

PERRY TOWNSHIP

LAKE COUNTY, OHIO

**2015
COMPREHENSIVE PLAN
UPDATE**

Prepared By

PERRY TOWNSHIP ZONING COMMISSION

With Assistance From

TACTICAL PLANNING, LLC

Adopted By

PERRY TOWNSHIP TRUSTEES

INTRODUCTION

This plan is intended to update and replace the Perry Township, Lake County Ohio, 2009 Comprehensive Plan. This Plan has been designed to act as a guide for development and policy focusing on the unincorporated portions of Perry Township for the next 10 years. The purpose of this plan is to inform and prepare those individuals or groups who will affect the character of Perry Township, including but not limited to Township Trustees, Zoning Commission, Board of Zoning Appeals, developers, employers, and interested residents. It is expected that this Plan will be continually used and periodically updated based on the changing dynamics and needs of Perry Township and its residents.

THE PLANNING PROCESS

The physical surroundings and social environment of all communities are the result of a multitude of individual and public decisions. Communities are inevitably shaped by the consequences of such decisions. Decisions that guide and create desired changes must be made. If we fail to make decisions when they are needed, or when they have maximum effect, we lose the opportunity to develop a sound, efficient community.

The basic functions of planning may be summarized as follows:

1. To set community goals and objectives that reflect the expressed desires of citizens;
2. To provide a means of anticipating and preparing for the future;
3. To coordinate agencies and officials who relate to land use development;
4. To help set priorities to assure wisest use of limited public funds and resources;
5. To establish sound policies for development;
6. To provide a means of coordinating and educating;
7. To obtain a legal basis for adoption of zoning and subdivision regulations by the initial adoption of a comprehensive plan; and
8. To provide periodic review of existing and future land use and planning principals and documents.

GOALS

The following identified goals for Perry Township strive to achieve a balance of residential, commercial, industrial, agricultural, institutional, and recreational land uses in order to maintain a healthy economic base and provide a quality living environment for residents of the Township.

1. PRESERVE THE AGRICULTURAL/HORTICULTURAL ECONOMY

The cultivation of nursery stock in Perry Township is important to the local economy. The Township's nurseries contribute to the economic base by providing jobs and by bringing money into the local economy. In addition to their economic benefits, the nurseries are also an important factor in creating and retaining the semi-rural atmosphere in Perry Township. The large open vegetated tracts of nursery land associated with the horticultural industry create significant expanses of open space with scenic vistas and a sense of openness which help preserve the Township's semi-rural character. The unique value of the land for horticultural purposes and its role in maintaining the Township's semi-rural environment makes preservation of the most productive nursery lands extremely desirable.

Perry Township has long been a premier horticultural center with a unique combination of soils and climate. As population growth and land development continue to shift eastward across Lake County, development pressures will continue to increase in Perry Township. Perry Township needs to be cognizant of these growing pressures which will ultimately impact the Township's remaining agricultural and nursery lands through conversion to more urbanized uses. The Township should continue to pursue land use and development policies which are favorable to preservation of horticultural and agricultural uses in order to maintain these industries and their corresponding benefits for as long as possible.

2. PRESERVE UNIQUE AREAS AND ENVIRONMENTAL QUALITY

Preservation of trees, open space, fields, and topography assists in retaining the natural visual quality that is characteristic of Perry Township. Perry Township is fortunate to be located between the Lake Erie shoreline and the Grand River. These two environmental features allow for natural scenic views increasing the overall visual quality of the area and add to the recreational opportunities available in Perry Township.

The Grand River is one of only two (2) identified wild and scenic rivers in the State of Ohio and stretches along the southern border of Perry Township. One of the reasons for this designation is the river's high environmental qualities and the lack of manmade intrusion. In addition to its scenic value, the area surrounding the Grand River contains steep slopes and watersheds prone to flooding. The sensitive nature of this area limits its ability to sustain higher density developments. Strictly controlling density within the Grand River Watershed is essential for protecting the natural qualities of the river.

Lake Erie defines the northern border of Perry Township and provides a wide array of recreational opportunities. Efforts should be made to protect this natural resource while providing public access for recreational enjoyment. The lakeshore is an extremely valuable asset to the community and its use should be carefully planned and controlled.

3. RETAIN A SEMI-RURAL RESIDENTIAL CHARACTER WHILE PROVIDING A RANGE OF RESIDENTIAL ALTERNATIVES

The majority of the housing units in Perry Township are single-family detached units located on lots of one acre or larger. The abundance of larger lots is reflective of the lack of public sanitary sewer service, which is necessary to support higher residential densities throughout most of the Township. The extent of low-density development combined with an abundance of open space and the large areas of remaining nursery land provides the Township with its rural character. It is intended that the Township retain its semi-rural and single-family character.

The proportion of multi-family and higher density single-family home developments within the Township should be carefully monitored and controlled, and such higher intensity developments should be channeled to those areas of the Township where utilities, transportation, and other services can be readily and economically provided. This approach will provide an appropriate variety of housing options to meet the needs of present and future residents of Perry Township, while preserving and protecting the Township's semi-rural single-family character and controlling the economic and service impacts associated with increased residential development. Higher density residential units are not appropriate in environmentally sensitive areas or areas which are particularly well suited for horticultural activities as shown on the Soils Map. Therefore, extension of sanitary sewer service to those areas is neither desirable nor recommended.

4. CREATE AN ACCEPTABLE BALANCE AMONG LAND USES

In order to maintain a strong economic base and provide a high-quality living environment, every community should have a combination of land uses including agricultural, residential, commercial, industrial, institutional, and recreational uses. Quality, small-scale commercial developments consisting of convenience goods and service uses intended to serve primarily Perry Township residents are appropriate along the U.S. Route 20 corridor. Such neighborhood oriented commercial developments should be planned and designed in cluster arrangements with proper management of vehicular access, careful consideration of site layout and building design, and use of integrated and coordinated architectural treatments in order to achieve a high standard of visual quality, minimize traffic safety and congestion problems, and avoid the negative impacts associated with continuous strip commercial development, or larger scale commercial developments. Although not located within the Township, large scale regional shopping centers providing a wider variety of consumer goods and services are readily accessible to Perry Township residents within a reasonable driving distance. It is intended that the Township provide opportunities for sufficient commercial development to maintain and enhance the economic and tax base and meet the needs of its residents without

becoming a regional retail destination that attracts large volumes of shoppers from outside of the community and incur the traffic and public safety impacts that are associated with large scale commercial developments.

Industrial development in Perry Township is valuable for maintaining and increasing the economic base and a healthy local economy. The Township previously concentrated its efforts to promote and encourage industrial development on the area north of U.S. Route 20 within the designated Joint Economic Development District (JEDD). During the past year, several large tracts of land within that industrially zoned area and within the JEDD boundary were acquired by either Lake Metroparks or by a land preservation organization. As a result, those lands are being removed from the tax rolls and will no longer be available for industrial development. The Township will continue to encourage development of the remaining available land in the designated JEDD area where transportation and utility services are already in place and where revenue sharing arrangements with Perry Village and North Perry Village have been established. It will be necessary, however, for the Township to develop new areas for economic development in order to offset the land lost to parks and preservation and maintain an appropriate balance of land uses.

Along with balancing land uses, the need to protect these uses from one another is also increasingly important. Non-residential types of land uses should be focused within certain designated areas to provide for efficient provision of support services and to minimize their impacts on residences. The Township should continue to adhere to a strict policy of buffering between potentially incompatible uses.

5. EXPAND AND DIVERSIFY THE TAX BASE FOR PERRY TOWNSHIP

The Township's tax base has historically been closely tied to only two sources, the nurseries and the power plant. The Township needs to continue to vigorously pursue new economic development to enhance and broaden its tax base. The Joint Economic Development District (JEDD) area North of U.S. Route 20 was planned to accommodate industrial development. The Township has assisted in and encouraged the development of industrial parks for attracting a diversity of new employers. In addition, the revenue sharing arrangements of the JEDD assures that all of the Perry entities, Perry Township, Perry Village, North Perry Village, and the Perry Local School District, will all benefit from industrial development which occurs within the JEDD. It will be essential that the Township replace the land lost to preservation and recreation use within the JEDD area North of U. S. Route 20 with the creation of new development opportunities elsewhere in the Township.

The portion of U.S. Route 20 corridor extending from Lane Road to Call Road has been planned for business and commercial development and should be reserved to ensure sufficient commercial support for residential neighborhoods, a diversity of businesses and services, and long term stability of the tax base. Again, a portion of this corridor has been potentially impacted by land purchases which could alter its ultimate development potential. The Township should explore the opportunity to reclaim the portion which has U.S. Route 20 frontage for future commercial development.

Maintaining a pro-active approach to promoting economic development within the Township's industrial region will provide job opportunities for Township residents, insure an adequate tax base to support the provision of Township services and help maintain the quality of Perry's public school system.

6. PRESERVE AND ENHANCE LAKE ERIE SHORELINE

The Lake Erie shoreline is an environmentally sensitive area and aesthetically significant resource that should be protected. The lakeshore's unique features provide one-of-a kind recreational and aesthetic opportunities for the residents of the Township. The Township should maintain and enhance public access and recreation opportunities along the lakeshore. Lake Metroparks has acquired 600 acres of land with almost 4000 feet of frontage along the Lake Erie shoreline in Perry Township. The master plan for the property, known as Lake Erie Bluffs, includes paths, boardwalks, viewing platforms, camping areas, and shelters. This facility will greatly increase public access to the lakefront. The Township should continue to be an active participant in county and regional planning efforts to protect and preserve the Lake Erie shoreline.

7. ENCOURAGE CONNECTIVITY

The Township should actively pursue enhanced physical connectivity with the other Perry communities and with County and regional recreational facilities. Efforts should be initiated to plan and pursue bike and walking trails that would link the various community, school, county and regional facilities. Such efforts to enhance pedestrian and bicycle access should be coordinated and jointly pursued with Perry Village, North Perry Village, the Perry Local School District, Lake Metroparks, the Perry Recreation Board and others.

HISTORICAL BACKGROUND

The Erie Indians originally inhabited Perry Township until 1665 when the Confederation of Five Nations wiped them out. The area then became neutral hunting ground. A pioneer, by the name of Ezra Beebe, first settled this area in 1808. Beebe cleared the land located on South Ridge. He was soon followed in 1810 by Lemuel Ellis, Elijah Hanke, David Allen, and Thomas Wright.

Perry Township was once a part of Painesville Township until 1815, when it split off and officially organized as Perry Township. It was named after Commodore Oliver Hazard Perry, who was a hero of the War of 1812 for his naval victory at Put-in-Bay. 1815 was also the year in which the first school opened in the Township.

As the community grew, agricultural commodities became plentiful and markets were developed outside of the Township. Cleveland, Pittsburgh, and other cities received milk, cheese, cider, onions, apples, nursery stock, vinegar, and distilled liquids from the Township. Lumber mills, grain mills, maple sugar making, and an iron foundry were among the first industries in the area. The iron foundry received its ore from bogs in Perry and converted it into pig iron. The pig iron was shipped through Fairport Harbor to cities along the Great Lakes. One of the largest industries in Perry Township was the Imperial Merchandise which manufactured automobile tires, fruit jar rings, paper, and glassware.

