

**ROUTE 58 CORRIDOR PLAN
FOR
AMHERST TOWNSHIP, OHIO**

Prepared For
AMHERST TOWNSHIP, OHIO

September 19, 2005



The Crittenden Building
1382 West Ninth St. • Suite 420
Cleveland, Ohio 44113-1231

planning and development consultants

**Route 58 Corridor Plan
Amherst Township**

INTRODUCTION

D.B.Hartt, Inc., was retained in April 2004 by Amherst Township to perform an evaluation of Route 58-corridor which comprises of about 2,075 acres of land. About ninety percent of the area that abuts the corridor is zoned non –residential, while parcels beyond are zoned residential.

The purpose of this Plan is to focus on the Route-58 Corridor and to provide the Township with more definitive information about the corridor and to assist the Township in developing more detailed strategies than are in the Township’s 1995 Comprehensive Plan and the 2004 Update. The elements included in this Plan are:

- ▶ An updated analysis of the entire Corridor of Route 58 extending from Ackerman Road to the southern Township line and Route 113 from east of Route 58 to the Village of South Amherst. This includes a detailed analysis and tabulation of the existing patterns of development
- ▶ A comprehensive program of implementation to ensure the orderly growth, and development of the Corridor area and to eliminate any impediments that may currently exist which would be contrary to the objectives and policies in this Plan.

STUDY OBJECTIVES

The objectives of undertaking the planning study of the Route 58 Corridor are to:

- ▶ Estimate the current development potential and implications given the corridor’s existing natural and ‘man-made’ characteristics and current zoning requirements.
- ▶ Identify traffic impacts and outline traffic management strategies based on current zoning, compared to two or more alternative development scenarios generally consistent with the Comprehensive Plan.
- ▶ Provide detailed policies and implementation strategies which could include:
 - ▶ Zoning amendments-text and map;
 - ▶ Traffic management approaches
 - ▶ Marketing and economic development
 - ▶ Environmental preservation approaches; and
 - ▶ Building and design standards

**Route 58 Corridor Plan
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METHODOLOGY

This Plan is based on the policies that influence development along the corridor as stated in the 1995 Comprehensive Plan and the update of these policies as of February 2004. The 1995 Comprehensive Plan addressed the infrastructure improvements and focused on economic development along the Ohio Turnpike (I-80) and SR-58 thereby recommending nine policies for the development of the area along SR- 58. The Comprehensive Plan Update undertaken in February 2004 summarized the goals, policies and implementation strategies and indicated the extent to which they remain valid, have been implemented, should continue to be implemented; and/or have been revised as indicated by the notations. Table 1 shows the update on the policies that are specifically related to the Route 58 corridor.

**Table 1
Updated Policies**

Summary of 1995 Goals	The Goal:		Revised Goals/Comments
	Continues to be Valid	Has Been Substantially Implemented	
<u>Route 58 Corridor Policies</u> (P. 24-27 in the Comprehensive Zoning Plan))			
1. Maintain Ackerman Road General Business District	YES	YES	
a. Add More Complete Parking Setback and Landscaping Standards	YES	YES	
b. Establish Location, Maximum Coverage and Screening Criteria for Bulk Storage	YES	YES	
c. Limit Commercial Property Access to SR 58	YES	?	An access management plan should be adopted, based at least in part on the draft Access Management Plan developed by the County. This plan should consider Marginal Roads on both sides of SR 58.
2. Establish Office/Industrial District Near Penn Central Railroad Tracks	NO	N/A	This land has been annexed to the City of Amherst.
3. Retain Middle Ridge Road General Business District	YES	YES	
a. Improve Development Standards	YES	YES	
b. Consider Township Government Facilities at this Location	YES	NO	
4. Establish I-80/SR 58 Office/Retail District	YES	NO	Only GB-1 districts are shown to be at this intersection.

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5. Focus Economic Development Around I-80	YES	NO	Taking action to implement this policy is increasingly important as construction of the I-80/SR 58 interchange nears completion.
6. Apply Mixed-use Retail/Office/Industrial district Along SR 58 Corridor	YES	NO	No MU-1 district has been applied to the zoning map. Based on the current understanding of the sewer boundaries and capacities there was some discussion that the western boundary of the non-residential areas be moved farther east and higher density residential be considered at the western edge of this non-residential corridor.
a. Permit Hotels, Restaurants & Auto Dealers	YES	YES	These uses are permitted in the Zoning Resolution, but corresponding districts have not been identified on the map. See also comment for § II.B.5. above.
b. Strictly Limit Outdoor Bulk Storage	YES	YES	
7. Apply Neighborhood Business District South of MU-1 District (Cited Above), Around SR 113	YES	NO	No NB-1 district has been applied to the zoning map.
a. Introduce Broader Retail Options	YES	YES	
b. Permit Administrative Offices as Uses	YES	YES	See comment for § II.B.6.a. above.
c. Conditionally Permit Auto Dealers & Service Stations	YES	?	The MU-1 zoning regulations conditionally permit auto service stations, but no other automotive uses.
d. Strengthen Parking Setback & Landscaping Standards	YES	YES	
8. Protect Adjacent Residential Districts With Strict Rear Setbacks in NB-1 Districts	YES	YES	
9. Modify General Business District South of SR 113	YES	YES	
a. Add More Complete Parking Setback and Landscaping Standards	YES	YES	
b. Location, Maximum Coverage & Screening Criteria for Bulk Storage	YES	YES	

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Amherst Township**

CORRIDOR DESCRIPTION

A. EXISTING CONDITIONS

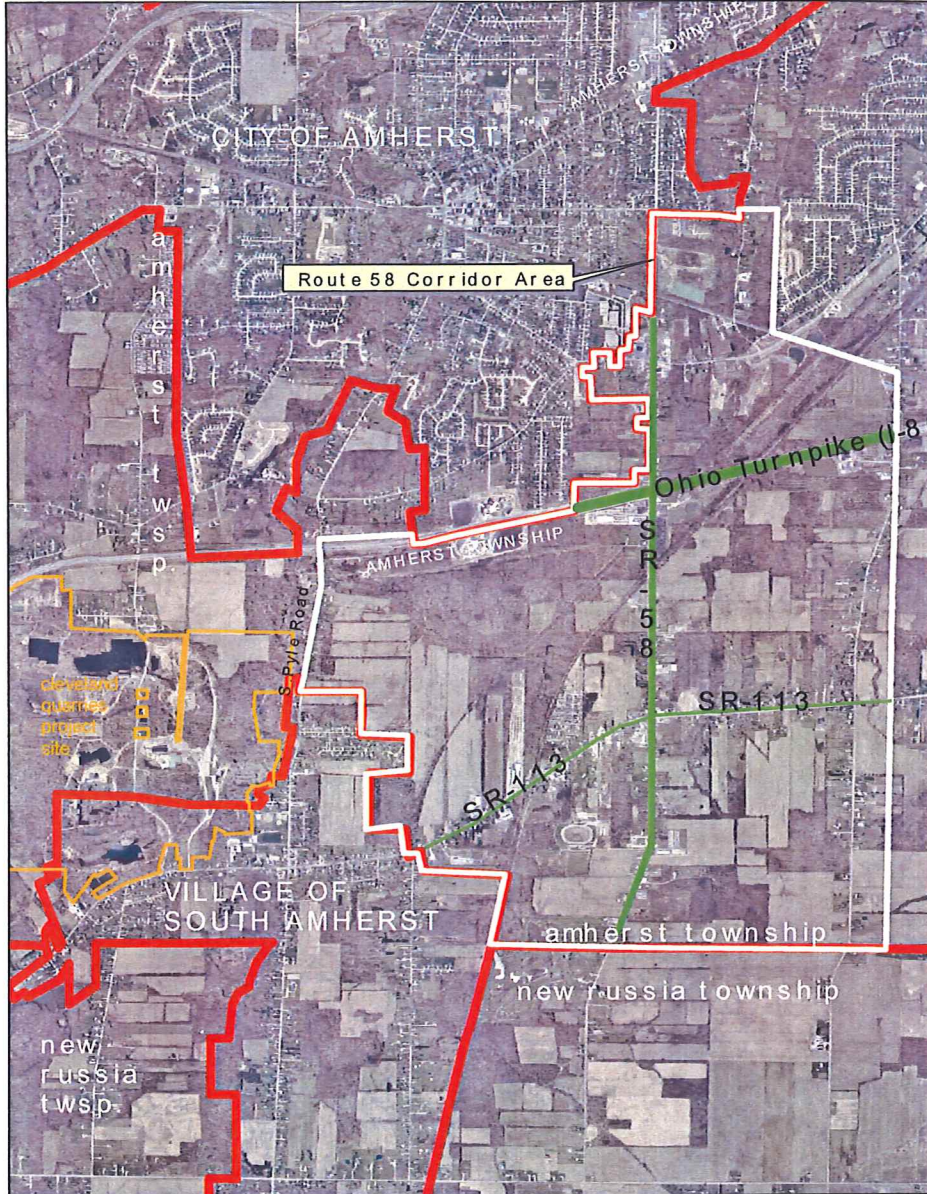
Map 1 represents the study area included in this Plan. Route 58 Corridor stretches about 3.2 miles in Amherst Township. The Ohio Turnpike (I-80) bisects the corridor. About ninety percent of the corridor abuts parcels that are zoned General Business (GB-1). Most of the existing commercial along the corridor is a result of fragmented development on small sized lots. Large vacant tracts of land under single ownership are currently vacant and have potential access from SR-58 as shown in Map 2. The Comprehensive Plan recommended policies that suggest mixed-use development on either side of SR-58 at the southwest and southeast corners of SR-58 and I-80.

