorative medians, pocket parks, and other elements (Ensure that this matches with adopted design guidelines)</i>	☆☆☆	3-5 Years	 — AR, R    	Low-Medium	
Connectivity & Safety					
B. <i>Install pedestrian refuges at major intersections</i>	☆☆☆☆	2-3 Years	 — EN, S   	Low	
C. <i>Upgrade intersections with high visibility crosswalks</i>	☆☆☆☆	2-3 Years	 — EN, S   	Low	
D. <i>Implement decorative medians and turn lanes, especially east of Pearl Road (replace painted or concrete medians with planted medians)</i>	☆☆	2-3 Years	 — AR, PC, EN   	Medium	
Zoning					
E. <i>Consider rezoning residential parcels with street frontage along Royalton Road from Pearl Road to Ordner Drive to reflect the surrounding commercial development or higher density housing (such as potential townhome development)</i>	☆☆☆☆	2-3 Years	 — L, ED, PC   	Low	

GOAL 7: ENHANCE & IMPROVE PROSPECT ROAD FROM ALBION ROAD TO ROYALTON ROAD












Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Streetscape Enhancements					
A. <i>Install new curb and gutter along Prospect Road from Royalton Road to Greenfield Place</i>	☆☆	1-2 Years	 — S, EN   	Medium	
B. <i>Reduce pavement and gravel areas in the right-of-way by planting medians and street trees or landscaping in those areas</i>	☆	1-2 Years	 — PC  DOT  	Low	
C. <i>Increase landscaping at the intersections of Prospect Road and Royalton and Prospect and Westwood, but as to not impede sight lines</i>	☆	1-2 Years	 — PC, EN 	Low	
D. <i>Implement unique street infrastructure, furniture, and signage to create a unified, distinct commercial area</i>	☆	1-2 Years	 — AR, ED   	Low	
E. <i>Consider the installation of a roundabout at the Albion Road and Prospect Road intersection to reduce traffic delays and enhance the pedestrian and bicycle experience</i>	☆☆☆☆	2-3 Years	 — AR, R, S   DOT 	High	
Pedestrian & Bicyclist Safety					
F. <i>Expand sidewalk on east side of Prospect Road into a multi-use path</i>	☆	1-2 Years	 — B, R   	Medium	
G. <i>Enhance safety markings and infrastructure at existing railroad crossings</i>	☆☆	1-2 Year	 — PC  DOT 	Low	
H. <i>Install high-visibility crosswalks and pedestrian signals at the intersection of Prospect and Westwood</i>	☆	1-2 Years	 — PC, EN   	Low	
I. <i>Provide capacity improvements at the Albion Road and Prospect Road intersection to reduce delays and enhance pedestrian and bicyclist safety</i>	☆☆☆☆	2-3 Years	 — EN   	Medium-High	

GOAL 8: ENHANCE & IMPROVE HOWE ROAD FROM ROYALTON ROAD TO BOSTON ROAD




Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Royalton Road & Howe Road Intersection					
A. Ensure that traffic lights are timed appropriately to reduce traffic delays for vehicles turning onto Howe Road	☆☆☆	Ongoing	 — PC, EN  	Low	
B. Consider prohibiting left turns from businesses during peak hours	☆	2-3 Years	 — PC   	Low	
C. Explore right-in/right-out driveways to reduce incidents of left turn traffic conflicts near the intersection	☆☆	2-3 Years	 — PC, EN    	Low	
Roundabouts					
D. Evaluate the installation of two roundabouts on Howe Road, at Shurmer Road and at Pomeroy Boulevard, to reduce the delays in traffic	☆☆☆	3-5 Years	 — PC, EN    	High	
Access Management					
E. Perform an access management study along the main corridors within the City to identify ways to consolidate or eliminate unnecessary curb cuts and identify ways to increase inter-parcel access. Perform as a joint undertaking with the Ohio Department of Transportation (ODOT)	☆☆	1-2 Years	 — EN, PC   	Medium	
F. Work with ODOT, Medina County, the City of Brunswick, and Hinckley Township to consider the installation of a partial or full interchange with I-71 at Boston Road to alleviate traffic at the I-71/Royalton Road interchange and along Howe Road	☆☆☆	3-5 Years	 — EN, PC    	High	
Pedestrian & Bicyclist Safety					
G. Expand sidewalk on east side of Howe Road into a multi-use path	☆☆	2-3 Years	 — R  	High	
H. Install high-visibility crosswalks and pedestrian signals at the intersection of Shurmer Road and Howe Road	☆☆☆	1-2 Years	 — R, EN  	Low	

6.4 COMMUNITY-WIDE IMPLEMENTATION TABLES












































POTENTIAL PARTNERS LEGEND







City of Strongsville	
	City of Strongsville Government – General
B	Building
F	Finance
L	Law
AR	Architectural Review
ED	Economic Development
R	Recreation
S	Services
SS	Senior Services
PC	Planning Commission
EN	Engineering
	Strongsville City School District
	Police and Fire
Private and Non-Profit Entities	
	Bicycling Advocates
	Rocky River Watershed Council
	Community Organizations
	Cuyahoga County Public Library
	Home Repair Resource Center
	Local Businesses
	Neighborhood Groups
	Private Property Owners
	Qualified Design Professionals
	Qualified Non-Profits
	Regional Institutions
	Strongsville Chamber of Commerce

Other Governmental Agencies	
	Cleveland Metroparks
	County Planning
	Cuyahoga County Department of Development
	Cuyahoga County Public Works
	Cuyahoga Soil and Water Conservation District
	Greater Cleveland Regional Transit Authority
	Neighboring Communities
	Northeast Ohio Areawide Coordinating Agency
	Northeast Ohio Regional Sewer District
	Ohio Department of Health
	Ohio Department of Natural Resources
	Ohio Department of Transportation
	Ohio Development Services Agency
	Western Reserve Land Conservancy







