

# **Land Use and Thoroughfare Plan Fairlawn, Ohio**

**For Areas Served by New Water and Sewer Lines**

**URS CONSULTANTS**

# Land Use and Thoroughfare Plan Fairlawn, Ohio

For Areas Served by New Water and Sewer Lines

August 11, 1988

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## **INTRODUCTION AND REGIONAL TRENDS**

## INTRODUCTION AND REGIONAL TRENDS

This Land Use Plan is a recommended amendment to the 1980 Fairlawn, Ohio, Land Use and Thoroughfare Plan, adopted by the City Planning Commission and City Council in December, 1980. The specific land use recommendations in this Plan Amendment apply only to study areas within the 1988 boundaries of Fairlawn: the 512 acres south of I-77, between Cleveland-Massillon Road and the I-77/Ridgewood Road interchange; the recently annexed 229-acre parcel known as the Link Property, west of Cleveland-Massillon Road; 12 acres on the west side of Cleveland-Massillon Road and on the north and south sides of Bywood Road; and 128 acres currently occupied by Rosemont Country Club, on the east side of Cleveland-Massillon Road. The study areas are illustrated on the Location map, Figure 1. Throughout the remainder of this report, these study areas will be referred to as the South Area, the Link Property, and the Rosemont Area. To streamline the presentation of information, the 12 acres on the west side of Cleveland-Massillon Road will be included under any discussion of the Rosemont Area.

Since the adoption of the 1980 Land Use Plan, there have been significant changes in land use in the vicinity of Fairlawn, most of which have involved changes from farm or forest to residential and business uses. Many single family and multiple family residential developments have been constructed along Smith Road and west of I-77, both north and south of Market Street. Commercial development in the Montrose area has accelerated during the past eight years. The mile-long segment of Medina Road between Cleveland-Massillon Road and I-77 is almost fully developed with a variety of businesses located in three malls and in strips along Medina Road and Market Street. Extensive office development along Market Street in Fairlawn and in the Montrose area has capitalized on the conveniently located SR-18/I-77 Interchange and is contributing to further development in the area.

The City of Fairlawn is proceeding with plans to construct new water and sanitary sewer lines serving land within City limits south of I-77 and along Cleveland-Massillon Road. These new City services make the 1980 Land Use Plan obsolete for sizable undeveloped land areas because development on the affected land will no longer be dependent on well water and septic systems. The water lines and sanitary sewer system will bring the pressures fueling residential and business construction along Market and Smith Roads to these more rural sections of Fairlawn.

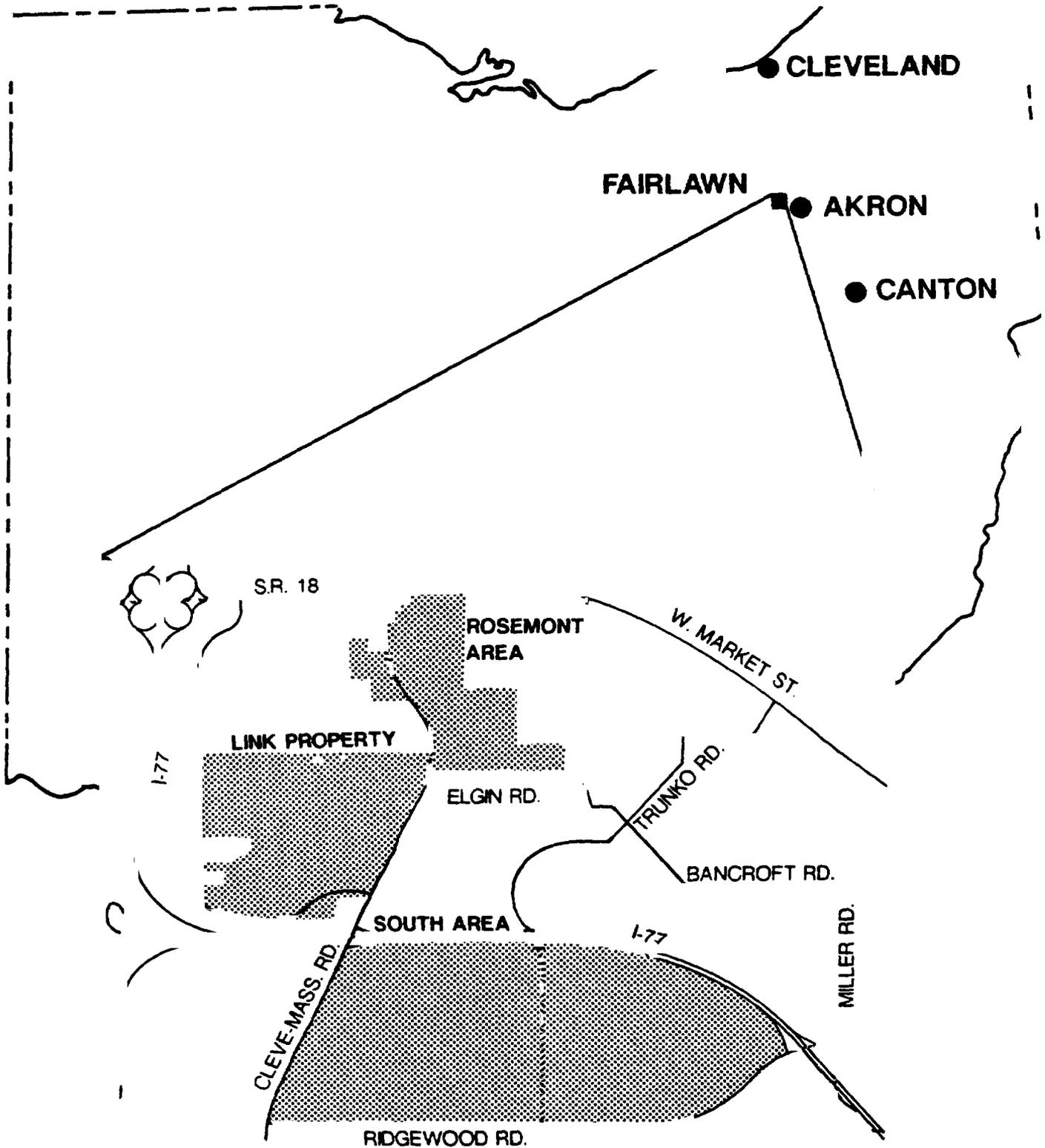
In the interest of promoting land uses and roadway circulation patterns compatible with existing patterns within the City, assuring full use of all of the available land, and meeting prevailing City goals, the Fairlawn City Council contracted with URS Consultants to develop a land use and roadway circulation plan for the areas most affected by the new City services.

The Fairlawn land use goals stated in the 1980 Land Use Plan were based in part on goals identified by City residents in a survey taken during the summer of 1979. The survey indicated that residents desired moderate growth of single family and low-density multiple family dwelling units, moderate growth of commercial centers, improved appearance of commercial areas resulting from revised standards and controls, improved traffic circulation, minimal industrial growth, protection of environmentally sensitive areas, and minimal nuisances associated with incompatible uses. These goals were considered when the newly developing areas under study were evaluated for appropriate land uses.

# Figure 1 Location Map

## Land Use and Thoroughfare Plan Fairlawn, Ohio

For Areas Served by New Water and Sewer Lines



**BASIS OF THE PLAN**

## **BASIS OF THE PLAN**

### **EXISTING CONDITIONS**

#### **Regional Development Trends**

The population of Summit County declined by 29,000 residents between 1970 and 1980 and is estimated by the U.S. Census to have lost another 12,000 people from 1980 to 1984. In contrast to much of the county, development of single family and multiple family homes, offices, and retail businesses is booming in the Fairlawn/Montrose/Bath area. Most of the development is taking place at the expense of older, primarily urbanized areas. This is especially true as corporations chose to build modern headquarters and businesses moved to new buildings in suburban settings more conveniently located near the interstate highway system and closer to the homes of many of their employees. The area around Fairlawn has been able to capitalize on access to I-77, large parcels of developable land, and recently extended public water distribution and sanitary sewer systems.

Construction of new office buildings and corporate headquarters also reflects the business evolution in the Akron area from manufacturing establishments to retail and wholesale trade, finance, and service establishments. The new employment sector's dependence on truck transportation, as opposed to the manufacturing sector's dependence on rail transport, has made ease of access to the interstate highway system important. Fairlawn's location between Cleveland and Akron, as well as easy roadway connections to Columbus and east/west interstate routes, have contributed to its preeminence as an ideal place to relocate as the Existing Land Use map illustrates, Figure 2.

Residential development has been influenced by some of the same attributes that attract business. Large tracts of wooded land have facilitated attractive subdivision development with both single family homes and low density multiple family condominium units. The location of the housing affords easy access to I-77 and because of the interstate system, is within commuting distance of Cleveland and Akron.

The variety and intensity of development and the speed with which changes are occurring in the Fairlawn/Bath/Copley area is rapidly creating an urban center on land that was recently farm land. Consideration of the eventual impacts of all the changes currently being made, planning, and in some instances restraint, are required to assure that the newly developed area will be attractive, pleasant, and capable of retaining its value well into the future.

