



Comprehensive Plan Update

City of Medina, Ohio

CITY OF MEDINA COMPREHENSIVE PLAN UPDATE

FINAL DRAFT

*City of Medina Comprehensive Plan Steering Committee recommended adoption on
September 25, 2006*

City of Medina Planning Commission recommended adoption on November 16, 2006

City of Medina Council adopted on April 9, 2007

Prepared with assistance from



November 13, 2006

10 West Streetsboro Street, Suite 204
Hudson, OH 44236
Telephone: (330) 528-3342 (Cleveland)
Telephone: (330) 342-4620 (Akron)
Facsimile: (330) 342-5699

30 East Mulberry Street, Suite 3A
Lebanon, OH 45036
Telephone: (513) 934-2345
Facsimile: (513) 934-2809

RESOLUTION NO. 52-07**A RESOLUTION AUTHORIZING THE ADOPTION OF THE
2006 COMPREHENSIVE PLAN UPDATE FOR THE CITY OF
MEDINA, OHIO.**

- WHEREAS:** Ordinance No. 137-05, passed May 23, 2005, authorized the hiring of McKenna Associates Incorporated to assist the Comprehensive Plan Steering Committee in the update of the City of Medina Comprehensive Plan; and
- WHEREAS:** On September 25, 2006 the Comprehensive Plan Steering Committee recommended to the Medina City Planning Commission the proposed Comprehensive Plan Update for the City of Medina, Ohio; and
- WHEREAS:** On November 16, 2006 the Planning Commission recommended to Medina City Council the adoption of the proposed Comprehensive Plan Update for the City of Medina, Ohio; and
- WHEREAS:** A notice of public hearing by Medina City Council was duly published and the hearing and public presentation of the plan was duly held March 12, 2007; and
- WHEREAS:** The proposed Comprehensive Plan Update is consistent with the requirements of the Charter of the City and is necessary to promote the public health, safety and welfare of the city.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY
OF MEDINA, OHIO:**

- SEC. 1:** That the proposed 2006 Comprehensive Plan Update dated November 13, 2006 as forwarded to City Council by the Planning Commission and the Comprehensive Plan Steering Committee is hereby adopted as the official guide to development and redevelopment within the corporate limits of the City of Medina, Ohio.
- SEC. 2:** That a complete copy of the 2006 Comprehensive Plan Update shall be on file in the office of the Planning and Community Development Director and the Clerk of Council for inspection by the public.
- SEC. 3:** That it is found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with the law.
- SEC. 4:** That this Resolution shall be in full force and effect at the earliest period allowed by law.

PASSED: April 9, 2007

SIGNED: Pamela B. Miller
 President of Council

ATTEST: Catherine L. Horn
 Clerk of Council

APPROVED: April 10, 2007

SIGNED: Jane E. Leaver
 Mayor

Hearing/Public Presentation – March 12, 2007

1st reading – March 26, 2007

2nd and 3rd reading – April 9, 2007

ACKNOWLEDGEMENTS

STEERING COMMITTEE

Voting Members

Anthony Cerny, City of Medina Resident
John Coyne, Medina City Council
Joann King, Historic Preservation Board
Jane Leaver, Mayor
Debra Lynn-Schmitz, Greater Medina Area Chamber of Commerce
Chair Pamela Miller, Medina City Council
Janet Moritz, City of Medina Resident
Paul Roszak, City of Medina Resident
Roger Smalley, Community Design Committee
Mark Taranto, Board of Zoning Appeals
James Thornburg, Planning Commission
Gina Turner, City of Medina Resident

Ex-Officio (Non-Voting) Members

Kenneth Crandall, Medina City Schools
Colene Conley, York Township
John Crawford, Lafayette Township
Judy Emrick, Montville Township
Catherine Horn, Clerk of Council
Mike Salay, Medina County Highway Engineer
Jack Salzman, Buckeye Local Schools
Alliss Strogan, Medina Township
Patrice Theken, Medina County Planning Services

SPECIAL CONTRIBUTORS

Citizens of the City of Medina, Chet Pucilowski, Barbara Dzur

CONSULTANTS

McKenna Associates, Incorporated:

Robert S. Kagler, AICP, Associate AIA
John H. Cieszkowski, Jr.
Valerie L. Daley
Christina M. Nichols

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SECTION 1

THE COMPREHENSIVE PLAN – THE COMMUNITY’S VISION

INTRODUCTION

This Comprehensive Plan presents the City of Medina’s vision for the future. It serves as a policy guide for the City, and informs the decisions of City officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development, and to ensure that new growth is consistent with the City’s goals.

The Comprehensive Plan (the Plan) is long range in that it examines past trends and makes projections for the next 20 years. This allows the City to plan ahead and anticipate future needs. It should be noted, however, that projections are most accurate in the short term (5 years), and that many factors that will shape the future cannot be anticipated. For this reason, the Plan is considered an evolving document that should be revisited and revised at least every five years.

One of the most important functions of the Plan is to provide a solid foundation for future land use decisions made by the Planning Commission and City Council. The recommendations presented in the text and shown graphically on *Map 8 Future Land Use* will provide a legal basis for zoning and other land use controls utilized by the City.

REGIONAL CONTEXT

The City of Medina is located in Medina County in northeastern Ohio. It is considered part of the Cleveland Akron Consolidated Metropolitan Statistical Area (CMSA), which encompasses all of Medina, Summit, Cuyahoga, Lorain, Lake, Ashtabula, Geauga, and Portage counties. CMSAs include core areas with substantial population (cities), and adjacent communities that have a high degree of social and economic integration with that core. The principal cities in the MSA that include the City of Cleveland in Cuyahoga County, north of the City of Medina, and the City of Akron in Summit County, which is located east of the City of Medina. Interstate 71, which is located just east of the City, provides direct access to the City of Cleveland and access to the regional highway network. *Map 1 Regional Context* shows the City's location within the northeast Ohio region.

NEED FOR A COMPREHENSIVE PLAN

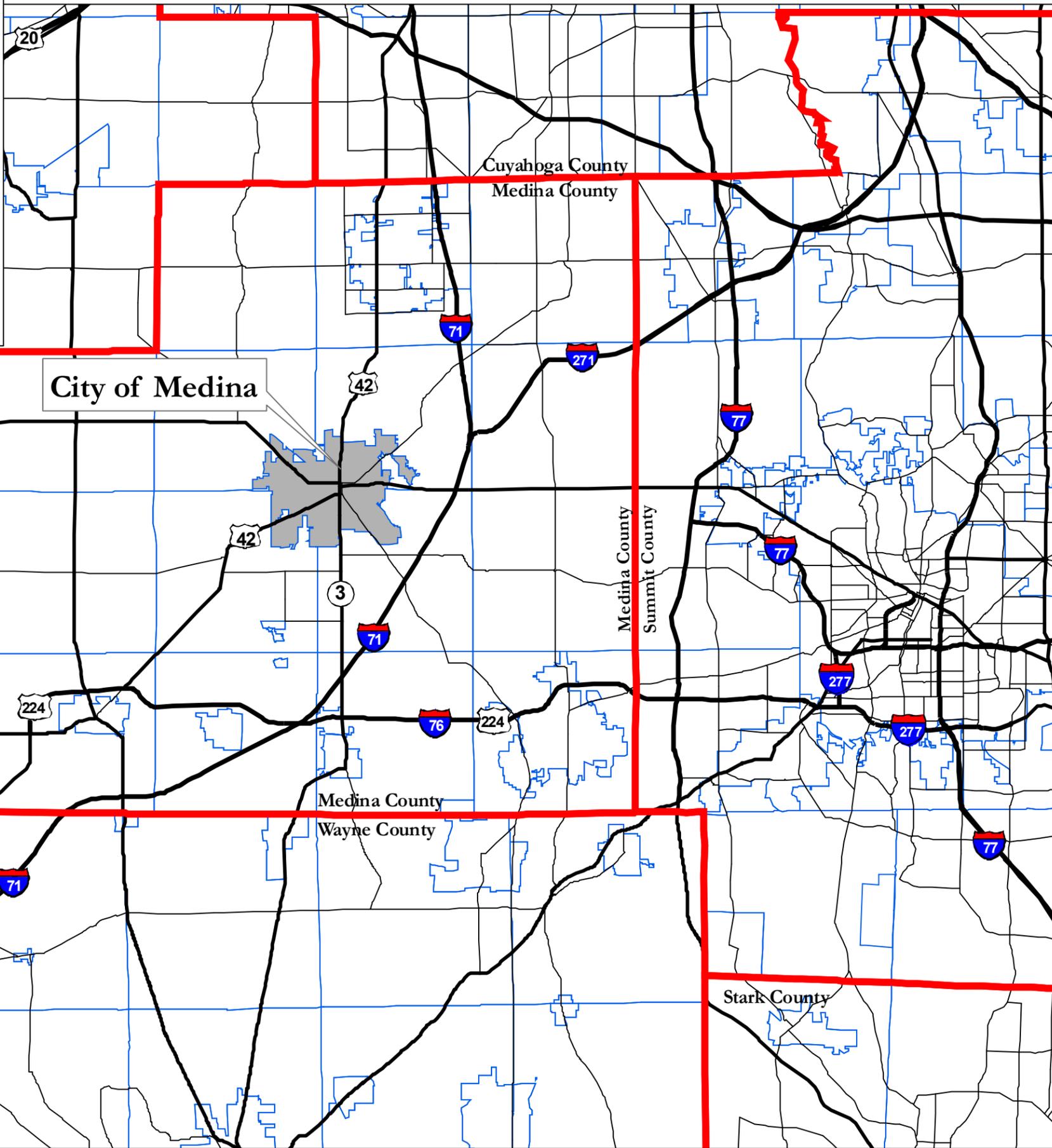
Currently, approximately 14 percent of the City's land is classified as vacant (see *Regional Context* section). As the City approaches build-out, policies for future land development and redevelopment increase in importance as land within the City becomes scarcer. The City is also faced with development pressures from the four surrounding townships of Lafayette, York, Medina, and Montville. See *Section 2 Community Context* for a complete discussion of current influences and challenges facing the City of Medina.

PAST PLANNING EFFORTS

The City of Medina has a strong planning history. This update to the Comprehensive Plan represents the fifth plan in a process that began in the late 1960s. The City has consistently committed to review and reevaluation of planning projects, and, as such, the City's citizens and administration are well informed about the long range advantages of planning for future development. Past Comprehensive Plans and Updates include the following:

- Land Use and Thoroughfare Plan, 1967-1968
- Comprehensive Plan, 1974
- Comprehensive Plan Update, 1983
- Comprehensive Plan Update, 1995

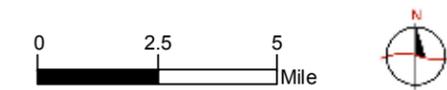
A summary and analysis of the above plans is included in the Appendix of this Plan. The Appendix also includes a catalogue of plans referenced throughout this Plan. When possible, applicable goals and themes from past planning efforts have been incorporated in the analysis and recommendations of this Plan.



Map 1 Regional Context

11/13/2006

City of Medina, Ohio



Base Map Source: ESRI, Inc., 1999



THE PLANNING PROCESS

The process that led to the creation of the City of Medina Comprehensive Plan commenced in 2005 and was completed in 2006. A Steering Committee was appointed by the Mayor to guide the process and to direct the consultants who assisted the City in preparation of the Plan (McKenna Associates, Incorporated, McKA). The Steering Committee was composed of voting and non-voting ex-officio members who represented a broad range of stakeholders including City residents, City officials, economic development organizations, school representatives, City Board and Commission members, and representatives from surrounding townships. The Plan was completed in four different stages, outlined below:

1. *Existing Conditions.* The first step in the process was to collect information on existing conditions in the City and to analyze demographic, land use, and other trends.
2. *Issue Identification.* The most important and pressing issues for the Plan to address were then identified using three techniques:
 - In August, 2005, Steering Committee members were asked to identify the biggest opportunities and threats facing the City.
 - During the process of compiling information on existing conditions and trends, additional issues were identified.
 - Through a public Visioning Workshop held in November, 2005 and a Walkaround Workshop held in May, 2006, community members were given the opportunity to share their concerns and raise issues that they felt were important to the future of the City. Public involvement is discussed in more detail below.
3. *Goals.* Once issues were identified, general goals were drafted and reviewed by the Steering Committee January through May of 2006. These goals were designed to address pressing issues in the City and summarize the community's vision for the future.
4. *Implementation.* Implementation was addressed using two different approaches. First, the Steering Committee worked to identify strategies for implementing the Plan's goals. Goals and objectives are identified in *Section 12 Goals and Objectives* and *Section 13 Implementation*. Second, the Future Land Use Map and section of the Plan were prepared. The *Future Land Use* section and map apply the agreed upon goals and strategies to specific areas of the City.

PUBLIC INVOLVEMENT

The City of Medina used two different strategies to gain public input and ensure that the Plan truly reflects the visions of the City community members. These two strategies, a Visioning Workshop and a Walkaround Workshop, are described below:

Visioning Workshop

Approximately 40 residents, business owners, and other interested citizens and officials, along with City Staff and professionals from McKenna Associates, Incorporated (McKA) participated in the

Monday, November, 1 2005 City of Medina Comprehensive Plan Visioning Workshop, held at Medina High School. Those attending displayed a definite enthusiasm for the City and the planning process. This enthusiasm appears to be indicative of the pride and hope for the future that exists in the community. At the Workshop, participants were split into four small groups. McKA professionals facilitated discussions in each of the four groups by asking three questions:

- *What do you like most about the City of Medina?*
- *What do you dislike most about the City of Medina?*
- *What is your vision for the City of Medina over the next 5, 10, or 20 years?*

Each of the groups recorded responses to these questions on chart paper, assisted by McKA facilitators. Following small group discussions, each group selected a spokesperson to present their vision concepts when everyone reconvened at the end of the workshop. Upon reconvening the large group and hearing small group vision presentations, each person was allotted three colored dots to cast “votes” which could be put toward one or more of the presented visions. Each person was encouraged to “vote” before leaving the Workshop. To help identify the most common responses and the largest concerns raised by participants, the “likes,” “dislikes,” and “visions” of the groups have been combined and divided into seven issue areas: demographics, land use, natural resources, community facilities and services, economic development, transportation, and government. Responses from the Visioning Workshop appear in Public Input Section of Sections 3 through 8 of the Plan. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area.. Some of the “likes” and “dislikes” have numbers in brackets ([]) next to them, which indicates that more than one small group shared a given response. The number after each vision in parenthesis is the number of votes that the vision received when the large group reconvened.

In terms of “likes”, the only item identified by all groups was the quality of the school system. The Town Square and activities offered in the Square, such as “Art in the Park” and concerts, was recognized by three of four groups. Historic preservation, small town feeling, good access to the surrounding region, and excellent public services were also some of the items mentioned by multiple groups. Other aspects of the City that participants felt were positive included the Recreation Center, City parks, and mature tree-lined streets.

Of all the issue areas analyzed at the Visioning Workshop, transportation and general traffic issues were by far the most identified “dislikes” in the City. All four groups identified traffic congestion and general traffic flow as a problem, while disrepair of streets was identified in three of the four groups. Other transportation “dislikes” included downtown parking, turn signals, and nuisance created by railroads adjacent to residential districts.

Other common “dislikes” included vacant stores, planning in surrounding townships, and poor marketing of businesses located in the City. It should be noted that no “dislikes” were identified related to community facilities, natural resources, or demographics issue areas.

When the large group reconvened and participants were asked to vote for the visions they would most like to see become reality, 17 of the 38 visions identified by small groups received votes. The following table lists the visions in rank order, starting with those visions receiving the most votes.

Table 1: Top Visions from Visioning Workshop, November 2005

Rank	Vision	Votes
1 (tie)	Aesthetically pleasing corridors, streetscape/trees/buried utility lines	16
1 (tie)	By-pass/alternative truck route to 71	16
2 (tie)	Traffic flow and control	12
2 (tie)	Promote research/high tech industry (and light industry) and high-speed internet to draw high tech jobs	12
3 (tie)	Cooperative relationships (i.e., planning, schools, emergency response)	7
3 (tie)	Maintain small town feel, control growth	7
4	More parks	6
5 (tie)	Prepare for aging baby boomers (senior housing, sidewalks)	3
5 (tie)	Promote uniqueness of square (i.e., unique, small shops)	3
5 (tie)	Trained/skilled/employed workforce	3
6 (tie)	Create more conservation districts	2
6 (tie)	Promote a fire district	2
6 (tie)	Mass transit system linked to region (bus, rail)	2
7 (tie)	Support and buy local	1
7 (tie)	Redevelop West Smith Street to be more in keeping with the rest of the City	1
7 (tie)	Infill/redevelopment strategy in historic/older areas	1
7 (tie)	Create recreation district	1

Source: Visioning Workshop, November 2005.

The two visions receiving the most votes (16 votes each) were: 1) to develop aesthetically pleasing corridors that contain streetscape amenities such as benches, street trees and buried utility lines; and 2) to improve transportation in the City through establishment of a by-pass that would provide alternative truck routes to I-71. Other transportation related visions included development of a mass transit system, utilizing bus and light rail, linking the City of Medina to the rest of the region (Akron and Cleveland).

Visions related to improvements in the transportation system received the most votes, followed by economic development and natural resource related visions. In terms of economic development, participants voted to promote and attract research and development/high technology businesses, recognizing that the City contains a wealth of under utilized industrial property that could benefit from the proposed University Technology Park in nearby Lafayette Township. Other economic visions for the City included enhanced workforce development activities and support for local small

businesses. Although not directly related to economic development, regional cooperation and collaboration between City and surrounding townships was also considered an important vision. Cooperation regarding emergency services, schools, planning, and zoning in adjacent townships was also specifically mentioned by workshop participants.

In terms of natural resources, participants voted for more parks and recreational opportunities in the City, specifically in the northwest corner of the City near the Abbeyville/W. Liberty Street intersection. Other natural resource related considerations included the development of conservation and recreation districts, designed to encourage additional natural resource preservation efforts.

In terms of demographics, a number of participants mentioned the need for increased senior housing opportunities and sufficient modes of transportation, especially for older individuals.

Walkaround Workshop

On May 24, 2006, the Comprehensive Plan Steering Committee hosted a two-hour Walkaround Workshop at City Hall. The purpose of this workshop was to offer residents and other interested parties a chance to review the work of the Steering Committee, ask questions, offer comments and suggestions, and discuss their concerns. Large maps and posters outlining the draft vision statements and goals for each section of the Plan were displayed around the City Hall Rotunda.

Steering Committee members and McKA staff were on hand to answer questions and listen to comments. At each of the displays, comment cards were available for people to write down their thoughts. The text of the Plan and the maps were then revisited and revised to address the comments received from the community.

PLAN ORGANIZATION

Sections 3 through 8 of the Plan provide an in depth inventory and analysis of current conditions in the City of Medina. These sections examine six key topics: demographics, existing land use, natural resources, community facilities and services, the economy, and transportation. Each section is comprised of three components:

1. *Existing Conditions:* In this component, conditions in the City are described and mapped, trends are analyzed, and emerging issues are discussed;
2. *Public Input:* This component summarizes the feedback received at the public Visioning Workshop that relates to the topic under consideration; and
3. *Vision Statement and Goals:* The vision statement and goals that relate to the topic under consideration are presented.

Sections 9 and 10 provide an analysis of identified neighborhoods and corridors throughout the City. These sections provide an inventory of existing conditions and recommendations for future City actions.

Section 11 discusses where and how new development and redevelopment should occur in the City. A major component of this section is *Map 8 Future Land Use* which shows the preferred land use for every area of the City. Section 12 restates the City's vision statements and goals, and lists specific strategies that can be used to realize these goals. Lastly Section 13 identified the lead responsibility and completion targets for each objective.

VISION STATEMENTS

The eight vision statements of this Plan provide the larger guiding context of the Plan. The vision statements were developed following public input and exploration of existing conditions. The following vision statements provide the guiding principles for the goals and objectives of the plan:

Demographics & Housing

Residents of the City of Medina desire a City that protects and reinforces its architectural history, strong sense of community, and diversity of the socio-economic environment while providing for the continual evolution of both residential and business populations.

Land Use

Residents of the City of Medina desire a land use policy that promotes a diversity of uses, provides for the preservation and reinforcement of the historical fabric of the community, and addresses the development and redevelopment of the community in a manner that is responsive to the evolving needs of the community.

Natural Resources

Residents of the City of Medina desire to protect and enhance natural and environmentally sensitive areas.

Community Facilities & Services

Residents of the City of Medina desire to maintain and enhance existing community services and facilities, expand community services and facilities to meet future needs, and establish policies and relationships with surrounding townships and the County to provide for broader and more accessible facilities and services.

Economy

Residents of the City of Medina desire to achieve economic vitality and sustainability, while still retaining the unique traditional character of the community.

Transportation

Residents of the City of Medina envision aesthetically-pleasing corridors and transportation networks that offer a range of travel options, while valuing safety, efficiency, and convenience.

Corridor Action Plan

Community members desire attractive, well-maintained corridors throughout the City.

Neighborhood Action Plan

Community members desire a City comprised of attractive, well-maintained neighborhoods.

SECTION 2

COMMUNITY CONTEXT

Several factors have contributed to and continue to contribute to Medina’s sense of place. Over time these various forces have shaped the fabric of Medina and contribute to its community identity. Both positive attributes and issues of concern associated with the City’s identity will be discussed. The discussion will lend a foundation to the discussion of the five primary topic areas explored by the Plan. These topic areas are as follows:

- **Demographics & Housing (Section 3)**
- **Existing Land Use (Section 4)**
- **Natural Resources (Section 5)**
- **Community Facilities & Services (Section 6)**
- **Economy (Section 7)**
- **Transportation (Section 8)**

The issues and topics outlined below will be discussed in more detail throughout the topic area sections of this Plan.

VIBRANT COMMUNITY

The City of Medina is a desirable place to live and work. In recent years, the City has developed into a suburban community with many residents commuting to work. While the City is currently home to many residents who work elsewhere, the City would also like to provide increased workforce opportunities to its residents that would allow them both to live and work in the City. This might be achieved by pursuing efforts to build upon and advertise the quality of life in the community as a

means to attract corporate offices and high technology businesses to the area. As discussed above, advances in technology and transportation have reduced the need for businesses to be centralized. The City's location offers relatively easy access to both urban and rural activities. Cleveland, Akron, and the rural communities to the south are only minutes away. With all of the amenities that the City of Medina and the surrounding community have to offer, the City is in a favorable position to capitalize on its location and assets for attracting businesses.

THE HISTORIC DISTRICT & THE SETTLEMENT AREA

For the purpose of clarification, the Historic District is defined as the buildings and neighborhoods surrounding the central green, or Public Square, and is bordered by Friendship Street to the north, Jefferson Street to the east, Smith Road to the south, and Elmwood Avenue to the west. This is the area where the Historic Preservation Board exercises design review. The Settlement Area, as first defined by the 1995 Comprehensive Plan, is bounded by Homestead Street to the north, Spring Grove Street to the east, Smith Road to the south, and Huntington Street to the west. The boundaries of the Settlement Area correspond to the general boundaries of the original Village of Medina in the mid-19th Century. Similar house ages, styles, and other historic characteristics can be found in numerous locations beyond the Settlement Area boundaries.

The importance of Historic District and the Settlement Area to the City of Medina and to the adjacent communities cannot be overstated. These areas provide residents and visitors with a strong sense of place and identity. Community members take great pride in the Historic District and its picturesque qualities (reference to responses in Visioning Workshop). The District functions as the symbolic "heart" of the community. It serves as a social, cultural, governmental, historic, and geographic center of the City and its environs. Community cultural events hosted on the square such as band concerts, "Art in the Park", the "Candlelight Walk", farmers markets and other events further reinforce the sense of community and identity of the City and region.

The historic fabric of the Historic District and the surrounding residential areas provides a unifying picturesque environment and further contributes to the City's traditional town sensibility. Ironically, the fires of 1848 and 1870 that destroyed much of the area surrounding Public Square led to the current building configuration that resonates so deeply with City residents today.

As the county seat, Medina is home to County government buildings in addition to Medina Municipal buildings; these include the County Administration Building, the County Courthouse complex, the County Library, Medina City Hall and the adjacent Medina Police Building, and the Medina Municipal Court (see Community Facilities chapter). Businesses associated with governmental institutions have located in Public Square and the Settlement Area in order to provide related services; these include title agencies, legal and real estate offices, and other services. Many of these businesses are located in the Historic District and Settlement Areas.

INDUSTRIAL AREAS

The City currently has the potential for increased industrial growth. Both vacant buildings and vacant properties are available in the industrially zoned areas of the City, mainly in the western portion of the City. Limited highway access is a serious challenge facing efforts to improving the industrial district and it does not appear it will easily be solved (Medina Area Transportation Task

Force Final Report, 2001). Future analysis should focus on identifying the shortcomings of the district and determining appropriate solutions (see *Section 10, Neighborhood Action Plan*). Businesses and industries that might be attracted to the City's industrial areas include those to whom access and transportation are not as critical. These industries, which include technology based and research and development companies, can be attracted to the City partially by emphasizing the numerous amenities and high quality of life that the City has to offer. Analysis of the most effective means to entice these types of businesses to locate in the District should be conducted.

PARKS

The City's existing park facilities meet or exceed most of the recommendations of the National Recreation and Park Association with a few exceptions (see *Section 6, Community Facilities & Services*). Most noteworthy of those deficiencies are the need for additional trails and some additional park land to service some residential areas. To address this issue the City should explore expanding the walking path/park facilities within the community. The existing rail lines provide corridors that could be developed with additional walking/biking paths helping to tie the city together. Links could be made from the various parks to these pathways, tying all of the parks together with a broad pedestrian infrastructure. New walking paths running east and west along portions of the Wheeling and Lake Erie rail line could intersect with and provide access to Champion Creek. Areas adjacent to the Farmer Exchange and Busy Bee could be improved with small green spaces and parks. These areas could also serve as an entrance to the east/west path and provide additional pedestrian access to the Public Square area. Further to the west, this trail could be expanded to connect with the County Fair Grounds and to the north, the trail could connect with Reagan Parkway and to Lake Medina. Opportunities for development of townhouses along this future path exist in many areas. Although a network of interconnected path and park facilities is ambitious, it would increase park accessibility to all residents, and increase the overall quality of life found in the City. The future pathway could be developed in a manner similar to some of the sections of Metro Park in the Big Creek area.

MEDINA AREA ECONOMY

Historically, Medina businesses provided the economic foundation of the region. The Medina economy was very localized, with limited influence from the nearby cities of Cleveland and Akron due to distance. As is true in most cities across the state and the region, more recently the local economy is being driven by sources from outside of Medina. As a result of modern communication technologies and transportation, Medina is no longer isolated and is now developing as a suburban component of the larger regional economy with significant influence being exerted from Cleveland, Akron, and beyond. In the past bankers and business people were local residents of the community and had a vested interest in Medina and focused their efforts and investments within the community. More recently investment comes from sources outside of Medina. This observation is reinforced by the fact that there is no bank based in Medina. Although, A.I. Root Company remains a strong example of a successful local business, many industry and business establishments in Medina are now typically owned by people residing outside of the community. It must be kept in mind that in an increasingly competitive global economy mergers and acquisitions involving smaller businesses will continue as companies pursue higher levels of efficiency and seek new markets.

External ownership can be interpreted in two ways; one as is often the case, as a loss of local control or two as a new opportunity and source of new revenue and potential new investment.

As the Medina economy has grown and evolved, the work lives of the City's residents have also changed in response to those same economic forces. In the past residents of Medina not only worked locally but most resided in the area throughout their adult lives. In the increasingly global economy, modern Medina is composed of a significant amount of residents, who live in the city and commute to jobs in other communities. According to the 2000 U.S. Census approximately 60 percent of Medina's working commuters or 7,168 people had drive times of less than 30 minutes. In addition, residents of the City are increasingly likely to change homes and move to other areas pursuing work opportunities.

IMPACT OF SURROUNDING TOWNSHIP DEVELOPMENT

In general, land use decisions often result in cross jurisdictional impacts. Rapid growth in Lafayette, Medina, Montville, and York Townships will impact the delivery of public services. These impacts will be realized primarily as a result of new residential development. Increasing demand for road maintenance due to increasing traffic volumes, for public utilities including sanitary sewer, water, and storm water. Continued residential growth and associated population increases will contribute additional students to the following school districts: Medina City, Buckeye Local, and Cloverleaf Local. A detailed analysis of area community tax revenues and cost associated with service provision is contained in the Cost of Community Services Study, 2001. Continued study and analysis in this area is important to maintain a clear understanding of the current and future costs associated with ongoing development.

Increasing demand for recreation opportunities will continue to add stress to the City's parks and recreation facilities. This issue is also highlighted in the Cost of Community Services Study. The recent "pay to play" policy was adopted to begin to address the issue of Township residents using City recreational facilities and to relieve some of the tax burden born by City residents. In response, both Medina and Montville Townships have started the process of creating recreation facilities within their boundaries. Medina Township's Blakeslee Park, located on the northwest corner of the intersection of Weymouth and Fenn Roads, is currently under construction. Montville Township is in the process of developing facilities at the White Tail Park subdivision on the south side of Poe Road and at the Cobblestone Park subdivision on the west side of Wadsworth Road, near the intersection of Sharon-Copley Road. The facilities at White Tail Park are under construction while those at Cobblestone Park are in the planning stages.

Cooperative relationships between the surrounding townships and the City can address issues before they become problematic. Examples include issues surrounding annexation and the previously mentioned additions of township recreational facilities. The City has a history of cooperation with the townships. Examples of collaborative efforts include the ongoing contract for fire services with Montville Township, the Cooperative Economic Development Agreement (CEDA) with York Township, the participation of Lafayette, Medina, Montville, and York Townships with the City in the Medina Area Transportation Task Force, and the participation of those same communities in the Land Use Compatibility Study conducted by the Joint Economic Planning Committee of the Medina County Economic Development Corporation. The City and townships have also cooperated in the areas of life support and dispatch services. Increased cooperative relationships with the surrounding

townships can provide future opportunities for cost sharing and cost savings as highlighted in the City of Medina Strategic Plan, 2005.

CHALLENGES

Erosion of the perimeter fabric of the Historic District has resulted from the construction of large areas of surface parking. Much of this has been driven by both County and City governments, and has resulted in a ring of parking lots that separate the District from the surrounding neighborhoods. Although the provision of surface parking lots was intended to alleviate the real parking problem in District (see the 1995 Comprehensive Plan and current public input), alternatives to surface parking should be examined to stem this trend and to begin to examine how this disruption in the City fabric can be addressed. Throughout this planning process, concerns have been expressed that the District is becoming increasingly disconnected from the balance of the City. Residents have also expressed a general concern about the proximity of existing parking spaces to their desired destinations. Construction of a parking structure would provide needed parking and could make land currently utilized for surface parking lots available for future development. This could provide the City with an opportunity to reconnect the square to surrounding neighborhoods. The feasibility of a parking structure should be evaluated.

Just as the community has changed and evolved over time, especially in its role in the regional economy, the Historic District has also been experiencing a transformation. Over the past 40 years, the District's commercial area has transitioned from an area of mostly retail shops, typically serving the daily needs of the residents of the community, to an area of specialty shops as the demand for larger commercial spaces with increased demand for convenient parking pushed commercial further up North Court Street. During the last decade the newer specialty retail establishments appear to be struggling and slowly, the retail shops have been closing, being replaced with storefront offices and restaurants. Future discussion and study should focus on realistic expectations for the future commercial area of Historic District. Evaluations of the current mix of land uses and suggestions for future distribution of uses should be conducted.

Recently ideas proposing additional specialty shopping have been circulating, however the sustainability of the commercial area with high concentrations of retail and entertainment uses may be questionable. There is a concern that recent national commercial developments trends may not be sustainable. These types of new retail establishments and new development tend to focus on novel ideas and attract consumers because they are new and different. As the novelty of these business and areas fades, consumers may look to other new and exciting shopping experiences or revert back to other retail opportunities that are more convenient. While original historic structures and areas have a character and fabric that adds quality to the streetscape, the newer areas and buildings are often built without the same sense of quality. There is concern that these newly developed areas will age and fall into disrepair rather than age gracefully and gain a patina as is the case for truly historic buildings and areas. If retail uses are going to be a part of the long term solution for Public Square, the question of how to develop an atmosphere and environment that is conducive and sustainable for retailers and consumers must be addressed. Part of the solution may require that the City take a more progressive stance on promotion of the community and the Historic District; for example City-driven marketing. Future study in this area should be conducted. Additionally, the City should evaluate the supply of parking in the Historic District and surrounding

areas, and the perceived lack of parking in the Historic District. The location and supply of parking has a direct impact on the convenience of retail establishments on Public Square.

Introducing new residential development could have a positive impact on the economic vitality of the Historic District. Further discussion and study needs to focus on how to establish a program that makes the development of housing both economically viable and of a sufficient quality that supports and enhances the historic fabric of the area. This is an area where the City may also need to take a more proactive stance, possibly developing project concepts and then soliciting potential developers and potentially contributing land and infrastructure to make the project viable. The City should evaluate ways to increase the density of residential dwellings in the area. This evaluation should begin with a review of current residential regulations in the C-2, Retail Office, District.

SECTION 3

DEMOGRAPHICS & HOUSING

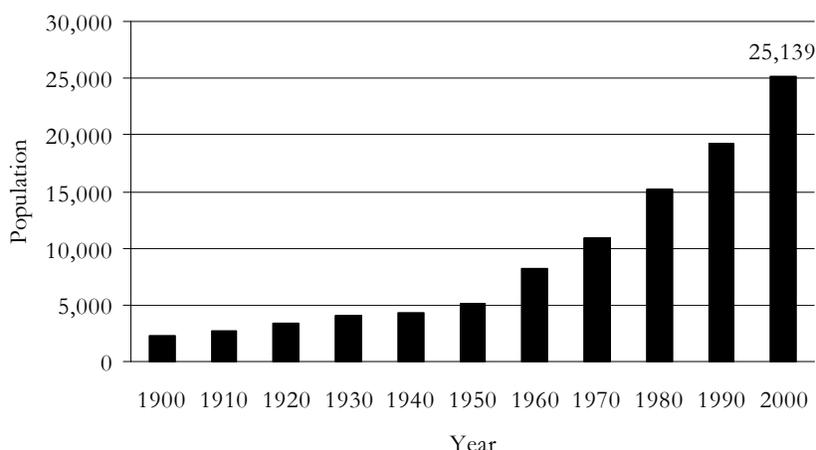
In order to successfully plan for the future, it is important to analyze demographic trends and project future population growth. Projecting future growth will allow the City to anticipate future demands for public services, infrastructure, and facilities. This section of the Plan explores past population growth in the City, discusses demographic trends such as age and household structure, and outlines many of the common characteristics of City of Medina residents. This section will also discuss the City's existing housing stock.

I. EXISTING CONDITIONS

POPULATION AND HOUSEHOLDS

The City of Medina has experienced rapid population growth over the past 25 years. This trend continues a trend of consistent population growth throughout the City's history. According to the U.S. Census, the City of Medina's population has increased more than 64 percent between 1980 and 2000, from 15,268 in 1980 to 25,139 in 2000. The population's rapid and consistent population growth is evidenced by increases of more than 25 percent each decade since 1960. The City of Medina's historical population, 1900 to 2000, is presented in *Figure 1*.

Figure 1: City of Medina Historical Population: 1900-2000



Source: Ohio of Strategic Research, Ohio Department of Development, 2001.

Based on 2004 population estimates compiled by the Department of Human and Community Resource Development of the Ohio State University, the City’s population has continued to increase since the 2000 U.S. Census, with an estimated population of 26,564 in 2004. This growth represents an increase of nearly six percent over the four year period from 2000 to 2004.

Table 2: Total Population Change: 1990-2000

Total Population	1990	2000	Change	Percent
Medina City	19,231	25,139	5,908	30.7%
Lafayette Township	4,804	4,864	60	1.2%
Medina Township	4,864	7,783	2,919	60.0%
Montville Township	3,371	5,410	2,039	60.5%
York Township	2,479	2,912	433	17.5%
Brunswick City	28,230	33,388	5,158	18.3%
Wadsworth City	15,718	18,437	2,719	17.3%
Medina County	122,354	151,095	28,741	23.5%
State of Ohio	10,847,115	11,358,140	511,025	4.7%

Source: U.S. Census Bureau, Census 1990, STF 1, Table P001; U.S. Census Bureau, Census 2000, SF1, Table P1.

