

Copley Township - Montrose Neighborhood Mini-Plan

Comprehensive Land-Use Plan Update Support Services

Kimley»Horn

Expect More. Experience Better.

Our Town 
Copley
Comprehensive Land Use Plan

INDEX

GOALS + OBJECTIVES

MONTROSE TODAY

- Existing Conditions
- Land Use and Zoning
- Circulation, Parking, Mobility

ASSETS, ISSUES, AND OPPORTUNITIES

- Town Hall Meeting

MONTROSE TOMORROW

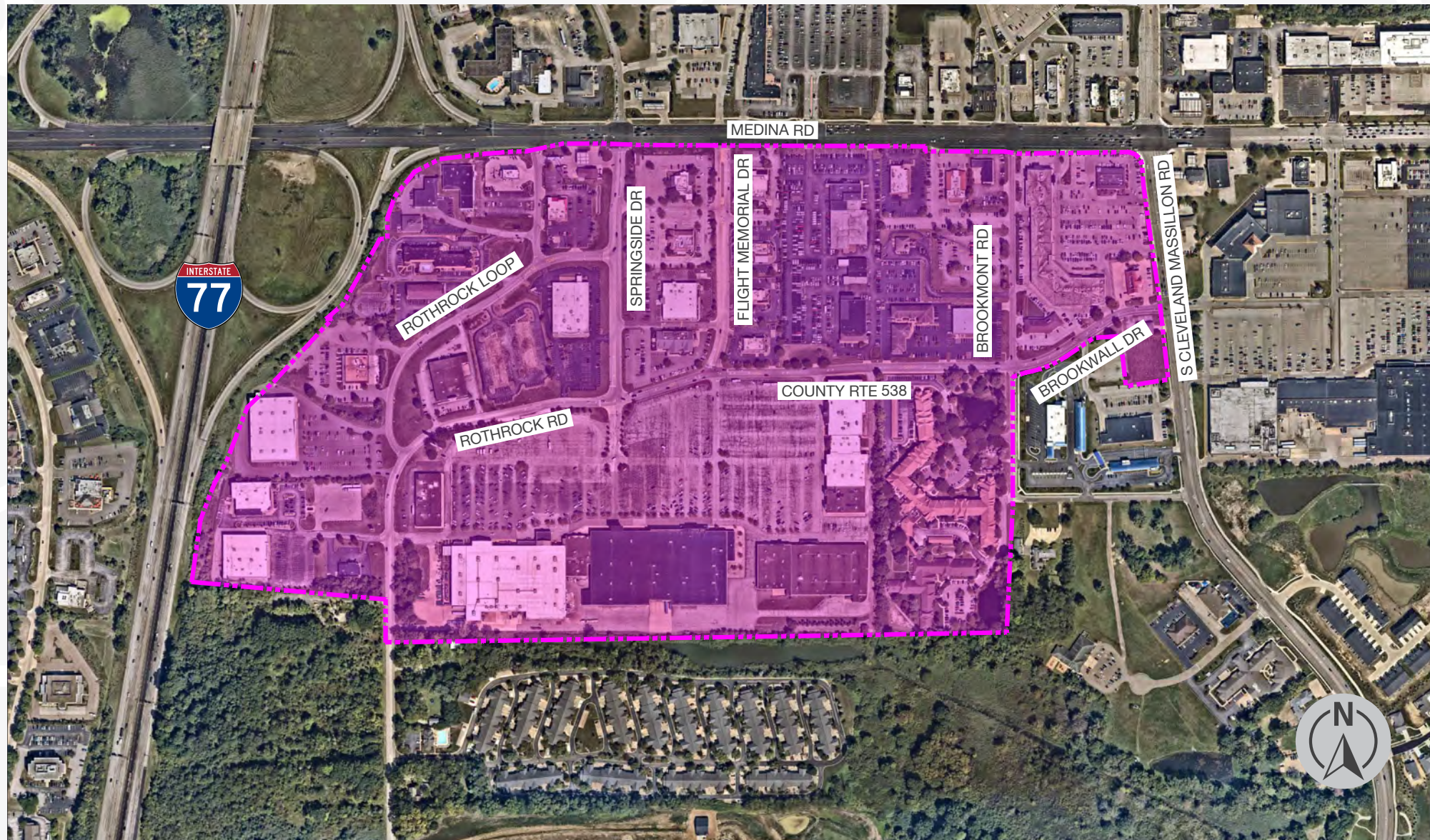
- Mini-Plan - Public Response Preferences
- Mini-Plan - Circulation, Parking, Mobility
- Mini-Plan - Future Land Use and Zoning Opportunities

GOALS + OBJECTIVES

- To create a physical placemaking concept plan around the Montrose Neighborhood to enhance a sense of place/placemaking within the public right-of-way, increase multi-modal connectivity, and evaluate current zoning with respect to encouraging new development and new development patterns
- To establish key principles for the neighborhood mini placemaking plan, including physical and code improvements

MONTROSE TODAY

FOCUS AREA



The Montrose Neighborhood of Copley is located in the North quadrant of the Township. The area is bound by Medina Road to the north, SR 21 to the west, S. Cleveland-Massillon Road to the east and Rothrock Road to the South. The neighborhood is bordered by the City of Fairlawn to the east and south and Bath Township to the north.

The Montrose Neighborhood stands as a vital commercial hub in Copley, playing a pivotal role as a significant economic driver for the broader region. Presently, the development landscape in Montrose features large retail stores and single-building parcels with extensive feeder streets, lacking essential pedestrian accommodations. This existing layout does not align with the evolving trends in commercial development, evident in vacant stores and empty parking lots.

MONTROSE TODAY

EXISTING CONDITIONS



- Lack of connectivity
- Lack of accommodation for cyclists and pedestrians
- Wide-drive aisles
- Inconsistent signage
- Lack of landscaping
- Large amounts of impervious surface

