

CITY OF STRONGSVILLE, OHIO

ORDINANCE NO. 2015 – 008

By: Mayor Perciak and All Members of Council

**AN ORDINANCE APPROVING AND ADOPTING THE 2015
COMPREHENSIVE PLAN UPDATE FOR THE CITY OF
STRONGSVILLE, **AS FURTHER AMENDED.****

WHEREAS, in 1966, City officials, concerned with coordinating the many varied aspects of community development embarked on an intensive planning program which led to the City's first Comprehensive Plan, formally adopted by the City in 1968; and

WHEREAS, City officials have noted the importance of periodically updating the Comprehensive Plan to reflect changes that occur over time and have, in fact, adopted updates to the Comprehensive Plan at various times, including but not limited to the 1990, 1996, and 2001 updates, as well as certain other modifications thereafter; and

WHEREAS, during the last 25 years, substantial residential development has occurred, business development has progressed in relation to rapid population growth, Strongsville has become a major commercial hub, and due to a wide range of industrial firms locating in Strongsville's industrial parks, the City is emerging as one of the region's prime research and light industrial areas; and

WHEREAS, the City acknowledges that an updated Comprehensive Plan is necessary to the coordinated and successful development of the City as it advances into the future; that proper development cannot occur in a vacuum but must be based on sound study and planning and in a coordinated manner; and that this development is essential to the City in achieving its goals and objectives into the future; and

WHEREAS, the City has requested that the former and current professional City Planners conduct an intensive review and study of the City and suggest changes in the Comprehensive Plan where needed based on sound planning principles; and

WHEREAS, this study has taken over two (2) years and is now embodied in the "City of Strongsville 2015 Comprehensive Plan Update"; and

WHEREAS, this study has been further referred to the City's Planning Commission for its recommendation, after hearing comments from the citizens, landowners of this City, and the populace at large, and after conducting its own study of the matter; and

WHEREAS, the Planning Commission gave a favorable recommendation to this plan at its meeting of **March 26, 2015; and**

WHEREAS, on April 6, 2015, this Council amended the pending Plan through an amendment by substitution reflecting the changes which had been recommended by the Planning Commission; and

WHEREAS, the City Planner has now recommended that the Plan Update be further amended through the within second amendment by substitution; and

WHEREAS, the Planning Commission has reviewed and given favorable recommendation to the within new changes to the Plan Update.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF STRONGSVILLE, COUNTY OF CUYAHOGA, AND STATE OF OHIO:

Section 1. That this Council hereby approves and adopts the “City of Strongsville 2015 Comprehensive Plan Update,” **as further amended**, a copy of which is on file in the office of the Clerk of Council and with the Secretary of the Planning Commission.

Section 2. That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council; and that all deliberations of this Council, and any of its committees, that resulted in such formal action were in meetings open to the public in compliance with all legal requirements.

Section 3. That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.

First reading: January 20, 2015 Referred to Planning Commission
Second reading: April 6, 2015 January 21, 2015
Third reading: December 21, 2015 Approved: by PC March 26, 2015
Public Hearing: May 18, 2015

Michael Paymut
President of Council

Approved: Thomas B. Bauer
Mayor

Date Passed: December 21, 2015

Date Approved: December 22, 2015

CITY OF STRONGSVILLE, OHIO
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	<u>Yea</u>	<u>Nay</u>
Carbone	_____	<u>✓</u>
Daymut	<u>✓</u>	_____
DeMio	<u>✓</u>	_____
Dooner	<u>✓</u>	_____
Maloney	<u>✓</u>	_____
Schonhut	_____	<u>✓</u>
Southworth	<u>✓</u>	_____

Attest: *Aimee Pienetka*
 Clerk of Council

1st: 04-06-15

ORD. No. 2015-008 Amended: _____
 1st Rdg. 01-20-15 Ref: PC/P&E
 2nd Rdg. 04-06-15 Ref: P&E
 3rd Rdg. 12-21-15 Ref: _____
Tabled by PC 2-26-15. Public Hearing
with PC 2-26-15.
 Pub Hrg. 05-18-15 Ref: _____
 Adopted: 12-21-15 Defeated: _____

CITY OF STRONGSVILLE

2015

COMPREHENSIVE PLAN UPDATE



2015 COMPREHENSIVE PLAN STRONGSVILLE, OHIO

Thomas P. Perciak
(Mayor)

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Brent P. Painter, *Director*

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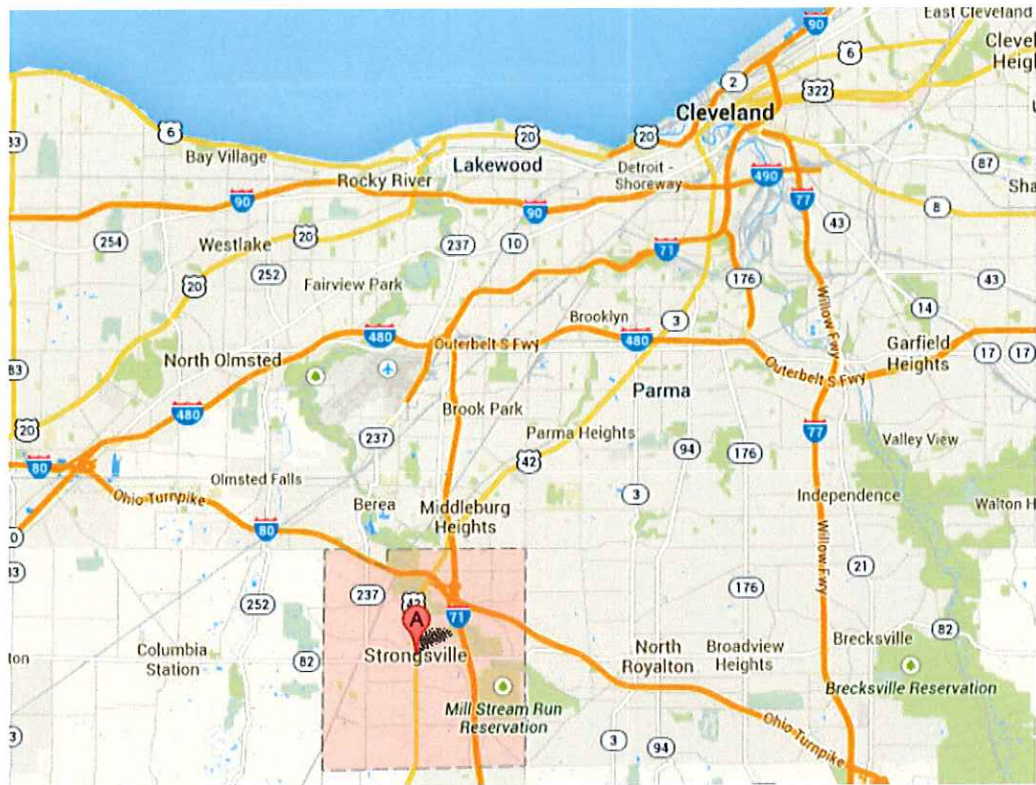
MAP 2.

COMPREHENSIVE PLAN - 2015

CHAPTER 1 INTRODUCTION

HISTORICAL PERSPECTIVE

Strongsville is located in the center of a region comprising the Akron, Cleveland and Lorain metropolitan areas. Interstate Route-71, and the Ohio Turnpike (I-80) have given it and its related corridor extended accessibility. The City has become an important regional growth area.



During the last 25 years, substantial residential development has occurred. Single family cluster homes are being built as an alternative to conventional one-family lots. Strongsville's change from a rural to an urban environment is clearly apparent.

Business development has progressed in relation to rapid population growth. Starwood's SouthPark regional shopping mall, The Plaza at Southpark, The Greens of Strongsville, WalMart, Home Depot and Lowe's have made Strongsville a major commercial hub.

A wide range of industrial firms such as Akzo Nobel, PPG, Eberhard, Avery Dennison and Momentive Performance Materials have located in Strongsville's well-defined industrial parks south of Sprague, along Progress-Alameda Drive, and west of Prospect Road north and south of Royalton Road. Clearly, the City has emerged as one of the region's prime research and light industrial areas.

Community facilities such as schools, parks, fire stations, new police headquarters, and Walter F. Ehrnfelt's multipurpose complex address the City's changing needs. Of particular importance are the Cleveland Metropolitan Park District's extensive park systems in the City, and the properties owned by Strongsville City Schools.

The City's thoroughfare system has evolved gradually. Today, its framework of arterial and collector streets is well-established. The local street pattern continues to expand. Public transportation, provided by the Regional Transit Authority, now represents a significant alternative mode of transportation service.

RESPONSE TO CHANGE

Strongsville's transition from a rural to a major suburban community is nearing completion, however further changes can still be expected. The Ohio Turnpike and I-71 interchanges in Strongsville not only offer optimum resident/work place relationships, but a stake in regional potentials afforded by linkages with the entire freeway system.

In 1966 City officials concerned with coordinating the many and varied aspects of community development embarked on an intensive planning program and the preparation of Strongsville's first Comprehensive Plan with federal assistance under the Urban Planning Assistance (701) Program. This Plan was adopted by Strongsville's Planning Commission in 1968. The Plan was subsequently updated and adopted in 1990 and 2001.

The following report and maps update the City's 2001 Comprehensive Plan. Its success will, of course, depend upon a wide range of financial resources from individual investments by property owners for the upkeep of their homes, to larger private and public ventures. Money alone, however, is not enough. The Plan's ultimate success will rest upon effective administration, political support and above all the willingness of Strongsville's citizens to effectuate the Plan's goals and objectives.

The Comprehensive Plan presented in this report is a point of departure toward the attainment of a more efficient and inviting city. By adhering to sound planning principles, the Plan is certainly attainable. Hopefully it is farsighted enough to be inspiring.

To be fully effective, the Comprehensive Plan must be sensitive to the desires of Strongsville's citizens and to the requirements of a changing environment. It must represent the thought and dedicated work of both officials and citizens. The City's Planning Commission and Council have at all times solicited the assistance of individuals and civic organizations with ideas of value to contribute to the development and improvement of Strongsville.

Keeping the Plan up-to-date, as well as achieving its goals and objectives during the years ahead, provide special opportunities for constructive cooperation by individuals and civic groups.

The Planning Commission and Council encourage the entire community to learn more about Strongsville's planning and development process. Only through such involvement can the Plan continue to reflect the desires and aspirations of the citizens, and thereby operate as an effective instrument through which the City can become a better place to live and work.

NATURE OF THE PLAN

The Comprehensive Plan is a single document containing a number of components. These include plans for future residential, commercial, and industrial development, transportation, community services, open space, recreation and education. While these components are discussed separately, they are actually interrelated parts of the whole. The Plan as articulated in the text and portrayed on the future land use map is a prediction of what the community will be at some future date. It is not an "end product" which would be outdated shortly after it is written. Rather, it is a statement of goals and objectives, a picture of the future. It is attainable given present legal and governmental techniques and market conditions. The Plan has a strong basis in fact. It has evolved from past conditions within the community. It incorporates past activities, decisions, and trends, utilizes present developments, and projects future needs in a manner designed to implement a number of broad goals.

The Plan suggests a course of action designed to protect the attributes of the existing community; absorb the impact of foreseeable development; establish programs to achieve goals to insure the perpetuation and of a healthy and viable community. The Plan is only the first step in the long-term process needed to implement this course of action. It should be considered a flexible guide for future community action backed by public and private action, legislation, and by community commitment.

The method used in preparing the Comprehensive Plan was one of evaluating Strongsville's physical, economic, social, cultural and governmental needs. This was accomplished through a series of related studies including: population, land use, community facility and transportation. With an understanding of the dynamics of development gained from these studies, a series of goals and objectives were drafted, reviewed and finally adopted as the basis for the Plan.

