

2007-2020
Village of Richfield
Comprehensive Land-Use Plan



Adopted November 2013

“We, the people of the Village of Richfield, in the County of Summit, and the State of Ohio, grateful to Almighty God for the privileges and freedom we enjoy, aware of our responsibilities to preserve and extend these benefits for future generations, and in order to secure for ourselves the benefits of municipal home rule and to exercise all the powers of local self-government under the Constitution and laws of the State of Ohio, do hereby frame and adopt this Charter for the government of the Village of Richfield.”

Preamble to the Charter of the Village of Richfield – 1967

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Acknowledgements

Planning & Zoning Commission (current)

Dr. Charles Boester – Chairman
Rick Alkire – Vice-Chairman
Dan Holahan
Pat Norris
Ralph Waszak, Council Representative

Planning & Zoning Commission (past)

Brenda Schult
Pete Schueler
Mark Kearney
John Ciolkevich, Council Representative
George Strongosky, Council Representative
Bobbie Beshara, Council Representative
Hank Novak, Council Representative

Participating Staff and Consultants

Mayor, Bobbie Beshara
Planning & Zoning Director, Brian Frantz, AICP
Administrative Assistant, Mindi Schaetzle
Administrative Assistant, Kayla Milani
Kenneth L. Crandall, AICP, Planning Consultant

Mike Lyons, former Mayor
Roger Swan, former Planning & Zoning Director
Laurie Gilmore, former Administrative Assistant
C.M. Frederick, ASLA, Landscape Architect

Part I
Introduction

I. Introduction

A. Purpose

The purpose of this plan is to propose uses of land and transportation improvements based upon analysis of existing conditions and potential changes. The plan reflects perceived community values and goals. When adopted the plan becomes a guide for all decisions regarding capital improvements, zoning, subdivision regulations and other land management legislation.

Planning is a continuing process. Therefore this plan should be examined periodically and revised in ten years or sooner if conditions change from what is now anticipated.

B. Context for Planning

The Village Charter directs the Planning and Zoning Commission to “Plan the overall growth, development, redevelopment, rehabilitation, and renewal of the Municipality, inaugurate studies, conduct surveys, hold public hearings, develop plans and maps, and prepare reports that are necessary to the Commission’s function.”

This 2007-2020 Comprehensive Land-Use Plan is the latest in a series of planning studies since the Village was created forty years ago. Earlier efforts include the Comprehensive Plan of 1967, 1979 Land-Use and Thoroughfare Plan, Plan for Sanitary Sewers 1989, the Corridor Plan for Brecksville Road 1992 and the Comprehensive Land Use Plan 1997-2007 adopted in 1997.

However, Richfield does more than plan; the Village traditionally has taken the next steps to making plans a reality.

Supported by Village Council, the Commission has prepared several amendments to the zoning code including provisions for conservation development, establishment of regulations for the Historic Town Center commercial districts with building and site design standards, the establishment of a riparian setback ordinance and a new sign ordinance. A complete revision of the zoning code was adopted in 2010.

Detailed project plans were initiated that include Streetscape Plans for the intersection of State Route 303, Broadview Road and Brecksville Roads and the plan for the Municipal Center. The results of the Streetscape Plan are visible at

State Route 303 and Brecksville Road. The new Municipal building and safety building are results of the detailed project plans. Another study involved the planned interchange of I-77, I-80 (Turnpike) and Brecksville Road. The Turnpike Commission and the Ohio Department of Transportation accepted the Village's proposal for the design at the interchange. Recently the Crossroad District Plan was completed and adopted by Council for the Wheatley Road Area.

Richfield Village Council adopted the Furnace Run Watershed Plan in 2012, which recommended high priority areas for conservation and for development within the watershed.

Finally, there have been several properties acquired over the past 10 years to allow for the expansion of the Village services including recreation and public service or conservation.

C. Current Planning Practices

The Planning and Zoning Commission conducts monthly "planning" meetings in addition to the regularly scheduled meetings. The agenda for these planning meetings include establishing Commission goals, review of zoning referrals by Council, discussions on comprehensive planning, evaluation of procedures, and study of a specific planning issue. Each year one or two field trips provide opportunities to assess previously approved plans, to inspect sites of proposed projects or to visit locations outside the Village to view other developments. There are special meetings called, when needed, to discuss specific referrals by Council or to meet with an applicant regarding a proposed development. The commission relies on a thorough review of each application by the professional staff. Comments from each staff member are included in meeting material delivered to each Commission member prior to the scheduled meetings. Additionally, members of the Commission also participate in county or regional planning seminars to keep informed of current and evolving issues in municipal planning.

D. Planning Process and Accomplishments

This effort was influenced by the plan adopted in 1997. The 1997 plan had the broad goals for residential uses, commercial and industrial properties, parks and open spaces, preservation of the Village character, and provision of Village services and facilities. Below are 10 objectives that were established with the actions taken since 1997:

1. Preserve open space quality, natural features
 - Riparian Setback Regulations – adopted
 - Eastwood property – purchased
 - Carter property – purchased
 - Pedigo property – purchased
 - Johnson property - purchased
 - Two “conservation” developments – adopted & built
2. Retain small town image
 - Historic Commercial District – adopted
 - Historic Streetscape Committee – appointed
 - Town Center property – purchased
3. Provide adequate police, fire and municipal facilities
 - Facilities planning and site planning – completed
 - Motz property – purchased for Service Department
 - Police & Fire facilities – constructed
 - Village Hall renovation – completed
4. Extend water & sewer where possible
 - Sewers constructed for Motor Road Area
 - Water extended to the Municipal Complex
5. Acquire land for recreation
 - Eastwood & Carter properties – passive parks
 - Four acres adjacent to library
 - Pedigo property
 - Johnson property
6. Promote commercial & industrial growth
 - I-77 to I-80 interchange – planned and constructed
 - Improved Brecksville Road – South end, completed
 - Job Ready Sites grants – applied
 - Economic development director – appointed
 - Acquired 20 acres on the south side of Wheatley Road to promote economic development
 - Established a Joint Economic Development District (JEDD) agreement including Richfield Township and the City of Cleveland.
7. Provide for storm water
 - Riparian Setback Regulations – adopted
8. Improve Attractiveness at Brecksville Road corridor
 - Brecksville Road Improvements – completed
 - Zoning changes on Brecksville Road – adopted

9. Promote Town Center

- Historic Commercial District – adopted
- Streetscape Committee – appointed
- Town Trust – established

10. Provide for variety of housing

- Senior Housing Study – completed

Part II
Recommendations

II. Recommendations

A. Concepts and Goals

The issues discussed during the planning process include assets such as the rural character of the area, the historic places, the growth of parks, a diverse tax base, and the convenience of highway access to the region. Also, there were areas of concern that examined and reviewed certain locations within the Village. These areas were identified because it was acknowledged that current or expected conditions could affect the character and future quality of growth within the community.

The major subjects that were discussed and researched during the planning process include consideration for population and housing changes, diversification possibilities with business and industry, encouragement of office development that could compliment the character of the community and environmental issues.

These concepts are:

Population and Housing:

- Anticipate changes for smaller dwelling sizes as a result of higher utility costs and changes in demographics;
- Appeal to multiple income levels (especially senior citizens);
- Consider higher density to be located in closer proximity to the Historic Town Center, while maintaining current density patterns in rest of community;
- Target reinvestment in older established neighborhoods;
- Encourage revitalization in older structures in the Historic Town Center by allowing office/business uses and;
- Provide connections into all neighborhoods by establishing walking and bike paths.

Business and Industry:

- Continue to provide areas for convenience goods, personal services, and professional offices to serve local residents in the Historic Town Center area and Wheatley-Brecksville Roads area. Limited retail businesses should be encouraged along Brecksville Road, north of Everett Road and;
- Plan for appropriate uses at the I-77, Turnpike, and Brecksville Road interchanges to revitalize the area.

Office and Research:

- Encourage limited industrial and office/research uses in the appropriate areas.

Goals were established for the four areas as described below:

1. Planned Growth

Premise

The land-use planning process has been established over time with legislation and government practices and upheld through the courts. These primarily involve the interests of the general public health, safety and welfare. Land-use definitions used for this study include agriculture, business, industrial, institutional, parks, residential, and utilities.

Additional planning elements include transportation and utility infrastructure. Transportation planning has been legally established through multiple levels of government with the thoroughfare plan; primarily for vehicular roads that accommodate automobiles, buses, and trucks. Government utility infrastructure planning includes sanitary sewerage, the storm water system, and water treatment and distribution. Private utility infrastructure includes electric, gas, and telephone is typically accommodated in the public roads' right-of-way.

Land use designations and public infrastructure consisting of roads and the sanitary, storm water, and utilities are primary determinants of development and growth. Planning processes and infrastructure capital budgeting can initiate, if not strongly influence land use development patterns; types, locations, densities, as well as rates of growth.

Planned Growth Element takes into account and includes:

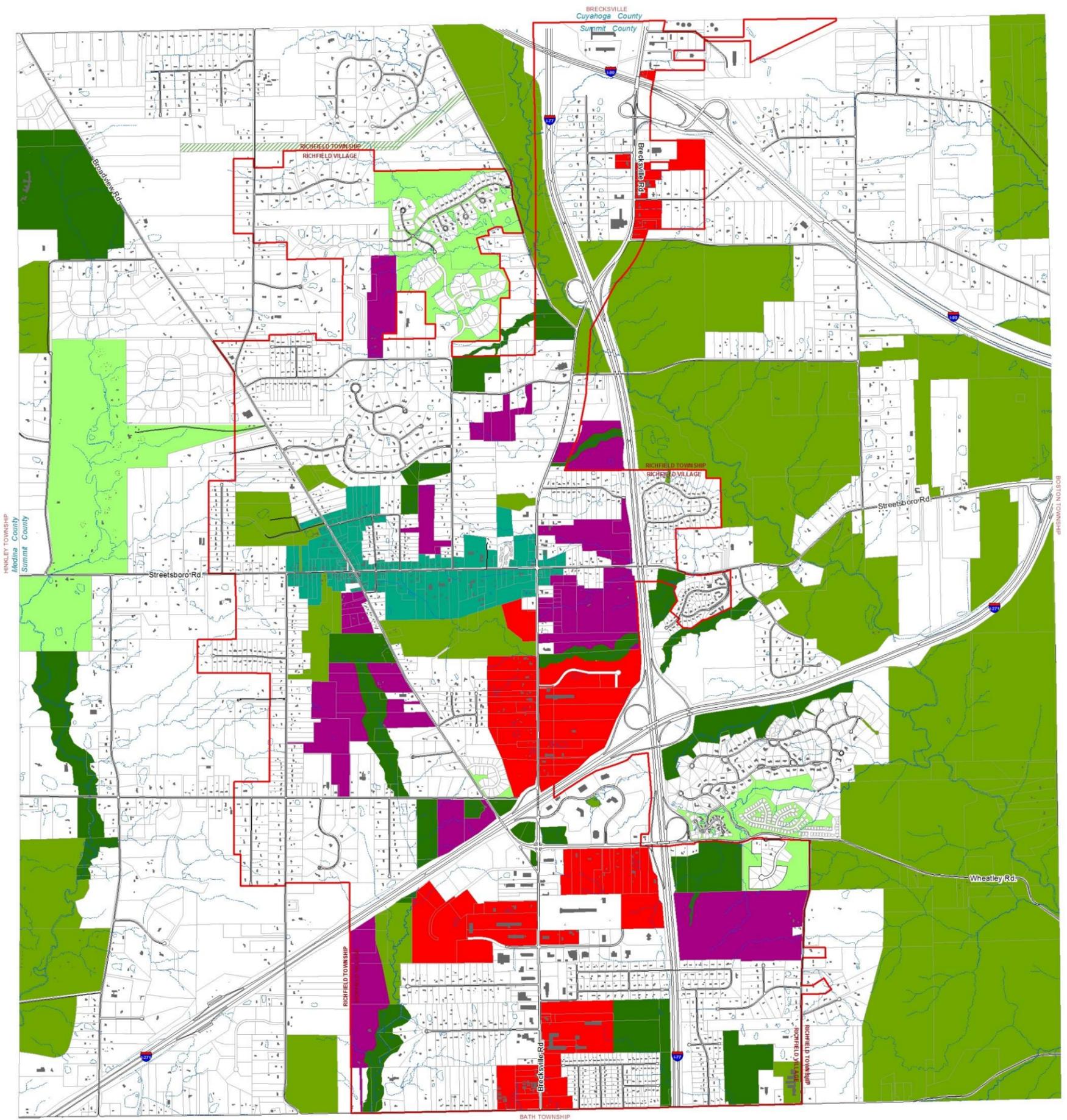
- Development patterns;
- Low and medium density residential areas defined as household units per acre;
- The potential build out of residentially zoned land at the present growth rate and existing zoning regulations;
- Improving quality of life issues such as but not limited to parks/recreation/open space, and a 'pedestrian friendly' community.

Intent

The Village of Richfield is influenced by the current State policy of the Balanced Growth Program (BGP). The intention of the BGP is to focus on land use and development planning in the major river tributary watersheds of Lake Erie, with the goal to link land-use planning to the health of watersheds and the Lake. Two of the primary concepts are Priority Conservation Areas (PCA) and Priority Development Areas (PDA). The Village of Richfield 2020 plan designates local PCAs and PDAs.