Priority Level	
	Lowest Priority
	Middle Priority
	Highest Priority

GOAL 1: PROMOTE THE CREATION OF UNIQUE CITY CHARACTER THROUGH STREETSAPES, DESIGN GUIDELINES & COMMERCIAL DEVELOPMENT

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
City Branding					
A. <i>Identify and implement a desired City image and Character</i>	☆☆☆	3-5 Years	 — AR, PC     	Low	
B. <i>Market the City regionally with both its image and “business friendly” atmosphere</i>	☆☆	Ongoing	 — ED    	Low-Medium	
Design Guidelines					
C. <i>Work with a certified design professional to create and adopt design guidelines for the City to promote cohesive design and development for a unique City character</i>	☆☆	1-2 Years	 — PC, ED, AR  	Low-Medium	
D. <i>Create flexibility and incentives into the design guidelines to allow for incremental change</i>	☆☆	1-2 Years	 — L, PC, ED, AR  	Low	
E. <i>Identify character areas that should have unique design requirements in addition to, or in place of, general design standards</i>	☆☆	1-2 Years	 — L, PC, ED, AR  	Low	
Streetscape Enhancements					
F. <i>Install cohesive street furniture and infrastructure along major corridors, including signal posts, street lamps, benches, trash/recycling receptacles, etc.</i>	☆	3-5 Years	 — AR, R   	Medium	
G. <i>Develop a unique signage and wayfinding system for major corridors and commercial areas to direct visitors and help create a sense of place</i>	☆☆	2-3 Years	 — AR, PC     	Low	
H. <i>Ensure street trees are planted along major corridors</i>	☆☆	Ongoing	 — AR, S, PC    	Medium	
Commercial Redevelopment					
I. <i>Implement a loan or grant program specifically for the upgrade of storefront facades</i>	☆☆	2-3 Years	 — L, F, ED   	Medium-High	
J. <i>Allow mixed-use housing and commercial in appropriate locations</i>	☆	1-2 Years	 — PC   	Low	

K.	Identify uses not desired in commercial areas and make them conditional uses or prohibited uses	☆☆☆☆	1-2 Years	 — PC, L	Low
L.	Implement form-based zoning principles to guide building design and development while still remaining flexible to new proposed uses	☆	1-2 Years	 — PC, L	Low
M.	Implement zoning incentives specific to redevelopment of existing commercial space (increased building density, reduced setbacks, increased height, reduced parking requirements, etc.)	☆	2-3 Years	 — PC, ED	Low
N.	Implement zoning incentives for implementing green infrastructure and preserving greenspace (reduced parking requirements, reduced setbacks, etc.)	☆☆	2-3 Years	 — PC, L, EN	Low
O.	Create specific regulations for out-parcel development	☆☆	1-2 Years	 — AR, PC	Low
P.	Increase requirements for parking lot landscaping	☆☆	1-2 Years	 — PC, L, AR	Low
Q.	Create regulations requiring inter-parcel access between commercial properties	☆☆	1-2 Years	 — ED, PC, L	Low







































GOAL 2: IMPROVE AND ENHANCE PEDESTRIAN & BICYCLE CONNECTIVITY

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Pedestrian Connectivity					
A.	Complete the City's missing sidewalk network, starting with first priority areas and then Second Priority areas	☆☆☆☆	3-5 Years	 — S, EN, PC	Medium-High
B.	Ensure all new development provides public sidewalk or trail connections	☆☆☆☆	1-2 Years	 — PC, L, AR	Low
Bicycle Connectivity					
C.	Implement bike lanes or multi-use paths within the City based on the Bicycle Connectivity Enhancement Map	☆☆	5-10 Years	 — PC, R	High
D.	Consider a multi-use path behind residential properties to the west of I-71 along the existing ODOT utility easement	☆☆	3-5 Years	 — PC	High
E.	Work with the Cleveland Metroparks on an I-71 overpass or underpass at the undeveloped parcel at the intersection of Shurmer and Howe Roads to access trails in Mill Stream Run Reservation	☆☆☆☆	3-5 Years	 — PC, R	High
F.	Work with the Cleveland Metroparks to develop a park entrance off of Drake Road	☆☆☆☆	2-3 Years	 — R	Low-High






























GOAL 3: CONTINUE INTERGOVERNMENTAL COOPERATION FOR REGIONAL SOLUTIONS TO TRAFFIC, SERVICE PROVISIONS & ECONOMIC DEVELOPMENT

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Regional Traffic Solutions					
A. Work with ODOT to improve signage and wayfinding at the I-71/Royalton Road interchange	☆☆	2-3 Years	 — PC	Medium	
B. Ensure optimal traffic signal synchronization along Pearl and Royalton Roads, especially at SouthPark Mall and the City Center	☆☆☆	Ongoing	 — EN 	Medium	
C. Work with GCRTA to provide consistent Park-N-Ride service farther south along Pearl Road	☆	Ongoing	 — S, PC  	Low-High	
Regional Service Provisions					
D. Examine police, emergency, communications, sanitation, and public works services for areas where costs can be saved by collaborating between departments or with neighboring communities	☆☆☆	2-3 Years	 — S  	Low	
E. Reach out to other communities to identify areas where Strongsville can provide services at savings to the communities and financial benefit to the City	☆☆☆	2-3 Years	 — F, S  	Low	
F. Work with local medical and senior assisted living facilities to identify emergency service needs and develop protocol for when emergency services should be called and what can be handled through other means	☆☆☆	2-3 Years	 — S, SS   	Low	
G. Work with neighboring communities to identify areas where joint service agreements can create broader coverage and reduce strain on regional emergency services	☆☆☆	Ongoing	 — S   	Low	
Regional Economic Development					
H. Take a leadership roll in organizing and collaborating with local economic development groups and leaders	☆☆	Ongoing	 — F, ED   	Low	
I. Work with neighboring communities to identify local strengths in industries, workforce, and infrastructure	☆☆	2-3 Years	 — ED    	Low-Medium	
J. Emphasize the regions strength in economic development materials	☆☆☆	Ongoing	 — ED   	Low	
K. Work to integrate the City's "Business Brand" into regional marketing efforts	☆☆	Ongoing	 — ED   	Low	




