The Comprehensive Plan utilizes a ten-year projection period for assessing possible future changes. It is quite possible that certain projections and land use arrangements included in the Plan will be realized before or after ten years, due to various stimulating or retarding influences not predictable now. Therefore, the Plan should be reviewed periodically to keep it current with the best thinking on Strongsville's future needs and potentials.

PURPOSE

The Comprehensive Plan is the official document that sets forth major policies concerning desirable future development. It articulates the location and extent of residential, business and industrial land uses, and community and transportation facilities. The relationship between all of these elements is based on Strongsville's potentials and needs over a period of years. The Plan also includes an assessment of present conditions, pointing out major issues and opportunities.

The primary purpose of the Comprehensive Plan is to provide an ambitious, but realizable, statement of goals and objectives that will enhance existing development by encouraging orderly growth. It combines current activities and goals, the means by which they can be achieved, and standards by which they can be appraised. Comprehensive in scope, the Plan relates Strongsville's land use, community facility and transportation elements to the region as a whole.

In addition to providing a clear image of Strongsville's desirable future development, the Comprehensive Plan serves many important aspects in the daily operation of the City. While the Plan itself does not change any laws or ordinances, it does provide a basis for making changes to the City's Zoning and Building Codes and Subdivision Regulations which are needed to achieve desirable future development. It serves as a point of reference in making decisions concerning the zoning of land by indicating appropriate locations for various land uses and types of development, as well as providing an indication of when such development should proceed.

The Plan links community and transportation facilities with private development. As a matrix within which such development will be judged and coordinated, the Plan can guide all City departments and other public and private groups in determining their own long-range programs and detailed plans, particularly in capital improvement programming.

OBJECTIVES

An understanding of the objectives of the Comprehensive Plan is essential to understanding its specific proposals and the future city it portrays. The urbanization of any city cannot be accomplished overnight or in any brief predetermined period even with a limitless amount of money and governmental power. Of necessity, it must be a gradual process. An essential purpose of the Plan is to broadly define the kind of community its residents' desire, so that development, regardless of its rate, will always be toward the fulfillment of recognized goals.

Some of the changes called for by the Plan can be made today or in the immediate future, others can be foreseen definitely within the next five years, still others perhaps years beyond. If there is to be orderly growth and constant improvement, however, the Plan must look ahead as far as possible and record even distant possibilities, subject of course to modifications as the years unfold.

The Planning Commission and City Council acknowledge the promotion of the social and economic welfare of the City's citizens as the basic purpose of the Plan. Accordingly, its overall objective is to maximize the City's potential in terms of the most satisfying healthy living conditions and to promote the highest degree of economic well-being possible for its residents.

Located within an extremely favorable regional setting, Strongsville has good reason to anticipate continued growth, which will confirm it as one of the premier suburban cities of Cuyahoga County. It is entirely possible that the population of the City will reach nearly 60,000 at full development.

The prospect of such growth necessarily suggests physical change. The continued outward trend of residential construction, demands of industry for larger sites, and the development of new outlying business centers all reflect the prospect of changes in the years to come. In fact, if properly guided these changes will be the community's greatest asset.

The degree to which Strongsville will continue to benefit from its enviable position in the region, and the extent to which it will succeed in attaining its planning objectives, will depend in large measure upon the ability to maintain its successful development in the three following major areas while continuing to protect and preserve the City's natural resources:

Residential – as a well organized community continually alert to the need for careful coordination of street arrangements and the provision of a full complement of municipal facilities so that pleasing and safe residential environments are achieved;

Commercial – as an up-to-date trade and service center supplying the community and trade area shopping and convenience needs in convenient, attractive, and safe business centers; and

Industrial – as a desirable location for manufacturing and research activities through the careful organization and control of these areas as related to the residential components of the City.

While achieving those development goals, the existing natural environment must be respected and incorporated into the community's development wherever possible. There is no doubt the environment will be affected by development. However, if properly designed, development need not be harmful but can actually enhance it. Respect for the natural environment will insure:

- Streams and drainage-ways will be protected;
- Flood water storage will be provided;
- Wherever possible mature trees in wooded areas will remain; and
- Soil erosion will be prevented.

COORDINATING COMMUNITY GROWTH

In order to assure desirable expansion, to preserve existing development and to maintain a proper balance between both, the Plan calls for a gradual change in certain basic land use patterns. In most instances, this will not involve radical departures from existing patterns but rather will be in the form of an orderly progression.

Basic to this approach is the proposition that all cities have two primary functions. The first function is to provide for healthy, convenient, and attractive areas for living. The second is to provide other areas with appropriate attributes for making a living. There is, however, a possible conflict between these two functions. For example, the intrusion of factories into established residential neighborhoods is, of course, undesirable. The encroachment of dwellings into areas needed for industrial growth is likewise undesirable.

Characteristics of industrial and business development such as traffic generation and noise can have a deteriorating effect upon nearby residential areas. Evidence of physical deterioration and unsatisfactory living conditions in almost every American city can be traced to the conflict between the city as a place of residence and a place of employment and business activity. The effects of this conflict can only be prevented by planning appropriate locations for each function and by adequately "buffering" one from the other. The Plan is directed, therefore, toward securing the desirability and stability of residential neighborhoods and the improvement of industrial and business areas.

In approaching these objectives the Comprehensive Plan has followed three basic guidelines for action:

- The designation of areas for residential expansion, including the coordination of economical utility extension and the reservation of sites for all required public facilities, and the preservation of the natural environment;
- The provision of reasonable expansion of existing business and industrial areas, and the creation of new areas for future commercial and industrial development by the allocation and reservation of sufficient land suitable for such use free from the encroachment of incompatible activities; and
- The coordination of community and transportation facilities with the planning and development of residential neighborhoods, business and industrial areas.

As a result of the studies undertaken in the development of the Plan, these guidelines were expanded as follows:

The Strongsville Residential Community

Continued improvement to the region's transportation network has placed Strongsville within a most favorable time-distance relationship with Cleveland and other major employment -and business centers. Because of this the City of Strongsville will continue to be a prime place of residence for persons employed elsewhere in the region.

The plan for achieving improved living areas consists of coordinating existing residential development with future neighborhood expansion. The Plan defines neighborhoods that can provide a full range of public services and desirable environmental conditions. In so doing it incorporates all the advantages an urban society can offer. Fortunately, existing major street configurations provide an excellent basis for delineating neighborhoods. Building on this foundation, the Plan introduces features that will maintain and strengthen their unity. Constraints that would tend to interfere with or weaken them are reconciled.

The mere acceptance of a physical plan, however, cannot create a true community or neighborhood. Such a plan can only assist other forces in promoting a viable neighborhood spirit. Basic forces are at work, or can be put to work, to bring about this objective. These are:

- New subdivisions will be encouraged to create a pleasant environment by recognizing areas of natural beauty and by adding interest through the use of curvilinear streets, landscaped entrances and medians, and by aesthetic housing arrangements of varying housing types;
- The design of new streets will be controlled to ensure safety and privacy yet be arranged to provide an easy access to shopping, educational and recreational facilities;
- **The City's sidewalk network will be extended and expanded to more fully interconnect all residential neighborhoods and provide safe pedestrian access to commercial areas and community facilities.**
- Recreation areas will be identified and reserved in advance so that every neighborhood will be provided adequate space for this fundamental activity in the very best location possible; and

- New neighborhoods will be oriented in such a way as to assure protection against the hazards of through traffic and encroachment by business, industrial and any other incompatible land use.
- Residential developments will provide for a complete range of housing choices in order to encourage the development of a balanced population, reflecting a range of incomes, ages, and family characteristics. People should be able to find housing which meets their changing needs as they form new households, have children, grow older, and as their income changes during different stages of their life cycles. Diversity, both in terms of functions and those living in the community, is encouraged. Diversification in terms of population composition will add a new dimension to the strength and viability of the community culminating in a more exciting and stimulating place to live and work.

The Strongsville Business Community

Strongsville is in an enviable position in terms of its business location, which has resulted in a concentration of high quality business establishments within the City. Commercial facilities are, for the most part, an adjunct to residential development in that they are designed to serve the retail and service needs of residents. Commercial areas have an important function independent of their service function as they also provide meeting places and, therefore, can become a focus for community interaction. The demand for commercial development is based on the number and type of existing establishments, the amount of floor area, the location and size of the population base (existing and future), and its income and buying power.

Strongsville has the unique advantage of being home to a regional shopping facility. The presence of Starrwood's SouthPark Mall and its ancillary business service establishments, all in reasonable proximity, combine to form one of the most viable business and service centers in the entire metropolitan area. Although many of these facilities serve regional and sub-regional needs, the residents of Strongsville are in a position to benefit most from the standpoint of convenience.

An important function of the Comprehensive Plan is to capitalize upon the active market already created by existing business in a manner that organized growth will be obtainable. It is essential, however, that business expansion be planned in a fashion so that it will enhance existing development but not cause an over saturation. The City has maintained a policy of allowing business development only in suitable locations where business space, parking and circulation are arranged to create pleasant, safe and convenient shopping destinations.

Although commercial development occupies a relatively small amount of land area within a community, it occupies a relatively large place in the consciousness of its residents. The quality of the commercial areas – whether good or bad – will have an effect on community life disproportionately larger than the land area that they occupy. For this reason, it is important to insure the effect of commercial development is beneficial.

To maintain and enhance its position as the prime supplier of both shopping and convenience goods and personal services to an expanding trade area, and to assure the healthy growth necessary to any community, the City has embarked upon a thoughtful and imaginative program of business organization and expansion which includes the following:

- Planning a supportable degree of business expansion at established business centers related to the City's retail trade area;
- Keeping commercial development within organized commercial areas where facilities are designed to handle the associated impacts and demands;
- **Strongly encourage the interconnection of parking lots to better facilitate the movement of traffic and to minimize traffic conflicts;**
- Encouraging some movement toward mixed-use developments; and
- Encouraging beautification activities including enhanced landscaping, consistent streetscape elements, and provision of adequate pedestrian facilities.

The Strongsville Industrial Community

Strongsville has a strong industrial base with significant expansion potentials. Every basic prerequisite for industrial development (available land, sewers and water, transportation facilities) exists within the City. The location of I-71 and the Ohio Turnpike combine to form one of the finest regional transportation systems in the state. The City's geographic position at the southerly edge of the Cleveland-Brook Park-Middelburg Heights industrial corridor and the proximity of Cleveland Hopkins International Airport contribute measurably to this potential.

Industrial growth is extremely important to the City for two basic reasons. The first is the creation of a sound tax base for the community. Industrial uses

pay significantly more in local taxes than the cost of direct services they require. The second is the creation of employment opportunities for residents.

Strongsville has become a moderately large city. Directly related to any large urban area is the local responsibility to provide and maintain schools, streets, recreation and all other community facilities as well as adequate police and fire protection. In totally residential communities these services are being provided at a relatively high cost to the local taxpayer. Similar services are being provided in Strongsville at a substantial savings to the residents. A sizable portion of the City's operating budget is met by revenues generated from its extensive industrial and business community.

While industry can be a tremendous financial benefit to the community in terms of operating revenues, it also implies increased employment opportunities. Every job created has a definite multiplying effect on all segments of the local economy. Conversely, most industries define the availability of labor as an important factor in choosing a location. They want to know the size and composition of the available labor pool (the number of unemployed persons by skill level, gender, and wage rates), and the ability of the area to provide employees with requisite skills.

To realize Strongsville's potential as a truly well-balanced community, continued industrial expansion will be accommodated in the following ways:

- Ultimate industrial areas have been identified and should continue to be reserved for that purpose even though actual development may not take place in the immediate future;
- Required utilities will be planned and constructed for the orderly development of industrial areas; and
- Potential conflicts between residential and nonresidential segments of the community will be held to a minimum by careful regulation of the location, arrangement and intensity of nonresidential uses.