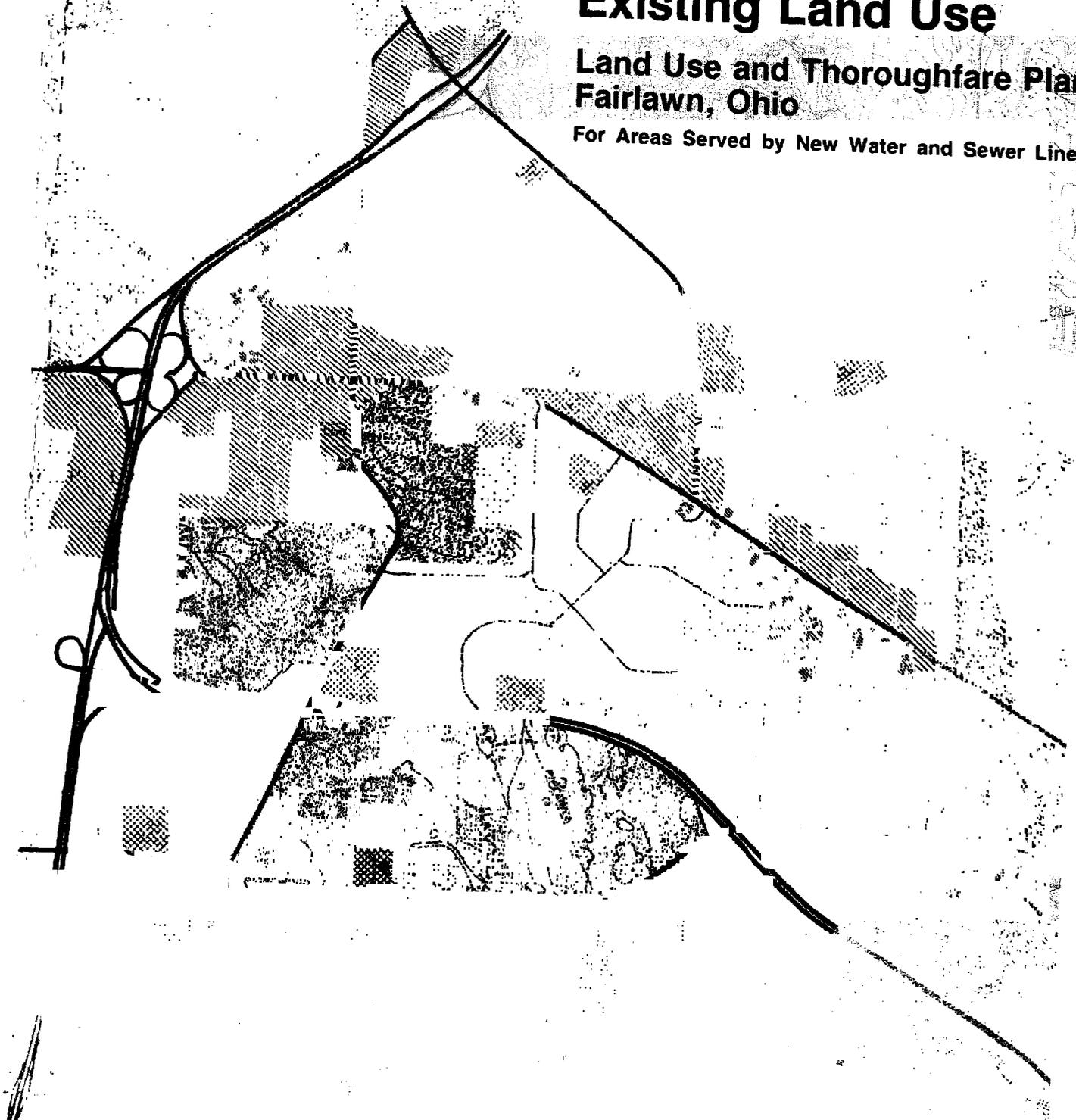
#### **Existing Land Use**

Existing land uses within the City of Fairlawn, including areas to be served by new water and sewer lines, are presented in the Existing Land Use map. The following section discusses the existing land uses for the South Area, Link Property and the Rosemont Area (Figure 2).

# Figure 2 Existing Land Use

## Land Use and Thoroughfare Plan Fairlawn, Ohio

For Areas Served by New Water and Sewer Lines



- Retail
- Office
- Institutional
- Recreational
- Single Family
- Multi Family
- Agriculture
- Fallow/Open Space
- Study Area Boundary

Base Map Source: USGS, 1974



### **The South Area**

The South Area is currently being used for a variety of low density land uses. The mix of single family homes on deep lots, active farm fields, and unused parcels is indicative of a rural area in transition toward a more urban area.

Land along Ridgewood Road and Brunsdorff Road is divided into many narrow, deep parcels. Some of the frontage parcels widen to include large interior parcels of 10 to 100 acres. The acres of land owned by the City of Fairlawn, Carter Lumber, and the Peacock Landscape Nursery are unusual in that they have extensive frontages along Ridgewood and/or Cleveland-Massillon Roads, as well as large interior acreages.

The eastern portion, bounded by Ridgewood, Brunsdorff, and I-77, contains single family houses with vacant land behind them. A 60-foot wide, high pressure gas pipeline runs diagonally through the area. A recently submitted residential subdivision proposal, if approved and developed, would increase the number of single family homes and add low-density multiple family residences extending from Ridgewood Road north to I-77. The eastern portion is zoned R-1, large-lot Single Family Residence District, except for a B-4, Business District parcel adjacent to the I-77 interchange with Miller and Ridgewood Roads.

The western portion of the South Area, bounded by Cleveland-Massillon Road, Ridgewood Road, Brunsdorff Road, and I-77, has a greater diversity of uses: single family homes on deep lots, a church, a landscape nursery, active farm fields, unused fields, and forests. A 138,000 volt electric transmission line is located in a 100-foot wide easement parallel to and 500 feet west of Brunsdorff Road. Most of the western portion is zoned R-1, large-lot Single Family Residence District. The parcel owned by the City of Fairlawn, Lot 18, and commercial nursery, Lot 13, are Agricultural Districts.

### **The Link Property**

The Link Property is used for agriculture and a few single family homes along Rothrock Road and Cleveland-Massillon Road. The farm includes fields, wood lots, ponds, streams, and, in a low-lying area adjacent to Schocalog Run, marginal wetland vegetation. There is an operational gas well in the northeast, near Schocalog Run. The Link Farm has not been assigned a zoning category as of this writing.

### **The Rosemont Area**

The recently annexed 12 acres on the west side of Cleveland-Massillon Road have a restaurant on the north side of Bywood Road and two single family homes on the south side of Bywood Road. The land was annexed to Fairlawn with B-1, Limited Business zoning.

The 128-acre Rosemont Country Club, located on the southeast corner of the intersection of Cleveland-Massillon Road and Medina Road, contains a clubhouse, several smaller structures, a driving range, and an 18-hole golf course. It is zoned R-1, large-lot Single Family District.

## **Traffic and Circulation**

Interstate 77 travels east and west through the City of Fairlawn, establishing the northern boundary of the largest of the study areas. All of the areas are directly served by two freeway interchanges within Fairlawn at Cleveland-Massillon and Miller Roads. The State Route 18 Interchange with I-77, one-half mile west of Fairlawn in Bath and Copley Townships, also provides excellent interstate access.

Arterial streets directly serve all of the study areas. State Route 18, or Medina Road, is Fairlawn's major commercial arterial, with average daily traffic volumes in excess of 21,000 vehicles (21,000 ADT). Market Street establishes the northern boundary of the Rosemont Country Club property. A complete traffic analysis is shown in the Traffic Analysis map, Figure 3.

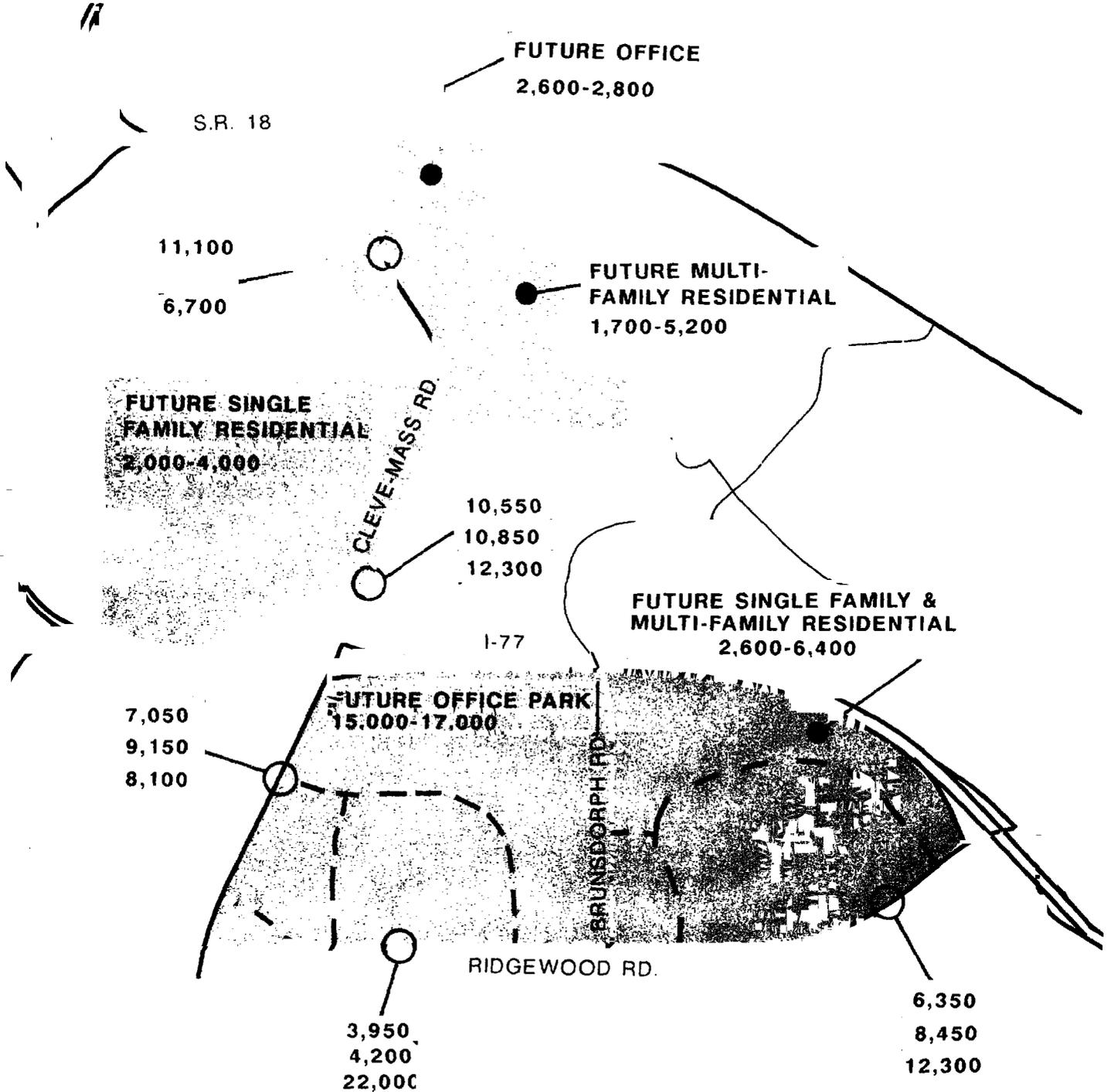
Cleveland-Massillon Road is a two-lane, north-south arterial that bisects the Rosemont Area, which forms the eastern boundary of the Link Property and the western boundary of the South Area. A partial interchange with I-77, located between SR-18 and Ridgewood Road, provides access to I-77 south and from I-77 north. The SR-18/I-77 Interchange accommodates the remaining traffic movements not accommodated at the Cleveland-Massillon Road interchange.

