2 Introduction

2.1 History

Pre-history: Indian Point, the Erie, and the Whittlesey

Indian Point, a 100-foot-long ridge between Paine Creek and the Grand River, is named for a structure built by an Indian tribe long before Europeans settled in Ohio. Two parallel mounds, the purpose of which is unknown, are all that remains. The most common theory suggests the structure was a fortification, since it was easily defended with steep cliffs on two sides. Near the structure, many huts and small clusters of houses have been excavated by archaeologists, with many still to be unearthed. However, other structures in the area may have been disturbed by plowing and development after European settlement.

The Erie Indians, sometimes referred to as the "Cat Nation," inhabited the area south of Lake Erie near Buffalo, and were said to have lived as far west as Sandusky. Estimates of their size put their population at about 10,000 to 16,000 people in 1600.

The Erie eluded European contact, and most information regarding the tribe came from second-hand accounts passed on to historians from other tribes. The Erie supposedly lived in traditional long houses located in scattered, stockaded villages. They were farmers and hunters, like surrounding tribes. During warm weather, the Erie grew and harvested corn, beans and squash. Following the harvest, they would embark on the winter hunt, living in winter camps.

The Erie exhausted their local supplies of beaver, which they used to trade with other tribes for the white man's wares. They started to encroach on other tribes hunting areas, leading to warfare. In the mid-1650s, the Erie were also joined by a number of Huron refugees, fleeing from the decimation of their Confederation by the Iroquois. The Iroquois, however, demanded that the Erie give these Huron over to them. The Erie refused. A tense standoff lasted for nearly two years. It boiled over when all thirty Erie representatives at a peace conference were killed by the Iroquois.

The Erie inflicted heavy losses on the Iroquois but, without the benefit of firearms, they were ultimately destined to failure. By 1656 the Erie were a defeated people. The few that were not killed were assimilated into the victorious tribes, most notably the Seneca.

A growing group of historians and anthropologists believe the Erie Nation never extended beyond western New York. Instead, they believe the Whittlesey people were the last protohistoric residents of Northeastern Ohio. Like the Erie, the Whittlesey lived in semi-permanent settlements, leading a farming lifestyle. Archaeological evidence of

Whittlesey settlements have been found in the Chagrin and Cuyahoga River valleys, along Grand River, and along Lake Erie.

It is believed the Whittlesey people lived in the area from about 900 to 1650, after which they moved from northeastern Ohio around 1650 to the Ohio Valley to join other tribes such as the Shawnee, Seneca and Mingo. With the migration of the Whittlesey from the area, other tribes moved in. Clear cutting sections along the Grand River for growing crops, northeastern Ohio became home to tribes from the Senecas, Wyandots, Ottawas, Chippewas, Cayugas, Tonawandas, Iroquois, and Delawares.

The Indian Point area saw later use as a military camp for high school boys and a Finnish camp. Indian Point Park, occupying 261 acres, was established by Lake County Metroparks in 1964. In 1974 Indian Point Park was entered into the US Department of the Interior National Register of Historic Places.

Western Reserve

As well as being occupied by several Indian peoples, the area that would become Leroy Township was at one time claimed by Quebec, Virginia, New York, Pennsylvania and Connecticut. The French explored and possibly occupied the region in the 1600's and early 1700's, and claimed it by right of exploration and discovery. The English entered the area in battle against the French for control of the western lands in the late 1750's and early 1760's. The French abandoned Fort Duquesne (now Pittsburgh), and England defeated the French at Quebec, and Niagara, establishing ownership of the Western Reserve.

Western Reserve

During the Revolutionary War, pioneers primarily from Virginia established themselves west of the Allegheny Mountains, principally in Kentucky. George Rogers Clark, a Virginian who settled in Kentucky, convinced Virginia Governor Patrick Henry of the necessity of obtaining independence for the western lands at the same time the colonies were struggling for their independence. Clark feared that without a presence west of the Alleghenies, the Colonies would only extend to the mountains if they won independence.

