

CITY OF NORTH RIDGEVILLE MASTER PLAN 2009

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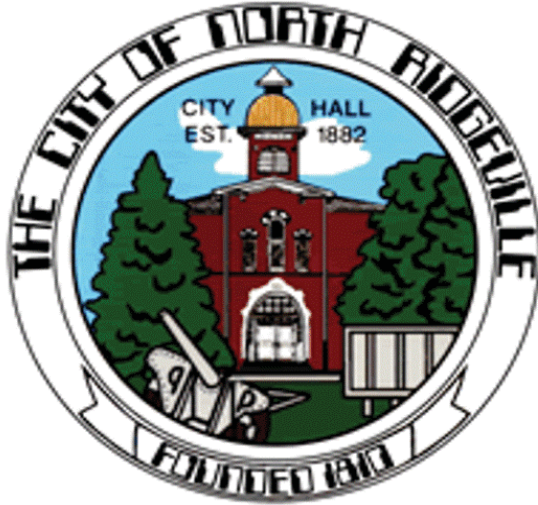


NORTH RIDGEVILLE

City of North Ridgeville

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VISION STATEMENT



“The City of North Ridgeville is a Midwest community, mindful of its rural heritage, devoted to strengthening its entrepreneurial spirit, and committed to enhancing quality of life for all.”

Citizens of North Ridgeville

ACKNOWLEDGEMENTS

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Special Thanks

State Representative Matt Lundy, County Commissioner Ted Kalo, State Senator Sue Morano, Avon Lake Councilwoman Jennifer Fenderbosch John Reese, Mike Bouman, Pastor Mark Croucher, Linda Masterson, Renee Hawke, David Cummins, Dan Gouch, Thomas Klear, Carol Klear, Gene Kleinholz, Karen Ware, Laura Christie, Don Knechtges, Steve Morey, Pat Blakely, Warren Blakely, Keith Jenkins, Missy Williams, Alan Willoughby, John Butkowski, Dayle Noll, Margaret Friedrich, Tom Heyduk, Rudy Ringwall, Jennifer Ruggles, Karen Sigsworth, The North Ridgeville Historical Society, The North Ridgeville Library, The North Ridgeville Corn Festival, Beth Mlady and the *North Ridgeville Press*, North Ridgeville High School Art Students, all subcommittee guest speakers, and all of the citizens of North Ridgeville who participated in the formation of the 2009 Master Plan.

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CITY OF NORTH RIDGEVILLE MASTER PLAN



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

OVERVIEW

Located on the western edge of the Cleveland Metropolitan area, North Ridgeville is one of the fastest growing suburban communities in Northeast Ohio. The City has transitioned from greenhouses, nurseries, and rural homesteads to a suburban community with a small town feel. With two-thirds of the land area prime for development, the City has issued over a thousand building permits over the past few years and is expected to continue with robust expansion. Cleveland Magazine named the City one of the “Best Places to Live in the Cleveland Area” and the Home Builders Association cited North Ridgeville as a leader in Northeast Ohio for new home construction.

Communities located to the north and east of the City have also enjoyed strong growth. North Ridgeville is bordered by the cities of Avon to the north and North Olmsted to the east. Elyria sits to the west, while Eaton Township borders on the south. A short border is shared with Weslake to the northeast. The



growth in the surrounding communities has become an important factor affecting the City’s ability to attract new retail and commercial business. The City must address its retail and commercial land use to assure competitiveness in these markets; and, with the influx of new residents, the need to plan for the future has never been more important.

The community has many competitive advantages upon which to build. Land is one of North Ridgeville’s greatest assets. It promotes a “Business Friendly” environment with a strong Chamber of Commerce, great highway accessibility with proximity to Downtown Cleveland and Hopkins International Airport, good schools and higher educational in-

stitutions nearby. The City provides a high quality of life with a relaxed lifestyle, accessible transportation routes, low cost of living, low crime rate, and low tax rates. Housing is affordable. Beautiful City parks as well as a 310-acre wetland and nature preserve provide many outdoor activities including fishing, hiking, volleyball, tennis, and more. In addition, Lake Erie is just a 10-minute drive away.



GOALS AND OBJECTIVES

The Master Plan is a document intended as a guide for the City Administration, City Council, and other decision-making boards and commissions as they evaluate development proposals and implement new policies that impact the City. The plan is meant to be a dynamic, living document that will help frame the public and private discussion related to development and redevelopment issues. Many of the plan’s recommendations are preliminary and will require further analysis before policies can be enacted.

With the level of growth sustained over the years, now is an ideal time to strategically plan for the future. Careful and thoughtful planning will help ensure that North Ridgeville remains a vibrant community that is true to its heritage and attractive to all people.

Given the City's many amenities and resources, the groundwork for a sustainable city of the future is off to a good start. It is the intent of the citizens of North Ridgeville to suffuse its small town character with a 21st century design.

The Master Plan creates a vision for how the community should look in 10 to 20 years and sets goals and objectives to pave the way for future development. It is a process for managing change and serves as a blueprint for building a community the residents desire. The Master Plan is meant to have a general perspective that reflects the public consensus about what to change and what to retain in the community. It is the information-gathering, goal- and objective-setting phase of a proactive city-building process. The goals and objectives should be consistent with the vision of where the community wants to go. They are the result of data collection and analysis and much public discussion.

The approval of this plan by City Council should be followed by the development of an action plan to identify the people who are expected to do the work, the funding sources, and the timeline for short-term, medium range, long-term, and ongoing proposed actions. The action plan should monitor and benchmark progress over each year to keep the plan in front of the public. It is recommended that the plan be reviewed and updated every five years to keep on course toward long-term goals.

Seven key themes reinforce North Ridgeville's vision and serve as the Master Plan's overall goals. They express the major concerns the plan seeks to address and the issues raised by the public.



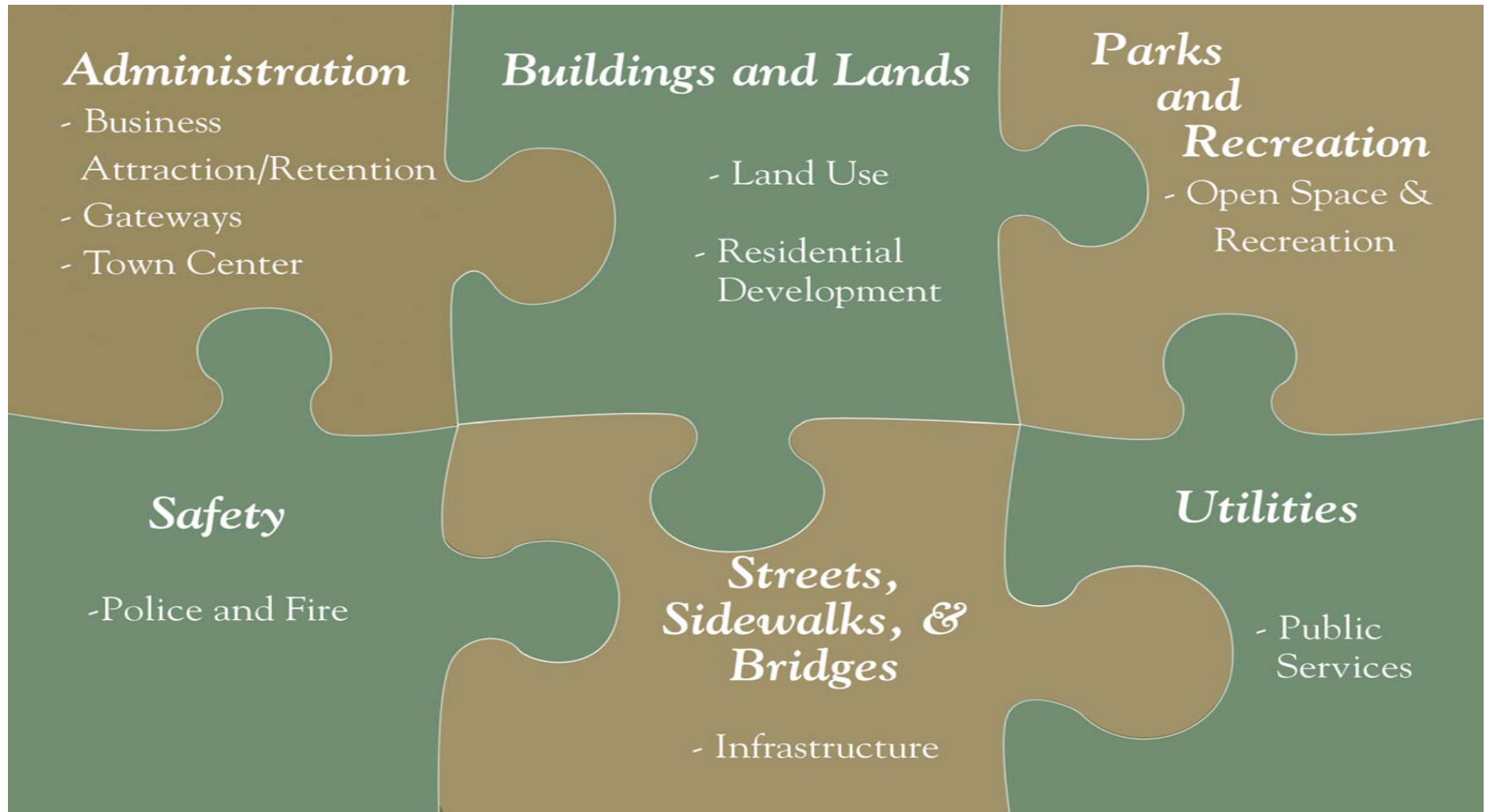
Courtesy of the North Ridgeville Press

Community Goals

1. *Town Center and Gateways - Unique Community Identity* – Maintain the historical character balanced with new development to enhance the overall appearance as people visit or travel through North Ridgeville. Create new centers of community activity and a greater sense of place.
 - Develop a modern town center with design guidelines to preserve the historical character and to create a positive, distinct image for the City.
 - Develop Gateway enhancements that are part of a city-wide design theme.
 - Improve the mix of business in the Town Center District.
 - Construct a new City Hall in campus-style setting within the proposed Town Center District
2. *Business Expansion, Attraction, and Retention (BEAR)* – Increase the appeal and diversity of commercial and industrial business and create a strong tax base through the support of existing business, local entrepreneurs, and attraction of new targeted employers.
 - Pursue the addition of an Economic and Community Development Position to actively market the City.
 - Attempt to diversify the local economic base by attracting new retail stores, office and manufacturing firms while encouraging and facilitating the expansion of existing firms.
 - Improve existing centers and target Center Ridge Road and Lorain Road for commercial development.
3. *Land Use & Residential Development* – Invest in a land use analysis and zoning code update beyond the scope of this plan to produce a physical plan describing in detail the relationship between specific land use and densities of development.
 - Revise and simplify the zoning code to reapportion the ratio between commercial/industrial zones and residential zones to more appropriately reflect the community’s priorities for business attraction.
4. *Draft a future land use map* showing the desired location and density of different types of development.
 - Focus development along the commercial corridors, around highway nodes, and in Special Business Districts.
 - Diversify housing stock to meet the housing needs of residents in different stages of life to retain residents.
4. *Open Space & Recreation* – Increase interconnectivity of neighborhoods and public places. Explore creative financing and private partnerships to improve public facilities and recreational offerings.
 - Review the current and future recreational facility needs.
 - Acquire additional land for parks, open space, and multi-use trails.
5. *Safety* – Identify and develop best practices to ensure maximum effect at minimal cost.
 - Analyze future population projections and continue planning for high quality and efficient safety services.
 - Explore potential sites for larger police headquarters and new fire stations.
6. *Infrastructure Improvements* – Promote the efficient movement of traffic and pedestrians to relieve congestion and increase walkability.
 - Traffic flow improvements through street widening of main east-west and north-south arterial routes.
 - Sidewalk program with a goal to install sidewalks throughout the entire City.
7. *Public Services* – Identify and develop best practices to ensure maximum effect at minimal cost.
 - Provide sewer service to 100% of the City.
 - Prioritize areas needing protection to avoid future economic problems caused by flooding.