Community Appearance

It is agreed as essential municipal policy that visual appearance is a proper matter for public concern and that all open spaces, buildings, signs, plantings, surfaces and structures which may be seen from any public way are subject to the Comprehensive Plan and its provisions. As expressed in the words of the United States Supreme Court, " ... it is within the power of the legislature [Council] to determine that the community should be beautiful as well as

healthy, spacious as well as clean, well balanced as well as carefully patrolled. ...”

Basic decisions regarding the arrangement of streets and the designation of specific areas for various activities greatly affect a community’s visual quality. The arrangement of major elements of the Plan has taken advantage of the potentials of the locality to provide a larger environmental context for the designers of individual projects to accomplish their respective skills. Special characteristics of a site (natural features, aesthetic qualities and other potentials) will continue to be carefully appraised by the Planning Commission in the review of each development proposal.

The natural topography and trees will be preserved wherever possible in developing areas, and trees will be planted along City streets, in parks and other public lands to improve the scale and appearance of the municipality. Courts and malls in connection with public and private buildings can also be added to enhance aesthetic values. Materials used, and the workmanship in street paving and sidewalks, can be attractively and skillfully designed and durable; telephone and electric lines can be installed underground or along rear property lines; advertising signs, street signs, hydrants, mailboxes and other street furniture can be designed and placed with regard to appearance as well as function.

To implement the many and varied aspects which create a pleasing urban design, the Planning Commission and Council have established comprehensive regulations dealing with community appearance in the City’s Zoning Code and Subdivision Regulations. The adoption of a tree planting and landscaping program by the City has, and will continue, to make Strongsville an attractive and vibrant place to live and visit. The recent adoption of the Pearl Road Corridor Design Guidelines is intended to enhance the appearance of that important commercial corridor by providing for consistent landscape and streetscape elements to create a cohesive and positive image. The new and coordinated image for the corridor will also serve to announce the City of Strongsville and separate it from neighboring communities.

CHAPTER 2 POPULATION

REGIONAL SETTING

Strongsville is situated in the center of a Region that encompasses Cuyahoga, Lorain, Medina and Summit counties. Past and projected relationships between the City's population and that of the Cuyahoga County and of the Region are shown in the following table:

	POPULATION			
	1980	1990	2000	2010
Region	2,410,900	2,320,600	2,373,000	2,295,500
Cuyahoga County	1,498,400	1,412,140	1,393,978	1,280,122
Strongsville	28,575	35,310	43,900	44,750

As can be seen from the table, the City's share of the total County population has grown from 1.9% to 3.5% in the period from 1980 to 2010. Likewise, the City has increased as a percentage of the Region from 1.2% in 1980 to 2.0% by 2010. The City of Strongsville has continued to experience population growth while being located in both a County and a Region, which are now experiencing population decline.

The U.S. Census Bureau estimates the City's population in 2013 as 44,730. That means that there was no growth in population during the three-year period from 2010 to 2013. The Census Bureau estimates Cuyahoga County's 2013 population as 1,263,154 persons. That represents a 1.3% decline in population over the same three-year period.

It is anticipated that Strongsville's population growth will continue to outperform the County and the Region during the next planning period. Land use analyses (Chapter 3) imply that Strongsville's "build-out" population will approach 55,000.

POPULATION CHARACTERISTICS

The following population characteristics are used with other analyses to articulate the goals and objectives of the *Comprehensive Plan* in Chapter 5.

AGE COMPOSITION:

Strongsville's past population by age groups is reflected in the following table:

AGE DISTRIBUTION					
AGE GROUP	1980	1990	2000	2010	2010 Percent of Total Pop.
Under 18	9,310	9,740	11,900	10,405	23.3
18 - 59	16,950	21,415	25,260	24,005	53.6
Over 59	2,315	4,155	6,945	10,340	23.1
Total	28,575	35,310	43,900	44,750	100.0

Between 1990 and 2010, the City's population under 18 years of age increased by only 655 persons, or about 6.8%. During that same time period, the population over 59 rose by 6,185 persons or about 149%. As a result, the two age groups, under 18 and over 59, now both account for approximately the same percentage of the City's total population. In 2000, the population in age groups over 59 totaled 6,945 persons, which amounted to 15.8% of total population. By 2010, the population in age groups over 59 had increased to 10,340 and made up 23.1% of the total population of 44,750. This increase is significant in terms of future housing demand and is further discussed in Chapter 3.

HOUSEHOLDS:

Households are defined as one or more persons living in a housing unit, excluding residents of *group quarters* such as nursing homes and sheltered facilities. The latter population can be expected to increase from 105 in 1990 and reach 650 by build-out, depending on the facilities provided.

Since 1970, there has been a marked national decline in the average household size. It dropped from 3.20 to 2.55 persons per household in the Region and from 3.65 to 2.60 in the City between 1970 and 2010. The most apparent cause for these trends has been the declining proportion of married couple families and an increase in single parent families and non-family households. Strongsville's past households by type is shown in the following table:

Household Type	HOUSEHOLDS			
	1980	1990	2000	2010
<i>Families</i>				
Married Couples	7,055	8,910	10,945	10,692
Single Parent	635	1,015	1,445	1,871
<i>Non-Families</i>				
One Person Over 64	325	630	1,135	1,929
Others	<u>1,185</u>	<u>1,730</u>	<u>2,685</u>	<u>3,167</u>
TOTALS	9,200	12,285	16,210	17,659
Persons Per Household	3.10	2.85	2.69	2.52

Between 1990 and 2000, households in the City increased by 3,925, or 31.9%. Between 2000 and 2010 the number of household only increased by 1,449 or about 8.9%. Average household size in the City has continued to decline, as it has nationally. It is projected that the average household size in the City of Strongsville will level off around 2.50 persons per household.

SCHOOL ENROLLMENT:

The percent of Strongsville's population under 18 years old has declined significantly since 1980 when it was 32.6%. In 2010 the percentage of the population under 18 was only 23.3%. In addition to the percentage change, the total number of persons under 18 years of age actually decreased from 2000 to 2010.

Past Strongsville school enrollment is shown in the following table:

PUBLIC SCHOOL ENROLLMENT				
GRADE GROUPING	2002-03	2005-06	2008-09	2011-12
Elementary Schools	3,066	3,088	2,787	2,544
Middle Schools	1,723	1,748	1,681	1,553
High School	2,302	2,272	2,242	2,126
Other (Special Programs)	69	244	222	308
Total	7,160	7,352	6,932	6,531

Over the past ten years, the City's total school enrollment has declined by 629 pupils, or about 8.8%. Public schools pupils are all served by Strongsville City Schools. The Strongsville Board of Education also operates an early learning center. The City has one Parochial School and several pre-schools. Schools and other community facility needs are examined further in Chapter 3.

LABOR FORCE:

The City's labor force includes all persons over 15 years old who are employed or seeking employment. The percent of this age group in the labor force is referred to as participation. Strongsville's past labor force is presented in the following table:

PERSONS				
LABOR FORCE	1980	1990	2000	2010
Male	8,770	11,005	14,200	12,980
Female	5,460	8,555	11,700	11,090
TOTALS	14,230	19,560	25,900	24,070

INCOME AND BUYING POWER:

The following table shows the change in per capita income for both the City and the Region since 1980. Not only has the City consistently had a higher per capita income than the Region, but the growth rate of the City's per capita income level has significantly out paced that of the Region as a whole. The City's income level has grown from 36% higher than the Region to 70% higher than the Region.

PER CAPITA INCOME*

Area	1980	1990	2000	2010
Region	\$12,455	\$13,755	\$15,055	\$16,355
Strongsville	\$16,970	\$20,575	\$24,180	\$27,785

*Constant 1990 dollars.

Buying power is the annual business sales generated by a given population, measured by its size and income levels. Past relationships between buying power in the Region and City are shown in the following table:

BUYING POWER*

Area	1980	1990	2000	2010
Region	\$23,315	\$23,030	\$23,525	\$24,320
Strongsville	\$375	\$525	\$815	\$1,040
Percent of Region	1.6%	2.3%	3.5%	4.3%

- Million constant 1990 dollars

Although it accounts for just under two percent (1.95%) of the region's population, Strongsville, by virtue of its higher income levels, has over four percent (4.3%) of the regions buying power.

MUNICIPAL REVENUES

The City of Strongsville relies primarily on revenue generated from its municipal income tax. Property taxes are a significant and vital component of the City's funding sources.

Property Tax

Real property taxation in Strongsville is based on the County-assigned value of all parcels of land within each taxing district. The assignment of value is administered by the Cuyahoga County Auditor's Office. The Auditor/Fiscal Officer determines an assessed value, which is 35 percent of the appraised market value for each parcel. This value is updated every three years based on the average price of surrounding or similar properties within the previous three-year period. Every six years, the Auditor/Fiscal Officer is required to revisit all properties to re-appraise the value of each based on any building additions or major improvements.

Income Tax

The City collects a 2% income tax on earned income within the City which is applied to gross salaries, wages, personal services compensation and net income of for-profit organizations that conduct business in Strongsville. Strongsville residents are also required to pay tax on income they earn outside the City if the municipality in which they work has an income tax.

Tax Abatement

Strongsville can provide Tax Abatement for qualifying office/industrial real estate improvements for ten years based on 100% of the investment made for the particular facility.

CHAPTER 3 LAND USE

GENERAL OVERVIEW

Between 1990 and 2010, a total of 3,585 acres were developed in the City. Still, 2,605 acres, or 16.5% of the City's entire land area of 15,890 acres, remains undeveloped. Based upon that level of development, the general character of the City has been established, but the amount of vacant land remaining means that the final nature and image of the City is still being formed.

The breakdown of Strongsville's past and present development is reflected in the following land use table:

LAND USE	ACRES					
	1990	1996	2002	2008	2010	(%2010)
Residential	4,705	6,110	6,630	6,980	6,985	-44.0
Business	400	645	685	738	744	-4.7
Industrial	675	860	1,085	1,145	1,158	-7.3
Public	2,650	2,715	2,825	2,850	2,875	-18.0
Rights-of-Way	1,270	1,390	1,485	1,522	1,523	
9.5 Total Developed	9,700	11,720	12,710	13,235	13,285	83.5
Vacant	6,190	4,170	3,180	2,655	2,605	16.5
TOTAL CITY	15,890	15,890	15,890	15,890	15,890	100.0

Strongsville's percent distribution of development by major land use categories is generally typical of most suburban communities, except for the exceptionally high concentration of public land uses (18.0%), which includes an extensive amount of Cleveland Metroparks land. As a result, there are approximately 6.4 acres of public lands for each 100 persons, which is substantially above the national average for comparably sized municipalities. The existence of the Metroparks facilities within the City is a significant feature in providing for the recreation needs of its residents.

While the substantial concentration of publicly owned lands dedicated to parks and open space provides advantages by contributing to the recreational needs of the City residents, it also creates economic disadvantages or sustainability concerns for the City. That publicly owned acreage represents a substantial amount of land area that is not generating tax

revenues for the City or the School District. As a result, the economic productivity of the City's commercial and industrially zoned land is critical. If the City is going to maintain a balanced and sustainable economic base, it is even more important for those land areas designated for commercial and industrial development to contribute strongly. The City will need to continue to encourage business and industrial developments that generate high rates of return in order to offset the lack of direct economic contribution from the publicly owned lands.

Balancing land uses to maintain a strong and viable mix between the use groups is always a necessary focus for communities. Given that Strongsville has an unusual land use mix as a result of the percentage of public lands, carefully controlling and monitoring the remaining land use mix becomes even more essential. Any reductions in land zoned for business and industrial use will need to be judiciously scrutinized to avoid eroding the City's base and unbalancing the mix.

The intensity of development in the City's residential areas has been relatively modest with approximately 6.4 persons per acre of residential land. That level or intensity of development constitutes a relatively low-density residential environment, and one that is predominantly single family residential in character. With proper management of development on the remaining vacant land areas, the City has the opportunity to maintain that low-density, single-family character.

RESIDENTIAL

By 2010 residential development accounted for 44% of all land use within the City. Residential land uses include conventional one-family detached dwellings on individual lots, cluster and two family units, and apartments and other multifamily style housing units.

