

**REVITALIZATION PROGRAM ( PHASE I )**  
**WARRENSVILLE CENTER RD.**  
**MAPLE HEIGHTS , OHIO**

**CITY OF MAPLE HEIGHTS - 1985**

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**ROBERT C. HILL, INC.**

JOHN TERLEP  
ARCHITECT & ASSOCIATES

Landscape Architecture  
Comprehensive Community Planning  
Site Design

January 25, 1985

City of Maple Heights  
5353 Lee Road  
Maple Heights, Ohio 44157

Attention: Mayor William T. Voll

Gentlemen:

In the Fall of 1984, the City of Maple Heights undertook the first phase of a Revitalization Program for the Warrensville Center Road Corridor.

The following report incorporates plans and recommendations for the treatment of the Corridor's streetscape, parking, buildings and signage. Financing and action areas are discussed also.

The report shows how revitalization of the Corridor can be achieved. When agreement is reached on the various needed improvements, their design and funding should be carefully coordinated. The Work Program outlined in Appendix C, and the forthcoming report on the Corridor's infrastructure including the widening of Warrensville Center Road, will be particularly important in formulating the next phase of the Revitalization Program.

We look forward to working with you on the review of this report and its subsequent implementation.

Very truly yours,

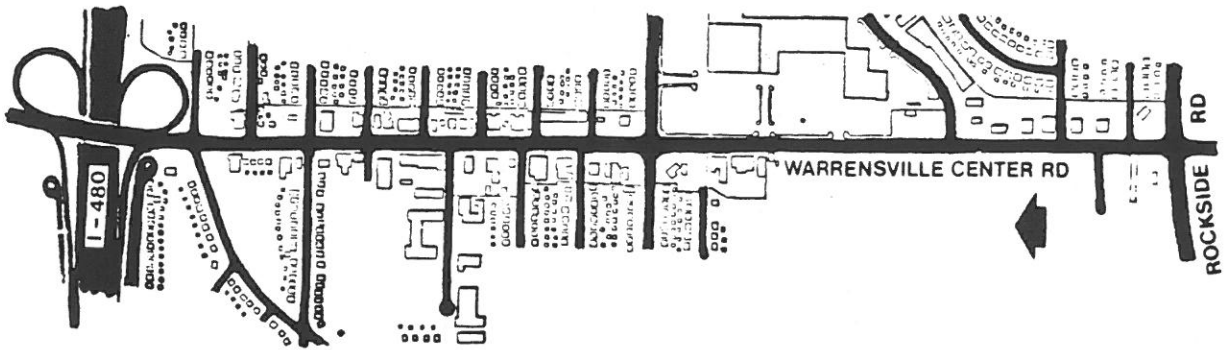
John Terlep  
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Robert C. Hill, Inc.

I

INTRODUCTION

The Warrensville Center Road Corridor is situated in Maple Heights between IR480 to the north and Rockside Road to the south.



This Corridor and Southgate Shopping Center supply goods and services to a trade area which encompasses Maple Heights and southeastern Cuyahoga County.

The Corridor is characterized by individual businesses on both sides of Warrensville Center Road. Improvements are clearly needed based upon the following existing conditions:

- Warrensville Center Road: The average daily traffic volume on this major arterial is some 30,000 vehicles. Relative to its existing width and development pattern, such a volume far exceeds an acceptable traffic standard.
- Parking: There is an apparent lack of adequate off-street parking, and excessive use of street rights-of-way for this purpose.

- Buildings: Generally, development of the Corridor occurred building-by-building. Consequently, in many cases its present architecture and spacial relationships are disorganized; and the percent of land occupied by floor area, or land coverage, is excessive.
- Signage: There is a conspicuous disregard for sound standards for the size, location, color and graphics of business signage.
- Landscaping: With few exceptions, there is virtually no landscaping of sites or rights-of-way.

Recognizing the need to address these conditions, the City of Maple Heights undertook the first phase of a Warrensville Center Road Revitalization Program. This phase, reported here, incorporates plans and recommendations for the treatment of the streetscape, parking, buildings and signage. Financing and action areas also are discussed.

Implementation of the Revitalization Program will benefit the community by stimulating existing businesses and attracting new ones to locate in the Corridor. Such activity, in turn, will result in:

- Increased sales, more investment and added shopping convenience;
- New employment opportunities;
- More municipal tax revenues; and
- An enhanced atmosphere of vitality and confidence within the community's already viable fabric.

The residents of Maple Heights are justifiably proud of their attractive residential neighborhoods and outstanding public facilities. Effectuation of the Warrensville Center Road Revitalization Program can be expected to produce the same kind of pride.

## II

### REVITALIZATION PROGRAM

The Warrensville Center Road Revitalization Program consists of four interrelated parts:

- . Streetscape;
- . Parking;
- . Buildings; and
- . Signage.

Plans 1 through 5, following Page 16, provide a picture of what the Corridor can look like in the future. They will enable the community to visualize all of the improvements proposed, and represent the guidelines for implementing these improvements.

The Plans establish a common design theme for various separate improvements needed to revitalize each area, block and site of the Corridor. Uniform design, color and materials of street furniture, for example, will be important in revitalizing the Corridor as a whole.

The treatment of each area, block and site shown on the Plans, has been carefully chosen to blend with and compliment existing buildings, land uses and unique characteristics of the environment. For example, expanded off-street parking facilities are proposed where inadequate facilities exist and there is evidence of inappropriate open space between business and residential uses.

When agreement is reached on all of the various improvements needed to revitalize the Corridor, implementation can proceed in an orderly, efficient manner. In all

cases the design and funding of separate improvements should be coordinated. Such coordination will prevent duplications and omissions, and assure the optimum use of public and private investments. A more detailed explanation of how the Program can be carried out financially is given in Chapter III.

**STREETSCAPE.** The elements comprising this component of the Revitalization Program follow.

- Planting shade trees to add color and interest presently lacking in the Corridor (Trees are also a natural air conditioning system and important elements in reducing noise and air pollution);
- Sidewalk reconstruction using a combination of appropriate materials to improve pedestrian access and the Corridor's overall appearance; and
- The enhancement of pedestrian areas with landscape planting to create a pleasant environment for shoppers, employees and the community as a whole.

In areas of high pedestrian activity, consideration should be given to the replacement of existing treelawns with permanent pavement using an interesting design combination of concrete, stone and brick. New sidewalks and curbs should be carefully coordinated with the widening of Warrensville Center Road, discussed in the Corridor's Infrastructure Report.

To provide greater safety and convenience at intersections and pedestrian street crossings, crosswalks can be identified by a brick and concrete pattern. This treatment will highlight the crosswalks and add interest to the area. Wheelchair ramps should also be provided. All such improvements should be coordinated with the widening of Warrensville Center Road.



Shade trees should be planted along Warrensville Center Road. Because of the unfavorable growing conditions encountered in heavily used urban areas such as the Corridor, special treatment in tree planting is required. The adverse impacts of air pollution, soil compaction, mechanical damage and restricted water and nutrients all must be addressed if tree planting is to be successful.

With proper species selection, planting and maintenance, the life span and quality of urban trees can be greatly improved. Trees most tolerant of conditions existing in the Corridor are the Norway Maple, Ash, Honeylocust, Planetree, E. Red Oak and Linden.

When planting trees in urban settings enriched soil, proper drainage, and providing water and air to the tree roots are essential for proper growth and development. Soil scientists and horticulturists can provide valuable assistance in dealing with the aforementioned sub-surface conditions and the surface impacts of air pollution and salt.

Tree grates can be most effective in allowing water and air to reach tree roots in heavily trafficked areas. In areas of less use, mulch or brick pavers on sand would be equally effective.

Maple Heights, like most suburban communities in Cuyahoga County, is plagued with overhead electric power distribution lines and their supporting poles. In heavily urbanized areas such as the Warrensville Center Road Corridor, electric power distribution ideally should be carried via an underground system. While beyond the scope of this report, it is strongly recommended that such a system be explored as part of the widening of Warrensville Center Road.

Many of the Corridor's traffic signals are presently suspended over intersections on cable requiring pole supports. Replacement of such arrangements with new metal, multi-purpose supports can create a clean and pleasing streetscape element; and, again, the improvement of traffic signals should be coordinated with the widening of Warrensville Center Road.

The following street furnishings should also be considered in upgrading the Corridor's streetscape:

- . pedestrian bus shelters;
- . public display areas and outdoor telephone stations;
- . vehicular and pedestrian traffic control devices;
- . identification and directional street graphics;
- . benches, trash receptacles, bike racks and postal boxes; and
- . flagpoles, bollards, drinking fountains, and planters.

**PARKING.** Appendix A shows that, based on a generally accepted standard of 4.0 parking spaces per 1,000 square feet of floor area, 11 of the Corridor's 24 Blocks currently have inadequate off-street parking facilities. Moreover, existing service drives and access points to a number of sites are clearly unsafe and inefficient, and screening from adjacent residential uses is inadequate.

Ample, convenient off-street parking facilities are crucial to the success of almost all businesses and, therefore, the overall viability of the Corridor. Accordingly, the Revitalization Program proposes a comprehensive approach to parking involving:

- . Removal of hazardous inefficient parking areas, service drives and access points; and
- . The creation of organized parking areas with a sufficient number of spaces, safe and efficient service drives and access points, and appropriate screening.

Plans 1 through 5, following Page 16, show how this can be accomplished. In some cases redevelopment is proposed. That is, the acquisition, clearance and assembly of certain parcels adjacent to existing business uses is proposed. An outline of how such a treatment can be implemented financially is given in Chapter III.

The location and design of all parking and loading facilities should be in keeping with the character of the surrounding area. Lighting should not emit any direct or indirect glare beyond the area served; and access points should be located and designed to avoid traffic hazards and congestion. Screening should be carefully related to surrounding buildings and streetscape improvements.

Parking areas and service drives should have concrete or asphaltic concrete pavement and uniform concrete aprons. Appurtenances such as curbs, gutters, wheel guards, trash units, directional signs, striping, lighting and landscaping should all be carefully coordinated with surrounding buildings, streetscape improvements and the widening of Warrensville Road.

**BUILDINGS.** With the exception of Southgate Shopping Center, most of the Warrensville Center Road Corridor was developed building-by-building with little consideration given to the design relationships between separate sites and buildings. The result is often one of confusion, and in some cases architectural chaos. Most of the Corridor's buildings are in sound condition. Therefore, the problem is primarily one of visual disorder.

Elevations 6 and 7, following Page 16, demonstrate how the existing architectural disorder of selected building facades can be corrected. These elevations are intended to serve as guides to building owners, tenants, contractors, architects and others interested in renovation activities as well as the design of new buildings throughout the Corridor.

In some cases the correction of architectural deficiencies may require only relatively simple changes. Often the desired result can be achieved by removing recent veneers and projections to expose the original building materials and structure. Where the fabric has weathered, cleaning with a chemical detergent or a fresh coat of paint may be all that is needed. The replacement or removal of damaged or obsolete features should be carefully planned relative to the building's ongoing use and surrounding architecture.

More extensive treatment involves the creation of new roof lines, spacial relationships and door and window placements. Separate one-story buildings, for example, can be effectively unified by constructing a continuous canopy across their entire length. In other cases the removal of existing building features may be necessary to provide adequate parking, open space and visual harmony.

The proportion and location of windows and doors, which are often critical to a building's design and relationship to surrounding buildings, may require alterations. Windows which are used only for signage should be removed. Where windows or doors are replaced or new ones added, anodized aluminum frames in a dark color and deep section are recommended.

Awnings are a popular means of improving the visual quality of many business areas. Modern weather-resistant materials offer a longer life; and the coordinated placement and color of awnings can produce a pleasant accent and unifying design feature. In addition to their strong visual effect, awnings provide an important sun control, rain protection and signage function.

The conceptual building facade renderings shown on Elevations 6 and 7 indicate how exterior rehabilitation of the Corridor's existing buildings can be achieved. In addition, the Elevations illustrate how redevelopment may be carried out. Chapter III outlines how such activities can be effectuated financially; and Table A-2 identifies nine areas which should be considered for rehabilitation and redevelopment.

**SIGNAGE.** Attractive, viable business districts which project good site and building design are an important goal for every urban community. Business area identification; that is, the arrangement, size and graphic design of signs is an intergral component in achieving this goal. While the primary purpose of signage is to communicate, its application as a discreet and pleasing design element is essential in creating a sound business environment. Good signage requires the sensitivity and appreciation of all concerned—the building owner, merchant and customer. Tasteful signs give a strong message to customers and the community-at-large that the merchant is truly concerned about his or her part in the business environment.

Successful signage must meet the need for business identification. Signs must be legible. The message should be simple and reflect reasonable constraint. Signage

should be a logical component of the design of sites and buildings. The location, size, materials and color of signs should harmonize with the surrounding environment. Signage should also be compatible with signs located on adjoining sites or buildings when viewed in sequence. It is important to create an image of harmony and good taste. There is absolutely no correlation between the size and garish content of a sign and the volume of retail sales. Bigger is by no means better. Finally, sign design involves the graphic art of lettering (style and composition); the size, shape, color and illumination of the sign; and its placement on the site or building. All of these elements can best be coordinated by design professionals.

The following building and free-standing signs are most common.