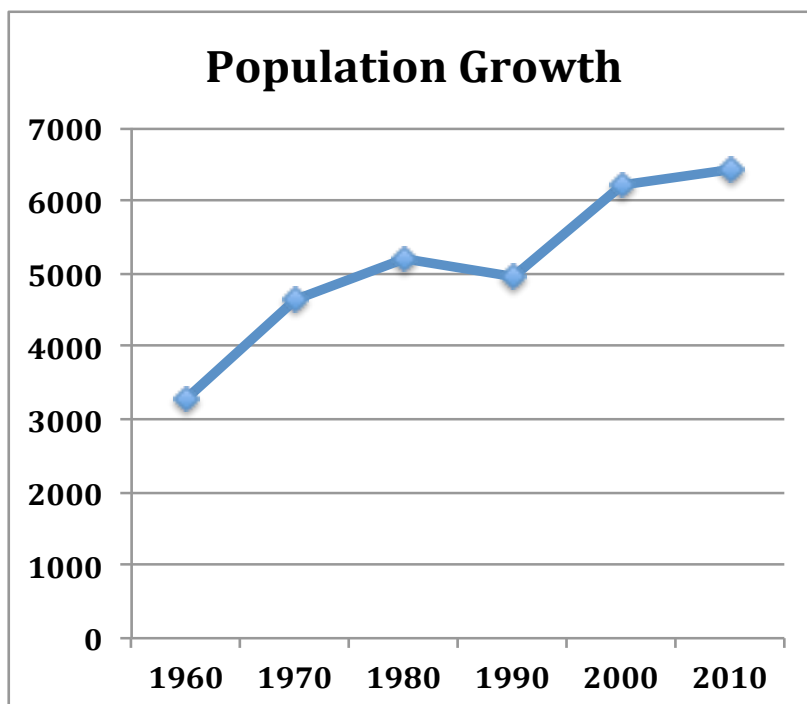
Perry was the site of the last covered bridge in Lake County. The bridge, located on Blair Road, was removed in 1952.

POPULATION

According to the 2010 U. S. Census, the population of Perry Township was 6,443 which represents a 3.6% increase in population since the year 2000.

As seen in the adjacent chart and the table below, Perry Township's population has shown a relatively steady rate of growth over the past fifty (50) years. The 1980's represented an anomaly in the population growth patterns for Perry Township in which 3.6% of the population was actually lost. This situation could have been created by a number of factors including annexation of land and population by municipalities or out migration because of a reduction of jobs in the region.

Perry Township was the fastest growing community in Lake County between 1990 and 2000 at a level of 25.8% followed closely by Concord Township at 22.9% and Leroy Township at 21%. This increase in population growth is consistent with development patterns moving eastward across Lake County from the more urbanized communities in the western and central portions of the County. In 2000 Perry Township represented only 2.7% of Lake County's total population but accounted for 10.6% of the population growth within Lake County from 1990 to 2000.



PERRY TOWNSHP						
POPULATION CHANGE						
	1960	1970	1980	1990	2000	2010
Population	3,291	4,634	5,126	4,944	6,220	6,443
Percent Change		40.8%	10.6%	-3.6%	25.8%	3.6%
Absolute Change		1,343	492	-182	1,276	223

Proportionally Perry Township was growing much faster than Lake County as a whole. With the housing bust that occurred during the past decade, population growth generally slowed across the region.

It is expected that with continued development pressures spreading eastward across Lake County, Perry Township will continue to grow both in terms of population and housing units. Increases in population and housing are heavily dependent on a number of factors, many of which are beyond the control of the Township, such as regional and national social, economic, housing, and technological trends. The result is that Perry Township will continue to grow, but at a much more modest rate. The average age of the Township's residents is 42.8, which is very similar to the County-wide average of 42.2. The residents of Perry Township are predominantly white, with minorities accounting for only four percent (4%) of the Township's population, and generally well educated. The following table shows the educational attainment level of Township residents as well as those residing in the two villages and Lake County as a whole as reported in the 2010 Census.

EDUCATIONAL LEVEL				
	Perry Village	North Perry Village	Perry Township	Lake County
High School - No Diploma	6.2%	5.4%	6.9%	9.0%
High School Graduate	33.9%	36.3%	41.5%	34.5%
College - No Degree	21.9%	24.4%	22.1%	23.6%
Associates Degree	6.2%	7.8%	8.2%	8.1%
Bachelors Degree	21.3%	18.6%	14.5%	17.0%
Graduate Degree	10.5%	7.5%	6.7%	7.9%

Median household and per capita income levels of Township residents are generally in line with those of the two villages and the County as a whole as indicated in the following table.

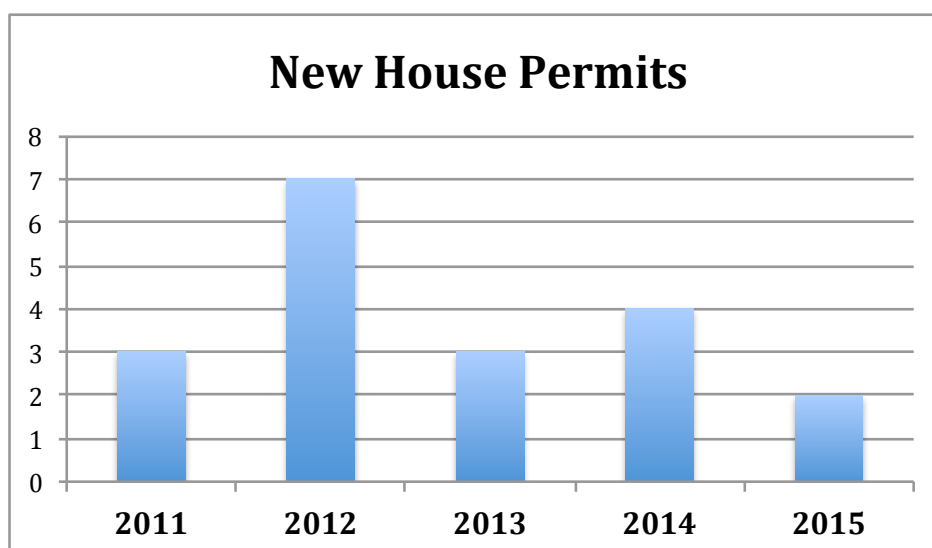
INCOME LEVELS				
	Perry Village	North Perry Village	Perry Township	Lake County
Median Household Income	\$79,038	\$62,833	\$65,000	\$54,896
Per Capita Income	\$29,442	\$28,203	\$26,870	\$29,132

HOUSING

The following table shows the total number of housing units in the Township during each of the last four census reports. The Township has shown a steady increase in the total number of dwelling units. It is worth noting that new housing construction within the Township continues to occur at a faster rate than within Lake County as a whole. The number of dwelling units and rate of growth for the east end communities is shown in the following table.

DWELLING UNIT COMPARISON						
	1980	1990	2000	2010	Increase 2000 - 2010	Percent Change 2000 - 2010
Leroy Township	816	883	1,113	1,263	150	13.5%
Madison Township	5,214	5,673	6,190	6,732	542	8.8%
Madison Village	779	896	1,127	1,323	196	17.4%
Perry Township	1,662	1,707	2,195	2,496	301	13.7%
North Perry Village	280	279	310	353	43	13.9%
Perry Village	300	340	439	630	191	43.5%
Lake County	75,166	83,194	93,935	101,202	7,267	7.7%

New housing construction has continued to occur in Perry Township at a modest rate during the period since the 2010 Census as evidenced by the following table.



Between 2000 and 2010 approximately 4.1% of all of the new single family dwellings constructed within Lake County were built in Perry Township. A total of 2535 new single family homes were constructed in the three Perry communities combined during that same time period, accounting for approximately 7.4% of the total number of new homes constructed in Lake County. The three Perry communities have continued to grow at a moderate rate despite the recent housing and mortgage bust and general lack of population growth within Lake County and the region.

The 2000 Census recorded the average number of persons per household in the Township as 2.88, which was significantly above the Lake County average of 2.50. The last Comprehensive Plan document predicted that the average number of persons per household would continue to decline as it has for several decades due to societal changes. In 2010 the average number of persons per household had indeed dropped to 2.70. Similarly, in 2010 the persons per household County-wide had declined to 2.41 and the average for the State of Ohio was 2.47. These numbers are indicative of a higher concentration of families with children in Perry Township. Some of that tendency may be indicative of the reputation of the Perry public school system.

LAND USE

An inventory of existing land uses was conducted in 2008 and are depicted on the Land Use Map. The Land Use Map identifies generalized locations of land uses in order to extrapolate development and growth patterns for Perry Township. The land use inventory divides Perry Township into the following six classifications:

- Residential
- Commercial
- Industrial
- Institutional
- Parks & Recreation
- Agricultural and Vacant

RESIDENTIAL

Perry Township is dominated by detached single-family residential units, which are spread throughout the Township. Most of those single-family residences are on lots greater than one acre in area. In 1999, minimum lot sizes were increased for the protection of the rural character and to meet minimum storm water and the Lake County General Health District's septic system requirements. Most residential development is located along main road frontages, but newer developments are being located on long cul-de-sac roads branching off of main roads. Residential development other than single-family homes including mobile homes and multi-family units are located primarily on Rt. 20 with some development in the southwest corner of the Township. Higher density residential development has occurred primarily in areas serviced by public water and sanitary sewer systems.

Much of the original residential pattern was guided by the quality of the land for agricultural/horticultural uses. Residential development was pushed into areas with the least productive soils. As development pressures continually increase, land previously used for agricultural/horticultural uses will be more attractive for residential use.

COMMERCIAL

The commercial uses within Perry Township are relatively contained along two East-West corridors, U.S. Route 20 and State Route 84. Uses along Route 20 include garden centers, farmers markets, banks, drive-thru restaurants, car dealerships, auto service centers, and a grocery store with residential uses interspersed throughout. The commercial uses located along State Route 84 are less dense with a much stronger residential influence. The intensity of commercial uses along U.S. Route 20 has increased and will continue to increase for the foreseeable future.

INDUSTRIAL

In the past, the majority of industrial activity in Perry Township was concentrated between the Norfolk and Southern railroad tracks and the CSX railroad tracks along Shepard Road. Industrial development within the Township had been slow with only a few small-scattered locations.

Beginning in the mid 1990's, Perry Township encouraged industrial development north of Route 20. With the majority of that land zoned for industrial uses and increasing development pressures from the west, Perry Township experienced an increase in industrial development. Increased industrial development will continue to be important for expanding the Township's economic base and providing employment opportunities and a strong property tax base. The acquisition of large tracts of land within the western portion of the designated industrial area and the Perry JEDD will require that future industrial development occur east of Blackmore Road and along Perry Park Road. This shift in industrial development will make enhancements to the Perry Park Road and U.S. Route 20 intersection important for efficient and safe traffic movement.

PUBLIC/INSTITUTIONAL

Institutional land uses including churches and government buildings are scattered throughout the Township. The Road Department garage is located on Webb Road and Fire Station #2 is located on State Route 84 near the intersection of Shepard Road. Fire Station #1 is located next to Township Hall on Center Road. Fire Station #1 is the headquarters and houses the fire administration. A number of these uses are shared with and located within Perry Village including the Township Hall and the newly constructed Perry Education Complex.