As shown in *Table 2*, between 1990 and 2000, the City of Medina grew at a considerably faster rate than both the County of Medina and the State of Ohio. The City also grew more rapidly than the other two cities in Medina County, the City of Brunswick and the City of Wadsworth. In terms of population, the City of Medina was the second largest city in the County in 2000, next to the City of Brunswick. The City grew more rapidly than surrounding Lafayette Township and York Township, but considerably slower than Medina Township and Montville Township (see *Map 1 Regional Context* for township locations).

The number of households in the City of Medina increased significantly between 1990 and 2000. The growth rate for the number of households was 33.3 percent for the City during this time. This was slightly higher than the rate of growth for the County (30.5 percent) and some surrounding areas as indicated in *Table 3*. The increase in the number of households is related to the high number of new housing permits (discussed in the *Existing Land Use Chapter*) and new residents moving into the community. The rate of household increase in the City (33.3 percent) slightly outpaced the City’s population growth (30.7 percent) between 1990 and 2000.

Table 3: Households and Average Household Size: 1990-2000

Governmental Unit	Total Households			Average Household Size		
	1990	2000	Change	1990	2000	Change
Medina City	7,102	9,467	33.3%	2.71	2.60	-4.1%
Lafayette Township	1,590	1,955	23.0%	3.02	2.76	-8.6%
Medina Township	1,570	2,766	76.2%	3.10	2.77	-10.6%
Montville Township	1,073	1,873	74.6%	3.14	2.89	-8.0%
York Township	806	986	22.3%	3.08	2.95	-4.2%
Brunswick City	9,032	11,883	31.6%	3.13	2.79	-10.7%
Wadsworth City	6,037	7,276	20.5%	2.60	2.47	-5.1%
Medina County	41,792	54,542	30.5%	2.93	2.74	-6.5%
State of Ohio	4,087,546	4,445,773	8.8%	2.65	2.49	-6.0%

Source: U.S. Census Bureau, Census 1990, STF 1, Table P003, P001; U.S. Census Bureau, Census 2000, SF1, Table P15, P17.

Although there were more households moving into the City, the size of the households declined from 1990 to 2000, as represented in *Table 3*. The average household size decreased 4.1 percent, but this decrease was one of the smallest for the area, and for the County and State. The decrease in average household size at the local and state level can be attributed to the aging of the population and the tendency of families to have fewer children.

The U.S. Census does not use the words “household” and “family” interchangeably. Household has a distinct meaning for the Census that is different from the term “family”. The U.S. Census Bureau uses the following definition for the term “family”:

“A family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. All persons in a household who are related to the householder are regarded as members of his or her family. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated persons or one person living alone.”

Source: U.S. Census Bureau

Keeping these terms and definitions in mind, *Table 4* illustrates the arrangement of families and households within the City of Medina and compares the distribution of household types between the City of Medina, the four townships surrounding the City, Medina County, and the State of Ohio.

Table 4: Family and Non-Family Households Types: 2000

Governmental Unit	Family		Non-Family	
	Married Couple	Female Householder (with children)	Living Alone	Elderly (living alone)
Medina City	57.5%	7.3%	25.1%	9.5%
Lafayette Township	67.1%	3.6%	17.3%	5.1%
Medina Township	76.3%	2.2%	13.6%	3.8%
Montville Township	76.6%	1.8%	13.0%	3.7%
York Township	74.2%	2.3%	13.1%	4.6%
Brunswick City	65.3%	5.4%	17.7%	5.2%
Wadsworth City	59.5%	4.9%	25.7%	12.7%
Medina County	66.5%	4.5%	18.9%	6.9%
State of Ohio	51.4%	7.3%	27.3%	10.0%

Note: Numbers do not add up to 100%; not all households represented.

Source: U.S. Census Bureau, Census 2000, SF1, Table P20. *Note:* All figures represent the percent of total households that are a given household type. For example, in the Medina City, 9.5 percent of all households are categorized as households with a head of householder that is elderly and living alone.

The City of Medina has a smaller percentage of married couples living together than the County, but a higher percentage than the State. The City also has a larger proportion of single female householders living with their children than the County, but is on par with the State. The percentage of elderly people living alone (9.5 percent) and the total percentage of people living alone in the City of Medina (25.1 percent) are similar to the State, but higher than the County percentages.

Non-family households account for slightly less than one-third (29.4 percent) of all households (family and non-family) in the City. Non-family households can be composed of householders living alone or not living alone. These family households can be divided into four general categories that closely mirror the “Age” Section of this chapter, below: *Late Public School and Early Family Forming* (Ages 15 to 24 years); *Family Forming* (Ages 25 to 44 years); *Mature Family* (Ages 45 to 64 years); and *Retirement* (Ages 65 years and older). *Family Forming* households comprise more than one-third (34.2 percent) of all non-family households. The percentage of *Family Forming* households in the City is closely followed by the percentage of *Retirement* households (32.8 percent). Only 7.2 percent of all non-family households in the City are *Late Public School and Early Family Forming* households. The distribution of non-family household types closely mirrors those of the County, with a slightly higher percentage of all non-family households in the City being either *Late Public School and Early Family Forming* and *Family Forming* households. The distribution and quantity of non-family households can have wide-reaching implications for the City’s housing stock, employment patterns, and City services.

AGE

The age structure of any community can have significant implications for a variety of land use issues including housing demand, public service demands, school demand, and the need for senior housing and services. In order to clearly understand the impact of age structure on the community, we have

divided the population into five age categories, based upon different life stages and their impact on community facilities and land use. Age structure estimates from the 2000 U.S. Census are provided for the City of Medina, the four townships surrounding the City, Medina County, and the State of Ohio in *Table 5*.

Table 5: Age Group Comparison: 2000

Stage	Preschool	Public School	Family Forming	Mature Family	Retirement	Median Age
Age	<5	5-19	20-44	45-64	65+	
Medina City	2,319 9.2%	5,721 22.8%	9,787 38.9%	4,737 18.8%	2,575 10.2%	33.2 years
Lafayette Township	5.2%	23.1%	35.5%	26.8%	9.4%	38.1 years
Medina Township	6.6%	21.1%	32.2%	29.4%	10.7%	39.4 years
Montville Township	6.4%	23.9%	34.3%	27.4%	8.0%	37.4 years
York Township	5.8%	23.3%	32.9%	29.0%	8.9%	38.2 years
Brunswick City	7.3%	23.1%	38.2%	23.2%	8.2%	34.6 years
Wadsworth City	7.1%	21.3%	33.1%	22.2%	16.3%	37.7 years
Medina County	7.0%	22.8%	35.2%	24.4%	10.5%	36.6 years
State of Ohio	6.6%	21.7%	35.7%	22.7%	13.3%	36.2 years

Source: U.S. Census Bureau, Census 2000, SF1, Table P12, P13.

In the City of Medina, more than one-third of residents (38.9 percent) are in the *Family Forming* stage (Ages 20 to 44 years). People in the *Public School* stage (Ages 5 to 19 years) make up the second largest group (22.8 percent), followed by adults in the *Mature Family* stage (Ages 45 to 64 years). Children younger than five years of age, in the *Preschool* stage (Ages 5 years and younger), are the smallest group (9.2 percent), closely followed elderly in the *Retirement* stage (10.2 percent).

The comparative age structure percentages shows that the City’s age structure most closely mirrors that of Medina County. The largest variation between the City and the County occurs in the *Mature Family* stage, with the City having a lower percentage of its population in this stage (18.8 percent) than the County (24.4 percent). All other stages have a variation of three percentage points higher or lower between the City and County.

A comparison between the age structures between the City and the surrounding townships shows that the largest variation between the City and the townships is in the percent of people in the *Mature Family Forming* stage, with the townships having a much larger percentage of their population in this stage. Generally, the City had a greater percentage of its population in the *Preschool* and *Family Forming* stages, with the percentage of residents in the *Public School* and *Retirement* stages relatively similar, when compared with the townships.

To further explore these trends, the age structure of the City of Medina was reviewed over time. *Table 6* presents changes in population between 1990 and 2000 using 10-year age intervals. It shows the population in each age group in 1990 and 2000, and the percent increase in the number of

people in each age group over this 10-year period of time. The percent increase in each age group can be compared to the total City growth rate of 31 percent. By comparing the percent increase or decrease in each age group with the percent increase of the City, age groups growing at relatively higher or lower rates than the City as a whole can be identified. Comparing the age structure in 1990 and 2000 also allows us to determine the age of people who moved to the City, or left the City, during this period. The 2000 U.S. Census revealed that 56.5 percent of residents of the City of Medina moved to their current home between 1995 and March of 2000 (see *Housing*, below). Knowing more about the ages of people who are moving to and from the community will help the City anticipate future service needs, and address any imbalances that may exist.

Table 6: City of Medina Comparison of Age Group and Cohort Changes: 1990-2000

Age (years)	1990 Population	2000 Population	Population Change	Percent Change	Cohort Retention Ratio
0 to 9	3,484	4,496	1,012	29%	-
10 to 19	2,742	3,544	802	29%	101.7
20 to 29	2,736	3,119	383	14%	113.7
30 to 39	3,536	4,591	1,055	30%	167.8
40 to 49	2,573	3,806	1,233	48%	107.6
50 to 59	1,360	2,364	1,004	74%	91.9
60 to 69	1,281	1,225	-56	-4%	90.1
70 to 79	933	1,144	211	23%	89.3
80 and above	586	850	264	45%	91.1
City total	19,231	25,139	5,908	31%	

Source: U.S. Census Bureau, Census 1990, STF1, P011; U.S. Census Bureau, Census 2000, SF1, Table P12.

Table 6 above presents age cohorts. Residents in the same age cohort are fixed in membership, with those in the cohort defined by the year of birth. For convenience, cohorts in the table above have been identified by age brackets. A cohort retention ratio over 100 indicates an increase in a cohort, while a shrinking cohort is indicated by a cohort retention ratio of less than 100. A cohort that remains relative constant in actual numbers will have a cohort retention ratio of 100. Age brackets likely to increase include the 10 to 19, 20 to 29, 30 to 39, and 40 to 49 age brackets. The greatest increase is expected in the 30 to 39 age bracket. Age brackets expected to decline slightly include the 50 to 59, 60 to 69, 70 to 79, and the 80 and above age brackets.

Taken together, the expected positive increase of those in their teens, twenties, thirties, and forties indicates that the City is successfully attracting people in these age groups to reside in the City. This can have positive impacts on the City, because these groups are likely working, and therefore contributing heavily to the income tax base of the City. In addition to contributing to the City tax base, these residents, many of whom are in the *Family Forming* stage, are also likely to place increased pressure upon all school facilities.

EDUCATIONAL ATTAINMENT

The residents of the City of Medina generally have a higher level of educational attainment when compared with Medina County and the State of Ohio. *Table 7* shows that more than 90 percent of residents have a high school diploma, which is higher than the percentage of Medina County residents and the State as a whole. Nearly one-third (32.5 percent) of residents have a Bachelor's degree or higher. When compared with the educational attainment of surrounding communities, residents of the City are above average. Residents also have higher levels of education than at the County and State levels.

Table 7: Highest Education Attainment of Population 25 Years and Older: 2000

Highest Educational Attainment	Elementary (0-8)	Some High School (No Diploma)	High School Graduate (and higher)	High School Graduate	Some College (No Degree)	Associate Degree	Bachelor's Degree	Graduate or Professional Degree
Medina City	1.8%	7.6%	90.7%	30.6%	21.0%	6.5%	24.3%	8.2%
Lafayette Township	2.3%	12.9%	84.8%	43.0%	21.9%	6.2%	10.0%	3.7%
Medina Township	1.4%	4.7%	93.9%	26.6%	24.3%	6.4%	24.0%	12.5%
Montville Township	1.4%	4.9%	93.8%	26.3%	17.5%	7.5%	29.4%	13.0%
York Township	1.4%	10.1%	88.4%	45.5%	19.7%	5.3%	13.3%	4.6%
Brunswick City	2.4%	10.2%	87.4%	38.9%	22.1%	7.0%	15.2%	4.2%
Wadsworth City	2.6%	9.0%	88.3%	35.1%	21.5%	4.9%	12.4%	6.7%
Medina County	2.5%	8.7%	88.8%	36.4%	21.4%	6.3%	17.8%	6.9%
State of Ohio	4.5%	12.6%	83.0%	36.1%	19.9%	5.9%	13.7%	7.4%

Source: U.S. Census Bureau, Census 2000, SF3, Table P37.

JOBS AND EMPLOYMENT

The education attainment of the residents is reflected in their occupations. *Table 8* shows that nearly one-third of all residents work in management, professional, sales, and office occupations (36.2 percent). With a 2000 total labor force of 12,480 workers, the City has a higher proportion of workers in these occupations than the County and State. Slightly less than one-third work in sales and office occupations (29.8 percent). The City also has fewer workers in construction, extraction and maintenance occupations (7.4 percent) than the County and surrounding townships.

Table 8: Composition of Labor Force of Employed Population 16 Years and Older: 2000

Occupation	Management, professional, and related occupations	Service occupations	Sales and office occupations	Farming, fishing, and forestry occupations	Construction, extraction, and maintenance occupations	Production, transportation, and material moving occupations
Medina City	4,514 36.2%	1,516 12.1%	3,720 29.8%	15 0.1%	927 7.4%	1,788 14.3%
Lafayette Township	21.8%	16.2%	26.0%	1.0%	15.9%	19.0%
Medina Township	39.5%	11.2%	29.8%	0.1%	8.4%	11.0%
Montville Township	44.1%	10.5%	26.2%	0.5%	7.5%	11.3%
York Township	28.1%	15.7%	23.7%	0.0%	17.6%	14.9%
Brunswick City	31.0%	12.6%	28.1%	0.1%	11.1%	17.0%
Wadsworth City	35.1%	14.2%	25.7%	10.0%	9.3%	15.6%
Medina County	33.0%	13.0%	27.2%	0.3%	11.0%	15.5%
State of Ohio	31.0%	14.6%	26.4%	0.3%	8.7%	19.0%

Source: U.S. Census Bureau, Census 2000, SF3, Table P50.

Note: All percentages do not add up to 100 percent due to rounding.

The City of Medina experiences lower unemployment rates than the County and Cleveland MSA (including Cuyahoga, Geauga, Lake, Lorain, and Medina Counties), although economic trends are similarly reflected at all levels. The lowest recent unemployment rate was in 2000, with a rate of 3.2 percent for the City. Since that time, unemployment rates have slowly trended upward, with the unemployment rate for the City of Medina in 2004 at 4.6 percent. According to the State of Ohio Office of Workforce Development, in 2004, 13,500 of 14,200 residents in the City’s Civilian Labor Force were employed.

According to the 2000 U.S. Census, there were 12,310 workers over the age of 16 living in the City of Medina. Of these residents, 362 (2.9 percent) worked at home. Of the 11,948 remaining, 90 percent drove to work alone. The 1,314 workers who did not drive to work alone carpooled (830), walked (199), used public transit (87) or used other means (111).

Half of residents who worked outside of the home experienced commutes that were shorter than 20 minutes and 60 percent of commuters had travel times of less than a half-hour. Only six percent of commuters had journeys to work that were longer than 60 minutes.

INCOME

Households in the City of Medina enjoy relatively high incomes. Nearly 40 percent of households in 1999 had annual incomes in excess of \$60,000. *Table 9* shows the distribution of household income levels for residents of the City of Medina, Medina County, and the State of Ohio.

Table 9: Annual Household Income: 1999

Income Range	Medina City *	Medina County	State of Ohio
Less than \$10,000	5.3%	3.8%	9.1%
\$10,000 to \$24,999	16.6%	12.7%	19.8%
\$25,000 to \$39,999	17.9%	15.8%	19.8%
\$40,000 to \$59,999	22.1%	22.1%	20.7%
\$60,000 to \$99,999	25.7%	30.6%	20.8%
\$100,000 or more	12.5%	15.0%	9.8%

Source: U.S. Census Bureau, Census 2000, SF3, Table P52.

**All percentages do not add up to 100 percent due to rounding.*

The City of Medina has a greater percentage of households in the higher two income ranges than does the State of Ohio, but has a lower percentage of households in those same income ranges than does Medina County. The income category that encompasses the highest percentage of City households is the \$60,000 to \$99,999 range (25.7 percent), followed closely by the \$40,000 to \$59,999 range (22.1 percent). The City has a larger percentage of households at lower income ranges when compared to the County, but a smaller percentage when compared with the State. Generally, *Table 9* shows that incomes in the City of Medina are higher than the State, but slightly lower than the County.

The household income distributions discussed above are reflected in the median household income. *Table 10* illustrates changes in the median household and family income for the City of Medina, Medina County, and the State of Ohio.

Table 10: Median Household and Family Income: 1989-1999

Governmental Unit	Median Household Income			Median Family Income		
	1989	1999	Change	1989	1999	Change
Medina City	\$32,952	\$50,226	52.4%	\$38,069	\$57,435	50.9%
Lafayette Township	\$35,968	\$52,067	44.8%	\$39,420	\$61,563	56.2%
Medina Township	\$53,189	\$71,048	33.6%	\$56,208	\$76,141	35.5%
Montville Township	\$49,226	\$73,796	49.9%	\$52,075	\$82,434	58.3%
York Township	\$41,519	\$64,026	54.2%	\$44,013	\$67,315	52.9%
Brunswick City	\$40,950	\$56,288	37.5%	\$43,009	\$62,080	44.3%
Wadsworth City	\$32,141	\$48,605	51.2%	\$38,067	\$58,850	54.6%
Medina County	\$38,083	\$55,811	46.6%	\$41,937	\$62,489	49.0%
State of Ohio	\$28,706	\$40,956	42.7%	\$34,351	\$50,037	45.7%

Source: U.S. Census Bureau, Census 1990, STF3, Table P080A, P107A; U.S. Census Bureau, Census 2000, SF3, Table P53, P77.

The percent change in median income for both households and families in the City of Medina mirrored the large increases observed at the County, State, and local level. With the exception of Medina Township, median household and family incomes grew more than 45 percent in the City, in the four townships surrounding the City, and at the County level. All surrounding townships and the County had higher median household and family incomes than the City in 1999. In 1999, the median household income in the City was \$9,270 more than the State median household income, but \$5,585 less than the County median household income. In 1999, the median family income in the City was \$7,398 more than the State median family income, but \$5,054 less than the County median family income.

HOUSING

In 2000, the City had 9,407 occupied housing units, with approximately two-thirds of all occupied units being owner-occupied units (6,264 units). *Table 11* shows that the City had a much higher percentage of renter-occupied units than the four surrounding townships, the City of Brunswick, the City of Wadsworth, and the County. In fact, while the City’s population was only 16.6 percent of the County’s population in 2000, the City was home to 30.1 percent of all renter-occupied units in the entire County.

The vacancy rates of owner-occupied units in the surrounding townships and the cities of Brunswick and Wadsworth were comparable with the City’s owner-occupied vacancy rate of 1.5 percent. This low vacancy rate represents a tight housing market, and suggests that owner-occupied units in the City are in high demand. While the vacancy rate for renter-occupied units in the City was higher than the rate for owner-occupied units, the rental vacancy rate of 5.3 percent is healthy and indicates the ability of movement in the rental market, without having significant offer supply of rental units.

Table 11: Housing Units: 2000

	Total Housing Units			Owner-Occupied Units			Renter-Occupied Units		
	Number of Units	Occupied Units	Occupancy Rate	Number of Units	Occupied Units	Vacancy Rate	Number of Units	Occupied Units	Vacancy Rate
Medina City	9,788	9,407	96.1%	6,264	66.6%	1.5%	3,143	33.4%	5.3%
Lafayette Township	2,092	1,934	92.4%	1,705	88.2%	2.3%	229	11.8%	3.5%
Medina Township	3,068	2,812	91.7%	2,582	91.8%	2.7%	230	8.2%	44.8%
Montville Township	1,956	1,886	96.4%	1,585	84.0%	1.6%	301	16.0%	5.6%
York Township	1,016	995	97.9%	933	93.8%	0.5%	62	6.2%	3.2%
Brunswick City	12,263	11,904	97.1%	9,630	80.9%	1.0%	2,274	19.1%	8.0%
Wadsworth City	7,618	7,290	95.7%	5,355	73.5%	1.7%	1,935	26.5%	4.0%
Medina County	56,793	54,542	96.0%	44,302	81.2%	1.4%	10,240	18.8%	6.2%
State of Ohio	4,783,051	4,445,773	92.9%	3,072,514	69.1%	1.9%	1,373,259	30.9%	9.2%

Source: U.S. Census Bureau, Census 2000, SF3, Tables H1, H6, H7, and H8.

According to the 2000 U.S. Census, more than a quarter (27.2 percent) of all housing units in the City were constructed between 1990 and March 2002. In the housing market, the 1990s should be considered Medina’s “boom” years. Nearly another quarter of the City’s housing stock was constructed in the 1970s. A small portion of the City’s housing stock predates 1939, with 11.5 percent of the total housing stock falling into this category. It is important to note the tremendous loss in aging housing stock over the ten-year period from 1990 to 2000. According to the 1990 U.S. Census, there were 1,263 housing units in the City that were constructed before 1939. *Table 12* shows that between 1990 and 2000, this number had decreased more than 11 percent to 1,123.

Table 12: Age of Housing Stock: 2000

Year Structure Built	Total Housing Units	1990 - March 2000	1980- 1989	1970- 1979	1960- 1969	1950- 1959	1940- 1949	1939 or Earlier	Median Year Structure Built
Medina City	9,788	2,661	1,565	2,266	940	951	282	1,123	1977
		27.2%	16.0%	23.2%	9.6%	9.7%	2.9%	11.5%	
Lafayette Township	2,092	16.2%	8.6%	23.0%	14.3%	9.7%	4.0%	24.2%	1968
Medina Township	3,068	47.3%	18.5%	15.1%	6.1%	6.2%	1.9%	4.9%	1989
Montville Township	1,956	44.0%	14.4%	15.8%	10.9%	4.9%	0.3%	9.7%	1986
York Township	1,016	19.4%	9.8%	31.5%	11.8%	9.2%	2.0%	16.3%	1973
Brunswick City	12,263	24.1%	8.9%	35.1%	12.8%	15.2%	2.3%	1.6%	1975
Wadsworth City	7,618	20.2%	7.4%	18.1%	9.5%	15.0%	8.9%	21.0%	1965
Medina County	56,793	25.3%	11.9%	23.7%	10.5%	11.2%	3.8%	13.7%	1975
State of Ohio	4,783,051	13.3%	9.5%	15.8%	14.3%	15.7%	8.9%	22.5%	1962

Source: U.S. Census Bureau, Census 2000, SF3, Tables H34 and H35.

As can be expected in most communities, *Table 13* below shows that renters were more likely than owners to have moved into the City between 1995 and March 2000 (2000). More than three-quarters (75.1 percent) of those living in renter-occupied units moved into their current apartment between 1995 and 2000. A little fewer than half (47.1 percent) of those living in owner-occupied units moved

into their current unit between 1995 and 2000. With the exception of Lafayette and York townships, this trend is comparable with the surrounding townships. Lafayette and York townships may prove to be exceptions because a smaller percentage of those townships' housing stock was constructed between 1980 and 2000 (see *Table 12*, above). Notably, a little more than one-third of those living in owner-occupied units moved into their current unit between 1995 and 2000 in the cities of Brunswick and Wadsworth (37.5 and 34.4 percent, respectively).

Table 13: Housing Units by Date Moved Into: 1995 – March 2000

	Owner-occupied units moved into between 1995 and March 2000	Renter-occupied units moved into between 1995 and March 2000
<i>Medina City</i>	<i>47.1%</i>	<i>75.1%</i>
Lafayette Township	26.1%	65.9%
Medina Township	45.3%	68.3%
Montville Township	42.5%	89.4%
York Township	25.1%	54.8%
Brunswick City	37.5%	78.4%
Wadsworth City	34.4%	74.3%
Medina County	35.5%	74.0%
State of Ohio	31.5%	75.4%

Source: U.S. Census Bureau, Census 2000, SF3, Table H38.

The housing data presented above reveals a great deal about the City's housing stock. Generally, the City has a disproportionate percentage of renter-occupied units when compared with the surrounding townships and the cities of Brunswick and Wadsworth. Despite the apparent over abundance of rental units provided in the City, vacancy rates show that rental units exhibit healthy vacancy rates, and that the number of units supplied by the housing market is meeting the supply. With regards to owner-occupied units, a healthy vacancy rate is considered to be 3 percent. The City's owner-occupied vacancy rate was 1.5 percent in 2000. The tight owner-occupied housing market in the City may make it difficult to access housing at a range of price-points. With regards to the age of homes, about three-quarters (66.4 percent) of the housing stock, including owner-occupied and renter-occupied units, was constructed after 1970, and should be considered fairly young. The loss of more than 11 percent of units constructed before 1939 may be cause for concern. Many of these older homes, in combination with historic neighborhoods, provide City residents with a certain sense of pride. Given the loss of these homes over a ten-year period, it appears clear that if these homes are to be preserved, concentrated efforts must be made to maintain and enhance the units that remain.

PROJECTIONS

The most recent City Comprehensive Plan Update completed in 1995 estimated a total buildout population of 29,700 to 31,900. According to the 2000 U.S. Census, the City had a population of 25,139. The 1995 used a method of population projection based on the estimated number of buildable residential acres and the average household size. By use of this same methodology,

approximately 95 acres of buildable residential would result in approximately 1,084 additional residents. According to the U.S. Census Bureau Population Estimates Program, the estimated total population of the City was 26,564. Based on the population projection and the 2004 population estimate, the estimated total buildout population of the City of Medina would be 27,648.

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina’s demographic and housing situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the “likes” and “dislikes” show how many of the four small groups listed that particular item. The number beside each “vision” indicates the number of votes that an item received when the large group reconvened. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area. These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 14: Visioning Workshop Results:
Demographics**

Demographics	
Likes [# Groups]	
People are friendly	
Safety/security*	
Candlelight walk	
Concerts*	
Broad range of housing prices*	
Safe community (low crime rate, top notch fire and EMS, excellent health care)*	
Family activity here	
Community pride*	
Dislikes [# Groups]	
(None)	
Visions (# Votes)	
Prepare for aging baby boomers (senior housing, sidewalks)* (3)	
Trained/skilled/employed workforce* (3)	

Source: Visioning Workshop, November 2005.

Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the demographics and housing topic area. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals and Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan.

VISION STATEMENT: Residents of the City of Medina desire a City that protects and reinforces its architectural history, strong sense of community, and diversity of the socio-economic environment while providing for the continual evolution of both residential and business populations.

GOALS:

- DH-1** Encourage the development, redevelopment, and rehabilitation of housing types to address the evolving needs of the City and surrounding townships. (EC, SP, VW)

- DH-2** Promote residential neighborhoods that are safe, attractive, and well connected to community amenities, including parks, public facilities, and neighborhood commercial uses. (1968, 1974, EC, SP, VW)

- DH-3** Support efforts to provide residential and non-residential uses that promote the City as a community where it is possible for families and individuals to live, work, and shop. (SP, VW)

SECTION 4

EXISTING LAND USE

The City of Medina includes a wide variety of types of development that have been constructed over a long period of time. Industrial and residential uses have experienced rapid growth over the past 10 years, with nearly twice as much land dedicated to industrial uses in 2005 than in 1995. Commercial and public/institutional uses are located primarily along Principal and Minor Arterials, with residential and uses spread throughout the City. Park and open spaces are limited largely to the periphery, with smaller parcels. The City is near build out, with 14.3 percent of all land classified as vacant in 2005.

For reference, the City of Medina covers an area of approximately 11.6 square miles. Of this area, 1.2 square miles, or 10.3 percent is right-of-way (roadway, railroad, etc.), and the remaining 10.4 square miles, or 89.7 percent, is in parcels under public or private ownership.

Map 2 Existing Land Use shows existing City land uses, based on the land use classifications used for taxing purposes by the Medina County Auditor. All information represents general conditions and is not intended to reflect parcel-specific features. A description of each of the eight existing land use categories, including definition, location, and the percentage of land in the City devoted to each land use categories.

I. EXISTING CONDITIONS

SINGLE FAMILY RESIDENTIAL USES

- **Definition:** Single family residential land includes all single family and two family dwellings on lots.

- **Location:** Single family residences are located in neighborhoods throughout the City.
- **Acreage:** Approximately 2342 acres, or 35.2 percent of the City's land in parcels, falls into this category. In terms of acreage, this use is the most predominant in the City.

MULTIPLE FAMILY RESIDENTIAL USES

- **Definition:** Multiple family residential land includes all attached condominiums, apartments, manufactured housing, and other multiple family dwelling configurations.
- **Location:** Multiple family residences are located throughout the City, and are normally located adjacent to or near commercial or public/institutional uses.
- **Acreage:** Approximately 413 acres, or 6.2 percent of the City's land in parcels, falls into this category.

COMMERCIAL/OFFICE USES

- **Definition:** Commercial/office land includes commercial and offices uses, including retail stores, hotels, motels, theaters, as well as other compatible uses.
- **Location:** Commercial land is located throughout the City, primarily along Major Arterials (see *Map 4 Thoroughfare Plan*).
- **Acreage:** Approximately 498 acres, or 7.5 percent of the City's land in parcels, falls into this category.

INDUSTRIAL

- **Definition:** Industrial land includes all industrial and mining uses.
- **Location:** Most industrial land is located in the western portion of the City, with additional industrial land located in the central portion of the City between Wheeling and Lake Erie Railway and East Smith Road.
- **Acreage:** Approximately 802 acres, or 12.0 percent of the City's land in parcels, falls into this category. According to the 1995 Comprehensive Plan Update, only 455 acres were classified as industrial land. As a percentage of total City land, industrial land has increased from 6.6 percent in 1995 to 12.0 percent in 2005.

PUBLIC/INSTITUTIONAL USES

- **Definition:** Public/institutional land includes municipal, civic, and other public buildings, as well as private hospitals.
- **Location:** Public/institutional land is located throughout the City, with most land located along Major or Minor Arterials (see *Map 4 Thoroughfare Plan*).
- **Acreage:** Approximately 780 acres, or 11.7 percent of the City's land in parcels, falls into this category.

Map 2 Existing Land Use

11/13/2006

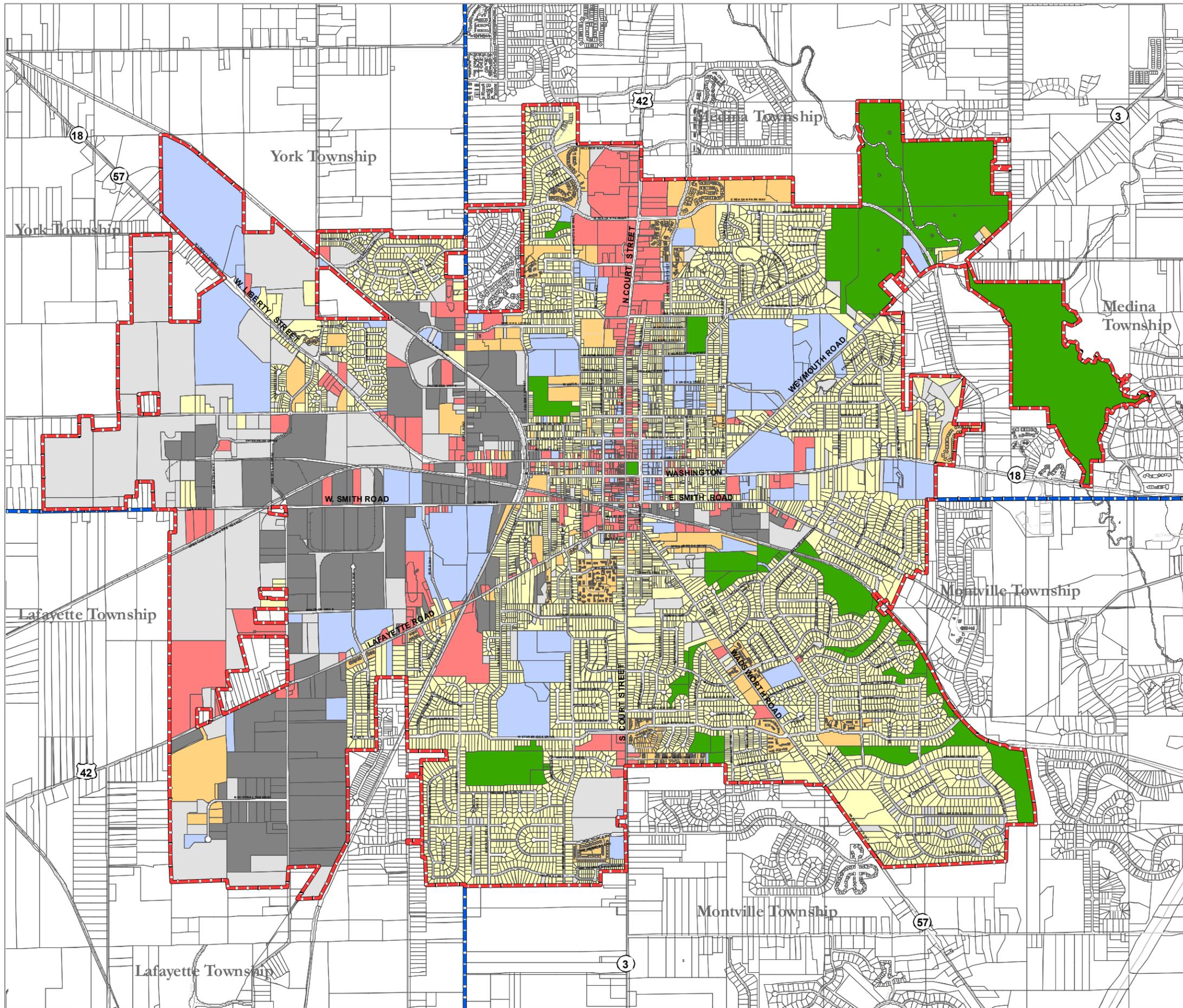
City of Medina, Ohio

-  Single Family Residential
-  Multiple Family Residential
-  Commercial/ Office
-  Industrial
-  Public/ Institutional
-  Park and Open Space
-  Vacant

-  Municipal Boundary
-  Township Boundary
-  Railroad
-  Surrounding Area



Base Map Source: Medina County GIS, 2005
Data Source: Medina County Auditor, 2005



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PARK AND OPEN SPACE USES

- **Definition:** Park and open space land includes acreage which is publicly owned and permanently protected from development.
- **Location:** Large concentrations of park and open space land are located at the periphery of the City, with smaller parks and open space located mainly near other public/institutional uses.
- **Acreage:** Approximately 732 acres, or 11.0 percent of the City’s land in parcels, falls into this category.

VACANT LAND

- **Definition:** Vacant land includes all undeveloped land.
- **Location:** Most large vacant parcels of land are located in the City’s industrial park, located in the western portion of the City. Additional vacant land is scattered throughout the City, and includes some parcels located in single family neighborhoods, as well as other vacant parcels currently zoned commercial.
- **Acreage:** Approximately 1087 acres, or 16.3 percent of the City’s land in parcels, falls into this category. The percentage of vacant land in the City has decreased since the 1995 Comprehensive Plan Update from 27 percent in 1995 to 16.3 percent in 2005.

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina’s land use situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the “likes” and “dislikes” show how many of the four small groups listed that particular item. The number beside each “vision” indicates the number of votes that an item received when the large group reconvened. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area. These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 15: Visioning Workshop Results:
Land Use**

Likes [# Groups]
Small town feeling/convenient (Cleveland/Akron)* [2]
Good efforts at preservation of Historic District* [2]
Small/local shopping* [2]
Public Square (w/gazebo) * [2]
Broad range of housing prices (affordable housing)* [2]
Downtown area/shops
Parks/trails
City characteristics/atmosphere
Dining
Greenspace/not built out*
Town Square & activities*
Mature tree-lined streets*
Sense of community
City parks*
Heritage – architecture
Residential – focus on City and surrounding area
Community pride*
Identity – downtown area
Dislikes [# Groups]
Downtown parking* [2]
Protect and expand Historic Districts & areas [2]
Downtown signs
Public services vs. City growth*
Lack of affordable housing
Traffic congestion – N. Court – lack of planning for traffic w/development*
Vacant stores (ie. DIY)*
Junkyard on N. Court – work w/Township to improve/remove blight
Streetscape/design standards along N. Court, etc.*
Balance between business and residential
Lack of industrial growth*
Location of industrial Areas*
Plan S. Court St.(collector streets, intersections)*
Retain identity
Railroad quiet zone (lights, noise, traffic flow, safety)*

**Table 15: Visioning Workshop Results:
Land Use (continued)**

Visions (# Votes)
Aesthetically pleasing corridors, streetscape/trees/buried utility lines* (16)
Maintain small town feel, control growth* (7)
Promote research/high tech industry (and light industry)* (7)
More parks (specifically Abbeyville and Liberty)* (6)
Promote uniqueness of square (i.e., unique, small shops)* (3)
Conservation districts* (2)
West Smith – not in keeping with rest of City* (1)
Infill/redevelopment strategy in historic/older areas* (1)
Maybe parking garages, sky walks*
S. Court Street – maybe a small village area*
Keeping square/downtown healthy*
No visible utilities (bury lines)*
Greenbelt around City to define small town*
Industrial development (more money and no trucks)*
Infrastructure keep up with development (including public transit)*
Older home rehab plan
Hike and bike trail/park system*
Good roads and sidewalks and parking lots*

Source: Visioning Workshop, November 2005.

Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the land use topic area. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals & Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan.

VISION STATEMENT: Residents of the City of Medina desire a land use policy that promotes a diversity of uses, provides for the preservation and reinforcement of the historical fabric of the community, and addresses the development and redevelopment of the community in a manner that is responsive to the evolving needs of the community.

GOALS:

- LU-1 Make development and redevelopment decisions which protect the public health, safety, and welfare of the community using as a foundation the *2005/2006 Comprehensive Plan*.
- LU-2 Protect and preserve the historic character of the Historic District and Settlement Area by ensuring the viability of residential and commercial uses. (SP, VW, HPP)
- LU-3 Encourage high quality development and redevelopment for all uses including design elements, amenities, and benefits that support current and future residents and businesses. (1995, SP, VW)
- LU-4 Encourage continued innovation in land use planning (e.g., Planned Unit Developments, Overlays), where innovation would more effectively implement the goals set forth in the *Comprehensive Plan*, achieve a higher quality of development than would be possible under conventional regulations, result in better use of land in accordance with its character and adaptability, result in development that is compatible with surrounding uses, and produce recognizable and substantial benefits for the community. (1995, VW, SP)
- LU-5 Support compact and convenient commercial development. (1995, VW)
- LU-6 Encourage the development of industrial uses that can appropriately use the extensive amount of available industrial land in the City. (1995, VW)

SECTION 5

NATURAL RESOURCES

The natural environment plays a large role in planning for future development. Environmental conditions, such as topography and soils, can often pose constraints that limit development. Other environmental features, such as parks and open space, may not pose constraints to development, but should be preserved due to the valuable functions and benefits they provide, such as recreational opportunities and aesthetic beauty. When and where development and redevelopment occurs, impacts to the environment should be minimized and mitigated. This section of the Plan provides an overview of Medina’s natural resources to ensure that environmental considerations are incorporated into future land use planning.

In July 2004, the Joint Economic Planning Committee of the Medina County Economic Development Corporation completed a Commercial and Industrial Land Use Compatibility Study. The study identified natural constraints to development within the City of Medina and surrounding townships. Many of the natural constraints and recommendations identified in the study are also addressed in the following section.

I. EXISTING CONDITIONS

SURFACE WATER

The City of Medina is located in the southwestern portion of the Rocky River watershed, which contains a total drainage area of 294 square miles with headwaters mostly in Medina County. The City is located within two drainage basins: the northern half of the City is located in the West Branch of the Rocky River above Mallet Creek sub-watershed, while the southern half of the City is in the West Branch of the Rocky River above North Branch of the Rocky River sub-watershed.

Three major rivers/streams run through portions of the City and consist of the West Branch of the Rocky River, Champion Creek, and Bradway Creek. The West Branch of the Rocky River travels through the northeast corner of the City near Reagan Park, and runs south towards Lake Medina. Portions of the West Branch of the Rocky River which flow through the City are located entirely within open space-conservation areas. Champion Creek begins in the industrial areas of the City near Smith Road and flows southeast (following the Wheeling and Lake Erie Railroad). Bradway Creek begins near Union Street and runs southeast. Both the Champion and Bradway Creeks flow to the West Branch of the Rocky River and drain portions of the City.

Lake Medina is the largest lake in the Rocky River Watershed and was created by man-made impounding of a portion of the South Branch of the Rocky River near where it enters the West Branch. The lake, which is 109 surface acres, is isolated from the South Branch of the Rocky River and has no significant areas draining into it. With limited ingress/egress, the closed nature of the Lake prevents upstream pollution from infiltrating the lacustrine ecosystem and helps to ensure that the lake will remain a healthy natural asset to the City for many years to come. The Medina County Park District recently secured a lease agreement with the City of Medina to turn the lake into a County park, further securing the Lake as a continued natural asset.

The locations of streams and water bodies in Medina and portions of the surrounding townships discussed above are shown on *Map 3 Natural Features*.

Development occurring in upstream communities can impact water quality in portions of the West Branch of the Rocky River, which flows through the City of Medina. In 1997, the Ohio Environmental Protection Agency (Ohio EPA) reported that portions of the West Branch of the Rocky River failed to meet the designated aquatic life use standards that had been set for the river. More than one-third of the river miles sampled were considered to be in partial attainment (33.6 percent), with roughly two-thirds of the sampled area in full attainment of the designated life use standards (66.4 percent). The main causes of river impairment identified by the Ohio EPA are nutrient enrichment, contaminated sediments, industrial point source pollution, and urban stormwater runoff.

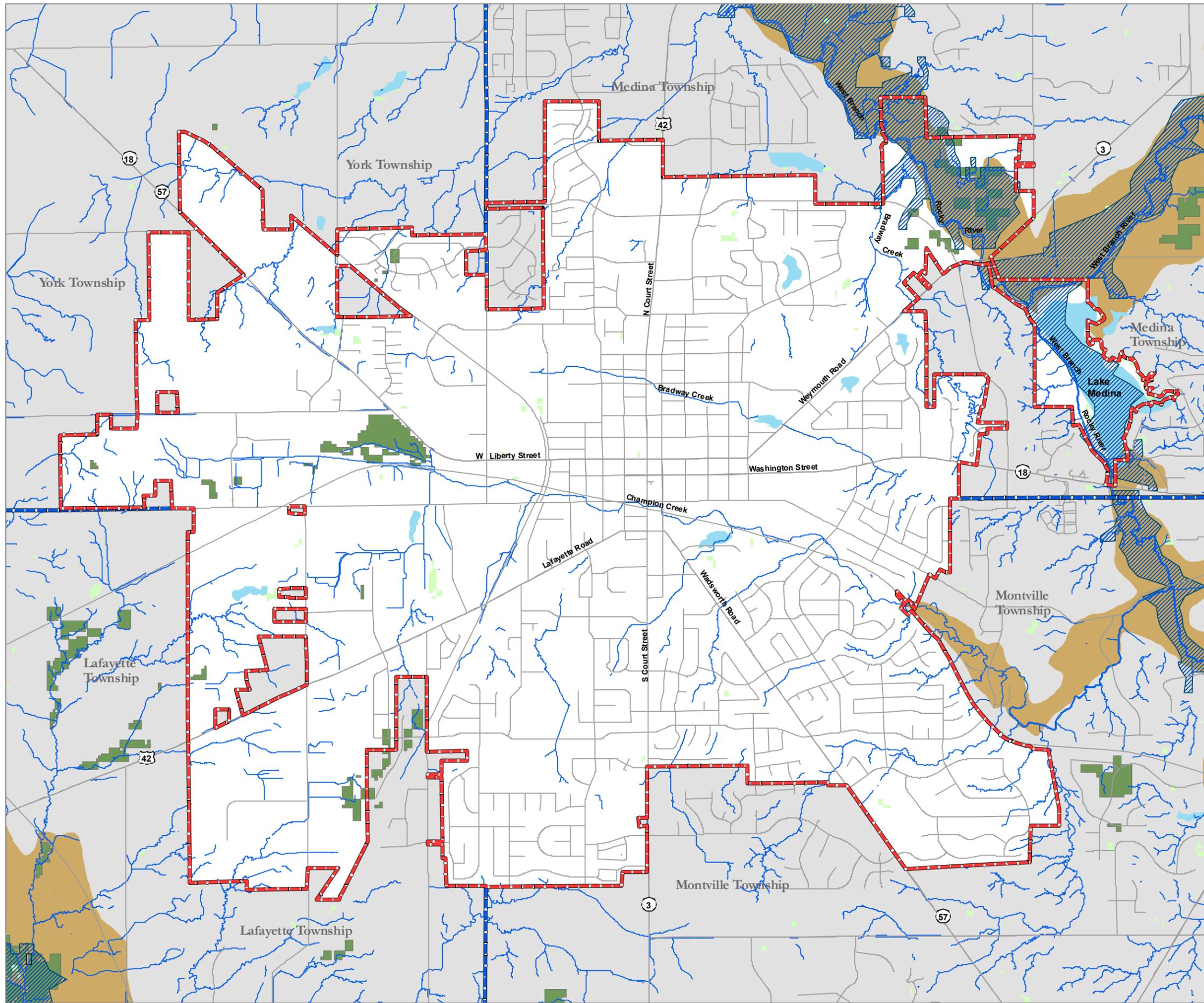
Many causes of stream impairment in the Rocky River watershed, such as stormwater runoff, flow and habitat alteration, and channelization, are the result of development activities. As development occurs, natural waterways are often impaired as:

- The volume and rate of stormwater runoff flowing into streams increases;
- Groundwater recharge decreases, lowering stream water levels;
- Natural stream channels are altered and covered;
- Vegetation along stream banks is removed; and
- Pollution from roads, rooftops, and sidewalks reaches streams.

Map 3 Natural Features

11/13/2006

City of Medina, Ohio



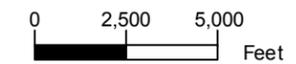
Critical Water Features

-  Flood Prone Area
-  Ground Water Pollution Potential

Wetland Features

-  Woods on Hydric Soil
-  Open Water
-  Shallow Marsh

-  Municipal Boundary
-  Township Boundary
-  River/Stream/Creek
-  Surrounding Area



Base Map Source: Medina County GIS, 2005
Data Source: Ohio Department of Natural Resources



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Negative impacts from development can be mitigated through successful stormwater management. In an effort to mitigate the negative effects of stormwater the City has adopted the Medina County Stormwater Management and Sediment Control Regulations. Stormwater regulations are enforced as part of the development permitting process and currently apply to all new industrial and commercial development. According to the City Engineer, the current stormwater regulations are excellent when applied to new structures, but issues arise when attempting to apply the current regulatory framework to existing properties. Another common issue is how to address stream bank erosion and flooding issues which occur on private property. The City should consider formulating a policy to address erosion control and stream bank restoration on private property within the City.

The City should work with adjacent townships up stream to develop a cooperative framework, whereby, areas proposed to be developed adjacent to the City that could have potentially negative impacts on water quality could be addressed by both communities simultaneously to develop the most environmentally sensitive approach to development.

In addition to stormwater management, water quality can also be improved by: minimizing the amount of pavement and other impervious surfaces on development sites, limiting development on steep slopes, and establishing setbacks around streams that preserve riparian areas.

Establishing buffers along streams that preserve natural vegetation and hydrology are crucial to the long term health of streams. Vegetated areas surrounding streams act as biological filters that remove sediments and pollutants from surface runoff. They also reduce erosion, decrease flooding, regulate stream temperatures, provide wildlife habitat and migration pathways, and offer opportunities for recreational path systems.

FLOOD HAZARD AREAS

Floodplains are areas adjacent to streams that experience regular or periodic flooding. *Map 3 Natural Features* depicts flood prone areas, which combines the area of 100- and 500-year floodplains. A storm with the intensity to flood the 100-year floodplain has a one in 100 chance of occurring in any given year, while the 500-year floodplain has a one in 500 chance of occurring in any given year. Floodplains within the City of Medina are found along the West Branch of the Rocky River, which is located in the northeast corner of the City. Fortunately, the only flood prone areas within the City are located within Reagan Park and Lake Medina and, therefore, do not contain structures that run the risk of flooding.

GROUNDWATER

Geologic formations that are capable of yielding enough water to support a spring or well are called aquifers. The ability of an aquifer to transmit and store water is influenced by the materials that make up the formation, such as gravel, sand, or bedrock. The groundwater resources for the City of Medina are characterized primarily by groundwater developed from the sandstone and shale formations of the Cuyahoga Group, which produces yields of three to 15 gallons per minute and would sustain private domestic demand. It is important to note that there is a small area near Lake Medina, and adjacent Medina Township, that has been characterized by the Ohio Department of Natural Resources as being the best groundwater area in Medina County. In this area, proven yields of 500 to 1,000 gallons per minute have been developed and, therefore, the area is categorized as

adequate for specific municipal well field development. In the past, the City utilized artesian wells in this area to supplement drinking water supplies.

According to rough statistics provided by the Medina County Board of Health, there are 751 registered wells which list the City of Medina as the mailing address, 539 of which are specified as domestic wells.

The City of Medina receives its public water supply from the Avon Lake Water Treatment Plant via the Rural Lorain County Water Authority. Prior to 2002, Lake Medina, in combination with several artesian wells as mentioned previously, served as the water supply for the City.

Although nearly all City residents are served by a public water system, groundwater pollution potential should still be considered an important resource to be conserved for future generations. In determining the potential for groundwater pollution in an area, the U.S. EPA considers seven factors: depth to the water table, net recharge, aquifer media, soil media, topography, the impact of the vadose zone media, and the hydraulic conductivity of the aquifer. These factors are combined and weighted to produce a composite index that measures the relative susceptibility of an area to groundwater pollution. Using this system, the Ohio Department of Natural Resources (ODNR) has produced Groundwater Pollution Potential maps that show areas vulnerable to groundwater pollution. *Map 3 Natural Features* delineates these areas where aquifers are most vulnerable to pollution. It should be noted that these Groundwater Pollution Potential maps were prepared at the county scale, and that the extent of these high potential areas may actually be slightly larger than they appear on this map.

TOPOGRAPHY & SOILS

The City of Medina is located in the Erie-Ontario Lake Plain (EOLP) ecoregion which is characterized by glacial plains interspersed with higher remnant beach ridges, drumlins, glacial till ridges, till plains, and outwash terraces. Generally, development should be discouraged on slopes greater than 12 percent. Fortunately, the City of Medina does not contain any areas with slopes equal to or greater than 12 percent.

The diverse, fertile soils found in the City of Medina are also the result of ancient glaciers. Most of Medina contains somewhat poorly drained, non-hydric soils. Some areas contain non-hydric soils that display hydric components, especially in areas that contain depressions and drainageways. The soil series present within the City correspond generally to three geographic areas; 1) North of the Wheeling and Lake Erie Railroad; 2) South of the Wheeling and Lake Erie Railroad- west of Lake Road; and 3) South of the Wheeling and Lake Erie Railroad- east of Lake Road. The area North of the railroad is characterized by Mahoning Series soils, which are somewhat poorly drained with slow to very slow permeability. The area south of the railroad and east of Lake Road contains Rittman and Wadsworth Series, which exhibit slow permeability and seasonal wetness. The area south of the railroad and west of Lake Road, which is occupied primarily by industrial land uses, contains Bennington and Bogart Series soils that are characterized by seasonal high water tables and slow permeability. The presence of seasonal high water tables would normally present challenges to constructing structures with basements; however, industrial properties seldom contain basement levels.

Hydric soils and non-hydric soils with hydric components often pose challenges to development. They are prone to flooding, inappropriate for septic systems, and are often associated with wetlands.

Heavy clay soils also have a tendency to swell during wet periods and shrink during dry periods, causing cracks and in foundations and concrete roads. In order to develop areas with hydric soils, it is often necessary to grade the land to avoid ponding and provide drainage through ditching and tilling.

WETLANDS

Wetlands are generally defined as areas that are inundated or saturated with water throughout the year, or during a significant part of the year. This presence of water is the defining factor that produces the types of soils, plants, and animal communities typical of wetlands. For the purposes of regulation, the U.S. Army Corps of Engineers (ACE) identifies wetlands based on three things: the presence of water, the presence of soils that form under flooded or saturated conditions (hydric soils), and the presence of plants adapted to hydric soils.

Wetlands provide many important functions that are critical to the health of ecosystems and local communities. Wetlands improve water quality by removing pollutants, sediments, and excess nutrients; they control flooding and recharge aquifers; they provide crucial habitat for many plant and animal species; and they provide recreational opportunities such as bird watching and hunting.

Map 3 Natural Features shows the locations of the most prominent wetland types present in Medina identified through the National Wetland Inventory (NWI) prepared by the U.S. Fish & Wildlife Service (FWS). Over 168 acres have been identified as wetlands through the NWI, comprising approximately 2.24 percent of the City of Medina. It should be noted that open water, which includes only those isolated areas of open water and does not include rivers, watercourses or other bodies of water such as lakes, is included in the inventory of wetlands and accounts for 44.73 acres or 26.63 percent of the total wetlands found in the City. The U.S. FWS maps the location of wetlands using aerial imagery and classifies them based on their hydrologic, geomorphologic, chemical, and biological characteristics. The majority of wetlands found in the City are classified as woods on hydric soils and comprise approximately 83.47 acres or 1.11 percent of the total area of Medina. Woods on hydric soil are located primarily within Reagan Park and large vacant parcels within the industrial areas of the City, between West Smith Road and West Liberty Street.

According to the Medina County Auditor, the parcel containing woods on hydric soil located near Smith and Liberty Road is bisected by a large utility right-of-way, and, therefore, is unlikely to be developed in the future. Lake Medina has been identified as a lacustrine wetland, or deep water habitat.

Federal law regulates the discharge of dredged and fill material into navigable waters and adjacent wetlands. If a developer wishes to alter a wetland, they must first obtain a Clean Water Act Section 404 permit from the U.S. ACE and a Section 401 water quality certification from the Ohio EPA. When wetlands are destroyed, the loss is mitigated through the creation of new wetlands. The amount of mitigation required varies with the type of wetland being destroyed, but developers in Ohio generally have to provide 1.5 to 3 acres of new wetlands for every acre of wetland lost.

As of 2001, isolated wetlands that are not connected to navigable waters are no longer under the jurisdiction of the Federal government, and alteration or destruction of these wetlands does not require a 404 permit or a 401 certification. To fill this regulatory gap, the State of Ohio created an isolated wetlands permitting process administered by the Ohio EPA.

The first step that local communities should take to protect wetlands and ensure that developers obtain the proper permits is to require wetland delineation on all development sites. Once wetlands are identified, local communities can provide additional protection by requiring a 50-foot buffer zone around wetlands. In addition, wetlands can be preserved by encouraging open space design subdivisions that channel development away from on-site wetlands and areas with hydric soils. To address wetlands and other critical natural features, the City is exploring the possibility of implementing riparian setbacks, which would require a buffer to be placed between proposed development sites and critical natural features.

RARE PLANT & ANIMAL SPECIES

Fortunately, according to the ODNR’s Natural Heritage Database, the City of Medina does not contain any rare, endangered, or protected plant and animal species. It is important to note, however, that the City of Medina has been certified as a Tree City USA community by the National Arbor Day Foundation for 23 consecutive years, beginning in 1983. This distinguished designation further confirms the City’s continued commitment to natural resource preservation.

ADDITIONAL CONSIDERATIONS

The City of Medina contains relatively few critical natural resources that have not already been preserved as City-owned parks (see the *Community Facilities & Services* chapter for information related to parks and open space in the City). As the City approaches build-out and is forced to find innovative means of increasing open space for its residents to enjoy, it is important that the City recognize the benefits and value of private property, and view private property as one possible strategy for augmenting existing open space. Regardless of the size or critical value of natural resources present, open space provides numerous social, economic, and health benefits such as increasing quality of life, attracting economic investment, and providing recreational opportunities. In response to residents’ desires for additional parks and trails, the City should work closely with private property owners to identify opportunities for additional trails and open space throughout the City. In addition, when considering the acquisition of additional land for trails and/or open space, priority status should be given to areas that are adjacent to or between existing conservation and recreation areas, as identified on *Map 8 Future Land Use*. The acquisition of such ideally located land would provide maximum benefit and enjoyment to the City and its residents. The City should consider developing and maintaining a list of parcels that merit priority status.

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina’s natural resources situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the “likes” and “dislikes” show how many of the four small groups listed that particular item. The number beside each “vision” indicates the number of votes that an item received when the large group reconvened. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area (i.e., natural resources and land use).

These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 16: Visioning Workshop Results:
Natural Resources**

Likes [# Groups]
Park system activities (Recreation Center [reasonable cost], performing arts [Drake Center], ballfields, athletic fields) [2]
Public Square (w/ gazebo)* [2]
City parks* [2]
Greenspace/not built out*
Mature tree-lined streets*
New walking trails*
Dislikes [# Groups]
None
Visions (# Votes)
More parks (specifically Abbeyville and Liberty)* (6)
Conservation districts* (2)
Recreation district* (1)
Greenbelt around City to define small town*
Hike and bike trail/park system*

Source: Visioning Workshop, November 2005.

Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the natural resources topic area. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals & Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan.

VISION STATEMENT: Residents of the City of Medina desire to protect and enhance natural and environmentally sensitive areas.

GOALS:

- NR-1** Encourage protection, conservation and enhancement of natural resources and environmentally sensitive areas, both public and private, within the City; and encourage coordinated efforts in areas adjacent to the City. (1995, VW, EC)
- NR-2** Enhance natural resources through supporting policies that minimize negative impacts on air, land, and water resources. (EC)
- NR-3** Encourage public involvement in natural resource preservation and appreciation. (EC)

SECTION 6

COMMUNITY FACILITIES & SERVICES

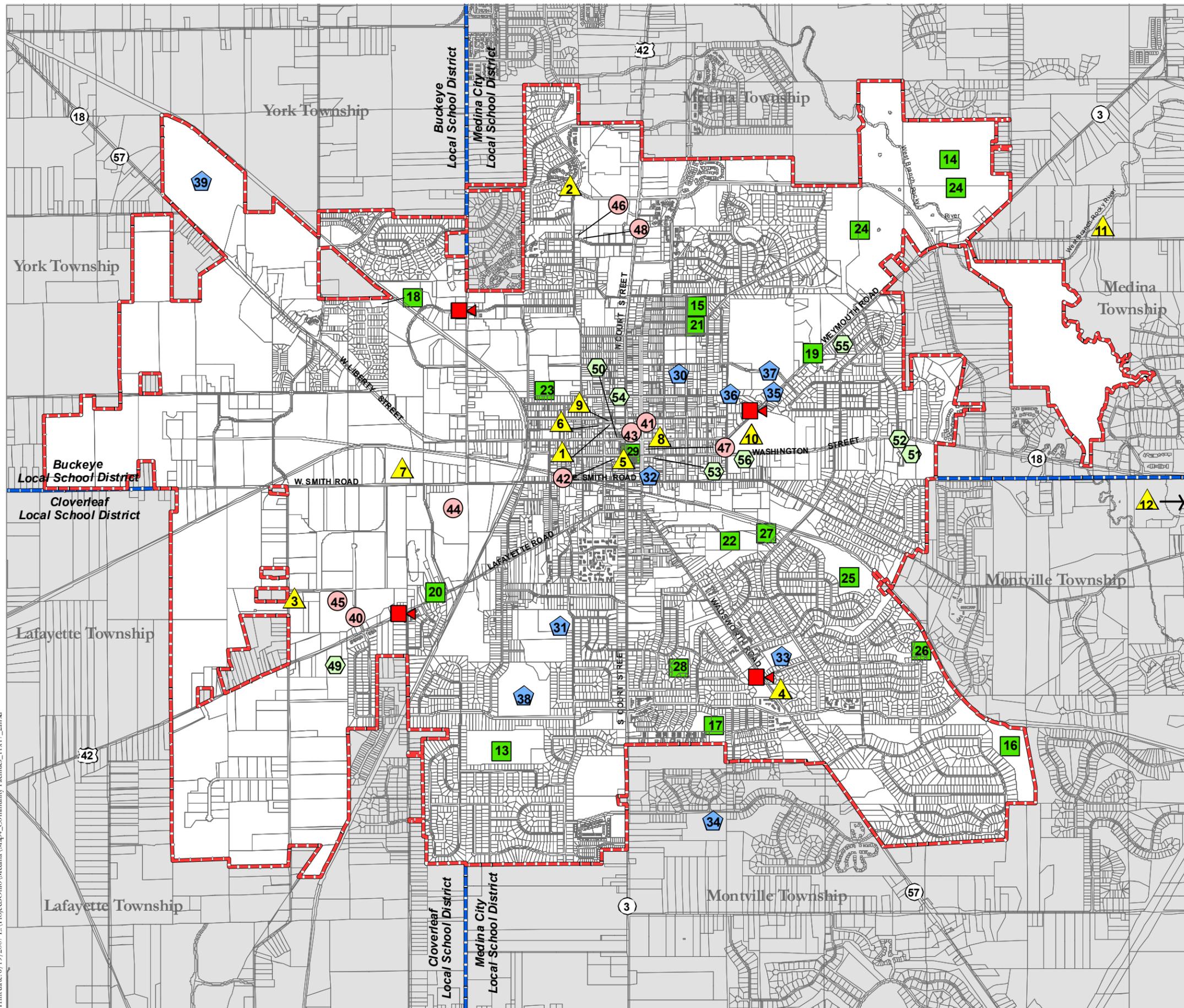
Community facilities exist for the benefit of the residents of the City of Medina. The City's fire stations, safety center, schools, parks, and various other community facilities provide residents valuable services and opportunities for recreation. The high quality of Medina's local schools and its park system play a large role in attracting new residents to the community. Services such as water and sewer are key factors that determine where, when, and how the City will continue to develop. Since other important facilities operated by other units of government or organizations also provide important services for Medina's residents and businesses, some of these facilities are also included in this discussion.

The information on City of Medina's community facilities, and sewer and water service providers presented in this section of the Plan was gathered through site visits and telephone interviews. *Map 4 Community Facilities*, shows the location of facilities throughout the City and many of them are discussed below. The numbers below correspond with the numbers on *Map 4 Community Facilities* for ease of locating information.

Map 4 - Community Facilities

11/13/2006

City of Medina, Ohio



- ▲ City of Medina Facilities**
 - 1 City Hall
 - 2 Fire Station One
 - 3 Fire Station Two
 - 4 Fire Station Three
 - 5 Town Hall and Engine House
 - 6 Municipal Court
 - 7 Municipal Garage
 - 8 Old Towne Cemetery
 - 9 Police Department
 - 10 Spring Grove Cemetery
 - 11 Water Treatment Plant
 - 12 Medina Municipal Airport
- Public Parks & Recreation**
 - 13 Fred Greenwood Park
 - 14 Huffman Field Complex
 - 15 J.U.M.P Park
 - 16 Jaycee Park
 - 17 Ken Cleveland Park
 - 18 Liberty Park
 - 19 Medina Community Recreation Center
 - 20 Medina County Community Center
 - 21 Memorial Park
 - 22 Nichols' Land
 - 23 Ray Mellert Park
 - 24 Reagan Park
 - 25 Roscoe Ewing Park
 - 26 Roscoe Ewing Park Multipurpose Trail
 - 27 Sam Masi Park
 - 28 Sycamore Park
 - 29 Uptown Park
- ⬠ School Facilities**
 - 30 Claggett Middle School
 - 31 Ella Canavan Elementary School
 - 32 Garfield Elementary School
 - 33 Heritage Elementary School
 - 34 H.G. Blake Elementary School
 - 35 Kindergarten Center
 - 36 Sidney Fenn Elementary
 - 37 Medina High School
 - 38 Root Middle School
 - 39 Medina County Career Center
- County Facilities**
 - 40 Juvenile Detention Center
 - 41 Medina County Administration Building
 - 42 Medina County Educational Service Center
 - 43 Medina County Courthouse Complex
 - 44 Medina County Fairgrounds
 - 45 Medina County Jail
 - 46 Medina County JFS Building
 - 47 Medina County Prosecutor's Office
 - 48 Veteran's Service Commission
- ◆ Other, Quasi-Public & Private**
 - 49 Ohio National Guard Amory
 - 50 Federal Building
 - 51 Medina Life Support
 - 52 Medina General Hospital
 - 53 Medina County District Library
 - 54 Post Office
 - 55 St. Francis Xavier Cemetery
 - 56 St. Francis Xavier School

Municipal Boundary	Emergency Sirens
Township Boundary	School District Boundaries
Surrounding Area	

Mckenna ASSOCIATES INCORPORATED

0 1,250 2,500 Feet

Base Map Source: Medina County GIS, 2005
Data Source: Medina County Auditor, 2005

Printdate: 6/19/2007 11:17:23 AM E:\Projects\Ohio\Medina\Map4_Community Facilities_11x17_2.mxd

I. EXISTING CONDITIONS

CITY OF MEDINA FACILITIES

The City of Medina’s public facilities house the equipment and personnel needed to provide services to its residents. These public facilities are briefly summarized below and the numbers correspond to those shown on *Map 4 Community Facilities*:

1. *City Hall*: The City Hall is located at 132 North Elmwood Avenue. The City Hall was built in 1973, and houses many of the City functions, including the Building, Zoning, and Economic Development Departments.
2. *Fire Station One*: Station One is located in the northern part of the City at 300 West Reagan Parkway. It was built in 1993 and has three bays which house two engines, a station car, and the Fire Marshall’s car. This station also houses the Medina Life Support Team. The offices for the Fire Chief, Fire Marshall, and educator are in the building, as well as a full kitchen and a training room that can hold up to 45 people.
3. *Fire Station Two*: Station Two was built in 1989 and is located in the southwest quadrant of the City at 500 Lake Road. It contains an 85 foot snorkel truck, an engine, a brush fire truck, and a 1947 American LaFrance truck. It has two bays and an additional service bay. In the building there is a small meeting room and two small locker rooms.
4. *Fire Station Three*: Station Three is located in the southeastern part of the City at 1000 Wadsworth Road. It was built in the early 1990s and has two bays that house an engine, a rescue truck, and a nine-person utility van. One bay is shared with the Medina Haz-mat team for storage of its trailer and truck.
5. *Historic Engine House*: The City Service Department and Archive Commission also maintain the Historic Engine House located on the Public Square in Downtown Medina. The Engine House was built as the Town Hall in 1887 and served the community until 1993. It is currently used as a public building during events on the Square, and within it a 1917 American LaFrance Pumper is displayed.
6. *Municipal Court*: The Municipal Court building is located at 135 North Elmwood Avenue, across the street from City Hall. This structure was built in 1982. The court handles misdemeanor and traffic cases, as well as small claims. The court’s geographic jurisdiction includes the cities of Brunswick and Medina; the townships of Brunswick Hills, Chatham, Granger, Hinckley, Lafayette, Litchfield, Liverpool, Medina, Montville, Spencer, and York; and the villages of Chippewa Lake and Spencer.
7. *Municipal Garage*: The Municipal Garage is located at 781 West Smith Street. The garage is leased from the County and is utilized by the Sanitation and Street Department(s).

8. *Old Towne Cemetery:* The Old Towne Cemetery ceased accepting new burials in 1883. It had been in use as a cemetery since 1819. It was deeded to the village in 1836, and is located on East Liberty Street, one block east of the Public Square.
9. *Police Department:* The Police Department is located at 150 West Friendship Street, contiguous to City Hall. There are 37 sworn officers working for the department. The Department has 15 cruisers, three of which are dedicated K-9 units, and an Emergency Services Unit.
10. *Spring Grove Cemetery:* Spring Grove Cemetery has frontage on East Liberty Street, Spring Grove Street, and East Washington Street. It has been in use as a cemetery since 1883.
11. *Water Treatment Plant:* The Water Treatment Plant is located at 3733 Granger Road in Medina Township. Until 2002 it was used to treat the water coming out of Lake Medina and the artesian springs that served as the City's water source. This structure is no longer used by the City.
12. *Medina Municipal Airport:* The airport was built in 1957 and was bought by the City in 1987. It is located four miles west of the City at 2050 Medina Road, in Sharon Township. The airport is designated as a reliever airport for the Cleveland-Hopkins airport and has 86 aircraft based on the site.

PARKS & RECREATION

The City of Medina Department of Parks & Recreation maintains 11 parks and 879 acres spread throughout the community. In 2002 the City prepared the *City of Medina Parks and Recreation Facility Needs Update* which provided guidance to the City on how to plan for capital improvements, as well as outlined areas for improvement amongst the parks system. The locations of these parks are shown on *Map 4 Community Facilities*. The City's parks include:

13. Fred Greenwood Park

- Location: Southern part of the City, entrance on West Sturbridge Drive and Bristol
- Size: 35 acres
- Amenities: 5 ballfields (2 lighted), picnic area, playground, trails and natural areas, picnic shelter, soccer fields, and concession stand

14. Huffman Field Complex

- Location: Off of Weymouth Road
- Size: 51 acres
- Amenities: seven soccer fields, pavilion, sledding hill, playground, path

15./21. Memorial/J.U.M.P. Park/Municipal Pool

- Location: East Homestead Street
- Size: 10.8 acres
- Amenities: J.U.M.P. playground, dog park, play structure, municipal pool, picnic area, natural wooded area, sledding hills, and picnic shelter

16. *Jaycee Park*

Location: East end of East Sturbridge Drive
Size: 35 acres
Amenities: Picnic area, play structure, walking trail, wooded nature area, and picnic shelter

17. *Ken Cleveland Park*

Location: East Sturbridge Drive
Size: 5 acres
Amenities: Baseball field, picnic area, play structure, tennis court, basketball court, and picnic shelter

18. *Liberty Park*

Location: Yorktown Drive
Size: 3.8 acres
Amenities: Play structure, nature trail, and picnic shelter

19. *Medina Community Recreation Center*

Location: Connected to Medina High School
Size: More than 14,000 square feet
Amenities: Competition and leisure pool, three-lane running/walking track, field house, aerobic rooms, fitness rooms, and community rooms

20. *Medina County Community Center*

Location: Medina County Fairgrounds
Size: n/a
Amenities: Venue for a variety of community functions and events, including craft shows, Sheriff's sales, and college fairs

22. *Nichols' Land*

Location: Adjacent to Sam Masi Park, with access off of Springbrook Drive.
Size: 17.1 acres
Amenities: Trails and natural areas

23. *Ray Mellert Park*

Location: North Huntington and Foundry Streets
Size: 15.5 acres
Amenities: 3 ballfields (2 lighted), picnic area, play structure, basketball court, and picnic shelter

24. *Reagan Park*

Location: Weymouth Road and Reagan Parkway
Size: 316 acres

Amenities: 2 lighted softball fields, 4 lighted baseball fields, 1 peewee football field (Bill Dunn Field), 2 lacrosse fields, 2 “munchkin” soccer fields, 2 picnic shelters, play structure, radio-controlled car track, 4 flag football fields, basketball court, sledding hills, and nature/fitness trails

- ▷ *Parks and Recreation Barn:* The Parks and Recreation Barn is located in Reagan Park with an entrance off of Weymouth Road. The Department uses this building to run their daily operations and store department vehicles and supplies.

25./26. *Roscoe Ewing Park*

Location: Guilford Boulevard and Berkshire Drive

Size: 80 acres

Amenities: Disc golf course, play structure, and picnic shelter. Walking trail has entrances on Guilford Boulevard and Southport Drive. Trail opened in 2005, is handicapped accessible and maintained year-round.

27. *Sam Masi Park*

Location: Shaker Drive and Gates Mills Boulevard

Size: 15.9 acres

Amenities: Challenger baseball field, tennis court, basketball court, nature area, picnic area, playground, and picnic shelter

28. *Sycamore Park*

Location: Valley Drive and Montview Drive

Size: 8.3 acres

Amenities: Nature area

29. *Uptown Park*

Location: Public Square

Size: 2.0 acres

Amenities: Picnic shelter, gazebo, community events

- ▷ *Lake Medina Park (Maintained by the Medina County Park District)*

Location: Lake Medina, on the eastern boundary of the City

Size: approximately 190 acres

Amenities: 2 miles of trails connect the park to the city, fishing

In 2001, the Medina County Park District adopted a Bike and Hike Trail Plan that, when implemented, will construct a network of greenway corridors to connect the County's parks, open spaces, cultural features, and historic sites. The two trails that connect to the City are the Chippewa Rail Trail to the southwest and the Lester Rail Trail to the Northwest. Future trails that will connect Medina to the region are the Buckeye Trail, which traverses almost 1435 miles throughout Ohio, and a trail that runs north-south along an abandoned interurban rail line.

Based on the evaluation presented in *Table 17*, the City's existing park facilities meet or exceed most of the recommendations of the National Recreation and Park Association when considering the City's population alone. The only deficiencies indicated in *Table 17* that will not be remediated as of 2006 are miles of trails, outdoor roller hockey, and a picnic pavilion.