- Wall or Panel Sign: a sign integral with the face of an exterior building wall or mansard roof, or attached to and parallel with the wall or such roof.
- Window Sign: a sign painted, attached or affixed to the interior surface of windows or doors of a building.
- Canopy Sign: a sign attached to the soffit or fascia of a canopy, covered entrance or walkway, or permanent awning or marquee and not projecting above same.
- Projecting Sign: a sign attached to an outside building wall and which projects at a 90° angle therefrom.
- Ground Sign: a free-standing sign not exceeding four feet in height which has a supporting base designed as an integral part of the sign.
- Pole Sign: a sign which is supported by or suspended from a free-standing column or columns and designed so as to permit pedestrian or vehicular movement thereunder.
- Pylon Sign: a free-standing sign exceeding four feet in height whose sign face area extends from the top of the sign to its base.

Wall or panel signs should not project more than 12 inches from the building wall to which it is attached and should be setback from the end of a building or party wall

line for a distance of at least three feet. Such signs should not project above the building wall or coping of a mansard roof. (Roof mounted signs should not be allowed).

Projecting signs should not extend more than three feet from the building face and the lowest portion of such sign should not be less than eight feet above the finished grade of a sidewalk or other pedestrian way. A projecting sign should be setback at least 10 feet from the end of a building wall or party wall line.

Pole signs should be allowed only for multi-story buildings or business uses which have at least 100 feet of frontage on a dedicated street. Pole signs should not exceed 25 feet in height. They should be located not less than 25 feet from an adjoining business lot, or 50 feet from a residential district line. The support of any pole sign should be located not less than 15 feet from the nearest street right-of-way line and the sign itself should not project over such right-of-way. The lowest portion of a pole sign should not be less than eight feet above the finished grade of a sidewalk or other pedestrian way; or 15 feet above pavement used for vehicular traffic.

Ground and pylon signs should be setback not less than 25 feet from an adjoining business lot and 50 feet from a residential district line. A ground sign should be setback a minimum of five feet from the street right-of-way line. Pylon signs should be setback a minimum of 10 feet from the street line. The height of ground and pylon signs should be limited to a maximum height of four and eight feet respectively.

The maximum sign face area of business signage should be governed by relating the total area of all signs to the size of the building, or unit of the building, for which

the signage is intended to serve. This can be easily determined by using the formula illustrated on Figure 8, following Page 16.

Although the aforementioned formula will, in most instances, provide the desired results, there are certain maximums which should also be utilized. For example, a single wall sign should not exceed 100 square feet in sign face area. The sign face area of a pole sign should not exceed 80 square feet. A sign face area of 50 square feet should be maximum for ground and pylon signs; and, the area for projecting signs should not exceed nine square feet.

The number of signs permitted for a business use is as important as the type, size and location of signs. A single business should be allowed only one building and one free-standing sign. In situations where a building faces two streets (corner lot) an additional smaller wall sign might be considered for the secondary building facade; and buildings with more than one business unit, individual units should be allowed separate building signage. However, only one free-standing sign should be permitted for the total business group. Ideally, the free-standing sign should identify only the business location or building name. Individual unit identification should not be permitted on the free-standing sign.

The preceding standards are proposed as an integral part of the overall Revitalization Program since poorly conceived signage is a serious blighting condition in many parts of the Corridor today. A thoughtless, haphazard arrangement of business signs creates a carnival-like atmosphere which is objectionable to those who view it; and, is in fact counter-productive to the primary purpose of business signage—ease of identification.



Unfortunately, past experience has shown that not all those who need, or those who provide signage, have the discipline to approach this aspect of communication in a responsible manner. It is, therefore, accepted municipal policy to assume that appearance is a proper matter of public concern, and that all signs which may be seen from any public way be subject to governmental control. As expressed in the words of the United States Supreme Court:

"... it is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled ...".

**III**  
**FINANCING**

Successful revitalization of the Warrensville Center Road Corridor will require carrying out the following activities:

- . Public improvements benefiting the community as a whole such as the widening of Warrensville Center Road;
- . Public improvements benefiting specific areas such as the provision of sidewalks, landscape improvements, and off-street parking facilities;
- . Rehabilitation of private sites and buildings; and
- . Redevelopment of new business areas, sites and buildings.

Financial methods for funding public improvements are well known. For example, after the widening of Warrensville Center Road is programmed by the Cuyahoga County Engineer, the City's share of the cost may be provided from its Street or Capital Improvement Funds.

The key to optimizing City funds for public improvements is the coordination of those benefiting the overall community with others benefiting specific areas. Special assessments may be used to implement certain area improvements. However, it is strongly recommended that, after specific area improvement projects are defined, optional financial methods should be explored. This is particularly true when considering how to fund needed public improvements in areas identified for rehabilitation and redevelopment.

Rehabilitation of business properties may be accomplished through a wide range of methods including the pooling of County Community Development Block Grant

(CDBG) or other local funds with a private lender willing to make available below-interest rehabilitation loans, Small Business Administration (SBA) guaranteed loans, and tax increment financing. Regardless of the adopted method, rehabilitation should be linked to needed improvements, on the one hand, and redevelopment, on the other.

Like rehabilitation, many methods for accomplishing redevelopment are available. For example, encouragement to private redevelopers may be offered through tax abatements, or nonprofit corporations or Community Urban Redevelopment Corporations (CURC) may be established to undertake defined projects in which the City exercises its power of eminent domain within designated "blighted areas".

While it is beyond the scope of this report to propose a definitive financial plan for revitalizing the Warrensville Center Road Corridor, an illustration of how this can be accomplished in one Block, identified in Appendix A, follows.

<u>BLOCK 2F ACTIVITIES</u>	<u>METHOD OF FINANCING</u>
1. <u>Warrensville Center Road:</u> Widening Intersections	County and City Street Fund (a).
2. <u>Other Public Improvements:</u> Infrastructure Sidewalks Landscape Improvements	Special Assessments or proceeds from a "Block 2F" Urban Renewal Fund (b).
3. <u>Rehabilitation</u> Parcel 782-22-24 Parcel 782-22-25	Below-Interest CDBG/Private Lender or SBA Guaranteed Loans (c) and Tax Abatements (d).
4. <u>Redevelopment:</u> <u>Acquisition:</u> Parcel 782-22-20 782-22-21 782-22-22 782-22-23 782-22-80 Pt.	CDBG Interim Funds repaid through a "Block 2F" Urban Renewal Fund (b).

**BLOCK 2F ACTIVITIES**

**METHOD OF FINANCING**

**Relocation:**

**2 Households**

**1 Business**

**Clearance:**

**2 Dwellings**

**1 Business**

**3 Accessory Buildings**

**Resale:**

**25,000 SF Site**

**Construction:**

**3,000 SF Business**

**40 Parking Spaces**

**Site Improvements**

Same as Aquisition.

Same as Aquisition.

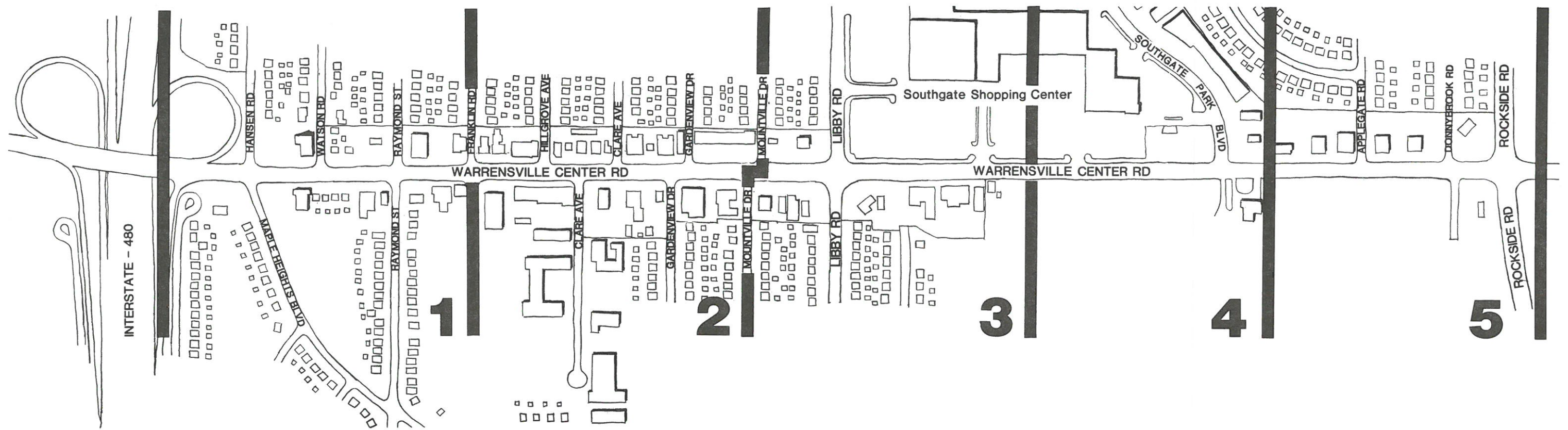
Competitive or Negotiated.

Private.

**Sources & Notes:** Appendices A and B. (a) County Highway Funds which generally require a 10% City share for intersections and appurtenances. (b) Urban Renewal Debt Retirement Fund under ORC 725 funded from non-voted bonds to accomplish community development in "blighted areas", defined by ORD 1728. (c) Loan funds generated from a County CDBG/Private Lender Loan Pool in tandem with Ohio's Small Business Incentive Program. (d) Rehabilitation Tax Exclusions under ORC 3735.

The above example is included here only to show that revitalization can be achieved. In addition to initiating the steps outlined in Appendix C, the following actions should be taken in formulating a financial approach for revitalizing the Corridor.

- When agreement is reached on all of the various improvements needed to revitalize the Corridor including those described in a separate Infrastructure Report, summarize them in an adopted Program Schedule;
- Request the programming of Warrensville Center Road improvements from the Cuyahoga County Engineer;
- Define all programming steps and funding options with the County's Community Development Department; and
- Define the programming steps and funding options for rehabilitation and redevelopment under the Ohio Small Business Incentive Program with the State's Department of Development.