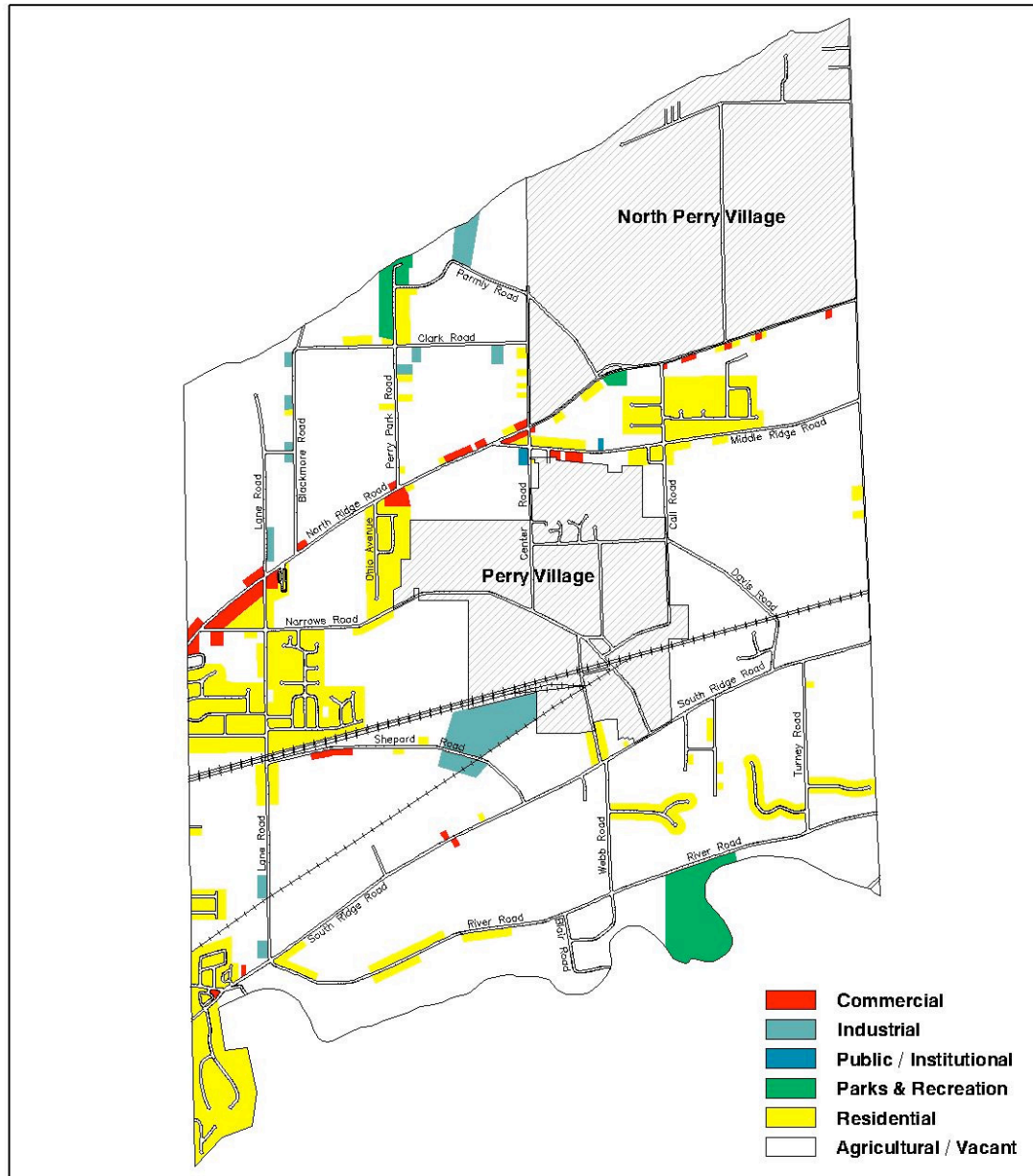
PARKS & RECREATION

Perry Township Park is located on the northern most edge of the Township abutting Lake Erie. The Township has expanded the park to include land located on the west side of Perry Park Road which now includes a Senior/Community Center, an expanded ballfield complex and access to the lake shore. The Township has made significant improvements to the shoreline to control erosion and create lake front opportunities. The YMCA has an Outdoor Center located within Perry Township between River Road and the Grand River.

Lake Erie and the Grand River provide two valuable natural resources to the Township. The Grand River, which creates the southern border of the Township, has been classified by the State as a wild and scenic river. Lake Metroparks has developed plans for conservation of the Grand River corridor and currently manages two parks along the river. Lake Metroparks has also acquired land along the lake front designated as Lake Erie Bluffs and is currently making improvement to encourage use of those holdings. Further discussion of the parks and recreation will be outlined in the Community Facilities and Services chapter of the plan.

AGRICULTURE/VACANT

Perry Township is well known for its vast nurseries and farms, with a significant portion of the land being used for production of horticultural crops. These nurseries are an important industry to the Perry Community and its economic base by providing employment. These nurseries are also an important factor in helping to maintain the image and character of the community. Also included in this category are portions of the Township that are simply vacant and covered in natural vegetation.



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EXISTING LAND USE



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE

2008

ECONOMICS

Two of the main employers in the area are the nurseries and the Perry Nuclear Power Plant. Both play a vital role in supporting the local economy as they provide jobs for residents and contribute to the local tax base. The Perry Nuclear Power Plant is not located within the Township, however, Township residents still benefit as a portion of the property taxes collected from the Power Plant go directly to the local school district and the Township Fire Department. Children living within the Township, for example, attend Perry Schools and can take advantage of the new educational complex funded through property taxes from the Plant.

The Power Plant will continue to play a role in the revenues generated for the Township. But with the introduction of deregulation, the Power Plant will contribute declining revenues as the Plant is taxed at a lower rate to better compete with the rate set by the market. With the decline of revenues, the Township will need an alternate tax base to make up for the revenue decrease.

Perry Township is regionally recognized for its abundance of quality nurseries. Similar to the Power Plant, the nurseries supply the Township with jobs and tax dollars. The nurseries are also beneficial in that they bring outside dollars into the Township through garden center retail sales and the wholesaling of landscaping supplies.

The nurseries in Perry Township are assets that should be protected. They provide open space and vistas. Unfortunately, the small operator is finding it more costly to comply with all required governmental reporting requirements. When these current operators retire, there is less profit motivation for this business to be passed on to heirs for continued operation. If the operation is not absorbed by a larger concern, who can handle the regulatory costs through economics of scale, then the land gets sold off, subdivided and developed. Such development could lead to changes in the groundwater flow thereby affecting neighboring nurseries, increasing costs of operation, and perpetuating the cycle of subdivision and development.

The following table compares commuting methods and average travel for residents of Perry Township in 2010 versus 2000.

COMMUTING TO WORK		
	2000 Census	2010 Census
Drive Alone	87.0%	87.5%
Carpool	8.2%	7.4%
Public Transportation	0.2%	0.5%
Walked or Other	1.7%	1.1%
Work at Home	2.9%	2.9%
Average Commute Time	24.0 Minutes	23.1 Minutes

As can be observed from the following table, a significant portion of the Township's residents are employed in white collar professions.

OCCUPATION OF TOWNSHIP RESIDENTS	
FIELD	PERCENT OF TOTAL
Management, Business, Finance	14.70%
Engineering, Computers, Science	5.25%
Community, Social Services	1.73%
Legal	0.61%
Education, Library	6.19%
Arts, Design, Media, Sports, Entertainment	1.46%
Healthcare Practitioners And Technology	6.55%
Healthcare Support	2.67%
Firefighters, Law Enforcement	2.54%
Food Preparation, Serving	4.60%
Building Maintenance	3.88%
Personal Care	3.25%
Sales, Office, Administrative Support	24.73%
Farming, Fishing, Forestry	0.20%
Construction, Extraction, Maintenance/Repair	7.02%
Production, Transportation, Material Moving	14.61%

Diversification of the Township's economic and tax base is important to protect the local tax base from economic down turns in a single industry or the detrimental impacts from relocation by a major employer. Perry Township has the potential for significant increased industrial and manufacturing growth in areas of the Township where access is good, utilities are available, and there are minimal conflicts with established residential areas. This includes sites along the rail lines near Shepard Road and the Lane Road corridor south of the railroad tracks, both of which can be developed with appropriate industrial uses which would be beneficial to the local economic and tax base.

Perry Township has been successful at bringing new employers into the industrial park on the Lane Road extension. A number of new job opportunities for Township residents have been created which can help to ensure an adequate tax base to support Township services and generate taxes for the public school system.

ENVIRONMENTAL RESOURCES

Perry Township contains predominantly rolling land that slopes slightly upward from Lake Erie. Three main ridges supply the high dry ground for Route 20, Route 84 and Middle Ridge Road. Perry Township is bordered by Lake Erie to the north, and the Grand River to the south, with an abundance of undeveloped land in between. Steep bluffs rising 40 feet in some areas characterize Lake Erie. The Grand River is one of only two rivers in the State of Ohio that has been classified as a wild and scenic river. This river is considered a young river with a narrow channel and steep bluffs.

SOILS

Almost 25 differing soil types varying in composition can be found in Perry Township. Composition of the soil is strongly influenced by the post-glacial action, which deposited silts, sands, and gravels. The majority of the soil types in the Township are acidic in nature and tend to be well compacted and wet. Along the ridges a few sandy well-drained soils can be found. The ridges are composed of glacial till overlain with beach deposits, which were left by the waters of the receding lakes.

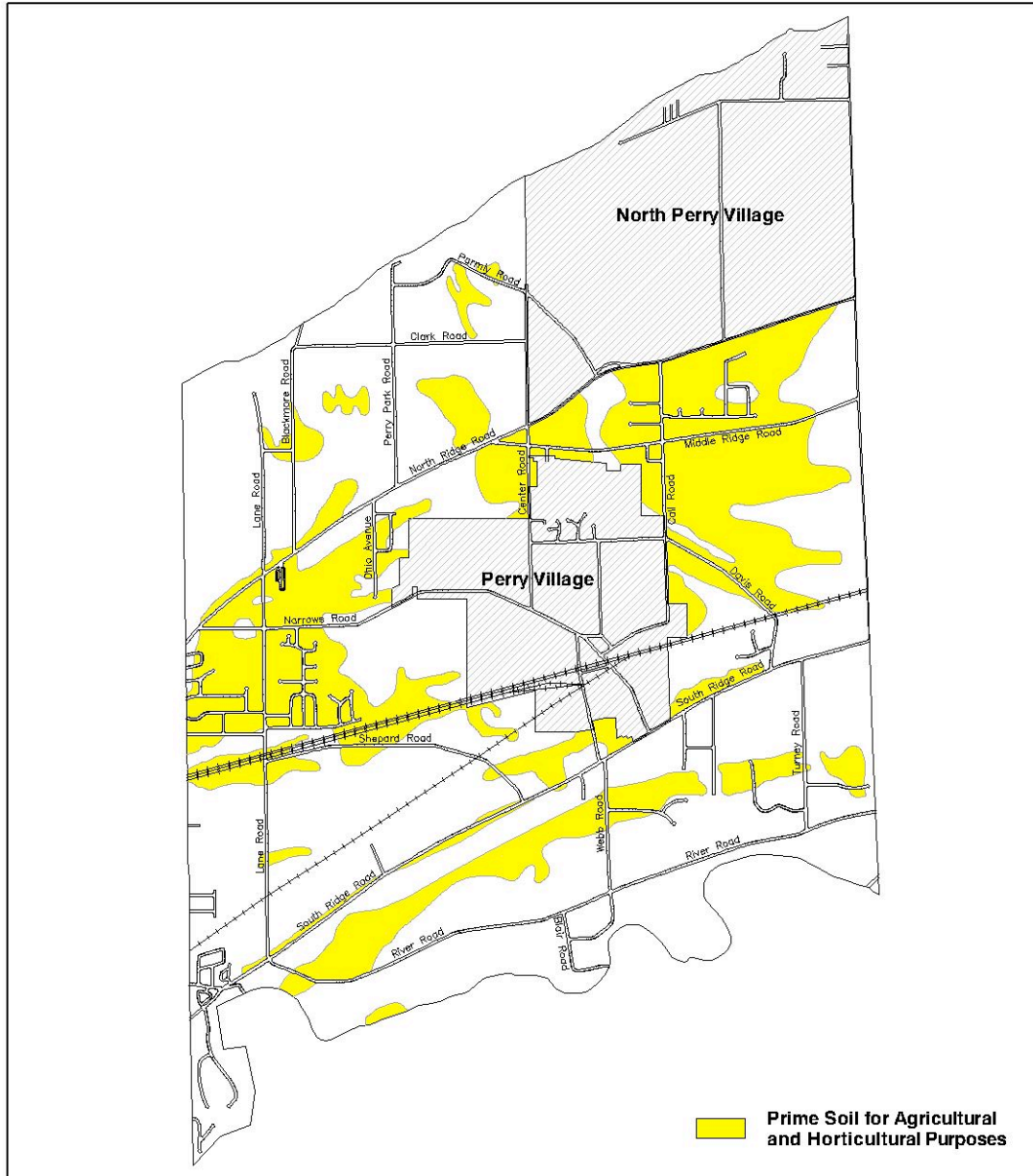
Soil conditions are an important development consideration because they determine the area's stability to support structures, provide positive drainage, and absorb wastewater.