GOAL 4: PROTECT THE ENVIRONMENT & PROVIDE SUSTAINABLE AND EFFICIENT INFRASTRUCTURE AND SERVICES

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Runoff Control					
A. Provide incentives to reduce impervious surfaces and land disturbance through green infrastructure	☆☆☆☆	2-3 Years	 — PC    	Low-High	
B. Provide financial incentives, through reduced fees or other means, for retrofitting existing parking lots with green infrastructure	☆☆	2-3 Years	 — F, PC 	Low-High	
C. Increase greenspace requirements for new development	☆☆☆☆	1-2 Years	 — L, AR, PC	Low	
D. Install bioswales along existing ditches on Drake, Howe, Shurmer, Prospect, and other major roads, to better absorb stormwater runoff	☆☆☆☆	3-5 Years	 — EN   	Medium-High	
Light Pollution					
E. Require the use of IDA (International Dark Sky Association) approved lighting for new development to minimize the effects to light pollution within heavily commercialized areas of the community	☆☆	1-2 Years	 — AR, PC   	Low	
F. Incentivize existing developments to install light shields to existing lights to prevent any light trespass onto neighboring properties	☆☆	2-3 Years	 — ED, PC  	Medium	
Green City Services & Operations					
G. Identify areas of City operations where green practices can be implemented: Energy efficient lights and appliances, recycling programs, building HVAC systems, solar panels, fuel efficient fleet vehicles, etc.	☆☆☆☆	2-3 Years	 — L, S, F  	Medium	
H. Provide incentive programs to employees for car pooling, biking or walking to work, waste reduction, or other green practices	☆☆	2-3 Years	 — F, S    	Low	
I. Require City-led development, contracts, or other projects to use or implement green or sustainable practices and infrastructure whenever possible	☆☆	2-3 Years	 — B, PC   	Low	
Local Tree Ordinance					
J. Continue enforcement of the City's existing "Tree Preservation Ordinance" and encourage the protection or replacement of trees whenever possible	☆☆☆☆	Ongoing	 — PC 	Low	
K. Amend the existing Tree Preservation Ordinance to require removal permits on developed single-family lots for non-dead, non-diseased, and non-dangerous trees of identified desirable tree species above a certain size. Consider implementation of a recompense fee for the removal of such trees.	☆☆	1-2 Years	 — F, PC   	Low	
L. Use fees collected through tree removals to support tree planting and street tree maintenance throughout the City	☆☆☆☆	Ongoing	 — F, B, S	Low	

GOAL 5: PROMOTE ECONOMIC DEVELOPMENT THROUGH CONSISTENT CITY BRANDING, BUSINESS INFRASTRUCTURE & WORKFORCE DEVELOPMENT











Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
City Branding					
A. Continue to publicize and market the technology-focused businesses and developments to the City and region	☆☆	Ongoing	 — ED    	Low	
B. Work with local groups and businesses to develop a "Business Brand" to design all economic development marketing materials for the City	☆☆	1-2 Years	 — ED   	Low-Medium	
Business Infrastructure					
C. Continue to reach out to businesses through personal contact and surveys to monitor the technology, infrastructure, and workforce needs of local businesses	☆☆☆	Ongoing	 — ED   	Low	
D. Ensure all businesses parks have access to high-speed broadband, fiber-optics, and the most up-to-date communications technology infrastructure	☆☆	Ongoing	 — ED, S 	Medium-High	
E. Consider the relocation of sports fields from Foltz Parkway to available land near Marks Road and Boston Road to convert developable acreage to business park uses	☆	3-5 Years	 — PC, ED, R    	High	
Workforce Development					
F. Coordinate efforts between local businesses, colleges, and local staffing and recruitment firms to match workforce needs with appropriate training	☆☆	2-3 Years	 — ED  	Low	
G. Target business marketing towards workforce as well as corporate recruitment	☆	Ongoing	 — ED 	Low	
H. Work with GCRTA, local organizations, and local businesses on continued efforts to provide bus or shuttle services to Strongsville's commercial areas and corridors	☆☆	Ongoing	 — ED, S   	Low-High	

GOAL 6: SUPPORT A MULTI-GENERATIONAL COMMUNITY FOR RESIDENTS OF ALL AGES

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Housing Options					
A. <i>Permit mixed-use condominiums and townhouses in commercial areas to promote redevelopment of housing for both seniors and young professionals</i>	☆☆	1-2 Years	 — L, PC, AR, SS	Low	
B. <i>Create a zoning district for single-level and cottage style housing with requirements that will work for smaller infill parcels</i>	☆	1-2 Years	 — L, PC, AR 	Low	
C. <i>Consider zoning code revisions to limit assisted living facilities and support other diverse housing options</i>	☆☆☆	1-2 Years	 — L, PC, AR 	Low	
D. <i>Work with local medical centers, senior living facilities, local organizations, and volunteer groups to create a system for regularly checking on seniors living alone</i>	☆☆	2-3 Years	 — SS, S  	Low-Medium	
E. <i>Work diligently to connect senior homeowners to Countywide and local loan and grant programs to help maintain and upgrade their homes</i>	☆☆☆	Ongoing	 — SS, F, B   	Low	
Recreation					
F. <i>Increase recreation programs for seniors and young families</i>	☆☆	Ongoing	 — SS, R   	Low	
G. <i>Explore an appropriate location for a splash pad to supplement the existing recreational facility</i>	☆☆	3-5 Years	 — R, L, F, PC  	Medium-High	
H. <i>Install active recreation amenities in parks that only have ball fields: playgrounds, basketball courts, walking trails, exercise areas, grills and pavilions, etc.</i>	☆☆	3-5 Years	 — R   	Low-Medium	
I. <i>Consider an appropriate location to create a community dog park</i>	☆	3-5 Years	 — R   	Medium	
Community Events					
J. <i>Increase efforts to engage residents to volunteer and participate in community events and organizations</i>	☆☆	Ongoing	 — R, S     	Low	

K. Implement activities and events targeted specifically at young families. Consider partnering with local schools to put on these events	☆☆	Ongoing	 – R, S    	Low
L. Create a way (specific person or department) for residents to easily interact with the City to coordinate and use public spaces or facilities for public gatherings, demonstrations, vigils, etc. (make this available on-line)	☆☆	1-2 Years	   	Low
M. Increase the online presence of the City for government operations, community events, permitting and applications, and news and recognition	☆☆☆	1-2 Years	   	Low

