

Streetsboro

# Master Plan Update

1/25/24

## Draft

As recommended by the  
**City Planning & Zoning Commission**  
to  
**City Council**  
on  
**2/6/24**

CT Consultants

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## **CITY OF STREETSBORO**

### **2023-2024 MASTER PLAN UPDATE**

The City of Streetsboro Master Plan Review Commission (MPRC) recommended adoption with revisions on September 19, 2023

Receipt by the Planning and Zoning Commission from the MPRC on October 10, 2023

The City of Streetsboro Planning and Zoning Commission recommended adoption with revisions on February 6, 2024

Receipt by City Council from the Planning and Zoning Commission on XXX X, 2024

The Streetsboro City Council adopted the Plan on XXX X, 2024

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### 2023 City Council

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Anthony Lombardo, *Ward 2*

Jen Wagner, *Ward 3*

Julie Field, *Ward 4*

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Justin Ring, *At-Large*

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Over 900 Community Survey Participants

Community Forum Participants

### 2024 City Administration

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## EXECUTIVE SUMMARY

The City's Comprehensive Master Plan (referred to throughout this document as Master Plan or Plan) outlines the City's vision for the future and describes specific action steps community leaders can take to accomplish that vision. It is a forward-thinking, long-range document that looks ahead up to 20 years to anticipate future challenges and needs of the community. It covers topics such as rural character, housing, economic development, parks and recreation, downtown development, and transportation. This Executive Summary provides a short overview of the Plan's vision, goals and objectives.

### Charter Requirement

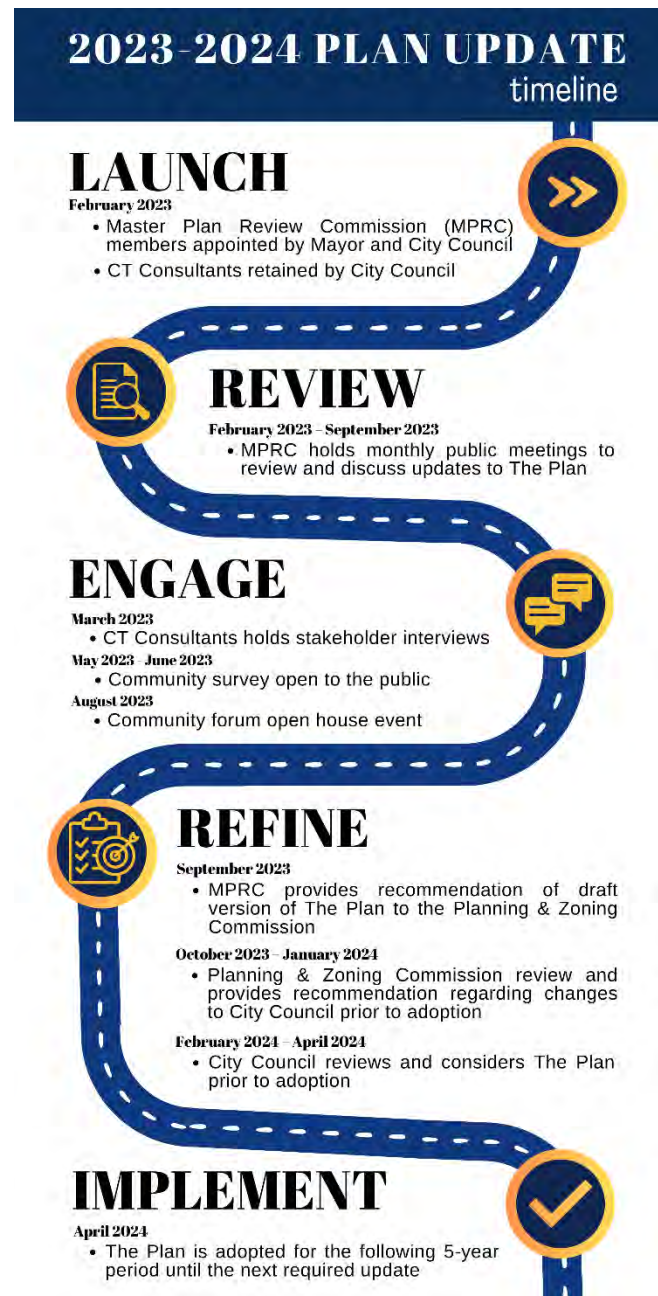
Preparing and maintaining an up-to-date master plan is mandated by Article 25 of the City Charter, enacted in 2007. The City Charter calls for the appointment of a seven-member Master Plan Review Commission (MPRC) to work with the City Planning and Zoning Department and the City's planning consultant to prepare a draft Plan for the Planning and Zoning Commission and City Council to review and eventually adopt.

### Public Involvement

This Plan Update incorporates input received from residents, businesses, workers and other stakeholders. In addition to having residents serve on the MPRC, the public involvement process included:

- Interviews with 15 community stakeholders,
- An Online Survey conducted May through July 2023, which elicited comments from 927 community members regarding , and
- A Community Forum held on August 3, 2023, at City Hall where participants were asked to review a series of boards and provide feedback.

Summaries of these events are included in Section 1 with additional analysis in Section 2.



## Assets and Challenges

Streetsboro has a number of community strengths (assets) that can be leveraged, as well as various challenges and concerns that should be acknowledged and addressed via the Goals, Policies, and Strategies. The bulleted lists below summarize some of the major points expressed throughout the **Plan Update** process.

Build on Streetsboro's Assets	Address Challenges & Concerns
<ul style="list-style-type: none"> <li>• Strategic location at the intersection of I-80 and I-480 makes the City attractive for a number of businesses, provides easy access for residents who commute to work outside the city and for employees who live elsewhere and commute to jobs in Streetsboro.</li> <li>• A diverse economy, with a balance of industry and retail.</li> <li>• Highly rated City services that are much appreciated by residents and businesses.</li> <li>• The City has successfully retained its small-town character, noted family-friendly atmosphere and affordability for a wide range of residents.</li> <li>• The City is fiscally sound.</li> <li>• Changing work patterns/workspaces. The unexpected change in office needs due to COVID has created a demand for co-workspace near home, for employees who previously commuted to Cleveland, Akron and other larger cities.</li> <li>• Extensive rural character, which includes a mix of farming and large expanses of undisturbed natural environment.</li> <li>• Residents have a number of City and regional park and recreation facilities in Streetsboro, which provide many opportunities to expand recreation amenities, and partner with other entities such as Portage Park District's trail plans.</li> <li>• The Core Area presents opportunities to establish a new city center and redevelop underutilized properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Outdated Planning and Zoning Code and cumbersome system for updating the code.</li> <li>• Residents are concerned about how future population growth will impact the city and the school district. Many want to limit housing development so that the growth in population does not exceed the capacity of the school district to accommodate students and the city government to provide necessary services.</li> <li>• Based on the housing market analysis, there is demand for additional types of upscale rental housing, but very little appropriately zoned land to accommodate it.</li> <li>• The housing market analysis also notes the increase in the number of single-family houses that have become rentals and raises concerns about the long-term impact to neighborhoods.</li> <li>• The city's primary roadway system carries a significant amount of pass-through traffic which makes it difficult for local traffic, pedestrians and cyclists to maneuver across these major streets. The size of the city and age of housing means there are a number of neighborhoods that are not walkable and/or lack connections to other parts of the city due to the Turnpike and major multi-lane highways (SR 14 and SR 43).</li> <li>• Areas of the City are not easily accessible to extending utilities.</li> <li>• As the City grows there is continued need to expand and/or refine local government services to meet the needs of residents and businesses. The challenge is to grow in line with the financial capacity of the tax revenue.</li> <li>• Traffic through the core has increased, and commercial development has expanded. Some older commercial properties are underutilized, vacant, and/or abandoned. Absentee landlords have no incentive to invest in the property. Address deterioration in the quality of the built environment in key places.</li> <li>• The City is faced with finding the right balance between the providing public recreation amenities and preserving rural land, with finding tax dollars to support the amenities when opportunities for new development are limited.</li> </ul>



## Overall Vision: Sustainable & Desirable Streetsboro

For Streetsboro to be a sustainable and desirable community that increases pride in the City and creates a sense of place in the eyes of residents, businesses, and visitors. Achieving this vision requires a commitment to guiding and managing growth in ways that are balanced with the community's desire to conserve rural character and protect important natural areas.

The following six goals provide the framework for more detailed objectives and strategies that will help achieve this vision.

### 1. RETAIN RURAL CHARACTER AND NATURAL ENVIRONMENT

Foster the protection of agricultural land, the conservation of scenic areas, rural character and rural lifestyle, and the preservation of areas of significant environmental importance, while optimizing the value and benefits of those resources for the community enjoyment and minimizing the impacts of future development.

### 2. HIGH QUALITY HOUSING AND NEIGHBORHOODS

Provide a balance of housing types that will meet the needs of all members of the community while maintaining, improving and increasing the viability and value of existing housing and neighborhoods.

### 3. RIGHT-SIZED PARKS AND OTHER COMMUNITY AMENITIES

Provide parks, recreation and open space opportunities along with other community amenities, to enhance quality of life and encourage responsible stewardship of key natural resources.

### 4. CULTIVATE A STRONG ECONOMY & JOB OPPORTUNITIES

Maintain a sound economy that attracts new businesses and nurtures existing businesses, where entrepreneurship is fostered, resulting in job creation, a strong tax base and redevelopment where needed.

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#### Goals & Objectives

*The following are general definitions for goals, objectives and strategies:*

- **ASPIRATIONAL GOALS** are about big ambitions that may take years to achieve. While often written as broad statements for desired outcomes of the community, they should be stated specifically enough so that it is possible to assess whether progress has been made in achieving them.
  - **OBJECTIVES** are a subset of an aspirational goal that provide measurable strategies for achieving the goal.
  - **STRATEGIES** are various types of action steps such as projects, policies and programs.
-

## **5. VIBRANT DOWNTOWN CORE AREA**

Create a successful, resilient and well-designed downtown district with a mix of active gathering places and civic, business and residential uses in the center of the city that contribute to Streetsboro's positive identity, community cohesion and economic value.

## **6. SAFE AND CONNECTED TRANSPORTATION OPTIONS**

Provide a safe, efficient, well-connected and location-appropriate transportation network that supports walking, biking and transit, and efficiently moves goods and through-traffic without compromising local traffic movement and neighborhood character.

## INTRODUCTION

*“Community planning can ensure that resources are used efficiently so the people’s needs are met while preserving future resources.”*

### Plan Overview

Effectively planning for the future increases the likelihood that the City’s actions and investments will positively impact community identity and enhance the characteristics, services and amenities that current residents and businesses expect and appreciate, and which will attract newcomers as well.

The City’s Comprehensive Master Plan (referred to throughout this document as Master Plan or Plan) provides a framework and strategic guide for future decisions in order to address the most pressing needs of the City and improve the quality of life enjoyed by current and future residents. It is a forward-thinking, long-range document that looks ahead up to 20 years to anticipate future challenges and needs of the community.

The Plan outlines the Vision, Goals, Objectives and Strategies, with short-term and long-term priorities for addressing key goals. It **recommends** government policies to help guide public and private activities as they relate to land use, transportation, community facilities, economic development, and resource conservation.

The Master Plan, once adopted, serves as a flexible reference guide. The Plan is used in conjunction with the zoning code to establish a common direction for the community, and to support decisions being made about the future of the City. While not legally binding like a zoning code, the Plan is an important document to consider in all community decision-making because its recommendations reflect the desired vision of the community.

### Charter Requirement

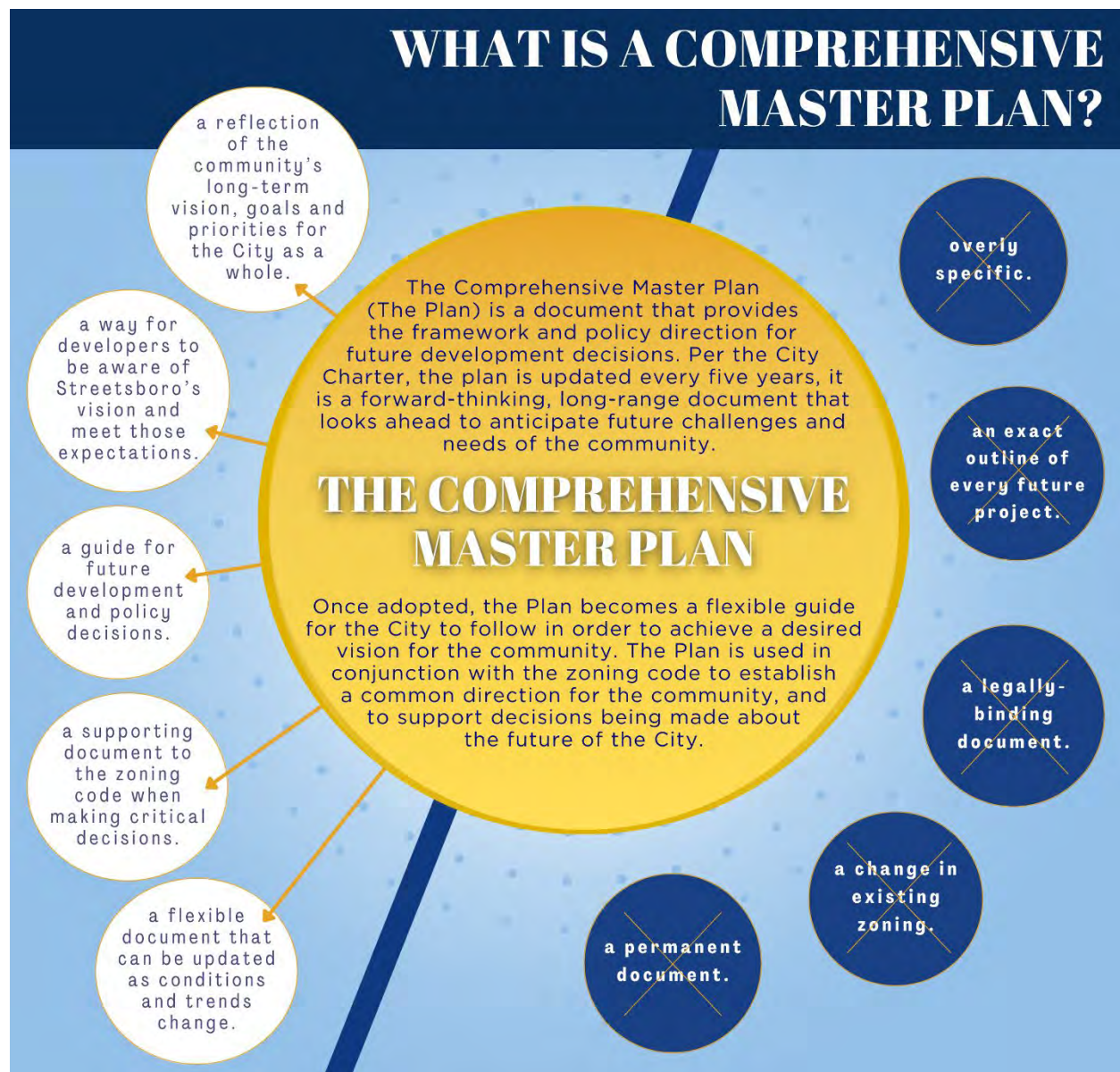
Preparing and maintaining an up-to-date master plan is mandated by Article 25 of the City Charter, enacted in 2007. Section 25.02 stipulates that the City of Streetsboro prepare a city-wide Master Plan, which must be reviewed and revised as needed, at least every 5 years. The first Master Plan was completed in 2008/2009, and subsequently updated in 2013/2014 and 2018/2019.

This current Plan update began with the establishment of the seven member Master Plan Review Commission (MPRC), appointed by the Mayor and City Council in February 2023. Streetsboro retained CT Consultants, Inc. to assist the City Department of Planning and Zoning and the MPRC in the update process.

Public meetings were held with the MPRC from March through September 2023. The MPRC recommended approval with revisions of the September 18, 2023 draft Plan Update to the Planning and Zoning Commission (PZC) at the September 19, 2023 MPRC meeting.

Per Section 25.04 of the City Charter, the PZC reviewed the draft Plan Update over the course of the next four months and recommended adoption of the Plan (with revisions) to City Council on **February 6, 2024**. After receiving the Plan from the PZC, City Council reviewed and considered the recommendations per Section 25.05 of the City Charter. After thoughtful deliberation, City Council adopted the 2024 Master Plan Update *(with revisions)* on XX, 2024.

While the City Charter mandates the Master Plan be reviewed every five years and revised as needed, it is important to point out that the goals envision outcomes that may take years to accomplish, and the strategies may extend beyond the 5-year update timeline.



## Planning Context

A number of land use and community planning efforts have taken place since the completion of the 2018/2019 Streetsboro Master Plan, conducted by the City of Streetsboro as well as larger regional entities whose planning initiatives impact Streetsboro in some manner. It is crucial that planning efforts be harmonious, while building upon and supporting the relevant goals of previous plans to increase the potential for implementation. The following list identifies the various plans that have been reviewed and recommendations taken into consideration in the preparation of this Plan.

### City of Streetsboro

- Four of the Draft Market Analysis Reports (dated June 2023): Multifamily Rental Housing Analysis, Hotel Analysis, Office Analysis, and Car Wash Analysis
- Streetsboro Core Concept Plan, July 2021
- Community Reinvestment Area (CRA), Updated Housing Survey, February 2021
- Parks and Recreation Master Plan Update, January 2019

### Akron Metropolitan Area Transportation Study

- Transportation Technical Memorandum – 2019-2021

### Portage County

- Portage County 2050 Plan, May 2023
- Portage Park District Master Plan, December 2016

### Northeast Ohio Four County Regional Planning & Development Organization (NEFCO)

- NEFCO Clean Water Plan (208 Plan), Hudson-Streetsboro Facilities Planning Area, February 2022

### Tinker's Creek Watershed Partners

- 2022-2026 Strategic Plan

## How to Use The Plan

The Plan is divided into four sections.

- **Section 1** describes the planning process and highlights the public involvement efforts and how previous efforts are incorporated.
- **Section 2** provides an overview highlighting existing conditions and trends that impact planning decisions, the major issues and opportunities that need to be addressed in the coming years, and a summary of community comments received during the plan update process.
- **Section 3** summarizes the aspirations for the envisioned future, including the vision statement and overall goals as well as detailed descriptions of the policies and strategies for achieving such goals. Where relevant, this section highlights underlying planning principles that help shape the policies and strategies.
- **Section 4** is the Action Plan, which outlines an implementation strategy for the City's core group of aspirations. This section includes an implementation matrix that prioritizes the action steps, notes responsible parties for carrying out the action step and potential funding sources.

## Purpose of the Master Plan

As a compilation of the City's collective goals and consensus on objectives, strategies and priority action steps, this document serves a number of purposes both for City policymakers as well as for private property owners, businesses and future investors:

- *Guide review of zoning and subdivision submittals...*  
The Plan establishes principles for new development and redevelopment, which provides current residents and businesses with some predictability regarding future development, and should be referenced by the City for all zoning and subdivision review processes, including zoning map amendments.
- *Inform capital improvements planning...*  
Capital improvements should be planned in congruence with the goals and objectives in the Plan. This Plan serves as one resource to be considered when making decisions related to capital improvements, facilities planning, etc. When major additions are made to the City's list of capital improvements that will affect future land use planning (i.e. a newly proposed road), the Future Land Use Plan should be updated accordingly.
- *Plan for the next year's budget...*  
The Plan should be referenced when considering allocation of funds for the next year's budget. Recommendations in the Plan require funding be set aside whether through new or existing revenue sources.
- *Align economic initiatives with strategic partners...*  
The Plan outlines several recommendations regarding the desired general locations and types of businesses. Documenting the City's economic development objectives helps foster a collaborative environment with neighboring communities as well as regional governmental agencies.
- *Direct community initiatives...*  
The Plan educates people about the City's strengths and weaknesses, as well as opportunities to build on these strengths and improve those areas of the City most in need. Community organizations are encouraged to refer to the recommendations in the Plan when developing new programs and initiatives that help create a better community.

As a guiding document, the Plan does not, in itself, create or change any laws that govern the use of property; however, a number of strategies recommend changes to the Planning and Zoning Code. Yet, while the Plan includes recommendations for zoning changes, adoption of this Plan does not change the zoning regulations. In order for any changes to be made to the Streetsboro Planning and Zoning Code, the Planning and Zoning Commission and City Council must undertake a wholly separate process, including more detailed technical analysis, as well as drafting, reviewing, and refining the zoning amendments (text and map), and holding the required public hearings. City Council adopts zoning amendments and map changes through legislative action. Those zoning text changes that affect density, and any changes to the zoning map are placed on the ballot for voter approval.

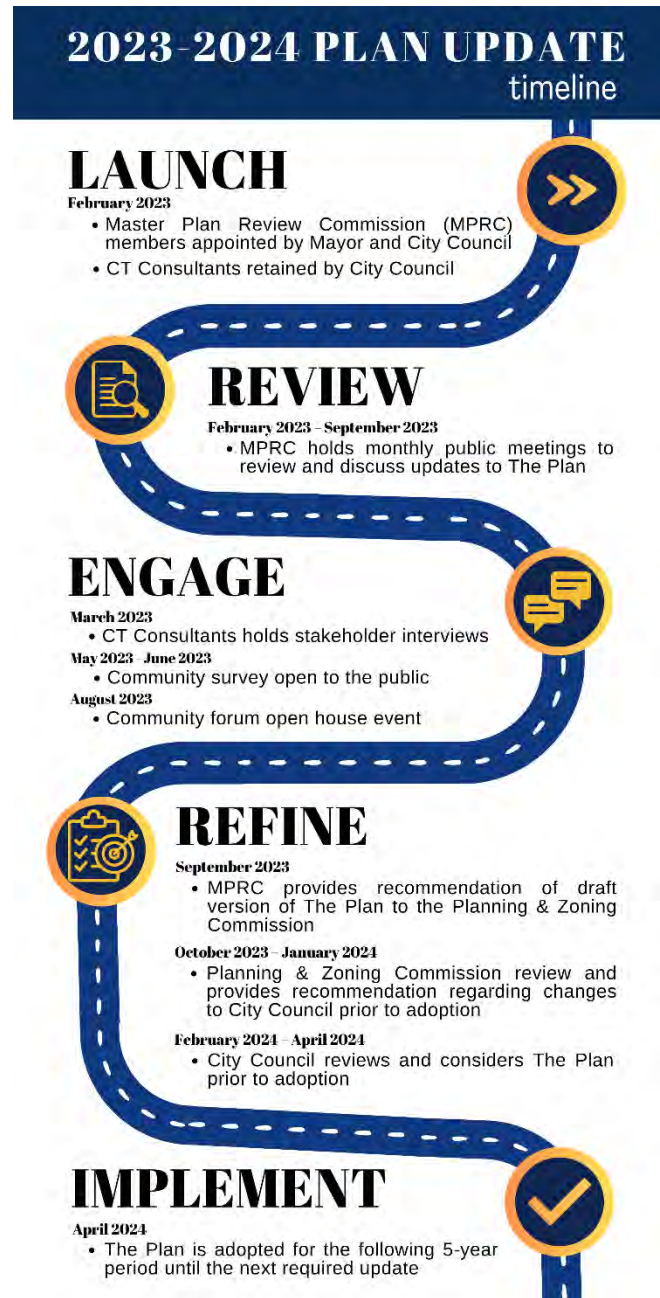


## SECTION 1. CREATING THE PLAN

### Process

This Plan Update represents the culmination of an examination of the characteristics that make Streetsboro special, and identification of outstanding issues that need to be addressed, opportunities for improvement, and efforts that the City, property owners, local businesses and citizens can take to advance the overall vision.

The update process was initiated in February 2023 with the appointment of the Master Plan Review Commission (MPRC) and engagement of CT Consultants to assist. The MPRC over eight meetings worked with the City Planning & Zoning Department and the consultants to review assessments of existing conditions, an audit of the current plan's goals, objectives and strategies and feedback from residents obtained from an online survey conducted in May/June 2023. The work completed to this point was reviewed with the community at a Community Forum conducted in August 2023. In September, the MPRC forwarded a draft Plan Update to the Planning & Zoning Commission.



## **Public Involvement**

An essential ingredient for ensuring the Plan represents a shared vision is public involvement. For this reason, the City Charter calls for the appointment of a seven-member Master Plan Review Commission (MPRC) to work with the City Planning and Zoning Department and the City's planning consultant to prepare a draft Plan for the Planning and Zoning Commission and City Council to review and eventually adopt.

The MPRC members included the mayor, a city council member, a planning and zoning commission member, and one resident from each of the four wards. The MPRC met monthly from February 2023 through September 2023 to review materials assembled by the consultant and provide direction on plan recommendations.

### **Interviews with MPRC and Other Community Members, March 2023**

In March 2023, between the MPRC's first and second meetings, CT consultants conducted 15 interviews with community stakeholders, including all seven of the Master Plan Review Commission members, plus key City administration members from the departments of Planning & Zoning, Economic Development, and Parks & Recreation. Participants were asked questions to help identify the City's strengths and weaknesses, the top land planning issues, and thoughts on the long-term vision for the City. These interviews helped the consultant gather the initial views and opinions of community members and set the stage for the start of the planning process.

The feedback received included continued support for enhancing the center of town and expanding amenities at existing parks. It also highlighted the need for actionable economic development goals and the importance of considering the impact of land uses in neighboring communities that border Streetsboro. Concerns were noted regarding the impact on residential areas that are adjacent to industrial uses, the presence of sand and gravel pits, and the lack of code requirements for residential PUDs that remain on the zoning map. Referendum zoning was also a point of interest. The concern with putting certain zoning changes to a city-wide vote is that it can be complicated, and challenging to effectively educate the public within the City's budgetary limits. Other concerns mentioned included the capacity of the schools.

### **Online Survey, May through July 2023**

In addition, the Planning and Zoning Department conducted a short (7 minute) online survey, via Survey Monkey, with 927 community members participating between May 26 and July 10, 2023.

The survey included 12 questions that addressed topics such as growth management, preservation of the natural environment, and the City's industrial base. For six of these questions, respondents were asked to identify their preferences for different types of images related to topics such as housing types, parks and recreation features, and downtown redevelopment. The remaining eight questions were aimed at providing a general picture of respondents, to gauge how well they represented the entire City population.



Respondents to the 2023 Survey primarily:

- Live in Streetsboro in single-family homes (84%)
- Make more than \$100,000 per year (60%)
- Are between 30 and 64 years old (77%)
- Have lived in the City more than 10 years (55%) and expect to live in Streetsboro for at least eleven more years (67%)

More than 70% of the respondents to the 2023 Survey:

- Support recreational facilities such as:
  - More hiking and biking trails (91%), which are supported in every ward by at least 85% of respondents who noted their ward
  - More active parks (81%)
  - Building a splash pad (71%)
- Support regulations that would allow farm-to-table restaurants (85%) and wineries/breweries and distilleries (77%) in rural parts of the City.
- Believe Streetsboro city government should prioritize preservation/conservation of the natural environment (82%), with the highest priority to protect parks, forested land, wildlife habitats and waterways from impacts of development (77%).
- Feel there should be more development in the downtown core area (71%).

### ***2023 Community Survey (excerpt)***

Q 11. The Streetsboro Zoning Code currently permits houses and farming in the rural parts of the City. Referring to the images below, please indicate how much you like or dislike each of the types of Rural Development or Uses as ways of preserving the existing rural areas of Streetsboro?