Between Medina Road and Elgin Drive, Cleveland-Massillon Road serves traffic volumes in excess of 11,000 ADT. The horizontal and vertical alignments of the roadway through this segment severely limit sight distances, which in turn severely limits the ability of this segment to carry additional traffic at acceptable levels of service. These conditions are exacerbated by traffic attempting to turn south on Cleveland-Massillon Road from Elgin Drive. Between Elgin Drive and I-77, Cleveland-Massillon Road straightens out, traffic volumes drop slightly, and its ability to serve additional future traffic at acceptable levels of service improves. Between I-77 and Ridgewood Road, traffic volumes drop to around 7,000 ADT, but again, the roadway's vertical alignment limits its ability to carry significantly larger volumes of traffic. Speed limits on Cleveland-Massillon Road are posted at 35 MPH, with warnings to 30 MPH when entering the winding sections north of I-77.

Ridgewood Road, also a two-lane arterial, forms the southern boundary of the South Area. Its connection with I-77, a southbound exit ramp to Ridgewood Road, establishes the eastern edge of the study area. Ridgewood Road carries the lowest traffic volumes of the three arterials serving the study areas, with volumes of 3,950 ADT west of Jacoby Road to Cleveland-Massillon Road and with volumes of 6,350 ADT east of Jacoby to the I-77 offramp. Because roadway and sight conditions are generally quite good along Ridgewood Road, the road has the capacity to serve significantly larger volumes of traffic at acceptable levels of service.

Because of their generally undeveloped nature, only one of the three study areas is served by an internal collector street. Brunsdorph Road, a two-lane collector, bisects the 512-acre area south of I-77, connecting residential neighborhoods north of I-77 with Ridgewood Road. Within the study area, Brunsdorph serves only 18 single family residences fronting on the street's right-of-way. Rothrock Road, a lightly traveled two-lane collector, forms the western and southern boundary of the Link Property. Relocated to accommodate the I-77 right-of-way, Rothrock now connects SR-18 with Cleveland-Massillon Road.

# Figure 3 Traffic Analysis



000 -1988 ADT  
000 -2010 ADT  
000 -CURRENT CAPACITY  
 (URS ESTIMATE)

| FUTURE USE | ESTIMATED RANGE OF  
 | 000- 000 | FUTURE VEHICLE TRIPS

SOURCE: AKRON METROPOLITAN AREA TRANSIT STUDY

## **Utilities**

### **Water Supply**

Water is currently being supplied to the South Area from individual wells. Plans to install public water lines are in the final phases of design, with construction scheduled for 1989. The new water lines are illustrated on the Sanitary Sewer and Water Distribution Systems map, Figure 4. These water lines will connect with existing lines on South Miller Road, proceed west along Ridgewood Road, north along Cleveland-Massillon, and east along Market to connect with existing lines in the vicinity of Fairlawn City Hall. An existing water line that ends at Brunsdorff and Ledgewicke will be extended south along Brunsdorff to connect with the new line at Ridgewood. The additional water lines will establish a looped system with sufficient capacity to serve future water needs for all anticipated development on the subject 512 acres and land west of Cleveland-Massillon Road.

### **Sanitary Sewer Lines**

Within the study areas, sanitary wastes are now being disposed of in septic fields. Sanitary sewer lines, shown on the Sanitary Sewer and Water Distribution Systems map, Figure 4, are planned for the same service area as the water lines, with treatment at Akron Sewage Treatment Plant and discharged into the Cuyahoga River. The major sewage connector lines will be installed at approximately the same time as the water lines. Simultaneous development of water and sewer lines is necessitated in part because of an agreement between the United States and Canada requiring that all water taken from the Great Lakes Basin be returned to it. The new water lines extend water services to the portion of Fairlawn that is south of the continental divide and in the Ohio River drainage basin. The new sewer lines assure conformance with the international agreement by returning the wastewater to the Great Lakes basin.

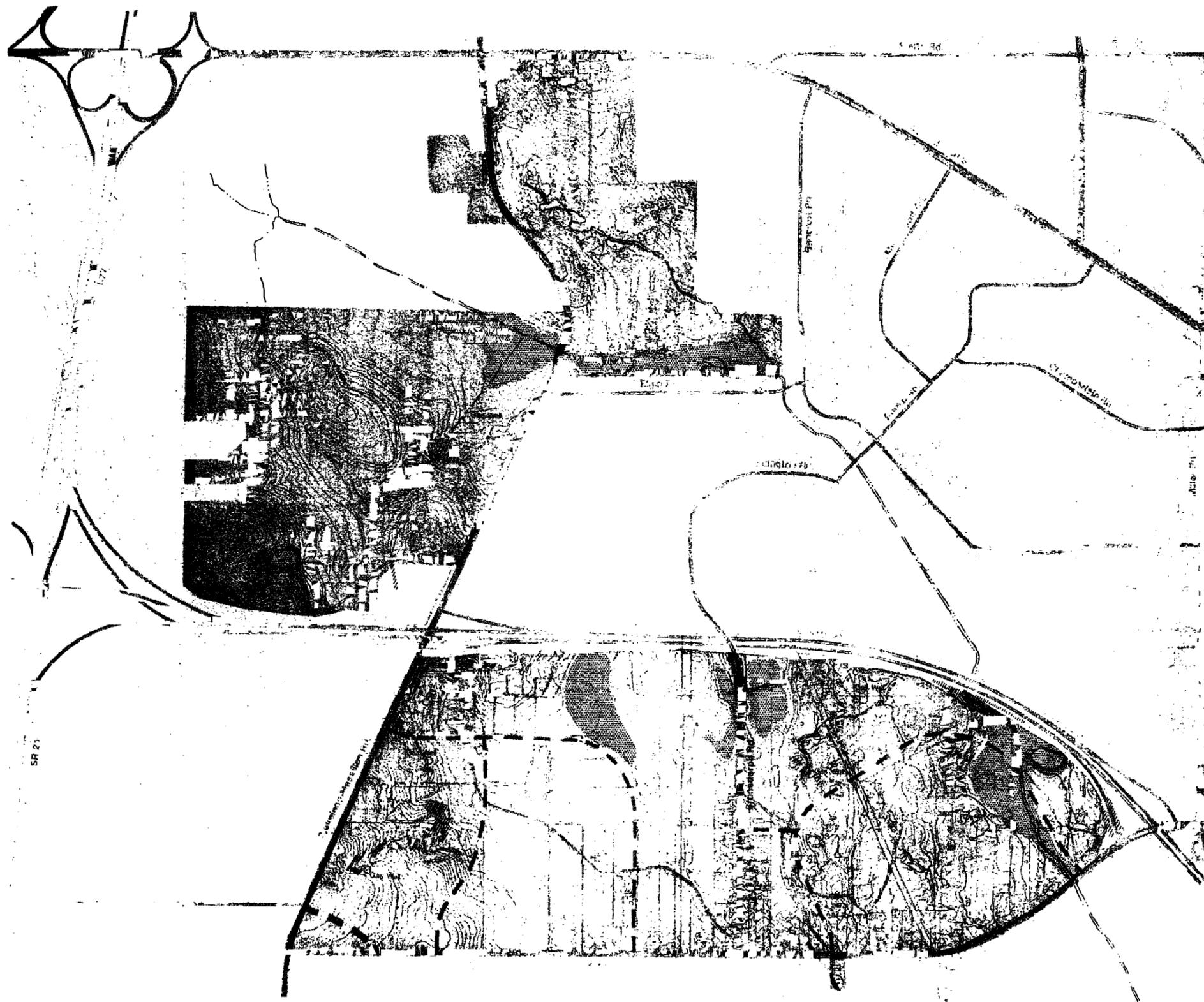
### **Natural Features - Limitations and Assets**

The soils, water table, topography, surface water features, and vegetation of the subject areas in Fairlawn have not changed since the evaluation conducted for the 1980 Land Use and Thoroughfare Plan. The significance of some of the factors, namely soil percolation relevant to septic systems and availability of potable water, are less important because of the extension of water delivery and sanitary sewer systems. The assessments of organic soils, poorly drained silt loam soils, and surface water are particularly relevant to planning for the areas that will be affected by this plan amendment. The natural features discussed in this section are shown in the Natural Systems Constraints map, Figure 5. The thorough review conducted for the 1980 Plan, of natural features and their implications for development, will be referenced further in this section.

### **Topography**

The underlying geology of the southwest portion of Fairlawn was described in the 1980 Land Use report as being a valley formed when a channel was cut into bedrock by preglacial streams. Later, glacial deposits of sand and gravel buried the 5,000-foot-wide valley and left a broad, shallow valley that was further filled with subsequent growth and decay of vegetation, which added the organic components to the soils and peat bog deposits in low-lying areas.