PRIME LOCATIONS FOR AGRICULTURE AND NURSERY LAND

A number of environmental factors promote the production of nursery stock in Perry Township. The area has a unique combination of favorable soils and climate that support the cultivation of over 1,500 different varieties of ornamental plant material. A continental climate modified by seasonal lake winds produces a relatively long growing season, and the wide variety of soil types allow for diversified crops to be produced even on small farms. There are few areas in the United States with similar conditions.

The soil types considered desirable for nursery stock include a sandy texture, good drainage, slight acidity, mild topography, and the ability to warm up early in the spring. With the assistance of drainage and irrigation systems, most of the soils in Perry Township meet these criteria. In particular, the majority of land north of Route 84 meets soil conditions that the Lake County Soil Survey describe as being very favorable for nursery production.

Soil conditions in Perry Township are prime for crop agriculture as well. Determination of a soil's suitability for agriculture is based on a large number of factors including, soil acidity, slope, location and quality of the water table, nutrients, nearness to bedrock, and other critical factors. With the exception of the land within the Grand River watershed and a tract of land between rail lines, the majority of land can be considered prime soil with moderate to slight limitations for agricultural use.



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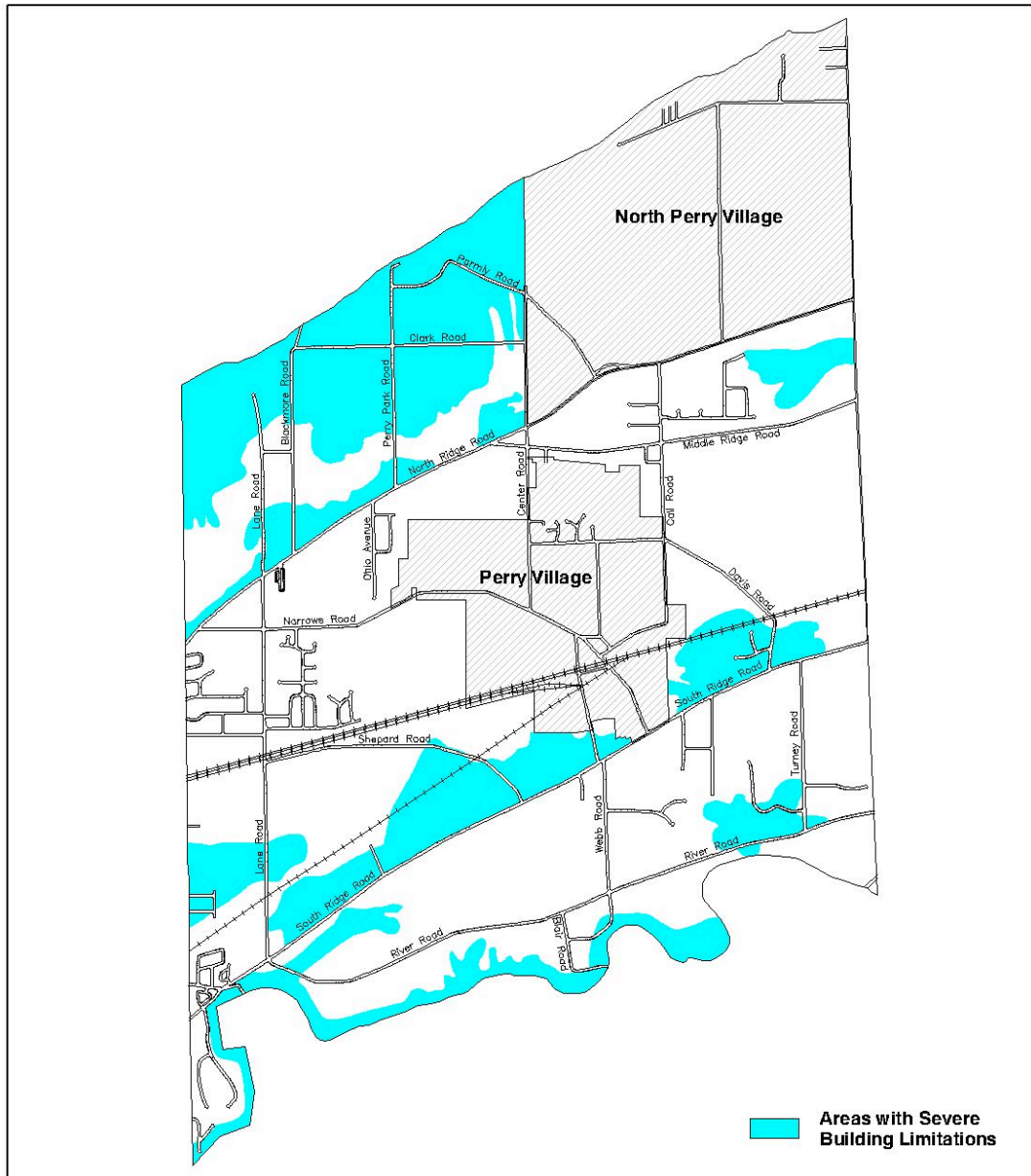
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AGRICULTURE / NURSERY SOILS



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE



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BUILDING LIMITATIONS



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE

SOIL LIMITATIONS FOR BUILDING

The Building Limitation Map is a product of careful interpretation of the soils. The limitation ratings apply to undisturbed soils on which single-family dwellings or other structures with similar foundations may be built. The map indicates that a large portion of the Township has a severe limitation rating. In particular, the majority of land north of U.S. Route 20 is rated as having severe building limitations. The area along the Grand River Corridor and sites between Route 84 and the railroad also has severe limitations. The severe rating is given to sites that have seasonably high water tables, poor drainage, flood hazards, excessive slopes, shallow bedrock, or other foundation limitations such as settlement under load or poor bearing capacity. Any one hazard condition results in a severe rating.

DRAINAGE

Lake Erie is the major drainage basin for Perry Township. Red Mill Creek and several minor creeks flow directly into Lake Erie. Red Creek is the principal creek within the Lake Erie watershed. The Grand River watershed drains the southern and western portion of the Township with the divide running along Narrows Road and Webb Road and east along River Road from Webb Road. The majority of the land within Perry Township has a high water table, with swampy areas found in the central portion of the Township. A map of the watersheds is provided.

Storm water management will become increasingly important with new development. The extent of environmentally sensitive areas and the need to protect existing horticultural activities from negative impacts, indicate the need for an overall drainage policy with regard to new developments. The basis of the Township's approach to storm water drainage should be for each new development to adequately control its storm water to protect downstream properties.

Perry Township will need to collaborate with both Perry Village and the Lake County Engineer to properly manage storm water. Storm water is a regional issue and the Township is directly affected by the storm water runoff from Perry Village and vice versa. It is therefore desirable to seek a combined approach to storm water management. In addition, the Lake County Engineer, through application and enforcement of subdivision regulations, plays a vital role in controlling storm water drainage from subdivisions.

It is important that all natural stream corridors be maintained with a suitable buffer on each side with no development or disturbance permitted within this zone other than very low impact public facilities such as pedestrian-ways and bikeways providing neighborhood links throughout the Township. One alternative long-range approach would be to explore suitable sites along primary waterways for storm water detention as is the current practice. This approach would provide a more natural solution to storm water treatment and allow for more flexibility in individual site design. Assessment of pro-rate costs to builders and developers within the watershed could be used to pay for acquisition and construction of these watershed detention areas. With proper design, ongoing maintenance costs would be minimal.

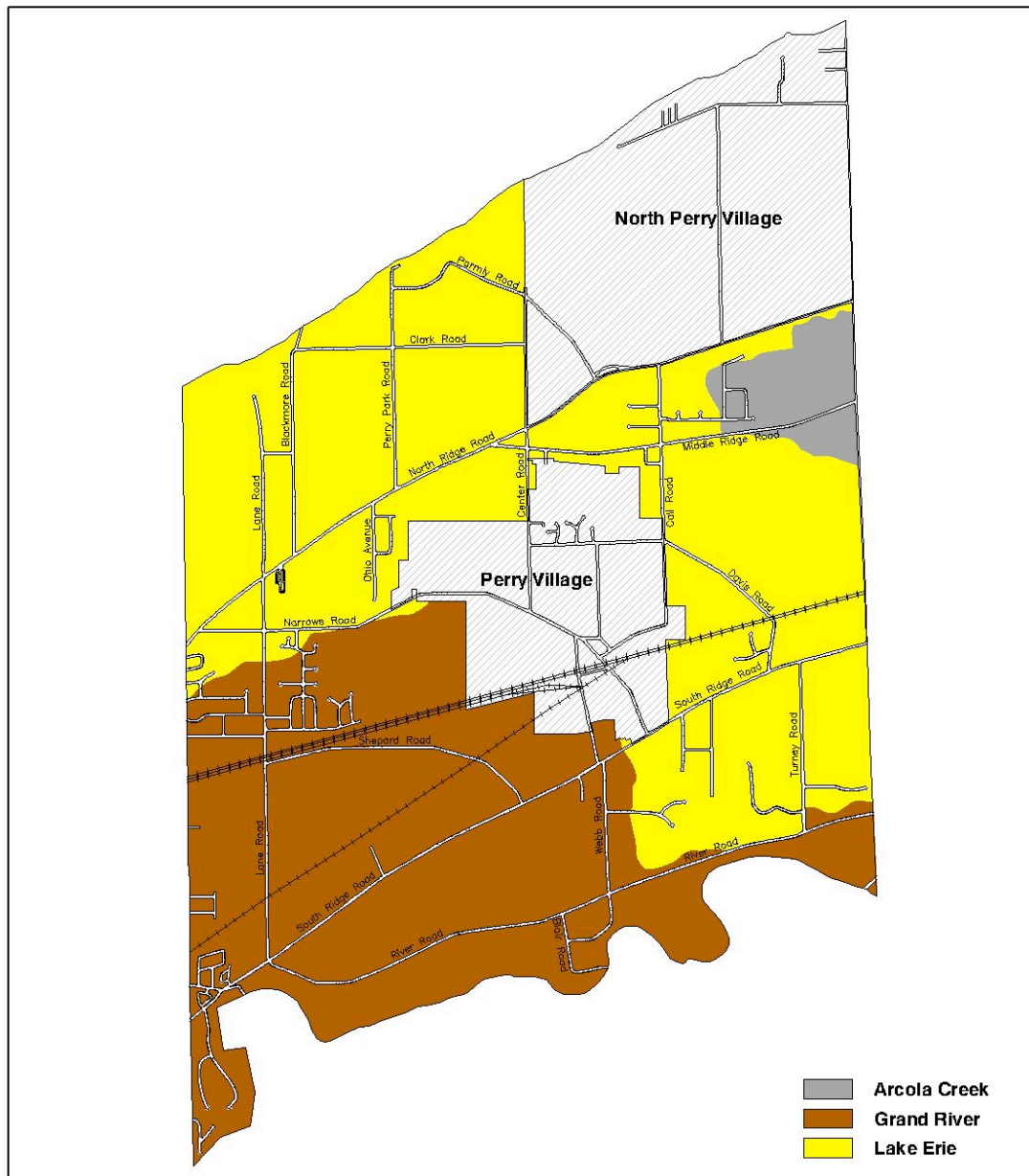
Utilizing these current stream corridors as the primary drainage in the Township will promote the conservation of current ground water flows in the most economical way, help support agricultural production and act to recharge domestic wells.