In addition to the information provided in *Table 17*, the City should also consider if access to parks is evenly distributed throughout the City, and if all residents have access to a park within walking distance (i.e. - ¼ mile). Our analysis has found that there are areas of the City that do not have adequate access to parks and recreation areas. These include the Liberty Woods, Sweetbriar Estates, Westview Village, Strawberry Fields, Willodale, and Meadows developments. Despite having areas of little or no service, the City should take pride in its parks and recreation system, and continue to support its ability to serve the residents.

Table 17: Recreation Facilities Evaluation for the City of Medina

NRPA Standards for Park Facilities	NRPA Recommendations	Existing Number of Park Facilities	Facility Need Based on Pop of 25,000	City-Owned Facilities Surplus or (Deficit)	Privately Owned Facilities	Total Facilities City & Private	Total Facilities: Surplus or (Deficit)
Acreage	10.5/1,000	879	252	627.00	0	879	627.00
Outdoor Basketball	1/5,000	5	5	0.00	8	13	8.00
Tennis	1/2,000	13	12	1.00	14	27	15.00
Volleyball	1/5,000	2	5	(3.00)	5	7	2.00
Baseball/Softball	1/2,500	12 ¹	10	2.00	13	25	15.00
Football	1/20,000	1	1	0.00	2	3	2.00
Soccer	1/4,000	12	6	6.00	2	14	8.00
Golf Course	1/50,000	0	0	0.00	0	0	0.00
Trail System	1 mile/5,000	2	5	(3.00)	0	2	(3.00)
Swimming Pools	1/20,000	3	1	0.00	2	3	2.00
Running Track	1/20,000	0	1	(1.00)	2	2	1.00
Playgrounds	1/2,500	9	10	(1.00)	6	15	5.00
Gymnasiums	1/20,000	4	1	3.00	8	12	11.00
Athletic Centers	1/50,000	0	0	0.00	1	1	1.00
Community Room	N/A	3	N/A	3.00	8	11	11.00
Indoor Pools	1/50,000	2	0	2.00	1	3	3.00
Indoor Roller Hockey	1/100,000	0	0	0.00	0	0	0.00
Outdoor Roller Hockey	1/25,000	0	1	(1.00)	0	0	(1.00)
Inline Skating Court	1/25,000 ²	0	1	(1.00)	0	0	(1.00)
Picnic Pavilion	1/2,000	11	12	(1.00)	0	11	(1.00)
Water Park	1/30,000 ³	0	1	(1.00)	0	0	(1.00)

¹ The Township will be adding four more fields in 2006

² Inline skating court to be completed in 2006

³ Water park to be completed in 2006

Source: McKenna Associates, Inc., 2005

SCHOOL FACILITIES

Medina City Local School District

The Medina City School District encompasses the majority of the City; most of Medina and Montville Townships; and small parts of Granger, Sharon, and Lafayette Townships. During the 2004-2005 school year, there were approximately 824 staff members and 7,116 students enrolled at the nine schools in the district. The locations of these schools are shown on *Map 4 Community Facilities*. The enrollment at each school during the 2003-2004 school year is presented below:

30. Claggett Middle School: 772 Students

Claggett Middle School, located at 420 East Union Street, is an award-winning school and serves as a model for what is best in middle level education today. Claggett Middle School educates sixth, seventh and eighth graders from the attendance areas of Garfield, Fenn, and Blake elementary schools.

31. Ella Canavan Elementary School: 806 Students

Ella Canavan Elementary School, located at 825 Lawrence Street, was built in 1960 and named after a beloved kindergarten teacher. The elementary school serves over 700 children in kindergarten through fifth grades. About half of the enrollment rides school buses.

32. Garfield Elementary School: 605 Students

Garfield Elementary School, located at 234 South Broadway, was the first elementary school in Medina. Built in 1911, the school underwent an addition in 1951 and several renovations in the ensuing years. Garfield's location near the Square enables teachers to use the resources of the community to enhance and enrich their lessons. The school is within walking distance to the public library, City Hall, Police Department, businesses, the courthouse, Historical Society, a nursing home, and parks.

33. Heritage Elementary School: 556 Students

Heritage Elementary School, located at 833 Guilford Boulevard, is an open space school that features a physical environment with flexible components and furnishings. It houses grades one through five and kindergarten. The majority of students attending Heritage School walk to and from school each day.

34. H.G. Blake Elementary School: 679 Students

H.G. Blake Elementary School is located outside of the City to the south, in Montville Township. This building is the newest elementary school in the School District, having opened its doors in 2001. It serves kindergarten through 5th graders.

35. Kindergarten Center and Helping Hands Preschool: 225 Students

The Kindergarten Center serves children from H.G. Blake elementary schools in the Medina City School District. The Kindergarten Center concept is based on research and study of effective early childhood learning.

36. Sidney Fenn Elementary School: 626 Students

Fenn School serves children in grades one through five. There are five or six classroom teachers at each grade level and class size ranges from 19 to 22 children per class.

37. Medina High School: 2,260 Students

The High School is located at 777 East Union Street. An addition and renovation completed in 1999, increased the size of the building from 172,000 square feet to 540,000 square feet. The addition was paid for through a bond issue and a donation from the Faculty Foundation. The High School contains a 1,200 seat state-of-the-art Performing Arts Center, and also houses the Medina Community Recreation Center (MCRC). The MCRC addition was also paid for through pre-paid rent by the City of Medina.

38. A.I. Root Middle School: 945 Students

A.I. Root Middle School, located at 333 West Sturbridge Drive, serves as a model for what is best in middle level education today. Sixth, seventh and eighth graders from the enrollment areas of Heritage, Ella Canavan and Blake elementary schools attend Root Middle School.

Every year, the Ohio Department of Education rates schools and school districts based on proficiency test scores, graduation rates, and attendance rates. Schools and districts are then given a designation that ranges from “Academic Emergency” to “Excellent.” During the 2005-2006 academic year, the Medina City School District was in the “Excellent” category, meeting 23 of the 23 minimum requirements set by the State.

The Medina City School District is among the fastest growing districts in Medina County. Over the period between 1997 and 2005, the Ohio Department of Education reported a 17 percent increase in enrollment in the District.

Buckeye Local School District

The northwest corner of Medina is part of the Buckeye Local School District. In addition to the City of Medina, this district serves parts of Liverpool Township, York Township, and Litchfield Township. During the 2004-2005 academic year, the District employed a staff of 260, and 2,266 students were enrolled at the district’s four schools. None of these schools are located within the City of Medina.

When the Ohio Department of Education rated the Buckeye Local School District for the 2005-2006 academic year, it was in the “Excellent” category and met 20 of the 23 indicators.

Cloverleaf Local School District

A small portion of western Medina is served by Cloverleaf Local School District. In addition to this small portion of the City of Medina, the Cloverleaf District serves parts of Chatham Township, Lafayette Township, Harrisville Township, Westfield Township, Guildford Township, the City of Seville, the City of Westfield Center, and the City of Lodi. During the 2005-2006 academic year, the

District employed a staff of 407, and 3,370 students were enrolled at the district's five schools. None of these schools are located within the City of Medina.

When the Ohio Department of Education rated the Cloverleaf Local School District for the 2005-2006 academic year, it was in the "Excellent" category and met 23 of the 23 indicators.

Medina County Career Center

39. Medina County Career Center

The Medina County Career Center is located at 1101 West Liberty Street in the northwest corner of the City. The Center offers training and career development opportunities for students and adults.

MEDINA COUNTY FACILITIES

The City of Medina also serves as the County Seat for Medina County. This designation places numerous county facilities within the boundaries of the City and also brings many people to the City for employment. The County facilities located within the City are numerous, and some are outlined below and shown on *Map 4 Community Facilities*:

40. Juvenile Detention Center: The Juvenile Detention Center is located at 555 Independence Drive north of Lafayette Road in the western portion of the City. The Juvenile Detention Center is located on the same campus as the Medina County Jail.

41. Medina County Administration Building: This building is located at 144 North Broadway Street in downtown Medina. Within it the following services are located:

- County Auditor
- County Commissioners
- Court Mediation
- County Economic Development Corporation
- Finance Department
- County Recorder
- Tax Maps Office
- County Treasurer

42. Medina County Schools' Educational Service Center: The Medina County Schools' ESC is located at 124 W. Washington Street. The Center is devoted to provided high quality, cost effective services to the school districts of Medina County. Services provided include but are not limited to the following: Alternative High School Program; American Sign Language Service; College and Career Fair; Fine Arts Tours; Scholarships; and the Virtual Learning Academy.

43. Medina County Courthouse Complex: The Courthouse Complex is located at 93 and 99 Public Square in the heart of the City.

44. *Medina County Fairgrounds:* The Medina County Fairgrounds is located along Smith Road, US Route 42 and Fair Road. It is comprised of 86 acres and annually hosts nearly 100,000 people from the surrounding area.⁴
45. *Medina County Jail:* The Medina County Jail is located at 555 Independence Drive. The Medina County Jail is a 256 bed full-service facility. Out of the 88 county jails in the State of Ohio, Medina is 1 of only 6 that are accredited through the Bureau of Adult Detention.
46. *Medina County Job & Family Services (JFS):* The Medina County JFS Building is located at 232 Northland Drive. The Medina County Job and Family Services provides financial assistance, Medicaid programs, and protective and supportive services that foster independence for Medina County residents. Programs and services offered include but are not limited to the following: Ohio Direction Card; Ohio Works First; Food Stamp Pre-Screening; Child Care Invoices; and State Hearing Forms.
47. *Medina County Prosecutor's Office:* The Medina County Prosecutor's Office is located at 72 Public Square. The Prosecutor's Office is comprised of the Civil and Criminal Divisions. The Prosecutor's office provides legal representation to County Government and the citizens it represents.
48. *Veteran's Service Commission:* The Veteran's Service Commission provides assistance to veterans and other eligible persons in applying for an maintaining Veteran Affairs (VA) benefits, supplies free transportation to VA hospitals in Cleveland, and distributes direct financial relief to needy veterans who are residents of Medina County. The office, located at 210 Northland Drive, is not a branch of the Department of Veteran's Affairs.

OTHER, QUASI-PUBLIC, & PRIVATE FACILITIES

Numerous other public and private facilities and institutions in the City of Medina serve local residents and the region. These facilities are briefly described below and shown on *Map 4 Community Facilities*. In addition to those facilities listed below, residents also have access to senior assisted living centers, nursing homes, and day care centers. Due to the private nature of these facilities, they have not been listed below.

49. *Ohio National Guard Armory:* The Armory serves the Ohio Army National Guard 134th FA. It is located at 920 Lafayette Road.
50. *Donald J. Pease Federal Building:* The Federal Building is located at 143 West Liberty Street. This building houses a duty station of the U.S. Court of Appeals for the Sixth Circuit.
51. *Medina Life Support:* Established in 1976, Medina General Hospital, the City and Townships have worked together to fund the successful operation of the Medina Life Support Team. The Life Support Team (LST) is the primary emergency medical provider for the City of Medina, Medina Township and Montville Township, 24 hours-per-day, seven days-per-week.

⁴ http://www.medina-fair.com/about_us.html

In addition, LST provides emergency medical service on a contractual basis to York Township, Monday through Friday from 6 a.m. to 6 p.m. This advanced life support service is provided from two locations: Medina General Hospital and Medina Fire Station #1, at 300 W. Reagan Parkway, in the northwest area of the City. LST responds to approximately 300 calls per month – more than 3,500 calls in Medina, Montville and York Townships.

52. *Medina General Hospital:* The Medina General Hospital opened on Oct. 22, 1944. Today the Hospital has 118 beds, with more than 1,000 employees (the seventh largest employer in Medina County) and 44 departments that provide numerous services both internally and within the community. Hospital services include a 24-hour Emergency Department, serving more than 31,000 people a year, and a full-service family birthing center which delivers more than 1,000 babies annually. High-tech surgical procedures like total hip and knee replacement, small-incision cataract surgery and many operations which utilize minimally invasive procedures are also performed at Medina (www.medinahospital.org).
53. *Medina County District Library:* The Library is not County-owned, but serves the residents of the communities throughout the County, with the exception of City of Wadsworth and Wadsworth Township residents. In 2003, voters in Medina County passed a \$42 million bond issue to build new libraries throughout the County. Bond proceeds have also allowed the Medina Branch of the Medina County District Library is currently under re-construction, with an anticipated opening date in late 2006 or early 2007.
54. *United States Postal Service Medina Branch:* The Post Office is located at 303 N Court Street.
55. *St. Francis Xavier School:* This parochial school is located at 612 East Washington Street. It opened in 1951 and current enrollment is more than 530 students.
56. *St. Francis Xavier Cemetery:* The St. Francis Xavier Cemetery is located off of Weymouth Road.

SANITARY SEWER SERVICE

Sanitary sewer service in the City of Medina is provided by Medina County. The Sewerage Division maintains approximately 500 miles of sanitary sewers throughout the County, which includes the City of Medina, the City of Brunswick and several townships. There are three (3) Waste Water Treatment Plants in the County which have a total average rated daily capacity of 19.5 million gallons per day. They are presently treating approximately 12.0 million gallons per day and serving approximately 38,000 homes and businesses.

WATER SERVICE

The City currently purchases its water from the City of Avon Lake. The water is obtained from the Avon Lake Water Treatment Plant via Rural Lorain County Water Authority. The system has the ability to deliver 10 million gallons of water per day. It is transported to the City, where it is stored in tanks near the Speith Road Pump Station and in the water towers located throughout the City.

EMERGENCY AND SECURITY MANAGEMENT

The Medina County Emergency Management Agency has completed a planning document entitled All Hazard and Mitigation Plan, adopted by the City on December 12, 2005. The term "hazard mitigation ", as it relates to Medina County, describes actions that can help reduce or eliminate long-term risks caused by natural or manmade disasters, such as floods, droughts, tornadoes, earthquakes, and dam failures. After disasters, repairs and reconstruction are often completed in such a way as to simply restore damaged property to pre-disaster conditions. These efforts may expedite a return to normalcy, but the replication of pre-disaster conditions often results in a repetitive cycle of damage and reconstruction. Hazard mitigation is needed to break this repetitive cycle by producing less vulnerable conditions through post-disaster repairs and reconstruction. The implementation of such hazard mitigation actions now by state and local governments means building stronger, safer and smarter communities that will be able to reduce future damage and injuries.

Emergency Siren Towers

Emergency siren towers are strategically located throughout the City in order to provide an audible warning when a dangerous situation could affect the residents of the City. *Table 18* identifies the location of the emergency siren towers in the City of Medina.

Table 18: Emergency Siren Tower Locations in the City of Medina

Intersection/Location	Address
Fire Station #3	1000 Wadsworth Road
Progress and State	710 Progress Drive
Ryan and Lafayette	811 Ryan
Adjacent to Kindergarten Center	735 Weymouth

Source: Medina County Planning Commission

Emergency Shelters

A list of emergency shelters is managed by the Medina Red Cross. Each year the organization requests facilities to designate themselves as emergency shelters. The shelters are not fall-out or tornado shelters; rather they are places that could provide services or a place to stay for residents in the event of an emergency.

Table 19: Places Designated as Emergency Shelters or Possible Emergency Shelters

Facility	Address
Medina Community Recreation Center	855 Weymouth Road
Community Services Center of Medina	655 North Broadway
John Brown Readiness Center	920 W. Lafayette Road
Medina Fire Station #1	300 West Reagan Parkway
Medina Fire Station #2	500 Lake Road
Medina Fire Station #3	1000 Wadsworth Road
New Life Christian Fellowship	580 N. State Road
Second Baptist Church	451 Bronson Street
St. Francis Xavier Church	606 East Washington Street

Source: Medina County Planning Commission

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina’s community facilities and services situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the “likes” and “dislikes” show how many of the four small groups listed that particular item. The number beside each “vision” indicates the number of votes that an item received when the large group reconvened. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area. These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 20: Visioning Workshop Results:
Community Facilities**

Likes [# Groups]
Good school system (curriculum, organized, well funded outside activities) [4]
Excellent public services* [2]
Good medical center- proactive Planning Board
Recreation Center
Public Library and other County buildings*
Dislikes [# Groups]
(None)
Visions (# Votes)
Fire district* (2)
Convention facility*
Airport expansion (small jets)*
Community College

Source: Visioning Workshop, November 2005.
Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the community facilities topic area. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals & Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan, and for a definition of the source, as listed in parenthesis below.

VISION STATEMENT: Residents of the City of Medina desire to maintain and enhance existing community services and facilities, expand community services and facilities to meet future needs, and establish policies and relationships with surrounding townships and the County to provide for broader and more accessible facilities and services.

GOALS:

- CF-1** Aggressively pursue strategies to maintain and enhance a level of public facilities and services that meet the needs of the community. (VW, SP, EC)

- CF-2** Maintain, enhance, and develop park and recreational facilities and trails that are readily accessible to all City residents, and that respond to the evolving nature of recreation activities. (VW, EC)

CF-3 **Support a high quality education system that includes excellent public schools and lifelong learning opportunities. (SP, VW, EC)**

SECTION 7

ECONOMY

The health of the local economy is central to the health of any community, and economic considerations play an important role in planning for future land use. The type of development that occurs in the City affects the City's revenue stream, the availability of local jobs, and access to goods and services. This section of the Plan assesses the state of Medina's local economy, examines the financial position of the City, and discusses various economic development tools available to the City. As identified in the Strategic Plan for the City of Medina, adopted by City Council November 28, 2005, the City seeks to increase the economic vitality of Medina through a balanced tax base and economic development efforts focused on attraction, expansion, and retention of businesses and industry.

I. EXISTING CONDITIONS

EMPLOYMENT BY PLACE OF RESIDENCE

A conventional method of assessing the local economy is to compare the employment of a community's residents, by industrial sector, to that of the regional economy in which the community is located. The City of Medina is part of the Cleveland-Akron Consolidated Metropolitan Statistical Area (CMSA). The employment by industrial sector of the residents of the City, County, and CMSA is presented in *Table 21*.

Table 21: Employment by Industrial Sector: 2000

Occupation	City of Medina		Medina County		Cleveland-Akron CMSA	
	No. Employed Persons	% of Total	No. Employed Persons	% of Total	No. Employed Persons	% of Total
Agriculture, forestry, fishing and hunting	55	0.44	641	0.82	4,834	0.34
Mining	0	0	29	0.03	1,292	0.09
Construction	597	4.78	5,800	7.45	79,506	5.67
Manufacturing	2,574	20.63	15,894	20.42	272,444	19.44
Wholesale trade	627	5.02	3,507	4.51	54,212	3.87
Retail trade	1,664	13.33	9,625	12.37	159,811	11.41
Transportation and warehousing	414	3.32	3,547	4.56	55,346	3.95
Utilities	79	0.63	477	0.61	10,995	0.78
Information	211	1.69	1,654	2.13	34,682	2.48
Finance and insurance	568	4.55	4,389	5.64	75,921	5.42
Real estate and rental and leasing	217	1.74	967	1.24	24,234	1.73
Professional, scientific, and technical services	778	6.23	4,362	5.60	76,042	5.43
Management of companies and enterprises	17	0.15	113	0.15	1,787	0.14
Administrative and support and waste management services	437	3.50	2,386	3.07	47,290	3.37
Educational services	1,028	8.24	5,299	6.81	109,207	7.79
Health care and social assistance	1,467	11.75	8,217	10.56	174,002	12.42
Arts, entertainment, and recreation	148	1.19	950	1.22	21,326	1.52
Accommodation and food services	779	6.24	4,270	5.49	83,818	5.98
Other services (except public administration)	461	3.69	3,262	4.19	62,488	4.46
Public administration	359	2.88	2,438	3.13	51,971	3.71
TOTAL	12,480	100	77,827	100	1,401,208	100

Source: U.S. Census Bureau, Census 2000, SF3, Table QT-P29.

The labor force working in Medina differs from County and CMSA averages in several key categories. A higher percentage of the City's residents are employed in manufacturing, retail trade, and accommodation and food services, than are the residents of the County and the CMSA. This higher level of employment is to be expected in cities, where typically there are higher concentrations of industry, shopping, hotels, and restaurants.

As one would expect with the presence of Case Western Reserve University, Cleveland State University, the University of Akron, and several technical/community colleges in nearby Cleveland and Akron, a higher percentage of the City's residents are employed in educational services. The percentage of individuals employed in educational services is bound to increase further in the near future with the addition of the Medina County University Center in Lafayette Township.

The higher percentage of City residents employed in professional, scientific, and technical services indicates, as compared to the County and Cleveland-Akron CMSA, that the City has been successful in attracting educated young professionals to the area. The presence of this demographic bodes well for the future earning potential of the City's residents and generally corresponds to economic stability.

Fewer City residents are employed in the construction, finance and insurance, and arts, entertainment, and recreation categories to name a few.

The key differences between the City's labor force and that of the County and the CMSA have important consequences for the future economic development of the City. In terms of economic development, the primary focus is on basic sectors of the economy - those firms whose markets lie outside of the local area. It is these firms that bring outside dollars into the local economy and thus lead to economic growth and development.

Based on the employment of the City's residents, it appears that the City's strengths among basic economic sectors lie in manufacturing. While there are sub-sectors in manufacturing that are growing in the national economy, manufacturing has, in general, experienced long-term systemic job loss and a decrease in relative importance nationally.

The basic sectors that have experienced the largest growth in employment and economic importance nationally are the information, professional services, management, and health care sectors. Based on employment levels, the City's economy is less specialized in most of these growing sectors. One of the primary factors that drive the location decisions of new and expanding businesses is the location of a suitable workforce. Workforce development and job training programs will help to attract new employment and firms in these growing economic sectors. The ability to attract an educated workforce and a commitment to high technology firms are important factors in creating growth in these vital sectors.

The City of Medina is fortunate to contain a large number of historic structures and unique architectural features. Many cities throughout the country utilize these characteristics to attract spending that, in theory, trickles through the local economy, causing increased growth in many different economic sectors. Although tourism as an economic development policy is sometimes derided, because the industry is highly variable and often is associated with lower wage jobs, communities can create a historic tourism and marketing program to benefit the retail sector, downtown development and redevelopment, and the general quality of life throughout the community.

The structure and characteristics of the local economy have important implications for the Comprehensive Plan and ultimately the Plan's Future Land Use map. If the City's economic development policies focus on the strength of the manufacturing sector, then appropriate locations for new and expanded manufacturing facilities should be identified and developed. Existing land use ordinances should be reviewed to determine if regulations facilitate or inhibit the expansion of existing manufacturing facilities. If the City's economic development policies focus on increasing

Medina’s attractiveness to firms in growing economic sectors, then locations for new office space should be identified. Tailoring workforce development and job training programs to the needs of growth sectors should also be considered. Local ordinances should be reviewed to determine if regulations facilitate or inhibit the rehabilitation and expansion of existing commercial, industrial and residential properties. Improvements to enhance the Square and surrounding areas, which contribute heavily to the uniqueness of the City, and efforts to improve quality of life, should be considered central for any economic development policies undertaken by the City.

PROPERTY VALUES

Property value trends are important indicators of community economic health. Property values are also important because a large percentage of the revenues that finance City government activities are generated by property and income taxes. The assessed property values used for determining property taxes are presented in *Table 22*. As shown in *Table 22*, Medina experienced 24.3 percent growth in assessed valuation of property from 2000 to 2004.

Table 22: Total Assessed Value of Taxable Property: 2000 - 2004

Tax Year	City of Medina		Medina County
	Value*	% Change	% Change
2000	\$520,080,600		
2001	\$599,736,182	15.3%	17.9%
2002	\$607,462,325	1.3%	3.4%
2003	\$611,461,610	0.7%	3.0%
2004	\$646,682,973	5.8%	9.3%
Total % Change		24.3%	37.2%
% Change (Pres. Value)**		15.0%	26.9%

Source: Medina County Auditor, U.S. Department of Labor

*Assessed taxable valuation per Medina County Auditor

**Present Value data based on 2004 value and derived from Consumer Price Index Inflation Calculator [Cleveland-Akron], Bureau of Labor Statistics, U.S. Dept. of Labor

Most of the valuation growth occurred between 2000 and 2001, primarily due to a continuation of new development. In general, valuation slowed between 2001 and 2003, but increased at a faster rate between 2003 and 2004. The next Countywide sexennial property update will occur in 2007, with a similar valuation jump expected in the 2008 collection year. In general, as the City approaches build-out, the increase in valuation attributable to new development should decrease. As the variation attributable to new development decreases, the City will be forced to identify alternative sources. One possible source available to the City would be valuation resulting from the renovation of exiting structures.

When adjusted for inflation, the City’s total assessed valuation increased by 15.0 percent from 2000 through 2004, as measured in constant 2004 dollars. This overall increase in property values indicates a rather significant increase in the local tax base over a relatively short period of time. Such increases in property values may be due to any combination of appreciation in the value of individual properties, new investment and reinvestment in existing properties, and/or new development. From year to year, the City’s changes in overall property value varied from those of

the County. Over the past five years, though, the property values in the City have increased at a slower rate than property values in the County.

As noted above, it is important to understand that the information in *Table 22* represents the value of all real and personal taxable property, based on the County Auditor’s assessed values. While some might suggest that such values do not represent “true” property values, they are the values that determine the amount of revenue that flows to the City from property tax and, therefore, are the only values suitable for the analysis purposes in this Plan.

Unlike some cities with a more diversified tax base, two of the City’s largest employers, Medina General Hospital and Medina City Schools, are exempt from property taxes. Those uses fall within the primary mission of health care and education, respectively, and are exempt from property tax by the State.

From a tax base perspective, it is also important for communities to find an appropriate balance between residential and nonresidential uses. Several recent studies have shown that on average, individual residential properties require more money in services such as school, fire, and police protection, than they contribute to the tax base. Conversely, nonresidential properties such as commercial and industrial properties, contribute more to the tax base than they use. Therefore, a community with a strong nonresidential tax base can provide quality services at a relatively low cost to residents. *Table 23* indicates a lower reliance on residential property in the City than in the County, and a higher proportion of tangible property in the City than in the County.

Table 23: Assessed Value by Property Type: 2004

Property Type	City of Medina		Medina County
	Value*	% of Total	% of Total
Residential/Agriculture	\$398,636,260	61.7%	76.2%
Other	\$150,603,860	23.3%	14.4%
Public Utility	\$15,564,230	2.4%	2.6%
Tangible (Personal)	\$81,608,623	12.6%	6.8%
Total	\$646,682,973	100.0%	100.0%

Source: Medina County Auditor

*Assessed taxable valuation per Medina County Auditor

While the lower reliance on the residential/agricultural sector favorably serves City residents, the higher reliance on tangible (personal) property is of some concern. The State is in the midst of completely phasing out tangible personal property taxes by the year 2008. Because of the City’s greater reliance on this source of revenue, the City will be more greatly affected than the County by this change.

In addition, due to deregulation, the means of taxing public utilities is changing in Ohio. In recent years this has led to a reduction in public utility valuation and taxes. While the State has until now generally “reimbursed” communities for the difference due to the decline in public utility value, the decline alone gives cause for concern. *Table 24* below provides information on assessed property values by property type between 2002 and 2004. For the City, property values for public utilities have decreased 3.8 percent between 2002 and 2004. While the related “reimbursement” by the State has mitigated the effects of this decrease, it is now much more volatile and subject to change than previously, not unlike like the State’s Local Government funding.

Table 24: Assessed Property Values, by Property Type: 2002 to 2004:

	2002		2003		2004		Increase 2002 to 2004
	Assessed Value	% of Total	Assessed Value	% of Total	Assessed Value	% of Total	
Residential/ Agricultural	\$358,498,320	59.0%	\$369,623,400	60.4%	\$398,636,260	61.7%	11.2%
Other	\$143,380,560	23.6%	\$144,284,820	23.6%	\$150,603,860	23.3%	5.0%
Public Utility	\$16,177,660	2.7%	\$15,982,540	2.6%	\$15,564,230	2.4%	-3.8%
Tangible (Personal)	\$89,405,785	14.7%	\$81,570,850	13.3%	\$81,608,623	12.6%	-8.7%
Total Assessed Value	\$607,462,325		\$611,461,610		\$646,682,973		6.5%

Source: McKenna Associates, Inc., 2004. Assessed value totals as provided by the Medina County Auditor.

The assessed value of residential and agricultural real property increased 11.2 percent from 2002 to 2004. Despite a slow economy, residential construction continued in the City during this period, resulting in increased property values. Commercial and industrial real property values also increased, but at a more modest rate of 5.0 percent.

Tangible personal property values decreased significantly from 2002 to 2004. This reduction is due to changes in State tax law that are phasing out the Tangible Property Tax on inventories. Beginning January 1, 2005, all new investments in machinery and equipment are exempt from taxation. The tangible property tax is scheduled to be eliminated by January 1, 2008, with taxes being reduced over four years at 25 percent per year. The Tangible Property Tax is being replaced by the Commercial Activity Tax which will generate revenue for the State by collecting on the gross proceeds generated by sales in Ohio. The new Commercial Activity Tax went into effect on July 1, 2005 and will be phased in over the next five years, with full implementation expected by April 1, 2009.

FINANCIAL POSITION

This Comprehensive Plan includes a review of City finances between 2002 and 2004. Before discussing those areas specifically reviewed, a general discussion of municipal finances is in order.

In terms of revenues, the City collects revenues, directly and indirectly, from various sources, including local taxes, intergovernmental revenues, special assessments, service charges, fines/licenses/permits, and other sources.

The City expends money for various purposes, such as public health, public safety, recreation, utilities, transportation, general government, personal services, travel, contractual services, supplies, and materials, as well as for capital improvements and repayment of debts owed.

As a customary way of organizing and managing of City finances, various “funds” are created to keep track of money used for like purposes. The most important and indicative fund when looking at Medina’s future is the General Fund, which is the fund through which most of City government operates.

The Comprehensive Plan’s review of City finances begins with a summary of City revenues and expenses for all funds. *Table 25* below includes this information.

Table 25: City of Medina Revenues and Expenses (All Funds): 2002 - 2004

Revenue/Expense Fund Type	2002	2003	2004
Revenues			
General	\$7,081,992	\$7,082,453	\$7,435,903
Special Revenue	\$13,004,815	\$7,781,248	\$11,943,852
Bond Retirement	\$10,815,782	\$4,493,856	\$185,304
Capital Projects	\$16,744,269	\$783,175	\$1,771,814
Special Assessment	\$402,205	\$395,265	\$330,523
Enterprise	\$8,496,124	\$9,437,795	\$9,644,015
Trust & Agency	\$8,510,636	\$8,670,331	\$9,375,023
Total Revenues	\$65,055,823	\$38,644,123	\$40,686,434
Expenses			
General	\$7,461,025	\$6,283,499	\$7,545,837
Special Revenue	\$12,201,101	\$7,174,178	\$9,211,950
Bond Retirement	\$10,932,480	\$4,980,124	\$287,832
Capital Projects	\$16,401,914	\$731,281	\$1,474,213
Special Assessment	\$422,486	\$409,378	\$339,130
Enterprise	\$8,324,482	\$11,312,547	\$11,211,880
Trust & Agency	\$8,338,772	\$8,615,147	\$9,659,738
Total Expenses	\$64,082,260	\$39,506,154	\$39,730,580
Total Revenues Over/(Under) Expenses	\$973,563	(\$862,031)	\$955,854

Source: City of Medina Annual Financial Reports for 2002, 2003, and 2004

Between 2002 and 2004, revenues increased in the General, Enterprise, and Trust and Agency funds while decreasing in Special Revenue, Bond Retirement, Special Assessment and Capital Projects funds. On the expenses side of the financial equation, Enterprise and Trust and Agency funds increased expenditures while Special Revenue, Bond Retirement, and Capital Projects all decreased expenditures. Overall, the fiscal health of the City of Medina seems to be relatively stable with revenues exceeding expenditures in two of the three years analyzed. The City should continue five-year financial planning efforts.

There are some interesting variations and trends that should be pointed out in the revenues section of the financial data. The revenues derived from Special Revenue funds fluctuated substantially between 2002 and 2004, which was due in large part to elimination of the Income Tax Fund which previously contained all income tax revenues. Special Revenue funds included the Income Tax Fund. Prior to 2002, revenue generated from income tax was deposited in one lump sum in the Income Tax Fund, and then allocated and distributed the revenues as needed. Following 2002, the revenue from the Income Tax Fund was allocated to each fund individually, therefore, causing the variation in revenue levels. The Special Revenue funds will continue to show fluctuation through 2005. This fluctuation is due to a voter-approved increase in income tax rates, implemented at 50 percent in 2004 and at 100 percent in 2005.

Another important trend in terms of revenues is the sharp decrease in Bond Retirement and Capital Projects funds which both showed substantial decreases over a three year period. Prior to 2002, the City used revenue from both funds to pay down debt services. Since 2002, debt service payments are paid directly through individual project funds, which accounts for the sharp decline over such a short period. Finally, the decrease in total revenues between 2002 and 2003 is due primarily to the completion of large capital projects, such as the Recreation Center.

In terms of expenses, Special Revenue, Bond Retirement and Capital Projects funds decreased drastically between 2002 and 2004. The large decrease in expenditures associated with these funds corresponds directly to the large reduction in revenues generated by the same funds. As mentioned above, a reallocation of funds from one lump sum to individual funds is the primary cause for the decrease. The Capital Projects fund decrease was due to the cost of installing a large water pipe from Medina to Avon Lake in 2002, which supplies potable water to the City. Also worth mentioning are the large increases in expenditures in Enterprise funds during 2003 and 2004. The primary reason for this increase was the costs associated with the Recreation Center, which opened in January of 2003.

The review of City finances continues with a summary of City revenues and expenses for the General Fund only.

Table 26: City of Medina Revenues and Expenses (General Fund Only): 2002 - 2004

Revenue/Expense Category	2002	2003	2004
Revenues			
Local Taxes	\$913,818	\$3,620,568	\$4,097,142
Intergovernmental Revenues	\$1,241,137	\$1,229,534	\$1,222,283
Charges for Services	\$60,519	\$50,989	\$55,144
Fees, Licenses, and Permits	\$511,749	\$456,493	\$351,774
Miscellaneous	\$511,285	\$168,676	\$298,024
Transfers and Advances	\$2,619,600	\$355,685	\$862
Fines and Forfeitures	\$938,331	\$971,451	\$1,007,659
Other Financing Sources	(\$285,553)	(\$229,057)	(\$403,015)
Total Revenues	\$7,081,992	\$7,082,453	\$7,435,903
Expenses			
Current			
General Government	\$2,916,122	\$2,739,376	\$3,390,266
Security of Persons & Property	\$4,473,161	\$3,487,875	\$4,098,215
Public Health Services	\$0	\$0	\$0
Transportation	\$0	\$0	\$0
Community Environment	\$0	\$0	\$0
Basic Utility Service	\$71,742	\$56,248	\$57,356
Leisure Time Activities	\$0	\$0	\$0
Capital Outlay	\$0	\$0	\$0
Debt Service	\$0	\$0	\$0
Total Expenses	\$7,461,025	\$6,283,499	\$7,545,837
Total Revenues			
Over/(Under) Expenses	(\$373,033)	\$798,954	(\$109,934)

Source: City of Medina Annual Financial Reports for 2002, 2003, and 2004

The information in *Table 26* illustrates the fluctuation in local taxes and intergovernmental revenues, which generally correlate to changes in the national and regional economies. This data demonstrates changes in expenditures in almost every category, in response to changes in the level of available revenues.

There are some trends apparent in General Fund revenues that warrant discussion. The large increase in Local Taxes revenue is the result of placing income tax revenues in Transfers and Advances for 2002 and reallocating all income tax revenues into the Local Taxes category for 2003 and 2004. The revenues generated by Fees, Licenses and Permits steadily declined from 2002 to 2004. The primary reason for this decline is that as the City approaches build out, there is less construction being undertaken and, therefore, less Fee and Permit revenue being generated. Lastly, as discussed earlier, the large decrease in revenue for Transfers and Advances in 2002 is due to a general reallocation of funds from one individual fund in 2002 to separate project funds in 2003 and 2004.

In terms of expenditures, the costs associated with general government operations seem to be steadily increasing over time. The fluctuation displayed in Security of Persons and Property is the result of Police layoffs necessitated by the failed income tax levy at the end of 2002.

One method of evaluating a community’s financial condition is to look at its General Fund Cash Balance. This allows a community to determine whether current revenues support current expenses, or whether past cash reserves are being used to subsidize the General Fund in order to keep it in balance.

The table below demonstrates that the City’s General Fund Cash Balance fluctuated rather substantially between 2002 and 2004, with the City running operating deficits in two of the three years.