1 Wedding/Event Venue



2 Winery/Brewery



3 Solar Farms



4 Farm-to-Table Restaurant



5 Tiny House

Below are some examples of written comments that indicate divergent opinions provided at the forum.

<p><b>Housing</b> – encourage more housing</p> <ul style="list-style-type: none"> <li>- “Housing must continue to grow to encourage well educated residents and their families”</li> <li>- “Need senior housing – 1 floor with sidewalks, easy to walk to businesses included in mixed-use center”</li> <li>- “Ranch homes on ½ acre lots”</li> <li>- “Build up so we can keep green space, for instance build some multilevel townhomes instead of just ranch style houses”</li> </ul>	<p>or</p>	<p>not....</p> <ul style="list-style-type: none"> <li>- “No more new housing; more housing equals more families, then we have to add onto the schools”</li> <li>- “No new housing or neighborhoods”</li> <li>- “Great future plan but remember growth means more people, kids, cars, crime...”</li> <li>- “Do not want rezoning of R-R even suggested – keep Streetsboro the lovely City it is and develop areas by Walmart and downtown that have empty buildings”</li> </ul>
<p><b>Parks and Recreation</b> – more? what types?</p> <ul style="list-style-type: none"> <li>- “Would like more unpaved hiking trails that use existing park land – not new/already owned land.”</li> <li>- “Add a swimming pool at the new rec center”</li> <li>- “Include (illegible word) trail in Thomas Heritage park</li> <li>- “Provide bike trail plan connecting parks”</li> <li>- “Please add a splash pad for kids – just like Aurora’s – its great”</li> <li>- “Would love more playground especially inclusive ones”</li> </ul>	<p>or</p>	<p>not....</p> <ul style="list-style-type: none"> <li>- “No new park space – use already owned parks and develop those more”</li> <li>- “No more parks \$”</li> <li>- “Plenty of park space already, reuse space already held”</li> <li>- “No swim pool or splash park; lap pool for seniors”</li> <li>- “There are more than enough parks, keep land private and owned by Streetsboro citizens”</li> <li>- “Do not like Portage Park District Trail, do not want people walking through my back yard”</li> </ul>

## Streetsboro 2023-2024 Master Plan Update

## Building on Past Efforts – Accomplishments from 2018-2019 Plan

### Downtown Core Concept Plan

The 2018/2019 Plan identified the need for developing a core concept plan in the downtown area. In 2020, the City engaged the services of local architects and city planners with City Architecture and Northstar Planning & Design, to develop the core concept plan and related zoning code and design recommendations. The Plan includes many components, such as an amphitheater, a theme for each of the four corners of the City Square, and a redesigned neighborhood shopping center as well as parking and roads.

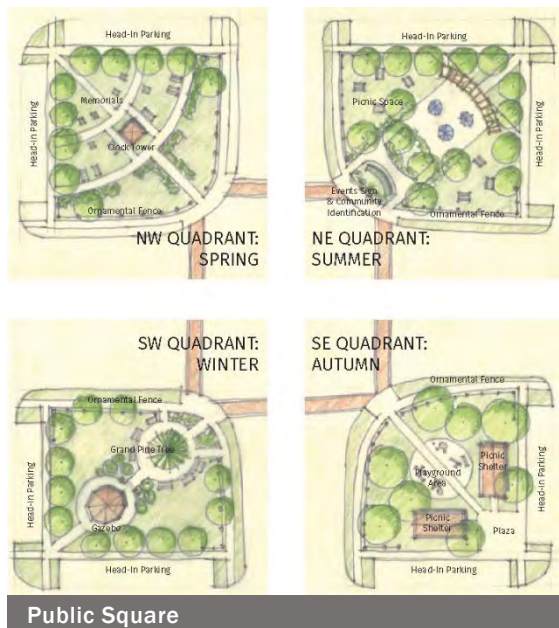
The Core Concept Plan was recommended by the Streetsboro Core Concept Plan Working Committee to the Planning and Zoning Commission in May 2021, recommended with revisions by the Planning and Zoning Commission to City Council in July 2021 and adopted by City Council on October 2021. In November 2022, Streetsboro voters turned down a proposed charter amendment that would have exempted the proposed Downtown District code and map amendments from voter approval.

This Plan Update discusses the City's continuing efforts to facilitate redevelopment of this area.



"This plan establishes a framework for investment to reposition the current Market Square Plaza as a walkable, mixed-use, and vibrant neighborhood hub. Includes a 'Main Street' lined with first floor commercial space and residential units above, streetscape elements, such as planted medians, on street parking, and dedicated pedestrian crossings."

### Creating Community Spaces



Excerpts from City of Streetsboro Core Concept Plan. Prepared by City Architecture / Northstar Planning & Design, pp 5 and 6.

**Economic Development Achievements**

Economic development objectives **in the 2018/2019 Plan** included continuing to encourage redevelopment and revitalization of existing areas and continuing to maintain the City's strong industrial base. The Streetsboro Economic Development Department has attracted new business and has worked with a number of area businesses to facilitate redevelopment, including:

- Assisting the Geis Corporation with its \$21.8 million investment in the construction of a 434,000 square foot industrial spec building, which also included the donation of land with a pond for a new park in the northwest corner of the City.
- Attracting new industries to the City, including the Sweden-based Bulten Company, which established its North American headquarters in Streetsboro.
- Facilitating redevelopment, renovation and expansion projects such as:
  - Buckeye Quality Meats, new construction that replaced an old gas station/convenience store that was torn down, and
  - Wellnow Urgent Care Clinic, new construction that replaced an old Big Boy restaurant that was torn down.
- Facilitating the creation of a 475-acre Joint Economic Development District with Shalersville Township.

**Overall**, the City's economic development efforts brought more than 600 new jobs to the City, with many existing industries expanding, including Simplay3, which doubled its space.

**Transportation Improvements and Policies**

Since the completion of the 2018/2019 Plan, Streetsboro has invested significant resources to construct infrastructure improvements, such as road widening and other improvements along SR 43 and SR 14, and to update its transportation policies. Activities that implemented transportation priorities from the 2018/2019 Plan include:

- Citywide traffic signal improvements have been completed in the last five years. These signals utilize signal software detection technology (with cameras) to improve traffic flow through the City. The improvements have reduced the number of crashes at intersections.
- Collaborating with ODOT to obtain CDBG funding for sidewalks to be installed along SR 14 from Portage Pointe Drive to Diagonal Road, which increases walkability in the City **and promotes school safety**.
- The Engineering Department implemented an Access Management Policy for all developments in 2022, and is currently working on a sidewalk inventory and assessment.



## Parks and Recreation Improvements

The Streetsboro Parks and Recreation Master Plan Update was completed in January 2019. The document included conceptual master plans for City Park, Wilcox Park, Thomas Heritage Park, and Beck Preserve. It also recommended planning for major bikeway and trail routes along Tinkers Creek and/or the existing, nearby railroad right-of-way and along utility easements, which is consistent with the Portage Park District's plan.



A number of Parks and Recreation projects have been accomplished since 2019, which advance the City's objective to increase the number of parks, trails and greenways, including:

- o Planning for, designing and starting construction of the community center at City Park, off Kirby Lane, with dedicated space for a senior center and additional space large enough to accommodate weddings and banquets. The groundbreaking event was held in May 2023, and the building is expected to open in spring 2024.

- Continuing to improve existing recreation facilities **at City Park** by building new basketball and sand volleyball courts, refurbishing tennis courts, adding lighting for the sand volleyball court and expanding the walking path.
- Continuing to make improvements to Thomas Heritage Park, expanding and improving walking paths including installing trail markers, creating a dog park and installing solar lights, and increasing the size of the fishing pond.
- Creating a new park on Aurora-Hudson Road through the efforts of the Economic Development and Parks & Recreation Departments working with the Geis Company and obtaining a \$250,000 grant from the state.
- Collaborating with partners, such as with the Portage Parks District on the opening of the new 128-acre Trail Lake Park.

**City Center Plans**

In 2018, the City administration moved out of the former Wise School on SR 43 with plans to build a permanent city hall facility on the site. The redevelopment was envisioned as a City Center complex near the new fire station on SR 43. Plans included a new City Hall, recreation amenities such as a splash pad and playground, and additional parking. In June 2023, City Council authorized issuing bids for the infrastructure phase for the construction of the outdoor amenities including the splash pad and playground.

## SECTION 2. STREETSBORO TODAY

This chapter provides a snapshot of Streetsboro. Its purpose is to illustrate where the city is today. Information provided is based on the most reliable data available, sourced from Streetsboro, Portage County, the State of Ohio, and others.

Known as the “Gateway to Progress,” Streetsboro sits near the northwest corner of Portage County, between the major cities of Akron and Cleveland. Bisected by Interstate 80, otherwise known as the Ohio Turnpike, it grew from a stopover for travelers into a bustling suburb of both Cleveland and Akron. Serviced by Interstate 480 and numerous state routes (SR 14, SR 303, and SR 43), it began to grow quickly in the Post-War era.

Like neighboring suburbs of Twinsburg, Aurora, Hudson, and Stow, Streetsboro experienced significant growth from the 1960s onward, before plateauing in the 2010s.

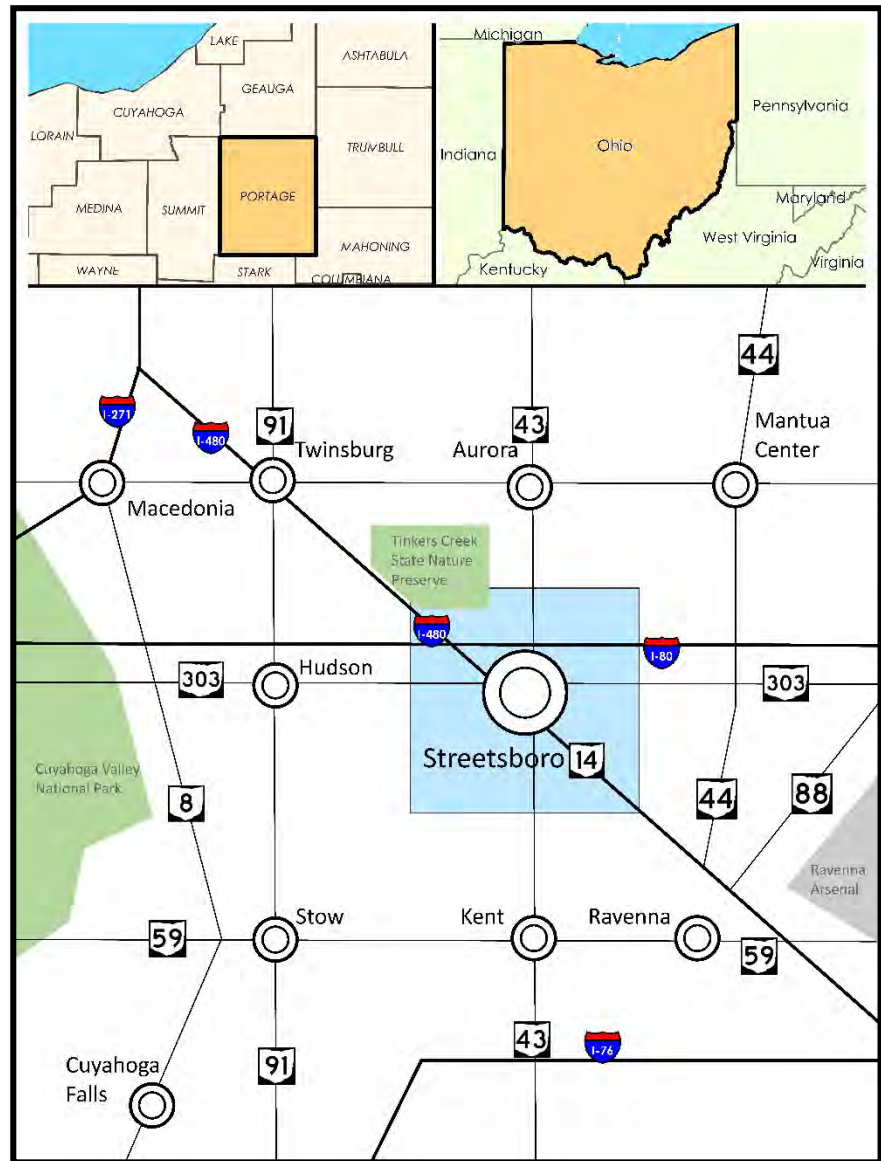


Figure 2-1: Streetsboro's Location within Ohio.

Though Portage County remains predominantly rural, it continues to see in some areas an accentuating urban/rural divide. Streetsboro's future is now at a crossroads itself, one that will be explored and expounded upon in this plan.

## Streetsboro's Community – Existing Conditions

Today, Streetsboro has an estimated population of 17,282. This represents modest growth since 2010, when the population was 16,028. Since 1990, the population has nearly doubled, from 9,932. Streetsboro's population will most likely level off, as Portage County is expected to see an 11.5% drop in population by 2050. Nearby counties of Summit and Cuyahoga will see even larger population losses of 16.3% and 18.5% respectively, as part of a larger national demographic shift.

Streetsboro residents are aging, with the median age of residents increasing from 37.8 in 2010 to 40.0 in 2022.

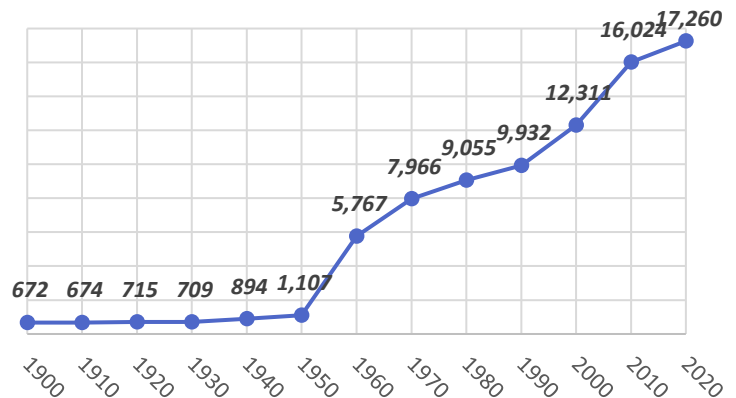
The one age group that has increased in both number of residents as well as proportion of the total population is the group 65 years and older, increasing by 907 people and from 11.8% of the population to 16.2%. In contrast, the percentage of residents 0 to 14 has declined from 18.4% to 16.8% of the City's population.

In contrast, Streetsboro has more millennials than surrounding communities. Millennials are expected to be 75% of the workforce by 2025.

**Table 2-1. Population of Streetsboro**

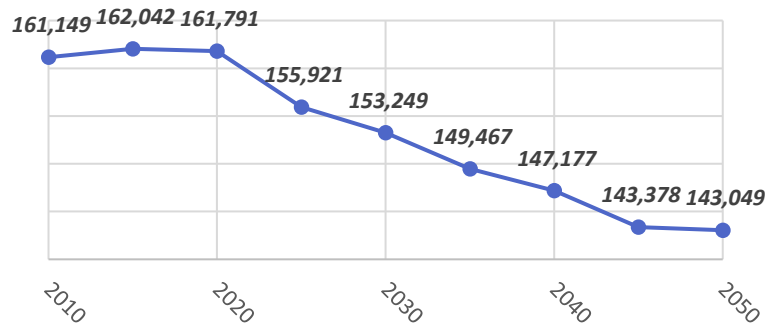
GROUP	PERCENT
White alone	86.4%
Black or African American alone	6.7%
Asian alone	1.9%
Some Other Race alone	1.1%
Population of two or more races:	3.9%

Source: U.S. Census Bureau, 2017-2021 American Community Survey



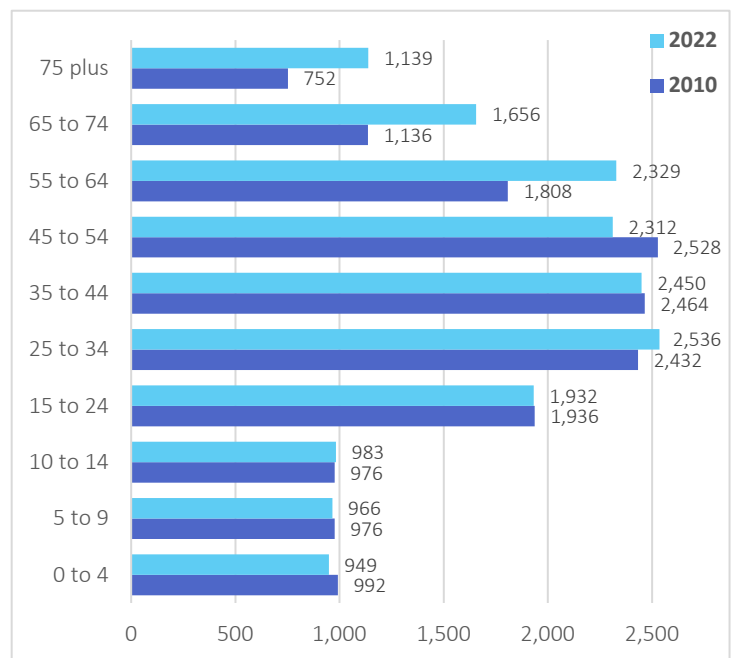
**Figure 2-2: Population of Streetsboro from 1900**

Source: U.S. Census Bureau, 2017-2021 American Community Survey



**Figure 2-3: Portage County Population Projection to 2050**

Source: Ohio Department of Development



**Figure 2-4: Streetsboro Population Change by Age Group**

Source: ESRI

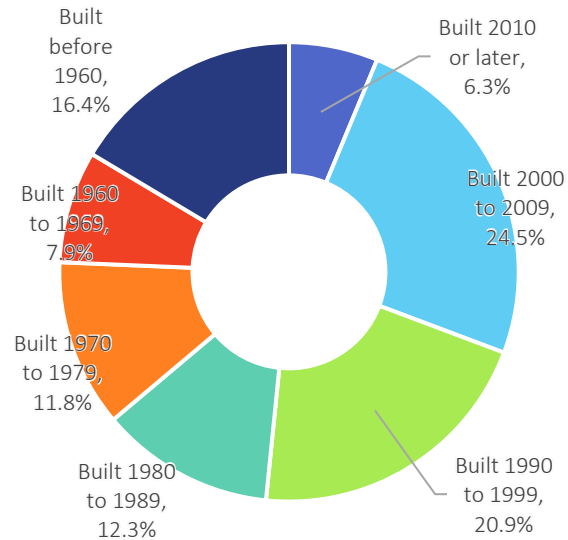


## Streetsboro's Homes - Housing Characteristics

Streetsboro is a family-oriented suburb of both Cleveland and Akron. Over 62% of households are families, with over 4,400 families. The average household size is 2.4 persons per household, though that number is around three when accounting for those households that are considered families (e.g., related persons and couples living together). This is greater than the state average of 2.4 persons per household, representing the family-oriented nature of Streetsboro, and its continued attractiveness to families as a place to live and raise children.

As of 2023, Streetsboro has 7,802 housing units. The housing stock is what could be termed "middle-aged," as the majority of homes (52%) were built between 1960 and 1999. Signifying Streetsboro's recent growth, nearly a third of all homes in the city were built in the last 20 years.

The median home value in Streetsboro is \$247,383. This is higher than the Cleveland area's \$217,909, as well as the State's \$218,666, representing Streetsboro's status as a valued destination among those in the area. It is lower, however, than Streetsboro's immediate neighboring communities of Twinsburg (\$318,379), Aurora (\$397,494), and Hudson (\$492,692), thus making Streetsboro a more affordable community in which to raise a family or simply purchase a home. At the national level, the median is \$348,853, indicating Streetsboro's continued affordable nature relative to the national market.<sup>1</sup>

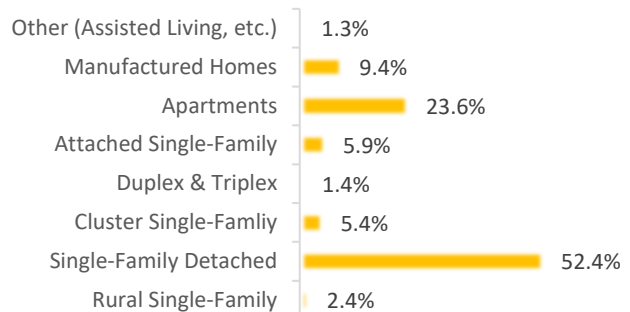


**Figure 2-5: Housing Construction by Decade**

Source: U.S. Census Bureau, 2017-2021 American Community Survey

### Housing Types

Streetsboro maintains a diversity of housing types, with 68% of the housing stock as single-family homes. This figure represents both detached single-family homes (the typical one house on its own lot) and attached single-family homes (where two or more units share common wall(s), but that are separately accessed and typically owner-occupied). Six out of 10 homes in Streetsboro are the standard detached variety, while over 7% are attached. Apartment units represent a sizable portion of the housing mix in Streetsboro. Roughly 1 in 4 housing units are apartments, with almost all of that being in apartment buildings of 20 or more

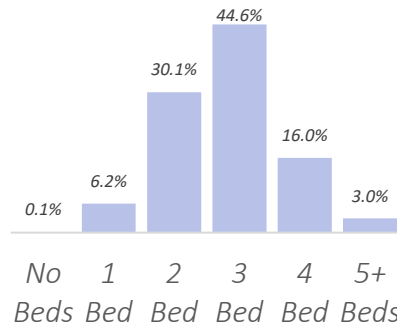


**Figure 2-6: Housing Mix within Streetsboro**

Source: Portage County Auditor's Office, CT Consultants' Analysis

<sup>1</sup> All housing value information obtained from Zillow Research, a trusted source for tracking current and historical median values across cities, regions, and states.

units. The multi-family market study notes that there is demand for more non-single-family housing – suitable for middle- and higher-income households who can afford higher quality living space and who prefer to rent. The remaining 10% of the housing stock is represented by mobile and/or manufactured homes, as well as assisted living facilities and other miscellaneous housing units.



**Figure 2-7: Housing by No. of Bedrooms**

Source: U.S. Census Bureau, 2017-2021 American Community Survey

In Streetsboro, the majority of homes are two- or three-bedroom units. Such a makeup indicates an opportunity for young families to purchase homes that may be more affordable than those that are larger. There are a small number of single-bedroom housing units, which are most likely apartments, representing an opportunity for young professionals to live in Streetsboro as they begin their careers. Finally, the number of housing units with 4 or more-bedrooms comprise 16% of all units, and are most likely single-family houses. In comparison, the U. S. Census Bureau's Survey Of U.S. New Housing Construction Trends reports that houses with 4 or more bedrooms made up the largest share (46.3%) of new single-family homes constructed in 2021.

### Occupancy and Vacancy Rates

Streetsboro's homeowner occupancy rate is 72%, slightly higher than the Ohio average of 67%. Such a balanced mix of owner-occupied units and renter-occupied units represents a positive mix of housing for all lifestyles. For example, singles and families looking for lower-maintenance living, and those who may have transient careers, often prefer rentals. This is often true of young professionals looking to establish themselves in their field, and thus wanting to remain flexible in where they live.

Like much of the country, housing inventory in Streetsboro is very tight. Of all housing units, only 1% of all owner-occupied homes are vacant. For renter-occupied homes, that number is much lower; it is estimated that nearly all rental units in Streetsboro are occupied, as the occupancy rate for rentals is shown as 0%<sup>2</sup>. The owner-occupied vacancy rate is roughly on par with the .8% at the state level. However, Streetsboro's rental vacancy rate is far lower than Ohio's 4% average, indicating a strong demand for rental units in the area.



**0% Rental Vacancy Rate**



**1% Owner-Occupied Vacancy Rate**

### Housing Affordability

Housing affordability across the country is a significant concern, and Streetsboro is no different. Housing that is affordable, defined as housing costing one-third or less of the household's income, is in short supply. Regionally, the median home value is \$303,975, roughly 20% higher than Streetsboro's \$247,383. Availability of affordable housing is tied to the area median income, or AMI. According to Fannie Mae<sup>3</sup>, the AMI for the Cleveland area, of which Streetsboro is a part, is \$94,000. Streetsboro's median household income is \$70,725, significantly lower than the regional AMI, which includes cities like Kent, Aurora, Twinsburg, Hudson, and beyond. Thus, residents of Streetsboro may be at risk of becoming cost burdened,

<sup>2</sup> Vacancy rates are taken from the 2021 American Community Survey and may differ from other sources.

<sup>3</sup> Federal National Mortgage Association, a U.S. Government Sponsored Enterprise that purchases mortgages from many sources and pools them together, selling them to investment firms.

as housing cost increases outstrip wage gains. Of homeowners who have a mortgage, 18.2% are estimated to be cost burdened by their housing. For renters, that number is 38.7%<sup>4</sup>. When owners are cost burdened, they have less disposable income, or worse, may have less income for necessities like food and medical needs. Cost burdened families may lack the money to keep up with preventative home maintenance, which often leads to larger issues that are more costly to repair, such as neglecting to regularly replace dirty filters can lead to a burned out HVAC motor.

## Employment Characteristics

The labor force participation rate and unemployment rate are economic measures used to gauge the health of the job market. The labor force participation rate is the percentage of people ages 16 and older who are employed or actively seeking employment, divided by the total civilian working age population. A high participation rate combined with a low unemployment rate is a sign of a robust job market.

One of the major impacts of the Covid pandemic was the number of people who dropped out of the labor force. In May 2020, the national labor participation rate hit a low of 60.8%, compared to a national high of 67.3% in winter quarter 2000. Since then, the rate has increased nationally to approximately 62.8%.

Locally, Streetsboro's 16 and older population is 14,508, of which approximately 9,771 (67.3%) are considered part of the civilian labor force, compared to 65.5% for Portage County and 63.2% for Ohio. In addition, Streetsboro has a low unemployment 4.9% rate, compared to 5.3% at the state level and 5.9% across Portage County.