According to the Comprehensive Plan, the commercial corridor based on current zoning extends approximately 2,600 feet on the east and 2,800 feet on the west of SR 58. The policy area along the east includes the area included within the line that aligns with the commercial zoning boundary. However, the policy area along the west of SR-58 extends to 1,600 feet beyond the commercial zoning boundaries to include the areas in the Plan designated for non-residential development..

In August of 2004, Trans European Securities submitted a proposal to develop the "Quarries" site as a world class mixed use facility. This potential influence of the Cleveland Quarries development extended the study area westerly to Pyle-South Amherst Road, which corresponds approximately to the eastern edge of the Cleveland Quarries development.

Route 58 Corridor Plan Amherst Township

Map 1
Route 58 Corridor Area



ROUTE 58 CORRIDOR AMHERST TOWNSHIP



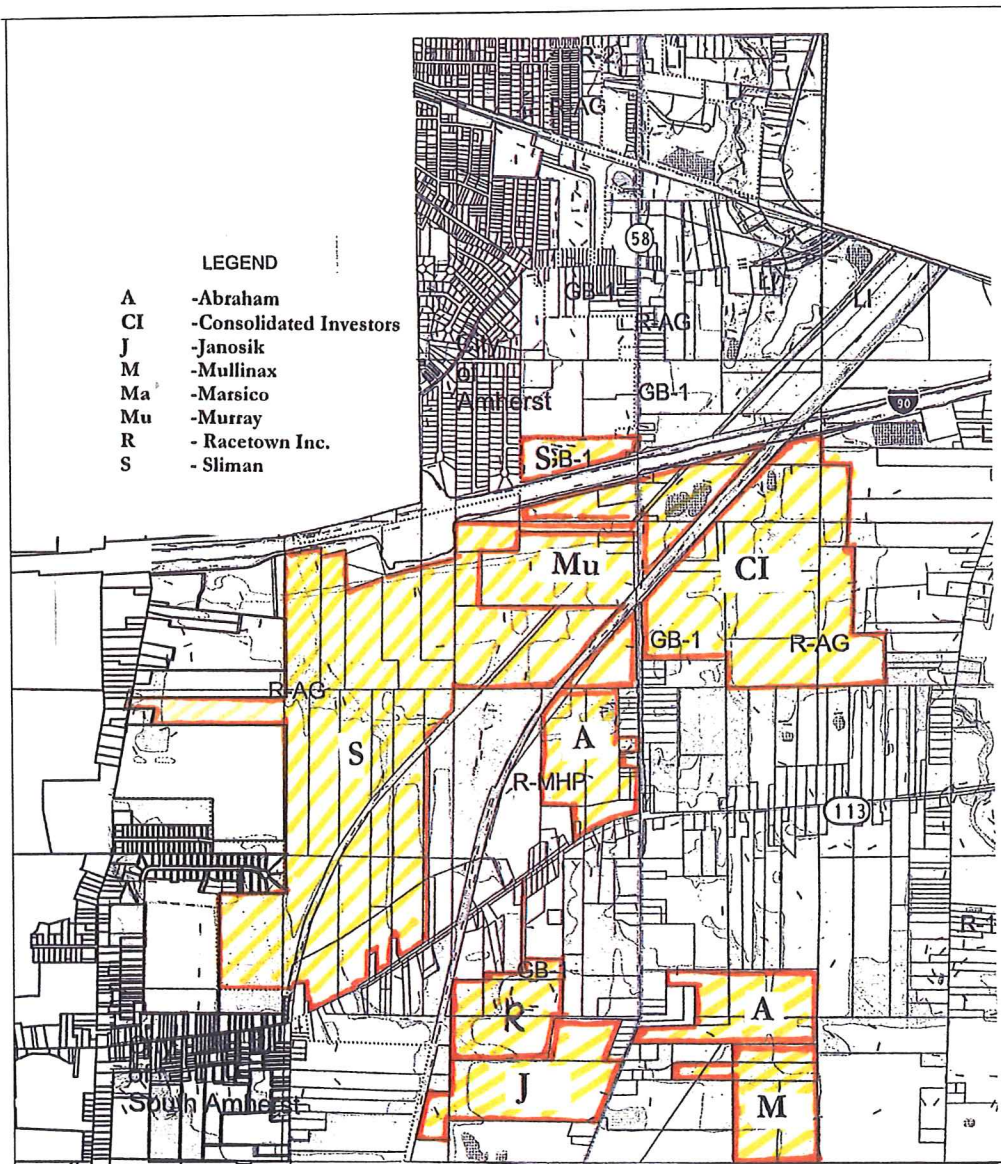
DBHARTT
The Cincinnati Bell Group
1322 North Park St. • Suite 422
Cincinnati, Ohio 45219-1221
planning and development consultants

2000 0 2000 4000 Feet

Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
May 31, 2005

Route 58 Corridor Plan Amherst Township

Map 2
Key Ownerships



ROUTE 58 CORRIDOR
AMHERST TOWNSHIP
KEY OWNERSHIP



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Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
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B. DEVELOPMENT CAPACITY

Approximately 2,075 acres of land that abuts the SR-58 corridor has been included in this Plan. Some parcels that abut the Pyle/S.Amherst Road that are included as part of the potential development area considering the development of the Cleveland Quarries project to the west of Pyle/S.Amherst Road.

The area has been divided into five (5) different parts based on their specific location, zoning characteristics and policy boundaries (See Map 3). Table 2 shows the portions that are developed and the vacant areas for each portion that are developable, both for portions zoned residential and non-residential. There are about 1,013 vacant acres in the residentially zoned area and about 637 vacant acres in the non-residential zoned area that have development potential.

**Table 2
Non-residential and Residential Areas Developed Land/Vacant Land Summary**

Area	Total Acres in Area		Developed		Undevelopable		Vacant Developable	
	Residential	Non-residential	Residential	Non-residential	Residential	Non-residential	Residential	Non-residential
1	4	73	3	35	0	2	1	36
2	60	85	10	33	13	2	37	50
3	681	133	36	31	0	0	645	102
4	103	91	0	13	1	5	102	73
5	230	615	0	231	2	8	228	376
Total	1078	997	49	343	16	17	1013	637

*Area 1 – North of Turnpike – West of Route 58

Area 2 – North of Turnpike – East of Route 58

Area 3 – South of Turnpike – West of Route 58

Area 4 – South of Turnpike – East of Route 58

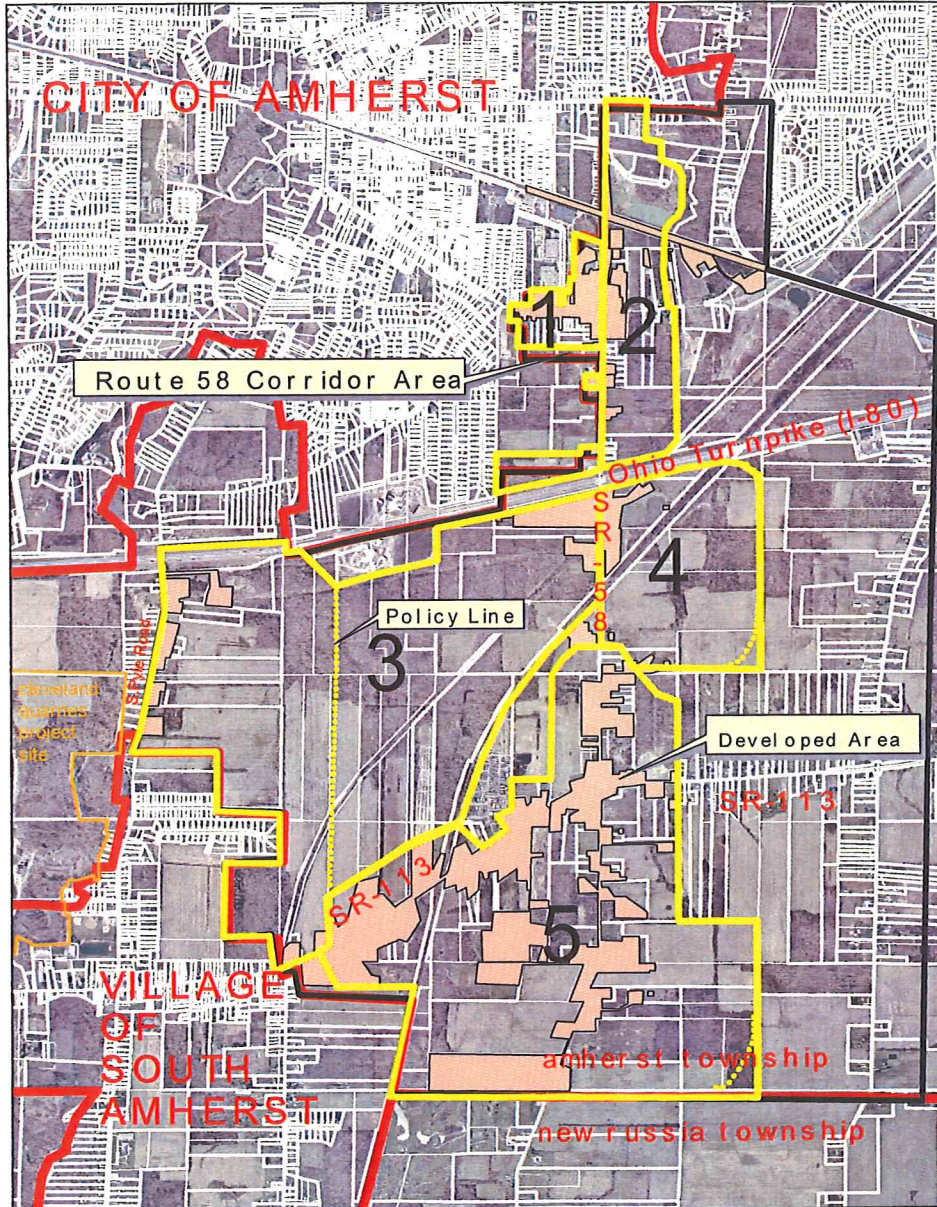
Area 5 – South of Visitor's Bureau (approximately) – both sides of Route 58