Clark was commissioned by Patrick Henry to capture the military ports held by the British in the Northwest. He enlisted seven companies of pioneers and defeated the British. Virginia claimed the territory, including the lands of the Western Reserve. At the Treaty of Peace at Paris in 1783, England insisted that the Ohio River was the boundary of the United States. The colonies sustained their claim to the northwest land on the basis that Virginia was in undisputed possession at the close of the Revolutionary War.

Although Virginia claimed the lands in the Western Reserve, New York claimed the land by its charter of 1614 granted by the King of England, Pennsylvania by its charter granted to William Penn in 1664, and Connecticut by its charter granted in 1662. All the royal charters granted land claims to the colonies westward to the mythical "South Sea." Indian nations also claimed these same lands.

It became evident that the only way to open up the Northwest for settlement would be for the states to grant their claims to the United States. Virginia gave up all rights to the land, and Pennsylvania and New York agreed on western boundaries and released remaining lands to the federal Congress. In 1786 Connecticut agreed to give up its claim to the portion of the land that crossed New York and Pennsylvania, and remaining land to the west except for a portion south of Lake Erie, west of Pennsylvania lying between 41° and 42° 2” latitude.

The United States Confederation Congress (the government prior to the Constitution), passed the Land Ordinance of 1785, which described how the Government of the United States was going to sell land. It also established the Public Land Survey System and townships. It also required that Section 16, a one square mile section, be revised for public education. The Confederation Congress then passed the Northwest Ordinance of 1787, which set up the Northwest Territory, a government for the territory and process for how the land to become states. The ordinance was reaffirmed by the 1st Congress of the United States as the Northwest Ordinance of 1789.

In 1792, the Connecticut legislature granted 500,000 acres of the western portion of New Connecticut to citizens whose property had been burned by the British during the war. These lands were called the "Fire Lands."

In 1795, Connecticut sold the remaining three million acres of land to John Caldwell, Jonathan Brace, and John Morgan, trustees for the Connecticut Land Company. The

Connecticut Land Company extinguished all Indian title to the west of the Cuyahoga River, and in 1796 surveyed the area and divided it into townships. A township designated “Town 10, Range 7 of the second tier of townships” would be named Chesterfield, after a town in Massachusetts. In 1798, a highway that would eventually be known as Girdled Road was cut through the township and the Western Reserve. Connecticut ceded the Western Reserve in 1800, with the condition that Congress guarantee land titles already granted there. The legacy of the region’s Connecticut roots can be seen today in place names, architecture, family histories, and a "Yankee" flavor instilled by its early settlers.

Yankee settlement

When surveyors first made their way to Town 10, they found an area filled with old-growth forest, deer, fowl, and, more ominously, bobcats, lynx, bears, wolves and rattlesnakes. They also found well-drained soil, suitable for farming and not prone to swamp-bred malarial diseases, and waterways that could provide gravity power for milling and basic industry.

Benjamin Bates and Luther Parsons were named the Township’s first “Overseers of the Poor” in 1820. The Overseers’ duties included offering less than a warm welcome to the poor in Leroy. The Town Constable had a duty to warn poor people who did not have legal residence to “wheel to the right and march without the limits out of our said township.”

The 16,000 acres (6,500 hectares) of Town 10 were divided into eighty 200-acre (80 hectare) lots, sold for the bargain price of $2.50 an acre to buyers competing for the land through a lottery. In 1802, Amasa Clapp sent his sons, Paul and Elah, from Massachusetts to clear and improve a tract of land that would become their farm. The Clapps would be the first settlers in the township, and they would be followed by many others from Massachusetts.

Yankee settlers were mostly yeoman farmers of the "middling sort" - the sixth and seventh generation descended from Puritan dissenters, who arrived in family groups from all parts of England, though predominantly from East Anglia. They were diligent, orderly, literate, with a talent for working wood, and putting things together out of almost nothing. Like the Indians they displaced, they were practical and frugal. Unlike the Indians, they had a strong desire to possess the land, clear it and make it yield.

The fledgling township was incorporated in 1820. The first trustees included Hendrick Paine, Solomon Williams and Henry Brakeman. The agenda of the first trustee meeting included a tax levy for highways, at $1 a frontage-acre, paid through the labor of township residents and use of their animals, equipment and materials.