One rationale for utilizing the Priority Development and Conservation Areas concepts is to simplify and understand the managed growth planning process. Another rationale is the inherent logic of protecting environmentally sensitive natural systems such as the riparian (stream and river) system. Primary Development Areas are locations where growth and/or redevelopment are encouraged as opposed to Primary Conservation Areas where conservation is encouraged. PCAs maybe important as ecological, recreational, heritage, agricultural or public access areas. A PDA is not required to be developed nor is a PCA required to be conserved. The identification of these areas are generally reflected in the land use plan and are consistent with the recommendations of the Furnace Run Watershed Plan of 2012.

Additionally, another category type (Hybrid Areas) was developed to describe the potential combination development/conservation areas. These areas could be either developed or conserved, but should recognize the potential for their similar assets and shared functions.



Priority Conservation + Development Areas

November - 2013
 Prepared for: Village of Richfield, Summit County, Ohio
 Prepared by: C.M. Frederick, Landscape Architect
 Kenneth Crandall, AICP-Planner
 Data Sources: Summit County GIS (Fiscal Office)
 Village of Richfield Planning Staff

Land-Use Types

- | | | | |
|---|---|--|--|
|  Conservation-Historic |  Conservation-Proposed |  Conservation-Utility |  Development/Conservation |
|  Conservation-Private |  Conservation-Public |  Development Area | |

Comprehensive Plan

Village of Richfield

scale 1"=1,000'



Land Use Plan

The land use plan is a vision of a proposed pattern of future development. It will serve as a guide in considering future changes in zoning.

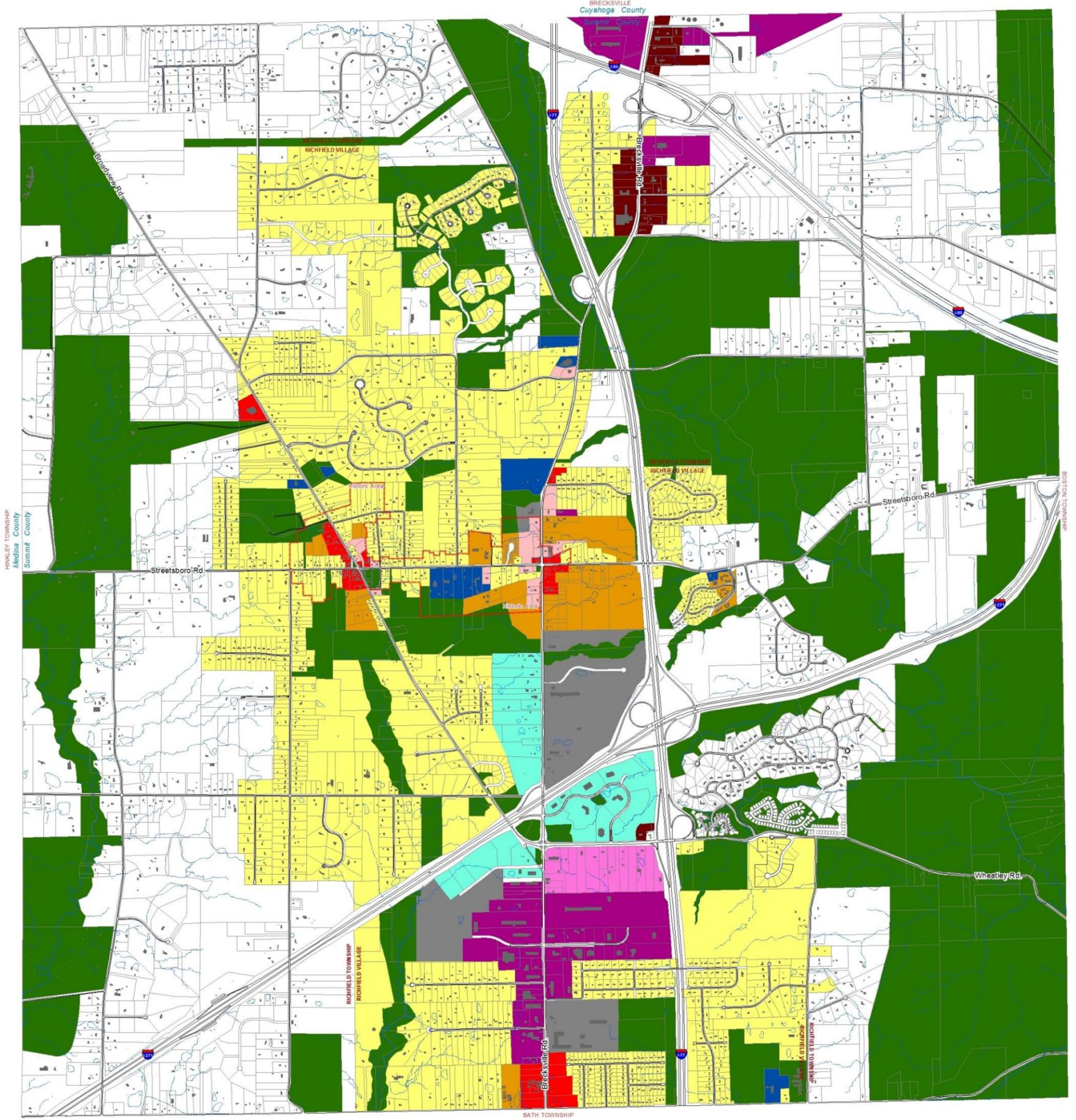
Major elements of the plan

Richfield will continue to be primarily a residential community. The patterns of residential development are well established. Principally there are six areas in the Village proposed for future growth:

- a. North Brecksville Road – This area north of I-77 is a mix of commercial and industrial uses. Depth of parcels south of the Turnpike limits potential uses. It is expected this will be occupied by a variety of retail, office, institutional and highway service uses. The section north of the Turnpike is expected to remain as industrial or limited industrial. A plan to reduce the number of curb cuts along Brecksville Road is strongly recommended to minimize potential traffic conflicts and provide for more efficient movement of vehicles;
- b. Historic Town Center – West (east and west of Broadview Road) There is some limited potential for development of housing at a density of 4 to 8 units per acre north of State Route 303 and south of Richfield Woods and west of Broadview Road adjoining the Eastwood property. Limited retail and office use is proposed at the intersection;
- c. Historic Town Center – East (east and west of Brecksville Road) In addition to the present retail uses there are three potential opportunities to develop higher density residential of 4 to 8 units per acre north and south of State Route 303;
- d. Historic Town Center – Municipal services – This area offers opportunities for future recreational uses. The Senior Center and nearby Library will be connected by walkways and a road providing access from Broadview Road. On the north and south sides of State Route 303 it is suggested that office/business uses be permitted in residential structures to allow for continued preservation of historic buildings. Combined, the three historic areas comprise approximately 265 acres;
- e. Wheatley Road Area – The Crossroad District Plan for this area has been adopted by the Planning and Zoning Commission and Council and is included in this Village Plan. The plan proposes a “mixed use” concept that will permit residential and business and office uses. South of Wheatley Road between I-77 and Brecksville Road the plan proposes a connecting road from Stonegate Parkway across Brecksville Road and parallel to Wheatley Road. Access to Wheatley Road properties is limited to ease traffic flow between Brecksville Road and I-77. Left turn

movements will also be restricted to locations where left turn lanes will be provided;

- f. Brecksville Road – south – Retail uses are proposed on the east and west sides of Brecksville Road north of Everett Road. The frontage of the former Consolidated Freight (CF) property is proposed to be used for limited industrial/offices while the rear portion is proposed for recreational and open space. Connections from this space are proposed to the residential neighborhoods to the north and south.



Proposed Land Use

November - 2013
 Prepared for: Village of Richfield, Summit County, Ohio
 Prepared by: C.M. Frederick, Landscape Architect
 Kenneth Crandall, AICP-Planner
 Data Sources: Summit County GIS (Fiscal Office)
 Village of Richfield Planning Staff

Land-Use Types

- | | | | | |
|---|---|---|---|--|
| Mixed Use | Industrial | Office/Laboratory | Med-Density Residential | historic area |
| Local Commercial | Institutional | Office/Limited Industrial | Low-Density Residential | |
| Highway Commercial | Office | Conservation | | |

Comprehensive Plan

Village of Richfield

scale 1"=1,000'



2. Transportation

Premise

Transportation has always defined and directed where settlement develops. The evolution and progression of a community is in many ways directly associated with the efficiency and quality of the transportation system. The public should have multiple choices for transportation and be linked to the places and neighborhoods within a community. Furthermore, access to regional linkages greatly benefits the Village.

Currently, there is a lack of connections between places within the Village and there are limited opportunities for pedestrians outside their neighborhoods. More connections, such as sidewalks and trails, should be planned and built for many existing neighborhoods and all future developments.

Intent

The Village of Richfield 2007-2020 Comprehensive Land-Use Plan incorporates a Thoroughfare Plan to include Vehicular, Pedestrian, and Bicycle modes of transportation, and current/proposed mass-transit routes.

Multi-Modal transportation planning should increase vehicular, pedestrian, and/or bicycle modal choices within the Village, as well as, increase transportation linkages adjacent to the Village. In addition multi-modal transportation planning will address the ‘pedestrian friendly’ community component of the improved quality of life issues discussed in the goal for Planned Growth.

Transportation Plan

The transportation plan proposes some improvements to the existing system constructing new roads and extending existing roads, creating a system of hiking/biking routes and suggesting opportunities for increased use of public transportation.

Existing Roads:

- Extend Hawkins Road from Broadview Road to Brecksville Road providing some relief to State Route 303;
- Provide a continuous loop road by extending Columbia Road south and west to connect with Brecksville Road just north of the Turnpike.

Access Management:

- Several factors determine the safe and efficient movement of traffic. Road width, condition of the road surface, speed limit, geometric

design and topography are all important. However, the number of interruptions along a segment of roadway in the form of curb cuts providing access to adjoining properties possibly has the greatest impact;

- Unlimited access to and from properties, left turn movements across opposing traffic either to gain access to properties or to exit properties on to a roadway can present many potential traffic conflicts resulting in serious injuries and property damage as well as reducing the overall efficiency of the roadway;
- Therefore an important part of the transportation element of this plan is promotion of a sensible approach taking necessary steps to limit access along all major roads in the Village but with particular emphasis on Wheatley Road and Brecksville Road.

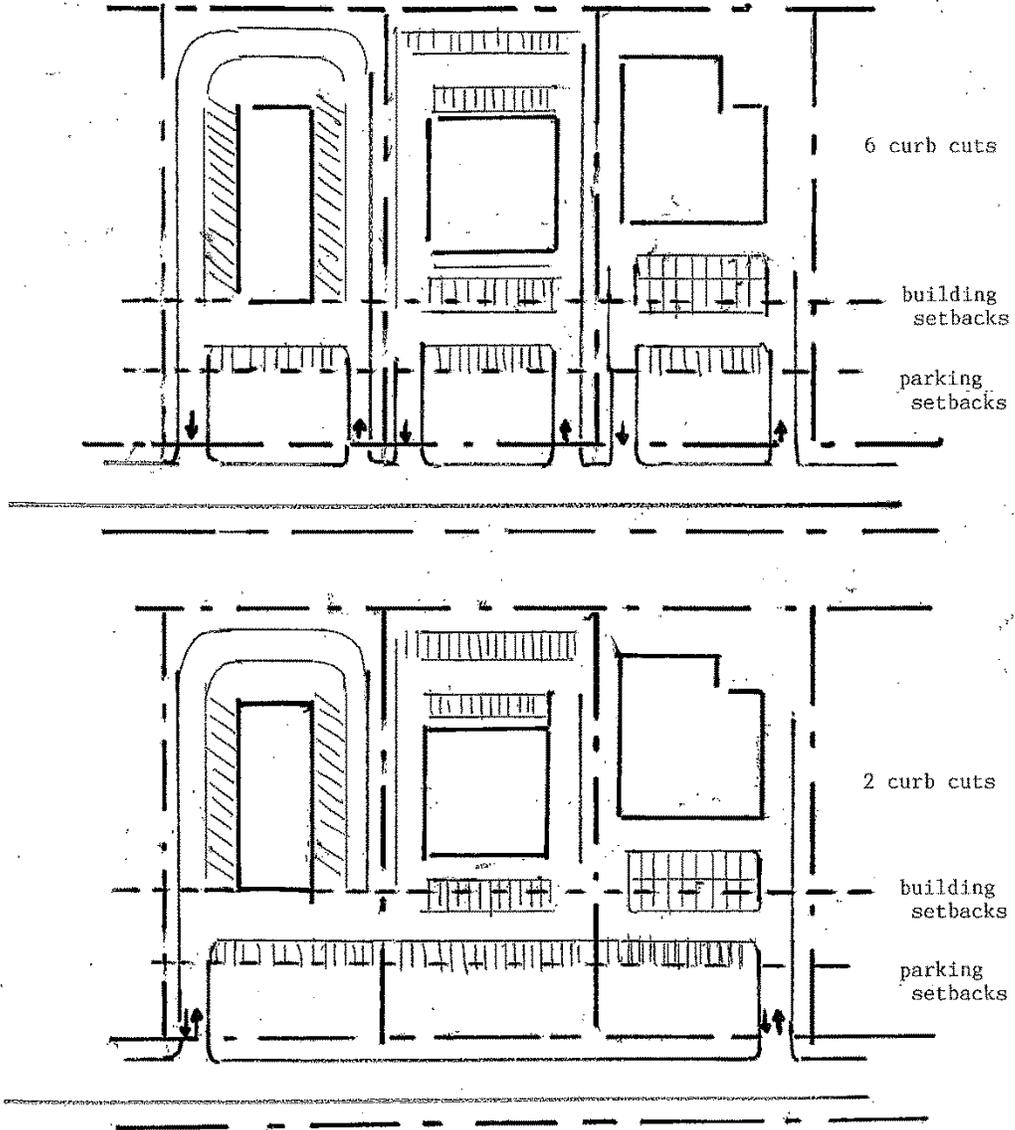
Hiking/Biking Trails:

- Provide connections to existing public areas within the Historic Town Center as the first phase of a comprehensive system within the Village. These may include separate paths for bike lanes on existing roads.