# Figure 5 Natural Systems Constraints

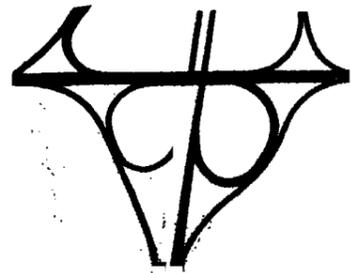
**Land Use and Thoroughfare Plan  
Fairlawn, Ohio**  
For Areas Served by New Water and Sewer Lines

- Ponds/Streams
- ▨ Steep Slopes
- ▤ Wetlands
- Study Area Boundary



Base Map Source: Aerocon Photogrammetric Surveys, 1987  
USGS, 1979

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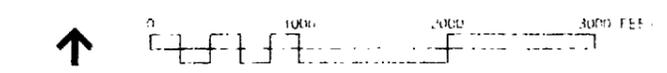


# Figure 6 Future Land Use

## Land Use and Thoroughfare Plan Fairlawn, Ohio For Areas Served by New Water and Sewer Lines

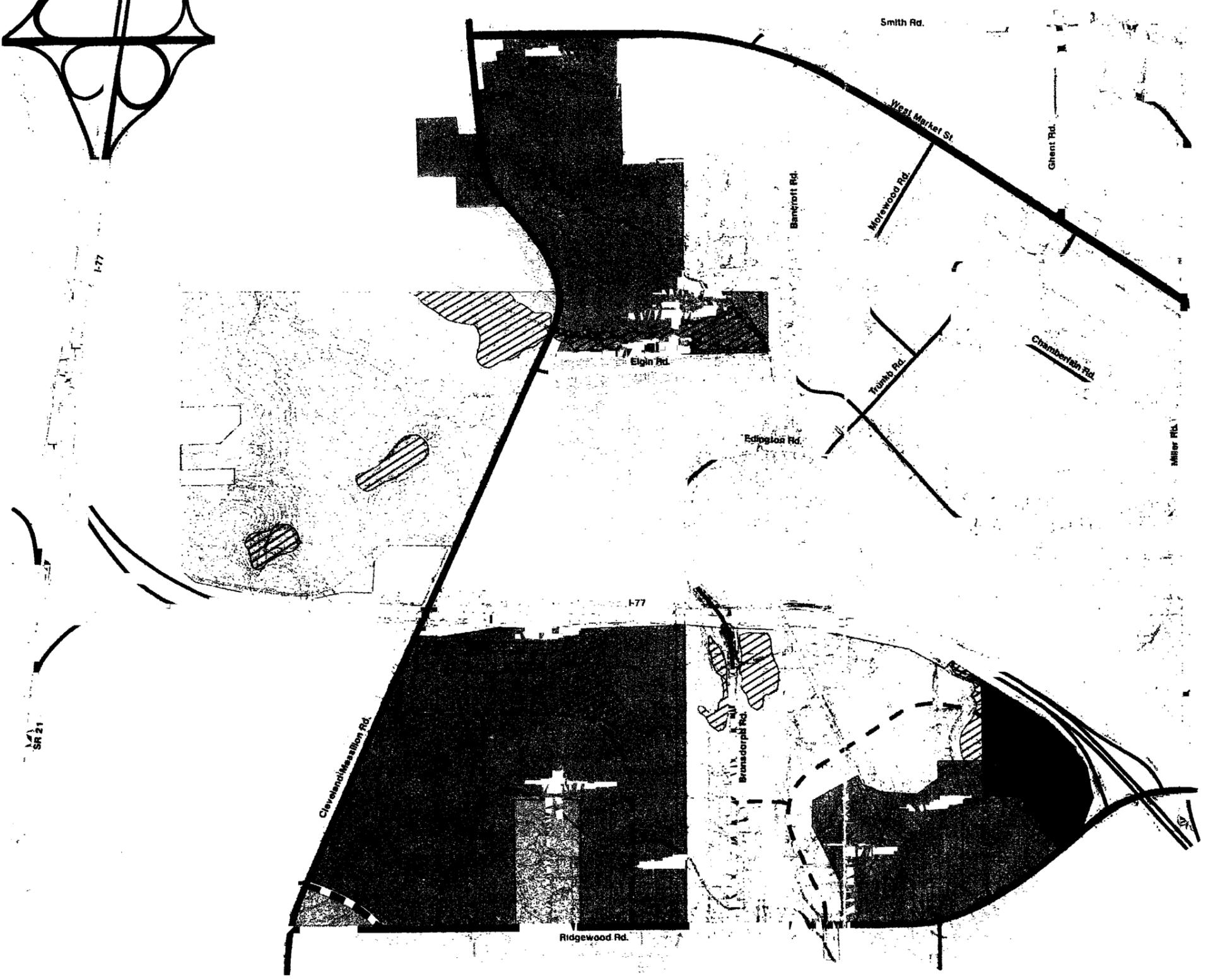
-  Low Density Residential (1-2 dwelling units per acre)
-  Multi-Family Residential (4-12 dwelling units per acre)
-  General Commercial
-  Limited Business
-  Public and Semi-Public
-  Open Space and Conservation

- Thoroughfares
-  Interstate
-  Arterial
-  Collector
-  Minor Street
-  Proposed Arterial
-  Proposed Collector



Base Map Source: Aerial Photogrammetric Survey 1987  
USGS 1979

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This history is evident in the existing topography and soils of the study areas. There are two parallel ridges running northwest to southeast. Rothrock Road is on the west ridge and the section of Fairlawn built between Bancroft Road and Market Road is on the east ridge. Rosemont Area, the eastern part of the Link Property, most of the 512-acre study area, and the Fort Island School area of Fairlawn are in the filled glacial valley. This valley is primarily flat, with slopes between 0 percent to 6 percent. It is drained by several tributaries of Schocalog Run and has several low-lying marshes distributed along the stream beds. Steeper slopes with outcrops of bedrock occur along the western edges of the valley, near the southwest corner of the South Area and the southwest corner of the Link Property. The eastern edge of the valley is located along Bancroft and Miller Roads.

The topography of each area studied is consistent with its location in the larger scheme of uplands and glacial valley:

- The Rosemont Area is near the head of the valley, with the northern portion located on the sloping valley sides and the southern portion, along the stream, in the upper basin of the stream. The southern edge of the Country Club land is most vulnerable to soil and high water table constraints.
- The Link Property is on the western slope of the valley, with the Rothrock Road portion on the upland slopes and most of the farm fields in the flat valley. Drainage on the farm extends from the upland areas to a major branch of Schocalog Run, which traverses the northeastern part of the farm and drains under Cleveland-Massillon Road to the Country Club property.
- The South Area is within the valley except for approximately 90 acres along Cleveland-Massillon Road and Ridgewood Road, which lie on the western slope of the valley. The land in the basin of the valley has gentle slopes, several streambeds that eventually join Schocalog Run, and three major low-lying wetland areas.

### **Surface Water**

Schocalog Run and its tributaries run through all of the study areas. Much of Schocalog Run has been channelized. The extensive wetlands that used to be associated with Schocalog Run have been reduced. They now primarily include large marshes in the northwest and north-central sections of the South Area, a smaller marsh in the northeast section of the South Area associated with Pigeon Creek, and various low-lying areas that frequently retain standing water during rainy periods or the spring snow melt. The drained areas that are dry enough to support vegetation have been incorporated into the fairways of the golf course, the farm fields, or open land. In addition to streams, there are small ponds on the Rosemont Area, the Link Property, and both sections of the South Area.

### **Floodplains**

Many of the tributaries that join Schocalog Run south of Fairlawn drain level land vulnerable to seasonal high water tables and standing water in wet weather. The only federally identified floodplains, however, are along the main branch of Schocalog Run. In the study areas, much of the stream bed has been channelized and the floodplain contained within the channel. The only area where the floodplain exceeds channel limits is along the southwest border of the Rosemont Country Club, where it broadens to 150 feet between the pond and the Cleveland-Massillon Road culvert.

## Soils

The study area has a variety of soils that are identified and evaluated in the 1980 Fairlawn Land Use and Thoroughfare Plan. The soils of most concern are the poorly drained, organic soils that are frequently wet and have ponded water during rainy periods, especially Carlisle and Willette soils, which are described as "unstable muck" by the U.S. Soil Conservation Service. The structural bearing capacity of these soils is minimal, and they are not stable since soils expand or contract in response to water absorption and evaporation. These soils exist in three major locations on the South Area: west of Schocalog Creek, adjacent to the north half of Brunsdorff Road, and along Pigeon Creek in the north-central portion of land between Cleveland-Massillon and Brunsdorff.

## Wetlands

Wetland resources are concentrated at five locations in the Natural Constraints map, Figure 5. These locations are:

- A Low land around Schocalog Run on the Link Property
- B Low land around Schocalog Run across the south edge of Montrose Country Club
- C North central portion of area bounded by Cleveland-Massillon, Ridgewood, Rothrock, and I-77
- D Low areas on east and west sides of Rothrock Road, south of I-77
- E Schocalog Run, which runs across the eastern edge of the south study area, especially low, swampy land on the west side of the run

The total wetlands area is estimated at 75 acres, which represents approximately nine percent of the study area. Wetland types present are forested, scrub/shrub, and emergent. Wetland areas A and E have been affected by the dredging and straightening of Schocalog Run. The consequence has been a degradation in wetland hydrology and wetland vegetation by lowering of water table and altering vegetation and animal species. Still, these two areas, as well as areas B, C, and D, continue to provide important functions including groundwater discharge, floodflow moderation, and wildlife diversity. Consultation with the Ohio Department of Natural Resource's Natural Heritage Program indicated that they have no records for the five areas. The lack of records does not necessarily indicate that no unique wetland resources exist. However, the lack of records is indicative that these areas are not recognized for their ecological uniqueness or natural heritage resource value by local and state experts and governmental agencies.

From a planning perspective, the loss of these wetlands due to site development or further development in the headwaters of the watershed could potentially increase flooding downstream along Schocalog Run by reducing the flood storage capacity that may be currently provided by these wetlands. Each of these wetlands would have differing levels of floodflow alteration benefits and would need to be evaluated in detail to assess the specific floodflow alteration benefits they currently provide.