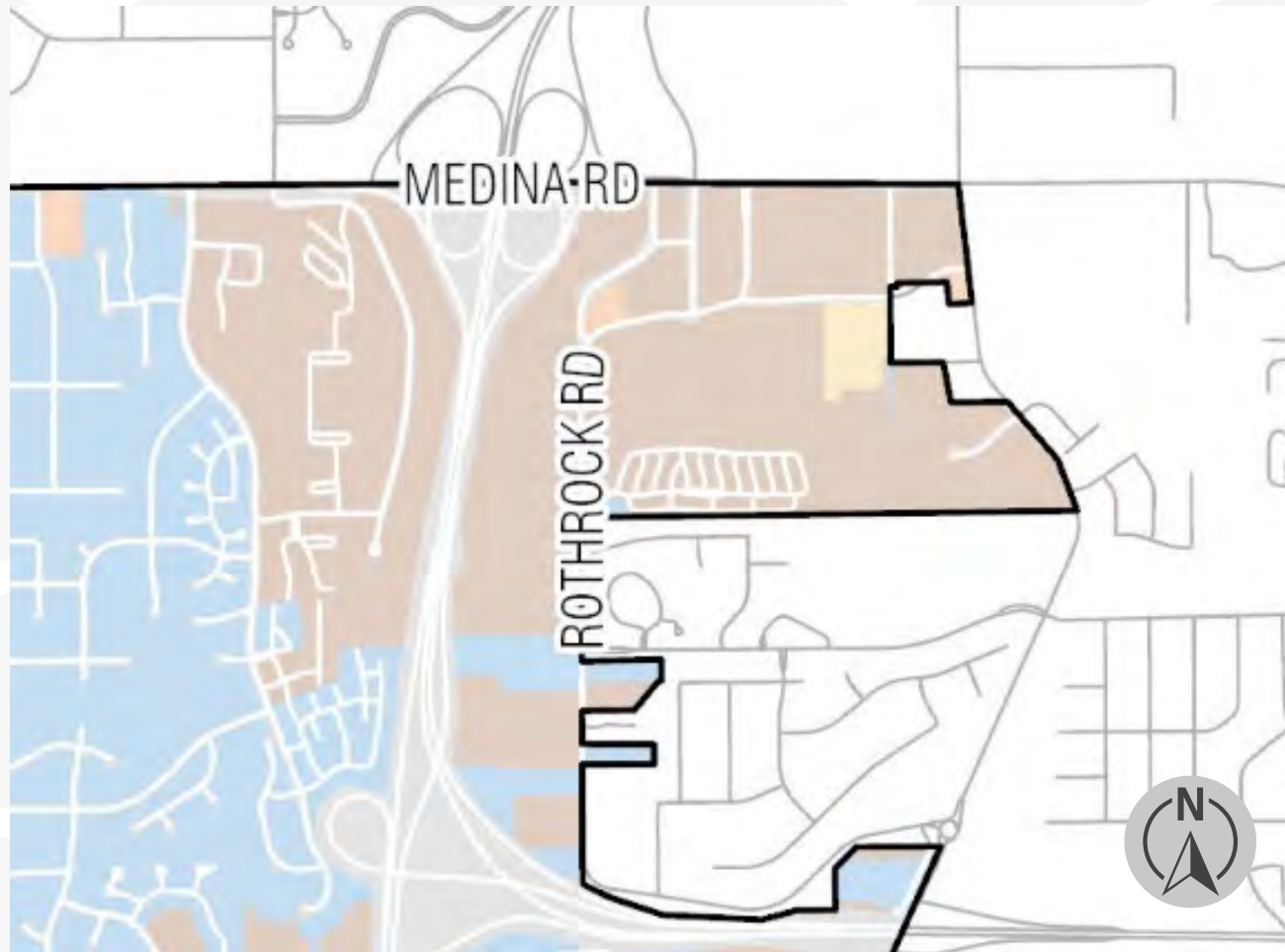


- Metro bus stop experience for riders could be improved
- Inconsistent signage
- Lack of brand identity
- Large setback areas could accommodate sidewalks and trails without changing the road configuration

MONTROSE TODAY

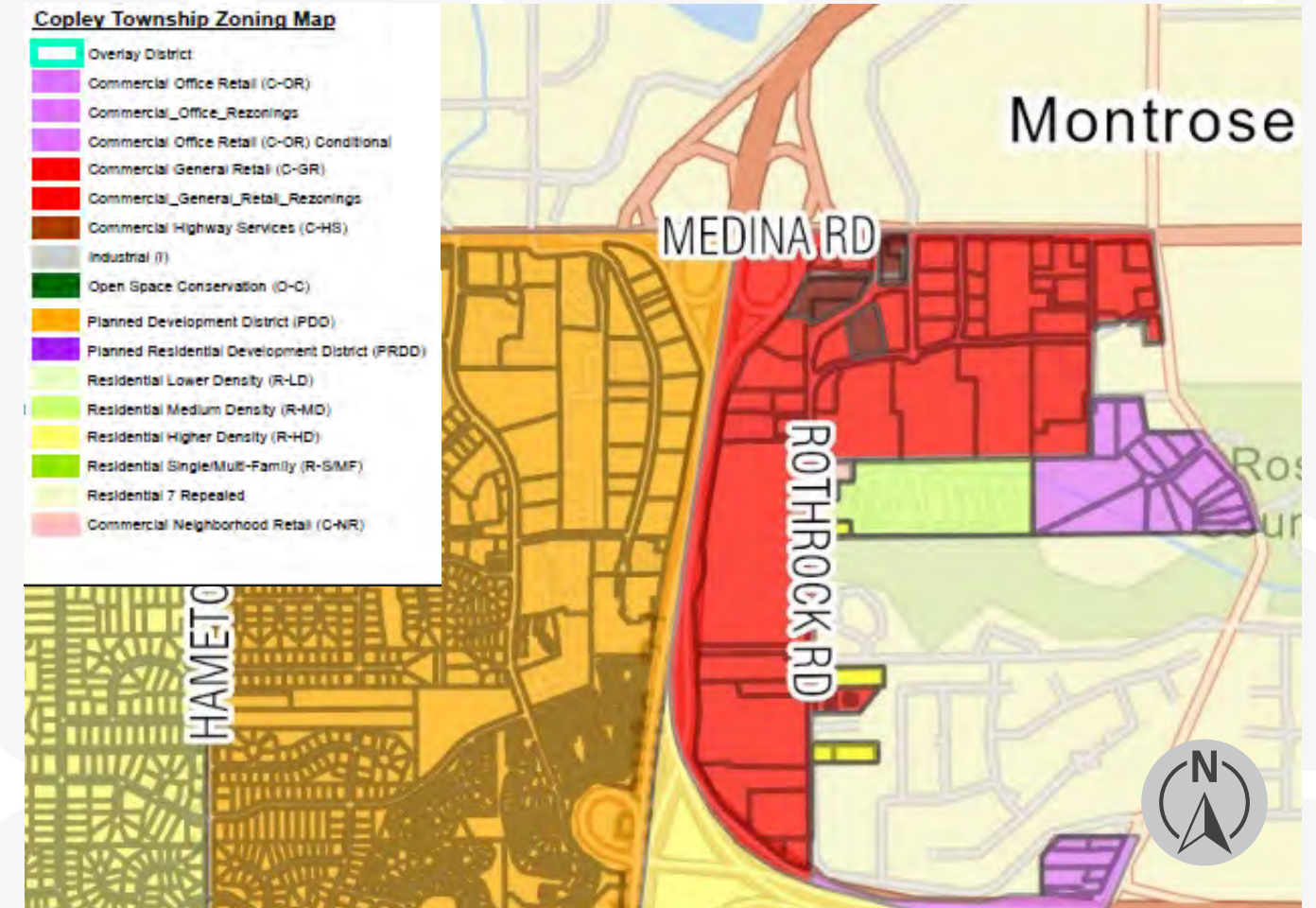
EXISTING LAND USE + ZONING

Existing land use patterns follow established regulations for C-GR and C-HS zones established in the zoning ordinance



LAND USE (2021)

(NOT TO SCALE)



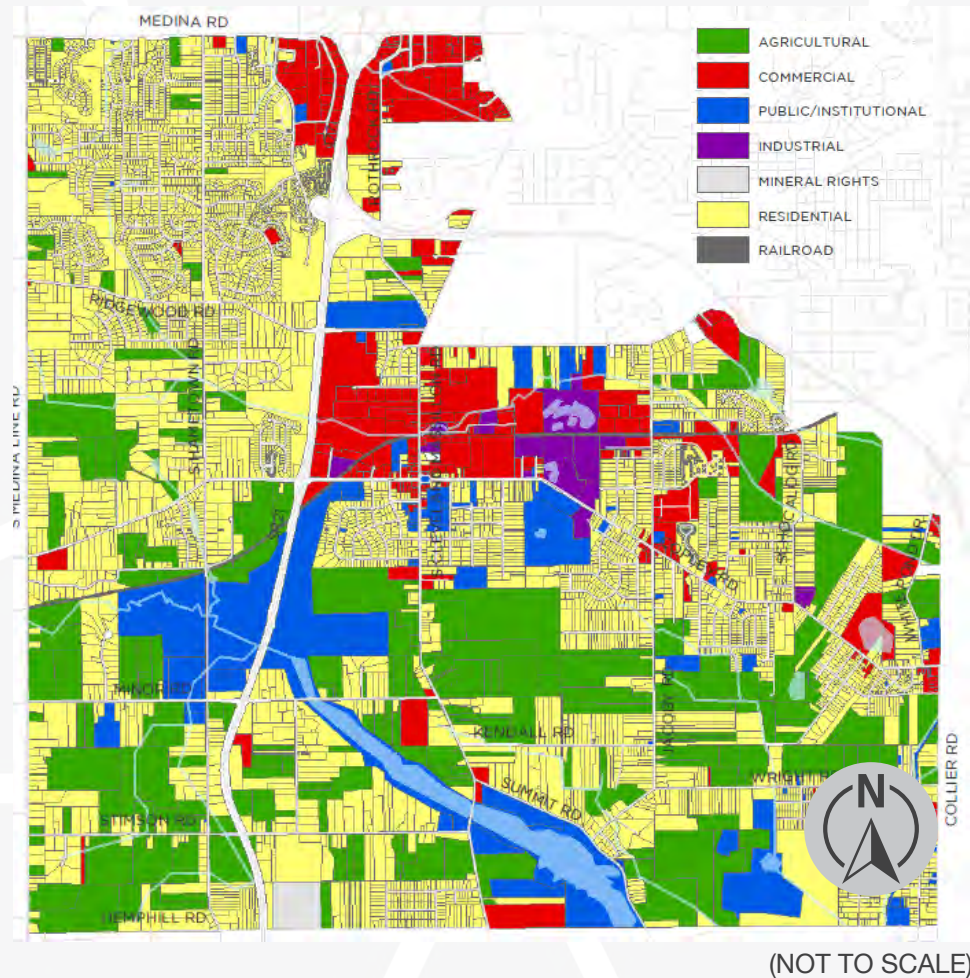
ZONING (2018)