Public Transportation:

- Provides for extended use of public transportation by Akron Metro and RTA along Brecksville Road including a route through Kinross Lakes Parkway and Wheatley Road area developments.

Access Management



Transportation Plan



November - 2013
 Prepared for: Village of Richfield, Summit County, Ohio
 Prepared by: Brian M. Frantz, AICP, Village Planner
 Kenneth Crandall, AICP, Planner
 Data Sources: Summit County GIS (Fiscal Office)
 Village of Richfield Planning Staff

Richfield Transportation System

Types
 — Village Streets

Comprehensive Plan
 Village of Richfield
 scale 1"=1,000'



3. Park and Open Spaces

Premise

This is a quality of life issue that is easy to understand but hard to quantify. Total acreage for active and passive recreation areas and for conservation areas should reflect the needs and desires of the community. There needs to be constant feedback from the community and the Village should be as proactive as possible for recreation programming trends and conservation requirements.

There are many factors that constrain the growth of parks and open spaces. These include issues such as land availability, costs, environmental constraints, and recreation programming requirements. Fortunately the Village has aggressively pursued opportunities to obtain land for parks, recreation and open space. These acquisitions have a beneficial impact on the environment.

Intent-Environmental Planning

Richfield views its unique ecosystems essential to the character of the Community and is an important infrastructure element. The Village has documented and developed conceptual strategies for preservation and restoration for some of these systems. To this end the Village endorses sustainable practice concepts such as low impact development, bioswales, green infrastructure, green streets and permeable pavers. Council amended the zoning code several years ago that provides for Conservation Development and in 2012 adopted the Furnace Run Watershed plan.

There are limited possibilities for open spaces, new parks, and conservation areas that could be pursued. There are stakeholders that can assist the Village in either acquiring new areas or creating other protections for these areas. The development of these areas should address the needs of the community and balance both active and passive recreation types as appropriate.

Intent-Park Planning

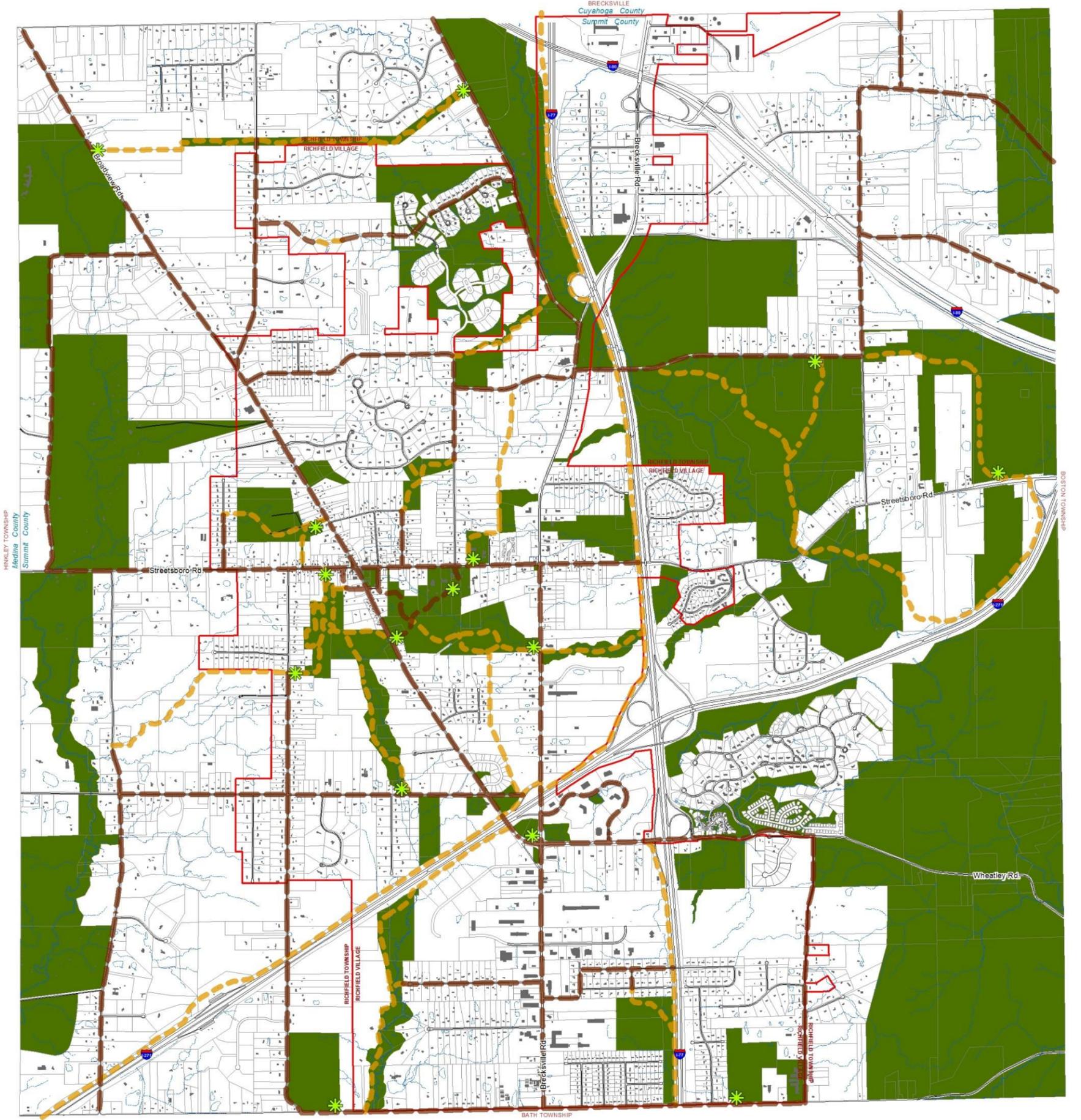
The success for parks and recreation requires that the Village take proactive measures with recreational program types and establish adequate areas for passive and active recreation. A recently compiled survey represents many of the issues that the Parks and Recreation Department will need to continue to address. There should be a master plan for parks and recreation developed with the input from the community. Goals and projects should be conceptually developed during this

process. The community will then need to prioritize these and the Village should commit to a course of action.

Park and Open Spaces Plan

The following additions are proposed:

- a. The eastern portion of the former Consolidated Freight (CF) property to connect with existing Village property adjacent to I-77 will provide pedestrian/bike access to neighborhoods north and south;
- b. West of Broadview Road – south of State Route 303 – This will provide a link between the Eastwood property and Broadview Road. This may be developed using Conservation type zoning that would permit the same number of dwelling units as permitted in conventional zoning but provide for a portion of the land to remain as open space. The same practice could be applied to the riparian corridor area that extends south to Hawkins Road;
- c. Parcel south of Hawkins Road to I-271 – acquisition of this property could access the proposed trail/path along I-271;
- d. Village owned property east side of Brecksville Road and north of State Route 303. This parcel currently used by the Service Department has some potential for recreational and residential uses and offices;
- e. South of Wheatley Road east of I-77 – this large area has limited area for development because it has poor access and difficult topography. It has limited recreational value but it is important that this remain open space;
- f. Broadview – Brecksville – I-271 – while not a recreation site this triangular shaped parcel was identified in the Crossroads Plan as a site for a Visitors Center accommodating some low impact development while recognizing the importance of the agricultural uses that once occupied this area.



Open Space + Trails

November- 2013
 Prepared for: Village of Richfield, Summit County, Ohio
 Prepared by: C.M. Frederick, Landscape Architect
 Kenneth Crandall, AICP-Planner
 Data Sources: Summit County GIS (Fiscal Office)
 Village of Richfield Planning Staff

Types

-  Trailheads
-  Trails - On Road
-  Open Spaces
-  Trails - Off Road

Comprehensive Plan
 Village of Richfield

scale 1"=1,000'
 0 1,000 2,000 4,000 Feet



4. Historic Preservation

Premise

Richfield was an early settlement in the Connecticut Western Reserve. The Village still has many historic areas and properties that give character to the community. New development should respect the history of the area. Also, Richfield has many important and respected cultural institutions that need to be nurtured and supported such as the library, and other civic enterprises. The Village needs to maintain existing relationships and encourage public and private partnerships when appropriate.

Intent-Preservation Planning

The Village is fortunate to have historical buildings throughout Richfield and within the Historic Town Center. There is potential for the redevelopment of existing private areas. Therefore, consideration should be given for future development and redevelopment in the Historic Town Center to be designed in a manner that maintains the character of the area and is connected to the rest of the Village.

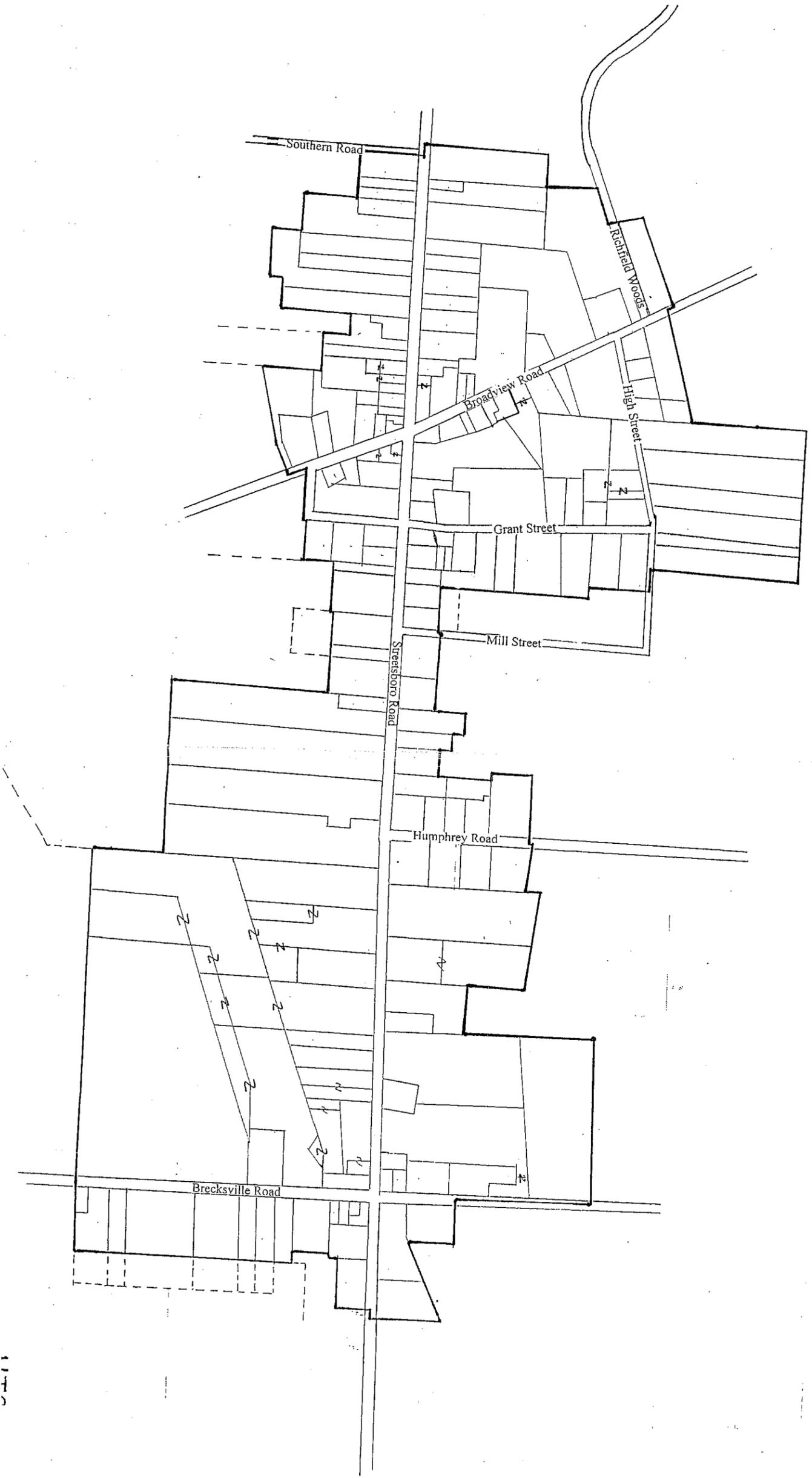
It is proposed to examine existing efforts with Property Owners and Town Trust concerning historic preservation issues, and work with stakeholders including State/Federal Historic Agencies within historic areas (and any other historic properties) to ensure preservation objectives

The plan proposes to:

- Research possibilities for initiatives for historic district and properties;
- Research tax incentives for preservation and redevelopment of properties and create program as needed after typical public review process;
- Research existing local & regional Historic Preservation codes including Design Standards;
- Provide incentive for preservation of structures by permitting business/office uses within existing residential structures while retaining the integrity of the original design;
- Provide infrastructure improvements to enhance the attractiveness of the Historic Town Center.