** Column 4 = Column 1-Column 2-Column 3

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Map 3

Policy Areas – Land Distribution



ROUTE 58 CORRIDOR AMHERST TOWNSHIP AREAS MAP



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Data Source - Lorain County GIS
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C. INFLUENCES

There are primarily three different factors that influence the policies recommended in this Plan. These factors and how they influence the policies have been described below:

1. Cleveland Quarries

Trans European Securities proposed a mixed-use development on the site that is locally known as the “Quarry”. The project site is adjacent to the westerly portion of the corridor area and largely affects the development pattern of the western edge that is closest to Pyle-South Amherst Road. Tying the two developments enables the creation of developments that complement and not compete with each other. Map 4 shows the proximity of the two development areas and a proposed new east-west road extending from SR-58 to Pyle-South Amherst road into the Quarries project (See also Section on Access Management).

2. Traffic and Interchange

Currently, the corridor is undergoing fragmented development on smaller lots. Table 3 shows the traffic counts at the intersection of SR-113 and SR-58 with passenger vehicle values decreasing between 1997 and 2001. The new interchange from SR-58 connecting the Ohio Turnpike will bring in new traffic and increase development along the corridor. This Plan recommends policies that will negate the fragmented development and increased curb cuts. See also Section on Access Management.

**Table 3
Traffic Counts**

	2001	1997	1990
SR 113 & SR 58			
◦ North	13,350	15,050	13,350
◦ South	9,200	9,750	9,350
◦ East	8,450	10,350	9,650
◦ West	5,850	9,300	8,550
Oberlin Rd. & Turnpike			
◦ North	2,800	2,500	2,600
◦ South	2,500	1,950	4,650
Pyle S. Amherst Rd. & Turnpike			
◦ North	2,350	n/a	4,500
◦ South	3,200	n/a	4,150

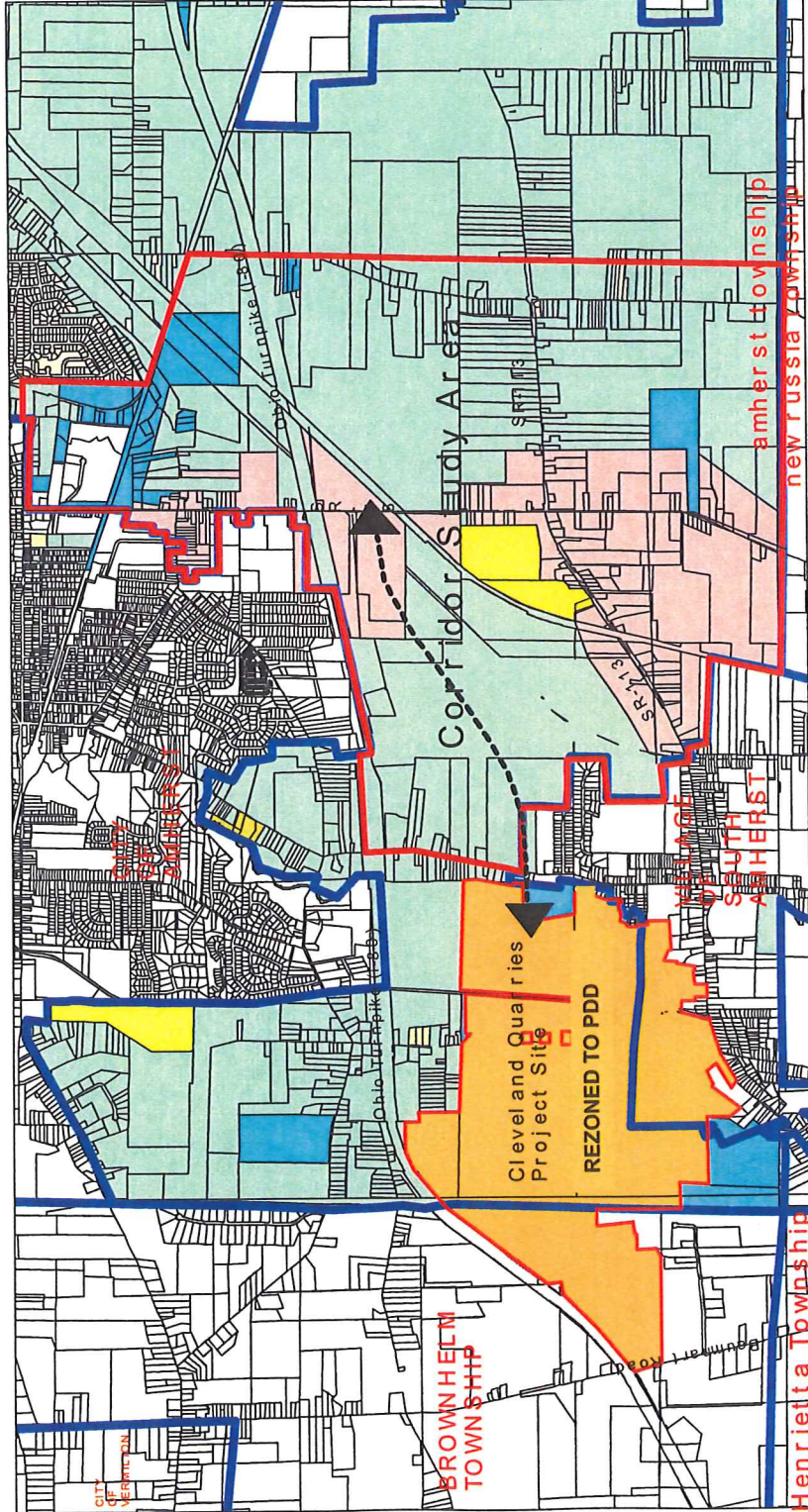
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3. Sewer

Three service areas serve the area around the SR 58 corridor with a total capacity of 800,000 GDP. There are 611 acres of vacant land, which is currently zoned for non-residential development. Based on the currently available sewer capacity, more than one-half of this land area (321) cannot be developed with sanitary sewers. See Appendix 1 for details.

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Map 4
Proximity – Cleveland Quarries Project Site



ROUTE 58 CORRIDOR
AMHERST TOWNSHIP
Proximity - Cleveland Quarries Project Site

Amherst Township Zoning	Medium Density Residential
Agricultural Residential	Mobile Home Park
Light Industrial	Motorist Service
Low Density Residential	Multiple Family Residential

Date Issued - Logan County GIS
 Prepared - NAD 1983 Ohio State Plane
 Mar. 31, 2005

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POLICIES

Following are the policies that need to be adopted in order to meet the overall goals and objectives of the Comprehensive Plan:

1. Implement the economic development policies for the Route 58 Corridor (as stated in the Comprehensive Plan Land Use Plan) in a manner that:
 - a. Enhances the quality and marketability of development in Amherst Township
 - b. Maintains reasonable development flexibility to respond to changing market demands
2. Assure that a new road system is developed to adequately manage the increased traffic;
3. Construct the road segments off of SR 58 so that such construction:
 - a. facilities coordinated development; and
 - b. avoids fragmented development “stripped” along SR 58
4. The main road into the western portion and the eastern portion of the SR-58 should be located such that it is as close as permitted to the southern terminus of the limited access highway. This enables the alignment of the secondary access into the eastern portion to within the 425 feet, which is the distance between any two driveways that serve large parcels.
5. Create the opportunity to develop a true mixed use “township center” if the market demand supports such a concept
6. Preserve residential between the western boundary of the study area and the Pyle/S.Amherst Road by
 - a. using Planned Unit Development flexibility
 - b. permitting the alternative housing to have more design flexibility and avoiding driveways on the main street (east west thoroughfare)

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DEVELOPMENT ALTERNATIVES

There are two recommended options consistent with the associated land areas and their distribution (shown in Table 4) consistent with the recommended policies in this Plan. The use summary in each of the zoning districts is listed in Appendix 3. Table 5 shows the estimated traffic generated by the development.