Between 1990 and 2010, the amount of land area developed for residential use in the City increased by 2,280 acres, or 48%. Most of this development was conventional one family building lots and cluster single family units. Overall residential density (housing units divided by residential acres including preserved open space) is currently 2.67 dwelling units per acre.

HOUSING UNITS					
Housing Type	1990	1996	2000	2002	2010
Single Family and Cluster Housing	8195	10925	14163	14424	15548
Apartments and Multi-Family Units	1590	2175	2700	2800	2928
Total Dwelling Units	9755	13100	16863	17224	18476

Most of the City's housing development occurred between 1970 and 2000. As a result, most of the City's housing stock is relatively new. Between 2000 and 2010 there was an increase of 1613 dwelling units, or about 9.6% of the housing total. It is interesting to note that during that same time period (2000 – 2010) the number of renter occupied housing units increased from 2,806 to 3,389 a 36% increase. In 2010 renter occupied units accounted for 19.2% of all occupied housing units in the City of Strongsville. Renter occupied units include not only conventional apartments, but also rentals of individual single-family homes. Part of that trend is likely reflective of changes in the housing market and home financing beginning in 2008.

Growth in apartments and multi-family housing units is controlled by the City's Charter, which limits their number to no more than 15% of all housing units unless otherwise approved by the electorate. In 2010 apartments and multi-family housing units constituted 15.8% of the City's total housing stock.

In the early 1970's the residential Planned Unit Development (PUD) concept was introduced in Strongsville with the Ledgewood and Echo Lake developments. The concept is based upon the creation and preservation of "green" open space areas designed to enhance adjacent home sites; and to provide a range of dwelling types (conventional single family homes and cluster single family dwellings) within a single development. Since more than 30 residential developments have been constructed using the PUD concept.

Nearly all of those PUD style developments have taken place on R1-75 land, which permits a maximum residential density of 2.75 units/acre. When 20% of a development area is restricted as common open space area, the conventional R1-75 District regulations may be modified to permit the minimum lot area to be reduced from 12,750 square feet to 11,250 square feet and for 35% of the total allowable units to be constructed as cluster single family units rather than conventional single family building lots.

A summary of the developments discussed above indicates that over 3,120 acres were included; and, of the total units constructed (7,226) 1,986 (27%) were cluster single-family units. The resulting overall density of the 30 developments was 2.30 units/acre, well below the 2.75 units/acre permitted by Code. Also, a significant benefit of the development procedures was the creation of nearly 700 acres of permanent common open space areas throughout the City.

The City of Strongsville has now approved a total of 2,450 cluster housing units. That amount of cluster dwelling units is equivalent to 13.3% of the City's entire housing stock and 15.8% all non-apartment or multi-family housing units.

Strongsville has traditionally been a single family residential community with a strong base of detached single family homes on individual building lots. The desire to maintain that image and character is reflected in the Charter provision limiting the percentage of apartment or multi-family style housing units. The number of cluster housing units has now increased to match that of apartment units. The combination of cluster housing units and apartment style units now account for just over 29% of the City's entire housing stock, leaving 70% of the housing units as detached single family homes on conventional building lots.

The City will need to carefully consider the desired ratio of housing types to be constructed on the remaining vacant residentially zoned land if the intent is to maintain the established image of the community as being predominantly single family homes on conventional building lots. Continuing to approve residential developments with 30% of the housing designed as cluster style units would not result in the most appropriate housing mix at final build out. Therefore City Council recently modified the cluster housing zoning regulations that previously encouraged the use of cluster housing by providing density bonuses for cluster housing by adopting a new density neutral formula. Maintaining the desired housing mix and the rapid increase in renter occupied housing units will be significant housing policy issues for the coming years. City Council has also made changes to the Zoning Code with regard to the R1-125 District which are intended to increase the desirability and development of large single family lots within the City.

The City's senior population is projected to continue to grow during the next planning period. Senior living and care ranging from minimal care in independent living units through personal intermediate and skilled nursing care is now being provided in "life care communities" which typically include apartments and one-family cluster dwelling designed specifically for seniors, multipurpose activity centers, common eating areas, health and counseling offices, craft and meeting rooms, lounge areas, and outdoor areas for passive and more active recreation.

By final build-out of the City, development of at least one additional "life care community" with a balanced mix of independent and assisted living housing units clustered around a central service facility should be expected. Since the density of such development would exceed Strongsville's one family residential density limits, it should be assigned to serve only senior housing needs on a site-specific basis using the special senior housing provisions provided in the Zoning Code. Assuming additional apartments may be constructed within the limitation of 15.0% of all housing units as the City approaches full development, housing designed specifically for seniors should represent the majority of those units. There appear to be sufficient housing opportunities to meet the rental housing needs of the City's other groups.

A second factor to be considered as Strongsville approaches full development is that a significant amount of vacant land is still available behind existing frontage uses on so-called "bowling alley" lots. Because assembly of such remnant vacant land into viable residential development areas is desirable but difficult, it should be nurtured.

Finally, one of the emerging land use trends is the resurgence of mixed-use developments in which a residential component is directly integrated with retail and office uses in a cohesively designed project. These types of "lifestyle" developments have become popular particularly with young professionals and retirees. Strongsville's regional setting makes it an ideal candidate for such a project. The south Pearl Road corridor has the potential to accommodate such a mixed-use development.

Summary: Strongsville's residential environment is well-advanced and its housing stock is sound, relatively young, and sufficiently diverse to meet the varying needs and desires of current and future residents. Thus, although the 2010 density of 2.67 units per acre will probably increase slightly, it should not exceed 2.70 units per acre when the City is fully developed. Objectives related to this goal include:

- The City will need to carefully control new development on the remaining vacant residentially zoned land in order to maintain the desired ratio of housing types and to protect and preserve its image as being a community of predominantly single family homes on conventional building lots. This may include making some modifications to the present cluster housing zoning provisions to ensure that single family homes on conventional building lots continue to constitute at least 70% of the City's housing stock.
- Strongsville's elderly population is projected to continue to increase and attention should be given to the City's senior housing needs. In particular, at least one additional "life care community", should be anticipated in the future.
- A significant amount of vacant land is still available behind existing uses on so-called "bowling alley" lots. Assembly of such remnant vacant land into sound development is desirable. **In some instances an entire area may have potential for residential redevelopment. One such area is the south side of Westwood Drive between Pearl Road and Olympus Way.**
- The City's Charter limits the development of apartments to no more than 15% of all housing units unless otherwise approved by the electorate. Accordingly, future areas for apartment development should be considered primarily to meet growing senior housing needs.
- Development of an integrated mixed-use development in the south Pearl Road corridor should be encouraged.
- **The series of long narrow lots with split residential and industrial zoning on the west side of Prospect Road between Drake Road and Boston Road are both a challenge and an opportunity. Extending the industrial zoning to Prospect is not desirable, nor is converting a substantial area of industrially zoned land to residential use. One alternative is the development of a residential street parallel to Prospect Road from approximately Glen Cairn to Boston Road or James Way with heavy mounding and buffering from the adjacent industrial to the west. This type of development scheme would provide a transitional use that would buffer the Waterford**

development on the east side of Prospect Road from industrial uses, preserve the residential image along Prospect Road, maintain the majority of the land for economic development purposes, and create some additional, and potentially unique, housing opportunities.

BUSINESS

Strongsville has become a major retail center in Northeast Ohio with Starwood's SouthPark, The Greens of Strongsville and the Plaza at Southpark leading the way as modern retail environments. Completion of Renaissance Park coupled with the combination of Wal-Mart Super Center, Home Depot and Lowe's has also established the North Pearl area as a strong retail destination.

The 1996 Comprehensive Plan indicated a total of 1,035 acres of zoned business land in Strongsville. An additional 29.5 acres were rezoned (2003) from R1-75 Residential to General Business (GB) along the north side of Whitney between Pearl Road and I-71. In June 2005, Strongsville and Visconsi-Royalton Limited agreed upon a Court of Common Pleas Judgment Entry permitting business development on 32 acres in the northwest quadrant of the I-71/Royalton Road intersection. With the 1,035 acres of zoned business land in 1996, plus 61.5 acres added in 2003-2005, 1,095 plus acres are available for business use.

In August 2000 the Cuyahoga County Planning Commission prepared the Northeast Ohio Regional Retail Analysis for the seven county planning area which includes Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and northern Summit counties. The 2000 Planning Commission analysis addressed all the communities in their respective counties. In Strongsville retail and convenience goods floor area totaled 2,574,982 square feet, or 58.7 square feet per capita. The large per capita concentration of retail space in Strongsville can be attributed to the existence of the Starwood's SouthPark Regional Shopping Mall. At 1,675,000 square feet and 168 stores, it is the largest shopping mall in Northeast Ohio. Communities with regional shopping centers typically have high amounts of retail space per capita because they are providing for regional shopping services in addition to local retail needs.

Between 2000 and 2008 there were 590,980 square feet of additional shopping/convenience retail floor area constructed. As of 2008 Strongsville had 3,165,962 square feet of shopping/convenience retail floor area in place, and had approved an additional 174,721 square feet. The total (3,340,683 square feet) equates to 75 square feet per capita. The additional 174,721 square feet included the Wal-Mart Super Center (58,840 square feet) and Renaissance Park II (115,881 square feet). It also included the Visconsi property (I-71/Royalton Road), which contains an additional 316,687 square feet and opened in November 2009.

The County's 2000 retail inventory of convenience and shopping goods and services, which excluded car dealerships, hotels, commercial amusement and

office space, totaled 79.2 million square feet. This equated to more than 37 square feet of convenience/shopping space per capita for the seven county region.

The analysis pointed out while there were no national figures available for an exact comparison, the amount of floor space per capita for shopping centers typically is in the 20 to 30 square feet range in other metropolitan areas. Also, there were more than 10 million square feet of vacant retail space in the Northeast Ohio region; and a total of 10.1 million square feet of new retail had recently been constructed or proposed for the region. The analysis concluded the region has sufficient retail space to meet the needs of the regional population. The bigger issue appears to be where the shopping facilities are located relative to the region's population trends and shifting concentrations.

Considering that Strongsville's per capita square footage of shopping and convenience retail floor area (75 SF) is double that of the region (37 SF); and, the region is over built by 6 million square feet, it is clear Strongsville does not need nor should it pursue any significant amount of additional retail development. However, there exists today nearly 120 acres of vacant business-zoned land in the Pearl Road corridor between Shurmer and Boston Roads. Assuming a 20% building coverage, this vacant business zoned area could theoretically accommodate over 1,000,000 square feet of additional retail space.

The 2001 Comprehensive Plan addressed the over-saturation of retail space and the amount of vacant business zoning by recommending rezoning of substantial portions of the corridor to other non-retail uses. The specifics of the Plan's recommendations can be found in the Pearl Road (South) Land Use/Zoning Study (June 2005).

In 2009 the Strongsville Economic Development Department completed a survey of vacancies in the City's retail business centers. Data analyzed from 276 businesses found an 18% vacancy rate in the one million square feet of retail space surveyed.

Inaction regarding the retail saturation matter can only lead to increasing store vacancies, a "hit-skip" pattern of new business development, traffic congestion, and overall weakening of the local retail market.

A city's trade area is the area from which business development within the City can expect to capture the majority of its sales. The general economic rule is that retail developments at two or more locations capture sales in direct proportion to their respective sizes, and in inverse proportion to the square of the distances involved. This "law of retail gravity" delineates Strongsville's

trade area. Since 1980, Strongsville's share of the regional trade area has continued to increase dramatically. Once the City reaches full development, its percent of the trade area will begin to gradually decline as surrounding growth proceeds.

Because Starwood's SouthPark Mall is a regional shopping facility, the City of Strongsville enjoys a more extensive secondary trade area consisting of regionally based goods and services.