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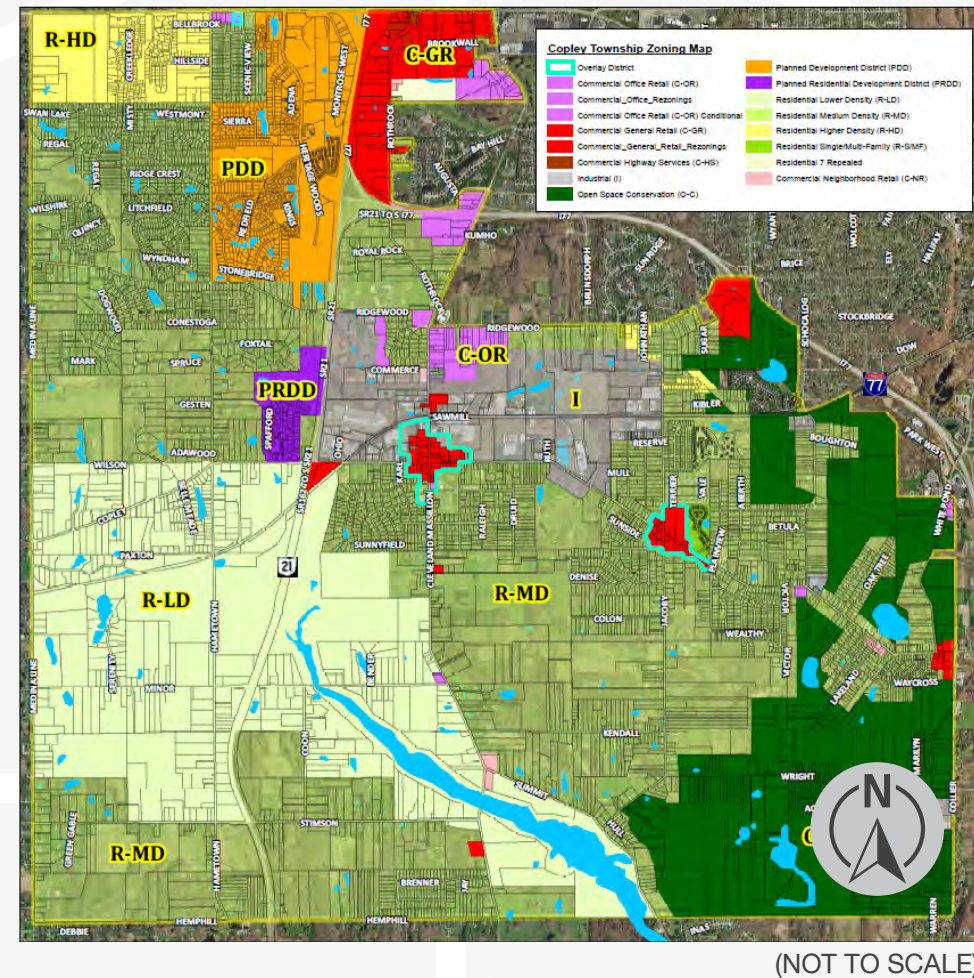
MONTROSE TODAY

EXISTING LAND USE + ZONING

LAND USE (2021)



ZONING (2018)



The focus area's current zoning, while providing a straightforward approach to land use regulation, has one major drawback in its tendency to create rigid, single-use zones, leading to spatial inefficiencies and the segregation of different land functions. Referred to as Euclidean zoning - this form of zoning does prevent incompatible land use but can contribute to urban sprawl and lack of mixed-use development, hindering the creation of more walkable and sustainable communities.

Additionally, Euclidean zoning may not adequately address modern urban complexities, such as the demand for flexible, adaptable spaces and the promotion of diverse, inclusive neighborhoods. A more flexible and context-sensitive zoning approach is recommended along the corridor to address the dynamic challenges of contemporary urban/suburban development and increase land use options.

MONTROSE TODAY

LAND USE + ZONING

C-GR

Established to provide for a wide range of retail and service uses, including high intensity retail and service uses, such as large-scale retail establishments that meet the shopping needs of the community and the region. This District is an appropriate location for developments featuring multiple retail and service uses on large sites with parking and drives for multiple tenants and coordinated signage and landscaping.

PERMITTED USES	PERMITTED USES WITH ADDITIONAL RESTRICTIONS	CONDITIONALLY PERMITTED USES	PROHIBITED USES
<ul style="list-style-type: none">• Retail goods and personal services• Restaurants and Nightclubs• Accessory uses normally and regularly associated with the principal uses listed above• Offices of governmental agencies• Signs	<ul style="list-style-type: none">• Air-conditioning, cabinet making, carpentry, heating, plumbing, painting, roofing, sheet metal, upholstery• Dry cleaning, cleaning and dyeing, and laundry service.• Repair services for machinery and equipment establishments	<ul style="list-style-type: none">• Bed and Breakfast• Churches• Clubs and Lodges• Day Care Center• Drive-up Window Facility• Gasoline Service Station• Transient Hotels• Life Care Facility• Recreational Facility• Schools / Educational Facilities• Theatre and assembly uses	<ul style="list-style-type: none">• Any proposed use that is not listed in the C-GR District as a permitted or conditional use, and not in accordance with the Comp. Land Use Plan, current or future JEDD agreement, or detrimental to or endanger the public health, safety or general welfare, and• Is not substantially similar, as regards its land-use impacts on surrounding properties

Height Regulations: Less than or equal to 35' high

MONTROSE TODAY

LAND USE + ZONING

C-HS

Established primarily to provide for retail and service uses that are typically located near major thoroughfares and that are compatible with, but not exclusively for, highway travel and the accommodation of all night and rest stop services. This District is not intended to accommodate large-scale high intensity retail and service uses.