NORTH RIDGEMOUNTAIN

INTERCONNECTED MASTER PLAN PROCESS



A Great Place To Live And Work

PLANNING PROCESS

MASTER PLAN ADVISORY COMMITTEE MISSION STATEMENT

“City of North Ridgeville Master Plan Advisory Committee will provide efficient and effective residential and business solutions; empowering the community, political structure, and ourselves that we serve through impeccable dedication and service with an all encompassing approach to enhance and improve our City through innovation, integrity, and superior performance. We will be the driving force in providing the path to make the City of North Ridgeville the #1 choice for residents and business owners.”

2009 Master Plan Advisory Committee

The City Administration and Council are entrusted to work on behalf of the public interest and to protect its resources while considering the priorities of its residents. In order to promote a common vision for growth in the next decade, the residents and business owners were engaged in the Master Planning process.

In April of 2008 Public Sector Solutions began with a review of the 1997 Master Plan to determine the original goals set by the plan, accomplishments made in the previous 10 years as related to those goals, and where goals have not yet been met. Discussions were held with each of the City’s departments to understand the current set of priorities, assess existing conditions, and assemble the base-line of data for analysis.

To begin the public input process, the Mayor selected a cross section of community members to serve as citizen representatives on a Master Plan Advisory Committee. In September 2008, the committee began the public input process with a meeting of the advisory group to review the findings of our initial analysis.

Over a period of six months, meetings were held twice a month with the advisory group playing a central role supported by Public Sector Solutions staff. The Advisory Committee prepared the agenda and work schedule for completing the plan and guided the process for developing a vision for what North Ridgeville can achieve in the next decade.

The vision statement paints a picture of how the community should look and function in the future. It is a set of ideas that provide a sense of direction and focus. The vision statement serves as the foundation for the Master Plan goals and objectives. The North Ridgeville vision came out of a series of ques-

tions the community was asked to respond to and ideas that were offered at the public meetings. With the vision in place, the committee then focused on identifying the goals and objectives that would transform the vision to reality.

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The group divided into eight sub-committees and held city-wide forums for public discussion to strategize and brainstorm. The meetings took place over four months from November 2008 through March 2009. This phase of the work was to garner community and stakeholder input into the plan in order to create a common vision and encourage intelligent community debate and decision-making.

The final round of civic engagement was held in April 2009 when a draft version of the Plan was be open for public review and comment. The draft was available at several locations and posted to the City’s website.

In May of 2009, the Committee conducted in an “open house” format, a workshop with opportunities to interact with Committee members addressing specific plan topics. Following the completion of the workshops and close of public comment period, a detailed report was issued.

MASTER PLAN COMMITTEE STRUCTURE



COMMUNITY INVOLVEMENT

THE MASTER PLAN COMMITTEE



MEETING SCHEDULE

September 18, 2008	MP Organizational meeting
September 24, 2008	MP Organizational meeting
October 8, 2008	MP Advisory Committee
October 18, 2008	MP Advisory Committee
October 22, 2008	MP Advisory Committee
November 5, 2008	Public Services & Utilities
November 10, 2008	Infrastructure
November 12, 2008	MP Advisory Committee
November 20, 2008	Infrastructure
December 2, 2008	Public Services & Utilities
December 3, 2008	Town Center & Gateway
December 4, 2008	Infrastructure
December 10, 2008	MP Advisory Committee
December 11, 2008	Land Use & Residential
January 7, 2009	MP Advisory Committee
January 13, 2009	Business Attraction/Retention
January 15, 2009	Land Use & Residential
January 21, 2009	MP Advisory Committee
January 22, 2009	Land Use & Residential
January 29, 2009	Land Use & Residential
February 3, 2009	Open Space/Recreation
February 4, 2009	MP Advisory Committee
February 12, 2009	Business Attraction/Retention
February 18, 2009	MP Advisory Committee
February 19, 2009	Business Attraction/Retention
March 4, 2009	MP Advisory Committee
March 18, 2009	MP Advisory Committee
March 25, 2009	MP Advisory Committee
April 8, 2009	MP Advisory Committee
April 15, 2009	MP Advisory Committee
April 29, 2009	Presentation/Open House
May 13, 2009	MP Advisory Committee
June 1, 2009	City Council Meeting



CITY OF NORTH RIDGEVILLE MASTER PLAN



REGIONAL CONTEXT

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As the United States transitions to a new manufacturing paradigm with a focus on high-tech and green industries, Ohio is seeking to position itself to take advantage, with a strategic focus on economic development, tailored to attract a new economy.

The State of Ohio Department of Development in its 2008 Strategic Plan is targeting new industries such as:

- Advanced Energy and Environmental Technologies
- Aerospace and Aviation
- Agriculture and Food Processing
- Bioscience and Bioproducts
- Corporate and Professional Services
- Distribution and Logistics
- Instruments, Controls, and Electronics
- Motor Vehicle and Parts Manufacturing
- Polymers and Advanced Materials

Northeast Ohio in particular has taken a multi-pronged approach that would provide jobs for specialized labor, while encouraging the growth of the health care industry with emphasis on health care delivery, research and development, commercialization, medical device manufacturing and spin-off bioscience companies. Because of the City's geographic location in the Great Lakes region and proximity to multiple highways, alternative energy, such as wind, solar, and geothermal are new targeted industries. By aligning goals with the region and state for innovation and leverage, there is a natural synergy. The Master Plan must charge the City to prepare for the next generation of manufacturers in Ohio in order to respond to the needs of employers of the future.

Within 20 miles of North Ridgeville are more than 50 municipalities. Communities can no longer look only within their own boundaries but must be engaged in an ongoing dialogue with regional organizations.



Geography: North Ridgeville is located in Lorain County, approximately 22 miles southwest of Cleveland's Central Business District, and 10 miles from Cleveland Hopkins International Airport. Lake Erie is nine miles to the north.



CITY OF NORTH RIDGEVILLE MASTER PLAN



CITY DEMOGRAPHICS AND HISTORY

CITY DEMOGRAPHICS AND HISTORY

Linking the urban metropolitan area of Cleveland and rural Lorain County via an accessible interstate highway system, North Ridgeville has earned the distinction as one of the fastest growing communities in the Greater Cleveland area. Recently voted one of the “Best Places to Live” in a 2008 article by Money Magazine, North Ridgeville is consistently recognized as a leader in Northeast Ohio for new home construction, due in no small part to the City’s high quality of life.

The City of North Ridgeville derives its sense of place from its history. First settled in 1810, when members of the Terrell and Beebe families from Waterbury, Connecticut arrived in the Western Reserve, the community was named for the five lake ridges that contour the City and run nearly parallel to Lake Erie. Ridgeville Township’s predominantly farming nature has remained constant through the post-World War II population boom and the 1958 creation of the Village of North Ridgeville; to the 1960 organization of the City of North Ridgeville, and remains to this day an integral part of the City’s heritage.



Just 22 miles west of downtown Cleveland on the eastern side of Lorain County, the City has a total land area of 23.5 square miles, the largest land area in Lorain County. Home to over 27,578 residents in 2007, North Ridgeville has been growing at an average annual rate of 2.9% since the 2000 Census and is the third largest city in the county. It is a relatively young city with a traditional rural history of farming and industry based in saw and grist mills, greenhouses, furniture, and cheese factories. The Interstate 480 highway system built in the 1970s brought the community within commuting distance of the Cleveland-Akron Metropolitan area. The abundance of land and newly constructed sewer projects in the western portion of the City brought an economic boost from new families and businesses.

North Ridgeville is home to the North Ridgeville Corn Festival. A tradition that began in 1976 as part of the U.S. Bicentennial celebration, the festival has grown into a regional attraction drawing families from all Northeast Ohio and producing economic benefits and community pride. The festival is held every year in August and was voted the “Best Festival in Northeast Ohio” in the June 2002 issue of *Cleveland Magazine*.



Courtesy of the North Ridgeville Press

While much of the demographic profile of North Ridgeville mimics that of Northeast Ohio generally, there are a few notable exceptions that enhance North Ridgeville's unique character. In comparison with the rest of the metro area, North Ridgeville is:

YOUNG – Although North Ridgeville has a core population that has aged in place, the City is relatively young and getting younger. The median age is 39.6 years which is nearly a year less than it was in 2000.

EDUCATED – Over 50% of the population over age 25 has some college education outpacing Lorain County as a whole.

GROWING – North Ridgeville is the fastest growing city in the greater Cleveland metro area experiencing a nearly 25% population increase between 2000 and 2007. Lorain County as a whole only saw an increase of 5.6% during this same period.

STABLE – North Ridgeville as a whole has 90% of its residents living in owner-occupied housing, while 64% of its residents are married and living in single-family homes. Over 56% of residents have lived in their current location since before 1999 and over 90% have been in their current house for more than one year. The median home value has increased nearly 25% since 2000 to just over \$160,000 compared with \$146,000 in Lorain County overall.

SPACIOUS – The population density in 2000 was 955.8 people per square mile compared with over 6,000 people in the City of Cleveland.

HOMOGENOUS – Following the same macro-socioeconomic trends as the rest of the country, much of North Ridgeville's growth has come from financially mobile people moving further away from the city center in search of more bucolic settings. As a result, North Ridgeville remains a racially homogenous community with over 96% of the population identifying as white.



The remaining ethnic makeup of the City is 0.86% African American, 0.21% Native American, 0.92% Asian, 0.49% from other races, and 1.15% from two or more races. Hispanic or Latino of any ethnicity were 1.99% of the population.

BUSINESS FRIENDLY – North Ridgeville is home to over 475 businesses employing 5,900 people, with an annual payroll of \$166,696,000.