Since 1980, because of higher income levels, a larger percent of buying power has been concentrated in Strongsville than its share of the regional population would suggest. Buying power is the annual sales generated by a given population, measured by its size and income. While growth in the City's percentage of regional buying power is projected to continue, the growth rate will slow and the total percentage of buying power will stabilize as the City reaches build-out.

Competition will no doubt intensify as the Trade Area grows. Thus, it would be unrealistic to assume that more sales could be captured in Strongsville even after recognizing SouthPark's drawing power. Certain businesses obviously will seek some of their sales from SouthPark customers. Since most of these customers will reside in the Trade Area, however, their sales potential has already been accounted for.

By 2020, as Strongsville's build-out draws near, the distribution of Trade Area buying power will probably begin to shift and new competitive patterns will evolve.

Business potential is the amount and type of floor area that can be expected assuming viable sales ratios. Exceeding these levels can result in speculative development-development exceeding its potential. Speculation will not increase the potential. Instead, after an era of increased competition, it will eventually likely lead to additional vacancies and erosion of the business community.

Notwithstanding the above the following programs should be pursued.

- **North Pearl:**

Completion of Renaissance Park II including 110,000 square feet of retail space. New retail developments within the North Pearl area include a Sheetz fueling station and a McDonalds restaurant, both located at the intersection of Pearl Road and Whitney Road.

- **SR82/Pearlview-Ordner:**
The Greens of Strongsville has negatively impacted the existing single-family neighborhood to the south. The affected area is developed with modest older single-family homes. One desirable option for redevelopment of this area is for a coordinated mixed-use development that incorporates retail and offices. The Charter limitation on multi-family dwellings makes the inclusion of a residential component problematic.
- **Royalton/Prospect (SE):**
The southeast quadrant is defined by Baker's Creek to the south and by Maria Gardens to the east. It is physically isolated from surrounding residential development. The new Drug Mart neighborhood shopping center is located in the northeast quadrant.

Considering the large and expanding employment base in the Foltz-Royalton-Darice Industrial sector and surrounding residential densities, a convenience goods/services commercial center including such things as pharmaceuticals, restaurants, banks, barber and beauty shops, dry cleaners and medical offices serving the daily needs of those working and living nearby could be considered (See Royalton/Prospect (SE) plan).

- **Pearl Road (South):**
A large portion of the City's vacant land that is zoned for business use (120 out of 230 acres) is located in the Pearl Road corridor between Shurmer and Boston Road. Given the existing commercial vacancy rates, it may be prudent to permit selected portions of this area to be developed in a more Mixed-Use fashion. This area also has the potential for development of the City's one additional continuing care project. The largest new developments in this area are the Giant Eagle Market District store and GetGo fueling station.
- **Pearl/Westwood (Northeast):**
This area is ripe for redevelopment. The existing land uses and buildings are not consistent with the standards of the Town Center District in which they are located. Redevelopment with buildings and land uses more appropriate to and reflective of the Town Center District should be pursued.

INDUSTRY

Since the late 1960's a wide range of industrial firms have located in Strongsville's four industrial parks. Clearly, the City has emerged as one of the region's prime research and light manufacturing locations.

Industrial land uses (manufacturing, research-development and commercial services) are situated in the following four well-defined areas.

<u>INDUSTRIAL AREA</u>	<u>1990</u>	<u>2010</u>	<u>TOTAL</u>
Sprague / Dow	90	156	180
Progress / Alameda	255	256	325
SR 82 / Prospect North	90	215	240
SR 82 / Foltz South	<u>240</u>	<u>531</u>	<u>1,300</u>
TOTALS	675	1,158	2,045

Between 1990 and 2010, industrial development in Strongsville increased by 483 acres, or 71%. Nearly 3,380,000 square feet of building area was added to the industrial inventory during that time period. That trend has continued beyond 2010. During the past two years, the Planning Commission has approved site development plans for new business and industrial buildings and for the expansion of existing commercial and industrial buildings that will add in excess of 350,000 square feet of floor area to the City's commercial and industrial tax base.

Only minor modifications have occurred affecting the City's industrial zoning pattern.

- In 1999, 72 acres of industrial land west of Prospect between Lunn and Morris Drive were rezoned and developed residentially (Ashley Oaks). The area is surrounded by residential uses on Morris and Prospect, and Volunteer Park to the west making it unsuitable for industrial development.
- Siedel Farm and the adjacent Landmark parcel (71 acres) were rezoned to residential in 2005. The area is isolated from the main Park 82 Industrial Area to the south by a large ravine. It also interfaces with residential uses along Westwood and the large Westwood Farms residential development to the north.
- Twenty (20) acres of industrially zoned land located south of Lunn Road (Szentpetery parcel) was acquired by the City in 2009. It is

now the home of the Strongsville Youth Park, although it remains zoned for industrial use.

No further changes in the City's exclusively zoned industrial acreage are contemplated at this time.

In January 2003, an industrial development study was completed for the SR82/Foltz south sector. The study indicated a possible development arrangement for the vacant industrially zoned land between Drake and Boston predicated in part upon various environmental constraints (i.e., wetlands/streams).

Fundamental to any future development program is the southerly extension of Foltz Parkway from its present terminus (Foundation Software) to an intersection with Boston Road. This extension lies totally within approximately 169 acres of property owned by the City of Strongsville.

Topography indicates that land between Drake and Boston is relatively flat. However, there are four (4) streams, which must be respected in terms of future industrial development.

Streams are considered waters of the United States and State of Ohio and any fill activities associated therewith require permits from the Army Corps of Engineers (Nationwide Permit) and Ohio EPA which regulates storm water control measures and related water quality issues.

Considering the above, stream roadway crossings were held to a minimum (Foltz extension-2/secondary industrial streets-1).

Additionally, the secondary streets have been positioned in a manner that the streams form the rear property lines of future industrial sublots. Whether these riparian areas (banks of natural water courses) are protected by environmental easement or other restrictive covenant, will be based upon applicable environmental protection laws and governing policies.

It is important to keep in mind the development framework of any new industrial area must be flexible. New industrial users will have varying needs ranging from a minimum two-acre site to 50 acres and greater. Therefore, the actual parceling of the area should be tailored to a user's specific need rather than attempting to match a user with a pre-determined industrial lot.

PUBLIC LAND USES

Public land uses (Schools, Recreation, and City Services) and Semi-Public Facilities (such as social centers and churches) provide the community with a multiplicity of essential services. These uses increased from 2,650 acres in 1990 to 2875 acres in 2010, or by 8.5%.

SCHOOLS

In 2010 the site size and enrollment at the City's existing public schools was as follows:

<u>PUBLIC SCHOOLS</u>	<u>SITE ACRES</u>	<u>2010 ENROLLMENT</u>
Elementary Schools		
Allen	15.5	0
Chapman	13.5	434
Drake	9.0	428
Kinsner	12.0	617
Muraski	13.5	560
Surrarrer	9.5	363
Whitney	12.5	370
Zellers	7.5	327
Sub Total	93.0	3099
Middle Schools		
Albion	20.0	522
Center	12.0	592
Sub Total	32.0	1114
High School	108.0	2473
Totals	233.0	6686

Since 2010, the Strongsville Board of Education has initiated a school improvement program that includes replacement of the existing Center Middle School with a brand new facility, renovations and expansion at the existing Senior High School, and closing and consolidating of elementary schools. This program constitutes a major restructuring of the City's school system. Under this new arrangement, the elementary schools will include grades K – 5, the middle school will house grades 6 – 8, and the high school will have grades 9 – 12. These changes are in response to the fact that school enrollment is no longer increasing as it had previously.

As part of this realignment of school facilities, the two existing middle schools are being replaced with a new consolidated middle school on the old Center

School site and the Albion Middle School is being closed. At the elementary school level, Drake Elementary and Zellers Elementary will be closing. As noted in the table above, Allen Elementary has already been closed.

As a result of the planned school closing, the Strongsville Board of Education will have three vacant properties. The Board of Education also presently owns a 10 acre site on Webster Road that was previously required for a possible future elementary school site, but which is now unlikely to be used for that purpose. At this time, the City is not aware of any plans by the School Board to sale or dispose of any of those 62 acres of land.

Private school enrollments generated within the City were addressed. These enrollments include parochial school pupils in grades PreK-12, and children attending preprimary facilities. In both cases a net outflow exists. That is, enrollments exceed the capacity of facilities currently provided in Strongsville.

Saint's Joseph and John Elementary, grades PreK-8, is the only parochial school in the City. Enrollment projections do not indicate the feasibility for additional parochial schools in Strongsville. Accordingly, transportation of pupils to parochial schools in surrounding communities will probably continue. Further expansion of Saint's Joseph and John Elementary can be accommodated on its existing 14-acre church site. 2010 enrollment in pre-kindergarten through eighth grade is approximately 725 students.

The City is presently home to several pre-school facilities including the Goddard School, Strongsville Montessori, and Le Chaperone Rouge.

Preprimary facilities should be located in tandem with churches, or as separate uses in areas with relatively high employment or housing densities. Locations in proximity to Starwood-SouthPark and Foltz-Southwest Industrial District are especially well suited for new preprimary school facilities.

RECREATION

A total of ~~211~~ **249.4** acres of recreation land are owned by Strongsville. That is, based on the City's projected build-out population of 55,000, only ~~3.8~~ **4.5** acres per 1,000 residents exist. Since at least 10.0 acres per 1,000 are recommended by the National Recreation Association. Therefore, a recreation system that comprises school sites, private open space and Cleveland Metroparks land is in order.

An itemization of existing City-owned recreation land follows.

<u>FACILITY</u>	<u>TOTAL SITE</u>
Surrarer Park	3.5
Nichols Field	16.3
Drake / Prospect	12.1
Recreation Park	59.5
Foltz Park	44.0
Recreation Center	23.033.0
Volunteer Park	61.0
Youth Sports Park	20.0
TOTAL	211.0249.4

A viable recreation system should include the following four kinds of facilities.

Playgrounds: These facilities are designed for children up to 15 years old, residing in neighborhoods extending about one-half mile around the playground. At least 1.5 acres per 1,000 residents should be provided. Whenever possible, elementary school sites should also be used for playgrounds.

Current elementary school playground sites include:

<u>PLAYGROUNDS</u>	<u>ACRES</u>
<u>Northwest</u>	
Surrarer ES	6.5
Drake ES	5.0
Muraski ES	8.5
<u>Northeast</u>	
Whitney ES	5.5
Surrarer Park	3.5
Recreation Park	6.0
Webster (Reserved school site)	5.0
<u>Southwest</u>	
Recreation Center	2.5
Walnut Creek	5.0
Kinsner ES	5.0
<u>Southeast</u>	
Chapman ES	7.0
Zeller ES	4.5
TOTALS	64.0

As is obvious from the school site list, the former Allen Elementary School site has been eliminated from the list of school playground sites. It has been the policy of the Board of Education to remove the playground facilities along with the school buildings. Based on that approach, the number of playground

sites will be further reduced with the anticipated loss of the Drake and Zeller Elementary School playground facilities.

The overall ratio of 1.3 playground acres per 1,000 residents, which is somewhat lower than normally recommended, reflects the extensive provision of private open space in the City. Nearly every residential subdivision over 50 acres, developed since 1970, includes "playground" facilities to serve its residents.

Recreation Fields: These facilities are intended to meet the recreation needs of children over 15 and adults requiring more space than at playgrounds. Their service areas are more extensive, and at least 2.0 acres per 1,000 residents should be provided.

Based on Strongsville's population at full development, the following recreation fields will be needed.

<u>RECREATION FIELDS</u>	<u>ACRES</u>
Recreation Park	59.5
Foltz Park	44.0
Drake/Prospect (SW)	12.1
Albion JH	10.0
Volunteer Park	61.0
Youth Sports Park	20.0
Nichols Field	16.3
TOTALS	222.9

This configuration of recreation fields assumes the continuing joint use of Albion Junior High School for recreation field. The City may also pursue continued use of the recreation fields at the former Allen School site.