GOAL 7: SUPPORT PARCEL REZONINGS TO MEET THE COMMUNITY'S NEEDS & FUTURE GROWTH

Action Steps	Priority Level	Years to Complete	Responsible Parties & Partners	Est. Cost	Status
Remove Split Zoning					
A. Work with City officials, City Council, and the public to eliminate any instances of split zoning within the City	☆☆☆	3-5 Years	 – L, PC    	Low	
Parcel Rezonings					
B. Consider the rezoning of the parcels identified in Map 24 to be more consistent with the character of the areas in which they exist	☆☆☆	3-5 Years	 – L, PC    	Low	

6.5 POTENTIAL FUNDING SOURCES

A table and description of different grant programs, loan programs, and other funding sources to help pay for or reduce costs for communities to implement infrastructure and other programming is outlined in this table.

Each source includes a program name, the source of the funding, a brief description of the program or what projects are eligible, and the most recent web site.

COMMUNITY DEVELOPMENT

Potential Funding Sources

CERTIFIED LOCAL GOVERNMENT GRANTS

OHIO HISTORY CONNECTION

Provides grants to Certified Local Governments for projects such as training staff, developing design guidelines, restoring properties, or developing heritage tourism programs that strengthen community historic preservation, protect and preserve cultural resources, and promote economic development

Community Development, Housing, Historic Preservation
www.ohiohistory.org/preserve/state-historic-preservation-office/clg/clggrants

THE CLEVELAND FOUNDATION GRANTS

THE CLEVELAND FOUNDATION

Provides grants to the Greater Cleveland community in six areas of focus: education & youth development, neighborhoods, health & human services, arts & culture, economic development, and purposeful aging

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health
www.clevelandfoundation.org/grants/grants-overview

COMMUNITY REINVESTMENT AREA PROGRAM (CRA)

OHIO DEVELOPMENT SERVICES AGENCY (ODSA)

Allows municipalities or counties to designate areas where investment has lagged as a CRA to encourage revitalization of the existing housing stock and the development of new structures by providing real property tax exemptions for property owners who renovate existing or construct new buildings

Community Development, Economic Development, Housing
www.development.ohio.gov/bs/bs_comreinvest.htm

CUYAHOGA ARTS AND CULTURE PROJECT SUPPORT GRANTS

CUYAHOGA ARTS AND CULTURE (CAC)

Provides grant support to organizations such as community development corporations for arts and cultural projects that are open to the public and revolve around topics such as literature, theatre, music, motion pictures, and architecture

Community Development
www.cacgrants.org/grant-programs/

THE GEORGE GUND FOUNDATION GRANTS

THE GEORGE GUND FOUNDATION

Provides grants to the Greater Cleveland community in five areas of focus: arts, economic development & community revitalization, education, environment, and human services

Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

Potential Funding Sources

GROW CUYAHOGA FUND **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Provides loans to small businesses for any legitimate business purpose including working capital, machinery and equipment, acquisition of land and building, construction, renovations, and tenant improvements

Community Development, Economic Development
<http://development.cuyahogacounty.us/en-US/grow-cuyahoga-county.aspx>

HOME DEPOT FOUNDATION GRANTS **HOME DEPOT FOUNDATION**

Provides grants for to improve the homes of U.S. veterans, train residents in skilled trades, and support communities impacted by natural disasters

Community Development, Economic Development, Housing
www.corporate.homedepot.com/community

KEY BANK FOUNDATION GRANTS **KEY BANK FOUNDATION**

Provides grants to support neighborhoods through affordable housing, homeownership, economic inclusion, small business development, education, and workforce assistance

Community Development, Economic Development, Housing
www.key.com/about/community/key-foundation-philanthropy-banking.jsp

THE KRESGE FOUNDATION GRANTS **THE KRESGE FOUNDATION**

Provides national grants focus on arts & culture, education, environment, health, human services,

Environment, Community Development, Economic Development, Recreation, Health
www.kresge.org

MUNICIPAL GRANT PROGRAM **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

OHIO STATE HISTORIC PRESERVATION HISTORY FUND **THE OHIO HISTORY CONNECTION**

Provides grant funding to public or non-profit entities in three categories: organization development such as training for boards and staff, programs and collections projects such as the study and recording of historic information, and bricks & mortar projects such as the restoration of a historic site

Community Development, Economic Development, Historic Preservation
www.ohiohistory.org/preserve/local-history-services/history-fund/history-fund-guidelines

"OUR TOWN" GRANTS **NATIONAL ENDOWMENT FOR THE ARTS (NEA)**

Provides grant support for organizations that integrate arts and culture into community revitalization efforts that aim to enhance quality of life, increase creative activity, and create or preserve a distinct sense of place

Community Development, Economic Development
www.arts.gov/grants-organizations/our-town/introduction

PEOPLE FOR BIKES COMMUNITY GRANT **PEOPLE FOR BIKES AND BIKE INDUSTRY PARTNERS**

Provides grants to non-profit organizations and governments with a focus on bicycling infrastructure, active transportation, or community development such as bike paths, bike racks, and open streets programs

Infrastructure, Community Development
www.peopleforbikes.org/pages/grant-guidelines

ROBERT WOOD JOHNSON FOUNDATION GRANTS **ROBERT WOOD JOHNSON FOUNDATION**

Provides grants for projects that advance the Foundation's mission to improve the health and health care of all Americans through healthy communities that support parks and active transportation

Infrastructure, Community Development, Health
www.rwjf.org/en/grants/what-we-fund.html

Potential Funding Sources

SPECIAL IMPROVEMENT DISTRICT (SID)

PROPERTY OWNERS

Areas of land within which property owners agree to pay an additional tax or fee that is used to provide specific services or improvements such as landscaping, streetscape improvements, or ambassador programs within that area

Infrastructure, Community Development, Economic Development

TRANSPORTATION ALTERNATIVES PROGRAM (TA)