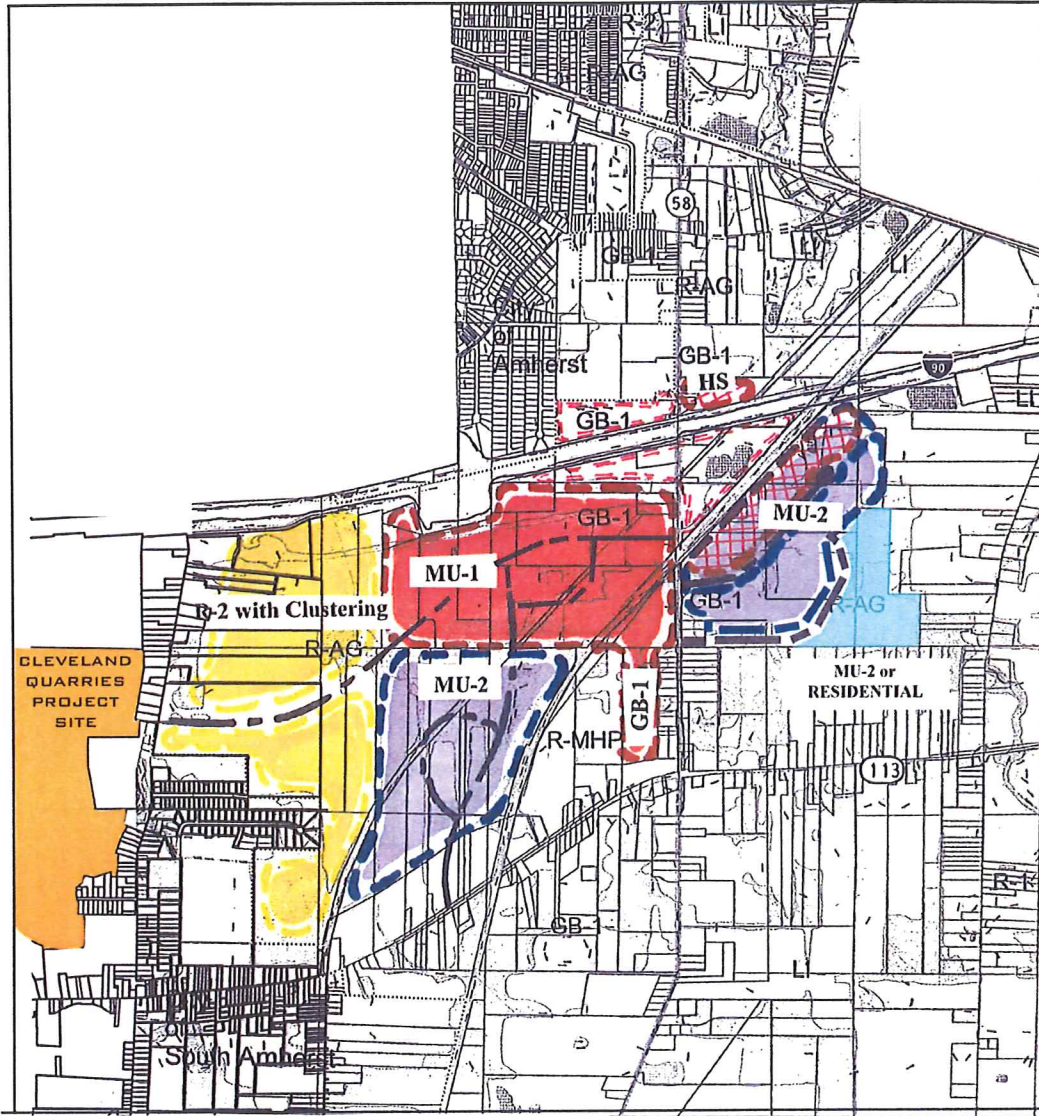
Option 1 represents creating a Mixed use district (MU-1) to the west of SR-58 which allows for retail, professional services, institutional uses with vehicle sales and services as conditional uses. It also represents an MU-2 district that permits for professional services and light industrial uses. To the east of SR-58, recommended is an MU-2 district with a Motorist Services district (MS-1) overlay, which allows for hotels, motels, restaurants, car washes and service stations. In order to preserve the existing residential character and remain consistent with the surrounding development and the Cleveland Quarries project, cluster residential development is recommended along the east of Pyle-South Amherst Road. The Option is represented in Map 5.

Option 2 recommends all of what has been described for Option 1 with an overlay of MU-3 district which allows for compact development that includes residential, complementary retail, institutional, transit and professional services. The Option is represented in Map 6.

Map 7 shows the configuration of the new road system that will enable to achieve the desired character for the new development. A typical cross-section of the proposed East-West Boulevard is shown in Map 8. The planning philosophy is to create a mixed-use development served by transit along the Lake Shore railroad thereby creating a Transit Oriented Development (TOD).

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Map 5
Development Option 1



ROUTE 58 CORRIDOR

AMHERST TOWNSHIP

OPTION 1

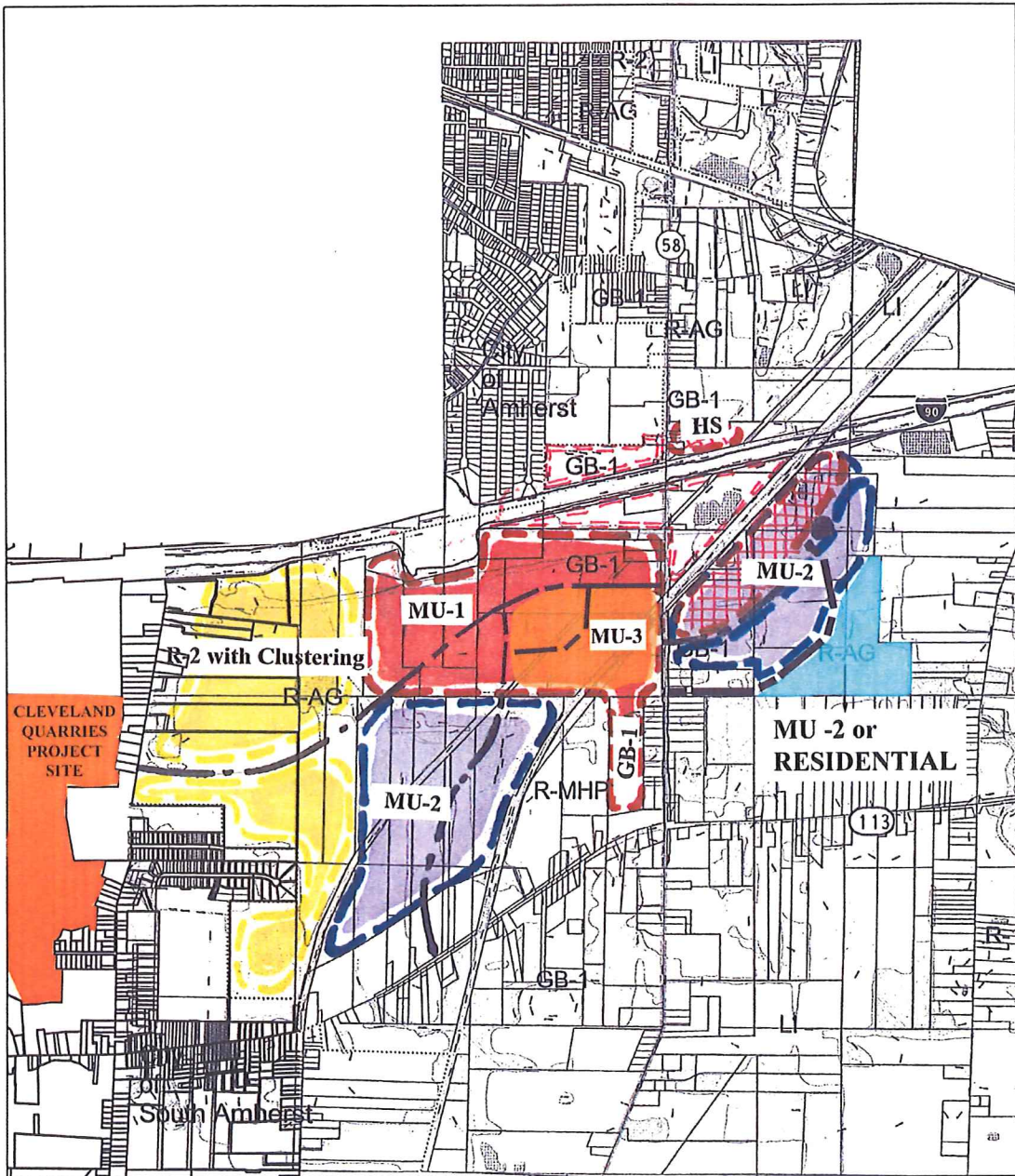
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planning and development consultants

Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
May 31, 2005

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Map 6
Development Option 2



<p>ROUTE 58 CORRIDOR</p> <p>AMHERST TOWNSHIP</p> <p>OPTION 2</p>		<p>The Crittenden Building 1302 West Ninth St • Suite 420 Cleveland, Ohio 44113-1231</p> <p>planning and development consultants</p>
<p>— 0 — 100 — 200 — 300 — 400 — 500 — 600 — 700 — 800 — 900 — 1000 — 1100 — 1200 — 1300 — 1400 — 1500 — 1600 — 1700 — 1800 — 1900 — 2000 — 2100 — 2200 — 2300 — 2400 — 2500 — 2600 — 2700 — 2800 — 2900 — 3000 — 3100 — 3200 — 3300 — 3400 — 3500 — 3600 — 3700 — 3800 — 3900 — 4000 — 4100 — 4200 — 4300 — 4400 — 4500 — 4600 — 4700 — 4800 — 4900 — 5000 — 5100 — 5200 — 5300 — 5400 — 5500 — 5600 — 5700 — 5800 — 5900 — 6000 — 6100 — 6200 — 6300 — 6400 — 6500 — 6600 — 6700 — 6800 — 6900 — 7000 — 7100 — 7200 — 7300 — 7400 — 7500 — 7600 — 7700 — 7800 — 7900 — 8000 — 8100 — 8200 — 8300 — 8400 — 8500 — 8600 — 8700 — 8800 — 8900 — 9000 — 9100 — 9200 — 9300 — 9400 — 9500 — 9600 — 9700 — 9800 — 9900 — 10000 —</p> <p>Data Source - Lorain County GIS Projection - NAD 1983 Ohio State Plane May 31, 2005</p>		