CITY OF NORTH RIDGEVILLE MASTER PLAN



ADMINISTRATION

ADMINISTRATION

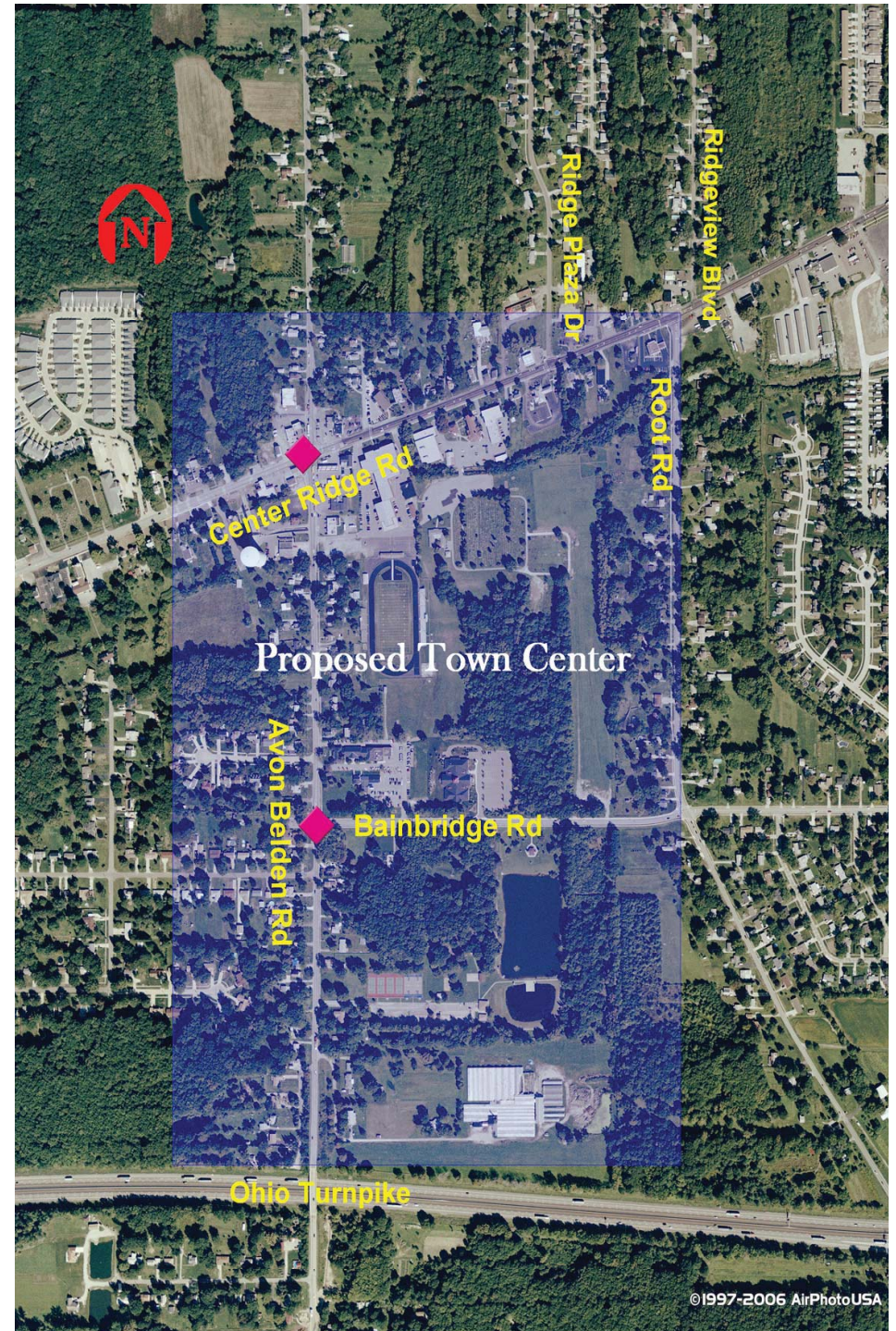
TOWN CENTER

With a majority of commercial development occurring along the two primary traffic corridors, Avon-Belden Road (OH-83) and Center Ridge Road (US-20), North Ridgeville is a city tailored to the function of the automobile. As a result, many of the attributes associated with a modern sustainable city that promotes pedestrianism and street life are absent. The Center Ridge Road Corridor is a critical part of North Ridgeville's unique community identity. Since the first permanent settlement in 1810, the road has served as a passageway from Buffalo to Detroit and is where many of the first homes and farms were built. The historical character of the City has been preserved along this corridor blended with the commercial hub for retail shopping and community services. As the main thoroughfare for east/west travel, it is an important asset and the natural place to create a new "Town Center District". The following map shows the proposed Commercial and Civic Town Center District.

It is proposed that the town center include the area from Center Ridge Road (US-20) south on Avon-Belden Road (OH-83) to the Turnpike overpass, north on Avon-Belden Road (OH-83) within the business zone (approximately 200 yards), east on Center Ridge Road (US-20) to Root Road, and west on Center Ridge Road (US-20) to the Old Town Hall.



The intention of this map is to establish the boundaries for the district and to provide design guidelines and development standards for future growth and redevelopment within the specified area. The town center district section proposes recommendations that address issues of community identity and character of this area. This includes part of the Historic Preservation District, schools, commercial areas, civic areas, and park areas. Furthermore, there are areas within the district privately controlled, and any changes to these sites or uses will influence the community. The City must identify these



sites and set design standards and planned land use. The town center should include the City Hall, post office, and potential senior center.

It is recommended the Mayor appoint a special task force to develop a general plan for the Town Center District to make specific land use and zoning recommendations. The task force should consider mixed-use development, which combines high-density residential and neighborhood commercial uses in an effort to promote walking and a sense of community.

The town center recommendations should support the goals of the community to create a vibrant mixed-use district with a strong commercial component. With the intention of cultivating a thriving town center and to preserve town heritage, the City should ensure that adequate access, parking and pedestrian improvements are made with an eye towards aesthetic appeal. This includes limited visible surface parking lots, street and landscaping improvements, and improved pedestrian access.

North Ridgeville currently lacks the infrastructure and density requisite to encourage alternative modes of transportation as a primary means of travel. By locating a town center at the gravitational nexus of Avon-Belden Road (OH-83) and Center Ridge Road (US-20) with the appropriate design considerations, it could serve as a multi-modal hub, serving as the foundation for additional infrastructure.

Architectural Design Guidelines and Key Elements

The design review process is an organized way for the City to set up standards for the appearance of new development and for renovations to existing buildings.

It is meant to protect the City from any development that would detract from the appearance of the community. A visual plan is needed in order for the City to incorporate design review standards into the zoning ordinance. This plan identifies general guidelines in the overall appearance of the town center district, historical preservation district, gateways, and other designated districts. The Planning Commission can

oversee the design review process when making recommendations on proposed private development and other efforts.

RECOMMENDATIONS:

- Research and create design guidelines and development standards to create a consistent and distinct image or theme for development in the City. The guidelines will encourage a unified theme throughout the City.
- Research a modified Western Reserve - Williamsburg architectural theme.
- Implement standards for architecture, landscaping, lighting, and signage.
- Create Community Focal Points - The focal points of a city provide a visual reference point and a sense of place. They provide a place to gather for the community. Locate a focal point at the southwest corner of the Avon-Belden Road (OH-83) and Center Ridge Road (US-20) intersection and/or the southeast corner of Avon-Belden Road (OH-83) and Bainbridge Road. Old style public clock tower, landscaping, or other structure that uniquely identifies North Ridgeville's roots (farming) or goals for the future (sculpture).
- Create walkways throughout the town center district.
- Ensure ample parking, ideally behind structures that front the street.
- Designate one or two central meeting areas with seating, open space and landscaping.
- Target commerce such as barber shop/beauty shop, book store, candy/ice cream store, gift shop, bakery, coffee shop, and antique store.
- Install a themed streetscape that includes sidewalks, benches, bike racks, banners, pedestrian scaled lighting, trash receptacles, fencing or low walls and planters, shrubs, and street trees.
- Research and create plans for a new campus-style City Hall.

GATEWAYS

Gateways are prominent entryways that make use of landscaping, public art, and community signage. A gateway is an unofficial boundary signifying entrance into a community. In essence a gateway is the City's "Welcome Mat". Gateway signs are markers placed at arrival locations on vehicular routes. They help create an image of the community. They define the edge and entry and can follow a theme or signature element that is consistent in other signs throughout the City. Gateways may be mounted on the side of the roadway or over the roadway to create a visual definition and impact. Graphic elements may be incorporated into the signage or structural elements along with permanent lighting.

Gateway design and materials should relate to the architectural character of North Ridgeville and present a positive community image. Primary and secondary gateways should relate to each other, although not necessarily replicate each other.

RECOMMENDATIONS:

- The Gateways should be constructed of faux-brick columns with limestone bases and caps to reflect Historical Heritage style.
- Each Gateway should tastefully incorporate a two-sided sign for North Ridgeville including founded in 1810 to celebrate the bicentennial.
- Each Gateway should include environmentally-friendly green lighting for the sign (e.g. solar powered lights).
- Gateways may incorporate special paving or plant materials.
- Gateways should be adopted by community organizations for the landscaping and maintenance.

Primary Gateways

Major Routes into the City

1. Avon-Belden Road & Mills Road from Avon
2. Avon-Belden Road – South Entrance
3. Center Ridge Road (US-20) from Westlake
4. Center Ridge Road (US-20) from Elyria
5. I-480/Lorain Corridor from North Olmsted

Secondary Gateways

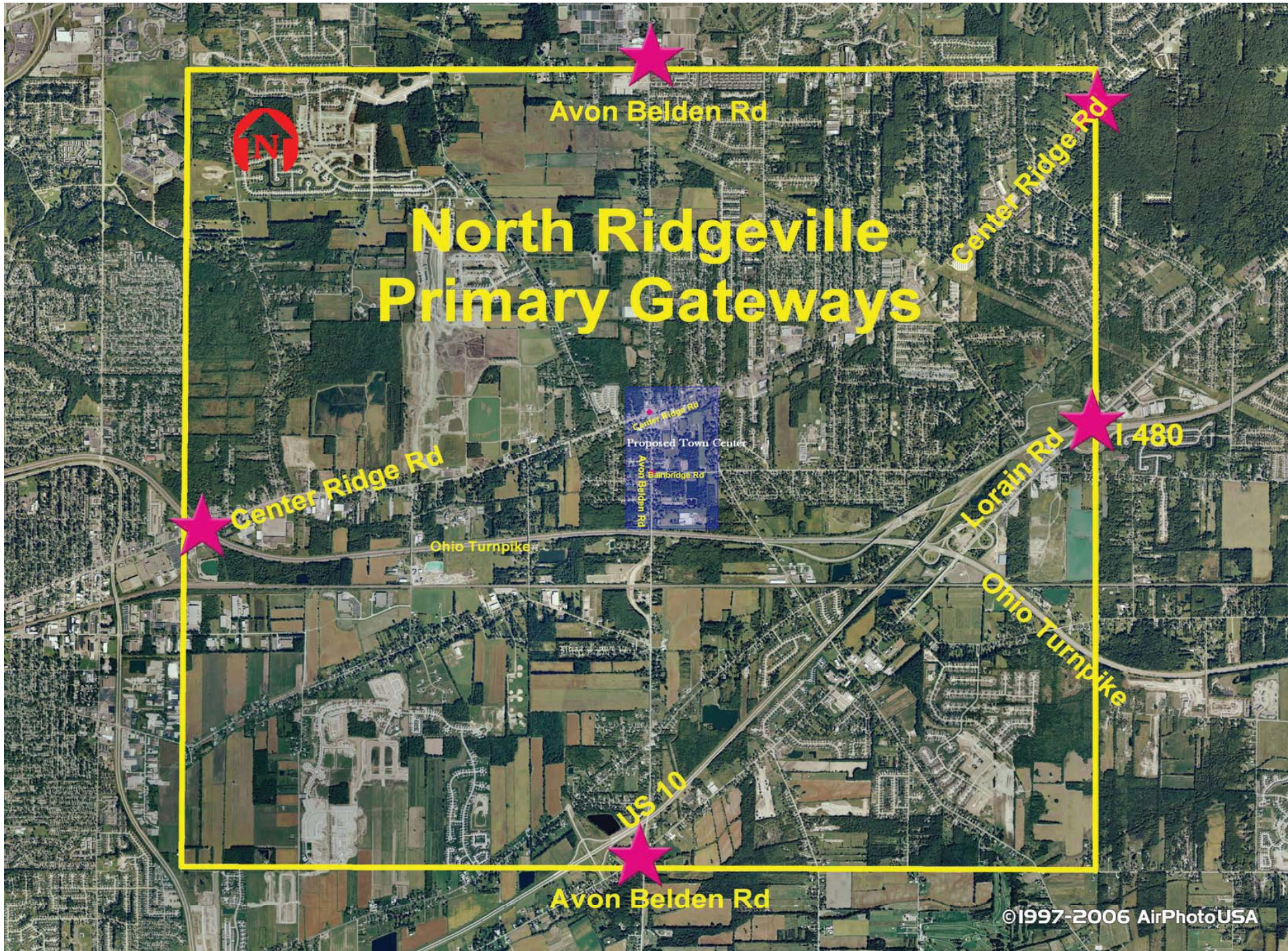
All Other Entry Points into the City

1. Case Road & Mills Road from Avon
2. Stoney Ridge Road & Mills Road from Avon
3. Jaycox & Mills Road from Avon
4. Lear Nagle Road & Mills from Avon
5. S. Barton Road from North Olmsted
6. Chestnut Ridge Road from North Olmsted
7. Cook Road from Olmsted Twp
8. Bagley Road from Olmsted Twp
9. Sprague Road from Eaton Twp
10. Reed Road from Eaton Twp
11. Island Road from Eaton Twp
12. Butternut Ridge Road from the South
13. Chestnut Ridge Road from the South
14. Bender Road from the South
15. Broad Street/Sugar Ridge Road from Elyria
16. Taylor Pkwy from Elyria
17. Burns Road from LCCC
18. Any additional entry points/roads into the City



Gateways: An example of a brick town gateway in Orange Village, on Harvard Road eastbound near I-271.