Exhibit "A"

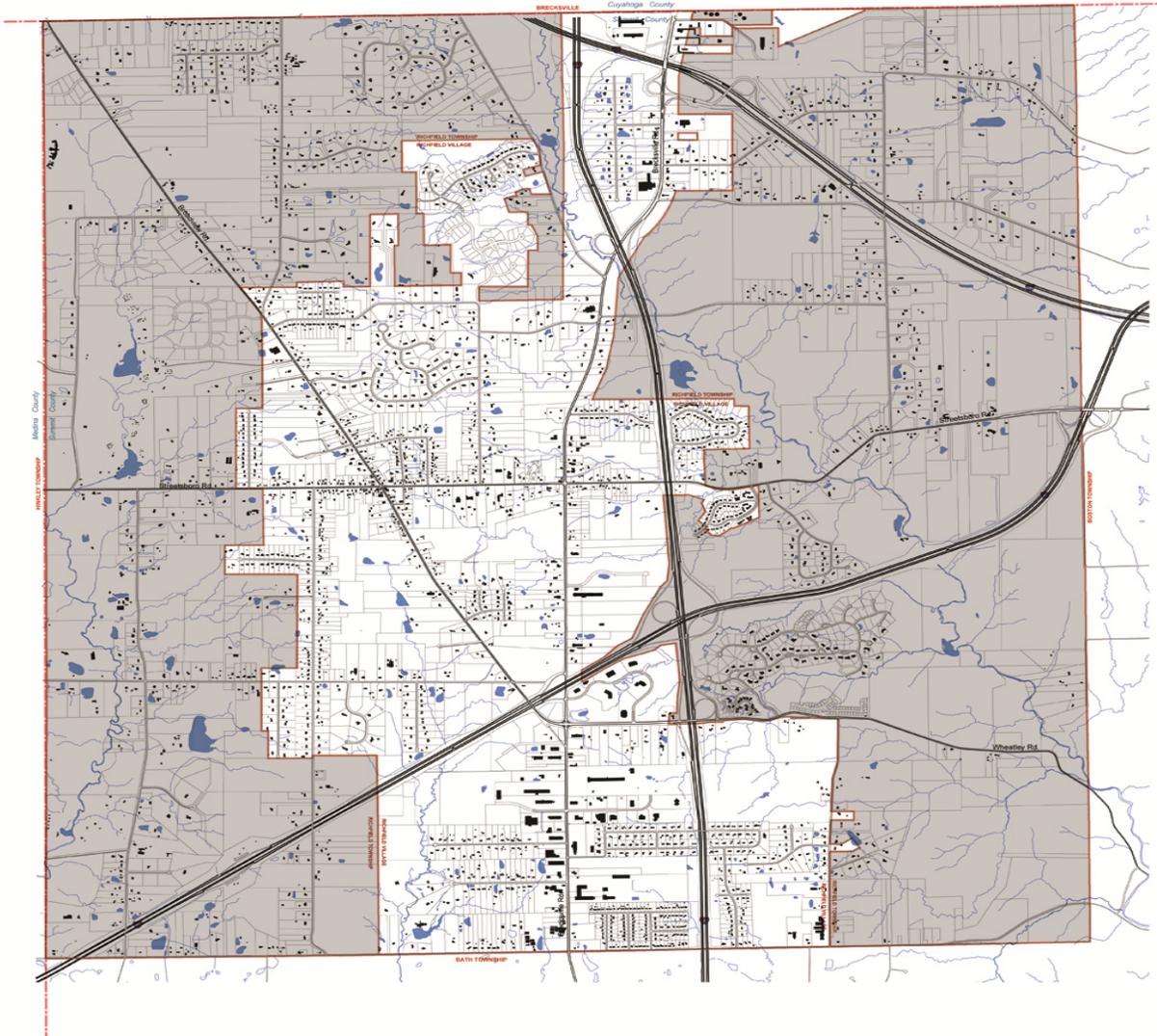
Village of Richfield
Historic District



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Part III
Existing Conditions

A. Richfield Village and Township

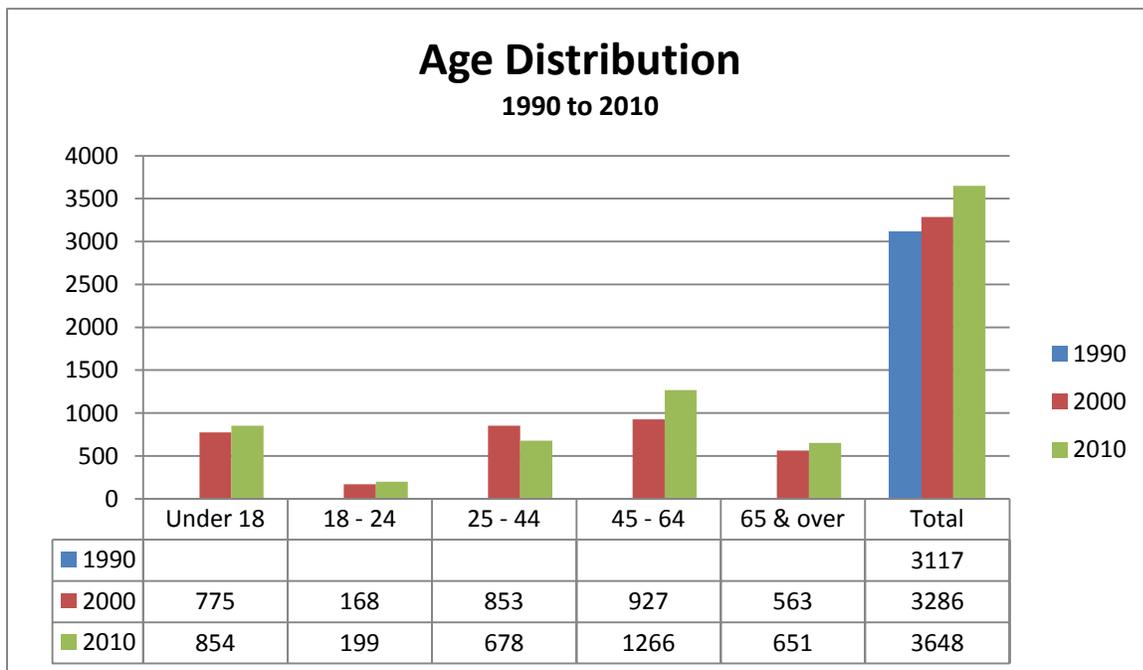
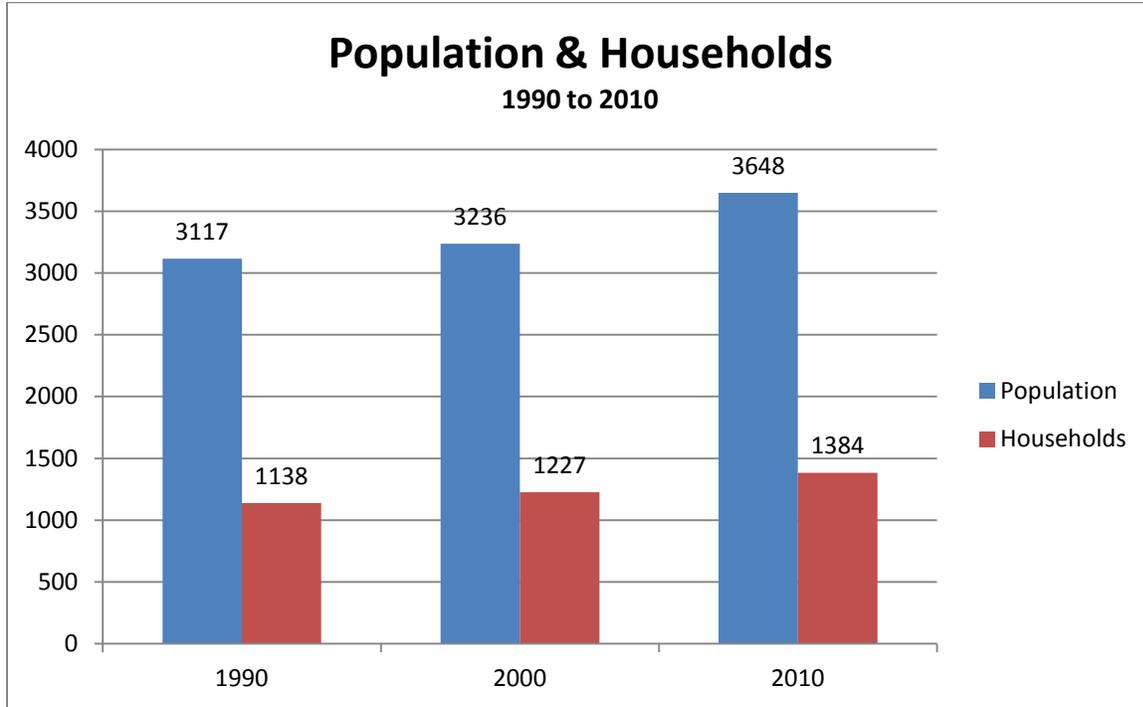


Richfield Township was established in 1809. While, the community was growing there were two centers developing for the community, West and East Richfield. In 1967, the Village of Richfield was incorporated.

The Village still has two centers: West Richfield has retail/office uses and institutional uses, many of which are located in historic structures while East Richfield has a mixture of retail/office uses and light industrial uses. The Township maintains its rural character with approximately one third of the land area is comprised of public and private parkland.

There has been cooperation and sharing of resources like the police, fire, schools, and sewer & water services. There have been discussions for more types of corporation and sharing of resources.

B. Population and Households

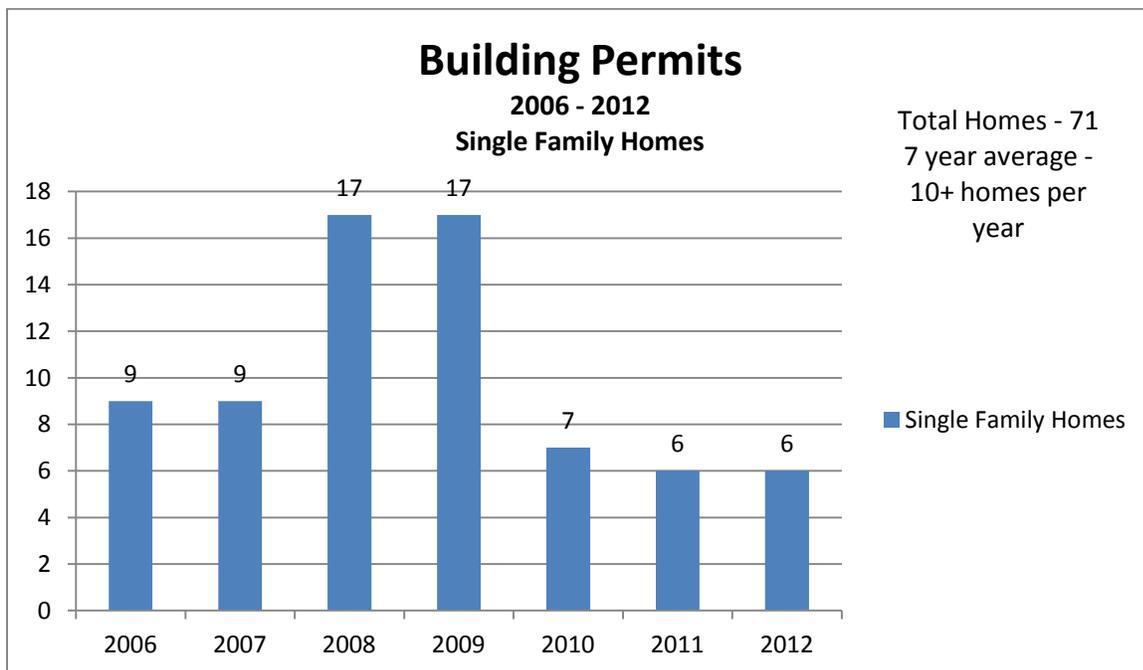
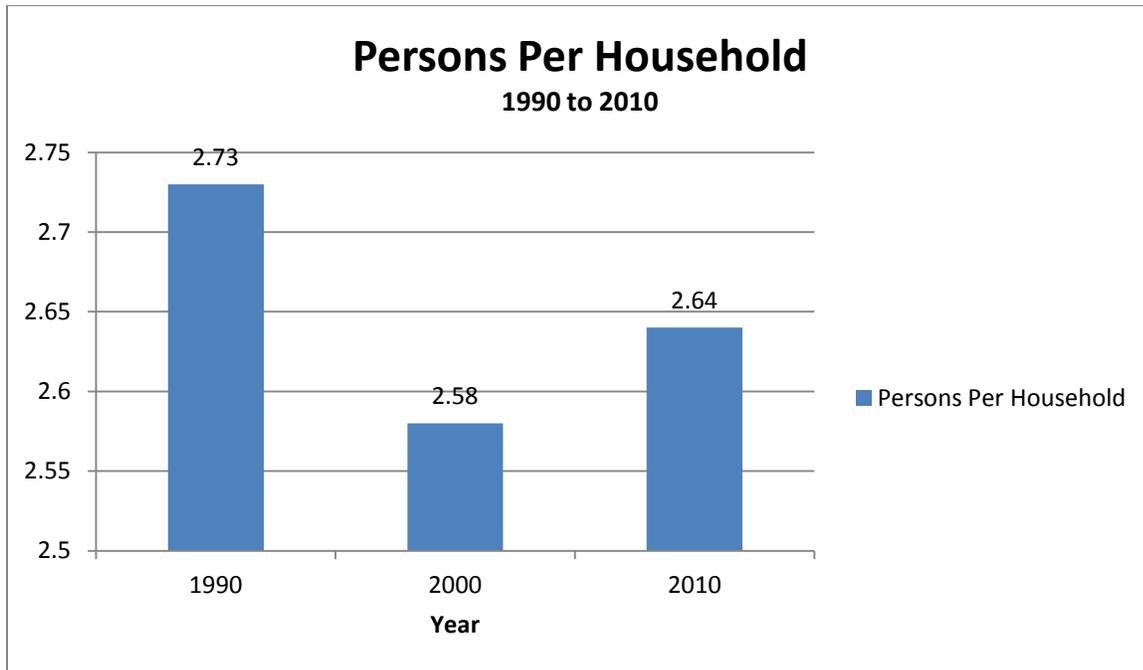