Table 27: City of Medina General Fund Cash Balance: 2002 - 2004

Cash Balance	2002	2003	2004
As of January 1	\$1,813,295	\$1,434,262	\$2,233,217
As of December 31	\$1,434,262	\$2,233,217	\$2,123,283
Net Change	-\$379,033	\$798,955	-\$109,934

Source: City of Medina Annual Financial Reports for 2002, 2003, and 2004

While the City’s General Fund Cash Balance has increased over the past few years and should be continuously monitored as part of the annual City budgeting process, with the previously mentioned changes in state tax structure and the subsequent decreases in revenue, the City should explore expanded economic development incentives to counteract the general trend toward decreased State funding.

INCOME TAX

Municipalities depend largely upon income tax revenues to pay for many services that they provide. Currently, income tax revenues make up 58.8 of the City of Medina’s current tax revenue and 29.4 percent of local revenue in 2004. The amount of income tax revenues has increased from \$1.48 million in 2002, to \$4.56 million in 2003, and \$9.29 million in 2004.

The increase in income tax revenues is due to a tax increase that was passed in 2003 that changed the income tax rate from 0.5 percent to 1.25 percent. The first year that will realize the full effect of the increase is 2005. The increase was needed to alleviate pressure put on the General Fund and to accommodate changes in the sources of revenue, particularly a decrease in the amount of revenue coming from development in the City. Prior to 1998, most of the economic growth of the community correlated with the extensive urban growth that was occurring. Now that the community is substantially built-out, there are not as many new taxpayers, which means that increases in income tax revenue will not occur through the addition of more taxpayers to the City.

The allocation of income tax revenues is established by the City Council on a yearly basis and is recorded in Section 161.13 of the Codified Ordinances of the City of Medina, Ohio. The following is a listing of how the income tax revenues are distributed for 2005:

- 45% Operating and capital expenses of the Police Department of the City.
- 20% Special Revenue Fund to be used for street, storm water, and utility construction, maintenance, repair and improvements.
- 14% Operating and capital expenses of the General Fund of the City.
- 13% Operating and annual capital expenses of the Recreation Center of the City.
- 12% Operating expenses for the Parks and Recreation department of the City.
- 7% Operating and annual capital expenses of the Fire Department of the City.
- 6% General purpose capital expenses.
- 1% Electronic Technology capital replacement expenses.
- 1% Unanticipated capital necessities.
- 1% Growth fund for major capital expenses of the Fire Department of the City.
- 0% Parks and Recreation department of the City.
- 0% Recreation center debt for the Parks and Recreation department of the City.
- 0% Street Resurfacing capital replacement expenses.
- 0% Storm Sewer capital replacement expenses.
- 0% Street Reconstruction capital replacement expenses.
- 0% Black Top Resurfacing capital expenses.
- 0% Capital replacement of Curbs and Alleys.

FUTURE CONSIDERATIONS

Although the City seems to be in relatively good financial standing at the present time, there are some factors that will require attention if the City wishes to prosper into the future. As the City approaches build-out and the existing infrastructure ages, more demands will be placed on existing revenue streams to facilitate proper maintenance activities. The City should continue seeking grant funding for programs related to neighborhood revitalization and historic preservation.

In addition, as the population ages and a larger percentage of City residents are living on fixed incomes and, therefore, not contributing payroll taxes, future strain on existing revenue streams is sure to increase. The City should continue to invest resources into attracting young professionals and diversify its tax base.

In an effort to combat increasing costs relative to maintaining present infrastructure in the future, municipalities sometimes consider development of a formal annexation policy. Municipalities that annex township areas receive not only property taxes that formerly flowed to the township, but also

income taxes on those areas. The availability of utilities vital to development such as City water and/or sanitary sewer service is normally the driving force behind annexation of township land into a municipality. However, Medina County provides water and sanitary sewer service to townships throughout the County, effectively eliminating one typical incentive for township residents to annex property to the City of Medina.

As the population in surrounding townships grows, and demand for City services from township residents increases, the City may want to consider the viability of annexation as an option to off-set some of the cost of providing services to township residents. In the recent past, the City has concentrated annexation efforts in the western, predominately industrial portions of the City. Although the cost of annexing and providing services to residential and commercial areas may not provide the revenue that industrial land does, the City may want to evaluate the fiscal impacts of including residential and commercial lands in future annexations.

ECONOMIC DEVELOPMENT

To promote economic development, the City will have to work with other localities and various regional and local economic development organizations, including but not limited to the Medina County Port Authority, Medina County Economic Development Corporation, Greater Medina Area Chamber of Commerce, Team Northeast Ohio, and the Fund for Our Economic Future. The following are local economic development elements that require a local voice, either through regional organizations or through a City of Medina entity:

1. *Dialogue.* It is important to create and maintain open dialogue between businesses and industries in the City, and the local elected officials. The City could foster this dialogue through sponsorship of a monthly or quarterly breakfast meeting with the managers and owners of businesses in different industrial clusters or sectors. The breakfast could be an informal meeting that would give business leaders an opportunity to voice their concerns and needs, and provide elected officials an opportunity to update business leaders on the activities and initiatives being undertaken by local government.
2. *Marketing.* Marketing is another key element that community's can utilize to promote awareness of economic development programs and incentives to residents, property owners and employers. Although the City currently markets available programs through educational television programs and an e-newsletter, the City could further its marketing efforts by customizing marketing to specific target audiences.

Due to its ongoing advocacy and cooperative relationship with local businesses, the Greater Medina Area Chamber of Commerce could become a likely City partner in developing a marketing strategy that encompasses all sectors of the business community. The creation of easily understood brochures, highlighting local, state, and federal programs and incentives available to local home and business owners, placed in strategic locations throughout the City and at City Hall, would increase participation in economic development programs and would also bolster the business community's confidence in local government.

3. *High-Tech Development.* With the addition of the Medina County University Center and adjacent Business Technology Park planned to open in late 2006 in Lafayette Township, the City has the opportunity to focus efforts on attracting high-tech businesses. A marketing

campaign could also help to connect and attract potential industries with tenants of the new Business Technology Park.

4. *Main Street Community.* Becoming a Main Street Community could be an integral step in enhancing the quality of downtown Medina. The improvements that typically accrue in Main Street Communities greatly add to the quality of life throughout the community, enhance the sense of community, and aid in a variety of overall economic development efforts.
5. *Downtown Programs.* The Ohio Department of Development offers planning and construction grants and loans to non-entitlement communities each year. The City could also seek assistance from the National Main Street Center, the National Trust for Historic Preservation, and other public or private funding sources, including cooperation and coordination with private property owners. This funding is awarded on a competitive basis, and integration of public and private sector efforts is a key evaluating factor.
6. *Industrial Programs.* The Ohio Department of Development also serves as a clearinghouse for a variety of forms of economic assistance for industries throughout the state. Creation of jobs and providing a local match are usually among the primary factors that elevate an application for such incentives to the level of success in these competitive programs.
7. *Certified Local Government Program.* The National Park Service and State governments, through State Historic Preservation Offices, provide technical assistance and small matching grants to fund historic preservation projects in communities that are designated as Certified Local Governments. The City of Medina is designated as a Certified Local Government and should continue to utilize matching grant dollars to fund historic preservation projects.
8. *Business Expansion and Retention.* Established economic development programs throughout the county generally find that two-thirds or more of all job creation occurs through the expansion of existing businesses. A recent survey from the Greater Medina Chamber of Commerce indicates that over 85 percent of current business owners in the City of Medina would recommend another business to relocate in Medina. The survey also showed that about half of current business owners had plans to modernize, renovate, or expand their current space. The positive opinions of the responding local business owners provide local officials with a strong foundation as they continually work to improve the local business climate.

While the attraction of new businesses will continue to be important for diversifying the local economy, it is also important to incorporate efforts to assist existing businesses into most areas of governmental operations. Retaining existing jobs and facilitating the creation of new jobs at existing businesses is the most effective method to achieve economic development.

As identified by the City’s Economic Development Committee, particular attention should be paid to retaining businesses located in the City’s “North Corridor”. This area acts as a commercial/retail gateway to the City. Because this area will likely continue to provide one of the first impressions for visitors and residents entering the City, it should be a priority to maintain a low vacancy rate.

9. *Arts and Culture.* There is a relatively recent trend in economic development that utilizes arts and culture as a means of attracting eclectic young professionals and general economic

growth. The ability of cities to attract this target population is not necessarily limited to large cultural centers, such as Cleveland. Smaller cities like Medina also have arts and cultural activities and opportunities that can play a large role in attracting young professionals to the City. As mentioned earlier, the City could explore opportunities related to Heritage Tourism that would capitalize on the rich historical heritage of the City.

10. *Special Improvement Districts (SIDs)*. SIDs levy special assessments on properties which are used to provide a number of services to businesses included in the identified district. Some of the services financed with SID revenues include marketing, parking, common area maintenance, and various streetscape improvements such as benches and holiday tree lighting. Involving property owners in early discussions regarding SIDs is vital to initiating a successful program because the property owners are the individuals being asked to pay additional taxes.
11. *Revolving Loan Fund*. As identified by the City's Economic Development Committee in the 2005 revision to the City of Medina Economic Development Plan, funds from income tax revenues can be earmarked to create an economic development incentive revolving loan fund. These funds require minimal long-term capital investment on the part of the City, due to the revolving nature of the loan funds. Loan proceeds replenish the fund as loans are repaid. Eligibility for use of such a fund should be limited to those businesses that would provide the greatest revenue to the City.
12. *Economic Development Agreements*. The City currently has a Cooperative Economic Development Agreement (CEDA) in place with York Township which contains nearly 300 acres of industrial property on the western edge of the City. A CEDA is an economic development tool that enables municipalities and townships to cooperatively provide support for infrastructure improvements and public services within a defined area. Through a CEDA, land can be annexed to a municipality, thereby allowing the municipality to collect its income tax, while a township can continue to collect some or all of the property taxes it collected prior to annexation. In addition to municipalities and townships, CEDAs can also be entered into by counties and private entities. Another economic tool that municipalities and townships can cooperatively use is the Joint Economic Development District (JEDD). Like the CEDA, JEDDs can also provide financial support for infrastructure improvements and public services, among other activities. Through a JEDD, land can remain in a township, thereby allowing the Township to continue to collect property taxes, but a separate taxing district, or JEDD, is created to levy an income tax on JEDD area businesses. Both municipalities and townships can mutually benefit from this increased tax base. The City should explore the possibility of initiating a CEDA with Lafayette Township. In addition to expanding the use of CEDAs, the City should also explore the possibility of forming similar agreements such as Joint Economic Development Districts (JEDDs) with surrounding and nearby townships as a cost sharing mechanism.
13. *CRA/Enterprise Zone Expansion*. Currently, new and expanding businesses located in Community Reinvestment Areas (CRA) and Enterprise Zones (EZ) are eligible for valuable tax incentives. All industrially zoned properties located in the City are currently included in the CRA and EZ boundaries. Upon City initiative, CRA and EZ boundaries can be expanded to include residential and commercial properties in addition to industrial properties.

14. *Medina County Port Authority.* The Board of Medina County Commissioners acted to create the Medina County Port Authority (MCPA) in October 2003. The MCPA, through its partnership with the Summit County Port Authority (SCPA), can utilize the SCPA Bond Fund program for Medina County Projects. The bond fund can be used to finance projects between \$1.5 and \$6 million with tax exempt or taxable bonds for a period of seven to 20 years depending upon the useful life of the asset being financed. The Port Authority can also offer off-balance sheet and synthetic leases, which may be attractive to many businesses.
15. *Foreign Trade Zones.* On November 8, 2004 the Board of Medina County Commissioners acted to join the North East Ohio Trade and Economic Consortium (NEOTEC) which operates Foreign Trade Zone (FTZ) #181. Following this partnership, an application was filed in June 2005 with the Foreign Trade Zone Board to include four sites within the County for Foreign Trade Zone designation. The approval process is expected to take between 10 and 12 months, after which a new economic development incentive will be available to businesses throughout the County that lie within the boundaries of the Foreign Trade Zone. Although none of the sites awaiting approval are located within the City of Medina, future sites could potentially be located in the City.

The incentives available to businesses located in an FTZ include:

- *Duty Deferral:* No duty is paid while goods are kept in an FTZ. Cash flow is improved, freeing capital for more important needs.
- *Reduced Duty Through Inverted Tariffs:* Duty may be reduced on foreign trade goods if they are incorporated into a finished product that has a lower duty rate.
- *No Duty Paid on Re-exported Goods:* If goods are brought into an FTZ, then are later re-exported, no duty is paid.
- *No Duty Paid on Defective Parts, Waste or Scrap:* Goods found to be defective or faulty may be returned for repair, or they may be destroyed in the zone. No duty is paid.
- *No Duty Paid On Domestic Content of Value Added:* The value added to a product while in an FTZ is not included as part of its dutiable value as a final product leaving the zone.
- *Goods Exempt From State Ad Valorem Taxes:* Foreign goods held within an FTZ are not subject to state or local ad valorem taxes.

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina's economic situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the "likes" and "dislikes" show how many of the four small groups listed that particular item. The number beside each "vision" indicates the number of votes that an item received when the large group reconvened. In instances where "likes", "dislikes", and "visions" fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area (i.e., economic development and land use). These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 28: Visioning Workshop Results:
Economic Development**

Likes [# Groups]
Town Square & activities (Art in the Park, concerts)* [3]
Small/local shopping (diversity)* [2]
Buehler's
Good efforts at preservation of Historic District*
Location – interstates/airport*
Dislikes [# Groups]
Vacant stores (ie. DIY)* [2]
Economic Square development/capability
Streetscape/design standards along N. Court, etc.*
Need marketing of business – tax base
Lack of industrial growth*
Location of industrial areas*
Historic District needs help*
Buy local – not supported enough
Visions (# Votes)
Promote research/high tech industry (and light industry)* (7)
High speed internet to draw high tech jobs (improve transportation, brings more money, less trucks)* (5)
Promote uniqueness of square (i.e., unique, small shops)* (3)
Trained/skilled/employed workforce* (3)
Mass transit system linked to region (Bus, rail)* (2)
West Smith – not in keeping with rest of City* (1)
Support and buy local (1)
Infill/redevelopment strategy in historic/older areas* (1)
Convention facility*
Retail Area be a destination
Airport expansion (small jets)*
Keeping square/downtown healthy*
Industrial development (more money and no trucks)*
Fully developed industrial area

Source: Visioning Workshop, November 2005.

Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the economic topic area. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals & Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan.

VISION STATEMENT: Residents of the City of Medina desire to achieve economic vitality and sustainability, while still retaining the unique character of the community.

GOALS:

- E-1** Increase the economic vitality of Medina through a balanced tax base and economic development efforts focused on attraction, expansion, and retention of business and industry. (SP, EC)
- E-2** Encourage the development of a skilled workforce that is able to meet current and future needs of business and industry. (VW, SP, EC)
- E-3** Support a climate that addresses the diverse needs and demands of a dynamic economy. (VW, SP, EC)
- E-4** Develop policies that strengthen and capitalize on the historic character and cultural resources currently available in the City. (VW, SP, EC, HPP)
- E-5** Ensure that land use policies accommodate the expansion and rehabilitation of existing business and industrial properties. (EC, SP)
- E-6** Ensure that land use policies provide a range of development opportunities to business and industry.
- E-7** Explore the use of existing and potential business incentives and economic development tools to promote the attraction, expansion, and retention of business and industry.

SECTION 8

TRANSPORTATION

Transportation systems are vital for moving people and goods and serving existing businesses. They also play a major role in guiding the location and type of new development that occurs. The following section provides an overview of the transportation network in the City of Medina, and outlines improvements that are planned for the future.

I. EXISTING CONDITIONS

TRANSPORTATION NETWORK

The basic transportation network in a community consists of the pathways and facilities used to move people and products from one location to another. Usually the network includes:

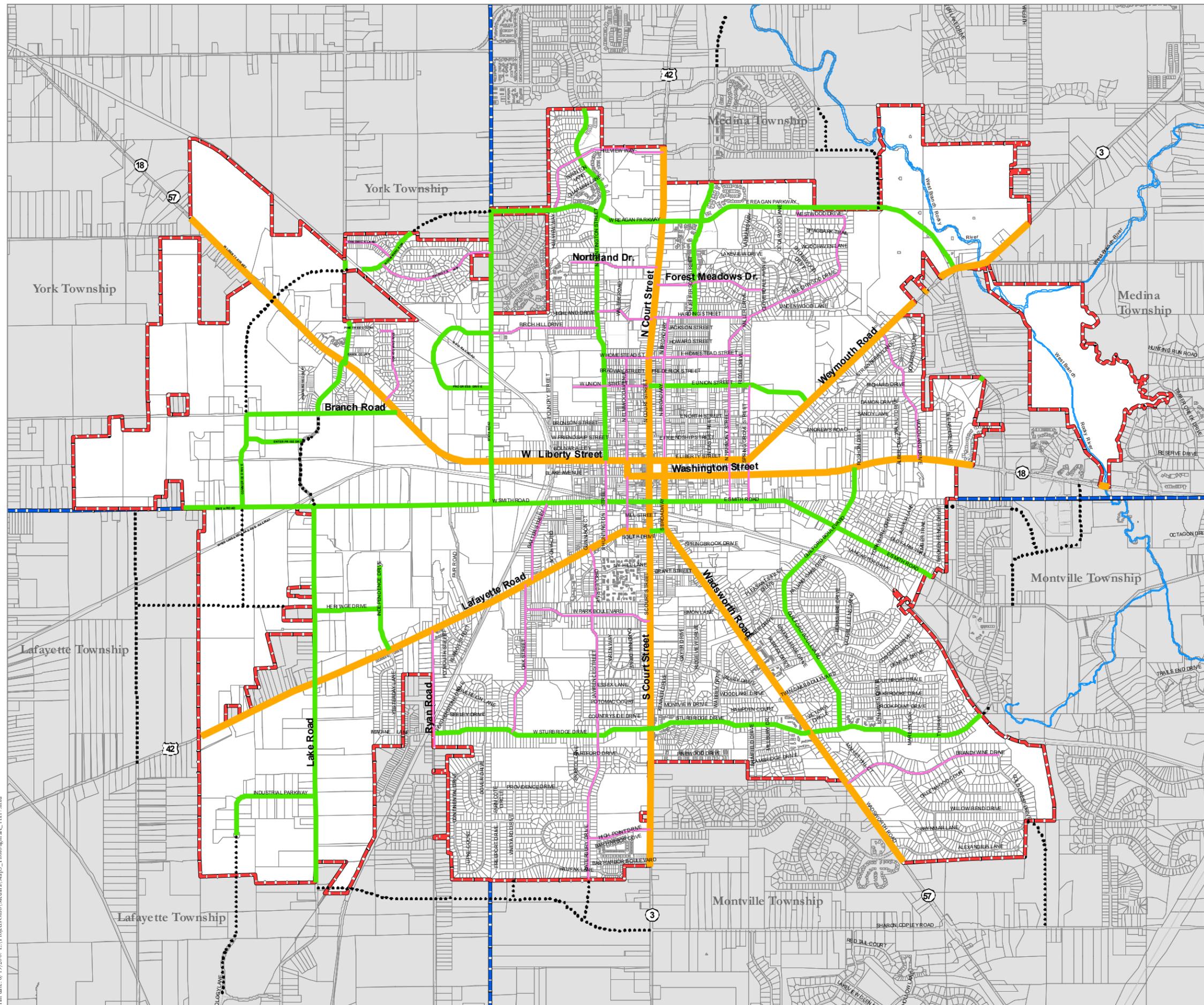
- Facilities for automobile and truck transport
- Railways, rail stations, and intermodal facilities
- Waterways and ports
- Airways and airports
- Bicycle circulation facilities
- Pedestrian ways

Each of these modes of transportation will be considered in the following sections. The locations of the facilities referenced above are depicted graphically on *Map 5 Thoroughfare Plan*.

Map 5 Thoroughfare Plan

11/13/2006

City of Medina, Ohio



Road Classification

- Major Arterial
- Minor Arterial
- Collector
- - - - - Future Streets
- - - - - Municipal Boundary
- - - - - Township boundary
- River
- Surrounding Area



Base Map Source: Medina County GIS, 2005
 Data Source: Streets Capital Improvement Program,
 City of Medina, December 2004
 Medina Area Transportation Task 2001 Final Report



FUNCTIONAL CLASSIFICATION OF ROADS.

Functional classification is the process of grouping streets and highways into classes, or systems, according to the character of service they provide. The Federal Highway Administration (FHWA) promulgates the classification scheme. The designation of federal functional classification is made at least once every ten years following the decennial census taken by the U.S. Bureau of the Census, or whenever required by federal regulation. The Ohio Department of Transportation (ODOT) Functional Classification Committee works in conjunction with ODOT District Offices and various local government entities to establish the classifications. Street classifications identified below correspond with the Streets Capital Improvement Program, Street Classifications, December 2004.

The federal functional classification of urban roads (the City of Medina has been determined to be urban according for Census and FHWA purposes) includes the following:

Arterial Highway System

The arterial highway system provides the highest level of mobility at the highest speed and accounts for the largest proportion of total travel. Roads are designated as arterials when they serve one or more of the following purposes:

- Travel to and through urbanized areas
- Travel to and through small urban areas
- National defense (roads designated by the Federal government as part of the National Strategic Highway Corridor Network (STRAHNET)).
- Interstate and regional commerce
- Access to airports, seaports, and major rail terminals or intermodal transfer facilities
- Access to major public facilities
- Access to minor public facilities

Arterials generally have higher design standards than other roads, often with multiple lanes and some degree of access control. An example of an arterial network is the Federal Interstate Highway System. Arterials can be further subdivided into the two categories described below.

1. *Major Arterials:* The urban major arterial system includes interstate highways, other freeways and expressways, and other major arterials. The urban major arterial system serves the major centers of activity of a metropolitan area, and has the highest traffic volume corridors and the longest trips. It should carry a high portion of the total urban area travel on a minimum of mileage. It carries most trips entering and leaving urban areas, and it provides continuity for all rural arterials that intercept urban boundaries. Major arterials located in the City include the following:
 - East Liberty
 - East Washington
 - Lafayette Road (South Court to City limits)
 - North Court
 - South Broadway

- South Court
 - South Elmwood (W. Liberty to W. Washington)
 - Wadsworth
 - W. Liberty
 - W. Washington (S. Elmwood to S. Court)
 - Weymouth
2. *Minor Arterials:* The urban minor arterial system provides service for trips of moderate length and at a lower level of mobility. They connect with urban major arterial roads and rural collector routes. Minor arterials located in the City include the following:
- Abbeyville
 - Branch (Commerce to West Liberty)
 - Commerce
 - East Reagan
 - East Smith
 - East Union
 - Enterprise Drive
 - Guilford
 - Heritage
 - Independence
 - Industrial Parkway
 - Lafayette Road (South Court to South Broadway)
 - Lake
 - North Commerce
 - North Huntington
 - North Jefferson (Harding to City limits)
 - Progress
 - State
 - Sturbridge
 - West Sturbridge
 - West Reagan
 - West Smith

Collector Road System

Collectors are typically two-lane roads that link major land uses to each other and to arterials. They are designed for shorter trips at lower speeds and provide a lower degree of mobility than arterials. Roads are designated as collectors when they serve one or more of the following purposes:

- Interconnection of major thoroughfares
- Interconnection of minor thoroughfares
- Access to concentrated land use areas
- Access to diffused land use areas

The urban collector system provides traffic circulation within residential neighborhoods and commercial and industrial areas. Unlike arterials, collector roads may penetrate residential communities, distributing traffic from the arterials to the ultimate destination for many motorists. Urban collectors also channel traffic from local streets onto the arterial system. Collector streets are identified on *Map 5 Thoroughfare Plan*.

Local Street System

Local streets represent the largest element in the road network in terms of mileage. For rural and urban areas, all public road mileage below the collector system is considered local. Local streets provide basic access between residential and commercial properties, connecting with higher order highways. A route meeting this purpose would connect a home, work, or entertainment trip by connecting the final destination to the roads serving longer trips. Examples of roads meeting the purpose described in this paragraph include those located within a residential subdivision or a cluster of commercial buildings.

Functional Classification and Comprehensive Planning

The functional classification of roads according to Federal standards serves a variety of purposes, from funding allocations to speed limits and intersection design. For the purpose of the Comprehensive Plan, the functional classification of roads has two broad implications.

Arterials are intended to get automobiles from one location to another. However, most roads evolve into an arterial from a lesser classification. Thus many arterials that previously provided access to adjacent properties are now expected to speed cars along to their next destination. This conflict between cars speeding along to their next destination and slower cars entering and exiting can be a major source of traffic accidents.

For the highest levels of arterials – interstate highways and other freeways – access is restricted, and entering and exiting traffic flow is controlled. For all other arterials, access management is an ongoing concern.

The costs to acquire ingress and egress points along arterials through eminent domain, and to provide alternative site access can be prohibitively expensive, if not physically impossible. The City should develop access management plans for arterials.

The second planning concern is to prevent access management problems before they occur. The City should review its zoning and site plan review requirements and subdivision regulations to assure that measures are in place to limit and manage access points along the arterials in the City. Requirements for service roads and planned internal circulation of retail developments can

effectively reduce access points. When feasible, the City should restrict access on major arterials and on the most heavily traveled minor arterials.

Such restrictions and regulations may appear severe on a case-by-case basis, but the City should take a long-term perspective. Policies should prevent land-use generated traffic problems before traffic volumes and poor site design combine to create problems that are prohibitively expensive to correct. It is no overstatement to say that the safety and lives of all who will travel the roads of the City of Medina should be given consideration and weight during the formulation of land development regulations.

ROAD IMPROVEMENT PROJECTS

In 2001, the Medina Area Transportation Task Force, including representatives from the City, County, and surrounding Townships, issued a report outlining proposed short term and long term recommendations. The Task Force also developed a project list consisting of 52 projects. The Task Force Final Report was adopted by Ordinance No. 107-02 in 2002.

The Task Force identified the following short term recommendations:

- The City must commit to transportation infrastructure based on the comprehensive plan of the City and four adjacent townships; sound engineering; the use of the Medina County Transportation Improvement District (TID) in expediting projects; and secured funding sources.
- A standing committee should be formed consisting of five members with one member from the City and one from each of the four adjacent townships to meet and discuss transportation and other problems on an area-wide basis.
- Comprehensive Thoroughfare Plans for the City and the four adjacent townships must be adopted by all parties and implemented by all.
- Evaluation of existing road system to improve traffic flow looking at geometrics, parking, one-way flow, etc.
- Completion of connecting roadways throughout the general area.

The short term recommendations acknowledge the near build-out of the City and the need for continued evaluation and improvement of the existing road systems. These recommendations also highlight open dialogue between the City and the four adjacent townships. As the population of the townships continues to increase, and as the population of the townships places increased pressure on roadways in the City, the City should continue to work cooperatively with the townships to improve the safety, quality, and capacity of all City roads.

The long term recommendations of the Task Force focus on improving safety and capacity of the existing road system, and the need for improved access into and out of the City. The Task Force identified the following long term recommendations:

- Safety and capacity improvements to all routes entering the City, most importantly US 42 and SR 18.
- Improve access to I-71 from the City and four adjacent townships.

- New interchange on I-71 south of the existing interchange of SR 18.
- Completion of Commerce Drive on the west side of the City.
- Safety and capacity improvements to all existing roadways within the City.

The project list, consisting of 52 projects, is divided into nine project areas:

- SR 18 Corridor (East), Woodland Drive to Summit County Line.
- US 42 Corridor (North), City Square to Cuyahoga County Line.
- Reagan Parkway Corridor, Marks Road to SR 3.
- Commerce Drive Corridor.
- Southern Corridor.
- Eastern Corridor.
- Central Corridor.
- I-71 Corridor.
- General Area Projects.

A map accompanying the Task Force, entitled the Medina County Thoroughfare Plan (2002) for Lafayette, Medina, Montville and York Townships, highlights the location of the 52 projects referred to above. The map also highlights the location of planned and approved future streets. These future streets, both planned and approved are indicated on *Map 5 Thoroughfare Plan* as “Future Streets”.

PUBLIC TRANSPORTATION

The Medina County Public Transit (MCPT) operates two loop bus lines in Medina County, both with stops in the City of Medina. Stops on the North Medina and South Medina Loop include Medina City Hall, Medina General Hospital, Medina Square, and the Human Services Center. In addition to the Medina loop bus service, which operates Monday through Saturday, a demand-response service is also available Monday through Friday. This service allows residents to arrange for pick-up and drop-off within Medina County.

RAIL TRANSPORTATION

Industrial Rail Access

The City of Medina is served by an east-west route provided by the Wheeling & Lake Erie, an independent regional Ohio rail line that consists of more than 900 miles of track stretching from Western Ohio into Pennsylvania. This line began as the Pittsburgh, Akron & Western Railway in 1890 and until 1951 it provided both freight and passenger service. The City was also served by a north-south line that began in 1871. Today, a spur of the old north-south rail line is used to service the industrial park and the Wheeling & Lake Erie provides daily freight service.

Passenger and Commuter Rail Service

Once a year the Orrville Railroad Heritage Society sponsors the “Medina Loop” passenger train excursion, but this is the only time that passengers are served by Medina’s rail lines. The nearest Amtrak stations are in Elyria and Cleveland, which are 20 and 29 miles away, respectively.

AIR TRANSPORTATION

The Medina Municipal Airport was constructed in 1957 and purchased by the City of Medina in 1987. In 1987, the Airport was designated as a reliever airport for the Cleveland Hopkins International Airport by the Federal Aviation Administration (FAA). The Airport is on a 290 acre site located 4 miles east of the City, in Sharon Township.

According to FAA information dated September 1, 2005, 89 aircraft are based at the airport. Of the total aircraft, 78 aircraft are single engine airplanes. Aircraft operations average 218 flights per day, with 69 percent of those flights classified as local general aviation. The airport is not currently licensed to handle charter flights. In 2004, the airport was awarded a \$54,061.00 grant to update the Airport Layout Plan, completed in 2006.

BICYCLE AND PEDESTRIAN CIRCULATION

In June of 2001 the Medina County Park District adopted Phase I of the *Medina County Bike/Hike Plan*. The purpose of the Plan is to construct a network of greenway corridors to connect the county's parks, open spaces, cultural features, and historic sites. The Park District plan proposes a path that would encircle the City and provide connections to existing and future trails and paths. City residents currently have access to trails outside of the City Boundary. The two trails accessible are the Chippewa Rail Trail to the southwest and the Lester Rail Trail to the Northwest. Future trails that will connect Medina to the region are the Buckeye Trail, which traverses almost 1,435 miles throughout Ohio, and a trail that runs north-south along an abandoned interurban rail line. Within the City there is a one-mile trail located in Reagan Park.

Walking, bicycling trails, and green space connections can be used to provide a cohesive appearance and traffic-calming devices within the City Boundaries. The City should consider developing a detailed bicycle and pedestrian pathway plan to strengthen connections and improve the opportunities for connections to future regional trails. The purpose of such a plan will be to identify opportunities to connect existing and future residential neighborhoods with neighborhood retail shopping centers, schools, parks, open spaces, and other cultural and civic places within the City. The plan should also identify land use regulatory tools to assure that future developments assist in the development of the community's pedestrian pathway system. Finally, such a plan would be helpful when identifying the scope of future roadway improvement projects.

II. PUBLIC INPUT

The following table summarizes public feedback related to the City of Medina’s transportation situation that was received at the Visioning Workshop held in November 2005. It lists things about the City that give people pride in their community, things that they dislike and would like to see changed, and their visions for the future. The numbers beside the “likes” and “dislikes” show how

many of the four small groups listed that particular item. The number beside each “vision” indicates the number of votes that an item received when the large group reconvened. In instances where “likes”, “dislikes”, and “visions” fit reasonably into multiple categories an asterisk (*) is used to indicate that the item is listed in more than one issue area. These likes, dislikes, and visions were taken into consideration when drafting the recommendations identified in this Plan.

**Table 29: Visioning Workshop Results:
Transportation**

Likes [# Groups]
Good access to region/Cleveland (interstates, airport) [2]
Small town feeling/convenient (Cleveland/Akron)*
Mature tree-lined streets*
Brick streets (S. Broadway)
New walking trails
Dislikes [# Groups]
Greater traffic flow/control (Square, Route 57, N. Court, Route 18, trucks) [4]
Disrepair of streets (pavement quality [Huntington St.], contractor quality) [3]
Downtown parking* [2]
City bypass
I-71 & 18
Lack of mass transit (Regional)
One way traffic in Square
Evaluate use of stop signs (used to slow traffic now)
Left turn signals
Need traffic light @ 18 & Abbeyville (accident area)
Plan S. Court St. (collector streets, intersections)*
Traffic Signals (left turn timing)
Enforce speed limits in residential areas*
Railroad quiet zone (lights, noise, traffic flow, safety)*

Visions (# Votes)

- Aesthetically pleasing corridors, streetscape/trees/buried utility lines* (16)
- By-pass/alternative truck route (13)
- Traffic flow and control (12)
- High speed internet to draw high tech jobs (improve transportation, bring more money, less trucks)* (5)
- Prepare for aging baby boomers (senior housing, sidewalks)* (3)
- Access to I-71 from Fox Meadows & 57, 162 (similar to old 21) (2)
- Mass transit system linked to region (Bus, rail)* (2)
- Alternative to Bypass (3 and 71 ramp, 3 to Fenn to Marks, easier for trucks) (1)
- Maybe parking garages, sky walks (above ground walkways between buildings)*
- S. Court Street – maybe a small village area*
- No visible utilities (bury lines)*
- Multiple ways to get around town
- Better circulation around the Square
- Infrastructure keep up with development (including public transit)*
- Good roads and sidewalks and parking lots*

Source: Visioning Workshop, November 2005.

Asterick (*) indicates item is listed in more than one Section.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goals for the transportation topic area. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. Please see *Section 12 Goals & Objectives* for a listing of objectives, which constitute the policy recommendations of the Plan.

VISION STATEMENT: Residents of the City of Medina envision aesthetically-pleasing corridors and transportation networks that offer a range of travel options, while valuing safety, efficiency, and convenience.

GOALS:

- T-1** Promote increased travel connections throughout the City through the use of alternative forms of transportation, including sidewalks, pedestrian walkways, and multi-purpose paths. (VW, EC)
- T-2** Promote transportation improvements consistent with efficient access to community goods and services, public safety, and convenience. (1995, VW)
- T-3** Maintain support of roadways that are aesthetically pleasing and free from unnecessary clutter. (1995, VW)

SECTION 9

CORRIDOR ACTION PLAN

The City of Medina lies at the crossroads of a number of State Routes and is in close proximity to Interstate 71. This fact, along with the number of people who rely on the City as a place to live, work, shop and recreate, makes it important to insure that the corridors that are used frequently are maintained and used in the best manner possible.