These wetland resources also pose potential site limitations for future development because of the presence of organic soils and a high water table. High water tables and organic soils would pose serious foundation problems for structures unless extensive site engineering were undertaken to overcome these site limitations. Finally, each of these sites exhibits the hydrological, soil, and vegetation characteristics that suggest they may be subject to the Section 404 dredge and fill permit requirements of the U.S. Army Corps of Engineers (COE). A specific

determination would need to be made by the COE for each wetland. Some of the areas may fall under a nationwide permit based on their size, although the larger areas may not and thus would require a site specific permit for development. Regardless of the COE Section 404 permit status, the presence of the wetlands poses site constraints that would need to be taken into account and may impose limitations for any further site development.

#### **Cultural Resources: Architectural and Historical**

The Summit County Historical Society reports that there are no known architectural or historical resources in the areas of Fairlawn affected by this plan amendment.

#### **Community Facilities and Services**

The Fairlawn Fire and Police Departments and the Copley-Fairlawn School System are the community departments that would be most significantly affected by the land use changes proposed in this plan amendment.

##### **Fairlawn Fire Department**

Fairlawn fire officials state that any additional development in the City of Fairlawn south of I-77 will require a new substation. The average length of time required to deliver emergency service is used to determine insurance rates for Ohio communities. Fairlawn's current fire rating is maintained by rapid delivery of services to the areas of the City near the centrally located fire station. A greater proportion of trips south of I-77 would increase average service delivery time and influence insurance rate calculations. A new substation located closer to the developing area would reduce the length of time for emergency service delivery.

##### **Fairlawn Police Department**

Increased development south of I-77 would require increased police patrols in proportion to the land area actually developed. No building expansion for police services is anticipated.

##### **Copley-Fairlawn City Schools**

The Copley-Fairlawn City Public Schools had a 1987-88 school population of 2,249 students and an operations budget of \$8,700,000. In April 1988, the number of students had increased to 2,260 students housed in two elementary schools (397 and 404 students), one building with grades 5 and 6 (334 students), a middle school (grades 7 and 8, 340 students), and a high school (grades 9-12, 780 students).

School enrollment peaked in 1971 with a population of 3,700 students; student numbers declined during the 1970s. In response, one middle school was mothballed and an elementary building was rented. In recent years, school enrollment has been increasing steadily by about 20 students per year. The immigration is from new families moving into the school district and students transferring from parochial schools.

The elementary and middle school buildings are currently operating at capacity. Extensive renovation would be required before the rented elementary building or the mothballed middle school could be put back into operation. The high school could accommodate approximately double the current number of 780 students.

### **Preliminary Alternatives**

Six land use alternatives were then developed for the South Area and evaluated on the basis of their impacts on systems discussed in this section. The alternatives ranged from those with very low density and minimal change to higher density plans anticipating a combination of multiple family, business park, and commercial uses.

In all six alternatives, the proposed land uses were consistent with community goals identified for Fairlawn in the 1979 resident survey. Single family development was recommended in areas protected from traffic intrusion and some multifamily housing was suggested in locations separated from commercial and office activities. While the immediate marketability of additional commercial and residential development in the study area was not assessed, regional trends continue to encourage a wide variety of housing, office, and commercial development opportunities in the vicinity.

The fiscal impacts of the six proposed development alternatives were evaluated by estimating revenues from real estate taxes on all proposed uses, income taxes from employees, and income taxes from residents, and comparing them to the cost of educating additional school children and providing additional public services.

Fairlawn Council members, especially concerned with the neighborhood character valued in Fairlawn and the impact of additional traffic on residential streets, chose a low development density alternative consistent with land uses now in the community.

**RECOMMENDED PLAN**

# RECOMMENDED PLAN

## PLAN RATIONALE

Any plan that successfully addresses the land use needs for growth of an established community in a rapidly developing area must consider the existing land uses in and around the community, the roadways that provide access within the community and to more distant destinations, the size and location of the parcels on which development is likely to occur, available utility services such as public water and sanitary sewers, the types of land uses residents desire to see in their City, and the natural systems constraints within which development is to occur.

Fairlawn is located in the most rapidly developing area of Summit County. It is a prime location for corporations in the greater Akron-Cleveland region who benefit from large land parcels on which to build, it provides immediate access to I-77 and the interstate highway system, and it is a skilled labor pool. The employees of the relocated businesses require housing. They add to the numbers of people who are already looking for housing in Fairlawn because the interstate highways have brought the area within commuting distance of Akron and Cleveland. New offices and residents fuel commercial growth. The impact of these activities is evident in the development that has been taking place in Fairlawn and Bath and Copley Townships during the past five years.

These growth pressures are now occurring in the areas within Fairlawn that have not developed, primarily because they were limited by dependence on well water and septic systems. The imminent expansion of public water and sanitary sewer lines has brought development proposals to City Council that will capitalize on the new City services. This recommended Land Use Plan is designed to meet the criteria of compatibility and desirability described above. It is intended to provide guidelines within which Fairlawn City officials can evaluate land use proposals and be assured that future development will benefit the entire Fairlawn community.

## FUTURE LAND USE

The Future Land Use map, Figure 6, illustrates the location of recommended land uses for all of the areas evaluated in this planning study. The land use categories defined in the 1980 Land Use and Thoroughfare Plan generally remain applicable today, and except where noted or modified, are used in this plan amendment. Future land use allocations for all of the areas evaluated are summarized as follows:

| Land Use                     | Area<br>in Acres |
|------------------------------|------------------|
| Low-Density Residential      | 379              |
| Multifamily Residential      | 187              |
| General Commercial           | 23               |
| Limited Business             | 255              |
| Public and Semipublic        | 25               |
| Open Space and Conservation* | -                |
| Additional Right-of-Way      | 12               |
| <b>Total</b>                 | <b>881</b>       |

\* Allocated to appropriate primary land use categories

Low-density residential refers to single family residential housing at development densities from one to two dwelling units per acre. In a Planned Unit Development, dwelling units may be clustered on a zero lot line basis to conserve natural site features while maintaining low overall site densities.

Medium density residential, with development densities between two and four dwelling units per acre, is generally representative of single family development in older Fairlawn neighborhoods located north of I-77. This single family category was considered less representative of current building trends and not recommended for areas evaluated in this plan.

Multifamily residential is applied in this plan as it was in the 1980 plan and refers to townhouse, clustered, or apartment structures with development densities between four and 12 units per acre. Multifamily dwellings may be either rental units or owner occupied units under a condominium form of ownership.

Commercial land use on 23 acres adjacent to the I-77/Market Street interchange was retained from the 1980 Land Use and Thoroughfare Plan, since it is appropriate for the location.

Limited business is generally applied in this plan as it was in the 1980 plan, however, it should now encourage the development of selected business uses in large-scale planned business parks. Public and semi-public uses are applied in this plan as they were in the 1980 plan.

Open space and conservation has been expanded to encompass areas that may qualify as wetlands as classified by the Corps of Engineers and discussed in the previous section. The areas presented on the Natural Constraints map are intended as land use overlay districts specifying which areas may be used to satisfy overall density requirements set forth in Fairlawn's zoning code, but which should be preserved in their natural state to the extent practicable.

## **SPECIFIC AREA RECOMMENDATIONS**

The following section takes the overall land use recommendations and discusses them in the context of the individual study areas. Included with the discussion are specific recommendations for zoning changes.

### **South Area**

| <b>Recommended Use</b>   | <b>Area<br/>in Acres</b> | <b>Recommended<br/>Zoning</b> |
|--------------------------|--------------------------|-------------------------------|
| Low-Density Residential  | 150                      | R-1 *                         |
| Multifamily Residential  | 79                       | R-5 *                         |
| General Commercial       | 23                       | B-4                           |
| Limited Business         | 223                      | B-1a **                       |
| Public and Semipublic    | 25                       | B-3                           |
| Additional Rights-of-Way | 12                       | -                             |

\* May be developed as a Planned Unit Development district

\*\* New zoning district described in detail in the next Section of this report (Fairlawn Zoning Ordinance Change Recommendations)

## **Planning Considerations**

The South Area is large and separated from the rest of the City by I-77. The size of the area is adequate to support several uses. The diversity of existing land uses, the variety of natural constraints, and the impact of I-77 interchanges on portions of the area also suggest several uses.

The 1986 Ridgewood Road Site Development Study analysis of regional market trends supported development of the 65 acres as a business park, with a zoning code modification to encourage construction of a wide variety of high employment activities in a park-like setting. The recommendation remains valid. Similar land characteristics and highway access of contiguous parcels warrant extensions of the business park to include most of the land west of the electric transmission line easement. The 223-acre allocation is large enough to justify construction of a collector road to provide access to all developable interior land.

A new Business Park Zoning District, B-1a, is proposed for this area. The new district category, discussed in detail in the next section of this report, would have an expanded number of business, research, and office uses and development standards to assure an attractive setting.

The central section has single family houses built along Ridgewood Road and Brunsdorph Road, which constitute most of the residential development in the South Area. Proposals for single family and multifamily residential development on significant proportions of the area east of Brunsdorph Road were submitted to the City during the Spring of 1988. This supported the market evaluation of a need for new housing in Fairlawn. Construction of housing would consolidate the central portion as a residential neighborhood. A single family district is suggested for the interior of the area and a multifamily district is suggested for an area fronting on Ridgewood Road in order to keep higher traffic levels closer to arterial roads. The boundary between single and multifamily districts conforms with the development proposal currently being considered by the Planning Commission and extends to the east along the north edge of higher developable land.

The zoning category proposed for the single family district is R-1, low-density, Single Family Residence District. The R-1 criterion of 30,000 square feet per lot area minimum is high. With allocations for rights-of-way included, a maximum of approximately 1.1 dwelling units per acre could be constructed. When R-2, Single Family Residence District zoning was considered, the requirement of 14,000-sq-ft minimum lot size plus rights-of-way resulted in a maximum density of approximately 2.3 dwelling units per acre. This type of medium density residential development is less representative of current building trends in the area and not considered appropriate.