Le Roy, New York was originally named Bellona, but was later renamed to honor Herman Le Roy, a wealthy businessman from New York City. In the late 1700s, Le Roy purchased 85,000 acres in what was to become Genesee County, New York from the Holland Land Company.

In the late 1820s, the township received an influx of settlers from Le Roy, New York, a village located between Buffalo and Rochester. The name of Chesterfield Township was changed to LeRoy shortly

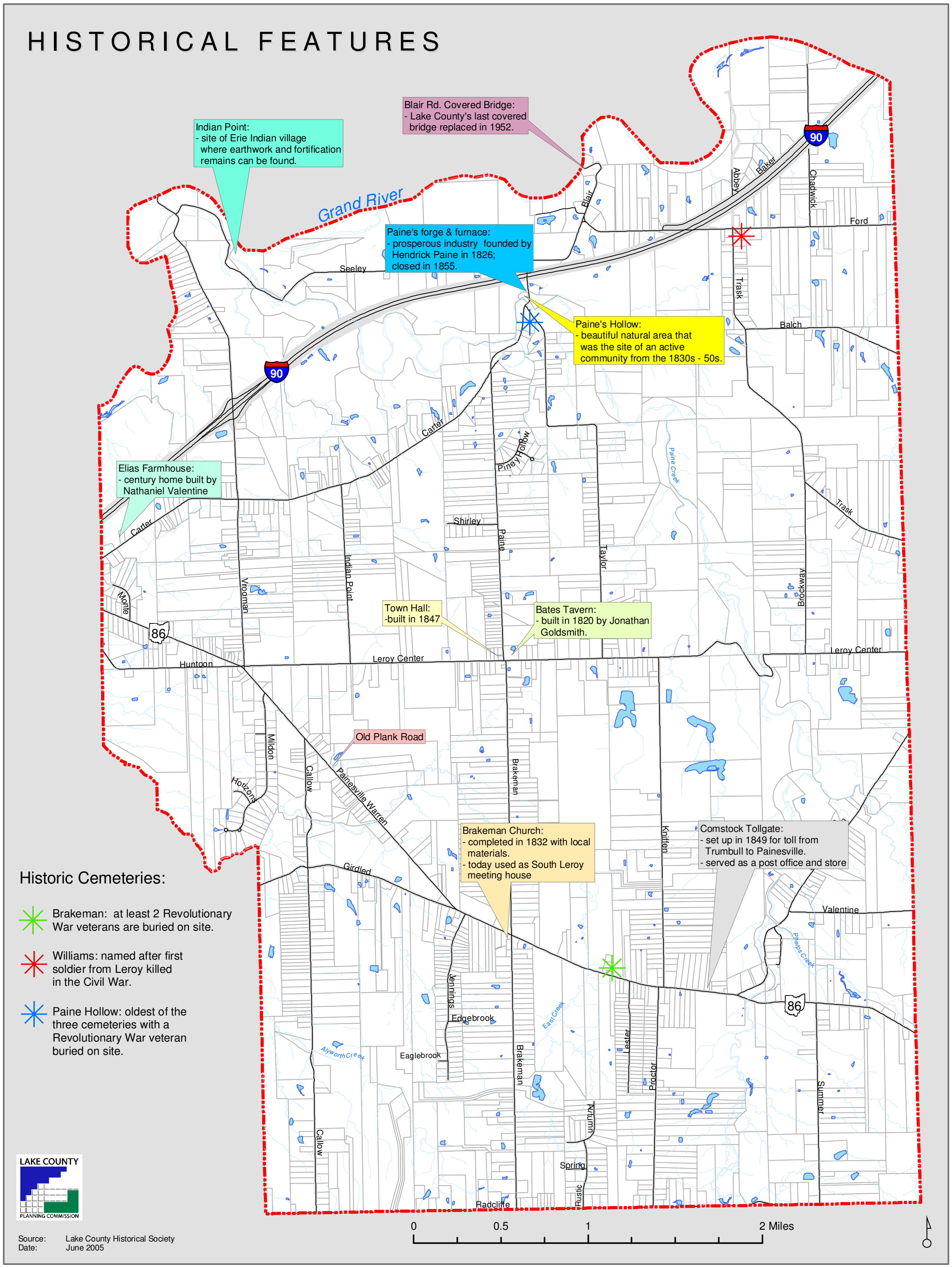
afterwards.