North Ridgeville Primary Gateways

ADMINISTRATION

BUSINESS EXPANSION, ATTRACTION, RETENTION (BEAR)



The process of economic development helps a community create a sustainable, high quality of living for its residents. Economic health and wealth is established through the expansion and retention of local businesses, recruiting new businesses, and maintaining and developing the physical infrastructure to support and attract

growth. It is a process that engages all facets of the community: the city administration, city council, boards and commission members, chamber of commerce, business leaders, public and private organizations, and local citizens alike. It is a dynamic and collaborative process that requires effective communication and planning.

In today's competitive and difficult economic climate, North Ridgeville should focus on marketing the many advantages to living and doing business in the community. North Ridgeville has experienced significant residential and commercial growth over the past ten years. The industrial and office development has not kept pace.

2007 MAJOR EMPLOYERS

- Invacare Corporation
- North Ridgeville City School District
- Beckett Gas, Inc.
- R.W. Beckett Corporation
- City of North Ridgeville
- Center Ridge Nursing Home, Inc.
- Beckett Air, Inc.
- Dreco, Inc.
- Estes Express Lines
- Lake Ridge Academy

Source: 2008 Harris Ohio Industrial Directory in cooperation with the Ohio Department of Development.

A more visible presence will help strengthen North Ridgeville's image and influence targeted industry site selection consultants.

RECOMMENDATIONS:

Consider the creation of an Economic and Community Development director reporting to the Mayor.

Responsibilities will include:

- Create building, site, and land inventories.
- Provide a database of information on sources of funds for grants, incentive loans and abatements.
- Comparative marketing studies.
- Explore the economic development opportunities of Lorain County Community College to develop high-tech business park.
- Work to retain existing business.
- Bring new business into buildings that are vacant.
- Pay particular attention to Biotech and Green Energy industries, and associated Secondary Education needs.
- Maintain an inventory of available property.
- Promote Hotels/Motels in area near Ohio Sports Park.
- Act as Liaison with County and State.
- Create a marketing campaign that highlights North Ridgeville's assets and market position.
- Seek out and recruit high-profile businesses.
- Work in conjunction with Chamber of Commerce and community organizations.
- Use Master Plan as a guide assisting new business.
- Create innovative ways to help local businesses through low-interest loans.





- Diversify and expand tax base by supporting existing business, local entrepreneurs and attract new targeted employers. Continue to work with regional economic development partners.
- Continue the City's Tax Incentive Programs, which currently offer new or expanding businesses incentives through its Community Reinvestment Act (CRA) program, an Enterprise Zone program, and through Tax Increment Financing agreements (TIFs).
- Encourage "business friendly" environment by keeping local, payroll, and sales taxes and incentive programs competitive with surrounding communities. Market North Ridgeville's low municipal tax.
- Enhance the City's business assistance programs by exploring other low-interest loans and grant programs that can be used in a flexible manner to support the needs of small and emerging businesses.
- Explore the creation of commercial zoning classifications as a mechanism to control the amount and location of desired commercial development. The zoning classifications are established to manage how many can go into a business area or district. This will help businesses survive and give residents convenience to their area of town and relieve traffic congestion.
- Explore possibility of lobbying for a Turnpike Interchange at W. Center Ridge Road (US-20) as a joint effort by North Ridgeville, Elyria, and LCCC.
- Infrastructure should be "Freight-Friendly". Example: to prevent trucks from running over a curb when turning.
- Study the costs and benefits of providing wireless access to the internet throughout the community.
- Develop Office and Industrial Parks to include Class A space, R&D facilities, Clean Room lab space, and multi-tenant office space for small companies.
- Encourage local and regional supply-chain development and business connections. A majority of future business growth is likely to come from existing businesses.
- Support tax abatements for exporting companies.
- Recognize LCCC as the main engine of the Lorain County economy. Appoint a liaison between LCCC and North Ridgeville.

Energy & Renewables - Emerging Industry

Increasing energy demand and limited fossil fuels have created an opportunity for formerly cost-prohibitive alternatives to be price competitive. As these industries develop, they will need increasing space. Given North Ridgeville's proximity to multiple highways and an airport, the City could position itself as a renewable energy manufacturing community. The Master Plan must encourage the City to prepare for the next generation of manufacturers of alternative energy in Ohio:

- Fuel Cells
- Solar
- Clean Coal
- Wind
- Geothermal
- Biofuels

The current emphasis is on wind because of its manufacturing component, which North Ridgeville can potentially accommodate. Team Lorain County reports that Ohio ranks in the top three as a potential wind industry location and Lorain County is #2 behind Cuyahoga County in the state. Team NEO and Team Lorain County have been meeting with wind turbine companies and pitching Northeast Ohio's manufacturing strengths.

RECOMMENDATIONS:

- North Ridgeville should get behind the movement to produce and consume alternative energy. Review and align policies and ordinances to support zoning and permitting. Address permanency when writing zoning codes.
- Encourage participation in regional organizations when opportunities arise for new development. North Ridgeville is in an excellent location to benefit from Lorain County Growth Partnership and LCCC's Innovation Corridor initiatives to connect Lorain County with regional and state goals to enhance innovation and economic growth in the advanced energy industries. LCCC already has curriculum in place for wind power and technology, so there will be a solid local workforce for wind companies.

- Re-educate the workforce. Encourage educational opportunities to support new industries.
- Support county-wide and regional ordinances that allow for alternative energy installations on residential and commercial structures. By having a county or regional system in place, this will make the City more attractive for AE businesses.
- Investigate feasibility of wind-powered electrical co-op including Avon Lake, Avon, North Ridgeville and Columbia Station.

Sustainable Community

An important component of any thriving modern city is a focus on its prospects for longevity and its ability to sustain itself. North Ridgeville has an opportunity to capitalize on its open space and fresh air and to create a healthy functioning city for years to come.

RECOMMENDATIONS:

Consider transit-oriented development principles when planning new transportation infrastructure and town center to include high-density nodes, traffic calming street design, multi-modal options such as bike lanes, walking trails, sidewalks, possible passenger rail, car-pooling.

- Increase walkability where traditional services are offered. Build streets now for all modes of transportation in the future: wide sidewalks, rail, cars, bicycles.
- Evaluate planning goals designed to attract young, educated people and preserve property values.
- Consider and expand community-based energy development projects to study and advise courses of action to promote land, air and water pollution control for the City.
- Promote, inform, and educate citizens about city services designed to promote environmental sustainability.

- Enhance and develop further opportunities for citizens to participate in the continuing “greening” of the community.
- Support increased public transportation access. Locate hubs of stores, post office, etc., near public transportation stops.
- Link with regional activities that are currently underway in the area of business attraction and retention to promote regionalism and prevent “poaching” tactics. Discourage wasteful duplication of services.
- Increase marketing efforts to encourage travel to North Ridgeville from outlying rural communities. Promote North Ridgeville as the gateway to the metropolitan area.
- North Ridgeville should be a part of the new passenger rail initiatives as stated in the State of Ohio’s Strategic Plan.
- Work with local businesses to provide testimonials about the advantages of doing business in North Ridgeville.
- Help manufacturers find funding and connect the dots with technology by using resources such as Lorain County Manufacturing Council available at LCCC.

Commercial Corridors and Highway Interchanges

As a community located in close proximity to multiple highways, it is important to consider the strategic implications of property located adjacent to the highway. This proximity affords an opportunity to capitalize on the high volumes of traffic that travel these routes.

RECOMMENDATIONS:

- Create new “Lifestyle Center” as a commercial hub for retail shopping and community services.
- Attract franchised, name brand restaurants, mid-priced hotels/motels with conference and meeting rooms, and clothing retailers to provide services to people visiting or traveling through North Ridgeville.
- Develop light manufacturing and multi-tenant business park at I-480/Lorain Road.
- Improve city entrances, traffic flow, infrastructure, and create a focal point at Avon-Belden Road (OH-83) and Center Ridge Road (US-20) such as a clock tower.

Creating Regional Partnerships

While cities are effective forms of government in many ways, often the issues that they face are the product of circumstances beyond their control and outside of their purview. It is important, therefore, that cities remain engaged with other public and private sector organizations to find the most effective and efficient ways to realize success.

RECOMMENDATIONS:

- Join efforts with Team Lorain County to call on businesses in a systematic way to collect information and evaluate strengths and weaknesses.
- Maintain communications with GLIDE to be aware of businesses that leave GLIDE and are looking for permanent locations.
- Help to promote business connections with supply chain industries.



CITY OF NORTH RIDGEVILLE MASTER PLAN



BUILDINGS AND LANDS

BUILDINGS AND LANDS

LAND USE

Currently, North Ridgeville has 17 different zoning classifications under the North Ridgeville Municipal Council Ordinance No. 335-66: 5 business districts, 3 industrial districts, 6 residential districts, and 3 special development districts. The abundance and range of residential districts has allowed a perceived unabated growth of residential developments unmatched by the business (commercial) and industrial districts.

The current zoning framework has North Ridgeville best situated to become a “bedroom community” (or, bedroom suburb, commuter town), where the majority of residents sleep but work elsewhere. However, the Master Plan Committee’s recommendations for revising and simplifying the zoning code are aimed at re-portioning the ratio between commercial/industrial zones and residential zones to appropriately reflect the community’s priorities for business attraction.



While attracting industrial and commercial uses is highly competitive, North Ridgeville is well-positioned geographically with proximity to the Ohio Turnpike and Interstate 480, not to mention its manufacturing foundation; the combination of these two features should be part of the City’s plan to attract “green” industries (e.g. wind turbine manufacturing).

Zoning codes were originally established in 1966 and are reflective of the segmented-use planning philosophy common in that era. As a result, the zoning codes need to be modernized and streamlined to be more “business friendly” and to be more flexible in allowing “mixed-use.”

Zoning classifications should be written using more marketing appeal. A consultant with specialization in zoning code and ordinances should be hired to complete a comprehensive land use analysis. → (See Appendix A, page 57)

RECOMMENDATIONS:

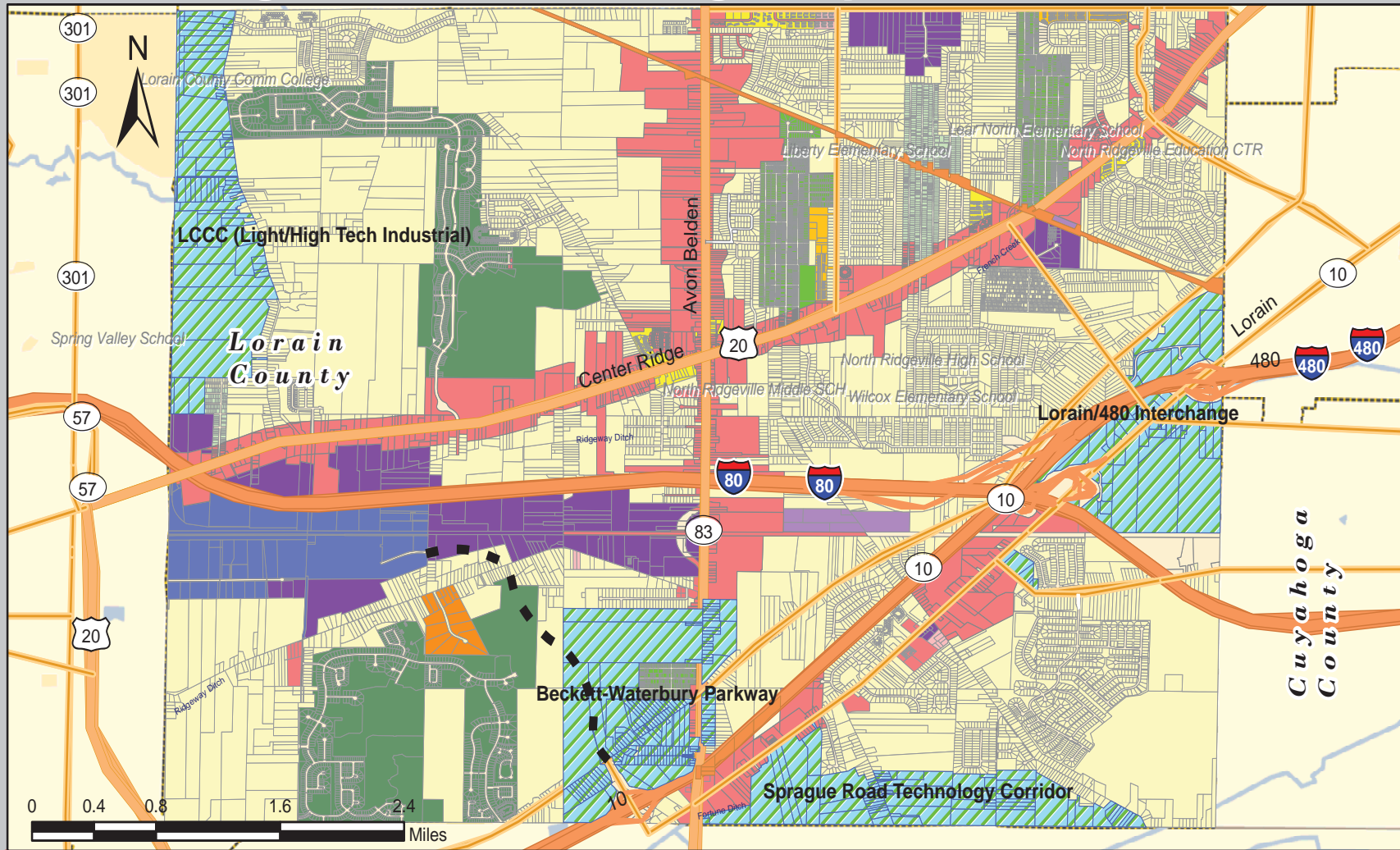
- Update existing land use statistics. Redistribute percentage goals to increase business/industrial use and reduce residential use.
- Special development districts become one Special Business District classification to allow the city council and planning commission more flexibility in planning best use and to allow for more mixed-use zoning and more options for entrepreneurs and investors.