INTERSTATE - 480

1

2

3

4

5

Southgate Shopping Center

SOUTHGATE PARK BLVD

WARRENSVILLE CENTER RD

WARRENSVILLE CENTER RD

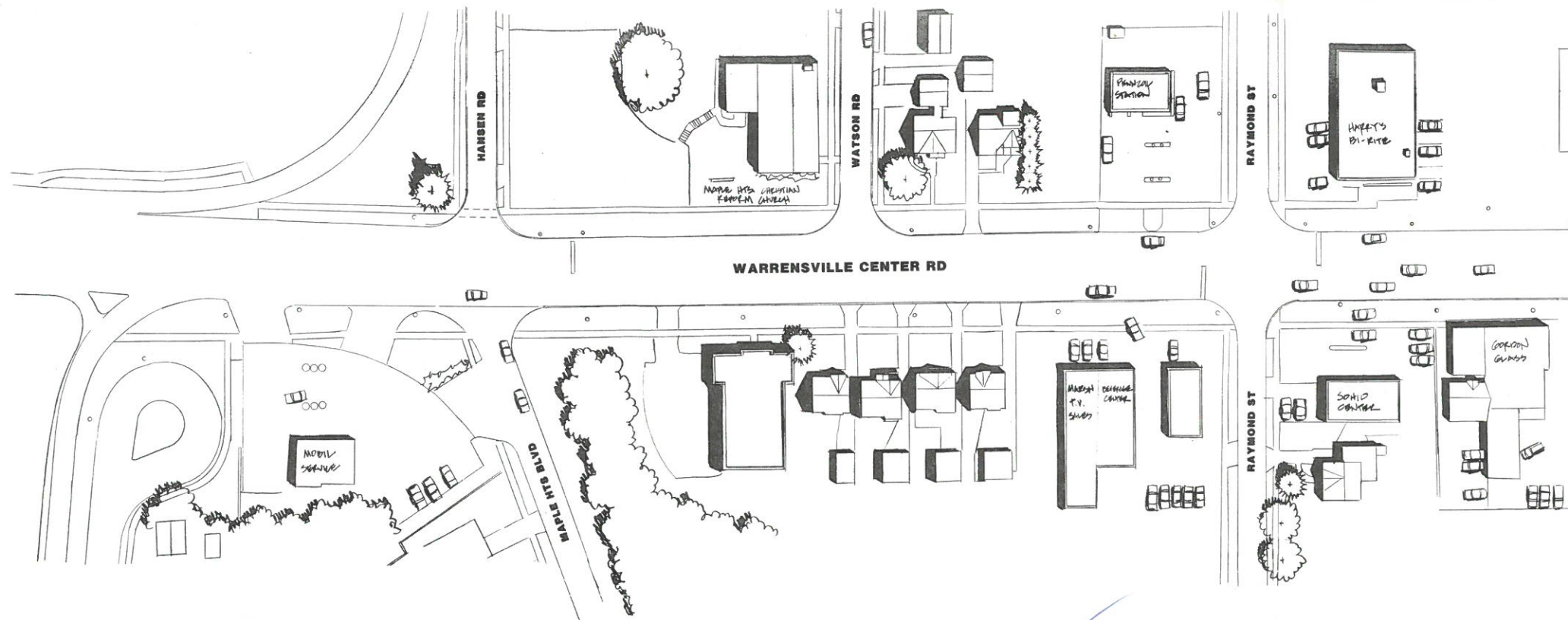
ROCKSIDE RD



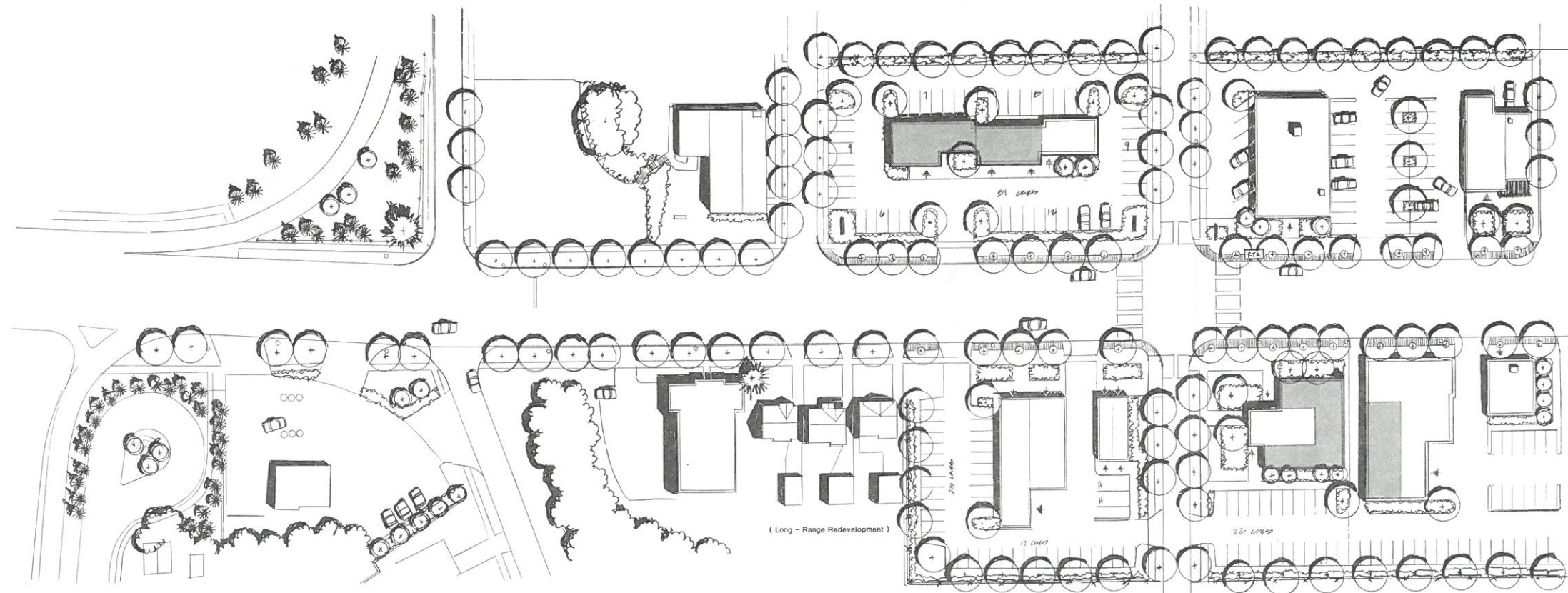
WARRENSVILLE CENTER RD.

**KEY MAP**

REVITALIZATION PROGRAM ( PHASE I )



EXISTING CONDITIONS

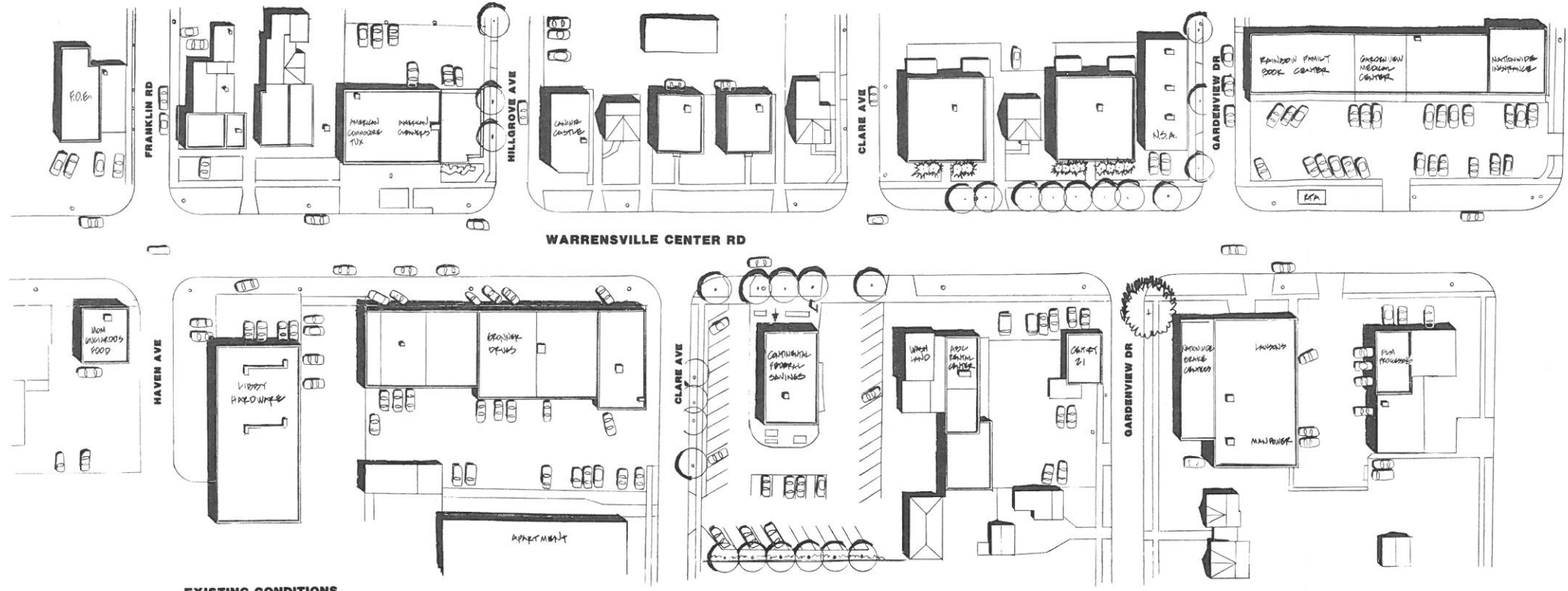


PROPOSED TREATMENT

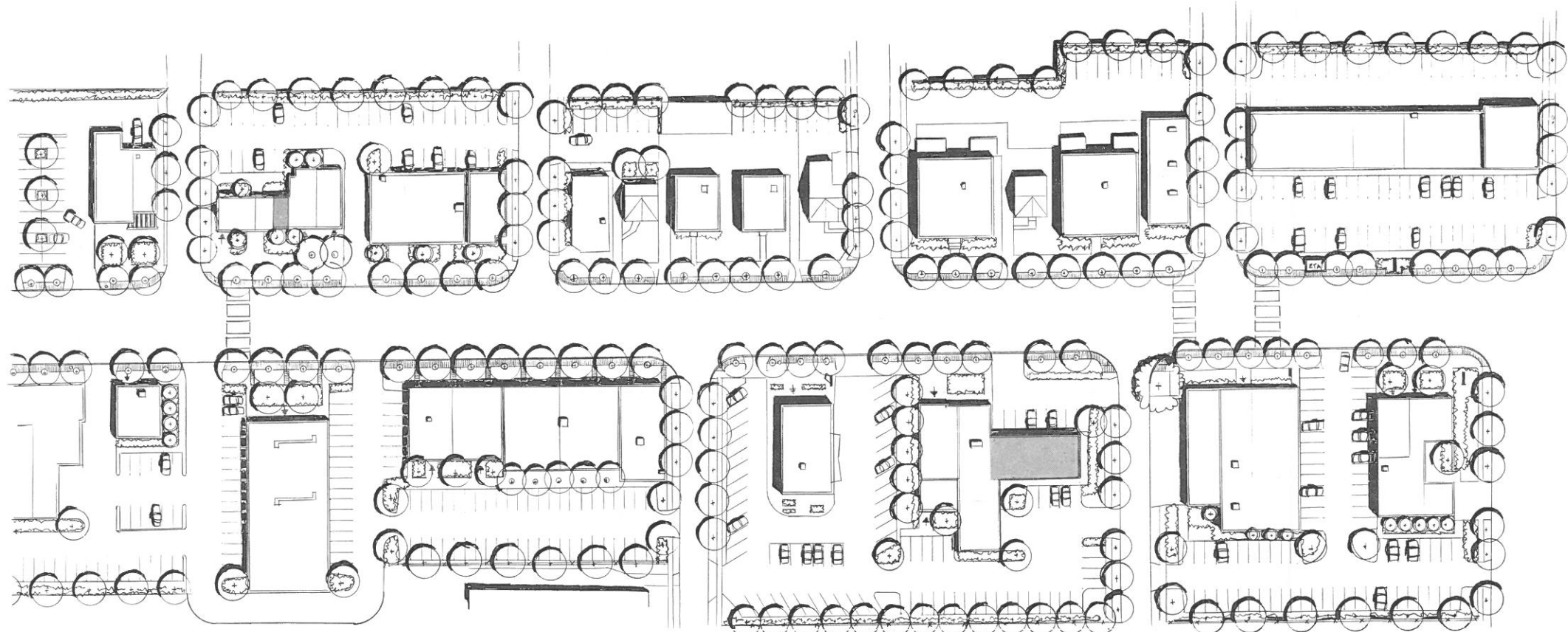


REVITALIZATION PROGRAM (PHASE-I)  
**WARRENSVILLE CENTER ROAD**  
 MAPLE HEIGHTS-OHIO

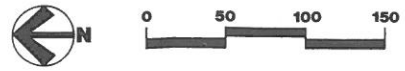
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EXISTING CONDITIONS