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for programs and projects that include pedestrian and bicycle facilities, safe routes for non-drivers, community improvement activities, and environmental mitigation

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=142

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) PLANNING GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides assistance to communities and public agencies for integrated transportation and land use planning studies that can lead to transportation system and neighborhood improvements such as complete bicycle networks or transit-oriented developments

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) IMPLEMENTATION GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides grant awards to communities and public agencies to develop and install infrastructure that has been recommended as part of a previous TLCI Planning Study or Technical Assistance

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

TREE FUND GRANTS

TREE RESEARCH AND EDUCATION ENDOWMENT FUND

Provides grants to support the development of arboriculture education programs and materials that encourage children to learn about the environment as well as research into arboriculture and urban forestry

Environment, Community Development
www.treefund.org/grants

ECONOMIC DEVELOPMENT

Potential Funding Sources

THE CLEVELAND FOUNDATION GRANTS

THE CLEVELAND FOUNDATION

Provides grants to the Greater Cleveland community in six areas of focus: education & youth development, neighborhoods, health & human services, arts & culture, economic development, and purposeful aging

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health
www.clevelandfoundation.org/grants/grants-overview

COMMUNITY REINVESTMENT AREA PROGRAM (CRA)

OHIO DEVELOPMENT SERVICES AGENCY (ODSA)

Allows municipalities or counties to designate areas where investment has lagged as a CRA to encourage revitalization of the existing housing stock and the development of new structures by providing real property tax exemptions for property owners who renovate existing or construct new buildings

Community Development, Economic Development, Housing
www.development.ohio.gov/bs/bs_comreinvest.htm

ENTERPRISE ZONE TAX INCENTIVES

CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)

Serve as an additional economic development tool for communities attempting to retain and expand their economic base by providing tax incentives for eligible new investments

Economic Development
www.development.cuyahogacounty.us/en-US/enterprise-zone-tax-incentives.aspx

Potential Funding Sources

THE GEORGE GUND FOUNDATION GRANTS **THE GEORGE GUND FOUNDATION**

Provides grants to the Greater Cleveland community in five areas of focus: arts, economic development & community revitalization, education, environment, and human services

Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

GROW CUYAHOGA FUND **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Provides loans to small businesses for any legitimate business purpose including working capital, machinery and equipment, acquisition of land and building, construction, renovations, and tenant improvements

Community Development, Economic Development
<http://development.cuyahogacounty.us/en-US/grow-cuyahoga-county.aspx>

HOME DEPOT FOUNDATION GRANTS **HOME DEPOT FOUNDATION**

Provides grants for to improve the homes of U.S. veterans, train residents in skilled trades, and support communities impacted by natural disasters

Community Development, Economic Development, Housing
www.corporate.homedepot.com/community

KEY BANK FOUNDATION GRANTS **KEY BANK FOUNDATION**

Provides grants to support neighborhoods through affordable housing, homeownership, economic inclusion, small business development, education, and workforce assistance

Community Development, Economic Development, Housing
www.key.com/about/community/key-foundation-philanthropy-banking.jsp

THE KRESGE FOUNDATION GRANTS **THE KRESGE FOUNDATION**

Provides national grants focus on arts & culture, education, environment, health, human services,

Environment, Community Development, Economic Development, Recreation, Health
www.kresge.org

MICROENTERPRISE LOAN FUND PROGRAM (MLFP) **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD) & THE ECONOMIC AND COMMUNITY DEVELOPMENT INSTITUTE (ECDI)**

Provides micro-loans and technical assistance to microenterprise businesses and entrepreneurs for the establishment of a new business, expansion of an existing business, purchase of equipment, startup operating costs, or other uses

Economic Development
<http://development.cuyahogacounty.us/en-US/Microenterprise-Loan-Fund-Program.aspx>

MUNICIPAL GRANT PROGRAM **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

OHIO HISTORIC PRESERVATION TAX CREDIT PROGRAM **OHIO DEVELOPMENT SERVICES AGENCY (ODSA)**

Provides a tax credit to the owners of historic structures to assist in the renovation of buildings that are individually listed on the national register of historic places, located in and contributing to a registered historic district, or individually listed as a historic land mark by a certified local government

Economic Development, Historic Preservation
www.development.ohio.gov/cs/cs_ohptc.htm

OHIO STATE HISTORIC PRESERVATION HISTORY FUND **THE OHIO HISTORY CONNECTION**

Provides grant funding to public or non-profit entities in three categories: organization development such as training for boards and staff, programs and collections projects such as the study and recording of historic information, and bricks & mortar projects such as the restoration of a historic site

Community Development, Economic Development, Historic Preservation
www.ohiohistory.org/preserve/local-history-services/history-fund/history-fund-guidelines

Potential Funding Sources

“OUR TOWN” GRANTS

NATIONAL ENDOWMENT FOR THE ARTS (NEA)

Provides grant support for organizations that integrate arts and culture into community revitalization efforts that aim to enhance quality of life, increase creative activity, and create or preserve a distinct sense of place

Community Development, Economic Development
www.arts.gov/grants-organizations/our-town/introduction

ROCKEFELLER FOUNDATION GRANTS

THE ROCKEFELLER FOUNDATION

Provides grants to promote the well-being of humanity throughout the world with a focus in the United States on transportation planning, infrastructure policy, and sustainability

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.rockefellerfoundation.org

SPECIAL IMPROVEMENT DISTRICT (SID)

PROPERTY OWNERS

Areas of land within which property owners agree to pay an additional tax or fee that is used to provide specific services or improvements such as landscaping, streetscape improvements, or ambassador programs within that area

Infrastructure, Community Development, Economic Development

TECHNICAL ASSISTANCE PROGRAM

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for NOACA staff to offer planning expertise on community-based multi-modal transportation projects that improve the safety, efficiency, and preservation of the transportation system for all users

Infrastructure, Environment, Economic Development
www.noaca.org/index.aspx?page=142

TRANSPORTATION ALTERNATIVES PROGRAM (TA)

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for programs and projects that include pedestrian and bicycle facilities, safe routes for non-drivers, community improvement activities, and environmental mitigation