I. EXISTING CONDITIONS

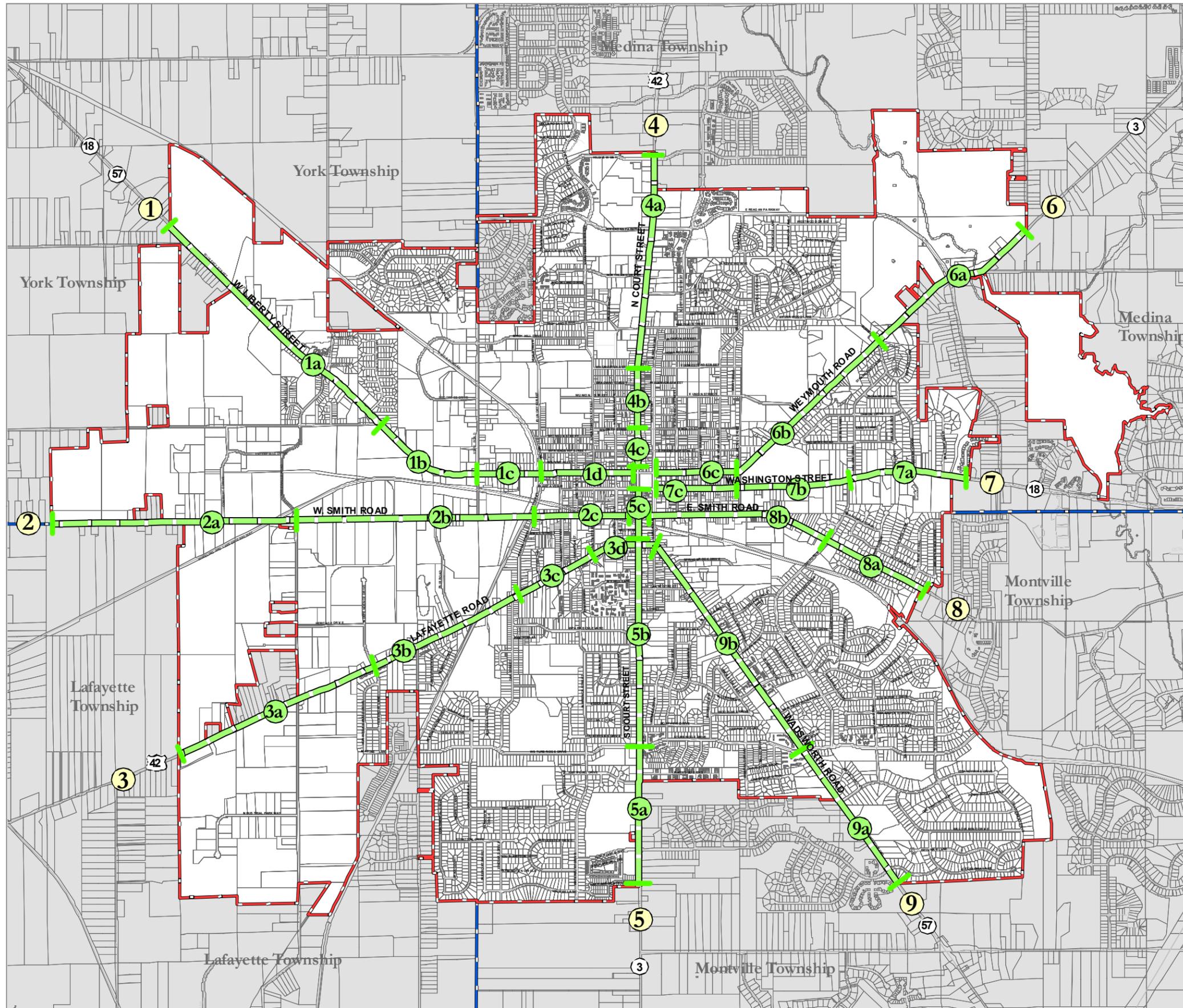
This Corridor Action Plan discusses the characteristics of nine corridors throughout the City of Medina. They hold in common the fact that they carry a majority of the traffic in the City, but they are unique in their location and land uses. The corridors described here and shown on *Map 6* include:

1. West Liberty Street;
2. West Smith Road;
3. Lafayette Road;
4. North Court Street;
5. South Court Street;
6. East Liberty Street/Weymouth Road;
7. East Washington Street
8. East Smith Road; and
9. Wadsworth Road.

Map 6 Corridor Action Map

11/13/2006

City of Medina, Ohio



Corridors

- ① West Liberty Street
- ② West Smith Road
- ③ Lafayette Road
- ④ North Court Street
- ⑤ South Court Street
- ⑥ East Liberty Street - Weymouth Road
- ⑦ East Washington Street
- ⑧ East Smith Road
- ⑨ Wadsworth Road

Corridor Segments

①a ①b, etc.

- Corridor
- Municipal Boundary
- Township Boundary
- Surrounding Area



Base Map Source: Medina County GIS, 2005
Data Source: McKenna Associates, Incorporated, 2006.

McKenna
ASSOCIATES
INCORPORATED

(1) WEST LIBERTY STREET



CORRIDORS

Segments: 1a – City Limits to Branch Road
1b – Branch Road to State Road
1c – State Road to Medina Street
1d – Medina Street to Court Street

Vehicular Circulation: Speed limits range from 25 to 45 MPH on this portion of State Route 18/57. There are a few stoplights, but most cross-traffic is controlled by stop signs.

Pedestrian Circulation: Sidewalks available for most of the corridor near to the center of the City, and are available on portions of the street in other areas.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees are not intentional and do not create the sense of a unified corridor. There is no curbing along some portions of the street.

Uses: There is a mix of uses along West Liberty Street. It contains a mix of residential, commercial and light industrial uses.

(2) WEST SMITH ROAD

Segments: 2a – City Limits to Lake Road
 2b – Lake Road to Baxter Street
 2c – Baxter Street to Court Street

Vehicular Circulation: Traffic speeds are about 25 to 30 MPH in the City, and increase to 50 MPH in the CEDA (Cooperative Economic Development Agreement) area. There are a few traffic signals or side street entrances along this corridor.

Pedestrian Circulation: Sidewalks are available on both sides of the street in the areas closer to the center of the City. In the outer areas there are no sidewalks and the shoulder of the road is very narrow.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees are regularly-spaced mature closer to downtown, and more naturally-spaced in the outer portions of the corridor.

Uses: There is a mix of uses along this of the road. There is a small residential area in the eastern portion. The residential area transitions into light industrial uses, and then into heavier industrial uses. The western end of the corridor is relatively undeveloped agricultural land with some homes.

(3) LAFAYETTE ROAD



Segments: 3a – City Limits to Independence Drive
3b – Independence Drive to Baxter Street
3c – Baxter Street to Huntington Street
3d – Huntington Street to Broadway

Vehicular Circulation: Traffic contains many trucks and heavy vehicles traveling to the industrial portion of the City. The speed limit increases from 25 to 55 MPH as you travel out of the City on U.S. Route 42.

Pedestrian Circulation: Sidewalks are available intermittently on either side of the street.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees are frequent close to the center of the City and become sporadic or non-existent further out along the Corridor.

Uses: There is a mix of uses along West Lafayette Road, many of which are incompatible. Residential properties are surrounded by commercial and industrial uses. This corridor is a transitional area that separates the residential districts of the City in the south from the industrial district to the north and west.

(4) NORTH COURT STREET

Segments: 4a – City Limits to Homestead Street
 4b – Homestead Street to North Street
 4c – North Street to Liberty Street

Vehicular Circulation: Traffic moves at an urban pace along two- and four-lanes of this portion of U.S. Route 42. There are many side streets and driveways, creating many access points for additional vehicles. Signal lights are concentrated at the north end of the corridor.

Pedestrian Circulation: Sidewalks are available on both sides of the street, although the median could be improved to enhance the pedestrian-friendliness of the corridor.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees are not very large, but are evident along the full length of the corridor.

Uses: Moving north from downtown, the uses transition from commercial to residential, and back to commercial. This transition could also be characterized by a pedestrian orientation closer to downtown, which rapidly becomes a vehicular-bias at the northern part of the corridor.

(5) SOUTH COURT STREET

Segments: 5a – City Limits to Sturbridge Drive
 5b – Sturbridge Drive to Lafayette Road
 5c – Lafayette Road to Washington Street

Vehicular Circulation: Traffic moves at a slow to moderate pace on this two-lane portion of State Route 3, which leads to Interstate 76. The corridor has many curb-cuts for driveways, but not very many side streets accessing it.

Pedestrian Circulation: Sidewalks are available on both sides of the street until the area becomes more rural and undeveloped.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees are present along most of the length of the corridor.

Uses: The primary use along this corridor is residential. It is a good street to observe how the residential growth of the City moved out from the core. There are two primary areas of commercial uses, one is an extension of the Downtown commercial area, and the other occurs further to the south near the intersection of Sturbridge Drive and South Court.

(6) EAST LIBERTY STREET/WEYMOUTH ROAD



Segments: 6a – City Limits to Woodland Drive
6b – Woodland Drive to Spring Grove Street
6c – Spring Grove Street to Broadway

Vehicular Circulation: Traffic moves at a moderate pace along this two-lane street with a speed limit of 35 miles per hour. A school zone slows the speed of traffic for a portion of the corridor.

Pedestrian Circulation: Sidewalks are available on one side of the street from East Liberty Street to East Friendship. They are present on both sides of the street from East Friendship to the High School/Community Center, and then reduce to one side of the street from the High School to the City Limits.

Streetscape: Lighting is on standard wooden poles. Utilities are located above ground. Mature street trees line most of the corridor.

Uses: The corridor contains Spring Grove Cemetery, the High School, and residential uses. Near the City Limits, Reagan Park is a predominant use along the northern side of the corridor.

(7) EAST WASHINGTON STREET



Segments: 7a – City Limits to Guilford Drive
7b – Guilford Drive to Spring Grove Street
7c – Spring Grove Street to Broadway

Vehicular Circulation: This is a major thoroughfare connecting the City with Interstate 71. Traffic is slow to moderately paced along this two-lane State Route. There are numerous driveways and side streets accessing the corridor.

Pedestrian Circulation: Sidewalks are available on both sides of the street.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. The street is well-shaded with mature trees.

Uses: The corridor is a mix of commercial and residential uses. Nearer to Downtown is an area comprised of older and historic homes, some of which are being converted to professional offices and other commercial uses. The commercial uses tend to be professional and in smaller buildings near to the Cemetery. Medina General Hospital is located at the eastern edge of the corridor. Toward the City Limits, the residential uses are large-lot and suburban in nature.

(8) EAST SMITH ROAD



Segments: 8a – City Limits to Guilford Drive
8b – Guilford Drive to Court Street

Vehicular Circulation: Traffic moves at a slow to moderate pace along this two-lane street. There are many curb cuts, primarily from driveways.

Pedestrian Circulation: Sidewalks are available on both sides of the street.

Streetscape: Lighting is on standard wooden poles. Utilities are above ground. Street trees thoroughly line the corridor.

Uses: The primary use along the corridor is residential, however some homes closer to Downtown are being changed into commercial and professional uses. There are some commercial and industrial uses that access East Smith, but are behind the residential properties. These uses are incompatible with the nature of the corridor.

(9) WADSWORTH ROAD



CORRIDORS

Segments: 9a – City Limits to Sturbridge Drive
9b – Sturbridge Drive to Broadway

Vehicular Circulation: Traffic moves at a moderate pace along this two-lane portion of State Route 57. There are many curb cuts, primarily from driveways.

Pedestrian Circulation: Sidewalks are available on both sides of the street.

Streetscape: Lighting is on standard wooden poles. Utilities are located above ground. Street trees line most of the corridor.

Uses: The corridor is predominantly a mix of residential uses. There are only a few undeveloped parcels remaining along the corridor.

II. PUBLIC INPUT

The above information and following table were presented and discussed at Steering Committee meetings, as well as at the Walkaround Workshop held on May 24, 2006.

III. VISION STATEMENT AND GOALS

Following is a vision statement and goal for the Corridor Action Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. Please see below for a listing of objectives that note applicability for each corridor. *Section 12 Goals & Objectives* lists objectives with an implementation timeline.

VISION STATEMENT: **Community members desire attractive, well-maintained corridors throughout the City.**

GOALS:

CAP-1 Address the needs of the corridors in the City of Medina through various objectives.

CORRIDOR ACTION PLAN

Corridor Action Plan Objectives		1. West Liberty Street	2. West Smith Road	3. Lafayette Road	4. North Court Street	5. South Court Street	6. East Liberty St./Weymouth Road	7. East Washington Street	8. East Smith Road	9. Wadsworth Road
CAP -1A	Create an identity and plan for each segment and/or corridor.	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d
CAP -1B	Encourage and support the burying or relocation of utility lines, where feasible.	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d
CAP -1C	Use decorative street lamps/poles throughout the City.	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d
CAP -1D	Create and implement a street tree plan that will insure all City streets are lined with landscaping.	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d	a b c d
CAP -1E	Encourage newer businesses to use architectural features to promote the extension of the architecturally rich core throughout the City.	b c d	a b c d	a b c d	a b c d	a b c d	b c d	b c d	b c d	a b c d
CAP -1F	Residential structures that are converted to business uses should retain residential elements to promote a uniform streetscape.	c d	c	a b c d	b c d	c	b c d	c	b c d	b c d
CAP -1G	Property maintenance codes should be enforced.	b c d	a b c d	b c d	b c d	a b c d	b c d	b c d	b c d	a b c d

Corridor Action Plan Objectives		1. West Liberty Street	2. West Smith Road	3. Lafayette Road	4. North Court Street	5. South Court Street	6. East Liberty St./Weymouth Road	7. East Washington Street	8. East Smith Road	9. Wadsworth Road
CAP -1H	Create and implement a bicycle and pedestrian circulation plan that includes the extension of sidewalks throughout the community.	a o b a	o b a	a o b a	o b a	o b a	o b a	o b a	b a	b a
CAP -1I	On highly-trafficked streets with residential uses in proximity, traffic calming measures should be used to provide a more appealing place for residents to walk.	a o b a	o	a o b	o b a	o b a	o b a	o b a	b a	b a
CAP -1J	Long expanses of street should be visually broken up through the addition of landscaping and street side mini-parks, which would include benches, trees, and high-quality landscaping elements.	o b a	o b a	o b a	b a	b a	b a	b a	b a	b a

SECTION 10

NEIGHBORHOOD ACTION PLAN

The City of Medina is comprised of a multitude of neighborhood types, each with its own distinct characteristics. The neighborhood types are defined generally by geographic location and specifically by elements such as use, age, and style of structures. The Neighborhood Action Plan describes the characteristics of the different neighborhood types throughout the City and ultimately offers recommendations on how to improve neighborhoods and create a more cohesive City.

Like most cities unbounded by physical hindrances, the City of Medina has grown in a concentric fashion. Development began in the core in the 19th Century and generally continues to push outward today. Driving down a street such as South Court Street can be like looking at the rings of a tree, as the historic residential neighborhood transitions into the various stages of development and show how the City has grown.

I. EXISTING CONDITIONS

The neighborhood descriptions were obtained through a windshield survey of community, along with other knowledge gained through working in the City. They are presented in this plan to provide a snapshot of the condition of the City at the time of this Plan. The areas are not homogeneous and they reflect general groupings of similar, broadly mixed developments. This is not an exhaustive architectural survey, rather a general representation of neighborhood characteristics.

The neighborhoods described here and shown on *Map 7* include:

1. Modern Suburban Residential
2. Established Suburban Residential
3. Baby Boom Residential
4. Post World War I Residential/Depression Era Residential
5. Historic Residential
6. Downtown Commercial
7. Strip Commercial
8. Big-Box Commercial
9. Economic Engine
10. Industrial Transition
11. Economic Backbone

Map 7 Neighborhoods Action Plan

11/13/2006

City of Medina, Ohio

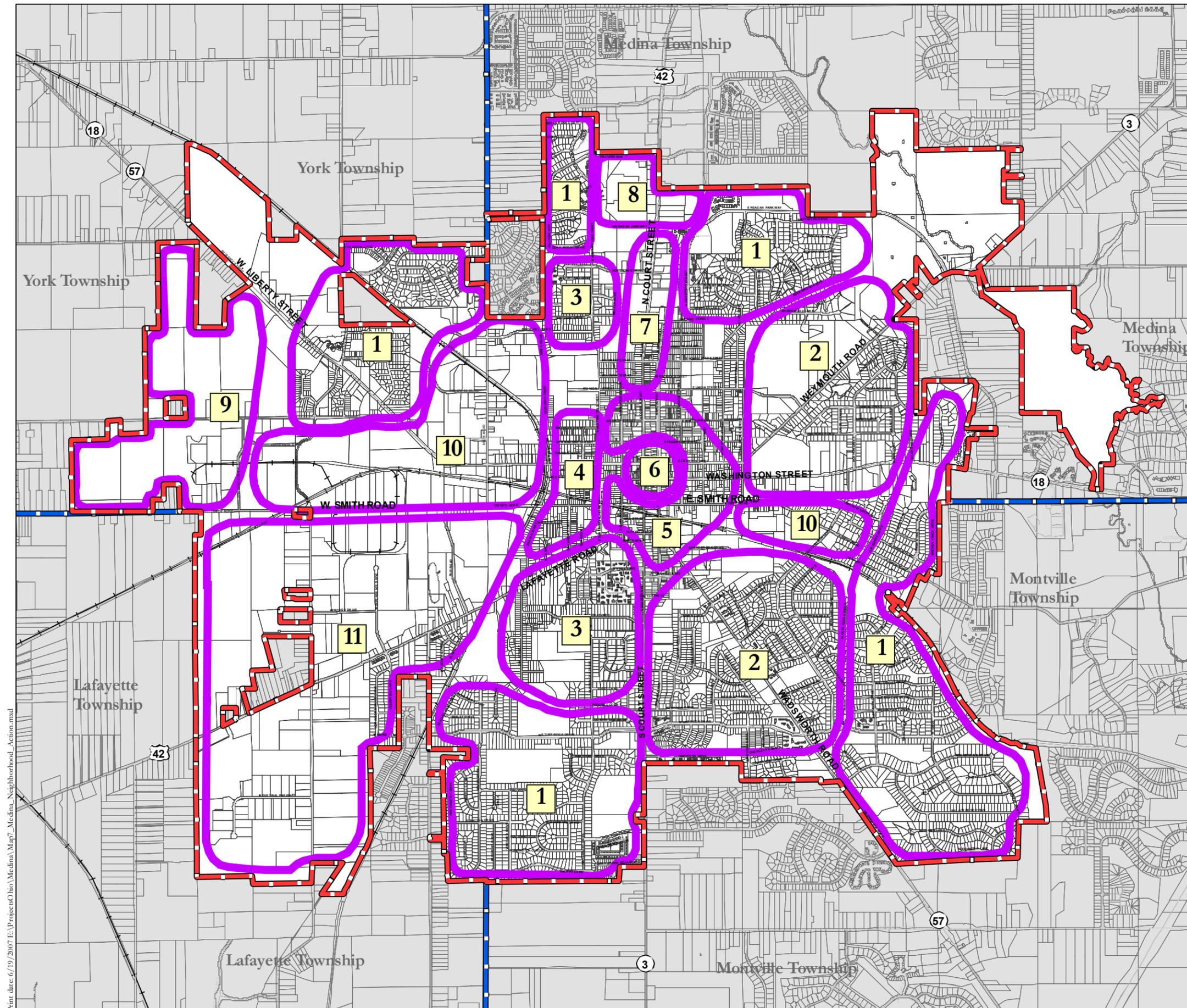
Neighborhoods

- 1 Modern Suburban Residential
- 2 Established Suburban Residential
- 3 Baby Boom Residential
- 4 Post World War I/Depression Era Residential
- 5 Historic Residential
- 6 Downtown Commercial
- 7 Strip Commercial
- 8 Big-Box Commercial
- 9 Economic Engine
- 10 Industrial Transition
- 11 Economic Backbone

-  Neighborhoods Area
-  Municipal Boundary
-  Township Boundary
-  Surrounding Area

Base Map Source: Medina County GIS, 2005
Data Source: City of Medina, 2000

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(1) MODERN SUBURBAN RESIDENTIAL



General Location: Outer-ring portions of the City, including Sturbridge Drive, Brandywine Drive, Westwood Drive, and Savannah Trail.

Homes and Lots: Setbacks are approximately 30 to 40 feet from the street. Housing types include detached single-family homes, duplexes, town-homes, and apartments. Home styles are generally two-story Colonial, Tudor, and Split-Level. Structures generally date from the mid-1980s to the present.

Streetscape: Sidewalks are available on both sides of most streets. Street trees range in age depending on the age of the development. Streets tend to be curvilinear with cul-de-sacs and are primarily lit by decorative luminaires.

Property Maintenance: The condition of the homes and yards varies, however property maintenance issues can be found in most areas.

(2) ESTABLISHED SUBURBAN RESIDENTIAL



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General Location: Residential ring in the eastern part of the City, including: Beechwood Drive, Roshon Drive, Ridgeview Drive, and Valley Drive.

Homes and Lots: Setbacks are approximately 40 feet from the street. Housing types include primarily detached single-family homes. Home styles are generally two-story Colonial and Split-Level. Structures included in this area were primarily built in the 1960s, 1970s and 1980s.

Streetscape: Sidewalks are available on both sides of most streets. Street trees are not existent in all areas, or are spaced widely apart. Streets tend to be curvilinear with cul-de-sacs and are lit by decorative luminaires and standard street lights.

Property Maintenance: The condition of the homes and yards varies, however property maintenance issues can be found throughout these areas. Common problems include: peeling or faded paint, roofs that need to be replaced, and landscaping that needs to be revived.

(3) BABY BOOM RESIDENTIAL



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General Location: Residential ring in the western part of the City, including: West Park Boulevard, Baxter Street, Circle Drive, Highland Drive, and Longview Road.

Homes and Lots: Setbacks are 20 to 40 feet from the street. Housing types include primarily detached single-family homes, with some duplexes and multi-family housing. Home styles are generally single-story Ranch and Salt Box, and one-and-a-half story Cape Cod. These homes were built primarily from the late 1940s to the 1960s.

Streetscape: Sidewalks are available on both sides of most streets, but most need some repair or are very close to the street. Street trees are not existent in all areas, are young, are spaced widely apart or have a narrow tree lawn. Streets tend to be long straight blocks, with some curvilinear tendencies. Streets are lit by standard, wooden-pole street lights.

Property Maintenance: The condition of the homes and yards varies, however property maintenance issues can be found throughout these areas. Common problems include: peeling or faded paint, roofs that need to be replaced, cracked driveways with weeds, and landscaping that needs to be revived.

(4) POST WORLD WAR I/DEPRESSION ERA RESIDENTIAL



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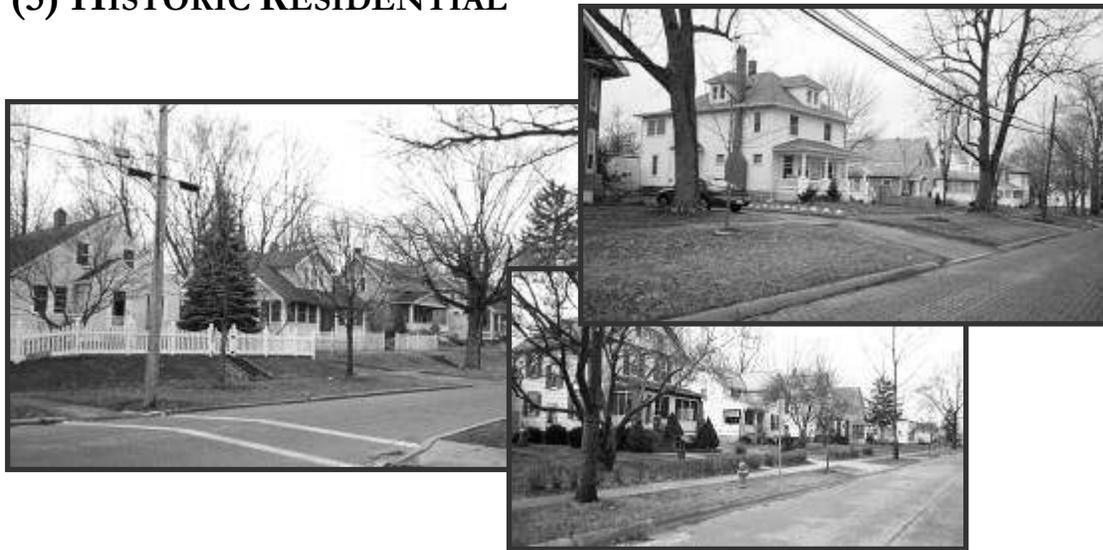
General Location: Residential neighborhood developed during economic boom following WWI, including: Medina Street, Foundry Street, Bronson Street, and Baxter Street.

Homes and Lots: Setbacks are about 20 feet from the street. Housing types include primarily detached single-family homes with some duplexes. Home styles are generally Folk Victorian, Greek Revival and Four-Square. Garages are detached and accessed from the street. These homes were primarily built from the late 1910s to the 1930s.

Streetscape: Sidewalks are available on both sides of most streets, but are in need of replacement in many areas. Street trees are mature on wide tree lawns. Streets are grid-like and are lit by standard, wooden-pole street lights.

Property Maintenance: The homes are older and many are in need of minor maintenance. Common problems include: peeling or faded paint, roofs that need to be replaced, cracked driveways with weeds, and landscaping that needs to be revived. The abundance of rental properties in this neighborhood leads to the perception of deficient property maintenance.

(5) HISTORIC RESIDENTIAL



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General Location: Residential neighborhood developed during the early years of Medina’s settlement including: Harmony Street, Spring Grove Street, Homestead Street, and Elmwood Street.

Homes and Lots: Setbacks are about 20 feet from the street. Housing types include primarily detached single-family homes with some duplexes. Home styles are generally Four-Square, Victorian era (various), Arts and Crafts, and Bungalow. Garages are detached and accessed from the street. Homes in these areas were primarily built from the time of settlement to the 1910s.

Streetscape: Sidewalks are available on both sides of most streets, and some are in need of maintenance. Street trees are mature on wide tree lawns. Streets are grid-like and are lit by standard, wooden-pole street lights.

Property Maintenance: Homes tend to be well-maintained, with some property maintenance issues. Common problems include: peeling or faded paint, roofs that need to be replaced and cracked driveways with weeds.

(6) DOWNTOWN COMMERCIAL



COMMERCIAL

General Location: Commercial core of the City. Streets in the district include: Court Street, Broadway, Washington Street, and Liberty Street.

Buildings and Lots: Setbacks are zero feet from the right-of-way. Structures are primarily from the Victorian Era.

Streetscape: Wide sidewalks are available on both sides of the street. Street trees are present, although immature in some areas. Streets are grid-like and are lit by decorative lights. On-street parking is available.

(7) STRIP COMMERCIAL

COMMERCIAL



General Location: North of Downtown along North Court Street and in scattered areas throughout the City.

Buildings and Lots: Setbacks range from about 20 feet to over 80 feet. Structures are one-story modern-styled buildings with parking lots in front of them.

Streetscape: Sidewalks are available on both sides of the street, although not much buffering from the street is provided and sidewalks do not link many of the shopping strips. Street trees are present in some areas, but they are inconsistently spaced. There are many stop-lights and utilities are above-ground. On-street parking is not available.

(8) BIG-BOX COMMERCIAL



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General Location: Northern reaches of City along North Court Street, core of district is the intersection of North Court Street and Reagan Parkway.

Buildings and Lots: Setbacks are greater than 80 feet. Structures are one-story “big-box” buildings with large parking areas in front of them.

Streetscape: Sidewalks are available on both sides of the street, although not much buffering from the street is provided and sidewalks do not easily link the businesses. Street trees are present in some areas, but they are inconsistently spaced.

(9) ECONOMIC ENGINE



INDUSTRIAL

General Location: Western portion of City, particularly in new Cooperative Economic Development Agreement (CEDA) area. Includes the following roads: Branch Road and Smith Road.

Buildings and Lots: The area is primarily vacant. Lots are large and remain in agricultural use.

Streetscape: Roads are in need of improvement. Area is rural in nature with ditches along the side of the road and no established lighting.

(10) INDUSTRIAL TRANSITION



INDUSTRIAL

General Location: Various locations throughout the City where industrial uses meet residential uses. Includes all or part of the following streets: East Smith Road, State Road, Foundry Street/Miner Drive, Birch Hill Drive, and Progress Drive.

Buildings and Lots: There are a variety of uses in this district, including residential and industrial. The setbacks vary considerably depending on the use. Many residential structures are older, while industrial structures are newer.

Streetscape: Sidewalks are available in some residential areas. Industrial areas are not served by sidewalks. Lighting is standard wooden poles in most areas. Street trees are not present in all areas.

(11) ECONOMIC BACKBONE

INDUSTRIAL



General Location: Western third of City. Includes the following roads: West Smith Road, Independence Drive, Heritage Drive, and Industrial Parkway.

Buildings and Lots: Most structures are one- or two-story industrial buildings. Setbacks are greater than 40 feet from the street.

Streetscape: Roads are generally in good condition. Street lighting is standard wooden poles. Street trees are sporadic. Sidewalks are non-existent.

PUBLIC INPUT

The above information and following table were presented and discussed at Steering Committee meetings, as well as at the Walkaround Workshop held on May 24th.

VISION STATEMENT AND GOALS

Following is a vision statement and goal for the Corridor Action Plan. The vision statement provides a picture of the larger context for the topic area, while the goals are the recommendations of the Plan. The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan. Please see below for a listing of objectives that note applicability for each corridor. *Section 12 Goals & Objectives* lists objectives with an implementation timeline.

VISION STATEMENT: **Community members desire a City comprised of attractive, well-maintained neighborhoods.**

GOALS:

NAP-1 **Address the needs of the neighborhoods in the City of Medina through various objectives.**

Neighborhood Action Plan Objectives		1. Modern Suburban Residential	2. Established Suburban Residential	3. Baby Boom Residential	4. Post WWI/Depression-Era Resid.	5. Historic Residential	6. Downtown Commercial	7. Strip Commercial	8. Big-Box Commercial	9. Economic Engine	10. Industrial Transition	11. Economic Backbone
NAP-1A	Proactively enforce zoning regulations and property maintenance code to preserve and/or improve condition of neighborhoods.	X	X	X	X	X	X	X	X	X	X	X
NAP-1B	Develop a streetscape program to beautify the City's streets through use of decorative lighting, street trees, and other means.	X	X	X	X	X	X	X	X	X	X	X
NAP-1C	Modify Planned Unit Development (PUD) regulations to maximize the benefit to the City of undeveloped residential parcels.	X	X	X								
NAP-1D	Implement the recommendations of the Medina County Bike/Hike Plan and further develop bike/hike trails throughout the City and increase alternative modes of transportation and opportunities.	X	X	X	X	X	X	X	X	X	X	X

Neighborhood Action Plan Objectives		1. Modern Suburban Residential	2. Established Suburban Residential	3. Baby Boom Residential	4. Post WWI/Depression-Era Resid.	5. Historic Residential	6. Downtown Commercial	7. Strip Commercial	8. Big-Box Commercial	9. Economic Engine	10. Industrial Transition	11. Economic Backbone
NAP-1E	Develop a program to monitor and improve sidewalks and curbs throughout the City.	X	X	X	X	X	X	X	X	X	X	X
NAP-1F	Work with organizations such as the Community Design Committee to preserve/enhance older properties in the City and educate homeowners on the benefits of owning an older home.				X	X	X					
NAP-1G	Develop a plan to meet the parking needs of the Downtown/Core area for the next 20 to 25 years.						X					
NAP-1H	Work with the Economic Development Department, Greater Medina Area Chamber of Commerce and other agencies and business owners to promote the City, attract businesses to the City, and retain existing businesses in the City.						X	X	X	X	X	X
NAP-1I	Continue promotion of the Square for events and						X					

Neighborhood Action Plan Objectives		1. Modern Suburban Residential	2. Established Suburban Residential	3. Baby Boom Residential	4. Post WWI/Depression-Era Resid.	5. Historic Residential	6. Downtown Commercial	7. Strip Commercial	8. Big-Box Commercial	9. Economic Engine	10. Industrial Transition	11. Economic Backbone
	celebrations.											
NAP-1J	Continue to pursue alternative routing options for through traffic, including but not limited to completion of the planned loop roads and establishment of an I-71 interchange south of the City.						X	X	X	X	X	X
NAP-1K	Improve the walkability of the commercial districts through a right-of-way improvement plan for sidewalks and street trees.						X	X	X			
NAP-1L	Continue to require landscaping in and around parking areas when properties are improved, and consider also requiring this when fewer than 20 spaces are proposed.						X	X	X	X	X	X
NAP-1M	Add pedestrian countdown timers (visual and audible) to crosswalks on busy streets.	X	X	X	X	X	X	X	X	X	X	X
NAP-1N	Utilize non-invasive traffic calming measures to slow traffic and create more	X	X	X	X	X	X	X	X	X	X	X

Neighborhood Action Plan Objectives		1. Modern Suburban Residential	2. Established Suburban Residential	3. Baby Boom Residential	4. Post WWI/Depression-Era Resid.	5. Historic Residential	6. Downtown Commercial	7. Strip Commercial	8. Big-Box Commercial	9. Economic Engine	10. Industrial Transition	11. Economic Backbone
	appealing streets for drivers and pedestrians.											
NAP-1O	Develop architectural standards for additional areas in the City.	X	X	X	X	X		X	X	X	X	X
NAP-1P	Consider modifications to the Transitional Corridor Overlay District that would add areas, clarify guidelines, and eliminate inconsistencies and conflicts.					X		X	X		X	
NAP-1Q	Continue to encourage compact commercial areas to maintain the traffic carrying function of roads and the character of the residential neighborhoods, as recommended in the 1995 Comprehensive Plan.						X	X	X			
NAP-1R	Encourage development of industrial uses that can appropriately use the extensive amount of industrial land in the City.									X	X	X
NAP-1S	Continue to promote the goals and objectives of the North Court Access						X	X	X			

<p style="text-align: center;">Neighborhood Action Plan Objectives</p>		<p style="text-align: center;">1. Modern Suburban Residential</p>	<p style="text-align: center;">2. Established Suburban Residential</p>	<p style="text-align: center;">3. Baby Boom Residential</p>	<p style="text-align: center;">4. Post WWI/Depression-Era Resid.</p>	<p style="text-align: center;">5. Historic Residential</p>	<p style="text-align: center;">6. Downtown Commercial</p>	<p style="text-align: center;">7. Strip Commercial</p>	<p style="text-align: center;">8. Big-Box Commercial</p>	<p style="text-align: center;">9. Economic Engine</p>	<p style="text-align: center;">10. Industrial Transition</p>	<p style="text-align: center;">11. Economic Backbone</p>
	<p>Management Plan in the 1995 Comprehensive Plan.</p>											
<p>NAP-1T</p>	<p>Institute a regular method for inspecting properties. Possible methods could include point-of-sale inspection, or inspection due to a change of use. Inspections should be performed by an experienced inspector and in a consistent fashion.</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>

SECTION 11

FUTURE LAND USE

One of the most important components of the Plan is the Future Land Use Plan. *Map 8 Future Land Use* consolidates information collected in the Existing Conditions Sections (Sections 3 through 8 of this Plan) with the public input gathered throughout the process to create a vision of future land use in the City. The City of Medina has little residential and commercial land remaining for development; therefore, this section should guide both development and redevelopment within the City. *Map 8 Future Land Use* should be used as a tool to guide future land use policies and decisions, and reflects responsible use and reuse of land that is consistent with the community's visions.

FUTURE LAND USE

Map 8 Future Land Use recommends 13 land use categories. Descriptions of these categories follow:

Residential Low Density

The Residential Low Density land use classification applies to the areas of the City that are most appropriate for suburban residential uses. Suburban residential uses include single-family homes, schools, parks, and trails.

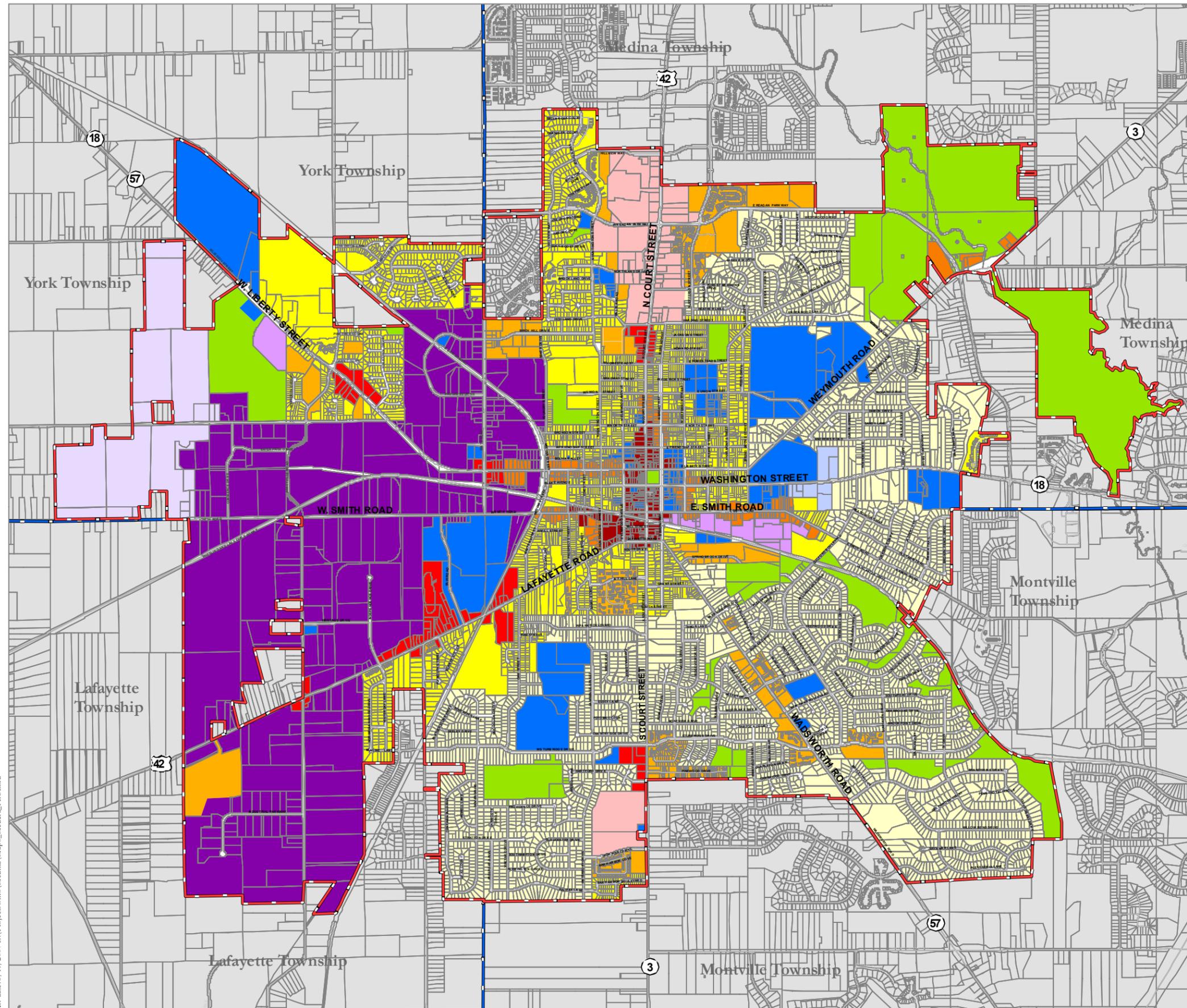
Residential Medium Density

The Residential Medium Density land use classification applies to the areas of the City that have smaller lot frontages, single- and two-family residential uses, and they often act as a transition area between low density and high density residential uses. Potential uses include single-family homes, cluster homes, duplexes, schools, parks, and trails.