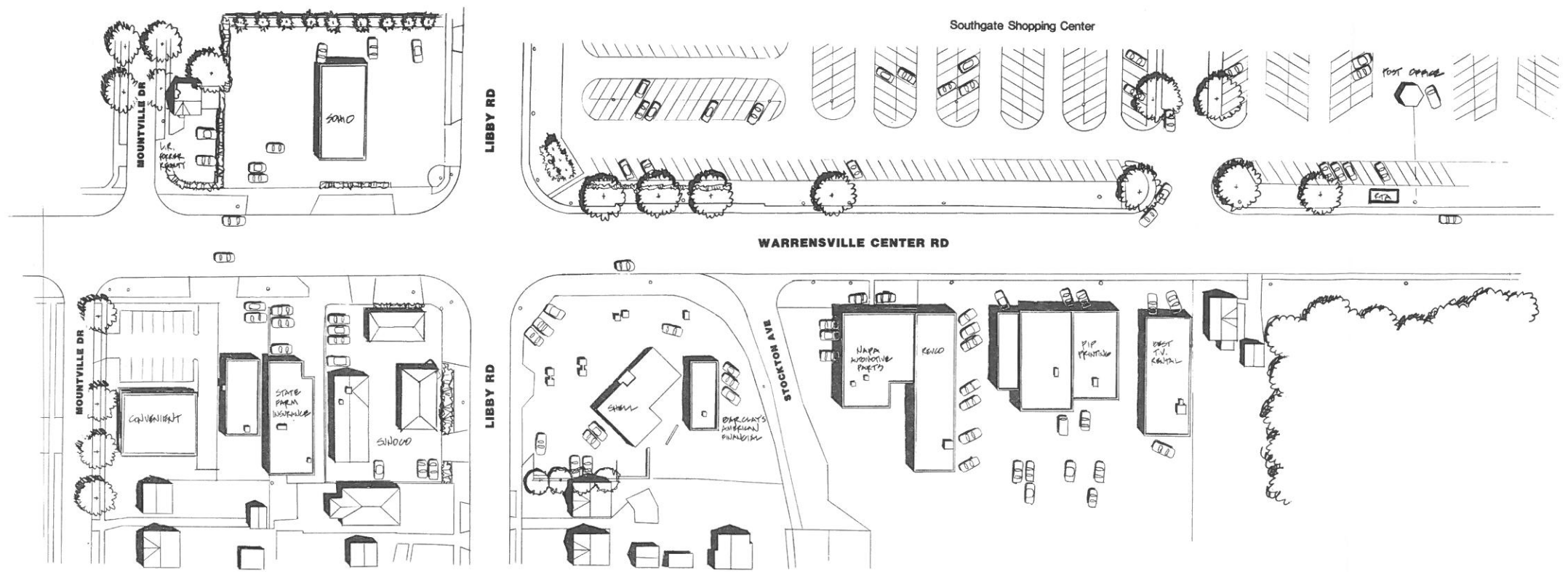


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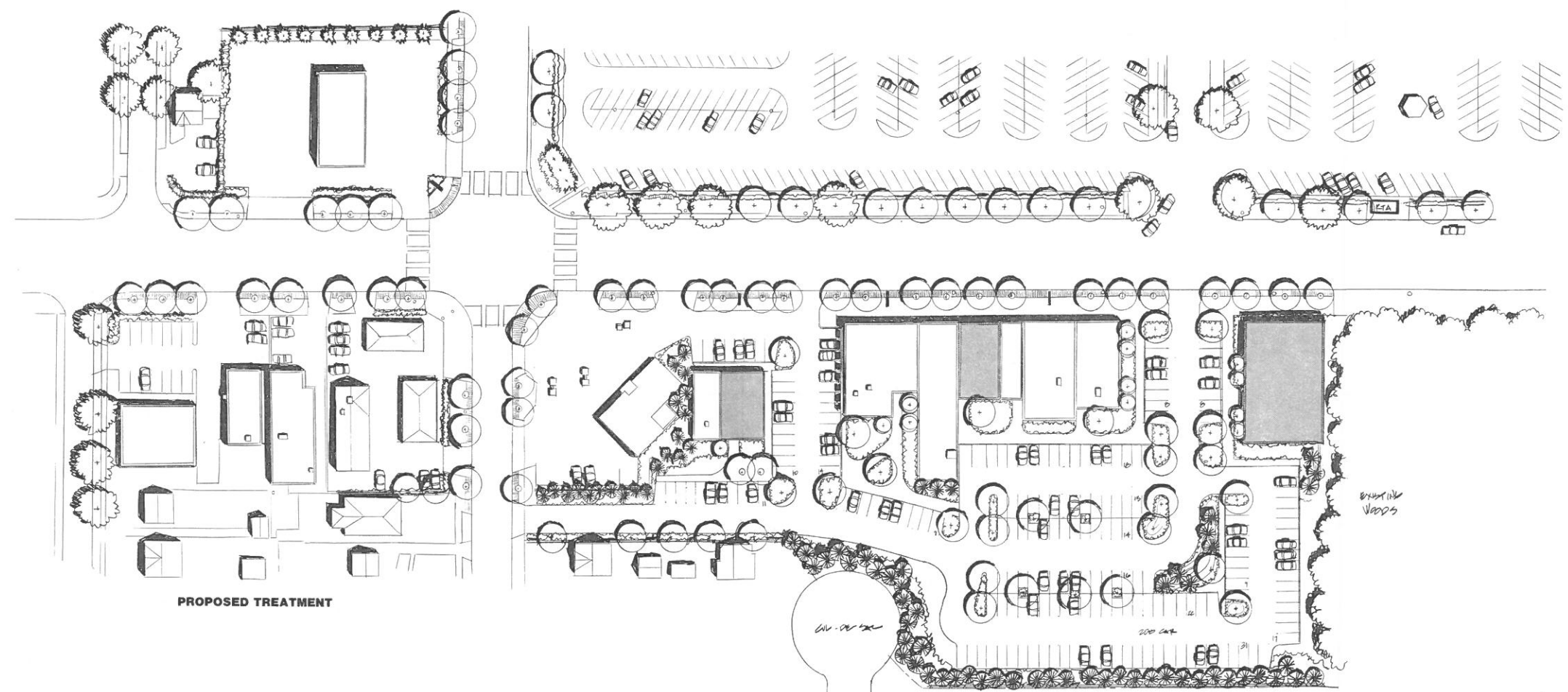


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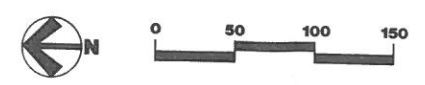
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EXISTING CONDITIONS



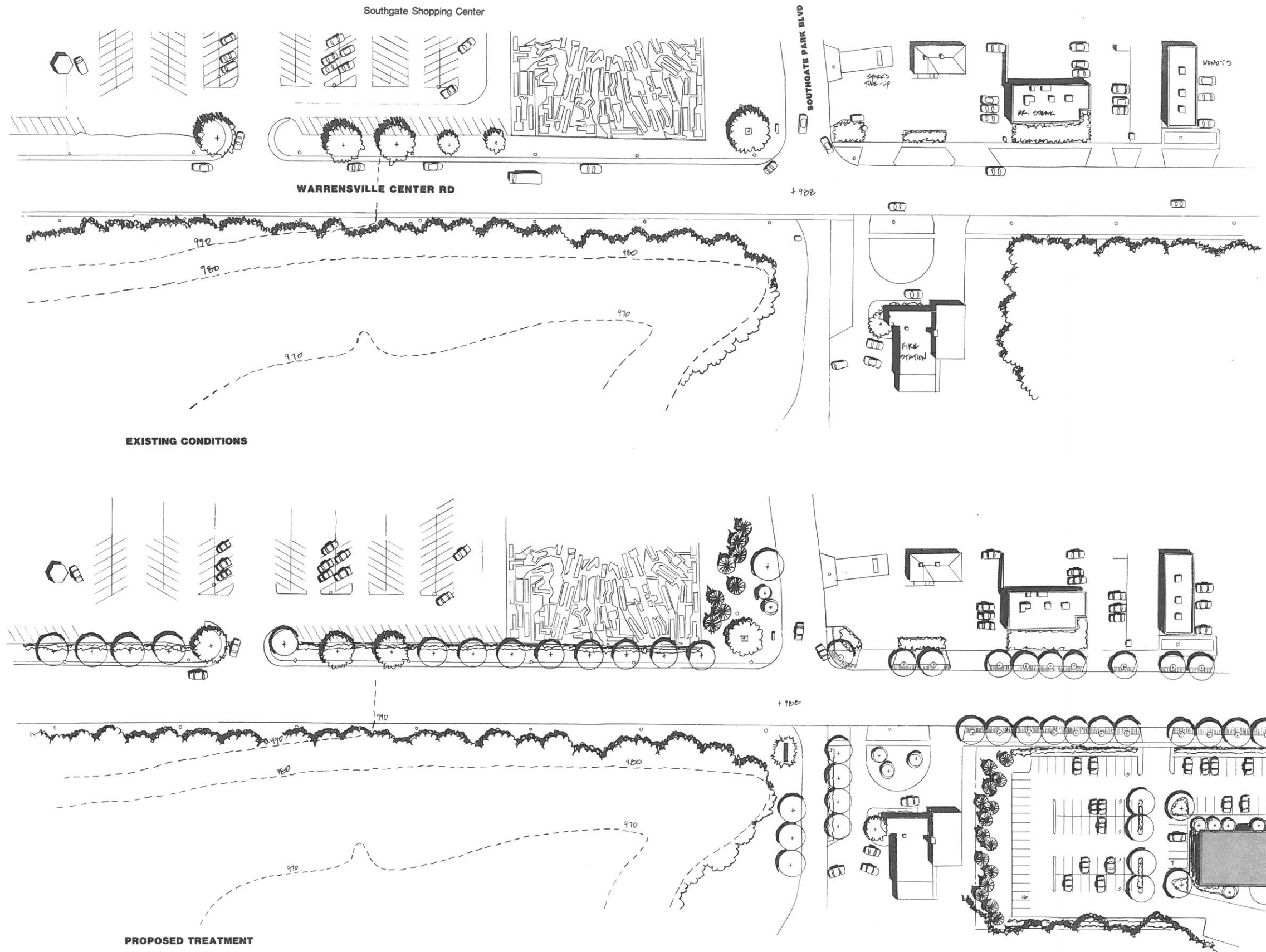
PROPOSED TREATMENT



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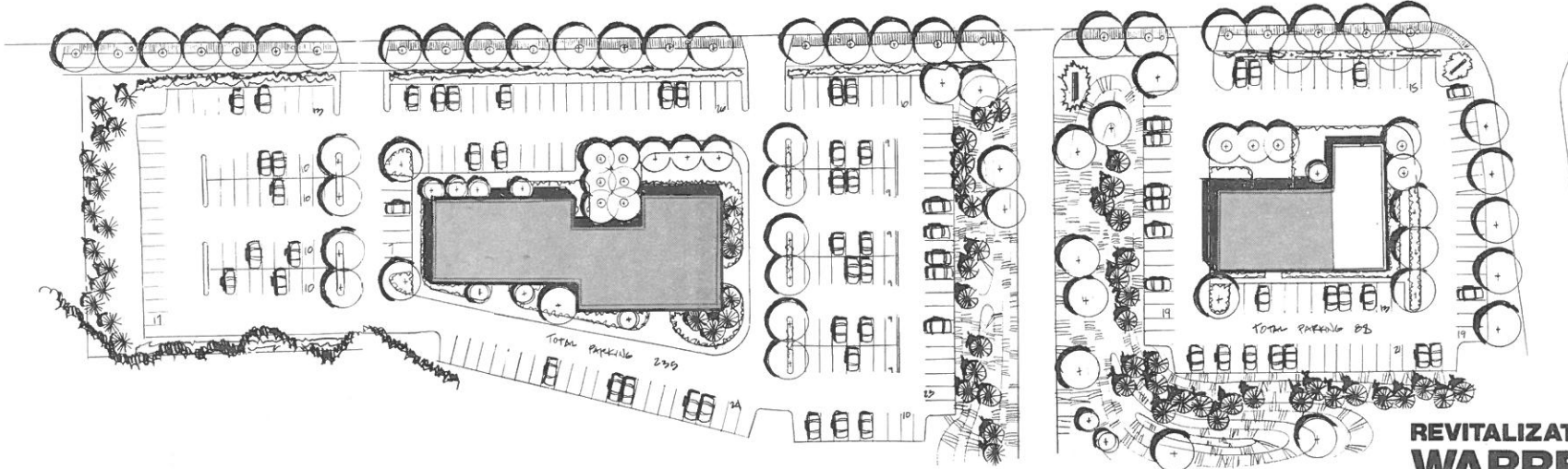
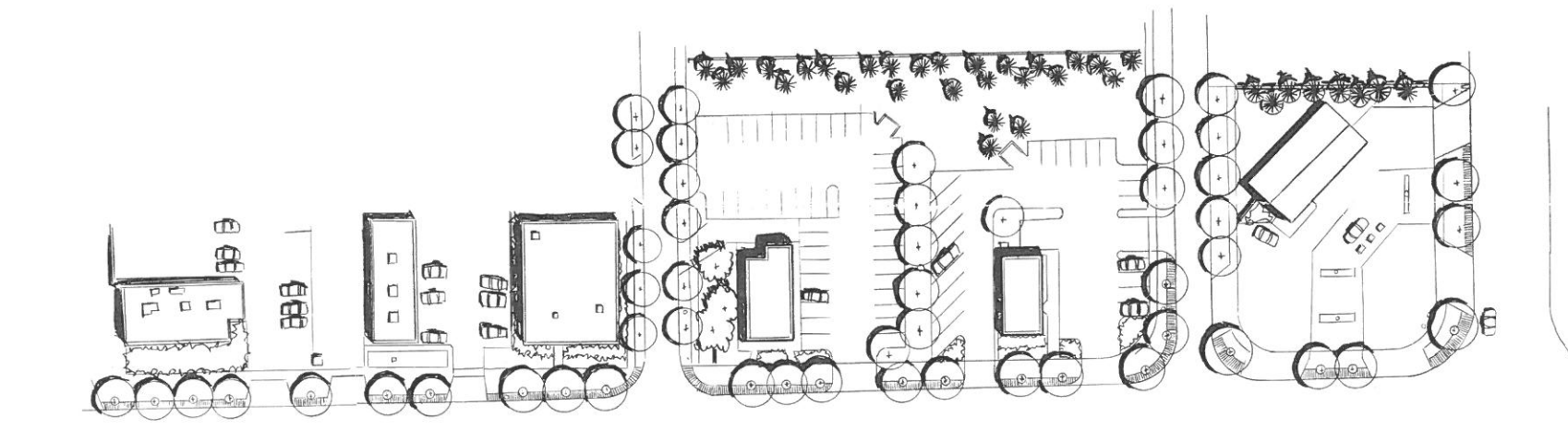
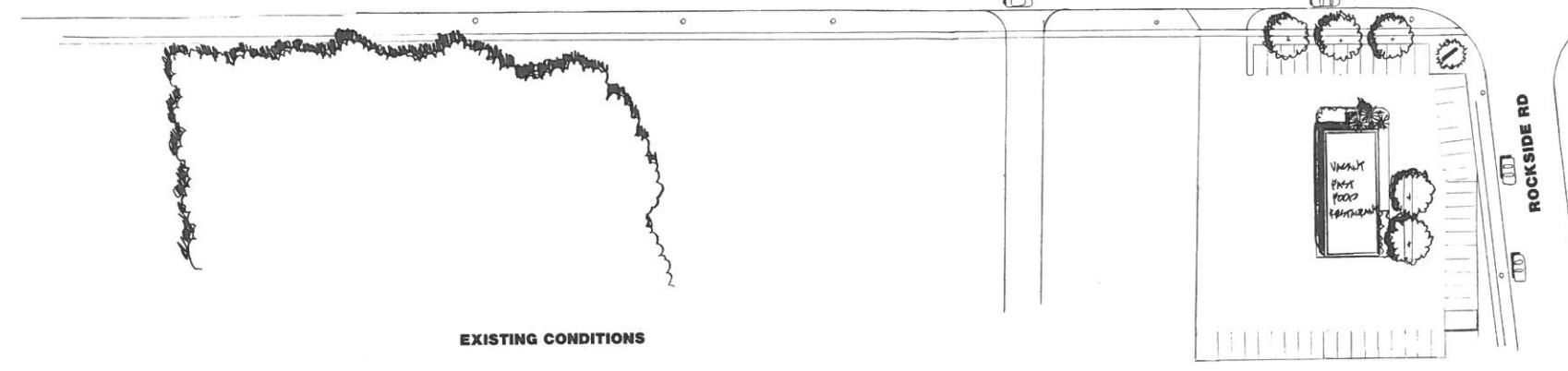
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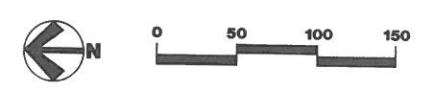
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**Legend**

- EXISTING TREES
- PROPOSED SHADE TREES
- PROPOSED FLOWERING TREES
- PROPOSED EVERGREEN TREES
- EXISTING EVERGREEN TREES
- PLANT BEDS
- PROPOSED HEDGES
- PROPOSED BRICK PAVING
- SAND SCREEN PAVING
- PROPOSED BUILDINGS
- PROPOSED MOUNDING



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( Figure - 8 )

**Illustration-  
BUSINESS SIGNS: MAXIMUM SIGN FACE AREA**

MAXIMUM SIGN FACE AREA - BUSINESS USE

(Building Frontage x 1.35)  
76' x 1.35 = 102 sq.ft.