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=142

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) PLANNING GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides assistance to communities and public agencies for integrated transportation and land use planning studies that can lead to transportation system and neighborhood improvements such as complete bicycle networks or transit-oriented developments

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) IMPLEMENTATION GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides grant awards to communities and public agencies to develop and install infrastructure that has been recommended as part of a previous TLCI Planning Study or Technical Assistance

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

ENVIRONMENT

Potential Funding Sources

ALTERNATIVE STORMWATER INFRASTRUCTURE LOAN PROGRAM

OHIO DEVELOPMENT SERVICES AGENCY (ODSA)

Below-market rate loans for the design and construction of green infrastructure as part of economic development projects in currently or previously developed areas

Infrastructure, Environment
www.development.ohio.gov/cs/cs_alstormwater.htm

Potential Funding Sources

CLEAN OHIO GREEN SPACE CONSERVATION PROGRAM NATURAL RESOURCE ASSISTANCE COUNCIL (NRAC)

Bond program created by the State of Ohio in 2000 and administered locally by NRAC to fund the preservation and protection of natural areas, farmland, streams, and wetlands

Environment, Recreation
www.development.ohio.gov/cleanohio/recreationaltrails/

THE CLEVELAND FOUNDATION GRANTS THE CLEVELAND FOUNDATION

Provides grants to the Greater Cleveland community in six areas of focus: education & youth development, neighborhoods, health & human services, arts & culture, economic development, and purposeful aging

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health
www.clevelandfoundation.org/grants/grants-overview

THE GEORGE GUND FOUNDATION GRANTS THE GEORGE GUND FOUNDATION

Provides grants to the Greater Cleveland community in five areas of focus: arts, economic development & community revitalization, education, environment, and human services

Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

GREAT LAKES RESTORATION INITIATIVE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

Provides grant funding for urban watershed management implementation projects that reduce nonpoint source pollution in watersheds draining to the Great Lakes

Environment
www.epa.gov/great-lakes-funding/

GREEN INFRASTRUCTURE GRANT PROGRAM NORTHEAST OHIO REGIONAL SEWER DISTRICT (NEORS)

Provides grants for professional services such as design and engineering costs, structural analysis, and construction costs for stream restoration and innovative stormwater management practices in the combined sewer area

Infrastructure, Environment
www.neorsd.org/stormwater-2/green-infrastructure-grant-program/

THE KRESGE FOUNDATION GRANTS THE KRESGE FOUNDATION

Provides national grants focus on arts & culture, education, environment, health, human services,

Environment, Community Development, Economic Development, Recreation, Health
www.kresge.org

LAND AND WATER CONSERVATION FUND OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)

Grant program that provides reimbursement assistance for the acquisition, development, and rehabilitation of recreational areas

Environment, Recreation
<http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

MUNICIPAL GRANT PROGRAM CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

ROCKEFELLER FOUNDATION GRANTS THE ROCKEFELLER FOUNDATION

Provides grants to promote the well-being of humanity throughout the world with a focus in the United States on transportation planning, infrastructure policy, and sustainability

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.rockefellerfoundation.org

Potential Funding Sources

SECTION 319 GRANTS

OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA)

Provides grant funding to local governments, park districts, and other organizations for the implementation of projects to restore Ohio streams and reduce nonpoint source pollution

Environment

www.epa.state.oh.us/dsw/nps/319Program.aspx

TECHNICAL ASSISTANCE PROGRAM

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for NOACA staff to offer planning expertise on community-based multi-modal transportation projects that improve the safety, efficiency, and preservation of the transportation system for all users

Infrastructure, Environment, Economic Development

www.noaca.org/index.aspx?page=142

TRANSPORTATION ALTERNATIVES PROGRAM (TA)

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for programs and projects that include pedestrian and bicycle facilities, safe routes for non-drivers, community improvement activities, and environmental mitigation

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health

www.noaca.org/index.aspx?page=142

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) PLANNING GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides assistance to communities and public agencies for integrated transportation and land use planning studies that can lead to transportation system and neighborhood improvements such as complete bicycle networks or transit-oriented developments

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health

www.noaca.org/index.aspx?page=132

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) IMPLEMENTATION GRANTS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides grant awards to communities and public agencies to develop and install infrastructure that has been recommended as part of a previous TLCI Planning Study or Technical Assistance

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health

www.noaca.org/index.aspx?page=132

TREE FUND GRANTS

TREE RESEARCH AND EDUCATION ENDOWMENT FUND

Provides grants to support the development of arboriculture education programs and materials that encourage children to learn about the environment as well as research into arboriculture and urban forestry

Environment, Community Development

www.treefund.org/grants

WESTERN RESERVE LAND CONSERVANCY SUPPORT

WESTERN RESERVE LAND CONSERVANCY

Provides assistance to government agencies in planning new parks, purchasing real property, and financing ongoing expenses

Environment, Recreation

www.wrlandconservancy.org

HEALTH

Potential Funding Sources

THE CLEVELAND FOUNDATION GRANTS

THE CLEVELAND FOUNDATION

Provides grants to the Greater Cleveland community in six areas of focus: education & youth development, neighborhoods, health & human services, arts & culture, economic development, and purposeful aging

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health

www.clevelandfoundation.org/grants/grants-overview

Potential Funding Sources

THE GEORGE GUND FOUNDATION GRANTS **THE GEORGE GUND FOUNDATION**

Provides grants to the Greater Cleveland community in five areas of focus: arts, economic development & community revitalization, education, environment, and human services

Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

THE KRESGE FOUNDATION GRANTS **THE KRESGE FOUNDATION**

Provides national grants focus on arts & culture, education, environment, health, human services,

Environment, Community Development, Economic Development, Recreation, Health
www.kresge.org

MUNICIPAL GRANT PROGRAM **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

ROBERT WOOD JOHNSON FOUNDATION GRANTS **ROBERT WOOD JOHNSON FOUNDATION**

Provides grants for projects that advance the Foundation's mission to improve the health and health care of all Americans through healthy communities that support parks and active transportation