Surface water drainage and its quality will become a much more important concern in the future than it is today. The U.S. EPA expanded the National Pollutant Discharge Elimination System, Storm Water Program in 2002 to include small municipalities and small construction sites. This Phase II Program applies to Townships designated as urban areas by the U.S. Census Bureau. The Ohio EPA, Division of Surface Water is encouraging control of pollutants through community watershed action plans. Implementation of these plans will insure a better quality of ground water which eventually is the source for domestic water use.

In addition to the surface water runoff, control of densities will be necessary to maintain and protect the quality of the Township's groundwater from pollution. Many of the homes in Perry Township rely on ground water as their sole water source, and with the economic importance of the nurseries, it is essential that the groundwater source remain safe and plentiful. Development should be restricted to appropriate levels based on the capacity of soils and ground water systems to dilute pollutants. In 1999, changes were made to minimize lot sizes to address this issue by enhancing effective on-site disposal and increasing protection of recharge areas for water wells.

Larger lot sizes have the benefits of less impervious surface area to land area allowing for more infiltration of rain and less runoff per lot. Increasing the minimum lot size produces greater protection and decreases the chance of groundwater pollution. Based upon an analysis completed in 1999, the minimum lot sizes to allow for sufficient space for structures, houses, garages, accessory septic field with duplication areas, and allowance for individual site characteristics are as follows:

- On land with 0% to 2% slopes, a minimum lot size of 1.25 acres with 150 foot frontage (150' x 435.6') is recommended.
- On land with 2% to 6% slopes, a minimum lot size of 2.0 acres with 200 foot frontage is recommended.



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PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE



COMMUNITY FACILITIES AND SERVICES

Community facilities include those buildings and open spaces which provide educational, recreational, and municipal services to the community.

PARKS & RECREATION

Perry Township has approximately 409 acres of land devoted to parks and recreation of which the Township owns approximately 54 acres. Perry Township owns and maintains Perry Township Park and the 4-acre Call Road Pond. The Township's purchase of Camp Roosevelt increased the size of Perry Township Park to approximately 50 acres. Perry Township Park contains a picnic shelter, numerous ball fields, a senior/community center, rest rooms and tennis courts. The parks are aimed at providing passive recreational activities and gathering places within the community. The Township has made shoreline improvements intended to protect the shoreline from further erosion and to enhance public access to the Lake by creating a small beach area.

Lake Metroparks owns and operates Mason's Landing Park. This park includes a total of 92 acres of land in Perry Township and 41 acres of land in Leroy Township, providing trails, picnic areas and shelters, handicapped access restrooms and fishing, mainly geared at passive recreational activities. Lake Metroparks also operates Red Mill Valley including Daykin Swamp, which is located south of North Ridge Road and west of Call Road along Red Mill Run. Blair Road Park, Indian Point, and Lakeshore Reservation located in North Perry Village on Lake Erie are owned by Lake Metroparks. The 62-acre Blair Road Park is located on the Grand River off Blair Road and a 6-acre portion of Indian Point is located in Perry Township with the majority of the park just across the Grand River in Leroy Township. Lake Metroparks has also acquired 600 acres of land along Blackmore Road that also has frontage on Lake Erie. The Park District has developed a plan to install facilities and create trails for the use of that park land and to provide enhanced public access to the lakefront and to preserve significant wetlands, meadows, and shoreline. The Lake Metroparks improvements include viewing platforms, camping areas, shelters, and restroom facilities.

The Lake County YMCA also has a facility located in Perry Township. The 177-acre YMCA Outdoor Family Center includes racquetball courts, lighted basketball courts, lighted tennis courts, cross country skiing trails, hiking trails, soccer and baseball fields, sledding hills, and a pavilion.

Perry High School contains a fitness center that includes an indoor swimming pool, racquetball courts, and weight training and aerobics rooms. The Perry Schools have also established a community wellness center on the educational campus. While it is located within Perry Village, these facilities are available to Township residents.

SAFETY SERVICES

There are 26 full-time employees and 15 part-time employees in the Perry Township Joint Fire District. There are currently two fire stations that house the Township's modern fire fighting

equipment. The headquarters station is located on Center Road. Station 2 is located on South Ridge Road.. The Perry Township Joint Fire District serves Perry Township, Perry Village and North Perry Village. The Perry Township Joint Fire District also provides emergency medical services.

The Lake County Sheriff's Department provides police protection for Perry Township.

SCHOOLS

Perry Township, Perry Village, and North Perry Village are served by one school system, the Perry Local School District. The school district includes elementary, middle, and high school, all located at the Education Complex, which opened in 1993 with the high school.

The schools include state-of-the-art technology, low student-to-teacher ratios, and excellent athletic facilities and act as a draw for attracting new students to the Perry area. The district serves approximately 1,800 students from Perry Village, North Perry Village, and Perry Township on its 100 acre campus. The elementary school serves approximately 557 students in grades K through 4 and has 36 full time faculty members. The middle school (grades 5 – 8) has approximately 572 students with 25 full time faculty members. Perry High School contains 600 students in grades 9 through 12 with 43 full time faculty.

The Perry Education Complex is one of the focal points for the Perry area. This facility is something the members of the local community can and do take pride in.

LIBRARY

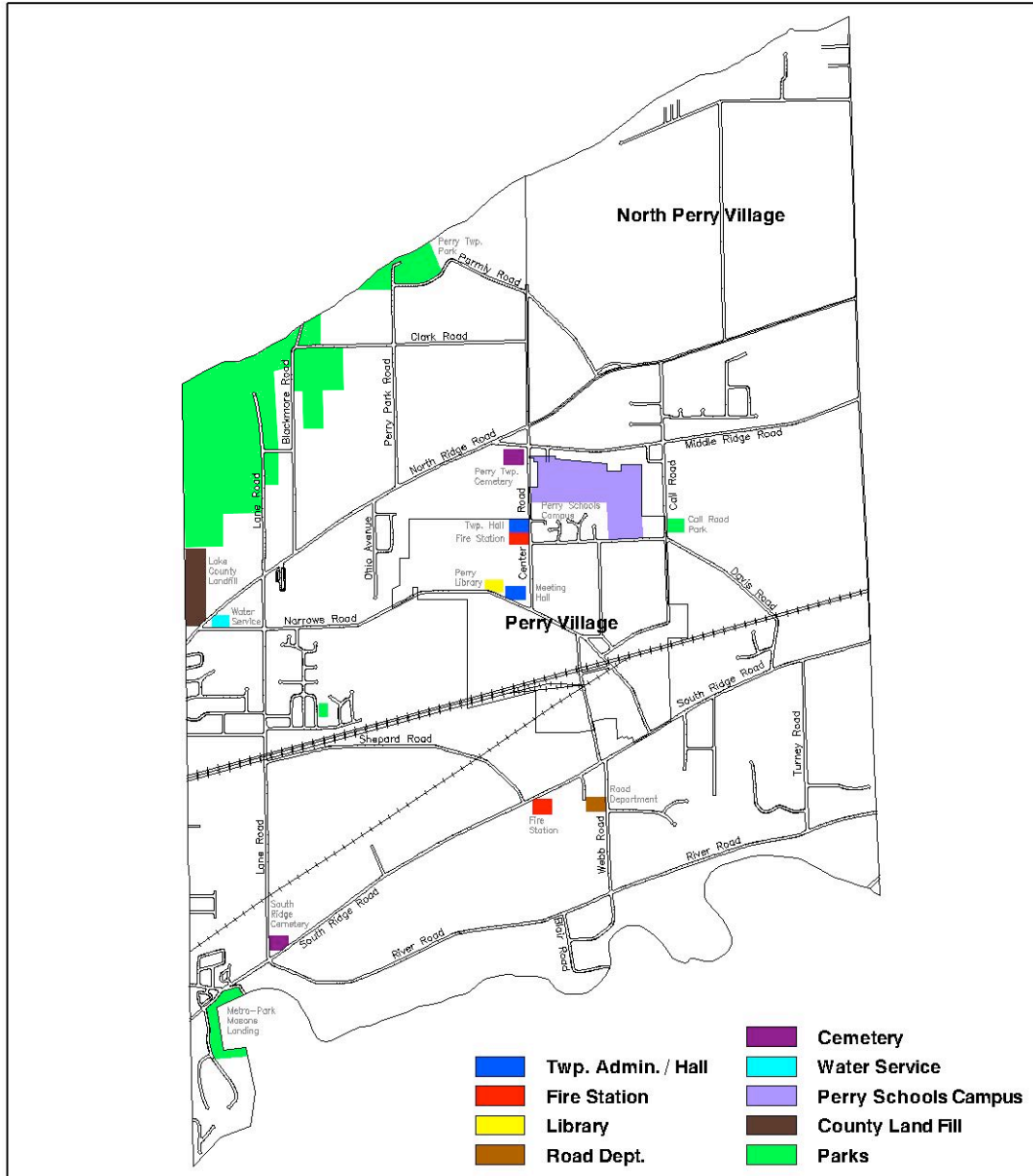
Perry Public Library is financially supported by property taxes from Perry Township, Perry Village, and North Perry Village. The Library is a member of the Cleveland Public Library's CLEVNET system and has direct access to the resources of almost 30 area libraries within Northeast Ohio through online catalog.

In 2000, the library served 8,184 patrons, for a total circulation of 169,067. The collection holds 51,339 books and 10,760 audiovisual items, with 5,608 items added during the year. Perry Public Library offers many services to its patrons, including free Internet access, free computer classes and special programs for children and adults. Additionally, new titles of DVD, VHS, Cds, and CD ROM are added every month.

OTHER TOWNSHIP SERVICES

Perry Township's roads are maintained by the Perry Township Roads Department, which is responsible for repairing, striping, snow removal and ditch cleaning.

The Parks Department maintains the Township's parks. The Cemetery Department is responsible for maintenance of the Perry Township Cemetery.



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PUBLIC FACILITIES



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE

2015

TRANSPORTATION

Perry Township is served by two primary east-west roads. U.S. Route 20 (North Ridge Road) provides direct access to Route 2 towards Mentor and Cleveland with State Route 84 (South Ridge Road) serving as the major arterial road in the southern portion of the Township. According to traffic volumes, these are the two most heavily traveled roads within Perry Township. They are supplemented by Middle Ridge Road, which serves as a secondary east-west route. Lane Road, Center Road, and Call Road provide the necessary north-south traffic flows.

While Route 20 provides easy access to Route 2, neither Route 2 nor Interstate 90 run through Perry Township. Planned improvements to Vrooman Road including a high level bridge over the Grand River would provide easy access to I-90. This access will increase traffic volumes on Lane Road, which will become an even more important connection from I-90 to the areas north of Route 20 being developed for industrial use.

With the nature of U.S. Route 20 being the major east-west corridor through the Township, large truck traffic, large traffic volumes, and high speeds on U.S. Route 20 are issues. Safety and efficient movement are of primary concern. Signalization, left turn lanes, and traffic-calming techniques are appropriate at key points which need to be identified. In addition, the Township should pursue the interconnection of parking lots along U.S. Route 20 to permit vehicular movement between commercial establishments without entering the public right-of-way in order to minimize curb cuts and limit conflict points on the arterial roadway.

At the present time, the intersections of Ohio Street and Route 20 and Perry Park Road and Route 20 are located in close proximity without signalization. On Route 20 there is a large gap with no street intersections between Perry Park Road and Middle Ridge Road. Traveling east on Route 20 after the large gap without street connections are two intersections that are very close together at Middle Ridge Road and the signalized intersection at Center Road. The Middle Ridge intersection veers off at an angle, which is dangerous and a safety concern. It appears to make sense to have signalized intersections which are spaced along Route 20 at key intersections to provide safe access and maintain through traffic flows

The residents of the Ohio Street neighborhood have difficulty accessing U.S. Route 20 because of the large volumes of traffic and the high speeds of the vehicles on Route 20, especially during rush hour. The residents in that neighborhood have requested a traffic light in order to increase safety and make access easier. Traffic control signals cannot be installed unless one or more of the signal warrants in the Manual of Uniform Traffic Control Devices prepared by the Ohio Department of Transportation are met. The Ohio Street neighborhood does not have the minimum levels at which signal operation may be desirable. Based upon the standards, warranting a traffic signal is very unlikely and not an available option at the present time. Neither the vehicular volumes nor the pedestrian volumes are likely to reach the minimum threshold standard for warranting a signal.