In 1830, the township was home to 652 residents, just a bit smaller than a village of 1,075 people 35 miles to the west named “Cleaveland.”

Industrial boom and bust

In 1818, Colonel Hendrick Paine, nephew of the General Paine who is the namesake of Painesville, acquired a parcel at what is now called Paine Falls. Knowing that the waterfall would provide good hydraulic power, Paine built a grain and saw mill at the site. Paine later established a forge, tannery, and charcoal ashery. Paine Hollow, following Paine Road northeast of Carter Road, would later attract a blacksmith shop, wagon shop, tool handle factory, tavern and distillery. A school opened to educate children of workers that lived in Paine Hollow.

No formal villages were platted in the township, but several other hamlets emerged where industrial uses were concentrated. Warner Mill, Bates Mill, and a stone quarry operated in southeast Leroy Township, where Painesville Warren Road crosses Bates Creek. One mile northeast of the mills, along Leroy-Thompson Road, there was a chair factory and a broom factory. The booming township also had a pocket furnace along the Grand River, near Blair Road; two cider mills; two basket factories, and a cheese factory.


HISTORICAL FEATURES
Indian Point:
- site of Erie Indian village where earthwork and fortification remains can be found.
Blair Rd. Covered Bridge:
- Lake County's last covered bridge replaced in 1952.
Grand River
Paine's forge & furnace:
- prosperous industry founded by Hendrick Paine in 1826; closed in 1855.
Paine's Hollow:
- beautiful natural area that was the site of an active community from the 1830s - 50s.
Elias Farmhouse:
- century home built by Nathaniel Valentine
Town Hall:
-built in 1847
Bates Tavern:
- built in 1820 by Jonathan Goldsmith.
Old Plank Road
Brakeman Church:
- completed in 1832 with local materials.
- today used as South Leroy meeting house
Comstock Tollgate:
- set up in 1849 for toll from Trumbull to Painesville.
- served as a post office and store
Historic Cemeteries:
Brakeman: at least 2 Revolutionary War veterans are buried on site.
Williams: named after first soldier from Leroy killed in the Civil War.
Paine Hollow: oldest of the three cemeteries with a Revolutionary War veteran buried on site.
LAKE COUNTY
PLANNING COMMISSION
Source: Lake County Historical Society
Date: June 2005
0 0.5 1 2 Miles

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The boom would go bust in the 1850s, after the area was stripped of trees, depleting fuel wood and destroying the watershed feeding streams that powered the mills. Paine Hollow and other hamlets quickly became ghost towns, and today little remains of the industrial past of Leroy Township. Pease Mill, along Big Creek at Cascade Falls, operated until 1890, and was torn down after a heavy snowfall collapsed the roof in 1951. In 1911, the Leroy Grange purchased the Harrison Basket Factory building, on Brakeman Road south of Leroy Center Road.

Underground Railroad

Ohio was a free state, where ownership of slaves was not allowed. Early settlers of Leroy Township, most from New England, never owned slaves, and had little association or sympathy with the slave states of the South. One home in the township became a station on the Underground Railroad. Uri Seeley, namesake of Seeley Road, constructed a hidden room on the second floor of his farmhouse. Slaves from Southern states would stop at Seeley's house, and then continue up the Grand River to Fairport Harbor, and on to freedom in Canada. Another important Leroy Township resident sympathetic to the cause was A.W. Vrooman, namesake of Vrooman Road.

Agriculture and suburbanization

The population of Leroy Township dropped through the second half of the 19th century, from 1,128 in 1850 to just 632 in 1890. The population would not rise above 1,000 residents until the 1960 Census.

After the fledgling industrial base disappeared in the 1850s, the township returned to its agricultural roots. Although Amasa Clapp planted wheat when he and his sons established their farm in 1802, future wheat crops would be rare. Hay, corn, barley and soybean crops predominated into the 1950s and 1960s.