The overall ratio of 3.75 recreation field acres per 1,000 residents exceeds the standard of 2.0 acres per 1,000. Thus, the need for additional sites for such facilities is not foreseen.

Parks: Supplemental to playgrounds and recreation fields which offer active recreation opportunities, there is a need for larger parks that provide for the passive recreation of all the people. At least 6.5 acres of park land per 1,000 residents should be made available. Woods, meadows and stream valleys should dominate. Facilities for fishing, picnicking, hiking and winter sports should be integrated with natural characteristics. Secluded areas may be used for day camps, bird sanctuaries or other appropriate features. Paths for hiking and bicycling connected to centers of interest, shelters and parking areas should be included, but roads should be kept to a minimum.

Cleveland Metroparks provides 2,170 acres of parkland in Strongsville. This equates to 39.5 acres per 1,000 residents at build-out. Thus, no further parks will be needed.

As indicated, a municipal recreation system should be comprised of the following facilities with their respective sizes per 1,000 population.

	<u>Ac./1,000</u>	<u>Existing Acres</u>
Playgrounds	1.5	72.5
Recreation Fields	2.0	207.0
Parks	<u>6.5</u>	<u>2,170.0*</u>
	10.0	2,449.5

* Metroparks

Strongsville is in the enviable position of having nearly 45 acres of public recreation per 1,000 population when the City is fully developed.

Recreation Centers: The 150,000 Sq. Ft. Walter F. Ehrnfelt Recreation and Senior Center in Recreation Park north of "The Greens" provides for virtually all indoor public recreation activities such as aquatics, court games, gatherings, etc. Cultural and senior center facilities are also included. The Center will clearly meet Strongsville's indoor recreation needs at build-out. The need for an outdoor community swimming pool in Strongsville at the Ehrnfelt Recreational/Senior Center site is being considered at this time.

It should be noted that, in addition to publicly owned recreation sites, there are currently nearly 700 acres of private common open space within the City. This permanent open space located within numerous residential developments is the result of a 20% open space requirement in the Single Family Detached and Cluster Development and Planned Development Area sections of the Zoning Code.

CITY SERVICES

In addition to the foregoing facilities, the City of Strongsville has a number of other parcels, which are used for a variety of municipal services. The following is a list of City-owned sites:

CITY SERVICES	TOTAL SITE
Police & Commons	4.5
Library/Communication Center	2.5
Old Town Hall	0.5
Service Center	12.0
Chamber of Commerce	0.4
Fire Stations	
Albion/Priem	2.5

Howe/Drake	1.0
Prospect/Drake (Headquarters)	2.6
Albion/Webster	2.0
<u>Wastewater Treatment</u>	
Plant B	20.0
Plant C	3.0
TOTALS	50.651.0

Essentially, Strongsville has an adequate array of sites needed to meet its needs at full development although a new City Administration building near Westwood and Pearl Road should be considered.

OTHER FACILITIES

Other community facilities historically have been concentrated in Strongsville Center. The importance of the United Church of Christ, Old Town Hall, Historical Village, Strong House and a number of other sites and facilities to the ongoing viability of the Center is obvious.

MUNICIPAL OFFICES – STRONGSVILLE GOVERNMENT CENTER

The northeast quadrant of the Pearl Road/Royalton intersection is the focal point for an array of Strongsville Municipal Service functions including:

- The Communications Center
- Historical Village
- Library
- Police Headquarters Facility
- Strong House

The City's Administrative Offices are located at the intersection of Lunn Road and Foltz Parkway in the southwest corner of the City. The current facility is poorly located in terms of meeting the daily needs of residents and the business community.

The City Service Department will continue to be located at the Foltz/Lunn Latawiec Service Center. The present building and site is ideal in terms of meeting Service Department needs at full City development.

CHAPTER 4 TRANSPORTATION

GENERAL OVERVIEW

The City's thoroughfare system is comprised of freeways, arterials, collectors, local collectors and local streets. Definitions of each category follow.

FREEWAYS

The sole function of these highways is to move traffic. Access to abutting property is prohibited and grade separations are provided at all intersections. An interchange is a system of connecting roadways, or ramps, at the junction of two freeways, or a freeway and "feeder road" which provides for the interchange of traffic without grade crossings on the freeway.

The Ohio Turnpike (I-80) and I-71 cross in northern Strongsville, making it a "crossroads of the nation" in terms of interstate transportation. No additional lanes on I-80 in Strongsville are projected to be needed in the near future. I-71 has been widened to three lanes in each direction through the City.

Freeway-to-freeway access in all directions, and I-80 access to and from Pearl Road (US 42), is provided at the I-80/I-71 interchange (Ohio Turnpike Exit 10). A full I-71/US 42 interchange exists 1.2 miles north of I-80 in Middleburg Heights.

Full I-71 access is provided at Royalton Road (SR 82). Major improvements have been made to this interchange commensurate with the opening of the SouthPark Regional Mall and The Plaza at SouthPark. Traffic at I-71/SR82/Howe Road has increased dramatically with SouthPark Regional Mall. The opening of The Plaza at SouthPark has further aggravated the situation resulting in growing rush hour delays and holiday traffic on I-71 ramps and the Royalton Road arterial. The need for an additional I-71 interchange at Boston Road or a slip ramp or major modifications to the existing interchange has been identified.

At present, significant traffic from northeast Brunswick and southeast Strongsville desiring access to I-71 use Howe Road to access the interchange. An additional interchange or interchange modifications would provide almost immediate access to the interstate for these trips thereby relieving significant pressure on the Royalton/I-71 Interchange.

Modifications to the existing State Route 82 interchange or a Boston Road/I-71 Interchange will also be important in regard to the continuing development of

the city's Foltz/Southwest Industrial District. At present industrial traffic destined to and from I-71 must use Royalton Road (SR-82) through the very center of Strongsville.

In the late 1990's the Northeast Ohio Areawide Coordinating Agency (NOACA), at the request of both Strongsville and Brunswick, studied the feasibility of a new I-71 Interchange and issued a number of feasible alternatives based upon future land use arrangements and associated generated traffic assignments.

In addition to the above, in order to relieve pressure at the Royalton Road/I-71 Interchange, the City is currently in the conceptual planning stage of modifying the existing interchange by adding the "Howe Road Slip Ramp" as depicted in Figure "A" in Figures and Maps located at the end of this document.

The "Howe Road Slip Ramp" is essentially a third exit point for I-71 traffic southbound to exit at Howe Road and Shurmer Road. The primary purpose of the slip ramp is to remove traffic destined for points south of Royalton Road from the Royalton Road/Howe road intersection. This will significantly and immediately improve the level of service of the ramp from I-71 southbound to westbound Royalton Road and the Royalton Road/Howe Road intersection. The construction of the slip ramp, however, does not necessarily negate the need for a Boston Road/I-71 Interchange.

In an effort to improve safety and relieve congestion on Royalton Road at I-71, the City is proposing to widen the existing northbound ramp to two lanes and to reconfigure the lane markings on Royalton Road such that two lanes of traffic can enter the ramp from Royalton Road (See Figure "B" in Figures and Maps).

ARTERIALS

The primary function of these highways is to move traffic between large or intensively developed areas. Access is normally not prohibited, but on-street parking and loading are limited. Arterial cross-sections vary between two traffic lanes and a 60-foot right-of-way to six lanes with a median strip and service drives which may require a right-of-way of up to 120 feet. Strongsville's arterial network is already well established. This network can adequately serve the City when it is fully developed.

ARTERIAL STREETS

North-South

Prospect (SR-237)
Pearl (US-42)
West 130th Street

East-West

Sprague
Royalton (SR 82)
Boston

Between 1990 and 2015 Average Daily Traffic (ADT) on all of Strongsville's arterials is projected to increase dramatically. This growth can be expected to stabilize after 2020 as the City approaches build-out and regional traffic patterns gradually shift.

Improvements to the arterial network have generally kept pace with growing needs including:

- The widening of SR 82 between US 42 and I-71 commensurate with construction of SouthPark Mall and The Plaza at SouthPark;
- Widening SR 82 between US 42 and Marks Road and I-71 and West 130th; and
- The recently completed major widening project on Pearl Road between Shurmer and Boston Road.

Future arterial improvements will be based on detailed analysis of both traffic movements at critical intersections and probable land use changes.

COLLECTORS

These streets serve abutting property and distribute traffic to and from the arterial network. Depending on the type and intensity of development served, collector street pavement widths may vary between 26 and 52 feet, plus additional parking lanes.

Like its arterial network, Strongsville's interrelated pattern of collectors is almost complete, with the notable exception of the extension of Foltz Parkway from south of Drake to Boston Road. The City's collectors can adequately serve the community's needs at build-out. The City's collector streets are listed in the following table:

COLLECTOR STREETS

Marks	Howe	Valley Parkway
Albion	Lunn	Drake
Foltz Parkway	Webster	Whitney
Westwood	Shurmer	Hunt

Between 2015 and 2030, increases in ADT on the city's collectors will correspond closely to changes in its development pattern as build-out approaches. The only exception to this general rule might be Howe Road. That is, without the provision of an I-71/Boston Road interchange or a slip ramp to Shurmer, Howe will function as a major arterial, and the probable

traffic generated to and from south implies that its widening to four lanes from Boston Road north to Shurmer will be needed.

The Shurmer Road / Howe Road intersection widening project is currently in the design phase.

The Albion Road / Prospect Road intersection improvement project is also currently in the design phase.

LOCAL COLLECTORS

These streets serve abutting property as well as the interconnected local street network. Their primary function is to collect traffic within a neighborhood or development area and distribute it to and from collector streets and arterials. Rights-of-way are usually 60 feet wide, with paving widths between 26 and 30 feet. If on-street parking is permitted, additional widths should be provided.

As previously noted, Strongsville's configuration of arterials and collector streets is relatively sufficient for current traffic demands. However, when fully developed, many of the blocks defined by these streets will generate traffic volumes, which should be distributed on extended or new local collectors. Reliance on the existing street pattern alone could result in critical traffic congestion, hazards and inconvenience.

The provision of local collectors has traditionally been an integral part of the City's review process of subdivision and development proposals. This process should continue and the local collectors shown generally on the Major Thoroughfare Plan should be provided.

LOCAL STREETS

These streets have the principal function of providing access to abutting property. They also serve as easements for all types of utilities. Alleys, providing only a secondary means of access to abutting property, are not considered streets, and normally should not be included in the street plan for a new subdivision or development area. Local residential streets should have rights-of-way 60 feet wide and paving width of 26 feet; while local industrial streets should have rights-of-ways 70 feet wide and paving widths of 30 feet.

Strongsville's local street pattern has evolved commensurate with its development. In many locations, the configuration of streets is already established. However, in other parts of the City, an ongoing process of local street planning will be essential in assuring that the ultimate thoroughfare system is adequate.

The purpose of local street planning is to establish procedures and plans to encourage appropriate development of the land, and to reserve key openings for the future location, extension and arrangement of streets. Other purposes are to:

- Provide a convenient and safe interior circulation pattern for the neighborhood;
- Coordinate isolated subdivisions with planned streets in surrounding undeveloped areas; and
- Develop street patterns for parcels that are too small or irregular to be subdivided unless assembled.

Effective local street planning must encompass a safe and convenient system of vehicular and pedestrian circulation based on creating and preserving viable neighborhoods and development areas. All local collectors should have two outlets for the convenient distribution of traffic to and from their tributary local streets.

Whenever local street plans are duly adopted, the location of any new or extended local collector or local street proposed within their boundaries should substantially conform to the patterns shown thereon, as well as all provisions of Strongsville's Land Planning and Subdivision Regulations. Although the street pattern of a proposed subdivision or development area may vary in certain respects from the adopted Local Street Plan, the underlying system of vehicular and pedestrian circulation, including the general direction and extent of streets and their relationship to topography should be reflected in the proposed plan.