MAXIMUM SIGN FACE AREA - BUSINESS BUILDING OR UNIT

(Building Unit Width x 0.95)

Building Unit	Building Width(Ft.)	Max. Sign Face Area (Sq.Ft.)	Sign Size(Ft.)
E	76	x.95 = 72	3 x 24

MAXIMUM FREE-STANDING SIGN FACE AREA - BUSINESS USE

Maximum Sign Face Area 102 sq.ft.  
(-) Max. Business Bldg. Sign Face Area 72

Max. Free-Standing Sign Face Area 30 sq.ft.

MAXIMUM SIGN FACE AREA - BUSINESS USE

(Building Frontage x 1.35)  
190' x 1.35 = 256 sq.ft.

MAXIMUM SIGN FACE AREA - BUSINESS BUILDING OR UNIT

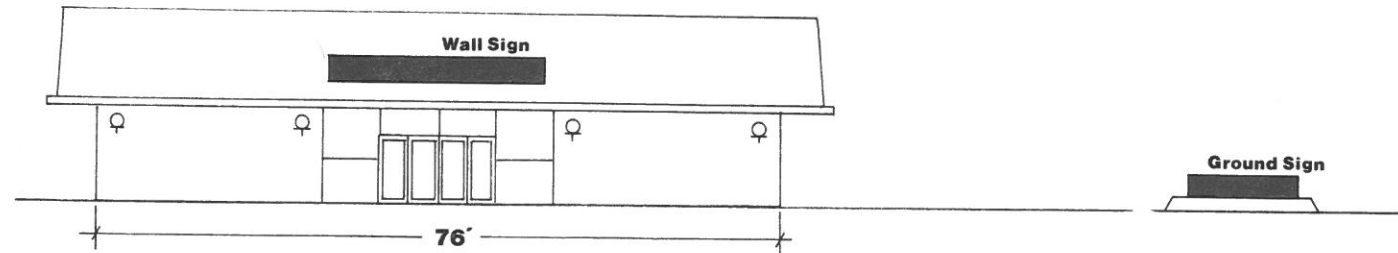
(Building Unit Width x 0.95)

Building Unit	Bldg. Unit Width(Ft.)	Max. Sign Face Area (Sq.Ft.)	Sign Size(Ft.)
A	28	x .95 = 26	2½ x 10
B	22	x .95 = 20	2½ x 8
C	36	x .95 = 34	2½ x 13½
D	104	x .95 = 98	2½ x 39
Total	190	178	-

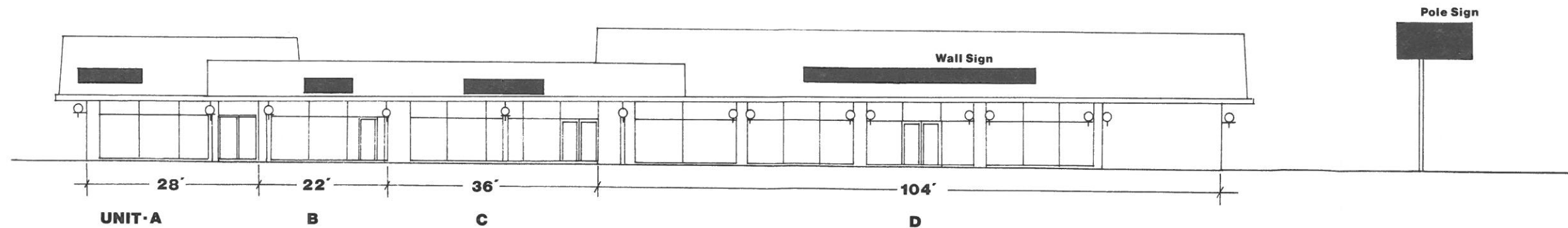
MAXIMUM FREE-STANDING SIGN FACE AREA - BUSINESS USE

Maximum Sign Face Area 256 sq.ft.  
(-) Max. Business Bldg. Sign Face Area 178

Max. Free-Standing Sign Face Area 78 sq.ft.



**BUILDING - E**



**UNIT-A**

**B**

**C**

**D**

**APPENDIX A**  
**CORRIDOR ANALYSIS**

This analysis divides the Warrensville Center Road Corridor into 24 Blocks shown on Figure A-1, following Table A-2. The Blocks are numbered to relate to Plans 1 through 5 of the Revitalization Program. That is, Block 1A is found on Plan 1, Block 2A on Plan 2, etc.

Table A-1, following Page A-4, itemizes the existing conditions of each Block in the Corridor; and Table A-2 lists the action proposed for each Block.

**LAND USE & BUILDINGS:** A summary of the land use and building characteristics of the Corridor as a whole follows.

<u>LAND USE</u>	<u>ACRES</u>	<u>BUILDINGS</u>	<u>MEAN FLOORS</u>	<u>FL. AREA (1000 SF)</u>	<u>LAND COVERAGE(c)</u>
Residential	4.5	30	1.8	73.5	32%
One-Family	3.1	24	1.7	36.0	27
Multi-Family	1.4	6	2.1	37.5	61
Business	17.7	54	1.2	197.5	26%
General	5.7	24	1.2	98.0	39
Offices (a)	3.8	15	1.3	59.0	36
Restaurants	4.5	6	1.2	19.0	10
Gas Stations	2.9	7	1.0	11.5	9
Food Stores	0.8	2	1.0	10.0	28
Vacant & Other (b)	<u>25.3</u>	<u>4</u>	1.4	<u>20.0</u>	15% (d)
<b>TOTAL CORRIDOR:</b>	<b>47.5</b>	<b>88</b>	<b>1.4</b>	<b>291.0</b>	<b>25% (d)</b>

**Source & Notes:** Table A-1. (a) Includes one bank. (b) Includes 14.2 acres of vacant land, 7.1 acres of rights-of-way, 0.7 acres used by Southgate Shopping Center and 3.3 acres used by a Church, Social Club, Fire Station and Miniature Golf Course. (c) Percent of land area occupied by floor area. (d) Excludes vacant land, rights-of way and Southgate.

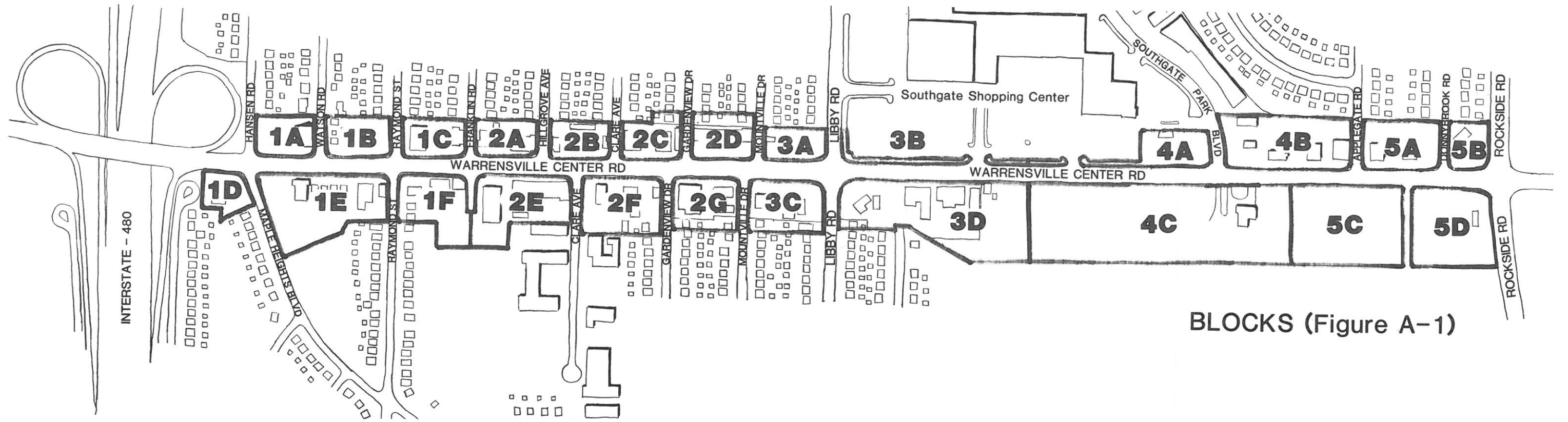
Figure A-2 shows the general pattern of land uses throughout the Corridor. About 22.0 acres, or 46% of total Corridor, is vacant or used for rights-of-way or by Southgate. Excluding this land, some 17.7 acres, or 69%, are allocated to Business; 4.5 acres, or 18%, to Residential; and 3.3 acres, or 13%, to other uses. With the exception of vacant land and Southgate south of Libby Road, one-family residences in Blocks 1B and 1E, and multi-family structures in Blocks 1E, 2B and 2C, the Corridor is clearly dominated by business uses.

An 11/84 Field Survey of the Corridor showed that only 12 buildings, or 14% of the total, are structurally substandard. Sixty-eight buildings, or 77%, are used for non-residential purposes. The mean floors of all buildings show that the vast majority have one or two-stories. There are no structures over three stories in the Corridor.

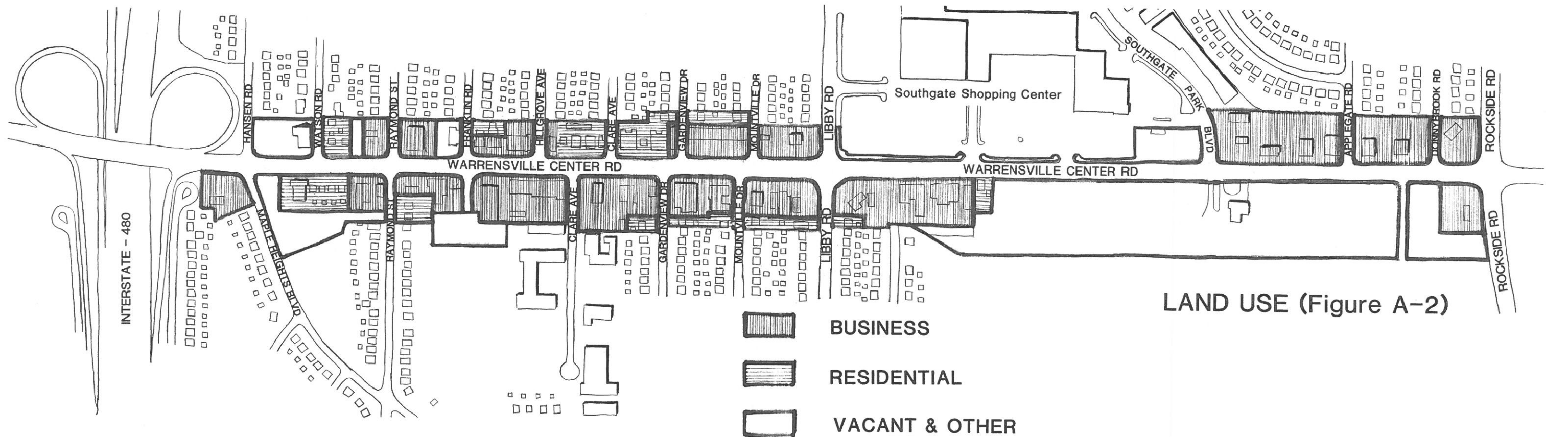
General Business and Office uses include 157,000 square feet, or 79%, of the total business floor area in the Corridor. Restaurants and gas stations are located in proximity to major Corridor intersections, particularly at Libby Road and between Southgate Park Boulevard and Rockside Road (Blocks 4B, 5A and 5B).

**LAND COVERAGE:** The percent of land occupied by floor area, or land coverage, is a key measurement of the viability of business areas. A generally accepted standard is that the land coverage of a given business area should not exceed 25%. Table A-1 itemizes the business areas in the Corridor which exceed this standard, and Figure A-3 shows them graphically.