Infrastructure, Community Development, Health
www.rwjf.org/en/grants/what-we-fund.html

ROCKEFELLER FOUNDATION GRANTS **THE ROCKEFELLER FOUNDATION**

Provides grants to promote the well-being of humanity throughout the world with a focus in the United States on transportation planning, infrastructure policy, and sustainability

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.rockefellerfoundation.org

SAFE ROUTES TO SCHOOL PROGRAM (SRTS) **OHIO DEPARTMENT OF TRANSPORTATION (ODOT)**

Grant funding available for the development of a School Travel Plan that outlines infrastructure and programmatic changes to make walking and biking to school safer, as well as funding for the implementation of those changes such as bike lanes, sidewalks, crosswalks, and educational programs

Infrastructure, Health
www.dot.state.oh.us/saferoutes

TRANSPORTATION ALTERNATIVES PROGRAM (TA) **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)**

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=142

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

HISTORIC PRESERVATION

Potential Funding Sources

CERTIFIED LOCAL GOVERNMENT GRANTS **OHIO HISTORY CONNECTION**

Provides grants to Certified Local Governments for projects such as training staff, developing design guidelines, restoring properties, or developing heritage tourism programs that strengthen community historic preservation, protect and preserve cultural resources, and promote economic development

Community Development, Housing, Historic Preservation
www.ohiohistory.org/preserve/state-historic-preservation-office/clg/clggrants

THE CLEVELAND FOUNDATION GRANTS **THE CLEVELAND FOUNDATION**

Provides grants to the Greater Cleveland community in six areas of focus: education & youth development, neighborhoods, health & human services, arts & culture, economic development, and purposeful aging

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health
www.clevelandfoundation.org/grants/grants-overview

HERITAGE HOME PROGRAM **CLEVELAND RESTORATION SOCIETY AND AREA BANKS**

Low-interest, fixed-rate home equity loans and technical services for homeowners to maintain and improve older houses through historically appropriate projects that include roof repair and replacement, painting, insulation, window repair and replacement, basement waterproofing, masonry repair, kitchen and bath renovation, compatible additions, electrical, plumbing, and HVAC

Housing, Historic Preservation
www.heritagehomeprogram.org/

OHIO HISTORIC PRESERVATION TAX CREDIT PROGRAM **OHIO DEVELOPMENT SERVICES AGENCY (ODSA)**

Provides a tax credit to the owners of historic structures to assist in the renovation of buildings that are individually listed on the national register of historic places, located in and contributing to a registered historic district, or individually listed as a historic land mark by a certified local government

Economic Development, Historic Preservation
www.development.ohio.gov/cs/cs_ohptc.htm

OHIO STATE HISTORIC PRESERVATION HISTORY FUND **THE OHIO HISTORY CONNECTION**

Provides grant funding to public or non-profit entities in three categories: organization development such as training for boards and staff, programs and collections projects such as the study and recording of historic information, and bricks & mortar projects such as the restoration of a historic site

Community Development, Economic Development, Historic Preservation
www.ohiohistory.org/preserve/local-history-services/history-fund/history-fund-guidelines

HOUSING

Potential Funding Sources

CERTIFIED LOCAL GOVERNMENT GRANTS **OHIO HISTORY CONNECTION**

Provides grants to Certified Local Governments for projects such as training staff, developing design guidelines, restoring properties, or developing heritage tourism programs that strengthen community historic preservation, protect and preserve cultural resources, and promote economic development

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www.clevelandfoundation.org/grants/grants-overview

Potential Funding Sources

COMMUNITY REINVESTMENT AREA PROGRAM (CRA) OHIO DEVELOPMENT SERVICES AGENCY (ODSA)

Allows municipalities or counties to designate areas where investment has lagged as a CRA to encourage revitalization of the existing housing stock and the development of new structures by providing real property tax exemptions for property owners who renovate existing or construct new buildings

Community Development, Economic Development, Housing
www.development.ohio.gov/bs/bs_comreinvest.htm

THE GEORGE GUND FOUNDATION GRANTS THE GEORGE GUND FOUNDATION

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Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

HERITAGE HOME PROGRAM CLEVELAND RESTORATION SOCIETY AND AREA BANKS

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Housing, Historic Preservation
www.heritagehomeprogram.org/

HOME DEPOT FOUNDATION GRANTS HOME DEPOT FOUNDATION

Provides grants for to improve the homes of U.S. veterans, train residents in skilled trades, and support communities impacted by natural disasters

Community Development, Economic Development, Housing
www.corporate.homedepot.com/community

KEY BANK FOUNDATION GRANTS KEY BANK FOUNDATION

Provides grants to support neighborhoods through affordable housing, homeownership, economic inclusion, small business development, education, and workforce assistance

Community Development, Economic Development, Housing
www.key.com/about/community/key-foundation-philanthropy-banking.jsp

MUNICIPAL GRANT PROGRAM CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

INFRASTRUCTURE

Potential Funding Sources

ALTERNATIVE STORMWATER INFRASTRUCTURE LOAN PROGRAM OHIO DEVELOPMENT SERVICES AGENCY (ODSA)

Below-market rate loans for the design and construction of green infrastructure as part of economic development projects in currently or previously developed areas

Infrastructure, Environment
www.development.ohio.gov/cs/cs_alstromwater.htm

CLEAN OHIO TRAILS FUND OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)

Provides grant funding for outdoor recreational trails with a special focus on completing regional trail systems, linking population centers with recreation areas, repurposing rail lines, preserving natural corridors, and providing links in urban areas

Infrastructure, Recreation
www.development.ohio.gov/cleanohio/recreationaltrails/

Potential Funding Sources

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www.clevelandfoundation.org/grants/grants-overview

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for transportation projects or programs including capital investments in transportation infrastructure, congestion relief efforts, vehicle acquisitions, or other capital projects that reduce transportation emissions in order to achieve air quality standards

Infrastructure
www.noaca.org/index.aspx?page=4430

CUYAHOGA COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP)

CUYAHOGA COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

Provides funding for County roads, bridges, and transportation assets

Infrastructure
www.publicworks.cuyahogacounty.us/en-US/Project-Planning-Funding.aspx