Median age in 2000 was 42.7

Median age in 2010 was 46.4

The median age of Richfield residents continues to increase. While the population of the Village increased, there was a decrease of 176 people in the 25 – 44 year age group.

Persons aged 45 – 64 increased by more than 36% since 2000.



Population Projection 2020

If an average of 10 new residences were added each year the number of households will have increased by 100 homes since 2010. The total number of households will be 1484. If the average household size were 2.64 persons, the Village population will be 3912, or an increase over 2010 by 264 persons.

Resulting population projections using average increases of 10, 15 and 20 households per year are shown below.

Existing 2010			Projected 2020			
Households	Population	Household Increase/yr	Households	PPH*	Population	10 yr increase
1384	3648	10	1484	2.64	3912	264
1384	3648	15	1534	2.64	4050	402
1384	3648	20	1584	2.64	4182	534

*PPH – Persons per household

C. Capacity Analysis

Estimates of residential development potential were calculated based upon current zoning district densities and an analysis of vacant land.

Within the Village vacant land was divided in three categories:

Level 1 – large parcels that can be developed alone or with limited assembly of other parcels there are limited to no environmental constraints.

Level 2 – large parcels that must be combined with other parcels in order to be developed. These parcels may have some environmental constraints.

Level 3 – parcels that would have to be combined with several parcels such as the back portions of long narrow lots or parcels that have no access to public roads.

Descriptions of levels 1, 2, & 3 are shown on the following pages. The majority of Level 1 residential properties shown in yellow are south of State Route 303 and east and west of Brecksville Road. There are four parcels that can be developed without being combined with others.

It was assumed that Level 3 properties should be excluded because of the difficulty of assembly. Development of these parcels is probably 15 or more years in the future.

Based upon current zoning those parcels in levels 1 and 2 have the capacity for an additional 341 dwelling units. See vacant land development map on page 31 for details.

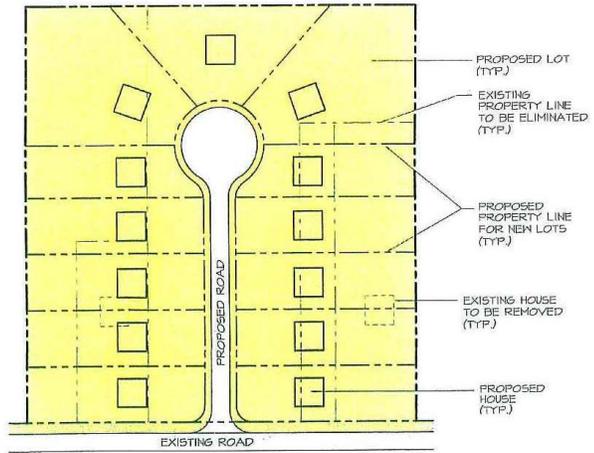
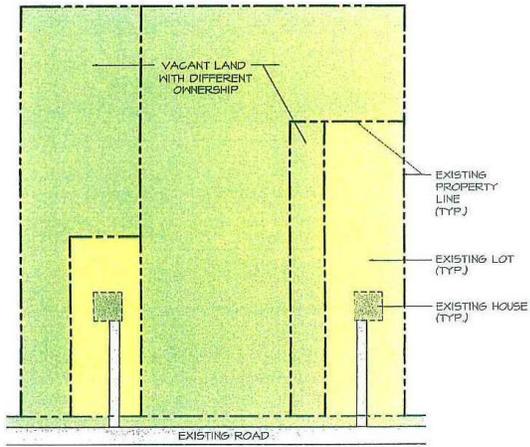
Capacity Analysis

Level	Acreage	Dwelling Units
1	302	215
2	247	126
3	0	0
Totals	549	341

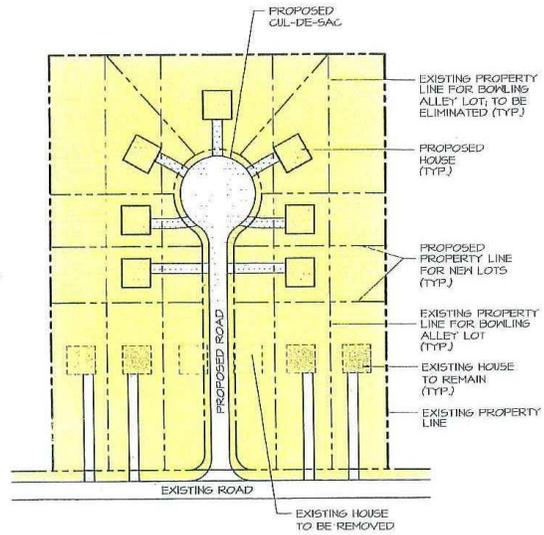
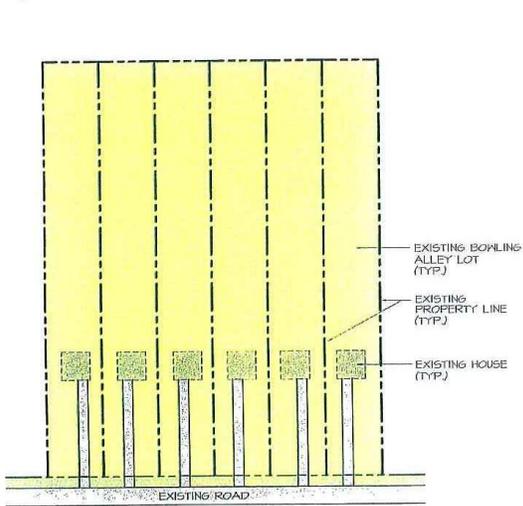
Capacity Analysis maps