Special Business Districts to rezone include:

1. Beckett/Waterbury Parkway
2. Sprague Road Technology Corridor (light/high-tech industry)
3. Lorain/480 Interchange to Avon-Belden Road (OH-83)
4. LCCC (light/high-tech industry)

- Corridors along Avon-Belden Road (OH-83), Lorain Road (OH-10) and Center Ridge Road (US-20) should have uniform zoning with architectural style/buffer language.
- For new and existing development around the City, an appropriate architectural design should be enforced so that it is in conformity with the regulations specified for the district in which the development in question is located. Designs should not conflict or clash with the prevailing aesthetics of an area or district.
- Include a ballot initiative for rezoning proposal using language that would allow for latitude to create modifications for land zoning.
- I1 classification should become Industrial Technology District.
- Allow businesses up to 1,000 feet from the road, with accompanying buffer language to allow the planning commission to accommodate adjacent residential zone concerns. Buffer strip ordinance needs to be expanded to include more design elements such as berms, mountings, sound walls and wider buffers.
- Pare down business zones to two revised business zones - B1 & B3 with architectural review/buffer language.
- Explore annexation of property and/or creation of a Joint Economic Development District (JEDD) in the Sprague Road Technology Corridor with Eaton Township – this will provide city income tax through commercial business.
- Residential properties in business-zoned areas, and businesses entering or leaving North Ridgeville should be remodeled/maintained to conform to the architectural style of the City. This will ensure that residences converting to businesses, and new businesses, cohere to an appropriate appearance and aesthetic as determined by the proposed architectural review standards.
- Encourage the proposed architectural review standards to compromise with new businesses to adhere to an architectural style in a manner that serves both the best interest of the City and the new business.
- Rezone current business-zoned land along railroad tracks to residential and construct a train station. This area can be developed as a special residential district tied into the train station, made into a unique development with accompanying business, e.g. restaurant and visitor center. Also, consider water retention/detention areas.
- If a developer or contractor creates a problem in a new development or building that affects an existing residence or business, the developer, contractor or new owner will be responsible and work with the City to correct the problem.

North Ridgeville New Zoning Proposal



Public Sector Solutions
March 2009
Created in ArcGIS 9.2 using ArcMap
Sources: ESRI Data & Maps; US Census;
City of N Ridgeville Computer Services.
Provided by Public Sector Solutions an affiliate of
Colliers Ostendorf-Morris in conjunction with the Research Department.
Information compiled from various sources. Colliers Ostendorf-
Morris makes no representations or warranties as to the accuracy
or completeness of the information contained in this report.
COLLIERS OSTENDORF-MORRIS 1100 Superior Avenue,
Cleveland, Ohio 44114 Phone: 216.861.7200 Fax: 216.861.4672

Legend

Zoning Code

- B1 Neighborhood Business District
- I1-Industrial Park Dist.
- R1-Rural Residence Dist.
- RS1-Special Residence Dist. 1
- I2-Light Industrial Dist.
- R2-Multiple Residence Dist.
- RS2-Special Residence Dist. 2
- I3-Heavy Industrial Dist.
- R4-Multiple Residence Dist.
- Special Business District
- B3-Hwy Comm. Dist.
- PCD-Plan. Community Dist.
- R5-Estate Residence Dist.

RESIDENTIAL DEVELOPMENT

In the early 1970s, single-family residential growth occurred primarily in the north-eastern sector of North Ridgeville. Since 2000, North Ridgeville has seen substantial growth in the remaining sectors, changing the landscape of the once-rural community. Between 2000 and 2008, data from the U.S. Census Bureau indicates the number of housing units increased from 8,587 to 11,833, a 38% increase. With an additional 3,872 units approved for construction over the coming years, North Ridgeville will increase its housing stock to 15,615 units, an 82% increase since 2000. In light of these statistics, the city should slow the expansion in order to reevaluate and reflect on how to plan for the remaining undeveloped land. → (See Appendix B, page 58)

The following recommendations are not intended to minimize or discourage the interests of property owners and developers, but rather, to foster smart growth and land management to diversify and expand the tax base. The following recommendations should be considered and discussed by the city to encourage responsible, smart land use for years to come.

RECOMMENDATIONS:

- Repeal chapters 1280 and 1282 of the North Ridgeville City Ordinances regarding clusters to manage and ensure proper growth.
- New subdivisions should be limited to a density of one home per acre.
- Current lots that are buildable, but less than one acre should be exempt from splitting.
- Mandatory installation of sidewalks and multi-use paths in front of all new residential developments.
- No dedication of private streets unless homeowners associations ensure installation of sidewalks, and the private streets meet the standards set forth by the City.
- Eliminate senior citizen residential districts in R1, and allow for minimum one-acre lots if they are brought back into zoning.
- Consider as an alternative a ballot initiative for a site specific zoning for high-density housing.
- Consider a city charter amendment to allow for the development of upscale apartment complexes and senior housing.
- RS1/RS2 should be closed as a future zoning development option but allowed to remain for existing homes.
- If PCDs are reinstated, they need open space (water retention/detention methods in place); no private streets, and no cluster homes.
- If a developer or contractor creates a problem in a new development or building that affects an existing residence or business, the developer, contractor or new owner will be responsible and work with the City to correct the problem.





Courtesy of the North Ridgeville Press



CITY OF NORTH RIDGEVILLE MASTER PLAN



PARKS AND RECREATION

PARKS AND RECREATION

OPEN SPACE AND RECREATION

The quantity and quality of a city's park system are key to enhancing its profile, and equally its citizens. North Ridgeville currently has four municipal parks, all complemented by Lorain County Metro Parks' Sandy Ridge Reservation: Frontier Park, Shady Drive Complex, the Soccer Complex, and South Central Park. Overall, city park improvements have been carried out each year. Along with maintaining the parks' condition, appearance and usability, the Master Plan Committee and City of North Ridgeville are committed to offering leisure activities, special events, cultural enrichment, and education, as well as providing opportunities for community and recreational involvement.

There are plans slated for North Ridgeville's parks. For example, using Community Development Block Grant Funds, new ADA-approved restrooms have been installed at Shady Drive and the Soccer complex and are scheduled to be completed at South Central and Frontier Park in 2010 and 2011, respectively. The Master Plan Committee recommends that the City continue to follow an aggressive approach to further park development.

Existing Parks

- South Central – New state-of-the-art children's Splash Pad. Improved restroom facilities, ¼ mile walking trail now available with extensions planned.
- Shady Drive Complex – 3.5 acres of new parkland purchased in 2008 from adjacent property owner. An additional 7 acres of adjacent property behind football field to be added pending donation from Forest City, Inc.
- Frontier Park – Football Complex used by Youth Football Program.
- Soccer Complex - Additional improvements made to pavilion, concession, and turf upgrades at Soccer Complex.
- Sandy Ridge Reservation – Lorain County Metro Parks 310-acre wildlife preserve.



New Land Developments

Ohio Sports Park – 68 acres of city-owned property should become available at no charge for city team use. Eight baseball and nine soccer fields are available. As a possible Phase 2 – add basketball courts on adjacent property. Park will bring in regional tournaments and other regular events such as semi-professional leagues, little leagues, and youth programs. North Ridgeville teams will use the fields a few nights a week at no charge.

RECOMMENDATIONS:

- Skate Park – A new organization has been established called Friends of the Park. Its purpose is to promote public parks and amenities. They have planned fundraising activities to provide community dollars for a new Skate Park for the youth of North Ridgeville. The Skate Park should maintain the appearance of a “park setting” with buffers and mounds to protect nearby residents. The hours should be same as all city parks.
- Dog Park - The site should be approximately 1+ acres to accommodate American Kennel Club shows. There should be an area for large dogs (leashed/unleashed) and a separate area for small dogs (leashed/unleashed). A frisbee area is desirable.
- New Combined Recreation Center/Senior Center – Explore opportunities for a shared facility complex to include pool (indoor and outdoor), recreation center, senior center, and civic center. Consider shared school facilities to be a part of the new proposed center. A combined Recreation Center would allow more year-round use and service the older parts of the community.
→ (See Appendix C, page 59)
- Acquire more land for parks: Explore expansion of park area to include property south of South Central Park, which extends to the Turnpike, and land east of the park. Explore opportunities for acquisition and/or incorporation of any available land adjacent to the park.
- Aquatic Center – Identify future sites for possible construction of indoor or outdoor community pool. Review 2004 Outdoor Aquatic Facility Feasibility study findings with community to determine type of facility the residents desire. Surveys conducted in 2004 show huge support for swimming pool.
- Fishing Lake – Preserve fishing lake. This asset is heavily used by community and Fishing Club for fishing derbies.
- Expand all recreation programming to include adult offerings (e.g. evening classes to accommodate those who work during the day, etc.). Consider other locations that can be converted to programming use.
- Determine community’s interest and input of the best use of the land at the southwest corner of Avon-Belden Road (OH-83) and Center Ridge Road (US-20). The City owns parcels and will add adjacent parcels as available. Consider the land as location for a new City Hall campus combined Safety forces.





CITY OF NORTH RIDGEVILLE MASTER PLAN



SAFETY

SAFETY

The Public Services and Utilities Committee's recommendations, in part, are derived from the status of the City's Capital Improvements Program, which is the City's list of improvements that are or will be needed to sustain public services for North Ridgeville's citizens. After the Public Services and Utilities Committee revisited the capital improvements list, it compiled the following recommendations for the City to act upon as they become financially viable for the City. Included, but not necessarily exclusively limited to this list, are the Master Plan Committee's recommendations regarding improvements for Fire services, Police services, Fiber Optics and Water Treatment/Watershed Management.

FIRE DEPARTMENT

The department provides the largest dual-role service in Lorain County. The largest volume of calls is for the paramedic squad. The department's goal is to achieve a four-minute response time to all emergencies. One minute is required for turnout time (defined as the time from receipt of dispatch to departure of squad or team from station or parked location), which leaves three minutes for travel time to destinations. To accomplish this, stations must be located in all four quadrants of North Ridgeville.

Currently, the central station is located at Avon-Belden Road (OH-83)/Center Ridge Road (US-20) with a satellite station on Lorain Road in the City's southeast quadrant.