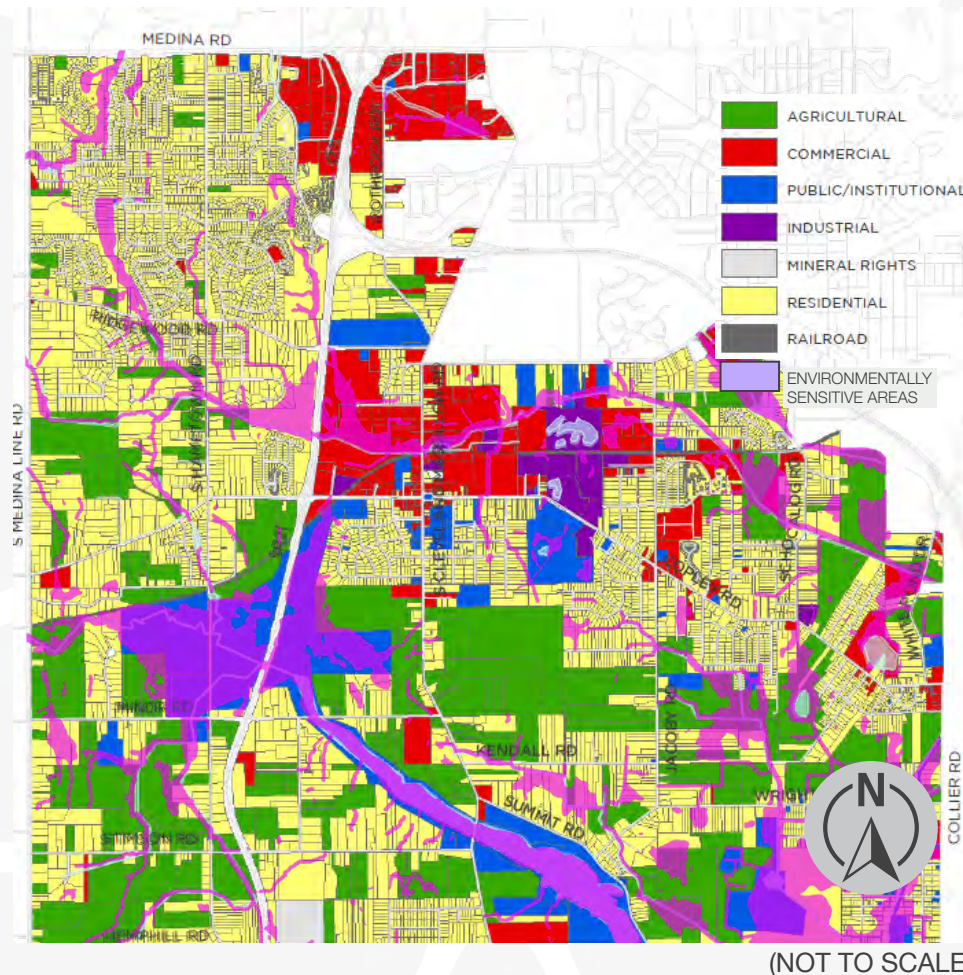
PERMITTED USES	PERMITTED USES WITH ADDITIONAL RESTRICTIONS	CONDITIONALLY PERMITTED USES	PROHIBITED USES
<ul style="list-style-type: none">• Highway-oriented services and retail, including, but not limited to gasoline service stations and restaurants.• Smaller retail goods and personal services• Accessory uses normally and associated with the principal uses• Signs• Offices of governmental agencies	<ul style="list-style-type: none">• None listed	<ul style="list-style-type: none">• Drive-up Window Facilities• Truck Servicing, including the provision of fuel, food and sleeping rooms• Wind Turbines• Transient Hotels	<ul style="list-style-type: none">• Any proposed use that is not listed in the C-HS District as a permitted or conditional use, and not in accordance with the Comp. Land Use Plan, current or future JEDD agreement, or detrimental to or endanger the public health, safety or general welfare, and• Is not substantially similar, as regards its land-use impacts on surrounding properties

Height Regulations: Less than or equal to 35' high

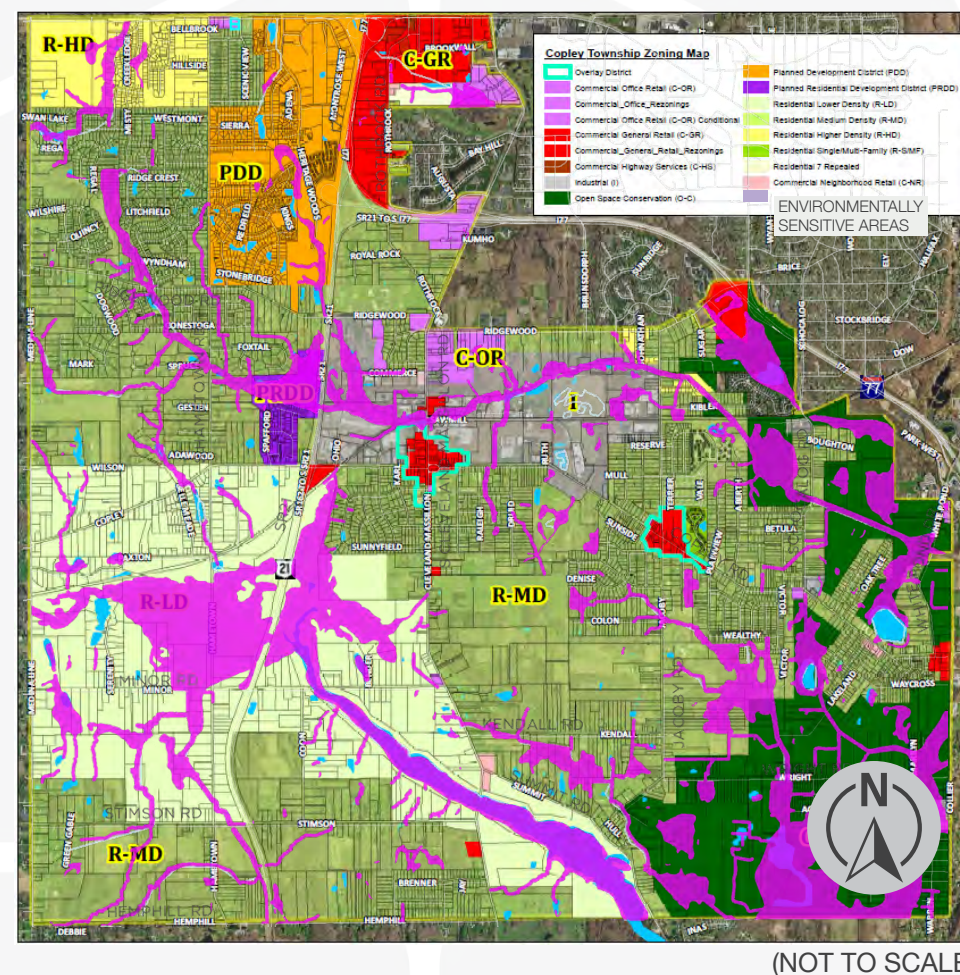
MONTROSE TODAY

LAND USE + ENVIRONMENTALLY SENSITIVE AREAS

LAND USE + ENVIRONMENTALLY SENSITIVE AREAS (2021)



ZONING + ENVIRONMENTALLY SENSITIVE AREAS (2018)



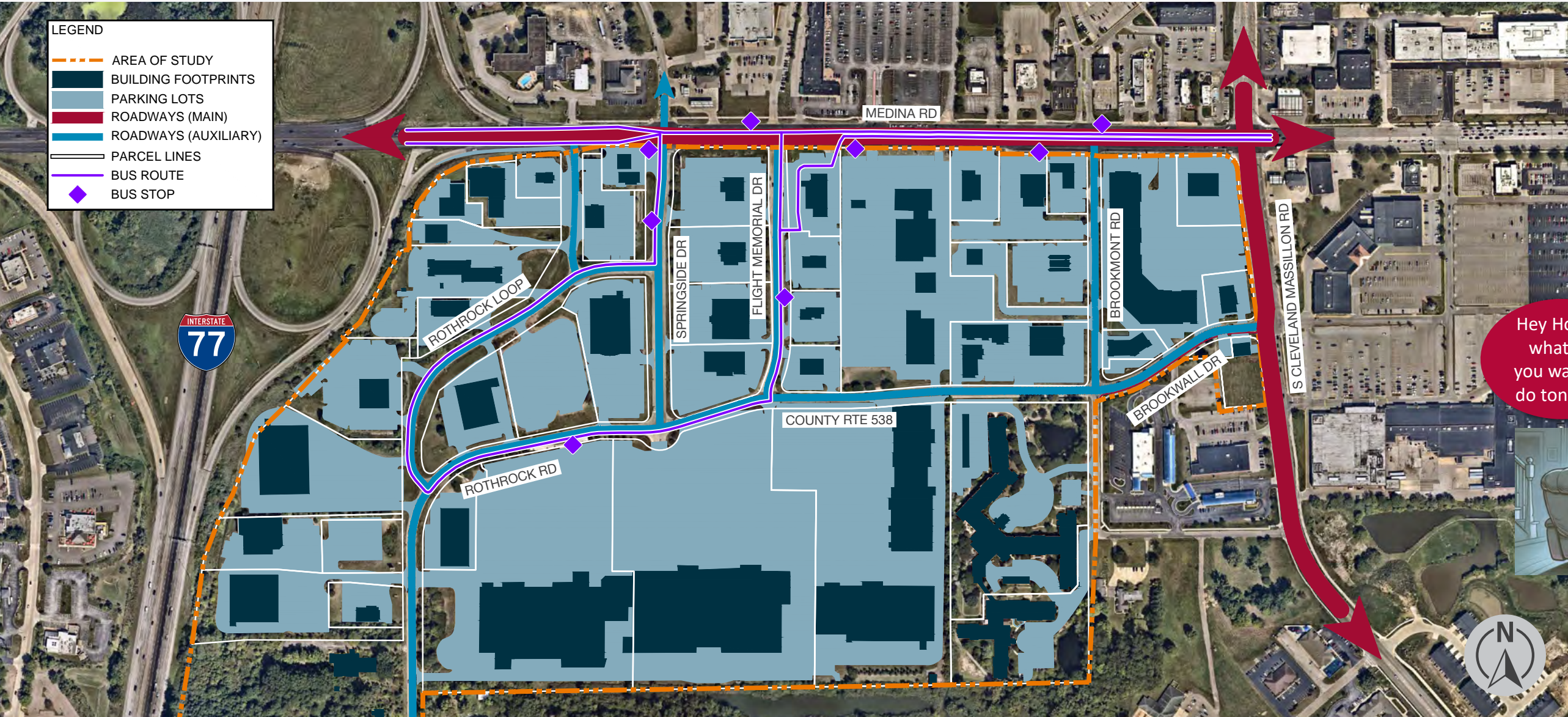
Recommendations from this effort that overlap with the Montrose mini-plan include:

- Implementing a Sustainability Checklist that would be performed for each proposed development. It would be completed by both developers and township staff. This checklist can be used to highlight sustainable features of the developments and help the township communicate its sustainability goals to developers.
- Designating the study area as a Priority Development Area (PDA) under the Ohio Balanced Growth Initiative and as a 15-minute Neighborhood. The study area already includes several key components of these standards, such as transit connections, existing development, utility infrastructure, and highway access. However, it lacks sidewalk connections, greenspaces, regional stormwater controls, and civic spaces.
- Increase tree canopy in existing neighborhoods by exploring enhancements to the existing tree preservation code, including new regulations and grant programs to encourage tree plantings.

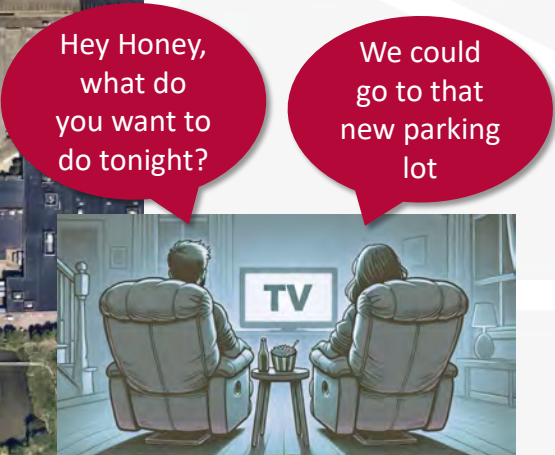
Kimley-Horn was also engaged to assist Copley Township staff in identifying and developing strategies to integrate initiatives that promote sustainable development, protect natural resources, and enhance the tree canopy in residential and commercial areas as part of the broader update to the Comprehensive Land Use Plan.

MONTROSE TODAY

CIRCULATION, PARKING, MOBILITY FEATURES



Large areas of impervious surface are a defining character element of the study area – there are significant opportunities to improve the visual quality of the study area through increased landscaping and increases in the amount and quality of required open space provided.



(NOT TO SCALE)

MONTROSE TODAY

CIRCULATION, PARKING, MOBILITY FEATURES



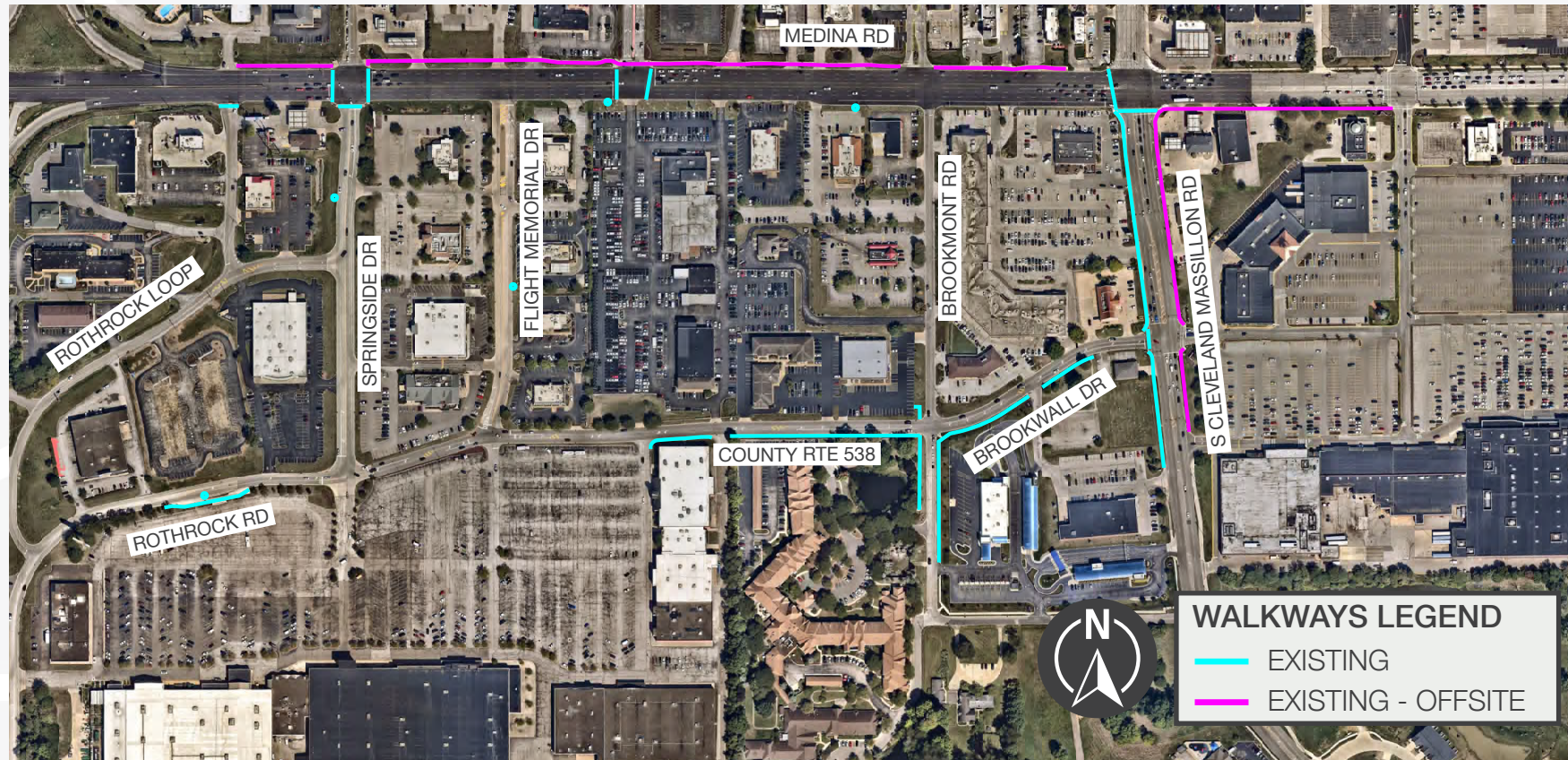
PARKING REQUIREMENTS

RETAIL	- Vehicle - 1 per 250 gsf - Bicycle - 2, or 1 per 5000sf	9.03.A – TABLE A
SPACE SIZE	9' x 18'	9.03.C.1
SETBACKS	Minimum Twenty (20) feet from public right-of-way	
LANDSCAPE, SCREENING, BUFFERING	Parking facilities, shall have an area exceeding five percent (5%) of the actual area of parking spaces for landscaping	9.06.B.2
SHARED	Available	9.02.G.3

Required parking counts per Gross Square Foot (gsf) are high, parking space size is adequate and efficient, minimum setback could be increased and accommodations for pedestrians and cyclists could be introduced, and landscaping requirements are very low. Availability of shared parking and requirements for bicycle parking are positives for any mixed-use redevelopment scenario in the focus area.