GREEN INFRASTRUCTURE GRANT PROGRAM

NORTHEAST OHIO REGIONAL SEWER DISTRICT (NEORS)

Provides grants for professional services such as design and engineering costs, structural analysis, and construction costs for stream restoration and innovative stormwater management practices in the combined sewer area

Infrastructure, Environment
www.neorsd.org/stormwater-2/green-infrastructure-grant-program/

MUNICIPAL GRANT PROGRAM

CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

PEOPLE FOR BIKES COMMUNITY GRANT

PEOPLE FOR BIKES AND BIKE INDUSTRY PARTNERS

Provides grants to non-profit organizations and governments with a focus on bicycling infrastructure, active transportation, or community development such as bike paths, bike racks, and open streets programs

Infrastructure, Community Development
www.peopleforbikes.org/pages/grant-guidelines

RECREATIONAL TRAILS PROGRAM

OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)

Grant program for projects such as urban trail linkages, trailhead & trailside facilities, acquisition of easements & property, development and construction of new trails

Infrastructure, Recreation
<http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

ROBERT WOOD JOHNSON FOUNDATION GRANTS

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Infrastructure, Community Development, Health
www.rwjf.org/en/grants/what-we-fund.html

ROCKEFELLER FOUNDATION GRANTS

THE ROCKEFELLER FOUNDATION

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.rockefellerfoundation.org

Potential Funding Sources

SAFE ROUTES TO SCHOOL PROGRAM (SRTS) OHIO DEPARTMENT OF TRANSPORTATION (ODOT)

Grant funding available for the development of a School Travel Plan that outlines infrastructure and programmatic changes to make walking and biking to school safer, as well as funding for the implementation of those changes such as bike lanes, sidewalks, crosswalks, and educational programs

Infrastructure, Health
www.dot.state.oh.us/saferoutes

SPECIAL IMPROVEMENT DISTRICT (SID) PROPERTY OWNERS

Areas of land within which property owners agree to pay an additional tax or fee that is used to provide specific services or improvements such as landscaping, streetscape improvements, or ambassador programs within that area

Infrastructure, Community Development, Economic Development

STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) DISTRICT ONE PUBLIC WORKS INTEGRATING COMMITTEE

Provides grants and loans for local public infrastructure improvements including roads, bridges, water supply, wastewater treatment, stormwater collection, and solid waste disposal projects

Infrastructure
www.countyplanning.us/services/grant-programs/state-capital-improvement-program/

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides flexible funding for road and bridge projects, transit projects, bikeways, and planning

Infrastructure
www.noaca.org/index.aspx?page=131

TECHNICAL ASSISTANCE PROGRAM NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides funding for NOACA staff to offer planning expertise on community-based multi-modal transportation projects that improve the safety, efficiency, and preservation of the transportation system for all users

Infrastructure, Environment, Economic Development
www.noaca.org/index.aspx?page=142

TRANSPORTATION ALTERNATIVES PROGRAM (TA) NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=142

TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI) PLANNING GRANTS NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)

Provides assistance to communities and public agencies for integrated transportation and land use planning studies that can lead to transportation system and neighborhood improvements such as complete bicycle networks or transit-oriented developments

Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
www.noaca.org/index.aspx?page=132

RECREATION

Potential Funding Sources

CLEAN OHIO TRAILS FUND **OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)**

Provides grant funding for outdoor recreational trails with a special focus on completing regional trail systems, linking population centers with recreation areas, repurposing rail lines, preserving natural corridors, and providing links in urban areas

Infrastructure, Recreation
www.development.ohio.gov/cleanohio/recreationaltrails/

CLEAN OHIO GREEN SPACE CONSERVATION PROGRAM **NATURAL RESOURCE ASSISTANCE COUNCIL (NRAC)**

Bond program created by the State of Ohio in 2000 and administered locally by NRAC to fund the preservation and protection of natural areas, farmland, streams, and wetlands

Environment, Recreation
www.development.ohio.gov/cleanohio/recreationaltrails/

THE CLEVELAND FOUNDATION GRANTS **THE CLEVELAND FOUNDATION**

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Historic Preservation, Health
www.clevelandfoundation.org/grants/grants-overview

THE GEORGE GUND FOUNDATION GRANTS **THE GEORGE GUND FOUNDATION**

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Environment, Community Development, Economic Development, Recreation, Housing, Health
www.gundfoundation.org

THE KRESGE FOUNDATION GRANTS **THE KRESGE FOUNDATION**

Provides national grants focus on arts & culture, education, environment, health, human services,

Environment, Community Development, Economic Development, Recreation, Health
www.kresge.org

LAND AND WATER CONSERVATION FUND **OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)**

Grant program that provides reimbursement assistance for the acquisition, development, and rehabilitation of recreational areas

Environment, Recreation
<http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

MUNICIPAL GRANT PROGRAM **CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT (DOD)**

Competitive grant program that provides funding for a variety of activities that match County and Federal priorities and objectives

Infrastructure, Environment, Community Development, Economic Development, Recreation, Housing, Health
www.development.cuyahogacounty.us/en-US/community-development.aspx

NATUREWORKS PROGRAM **OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)**

Grant program that provides reimbursement assistance for the acquisition, development, and rehabilitation of recreational areas

Recreation
<http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants>

RECREATIONAL TRAILS PROGRAM **OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR)**

Grant program for projects such as urban trail linkages, trailhead & trailside facilities, acquisition of easements & property, development and construction of new trails

Infrastructure, Recreation
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Potential Funding Sources

ROCKEFELLER FOUNDATION GRANTS **THE ROCKEFELLER FOUNDATION**

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Infrastructure, Environment, Community Development, Economic Development, Recreation, Health
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WESTERN RESERVE LAND CONSERVANCY SUPPORT **WESTERN RESERVE LAND CONSERVANCY**

Provides assistance to government agencies in planning new parks, purchasing real property, and financing ongoing expenses

Environment, Recreation
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County Planning

FOR OUR COMMUNITY
FOR OUR REGION
FOR OUR FUTURE