**Route 58 Corridor Plan
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Table 4

Summary of Development Priorities South of Turnpike*

		West of Route 58	East of Route 58	TOTAL
Line		(Acres)	(Acres)	(Acres)
1	Existing Land Zoned Non-residential	112	91	203
2	Vacant Land Zoned Non-residential	83	73	156
3	Additional Land to be Zoned Non-residential	335	86	421
4	Total Land Available for Development (Lines 2 + 3)	418	159	577
5	Allocation of Available Land for Development			
	Retail/Office	230	-	230
	Industrial/Office	188	97	285
	Industrial/Highway Services	-	62	62

Table 5

Estimated Traffic Generation¹ (Based on Development Priorities in the Development Options)

	West of Route 58			East of Route 58			Total		
	Acres	Daily	Peak Hour	Acres	Daily	Peak Hour	Acres	Daily	Peak Hour
Retail/Office	230	64,630*	6,325*	-	0	0	230	64,630	6,325
Industrial/Office	188	17,672*	2,350*	97	9,118*	1,212*	285	26,790	3,562
Industrial/Highway Services	-	0	0	62	15,314*	1,364*	62	15,314	1,364

* Does not include GB-1 zoning at SR-113 and SR-58 intersection

¹ Based on the Trip Generation and Averages shown in the Appendix 2

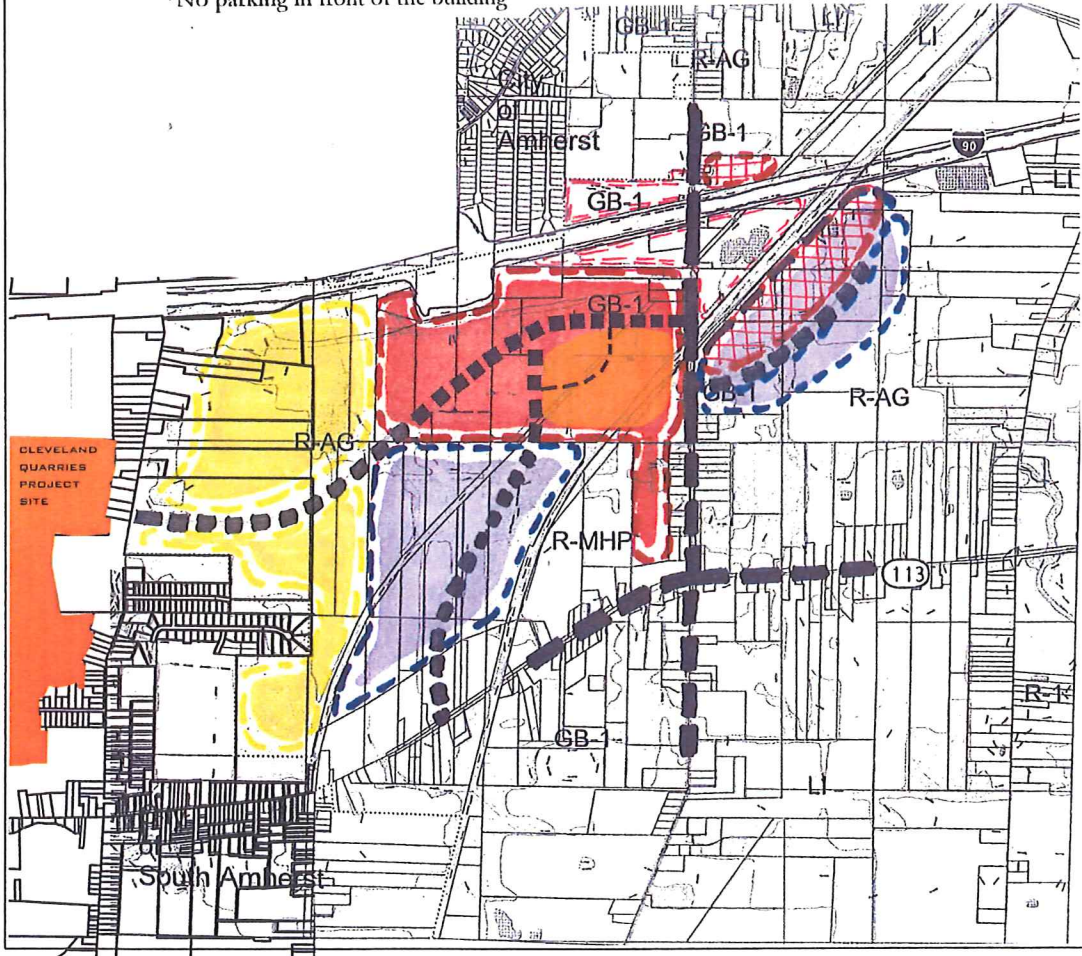
Route 58 Corridor Plan Amherst Township

Map 7

Development Standards for Proposed Road System

Road Classification	CURRENT		PROPOSED	
	Building (Feet)	Parking (Feet)	Building (Feet)	Parking (Feet)
1	50	20	50	40
2	50	20	50	20
3	50	20	30 *	30 *
4	50	20	20	20 *

*No parking in front of the building



ROUTE 58 CORRIDOR

AMHERST TOWNSHIP

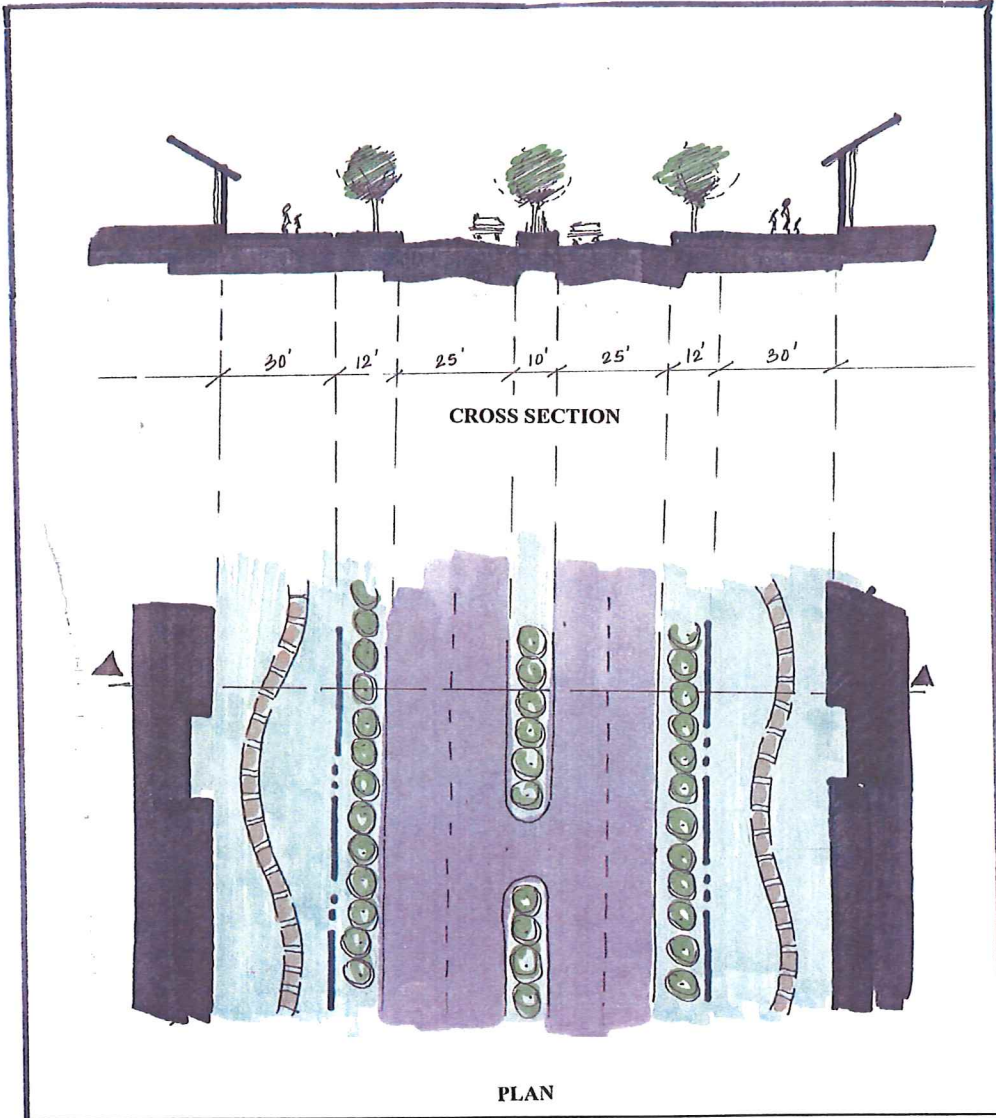
DEVELOPMENT STANDARDS FOR ROAD FRONTAGES

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planning and development consultants

Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
May 31, 2005

**Route 58 Corridor Plan
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Map 8
Cross-Section of East-West Boulevard



ROUTE 58 CORRIDOR

AMHERST TOWNSHIP

**PLAN AND CROSS-SECTION OF
EAST-WEST BOULEVARD**



Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
May 31, 2005

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ACCESS MANAGEMENT – East-West Road

From a planning and traffic management perspective it is important to develop a new east-west road to serve the proposed development anticipated by the Township. The new east-west road will connect SR-58 and Pyle/S.Amherst Roads. Various access options have been depicted on Maps 9-14. The new road will:

- ‘collect’ the traffic from the new development;
- assure a cohesive land use;
- manage traffic and create a road system that avoids fragmented development and numerous access points on SR-58;
- Add a potential access to the Cleveland Quarry project site although it is not envisioned at the present time.