MONTROSE TODAY

CIRCULATION, PARKING, MOBILITY FEATURES



(NOT TO SCALE)

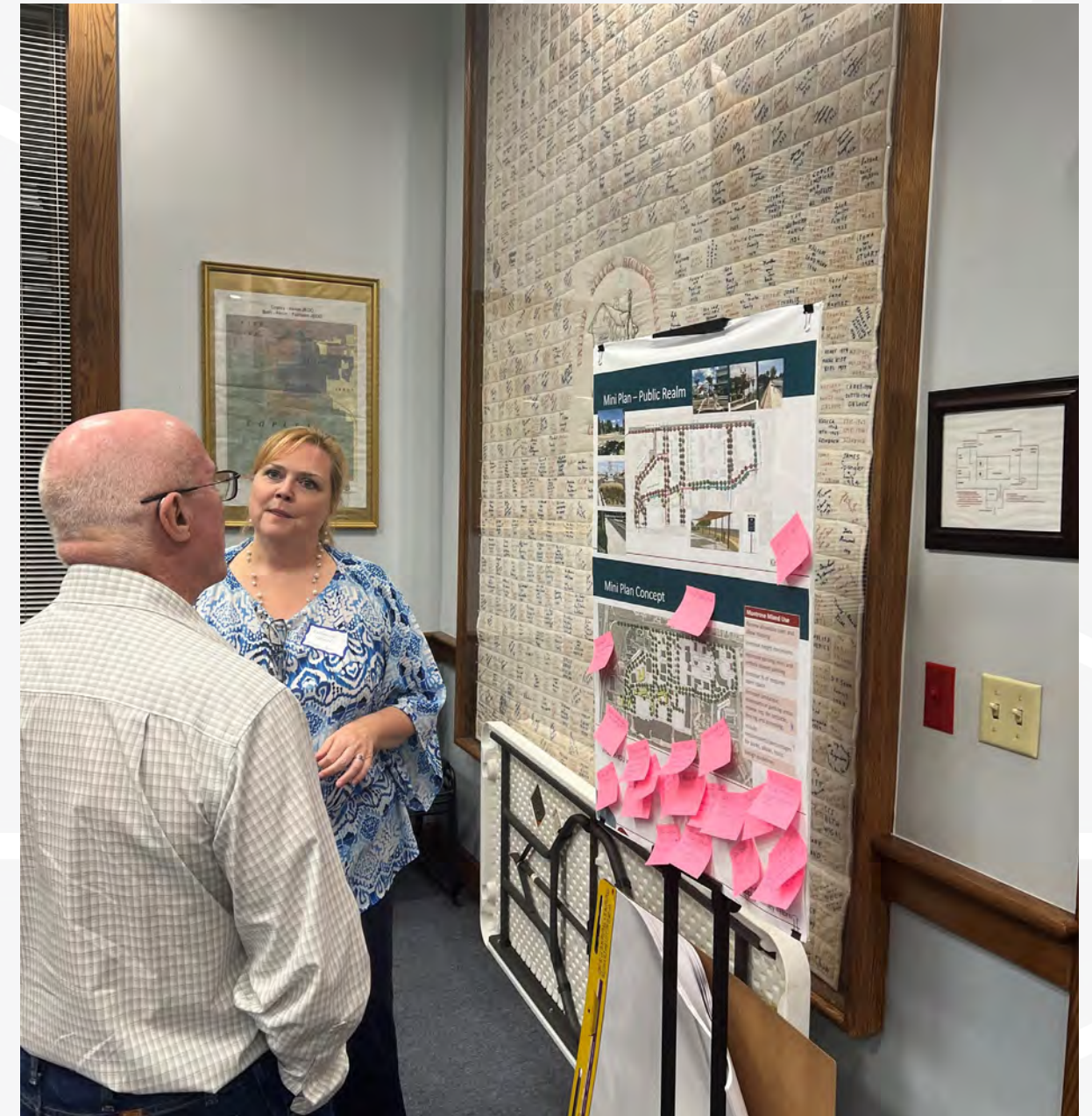
The focus area is nearly devoid of accommodations for pedestrians and cyclists. Akron Metro riders must walk in the street, or alongside of the street in the grass, and transit waiting environments lack shelter or other accommodation.



ASSETS, ISSUES, OPPORTUNITIES

Kimley-Horn presented the previous information to approximately 25 participants at an in-person Town Hall. At the Town Hall meeting, the following comments were received about the study area:

- Existing area should require traffic impact studies
- Further development desired west of I-77
- Existing 4-Way Stop Sign intersections make road navigation difficult
- Large amount of land around land south of focus area is unused and undeveloped
- Existing spaces need to be mutually integrated/connected
- Any proposed improvements should encourage residents to patronize area
- Existing area is dangerous after dark
- Proposed area should provide a more walkable experience
- Proposed area should not be an automobile-centric experience
- Create a destination
- Work with Bath and Fairlawn and solve the area's problems together



MONTROSE TOMORROW

MINI-PLAN - PUBLIC REALM

Through collaboration with staff, mapping and analysis, on site observation, and public engagement, a number of recommendations were considered in the development of the Concept Plan of the Montrose Neighborhood to enhance a sense of place/placemaking within the public right-of-way, and increase multi-modal connectivity and safety.

Recommendation – Preliminary Design and Engineering Study

Further define and refine improvements within the public right-of-way for:

- Pedestrian and bicycle accommodation
- Increased landscaping
- Increased connectivity and safety
- Define potential project costs
- Identify funding and implementation strategy

Recommendation – Branding, Wayfinding, Signage Master Plan

- Develop unified design vision for branding Copley's Montrose Neighborhood to provide visitors and potential future residents with a welcoming and easy navigational experience.

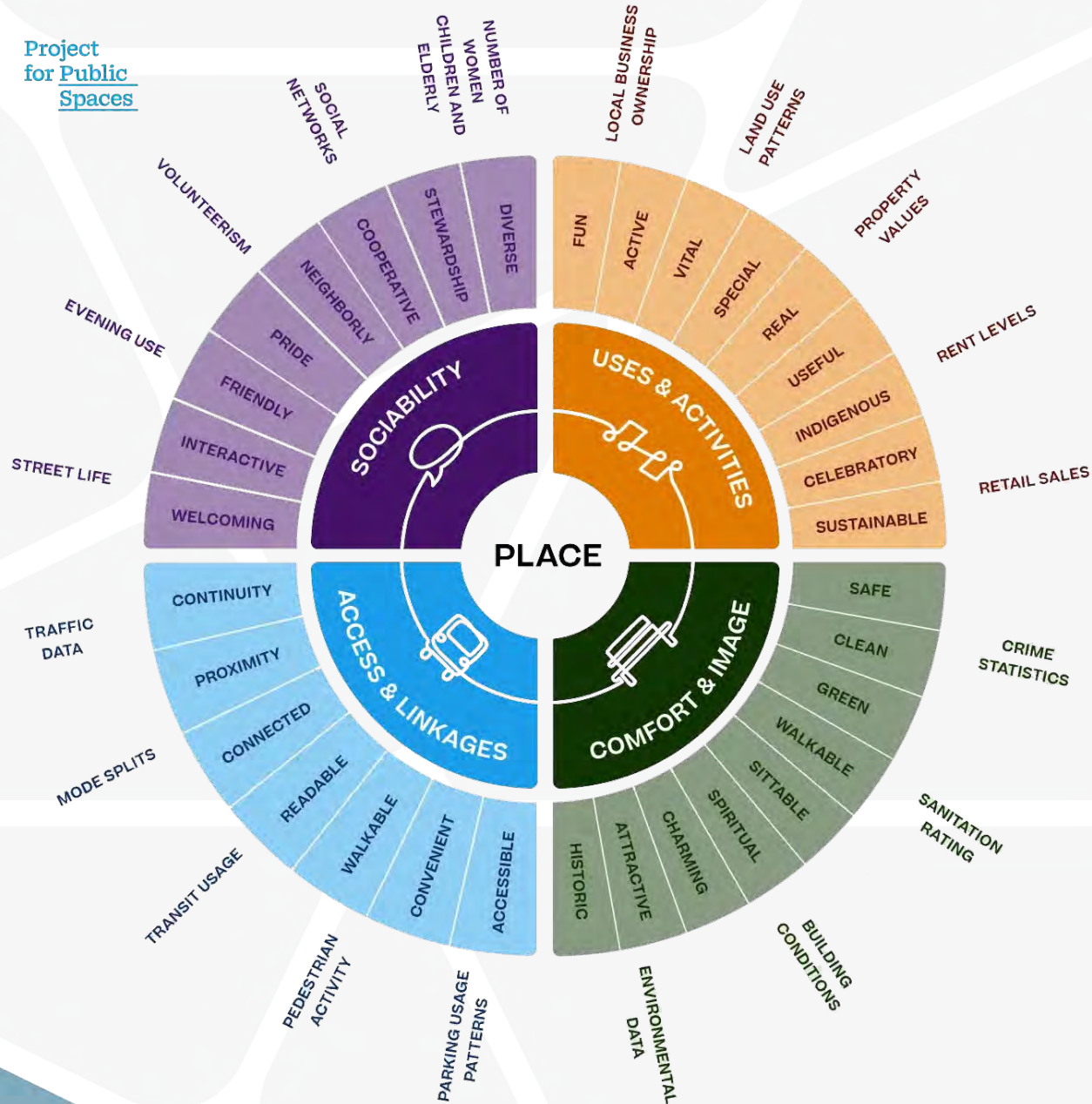
Recommendation – TWP to engage/collaborate with Bath and Fairlawn, and perform a joint traffic safety and connectivity analysis to jointly examine:

- Market Street
- Cleveland-Massillon Road
- I-77, SR 18 - Medina Road Interchange
- Multimodal Connectivity and Safety
- Sustainability and Placemaking
- Re-imagine Rothrock Loop - Allow car traffic, restrict truck traffic:
 - Weight and Size Restrictions
 - Designate Truck Routes – Cleve-Mass, SR 18
 - Time-Based Restrictions
 - Narrow Lanes and Traffic Calming
 - Roundabouts and Tight Turns
 - Height and Length Restrictions - put a gateway element over the road that trucks can't get past
 - Environmental Zoning - Create low-emission or environmental zones for heavy trucks
 - Weight-Sensitive Road Surfaces - Use road surfaces that are more sensitive to heavy vehicles (e.g., cobblestone streets)

MONTROSE TOMORROW

PLACEMAKING

Project
for Public
Spaces



TOWN HALL PARTICIPANT-VOTED PREFERENCES



BRANDING + IDENTITY



CONNECTIVITY + SAFETY

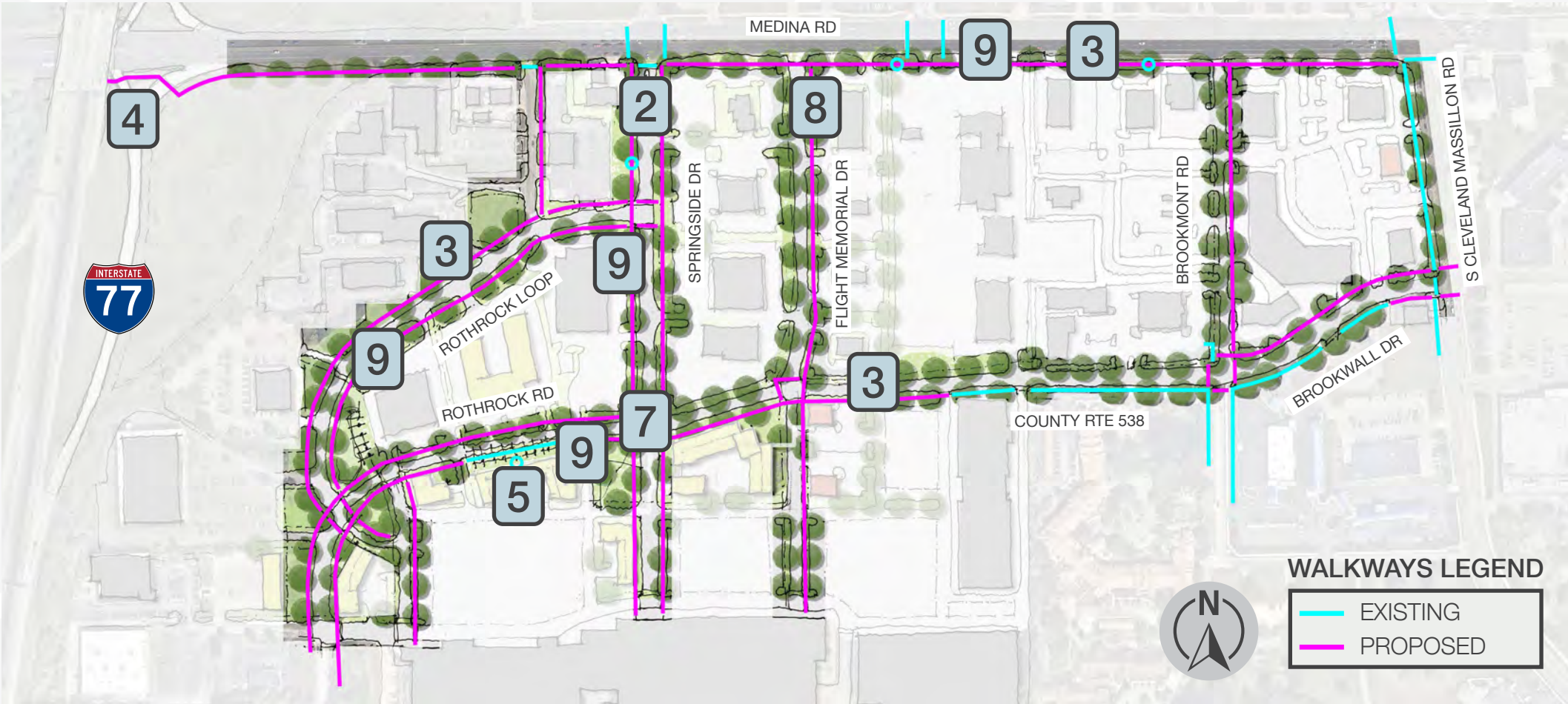


LANDSCAPE



PLACES FOR PEOPLE

MINI-PLAN - PUBLIC REALM



MONTROSE TOMORROW

CIRCULATION, PARKING, MOBILITY FEATURES

ROAD DIET - FLIGHT MEMORIAL DRIVE



EXISTING CONDITION

The existing street network seems very wide for the traffic observed upon our site visits, yet the community expressed concern over traffic stacking and congestion near recent drive-thru establishments. The extra width could be used to accommodate pedestrians and cyclists, and introduce street trees, pedestrian lighting and other amenities. A traffic impact study of the focus area would help determine the impact of an existing, recent, and future development on the surrounding transportation network, the findings and recommendations of the study could be used to determine if any improvements or mitigations are necessary to accommodate the additional traffic generated by the development.



PROPOSED IMPROVEMENTS

MONTROSE TOMORROW

CIRCULATION, PARKING, MOBILITY FEATURES

COMMON USE AREAS - BROOKWALL DR. (CR 538)

9.06.B.3. Minimum Setbacks. All parking spaces must be a minimum of twenty (20) feet from the public right-of-way



EXISTING CONDITION

38 ft.



PROPOSED IMPROVEMENTS

VARIES

38 ft.

COMMON USE
AREA, 20-25 ft.

Creating a common use area or easement in the ordinance along Rothrock Rd./Brookwall Dr. and the southern side of Medina Rd. (SR-18) would create room to accommodate pedestrians and cyclists, and introduce street trees, pedestrian lighting and other amenities.