The City Planning Commission is involved in local street planning each time it is presented with a subdivision or development plan for review and approval. Local street plans for all of Strongsville's neighborhoods have already been adopted. The Commission should continue to implement these plans.

PUBLIC TRANSPORTATION

Strongsville is served by the Regional Transit Authority (RTA) route 51 (West 25 – Pearl) along Pearl Road, Royalton, Drake and Howe with the following destinations:

- SouthPark Regional Mall
- Cleveland Clinic
- Kaiser Medical Center
- Strongsville Park-N-Ride

Projected ridership indicates that at least 2.5 daily riders per 100 Strongsville residents can be expected. Thus, bus routes serving a minimum of 1,375 daily riders will be needed when the City is fully developed. Generally, RTA's

existing routes are appropriate; however, one serving the Foltz-Southwest Industrial area should be explored.

In addition, a “park-n-ride” facility like the one at Ohio Turnpike Exit 10 could be considered at SouthPark Mall. Such adjuncts to the City’s public transportation system no doubt would enhance its service, and thereby help to reduce peak hour vehicular traffic on the thoroughfare system.

SUMMARY AND OPTIONS

THOROUGHFARES: The City’s freeway, arterial and collector system is already well advanced. However, the following improvements will be needed.

- Freeways: A potential new slip ramp at Shurmer Road or a new I-71/Boston Road interchange;
- Arterials: Howe Road improvements, if no new slip ramp or interchange for I-71; and,
- Collectors: Extension of Foltz Parkway south to Boston Road.

Strongsville’s build-out is projected to occur by 2030. Assuming the continuing local street planning process and implementation of the above improvements, the City’s thoroughfare system can be expected to meet its increasing transportation needs when it is fully developed. Obviously, this does not preclude ongoing maintenance needs, and the possible need for further intersection improvements.

CHAPTER 5 COMPREHENSIVE PLAN

This Chapter summarizes the goals, and objectives upon which the Comprehensive Plan is based and the key actions needed to implement it.

GOALS & OBJECTIVES

Goals and objectives are statements of the type of community Strongsville desires to be in relation to its existing conditions and future development directions.

Change is inevitable. Like individuals, communities age and prosper through time. Short-and long-term strengths evolve. If these are identified and nurtured, all is well; if they are neglected or ignored, the very health, safety and general welfare of the person or community is jeopardized. This fundamental concern is reflected in all of the following goals and objectives.

LAND USE

Strongsville is expected to approach build-out in the next 15 years, or approximately 2030. Its relatively low residential density and large amount of Metroparks land are essential assets that give the City its character and image. While important in maintaining the City's economic strength, nonresidential development should in no way injuriously affect the residential environment. The goals and objectives for residential, business and industrial land uses are formulated to assure that Strongsville continues to evolve into an inviting viable community.

Residential

Strongsville's residential environment is fairly well established. Thus, although the 2010 density of 2.67 housing units per acre will probably increase slightly, it should not exceed 2.70 units per acre when the City is fully developed. Objectives related to this goal include:

- Strongsville's elderly population is projected to continue to increase. Special attention, therefore, should be given the City's senior housing needs. In particular, at least one "life care community," should be considered on a site-specific basis.
- A significant amount of vacant land is still available behind existing uses on so-called "bowling alley" lots in Strongsville. Because

assembly of such remnant vacant land into manageable development areas is desirable but difficult, it should be nurtured.

- The City's Charter limits the development of apartments to no more than 15% of all housing units unless otherwise approved by the electorate. Accordingly, future areas for apartment development should be considered primarily for meeting the growing senior housing needs.
- The City will need to carefully control new development on the remaining vacant residentially zoned land in order to maintain the desired ratio of housing types and to protect and preserve its image as being a community of pre-dominantly single family homes on conventional building lots. This may include making some modifications to the present cluster housing zoning provisions to ensure that single family homes on conventional building lots continue to constitute at least 70% of the City's housing stock.

Business

Recent development has established Strongsville as a major business hub within its trade area. However, the potential for an excess of zoned business land exists in the City at ultimate build-out. The City will need to carefully review proposals for new commercial facilities, particularly strip shopping centers, with regard to their future functionality and consumer demand.

In addition, revitalization of a number of business areas should be linked to the City's incentive programs and the following specific steps should be taken to assure that business development continues to be a positive land use component throughout the community.

- Completion of Strongsville's *North Pearl Business Area with Renaissance Park – Phase II*; and
- Preparation and adoption of a community redevelopment plan for the SR82/Pearlview/Ordner business area.

Industrial

Strongsville's industrial development potential should be aggressively pursued. Consequently, the four exclusive zoned industrial areas should be maintained and protected.

COMMUNITY FACILITIES

Strongsville is in the enviable position today of having a large portion of land allocated for community facilities. With few exceptions, sites have already been set aside for schools, recreation, City services and other community facilities. The goal, therefore, is to optimize this strength. Related objectives include:

- The public school system is undergoing a major restructuring which will change the distribution of schools, students, and grade levels. It is unlikely that the City will require any additional school sites. Instead, there may be former school-owned properties which will be available for development or redevelopment.
- Saints Joseph and John Elementary (Grades PreK-8) is anticipated to continue to be the only parochial school in Strongsville. Thus, while expansion of this school on its existing site may occur, transportation of pupils to parochial schools in surrounding communities will continue.
- During the past five years, there was an increased need for preschool facilities. Locations in areas with high employment densities are well-suited for new preschool facilities. Several new facilities have been built and some existing facilities were expanded to meet that increased demand.

Recreation

Strongsville's recreation system encompasses the following types of facilities:

- Playgrounds: Twelve (12) locations totaling 64 acres, including 7 elementary school sites, however, it is anticipated that facilities at the Zeller Elementary and Drake Elementary sites may be lost will those facilities close. The resulting total would be 10 locations with 54.5 acres.
- Recreation fields: Seven (7) locations totaling 215 acres;
- Parks: Metroparks land totaling 2,170 acres; and
- Recreation Centers: Walter F. Ehrnfelt Recreation and Senior Center.

City Services

Completion of a government center arranged around the historic Town Center area including:

- Administrative Office Building;
- New Police Headquarters facility; and
- Library.

The Ward Four headquarters fire station and three satellite stations will meet the City's ultimate fire service needs.

Strongsville's two wastewater treatment plants can adequately meet its needs at build-out.

Other Community Facilities

Community facilities historically have been concentrated in Strongsville Center. Accordingly, they should be considered together with the development, rehabilitation and redevelopment opportunities for business and public uses.

Generally, development of other community facilities such as churches and clubs will be related to the needs and desires of the residential community.

TRANSPORTATION

The City's thoroughfare system is well-established; and public transportation, provided by the Regional Transit Authority ("RTA"), has kept pace with local needs. The goal, therefore, is to be sure that the thoroughfare system and public transportation continue to be improved commensurate with future regional and community development. Objectives related to this goal follow.

The following improvements should be considered:

- **Freeways:** A potential new slip ramp at Shurmer Road or a new I-71/Boston Road interchange;
- **Arterials:** Howe Road improvements, if no new slip ramp or interchange for I-71; and,
- **Collectors:** Extension of Foltz Parkway south to Boston Road.
- **Sidewalks:** The City's sidewalk network should be extended and expanded to eventually include all residential neighborhoods.

Local collectors shown schematically on the *Major Thoroughfare Plan* should be provided commensurate with development of the areas they serve. Accordingly, Strongsville's local street planning process should continue.

The **Future Land Use Plan (Map-1)** articulates the location and extent of residential, business and industrial land uses, and other community facilities as Strongsville approaches full development. Supporting transportation facilities to serve these uses, the City's residents and labor force are indicated on the **Major Thoroughfare Plan (Map-2)**.

IMPLEMENTATION

The City Charter, Ordinances and the Ohio Revised Code empowers Strongsville's Planning Commission to make plans for all or part of the City; and, when it deems advisable, to make changes and additions to such plans and to make recommendations to City Council. The *Comprehensive Plan* described above represents such a plan. Its implementation, therefore, is related to the advisory function of the Planning Commission and subject to final action on its recommendations by City Council.

Coordination of the Plan's recommendations with other planning activities will be essential. The Plan should be reviewed every five years to keep it current with the best thinking on Strongsville's needs and potentials. Thus, the Plan presented in this report is not intended to be a final statement; but, instead, an integral part of the City's ongoing planning and development process.

It is understandable that from now until build-out there will be changes to be considered that are not reflective of this Comprehensive Plan. Change, while inevitable, should be evaluated within the context of this Plan and any ramifications carefully considered before implementation.