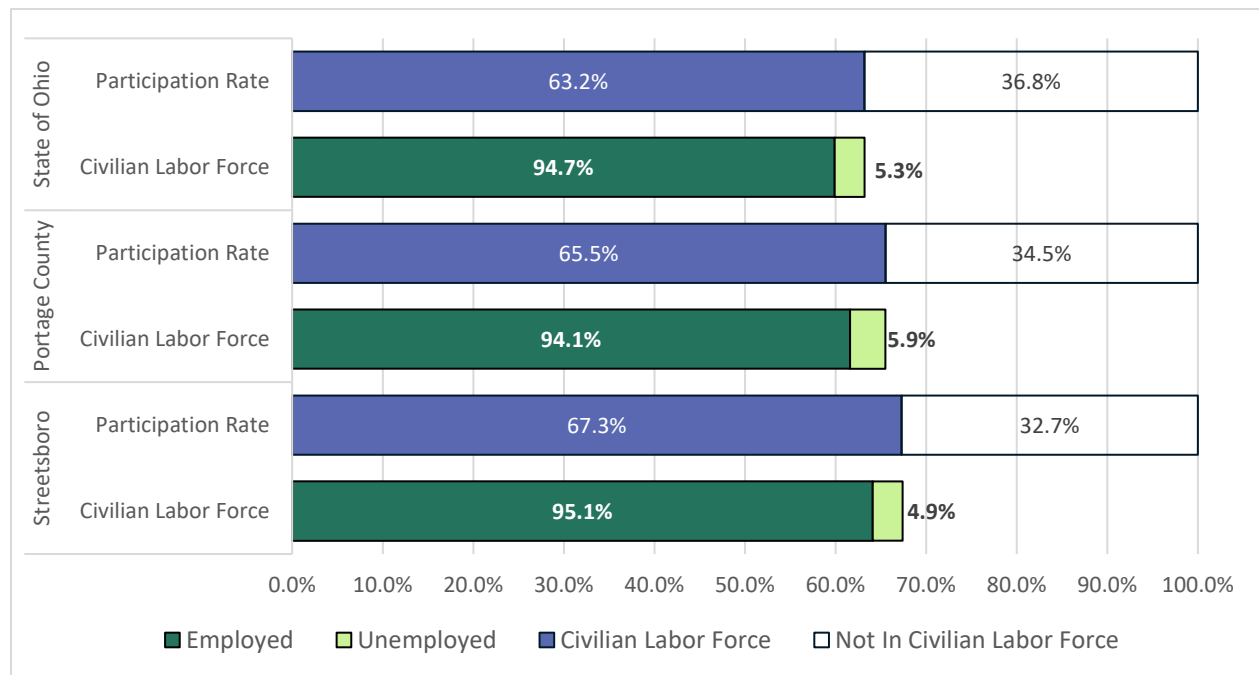


Figure 2-8: Employment Statistics

Source: U.S. Census Bureau, 2017-2021 American Community Survey

<sup>4</sup> Per U.S. Census Bureau, 2017-2021 ACS estimates.

## Streetsboro's Livelihood – Business and Industry

### Industries

Streetsboro has numerous industries, offering over 8,200 jobs. The most prevalent industry is manufacturing, comprising over a third of the jobs available in the city. Employers in the manufacturing industry include Step2, International Paper, and L'Oréal, to name a few of the more recognizable companies. Industrial jobs are primarily located in the northwest and north central portions of the city, clustered along Philipp and Miller Parkways. The next largest industry sector is retail trade, a fact unsurprising given the amount of retail development along SR 14, SR 303, and SR 43. Employers like Walmart, Target, and Lowe's can each employ hundreds of people, leading to large employment numbers in the retail sector.

Manufacturing and retail make up just over half of all employment in Streetsboro. The majority of the remaining jobs consist of food service, healthcare, education, and professional/technical services. These jobs are centered at SR 14 and SR 303 and include the Streetsboro City Schools and University Hospitals Streetsboro, among others.

**Figure 2-9: Jobs in Streetsboro, by Industry**

Source: U.S. Census Bureau, 2017-2021 American Community Survey



### Commuting Patterns

Streetsboro's location at the confluence of two interstates and three state routes creates an opportunity for residents to find work in a wide array of locations. This advantageous location is why the city is home to over 8,200 jobs.

Of the 9,785 Streetsboro residents participating in the workforce, only about 900 work at businesses in Streetsboro, while the rest commute to other locations. Nearly half of those leaving Streetsboro for work travel 10 miles or less, and well over 4 in 5 workers travel less than 25 miles one way to work. Those traveling into Streetsboro for work commute slightly farther on average, as a plurality of people travel between 10 and 24 miles to get to Streetsboro. Roughly three quarters of those traveling to Streetsboro for work travel less than 25 miles to get there.

Workers Commuting  
from Streetsboro



- Less than 10 miles
- 10 to 24 miles
- 25 to 50 miles
- Greater than 50 miles

Workers Commuting  
to Streetsboro



Figure 2-10: Commuting Patterns for Workers and Residents in Streetsboro

Source: OnTheMap

### Commercial and Industrial Land Uses

Streetsboro's location along the Ohio Turnpike and at the eastern terminus of I-480 makes it a natural location for big-box retail stores and commercial employers. These conditions play a large part in how land uses in Streetsboro are distributed. It has also played a part in attracting residential development, as residents can easily commute to anywhere in the region by accessing these highways.

In comparing Streetsboro with three of its closest neighbors – Aurora, Hudson, and Twinsburg – Streetsboro has the second lowest residential to industrial/commercial land use ratio of the four cities. This means there are more commercial/industrial land uses relative to residential land uses in Streetsboro than in two of the three neighboring cities.



Figure 2-11: Visualization of Commuting Patterns for Streetsboro Workers and Residents

Source: OnTheMap.

Table 2-2: Land Uses in Various Cities

City	Acres		
	Residential	Comm/Ind	Ratio
Streetsboro	4,788	1,863	2.6 : 1
Twinsburg	2,849	1,467	1.9 : 1
Hudson	6,935	1,699	4.1 : 1
Aurora	6,098	1,806	3.4 : 1

Source: Portage County Auditors Data, CT Analysis

## Streetsboro's Development Pattern

Developed land uses in the city are primarily residential, though less so than some neighboring communities. Despite strong commercial and industrial development, substantial acreage is occupied by residential land uses. Even when accounting for vacant and underdeveloped lands, which includes agricultural uses and mining in addition to true vacant land, land that is used for residences comprises nearly a third of the city.

The Current Land Use Map (Figure 2-12, on next page) is a visualization of how each individual property is actually used, e.g., a park, a commercial shopping center, etc. Land use is separate from zoning, though the two should be in concert whenever possible. Zoning indicates what uses are allowed on a specific property, or in a specific area. A table showing the acres for each of the land use categories shown on the Current Land Use Map (Figure 2-12) is included in Appendix A1.

Table 2-3. Existing Land Use, Generalized Categories		
	Acres	% of Acres
<b>Developed/Preserved Land</b>		
Residential	4,886	32.7%
Commercial	939	6.3%
Industrial	919	6.1%
Public/Semi-Public	625	4.2%
Protected Land	2,082	13.9%
<b>Developed/Preserved Land</b>	<b>9,452</b>	<b>63.2%</b>
<b>Vacant/Underdeveloped</b>		
Excavation (Mining)	574	3.8%
Agriculture	2,973	19.9%
Vacant Land	1,964	13.1%
<b>Vacant/Underdeveloped</b>	<b>5,511</b>	<b>36.8%</b>
<b>Grand Total</b>	<b>14,963</b>	<b>100.0%</b>
<b>Additional Unplatted ROW</b>	<b>397</b>	
<b>Total</b>	<b>15,360</b>	

Source: Portage County Auditor's Office, CT Consultants analysis



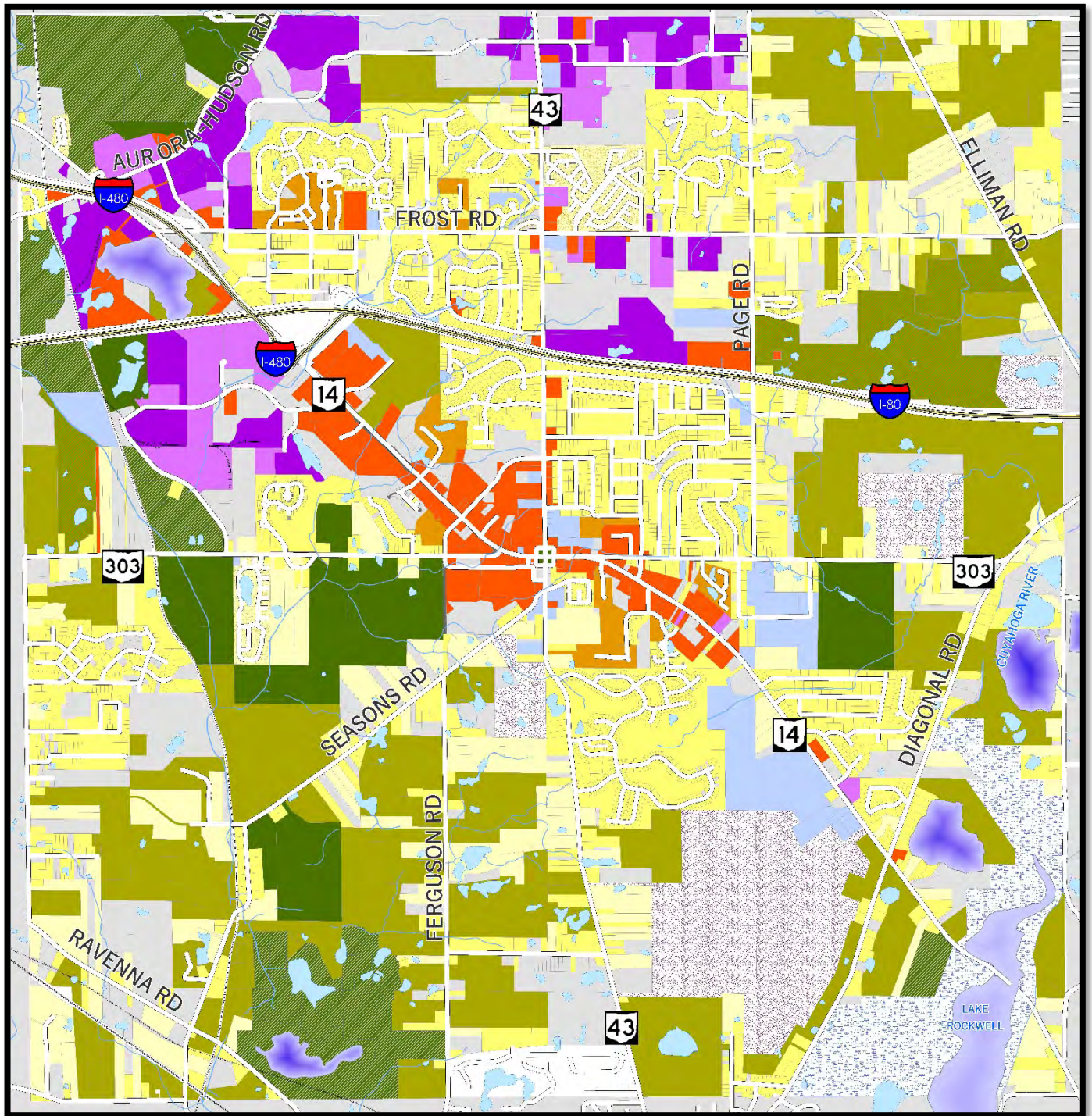


Figure 2-12: Streetsboro Current Land Use Map

Source: Portage County Auditor's Office, Portage County Regional Planning, City of Streetsboro, CT Consultants' Internal Data





### Farmlands and Agriculture

Streetsboro was primarily a farming community until about 50 years ago. Though situated at the edge of the Cleveland/Akron urbanized area, Streetsboro still has some active farms. Primarily located in the southern half of the city, these **parcels** represent a substantial area. Roughly 3,000 acres are utilized for some type of agricultural uses, representing nearly one fifth of all land in the city. This is substantially more than Streetsboro's neighboring cities of Aurora, Hudson, and Twinsburg.

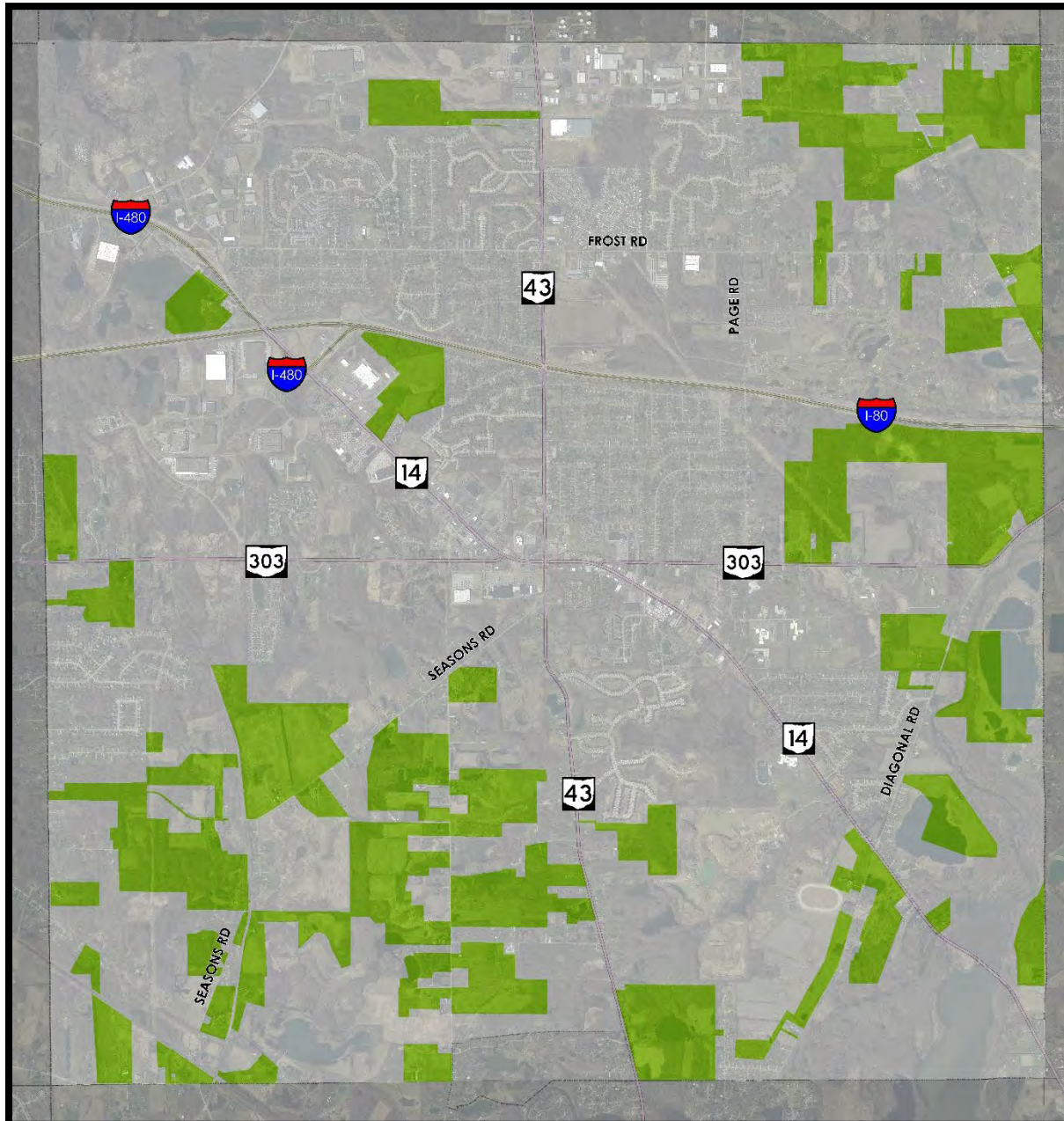


Figure 2-13: Map of Agricultural Lands in Streetsboro, highlighted in green

Source: Portage County Auditor's Office



## **Streetsboro's Infrastructure**

### **Transportation, Highway Access and Road Networks**

As previously mentioned, Streetsboro's location is advantageous for residents, employers, visitors, and travelers. It is bisected by the busy Ohio Turnpike (I-80), an east-west, coast to coast route that connects Streetsboro to Chicago, New York and beyond. In addition, the turnpike's Exit 187 is located in the city's northwest corner, which is important given the intermittent frequency of turnpike exits. Streetsboro is also located at the eastern terminus of I-480, which connects to the turnpike and provides direct access to Cleveland. These two highways alone provide good connectivity for manufacturing and commercial businesses that rely on easy and quick access to regional and national truck routes.

Streetsboro is further buttressed by three state highways. SR 303 travels east-west through Streetsboro, connecting to Hudson to the west and Warren to the east. SR 14 runs southeast to northwest through the center of the city, connecting I-480 in the northwestern corner to Ravenna to the south. Finally, SR 43, which runs roughly north-south through the center of the city, connects to important economic centers. To the south, it offers a direct route to Kent and Kent State University's main campus, with over 25,000 attendees, while to the north, it connects to Aurora and Solon.

### **Safety and Utility Services**

Police and fire services are a function of the city in Streetsboro. As such, the city maintains the Streetsboro Police Department and the Streetsboro Fire Department to answer calls for service within the city. Drinking water is provided by Portage County Water Resources and is transported through the city by lines maintained by the Streetsboro Division of Water. The Division also maintains a single 1.5-million-gallon water tower and delivers on average over one million gallons a day to users in the city. Sanitary sewer service is provided by Portage County Water Resources.

## **Streetsboro's Community Facilities & Amenities**

### **Schools**

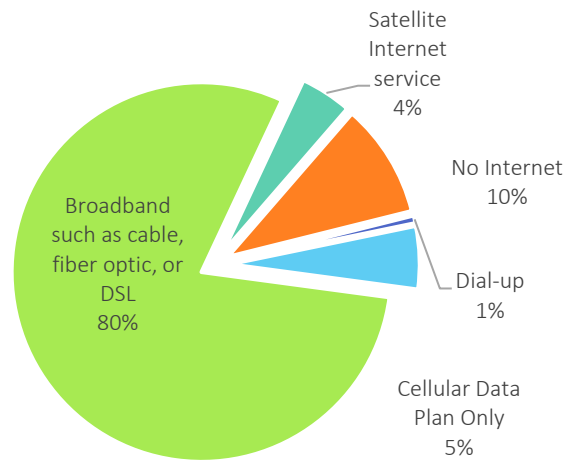
Streetsboro has its own school system, which serves the entire city, except for homes on Twin Hills Road and Pleasant Valley Road. The Streetsboro City School District has four school buildings, one each for elementary (pre-k thru third grade), intermediate (fourth and fifth grade), middle (sixth thru eighth), and high school (ninth thru twelfth). Three of the school buildings and the Board of Education offices are located at the District's 'Main Campus' adjacent to City Park. The 62-acre high school and stadium complex was built in 2016 on SR 14. For the 2022-23 school year, Streetsboro schools were ranked three out of five stars by the Ohio Board of Education, ranking 411 out of 859 districts. The high school was the highest ranked individual school building in the district, with four out of five stars.

### **Events**

The city hosts numerous special community events throughout the year, every year. The most prominent event is Streetsboro Family Days. This is a community event that features special contests, games, food, and entertainment. Streetsboro also hosts a city-wide trick or treat on the Saturday prior to Halloween. Other events include the annual Easter Egg hunt in City Park, the back-to-school ice cream social, and the 2022 Streetsboro Bicentennial. These events are put on in cooperation with various community entities, including the Streetsboro Visitors and Convention Bureau, and the Streetsboro Chamber of Commerce.

### Internet/Broadband

Broadband internet access is provided by private internet service providers (ISPs) to residents and businesses in Streetsboro as a fee-based utility. In terms of service coverage, the entirety of Streetsboro is served by at least one ISP that offers broadband internet access<sup>5</sup>. However, there is a difference between availability of service and ability to access service. While the entire city has broadband internet available to it, not everyone has the means or ability to access the service. This can be for any number of reasons, including cost to obtain the service, ability to obtain the service (i.e., the resident has no devices that can utilize broadband internet), and desire to obtain the service. Cities must find a way to help those who want to, but cannot for any number of reasons, obtain broadband service. This issue is of paramount importance, as those without access to reliable and fast internet lose out on educational and employment opportunities. Around 10% of households in Streetsboro are without internet access. Of the 90% with internet access, almost 1% continue to rely on dial-up services, and over 5% have internet access through their smartphone rather than computer.



**Figure 2-14: Broadband Internet Access in Streetsboro**

Source: U.S. Census Bureau, 2017-2021 American Community Survey

<sup>5</sup> According to BroadbandNow and Federal Communications Commission (FCC) maps

## Streetsboro's Lands – Land Uses and Nature

### Institutional Land Ownership

A variety of institutions, both government and not-for-profit, own land within cities. Given the numerous types of public entities, the Portage County Auditor's office classifies each entity with a unique land use code to track such ownership. Typical institutional owners include school districts, houses of worship, and government entities. In Streetsboro, 4% of land is owned by such institutions, the largest of which is the Ohio Department of Transportation (ODOT). ODOT owns 40% of institutional land uses because of right-of-way for the Ohio Turnpike and I-480. Another third of the institutional land is owned by the Streetsboro School District. The remaining lands are owned by various houses of worship, the city, and public utilities.

### Parks and Open Spaces

Streetsboro has many diverse types of parks and open spaces. The city maintains three parks for public use – Thomas Heritage Park, Clare W. Wilcox Memorial Park, and Streetsboro City Park. The city recently acquired land for a future park, Floyd North Bicentennial Park, located along Aurora Hudson Road, to open in 2024. Totaling 245 acres, each park serves a unique purpose within the community. Thomas Heritage Park provides residents a natural park area, with many acres of passive open space. With a dog park, fishing ponds, and trails, the park protects natural features while allowing citizens to enjoy the area. Wilcox Park is primarily a playground park, though it does also protect natural features. City Park is a highly programmed park area with multiple ball fields, courts, multi-use fields, pavilions, play equipment, and concession stand. City Park also has a skate park, and paved walking path. The City recently began construction of a community center at City Park, which will include a senior center and offer additional opportunities for recreation.

The City's former 9-acre multi-use athletic fields complex located on SR 43, just north of SR 14, is being redeveloped into a City Center complex. This complex contains the new fire station and will eventually be home to a new city hall, splash pad, central green, and public gathering space.

Table 2-4. Public/Semi Public and Protected Land		
Description	Acres	% of Total
<b>Public/Semi Public (not including Protected Land)</b>		
<b>Government, Institution</b>		
Streetsboro School District	189	31.6%
Public Worship	54	9.1%
City (Other)	50	8.3%
Utility/Stormwater basin	40	6.7%
Cemeteries	21	3.5%
<b>Government, Institution Total</b>	<b>354</b>	<b>59.2%</b>
<b>ROW (Ohio Turnpike)</b>	<b>243</b>	<b>40.8%</b>
<b>Total Public/Semi Public Land</b>	<b>597</b>	<b>100.0%</b>
<b>Protected Land</b>		
<b>Park/Recreation (by Ownership)</b>		
City of Streetsboro	434	20.8%
Portage Park District	366	7.8%
State Of Ohio	133	6.4%
Streetsboro Township	2	0.1%
<b>Park/Recreation Total</b>	<b>935</b>	<b>35.1%</b>
<b>Nature Preserve (by Ownership)</b>		
Portage Park District	126	15.8%
State Of Ohio	209	10.1%
Kent State University	72	3.5%
Metro Parks Serving Summit Co	68	3.2%
Nature Conservancy	66	3.2%
West Creek Conservancy	32	1.5%
University of Akron	11	0.6%
<b>Nature Preserve Total</b>	<b>584</b>	<b>37.8%</b>
<b>Reservoir Protection (City of Akron)</b>	<b>564</b>	<b>27.1%</b>
<b>Total Protected Land</b>	<b>2,082</b>	<b>100.0%</b>

Source: Portage County Auditor's Office

The city recently completed a Parks and Recreation Master Plan Update (2019), which includes a number of recommendations for park improvements to enhance the City's parks and recreational amenities and to continue to protect natural resources.

### Wildlife Corridors, Rivers and Riparian Areas

The city is also home to lands managed by Portage Park District, portions of a state nature preserve, and privately held protected natural areas. Portage Park District maintains two parks in Streetsboro: Seneca Ponds Park and Trail Lake Park. Both parks are open to the public and protect large natural areas. The State of Ohio, along with Summit Metro Parks, manages Tinkers Creek State Nature Preserve and adjacent Liberty Park. These 3,000 acres of parks and protected area spans Summit and Portage Counties and occupies portions of neighboring cities of Twinsburg and Aurora, and Twinsburg Township. Tinkers Creek State Nature Preserve protects endangered species, wetlands, and waterways.

Conservation lands are also present and important in Streetsboro's mosaic of parks and protected spaces. The Nature Conservancy, a renowned non-profit that works to protect and restore endangered and important natural areas around the world, protects two tracts of land in the city. The 140-acre Herrick Fen protects important boreal fens and tamarack trees, both important to Ohio's natural landscape. Kent State University jointly manages the property with The Nature Conservancy and helps to maintain the one-mile boardwalk trail for public use. The Nature Conservancy also protects and manages Beck Fen, which is not open to the public. This 10-acre site protects endangered species within the small fen. Additional lands are protected by the University of Akron, who manages the Streetsboro Wetlands in the north part of the city, located on the south side of Miller Parkway. West Creek Conservancy also owns lands adjacent to Tinkers Creek State Nature Preserve.

**Table 2-5. Parks, Recreation & Protected Areas in Streetsboro**

Land Use Type	Acres
Commercial Recreation	379
Nature Preserve	584
Park/Recreation	935
Reservoir Protection	564
<b>Grand Total</b>	<b>2,462</b>

Source: Portage County Auditor's Office Parcel Data

Tinkers Creek and the Cuyahoga River also flow through Streetsboro. The Cuyahoga River runs through Lake Rockwell, which is a protected drinking water source. Managed and owned by the City of Akron, the lake is not open to visitors. While the Cuyahoga River is not specifically protected by conservation easements or protected areas, Tinkers Creek runs through numerous protected areas. Despite a lack of easements or covenants protecting most waterways, the Streetsboro Planning and Zoning Code mandates riparian setbacks based on drainage basin size. Setbacks range in size from 25 feet up to as large as 300 feet on each side of the waterway, ensuring appropriate spacing for protection of sensitive riverine habitats and waterways.

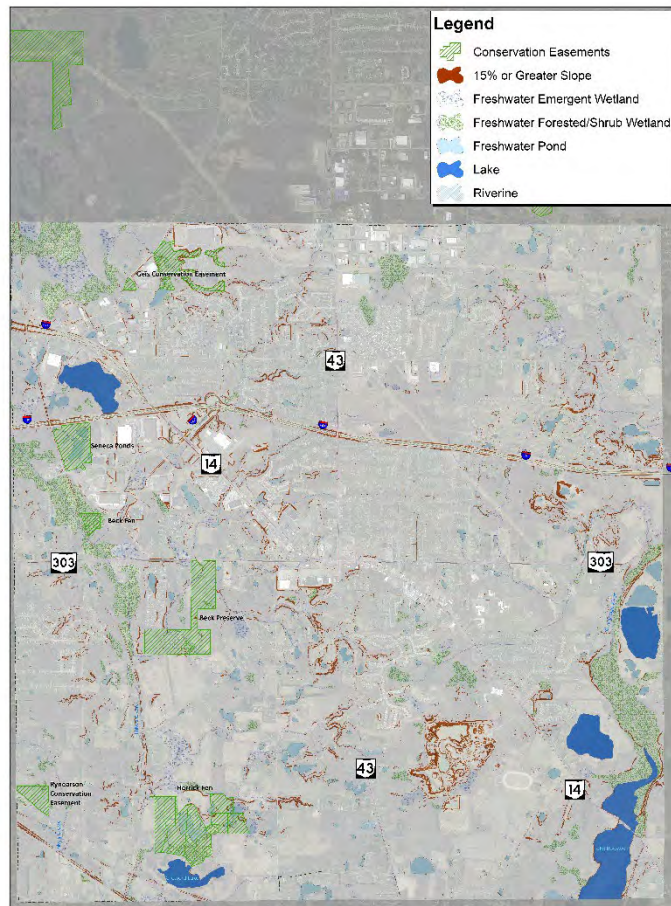
Portage County is also home to three endangered species, four threatened species, one candidate for listing, and one species in recovery from being endangered. The Northern Long-Eared Bat (*Myotis septentrionalis*), Mitchell's Satyr Butterfly (*Neonumpha mitchelli mitchelli*), and Indiana Bat (*Myotis sodalis*) are listed by the U.S. Fish and Wildlife Service (USFWS) as endangered species residing in Portage County. USFWS further lists the Round hickorynut clam (*Obovaria subrotunda*), Eastern Massasauga rattlesnake (*Sistrurus catenatus*), and plants Eastern prairie fringed orchid (*Platanthera leucophaea*) and Northern wild monkshood (*Aconitum noveboracense*) as threatened species, meaning they are likely to become endangered within the foreseeable future. The Tricolored bat (*Perimyotis subflavus*) is proposed as an endangered species by USFWS, and the Bald Eagle (*Haliaeetus leucocephalus*) is designated as a species in recovery.