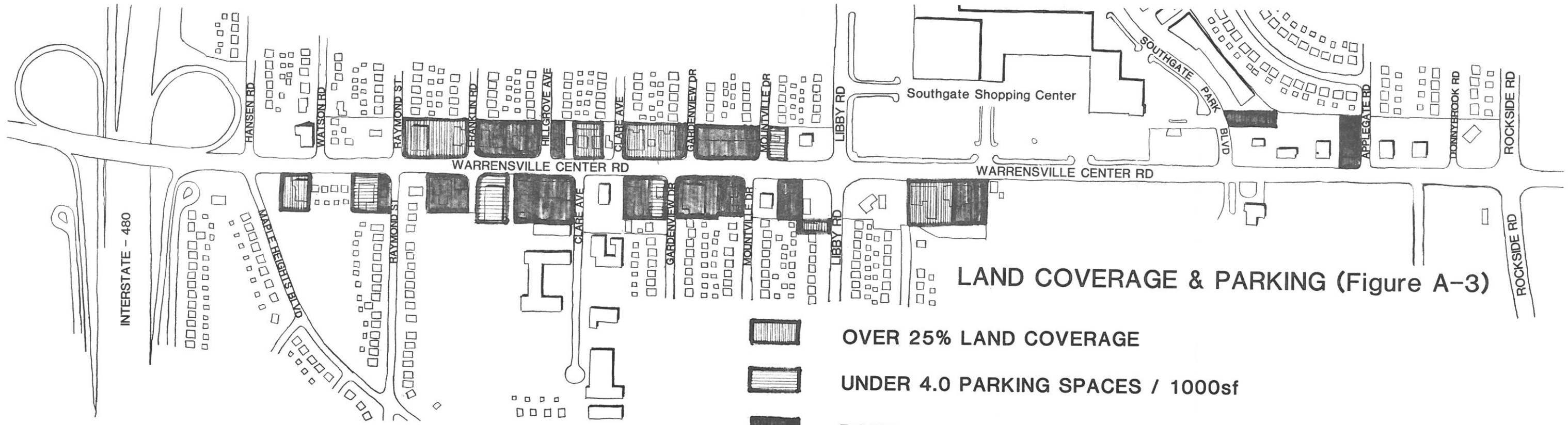
**PARKING:** The ratio of off-street parking spaces per 1,000 square feet of business floor area is a second key indicator of viability. While this ratio may vary






BLOCKS (Figure A-1)

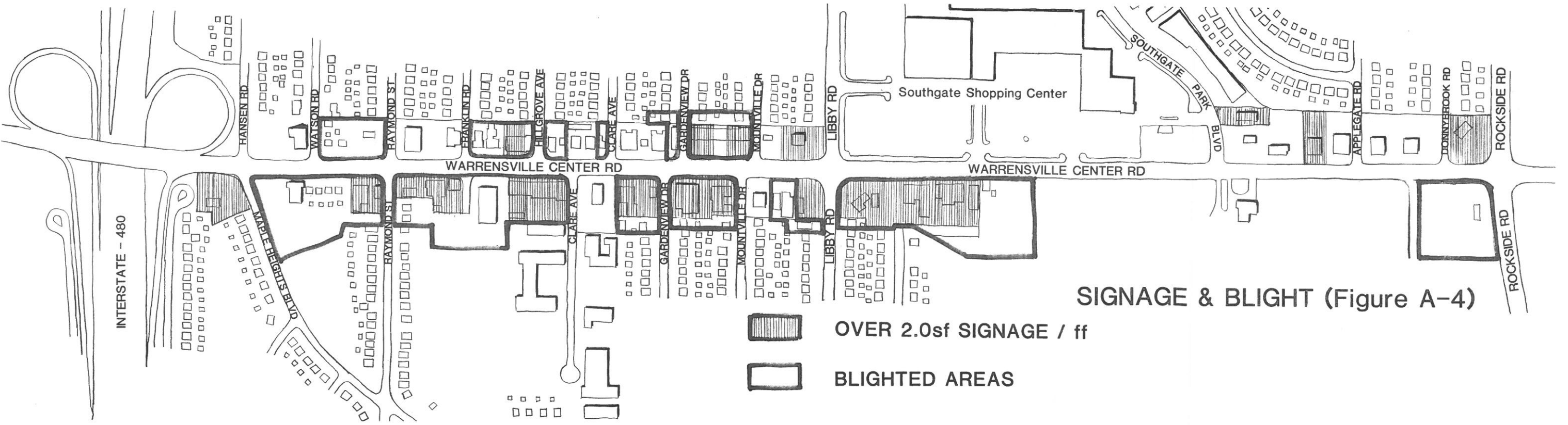


LAND USE (Figure A-2)



**LAND COVERAGE & PARKING (Figure A-3)**

-  OVER 25% LAND COVERAGE
-  UNDER 4.0 PARKING SPACES / 1000sf
-  BOTH



**SIGNAGE & BLIGHT (Figure A-4)**

-  OVER 2.0sf SIGNAGE / ff
-  BLIGHTED AREAS

depending on the type and location of particular uses, a generally accepted standard is that no business area should have less than 4.0 off-street parking spaces per 1,000 square feet of floor area. Table A-1 lists the business areas in the Corridor with inadequate parking based on this standard; and Figure A-3 locates them graphically.

**SIGNAGE:** The amount of signage relative to the frontage of business buildings is a barometer of their visual impact and, in turn, the viability of the areas in which they are located. A generally accepted standard is that business signage should not exceed 2.0 square feet of signage per front foot of building frontage. Table A-1 itemizes the business areas in the Corridor with excessive signage based on this standard; and Figure A-4 shows them graphically.

**BLIGHT CONDITIONS:** In addition to identifying substandard buildings in the Corridor, the aforementioned 11/84 Field Survey recorded all parcels in the Corridor with one or more of the following blight conditions:

- Use: The parcel's use relative to surrounding uses is incompatible.
- Access and Parking: The parcel does not have adequate or safe access to the street system, or its internal traffic pattern or off-street parking facilities are inadequate.
- Overcrowding: The floor area of buildings on the parcel exceeds 40% of the land area, or their location relative to property lines, other buildings, uses or the street system causes dangerous or hazardous conditions to exist.
- Other: The parcel's size or configuration make its appropriate overall use impossible; its buildings are substandard or obsolete; or unsafe or unsanitary conditions such as heavy undergrowth or standing water exist.



Generally, ORC 1728 defines a "blighted area" as one in which the majority of buildings are substandard, or in which at least 51% of the ownership parcels have one or more of the blight conditions described above. Figure A-4 shows the areas in the Corridor which most clearly meet this definition.

**PROPOSED ACTIONS:** Based on the preceding findings and design studies presented in the Revitalization Program, a preliminary list of the various actions which should be taken throughout the Corridor was drawn. Table A-2 itemizes the proposed action in each Block, as well as the recommended buildings to be treated and the business floor area and off-street parking spaces which should be provided.

Obviously, this analysis represents only the first phase in implementing a meaningful Revitalization Program for the Warrensville Center Road Corridor. As stressed in the report coordination of all the components of the proposed Program will be essential. Moreover, the methods of financing revitalization, outlined in Chapter III and Appendix B, should all be considered before any decision on the next phase of the Program is initiated. Once these steps are taken, it is strongly recommended that a definitive Work Program such as the one outlined in Appendix C should be carried out.

WARRENSVILLE CENTER ROAD CORRIDOR  
EXISTING CONDITIONS

TABLE A-1  
PAGE 1 of 4

BLOCK, PARCEL AND USE (a)	BLD'S	AREA(1000SF)		LAND COV.(b)	PARKING(c)		SIGNAGE(d)			
		FL'S	LAND FLOOR		SP'S	RATIO	SF	FF	RATIO	
<b>BLOCK 1A</b>	<u>1</u>	<u>2.0</u>	<u>36.0</u>	<u>9.5</u>	<u>25%</u>	<u>45</u>	<u>4.5</u>	<u>50</u>	<u>100</u>	<u>0.5</u>
13-06 Church -10										
<b>BLOCK 1B</b>	<u>4</u>	<u>1.0</u>	<u>36.5</u>	<u>5.5</u>	<u>15%</u>	<u>20</u>	<u>3.5</u>	<u>80</u>	<u>50</u>	<u>1.5</u>
13-01 Gas St. -02	<u>1</u>	1.0	<u>14.0</u>	<u>1.5</u>	10	<u>10</u>	6.5	<u>80</u>	<u>50</u>	1.5
13-03 Vac. -05 1F Res.	- 3	- 1.5	7.0 15.5	- 4.0	- 25	- 10	- 2.5	- -	- -	- -
<b>BLOCK 1C</b>	<u>2</u>	<u>1.0</u>	<u>35.0</u>	<u>10.0</u>	<u>30%</u>	<u>45</u>	<u>4.5</u>	<u>155</u>	<u>120</u>	<u>1.5</u>
12-13 Club -14	<u>1</u>	1.0	<u>14.0</u>	<u>3.5</u>	25	<u>20</u>	5.5	<u>75</u>	<u>55</u>	1.5
12-15 Food Store -17	1	1.0	21.0	6.5	30	25	4.0	80	65	1.0
<b>BLOCK 1D</b>	<u>1</u>	<u>1.0</u>	<u>20.0</u>	<u>2.0</u>	<u>10%</u>	<u>10</u>	<u>5.0</u>	<u>150</u>	<u>55</u>	<u>2.5</u>
11-19 Gas St. -23										
<b>BLOCK 1E</b>	<u>8</u>	<u>1.5</u>	<u>106.0</u>	<u>23.0</u>	<u>20%</u>	<u>45</u>	<u>2.0</u>	<u>865</u>	<u>80</u>	<u>11.0</u>
10-30 Offices	<u>1</u>	2.0	<u>5.5</u>	<u>3.0</u>	55	<u>5</u>	1.5	<u>105</u>	<u>25</u>	<u>40</u>
10-31 Gen. Bus. -33	2	1.0	16.5	4.5	25	10	2.0	750	55	13.5
10-34 1F Res. -37	4	1.5	23.0	5.5	25	10	2.0	-	-	-
10-38 MF Res. -39	1	3.0	18.0	10.0	55	20	2.0	-	-	-
10-40 Vac. -42	-	-	35.0	-	-	-	-	-	-	-
10-64 Vac.	-	-	8.0	-	-	-	-	-	-	-
<b>BLOCK 1F</b>	<u>7</u>	<u>1.5</u>	<u>55.5</u>	<u>14.5</u>	<u>25%</u>	<u>35</u>	<u>2.5</u>	<u>470</u>	<u>165</u>	<u>3.0</u>
10-21 Vac. -22	-	-	<u>12.0</u>	-	-	-	-	-	-	-
10-23 Rest. -24	1	2.0	8.0	4.0	50	10	2.5	100	40	2.5
10-25 Gen. Bus. -26 1F Res.	2 1	1.0 1.5	10.5 3.5	5.0 1.0	50 30	10 -	2.0 -	230 -	70 -	3.5 -
10-27 Gas St. -29 1F Res.	1 1	1.0 1.5	12.0 4.0	1.5 1.5	15 40	10 -	6.5 -	140 -	55 -	2.5 -
10-65 1F Res.	1	1.5	5.5	1.5	25	5	3.5	-	-	-
<b>BLOCK 2A</b>	<u>7</u>	<u>1.5</u>	<u>37.0</u>	<u>15.5</u>	<u>40%</u>	<u>35</u>	<u>2.5</u>	<u>485</u>	<u>205</u>	<u>2.5</u>
12-7 Offices	<u>1</u>	1.0	<u>6.0</u>	<u>2.5</u>	40	<u>5</u>	2.0	<u>50</u>	<u>40</u>	1.5
12-8 Gen. Bus. -9	1	2.0	12.5	6.0	50	20	3.5	295	75	4.0
12-10 Gen. Bus. -11 1F Res.	2 1	1.0 1.5	6.0 5.5	2.0 1.5	30 -	5 -	1.5 -	60 -	45 -	1.5 -
12-12 Gen. Bus. 1F Res.	1 1	1.0 1.5	3.0 4.0	2.0 1.5	50 -	5 -	1.5 -	80 -	45 -	2.0 -