An alternative access route to Route 20 from the Ohio Street neighborhood was recommended in order to alleviate the hard turning movements and reduce the safety risks while trying to

access Route 20. The Comprehensive Plan proposed creation of a road a short distance to the east of Ohio Street, which lines up with the Perry Park Road intersection. It is also recommended cul-de-sac Ohio Street to eliminate its intersection with Route 20. The Plan suggested that there was a greater probability that a traffic control signal could be warranted if Perry Park Road and the proposed access route into the Ohio Street neighborhood make one intersection because the vehicular volumes of the two streets would be combined. In response to that earlier Plan recommendation, the Township Trustees have acquired the property on the south side of U.S. Route 20 that is necessary for that new intersection and the southern extension of Perry Park Road. That forward thinking and proactive acquisition by the Trustees makes implementation of a new signalized intersection and a major traffic safety improvement for the Ohio Street neighborhood possible. This proposed southern extension of Perry Park Road should eventually be further extended and looped to Center Road at Manchester Road to provide a through link and an alternative route for school traffic. That further extension will require the cooperation and assistance of Perry Village.

Fifty acres located in the north along Route 20 are zoned for commercial development. Access management is important to these commercial properties in order to reduce safety risks when trying to access the businesses. Access to the commercial area should be at a signalized intersection. Middle Ridge Road should be relocated to provide access to the commercial areas. The property on Route 20 would have frontage on Route 20 but access onto the marginal road, Middle Ridge. In the long term, Middle Ridge Road should be extended to the Perry Park intersection.

The Lake County Engineer's office performed numerous traffic counts on various County Roads within the Township since the 2003 Comprehensive Plan. The results of those counts are shown in the following traffic volume table.

Since the 2003 Comprehensive Plan, there have been a number of road improvements within the Township including:

An intersection signal improvement project, which provided left turn lanes to increase safety for left turning vehicles at the major intersections along U.S. Route 20. This improvement was recommended in the 1993 Plan.

Lane Road was extended further to the north with a connection to Blackmore Road known as Niagra Drive. This project was part of the second phase of the Township's industrial expansion initiative. Growth in the industrial area north of U.S. Route 20 will eventually require the widening and improvement of Clark Road.

A connector road between Blackmore Road and Perry Park Road in the industrial park is also recommended. In the long term, the connector road should be extended to Center Road.

Future roadway improvement projects, such as the widening of U.S. Route 20 and the Vrooman Road Bridge, are still very important to the long-range development of the Township, while the schedule for widening U.S. Route 20 is still uncertain, construction of the Vrooman Road Bridge is being initiated by the County Engineer.

The new Vrooman Road bridge, by providing a direct connection to Interstate 90 in Leroy Township, could make Lane Road the second most traveled road in the Township behind U.S. 20. The improvement and widening of Lane Road will be critical to maintain traffic flows and for the success of the Township's industrial development program. The Township has taken steps to increase setbacks from Lane Road to minimize the impacts of future increases in traffic volumes and truck traffic along the corridor. Enhancements of the existing intersections on Lane Road at U.S. Route 20 and at Shepard Road are necessary to accommodate the turning movement of trucks and larger vehicles and to insure traffic safety. It is anticipated that Lane Road will become a major truck and commuter route.

The following two tables show the most recent traffic volumes for the various roads within the Township.

TRAFFIC COUNT DATA	
COUNTY AND TOWNSHIP	
ROADS	
(Counts By Lake County Engineer)	
ROAD NAME	AVERAGE DAILY TRAFFIC
Blackmore Road	440
Blair Road	882
Call Road	1,842
Center Road	2,867
Davis Road	1,325
Hale Road	2,632
Lane Road	4,380
Madison Avenue	4,798
Middle Ridge Road	3,323
Narrows Road	2,791
Parmly Road	187
Perry Park Road	420
River Road	1,852
Townline Road	2,060
Turney Road	1,114
Vrooman Road	5,359

TRAFFIC COUNT DATA	
STATE AND FEDERAL HIGHWAYS	
(Counts By Ohio Department Of Transportation)	
ROAD NAME	AVERAGE DAILY TRAFFIC
North Ridge Road U.S. Route 20	24,370
South Ridge Road S.R. 84	4,180

RAILROADS

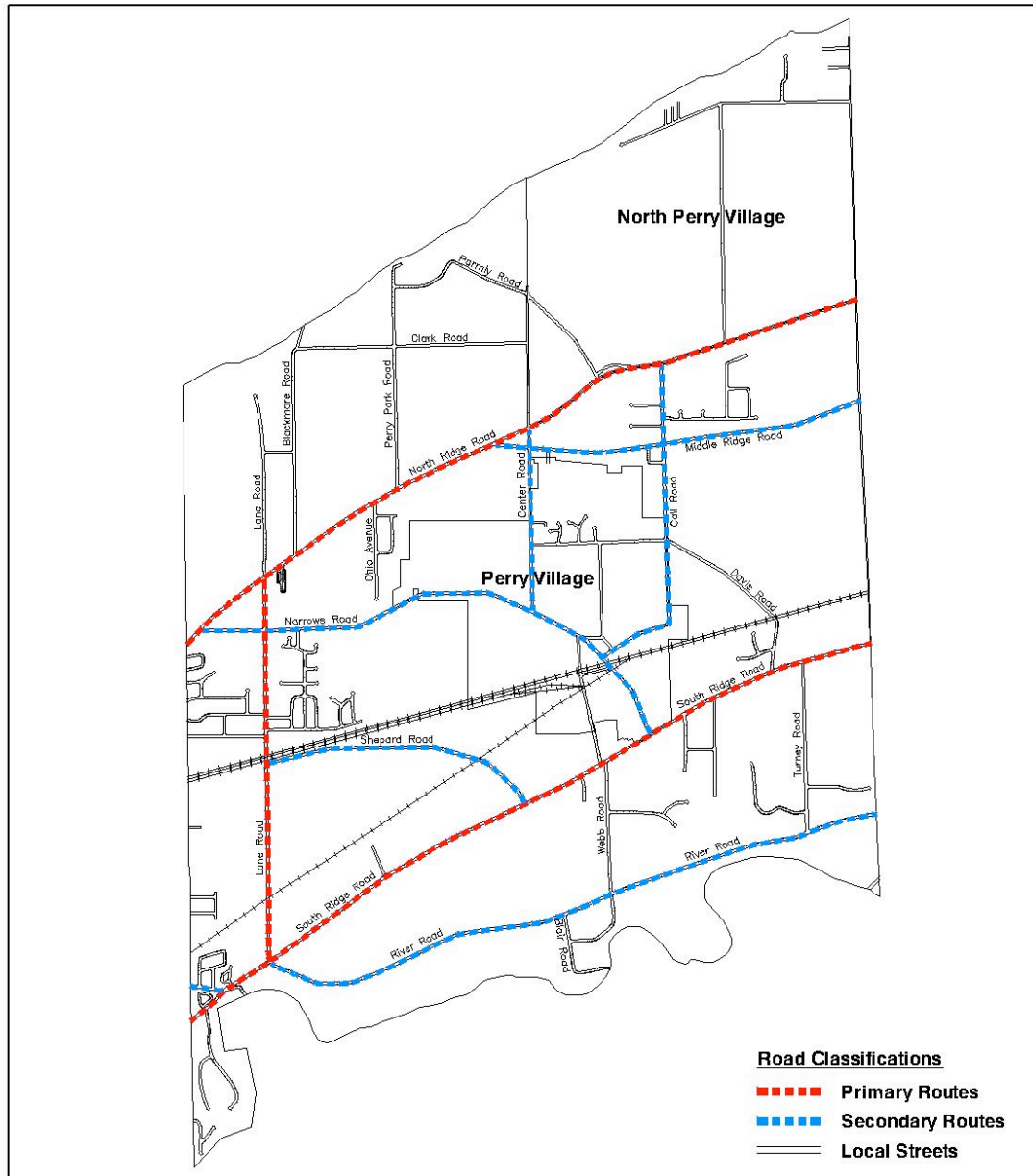
Two main East-West lines traverse the center of the Township. Recent changes in rail service have increased train traffic on these lines resulting in more frequent disruptions of regular traffic at street crossings. While the rail lines represent some industrial development potential, they also constitute safety and traffic issues for the Township.

TRANSIT

All of Lake County including Perry Township receives its public transportation service from the regional transit authority, Laketrans. Laketrans provides a Monday-Friday limited fixed route service from Madison Township to downtown Painesville running through Perry Township along Route 20, providing stops approximately every one-quarter mile. Laketrans also provides a 'dial-a-ride' service to all Lake County residents, provided it is in Lake County and two-business days advance notice is given.

BIKE AND PEDESTRIAN FACILITIES

The Township currently has a limited number of bicycle and pedestrian ways linking key facilities and attractions within the Township. Such alternative transportation links can and should be an integral part of the Township's overall transportation facilities plan. It is recommended that the Township inventory existing bicycle and pedestrian facilities and explore the creation of a plan for linking such facilities as the library, school complex, Township park, outdoor YMCA, and Village park, by means of a system of bike and pedestrian ways.



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TRANSPORTATION



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE

UTILITIES

Perry Township is serviced by the Lake County Department of Utilities for both water and sanitary sewers.

WATER

The majority of the Township has water service provided by the Lake County Department of Utilities. The largest unserved area is the industrial zoned portion south of the CSX tracks from the Painesville Township border to the Perry Village border and includes a short portion of commercially zoned land on S.R. 84. The southern portion of Perry Park Road and the eastern portion of Clark Road do not have water service, as well as, a short section of Middle Ridge Road between Call Road and Townline Road. Extension of waterlines to these unserved areas, especially industrial areas, will be feasible when demand warrants.