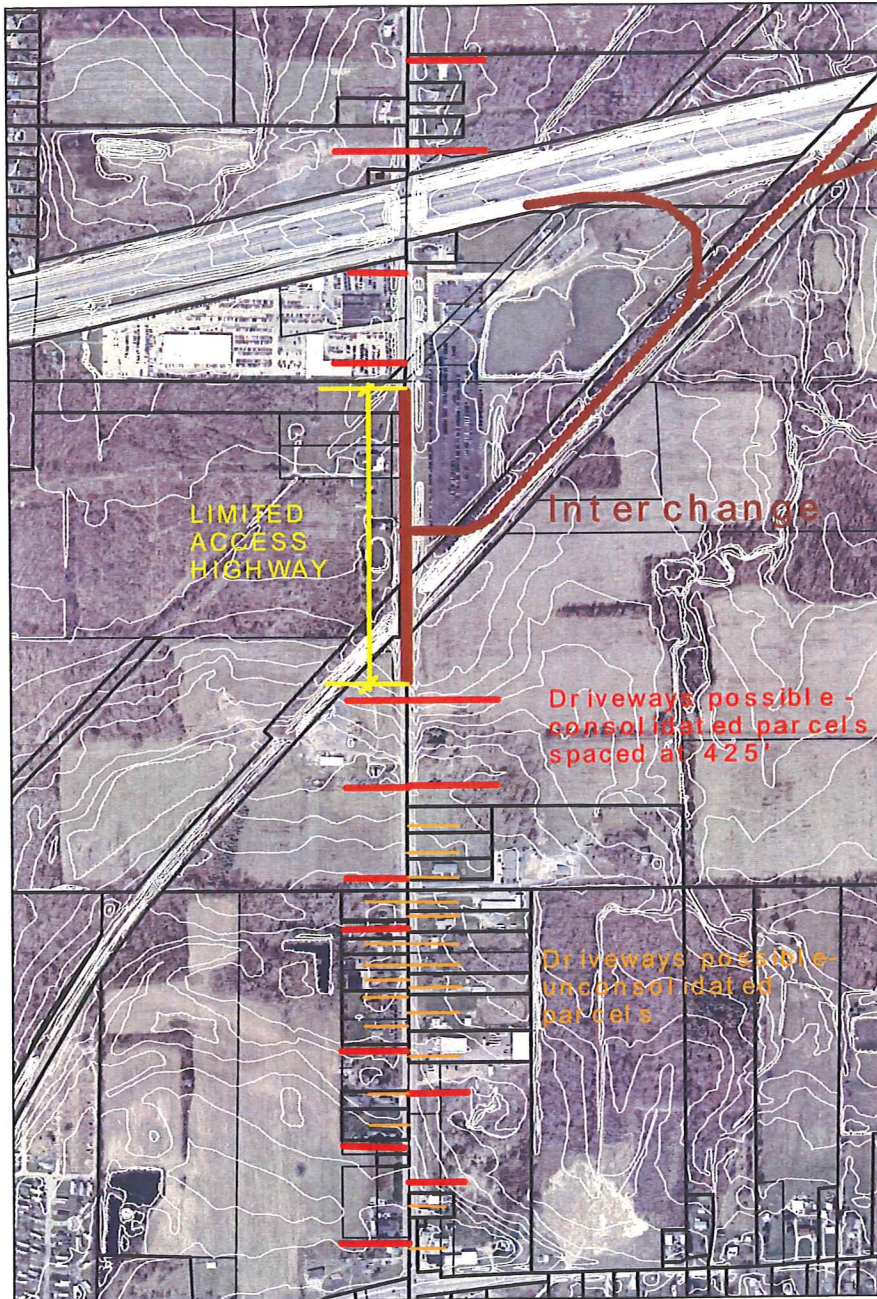
The access options have been described in detail for each of the primary access corridors, SR-58 and Pyle/South Amherst roads.

A. INTERSECTION WITH ROUTE 58



Building a road system that avoids fragmented development is essential in minimizing the increased curb cuts that affect the traffic and development along this corridor. Since the corridor has large tracts of land that are under single ownership and currently vacant, newer development could concentrate in these areas reducing the total driveways along the corridor. The ODOT, allows for a driveways spaced at 425 feet in order to serve large consolidated parcels. Map 9 shows the possible drives on consolidated parcels in comparison to those possible on unconsolidated parcels.


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Map 9 Access Comparisons



ROUTE 58 CORRIDOR
AMHERST TOWNSHIP
Access Comparisons - Existing/Future

  400 0 400 Feet

 THE OHIO DEPARTMENT OF TRANSPORTATION
OHIO DEPARTMENT OF TRANSPORTATION
PLANNING AND DEVELOPMENT DIVISION

Date Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
July 08, 2005

Route 58 Corridor Plan Amherst Township

Based on the overall goals and objectives of the Township, this Plan recommends development options on either side of the SR-58 corridor. Anchoring this land use concept is an east-west boulevard that serves traffic generated in the proposed development. The proposed development along the west of Route 58 faces some access location challenges due to the presence of the limited access highway for a portion along SR-58 and the presence of the Lake Shore railroad right-of-way. In consideration of the overall proposed land use pattern and in achieving the proposed character of a Transit Oriented Development (TOD), there were two different options for locating the origin of the intersection of the east-west road with SR-58. The access was to be located either across from the interchange or across, north of the interchange but within the limited access highway. The proposed options were based on the following considerations:

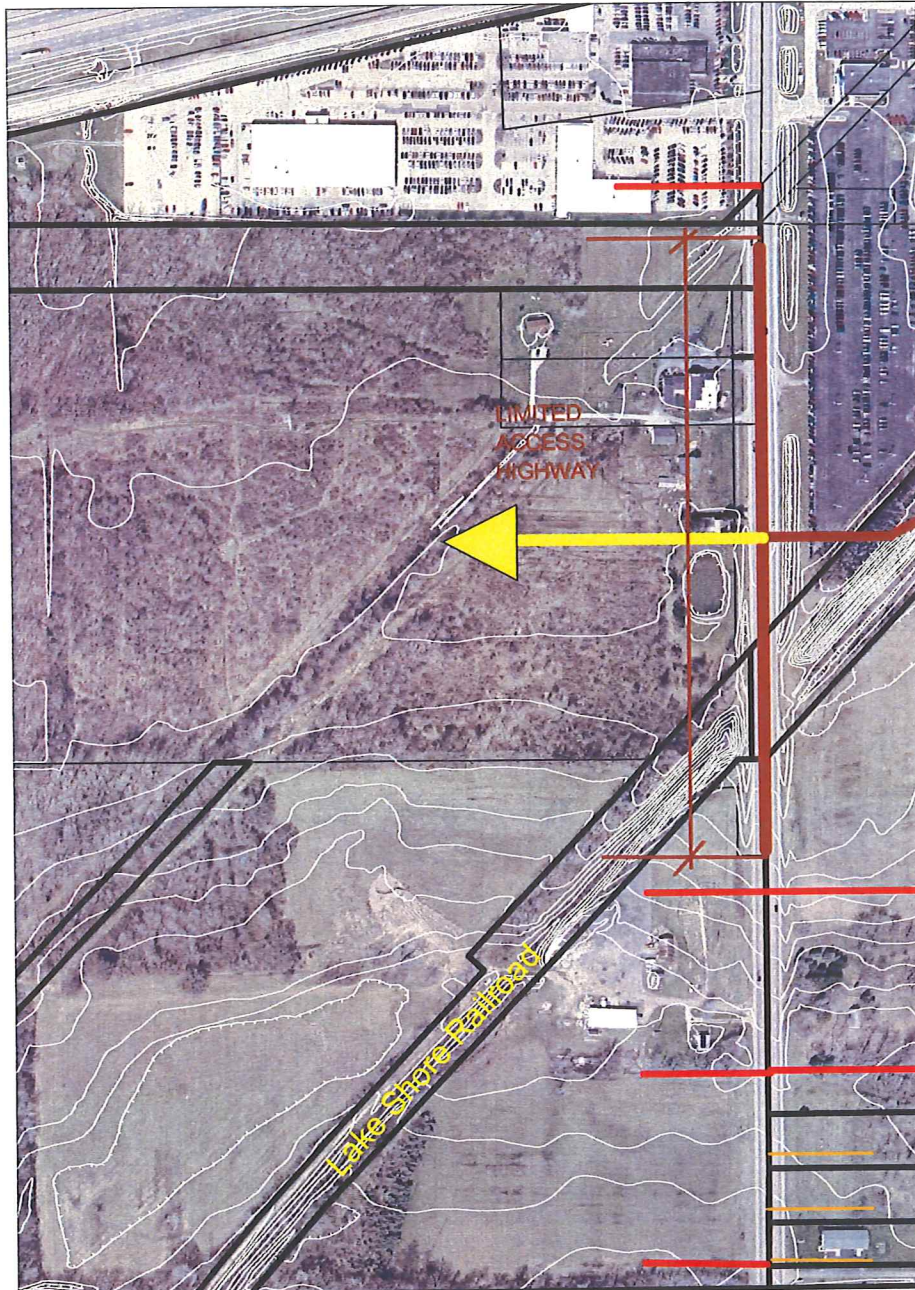
- 1) The bisection of a major boulevard and the proposed Railroad corridor (Lake Shore) creates both a land use conflict and undermines the railroad's ability to reinforce the Township's development objectives.
- 2) The East-West boulevard would provide direct access from the Ohio Turnpike to the proposed Quarry Project approximately 2 miles west of Route 58 thus reducing potential bottle-necks caused by forcing vehicles on Route 58 less than ¼ mile and then off again;
- 3) Preservation of the rail corridor has been a vision of Amherst Township for more than a decade. The potential to develop this area as Lorain County (or even Northeast Ohio) first TOD project will be an excellent feature for this site. The TOD will provide an inexpensive means of reducing congestion.
- 4) The presence of a traffic light at this intersection;
- 5) The natural and existing land features would be easier to accommodate (Stream, wooded areas and former RR abutments).