## Trails

Trails within Streetsboro are mostly located within individual parks. Thomas Heritage Park has a small loop trail, as does City Park. Trail Lake Park and Seneca Ponds Park, both managed by Portage Park District, also have self-contained loop trails. Herrick Fen Preserve contains a trail, as does Tinkers Creek Nature Preserve. All these trails are self-contained, meaning they do not connect to a wider trail network at the city or regional level. Portage Park District completed a district-wide master plan in 2016. As part of the plan, Portage Park District is in the process of developing a regional multi-use trail planned for the area alongside Tinkers Creek, which is currently in the planning and acquisition phase.

## Other Recreation

Aside from outdoor public lands, there are other recreational opportunities within Streetsboro. Camping is a popular activity, with two private campgrounds in the city that offer overnight camping for a fee. One of the campgrounds, KOA (Kampgrounds of America), is located near the city's western border and offers improved campgrounds for tents, as well as cabins and spaces for campers and RVs, and activities such as swimming and fishing are offered. The other campground, Woodside, located along the city's eastern border, is situated on a small lake, and offers camper/RV sites, tent site, and cabins. There is one small private park, Sunny Slopes Lake, located within the **Sunnyslopes** neighborhood.



**Figure 2-15: Natural Features Map of Streetsboro**

Source: Portage County Auditor's Office, FEMA, National Conservation Easement Database, and The Nature Conservancy

There is one private golf course, Boulder Creek, offering 18-hole play that is open to the public, which was created as part of the larger Boulder Creek residential development.

## Natural Hazards

Like most of Ohio, Streetsboro is relatively insulated from significant natural hazards like earthquakes or hurricanes. However, with two waterways running through the city, flooding can potentially present hazardous conditions. Areas along Tinkers Creek, and near Beck Fen, in the west-central part of the city, are within the delineated 100-year floodplain. This means these areas historically have a 100-year recurrence interval, where there is at least a one percent chance of flooding in any given year. Flooding is common along SR 303 within the Tinkers Creek floodplain. Parts of the Cuyahoga River and Lake Rockwell are also within the 100-year floodplain. As development continues to expand within Streetsboro, both residential and non-residential, maintaining the functionality of the floodplain and riparian area will remain a critical factor whenever new development is proposed and, as climate change alters rain intensity and patterns, new floodplains may emerge.



## Streetsboro's Opportunities – Vacant Land & Zoning

Over 2/3<sup>ds</sup> of the land in Streetsboro is developed, while the remaining 5,511 acres are undeveloped or underdeveloped - devoted to agricultural uses (20%), classified as vacant (13%) or currently being excavated/previously excavated (4%). In all of these cases, it is possible for the landowner (or future owner) to either develop the property for a specific use permitted by zoning or place restrictions on the property to permanently preserve the land. The major factors in determining the potential future use/protection of these parcels (either for development or preservation) include: (1) The extent to which the land is impacted by critical natural features, in which case the land is more suitable for preservation, and (2) Located where utilities are easily accessible making development more feasible.

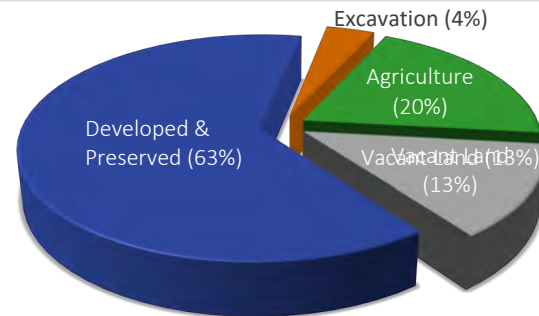
The Streetsboro zoning code and zoning map dictate how property owners can use/develop their property, and there is not a specific agricultural district that prohibits further developing the property for another use. As such, agricultural land is considered underdeveloped because the zoning code allows ag land to be developed for a more intense use.

### Potential for New Housing Development

As shown in Figure 2-17, the overwhelming majority of vacant land is zoned for residential use, predominately R-R, Rural Residential.

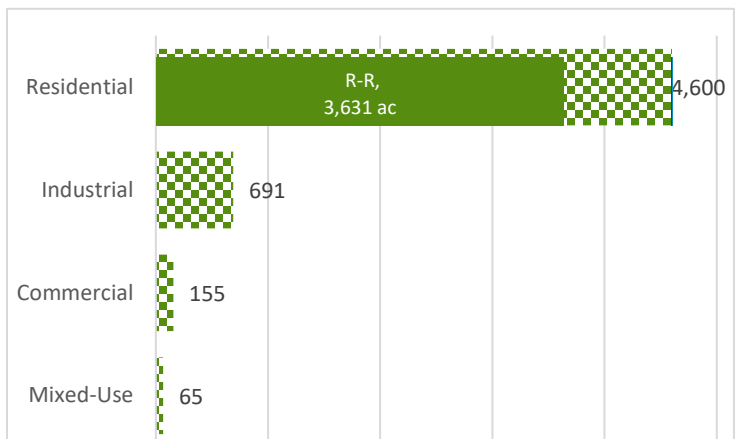
Much of the R-R, Rural Residential zoning district is located in the southern half and northeast corner of the city, where sanitary sewers and municipal water service are not available. The minimum lot size for building a house in the R-R varies, depending upon access to sanitary sewer, and whether or not the street is "new" or "existing". Thus, lot minimums range from 1.5 acres (65,340 square feet) to 2.5 acres (108,900 square feet), compared to the 21,780 sq. ft. required in the R-1 District.

There are very few remaining large vacant parcels zoned R-1 and R-2 and these parcels have constraints that may have delayed their development. For example, there is a 107-acre parcel that is split between two zones – roughly 72 acres with frontage on Page Road are zoned R-1, while the rear 35 acres are zoned R-R. Other parcels are heavily impacted by wetlands, such as a 15-acre parcel that is part of the Hannum Crossing subdivision. In 2022, 16 acres of vacant industrial land along Page Road just north of the turnpike was rezoned to R-1, with approval by the voters, with the intent to build a small housing development. The parcel is surrounded by I-1-zoned land to the north, west and south and remains undeveloped.



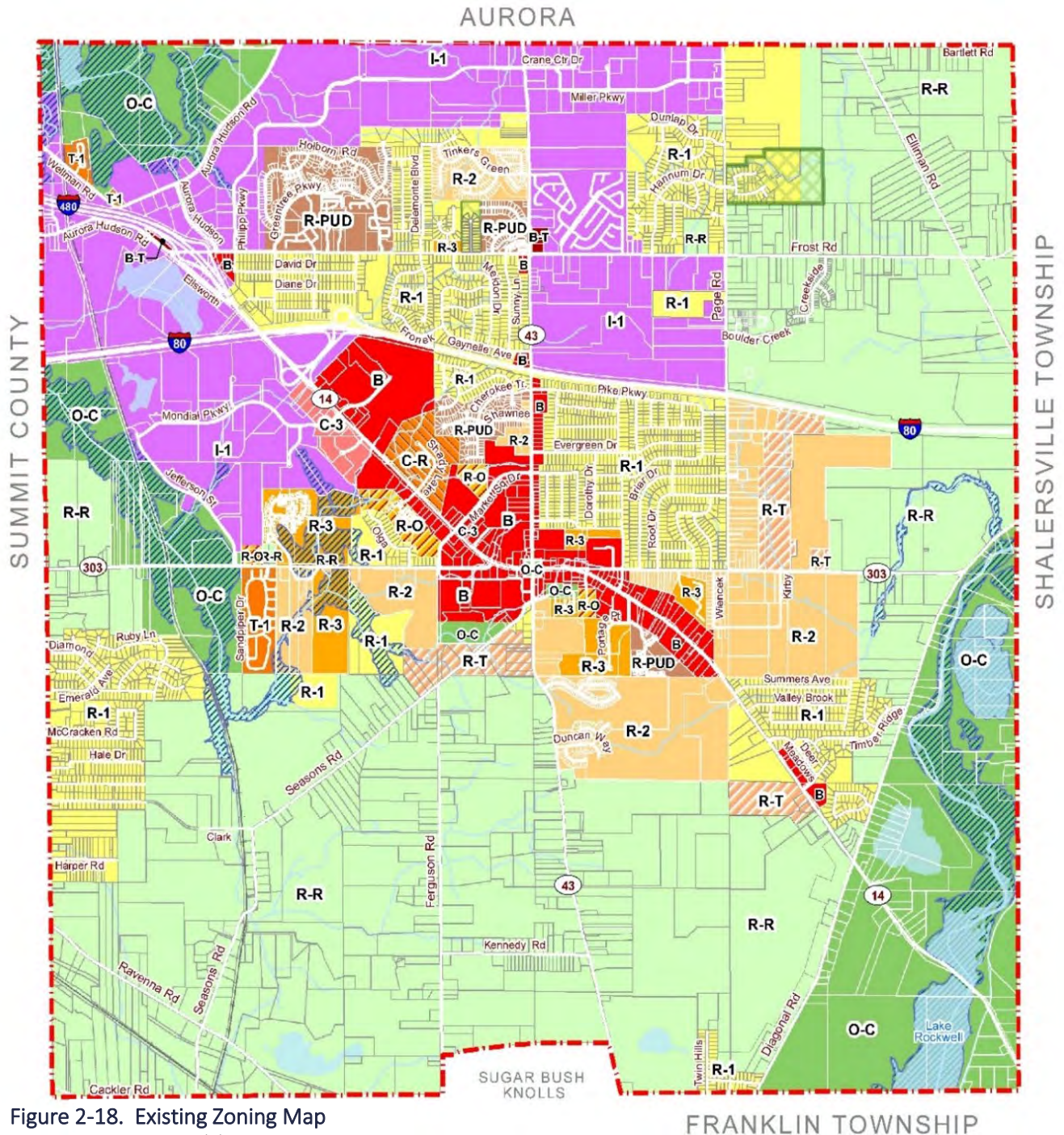
**Figure 2-16. Developed Vs Un/Underdeveloped (Excavation, Ag & Vacant Land)**

Source: Portage County Auditor's Office, CT Consultants analysis.



**Figure 2-17. Developed Vs Un/Underdeveloped Acres by Zoning District Category**

Source: Portage County Auditor's Office, CT Consultants analysis.



All of the most recently approved single-family housing developments (Green Tree, Tinkers Creek, Deer Meadow Estates, and Meadow View) are constructed and the lots sold for housing construction. The 2018/2019 Future Land Use Map recommended additional housing development at a density of two (2) units per acre (the density permitted in the R-1 District), but much of the land is currently zoned R-R and requires rezoning to the R-1 District.

The R-OS Open Space Overlay District allows planned unit development where homes on smaller lots are concentrated to allow a portion of the development site to be preserved as open space. The open space requirement varies based on the underlying zoning district, with a higher percentage required for lower density development. For example, an open-space overlay development in an R-2 zone permits approximately 2.5 units per acre when at least 25% of the site is preserved, compared to an open-space overlay development in an R-R zone that permits approximately 0.86 units per acre when at least 40% of the site is preserved. For comparison, the Meadow View subdivision has 167 acres of preserved open space, which is 62% of the entire project area.



## **Mapping the Opportunities**

Growth of the City's residential and commercial areas have slowed in recent years. In regard to residential development, the slowdown is due in part to a dwindling supply of land zoned for housing development. The question for the residents and City leaders is how should the City grow going forward?

Proper stewardship of the remaining undeveloped and underdeveloped acres is important and can have significant positive impacts if thoughtfully considered. Interviews with various city officials conducted in March 2023 and the online survey results provided insights regarding community perspectives about the growth of the City. The City commissioned a series of market studies prior to beginning this Plan Update, which provided additional analyses regarding existing conditions and future opportunities.

The Land Use Opportunities Map (Figure 2-19, page 40) illustrates where and how the City should guide future physical development and change at a conceptual level, recognizing that existing conditions, such as location within the city (e.g. proximity to existing development), extent of environmental constraints, quality and character of existing development, and availability of transportation and utility infrastructure, heavily influence the realistic opportunities. It also takes into consideration other factors including anticipated population trends, economic development objectives, and community desires for rural character and environmental preservation.

The Zoning Opportunities Map (Figure 2-20, page 42) provides the current zoning map, overlaid with a visualization of the opportunities for zoning map or text amendments. Areas highlighted with the black dashed lines delineate those parcels that have split zoning. These are parcels that have at least two different zoning designations; it is recommended such parcels be rezoned to a single zoning district. Areas surrounded by a red dotted line are zoned R-PUD, a zoning district that does not exist in the zoning code. It is recommended that the zoning code be amended to include guidelines for each R-PUD.

The map is intentionally diagrammatic in nature, including shaded, colored areas that indicate desired future conditions. The Land Use Opportunities Map provides a foundation for creating the more detailed Future Land Use/Character Map.

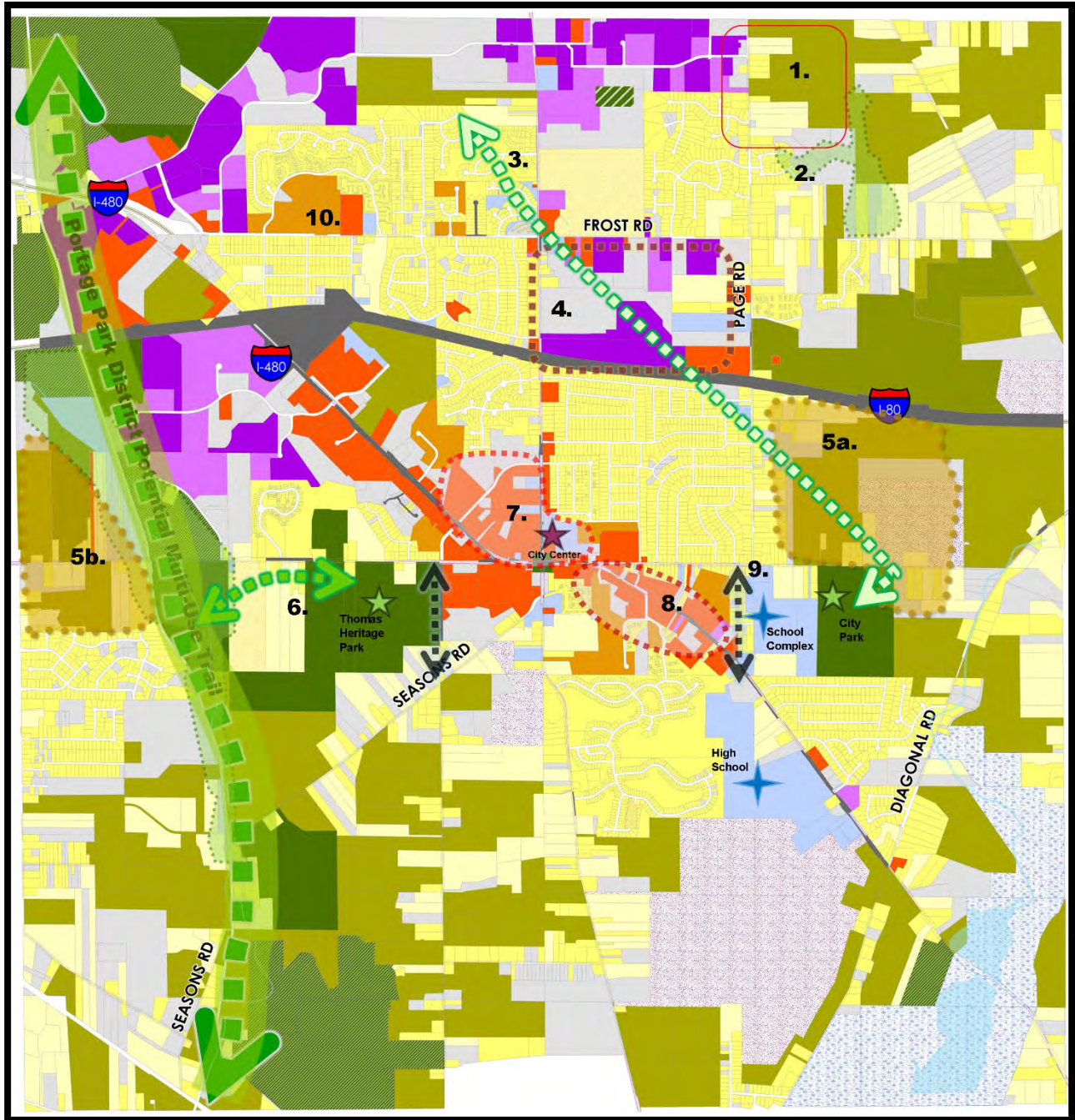


Figure 2-19: Streetsboro Land Use Opportunities Map

Source: Portage County Auditor's Office, Portage County Regional Planning, City of Streetsboro, CT Consultants Internal Analysis



## Recommendations

1. Eliminate Split Zoning, where one parcel is located in two or more different zoning districts. This occurs in several locations, such as along the northern end of Page Road, and on the small number of properties where the Open Space Conservation Zoning District has been applied. See recommendations for specific areas on Figure 2-20. Streetsboro Zoning Opportunities Map.
2. Wherever large areas of probable wetlands and other sensitive natural areas exist—encourage preservation via open space zoning regulations that ensure quality natural areas are preserved while allowing for permitted residential development in areas contiguous to existing development. This includes updating/clarifying the Residential-Open Space Overlay District.
3. Include priority elements from the City’s Parks Master Plan, such as the connector path within the CEI powerline to connect the northern neighborhoods to City Park.
4. Evaluate current industrial zoning boundaries, permitted uses, and performance standards vs land characteristics/constraints, such as wetlands and power line easements, and identify strategies that ensure suitable land remains for future industrial development. Rezone to O-C all I-1 properties that are owned by a public entity and those that are heavily impacted by sensitive natural features.
5. Encourage residential development near community facilities, such as City Park (where the new community center is planned) and Thomas Heritage Park, and adjacent to existing development, to reduce demand in areas further from the core. Prioritize areas near the core (5a) before areas located along the edges of the city (5b). Eliminate the Transitional Residential District and instead adopt buffer requirements along the boundary between different zoning districts.
6. Coordinate with Portage Parks District on their goal of creating a north/south trail along Tinkers Creek and tie into the trail via connection from Thomas Heritage Park and nearby neighborhoods. Coordination also increases funding opportunities.
7. Continue to pursue Core Concept development; update relevant sections of the zoning code to facilitate the envisioned mix of uses and building types, and to ensure flexibility in parking requirements for mixed-uses, allowances/requirements for bike facilities, etc. (e.g., reduced requirements, design standards, etc.).
8. In tandem with the Core Concept and construction of the new City Center, encourage upgrades/enhancements to existing commercial buildings along the SR 14 corridor, including allowing for mixed uses, increasing density, and adopting design standards to require better development. Create strategies to reduce barriers to improving properties and to address vacant properties.
9. Consider street connections from SR 303 south to SR 14 on east side and to Seasons Road on west side, to provide alternative transportation routes without going through the SR 14/SR 43 intersection.
10. Consider creating a new PUD District that would be applied to areas currently zoned R-PUD, and develop separate standards for each existing development, based on current conditions. See the existing R-PUD zoning on Figure 2-20. Streetsboro Zoning Opportunities Map.



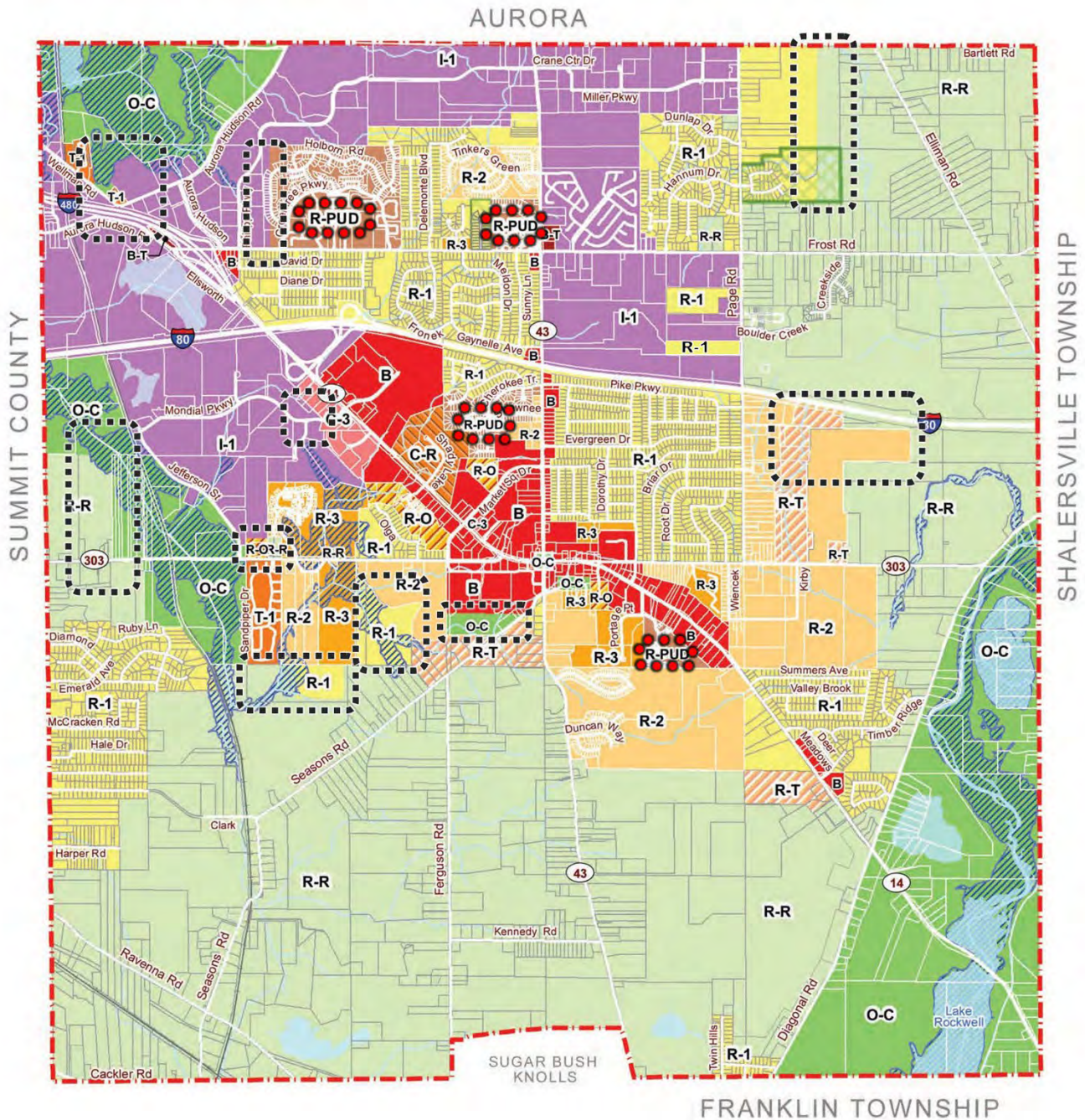


Figure 2-20: Streetsboro Zoning Opportunities Map

Source: Portage County Auditor's Office, Portage County Regional Planning, City of Streetsboro, CT Consultants Internal Analysis



1. Eliminate split zoning in locations where one parcel has portions of it in two or more different zoning districts.



2. Create a new PUD District and prepare project-specific regulations for each housing development that is currently zoned R-PUD.

## Streetsboro Community Comments

As part of the Streetsboro 2023-24 Master Plan Update, an on-line survey was produced to gather input and feedback from the community. The survey was developed by the City of Streetsboro Planning & Zoning Department, with input from the Master Plan Review Commission. Topics for questions on the survey included rural development, economic development, the downtown core, housing, parks, environmental preservation/conservation, and transportation. It was open for responses on May 26, 2023, and closed on July 10, 2023. Valuable insights regarding community wants and needs were gleaned from the 927 respondents, as well as their thoughts and feelings on selected items.

Respondents to the survey felt strongly about development in the downtown core area. When asked about their top three variables to guide future development, 7 in 10 selected “more development in the downtown core area”, making it the most popular answer. When asked directly about development patterns in the downtown core concept area, respondents made clear their top two choices; when “like” and “extremely like” responses were combined, 65% selected mixed-use (residential/office above retail), and 58% historic replication. In contrast, none of the other choices received more than 35% “like” or “extremely like” votes. In regard to residential development, responses for townhomes and urban single family were tepid, though townhomes were slightly positive while urban single family were slightly negative. For urban single family, 7% more survey-takers responded negatively (“dislike” or “extremely dislike”) rather than positively (“like” or “extremely like”), while 3% more selected positive answers over negative answers for townhomes; this indicates townhomes are favored slightly over urban single family. Mid-rise apartments scored the lowest in both “like” and “extremely like” and the highest in “dislike” and “extremely dislike,” indicating that residents of Streetsboro do not want freestanding apartments in the downtown area.



The trend of preferring less dense and more traditional housing continued in other parts of the survey. When asked how much they like or dislike certain single-family development patterns, respondents preferred less dense and more traditional offerings, such as ranch suburban and contemporary suburban home, over those that might allow more density like urban single-family. It should be noted that none of the five options had a majority, or even a plurality, select “dislike” or “extremely dislike.” Survey-takers were also asked about alternative housing types in Streetsboro. Options for alternative housing included duplex, four-plex, townhomes, cottage court,

Ranch  
Suburban  
Home



Contemporary  
Suburban  
Home



Suburban  
Craftsman



Top 3 types of  
single-family  
development,  
as determined  
by the survey



"Liked" or  
"Extremely Liked"



and senior housing flats. This question produced strong results, with senior housing flats being the only option that garnered a majority “like” or “extremely like,” though a plurality of respondents selected these options for townhomes as well. The remaining options had a majority or plurality select “dislike” or “extremely dislike.”

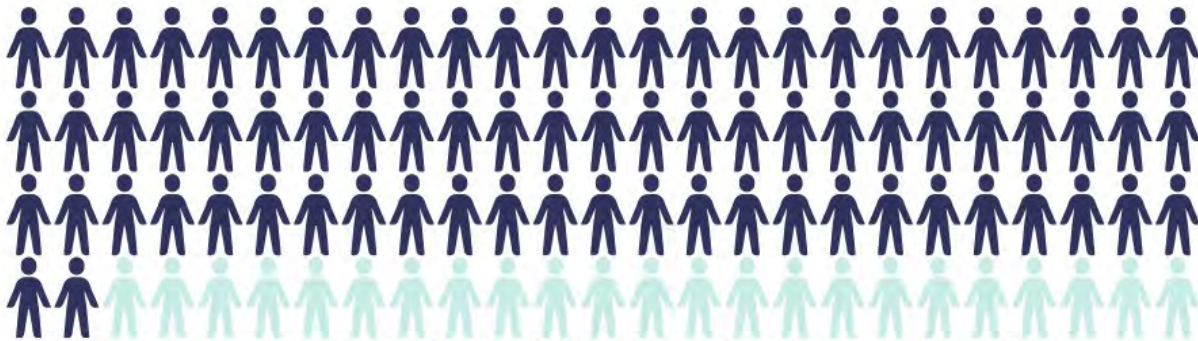
In speaking about commercial development, people clearly indicated two preferred commercial development patterns. Small site walkable commercial and an outdoor mall were favorites, with 78% and 67% respectively selecting either “like” or “extremely like”. These preferences align with respondents’ answers in other questions, such as the desire for better pedestrian and bicycle facilities, as well as preference for mixed-use development. Survey-takers did not respond positively to a modern hotel with conference center as a form of commercial development, with over four out of 10 choosing either “like” or “extremely dislike”, compared to just over three in 10 choosing “like” or “extremely like”. The other two options, big box store and small multi-tenant plaza, showed more “neutral” and “like” answers, with few “extremely like.”