WARRENSVILLE CENTER ROAD CORRIDOR  
EXISTING CONDITIONS

TABLE A-1  
PAGE 2 of 4

BLOCK, PARCEL AND USE (a)	BLD'S	FL'S	AREA(1000SF)		LAND COV.(b)	PARKING(c)		SIGNAGE(d)		
			LAND	FLOOR		SP'S	RATIO	SF	FF	RATIO
<b>BLOCK 2B</b>	<b>5</b>	<b>1.5</b>	<b>36.0</b>	<b>14.0</b>	<b>40%</b>	<b>35</b>	<b>2.5</b>	<b>110</b>	<b>90</b>	<b>1.0</b>
12-01 1F Res.	1	1.5	6.0	1.5	25	5	3.5	30	30	1.0
12-02 MF Res.	1	2.0	6.0	4.5	75	10	2.0	-	-	-
12-03 MF Res.	1	2.0	12.0	4.5	40	10	2.0	-	-	-
-04										
12-05 1F Res.	1	1.5	6.0	1.5	25	5	3.5	50	30	1.5
12-06 Gen Bus.	1	1.0	6.0	2.0	35	5	2.5	30	30	1.0
<b>BLOCK 2C</b>	<b>5</b>	<b>1.8</b>	<b>38.5</b>	<b>24.5</b>	<b>65%</b>	<b>45</b>	<b>2.0</b>	<b>20</b>	<b>40</b>	<b>0.5</b>
23-12 Offices	1	2.0	5.0	5.0	100	10	1.5	20	40	0.5
23-13 MF Res.	2	2.0	24.5	16.5	65	25	1.5	-	-	-
-17 1F Res.	1	1.5	4.0	1.5	40	5	3.5	-	-	-
23-37 1F Res.	1	2.0	5.0	1.5	30	5	3.5	-	-	-
<b>BLOCK 2D</b>	<b>6</b>	<b>1.5</b>	<b>42.0</b>	<b>22.5</b>	<b>55%</b>	<b>55</b>	<b>2.5</b>	<b>705</b>	<b>255</b>	<b>3.0</b>
23-06 Offices	1	2.0	5.0	4.5	90	10	2.0	150	50	3.0
-08 Gen. Bus.	1	1.0	10.5	6.0	55	15	2.5	260	75	3.5
23-09 Offices	1	1.0	5.0	3.0	60	10	3.5	60	50	1.0
23-10 Gen. Bus.	1	1.0	10.5	6.0	55	10	1.5	235	80	3.0
-11										
23-38 1F Res.	1	2.0	5.5	1.5	25	5	3.5	-	-	-
23-75 1F Res.	1	2.0	5.5	1.5	25	5	3.5	-	-	-
<b>BLOCK 2E</b>	<b>2</b>	<b>1.0</b>	<b>68.0</b>	<b>23.0</b>	<b>35%</b>	<b>65</b>	<b>3.0</b>	<b>845</b>	<b>300</b>	<b>3.0</b>
22-29 Gen. Bus.	1	1.0	30.5	17.0	55	45	2.5	725	230	3.0
-33										
22-34 Gen. Bus.	1	1.0	25.5	6.0	25	20	3.5	120	70	1.5
-37										
22-38 Vac.	-	-	12.0	-	-	-	-	-	-	-
22-39										
<b>BLOCK 2F</b>	<b>5</b>	<b>1.5</b>	<b>61.5</b>	<b>15.5</b>	<b>25%</b>	<b>70</b>	<b>4.0</b>	<b>320</b>	<b>140</b>	<b>2.5</b>
22-20 1F Res.	1	1.5	7.5	1.5	20	5	3.5	-	-	-
-21										
22-22 Offices	1	1.0	7.0	1.5	20	5	3.5	70	30	2.5
22-23 Gen. Bus.	1	1.0	13.5	5.0	35	10	2.0	125	40	3.0
-24										
12-25 Gen. Bus.	1	2.0	6.0	3.5	60	5	1.5	65	25	2.5
12-26 Offices	1	1.0	27.5	4.0	15	45	13.0	60	45	1.5
-28										
&80										
<b>BLOCK 2G</b>	<b>7</b>	<b>1.5</b>	<b>59.0</b>	<b>21.0</b>	<b>35%</b>	<b>55</b>	<b>2.5</b>	<b>590</b>	<b>165</b>	<b>3.5</b>
21-27 Gen. Bus.	1	1.0	7.0	3.5	50	5	1.5	90	35	2.5
-28	1	2.0	7.0	3.0	45	5	1.5	95	35	2.5
21-29 Gen. Bus.	1	1.0	18.5	7.0	35	25	3.5	130	45	3.0
-31										
21-32 Gen. Bus.	1	1.0	6.5	3.0	45	5	1.5	275	50	5.0

WARRENSVILLE CENTER ROAD CORRIDOR  
EXISTING CONDITIONS

TABLE A-1  
PAGE 3 of 4

BLOCK, PARCEL AND USE (a)	BLD'S	FL'S	AREA(1000SF)		LAND COV.(b)	PARKING(c)		SIGNAGE(d)			
			LAND	FLOOR		SP'S	RATIO	SF	FF	RATIO	
<b>BLOCK 2G (cont.)</b>											
21-33 1F Res.	1	1.5	5.0	1.5	30	5	3.5	-	-	-	
21-34 1F Res.	1	1.5	5.0	1.5	30	5	3.5	-	-	-	
21-73 1F Res.	1	1.5	5.0	1.5	30	5	3.5	-	-	-	
21-74 Vac.	-	-	5.0	-	-	-	-	-	-	-	
<b>BLOCK 3A</b>	<b>2</b>	<b>1.5</b>	<b>29.5</b>	<b>3.0</b>	<b>10%</b>	<b>15</b>	<b>5.0</b>	<b>165</b>	<b>85</b>	<b>2.0</b>	
23-01 Gas. St.	1	1.0	18.0	1.0	5	10	10.0	135	45	3.0	
-03											
23-04 Offices	1	1.5	11.5	2.0	15	5	2.5	30	40	1.0	
-05											
<b>BLOCK 3B</b>	<b>-</b>	<b>-</b>	<b>19.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
17-01 Southgate											
<b>BLOCK 3C</b>	<b>6</b>	<b>1.0</b>	<b>54.5</b>	<b>15.0</b>	<b>30%</b>	<b>50</b>	<b>3.5</b>	<b>380</b>	<b>195</b>	<b>2.0</b>	
21-20 MF Res.	1	1.5	6.0	2.0	35	5	2.5	-	-	-	
21-21 Gas. St.	1	1.0	14.0	2.0	15	10	5.0	150	65	2.5	
-22											
21-23 Offices	1	1.0	7.0	4.0	55	5	1.5	60	40	1.5	
21-24 Offices	1	1.0	7.0	2.0	30	5	2.5	45	30	1.5	
-26 Food Store	1	1.0	14.5	3.5	25	20	5.5	125	60	2.0	
21-75 1F Res.	1	1.5	6.0	1.5	25	5	3.5	-	-	-	
<b>BLOCK 3D</b>	<b>9</b>	<b>1.5</b>	<b>233.5</b>	<b>38.5</b>	<b>15%</b>	<b>125</b>	<b>3.0</b>	<b>1345</b>	<b>370</b>	<b>3.5</b>	
12-01 Gas St.	1	1.0	22.5	2.0	10	10	5.0	155	60	2.5	
12-02 Offices	1	2.0	19.5	3.0	15	20	6.5	100	25	4.0	
&46,47											
12-03 Gen. Bus.	1	1.0	15.0	4.0	25	10	2.5	195	60	3.5	
-10 Gen. Bus.	2	1.0	15.5	7.0	45	20	3.0	360	90	4.0	
Offices	1	2.0	35.0	15.5	45	45	3.0	380	95	4.0	
12-88 1F. Res.	1	1.5	5.5	1.5	25	5	3.5	-	-	-	
13-01 Gen. Bus.	1	1.0	11.5	4.0	35	10	2.5	155	40	3.5	
13-02 1F Res.	1	2.0	7.5	1.5	20	5	3.5	-	-	-	
13-03 Vac.	-	-	15.0	-	-	-	-	-	-	-	
-06											
13-07 Vac.	-	-	45.0	-	-	-	-	-	-	-	
13-08 Vac.	-	-	9.5	-	-	-	-	-	-	-	
Stockton RW	-	-	12.0	-	-	-	-	-	-	-	
Waterbury RW	-	-	20.0	-	-	-	-	-	-	-	
<b>BLOCK 4A</b>	<b>1</b>	<b>1.0</b>	<b>59.5</b>	<b>1.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
17-01 Southgate	-	-	13.0	-	-	-	-	-	-	-	
M. Golf	1	1.0	40.0	1.0	-	-	-	-	-	-	
18-02 City, Vac.	-	-	6.5	-	-	-	-	-	-	-	

WARRENSVILLE CENTER ROAD CORRIDOR  
EXISTING CONDITIONS

TABLE A-1  
PAGE 4 of 4

BLOCK, PARCEL AND USE (a)	BLD'S	AREA(1000SF)		LAND COV.(b)	PARKING(c)		SIGNAGE(d)			
		FL'S	LAND		FLOOR	SP'S	RATIO	SF	FF	RATIO
<b>BLOCK 4B</b>	<u>5</u>	<u>1.0</u>	<u>88.0</u>	<u>16.5</u>	<u>20%</u>	<u>80</u>	<u>5.0</u>	<u>390</u>	<u>270</u>	<u>1.5</u>
19-22 Gen. Bus.	1	1.0	16.5	1.5	10	10	6.5	75	60	1.5
19-24 Offices	1	1.0	15.0	5.0	35	15	3.0	50	60	1.0
19-25 Rest.	1	1.0	24.5	3.5	15	25	7.0	95	80	1.0
19-26 Offices	1	2.0	10.0	4.0	40	10	2.5	90	40	2.5
19-30 Rest.	1	1.0	22.0	2.5	10	20	8.0	80	30	2.5
<b>BLOCK 4C</b>	<u>1</u>	<u>1.5</u>	<u>415.5</u>	<u>6.0</u>	-	<u>15</u>	<u>5.0</u>	<u>50</u>	<u>80</u>	<u>0.5</u>
13-07 City, Vac.	-	-	155.5	-	-	-	-	-	-	-
10-01 Fire St.	1	1.5	55.0	6.0	-	15	5.0	50	80	0.5
08-01 City, Vac.	-	-	205.0	-	-	-	-	-	-	-
<b>BLOCK 5A</b>	<u>2</u>	<u>1.0</u>	<u>57.5</u>	<u>7.0</u>	<u>10%</u>	<u>40</u>	<u>5.5</u>	<u>110</u>	<u>90</u>	<u>1.0</u>
20-40 Rest. -42										
<b>BLOCK 5B</b>	<u>1</u>	<u>1.0</u>	<u>25.0</u>	<u>1.5</u>	<u>5%</u>	<u>10</u>	<u>6.5</u>	<u>165</u>	<u>75</u>	<u>2.0</u>
20-70 Gas. St. -72										
<b>BLOCK 5C</b>	-	-	<u>69.0</u>	-	-	-	-	-	-	-
08-02 City, Vac.										
<b>BLOCK 5D</b>	<u>1</u>	<u>1.0</u>	<u>83.0</u>	<u>2.0</u>	-	<u>20</u>	<u>10.0</u>	-	-	-
08-38 Rest.										
<b>TOTALS:</b>	<u>88</u>	<u>1.4</u>	<u>1765.5</u>	<u>291.0</u>	<u>25%</u>	<u>915</u>	<u>3.2</u>	<u>7450</u>	<u>2930</u>	<u>2.5</u>

Source & Notes: 11/84 Field Survey by Robert C. Hill, Inc. (a) All Page-Parcel numbers are from Tax Map Book 782, except Blocks 3C-3D, Blocks 4A-4C and Blocks 5A-5D from Tax Map Book 783. (b) Floor Area divided by Land Area. (c) Parking Spaces divided by 1000 SF Floor Area. (d) Square Feet (SF) of Signage divided by Front Feet (FF) of buildings.

WARRENSVILLE CENTER ROAD CORRIDOR  
PROPOSED ACTIONS

TABLE A-2  
PAGE 1 of 2

BLOCK PROPOS'D USE(a)	ACTION(b)	EXISTING BUILDINGS			FL. AREA (1000SF)		PARKING SPACES	
		RETAIN'D	DRENOVAT'D	REMOV'D	EXIST'G	PROPOSED	EXIST'G	PROPOSED
<b>1A</b>								
Church	(1)	1	-	-	9.5	9.5	45	45
<b>1B</b>								
Business	(2)	-	1	3	5.5 (c)	11.0	20 (c)	50
<b>1C</b>								
Business	(1)	2	-	-	10.0	10.0	45	45
<b>1D</b>								
Gas. St.	(1)	1	-	-	2.0	10.0	10	10
<b>1E</b>								
MF Res.	(1)	1	-	-	10.0	2.0	20	20
Business	(3)	-	3	4	13.0 (c)	17.0	25 (c)	70
<b>1F &amp; 2E</b>								
Business	(2)	-	6	3	37.5 (c)	42.0	100 (c)	175
<b>2A &amp; 2B</b>								
MF Res.	(1)	2	-	-	9.0	9.0	20	20
Business	(2)	-	8	2	20.5 (c)	17.0	50 (c)	65
<b>2C &amp; 2D</b>								
MF Res.	(1)	3	-	-	18.0	18.0	35	35
Business	(2)	1	4	3	29.0 (c)	24.5	65 (c)	100
<b>2F</b>								
Business	(2)	1	2	2	15.5 (c)	18.5	70 (c)	75
<b>2G</b>								
Business	(2)	1	3	3	21.0 (c)	18.0	55 (c)	70
<b>3A</b>								
Business	(1)	2	-	-	3.0	3.0	15	15
<b>3B</b>								
Southgate	(1)	-	-	-	-	-	-	-
<b>3C</b>								
Business	(3)	4	2	-	15.0 (c)	13.5	50	55
<b>3D</b>								
Business	(2)	1	5	3	38.5 (c)	65.0	125 (c)	280
<b>4A</b>								
Southgate	(1)	-	-	-	-	-	-	-
Other	(1)	1	-	-	1.0	1.0	-	-
<b>4B</b>								
Business	(1)	5	-	-	16.5	16.5	80	80
<b>4C</b>								
Fire St.	(1)	1	-	-	6.0	6.0	15	15
Open Sp.	(1)	-	-	-	-	-	-	-
<b>5A</b>								
Business	(1)	2	-	-	7.0	7.0	40	40
<b>5B</b>								
Gas. St.	(1)	1	-	-	1.5	1.5	10	10
<b>5C</b>								
Business	(4)	-	-	-	-	60.0	-	235
<b>5D</b>								
Business	(4)	<u>1</u>	<u>-</u>	<u>-</u>	<u>2.0</u>	<u>20.0</u>	<u>20</u>	<u>90</u>
<b>TOTAL CORRIDOR</b>		<b>31</b>	<b>34</b>	<b>23</b>	<b>291.0</b>	<b>400.0</b>	<b>915</b>	<b>1600</b>

Sources & Notes: Revitalization Program, Chapter II and Table A-1. (a) See Figure A-1, for Blocks and Plans 1 through 5, following Page 16, for proposed future land uses. (b) Proposed Actions follow:

- (1) Conservation including site and right-of-way improvements.
- (2) Rehabilitation and Redevelopment outlined in Chapter III.
- (3) Long-range Redevelopment.
- (4) New Construction.