Since the proposed access origin points are within the limited access highway, approval from ODOT officials was warranted. Subsequent discussions with ODOT and the Ohio Turnpike Commission led to conceptual acceptance of access across from the Interchange (See Map 10) based on the following conditions:

- 1) **The Ohio Turnpike Commission agrees to a break in the Limited Access Right of Way**
- 2) **The access point is for a through highway**
- 3) **Submission of a traffic impact study to ODOT for approval that will be conducted by the Lorain County and/or Amherst Township.**

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Map 10 Access Location



ROUTE 58 CORRIDOR
AMHERST TOWNSHIP
Access Location



0 200 Feet

Data Source - Lorain County GIS
Projection - NAD 1983 Ohio State Plane
September 16, 2005

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Amherst Township**

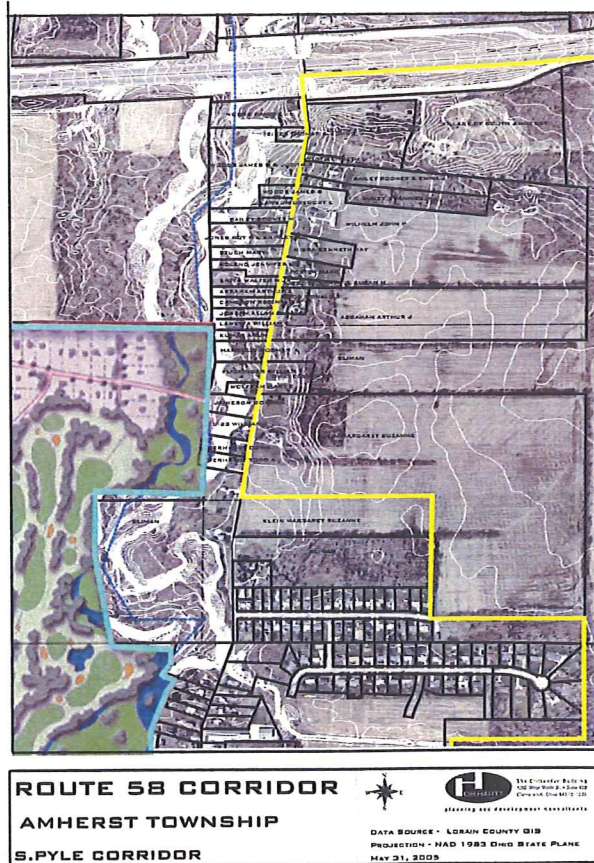
B. INTERSECTION WITH PYLE/S.AMHERST ROAD

Pyle/S.Amherst Road abuts the western boundary of the study area. The 1995 Comprehensive Zoning Plan recommended access from Route 58 to Route 113 serving the large vacant parcels along the west of Route 58. The recent rezoning of the Cleveland Quarries project initiated analyzing potential access options that would tie the two developments by virtue of the East-West road. Maps 12 to 14 represent the possible locations for access.

At this time, the Township believes also from a planning perspective, that the east-west road should extend westerly beyond Pyle-South Amherst road and connect to the Quarries project even though the Quarries developers have indicated this connection may not be needed. In addition to the Options presented, this connection could occur further north even though the distance to reach the Quarries project is greater.

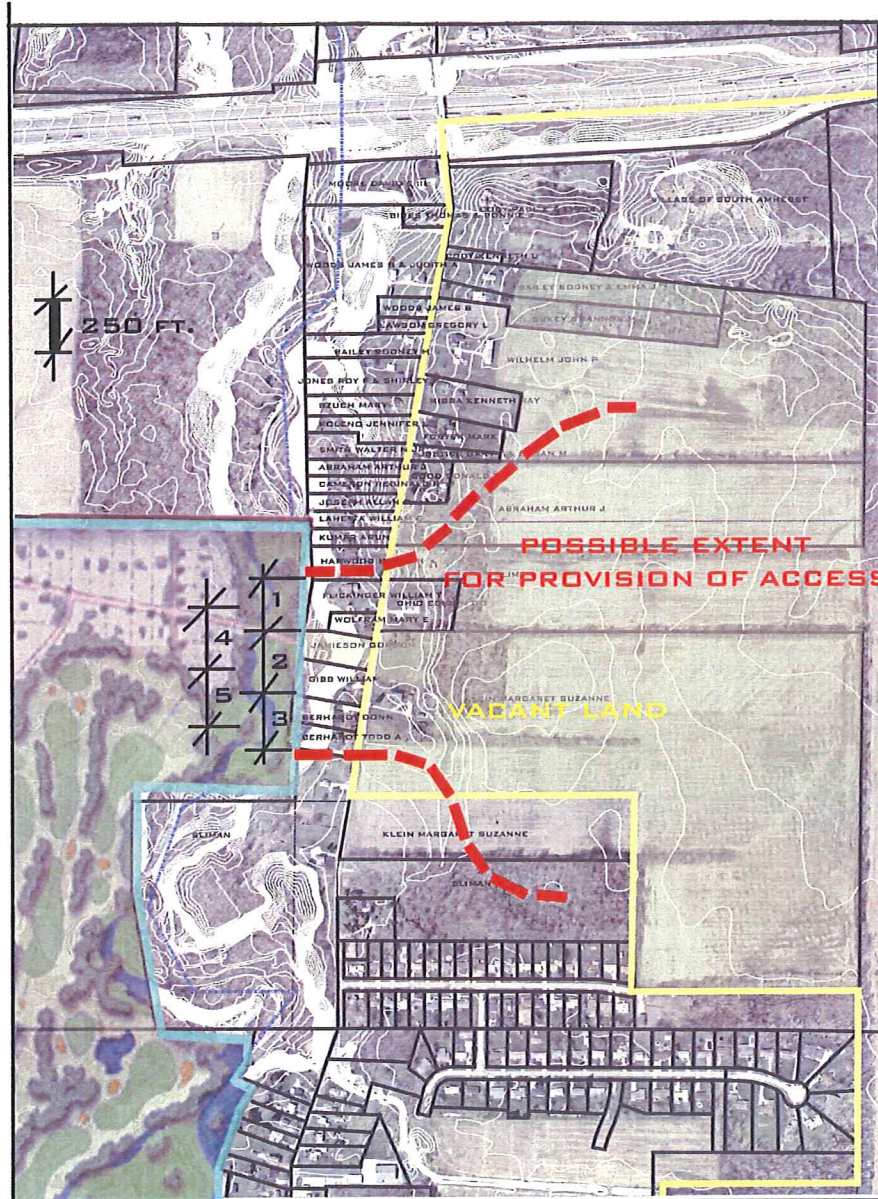
It is recognized, however, that the final determination of the traffic need for this road connection will be based, in part, on the traffic study to be undertaken by Trans European Securities

Map 11
Pyle/S.Amherst Corridor



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Map 13
Access Location Limits – Option 2



<p>ROUTE 58 CORRIDOR AMHERST TOWNSHIP S.PYLE CORRIDOR</p>			<p>The Crittenton Building 1322 Wood North St. - Suite 400 Cleveland, OH 44113-1231 planning and development consultants</p>
<p>DATA SOURCE - LORAIN COUNTY GIS PROJECTION - NAD 1983 OHIO STATE PLANE MAY 31, 2005</p>			

**Route 58 Corridor Plan
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IMPLEMENTATION STRATEGIES

The following are the measures proposed to implement the land use policies and strategies outlined in this report. These are generally in the order of priority based on: urgency, "relative" ease of implementation, and the sequence that is needed for orderly implementation.