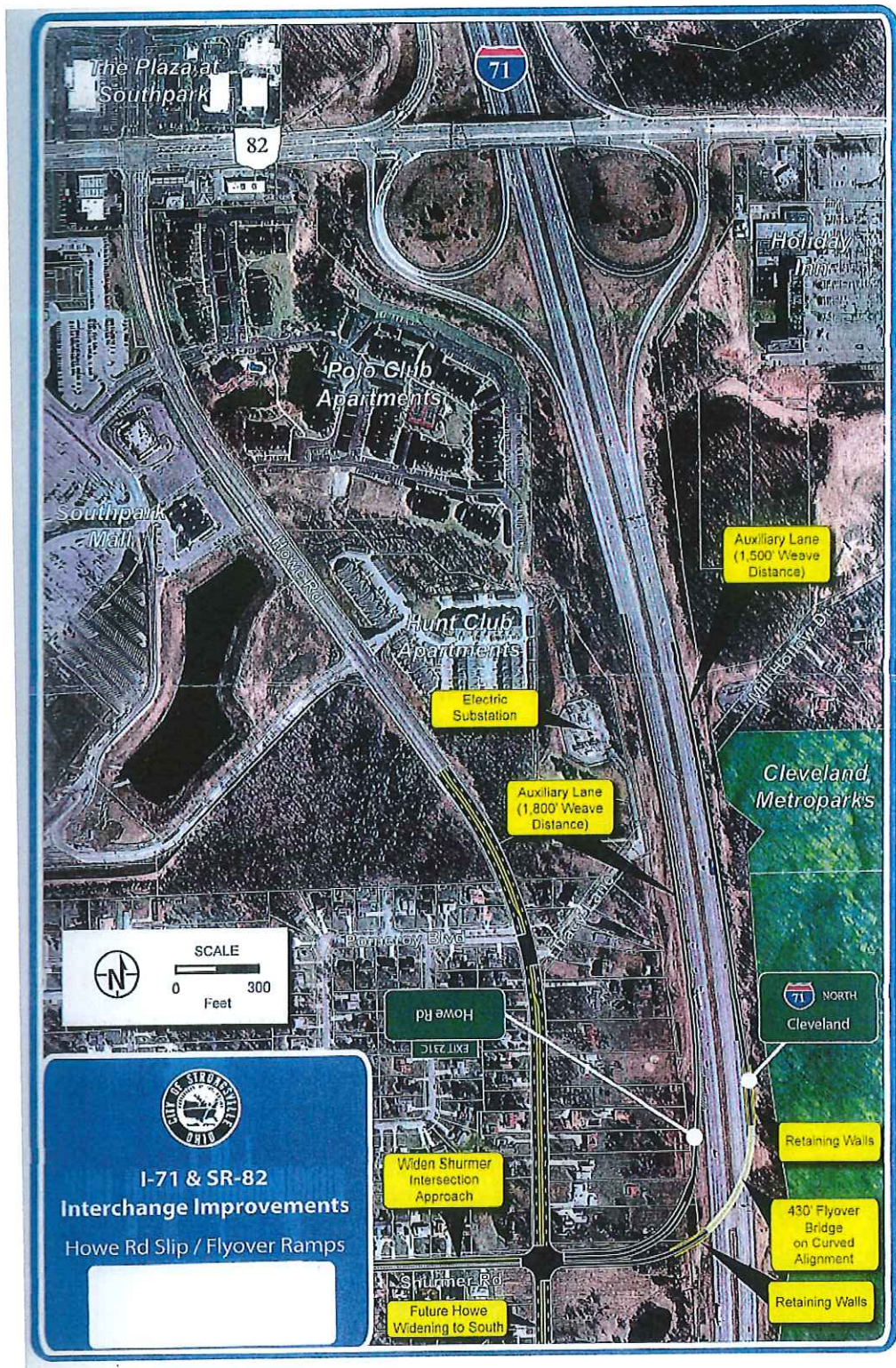
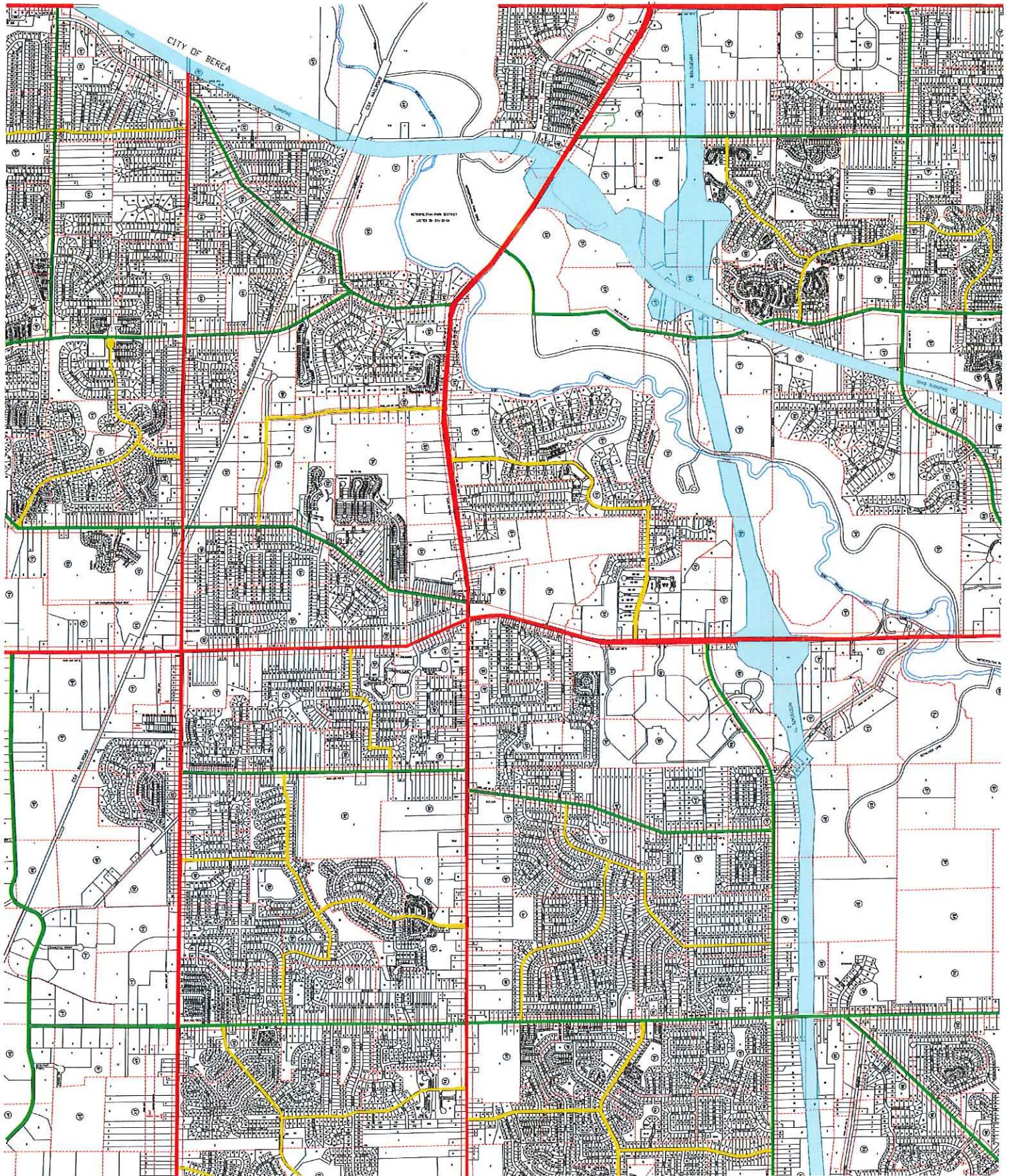
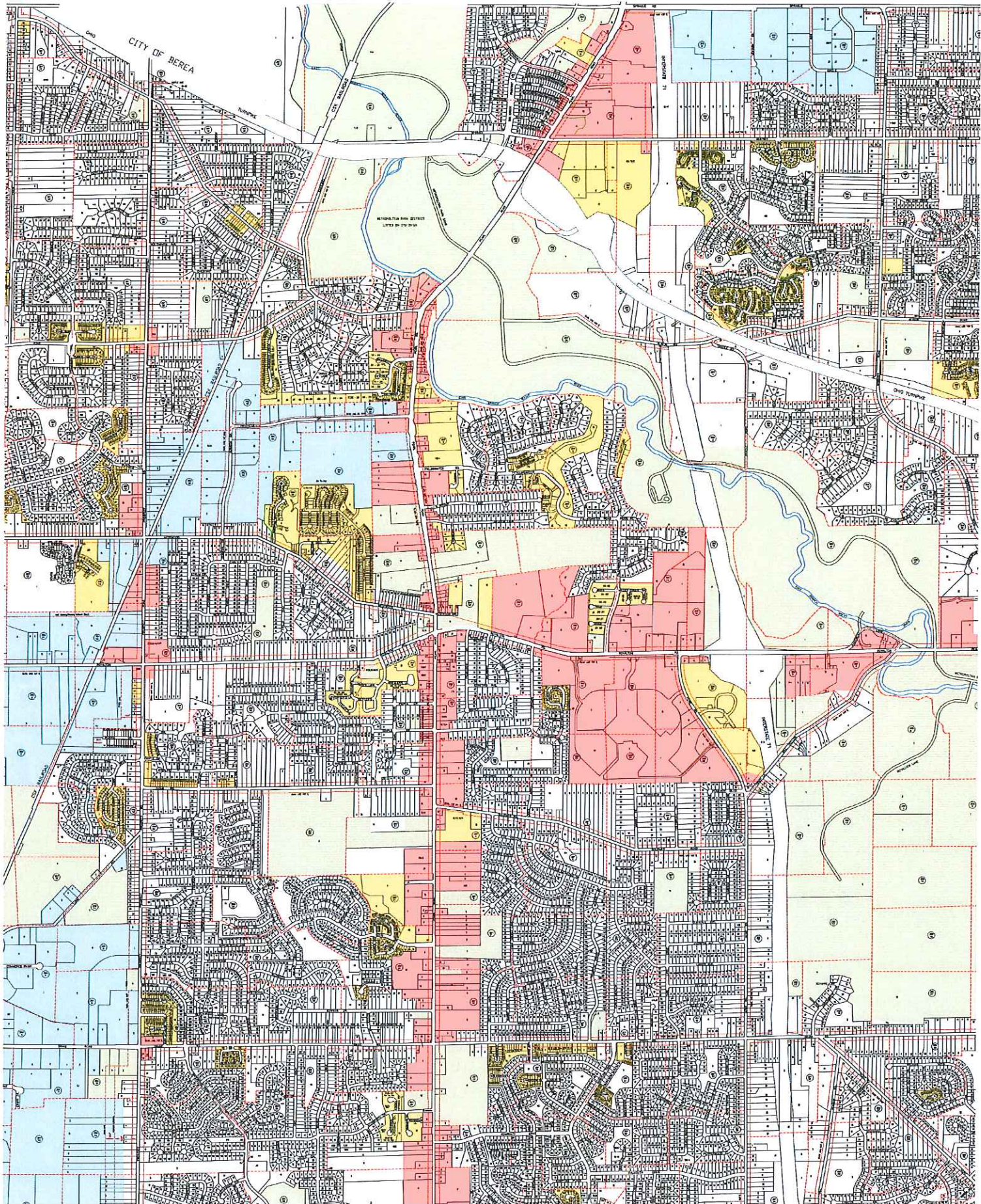


FIGURE A



Figure B





CITY OF STRONGSVILLE
OFFICE OF THE COUNCIL

MEMORANDUM

TO: Planning Commission
FROM: Aimee Pientka, Clerk of Council
DATE: January 21, 2015
SUBJECT: Referral from Council: Ordinance No. 2015-008

At its regular meeting of January 20, City Council referred the following Ordinance to the Planning Commission for its report and recommendation thereon:

Ordinance No. 2015-008 by Mayor Perciak and All Members of Council. AN
ORDINANCE APPROVING AND ADOPTING THE 2015 COMPREHENSIVE
PLAN UPDATE FOR THE CITY OF STRONGSVILLE.

A copy of the ordinance is attached for Planning Commission review.

AKP
Attachment

MEMORANDUM

TO: Aimee Pientka, Council Clerk
Ken Kraus, Law Director

FROM: Carol Oprea, Administrative Assistant, Boards & Commissions

SUBJECT: Referrals to Council

DATE: February 13, 2015

Please be advised that at its meeting of February 12, 2015, the Strongsville Planning Commission gave Favorable Recommendation to the following;

ORDINANCE 2015-021

An Ordinance amending the Zoning Map of the City of Strongsville adopted by Section 1250.03 of Title Six, Part Twelve of the Codified Ordinances of Strongsville to change the zoning classification of certain real estate located on Royalton Road (PPN 398-29-019) in the City of Strongsville from LB (Local Business) Classification to R-RS (Restaurant-Recreational Services) Classification.

Also, at that same meeting the Planning Commission set for Public Hearing on February 26, 2015, the following;

ORDINANCE 2015-008

An Ordinance approving and adopting the 2015 Comprehensive Plan update for the City of Strongsville.

MEMORANDUM

TO: Aimee Pientka, Council Clerk
Ken Kraus, Law Director

FROM: Carol Oprea, Administrative Assistant, Boards & Commissions

SUBJECT: Referrals to Council

DATE: February 27, 2015

Please be advised that at its meeting of February 26, 2015, the Strongsville Planning Commission gave Favorable Recommendation to the following;

ORDINANCE 2015-031:

An Ordinance Amending Section 1252.16 of Title Six of Part Twelve-Planning and zoning Code, of the Codified Ordinances of the City of Strongsville Concerning Projections into Yards.

MODERN PROPERTY GROUP, LLC./ Bill Sliwinski, Agent

- a) Modification to permit a subdivision without sanitary sewers at 22835 Royalton Road, PPN 393-01-007, 009, 011 zoned General Industrial, pursuant to Codified Ordinance Section 1228.01(i).
- b) Subdivision of PPN's 393-01-007, 009 and 011 located at 22835 Royalton Road, zoned General Industrial, **subject to the receipt of the Law Department an Affidavit for the sanitary sewers.**

Also, at that same meeting the Planning Commission tabled the following;

ORDINANCE 2015-008

An Ordinance approving and adopting the 2015 Comprehensive Plan update for the City of Strongsville.

MEMORANDUM

TO: Aimee Pientka, Council Clerk
Ken Kraus, Law Director

FROM: Carol Oprea, Administrative Assistant, Boards & Commissions

SUBJECT: Referrals to Council

DATE: March 27, 2015

Please be advised that at its meeting of March 26, 2015, the Strongsville Planning Commission gave Favorable Recommendation to the following;

ORDINANCE 2015-008

An Ordinance approving and adopting the 2015 Comprehensive Plan update for the City of Strongsville.

GARDENVIEW HORTICULTURAL PARK/ Joseph Tooman, Agent

Site Plan approval of a new 1,794 SF home and 725 SF garage for Gardenview Horticultural Park, located at 16711 Pearl Road, PPN 397-09-007, zoned Public Facility.
**ARB Favorable Recommendation 3-3-15. *BZA Variances granted 8-27-14.*