R-5, Multifamily Residential District zoning, is recommended for the multifamily district. A Planned Unit Development approach would allow dwelling units to be clustered so that open space and recreational facilities could be provided for residents.

The extreme eastern portion is at the full intersection of I-77 with Ridgewood Road and separated by Schocalog Run and wetlands from the rest of the South Area. It is currently zoned for highway commercial uses, consistent with 1980 Plan recommendations.

The five-acre parcel created by realignment of the Ridgewood/Cleveland-Massillon intersection is an ideal location for the Fairlawn Fire Department substation. This substation would meet the need for rapid delivery of emergency services to areas south of I-77 and along Cleveland-Massillon Road.

The 20-acre parcel owned by the Roumanian Greek-Oriental Congregation would continue to be used for church purposes and zoned B-3, Institutional District.

**Link Property**

| Recommended Use         | Area in Acres | Recommended Zoning |
|-------------------------|---------------|--------------------|
| Low-Density Residential | 229           | R-1*               |

\* May be developed and strongly recommended for inclusion as a Planned Unit Development described in detail in the next section of this report (Fairlawn Zoning Ordinance Change Recommendations)

**Planning Considerations**

The 229-acre Link Property is under single ownership and large enough to support large scale, residential development. The sloping hillsides, wood lots, ponds, and streams would be valuable assets to a well-planned residential neighborhood. The single ownership of the Link Property and its exceptional natural features make it a prime candidate for a Planned Unit Development. Low density, R-1 zoning would give maximum opportunity to develop high-quality, clustered residences and preserve the natural assets by incorporating them into an open space recreational resource.

Rapid development of commercial uses along Medina Road, north of the Link Property, is threatening to spread southward along Cleveland-Massillon Road and Rothrock Road. If this were to occur, it would be a liability to the existing neighborhood on the east side of Cleveland-Massillon Road and to the proposed neighborhood on the Link Property. Commercial development along the edges of the land area would waste much of the quality residential potential of the interior by reducing its size and exposing it to delivery, trash pickup, and air conditioning activities associated with commercial establishments.

**Rosemont Area**

| Recommended Use         | Area in Acres | Recommended Zoning |
|-------------------------|---------------|--------------------|
| Multifamily Residential | 108           | R-5*               |
| Limited Business        | 32            | B-1                |

\* May be developed as a Planned Unit Development

## **Planning Considerations**

### **Country Club acreage**

The 128-acre country club is under single ownership. The north portion, fronting on Medina Road, is in an area of major office development expansion west from the traditional Market Street business district. The southern portion of the property abuts Westwood Village, a development of multifamily residences on the east and a single family neighborhood on the south. The primary natural systems constraints are poor soils and a floodplain along Schocalog Run, which runs along the southern boundary of the Country Club.

Extension of office development, with B-1 Limited Business District zoning, is recommended along the Medina Road frontage. The office construction would complete development between the Fairlawn business district and retail stores at the Cleveland-Massillon Road intersection. A business district depth of 650 feet would be consistent with the existing B-1 districts to the east.

Medium high density residential development with R-5 Residence District zoning is proposed for the south portion of the Country Club. The area has excellent access to major roads and the SR-18 and I-77 interchange; it is also convenient to commercial centers. Planned Unit Development of the 108 acres would allow dwelling units to be clustered around open space and recreational areas surrounding Schocalog Run and the north-south tributary that flows into it. Construction guidelines should require preservation of significant vegetation and floodplains/wetlands areas and perimeter landscape buffers.

### **Parcels west of Cleveland-Massillon Road**

These parcels were recently annexed to the City of Fairlawn with B-1, Limited Business District zoning. The larger holding, 9.6 acres, is owned by Brown Derby, Inc., and has an established restaurant operating on the property. The remaining land, south of Bywood Road, is occupied by two single family houses. There are no natural systems constraints to building.

The rapid commercial development in Montrose has been so successful that there is a temptation to permit commercial zoning along adjacent roads, such as Cleveland-Massillon Road. Extending strip commercial development would be a long-term liability to residential neighborhoods behind the businesses. Therefore, it is important to establish a limit to commercial development. On the subject parcels, preferred development would be multifamily, consistent with recommendation on east side of Cleveland-Massillon Road. Well-executed offices would also protect the long-term welfare of the residential development on the east side of Cleveland-Massillon Road, especially if the neighborhood were protected by perimeter landscape buffers.

B-1 Limited Business District zoning is recommended for the parcels west of Cleveland-Massillon Road. The area is ideal for office development because of its location and access. It also constitutes an appropriate transition from commercial activity in the Montrose area to Fairlawn's residential neighborhoods.

## **TRANSPORTATION**

It is appropriate that future land use be accompanied by recommendations to expand and/or upgrade transportation links serving proposed uses. Essentially two kinds of roadway system improvements are recommended in this report: those designed to provide access to land where none currently exists and those designed to help accommodate additional traffic on existing roadways.

### **New Streets and Roads**

Recommendations for new streets and roads have been restricted to the South Area. Consolidated ownership of the Link Property, coupled with the recommendation that the land be encouraged to develop as a residential planned unit development, limit the value of prescribing a network of roads for that area. Similarly, single ownership of the Rosemont Country Club reduces the need to identify future internal traffic collectors. Conversely, fragmented ownership and emerging residential development trends south of I-77 underscore the importance of encouraging a collector system that maximizes use of the land.

Collector streets recommended for the area south of I-77 are shown on the Traffic Analysis map. While their actual alignment should be treated as flexible, adherence to the general locations indicated is important to assure access to northern portions of the land area adjacent to I-77.

The roadways in the South Area are proposed in locations that deliver traffic primarily to Ridgewood Road, the arterial that currently has the greatest capacity to handle additional traffic. An additional outlet for business park traffic on Cleveland-Massillon Road is provided to optimize access to and from I-77 south at the western end of the study area. If a substantial portion of the land east of Brunsdorph is developed as a single residential subdivision, its collector system should include more than one outlet to arterial roadways. The link to Brunsdorph Road shown on the Future Land Use map is recommended in the event that two connections to Ridgewood Road cannot be provided after a significant percentage of the land has developed. If such a connection were to take place, Brunsdorph would continue to function as a collector for single family, residential areas. Provision of a connection at Brunsdorph Road also affords children living in single family residential areas a more direct school bus route to the Fort Island elementary school north of I-77.

### **IMPROVEMENTS TO EXISTING ROADWAYS**

Future traffic from each of the study areas was projected using trip generation rates associated with specific recommended land uses. Because the final development densities and the precise nature of future activities within use categories are unknown, ranges of future traffic have been estimated. These ranges, along with existing and future traffic projections from the Akron Metropolitan Area Transportation Study (AMATS) and estimates of existing roadway capacity, are presented on the Traffic Analysis map, Figure 3.

Future traffic generated within the study areas will require improvements to both Cleveland-Massillon and Ridgewood Roads. On Cleveland-Massillon Road, realignment of the roadway to improve sight distances north of Elgin Road is a priority. Additional improvements that will be required as development occurs include signalization of intersections, the provision of left-turn lanes at intersections, and if the demand exists, the eventual widening of the roadway to three or five lanes. Changes in the horizontal curvature of the alignment north of Elgin Road will require the acquisition of additional rights-of-way in Copley Township. Widening of the roadway to five 12-foot lanes will necessitate widening the current 60-foot right-of-way to 80 feet.

On Ridgewood Road, while there is significantly greater capacity largely because of better roadway conditions, the same types of improvements can be anticipated. In conjunction with any new development in the South Area, the realignment of Ridgewood Road at Cleveland-Massillon Road, as presented in the 1980 Plan, should be undertaken.

The timing and extent of arterial improvements depends on the rate at which new development occurs. In all cases where new development is proposed, a traffic impact analysis should be required before plans are approved. This level of analysis will then serve as the basis for more detailed engineering studies that define the specific roadway or signalization improvements needed to improve the flow of traffic on arterials serving the site.

**FAIRLAWN ZONING ORDINANCE CHANGE  
RECOMMENDATIONS**

# **FAIRLAWN ZONING ORDINANCE CHANGE RECOMMENDATIONS**

## **GENERAL RECOMMENDATIONS**

Planning for the study areas included reviewing the Fairlawn Zoning Ordinance to determine the need for possible revisions or additions. An extensive revision of the Zoning Ordinance was not intended; however, the review did reveal that the types of land uses proposed for the study areas justify a major re-evaluation of all zoning categories in the near future. Clarification of terminology, simplification of language, a more consistently graduated progression of area requirements for residential development, and more clearly delineated sequence of zoning categories should be considered.

Prior to beginning the comprehensive changes, the Ordinance should be amended to include zoning categories included in the Recommended Land Use Plan. Modifications to the R-6 District are recommended. In addition, a Planned Unit Development (PUD) ordinance and a Business Park (B-1a) ordinance are specifically recommended for large land holdings in the study area. These changes are described below.

## **SPECIFIC ZONING ORDINANCE RECOMMENDATIONS**

### **R-6 District Changes**

We recommend modifying the R-6 Planned Multiple Dwelling Residential Development District ordinance to regulate only the uses and parcel and dwelling unit size criteria specified in other residential districts. We also recommend creating a separate ordinance that would allow clustering of dwelling units and the other features associated with planned unit developments.

### **Planned Unit Development District**

A new PUD ordinance is recommended for immediate inclusion in the Zoning Ordinance. The purpose of the new PUD ordinance would be to encourage the most skillful planning of parts of the community in accordance with the objectives described in this Land Use Plan, to provide for the utilization of planning criteria in the arrangements of buildings related to common open space, and to utilize topography and other site features to best obtain creative and coordinated designs. It is especially important to extend the scope and creativity of land planning and development from a concept of individual lots with independent structures to the planning and development of larger areas with groups of structures and open spaces as a coordinated entity.