In the early 20th century, wealthy Cleveland residents built sprawling "gentleman's country estates" east of the city; some served as summer retreats, while other were year round residences. Most country estates were located in eastern Cuyahoga County and western Lake County, but there were two in the township, located on Vrooman Road near the current location of Interstate 90. The 167 acre (67 hectare) estate of Mr. Fohring, owner of SMA Baby Food Corporation, included a three hole golf course. Across the street was the estate of J.K. Patterson, owner of BPS Paints.

Many roads in Leroy Township were named after early settlers, including Balch, Blair, Brakeman, Brockway, Callow, Carter, Chadwick, Ford, Huntoon, Kniffen, Paine, Proctor, Seeley, Sumner, Taylor, Valentine and Vrooman.

Portions of Perry Township extended south of the Grand River in what is now northeastern Leroy Township. The River was a barrier to those in Perry Township

traveling to vote. At the request of Perry Township, the boundary line was shifted to the Grand River, with land south of the river ceded to Leroy Township.

Brakeman Road (LCPC)

Transportation would improve in later years. Hesperian Magazine in 1839 wrote "an Ohio road is a thing well known the world over, and sincerely abhorred by all its acquaintances," and Leroy Township provided no exception. Corduroy roads, with wooden poles laid crossways, were supplanted by plank roads, giving farmers access to the markets of Painesville and Fairport Harbor. These early privately-built roads were paid for with tolls; one toll gate still stands on Painesville-Warren Road west of Bates Creek. The first bridge taking Vrooman Road across the Grand River was built in 1879, and replaced in 1952 with a low-level bridge. That bridge was replaced with the current high-level bridge in 2018. Road paving began in the 1930s, and the township started a road department in the 1950s.

Through the 1950s, the Interstate highway system began to take form. In 1959, ODOT began construction of I-90 between Cleveland and the Pennsylvania state line. I-90 included an exit at Vrooman Road, giving township residents easy access to employment centers in western Lake County, eastern Cuyahoga County, and downtown Cleveland. With the coming of I-90, the township began to grow again, from 937 residents in 1950 to 1,502 in 1960, 2,505 in 1980, and over 3,128 today.

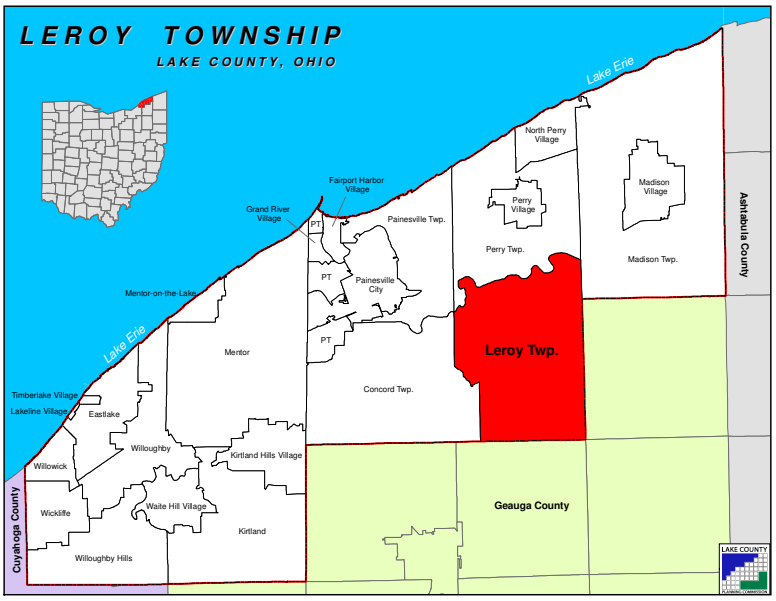
Growth in Leroy Township would not come in the form of large subdivisions, but rather the creation of large building lots carved from larger farm parcels. Middle class people working in the city could now have – and afford – a rural lifestyle previously enjoyed only by the wealthy and those that work the underlying soil. However, as demand for exurban building sites increased, the price of the land also rose, making subdivision and development more lucrative than agriculture.