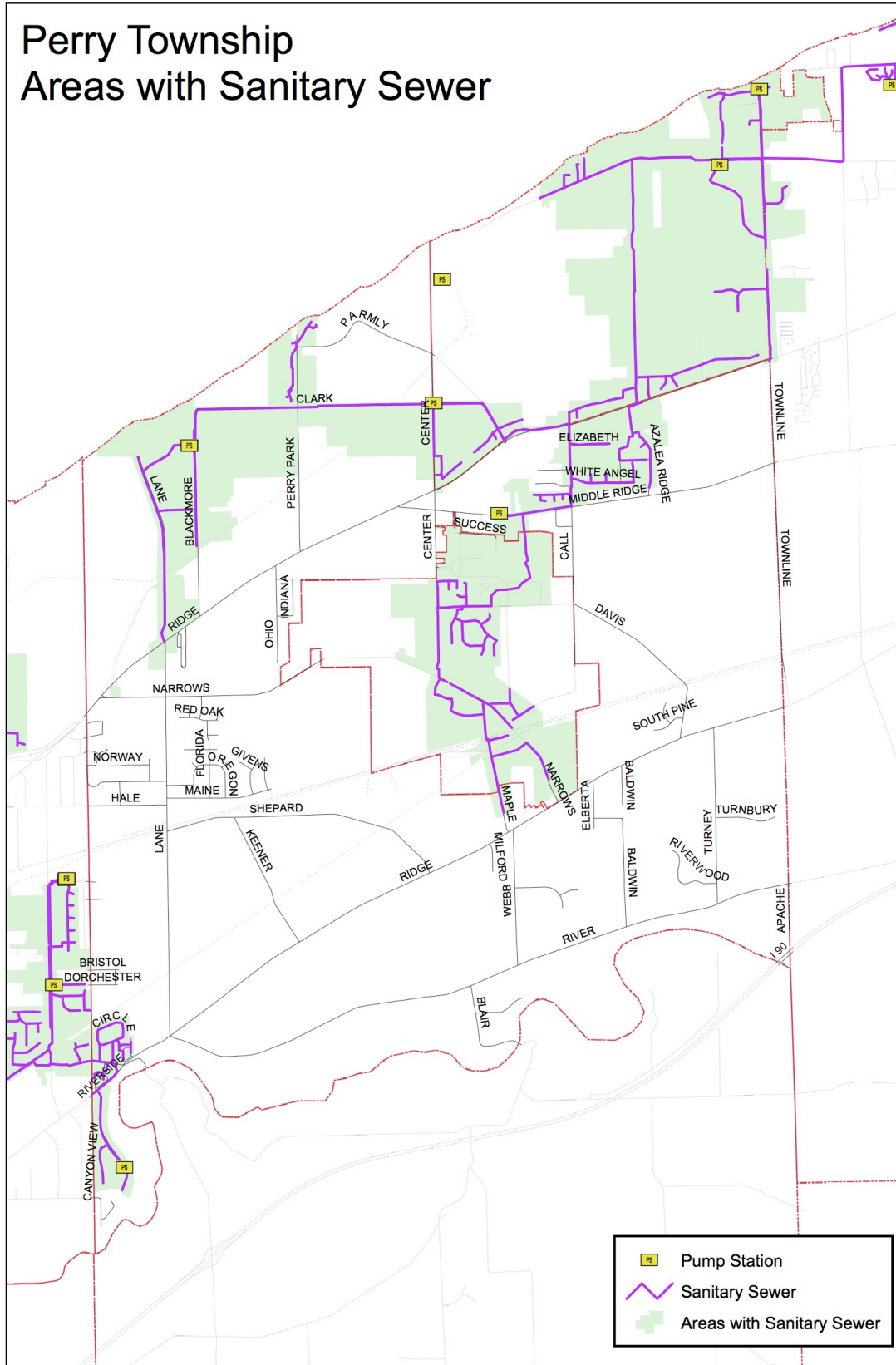
SANITARY SEWER

At present time only a small portion of the Township has sanitary sewer service provided by the Lake County Department of Utilities. These areas are Canyon Ridge and Canyon View Drives; Murray Street, Naylor Street and Circle Drive; a short portion of S.R. 84 and Madison Avenue west of Vrooman Road; the industrial park area of Lane Road and Niagra Drive north of U.S. 20; Center Road south of Clark Road but not extending to U.S. 20; a portion of U.S. 20 from Antioch Road east and from Call Road west; Call Road from U.S. 20 to Middle Ridge Road; Middle Ridge Road west of Call Road to approximately halfway between Call Road and Center Road; Magnolia Drive, Casa Bella Drive; and the Red Mill Run Subdivision.

The new sanitary sewer lift station on Blackmore Road makes sanitary sewer service available to a large portion of the JEDD area. The most logical and economical extension of sanitary sewer service would be along the commercial U.S. 20 corridor and the industrial area east of Blackmore Road. These areas are the most heavily traveled corridors and most susceptible to development pressures in Perry Township's future.

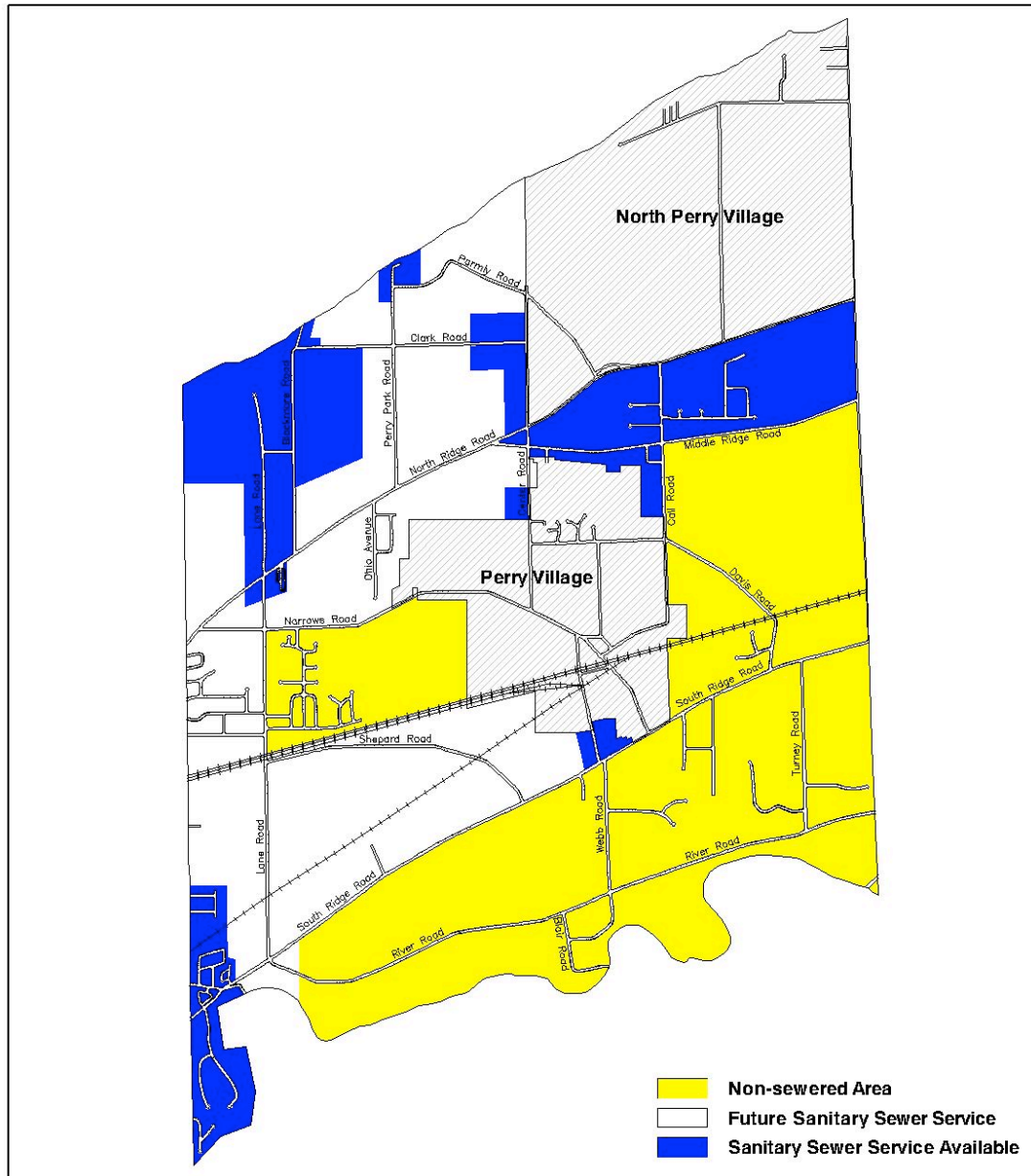
The second area for extension of sanitary sewers is to the future industrial development areas along Lane Road from the CSX railroad tracks south to State Route 84 and along Shepard Road. This area will become the economic development replacement area for the land within the JEDD which was lost to potential economic development as a result of its acquisition by Lake Metroparks for a lake front park. Service to this area will likely involve the use of a pumping station to cross the railroad tracks and then connection by gravity to the existing sanitary sewers serving the area along U.S. Route 20 and north.

Perry Township Areas with Sanitary Sewer



1 inch = 3,000 feet





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SANITARY SEWER



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE

RECOMMENDATIONS

PRESERVE AND PROTECT GRAND RIVER WATERSHED

The portion of the Grand River watershed south of State Route 84 should be restricted to very low densities (one dwelling unit for every two or three acres or greater) in order to minimize man-made intrusions into this environmentally sensitive and aesthetically significant river corridor. The flood plain and the steep slopes of the Grand River are fragile natural areas that are particularly susceptible to damage by development as well as being hazardous for buildings due to flooding and slippage. Development along the Grand River corridor should, therefore, be tightly restricted to avoid damage to the ecological balance and to avoid placing persons or buildings in unnecessary danger from natural disasters. It is also important to control the level and type of development along the bluffs above the Grand River, since they provide the vistas which were instrumental in the river receiving its wild and scenic designation. The Grand River corridor is a special natural resource within the Township that should be preserved and protected. Development within the watershed should be controlled to limit potential damage to this resource.

CONTINUE TO CONTROL DENSITY OF DEVELOPMENT

Density control is essential to preserve the semi-rural character of Perry Township. It is recommended that protection of prime horticultural land be accomplished by maintaining low densities (one dwelling unit per acre) in those areas south of U.S. Route 20 that are identified as having soils which are particularly suited to nursery use. Density controls are also critical to protecting ground water sources for wells and ensuring proper operation of on-site waste disposal systems. It is recommended that developments of greater than one dwelling unit per acre be, to the greatest extent possible, designed and constructed as planned unit developments in order to maximize control at the township level.

LIMIT EXTENSION OF SANITARY SEWERS

Sanitary sewer service is essential for the emerging industrial district and employment center in the northwest quadrant of the Township and to the expanded employment center to be created along Lane Road south and Shepard Road. Sanitary sewer and water service should continue to be extended and expanded within those areas to adequately accommodate the needs of the Township's growing economic and tax base.

Since it is intended that the southern and eastern portions of the Township remain in horticultural production and that any residential development be at very low densities, it is recommended that sanitary sewer service not be further extended into those areas. Extension of sanitary sewers into those areas of the Township would not be cost effective or compatible with the proposed development pattern. The Township should establish firm policies controlling the extension of sanitary sewer service in accordance with this plan.

CONTINUE TO ENCOURAGE ECONOMIC DEVELOPMENT

The Township should maintain its positive and aggressive posture with regard to economic development and expansion and diversification of its tax base. The cooperative efforts with Perry Village, North Perry Village, and the Perry Local School District through the Perry Area Joint Economic Development Council have been very successful and should be continued. New industrial and office development within the Township should be concentrated in the designated area along Lane Road north of U.S. Route 20 and in the areas along Lane Road and Shepard Road south of the CSX railroad tracks. Utility and roadway improvements should be made within those industrial area as necessary to support economic growth. This program can provide the Township, Villages, and School District with an employment center and tax base that can support the four entities well into the future. The improvement of the Perry Park Road and U.S. Route 20 intersection will be an important component to continued industrial and economic development within the JEDD area north of U.S. Route 20.

DIRECT AND MANAGE GROWTH AND DEVELOPMENT

Proper growth management should be maintained through development guidelines and density control with the objective of distribution control. Preservation of open land can be achieved by channeling or directing development to appropriate areas where services are available or can be reasonably provided, and away from areas with particular horticultural capabilities and/or those areas that are environmentally sensitive, and through the use of planned developments that include mandatory permanent preservation of open space areas.. Higher density developments should be restricted to those areas programmed for service by public water supply and sanitary sewer service. In particular, multi-family developments should be located on identified primary routes where both the street and utility systems are programmed to handle the anticipated demands of such developments and where they will be in proximity to the Township's commercial focus area.

Commercial development should be oriented toward small to medium sized shopping centers with medium sized anchor tenants as the commercial type of development desirable and appropriate for Perry Township. Most commercial activity is presently located along U.S. Route 20 because of its historical significance and its traffic volume. It is anticipated that this volume will continue to increase as the population expands in the Township and neighboring communities to the east. Accordingly, U.S. Route 20 is the most appropriate location for future commercial and service development and traffic should be channeled to augment that development. Due to the safety issues associated with high traffic volumes, it is urgent that curb cuts be limited and that traffic connectivity between commercial establishments and between adjacent parcels be created that does not require travel on U.S. Route 20. It is intended that commercial development of the U.S. Route 20 corridor should be carefully controlled to assure that development is consistent with the Township's expressed land use goals of establishing and maintaining a tax base, as well as providing the appropriate aesthetic balance between neighborhood scale markets and destination markets to serve the increasing pass through traffic from expanding communities in eastern Lake and Ashtabula Counties.