Example of an outdoor mall

When asked about the amount of industrially zoned land in Streetsboro, 3 in 5 respondents wanted to maintain the current amount of industrially zoned land. The remaining 40% of respondents were equally split on increasing or decreasing the amount of industrially zoned land in the city.

Participants were also asked about development in rural areas. They were asked to indicate how much they like or dislike certain rural development types or uses. Responses indicated a strong preference for farm-to-table restaurants, with 85% indicating they “like” or “extremely like” the development type.



77% of respondents “liked” or “extremely liked” a winery / brewery / distillery as a type of rural development



Woolly Pig Farm Brewery,  
Coshocton County



Henmick Farm & Brewing,  
Delaware County



Weymouth Farms Orchard & Winery,  
Medina County

Preference was also strong for a winery/brewery/distillery use, coming in close second to the farm-to-table restaurant use. Wedding and event venue also gathered more positive responses, with 60% indicating such. Solar farms were polarizing for respondents, with 1 in 4 selecting “dislike” or “extremely dislike”, compared to less than 2 in 4 selecting positive options. Tiny house was the least popular choice for rural development, with a plurality (42%) choosing “dislike” or “extremely dislike”.

Warren's Spirited Kitchen, Geauga County



Berlin Farmstead Restaurant, Holmes County



Gould's Sugar House, Massachussets



8.52 out of **10** respondents “liked” or “extremely liked” a farm to table restaurant as a type of rural development



Streetsboro residents felt strongly about safe roads. When asked about elements **of** a successful transportation system, residents felt “safety improvements” were by far the most important aspect. “Safety improvements” scored far and away higher than the next most popular answer, “increased connectivity and route options”. Scores for that option were roughly similar to “speed and efficiency” and “improved bicycle and pedestrian facilities”. Respondents ranked “long term maintenance/cost” as the lowest-ranked element of a successful transportation system. Based on the answers, it appears respondents in Streetsboro value safe, efficient, and connected multi-modal networks.

**66%**

**...of survey respondents felt safety improvements were among the top two ways to improve safety and mobility.**

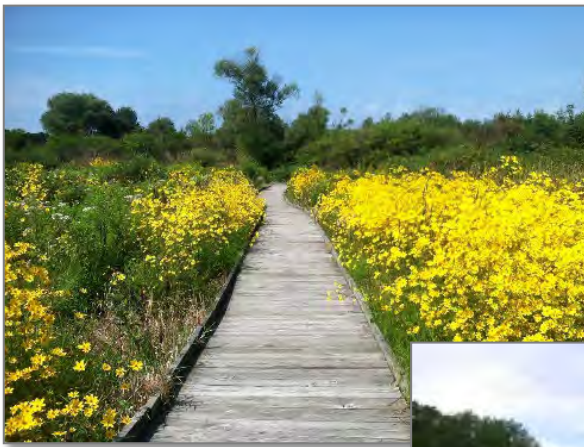


**Improved bike and pedestrian facilities had strong opinions – a majority selected it as either most or least important for improving safety and mobility.**

**2.3 / 5**

**Long-term maintenance was lowest-rated priority among those who took the survey, indicating satisfaction with current road conditions.**





**Image 2-1: Herrick Fen**

(Photo courtesy of The Nature Conservancy/  
Karen Seidel)



**Image 2-2: Trail Lake Park**

(Photo courtesy of Portage Parks)



**Image 2-3: Seneca Ponds Park**

(Photo courtesy of Portage Parks)

Regarding preservation and conservation, respondents in Streetsboro felt quite strongly. Over 80% of those surveyed felt preservation and conservation of the natural environment should be a priority for the city, as opposed to under 8% who felt the opposite. When asked about types of environmental protection and preservation they supported, nearly nine out of 10 survey-takers supported “protect(ing) parks, forested land, wildlife habitats, and water courses from impacts of development”. Concern for environmental impacts and preservation also showed as a priority when discussing growth management; 3 in 5 respondents selected “avoiding impacts on sensitive natural areas” as a top-three determinant for where and how to accommodate growth.

Care for the environment carried over to preferred modes of recreation, as 91% of respondents to the survey “liked” or “extremely liked” hiking and biking trails as a parks and recreation use in Streetsboro. This option not only had the highest average score, but it also had the largest percentage of those answering, “extremely like.” Passive parks, or those parks with more natural open space areas, was also a popular choice, with 43% selecting it as “like”, the highest among all choices. Among those choices that were not as popular, dog park and pocket park scored lowest overall, and were tied for the lowest percentage of “extremely like” at 19%. Active park and splash pad were in the middle of the road in terms of support but did garner the second and third highest percentage of “extremely like” selections at 44% and 41%, respectively.

Taken together, these answers indicate a strong desire by Streetsboro residents for conservation and protection of the natural environment.

Finally, the survey asked a question relating to public facilities. The question asked respondents how they think the city should consider certain factors when constructing public facilities like police stations and parks. Survey-takers were mostly split on what factors to consider most, with minor difference between the answers. Long-term maintenance and cost was the answer with the highest number of first and second choice answers, and the lowest number of fourth and last place answers, indicating the importance of cost to maintain facilities. Conversely, the initial cost of construction was the least important factor to respondents, with the lowest overall score, and the most people selecting it as the last place factor to consider. A complete summary of the survey, including responses, can be found in **Appendices B and D.**

Citizens were also given the opportunity to comment during an open house session with Streetsboro Planning & Zoning Staff, MPRC members, and CT Consultants. During this event, numerous posters and visuals were placed throughout City Hall, allowing members of the community to explore each at their leisure. Topics of the posters and visuals included draft goals of the plan, results of the survey, and some questions for visitors regarding visual preference on the Downtown Core Area, as well as a question regarding transportation.

Posters and visuals featured a comments space, where visitors could use provided sticky notes to leave anonymous comments for each topic. In regard to Streetsboro's future, comments were divided between allowing new housing, and allowing no additional housing. Comments also spoke to the need for public and commercial amenities, especially in the downtown area. These represent overarching themes within the open-house comments.

Other posters that generated substantial **discussion** were the placemaking posters, the neighborhoods & rural character poster, and the quality parks poster. The placemaking posters revolved around the proposed Downtown Core Area, providing data from the survey on one sheet, and four regional examples of downtown areas on the other. Commenters expressed confusion and concerns regarding the downtown, with comments asking what the plan would entail, concern about taxes, worry about stormwater, and concern about school and **public** services capacity. Comments also expressed excitement and support, stating there is nothing to do currently in Streetsboro.

The second poster provided four examples of regional downtown developments: Pinecrest in Orange Village, Legacy Village in Lyndhurst, Crocker Park in Westlake, and First & Main in Hudson. Names of the development were not provided, only five representative photographs, though visitors easily recognized each one. Visitors were provided stickers to place on development examples they preferred. Of the 46 stickers on the poster, 20 indicated a preference for Legacy Village, and 17 for First & Main, making those the clearly preferred examples.

On the topic of neighborhoods and rural character, commentors expressed a wide array of opinions, including the desire to build vertically to preserve open space, preference for ranches on ½ acre lots over ¼ acres lots, need for senior housing, and the desire to maintain current undeveloped areas. These opinions lead into the poster on quality parks. Commenters seemed to have strong feelings about swimming pools, both for and against, as a portion of the comments showed. Some commenters also noted there is enough park space already, and that it should be utilized better. Finally, some visitors left notes encouraging more trails.

A complete transcription of all comments is included in their entirety in Appendix **C.**

## Assets and Challenges

Through the planning process and review of available analyses, key community strengths (assets) were identified that will be leveraged, as well as the various challenges that must be addressed via the Goals, Policies, and Strategies. The bulleted lists below summarize some of the major points expressed throughout the Plan Update process.

Build on Streetsboro's Assets	Work to Address Current Challenges
<ul style="list-style-type: none"> <li>• The City's strategic location at the intersection of I-80 and I-480 makes the City attractive for a number of businesses, provides easy access for residents who commute outside the city for employment, and for employees who live elsewhere and commute to jobs in Streetsboro.</li> <li>• A diverse economy, with a balance of industry and retail</li> <li>• City services are highly rated, and much appreciated by residents and businesses.</li> <li>• The city has successfully retained its small-town character, noted family-friendly atmosphere and affordability for a wide range of residents.</li> <li>• The City is fiscally sound.</li> <li>• Changing work patterns/workspaces. The unexpected change in office needs due to COVID has created a demand for co-workspace near home, for employees who previously commuted to Cleveland, Akron and other larger cities.</li> <li>• Extensive rural character, which includes a mix of farming and large expanses of undisturbed natural environment.</li> <li>• Residents have a number of city and regional park and recreation facilities in Streetsboro, which provide many opportunities to expand recreation amenities, and partner with other entities such as Portage Park District's trail plans.</li> <li>• The Core Area presents opportunities to establish a new city center and redevelop underutilized properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Outdated Planning and Zoning Code and cumbersome system for updating the code.</li> <li>• Residents are concerned about how future population growth will impact the city and the school district. Many want to limit housing development so that the growth in population does not exceed the capacity of the school district to accommodate students and the city government to provide necessary services.</li> <li>• Based on the housing market analysis, there is demand for additional types of upscale rental housing, but very little appropriately zoned land to accommodate it.</li> <li>• The housing market analysis also notes the increase in the number of single-family houses that have become rentals and raises concerns about the long-term impact to neighborhoods.</li> <li>• The city's primary roadway system carries a significant amount of pass-through traffic and makes it difficult for local traffic, pedestrians and cyclists to maneuver across these major streets. The size of the city and age of housing means there are a number of neighborhoods that are not walkable and/or lack connections to other parts of the city due to the Turnpike and major multi-lane highways (SR 14 and SR 43).</li> <li>• Areas of the city are not easily accessible to extending utilities.</li> <li>• As the city grows there is continued need to expand and/or refine local city services to meet the needs of residents and businesses. The challenge is to grow in line with the financial capacity of the tax revenue.</li> <li>• Traffic through the core has increased, and commercial development has expanded. Some older commercial properties are underutilized, vacant, and/or abandoned. Absentee landlords have no incentive to invest in the property. Address deterioration in the quality of the built environment in key places.</li> <li>• The City is faced with finding the right balance between the providing public recreation amenities and preserving rural land, with finding tax dollars to support the amenities when opportunities for new development are limited.</li> </ul>



## SECTION 3. ENVISIONING THE FUTURE

### Overall Vision: Sustainable & Desirable Streetsboro

For Streetsboro to be a sustainable and desirable community that increases pride in the City and creates a sense of place in the eyes of residents, businesses, and visitors. Achieving this vision requires a commitment to guiding and managing growth in ways that are balanced with the community's desire to conserve rural character and protect important natural areas.

This section of the Master Plan outlines the goals and objectives that together form the foundation of the City's long-term vision for the next 10-20 years.

### Goals

The Plan includes six broad subject-based goals that were developed and refined taking into consideration current conditions and issues. The goals are further supported by a set of objectives that help define the types of strategies that will achieve the goals.

### Goals & Objectives

*The following are general definitions for goals, objectives and strategies:*

- **ASPIRATIONAL GOALS** are about big ambitions that may take years to achieve. While often written as broad statements for desired outcomes of the community, they should be stated specifically enough so that it is possible to assess whether progress has been made in achieving them.
- **OBJECTIVES** are a subset of an aspirational goal that provide measurable strategies for achieving the goal.
- **STRATEGIES** are various types of action steps such as projects, policies and programs.



The following section outlines the six goals for the Plan that provide the framework for more detailed objectives and strategies that will help achieve this vision.

**1. RETAIN RURAL CHARACTER AND NATURAL ENVIRONMENT**

Foster the protection of agricultural land, the conservation of scenic areas, rural character and rural lifestyle, and the preservation of areas of significant environmental importance, while optimizing the value and benefits of those resources for the community enjoyment and minimizing the impacts of future development.

**2. HIGH QUALITY HOUSING AND NEIGHBORHOODS**

Provide a balance of housing types that will meet the needs of all members of the community while maintaining, improving and increasing the viability and value of existing housing and neighborhoods.

**3. RIGHT-SIZED PARKS AND OTHER COMMUNITY AMENITIES**

Provide parks, recreation and open space opportunities along with other community amenities, to enhance quality of life and encourage responsible stewardship of key natural resources.

**4. CULTIVATE A STRONG ECONOMY & JOB OPPORTUNITIES**

Maintain a sound economy that attracts new businesses and nurtures existing businesses, where entrepreneurship is fostered, resulting in job creation, a strong tax base and redevelopment where needed.

**5. VIBRANT DOWNTOWN CORE AREA**

Create a successful, resilient and well-designed downtown district with a mix of active gathering places and civic, business and residential uses in the center of the city that contribute to Streetsboro's positive identity, community cohesion and economic value.

**6. SAFE AND CONNECTED TRANSPORTATION OPTIONS**

Provide a safe, efficient, well-connected and location-appropriate transportation network that supports walking, biking and transit, and efficiently moves goods and through-traffic without compromising local traffic movement and neighborhood character.

## Future Land Use Framework

The Future Land Use Plan is a depiction of intended land uses the City envisions for specific areas or neighborhoods, in light of the overall vision for the future and the accompanying set of goals.

The Future Land Use Plan is not an “existing land use map”; although, in many cases desired future uses in an area may be the same as those that exist today. It is also not a “zoning map” in that the descriptions do not necessarily align with existing zoning district names. The intent of the Future Land Use Plan is to identify broad land use categories and characteristics to provide guidance regarding future development with the ability to be flexible to provide for a mixture of uses. Proposals should be consistent with the goals and principles of the comprehensive plan in order to be considered for approval by the Planning Commission and City Council.

### Key Land Use Concepts

The formation of the Future Land Use Plan was grounded in the following core principles, which are further embraced in the Goals, Objectives and Strategies that follow this section.

**Sustainable land use patterns:** Provide for and promote land uses (with appropriate development standards) that support a balanced mix of uses, with emphasis on infill and redevelopment around the core, development that accommodates alternate modes of transportation, and the preservation/conservation of environmentally sensitive areas.

**Redevelopment:** Redevelop and revitalize buildings and properties that are vacant or underutilized in the most heavily trafficked areas of the City.

**Downtown:** Create a vibrant downtown district that serves as the functional and symbolic heart of the City with a mix of retail, office, and residential uses with active public spaces that enhance Streetsboro’s sense of place.

**Neighborhood nodes:** Create smaller neighborhood-focused nodes of commercial activity for nearby residents in order to decrease traffic congestion and encourage use of alternate modes of transportation.

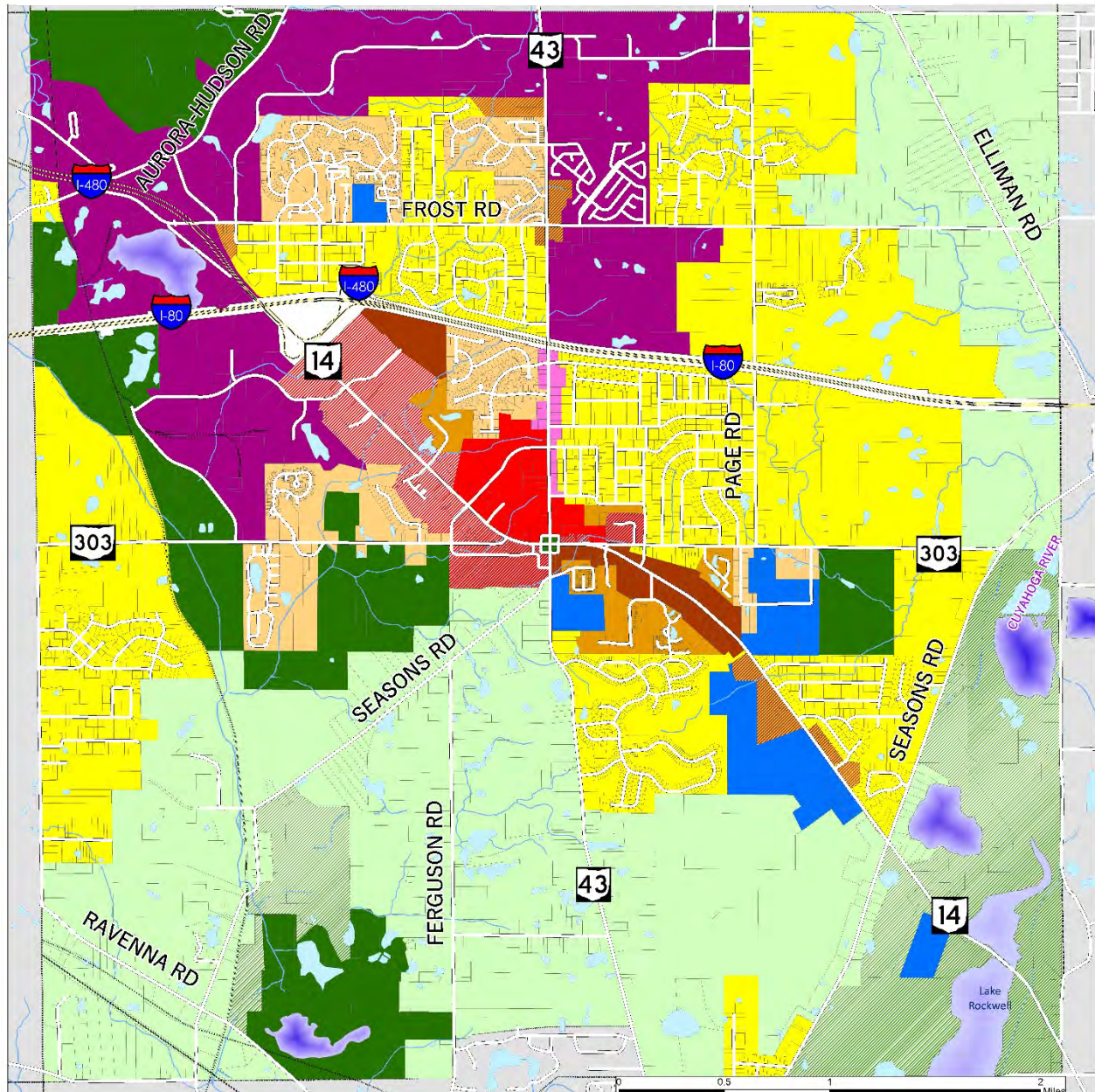
### Future Land Use Categories

Noting the need for flexibility and with the understanding that specific criteria and regulations for development will be included in the Planning and Zoning Code, the following land use and character area descriptions are included to aid in interpreting the Future Land Use Plan, depicted on Figure 3.1.

- Resource Protection
- Rural Preservation
- Low-Density Residential Neighborhoods
- Medium Density Residential
- High Density Urban Residential
- Transitional Limited Business
- Neighborhood Commercial Nodes
- Mixed Use With Retail, Offices & Residential
- Downtown Core
- Regional Commercial Corridor
- Industrial & Office Parks
- Parks & Recreation
- Civic



Figure 3.1. Future Land Use Map. see pages 53 through 58 for descriptions of each area.



- |   |  |
|---|--|
|  Resource Protection                   |  Neighborhood Commercial Nodes                |
|  Rural Preservation                    |  Mixed Use With Retail, Offices & Residential |
|  Low Density Residential Neighborhoods |  Downtown Core                                |
|  Medium Density Residential            |  Regional Commercial Corridor                 |
|  High Density Urban Residential        |  Industrial & Office Parks                    |
|  Transitional Limited Business         |  Parks and Recreation                         |
|   |  Civic  |

**RESOURCE PROTECTION**

**Intent:** To preserve extensive, primarily undeveloped, areas that are dominated by environmentally sensitive land characteristics such as wetlands, floodplains, and water protection areas. These areas also typically contain significant wooded spaces, creeks, wildlife habitat and other natural features that are important to the region's ecology. Development in these areas should be designed to minimize site disturbance, with appropriate development regulations, such as requiring existing trees to be preserved, and protecting existing viewsheds. The permitted density of new construction will vary by site depending on the extent of environmentally sensitive land. Clustered development is encouraged to reduce the amount of disturbed area.

**Characteristics:**

- Prime sites for public ownership.
- Maximum density of 1 dwelling unit (du) / 2 acres, which may be reduced where a high percentage of a site is impacted by sensitive natural features.
- Conservation development encouraged in areas containing large amounts of sensitive natural features.
- This use area is implemented primarily via an amended Open Space Conservation District.

**RURAL PRESERVATION**

**Intent:** To maintain areas dominated by farming and agriculture-related buildings, which also includes scattered single-family homes, civic uses and specific small-scale, agriculturally-related retail uses. Traditional agriculture aesthetic is maintained, especially as viewed from public streets, with buildings generally set further back from the roadway on large lots (over two acres). These are areas of the City where public utility services (such as sanitary sewers and water) are not anticipated for the foreseeable future (20+ years).

**Characteristics:**

- Open space, pastures, farms, and woodlands dominate the landscape, with scattered single-family homes on large lots (typically two to five acres) along roads.
- Mix of uses permitted includes agriculture, small-scale, farm-related businesses, agrotourism, and single-family houses; along with barns and other accessory buildings, gardens, small ponds, etc.
- Density neutral open space, conservation development is encouraged in areas containing large amounts of sensitive natural features and to preserve viewsheds without disrupting agricultural practices.
- Deep house setbacks and wider lot frontage along rural road segments further reinforce the rural character.
- This use area is implemented primarily via the Rural Residential District and Open Space Conservation District.

**LOW-DENSITY RESIDENTIAL NEIGHBORHOODS**

**Intent:** To accommodate single-family dwellings in neighborhoods (subdivisions) with frontage along existing streets and involving the extension of new streets, where sanitary sewer and municipal water are available. These neighborhoods provide connections to nearby amenities via sidewalks. Where street connections are desired but not possible, multi-use trails that provide access to major corridors should be considered to increase mobility options.



**Characteristics:**

- Maximum density of 2 du/1 acre, implemented primarily via the Low-Density Residential District.
- Availability of sewer and water services.
- Single-family open space, conservation developments are encouraged to better enable the preservation of natural resources and to incorporate low-impact development design features, without reducing the site's development capacity. Open space to provide enhanced stormwater management.
- Mix of uses permitted includes residential, supporting civic uses such as parks and recreation areas and churches, and home-based businesses.
- New subdivisions to include a network of connected streets, with sidewalks and multi-purpose paths to ensure walkability and connectivity to near-by amenities, as well as street trees.
- Attractive architecture and site design.
- Pedestrian and auto connections to nearby uses.

**MEDIUM DENSITY RESIDENTIAL**

**Intent:** To provide a variety of housing types and styles to accommodate the needs of a range of household types; and to provide sufficient support to the nearby downtown or neighborhood commercial nodes.

**Characteristics:**

- Density of 3 dwelling units per acre. Up to 5 dwelling units per acre permitted with environmentally innovative development and/or integrated amenities, regulated as a conditional use requiring approval by the Planning Commission with criteria to be defined in the **Zoning Code**.
- Availability of sewer and water services.
- Flexible combination of single-family attached and detached and townhomes to provide increased range of housing styles, complemented by a variety of open spaces.
- Street trees and sidewalks.
- Attractive architecture and site design.
- Pedestrian, bicycle, and auto connections to nearby uses.
- This use area is implemented primarily via an amended R-2 Medium Density Residential District.

**HIGH DENSITY URBAN RESIDENTIAL**

**Intent:** To provide a variety of housing types and styles, in limited locations, to meet the needs of a wider range of households in locations near major amenities and community facilities; generally restricted to areas with existing high density residential uses.

**Characteristics:**

- Maximum density of 8 dwelling units per acre gross density.
- Availability of sewer and water services.
- Flexible combination of single-family attached and townhomes to provide increased range of housing styles, complemented by a variety of open spaces.
- Street trees and sidewalks.
- Attractive architecture and site design.
- Pedestrian, bicycle, and auto connections to nearby uses.
- This use area is implemented primarily via an amended R-3 Multi-Family Urban Residential District, revised to allow for the envisioned density.

**TRANSITIONAL LIMITED BUSINESS**

**Intent:** To maintain the existing low-density residential character along SR 43 from Russell Drive to the Ohio Turnpike (I-80), while also providing limited allowance for non-single-family development that fits with the character and scale of the area; and to facilitate redevelopment in manner that is compatible with the houses that remain. Given the high volume of traffic along this stretch of the roadway, it is important to recognize the impact the traffic has on land use and property values and to protect and enhance the existing built features while also accommodating transitional development.

According to the Ohio Department of Transportation's 2022 traffic counts, this section of SR 43 has an average daily traffic count of about 18,110 vehicles. SR 43 has the third highest volume of traffic in Streetsboro, after the Ohio Turnpike (averaging about 38,500 vehicles east of the interchange) and SR 14 (averaging between roughly 19,900 and 32,600 vehicles between the Ohio Turnpike and St Joan of Arc Church).

**Characteristics:**

- Encourage development that is compatible with the existing low-density residential environment through detailed architectural and site design standards.
- More attractive and appropriately scaled signs.
- Pedestrian-oriented and scaled buildings that are similar in size and height to the existing residential structures.
- Street trees and sidewalks.
- Parking located behind or to the side of buildings.
- Buried utilities.
- Controlled through planning tools in the zoning code, such as a new overlay zoning district.

**NEIGHBORHOOD COMMERCIAL NODES**

**Intent:** To provide small-scale commercial nodes close to neighborhoods that encourage walking and biking connections and provide for daily or weekly neighborhood uses, such as restaurants, pharmacies, banks, local offices, and personal services such as barber and beauty shops, laundries, and dry cleaning, as well as other small-scale retailers such as book stores, apparel stores, and art stores which fit the character and scale of the area.

**Characteristics:**

- Attractive development and renovations through detailed architectural and site design standards, with reduced building setbacks and minimum lot standards.
- New building footprints limited to a maximum 10,000 to 15,000 square feet gross floor area and store tenant space limited to 8,000 square feet.
- Pedestrian-oriented with connections to and from the commercial nodes to residential areas, with the streetscape enhanced with street trees and sidewalks.
- Outdoor dining.
- Maximum parking requirements, with parking located behind or to the side of buildings, based on the characteristics of the street frontage.
- Traffic and access management techniques, including consolidated driveways where possible, to reduce potential for congestion.
- Bike parking.
- Consistent, attractive and appropriately scaled signs.

- Buried utilities where possible.
- Expansion of retail/commercial uses controlled through planning tools in the zoning code.
- Low impact development and sustainability principles to be included in the design, along with enhanced stormwater management.

**MIXED USE WITH RETAIL, OFFICES & RESIDENTIAL**

**Intent:** To improve and redevelop where necessary the existing mixed use areas to allow residential. To facilitate a harmonious mix of residential and commercial uses that include retail, office, and similar uses that fit with the character and scale of the surrounding area.