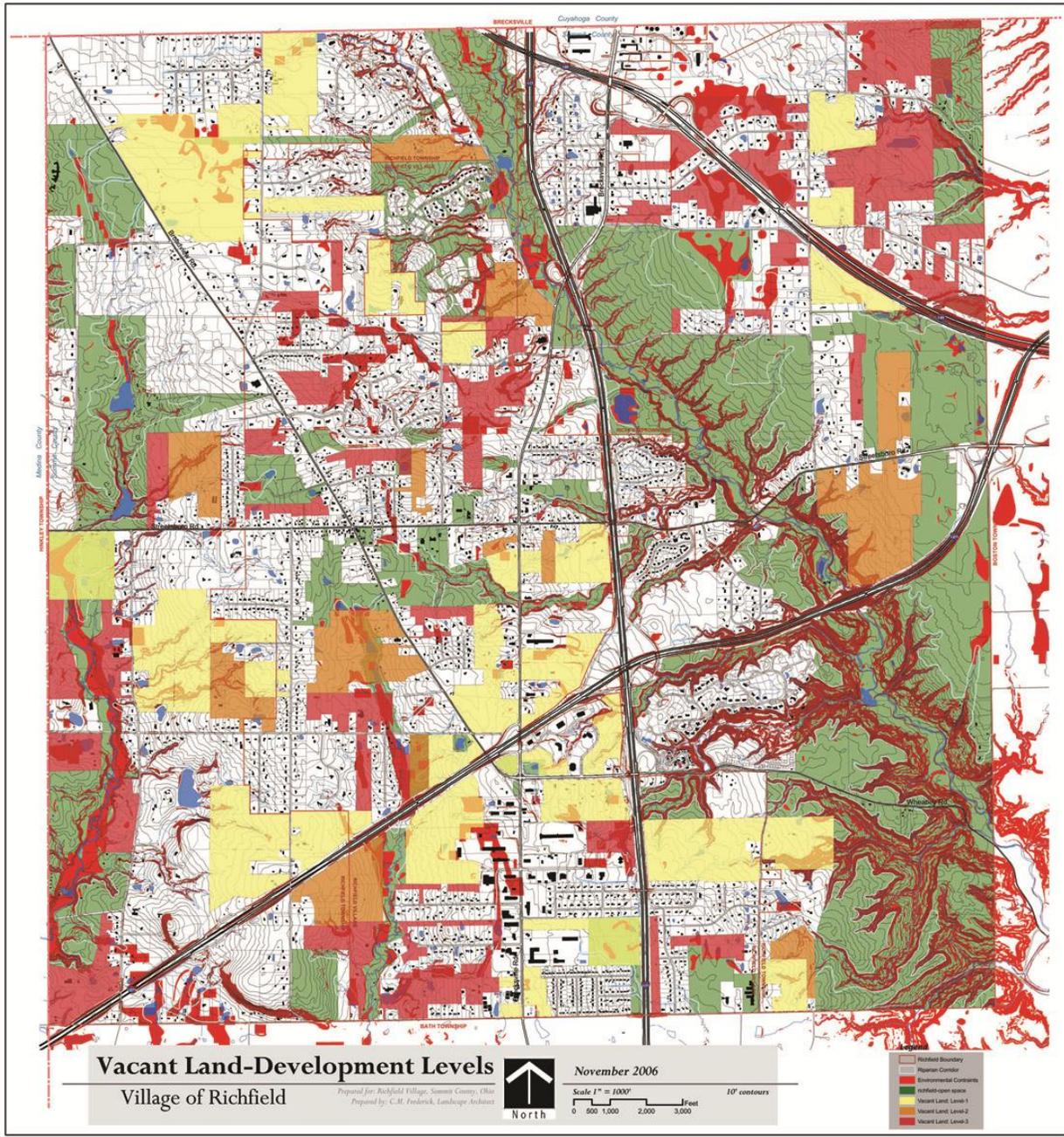
Level 1



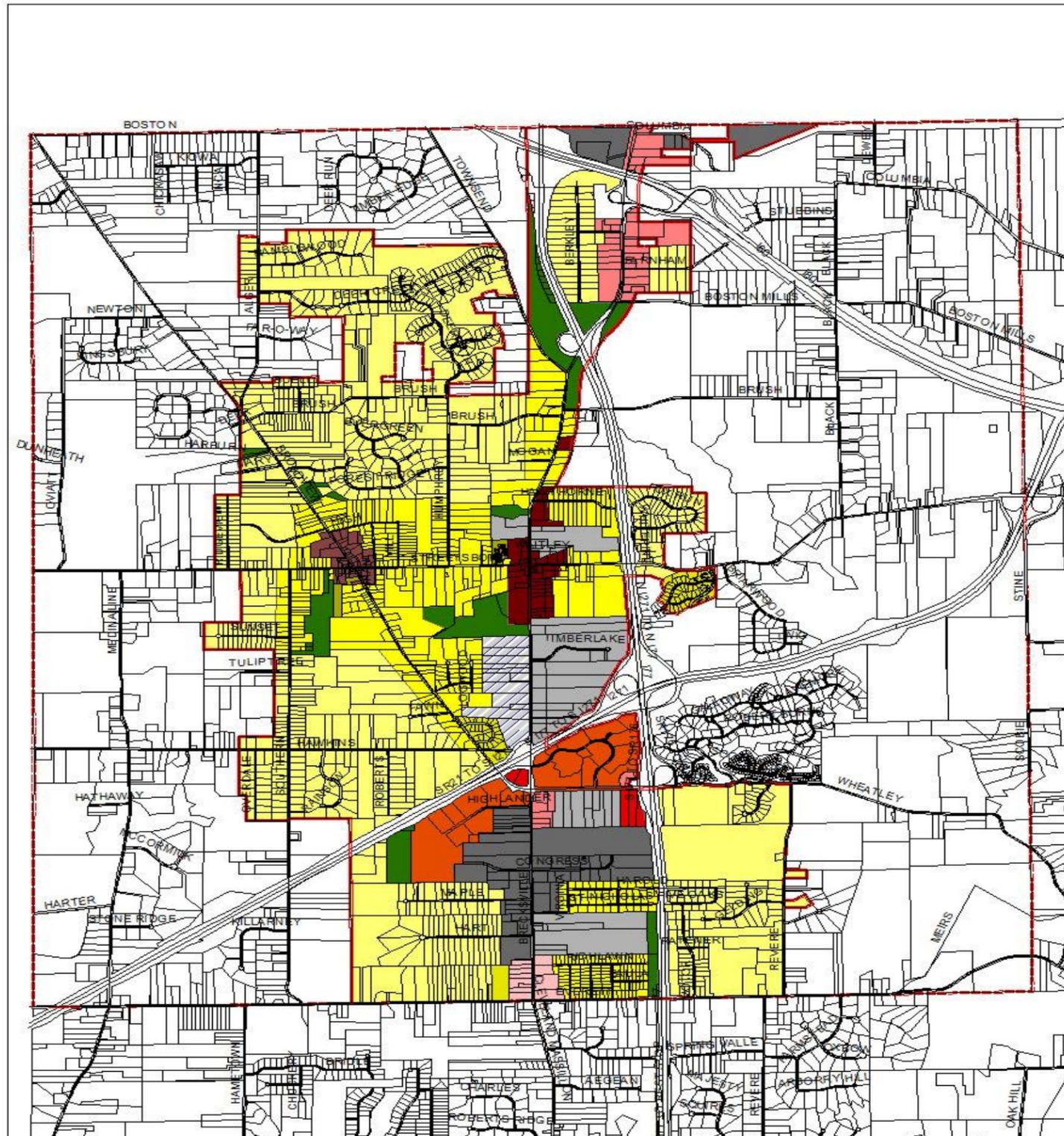
Level 2



Level 3



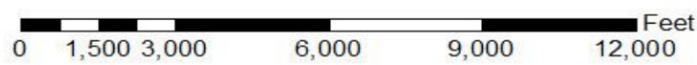
D. Land Use, Utilities and Services



Legend

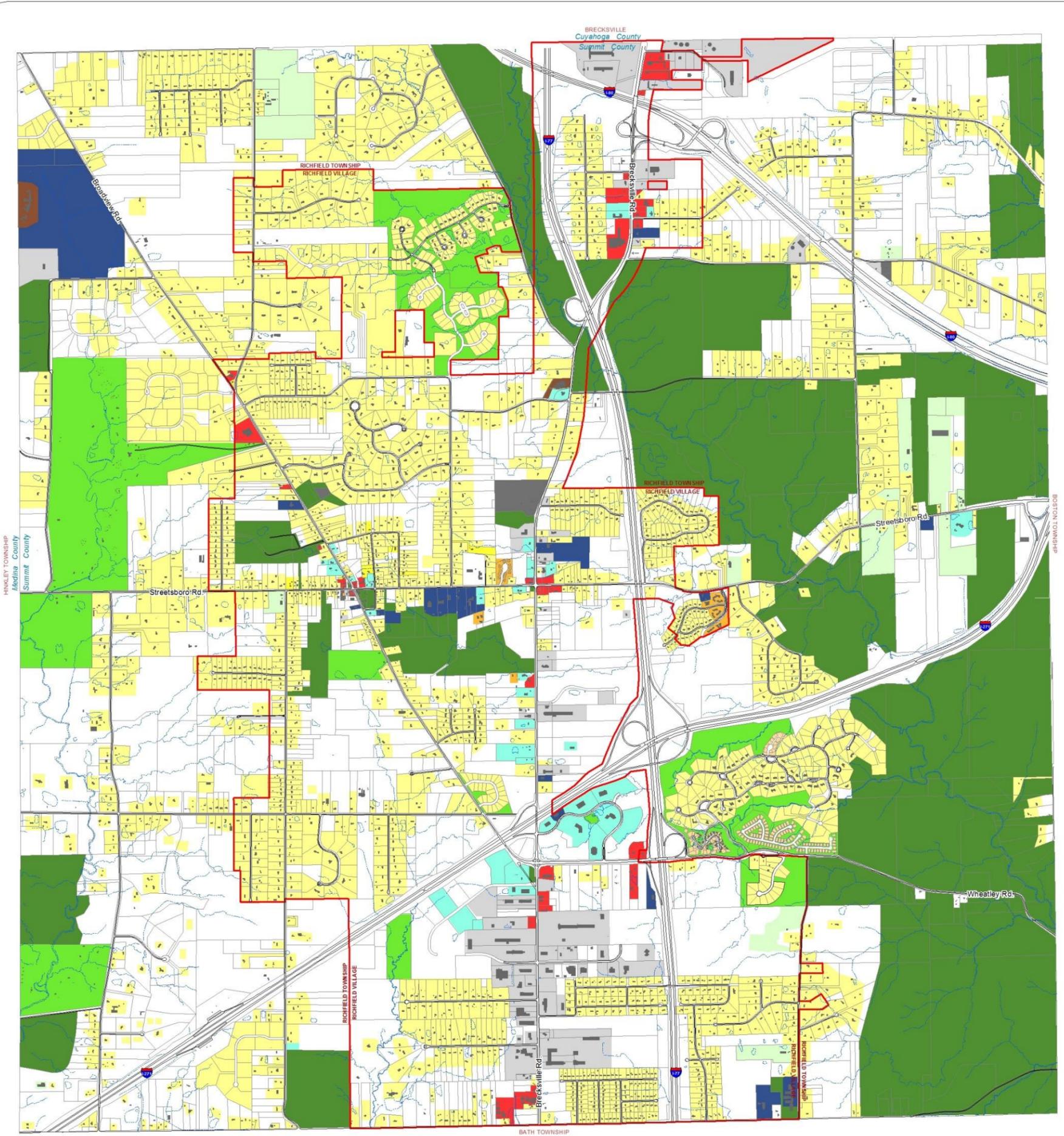
- CD Conservation District
- R-1 Single Family Residential
- R-2 Single Family Residential
- R-3 Cluster Residential
- R-4 Multifamily Residential
- CHI Historic Commercial
- CHII Historic Commercial
- C-1 Local Retail
- C-2 General Business
- C-3 Special Commercial
- PCD Planned Commerce District
- OL Office Laboratory
- OLI Office and Limited Industrial
- I Industrial

Zoning Districts Village of Richfield



Print Date:
January 24, 2012

Revision Dates:
 June, 1977
 January, 1985
 January, 1986
 September, 1990
 February, 1994
 June, 2001
 April, 2002
 September, 2003
 Rolling Springs #1 Annexation
 April, 2004 Ordinance #76-2003
 January, 2009
 December, 2009
 September 20, 2011



Current Land Use

November - 2013
 Prepared for: Village of Richfield, Summit County, Ohio
 Prepared by: C.M. Frederick, Landscape Architect
 Kenneth Crandall, AICP-Planner
 Data Sources: Summit County GIS (Fiscal Office)
 Village of Richfield Planning Staff
 2011 Land Use

Land-Use Types

- | | | | | |
|-------------|----------------------|------------------------------|--------------------------|---------|
| Agriculture | Industrial | Public Park | Residential-2 Family | Utility |
| Office | Institutional | Residential-1 Family | Residential-Multi Family | Vacant |
| Commercial | Private Recreational | Residential-1 Family Cluster | Residential-Nursing Home | |

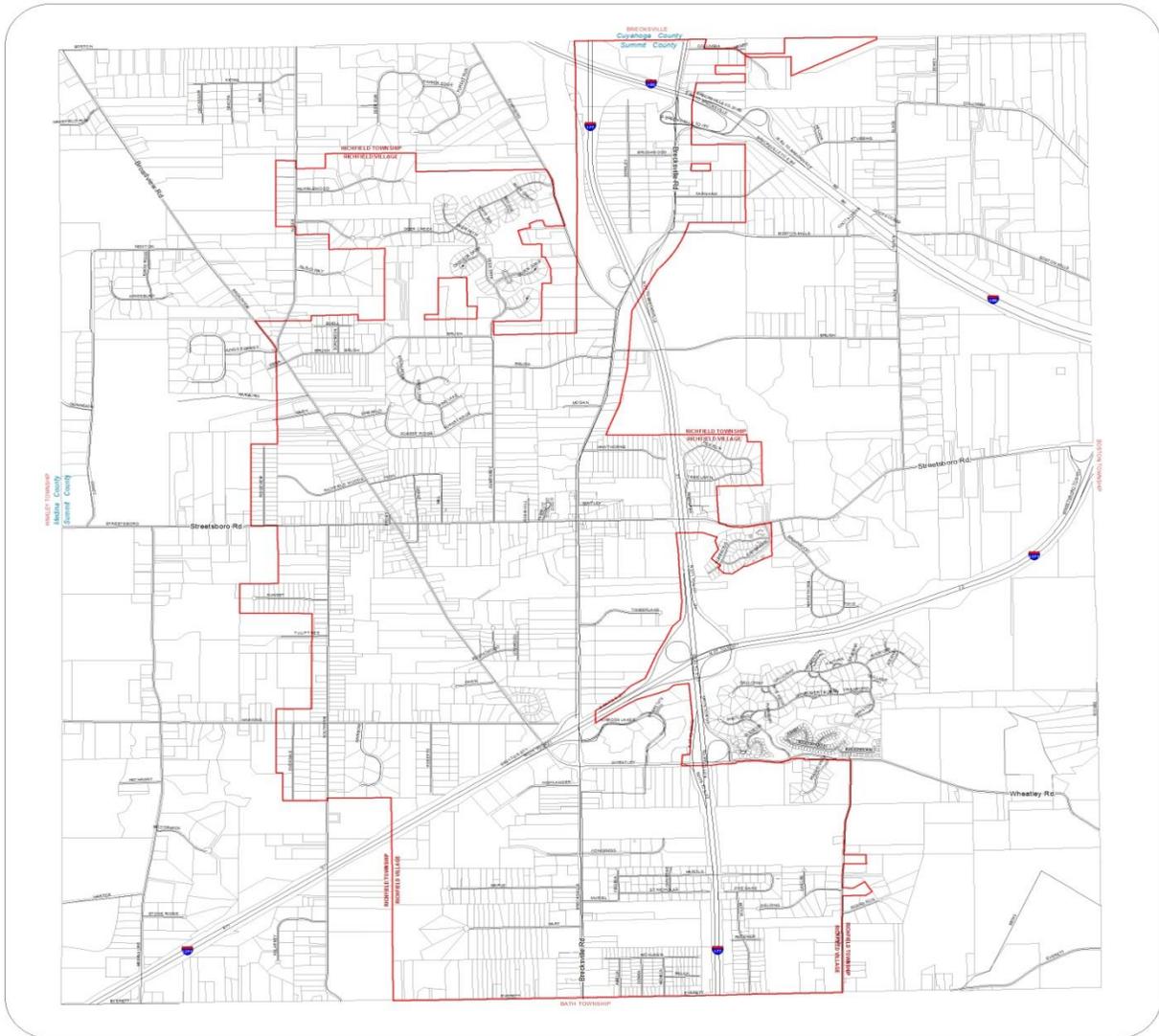
Comprehensive Plan

Village of Richfield

scale 1"=1,000'