RECOMMENDATIONS:

- Demolish current headquarters and determine highest and best use of site.
- Secure site and move Headquarters (Station 4) to Lear Nagle Road and Center Ridge Road (US-20) in northeast quadrant.
- Construct new satellite station (Station 3) in northwest quadrant at Stoney Ridge Road and Barres Road.
- Construct new satellite station (Station 1) in southwest quadrant in central location.
- Keep (Station 2) satellite station on Lorain Road in southeast quadrant.
- Explore regionalization options for Westshore Dispatch Station.
- Develop Fire Prevention Bureau and Fire Safety Program to provide ongoing public education.

POLICE DEPARTMENT

The department averages 35,000 calls per year. It is the lowest-staffed per capita department in Lorain County. Recommended staffing is 2.2 officers per 1,000 residents. North Ridgeville is 1.36 per 1,000 residents. Surrounding cities have 1.73, 1.79, and 2.69.

Additional resources will be needed in the next 10 years: three department directors will be retiring by 2011-2013. Our current station is undersized with no safe room, only two interview rooms, and inadequate parking for cruisers. The jail facility is currently adequate but will not be in five years. The firing range is shared and is located outside of the City. Records processing could benefit from improved and/or expanded space and resources (100,000 records need to be input). The training station is inadequate. Several vehicles have over the limit of 100,000 miles, which is typically the point of replacement for law enforcement vehicles.

RECOMMENDATIONS:

- Explore potential sites for larger police station:
 - Joint police and fire facility on Lear Nagle Road
 - Expansion into the current City Hall site
 - Middle school site
 - New construction
- Increase cyber crime investigation resources.
- Upgrade equipment and implement modern technology.
- Coordinate with school district to educate and investigate drug and substance abuse problems.





CITY OF NORTH RIDGEVILLE
MASTER PLAN



*STREETS, SIDEWALKS, &
BRIDGES INFRASTRUCTURE*

STREETS, SIDEWALKS, AND BRIDGES INFRASTRUCTURE

INFRASTRUCTURE

Serving as the primary network for any thriving community, streets and highways are areas that require constant attention and upkeep to properly accommodate transportation needs. North Ridgeville is particularly well-served by major thoroughfares, namely the Ohio Turnpike, Interstate 480, Center Ridge Road (US-20), Avon Belden Road (OH-83), and Lorain Road (OH-10), which all impart the City an advantage in regional transportation.

The evolving profile and population of North Ridgeville entails revisiting areas of concern as deemed crucial by the citizens of North Ridgeville. With the 2009 infrastructure recommendations comes not only a plan to alleviate overall congestion, decrease travel time and optimize access management, but also the long-term realization of city-wide sidewalks and multi-use paths.

This is a list of roads and issues to be considered for the updated North Ridgeville Master Plan. These recommendations assume, take into account, and incorporate any and/or all required traffic studies, beautification, access management, water and sewage, proper widening of intersections and bottlenecks, utilities, fiber optics, sidewalks and multi-use paths. All maximum setbacks should be considered for future growth.

Engineering studies should be encouraged and given high priority to ensure that informed funding decisions can be streamlined and executed with regard to each recommendation. → **(See Appendix D, page 61)**

RECOMMENDATIONS:

1. Center Ridge Road (US-20)
 - Widen first between Stony Ridge Road and Lear Nagle Road to five (5) lanes, then focus on Stony Ridge Road to Elyria (west end), and then Lear Nagle road to Westlake (east end).
 - Consider possibility of interchange at Turnpike.
2. Straighten the dogleg intersection at Ridgeview Road and Root Road.
3. Lear Nagle Road
 - Widen to four (4) lanes between Lorain Road and Center Ridge Road (US-20), and three (3) lanes between Center Ridge Road (US-20) and Mills Road.
 - Implement engineering study for entire road, and consider maximum setbacks.
 - Intersection at Chestnut Ridge Road to be reconfigured per widening.
4. Avon-Belden Road (OH-83)
 - Study for improvements, i.e. widen to four (4) lanes, border to border.
 - Intersection at Center Ridge Road (US-20) needs to be a priority.
 - Need an interchange at OH-10; keep existing ramp.

5. Mills Road
 - From Stoney Ridge Road to Center Ridge Road (US-20) – expand to four (4) lanes, and explore assistance from Avon.
6. Case Road
 - Widen to three (3) lanes, end-to-end.
7. Jaycox Road
 - Run through to Bainbridge Road from Mills Road.
 - Widen to three (3) lanes.
8. Root Road
 - Widen from Lorain Road to Center Ridge Road (US-20), with Bainbridge Road to Center Ridge Road (US-20) as first priority.
9. Extend Mildred Street west to the entrance of Stone Creek Drive, and east, through Avon-Belden Road (OH-83) to Jaycox Road.
10. Bainbridge Road
 - Intersection at Chestnut Ridge needs a traffic light.
11. Chestnut Ridge
 - Widen to three (3) lanes, border to border.
12. Tie in Barres Road from east to west with Burns Road, and extend Barres Road east through Stoney Ridge Road to Avon-Belden Road (OH-83).
13. Extend Meadow Lakes Boulevard south into Race Road (via Beckett).
14. Extend Beckett Parkway east, then south to Forest City’s road.
15. Extend new Forest City road south to Avon-Belden Road (OH-

83) alternate at Chestnut

16. Straighten Bender Road “dogleg”.
17. Sprague Road from Root Road to OH-10 interchange (commercial).
18. Jaycox Road from Center Ridge Road (US-20) to Bainbridge Road.
19. Left turn lanes at Mills/Rt. 83, Mills/Lear Nagle, and Stoney Ridge / Center Ridge Road (US-20).
20. Expand the radius at turns of new entrances, exits, driveways (and aprons) and intersections to decrease sharp turns that may damage berms, curbs and damage vehicles.

SIDEWALKS

Sidewalks are to be explored as a possibility for all major roads in the city limits of North Ridgeville where feasible and possible. As the City evaluates each neighborhood for the future, the City administration needs to prioritize where sidewalks will be installed. The Master Plan Advisory Committee requests that City Council generate viable mandatory plans to connect sidewalks all across the City.

The Master Plan Advisory Committee recommends that the North Ridgeville City Council incorporate ordinances to require homeowners to put in sidewalks:

- When there is a property transfer.
- Within a ½ mile of a convenience store or grocery store.
- Within a ½ mile of a government or public facility, library or church.
- Any area that does not complete a space between a completed

sidewalk, up to five (5) residences.

- Within a ½ mile of any type of commercial property (with the possible exception of industrial park areas).
- Throughout the City over the next 20 years, prioritizing and starting with more dense residential areas and expanding out to the least populated areas. When a section has been chosen, the sidewalks should be completed within four (4) years.

→ (See Appendix E, page 70)



CITY OF NORTH RIDGEVILLE MASTER PLAN



UTILITIES

UTILITIES

PUBLIC SERVICES

A community's quality of life and its ability to attract and retain economic growth depend on the quality and quantity of public services. Private development tends to follow the capacity of services so it is important to coordinate planning with economic development to help set priorities. The following summarizes the activities undertaken to maintain safe and reliable water and sewer services since the last Master Plan and recommendations for new priorities.

French Creek Waste Water Treatment Plant

Located at 2350 Abbe Road in Sheffield, Ohio, the French Creek Wastewater Treatment Plant is owned and operated by the citizens of North Ridgeville. Built in 1975 by the Ohio Water Development Authorities (OWDA) and bought by North Ridgeville in 1983, the plant serves North Ridgeville, neighboring Avon, and Sheffield via main underground sewer lines. It processes waste from local industries, septic tank cleaning firms, and other nearby water treatment facilities. The City's consistent investment in the plant has ensured its compliance with changing environmental guidelines.

In 2008, North Ridgeville obtained full ownership of the French Creek Waste Water Treatment Plant. The City has contracted with an engineering company to review residential and commercial rates to compete for new business. The City pays \$1M per year for plant maintenance. The administration is currently monitoring main interceptors to identify illegal taps and I & I (inflow and infiltration, which describes how storm water and groundwater enter the sanitary sewer system).

Current technology is poised to serve a growing base. The plant is currently ready for 11.25 million gallons per day, capable of expanding to 30 million gallons per day. The plant sits on 75 acres with 35 acres in use today. Ten acres were purchased last year as a buffer for new development.

RECOMMENDATIONS:

- Sludge removal—Now rated Class B and cannot be used as biofuel. Explore possible uses for sludge piles such as fertilizer for farmers' fields. Continue to further fund technology advancement toward increasing revenue stream.
- Explore alternative energy sources, such as self-sustaining energy sources, to power the French Creek Wastewater Treatment Plant.

Watershed Action Plan

There are several problems facing the City's watershed. Failing home sewage treatment is the #1 cause of contamination. Lake Erie dead zones caused by phosphorus from human activities, such as use of dishwasher soap and laundry soap, fertilizer runoff, need to be stemmed. The committee feels that these issues can be immediately addressed with further education and outreach to the community, and in the long term through the following recommendations:

RECOMMENDATIONS:

- Environmental planning - Inventory all water flows and water resources.
- Prioritize areas needing protection to avoid future economic problems caused by flooding.
- Land use planning and zoning to minimize impact of tree removal or stream modifications in development projects.
- Protect areas that handle runoff naturally (such as wetlands, vernal ponds).
- Minimize building in natural flood plains and utilize free infrastructure (i.e. natural ditches and runoff streams).
- Preserve wetlands and flowing stream networks.
- Provide sewer service to 100% of the City.
- Create greenspace in subdivisions.

Fiber Optics

The City should consider advocating the development and implementation of a city-wide wireless network, as well as a comprehensive fiber optic network. These should be realized in conjunction with the following recommendations:

RECOMMENDATIONS:

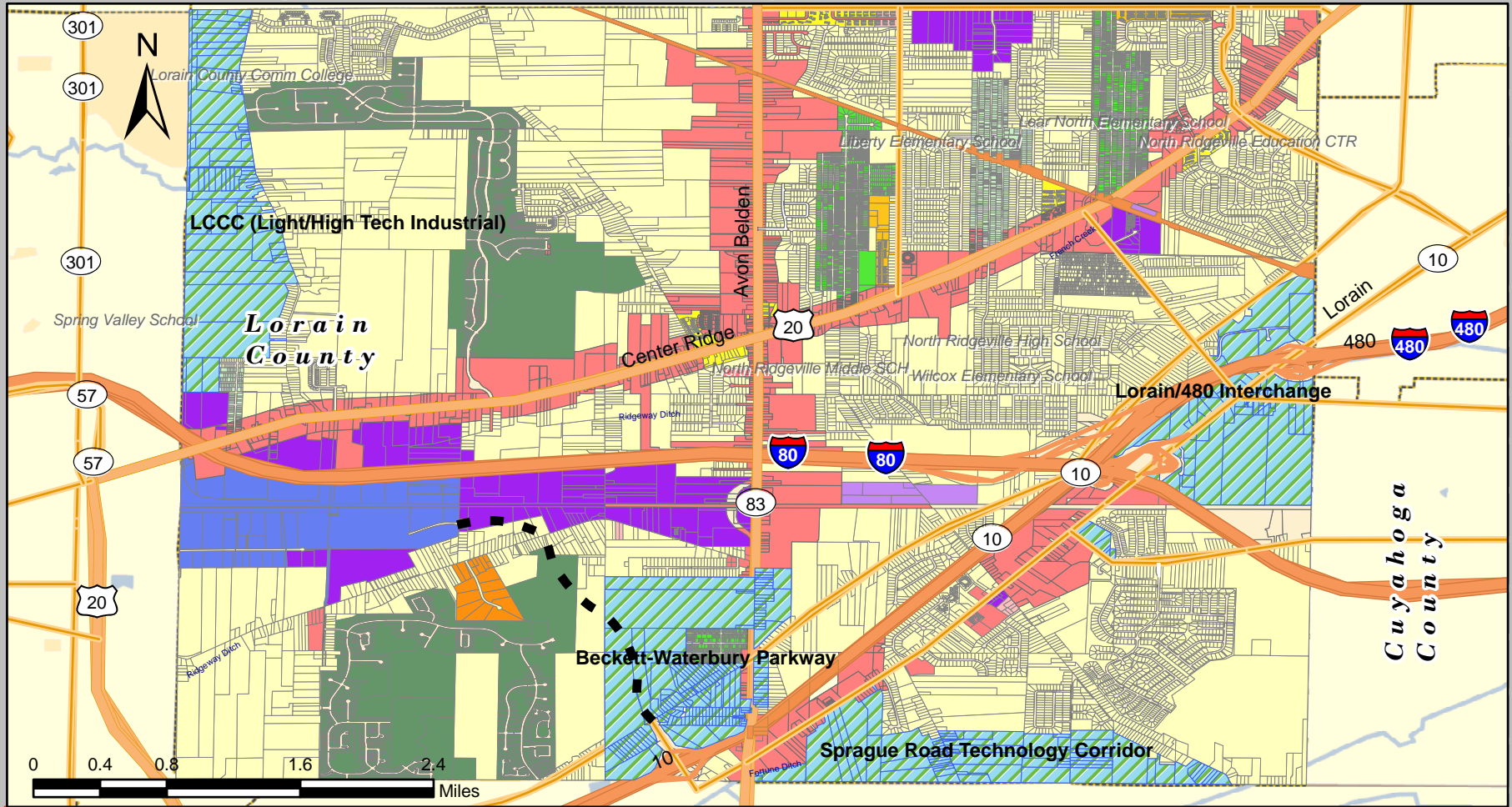
- Monitor fast-moving technology over the next 5-10 years to watch for stabilization.
- Lay fiber optic ring around the City and through all government buildings.
- Evaluate fiber optics as a public utility and revenue stream for the City.
- Evaluate plan to install fiber during large construction projects to start building loop now. Light up fiber as needed.
- Work with LCCC to develop 208 acres of college property for high-tech use.