**Characteristics:**

- Streetscape improvements including street trees, sidewalks, bike facilities (e.g., bike parking) and green space to enhance the character of the area. Views of parking to be softened with well-placed landscaping for screening, and landscaping within the interior of parking lots.
- Well-designed buildings with attractive and appropriately scaled signs and landscaping via detailed architectural and site design standards (consider scale), including updated/reduced lighting requirements and enhanced stormwater management.
- Minimized parking requirements (consider scale).
- Promote reuse of existing buildings (where feasible).
- Non-residential uses mixed vertically or horizontally.
- Multi-unit residential buildings that are similar in size and scale to existing residential development in abutting R-3 areas.
- Pedestrian-oriented and scaled buildings.
- Buildings are typically smaller than 15,000 square feet.
- Controlled through planning tools in the zoning code, such as a new mixed use district.

**DOWNTOWN CORE DISTRICT**

**Intent:** To foster the development of a downtown core with a mix of civic, office, retail, entertainment, and similar businesses, as well as residential uses. Private and public investment is encouraged to create a Downtown Core District that is a major local destination for Streetsboro residents and visitors. This district is envisioned as having a collection of smaller, unique businesses that run the gamut from retail stores and restaurants, to maker and craft businesses, as well as providing both coworking and collaborative office spaces. A mix of uses with higher density residential development and well-managed public spaces are encouraged to create a lively center.

**Characteristics:**

- Streetscape improvements including street trees, sidewalks, bike facilities (e.g., bike parking) and green space to enhance the character of the area. Views of parking to be softened with well-placed landscaping for screening, and landscaping within the interior of parking lots.
- Well-designed buildings located close to the street (e.g., 0 ft to 10 ft setbacks), with attractive and appropriately scaled signs and landscaping via detailed architectural and site design standards (consider scale), including updated/reduced lighting requirements and enhanced stormwater management.
- Civic uses such as a City Hall, library, educational facilities, medical facilities, post office, community center, and fire stations.
- Defined by a public or green space and other public gathering places.

- A mix of uses is encouraged including within the same building, with retail, personal services and restaurants on the first floor and offices and apartments/condominiums above.
- Residential density determined by minimum dwelling unit size and building height limits when located in vertical mixed-use development; freestanding residential buildings may be considered when designed as a component of a larger mixed-use multiple building project.
- Maximum height of 60 feet, not to exceed 4 stories.
- Outdoor uses including outdoor seating.
- Pedestrian-oriented and scaled buildings.
- Streetscape design standards.
- Off-street parking located behind or to the side of buildings - not in the front yard; with reduced parking ratios and allowances for shared parking arrangements.
- On-street parking.
- Buried utilities.
- Walkable area with pedestrian connectivity.
- Consistent signs and lighting features.
- Controlled through planning tools in the zoning code, such as a form-based code tailored to achieve the desired development characteristics noted above.

### **REGIONAL COMMERCIAL CORRIDOR**

**Intent:** To improve and redevelop where necessary the existing major highway commercial corridor along SR 14, characterized by larger commercial buildings. To facilitate a harmonious mix of non-residential uses that include retail, office, hospitality and commercial uses that fit with the character and scale of the surrounding area. New development in the corridor should be constructed as coordinated unified projects and should integrate proposed uses appropriately. Site related requirements should address landscaping/screening between uses of different intensities or different operational characteristics.

This corridor is the City's primary business hub, with large-scale retail and service establishments, as well as smaller retail, personal and business services that are easily accessed from I-480 and I-80.

Development and redevelopment should be planned and designed to mitigate any potential negative impacts of additional traffic generated along corridor.

#### **Characteristics:**

- Streetscape improvements including street trees, sidewalks, and green space to enhance the character of the area. Views of parking to be softened with well-placed landscaping for screening, and landscaping within the interior of parking lots.
- Well-designed buildings with attractive and appropriately scaled signs and landscaping via detailed architectural and site design standards (consider scale), including updated/reduced lighting requirements and enhanced stormwater management.
- Controlled through planning tools in the zoning code, such as revisions to the current C-3 Highway Interchange Commercial District.
- Maximum parking requirements (consider scale).
- Promote reuse of existing buildings (if feasible).
- Non-residential uses mixed vertically or horizontally, with buildings that are typically larger than 15,000 square feet.
- Auto-oriented and scaled buildings.
- Buried utilities.



- Buildings to be clustered together with shared access drives to SR 14 and sufficient internal connections to reduce congestion on SR 14.
- Continued implementation of traffic and access management techniques to reduce potential for congestion, with use of marginal roads encouraged.

### INDUSTRIAL & OFFICE PARKS

**Intent:** To provide for large office, administrative and research institutions, and industrial uses in the fields of repair, storage, manufacturing, processing, wholesaling and distribution.

**Characteristics:**

- Size and square footage based on user needs and design.
- Large setbacks from major streets, with lesser setback requirements within industrial/office park.
- New buildings to be properly sited and designed to ensure minimal impact on surrounding residential development, with sufficient buffering.
- Preservation of natural features.
- Loading and service areas hidden from view from major streets and adjacent residential areas.
- Articulated industrial / office entrance, and building entrances when visible from major street.

### PARKS & RECREATION

**Intent:** To designate those spaces publicly owned or controlled as parkland by the City, State or other public or quasi-public agencies. Parks and Recreation areas include all city parks and recreational uses such as ball fields and tennis courts. Future acquisition of additional land for public open space may be desirable in order to provide trails to increase connectivity, preserve sensitive natural areas, and accommodate public stormwater management facilities.

**Characteristics:**

- Active or passive parkland.
- Various amenities such as paths, playground or sports equipment, restroom facilities, viewing platforms, educational signs and materials.
- Connections to adjacent neighborhoods or districts.

### CIVIC

**Intent:** To designate larger areas containing existing or future civic or public uses such as schools, police and fire facilities, city facilities, libraries and cemeteries. These facilities provide necessary services to the community. Noting them on the Future Land Use Plan recognizes the importance of ensuring compatibility with surrounding land uses.

**Characteristics:**

- Use of sustainable building methods and site design practices for new buildings, significant renovations, and parking expansions, for example, LEED certified standards and low-impact development techniques.
- Attractive architecture through design standards.
- Good access to nearby neighborhoods, with bicycle parking.
- Pedestrian-oriented buildings, with well-articulated entrances.
- No minimum or maximum lot size requirements.
- Preservation of natural features.

## Goals, Objectives and Strategies

### GOAL 1. RETAIN RURAL CHARACTER AND NATURAL ENVIRONMENT

Protect agricultural land, conserve scenic areas, and preserve areas of significant environmental importance, while optimizing the value and benefits of those resources for community enjoyment and minimizing impacts of future development.

**Obj 1.1. Promote the preservation of critical natural areas and concentrations of large wooded areas.**

Land preservation is a high priority for the City and residents, residents continue to note that preserving/conserving the natural environment, e.g., protecting forested areas, groundwater resources and wildlife corridors, is important.

**Strategy 1.1.1.** Review and strengthen, as appropriate, and systematically enforce the natural resource protection standards in the Streetsboro Planning and Zoning Code to require conservation of critical natural areas. Critical natural areas include undeveloped land that provides beneficial functions such as floodplains that store flood water during heavy rains, vegetated riparian areas along stream banks that prevent excess sediments, nutrients, and pesticides from flowing into rivers, and water recharge areas where rain water seeps into the ground and refills the aquifer. These would be in addition to the riparian setback regulations currently in the Code. Not only do these natural features enhance the character of the city, they also provide significant value from a **stormwater** management perspective.

**Strategy 1.1.2.** Consider adopting a policy of no net loss of wetlands as part of the City's **wetland** preservation efforts. The goal of the policy is to balance wetland loss due to economic development with wetlands reclamation, mitigation, and restoration efforts, so that the total acreage of wetlands in the city does not decrease, but remains constant or increases.

**Strategy 1.1.3.** Conserve existing areas of dense woodlands by requiring developers to retain a certain percentage of tree canopy. Adopt regulations that require developers to retain a certain number of existing trees whenever new residential developments are proposed. These policies and provisions will promote the preservation of the City's natural character. This will require developers to submit a tree survey and tree preservation plan. A tree preservation ordinance could include provisions such as the following, based on the City's priorities:

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#### Tree Preservation Benefits

*Trees are an important natural resource that provide numerous environmental, health, and community benefits to a community. Individual trees and forest cover provide:*

- *food and habitat for wildlife,*
- *filter groundwater,*
- *stabilize soils, and*
- *reduce surface runoff and erosion that is harmful to waterways.*
- *sequester carbon and reduce energy consumption by providing shade to buildings and outdoor spaces*
- *provide quality settings for outdoor gatherings and recreation,*
- *reduce pollutants, and*
- *improve air quality.*

*Overall, the benefits of trees highlight the need to protect and restore tree canopy affected by development.*

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- o Encourage the preservation of large wooded areas (e.g. areas covered by 20 or more contiguous acres of woodland), unless the trees are of poor quality and/or are young trees. Large wooded areas (20 or more acres) typically provide a greater diversity of wildlife habitat, while narrow wooded areas between larger woodlands can provide corridors to allow for wildlife movement.
- o Prohibit the wholesale clearing of wooded parcels and require that a certain portion of existing trees be preserved. The regulations should be flexible enough so that the development potential of parcels is not reduced.
- o When tree preservation is not feasible, require developers to replace existing trees that are removed due to development. Replacement tree(s) should increase biodiversity, be native species or non-invasive species, and have a mature canopy spread equivalent to, or greater than, the tree(s) removed. Develop a caliper-replacement equivalency policy based on the density, mixture, and size of trees that have been removed.

**Strategy 1.1.4.** Partner with Nature Conservancy, Portage County, Portage Park District, **Tinker's Creek Watershed Partners**, local universities, land trusts and developers to promote preservation.

**Strategy 1.1.5.** Consider creating an open space dedication requirement for new housing construction. As part of the policy, include an alternative for fee-in-lieu of property, which would create a funding source for land acquisition. Investigate additional ways to fund acquisition, such as via a percentage of TIF revenue from development projects or donations. Conduct research to determine the necessary type of documentation needed to establish a dedication requirement and associated fund.

**Strategy 1.1.6.** Encourage utilization of conservation development techniques as a way to preserve land. Evaluate and update the current Residential Open Space Overlay District regulations to identify ways to increase developers' use of the regulations. Include provisions for applying the overlay district to land zoned O-C Open Space Conservation.

**Strategy 1.1.7.** Encourage applicable property owners to establish conservation easements on those portions of their properties where critical natural resources exist.

**Strategy 1.1.8.** Rezone to O-C all I-1 properties that are owned by a public entity and those that are heavily impacted by sensitive natural features.

**Strategy 1.1.9.** Update the O-C Open Space Conservation District regulations so that the maximum density is equal to or lower than the density permitted in the Rural Residential District (e.g. 1 dwelling per 2.5 acres).

**Obj 1.2. Establish regulations and policies that permit/encourage small-scale agriculture operations.**

**Strategy 1.2.1.** Continue to allow farming activities in the O-C Open Space Conservation District and the R-R Rural Residential District and enact policies to direct new housing development away from agricultural operations.

**Strategy 1.2.2.** Adopt regulations that allow additional agricultural-related uses on farm property, including uses such as farm-to-table restaurants, wineries, and venues for special events. Consider regulating agritourism through conditional use approval with standards that

ensure activities are compatible with the surrounding area.

**Strategy 1.2.3.** Encourage “Agricultural Friendly Design” in new residential developments that reduce groundwater usage and protect adjacent working lands. Encourage site design that reduces potential for conflicts through the preservation or establishment of vegetative buffers between residential uses and agricultural operations, and the location of open space and natural areas to provide separation between residential and agricultural operations.

**Strategy 1.2.4.** Encourage voluntary use of agricultural conservation easements and other mechanisms for permanent voluntary protection of agricultural lands.

**Obj 1.3. Implement and prioritize sustainable development policies and building practices, low-impact development techniques, and other types of green infrastructure strategies.**

**Strategy 1.3.1.** Direct future development to appropriate areas that are supported by infrastructure per the Future Land Use Plan, e.g. areas that are already served or are adjacent to areas already served by utilities, and promote redevelopment and infill in developed areas of the city. Update the Future Land Use Plan as appropriate, when/if utilities are expanded.

**Strategy 1.3.2.** Adopt appropriate sustainable code requirements and review procedures into the zoning code or as City-wide development policy. Evaluate the following practices to determine which should be required and which should remain policy items.

- Perform an initial site inventory prior to development of individual parcels
- Practice minimal site disturbance (tree clearing, grading, filling of wetlands, etc.)
- Implement erosion control and best management practices
- Reduce and divert construction waste
- Utilize green **stormwater** management methods
- Use native, low maintenance plants in landscaping
- Develop lighting standards that minimize light pollution and light trespass
- Follow best management practices for hydraulic fracturing to minimize potential impacts

**Strategy 1.3.3.** Encourage new buildings to be constructed with environmentally-friendly materials and building techniques, for more energy-independent, environmentally-sensitive buildings that also protect water quality. Consider adopting regulations and/or reducing barriers to installing acceptable forms of small-scale alternative energy systems, such as geothermal power and solar panels with site specific regulations to ensure installations do not impact neighboring properties.

**Strategy 1.3.4.** Encourage all new development to configure development around natural features and incorporate existing natural features, such as existing topography, into the design of the development to minimize site disturbance.

**Strategy 1.3.5.** Adopt a Dark Sky Ordinance or lighting zones throughout the City, including recommendations for different roadway types, with the intention of reducing light pollution, which has been shown to have negative effects on drivers, wildlife, and residents.



**Obj 1.4. Reduce runoff and potential flooding resulting from new and existing development.** Because flooding is a major issue throughout Streetsboro, these techniques should become standard practice to protect health, safety and property values. Implementation of **stormwater** best management practices (**BMP**) should not require any additional steps in the approval and permitting process.

**Strategy 1.4.1.** Identify and adopt regulations and best practices to minimize impervious surfaces and promote retention of **stormwater** on-site through strategies. Strategies to consider include but are not limited to:

- Encourage pervious pavement
- Adopt maximum impervious surface limits
- Encourage use of alternative paving materials vs. concrete sidewalks/patios/pathways in landscape guidelines
- Establish maximum pavement and right-of-way widths
- Allow shared driveways
- Allow two-track grassed driveways in appropriate areas (R-R and O-C)
- Adopt regulations that permit rain gardens, bioswales in tree lawns, and redirected downspouts
- **Require a Long Term Maintenance Agreement (LTMA) for all developments that require stormwater BMPs**

**Obj 1.5. Increase tree planting throughout the City.** Trees have numerous benefits and create value for the property and community.

**Strategy 1.5.1.** Promote tree planting on existing City property, rights-of-way, and in parks through donations and funds from developers unable to fulfill tree preservation and replacement guidelines. Develop a plan that identifies priority tree planting locations and protocol on installing them as part of infrastructure projects, which provides an opportunity to plant trees once work is completed.

**Strategy 1.5.2.** Explore the feasibility of a Tree Commission. Once established, this body could be tasked with exploring the possibility of seeking Tree City USA designation.

**Strategy 1.5.3.** Consider creating and adopting a tree preservation and replacement ordinance, including requirements for protecting trees during construction, that could apply to both private development and city property. See also Strategy 1.1.3.

## GOAL 2. HIGH QUALITY HOUSING AND NEIGHBORHOODS

Provide a balance of housing types that will meet the needs of all members of the community while maintaining, improving and increasing the viability and value of existing housing and neighborhoods.

Housing is an integral part of creating a sustainable community. Different people have different needs and desires, and providing for those various needs is what makes a community diverse and balanced. Retaining a diversity of housing remains an important goal based on the housing market analysis. Ensuring the city retains a wide range of housing types, including non-single-family housing close to grocery stores, shops, jobs, and medical care, increases the variety of households that will be attracted to the city, helps retain residents who want to age in place, as well as young adults who are living on their own for the first time. In addition, allowing higher density housing in select areas of the city fosters the creation of neighborhoods that lead to more social interaction between people of different backgrounds, and can better accommodate individuals who are looking for low-maintenance housing arrangements.

**Obj 2.1. Provide more options for higher value housing, as recommended by the 2023 Housing Market Study.** More higher-value housing is desirable as a way to increase housing options in Streetsboro and compete with surrounding communities. Higher value housing can be either low or high density, small or large, as the price of housing is a function of more than just size and density – it is affected by location, quality building materials, quality site design and neighborhood amenities.

**Strategy 2.1.1.** Create and adopt residential site planning and architectural design guidelines to raise the standard for new housing design and appearance. This should cover key elements such as: architecture and materials; siting/orientation; setbacks; landscaping; walkability; garages; and amount of impervious cover.

**Strategy 2.1.2.** Require neighborhood amenities for all new subdivisions and housing developments, such as a minimum amount of community common area/parkland, visitor parking areas, landscaping and entrance features, internal trails/walking paths, etc., based on the size of the development and require connections to nearby existing community facilities.

**Strategy 2.1.3.** In locations within the city's Community Reinvestment Areas (CRA), promote the benefits of the tax abatement program to property owners to encourage new infill construction on scattered vacant lots, which does more to increase the real estate value of the neighborhood than smaller remodeling projects.

**Obj 2.2. Maintain and increase the value of the existing single-family housing stock and neighborhoods, recognizing the need to support continued investment in both owner-occupied and renter-occupied houses.** Increasing investment in existing dwellings has several direct and indirect benefits to the City and its residents including increased property tax revenues, improved aesthetics and enhanced community pride.

**Strategy 2.2.1.** Promote the benefits of the Community Reinvestment Area (CRA) tax abatement program and other incentive programs to residents in applicable neighborhoods to encourage homeowners to invest in their homes.

**Strategy 2.2.2.** Explore the feasibility of a rental registration program for single-family and two-family homes, evaluate the effectiveness in other cities to determine the costs vs the benefits of implementing such a program.

**Strategy 2.2.3.** Continue enforcement of the property maintenance code. Consider targeted/systematic property inspections.

**Strategy 2.2.4.** Consider **partnering** with an organization to host home improvement seminars and encouraging all residents to make home improvements that increase the value of the house and which may have other benefits, such as increasing energy efficiency (e.g. weatherization).

**Obj 2.3. Maintain and increase the value of the existing multi-family housing.** Given the number of multi-family housing units in the city, it is important to encourage/require increased investment in these types of housing units. Communication and enforcement is important in maintaining the existing housing stock.

**Strategy 2.3.1.** Establish a stricter and more thorough code enforcement program, including creating a systematic property inspection schedule to ensure all units are inspected at least once every five years.

**Strategy 2.3.2.** Identify opportunities to create public parks and community spaces around existing multi-family housing and develop an implementation plan.

**Strategy 2.3.3.** Communicate openly and often with property management and owners.

**Obj 2.4. Support development of housing desired by and marketed to seniors.** Currently, persons 65 and older make up 16.8% of Streetsboro residents. It is estimated that Portage County's population age 65+ will peak in 2035 at approximately 22%. Housing units targeted to seniors do not need to be restricted to senior-only development, except in cases where exceptions to minimum requirements are requested, such as a lower parking ratio.

**Strategy 2.4.1.** Encourage development of housing targeted to seniors in appropriate locations, such as near shopping, amenities, medical facilities and transportation services and require appropriate connections to the nearby amenities.

**Strategy 2.4.2.** Incorporate the findings of the housing market analysis to address the unique requirements for specialized senior housing (retirement communities, assisted living, nursing facility), and if necessary, conduct further investigation to quantify **any possible** impacts on city services such as police, fire and EMS related to specialized housing for older adults.

**Obj 2.5. Streamline the approval of new housing development that is consistent with the recommendations of the Future Land Use Plan.**

**Strategy 2.5.1.** Eliminate split zoning, where one parcel is located in two or more zoning districts. This occurs in several locations, such as along the northern end of Page Rd, and on the small number of properties where the Open Space Conservation Zoning District has been applied. See recommendations for specific areas on Figure 2.20, in Section 2.

**Strategy 2.5.2.** Create a new PUD District that would be applied to areas currently zoned R-PUD, and develop separate standards for each existing development, based on current conditions. See areas of existing PUD zoning on Figure 2.20, in Section 2.

**Strategy 2.5.3.** Update and clarify the Residential-Open Space Overlay District to facilitate the preservation of wetlands and other sensitive natural areas. Encouraging preservation via open space zoning regulations ensures quality natural areas are preserved while allowing for permitted residential development in areas contiguous to existing development.

**Strategy 2.5.4.** Revise the R-2 Residential District regulations to allow for medium density housing development, as recommended on the Future Land Use Plan; e.g. 3 dwelling units per acre and up to 5 dwelling units per acre, at the discretion of the Planning and Zoning Commission (i.e., as a conditional use), when the development includes environmentally innovative development and/or integrated amenities.

**Strategy 2.5.5.** Revise the R-3 Multi-family District regulations to allow for 8 dwelling units per acre, as noted in the Future Land Use Plan.



## **GOAL 3. RIGHT-SIZED PARKS AND OTHER COMMUNITY AMENITIES/SERVICES**

Provide parks, recreation and open space opportunities and other community amenities to enhance quality of life, responsible stewardship of key natural resources, and city services.

### **Obj. 3.1. Increase the amount of preserved open space, parks, trails and greenways throughout the City.**

**Strategy 3.1.1.** Promote the continued implementation of the updated Parks and Recreation Plan for acquisition, as well as for maintenance and improvements, such as establishing the connector path within the First Energy/CEI powerline to connect the northern neighborhoods to City Park.

**Strategy 3.1.2.** Identify funding opportunities and apply for grants from organizations such as:

- Ohio Department of Natural Resources
- Ohio Environmental Protection Agency
- Clean Ohio Fund - State of Ohio
- Ohio Department of Transportation (for bike and pedestrian facilities)
- Ohio Public Works Commission
- U.S. Department of Transportation (for trails)
- National Park Service

**Strategy 3.1.3.** Collaborate with partners (i.e. Portage Park District) on applying for funding on joint projects to obtain grants, which typically improves an application's success.

**Strategy 3.1.4.** Explore options for increasing open space dedication as part of new development projects.

- Consider requiring open space dedication or contribution to an open space fund with new development proposals. See also Strategy 1.1.5.
- Clarify what does and does not qualify as open space in the zoning code.

**Strategy 3.1.5.** Coordinate with Portage Parks District on their goal of creating a north/south trail along Tinkers Creek and tie into the trail via connection from Thomas Heritage Park and nearby neighborhoods. Coordination also increases funding opportunities.

### **Obj. 3.2. Increase accessibility to City-owned and/or public environmentally significant areas and make connections between them.**

Many residents and visitors are unaware of the natural features throughout the City because of a lack of paths and signs. There are simple, low-cost ways to increase visibility in the community and promote these areas as valuable resources.

**Strategy 3.2.1.** Connect environmentally sensitive areas to greenways, roads and adjacent neighborhoods. Wherever public land connects to environmentally significant areas, evaluate its suitability for building paths to connect greenways with environmentally significant areas, using environmentally friendly practices.

**Strategy 3.2.2.** Promote increased visibility and use of connections through increased signage, trailheads and parking.

**Strategy 3.2.3.** Create maps and other materials (both online and print) showing these areas and their features to promote them to the community.

**Strategy 3.2.4.** Develop multi-purpose paths that interconnect with surrounding parks.

### Obj. 3.3. Continue to provide community safety services, staffing and resources needed to foster and maintain a safe community.

One way to ensure Streetsboro remains a desirable place to live is to maintain a commitment to being a safe community. This includes a commitment on the part of the City (ensuring the City has adequate funds for basic community services) as well as residents and businesses.

**Strategy 3.3.1.** Maintain and expand safety services and facilities, as needed (as determined by policy makers and when financially feasible) to maintain positive relationships with residents and businesses and to prevent, reduce and mitigate injuries and crime. For example, continue the City Police Department’s community-focused programming, including Safety Land (in partnership with Parks & Recreation), extra patrol requests, and preventative patrol notifications.

#### What is a Safe Community?

*“A Safe Community is a community where people can live, work and play without fear or risk of injury. It is a place that is safe and attractive to live and to visit. It is a place where community leaders and organizations have come together to plan and create programs that reduce injury and improve community health and well-being.”*

**Safe Communities America, Inc.**

**Strategy 3.3.2.** Continue to support residents’ participation in neighborhood-oriented programs that encourage residents to 1) watch out for others; 2) monitor their surroundings; and 3) communicate with their neighbors and officials. For example, Neighborhood Watch programs are citizens banding together to help law enforcement in identifying and reporting suspicious activities in their neighborhoods. These programs are organized and maintained by citizens, but the Streetsboro Police Department will assist in getting it off the ground.

### Obj. 3.4. Foster increased community involvement and interaction among all residents.

**Strategy 3.4.1.** Continue to offer activities and events through the Parks and Recreation Department for all age ranges and population groups such as:

- Volunteering opportunities
- After school activities
- Summer camps
- Educational and recreational trips to Streetsboro’s natural features

**Strategy 3.4.2.** Increase promotional efforts of community events and activities. Consider ways to regularly engage with neighborhood groups, homeowner associations and similar groups who can provide more direct communication to residents.

**Strategy 3.4.3.** Provide, sponsor, and collaborate with other community organizations to provide

community events that encourage life-long learning and which appeal to a wide age range, including younger residents. Provide opportunities for different types and styles of education. Classes could be taught by knowledgeable residents, while internships could be provided by or sponsored by local companies and City departments.

- Encourage adult education classes sponsored by local organizations.
- Consider offering co-ops and internships to students of nearby colleges and universities.

**Obj 3.5. Ensure that growth within Streetsboro does not outpace the ability to service it.**

**Strategy 3.5.1.** Prioritize/incentivize development on sites with infrastructure already in place before developing on greenfields. This includes being proactive on rezoning property if necessary to reduce any risk/delay to developers.

**Strategy 3.5.2.** Continually monitor the pace of growth to ensure that future needs for sewer and water can be accommodated in a reasonable manner and without unreasonable delay. This includes advocating for updates, when appropriate, to the 208 Plan, the Clean Water Facilities Plan prepared by the Northeast Ohio Four County Regional Planning and Development Organization (NEFCO). Under Ohio and federal regulations, all new or significantly changed wastewater treatment facilities must gain consistency with NEFCO's 208 plan before permits may be issued.

**Strategy 3.5.3.** Consider requiring a fiscal impact analysis of new larger developments that details the impacts on local services and infrastructure. This includes analyzing the difference between projected city and school property tax and city income tax revenue compared to the estimated costs of providing services to the proposed development, compared to alternative scenarios. Develop baseline data for existing development, such as a cost of services analysis, in order to understand how proposed development compares to existing conditions.

**Obj 3.6. Increase Streetsboro's identity as a community known for a sense of place, community pride and high quality of life.**

**Strategy 3.6.1.** Promote gateways at key entrances to the City and at the City's historic public square by installing distinctive elements such as:

- Distinctive signs
- Archways
- Narrower streets
- Medians
- More formalized landscape features
- Other landmark elements

Refer also to the Core Concept Plan, which includes recommendations for ways the four quadrants of the historic public square can be designed as a cohesive square symbolizing the heart of the community.

**Strategy 3.6.2.** Install way finding signs at City entrances and throughout the Downtown District that direct people to key locations.