1. The Township adopts the Route 58 Corridor Plan
 - a. Land Use Concepts
 - b. Thoroughfare system and road design criteria
2. The Township amends the Zoning Resolution text in the following ways:
 - a. Amend the MU-1 District to delete the industrial uses
 - b. Create a new mixed-use overlay (say MU-3) district that permits retail, office and residential uses at a "higher" intensity when designed and arranged in a unified manner
 - c. Amend the development standards in the resolution to implement the "character objectives" for each road type as depicted on Map 7.
3. The Township will pursue the following administrative steps:
 - a. **Review the development standards along the Corridor for right-of-way, setbacks, landscaping, signage etc. and consider modifying if any are warranted**
 - b. **Undertake the open space/preservation plan study consistent with the Comprehensive plan recommendations prior to development occurring along SR-58**
 - c. Work with the County to assure that the road system is incorporated into the County's thoroughfare plan
 - d. Work with the Ohio Department of Transportation to gain their support for the new east-west road's intersection (west of SR 58) with SR-58
 - e. **Work with NOACA to facilitate traffic and signalization improvement strategies**
 - f. Develop a financing and phasing plan for the construction of the main east-west road (among public and private interests) from SR 58 to Pyle/S.Amherst Road
 - g. Work with appropriate agencies to increase sanitary sewer capacity in this corridor so that the Township's objectives can be achieved
 - h. Marketing – Prepare a "marketing" summary of the Township's objectives with respect to the uses, development standards, character to convey to existing land owners and future investors

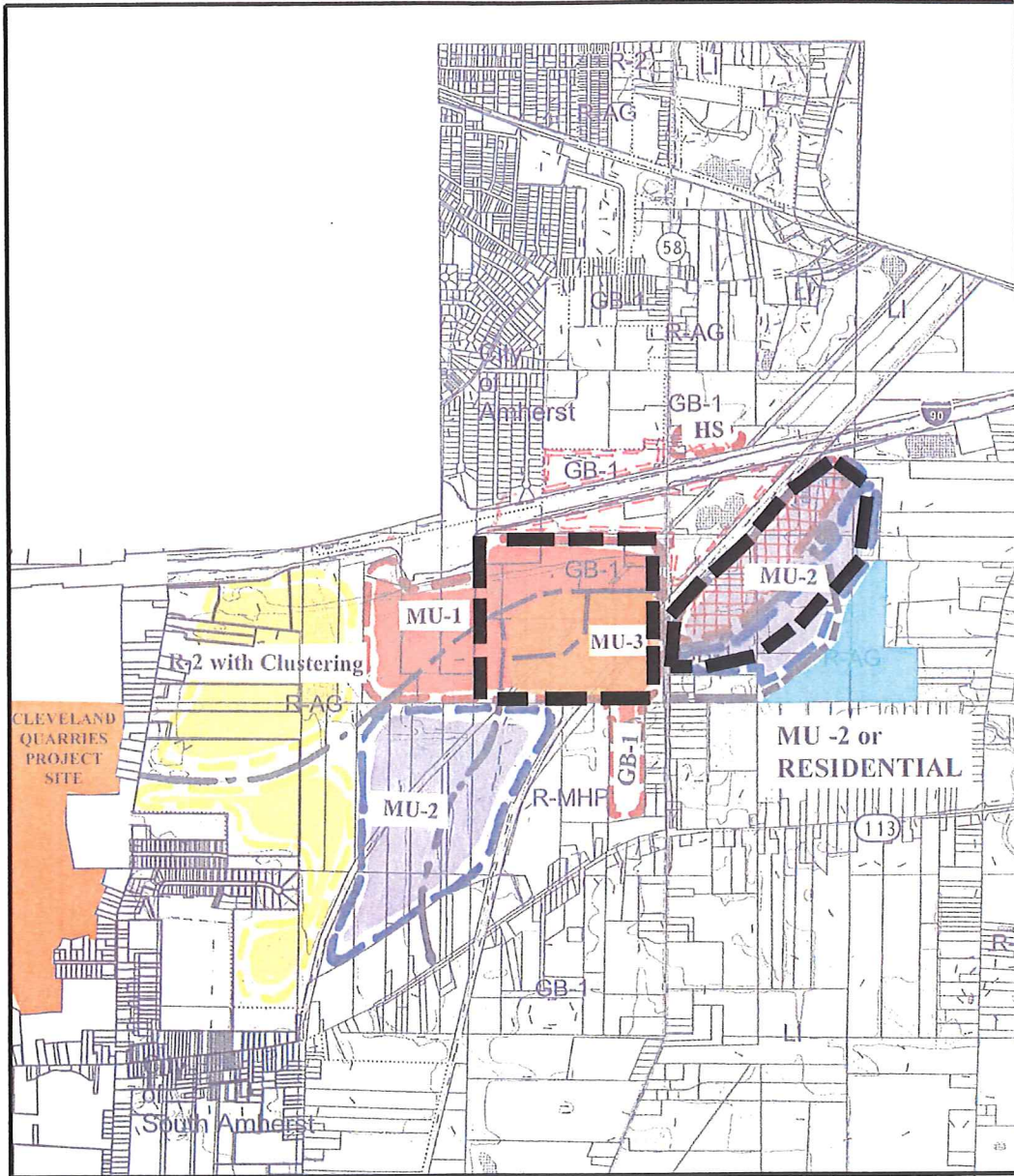
**Route 58 Corridor Plan
Amherst Township**

(to the maximum extent possible) the type and quality of development the Township anticipates

4. Amend the zoning map to implement priority development areas (see also Map 15)
 - a. East side of Route 58
 - i. Apply the MU-2 District south of Turnpike
 - ii. Overlay the Motorist Services zoning district (MS-1) on the land adjacent to Turnpike and Interchange ramp to a depth of 600 feet.
 - b. West side of Route 58
 - i. Apply the revised MU-1 District (retail and offices – see also Part B below) from the Turnpike, south, to approximately across from the Visitors Bureau
 - ii. Apply the MU-2 Industrial District from the above MU-1 District to the northerly line of the GB-1 zoning on State Route 113
5. Additional zoning considerations
 - a. Apply a new mixed-use district (retail, office and residential) in the general area illustrated on Map 7 to help create a true central focal point
 - b. Rezone the area, from the western boundary of SR 58 corridor to Pyle/S.Amherst Road, to permit a residential planned development at a density of approximately 2 to 3 units per acre.

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Map 15
Zoning Phasing Plan



ROUTE 58 CORRIDOR AMHERST TOWNSHIP ZONING PHASING PLAN		 The Crittenton Building 1282 West North St. • Suite 429 Cleveland, Ohio 44113-1231 planning and development consultants
		
	Data Source - Lorain County GIS Projection - NAD 1983 Ohio State Plane May 31, 2005	

**Route 58 Corridor Plan
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APPENDIX

**Appendix 1
Existing Sewer Service Area: Existing Zoning**

	Service Area 1 Airport	Service Area 2 Middle Ridge Rd	Service Area 3 Rt 113	Total	Units
1 Capacity	290,000	243,000	267,000	800,000	GPD
2 Current Utilization	30,000	60,000	45,000	135,000	GPD
3 Vacant Area	67	89	455	611	Ac
4 Estimated Sewer Requirements ⁽¹⁾ (of Line 3; see table below)	82,600	72,150	991,500	1,145,000	GPD
5 Total Estimated Demand (Line 2 + Line 4)	112,600	132,150	1,036,500	1,281,250	GPD
6 Service Capacity Surplus/Shortfall (Line 1 - Line 5)	177,400	110,850	-769,500	-481,250	GPD
6a Area Surplus/Shortage	118*	74*	-513*	-321*	Ac

Zoning	Vacant Area (ac)	Sewer Utilization (gpd/ac)	Total Utilization (gpd)
Area 1			
R-AG	872	320	279,040
GB-1	19	2,200	41,800
LI	48	850	40,800
Total	939	385	361,640
Area 2			
R-AG	1,279	320	409,280
R-1	14	600	8,400
LI	75	850	63,750
Total	1,368	352	481,430
Area 3			
R-AG	160	320	51,200
R-MHP	58	3,200	185,600
GB-1	448	2,200	985,600
LI	7	850	5,950
Total	673	1,825	1,228,350

⁽¹⁾ Sewer utilization assumptions are as follows:

Residential Land Uses

- R-AG: .8 d.u./ac. x 400 gallons per d.u. per day = 320gpd/ac.
- 1/2 ac. lots: 1.5 d.u./ac. x 400 gallons per d.u. per day = 600gpd/ac.
- 12,500 sf lots: 2.5 d.u./ac. x 400 gallons per d.u. per day = 1,000gpd/ac.
- R-MHP: 8 d.u./ac. x 400 gallons per d.u. per day = 3,200gpd/ac.
- High-density Residential: 10 d.u./ac. x 250 gallons per d.u. per day = 2,500gpd/ac.

Non-residential Land Uses

- Commercial: 11,000 sf/ac x .2 gallons per sf per day = 2,200gpd/ac.
- Office/Industrial: 1,500gpd/ac.
- Industrial: 850gpd/ac.

* Based on Blended utilization of 1500 gal/ac.

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**Appendix 2
Trip generation figures used above per acre**

	Daily	Peak Hour
Retail (10,000 sq.ft/acre)	430	37
Industrial (8,000 sq.ft/acre)	56	7
Offices (12,000 sq.ft/acre)	132	18
Highway Services (5,000 sq.ft/acre)	225-650	20-54

*Average of figures used

	Daily	Peak Hour
Retail/Office	281	27.5
Industrial/Office	94	13
Industrial/Highway Services	247	22

**Route 58 Corridor Plan
Amherst Township**

**Appendix 3
Use Summary**

PERMITTED USE	MU-1	MU-2	MU-3
A. RESIDENTIAL			
Live Work			P
B. PROFESSIONAL/MEDICAL			
Administrative, Business Professional and Medical Offices	P	P	P
C. RETAIL SERVICES			
1. Retail in wholly enclosed buildings	P		P
2. Personal Services (e.g. hair care, dry cleaner, shoe repair, self-service laundry, etc.	P		P
3. Drive through/in facilities	C		
4. Hotels/Motels	P		
5. Repair Services (e.g. small appliance repair, electronics	P		
6. Restaurant	P		P
D. VEHICLE SALES AND SERVICE			
1. Automobile and Other Vehicles Sales/Service	C		
2. Service Station	C		
3. Automobile Repair Garage	C		
E. INSTITUTIONAL/OTHER			
Theater, assembly hall, meeting place	P		P
F. LIGHT INDUSTRIAL (When in a wholly enclosed building)			
Manufacturing, packaging, assembly/Storage		P	
P = Principal use permitted by right C = Conditional use A = Accessory use permitted by right Blank cell = Not permitted in the district			