CITY OF NORTH RIDGEVILLE MASTER PLAN



APPENDICES

North Ridgeville New Zoning Proposal



Public Sector Solutions
March 2009

Created in ArcGIS 9.2 using ArcMap
Sources: ESRI Data & Maps; US Census;
City of N Ridgeville Computer Services.

Provided by Public Sector Solutions an affiliate of
Colliers Ostendorf-Morris in conjunction with the Research Department.

Information compiled from various sources. Colliers Ostendorf-
Morris makes no representations or warranties as to the accuracy
or completeness of the information contained in this report.

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Legend					
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	I2-Light Industrial Dist.		R2-Multiple Residence Dist.		RS2-Special Residence Dist. 2
	B1 Neighborhood Business District		I3-Heavy Industrial Dist.		R4-Multiple Residence Dist.
	B3-Hwy Comm. Dist.		PCD-Plan. Community Dist.		R5-Estate Residence Dist.
					Special Business District

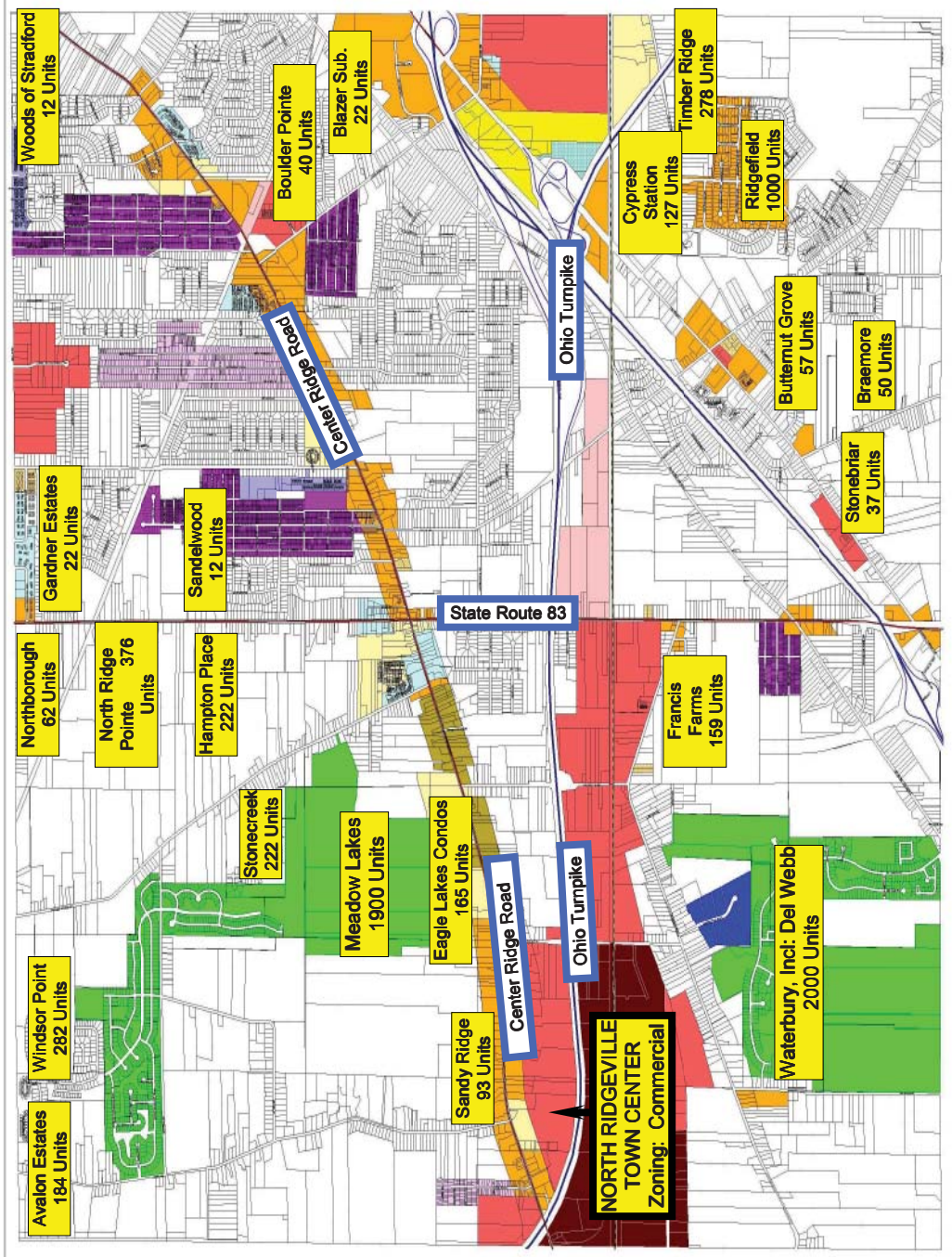
APPENDIX A - North Ridgeville New Proposed Zoning Map

City of North Ridgeville Residential Development Map by Subdivision

G. David Gillock Mayor



1/21/2009



STATISTICS FOR NEW RESIDENTIAL CONSTRUCTION FOR THE CITY OF NORTH RIDGEVILLE

SUBDIVISIONS	TOTAL UNITS PROJECTED											TOTAL UNITS TO BE CONSTRUCTED (less misc. units*)		PERCENTAGE NOT CONSTRUCTED		
	1995-1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	CONSTRUCTED	2008	2009	CONSTRUCTED	PERCENTAGE	NOT CONSTRUCTED
Avalon	0	0	0	40	21	42	55	12	2	2	174	184	10	5%	100%	
Blazer Subdivision	0	0	0	0	0	0	0	0	0	0	0	22	22	0	100%	100%
Boulder Pointe	0	0	0	0	0	0	0	0	0	0	0	40	40	0	100%	100%
Braemore	0	0	0	0	0	0	0	5	6	2	13	50	37	13	74%	74%
Butternut Grove (Phase 2)	0	0	0	0	0	0	0	13	27	16	56	57	1	2%	2%	2%
Condo Units (Misc.*)	0	50	31	66	26	30	14	6	14	14	251	0	0	0	0%	0%
Cypress Station	0	0	0	0	0	0	0	11	18	23	52	127	75	75	59%	59%
Eagle Lakes Condos	0	0	0	0	0	0	0	0	0	0	0	165	165	0	100%	100%
Francis Farms	0	0	0	0	0	1	8	5	1	0	15	159	159	7	32%	32%
Gardner Estates	0	0	0	0	0	0	0	0	0	3	3	224	221	221	99%	99%
Hampton Place	0	0	35	117	113	130	130	99	82	79	785	1900	1115	1115	59%	59%
Meadow Lakes	0	175	145	71	8	0	7	9	3	3	421	0	0	0	0%	0%
Misc*	0	0	0	0	0	0	12	1	0	3	16	62	46	46	74%	74%
Northborough	0	0	0	0	0	0	0	0	0	0	0	376	376	376	100%	100%
North Ridge Pointe	236	42	48	52	45	48	51	46	20	20	608	1000	392	392	39%	39%
Ridgefield	0	0	0	0	10	2	0	0	0	0	12	12	0	0	0%	0%
Sandwichood	0	0	0	0	0	40	32	14	5	9	130	162	70	70	75%	75%
Sandy Ridge	0	0	0	0	0	0	1	26	10	0	37	37	0	0	0%	0%
Stone Creek	0	0	0	0	0	0	0	0	0	0	3	278	275	275	99%	99%
Stonebriar	0	0	0	0	0	0	0	0	0	3	727	2000	1273	1273	64%	64%
Timber Ridge	0	0	0	65	140	172	186	80	30	54	156	282	126	126	45%	45%
Waterbury	0	0	0	29	16	23	27	34	0	0	0	12	12	12	100%	100%
Windsor Point	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Woods of Stradford	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
TOTAL	236	267	259	411	422	493	539	343	245	267	3482	7264	3782	52%	52%	

APPENDIX C

COMMUNITY RECREATION CENTER RECOMMENDATION

Submitted by Michael P. Bouman

COMMUNITY RECREATION CENTER

Goal: To provide the citizens of North Ridgeville and the employees of locally owned businesses with a first class exercise, meeting and banquet facility.

Rationale: A Community Recreation Center can provide health, social, economic and educational benefits to the city. It provides a needed amenity for current residents and makes the city more attractive to potential residents and employers. There are no full-service health clubs within North Ridgeville. There are no public pools within North Ridgeville's borders. Many neighboring communities currently benefit by having vibrant recreation centers and North Ridgeville can too.

Benefits: The Community Recreation Center would benefit the masses and not just a select few individuals of North Ridgeville. Below are some of the ways the Community Recreation Center may be utilized by our citizens and corporations:

A) SOCIAL BENEFITS

1. Fostering of inter-generational interaction.
2. Rooms for weddings, birthday parties, wedding showers, bridal showers, etc.
3. Meeting places for groups and organizations.
4. Safe place for children and adolescents to partake in activities.
5. Source of community pride.

B) ECONOMIC BENEFITS

1. Increase home values.
2. Provide jobs for the community.
3. Source of attraction for new residents and companies.
4. Destination for corporate workshops.
5. Healthier population equates to less strain on paramedics and fire dept.

C) EDUCATIONAL BENEFITS

1. Facility for guest lecturers and exhibitions.
2. Special skills such as painting, horticulture, astronomy and music can be taught in the auxiliary rooms.

D) HEALTH BENEFITS


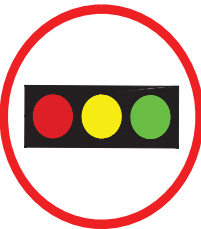
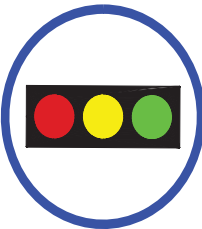










1. Weight training equipment
 - a. Facility for individuals of all ages to improve muscle condition.
 - b. Provides a place for injured persons to effectively complete rehab programs.

2. Swimming pool
 - a. Provides a place for injured persons to effectively complete rehab programs.
 - b. Young children can learn to swim
 - c. Water aerobics classes
 - d. Swim teams can practice throughout the year
 - e. All ages can enjoy the health benefits of swimming

3. Gymnasium
 - a. Court games, leagues and summer camps can be provided for indoor sports like volleyball and basketball.
 - b. Youth programs can have one centralized court rather than scrambling for gym time at the local schools.