2.2 Geography and geology

Location

Leroy Township, Ohio, is located 35 miles (53 kilometers) east of downtown Cleveland, in the southeastern corner of Lake County. The 25.4 square mile (65.8 square kilometer) township is bounded by Concord Township, Perry Township and Madison Township in Lake County, and Hambden Township and Thompson Township in Geauga County. At its closest point, Leroy Township is four miles (six kilometers) south of Lake Erie and its northern border is the Grand River.

The Census Bureau includes Leroy Township in the Cleveland-Akron Consolidated Metropolitan Statistical Area (CMSA) and the Cleveland-Lorain-Elyria Primary Metropolitan Statistical Area (PMSA).



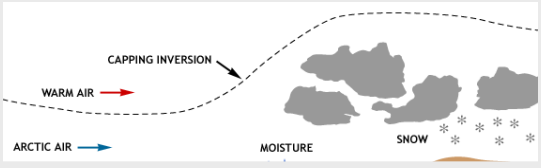
The urbanized area of Lake County has been expanding eastward, with the bulk of development between Lake Erie and I-90. Most of the township lies south of I-90 and the Grand River, outside of the more densely urbanized portion of the county, so the township is considered to be rural. Although the township is experiencing some growth, soil limitations, lack of utilities, poor accessibility, and distance from employment and retail centers limit the influx of new residents.

Geology

Past glaciation contributed to the physical characteristics of Leroy Township; a flatter, undulating landscape punctuated by deep stream and river valleys. Wisconsonian glaciers moved through the area from the northeast to southwest during the Ice Age, and scoured the landscape when they retreated. This left the ground covered with silt and thousands of boulders of Canadian rock.

The glaciers temporarily halted their retreat just north of Leroy Township, leaving behind a small ridge of glacial materials called a recessional moraine. This was an insignificant feature of the landscape until the glaciers continued their retreat and the predecessors of Lake Erie were formed. A large beach ridge and strand line was formed by the lake on top of this low-lying ridge. This geological formation was responsible for forming the drainage channel that would become the Grand River, which runs through a deep ravine and forms the northern boundary of the township.

Lake effect snow forms when a cold air mass crosses a warm Lake Erie. The air mass is usually only a few thousand feet thick, capped by a layer of warmer air. Addition of heat and moisture from the unfrozen lake modifies the air mass allowing moisture to condense into snow clouds. After moving across the lake, the modified air slows down and "piles up" as it approaches the downwind shore. The convergence provides additional lift, further enhanced by the Portage Escarpment and hills downwind of the lake. The result: lake effect snow.



The rock, silt and clay left behind by the glaciers, combined with the broken-down shale bedrock, formed the soils in the township and the surrounding area. The bedrock causes the natural rise of the land towards the south. Relatively soft Devonian Chagrin and Ohio shales underlie the northern half of the township. Harder Mississippian-age Waverly-Maxville siltstones and shales underlie the southern half. The forward edge of the harder shales forms a distinct rise, known as the Portage Escarpment.

Details regarding soil types and permeability, drainage, flood zones, watersheds, wetlands and other elements of the natural environment that impact development are described in the Natural Resources element.

Climate

The ecological subregion of Leroy Township, as defined by the United States Forest Service, is: Humid Temperate Domain: Hot Continental Division: Eastern Broadleaf Forest (Continental) Province: Erie and Ontario Lake Plain Section.

The climate in Leroy Township is largely influenced by Lake Erie. Though some summer days can be hot with high humidity, the usual summer temperatures are 57°-81° F (14°-27° C). Spring has the most rainy days, and thunderstorms occur most frequently in June and July. Temperatures range 47°-68° F (8°-19° C) in May and 43°-74° F (6°-22° C) in fall. Temperatures are often well below freezing in the winter; 18°-32° F (-5° to 0° C) are January ranges.

Average precipitation in Lake County can range from about 30 inches annually in areas along the Lake Erie shore, to about 38 inches in the northern end of the township, to 42 inches (106 centimeters) in the south. Leroy Township is located in the snowbelt of northeastern Ohio, and is more susceptible to lake effect snow than areas closer to the shore. Leroy Township can receive up to two to three times the snowfall as the rest of Northern Ohio; up to 80 inches (2 meters) or more in a winter.