**Strategy 3.6.3.** Continue to host longstanding events and develop new events that will attract Streetsboro residents and bring in residents of other communities, such as but not limited to outdoor summer concerts.

**Strategy 3.6.4.** Increase communications between City government, local businesses and residents as a way to build/expand community trust. This includes identifying and implementing opportunities to not only share information with citizens but also to foster opportunities for citizens to contribute their time and insights. Consider:

- Reviewing the City’s website and obtain feedback from residents on their views about navigating the website, finding information/forms they need, and opportunities to conduct city business electronically to identify areas where improvements are needed.



## GOAL 4. STRONG ECONOMY & JOB OPPORTUNITIES

Maintain a sound economy that attracts new businesses/industries and nurtures existing businesses and industries, where entrepreneurship is fostered, resulting in job creation, a strong tax base and redevelopment where needed.

Streetsboro benefits from its strategic location along the Ohio Turnpike with access to I-480 (one of the busiest interchanges along the turnpike). Its location has led to the creation of three of the region's largest industrial parks, including Interstate Commerce Center and Philipp Parkway and Miller Parkway Business Parks that are home to companies in the plastics, logistics, automotive, metal fabrication and advanced manufacturing fields.

**Obj. 4.1. Continue to build upon the City's strength as a manufacturing hub with easy access to the Turnpike and I-480.** The industrial base of the City is one of its major strengths. Industrially-zoned land is available for industrial expansion for the foreseeable future, and the City should continue to promote industrial development. However, it is important to note the number of parcels that are impacted by power lines, wetlands and other features, and land that has been acquired by public entities such as the University of Akron and Portage Park District, which reduce the actual amount of developable land area zoned for industrial development.

**Strategy 4.1.1.** Continue to attract new businesses and encourage retention and expansion of industrial companies through 1) tax incentives, 2) roadway improvements and 3) positive interaction with the City.

**Strategy 4.1.2.** Identify and attract essential support businesses that service the needs of businesses that make up the largest share of the manufacturing base.

**Obj. 4.2. Continue to aggressively pursue redevelopment and revitalization opportunities of older developed areas, such as along SR 14 and Market Square, in order to create a more attractive commercial gateway into the City.** See also Goal 5 for strategies for the Downtown Core Area.

**Strategy 4.2.1.** Continue to identify and offer incentives for redevelopment and updates to existing buildings.

**Strategy 4.2.2.** Promote building expansion, more intense development and increased landscaped areas on lots that have large expanses of existing, unused parking. Explore the feasibility of promoting a mix of uses both in a single building or as part of a consolidated development.

**Strategy 4.2.3.** Develop a code enforcement strategy to address absentee landlords, especially those who own empty buildings and have shown they have no intent on renting them.

**Strategy 4.2.4.** Utilize outside funding when available and public/private partnerships in the acquisition and development of redevelopment sites.

**Strategy 4.2.5.** Streamline the approval of new business development/redevelopment that is consistent with the recommendations of the Future Land Use Plan. This includes 1) evaluating the differences between the existing B Business District, which currently applies to much of SR 14 and the C-3 Highway Interchange Commercial and revising the district standards to implement the Regional Commercial Corridor character area and the Neighborhood Commercial Nodes character area; 2) creating a Transitional Limited Business Overlay District that would

apply to residential properties fronting on SR 43 and would be applied in addition to a standard district; and 3) evaluating and updating the C-R Commercial, Office, Residential District to implement the Mixed-Use Retail, Offices & Residential District character area; and 4) rezoning parcels to newly created districts as recommended by the Future Land Use Map.

**Obj. 4.3. Develop and implement strategies to attract higher wage employment opportunities.**

**Strategy 4.3.1.** Investigate and identify specific types of industries and jobs that are most advantageous for the City to target, including emerging industries that are being created in response to evolving technology, climate change, etc.

**Strategy 4.3.2.** Develop and implement strategies to support start-up businesses.

**Obj. 4.4. Promote workforce development in order to attract, retain and develop a diverse, educated, skilled workforce** to meet the needs of current and future companies and industries. When employers have access to a good workforce, they can become more competitive, increase productivity and retain workers, and are more likely to prosper.

**Strategy 4.4.1.** Maintain and enhance partnerships with the Streetsboro City School District, local employers, and state and local workforce development agencies and organizations.

**Strategy 4.4.2.** Continue to attend college career days and other events and speaking engagements at the high school that enable the Economic Development Director to increase awareness of in-demand careers that meet emerging and anticipated needs of local businesses and potentially new businesses.

**Strategy 4.4.3.** Strategize with the Streetsboro City School District to identify potential new classes for high school students that will produce graduates who have the necessary skills to meet the needs of regional businesses.

**Strategy 4.4.4.** Support, via funding, the City's involvement with the local WIOA (Workforce Innovation & Opportunity Act) Adult and Dislocated Worker Programs, such as participating on the board and actively marketing state programs, such as the Ohio TechCred program, which provide skill development for displaced workers and on-the-job training.

**Obj. 4.5. Continue to provide support to existing and potential businesses.** The City's Economic Development Department notes that most new jobs within a community come from businesses that are already within Streetsboro. It serves as the first point of contact for general business assistance and serves as the City's liaison to companies that are considering, or are already within, the City of Streetsboro.

**Strategy 4.5.1.** Continue to cultivate and maintain relationships with local businesses, property owners, and developers.

**Strategy 4.5.2.** Periodically evaluate incentive packages to determine:

- Which incentives are the most successful in attracting businesses, and
- Alternative ways to creatively encourage business development.

**Strategy 4.5.3.** Investigate the use of JEDD agreement(s) when appropriate/necessary to work with adjoining communities on economic development prospects such as the newly enacted Shalersville-Streetsboro JEDD.

**Strategy 4.5.4.** Continue to be proactive in creating job-ready sites.

## GOAL 5. VIBRANT DOWNTOWN CORE AREA

Create a successful, resilient and contemporary downtown district with a mix of active gathering places and civic, business and residential uses in the center of the city that contribute to Streetsboro's positive identity, community cohesion and economic value.



**Obj. 5.1. Implement the 2021 Core Concept Plan.** The 2023 online survey results show that over 71% of respondents support more development in the Downtown Core Area. However, the creation of the Downtown Core Concept plan is a long-term effort that requires working with property owners and neighbors, and undertaking numerous steps such as updating the zoning code, amending the zoning map, making roadway improvements, obtaining financing, and securing a developer.

**Strategy 5.1.1.** Increase residents' understanding of the core concept plan and the need for zoning changes.

- Develop a public relations campaign to educate residents about the project and the steps needed to implement the project. Address issues (fears/concerns) raised when the proposed map change was on the ballot in 2022.
- Regularly share updates with residents and businesses, which helps assure the community of the City's ongoing commitment to the long-term project.
- Consider holding meetings with affected property owners, including nearby residents, to keep them informed of the project and alert them to upcoming activities.



**Strategy 5.1.2.** Draft form-based code regulations to create a new downtown mixed-use district and a zoning map amendment. The Core Concept plan envisions a unique commercial-dominated and mixed-use redevelopment which is not permitted in the current Zoning Ordinance. Ensure the project includes a variety of living options to encourage people to live in Downtown Streetsboro.

Elements to be considered/addressed in a new form-based Downtown Core Zoning District include:

- Land Use Requirements: Include a range of uses including, permitted either in single-use or mixed-use buildings:
  - Retail, restaurants, personal services, offices, entertainment, co-working spaces, etc.
  - Residential units and live/work units, either above first floor commercial uses, or in freestanding residential buildings (townhouses, apartments, condominiums)
  - Civic uses such as medical facilities, educational facilities, and government facilities
- Permit higher density residential development than currently allowed in the Streetsboro Zoning Code – recognizing that higher density residential is often required to obtain needed funding and make the overall project successful by providing the critical mass of residents needed to support the commercial development .
- Form-based requirements, including rules for building size (e.g. maximum height of 60 feet, not to exceed 4 stories) and massing.
- Updates to parking standards:
  - Allowance for on-street parking,
  - Limitations for off-street parking (e.g. located behind or to the side of buildings)
  - Reduced parking ratios, and
  - Allowances for shared parking arrangements.
- Detailed Architectural and Site Design Guidelines that address:
  - Well-designed, pedestrian-oriented and scaled buildings.
  - Specific requirements for building styles, building materials, façade transparency, etc.
  - Green space and other public gathering places, as well as outdoor seating.
  - Attractive and appropriately scaled signs and lighting.
  - Streetscape and parking design standards that address/require street trees, sidewalks, bike facilities (including bike parking).
  - Well-placed landscaping for screening and landscaping within the interior of parking lots.

**Strategy 5.1.3.** Evaluate the feasibility of utilizing a Special Improvement District to fund improvements.



**Strategy 5.1.4.** Create a trusting partnership with developer and/or owner(s) and ensure the proposed development is completed via a Development Agreement (legislation that sets clear rules for the project, such as types of stores).

**Obj. 5.2. Promote Streetsboro as a beneficial place to do business.** Increasing the number of people who both live and work in the City would increase pride, decrease negative impacts associated with transportation and help the local economy. A redeveloped Downtown Core will provide the opportunity to attract a new generation of residents and workers.

**Strategy 5.2.1.** Maximize opportunities for the City to benefit from the rise in remote work options and the desire by many to have a third workspace near their home. Ensure the updated Downtown Core Area zoning regulations include live-work units and co-working space as permitted uses.

**Strategy 5.2.2.** Implement improvements to the four-corner intersection of SR 43 and SR 14 as recommended in the Downtown Core Concept Plan to reflect a more downtown atmosphere/center of town

**Obj. 5.3. Encourage a variety of entertainment options as part of downtown.**

**Strategy 5.3.1.** Encourage development of contemporary public entertainment venues such as escape rooms, places for laser tag, indoor driving ranges, indoor mountain bike parks, immersive entertainment venues and similar recreational uses. Determine if there are additional areas in the City where such uses should be accommodated.

## **GOAL 6. TRANSPORTATION, ACCESS & MOBILITY**

Provide and maintain a safe, efficient, well-connected and location-appropriate transportation network that supports walking, biking and transit, designed for people and to facilitate commerce.

This goal focuses on maintaining and improving the existing transportation system, while also greatly enhancing connectivity for pedestrians, cyclists, and other alternative modes of travel. It is important to also plan for expected widespread use of new technology and business practices that could significantly affect travel habits, require less parking facilities, and spark redevelopment opportunities. Given the essential nature of transportation infrastructure, improvements to the system will have a direct impact on maintaining a desirable community with vibrant neighborhoods, supporting a prosperous economy, and creating a connected travel network.

**Obj 6.1. Design complete, green, and context-sensitive streets that serve multiple functions and modes for all ages and abilities, create a safe and comfortable environment, and increase travel options.**

**Strategy 6.1.1.** Adopt a complete, green and context-sensitive streets policy, with design requirements and recommendations based on the type/function of the street, so that complete street recommendations can be made (and requirements imposed) whenever new street construction or major roadway upgrades are undertaken. This initiative would establish minimum requirements for various types of roadway design, such as where and when bike lanes, sharrows, and bike paths are most appropriate. As part of this initiative, adopt minimum infrastructure requirements to be added to the City's subdivision regulations.

**Strategy 6.1.2.** Require sidewalks in every new major subdivision (regardless of density). **For nonresidential projects,** include a provision that allows a developer to pay a "fee-in-lieu-of" the actual construction of the sidewalk, based on the City's agreement.

**Strategy 6.1.3.** Based on the sidewalk inventory and assessment currently underway by the Engineering Department, prioritize the construction and connectivity of sidewalks and other streetscape improvements (such as street trees and landscaping) in existing developments and short sections between developments. Prioritize the construction of sidewalks and other such streetscape improvements where the pedestrian atmosphere is currently unfriendly.

**Strategy 6.1.4.** Prioritize connections to area trails to promote walking and biking as a form of exercise as well as transportation through complete streets planning. Consider ways to incentivize the construction of complete networks for walking and biking.

**Obj 6. 2. Create a well-connected transportation network with adequate internal and external connections for all users, including automobiles, trucks and non-auto users.**

**Strategy 6.2.1.** Create a trails/connectivity master plan for connecting biking and walking trails to city parks, schools, and other points of interest. As part of the plan, ensure the City's inventory of existing trails is updated with GIS data and address ways to ensure connectivity whenever future projects are proposed.

**Strategy 6.2.2.** Require new developments to provide connections to nearby uses, and activity centers such as the downtown core area and commercial districts. Work with developers to

ensure off-site connections are made. One example is the path from Meadow View to the High School, which is in the works and includes sidewalks on the north side of SR 14 from Portage Point Drive to Diagonal Road.

**Strategy 6.2.3.** Develop and adopt design guidelines that discourage cut-through traffic in new subdivisions, in balance with the goal for a well-connected roadway system. See also Strategy 6.4.5.

**Obj. 6.3. Make transportation decisions based on the surrounding context.** Consider the existing character and context when making transportation decisions.

**Strategy 6.3.1.** As an off-shoot of a Complete Streets Policy, create improvement plans for important roadways based on the surrounding context. Take into consideration the neighborhood's existing and future conditions and density during all transportation planning and design decisions. Outside of subdivisions, implement roadway design elements based on road classification.

**Strategy 6.3.2.** As part of the planning process, **implement the** capital plan for repair and resurfacing of roadways, and include a listing of potential funding sources, noting key components such as funding cycle, maximum dollars available, and minimum local commitment.

**Obj. 6.4. Improve the safety of streets.** Safety was a top concern in the 2023 Community Survey. In coordination with the City Engineer, design streets for pedestrians and vehicles in ways that account for design speed, adequate lighting, regular road and sidewalk maintenance, construction of new sidewalks, traffic calming devices, and pedestrian signals and markings in key locations.

**Strategy 6.4.1.** Provide sidewalk connections along the roadway between intersections with existing City traffic signalization pedestrian crossings. Connections would include the creation of additional sidewalk, signage and crosswalk pavement markings, as well as reducing the distance between crosswalks.

**Strategy 6.4.2.** Continue to keep roads and street lighting adequately maintained, and provide consistent design standards for light poles and fixtures that meet the City's planning goals.

**Strategy 6.4.3.** Promote maintenance of a safe distance between pedestrians/sidewalk and automobiles by utilizing wide sidewalks, wide tree lawns, and in limited locations, on-street parking based on the built form where the density of development, street design and right-of-way is adequate.

**Strategy 6.4.4.** Utilize, install pedestrian signals and clearly marked crosswalks where needed.

**Strategy 6.4.5.** Install traffic calming and roadway design techniques where necessary to slow and discourage cut-through in residential areas. Possible techniques include but are not limited to:

- Narrow streets widths
- On-street parking
- Serpentine design of select streets
- Speed humps or raised crosswalks
- Roundabouts (or mini-circles in neighborhoods)

- Alternative connections in proximity that are designed for higher volumes of traffic.
- Curb radius reduction.
- Chokers (curb extensions to narrow the street at certain points).
- Complete street standards.

**Obj. 6.5. Reduce traffic congestion, while prioritizing safety and connectivity.** Conduct research to determine the best solutions. Determine the most appropriate/effective solutions, while discouraging street widening as much as possible. When necessary, utilize smaller scale strategies until a comprehensive solution can be found.

**Strategy 6.5.1.** Prepare pedestrian safety studies to identify and prioritize objectives and strategies to target improvements throughout the City.

**Strategy 6.5.2.** Increase connectivity and research alternative routes for truck and/or residential traffic to avoid the SR 14/SR 43 intersection. For example, east of the SR 14/SR 43 intersection, consider a street connection between SR 303 and SR 14, that would serve as an extension of Page Road; and west of the SR 14/SR 43 intersection, consider a street connection between SR 303 and Seasons Road, such as an extension of Market Square Drive southward.

**Strategy 6.5.3.** Continue to make traffic signal improvements that utilize detection technology to improve traffic flow through the city, and continue to implement the City's Access Management Policy for all developments.

**Obj. 6.6. Revitalize SR 14 as a community gateway.** Improve the look of SR 14 and minimize congestion and safety issues while minimizing any impact on the roadway's function as a major thoroughfare.

**Strategy 6.6.1.** Install aesthetic streetscape improvements to make the roadway system more pedestrian-friendly. Consider adding elements such as: landscaping; brick pavers; ornamental street poles and lighting; and buried overhead utility lines. These improvements are especially important for the Downtown Core Area.

**Strategy 6.6.2.** Assure adequate capacity for current and projected traffic along SR 14 by: enforcing the City's access management policies **and** utilizing boulevard style roadway sections where the City determines appropriate.

**Obj. 6.7. Minimize the overall impacts of parking.**

**Strategy 6.7.1.** Evaluate the current parking standards in the zoning code and adjust as necessary. Utilize results of the parking study noted in Strategy 6.7.3. Address both minimum and maximum parking requirements in the zoning code.

**Strategy 6.7.2.** Utilize shared parking where possible; include mechanisms within the zoning code to allow the administrative approval of shared parking facilities under certain circumstances. As part of the ordinance, require a guarantee that a shared parking agreement will remain in place until it no longer is needed.

**Strategy 6.7.3.** Undertake a parking study to evaluate current parking needs, identify how parking needs have changed and determine where there is an over-supply of parking and/or a perceived parking problem. Concentrate the parking study on areas where issues are most



pronounced.

**Strategy 6.7.4.** Consider adding requirements for bike parking to the zoning code, and determine if an allowance for a reduction in vehicle parking spaces is available based on the number of bike parking spaces provided.

**Strategy 6.7.5.** Evaluate, update and enforce landscape and screening standards for parking areas.

**Strategy 6.7.6.** Evaluate the current zoning setback requirements for parking locations; require off-street parking in the Downtown Core area to be located to the side or rear of buildings, with limited amount of street frontage for parking in the side yard. Allow on-street parking in the Downtown Core area and develop a system for allocating spaces.

**Obj. 6.8. Create an implementation strategy for transportation projects.** The City has numerous plans and studies with recommendations for transportation improvements. Developing an implementation strategy will increase the chances for improvements will be made.

**Strategy 6.8.1.** Prioritize transportation projects based on mode (auto, bike, walk)

**Strategy 6.8.2.** Explore funding options for improvements, noting the timing, amounts available, eligibility requirements, etc., and create a schedule so that the City can be proactive in acquiring money from government organizations, non-profits, and private donations.

**Strategy 6.8.3.** Create a desired timeline for implementation with projects prioritized with funding options specified for each.

**Strategy 6.8.4.** Maintain regular communication with Akron Metropolitan Area Transportation Study (AMATS), Streetsboro's metropolitan planning organization (MPO), to convey roadway deficiencies and need for funding.

## **SECTION 4. IMPLEMENTING THE PLAN**

It is intended that this Master Plan will be used by the City, as well as property owners and developers, when deciding where, when, and how to make investments in Streetsboro. A viable implementation program is one that identifies action items to assist in carrying out the recommendations in the Plan. This Section consolidates the various action steps identified for the wide array of goals, objectives, and strategies discussed in Section 3.

### **Implementation Tools**

This Master Plan was prepared with the understanding that the City is responsible for the overall health of the community. At the same time, there are multiple agencies/entities, such as Portage County, Portage Park District, Ohio Department of Transportation, business owners and property owners who play a role and have a vested interest in the future of Streetsboro. As a result, achieving the City's goals requires, in some cases, a cooperative effort. In addition, it will take resources – funding from a variety of sources to carry out many of the strategies.

The following paragraphs highlight the various implementation tools available.

#### **Regulatory Tools: Zoning, Subdivision and Stormwater Management Regulations**

The City's land development regulations are important tools the City has to implement the land use policies in the Plan. The City's regulations ensure private property investment complies with Streetsboro's land development goals. During the course of this planning process, a number of potential zoning amendments, updates to the subdivision regulations, and expansion of design guidelines were discussed. However, these recommendations need to be thoroughly reviewed and evaluated by the Streetsboro Planning and Zoning Department, Streetsboro Planning and Zoning Commission, and Streetsboro City Council as part of a more extensive analysis. Furthermore, any amendments to the Streetsboro Codified Ordinances are governed by the amendment procedures spelled out in the ordinances.

#### **Public Infrastructure Improvements**

Streetsboro, like all communities, has been built over time via both private and public investments. The City's collective public infrastructure, including roads, bridges, sidewalks, water and sewer lines, **access management** and stormwater management, are essential building blocks of Streetsboro's framework, neighborhoods, and economy. Having modern, connected, and reliable infrastructure is a critical element of plan implementation. This underscores the need to not only maintain the City's current infrastructure, but also to continue to make capital improvements by budgeting for, upgrading, replacing, and, where needed, expanding infrastructure. It is also important to coordinate with the other entities that own/maintain infrastructure within the City.

#### **Partnerships**

As noted throughout this Plan, collaborative partnerships between the City and other public agencies, non-profits, and community groups is critical to implementing the Plan. While the City is responsible for a large share of the implementation strategies, there are a number of physical elements within the City that

are owned/controlled by other public entities. In addition, partnerships are essential in addressing initiatives that extend beyond city limits, such as water quality and stormwater management, transportation planning, and economic development. Maintaining and fostering supportive partnerships with organizations and private sector entities that share similar goals is becoming increasingly important and is often a requirement for grant funding. The City already has a variety of partnerships that are critical for providing services to the residents.

In addition, partnering with the private sector is important in encouraging necessary redevelopment, which tends to be more expensive and complex than developing greenfield sites. According to the Urban Land Institute, public/private partnerships are “the most effective means to intervene in an uncertain market.” From an economic development perspective, partnerships share the financial risks between public and private entities. Research shows that communities that invest in strategic projects not only benefit in the long run from increased tax revenues from the specific development, but more importantly, strategic projects are a catalyst for more development, which leads to even higher tax revenues.

### **Funding**

While all of the above implementation tools are important, nothing will be accomplished without the necessary resources. There are a number of ways projects are funded, however, funding programs are known to change or be eliminated, so it is necessary to maintain ongoing research for funding opportunities.

## **Implementation Strategies**

The following subsections summarize suggested code related amendments which could be undertaken as a comprehensive code update or as a series of separate amendments (Table 4.1), and suggested actions that are not related to the codified ordinances (Table 4.2).

Recognizing the need to prioritize implementation based on available resources, Table 4.2 categorizes the action steps by time-frame for implementation and priority, as well as noting potential partners that are likely to have a shared interest in achieving the action step. It is also recognized that flexibility is necessary in order to facilitate the most effective plan implementation. New opportunities may arise, which could affect the implementation schedule making it pertinent to move some strategies higher in the implementation schedule.

## Suggested Code Amendments

The Planning and Zoning Code text and short-term map amendments noted below in Table 4.1 are based on the strategies discussed in Section 3. The specific Goal, Objective and Strategy are noted under “Strategy Reference.” For example, Strategy Reference 1.1.3 refers to Strategy 1.1.3, under Goal 1, Retain Rural Character and Natural Environment.

The code amendments are categorized as:

- A. Recommended District and Permitted Uses Amendments
- B. Recommended Development Standards and Review Procedures Amendments
- C. Recommended **Short-Term Zoning** Map Amendments

NOTE: A comprehensive evaluation of the Planning and Zoning Code is required to determine any additional, indirect amendments needed as a result of these recommendations.

Table 4.1. Suggested Planning & Zoning Code Amendments	
	Section 3. Strategy Reference*
<b>A. Recommended District and Permitted Uses Amendments</b>	
1. Evaluate/update the current Residential Open Space Overlay District regulations to identify ways to encourage use of conservation development techniques. Include provisions for applying the overlay district to land zoned Open Space Conservation; and to encourage and/or require wetland and sensitive area preservation	1.1.6, 2.5.3
2. Update the O-C Open Space Conservation District regulations so that the maximum density is equal to or lower than the density permitted in the Rural Residential District (e.g. 1 dwelling per 2.5 acres).	1.1.9
3. In the O-C and R-R Districts, where agricultural uses are currently permitted, adopt regulations to permit/conditionally permit agritourism-related uses on existing farms	1.2.2
4. Consider adopting specific zoning requirements for conditionally permitted specialized senior housing to limit potential burden on city services.	2.4.2
5. Create a new PUD district with site specific regulations that would apply to areas currently zoned R-PUD.	2.5.2
6. Evaluate, and update as needed, the Residential-Open Space Overlay District to facilitate the preservation of wetlands and other sensitive natural areas.	2.5.3
7. Revise the R-2 regulations to allow for medium density housing development at 3 dwelling units per acre, up to 5 dwelling units per acre, at discretion of Planning and Zoning Commission, when development includes environmentally innovative development and/or integrated amenities.	2.5.4
8. Revise the R-3 regulations to allow for new development at 8 dwelling units per acre as recommended by the Future Land Use Plan.	2.5.5
9. Evaluate the existing commercial districts, including the B Business District; C-3 Highway Interchange Commercial District; C-R Commercial, Office, Residential District; and B-T Business Transitional District and update as needed to implement the commercial and mixed use character areas.	4.2.5
10. For the Downtown Core Area, create a new downtown mixed-use form-based district capable of supporting the Core Concept Plan’s density and intensity of desired uses. Include live-work units and co-working spaces as permitted uses in the new district.	5.1.2, 5.2.1
<b>B. Recommended Development Standards and Procedures Amendments</b>	
1. Review and strengthen natural resource protection regulations to require conservation of critical natural areas	1.1.1
2. Enact a tree preservation/conservation/replacement ordinance	1.1.3, 1.5.3



Table 4.1. Suggested Planning & Zoning Code Amendments	
	Section 3. Strategy Reference*
3. Create an open space dedication requirement for new housing construction; include an alternative for fee-in-lieu of property to create a funding source for land acquisition. Identify the necessary documentation needed to establish a dedication requirement and associated fund. Clarify what qualifies as open space.	1.1.5, 3.1.4
4. Adopt appropriate sustainable code requirements and review procedures into the zoning code or as City-wide development policy.	1.3.2
5. Evaluate regulations for installing alternative energy systems such as geothermal power and solar panels with site-specific regulations to ensure installations do not impact neighboring properties	1.3.3
6. Adopt a dark sky ordinance or lighting zones/lighting regulations	1.3.5
7. Adopt regulations to minimize impervious surfaces and promote on-site stormwater detention	1.4.1
8. Adopt residential site planning and architectural design guidelines that apply regardless of district	2.1.1
9. Require neighborhood amenities be provided in all new housing developments	2.1.2
10. Adopt regulations to implement a complete and green streets policies, including minimum requirements for where/when bike lanes, sharrows, and bike paths are most appropriate; amend the subdivision regulations to include minimum infrastructure requirements	6.1.1
11. Require sidewalks to be installed in every new major subdivision and adopt provisions for "in-lieu" fees for nonresidential developments	6.1.2
12. Adopt subdivision requirement that new developments provide connections to nearby uses, amenities, and activity centers	6.2.2
13. Develop/adopt design guidelines that discourage cut-through traffic in new subdivisions, in balance with the goal for a well-connected roadway system.	6.2.2, 6.4.5
14. Develop design guidelines/requirements for wide sidewalks, wide tree lawns, and in limited locations, on-street parking based on the built form where the density of development, street design and right-of-way is adequate.	6.4.3
15. Develop standards that require or encourage traffic calming design techniques to create safer residential streets.	6.4.5
16. Evaluate current parking standards in zoning code and adjust as necessary. Address both minimum and maximum parking requirements in the zoning code.	6.7.1
17. Adopt code provision that allows shared parking; with requirements for parking agreement	6.7.2
18. Amend additional elements of parking requirements based on outcomes of parking study and established best practices	6.7.3
19. Add requirements for bike parking	6.7.4
20. Evaluate and update parking screening and landscaping requirements	6.7.5
21. Evaluate the current zoning setback requirements for parking locations; require off-street parking in the Downtown Core area to be located to the side or rear of buildings, with limited amount of street frontage for parking in the side yard. Allow on-street parking in the Downtown Core area and develop a system for allocating spaces.	6.7.6
<b>C. Recommended Short-Term Zoning Map Amendments</b>	
1. Rezone all I-1 property owned by public entities to OC, as well as those I-1 properties that have significant environmental restraints	1.1.8
2. Eliminate split zoning, where one parcel is located in two or more zoning districts.	2.5.1

## Additional Non-Code Related Action Steps

Table 4.2 lists the action steps that involve various City entities and potential partners. They are listed in the order in which they appear in Section 3. Action steps that are related to code amendments and noted on Table 4.1 are not repeated in Table 4.2.