Map 8 Future Land Use

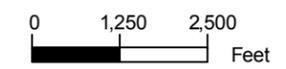
11/13/2006

City of Medina, Ohio



Future Land Use

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Mixed Use
- Central Business District
- Thoroughfare Commercial
- Planned Commercial
- Restricted Office
- Office/ Technology
- Light Industrial
- General Industrial
- Public Facilities
- Conservation/ Recreation
- Municipal Boundary
- Township Boundary
- Surrounding Area



Base Map Source: Medina County GIS, 2005
Data Source: McKenna Associates, Incorporated, 2006.



Residential High Density

The Residential High Density land use classification applies to the areas of the City that have multiple-family residential uses. These areas often act as a buffer between residential uses and higher intensity uses, and they provide needed alternative housing options in the City. Potential uses include single-family homes, cluster homes, duplexes, town homes, and apartments.

Mixed Use

The Mixed Use land use classification allows a combination of limited commercial uses and residential uses. Most of the Mixed Use areas in the City are located adjacent to commercial or industrial areas, however the Mixed Use classification should also be considered in outlying areas of the City along major corridors, such as Weymouth Road. Regulations should be stratified to address the different and unique characteristics of each Mixed Use area. Regulations for areas near the Historic District should maintain the present residential streetscape, while allowing non-residential land uses that are compatible with remaining residential uses. Regulations for outlying areas of the City should include greater flexibility and not necessarily require reuse of the existing housing stock. Mixed Use areas should include nonresidential uses that are compatible with existing residential uses and do not place excessive demands on City infrastructure and services.

Central Business District

The Central Business District encompasses the Historic Downtown of the City, which is often considered to be the “jewel” of the region. The future land use map does not indicate many changes in use in the vicinity of the Central Business District. Future land use should continue as commercial, professional, and institutional uses that are sensitive to the historic context of the District.

Thoroughfare Commercial

The Thoroughfare Commercial land use classification is located along major roadways and encompasses areas that can service both pedestrian and automobile clientele. Potential uses include convenience centers, neighborhood services such as dry cleaners, banks, and other service-oriented businesses.

Planned Commercial

The Planned Commercial land use classification includes commercial uses that require larger stores and surface parking. The “Planned” nature of the land use should ensure that any development or redevelopment that occurs in these areas is well-designed with an emphasis on providing easy access to the storefronts while insuring that parking areas are buffered with landscaping in and around them. Appropriate uses in this land use category include big-box retail, restaurants, banks, and other service-oriented establishments.

Restricted Office

The Restricted Office land use classification supports an environment conducive to well located and designed office building sites to accommodate professional offices, nonprofit organizations and limited business service activities.

Office/Technology

The Office/Technology land use classification applies to some of the newest industrial areas in the City. The areas designated as Office/Technology area appropriate for non- and light-industrial uses that have little or no dependence on truck transportation systems. These uses could include high-technology, research and development, and biomedical research. The Office/Technology areas should be developed in an attractive, campus-like manner that provides walking paths, ample landscaping, and open space.

Light Industrial

The Industrial Transition land use classification applies to those areas that are primarily industrial in use, but are in proximity to residential land uses. The proximity of these areas to residential uses requires that less intense industrial uses are developed or redeveloped in the Industrial Transition area in order to keep intense industrial uses separate from residential uses. These areas are appropriate for research and development, light industrial and manufacturing, and other industrial uses that will not adversely affect nearby residential uses.

General Industrial

The General Industrial land use classification provides for and accommodates industrial uses in the fields of repair, storage, manufacturing, processing, wholesaling and distribution, free from the encroachment of residential, retail and institutional uses. The uses allowed are those which because of their normally unobjectionable characteristics, can be in relatively close proximity to residential and commercial districts.

Public Facilities

The Public Facilities land use classification recognizes the location of existing public and quasi-public institutions owned by and/or located within the City, including but not limited to the City Hall, schools, hospitals, libraries, post office, cemeteries, and certain places of public assembly, all developed in a manner consistent with sound planning and design principles. This district is established to accommodate these existing institutions and encourage their future viability and continued location and growth in the City.

Conservation/Recreation

The Conservation/Recreation land use classification applies to those areas of the City that should be preserved due to conserve areas containing important natural resources or areas of natural significance, and to preserve lands set aside for passive and active recreation.

Map 9 Future Land Use with Generalized Township Zoning

11/13/2006

City of Medina, Ohio

Future Land Use

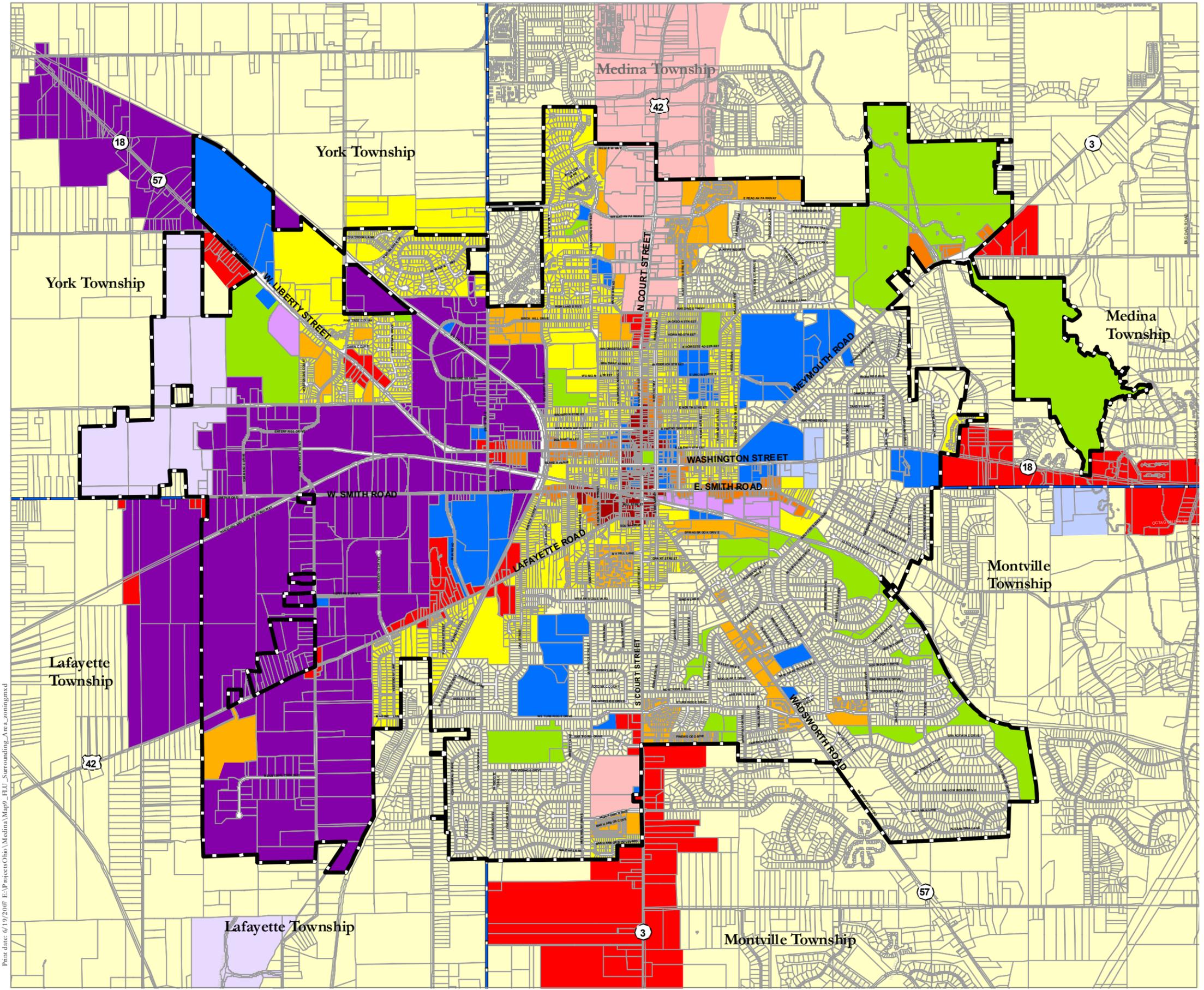
-  Residential Low Density
-  Residential Medium Density
-  Residential High Density
-  Multi-Use
-  Central Business District
-  Thoroughfare Commercial
-  Planned Commercial
-  Restricted Office
-  Office/Technology
-  Light Industrial
-  General Industrial
-  Public Facilities
-  Conservation/Recreation

Generalized Township Zoning

-  Residential Low Density
-  Residential Medium Density
-  Thoroughfare Commercial
-  Planned Commercial
-  Restricted Office
-  Office/Technology
-  General Industrial
-  Municipal Boundary
-  Township Boundary

0 1,250 Ft 2,500 Ft

Base Map Source: Medina County GIS, 2005
Data Source: McKenna Associates, Incorporated, 2006.



Print date: 6/19/2007 E:\Projects\Ohio\Medina\Map9_FLU_Surrounding_Area_zoning.mxd

GENERALIZED TOWNSHIP ZONING

Map 9 Future Land Use with Generalized Township Zoning indicates the recommended 13 future land use categories of *Map 9* with generalized township zoning categories. Generalized township zoning depicted on the map is derived from the existing zoning classifications in those portions of Lafayette Township, Medina Township, Montville Township, and York Township that are closest to City limits. The existing zoning classifications were paired with City's future land use category which most closely mirrored permitted uses and densities. Following is an overview of the generalized township zoning classifications depicted on the *Map 9*, including the actual zoning classification of each township associated with each generalized township zoning classification.

Residential Low Density

- Lafayette Township: Rural Residential District, Medina City Buffer Zone District
- Medina Township: Rural Residential District, Suburban Residential District, Urban Residential
- Montville Township: Single-Family Low Density Residential District, Single-Family Suburban Residential District, Single-Family Urban Residential
- York Township: Low Density Residential District, Low Density Residential District/PUD Overlay

Residential Medium Density

- Lafayette Township: (none)
- Medina Township: (none)
- Montville Township: (none)
- York Township: Medium Density Residential District

Thoroughfare Commercial

- Lafayette Township: Local Commercial District
- Medina Township: Limited Business District, General Business District
- Montville Township: Commercial Business District
- York Township: Commercial District

Planned Commercial

- Lafayette Township: (none)
- Medina Township: Intensive Business District
- Montville Township: (none)

- York Township: (none)

Restricted Office

- Lafayette Township: (none)
- Medina Township: (none)
- Montville Township: Office District
- York Township: (none)

Office/Technology

- Lafayette Township: University Technology Park District
- Medina Township: (none)
- Montville Township: (none)
- York Township: (none)

General Industrial

- Lafayette Township: Light Manufacturing District
- Medina Township: (none)
- Montville Township: (none)
- York Township: Multi-Use District, Industrial District

SECTION 12

GOALS & OBJECTIVES

Throughout the development of this Plan, the City’s goals for the future have been identified. These goals were developed through extensive Steering Committee discussions and public input received during the Visioning Workshop and Walkaround Workshop. These goal statements are general in nature and represent ideals that the City strives towards. Collectively, these goals can be thought of as the shared vision for the City.

Once goals were formulated, objectives were identified. These objectives, which are also listed in this section, represent concrete courses of action that the City can take to realize its goals. Community improvement requires a compelling vision, persistence, an ability to achieve consensus, and the flexibility to respond to changing needs, opportunities, and circumstances. The Plan’s success depends largely on efforts to inform and educate citizens about the Plan and the need for regulatory measures to implement the Plan.

In this section, the goals, objectives, and implementation responsibilities for the stated objectives have been provided in a table format and separated by the six key topic areas presented in Sections 3 through 8. It should be noted that some objectives are restated in multiple topic areas, as they reasonably relate to several goals. Additionally, goals have been included that relate to the Corridor Action Plan and Neighborhood Action Plan. A table is also included that indicates the goals that fit with each neighborhood type in the Neighborhood Action Plan.

Prior to displaying the information in table form we have restated the vision statements and goals for each topic area. The vision statement provides a picture of the larger context for each existing condition topic area. Goals are followed by objectives, which will constitute the policy

recommendations of the Plan. Implementation timeframe and responsibility are identified in Section 13, *Implementation*.

The information located in () following the identified goal is meant to provide an indication of the source used to develop the goal. The abbreviations are defined as follows: **EC**=Existing Conditions, **SP**=2005 Strategic Plan, **VW**=Visioning Workshop, **1968**=1967-1968 Land Use and Thoroughfare Plan, **1974**=1974 Comprehensive Plan, **1983**=1983 Comprehensive Plan Update, **1995**=1995 Comprehensive Plan Update, and **HPP**= Historic Preservation Plan.

DEMOGRAPHICS AND HOUSING (DH)

VISION STATEMENT: Residents of the City of Medina desire a City that protects and reinforces its architectural history, strong sense of community, and diversity of the socio-economic environment while providing for the continual evolution of both residential and business populations.

GOALS:

DH-1 Encourage the development, redevelopment, and rehabilitation of housing types to address the evolving needs of the City and surrounding townships. (EC, SP, VW)

DH-1A Evaluate current zoning regulations to seek balanced approaches for economic viability for both homeowners and private developers to develop and redevelop various housing types, including multi-family and single family.

DH-1B Complete a study to determine the current and potential unmet housing needs of the City's population, including needs of seniors, low to moderate income families, and young professionals.

DH-1C Encourage a mix of compatible residential and non-residential uses, in the area immediately surrounding Public Square.

DH-1D Enable, through zoning and other regulations, the establishment of emergency shelters, homeless shelters, transitional housing, protective care, and other facilities.

DH-1E Promote a regional approach to, and broad participation and cooperation in, area comprehensive planning efforts as they apply to new residential development and redevelopment. Cooperative comprehensive planning efforts should include at a minimum the City of Medina, Lafayette, Medina, Montville, and York Townships.

DH-2 Promote residential neighborhoods that are safe, attractive, and well connected to community amenities, including parks, public facilities, and neighborhood commercial uses. (1968, 1974, EC, SP, VW)

DH-2A Develop and maintain sidewalks throughout all City neighborhoods to promote pedestrian safety.

DH-2B Encourage housing rehabilitation and improvement and require property maintenance to maintain and preserve a high quality housing stock. Housing rehabilitation and improvement may be encouraged through educational efforts, including the creation of an inventory of available housing programs to assist homeowners with the expense of home improvement and rehabilitation, including the City's Community Housing Improvement Program (CHIP) and the County's Homestead Extension Program.

DH-2C Revise buffering guidelines to ensure compatible relationships between residential and non-residential uses.

DH-2D Aggressively and consistently enforce the City's building, housing, and zoning regulations to protect the community and to ensure a high quality of life.

DH-2E Expand pathways to interconnect existing and future park and recreation facilities.

DH-2F Create additional park facilities to serve areas of the City currently lacking facilities.

DH-2G Develop and implement an updated parks and recreation plan that will compliment the future land uses of the City.

DH-3 **Support efforts to provide residential and non-residential uses that promote the City as a community where it is possible for families and individuals to live, work, and shop. (SP, VW)**

DH-3A Support efforts to attract a workforce complementary to the land use and economic development goals of the community.

DH-3B Support existing workforce development programs in their efforts to increase training opportunities required by local area businesses.

DH-3C Continue to support and participate in the Medina County Fair Housing Consortium.

DH-3D Promote compatible mixed use development in areas where appropriate, as indicated by the Future Land Use Map.

DH-3E Maintain and develop attractive commercial areas that are inviting spaces for people to shop.

LAND USE (LU)

VISION STATEMENT: Residents of the City of Medina desire a land use policy that promotes a diversity of uses, provides for the preservation and reinforcement of the historical fabric of the community, and addresses the development and redevelopment of the community in a manner that is responsive to the evolving needs of the community.

GOALS:

LU-1 Make development and redevelopment decisions which protect the public health, safety, and welfare of the community using as a foundation the *2005/2006 Comprehensive Plan*.

LU-1A Ensure development and redevelopment decisions are consistent with *Plan* recommendations.

LU-1B Provide opportunities to educate public officials, residents, business owners, and developers on *Plan* recommendations.

LU-1C Undertake a *Plan* update within five to ten years of *Plan* adoption.

LU-2 Protect and preserve the historic character of the Historic District and Settlement Area by ensuring the viability of residential and commercial uses. (SP, VW, HPP)

LU-2A Develop Historic District Design Guidelines tailored to the architecture and character of Medina to ensure that new development and redevelopment are consistent with the community's historic character, while promoting a healthy balance of commercial activities.

LU-2B Conduct a workshop for property owners to introduce the Design Guidelines (referenced in LU-1A, above), and distribute copies of the Design Guidelines to property owners.

LU-2C Ensure consistent implementation of Design Guidelines through ongoing training of Historic Preservation Board members.

- LU-2D** Expand the Community Reinvestment Area (CRA) to include the entire City in order to provide a financial incentive for investments in real property improvements.
- LU-2E** Encourage use of economic incentives to rehabilitate properties, such as the Federal and State Historic Rehabilitation Tax Credits, where available.
- LU-2F** Consider developing a Heritage Tourism Marketing Plan in coordination with the Medina County Convention and Visitors Bureau, local business owners, museums, and historical organizations.
- LU-2G** In cooperation with property owners, nominate eligible properties and/or districts to the National Register.
- LU-2H** Develop and maintain sidewalks throughout all City neighborhoods to promote pedestrian safety.
- LU-2I** Encourage a compatible mix of residential and non-residential uses in the area immediately surrounding Public Square.

LU-3 Encourage high quality development and redevelopment for all uses including design elements, amenities, and benefits that support current and future residents and businesses. (1995, SP, VW)

- LU-3A** Revise Site Plan Review Design Guidelines tailored to the architecture and character of Medina to ensure that new development and redevelopment are consistent with the community's traditional character.
- LU-3B** Review and evaluate Site Plan Review thresholds for their appropriateness to changing development and redevelopment trends.
- LU-3C** Consider revisions to the Planning and Zoning Code that would allow and promote flexibility in the Site Plan Review Process.
- LU-3D** Regularly review the Planning and Zoning Code relative to changes in business and industry needs and trends, to achieve compatibility between City regulations and City economic development objectives.

LU-3E Ensure that development and redevelopment provide for pedestrian mobility within the development, to surrounding transportation networks, and to sidewalk and pathway networks.

LU-4 **Encourage continued innovation in land use planning (e.g., Planned Unit Developments, Overlays), where innovation would more effectively implement the goals set forth in the *Comprehensive Plan*, achieve a higher quality of development than would be possible under conventional regulations, result in better use of land in accordance with its character and adaptability, result in development that is compatible with surrounding uses, and produce recognizable and substantial benefits for the community. (1995, VW, SP)**

LU-4A Continue to support the mixed use development of Special Planning District No. 1, according to the South Court Village Concept Plan, as outlined in the *1995 Comprehensive Plan Update*.

LU-4B Consider modifications to the Transitional Corridor Overlay District (TC-OV) area and Development Guidelines that would add areas, clarify Development Guidelines, and eliminate inconsistencies and conflicts.

LU-4C Create an identity and plan for each corridor identified in the *Corridor Action Plan*, and promote the identities and implement the plans through the creation of additional overlay districts.

LU-4D Modify Planned Unit Development (PUD) regulations to maximize the potential benefit of undeveloped residential parcels to the City.

LU-4E Promote cooperation with adjacent townships to ensure complementary City and township land uses at municipal boundaries.

LU-5 **Support compact and convenient commercial development. (1995, VW)**

LU-5A Encourage development and redevelopment of existing commercial areas, including those currently zoned commercial and those permitting limited commercial uses.

LU-5B Identify additional areas that could accommodate and support commercial and compatible mixed uses.

LU-5C Utilize the City Planning and Economic Development Departments to connect businesses with appropriate and available land for expansion or relocating.

LU-6 **Encourage the development of industrial uses that can appropriately use the extensive amount of available industrial land in the City. (1995, VW)**

LU-6A Draft and adopt changes to zoning regulations to create three distinct industrial districts, as indicated on the *Future Land Use Map*: Office/Technology, Light Industrial, and General Industrial.

LU-6B Create a development plan for lower-impact industrial uses in recently annexed areas on the west side of the City.

NATURAL RESOURCES (NR)

VISION STATEMENT: Residents of the City of Medina desire to protect and enhance natural and environmentally sensitive areas.

GOALS:

NR-1 Encourage protection, conservation and enhancement of natural resources and environmentally sensitive areas, both public and private, within the City; and encourage coordinated efforts in areas adjacent to the City. (1995, VW, EC)

NR-1A Recognize existing studies that identify and prioritize natural resources and environmentally sensitive areas, and potential natural resource corridors, in the City and in areas adjacent to the City.

NR-1B Identify mechanisms to protect areas identified by the natural resource and environmentally sensitive areas study, including cooperation and collaboration with the Western Reserve Land Conservancy, Medina County Soil and Water Conservation District, surrounding townships, and other entities.

NR-1C Adopt regulations to establish riparian setbacks to prevent development and redevelopment in flood-prone or other naturally hazardous areas, as determined by the Medina County Soil and Water Conservation District and other organizations and agencies.

NR-1D Explore the preservation and expansion of City owned natural resource and park areas.

NR-1E Collaborate with townships adjacent to the City to expand available natural resource and park areas.

NR-2 Enhance natural resources through supporting policies that minimize negative impacts on air, land, and water resources. (EC)

NR-2A Adopt regulations to minimize negative impacts on air, land, and water resources; such as planning and zoning incentives for utilizing green building practices, best management practices for stormwater management such as biofiltration and pervious paving surfaces, and riparian and wetland setbacks.

NR-2B Review and evaluate parking requirements to reduce or eliminate spaces required, where possible.

NR-2C Continue to allow and encourage greater use of land-banking parking spaces not needed at the time of initial development.

NR-2D Provide incentives for natural resource preservation during development and redevelopment.

NR-3 Encourage public involvement in natural resource preservation and appreciation. (EC)

NR-3A Encourage educational programs throughout the community that promote the public's understanding of the importance of preservation and conservation efforts.

NR-3B Encourage volunteer efforts which improve the environment and deepen the public's appreciation of natural resources.

NR-3C Continue existing natural resource preservation and appreciation programs such as the street tree planting program promulgated by the Shade Tree Commission, the Tree City USA program, and Parks and Recreation Programs.

NR-3D The City should demonstrate a leadership role in Green Building practices and environmentally responsible resource use and stewardship.

COMMUNITY FACILITIES & SERVICES (CF)

VISION STATEMENT: Residents of the City of Medina desire to maintain and enhance existing community services and facilities, expand community services and facilities to meet future needs, and establish policies and relationships with surrounding townships and the County to provide for broader and more accessible facilities and services.

GOALS:

- CF-1** **Aggressively pursue strategies to maintain and enhance a level of public facilities and services that meet the needs of the community. (VW, SP, EC)**
- CF-1A** Review current City-Township cooperative service agreements and identify areas of potential future agreements.
- CF-1B** Explore the feasibility and potential benefits of a Fire District, created cooperatively with surrounding townships.
- CF-1C** Implement the recommendations of the 2006 Airport Layout Plan.
- CF-1D** Develop and maintain a hazardous materials/emergency response plan that is specific to the industries and activities occurring in the City to ensure that the City is prepared to address any possible situations.
- CF-2** **Maintain, enhance, and develop park and recreational facilities and trails that are readily accessible to all City residents, and that respond to the evolving nature of recreation activities. (VW, EC)**
- CF-2A** Expand pathways to interconnect existing and future park and recreation facilities.
- CF-2B** Create additional park facilities to serve areas of the City currently lacking facilities.
- CF-2C** Collaborate with Medina County Parks District and surrounding townships to expand the City path network and to connect with the existing and future Park District pathways.

- CF-3** **Support a high quality education system that includes excellent public schools and lifelong learning opportunities. (SP, VW, EC)**
- CF-3A** Participate in long range planning efforts of area school districts.
- CF-3B** Explore joint City and school district funding opportunities.
- CF-3C** Maintain and expand City-school facility, resource, and cost sharing.
- CF-3D** Cooperate with public and private entities to provide age-targeted educational opportunities. These entities include but are not limited to the following; Medina County Park District, Medina County District Library, Medina County University Center, Medina County Office for Older Adults, Medina County Historical Society, Medina General Hospital, and the Medina Community Recreation Center.
- CF-3E** Support existing workforce development programs in their efforts to increase training opportunities required by local area businesses.

ECONOMY (E)

VISION STATEMENT: Residents of the City of Medina desire to achieve economic vitality and sustainability, while still retaining the unique character of the community

GOALS:

E-1 Increase the economic vitality of Medina through a balanced tax base and economic development efforts focused on attraction, expansion, and retention of business and industry. (SP, EC)

E-1A Strengthen lines of communication between the City and business and industry.

E-1B Conduct a targeted industry study, which will target a focused marketing strategy and identify opportunities for growth.

E-1C Create and maintain an inventory of available retail, office, and service space.

E-1D Collaborate with local organizations to promote a high quality of life and attract and retain new young professional residents.

E-1E Expand the Community Reinvestment Area (CRA) area to include the entire City and the area included in the Cooperative Economic Development Agreement with York Township (CEDA).

E-1F Develop CEDAs and explore the use of other economic development tools not currently utilized (i.e., Joint Economic Development Corporation (JEDDs) or other cooperative economic development vehicles.

E-2 Encourage the development of a skilled workforce that is able to meet current and future needs of business and industry. (VW, SP, EC)

E-2A Support existing workforce development programs in their efforts to increase training opportunities required by local area businesses.

E-2B Continually meet with and identify the needs of local business owners to identify potential areas of needed workforce development.

- E-2C** Encourage public/private partnerships between area educational institutions and local businesses.
- E-3** **Support a climate that addresses the diverse needs and demands of a dynamic economy. (VW, SP, EC)**

 - E-3A** Support efforts to establish and expand a technology infrastructure.
 - E-3B** Establish Foreign Trade Zones (FTZ).
 - E-3C** Pursue new industries and businesses that have a low impact on transportation infrastructure.
 - E-3D** Regularly review the Planning and Zoning Code relative to changes in business and industry needs and trends, to achieve compatibility between City regulations and City economic development objectives.
- E-4** **Develop policies that strengthen and capitalize on the historic character and cultural resources currently available in the City. (VW, SP, EC, HPP)**

 - E-4A** Consider developing a Heritage Tourism Marketing Plan.
 - E-4B** Collaborate with existing groups who sponsor and organize cultural events in the area. These groups include but are not limited to the following: the Greater Medina Area Chamber of Commerce, the Medina County Convention and Visitors Bureau, and the Medina County Performing Arts Foundation.
 - E-4C** Consider becoming a National Trust Main Street city.
- E-5** **Ensure that land use policies accommodate the expansion and rehabilitation of existing business and industrial properties. (EC, SP)**

 - E-5A** Review and evaluate site plan review criteria for their appropriateness to changing development and redevelopment trends.
 - E-5B** Encourage innovation in land use planning.
- E-6** **Ensure that land use policies provide a range of development opportunities to business and industry.**

- E-6A** Create a development plan for low impact industrial uses in recently annexed areas on the west side of the City.
- E-6B** Encourage innovation in land use planning.
- E-7** **Explore the use of existing and potential business incentives and economic development tools to promote the attraction, expansion, and retention of business and industry.**
 - E-7A** Explore the feasibility of establishing Economic Development Incentive Revolving Loan Fund.
 - E-7B** Encourage use of the Federal Historic Rehabilitation Tax Credit.
 - E-7C** Explore opportunities for joint projects with the Medina County Port Authority.
 - E-7D** Work with the Greater Medina Area Chamber of Commerce to utilize existing resources (i.e., Business Retention and Expansion Survey, 2004 (BRE)), and explore the development of a business partnership program, with key elements to include face-to-face meetings, teams of government and economic development service providers, program managers, and a technology system for communication and information sharing. One example of this type of program is the Summit Business Partnership (Summit County, Ohio).
 - E-7E** Stay current on details of local, state, and federal grants and assistance programs, and advise local businesses on the existence of these programs and encourage their use.

TRANSPORTATION (T)

VISION STATEMENT: Residents of the City of Medina envision aesthetically-pleasing corridors and transportation networks that offer a range of travel options, while valuing safety, efficiency, and convenience.

GOALS:

T-1 Promote increased travel connections throughout the City through the use of alternative forms of transportation, including sidewalks, pedestrian walkways, and multi-purpose paths. (VW, EC)

T-1A Cooperate with other agencies and communities to ensure connections between complementary land uses in the City and those in adjacent communities.

T-1B Develop and maintain sidewalks throughout all City neighborhoods to promote pedestrian safety.

T-1C Expand pathways to interconnect existing and future park and recreation facilities.

T-1D Collaborate with Medina County Parks District to expand the City path network and to connect with the existing and future Park District pathways.

T-1E Evaluate current public transportation systems and support efforts to increase usage.

T-2 Promote transportation improvements consistent with efficient access to community goods and services, public safety, and convenience. (1995, VW)

T-2A Implement the recommendations of the 2001 Medina Area Transportation Task Force Final Report and amendments.

T-2B Implement the recommendations of the 2006 Airport Layout Plan.

T-2C Expand communication and collaboration with the Transportation Improvement District to achieve street improvement goals.

T-2D Pursue new industries and businesses that have a low impact on transportation infrastructure.

- T-2E** Evaluate the existing parking district and consider alternative parking options to meet the needs of the next 20 years, including the possibility of centralizing a large number of parking spaces in a parking structure near Public Square. If a parking structure is pursued, consider special area plans for the reuse of land currently used for surface parking, with a focus on ensuring aesthetic-quality.
- T-2F** Coordinate private parking efforts in the downtown area through a plan and unifying signage.
- T-2G** Provide pedestrian routes in new and existing developments that connect to existing transportation, sidewalk and pathway networks. .

T-3 Maintain support of roadways that are aesthetically pleasing and free from unnecessary clutter. (1995, VW)

- T-3A** Encourage and support the burying or relocation of utility lines, where feasible.
- T-3B** Regularly evaluate signage regulations to address changing development trends.
- T-3C** Require that all residences and businesses display their address in an easy-to-read format and location.

CORRIDOR ACTION PLAN (CAP)

VISION STATEMENT: Community members desire attractive, well-maintained corridors throughout the City

GOAL:

- CAP-1** Address the needs of the corridors in the City of Medina through various objectives.
- CAP-1A** Create an identity and plan for each segment and/or corridor.
 - CAP-1B** Encourage and support the burying or relocation of utility lines, where feasible.
 - CAP-1C** Use decorative street lamps/poles throughout the City.
 - CAP-1D** Create and implement a street tree plan that will insure all City streets are lined with landscaping.
 - CAP-1E** Encourage newer businesses to use architectural features to promote the extension of the architecturally rich core throughout the City.
 - CAP-1F** Residential structures that are converted to business uses should retain residential elements to promote a uniform streetscape.
 - CAP-1G** Property maintenance codes should be enforced.
 - CAP-1H** Create and implement a bicycle and pedestrian circulation plan that includes the extension of sidewalks throughout the community.
 - CAP-1I** On highly-trafficked streets with residential uses in proximity, traffic calming measures should be used to provide a more appealing place for residents to walk.
 - CAP-1J** Long expanses of street should be visually broken up through the addition of landscaping and street side mini-parks, which would include benches, trees, and high-quality landscaping elements.

NEIGHBORHOOD ACTION PLAN (NAP)

VISION STATEMENT: Community members desire a City comprised of attractive, well-maintained neighborhoods.

GOAL:

NAP-1 Address the needs of the neighborhoods in the City of Medina through various objectives.

NAP-1A Proactively enforce zoning regulations and property maintenance code to preserve and/or improve condition of neighborhoods.

NAP-1B Develop a streetscape program to beautify the City’s streets through use of decorative lighting, street trees, and other means.

NAP-1C Modify Planned Unit Development (PUD) regulations to maximize the benefit of undeveloped residential parcels to the City.

NAP-1D Implement the recommendations of the Medina County Bike/Hike Plan and further develop bike/hike trails throughout the City and increase alternative modes of transportation and opportunities.

NAP-1E Develop a program to monitor and improve sidewalks throughout the City.

NAP-1F Work with organizations such as the Community Design Committee to preserve/enhance older properties in the City and educate homeowners on the benefits of owning an older home.

NAP-1G Develop a plan to meet the parking needs of the Downtown/Core area for the next 20 to 25 years.

NAP-1H Work with the Economic Development Department, the Greater Medina Area Chamber of Commerce and other agencies and business owners to promote the City, attract businesses to the City, and retain existing businesses in the City.

NAP-1I Continue promotion of the Square for events and celebrations.

NAP-1J Continue to pursue alternative routing options for through traffic, including but not limited to completion of the planned loop roads and establishment of an I-71 interchange south of the City.

NAP-1K Improve the walkability of the commercial districts through a right-of-way improvement plan for sidewalks and street trees.

- NAP-1L** Continue to require landscaping in and around parking areas when properties are improved, and consider also requiring this when fewer than 20 spaces are proposed.
- NAP-1M** Add pedestrian countdown timers (visual and audible) to crosswalks on busy streets.
- NAP-1N** Utilize non-invasive traffic calming measures to slow traffic and create more appealing streets for drivers and pedestrians.
- NAP-1O** Develop architectural standards for additional areas in the City.
- NAP-1P** Consider modifications to the Transitional Corridor Overlay District that would add areas, clarify guidelines, and eliminate inconsistencies and conflicts.
- NAP-1Q** Continue to encourage compact commercial areas to maintain the traffic carrying function of roads and the character of the residential neighborhoods, as recommended in the 1995 Comprehensive Plan.
- NAP-1R** Encourage development of industrial uses that can appropriately use the extensive amount of industrial land in the City.
- NAP-1S** Continue to promote the goals and objectives of the North Court Access Management Plan in the 1995 Comprehensive Plan.
- NAP-1T** Institute a regular method for inspecting properties. Possible methods could include point-of-sale inspection, or inspection due to a change of use. Inspections should be performed by an experienced inspector and in a consistent fashion.

SECTION 13

IMPLEMENTATION

Goals and objectives identified in Section 12, *Goals and Objectives*, are presented in the following table with lead responsibility and completion targets identified.

The following symbols are used to designate entities with lead implementing responsibility for various action items:

<u>Symbol</u>	<u>Meaning</u>
A	City Administration
C	City Council
B	Board of Zoning Appeals
H	Historic Preservation Board
P	Planning Commission

In addition to those with lead implementing responsibility, a number of action items also identify organizations and entities that will play a key role in accomplishing the action item.