Commercial development at the southern end of the Township along State Route 84 should be more tightly controlled and limited. The historical strip commercial zoning pattern should be changed. The amount of commercial zoning along State Route 84 should be reduced to make it more consistent with the size of the anticipated market population to be served. The commercial uses which are permitted should also be clustered at strategic locations along the State Route 84 corridor such as at major intersections.

The preferred locations for industrial and office development are in the northwest corner of the Township and in the Sheppard Road and Lane Road corridor area south of the CSX railroad tracks. Industrial and office development in the northwest portion of the Township would best be accomplished in the form of industrial and office parks.

PROTECT AND USE LAKE ERIE SHORELINE

Lake frontage is an extremely limited and valuable asset that should be both protected and capitalized on for the benefit of Township residents. Currently the Township owns and operates a park and boat launching facility on the lakeshore. It is recommended that the Township protect and enhance public access to the shoreline and the lake. While control of the lakefront area has a sound environmental basis, it also provides residents with opportunities for special Lake Erie views, vistas, access, and experiences that cannot be duplicated.

Special attention should also be given to proposed private developments along the lakeshore to ensure that they are completed in a manner compatible with the special and unique significance of this natural resource. Any uses along the shoreline should be held to a higher standard.

PRESERVE OPEN SPACE AND NATURAL VIEWS

Density control is only one aspect of preserving the semi-rural character of the Township. To truly maintain this image, it is necessary to preserve significant amounts of open space and to maintain natural and rural views presently encountered when traveling on Township roads. Preservation of open space and natural views can best be accomplished by encouraging the use of Planned Unit Developments wherever appropriate. This development technique, by clustering the housing units and creating perimeter buffers, can ensure the permanent provision of open spaces and maintain vegetative buffers along existing Township roads.

PROTECT LANE ROAD CORRIDOR

The expansion of industrial developments north of U.S. 20 will result in increased traffic volumes and truck traffic. In order to maintain quality development and a semi-rural character along the corridor, the Township should develop standards and guidelines to regulate properties fronting on Lane Road. The Zoning Resolution should be revised to increase the setback requirement and the right-of-way on Lane Road. Mandatory screening and landscape improvements within the setback will buffer the increased traffic on Lane Road and maintain a semi-rural image within the corridor. The Lane Road Corridor Plan prepared by the Lake County Planning Commission addresses this critical area of the Township in greater detail and is incorporated as an addendum to this Plan.

REZONE COMMERCIAL STRIP ZONING

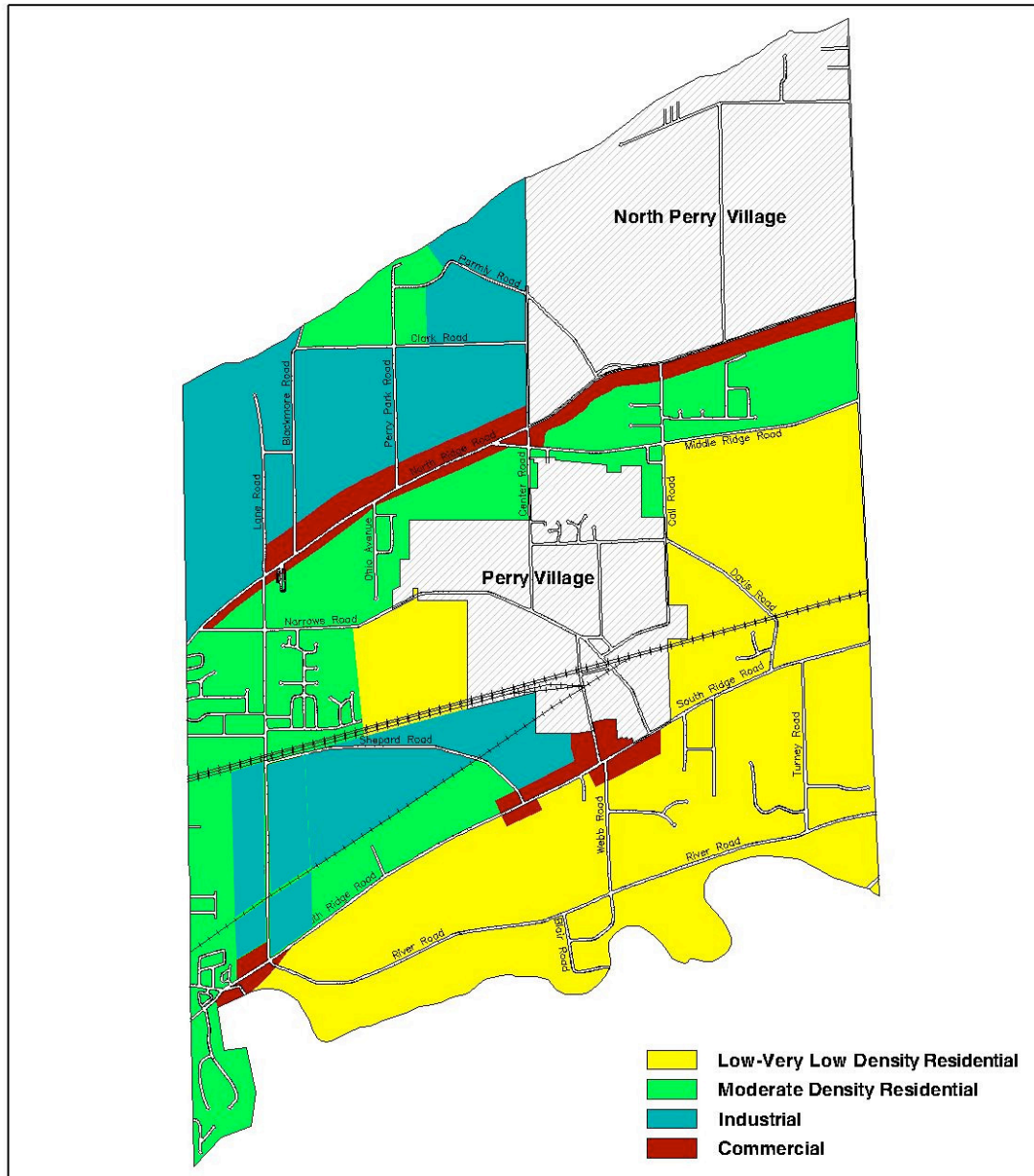
The historical strip commercial pattern along State Route 84 should be changed. Portions of the commercial strip zoning at the southern end of the Township should be rezoned to residential because it is in the non-sewered portion of the Township. The commercial development along State Route 84 should be limited and clustered at major intersections in planned commercial developments consistent with the Land Use Plan. It is recommended that the Township amend the Zoning Resolution to better control permitted land uses and to limit the intrusion of non-commercial land uses within core commercial areas in order to preserve their availability for economic development consistent with the Comprehensive Plan.

ENCOURAGE THE USE OF PLANNED RESIDENTIAL DEVELOPMENTS

It is recommended that the Township encourage new residential developments which are intended to have densities of greater than one dwelling unit per acre to be designed and constructed as planned unit developments with provisions for:

- ^ perimeter buffers to protect neighboring property owners and preserve the Township's rural character,
- ^ limited access points on major thoroughfares to better control traffic impacts,
- ^ permanent preservation of open space areas to protect the environment and retain rural vistas, and
- ^ architectural design standards to ensure compatibility and maintain housing quality.

The use of the planned unit development technique as a land use management tool will provide the Township with greater control over more intensive residential developments than can be achieved with conventional zoning.



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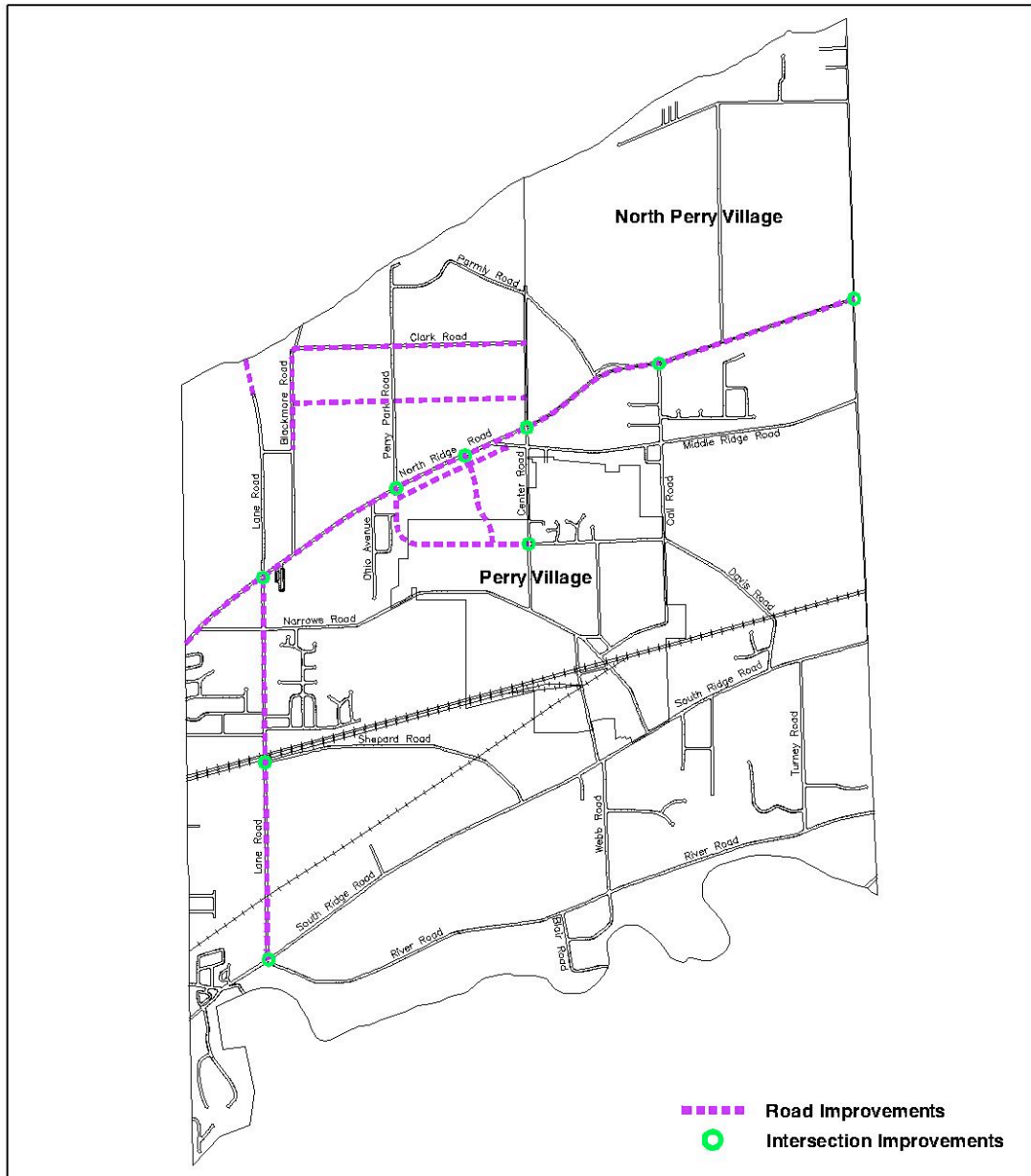
2015 LAND USE PLAN

OXBOW CONSULTING, LLC

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PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE



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PROPOSED TRANSPORTATION IMPROVEMENTS



PERRY TOWNSHIP COMPREHENSIVE PLAN UPDATE