Richfield – Transportation



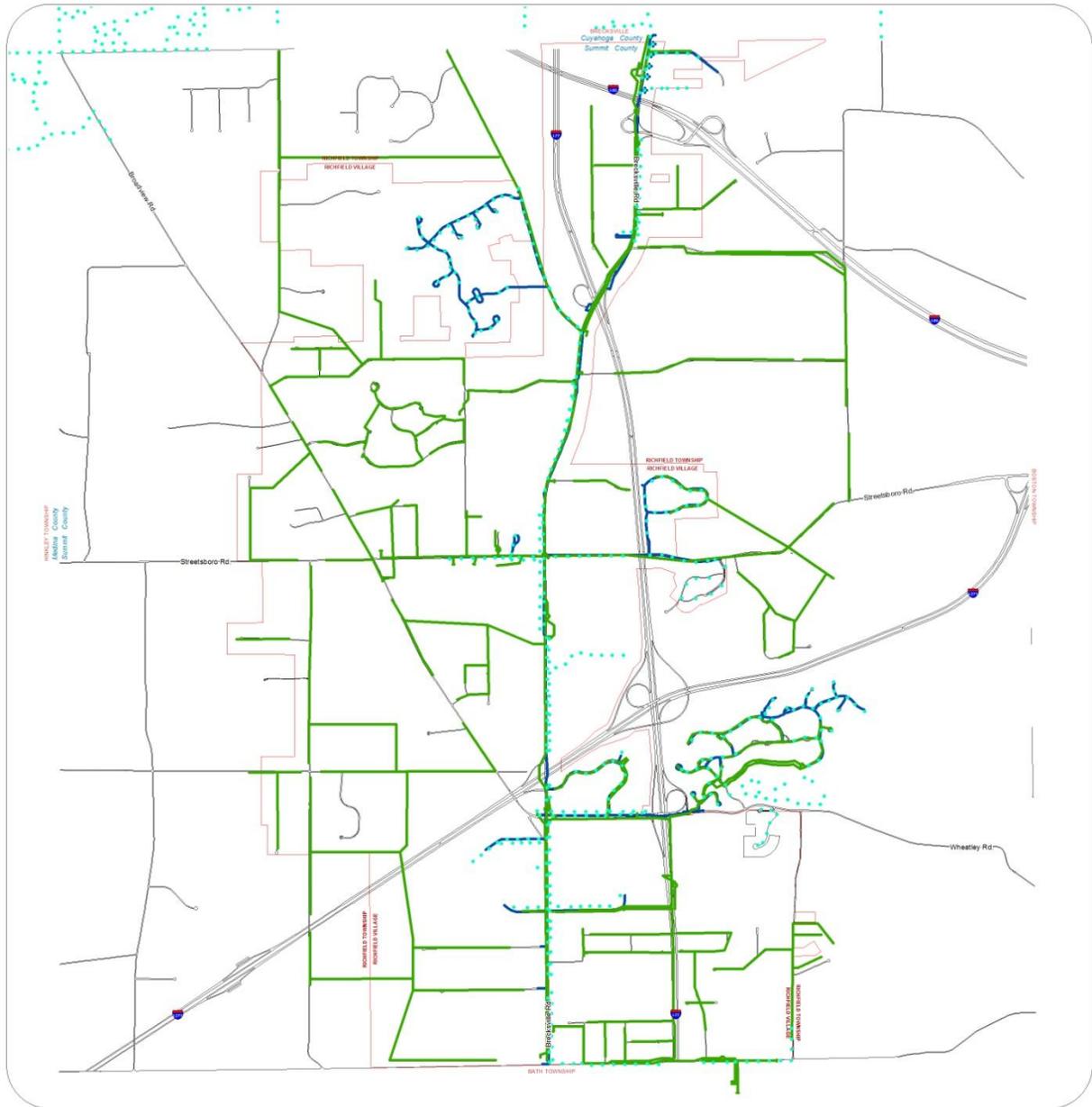
Richfield is well served by three interstate highways with interchanges that directly and indirectly flow into the community. The I-80 Turnpike runs east-west through the northern portion of the state. I-271 is a connector from I-71 in Medina County to I-90 in Lake County. I-77 is a major north-south interstate.

There are four major roads in the Village – Brecksville, Streetsboro (SR 303), Broadview (SR 176) and Wheatley.

Secondary roads are Alger, Townsend, Boston Mills, Revere, Everett, and Southern Roads.

There are no regional hike and bike trails in Richfield. The closest trail of this type is the Ohio-Erie Canal in Peninsula (5 miles to the west). Mass transit is served by Akron Metro and the Regional Transit Authority. There are two stops in Richfield with only weekday services.

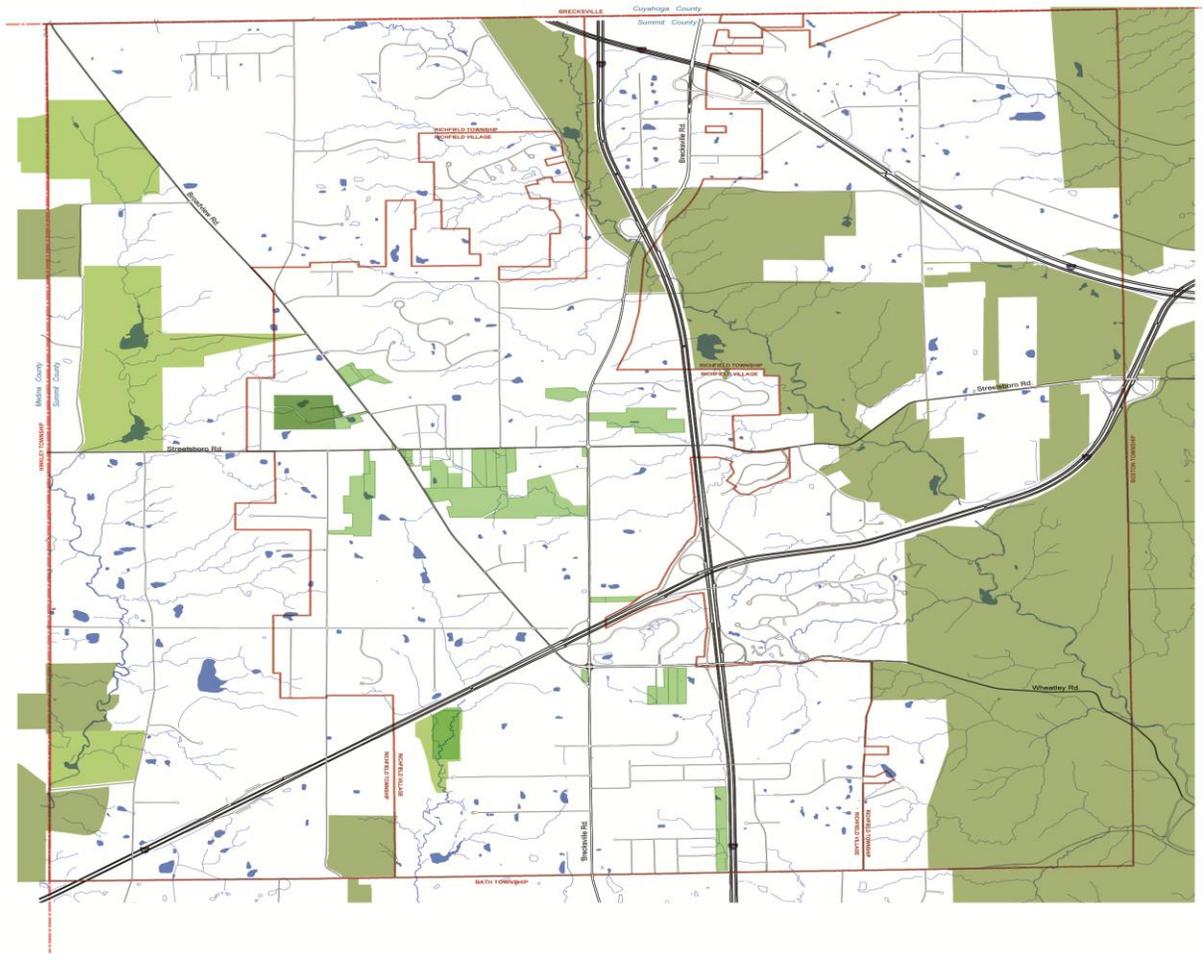
Richfield– Sewer and Water Service Areas



- Hydrants •
- SewerNetwork —
- WaterMain —

Richfield has approximately 5,629 acres of service area for water and sewer. This includes almost the entire area inside the Village. There is only a small portion (213 acres south of Wheatley Road) that is not included in a service area.

Richfield – Parks and Open Spaces

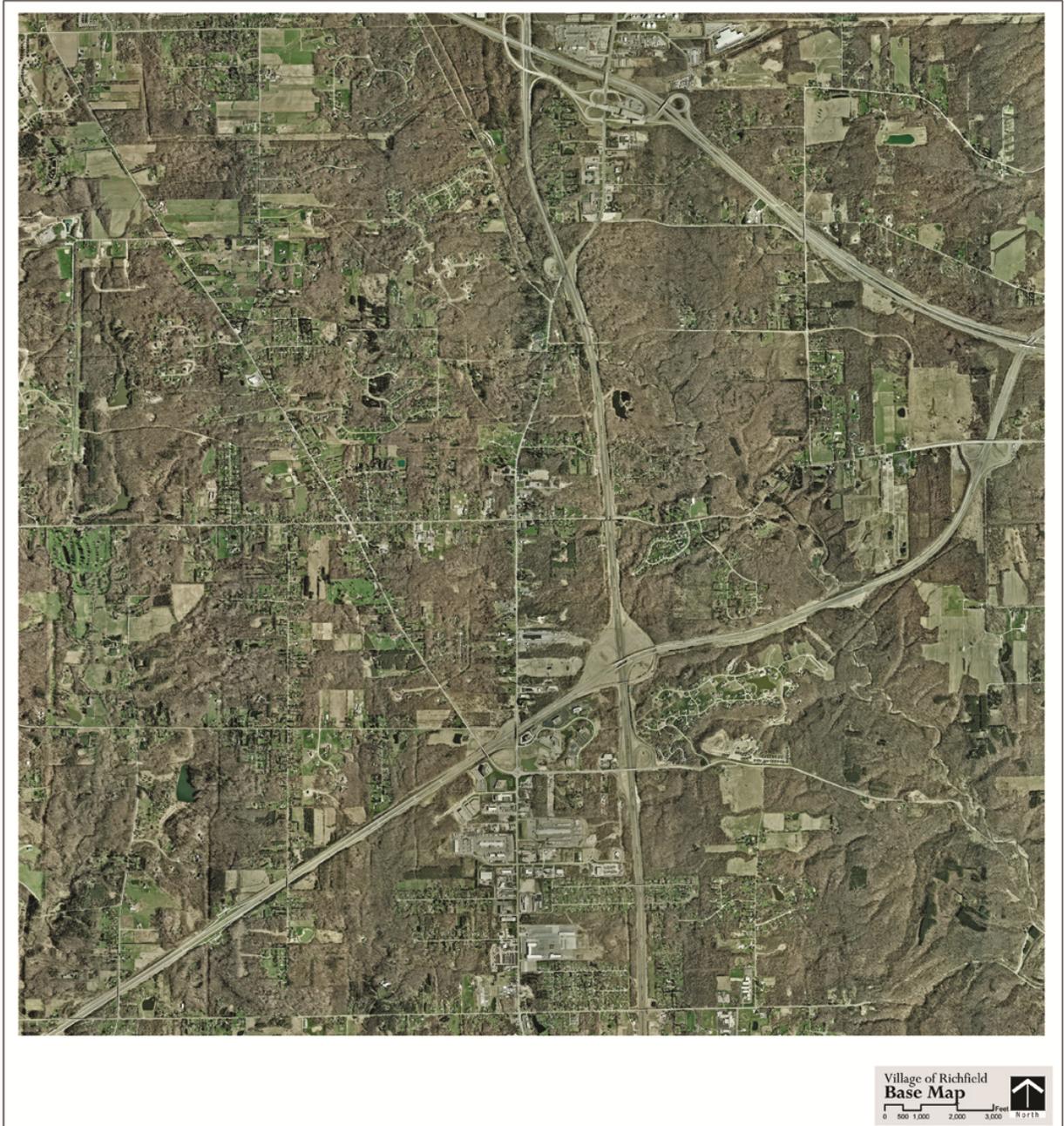


Richfield has multiple recreation opportunities within its borders or immediately adjacent to the Village. The Cuyahoga Valley National Park is the only national park in Ohio and is an important historic and ecological linkage between Cleveland and Akron. The Furnace Run Park is owned and maintained by the Metro Parks serving Summit County. It is 890 acres and is primarily a passive park with trails, shelters, and a lake. The park is an important conservation area for the Furnace Run watershed. The Cleveland Metroparks Hinckley Reservation is 2,256 acres. It is primarily located and accessed in Hinckley Township, but approximately 120 acres are in Richfield. This reservation is significant because it conserves unique geological features of the region. It is both an active and passive use park.

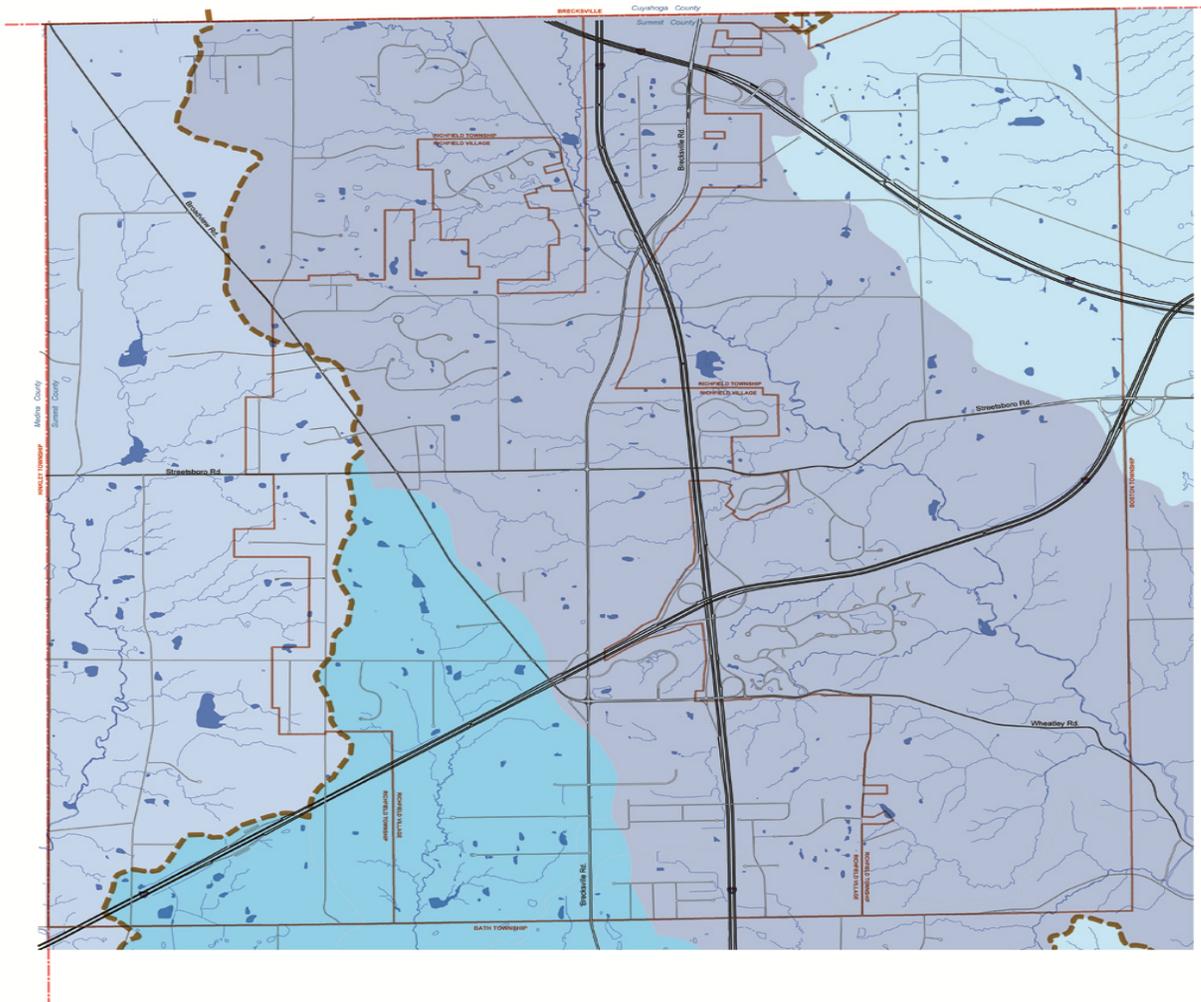
The Village of Richfield has both active and passive recreation areas. There are approximately 160 acres currently available for passive recreation. This includes cemeteries, library, trails, the town hall, and natural areas. There are approximately 65 acres currently available for active recreation. These areas are existing or proposed ballfields, soccer fields, playgrounds, and other active areas.