Because Leroy Township has harsher winters and more temperature variation than areas closer to Lake Erie, the microclimate is more suited to growing row crops than the nursery and winery industry that thrives just a few miles to the north.

2.3 Challenges facing Leroy Township

Exurbanization

Geographers and planners often use the term *exurb* to describe urbanizing communities in once exclusively rural areas. Tom Daniels' *When City and Country Collide* defines an exurb as a place having the following characteristics:

- Located 10 to 50 miles (16 to 80 kilometers) from urban centers of approximately 500,000 people or five to 30 miles (8 to 48 kilometers) from a city of at least 50,000 people.
- Commute time is at least 25 minutes each way to work.
- Communities have a mix of long-term and newer residents.
- Agriculture and forestry are active, but declining industries in the community.

The Exurban Change Project of Ohio State University also defines exurbia as:

> … a type of spatial pattern of settlement that differ from their suburban counterparts. Exurbs are located at greater distances from urban centers than suburban developments and are comprised of a different mix of land uses and population. Active farms are interspersed with different ages and types of very low density residential development, including roadside houses, new housing subdivisions, exclusive estates, and mobile homes. In addition, exurbia contains small, rural towns as well as newer edge-of-town retail, commercial, and industrial development. Exurbs are areas that are in transition from their traditional rural setting to something more urban.

Leroy Township meets both definitions of an exurban community.

The majority of new residents in Leroy Township relocate from other communities in Lake County. Often newcomers are more romantic about rural living than old-time residents, and have false hopes about bringing their urban lifestyles to the country. Many expect creature comforts normally taken for granted in urban and suburban areas, such as central sewer and water, sidewalks, frequent road plowing, neighborhood parks, high-speed Internet access, street lights or municipal trash collection. Retail and medical services are located a long drive away. They don't expect seasonal variations in water supply, landscaping damage from wildlife, heavy rush hour traffic on the long farm roads where they live, or neighbors with hobbies that might be considered a nuisance in more populated areas.

Many residents value the presence of farmland and other types of rural open space because they contribute to a rural sense of place and, in some cases, provide other benefits such as habitat areas for wildlife. The predominant form of development in Leroy Township – new houses placed on narrow but deep lots sited along farm roads – impacts the perception of rural character. The scenic quality of hay fields and woodlots, which gives the township the appearance of a rural community, is disappearing behind new houses. When farmland and open space is lost and land is developed, this loss is often felt community-wide.

Exurban development can be expensive for both residents and the community. The costs of providing infrastructure, including roads and public utilities, and of providing public services such as police and fire protection are impacted by the pattern of urban growth. A more dispersed population implies higher costs due to additional

infrastructure needs, including additional miles of roads and pipelines. It also implies longer travel times for emergency service vehicles and longer trips for school buses.

Utilities

The lack of sewer and water service in Leroy Township could be considered both a blessing and a curse.

Unavailability of sewer and water service has kept large-scale residential development and commercial development at bay, preserving semi-rural character; a major goal of the 1984, 1996, 2007 and 2017 township comprehensive plans. Building lots must be large to accommodate drainfields required by septic systems. Wells must be placed far from septic drainfields. The limited groundwater supply can accommodate a limited number of well owners. Wells are potentially harmful at urban or suburban-level densities, where their cumulative effect would quickly exhaust groundwater supplies. Many parts of the township have poor groundwater supplies, or soils that require specially engineered septic systems.

Public sewer and water would make residential development at suburban and higher densities feasible. However, such development would also destroy rural character, and the township would have only limited power to control it. Building a public sewer and water system would also be expensive, because more lines are required to serve fewer residences than in a denser suburban community.

While it has the effect of maintaining rural character, the lack of sewer and water service could harm the commercial environment. Most retail and commercial uses desired by town residents generate more wastewater than what can be handled by a septic system. Unsewered commercial districts in other rural and exurban communities are usually dominated by vehicle-related uses, such as auto and truck dealers, tire stores, gas stations, auto repair and body shops, and heavy equipment rental; and low-end commercial uses such as mini-storage facilities. Such uses generate little wastewater, so the lack of a sewer system doesn't render a site as "off-limits" to them. Such businesses tend to concentrate together, which can discourage other types of businesses from locating nearby, and ultimately present a poor impression of the host community. The lack of sewers also limits potential industrial uses to those that generate little wastewater.