The following descriptors are used to identify the implementation timeframe of each objective:

- | <u>Descriptor</u> | <u>Description</u> |
|----------------------|---|
| ▪ Short Term | Objectives accomplished in one to two years of <i>Plan</i> implementation (2007-2008). |
| ▪ Mid Term | Objectives accomplished in three to six years of <i>Plan</i> implementation (2009-2012). |
| ▪ Long Term | Objectives accomplished in seven to nine years of <i>Plan</i> implementation (2013-2015). |
| ▪ Ongoing (→) | Objectives that are of a continuing nature, rather than a one-time event. |

IMPLEMENTATION

Objectives		Lead Responsibility	Completion Target			
			Short Term	Mid Term	Long Term	Ongoing
Demographics and Housing (DH)						
DH-1	Development, Redevelopment, and Rehabilitation					
	DH-1A	Current Zoning Evaluation	A, P	X		→
	DH-1B	Housing Needs Study	A		X	
	DH-1C	Public Square Mixed Use	A, P	X		→
	DH-1D	Critical Housing Needs Analysis	A		X	→
	DH-1E	Regional Approach	C		X	→
DH-2	Safe, Attractive, Well Connected Communities					
	DH-2A	Sidewalks Throughout City	C	X		→
	DH-2B	Home Rehabilitation & Maintenance	A, C	X		→
	DH-2C	Buffer Guidelines Update	A, P		X	
	DH-2D	Regulation Enforcement	A	X		→
	DH-2E	Parks Pathway Connections	C	X		→
	DH-2F	Additional Park Facilities	C		X	→
	DH-2G	Parks and Recreation Plan	A, C		X	
DH-3	A Place to Live, Work, & Shop					
	DH-3A	Complementary Workforce	A		X	→
	DH-3B	Workforce Development Programs	A		X	→
	DH-3C	Fair Housing Consortium	A		X	→
	DH-3D	Compatible Mixed Use Development	A, P	X		→
	DH-3E	Attractive Commercial Enhancements	A, C		X	→
Land Use (LU)						
LU-1	Protect Public, Health Safety, and Welfare					
	LU-1A	Consistent Decisions	A, C, P, B, H	X		→
	LU-1B	Plan Recommendation Education	A, P	X		→
	LU-1C	Plan Update	A, C		X	
LU-2	Protect and Preserve Historic Character					
	LU-2A	Historic District Design Guidelines	C, H	X		
	LU-2B	Design Guidelines Workshop	A, H	X		→
	LU-2C	Historic Preservation Board Training	A, H, C	X		→
	LU-2D	CRA Expansion	C	X		
	LU-2E	Economic Incentives	A, C	X		→
	LU-2F	Heritage Tourism Marketing Plan	C, H	X		
	LU-2G	National Register Nominations	H		X	→
	LU-2H	Sidewalks in Historic District	C		X	→
	LU-2I	Public Square Mixed Use	A, P, H	X		→
LU-3	High Quality Development and Redevelopment					
	LU-3A	Site Plan Review Design Guidelines	A, P		X	→
	LU-3B	Site Plan Review Thresholds	A, P	X		
	LU-3C	Site Plan Review Flexibility	A, P	X		→
	LU-3D	Planning and Zoning Code Update	A, P	X		→
	LU-3E	Pedestrian Mobility	A, C		X	→

IMPLEMENTATION

Objectives			Lead Responsibility	Completion Target			
				Short Term	Mid Term	Long Term	Ongoing
LU-4	Land Use Planning Innovation						
	LU-4A	Special Planning District No. 1	A, P			X	→
	LU-4B	Transitional Corridor Overlay District	A, P	X			
	LU-4C	Corridor Action Plan	A, P		X		
	LU-4D	Planned Unit Development	A, P	X			
	LU-4E	City-Township Land Uses	A, C		X		→
LU-5	Compact and Convenient Commercial Development						
	LU-5A	Existing Commercial Areas	A, C	X			→
	LU-5B	Additional Commercial & Mixed Use	A, P		X		→
	LU-5C	Connecting Businesses with Space	A			X	→
LU-6	Industrial Areas						
	LU-6A	Three Distinct Industrial Districts	A, P, C	X			→
	LU-6B	Lower-Impact Development Plan	A, P		X		
Natural Resources (NR)							
NR-1	Natural Resource Protection, Conservation, and Enhancement						
	NR-1A	Existing Studies	A	X			→
	NR-1B	Mechanisms to Protect Resources	A, C		X		→
	NR-1C	Riparian Setbacks	C	X			
	NR-1D	Natural Resource and Park Areas	A, C		X		→
	NR-1E	Collaboration with Townships	A, C			X	→
NR-2	Minimize Negative Impacts on Air, Land, and Water Resources						
	NR-2A	Adoption of Regulations	C		X		→
	NR-2B	Parking Requirements	A, P, B		X		
	NR-2C	Land-banked Parking	P, A	X			→
	NR-2D	Incentives	C			X	→
NR-3	Public Involvement						
	NR-3A	Educational Programs	A, C		X		→
	NR-3B	Volunteer Efforts	A, C		X		→
	NR-3C	Preservation Programs	A, C	X			→
	NR-3D	Green Building Practices	A, C			X	→
Community Facilities (CF)							
CF-1	Public Facilities and Services						
	CF-1A	Current City-Township Agreements	A, C	X			→
	CF-1B	Fire District	A, C		X		
	CF-1C	Airport Layout Plan	C			X	→
	CF-1D	Hazardous Materials Response Plan	A, C		X		
CF-2	Park and Recreational Facilities						
	CF-2A	Pathway Connections	A, C		X		→
	CF-2B	Additional Park Facilities	A, C		X		→
	CF-2C	Path Networks Expansion	A, C			X	→

IMPLEMENTATION

Objectives		Lead Responsibility	Completion Target			
			Short Term	Mid Term	Long Term	Ongoing
CF-3	High Quality Education System					
	CF-3A	Long Range Planning Efforts	A, C		X	→
	CF-3B	Joint Funding Opportunities	A, C		X	→
	CF-3C	City-School Sharing	C	X		→
	CF-3D	Age-Targeted Edu. Opportunities	A, C		X	→
	CF-3E	Workforce Development Programs	A		X	→
Economy (E)						
E-1	Balanced Tax Base					
	E-1A	City-Business Communication	A	X		→
	E-1B	Targeted Industry Study	A, C		X	
	E-1C	Inventory of Available Space	A		X	→
	E-1D	Young Professionals Attraction/Retenti	A, C		X	→
	E-1E	CRA Expansion	C	X		→
	E-1F	CEDA Development	C		X	→
E-2	Development of a Skilled and Responsive Work Force					
	E-2A	Workforce Development Programs	A		X	→
	E-2B	Workforce Opportunities Identification	A	X		→
	E-2C	Public/Private Partnerships	C		X	→
E-3	Dynamic Economy					
	E-3A	Technology Infrastructure	C		X	
	E-3B	Foreign Trade Zones	A, C		X	
	E-3C	Low Impact Industries and Businesses	A, C		X	
	E-3D	Planning and Zoning Code Update	A, P	X		
E-4	Historic Character and Cultural Resources					
	E-4A	Heritage Tourism Marketing Plan	C, H		X	
	E-4B	Cultural Events	C	X		→
	E-4C	National Trust Main Street City	A, C		X	
E-5	Land Use Policies - Expansion and Rehabilitation					
	E-5A	Site Plan Review	A, P, B	X		→
	E-5B	Innovation in Land Use Planning	A, P, C, H		X	→
E-6	Land Use Policies - Development Opportunities					
	E-6A	Low Impact Industrial Plan	A, P, C		X	
	E-6B	Innovation in Land Use Planning	A, P, C, H		X	→
E-7	Business Incentives and Economic Development Tools					
	E-7A	Revolving Loan Fund	C		X	
	E-7B	Tax Credit	C, H		X	→
	E-7C	Medina County Port Authority	A, C	X		→
	E-7D	Business Partnership Program	A, C		X	
	E-7E	Grants and Assistance Programs	A	X		→

IMPLEMENTATION

Objectives			Lead Responsibility	Completion Target			
				Short Term	Mid Term	Long Term	Ongoing
Transportation (T)							
T-1	Increased Travel Connections						
	T-1A	Cooperation to Ensure Connections	A, C, P	X			→
	T-1B	Sidewalks	C		X		→
	T-1C	Pathways	A, C			X	
	T-1D	Collaboration w/ County Park District	A, C			X	→
	T-1E	Evaluation Current Systems	A, C	X			→
T-2	Promote Transportation Improvements						
	T-2A	Task Force Recommendations	C	X			→
	T-2B	Airport Layout Plan	C			X	→
	T-2C	Transportation Improvement District	C			X	→
	T-2D	Low Impact Industry Attraction	A, P		X		→
	T-2E	Parking District Evaluation	A, C, P	X			
	T-2F	Private Parking Coordination	C		X		
	T-2G	Pedestrian Route Identification	A, C, P			X	→
T-3	Aesthetically Pleasing Roadways						
	T-3A	Utility Lines	C			X	→
	T-3B	Signage Regulation Evaluation	A, P	X			
	T-3C	Easy-to-Read Address Displays	A, P		X		→
Corridor Action Plan (CAP)							
CAP-1	Improved Corridors						
	CAP-1A	Identity for Overlays	A, P		X		→
	CAP-1B	Utility Lines	C			X	
	CAP-1C	Decorative Street Lights	C		X		
	CAP-1D	Street Tree Plan	A, C	X			
	CAP-1E	Commercial Architecture	A, P	X			
	CAP-1F	Compatible Use Conversions	A, P	X			→
	CAP-1G	Property Maintenance	A, C	X			
	CAP-1H	Bicycle/Pedestrian Circulation Plan	A, C		X		
	CAP-1I	Traffic Calming	A, C			X	
	CAP-1J	Mini-Parks	A, C		X		
Neighborhood Action Plan (NAP)							
NAP-1	Improved Neighborhoods						
	NAP-1A	Enforcement/Property Maintenance	A, C	X			→
	NAP-1B	Street Tree Plan	A, C		X		
	NAP-1C	Planned Unit Developments	A, P	X			
	NAP-1D	Alternative Transportation Development	C		X		
	NAP-1E	Sidewalks	A, C		X		
	NAP-1F	Preservation/Education	A, H		X		→
	NAP-1G	Parking District Plan	A, C, P	X			
	NAP-1H	Business Promotion/Attraction	A	X			

IMPLEMENTATION

Objectives			Lead Responsibility	Completion Target			
				Short Term	Mid Term	Long Term	Ongoing
	NAP-1I	Event Promotion	C	X			→
	NAP-1J	Alternate Traffic Routing	A, C			X	
	NAP-1K	Right-of-Way Improvement Plan	A, C		X		
	NAP-1L	Landscaped Parking Areas	A, P	X			
	NAP-1M	Crosswalk Enhancements	A, C			X	
	NAP-1N	Traffic Calming	A, C			X	
	NAP-1O	Architectural Standards	A, P			X	
	NAP-1P	Transitional Corridor Overlay District	A, P		X		
	NAP-1Q	Compact Commercial Areas	A, P, C	X			→
	NAP-1R	Low Impact Industries and Businesses	A, P	X			
	NAP-1S	North Court Access Management	C	X			→
	NAP-1T	Use/Sale Inspections	A, C		X		

APPENDIX: PAST PLANNING EFFORTS

INTRODUCTION

The City of Medina has a strong planning history. The update to the Comprehensive Plan currently being conducted represents the fifth plan in a process that began in the late 1960s. The City has consistently committed to review and reevaluation of planning projects, and, as such, the City's citizens and administration are well informed about the long range advantages of planning for future development.

PLANNING HISTORY

Land Use and Thoroughfare Plan 1967-1968

Beginning in 1967, the City of Medina participated in a collaborative effort to prepare a land use and thoroughfare plan for the area surrounding Medina. The Land Use and Thoroughfare Plan that was presented in January 1968 was prepared by the Tri-County Regional Planning Commission. Participating jurisdictions included the City of Medina, Lafayette Township, Montville Township, and York Township. A noteworthy exception from the participants is Medina Township, which was included in the Medina Planning Area as defined by the study.

The Plan sets forth several policy recommendations intended to guide development of the City and its surrounding area. The following goals and objectives are representative of the important policy issues of the Plan:

General Goals

- Promote sound development practices to create an environment in which viable economic activity is in harmony with conservation of natural and manmade amenities.
- Preserve existing features that contribute to the heritage of the community; for example, the Public Square and the Victorian style of architecture in the downtown area.
- Preserve the identity of what exists in the present small town atmosphere of Medina by encouraging future development to take place in neighborhood units. The elementary school-park complex is to act as the neighborhood social core.
- Identify an urban service area within which all subdivision development should occur for the foreseeable future.

Specific Objectives for Residential Development

- Residential areas should be buffered from invasion of incompatible land uses.
- Residential areas should be designed to incorporate open space and recreation facilities.
- There should be a range of residential densities in the Medina Planning Area from which an incoming resident can select the most desirable unit to suit his needs.

Specific Objectives for Commercial Development

- Encourage the compactness of commercial areas so that the traffic carrying function of roads and the character of residential areas will not be jeopardized.
- Major traffic arteries should not be considered automatically for commercial development solely because of the number of vehicles they carry.

Specific Objectives for Industrial Development

- Provide adequate amounts of industrial land to allow for the economic growth of the Medina Planning Area, recognizing the relationship of good industrial development to the fiscal well-being of each political subdivision.
- Buffer zones should be provided to separate existing industrial zones from surrounding residential areas.

Specific Objectives for the Thoroughfare System

- Discourage through traffic from entering business centers; traffic not headed for a destination within a business center should be encouraged to use major routes which bypass the City of Medina.
- Recommend better routes through and around intensively developed areas.
- Eliminate as many dangerous intersections and at grade rail crossings as possible.

Most of these policies are still valid today.

The 1968 Generalized Land Use Plan section provides land use requirements for a holding capacity of approximately 6,000 dwelling units or a population of 20,500 people "within the ring roads". The Plan projected the City of Medina to reach a population of 20,000 around the year 2000 and the population within the Medina Planning Area to reach about 18,000. According to the 1990 Census, the City had a total of 7,354 housing units (1,322 more units than the projected holding capacity)

and a population of 19,231. The population of the Medina Planning Area (York, Montville, Medina, and Lafayette Townships) in 1990 reached 15,518, still within the projected 18,000 population.

The 1968 Plan recommended that a greater variety of housing types be developed. The highest density recommended by the Plan was 12 or more units per acre. The lowest density recommended was less than two units per acre.

Concerning industrial areas, the Plan provides the following statement: "Medina is fortunate to have available so much land for industrial use. The land is not only generally flat but, if this plan is carried out, the industrial areas will have excellent access to major highways...It is also felt that the existing fairgrounds would be ideally suited for a future industrial park...One of the major industrial problems, at present, is that most industrial traffic must travel through the City on local streets"

Concerning community facilities, the 1968 Plan projected that the City school district would exceed 7,300 pupils by the year 2000, with about 4,400 of the students living in the City. The water supply is extensively documented within the report and projections are made, estimating future demands for each planning area. The Thoroughfare section of the Plan outlines the basis of the ring road/inner loop/bypass concept.

A very interesting component of the 1968 Plan is the recommendations regarding the downtown central business district. The downtown plan involves the routing of all vehicles on traffic perimeters; eliminating some streets in the core area; clearing non-conforming uses; providing off-street parking; and developing a architectural treatment of structures. Specific recommendations involve remodeling rear entrances to commercial buildings; providing attractive walking arcades from parking areas to Court Street; constructing a pedestrian mall on Court Street; and providing a one-way counter-clock-wise movement of traffic around the core area.

This portion of the plan was prepared in an environment when there was less emphasis on the historic integrity of downtown areas, with more willingness to make more substantial changes to the area.

Comprehensive Plan 1974

In March of 1974, the Medina City Council adopted the Comprehensive Plan of the City of Medina, Ohio. The 1974 Comprehensive Plan was prepared by Urban Research & Planning, Inc. with the assistance of a sixteen member citizen advisory committee, The Comprehensive Plan was identified as "the official guide to development and redevelopment within the corporate limits of Medina, and three miles therefrom." The Plan was intended as a guide for zoning decisions and for subdivision review as related to thoroughfare and open space planning.

The Plan outlines the general natural conditions in Medina and the surrounding area. This plan exhibited concern for environmental presentation, for example the Plan identifies areas along the West and North Branches of the Rocky River as having slopes of greater than 10% which should not be intensively developed. The Plan reports that, because of soil and underground water conditions, central sewer and water systems will be required for most of the Medina area as it

develops. The Plan also recommends that development controls be established to limit construction within the floodplains of the West and North Branches of the Rocky River.

The population of Medina, according to the 1970 U.S. Census was 10,913. The total acreage of the City was just under 5,000 acres with approximately 53% of the City undeveloped at the time. In 1974, the City had 73 acres of multifamily residential development, representing 9% of the residential land area. However, multifamily units represented 27% of the total housing stock on a per unit basis in 1970 and an estimated 36% by 1973. As of 1990 multi-family represents approximately 43% (including attached units, apartments and mobile homes) of Medina's housing, reflecting policies encouraging the need for more multi-family.

The 1974 Plan also presents a detailed housing quality and neighborhood analysis study. The City was divided into four neighborhoods and 28 planning areas for the study. The study found that 2% of all structures in Medina had major deficiencies or were totally deficient. Another 10% of all structures were found to have minor deficiencies. The structural analysis found that the six planning areas with the lowest condition rating were in the neighborhoods immediately surrounding the downtown.

The 1974 Plan stated "circumferential routes have not been provided; and consequently, the Central Business District (CBD) is a major point of congestion." The Plan pointed to heavy volumes of through traffic on State Route 18 and industrial uses being located to the west of the city, away from 1-71. (This observation is a recurrent theme that was discussed in 1968, 1974, 1983, 1995 and continues to be a problem today.)

The City's Municipal Center was under construction during the preparation of the Plan. At the time, the only fire station was located downtown. New east and west branch fire stations needs were projected. The Plan also recommended the need for City to prepare and adopt a utility plan for the Medina area.

The Plan states that housing growth accelerated between 1970 and 1974. The city was averaging 105 single family units per year and 235 multifamily units. The Plan projected that the need for low rent affordable housing, "plus the housing needs of relocated low income households", would require action by the Medina Housing Authority. Based on the Plan's expectations that increased multifamily developments would be needed, the balance of single family to multifamily construction needs was projected to be equally distributed from 1975 to 1990. The Plan states that in 1974 the City's existing density was slightly less than four housing units per acre with 36% of the housing multifamily units. The Plan recommended that the density of the City should not exceed six units per acre and no more 40% of all units multifamily. Concerning housing conditions, it was recommended that the City continue housing code enforcement, and conservation and rehabilitation programs for older areas of Medina.

Concerning nonresidential development, the Plan recommends the improvement of the CBD and the North Court Street area. The Plan recommends a new 15 acre South Medina Center to be encouraged. Smaller ancillary business areas were also encouraged. The Plan recommends that the city attempt to develop as a regional employment center, encouraging industrial-type development.

The following policy statements are representative of recommendations of the 1974 Comprehensive

Plan:

- Areas in close proximity to existing sewer and water systems shall be developed first.
- Areas west and south of the drainage boundary shall not be extensively developed.
- Adequate public services shall be available and coordinated to assure optimum development. (This policy is worded in such a way as to require the City to expand to meet development, and as such is development driven, not necessarily in response to the City's fiscal ability to extend services.)
- The density of residential shall be a function of the proximity to business centers.
- "Strip" or "spot" industrial and commercial development shall not occur.
- Generally, school sites should be located adjacent to park and open space land.
- Elimination of substandard housing and improvement of Medina's CBD, utilizing HUD federal assistance.

Concerning the Thoroughfare System, the Plan was designed to accomplish the following:

- Provide a general basis for detailed studies by ODOT regarding the bypass routes.
- Provide an interior circulation pattern.
- Use the policies and plan maps to acquire right-of-way for proposed improvements, extensions and new connector roads and bypass roads.

The Plan projects that the ultimate population of the city should approach 35,000, 6,000 less than under existing zoning at the time. The plan thereby recommended that the future capacity of Medina be reduced from 41,000 to 35,000 through changes in zoning and densities reducing the ultimate density to six units per acre and the proportion of multi-family to 40%. The Plan projects the needs for commercial uses based on per capita expenditures and economic revenue incomes by business sector, finding that the city had enough area for business to fit within the future income expenditures. Also, the Plan projects industrial land need based on jobs per acre and existing build-out under zoning conditions at the time, finding that the City had sufficient land zoned industrial to exceed the future job needs of the City's population. These two findings support the policy that Medina should be a regional economic center.

Concerning open space and recreation plans, the Comprehensive Plan recommends development of extensive greenbelt systems of public or otherwise permanently allocated open space. This open space system is recommended to interconnect with major buffer strips, pedestrian easements and activity centers.

The 1974 Comprehensive Plan concludes with a general discussion of zoning, subdivision regulations, capital improvement plans, and parks and open space plans. The final section reviews general responsibilities of each implementation tool. No specific changes to the zoning code or subdivision regulations are made within the implementation section.

Comprehensive Plan Update 1983

In 1983, the City of Medina continued to review planning issues for the City's future by adopting a new Comprehensive Plan Update. The Plan Update was prepared for the City by the Center for Urban Studies at the University of Akron, Ohio. The major purpose of the Plan Update was "to

provide a guide to a community in directing growth and in allocating funds for the necessary community facilities and infrastructure to serve the existing and expected population and physical development.” The City was divided into a five planning units for the collection of existing condition data. Population, housing and land use calculations were prepared by planning unit.

General goals for the development of the Comprehensive Plan were established in the Plan Update. These goals outlined general planning issues to produce a Plan that is sensitive to the natural, social, economic and aesthetic attributes of the city. The Plan Update is very detailed; for example it documents the climate of Medina, presenting daily maximum temperatures for each month and the average snow and rainfall. The Plan Update also briefly reviews the City's history, discussing the formation of the City Charter, which voters accepted in 1952 and became effective January 1, 1954.

The Plan Update examined past and future population trends for Medina. A computer program was used to project future population based on demographic characteristics of the City's population, such as birth and death rates, marriage and divorce rates, the number of female heads of households, etc. To some extent, the computer model also looked at the impact of regional trends, such as Cleveland's decreasing population and labor force trends. The Plan Update projected that the population of Medina would be 17,361 in 1990; the actual population was 19,231. The Plan Update projected an increase of about 13%, and that much of the new population would be a result of natural increase. In truth, the city increased by 26%, take the rate projected, largely the result of new development.

Concerning economic trends, the Plan Update presents the following comments:

- Medina is a preferred residential location for many people who commute to Cleveland.
- The relative affluence of commuters has contributed to the creation of commercial and professional services in the City.
- Realtors and industrialists agree that the City would continue to be an attractive residential location.
- Service jobs increased two and a half times between 1960 and 1980 and were expected to continue to increase into the next century.

An existing land use survey was conducted as part of the Plan Update. The survey revealed that “the bulk of new residential development is taking place east of the square along Route 18, southeast along Route 57, and northeast adjacent to the east side of North Court Street.” The Plan stated that the area with major new commercial development potential is outside the City limits at the 1-71 and Route 18 interchange. The Plan states that the relationship between CBD and the North Court Street district is important, and that the increased commercial development along North Court Street has had some adverse effects on the downtown area. The study found that the downtown merchants viewed the lack of parking as the foremost concern. Two studies of CBD parking conducted in 1977 and 1979 supported the Plan's conclusion that the downtown area has a severe parking shortage. The feasibility of a parking structure as a solution to the problem was presented.

The analysis of the distribution of land uses within Medina found the City was comprised of 6,361 acres; a 28% increase in land area. In 1983, 63% of the City was developed, leaving 2,300 acres of undeveloped land. The Plan Update calculated the land use distribution for each of the five planning units. The analysis found that planning units three and four, the southeast and northeast

quadrants respectively, were primarily developed as single family areas, representing "the neighborhood-based segments of Medina". Planning areas one and two, northwest and southwest respectively, were less homogeneous and displayed a mixed pattern of multifamily, single family, industrial and undeveloped uses.

The Plan lists eight structures in the City which were listed on the National Register of Historic Places, and the public square and the surrounding buildings which are listed on the National Register. The Plan states that "the poor condition of the older historic homes west of the square along West Washington Street should be of major concern to the City. Their loss would be a serious blow to Medina."

The Plan update includes a map and table listing the hierarchy of streets in Medina. Traffic volumes and accident data are also included, identifying the following intersections as the most hazardous within Medina: 1) Lafayette and Lake; 2) Broadway and East Smith; 3) Huntington and West Liberty; 4) Court and Homestead; and 5) Court and Lafayette. Concerning the existing transportation network, the Plan states that "there appears to be little prospect of satisfactorily relieving congestion problems using local streets to resolve the issue. A bypass would greatly assist the City in coping with its traffic problems." The problem was identified as the inability to carry through traffic around the City, so as to avoid heavy congestion in downtown Medina. The Plan Update states that the traffic congestion problem is a combination of arterial deficiencies, such as unchannelized intersections, insufficient widths and number of lanes, unpaved berms, and too many curb cuts.

The 1983 Plan Update contains an extensive discussion on environmental conditions and constraints within Medina. Specifically, the Plan Update contains data, maps and construction guidelines for soil and drainage areas; the influence of development on storm water runoff; and the importance of floodplains, severe slopes, and vegetation stands. The Plan Update concludes the environmental analysis by identifying major physical barriers to development within Medina. This analysis, along with the data presented in the 1974 Plan, represents a sound foundation for protection of natural features.

The Plan Update projects the housing needs for the future populations of Medina. It was projected that a total of 6,729 housing units would be needed by 1990. The actual housing count in 1990 was 7,354, 625 more than expected. It was recommended that the proportion of new residential development occurring be 35% low/medium density (1 to 5 units per acre) and 65% high density (6 or more units per acre) by the year 2000. Again, the City's policy was to increase development of multi-family housing.

Concerning nonresidential growth, the Plan Update prepared projections based on employment ratios and conditions. The Plan found "that Medina had sufficient land to accommodate likely future industrial and commercial development". The Plan projected moderate growth in the industrial sector and higher levels of growth in commercial, professional or service related activities.

Concerning recreation, the 1983 Plan Update reports that the City had 594 acres of developed park land. The Plan goes on to discuss specific recommendations of the 1978 Park Plan, endorsing continued use of the document. The Plan also encourages the City to take advantage of the

mandatory dedication regulation within the subdivision code. The continued practice of an open space dedication program will improve the City's ability to provide park land as the population increases. The Plan Update recommends establishment of two neighborhood parks, one in the north and the other in the northwest quadrant of the city.

The following statements are representative of the development policies recommended by the Plan Update:

- Utilize “in-filling” to accommodate expected future residential development.
- Maintain and strengthen the City's neighborhoods, each having open space or parks and a small convenience goods and service area.
- Prevent development on flood-prone or other naturally hazardous areas.
- Minimize or prevent commercial strip zoning and concentrate new commercial development in the CBD, the North Court Street shopping district and in selected neighborhood commercial centers.
- Provide a range of housing for a variety of income and age groups.
- Improve the physical form and visual image of the City to provide a well designed and balanced central core to attract activities.
- Improve internal vehicular circulation throughout the various parts of the City, especially between the north and south sides.
- Provide for the development of industrial land with favorable connections to the freeway systems to improve the economic base of the community.
- Assist existing industries to maintain and expand employment by providing public incentives which will provide a locational advantage to industry.
- Pursue housing rehabilitation and renewal for inner city neighborhoods through an aggressive program of housing code enforcement, especially in the northwest area of the City.

Based on these policies, the Plan makes the following recommendations:

1. Prevent any further commercial uses along North Court Street between the Public Square and Highland Drive in order to protect the remaining non-commercial uses and avoid unsafe and congested traffic conditions along this artery.
2. Pursue an annexation policy with the goal of incorporating identified future growth areas within the City so as to provide the land for needed future uses. (The Plan states that the City had enough land for commercial and industrial areas.)
3. Reduce the amount of land zoned commercial by carefully reviewing current zoning districts to determine if there is more land zoned for commercial development than is required by current or anticipated development.
4. Create an adaptive reuse district in the first two blocks east of Public Square along East Washington Street that permits the development of mixed commercial/residential uses within existing structures.
5. Create an historic district devoted to the preservation and restoration of existing houses in the East Liberty and East Washington Streets area.
6. Create a special mixed use commercial/residential district along West Liberty from Elmwood to the railroad tracks to facilitate coordinated development which will eliminate its existing unaesthetic character and visual clutter

7. Create a neighborhood convenience commercial node in the southern section of the city along Wadsworth Road or South Court Street.
8. Carefully plan for the development of major new residential expansion areas by providing an adequate set of facilities such as parks and recreation for these areas.
9. Provide adequate parking and accessibility for local traffic in the Public Square/CBD commercial district so as to enhance its focal position within the city.

From the recommendations listed above, the Plan Update identifies five areas that require special planning efforts to address the particular needs. These areas are as follows:

1. The North Court Street Commercial Area
2. East Washington Street Adaptive Reuse Area
3. East Liberty/East Washington Historic Area
4. West Liberty Transition Area
5. Housing and Building Code Enforcement Area

Specific recommendations are outlined for each special planning area. The Plan Update recommends that more detailed plans and studies are need for these areas.

The Comprehensive Plan Update concludes with identifying issues for which the City needs to set policy. These include the degree to which neighborhood commercial development occurs (specifically noting the area along South Court Street); design-type considerations for new residential development; deciding on the CBD parking program and construction of a parking deck; and increasing tourism efforts to attract economic activity. Specifically the Plan recommends the four future projects:

- The preparation of a streetscape and traffic circulation plan for North Court.
- Preparation of a set of development guidelines for adaptive reuse activities in the East Washington Street area.
- Preparation of a historic district plan for the East Liberty/East Washington Street area.
- Preparation of a development guide plan for the West Liberty transition area.

The above summaries were created by Pflum, Klausmeier, and Gebrum Consultants for the 1995 Comprehensive Plan Update.

Comprehensive Plan Update 1995

The 1995 Comprehensive Plan Update was completed by Pflum, Klausmeier, and Gehrum. The focus was to combine standard planning elements with a series of focus plans that addressed the priority issues of the City.

The Plan Update provided a detailed overview of the population and housing growth that the City experienced beginning in 1970, and continuing to 1994. The population at the time of completion for the Plan Update was approximately 21,660, which represented a 2.4% growth rate in the years from 1990 to 1994. The growth in housing units was comprised of single and multi-family units, however the emphasis in discussion was on the 43% of units that were multi-family.

The Plan Update indicated that single family residential growth dominated land use changes, with commercial development also having a sizable impact, particularly along the North Court corridor. Industrial growth was steady and, with residential and commercial growth, contributed to a decrease in the amount of future developable land in the City. The future impact of development continuing in the same manner was estimated to bring the full build-out population of the City to 32,000 people.

Recommendations of the focus plans in the 1995 Plan Update include:

- Establish a system to evaluate the impact of new development on City services.
- Establish a system to evaluate the fiscal impact of different land uses within the City.
- Establish plans for areas outside the City.
- Use the thoroughfare plan to approve new road connections and ensure that new roads connect to the planned roadway network.
- Create attractive streetscapes that provide appropriate access management.
- Specific corridor plans throughout the City.

ADDITIONAL STUDIES

Comprehensive Plans often identify areas for further study. Additionally, as the County Seat of Medina County, many plans developed by the County impact the City. The following is a summary of some of the plans that have been developed since the 1995 Comprehensive Plan.

Historic Preservation Plan (2006)

The Historic Preservation Plan was written to identify strategies to pursue historic preservation within the City. It provides opportunities for public-private partnerships and tools for owners of historic properties. It also can be considered a resource manual, and provides lists of additional information sources, as well as websites and organizations that can support local preservation efforts.

Strategic Plan (2005)

The Strategic Plan provides an opportunity for the City to look at where they are and develop a vision of where they want to be. The goals formulated throughout the strategic planning process provide Council, other elected officials, City Departments, and residents with a clear, concise, and comprehensive vision of the desired future for the City. Ultimately, the strategic plan is a blueprint for continuing action and decision making. The goals and objectives outlined in the strategic plan provide a means for facilitating decision-making and clarifying opportunities and challenges that confront the City.

Economic Development Plan Update – Draft (2005)

The City had adopted an Economic Development Plan in 2002. This update represents an opportunity to revisit that Plan and become more proactive in maintaining a sustainable economy in the City. The Plan develops goals and action steps for addressing issues such as labor force, city services, marketing, and business retention.

Parks and Recreation Facility Needs Update (2002)

The City adopted a Parks and Recreation Master Plan in 1996. Following that plan, many of the recommendations were implemented by the City. The update completed in 2002 reflects the needs at that time and anticipated needs and resources.

Medina County All Hazard and Flood Mitigation Plan (Updated Regularly)

Hazard mitigation plans are required by state and federal law. The plan identifies possible risks and hazards, determines areas vulnerable to various hazards, develops strategies to avoid and mitigate impacts, and prioritizes loss reduction and emergency preparedness activities.

Land Use Compatibility Study - The Joint Economic Planning Committee of the Medina County Economic Development Corporation (2004)

The purpose of the Land Use Compatibility Study was to position the participating communities to minimize financial and other planning costs, and to maximize returns of their economic development efforts. The project used Geographic Information Systems and other information to develop goals and action items that would help the participating communities and organizations to sustain and improve the overall quality of life in their communities. The study emphasized economic development while being sensitive to the ecological integrity and natural features that are primary assets of the area. This approach was taken to sustain the natural attractiveness for business and residents while at the same time limiting the long-term costs to taxpayers of mitigation, remediation and infrastructure maintenance that arise from degradation of natural systems.

Medina County Natural Resource Inventory Report (2002)

The goal of this Project Impact Inventory was to assist with effective planning to minimize the conflicts between man and nature, and to decrease the risk of future damages from natural disasters. The report utilized Geographic Information Systems to map and analyze existing natural and man-made features that impact natural resources in the area.

Medina County Bike/Hike Plan – Phase I (2001)

The Bike and Hike Plan was developed to respond to the importance and need for a viable network of trails to connect the communities in Medina County. The County’s growth made this Plan even more important, as obtaining land for trails becomes more difficult as development pressures increase. The Plan provides design standards, accessibility requirements, and a map of planned improvements.

Medina Area Transportation Task Force Final Report (2001)

Growth in the Medina Area has led to increased traffic volumes on the roadways. The interconnected nature of the area requires a multi-jurisdictional approach to addressing the congestion caused by the increased volumes. The Task Force was established to address these issues. This report makes short- and long-term recommendations for dealing with problems associated with traffic flow and safety in the Medina Area.

Medina County Cost of Services Study (2001)

The purpose of this study was to complete a detailed analysis of revenues and spending patterns within the Medina City financial impact area. The study projects costs and revenues out to 2010. The goal of the study was to help the communities involved understand the costs and benefits of

development, and to help them to proactively plan for its future effects, thus contributing to the quality of life for residents.

CONCLUSION

The City of Medina has an extensive planning history. In addition to the documents reviewed, the City also has prepared a Thoroughfare Plan, and several other studies such as Airport Master Plan and the S.R. 18 Corridor Plan. As stated previously, the planning documents contain a number of policies and recommendations that are worthy of revisiting. This summary should be treated as a guide to where the City has been in terms of planning policy, and what components of Medina's history should be continued.

There are several policies that recur throughout Medina's history. These policies, listed below, appear to be foundation policies for Medina:

- Buffer residential areas from incompatible uses.
- Provide a range of residential uses.
- Encourage compact commercial areas.
- Discourage through traffic in Downtown.
- Encourage higher density development (still valid?).
- Develop internal circulation pattern in combination with an outer bypass.
- Maintain the historic integrity of the Downtown area.

There are also several problems that the City's plans have continued to address, as listed below:

- Future uses for the County Fairgrounds.
- Improvement of housing conditions around Downtown
- Establish code enforcement and neighborhood rehabilitation programs.
- Develop annexation policies.
- Ancillary commercial development.
- Parking concerns for the Downtown area.
- Traffic congestion in the Downtown and North Court Street districts.

REFERENCED DOCUMENTS

The following is a comprehensive listing of documents referenced throughout this Comprehensive Plan. Documents are listed in the order in which they appear in the document.

- Land Use and Thoroughfare Plan, 1967-1968
- Comprehensive Plan, 1974
- Comprehensive Plan Update, 1983
- Comprehensive Plan Update, 1995
- Medina City Cost of Services Report, 2001
- City of Medina Strategic Plan, 2005

- Land Use Compatibility Study, The Joint Economic Planning Committee of the Medina County Economic Development Corporation, 2004
- Medina County Stormwater Management and Sediment Control Regulations
- Groundwater Pollution Potential maps, Ohio Department of Natural Resources
- National Wetland Inventory, U.S. Fish & Wildlife Service
- Natural Heritage Database, Ohio Department of Natural Resources
- Medina County Natural Resource Inventory Summary Report, 2002
- City of Medina Parks and Recreation Facility Needs Update, 2002
- Medina County Park District Bike/Hike Plan, 2001
- All Hazard and Flood Mitigation Plan, Medina County Emergency Management Agency (updated regularly)
- City of Medina Economic Development Plan Update (Draft), 2005
- Streets Capital Improvement Program, Street Classifications, December 2004
- Medina Area Transportation Task Force Final Report, 2001
- Medina County Thoroughfare Plan, 2002
- Airport Layout Plan, 2006
- Historic Preservation Plan, 2006