4. Auxiliary Gyms (smaller rooms/gyms)
 - a. Aerobics, Yoga, Karate Instruction
 - b. Children's activities
 - c. Bocce
 - d. Baseball hitting instruction in the winter
 - e. Card games/bridge tournaments

LINE AND SYMBOL LEGEND

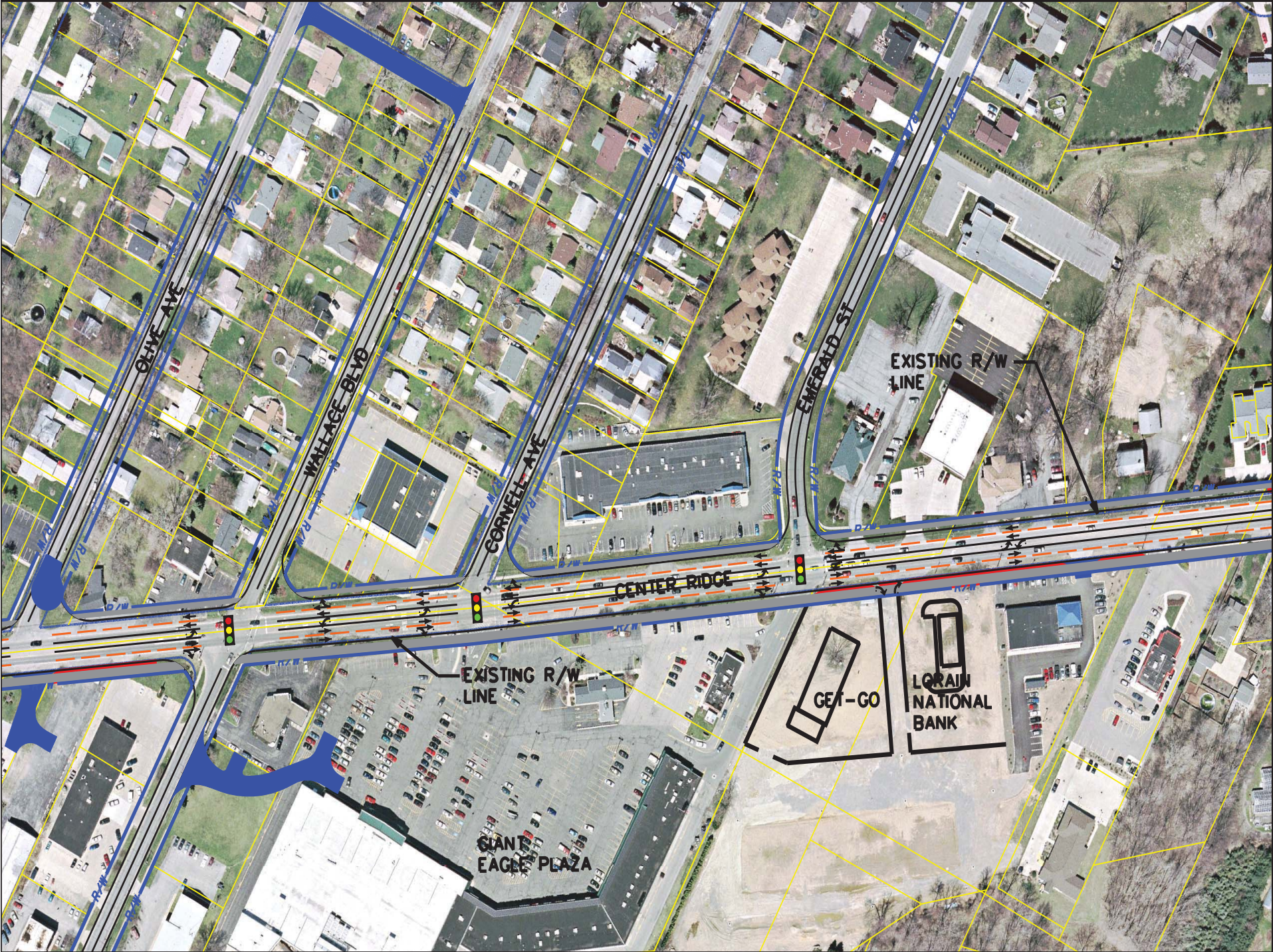
	EXISTING TRAFFIC LIGHT
	NEW TRAFFIC LIGHT
	TRAFFIC LIGHT REMOVED
	SEVERE IMPACTS
	POSSIBLE SEVERE IMPACTS
	R/W LIMITS FOR PREFERRED ALTERNATIVE
	SIDEWALK
	EXISTING R/W LIMITS
	EDGE LINE
	LANE LINE
	PROPERTY LINE
	DRIVE WAY ELIMINATED
	NEW DRIVE WAY









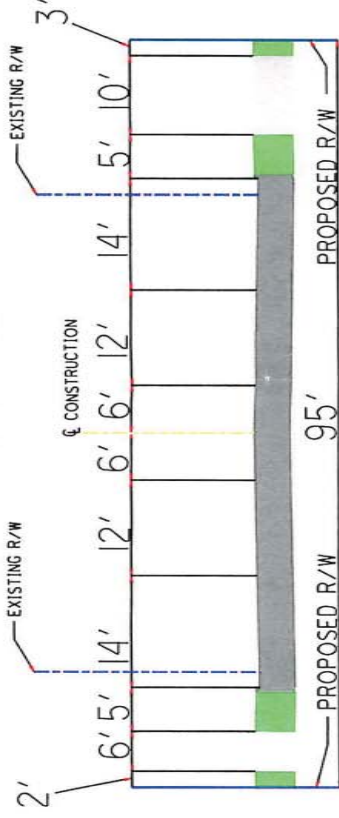




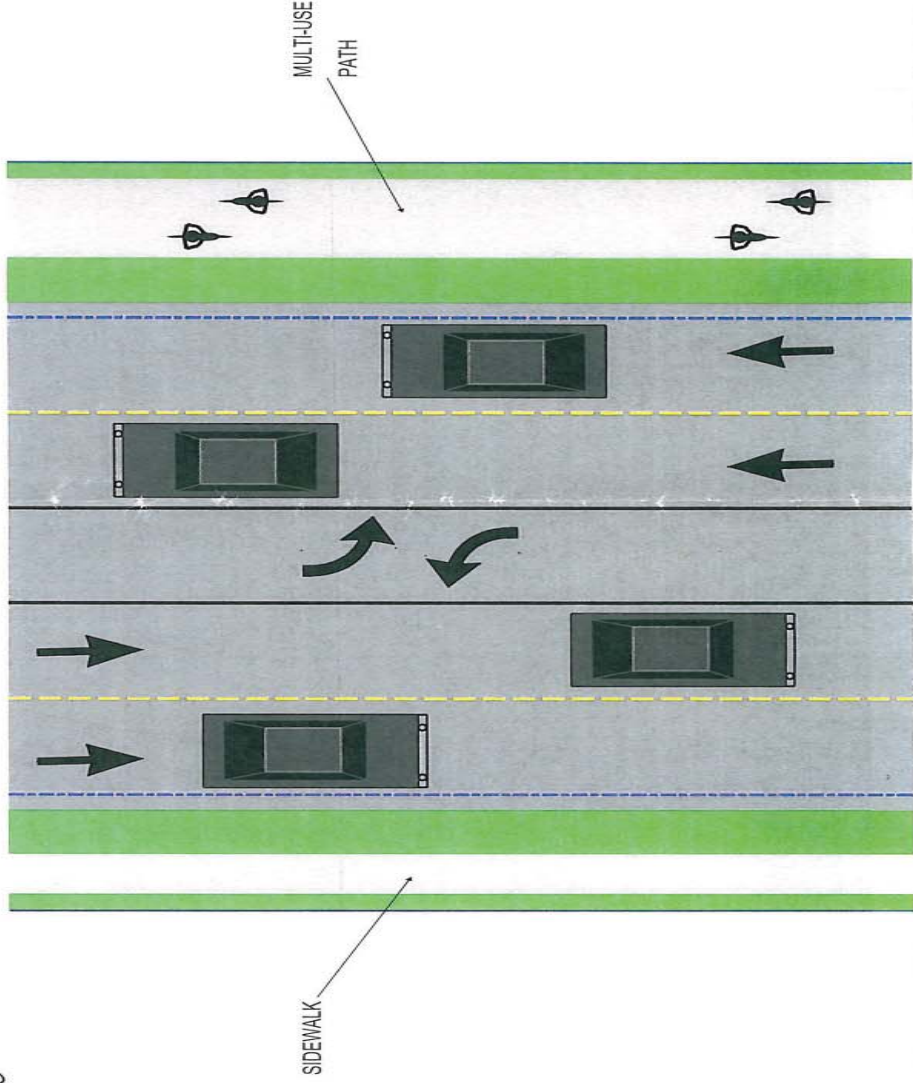


PREFERRED ALTERNATIVE

95' R/W AND MULTI-USE PATH ON SOUTH SIDE



Bus stops
Ann Belden
Root
Jaycox
Pitts
Leav Nagle



<p>PEDESTRIAN & BIKE ACCESS</p>	<p>ONE SIDEWALK PATH FOR PEDESTRIAN TRAFFIC AND ONE TWO WAY MULTI-USE PATH FOR JOGGING, BICYCLE, ROLLER SKATING AND OTHER FORMS OF PEDESTRIAN TRAFFIC.</p>
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APPENDIX E

A PEOPLE-PATH NETWORK

Submitted by Alan J. Willoughby

Goal: Interconnect all public sites and North Ridgeville neighborhoods with a network of pedestrian-friendly, bicycle-friendly, auto-free pathways.

Rationale: Nature made North Ridgeville ideal for bicycle transportation, North Ridgeville is nearly flat. We would be remiss not to take full advantage of it.

The Vision: Often, many of us would be delighted to commute locally by bicycle or on foot ...if we could do so safely. It would be efficient to integrate our exercise with our errands. And, families would definitely be better off if the kids did not need to be driven to so many places. Bicyclists suffer in auto accidents. It seems foolish to let our city evolve in such a way that we must always choose between our safety and exercise, or between our kids' safety and their exercise, or between our kids' safety and their activities.

At present, it is easy to take a safe bike ride in North Ridgeville ...unless you want to go somewhere while riding. The schools, the stores, the library, the parks, etc. are risky rides from most of our residences.

An ideal people-path network should safely connect every residential area to all the places of activity ... without putting pedestrians or bicycles into space competition with motor traffic.

Network evolution: Without a wise master plan, a people-path will not happen. Here are a few of the elements needed: Walking and biking within existing neighborhoods is fairly safe. But, absurdly, our neighborhoods usually only interconnect by busy roads, routed the long way around. Inter-neighborhood connectors should be an early step. We can encourage people traffic without inviting through-motorists. People paths should offer short-cuts.

Long bicycle through-corridors should not be adjacent to busy roads, as are currently envisioned along a widened Center Ridge Road. Bike crossings across the many busy driveways would create more hazards. Bike corridors should logically connect to what is now the back side of the shopping areas. Some people-path through-corridors should parallel our main roads, with a minimum of traffic crossings.

The proposed centralized school complex should someday become a reality. Also, a southerly extension of Jaycox Road has been planned. It would be a shame if a safe walk/bike school access system were not part of these plans.

An enchanting vision of the future might see all sorts of novel people-powered vehicles in the school parking lot. They would use future inventions in lighting, GPS, etc.

APPENDIX E

Our intra-city path network should connect with the inter-city path systems that are evolving.

Benefits: A complete network of auto-free pathways would make our city a much better place to live:

- Young people would not need to be driven to their many activities. Except in harsh weather, they could safely walk or pedal there.
- Parents would be more flexible in caring for their families.
- Traffic would be less congested. A less hectic rush hour would help shoppers.
- All people would have safe alternatives to the automobile for local activities.
- People would be healthier.
- Family auto expenses would be reduced.





City of North Ridgeville

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