PUD planning would be in accordance with some zoning criteria already assigned to the parcel under consideration. Zoning requirements continuing to apply would include the number of dwelling units per acre and the required size of dwelling units. A PUD would function as an overlay ordinance, with special exemptions from certain zoning requirements that limit creative arrangements, such as sideyard setbacks, in exchange for greatly enhanced open space provisions and more efficient building arrangements. City Council approval would apply only to the site plan that had been reviewed and approved at a public meeting. Any changes to the site plan would require re-evaluation and approval.

PUD planning in Fairlawn should be restricted to large parcels, with a minimum of 75 acres. PUDs usually include residential development and may include any of the land uses specified for the zoning district, or districts in which the PUD is located. In addition, some PUDs may include retail business or offices if the land included in the PUD was zoned for those uses. The area of the PUD dedicated to each use is equal to the area of each underlying zoning district.

Plans required for PUD review are extensive, must be prepared by licensed professionals, and usually include all of the following information:

- Existing and proposed topography, property lines, easements, street rights-of-way, existing structures, and existing trees and vegetation
- Proposed vehicular and pedestrian traffic patterns, including the location and design of public and private streets, existing and proposed storm and sanitary sewer lines, parking and service areas, and traffic generation information
- Assignment of use and subdivision of all land, including private and common land, and the area calculation for each
- The location and size of structures to be retained, all proposed structures, and all structures lying within 200 feet of the boundary of the PUD
- A complete landscape plan for the final development showing final grading, the specie and variety of plants retained, and the specie, variety, and initial size of all new plant materials
- A list of the covenants, deed restrictions, and easements running with the land, including those that apply to the governance and use of common areas, bylaws of a homeowners association and its incorporation, and declaration of condominium ownership
- A schedule for construction and cost estimated for the completion of all public and private improvements in the development area
- Other relevant information required for review and approval

Approval is usually granted for a one-year period. If building permits consistent with the Council approved plan are not issued within the year, PUD approval lapses and the land reverts back to its original zoning category.

### **Business Park District**

The desirability of a new Business Park ordinance, for a B-1a district, was noted in the Ridgewood Road Site Development Study prepared by URS Dalton in 1986. A zoning ordinance revision was necessitated by departure from the Fairlawn practice of zoning for general office and commercial uses under the B-1 ordinance. The recommended B-1a ordinance had an expanded definition of permitted uses to encourage a number of desirable and compatible high employment activities to co-exist in a park-like setting and included the flexible controls to assure the open "park" character.

The character of the expanded 223-acre Business Park District proposed for the South Area is consistent with the Business Park described in the 1986 Ridgewood Road study. It is appropriate to amend the Fairlawn Zoning Ordinance to incorporate a B-1a zoning category and apply that zoning to the Business Park.

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## REFERENCES

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**APPENDIX A**  
**- POTENTIAL ZONING CODE AMENDMENTS**

## **APPENDIX A - POTENTIAL ZONING CODE AMENDMENTS**

Two examples of zoning code amendments are proposed for consideration by the City of Fairlawn.

The first is for a Business Park District. It was included as a recommended zoning code amendment in the Ridgewood Road Site Development Study, conducted by URS Dalton in 1986 for the Fairlawn Community Improvement Corporation.

The second example is for a zoning code amendment that would govern Planned Unit Development (PUD). The first is excerpted from the Planning and Zoning Code of the City of Strongsville, Ohio.

### **B-1a BUSINESS PARK DISTRICT**

- A. B-1a, a Business Park District,** shall be designated only in those areas designated B-1a on the City of Fairlawn zoning maps. Requirements for changes in zoning to B-1a shall be the same as any other zoning change.
- B. Permitted Uses**
  - General Offices
  - Corporate/Regional Offices or Headquarters
  - Research and Development Facilities
  - Parking Garages (only as an ancillary use)
- C. Uses Requiring Special Permit**
  - Assembly/Light Industry
  - Storage
  - Warehousing (only as a secondary use to a permitted use)
  - Cafeterias/Lunch Rooms (only as an ancillary use)
  - Child Care Facilities (only as an ancillary use)
- D. Required Conditions**
  - Same as Chapter 1.260.02, Planning and Zoning Code of the City of Fairlawn, Ohio
- E. Minimum Lot Size**
  - Two acres
- F. Minimum Lot Depth**
  - 375 feet
- G. Maximum Building coverage (Footprint)**
  - 30 percent of buildable area

**H. Building Area Determination (Also Defines Limits of Parking).**

|                                  |           |
|----------------------------------|-----------|
| Front Yard Setback .....         | 80 feet   |
| Side Yard Setback .....          | 10 feet   |
| Side Yard (corner) Setback ..... | 80 feet * |
| Rear Yard Setback .....          | 20 feet   |

\* 60 feet with four-foot high berm above adjacent grade.

**I. Yard Requirements (Structures)**

|                                  |           |
|----------------------------------|-----------|
| Front Yard Setback .....         | 80 feet   |
| Side Yard Setback .....          | 25 feet   |
| Side Yard (corner) Setback ..... | 80 feet * |
| Rear Yard Setback .....          | 50 feet   |

**J. Landscape Area Requirements**

All yard areas

Minimum 15 percent of buildable area

17 percent with two-level parking

Landscaping shall be in accordance with design guidelines.

**K. Parking Requirements**

Number of spaces: Provide one space per 200 gross square feet of building. (Equivalent to one space per 140 net square feet where net is calculated at 0.7 x gross).

Space Size: Each space shall be a minimum 9' x 20'.

Orientation: Parking shall be 90° to aisles that shall be no less than a 20 feet wide.

Restrictions: No parking shall be allowed in any designated yard space (see H above)

Distance from main structure ..... Minimum 40 feet

## **PLANNED UNIT DEVELOPMENT (PUD) DISTRICT**

### **PUD District Uses, Criteria, Standards, and Regulations**

#### **1. Intent**

Uses, criteria, standards, and regulations are established in this chapter with respect to planning of land and the arrangements of buildings and open spaces for those areas in standard Residential and Business Districts that which are included in a planned unit development and that which are covered by preliminary and final plans for their development. The application of the criteria, uses, standards, and regulations set forth in this chapter are intended to result in the optimum development and use of land in the City. They are intended to ensure full consideration of every planning element pertinent to the objective of preserving the present character of the City and enhancing its amenities in order that in the ultimate result all improvement values will have been considered and planning objectives will be fully explored.

#### **2. Permitted Buildings and Uses**

Buildings and land shall be used, and buildings shall be erected, altered, moved, and maintained, in a Planned Unit Development District, only in accordance with the following uses:

##### **(a) Main Buildings and Uses.**

###### **(1) PUD-1.**

- A. All types of one-family dwellings
- B. Townhouses
- C. Schools, libraries, churches, public and private parks and playgrounds.

###### **(2) PUD-2.**

- A. All types of one-family dwellings
- B. Townhouses and apartments as permitted in RMF-1 (multifamily) Districts
- C. Retail business and office uses permitted and as regulated in other sections of this Zoning Code if the area to be included in the development area has been zoned to permit such use or if such area and use is so designated on the officially adopted Comprehensive Plan or any subsequent amendment thereto
- D. Schools, libraries, churches, public and private parks, and playgrounds

**(b) Accessory Buildings and Uses.**

- (1) A private garage attached to or located in a one-family dwelling; parking area for the use of guests of the occupants of one-family dwelling and units
- (2) Storage garages accessory to an apartment building or to groups of townhouses; parking areas for the use of guests of the occupants of multifamily dwelling units
- (3) Gardens, fences, walls, pools and other recreation facilities on private or common land
- (4) Accessory buildings and uses to retail business uses enumerated as a regulated in other sections of this Zoning Code when such main use is part of a planned development area.

**3. Land Planning Criteria**

The following planning criteria are established to guide and to control the planning, development, and use of land in a Planned Unit Development (PUD) District.

**(a) Building Arrangements.**

The design criteria set forth in this section are intended to provide considerable latitude and freedom to encourage variety in the arrangement of the bulk and shape of buildings, open space, and landscape features. The dwellings may be arranged in various groups, courts, sequence, or clusters with open spaces organized and related to the dwellings so as to provide privacy and to form a unified composition of buildings and space.

Although latitude in design is provided and encouraged, the following design conditions should be assured in planned development areas:

- (1) The adjoining properties shall be protected from loss of light, air, and view because of the proximity of the bulk or shape of a neighboring building.
- (2) Through skillful design, usability, and accessibility of an open space on an adjoining lot shall be obtained, while privacy is assured within such adjoining dwelling.
- (3) Required yards and setbacks should not be excessive so as to prevent the reasonable development of open land for landscaped features, recreation, or other private uses.
- (4) The latitude in design should also apply to the planning of landscape features, such as walls, fences, hedges, and other features to create a variety of common open spaces and private areas.

**(b) Local Circulation System.**

Each dwelling shall be served by a local street or driveway, planned so as to exclude all through traffic. The vehicular circulation system and parking facilities shall be designed to fully accommodate the automobile with safety and efficiency without allowing it to dominate and destroy the form of the area.

Driveways for group developments and local streets shall be connected to major collector and local collector streets at locations where the traffic can be controlled and operated effectively with minimum interference to the capacity of the major and collector streets.

**(c) Topography and Site Appearance.**

It is a requirement of this Zoning Code that such developments shall be designed to take advantage of the topography of the land in order to utilize the natural contours, to economize in the construction of utilities, to reduce the amount of grading, and to maximize the conservation of trees and topsoil. The natural features and other distinctive characteristics of the site shall be integrated into the plan to create functional variations in the arrangements of buildings, open spaces, and site features.

The service to a development is that all utilities shall be entirely underground and shall be installed in compliance with appropriate ordinances and regulations of the City.

**(d) Private Land.**

In the planning of one-family and townhouse developments in a variety of groups or clusters, land should be provided for the private outdoor use of the occupants at such locations as the entrance and garden side of the dwelling.