MONTROSE TOMORROW

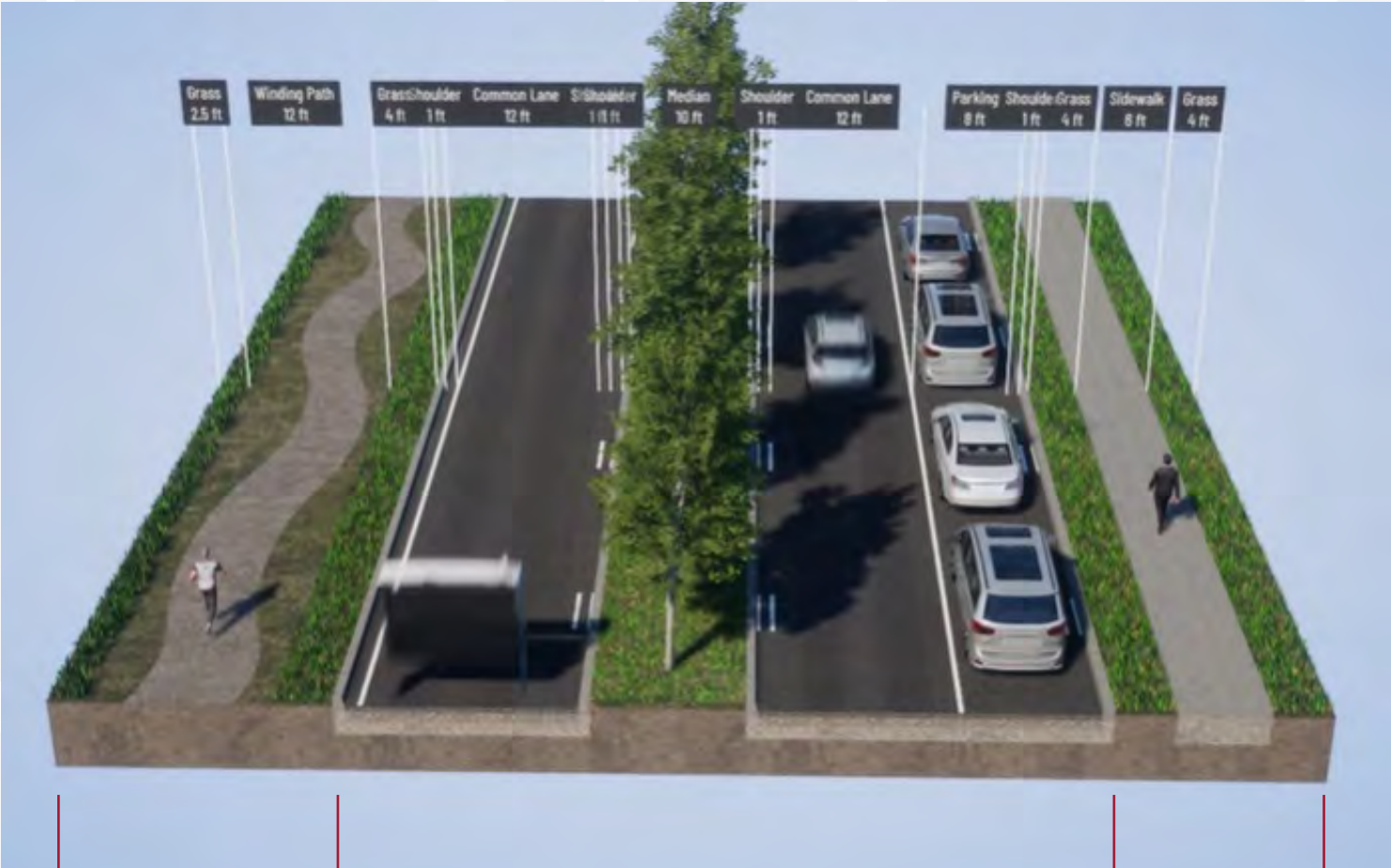
CIRCULATION, PARKING, MOBILITY FEATURES

ROAD DIET - SPRINGSIDE DRIVE

Similar to other streets in the focus area, extra width (if available) could be used to accommodate pedestrians and cyclists, and introduce street trees, pedestrian lighting and other amenities.



EXISTING CONDITION



PROPOSED IMPROVEMENTS

VARIES

50 ft.

VARIES

MONTROSE TOMORROW

MINI PLAN - FUTURE LAND USE + ZONING



PROPOSED IMPROVEMENTS

(NOT TO SCALE)



MONTROSE TOMORROW FUTURE LAND USE + ZONING

Similarly, through collaboration with staff, mapping and analysis, on site observation, industry research and knowledge of best practices, and public engagement to determine community preference for the physical future of the area recommendations were considered after evaluating current zoning focusing on encouraging new development and new development patterns.

The Mini-Plan envisions redevelopment into a mixed-use community to improve full-day activity in the study area. The future land use (high-level zoning) recommendations outlined here are a potential step towards encouraging land use changes that support and encourage reinvestment and redevelopment. Future zoning changes would necessitate collaboration with the JEDD given the Township's obligation to maintain the existing zoning of the properties devoted to business, commercial or industrial uses, within the District.

The focus area's current zoning, while providing a straightforward approach to land use regulation, has one major drawback in its tendency to create rigid, single-use zones, leading to spatial inefficiencies and the segregation of different land functions. Referred to as Euclidean zoning - this form of zoning does prevent incompatible land use but can contribute to urban sprawl and lack of mixed-use development, hindering the creation of more walkable and sustainable communities.

Additionally, Euclidean zoning may not adequately address modern urban complexities, such as the demand for flexible, adaptable spaces and the promotion of diverse, inclusive neighborhoods. A more flexible and context-sensitive zoning approach is recommended along the corridor to address the dynamic challenges of contemporary urban/suburban development and increase land use options.



MONTROSE TOMORROW

WHY MIXED USE?

Mixed-use developments are designed to incorporate a variety of different land uses within a single project. This concept has gained popularity due to several reasons:

- 1. **Efficient land use:** Mixed-use developments maximize the efficient use of land by combining residential, commercial, and recreational spaces in one location. This helps to minimize urban sprawl and reduce the need for extensive infrastructure development.
- 2. **Increased convenience:** By providing a mix of residential, commercial, and recreational spaces, mixed-use developments create a more convenient and walkable environment. Residents can easily access amenities such as shops, restaurants, parks, and entertainment options within close proximity, reducing the need for long commutes.
- 3. **Vibrant and lively communities:** Mixed-use developments create a vibrant and lively atmosphere by bringing together people from different backgrounds and interests. The combination of residential, commercial, and recreational spaces fosters social interaction and community engagement.
- 4. **Economic benefits:** Mixed-use developments can have positive economic impacts by attracting businesses, creating jobs, and increasing property values. The combination of residential and commercial spaces can support local businesses and contribute to the local economy.
- 5. **Environmental sustainability:** By promoting walkability and reducing the dependence on cars, mixed-use developments can help reduce traffic congestion and lower carbon emissions. Additionally, the integration of green spaces and sustainable design practices can contribute to environmental sustainability.

Overall, mixed-use developments offer a holistic and integrated approach to urban planning, creating vibrant, convenient, and sustainable communities.

MIXED-USE

BALANCED	RESIDENTIAL DOMINANT	COMMERCIAL DOMINANT IN HIGH-DEMAND AREAS
<ul style="list-style-type: none">Common approach - 60-40 or 70-30 ratio, residential equals 60-70% of the development, with commercial (retail, office, etc.) accounting for 30-40%	<ul style="list-style-type: none">In urban or suburban contexts - 75-25 split (residential to commercial) might be used, with a focus on maximizing housing to ensure a stable, long-term revenue streamCommercial spaces in this model are often smaller in scale, catering to neighborhood-serving businesses (e.g., restaurants, cafés, essential services) that complement the residential population	<ul style="list-style-type: none">In some city-center locations with strong demand for office space or retail, the ratio could lean more heavily on commercial, such as 50-50 or 40-60 (housing-commercial)This might be financially sustainable where commercial tenants pay higher rents or where a vibrant retail environment boosts residential property values

MONTROSE TOMORROW

FUTURE LAND USE + ZONING

Recommendation - Consider creating a new mixed overlay to encourage conversion of under-performing single use retail within the Montrose Neighborhood centers into mixed-use spaces through revisions and adjustments to the Zoning Ordinance.

- Provide for greater flexibility within the focus area to provide mixed use areas
- Encourage a more creative, varied, efficient, and attractive development pattern
- Provide an effective means of responding to site conditions, including environmentally sensitive conditions and sustainability
- Promote a walkable community with pedestrian-oriented buildings and open spaces
- Promote a walkable community with accommodations for cyclists and pedestrians within and along the public right-of-way
- Create and support lively, human-scaled activity areas and gathering places for the community by encouraging civic uses, plazas, and a mix of uses
- Integrate new development and adaptive reuse by allowing a mix of compatible uses that provide for community-benefiting services as well as a variety of living opportunities

MONTROSE MINI PLAN

Review allowable uses and allow housing

Increase height minimums

Decrease parking minimums and rethink shared parking

Increase % of required open space

Increase landscape minimums in parking areas, review required for setbacks, fencing and screening

Include requirements/percentages for parks, plazas, trails.

Design guidelines