A full-service restaurant will generate about 10 gallons of wastewater per customer, or about 50 to 180 gallons per seat every day. A 100-seat restaurant can generate enough wastewater to fill a home swimming pool in two days. (various sources)

Transportation

It is easy to drive north and south across the township, but going east or west can be a challenge. There are only two east-west routes in the township; Radcliffe Road

The average commute to work for a Lake County resident is 22.9 minutes. For a Leroy Township resident, the average travel time to work is 28.5 minutes – just one minute less than the average commute time of someone living in the Los Angeles area, and three minutes less than a typical Atlanta commuter. (US Census)

following the southern boundary of the township, and Painesville-Warren Road/Girdled Road (State Road 86). Carter Road/Paine Road, Blair Road/Ford Road can get you from the west side of the township to the east side. But it goes in northeast direction before it goes due east. Northeast Leroy Township, south of Ford Road is difficult to reach from outside of the community; Leroy Center Road was closed and vacated through Hell Hollow, and the only access to the rest of the town is via Trask Road, which connects with Ford Road.

Interstate 90 cuts across the northern end of the township, but there is only one exit, at Vrooman Road in the far northwestern part of the township. Traffic south of the exit is funneled to the Five Points Roundabout, where Huntoon Road, Painesville-Warren Road, Leroy Center Road and Vrooman Road meet. Not surprisingly, Vrooman Road between I-90 and Five Points roundabout is the busiest road in the township, followed by the roads leading from Five Points.

Access to Perry Township has been improved. Vrooman Road was replaced with new high-level bridge that connects I-90 to South Ridge Road (SR 84) and Lane Road.

Because most streets in the township are long, straight two-lane rural roads with few intersections, traffic speed is often higher than on urban and suburban residential streets. The farm roads carry more traffic than an urban or suburban residential street fronted by the same number of houses.

In urban and suburban areas, a 1,000 foot length of road may be fronted by 20 to 40 houses. In an exurban area like Leroy Township, only one to ten houses may front a similar length of road. Because there is more pavement spread among fewer homes, exurban residents pay disproportionately more for street maintenance than their urban and suburban peers.

Leroy Township has no sidewalks, pedestrian trails or bicycle paths. An exurban land use pattern, with houses spread over the countryside and few services and commercial uses, is not conducive to heavy foot traffic; most walking is for leisure or exercise. Many roads have no paved shoulders, and cycling can be dangerous on busier streets. Unpaved shoulders are often used as snowmobile trails in the winter.

Zoning and land use regulation

As the primary tool for comprehensive plan implementation, zoning codes are comprehensive cookbooks for day-to-day development decisions in a community. They expand on the information in the comprehensive plan by providing parcel-specific regulations for the location of different land uses, regulation of those uses, and detailed specifications for the site planning and design of proposed development.

Leroy Township first adopted zoning regulations in 1949, two years after the Ohio General Assembly first authorized zoning in unincorporated areas. Leroy Township was the first Township in Lake County to adopt zoning and one of the first townships in the

State of Ohio. The original zoning resolution is still in use today, amended many times through the years.

Police power of Ohio townships originates through statutory delegation by the General Assembly, instead of through the state constitution as is the case for incorporated municipalities. Zoning authority of Ohio townships is limited to what is specifically granted by the General Assembly through state statutes. This limits townships from implementing some progressive land use control techniques used in other parts of the United States.

Townships have no power to control land subdivision. Only counties and incorporated municipalities may adopt, enforce and administer subdivision regulations. The Lake County Planning Commission reviews and approves (or denies) requests to subdivide land in the township.

Many township residents have cited poor zoning enforcement as an issue that needs to be addressed. Some residents operate home-based businesses such as general contracting and vehicle repair and body work, that are far more intensive than a typical small home occupation. These uses often involve open storage of vehicles, equipment and parts at the house.