**(e) Common Land.**

The common land shall be readily accessible and of such condition, size and shape as to be usable for recreation, natural, and landscaped areas. The integrity of the common land shall be guaranteed from further division or other changes through deed indenture by explicit prohibition of other than the intended uses and exempt from further amendment except upon prior approval by Council.

**(f) Unified Boundary.**

The design at the development area boundaries shall be unified with adjoining development. Within the development area, extensive parking areas, service areas, and other features likely to have adverse effects on surrounding property shall be screened against viewing from first stories outside the development. Screening shall be provided against adverse views from within the development against lights, and noise from other undesirable conditions in the surroundings.

#### 4. Area and Density Regulations

The various area, yard, and height regulations of a planned development area in a Planned Unit Development (PUD) District are defined and set forth in this section.

**(a) Development Area.**

The minimum area to qualify as a planned unit development shall be not less than 50 contiguous acres for a PUD-1 District and 150 contiguous acres for a PUD-2 District in accordance with the provisions of Chapter 1266 (of the Strongsville Planning and Zoning Code).

**(b) Development Area Density.**

The overall residential density of a PUD area shall remain unchanged and conform to the basic overall density requirements of the standard Residential Districts prior to transfer to a PUD District.

The overall residential density in standard Residential Districts shall be in accordance with the following schedule:

| District               | Density<br>(Maximum Dwelling Units per Acre) |
|------------------------|--|
| R1-100 (single family) | 2.0  |
| R1-75 (single family)  | 2.75   |
| RMF-1 (multifamily)    | 15.0   |

#### 5. Peripheral Setbacks

Along the boundary of any Planned Unit Development (PUD) District, each nonresidential building shall be set back at least 75 feet from adjoining private property outside the PUD District, and each residential building shall be set back from adjoining residential buildings outside the PUD District in accordance with the provisions of Section 1252.05 of this Zoning Code. (Strongsville Code, Section 1252.05 stipulates area, yard, and height regulations for buildings in the zoning district underlying the PUD).

#### 6. Required Open Space

In any Planned Unit Development Area (PUD) District, the total public or common space shall be not less than 20 percent of the gross acreage of the Planned Unit Development.

Common open space shall be protected by recorded covenants and restrictions to assure that such open space will be permanently preserved and maintained.

The Planning Commission may require that appropriate recreation facilities be incorporated in the development plan as an open space use. Such facilities may include, but are not limited to, the following:

- (a) Tot lot (play area for small children)
- (b) Walkways, bikeways, and bridle paths
- (c) Putting green
- (d) Shuffleboard courts
- (e) Tennis courts
- (f) Swimming pool and bathhouse
- (g) Clubhouse

## **7. Land Planning Regulations for One-Family Dwellings in a Development Area**

The following regulations shall control the planning, development, and use of one-family dwellings in a planned development area.

### **(a) Development Area Occupied Exclusively by One-Family Dwellings.**

In the portion or portions of a development area in which one-family dwellings are constructed and maintained, it is intended that such portion or portions are to be used exclusively for one-family use and no townhouse or multifamily dwelling shall be constructed.

### **(b) Variation in Area, Yard, and Height Regulations.**

In any Planned Unit Development (PUD) District, minimum area, yard, and height regulations for any one-family detached dwelling shall be in accordance with Section 1252.05, except that the following variations to such regulations may be allowed:

#### **(1) Minimum lot area.**

The minimum lot area per dwelling unit shall be 9,750 square feet.

#### **(2) Minimum width of lot.**

Each one-family zoning lot within a PUD District shall abut upon a dedicated street for a minimum distance of 75 feet. On curved streets, the lot width at the front lot line may be less, provided the lot width at the building line is at least 75 feet.

#### **(3) Minimum front yard depth.**

The minimum front yard depth on a local street shall be 30 feet, and on a local collector street 40 feet, as measured from the street right-of-way line.

## **8. Land Planning Regulations for Multi-Family Dwellings in Development Areas**

The following regulations shall control the planning, development and use of multifamily dwellings in a planned development area:

### **(a) Development Area Occupied Exclusive by Multi-Family Dwellings.**

In the portion or portions of a development area in which townhouses and apartment dwellings are constructed and maintained, it is intended that such portion or portions are to be used exclusively for multifamily dwellings and no one-family dwellings shall be constructed.

### **(b) Density.**

Multi-family dwellings in a development are need not be distributed at a uniform density throughout the multifamily portion of a development area, but the number of dwelling units included within the apartment dwellings located in the apartment portion of the development area shall not exceed 15 such units per acre. The number of dwelling units included within the townhouse dwellings located in the townhouse portion of the development area

shall not exceed eight per acre. Townhouses in a Planned Unit Development (PUD) District shall be designed in such a manner that each townhouse unit shall abut and have access to private or common open space.

**(c) Area, Yard, Height Regulations.**

Yards for accessory buildings and uses and dwelling unit area requirements shall conform with regulations applying to structures in the Districts underlying the PUD.

**9. Apartment, Townhouse, and Business Development Plans**

Development plans for all apartment and townhouse dwellings and all business and office uses in any Planned Unit Development Area (PUD) District shall be prepared in accordance with all applicable provisions of this Zoning Code and submitted to the Planning Commission for its review and approval before any building permits covering such apartment, townhouse, business, or office use will be issued.

**10. Signs**

Signs in any Planned Unit Development Area (PUD) District shall be limited to traffic control signs, signs identifying a permitted use conducted on the parcel and street signs. Not more than one free-standing sign identifying the development shall be permitted for each 300 feet of frontage of public street abutting the development area parcel, and such sign shall not exceed 75 square feet in area. No sign visible from a public street or from adjoining property used for residential purposes shall be illuminated except with indirect white light.

**11. Parking and Garage Facilities**

Private and storage garages and open off-street parking areas shall be permitted in Planned Unit Development Area (PUD) Districts if accessory to a dwelling or group of dwellings in accordance with the standards and regulations set forth in Chapter 1270.

**12. Regulations for R1-75 and RMF-1 Districts Applicable**

Since the uses of land authorized in the R1-75 (single family) and RMF-1 (multifamily) Standard Residential Districts are also authorized in Planned Unit Development area (PUD) Districts, the regulations established in this Zoning Code to control the planning, development, and use of land in R1-75 and RMF-1 Standard Residential Districts are hereby declared applicable to the planning, development and use of land in PUD District, except to the extent that they may be inconsistent with the criteria for the planning, development, and use of land established in this chapter. In the event of any inconsistency, the provisions of this chapter shall prevail.

ACCEPTING AND APPROVING THE AMENDMENT AND/OR SUPPLEMENT TO THE 1980 FAIRLAWN, OHIO LAND USE AND THOROUGHFARE PLAN ADOPTED BY THE CITY PLANNING COMMISSION AND CITY COUNCIL IN 1980.

WHEREAS, pursuant to an agreement between the City of Fairlawn and URS Consultants, said consulting firm has prepared and delivered to the Administration and Council an amendment and/or supplement to the Land Use and Thoroughfare Plan approved by Council in December, 1980, and;

WHEREAS, after thorough study, consultation and reporting to the city officials, URS Consultants has delivered to the City an amendment and/or supplement to the 1980 Land Use and Thoroughfare Plan; this Amendment is dated August 11, 1988 and revised in September 6, 1988.

NOW THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE CITY OF FAIRLAWN, OHIO:

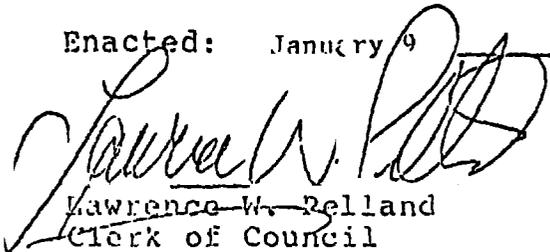
Section 1: That the amendment and/or supplement to the Land Use and Thoroughfare Plan of the City of Fairlawn, Ohio dated December, 1980 be and the same is hereby approved and adopted as the same is contained in the URS Consultant's Submittal dated August 11, 1988 and revised in September 6, 1988.

Section 2: A copy of said Submittal and Report is on file in the office of the Clerk of Council and shall be known as Document #159.

Section 3: That it is hereby found and determined that this legislation complies with Section 121.22, O.R.C. regarding notification of meetings and all deliberations of this Council pertaining hereto have been conducted in accordance therewith.

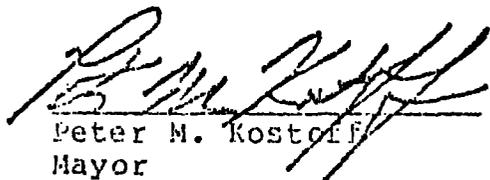
Section 4: This ordinance shall be in full force and effect from and after its enactment and approval by the Mayor or at the earliest period allowed by law.

Enacted: January 9, 1989

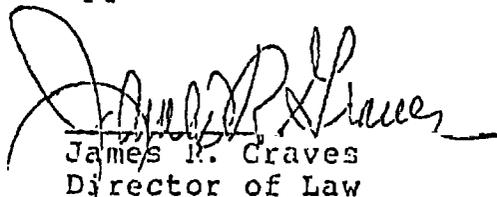
  
Lawrence W. Pelland  
Clerk of Council

  
William F. Stalker  
President of Council

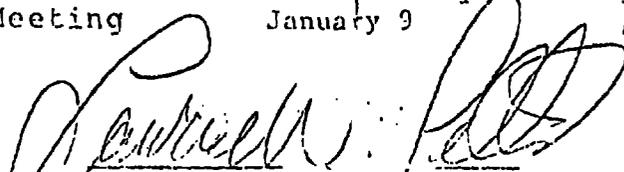
Approved: January 12, 1989

  
Peter M. Kostoff  
Mayor

Approved as to Form:

  
James R. Graves  
Director of Law

I, Lawrence W. Pelland, Clerk of Council of the City of Fairlawn, Summit County, Ohio, do hereby certify that the foregoing Ordinance 1988-105S was duly and regularly passed at a Regular Meeting January 9, 1989.

  
Lawrence W. Pelland  
Clerk of Council