(c) Includes One-Family Residential Floor Area and Parking Spaces to be removed with Redevelopment.

## APPENDIX B

### FINANCIAL METHODS

**URBAN RENEWAL DEBT RETIREMENT FUNDS:** ORC, Chapter 725 enables Ohio municipalities to utilize tax increment financing for the redevelopment of "blighted areas." It is a fact that successful major redevelopment activity results in an increase in assessed valuations in a project area, an increase translated into higher tax payments to each taxing jurisdiction. However, under tax increment financing, this increase is temporarily diverted to repay bonds issued by the municipality to finance the project redevelopment activities.

After the municipal legislative authority has designated an area as appropriate for rehabilitation or redevelopment based upon a required Community Development Plan, the municipality obtains the necessary commitment(s) from the developer(s). Subsequent to bond counsel and public review and approval, the municipality may authorize the issuance of bonds and establish an Urban Renewal Debt Retirement Fund. These bonds have three important characteristics: (1) they are not obligations of the issuing municipality; (2) they are not considered part of the municipality's bonded indebtedness; and (3) they can be issued without voter approval. The debt retirement fund serves as the repository for semi-annual service payments in lieu of taxes which would otherwise be assessed and collected upon improvements made; in turn fund monies are used to retire the bonds. The exclusion from real property taxation and the payment of service payments applies to improvements only; the real property tax assessed prior to improvements would continue to be paid.

**ELIGIBILITY:** The following eligibility provisions are applicable:

1. An area may qualify for designation as appropriate for rehabilitation or redevelopment activity if the municipal legislative authority finds that such an area is characterized by conditions of slums and blight. The statute mentions areas which are conducive to ill health, disease transmission, delinquency or crime, or detrimental to public health, safety, morals or welfare, or which impair or arrest growth, retard the provision of housing or constitute economic or social liabilities. A number of features such as unsanitary conditions, obsolete or dilapidated structures, fire hazards, tax delinquencies which exceed property fair value are cited as blight indicators.
2. Funds derived from the sale of bonds may be expended for projects in "blighted areas" which are undertaken to eliminate or prevent blight and slums in accordance with a Community Development Plan. Such activities include acquisition of slums or blighted areas; demolition and removal of structures and improvements; installation, construction, or reconstruction of streets, utilities, and other necessary facilities and improvements; disposition of property (sale, lease, retention) at fair value; voluntary or compulsory repair and rehabilitation of buildings or other improvements; and the provision of land for needed public facilities.

Any Ohio municipal corporation may utilize this program.



**SPECIAL REQUIREMENTS:** Several special requirements pertain to this type of tax increment financing.

1. The municipality must prepare a Community Development Plan which outlines all activities and requirements proposed for the project area, such as proposed zoning, land acquisition, relocation, demolition, public improvements, rehabilitation and redevelopment, proposed land uses, density and buildings requirements. This Plan must conform to the general plan for the municipality if such plan exists.
2. At the time it issues bonds, the municipality must establish an Urban Renewal Debt Retirement Fund exclusively for the payment of principal and interest on outstanding bonds. The interest paid is tax exempt.
3. Upon issuance of the urban renewal bonds, all improvements to real property located within the project area which are defined as an increase in assessed valuation after plan adoption are exempt from property taxation by all political subdivisions and taxing districts. This exemption only applies to property held in fee title by the municipality at the time the bonds are issued or at any time during the life of the project. The exemption continues for up to 30 years, or as long as bonds or refunding bonds are outstanding. Parcels acquired by the municipality after bond issuance gain exemption at the time of acquisition.
4. A purchaser acquiring property from the municipality is required to continue to pay taxes assessed on property prior to issuance of the bonds. However, by covenant running with the property, each purchaser is required to make semi-annual service payments in lieu of property taxes on improvements made during the exemption period. There is no lien to secure such obligations. Such payments, equal to the taxes which would normally be paid on such improvements, are discontinued when all outstanding bonds are retired. At such time normal tax payments commence.
5. Proceeds from the rental or sale of municipally owned property located in the project area may be paid to the Urban Renewal Fund subject to trust agreements, if the bonds are secured by a joint agreement between the municipality and a corporate trustee.

**PROCEDURE:** Municipal corporations may follow the procedure outlined below in order to utilize this program.

1. The municipality initiates preliminary planning activities, with the involvement of appropriate neighborhood organizations, including determination of project area boundaries, blighting conditions, proposed land use, financial feasibility, etc.
2. The legislative authority designates the proposed project area as appropriate for tax increment financing activities.
3. The municipality obtains firm commitment(s) from established developer(s).
4. Bond counsel determines the financial feasibility of the proposed project.
5. Following favorable bond counsel determination, the proposed project plan must be refined and submitted to the appropriate neighborhood organizations and to the municipal administration and legislative authority for review and approval.
6. After project plan approval, the legislative authority by ordinance authorizes the issuance of bonds and establishes the Urban Renewal Fund.
7. The bonds are issued.
8. The municipality initiates acquisition, demolition, relocation, and site preparation activities.

9. After completing site preparation activities, the municipality prepares and executes disposition agreements for the conveyance and redevelopment of the project area. Such agreements should include the requirement that semi-annual service payments in lieu of taxes on the value of improvements made are paid to the Fund.
10. Application is made to the County Auditor for tax exemption on the value of improvements made with the project area.
11. Development activities are undertaken by the developer(s); and service charge payments begin.
12. The outstanding bonds are retired and tax exemptions removed at such time as sufficient payments are made to the Urban Renewal Fund. At this time real property tax payments on improvements commence.

**PROGRAM IMPLICATIONS:** Tax increment financing has the capacity to provide the substantial amounts of front-end capital needed to make revitalization economically feasible and attractive to private developers and investors. The system is reasonably equitable since it assesses only the increased values which the renewal process itself creates. Thus, the community at large is not asked to finance the capital and other public project costs. When the entire process has been completed, the entire community benefits from the improvements and the tax revenue they generate. Moreover, property values beyond project area boundaries are likely to increase. This program appeals to developers since they are offered sites ready for construction and do not need to face the costs and complications of land assembly, relocation, etc. Municipalities favor the bond issuing provisions, which require no referendum and which do not apply to the bonded indebtedness limit.

However, tax increment financing is not suitable for projects such as recreation programs, which generate little or no increase in property tax valuation. Also, school boards, major recipients of property tax payments, may oppose this approach since the payments in lieu of taxes on improvements go solely to the municipality's Debt Retirement Fund. In addition, tax increment bonds receive less favorable ratings and hence are more expensive than most municipal bonds: since they are not obligations of the municipality, their soundness hinges upon the feasibility of the plan, the track record of the developer, and the private capital behind him. Time can also be a problem. Revitalization may take several years — years during which no payments accrue to the Debt Retirement Fund. Finally, the development process lacks flexibility: changes, however desirable, are difficult to make in the project plan once bonds are issued because of needed assurances to bond holders.

**TAX EXCLUSIONS:** ORC, Chapter 3735, provides for limited real property tax exclusions for the rehabilitation of commercial buildings and for the construction of commercial buildings within any area which a municipal legislative authority has by resolution declared to be a "rehabilitation area." As an incentive to improve their properties, owners may apply for such exclusions to the municipality. Applications meeting requirements are granted exclusion of taxation for five years for rehabilitation and ten years for new construction.

**ELIGIBILITY:** Property owners within a designated "rehabilitation area" may be granted an exclusion from taxation if they improve their property either by rehabilitation of new construction.

**SPECIAL REQUIREMENTS:** The following special requirements are applicable:

1. The legislative authority of the municipal corporation must adopt a resolution describing the boundaries of the rehabilitation area, and containing a statement of finding that the area conditions are such that property values are depressed, that new construction and repair and rehabilitation of existing structures are discouraged by such depressed values, or that incomes in the area are such that taxes on property substantially affect the ability of owners or residents to make expenditures for repair or rehabilitation. A Rehabilitation Officer shall be designated by the legislative authority to administer the program.
2. The owner of any real property in a rehabilitation area may file an application for exclusion for tax purposes with the municipality. Upon verification of eligibility, the Rehabilitation Officer shall forward the application to the County Auditor.

**PROCEDURES:** The necessary procedural steps follow.

1. The local legislative authority passes a resolution describing the rehabilitation area and containing a statement of finding.
2. The legislative authority designates a Rehabilitation Officer.
3. An owner of any real property within a rehabilitation area may file with the Rehabilitation Officer an application for exclusion from real property tax on property improvements.
4. The Rehabilitation Officer verifies improvement costs and eligibility for exclusion. An application which meets the requirements is forwarded to the County Auditor.

**PROGRAM IMPLICATIONS:** The mechanics of this program for the property owner are simple, once the rehabilitation area is designated. The property tax incentives for rehabilitation and construction could be most beneficial in areas where other financial methods are being utilized.

**OHIO SMALL BUSINESS INCENTIVE PROGRAM:** This new program establishes a working relationship among Federal, State and local governments, as well as the private sector, for the purpose of generating successful business financing in Ohio. Sponsored by the U.S. Department of Housing and Urban Development (HUD), in cooperation with the U.S. Small Business Administration (SBA) and the U.S. Department of Commerce, the Program is designed to improve the State's ability to meet the unique financing and technical assistance needs of small- and medium-sized businesses. In particular, the program encourages private lenders to finance small business expansions in a first mortgage capacity in conjunction with other State or Federal programs.

The National Development Council, a national organization specializing in economic development, works under direction from HUD to help Ohio achieve the

major goal of the Program, namely the retention of existing jobs and the creation of new, permanent jobs. This goal is achieved through the following objectives: (1) the stimulation of new private sector financing for small business capital investment; (2) the retention of small business; and (3) the expansion of existing small business. Ohio was selected by HUD to participate in this way because of its extensive tax and financing programs for, and strong commitment toward, private economic development.

**LEVERAGING:** The Ohio Small Business Incentive Program encourages the participation of private financial institutions, including banks, savings and loan associations, credit unions, institutional investors and others who can provide private financing in a first mortgage capacity in conjunction with other State or Federal dollars.

To expand or build a new business, or to purchase new machinery and equipment requires long-term financing. Fixed asset financing represents a major commitment by a business for capital improvements. To be able to afford the investment, businesses typically need 15- to 25-year financing with repayment stretched out over the longer term. Many healthy expanding small businesses, however, cannot obtain the long-term financing for capital improvements and expansion. A major purpose of the Program, therefore, is to assist small business in securing long-term favorable financing by combining private sector investment with various State and Federal economic development programs.

**PROGRAM IMPLICATIONS:** Ohio recognizes the importance of small businesses to the State's economy. Expanding small businesses are a major source of new jobs and new investment which generates substantial direct revenues to Ohio's communities. The revenues come from direct business taxes, income taxes, sales taxes and property taxes.

The Ohio Small Business Incentive Program serves as a central source for small businesses to obtain affordable financing for expansion and new construction. Financing at favorable rates and terms is achieved by effectively combining private financing in a first mortgage capacity that will match the terms of loans to the life of assets, the available Federal tax incentive and financing programs, and a wide variety of State economic development tools. In cooperation with private lenders, loans considered under the program will be evaluated, processed and packaged by Ohio.

**APPENDIX C**  
**WORK PROGRAM**

This Program describes the steps needed to prepare, adopt and implement a Community Development Program defined by ORC, Chapter 1728. Table A-2 identifies nine areas in the Warrensville Center Road Corridor which should be treated in this way. However, the following outline includes only one "Area", designated by City Council, to illustrate the necessary steps.

**L SURVEY:**

- A. Base Map — A Base Map will be drawn to show the following current data:
  - 1. Area boundaries per Council Ordinance.
  - 2. Street right-of-ways and parcels.
  - 3. Main and accessory structures.
  
- B. Property Inventory — A field survey will be conducted and the following information recorded for each parcel:
  - 1. Land use by type and area.
  - 2. Property data from County Auditor records.
  - 3. Structural data.
  - 4. Structural Conditions:
    - a. Sound
    - b. Conservation.
    - c. Rehabilitation.
    - d. Redevelopment.
  
- C. Infrastructure Inventory — Existing and proposed streets, sidewalks, water lines, storm and sanitary sewers, and utilities will be mapped and needed improvements articulated.

- D. Survey Report — All survey information will be presented in text, tabular and graphic form. The report will set forth the factual findings upon which the Area may be declared a "blighted area" as defined in ORC 1728.01 (E).

**II. COMMUNITY ACTION:** The aforementioned Survey Report will be publicized and reviewed by the Planning Commission at a public hearing(s). Based on conclusions reached, the Commission will proceed to prepare a Community Development Plan for the Area.

**III. COMMUNITY DEVELOPMENT PLAN:**

- A. General Statement — The Plan's relationship to the City's Comprehensive Plan and Warrensville Center Road Corridor Revitalization Program will be documented.
- B. Plan Actions — The following actions relative to specific parcels throughout the Area will be recommended:
1. Conservation including site and right-of-way improvements.
  2. Rehabilitation including private parcels as well as those which should be acquired, rehabilitated and resold.
  3. Redevelopment including parcels which should be acquired, cleared and resold.
  4. Other Actions including zoning, rehabilitation, signage and maintenance standards.
- C. Land Use/Thoroughfare Plan — This Plan, based on the above actions, will propose an overall land use pattern and thoroughfare system for the Area.