E. Physical Characteristics

Richfield – Base Aerial



Richfield – Watersheds



The following are Richfield watersheds:

Yellow Creek (Cuyahoga Watershed) – 10.3 Miles and 31.0 Sq. Mi.

North Fork – 6.4 Miles and 9.8 Sq. Mi. (Watershed in Richfield: 1,950 acres)

Furnace Run (Cuyahoga Watershed) – 10.4 Miles and 20.4 Sq. Mi.

(Watershed in Richfield: 9,268 acres)

Cuyahoga River (Cuyahoga Watershed) – 101 Miles and 809 Sq. Mi.

(Watershed in Richfield: 1,655 acres)

Rocky River (Rocky River Watershed) – 48 Miles and 293 Sq. Mi.

East Branch – 34.5 Miles and 66.9 Sq. Mi. (Watershed in Richfield: 3,466 acres)

The two major watersheds (Cuyahoga and Rocky River) both have approved Total Maximum Daily Load (TMDL) reports approved by the EPA. These reports study the water quality and make recommendations for improvement on any water body that does not meet state standards. The Ohio EPA has identified improvements for both watersheds.

Environmental Constraints

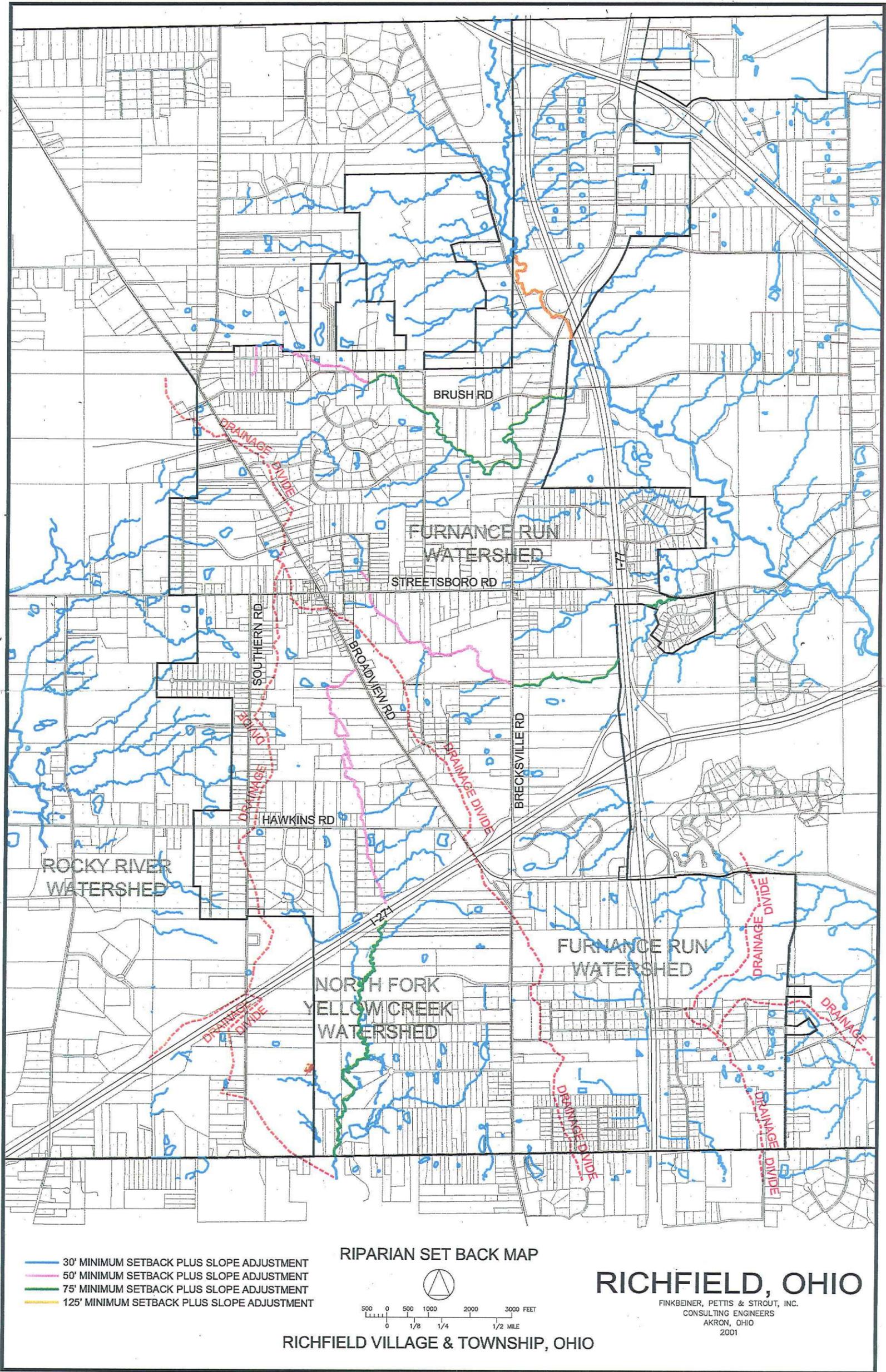
There are environmental systems that will require certain planning and design decisions. These systems are regulated at a federal, state, or local level.

Wetlands, lakes and rivers are regulated by the Clean Water Act (1972). The U.S. Army Corps of Engineers and the Ohio EPA have jurisdiction over these systems.

Floodplains are regulated by the Federal Emergency Management Agency (FEMA) and locally administered by the local municipality.

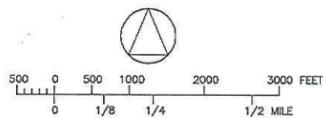
Riparian setbacks are established and regulated by the Village. The Village also adopted regulations on erosion and sediment control.

The map on the next page illustrates these setbacks.



- 30' MINIMUM SETBACK PLUS SLOPE ADJUSTMENT
- 50' MINIMUM SETBACK PLUS SLOPE ADJUSTMENT
- 75' MINIMUM SETBACK PLUS SLOPE ADJUSTMENT
- 125' MINIMUM SETBACK PLUS SLOPE ADJUSTMENT

RIPARIAN SET BACK MAP

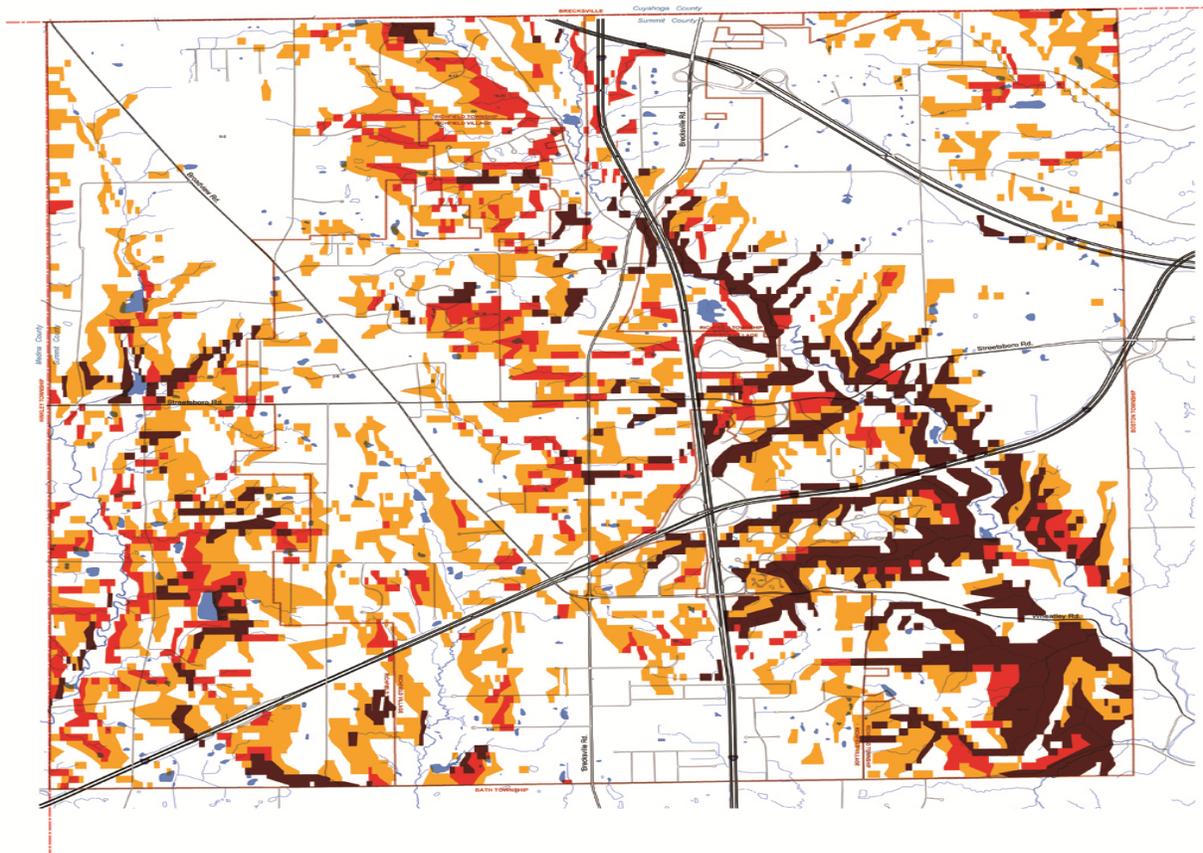


RICHFIELD, OHIO

FINKBEINER, PETTIS & STROUT, INC.
 CONSULTING ENGINEERS
 AKRON, OHIO
 2001

RICHFIELD VILLAGE & TOWNSHIP, OHIO

Richfield – Topography and Slopes



The topography within a region and elevation changes add important environmental and aesthetic characteristics to a community. Richfield is dramatically defined by the watershed boundary between the Cuyahoga and Rocky River. There is an elevation change from 1322 feet down to 768 feet (a drop of 554 feet) as the Furnace Run dissects the community on its way to the Cuyahoga River. There are many other smaller – less dramatic topographic changes that add to the community’s uniqueness.

All of these areas should have different development types because of the effect of soil, water, and vegetation has with different slope conditions. The planning and design consideration for slopes should include drainage, erosion, structure/foundation stability elements. Steep slopes (over 12%) should be identified and preserved with building restrictions or special design+construction techniques need to be considered for any proposed developments. For slopes (less than 12%) best management practices (BMPs) should be implemented when there is concern regarding environmental issues.

The Village amended the planning and zoning code to regulate grading, excavation, and embankment and other activities that change existing elevations or contours of the land.

Richfield – Soils

Soils are one of the most important land planning and site design elements. Historically it is neglected and researched mainly for the engineering capabilities of the soil. While this is important it is not the only soil characteristic that should be investigated and integrated into planning and design decisions. For example there are several characteristics that have severe development limitations. These include hydric, septic, frost, drainage, water table, erosion, and shrink/swell characteristics.

One of the most important soil characteristics is the infiltration capability. The Hydrologic Soil Groups (HSG) are a measurement of the soil's infiltration rates. This is an important consideration for possible storm water strategies for a project. The highest rated soils can be mapped and used during the planning and design process. Other important soil characteristics include fertility, mineral content, PH levels, recreation potential, engineering capacity, plant suitability, and wildlife habitat potential.