### Time-Frame and Priority

Recognizing that not everything strategy noted in Table 4.2 can be achieved all at once, the strategies are rated by the following recommended time-frames and priorities.

The timeframes for undertaking the action steps fall into one of the following categories:

- O** On-going – an action that is currently underway and should be continued.
- I** Immediate – an action that should be started within 1 year.
- S** Short-term – an action that should be started in 1 to 3 years.
- L** Long-term – an action that should be greater than 3 years.

The action steps are also ranked by their priority (high, medium or low) for being accomplished during the timeframe noted. For example, of the various action steps recommended as being undertaken in the short-term (1 to 3 years), some are further classified as having a high priority in terms of the City devoting time and money to accomplishing the activity, while actions classified as having a low priority are recommended to be tackled within the short-term if time and money permit.

### Responsible Parties

Table 4.2 notes city departments that would be responsible for implementing the action steps as well as other entities that serve as potential partners for implementing the plan. These entities and abbreviations used in the table are noted.

AMATS	Akron Metropolitan Area Transportation Study	NPS	National Park Service	PD	Police Department
B	City Building	ODNR	Ohio Department of Natural Resources	PPD	Portage Park District
CA	City Attorney	OEPA	Ohio Environmental Protection Agency	PRD	Private Developers/Development
CC	City Council	ODOT	Ohio Department of Transportation	PSWCD	Portage Soil & Water Conservation District
E	City Engineering	OPWC	Ohio Public Works Commission	SC	Streetsboro Chamber
ED	Economic Development	P	City Planning	SCS	Streetsboro City Schools
FD	Fire Department	P&R	Parks & Recreation	USDOT	US Department of Transportation
HOA	Homeowners Association	PC	Planning Commission	VCB	Visitors and Convention Bureau
NEFCO	Northeast Ohio Four County Regional Planning & Development Organization	PCRPC	Portage County Regional Planning Commission	ZI	Zoning Inspector

## Section 4. Implementing the Plan

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As recommended by PZC to CC on 2/6/24

Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
<b>Goal 1: Retain Rural Character and Natural Environment</b>					
<b>Objective 1.1. Promote Preservation of Critical Natural Areas and Concentrations of Large Wooded Areas</b>					
1.1.2	Adopt a policy of no net loss of wetlands as part of the City's wetlands preservation efforts; address wetlands reclamation, mitigation, and restoration efforts, so that the total acreage of wetlands in the city does not decrease, but remains constant or increases.	S	Medium	P, CA, PC, CC	
1.1.4	Partner with Nature Conservancy, Portage County, Portage Park District, <b>Tinker's Creek Watershed Partners</b> , local universities, land trusts and developers to promote preservation.	S	Medium	P, P&R, PC, CC	PSWCD, PPD, PRD
1.1.5	Investigate ways to fund acquisition of open space, such as via a percentage of TIF revenue from development projects or donations.	L	Medium	P, P&R, PC, CA, CC	
1.1.7	Encourage applicable property owners to establish conservation easements on those portions of their properties where critical natural resources exist.	S	Low	P, P&R, PC, CC	PRD
<b>Objective 1.2. Establish Regulations/Policies that Permit/Encourage Small-Scale Agriculture Operations</b>					
1.2.1	Enact policies to direct new housing development away from agricultural operations.	S	Medium	P, CA, PC, CC	
1.2.3	Encourage "Agricultural Friendly Design" in new residential developments that reduce groundwater usage and protect adjacent working lands. Encourage site design that reduces potential for conflicts, e.g. vegetative buffers between residential uses and agricultural operations, and use of open space and natural areas to separate houses from agricultural operations.	S	Low	P, PC	
1.2.4	Encourage voluntary use of agricultural conservation easements and other mechanisms for permanent voluntary protection of agricultural lands.	I	Low	P, PC	
<b>Objective 1.3. Implement and Prioritize Sustainable Development Policies and Building Practices, Low-Impact Development Techniques, and Other Types of Green Infrastructure Strategies</b>					
1.3.1	Continue to direct future development to areas supported by infrastructure per the Future Land Use Plan, e.g. parcels already served or adjacent to areas already served by utilities. Update the Future Land Use Plan as appropriate, when/if utilities are expanded.	O	High	P, PC	
1.3.3	Encourage new buildings to be constructed with environmentally-friendly materials and building techniques, for more energy-independent, environmentally-sensitive buildings.	L	Low	P, B	
1.3.4	Encourage all new development to configure development around natural features and incorporate existing natural features, such as existing topography, into the design of the development to minimize site disturbance.	S	High	P, PC	
<b>Objective 1.5. Increase Tree Planting Throughout the City</b>					
1.5.1	Promote tree planting on existing City property, rights-of-way, and in parks through donations and funds from developers unable to fulfill tree preservation and replacement guidelines; Develop a plan that identifies priority tree planting locations and protocol.	L	Medium	P, P&R, CC, PC	
1.5.2	Explore the feasibility of a Tree Commission. Once established, this body could be tasked with exploring the possibility of seeking Tree City USA designation.	L	Medium	P, P&R, CC	

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(O) Ongoing = Action currently underway that will continue, or a new action that should remain ongoing once started

Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
Goal 2: High Quality Housing And Neighborhoods					
Objective 2.1. Provide More Options for Higher Value Housing, as Recommended by the 2023 Housing Market Study					
2.1.3	In locations within the City's Community Reinvestment Areas (CRA), promote the benefits of tax abatements to encourage infill housing on scattered vacant lots	I	Medium	P, B	
Objective 2.2. Maintain and Increase the Value of Existing Single-Family Housing Stock					
2.2.1	Promote the benefits of the Community Reinvestment Area (CRA) tax abatement program and other incentive programs to residents in applicable neighborhoods	I	Medium	P, B	
2.2.2	Explore the feasibility of a rental registration program for single-family and two-family homes; evaluate the effectiveness in other cities	I	High	P, B	
2.2.3	Continue enforcement of the property maintenance code; Consider systematic property inspections.	O/I	High	P, B	
2.2.4	Consider hosting or partnering with an organization to host home improvement seminars, to encourage residents to make home improvements that increase the value of the house.	L	Low	P, B	
Objective 2.3. Maintain and Increase the Value of the Existing Multi-Family Housing					
2.3.1	Establish stricter code enforcement program, including creating a systematic property inspections schedule to ensure all multi-family units are inspected at least once every five years.	S	High	P, B, ZI	
2.3.2	Identify opportunities to create public parks and community spaces around existing multi-family housing and develop an implementation plan.	L	Medium	P, P&R	
2.3.3	Communicate openly and often with property management and owners.	I	High	P, B, ZI	
Objective 2.4. Support Development of Housing Desired by and Marketed to Seniors					
2.4.1	Encourage development of housing targeted to seniors in appropriate locations, such as near shopping, amenities, etc., and require appropriate connections to nearby amenities.	S	High	P, PC	
2.4.2	Incorporate the findings of the housing market analysis to address requirements for specialized senior housing (retirement communities, assisted living, nursing facility), and if necessary, conduct further investigation to quantify the impacts on city services.	S	High	P, PC	
Goal 3: Right-Sized Parks And Other Community Amenities/Services					
Objective 3.1. Increase the Amount of Preserved Open Space, Parks, Trails, and Greenways Throughout the City					
3.1.1	Continue to implement the Parks and Recreation Plan for acquisition, as well as for maintenance and improvements	O	High	P, P&R, PC, CA, CC	
3.1.2	Identify funding opportunities and apply for grants from organizations	O	High	P, P&R	ODNR, OEPA, Clean Ohio Fund, ODOT, OPWC, USDOT, NPS
3.1.3	Collaborate with partners on applying for funding on joint projects to obtain grants	O	Medium	P, P&R, PC, CA, CC	
3.1.5	Create a north/south trail along Tinkers Creek and tie into the trail via connection from Thomas Heritage Park and nearby neighborhoods.	L	Low	P, P&R, PC, CC, PPD	

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## Section 4. Implementing the Plan

**DRAFT 1/25/24**

*As recommended by PZC to CC on 2/6/24*

Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
<b>Objective 3.2. Increase Accessibility to City-Owned and/or Public Environmentally Significant Areas and Make Connections Between Them</b>					
3.2.1	Connect environmentally sensitive areas to greenways, roads and adjacent neighborhoods. Wherever public land connects to environmentally significant areas, evaluate its suitability for building paths to connect greenways with environmentally significant areas.	L	Medium	P, P&R, PC, CC	
3.2.2	Promote increased visibility and use of connections through increased signage, trailheads and parking.	S	Low	P&R	
3.2.3	Create maps and other materials (both online and print) showing these areas and their features to promote them to the community.	S	Low	P, P&R	
3.2.4	Develop multi-purpose paths that interconnect with surrounding parks.	L	Medium	P, P&R, PC, CC	
<b>Objective 3.3. Continue to Provide Staffing and Resources Needed to Maintain a Safe Community</b>					
3.3.1	Maintain and expand safety services and facilities, as needed as determined by policy makers and when financially feasible.	O	High	PD, FD, CC	
3.3.2	Continue to support residents' participation in neighborhood-oriented programs, such as Neighborhood Watch programs.	O	Low	PD, FD, CC	Block groups, neighborhood groups
<b>Objective 3.4. Foster Increased Community Involvement and Interaction Among All Residents</b>					
3.4.1	Continue to offer activities and events through the Parks and Recreation Department	O	Medium	P&R, CC	
3.4.2	Increase promotional efforts of community events and activities. Consider ways to regularly engage with neighborhood groups, homeowner associations and similar groups.	I	Medium	P, P&R, SCS	Neighborhood groups, HOAs, VCB
3.4.3	Provide, sponsor, collaborate with other organizations to provide community events; Provide opportunities for different types and styles of education.	O	Medium	P, P&R, SCS, SC	Local companies, city departments
<b>Objective 3.5. Ensure that Growth within Streetsboro Does Not Outpace the Ability to Service it</b>					
3.5.1	Prioritize/incentivize development on sites with infrastructure already; be proactive on rezoning property if necessary to reduce any risk/delay to developers.	I	High	P, E, CA, ED, PC, CC	NEFCO, PRD
3.5.2	Continually monitor growth to ensure that future needs for sewer and water can be accommodated in a reasonable manner and without unreasonable delay; advocate for updates to the 208 Facilities Plan when appropriate.	L	Medium	P, E, CA, ED, PC, CC	NEFCO, PRD
3.5.3	Consider requiring a fiscal impact analysis of new larger developments to understand the projects potential impacts on local services and infrastructure; Develop baseline data for existing development, such as a cost of services analysis, in order to understand how proposed development compares to existing conditions.	S	High	P, E, CA, ED, PC, CC	
<b>Objective 3.6. Increase Streetsboro's identity, sense of place, and community pride</b>					
3.6.1	Promote gateways at key entrances to the City by installing distinctive elements	S	High	CC, P, ED, E, P&R	SCS, SC
3.6.2	Install way finding signs at City entrances & throughout Downtown District	S	High	CC, P, ED, E, PC	
3.6.3	Continue to host longstanding events & develop new events to attract Streetsboro residents and bring in residents of other communities	O	Medium	CC, P&R	

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## Section 4. Implementing the Plan

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As recommended by PZC to CC on 2/6/24

Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
3.6.4	Increase communications between City government and local business & residents to build/expand community trust.	S	Medium	P, CC, ED	
<b>Goal 4: Strong Economy &amp; Job Opportunities</b>					
<i>Objective 4.1. Continue to Build Upon the City's Strength as a Manufacturing Hub with Easy Access to the Turnpike and I-480</i>					
4.1.1	Continue to attract new businesses and encourage retention/expansion of industries through 1) tax incentives, 2) roadway improvements and 3) positive interaction with the City.	O	Medium	P, ED, E	
4.1.2	Identify and attract essential support businesses that service the needs of the types of businesses that make up the largest share of the manufacturing base.	S	Medium	ED	
<i>Objective 4.2. Continue to Pursue Redevelopment/Revitalization Opportunities of Older Developed Areas</i>					
4.2.1	Continue to identify and offer incentives for redevelopment and updates to existing buildings.	O	High	ED, CC	
4.2.2	Promote building expansion, more intense development and increased landscaped areas on lots that have large expanses of existing, unused parking. Explore feasibility of promoting a mix of uses both in a single building or as part of a consolidated development.	S	Low	ED	
4.2.3	Develop a strategy to address absentee landlords as part of code enforcement.	S	High	ZI, CA, CC	
4.2.4	Utilize outside funding when available and public/private partnerships in acquisition and development of redevelopment sites.	L	Medium	ED, CA, CC	
4.2.5	Streamline the approval of new business development/redevelopment that is consistent with the recommendations of the Future Land Use Plan.	S	Medium	ED, CA, CC	
<i>Objective 4.3. Develop and Implement Strategies to Attract Higher Wage Employment Opportunities</i>					
4.3.1	Investigate and identify specific types of industries and jobs that are most advantageous to attract to the City.	S	Medium	ED, CC	
4.3.2	Develop and implement strategies to attract start-up businesses.	S	Low	ED	
<i>Objective 4.4. Promote Workforce Development in Order to Attract, Retain, and Develop a Diverse, Educated, Skilled Workforce</i>					
4.4.1	Maintain and enhance partnerships with the Streetsboro City School District, local employers, and state and local workforce development agencies and organizations.	O	Medium	ED	SCS, employers, workforce dev't agencies
4.4.2	Continue to attend college career days and other events and speaking engagements at the high school that enable the Economic Development Director to increase awareness of in-demand careers	O	Low	ED	
4.4.3	Strategize with Streetsboro City School District to identify potential new classes for high school students that will produce graduates who have the necessary skills to meet the needs of regional businesses.	L	Medium	ED	SCSD
4.4.4	Support, via funding, the City's involvement with the local WIOA Adult and Dislocated Worker Programs.	L	Low	ED	
<i>Objective 4.5. Continue to Provide Support to Existing and Potential Businesses</i>					
4.5.1	Continue to cultivate/ maintain relationships with local businesses, property owners, & developers.	O	Medium	ED	
4.5.2	Evaluate incentive packages to determine which incentives are most successful, and identify alternative ways to creatively encourage business development	S	Medium	ED	

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## Section 4. Implementing the Plan

**DRAFT 1/25/24**

*As recommended by PZC to CC on 2/6/24*

Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
4.5.3	Investigate the use of JEDD agreement(s) when appropriate/necessary to work with adjoining communities on economic development prospects.	S	Low	ED	
4.5.4	Continue to be proactive in creating job-ready sites.	O	High	ED, CC	
<b>Goal 5. Vibrant Downtown Core Area</b>					
<i>Objective 5.1. Implement the 2021 Core Concept Plan</i>					
5.1.1	Prepare and conduct a public relations/educational campaign, with regular updates, and stakeholder meetings to increase residents' understanding of Core Concept Plan.	S	High	P, ED, CC	
5.1.3	Evaluate the feasibility of utilizing a Special Improvement District to fund improvements.	S	Medium	P, ED, CC, CA	
5.1.4	Create a trusting partnership with developer and/or owner and ensure the proposed development is completed via a Development Agreement	S	High	P, ED, CC	
<i>Objective 5.2. Promote Streetsboro as a Beneficial Place to do Business</i>					
5.2.2	Implement improvements to the four-corner intersection of SR 43 and SR 14 as recommended in the Downtown Core Concept Plan	L	High	P, E, CC	
<i>Objective 5.3. Encourage a Variety of Entertainment Options as Part of Downtown</i>					
5.3.1	Encourage development of contemporary public entertainment venues such as escape rooms, places for laser tag, indoor driving ranges, indoor mountain bike parks, immersive entertainment venues and similar recreational uses.	L	Medium	P, ED, CC	
5.3.2	In addition, determine if there are additional areas in the City where such uses should be accommodated.	L	Low	P, ED	
<b>Goal 6: Transportation, Accessibility, &amp; Mobility</b>					
<i>Objective 6.1. Design Complete, Green &amp; Context-Sensitive Streets that Serve Multiple Functions &amp; Modes for All Ages &amp; Abilities; Create a Safe &amp; Comfortable Environment &amp; Increase Travel Options</i>					
6.1.1	Adopt a complete, green & context-sensitive streets policy, with design requirements and recommendations based on the type/function of the street, so that complete street recommendations can be made (and requirements imposed) whenever new street construction or major roadway upgrades are undertaken.	S	High	P, E, CC	
6.1.3	Construct and connect sidewalks and other streetscape improvements in existing developments and short sections between developments, where the pedestrian atmosphere is currently unfriendly.	L	High	P, E	PRD
6.1.4	Install connections to area trails to promote walking and biking. Consider ways to incentivize complete networks for walking and biking.	S/O	High	P, E, CC	
<i>Objective 6.2. Create a Well-Connected Transportation Network with Adequate Internal and External Connections for All Users, Including Automobiles, Trucks, and Non-Auto Users</i>					
6.2.1	Create a trails/connectivity master plan for connecting biking and walking trails to city parks, schools, and other points of interest; ensure the City's inventory of existing trails is updated with GIS data; address ways to ensure connectivity whenever future projects are proposed.	S	Medium	P, E, P&R, CC	
<i>Objective 6.3. Make Transportation Decisions Based on the Surrounding Context</i>					
6.3.1	Create improvement plans for important roadways based on the surrounding context.	S	Medium	P, E, CC	

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Table 4.2. Implementation Actions – Non-Code Related					
		Time-frame	Priority	Responsible City Entities	Potential Partners
6.3.2	Implement the capital plan for repair and resurfacing of roadways; include a list of potential funding sources; note funding cycle, maximum dollars available, and minimum local commitment.	O	Medium	P, E, CC	
<b>Objective 6.4. Improve the Safety of Streets</b>					
6.4.1	Install sidewalk connections along roadways between intersections with existing City traffic signalization pedestrian crossings. Connections would include the creation of additional sidewalk, signage and crosswalk pavement markings, as well as reducing the distance between crosswalks.	S	Medium	P, E	
6.4.2	Continue to keep roads and street lighting adequately maintained, and provide consistent design standards for light poles and fixtures that meet the City's planning goals.	O	High	P, E	
6.4.4	Install pedestrian signals and clearly marked crosswalks where needed.	S	High	P, E	
6.4.5	Install traffic calming techniques where needed in residential areas.	S	High	P, E	
<b>Objective 6.5. Reduce Traffic Congestion, While Prioritizing Safety and Connectivity</b>					
6.5.1	Prepare pedestrian safety studies to identify and prioritize objectives and strategies to target improvements throughout the City.	S	Medium	E, P, CC	AMATS
6.5.2	Increase connectivity and identify alternative routes for truck and/or residential traffic to avoid the SR 14/SR 43 intersection.	L	Medium	E, P, CC	AMATS
6.5.3	Continue to make traffic signal improvements that utilize detection technology to improve traffic flow through the city; continue to implement City's Access Management Policy.	O	High	E, P, CC	
<b>Objective 6.6. Revitalize SR 14 as a Community Gateway</b>					
6.6.1	Install aesthetic streetscape improvements to make the roadway system more pedestrian-friendly. Consider adding elements such as: landscaping; brick pavers; ornamental street poles and lighting; and buried overhead utility lines; especially important for the Downtown Core Area.	L	Medium	P, E, ED, CC	AMATS
6.6.2	Continue to enforce the City's access management policies and install boulevard style roadway sections where the City determines appropriate.	O/L	High	P, E, ED, CC	AMATS
<b>Objective 6.7. Minimize the Overall Impacts of Parking</b>					
6.7.3	Conduct a parking study to evaluate current parking needs, identify how parking needs have changed and determine if there is an over-supply of parking and/or a perceived parking problem.	S	High	P, E, PC, CC	
<b>Objective 6.8. Create an Implementation Strategy for Transportation Projects</b>					
6.8.1	Prioritize transportation projects based on mode (auto, bike, walk)	S	Medium	P, E, CC	AMATS, PCRPC
6.8.2	Explore funding options for improvements, noting the timing, amounts available, eligibility requirements, etc., and create a schedule so that the City can be proactive	S	High	P, E, CC	AMATS, PCRPC
6.8.3	Create implementation timeline for priority projects with funding options specified for each.	S	Medium	P, E, CC	
6.8.4	Maintain regular communication with Akron Metropolitan Area Transportation Study (AMATS), to convey roadway deficiencies and need for funding.	O	Medium	E, CC	AMATS

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### Responsible Parties *(repeated from page 83)*

AMATS	Akron Metropolitan Area Transportation Study
B	City Building
CA	City Attorney
CC	City Council
E	City Engineering
ED	Economic Development
FD	Fire Department
HOA	Homeowners Association
NEFCO	Northeast Ohio Four County Regional Planning & Development Organization
NPS	National Park Service
ODNR	Ohio Department of Natural Resources
OEPA	Ohio Environmental Protection Agency
ODOT	Ohio Department of Transportation
OPWC	Ohio Public Works Commission
P	City Planning
P&R	Parks & Recreation
PC	Planning Commission
PCRPC	Portage County Regional Planning Commission
PD	Police Department
PPD	Portage Park District
PRD	Private Developers/Development
PSWCD	Portage Soil & Water Conservation District
SC	Streetsboro Chamber
SCS	Streetsboro City Schools
USDOT	US Department of Transportation
VCB	Visitors and Convention Bureau
ZI	Zoning Inspector

## **APPENDICES**

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## Appendix A.

### Land Use and Zoning Tables

Table A1. Existing Land Uses Mapped			
	Acres	% of Subtotal	Percent of All LU
<b>Developed/Preserved Land</b>			
<b>Residential</b>			
1. Rural Residential	1,454	29.7%	9.7%
2. Residential, 1, 2 & 3-Family	3,067	62.8%	20.5%
3. Apartments	184	3.8%	1.2%
4. Manufactured Home	181	3.7%	1.2%
<b>Total Residential</b>	<b>4,886</b>	<b>100.0%</b>	<b>32.7%</b>
<b>Commercial</b>			
5. Retail/Office/Service	561	59.7%	3.7%
6. Commercial Recreation	378	40.3%	2.5%
<b>Total Commercial</b>	<b>939</b>	<b>100.0%</b>	<b>6.3%</b>
<b>Industrial</b>			
7. Warehouse/Storage (includes commercial storage)	357	38.9%	2.4%
8. Industrial/Manufacturing	562	61.1%	3.8%
<b>Total Industrial</b>	<b>919</b>	<b>100.0%</b>	<b>6.1%</b>
<b>Public/Semi-Public</b>			
9. Government, Institution	351	56.3%	2.3%
10. ROW	273	43.8%	1.8%
<b>Total Public/Semi-Public</b>	<b>624</b>	<b>100.0%</b>	<b>4.2%</b>
<b>Protected Land</b>			
11. Park/Recreation	936	44.9%	6.3%
12. Nature Preserve	584	28.1%	3.9%
13. Reservoir Protection	563	27.0%	3.8%
<b>Total Protected Land</b>	<b>2,082</b>	<b>100.0%</b>	<b>13.9%</b>
<b>Developed/Preserved Land</b>	<b>9,452</b>		<b>63.2%</b>
<b>Vacant/Underdeveloped</b>			
14. Excavation	574	10.4%	3.8%
15. Agriculture	2,973	53.9%	19.9%
16. Vacant Land	1,964	35.6%	13.1%
<b>Vacant/Underdeveloped</b>	<b>5,511</b>	<b>100.0%</b>	<b>36.8%</b>
<b>Grand Total</b>	<b>14,963</b>		<b>100.0%</b>

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

Table A2. Residential Land Uses					
	Residential Land		Dwelling Units <sup>1</sup>		
	Acres	Percent	#	% of Unit Type	Units/Acre
<b>SINGLE-FAMILY</b>					
Rural Residential (Single-Family on 4+ ac lot)	1,454	29.7%	189	2.4%	0.13
Single, Two & Three Family Houses					
Single-Family Homes (platted lots) <sup>2</sup>	2,754	56.4%	4,088	51.5%	1.48
Cluster Single-Family	142	2.9%	419	5.3%	2.94
Two & Three Family	59	1.2%	112	1.4%	1.90
Attached Single-Family	52	1.1%	459	5.7%	8.77
Subtotal Houses	3,007	61.5%	5,079	64.0%	1.69
<b>TOTAL SINGLE-FAMILY</b>	<b>4,461</b>	<b>91.2%</b>	<b>5,263</b>	<b>66.4%</b>	
<b>MULTI-FAMILY (buildings with 4 or more units)</b>					
Buildings with 4 to 19 rental units	12	0.2%	20	0.3%	1.67
Buildings with 20+ units	167	3.4%	1,818	22.9%	10.89
Subtotal Apartments	179	3.7%	1,838	23.2%	10.27
<b>MANUFACTURED HOMES (in MHP)</b>	<b>181</b>	<b>3.7%</b>	<b>734</b>	<b>9.3%</b>	<b>4.06</b>
<b>RESIDENTIAL OTHER (Assisted Living, Misc.)</b>	<b>65</b>	<b>1.3%</b>	<b>100</b>	<b>1.3%</b>	<b>--</b>
<b>Grand Total</b>	<b>4,886</b>	<b>100.0%</b>	<b>7,802</b>	<b>100.0%</b>	<b>--</b>
<p>1. Single, 2- and 3-units, cluster and attached single-family units are data reported by the Portage County Auditor's records, Multi-family units and manufactured homes are based on publicly reported unit count/site count for each multi-family development. County data for new construction lags and does not equal the total dwelling unit count on this table.</p> <p>2. Reflects total buildout at Meadowview (based on knowledge that all lots are sold, with house construction to be completed by next year).</p>					

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

Table A3. Commercial and Industrial Development							
Land Use	Parcel Area				Building Floor Area		
	Parcels	Acres	% of Total	Avg Parcel Area (Ac)	Floor Area (SF)	% of Total	Avg FA/Ac
<b>Retail/Office/Service</b>							
Retail/Offices	145	417	22%	2.9	1,975,296	19%	4,734
Service Uses	20	53	3%	2.7	234,792	2%	4,389
Lodging	10	21	1%	2.1	371,941	3%	17,506
Auto Uses	32	69	4%	2.2	265,765	3%	3,861
<b>Total Retail/Office/Service</b>	<b>207</b>	<b>561</b>	<b>30%</b>	<b>2.7</b>	<b>2,847,794</b>	<b>27%</b>	<b>5,078</b>
<b>Commercial Recreation</b>							
Golf Course	1	237	13%	237.4	5,440	0%	--
Campground	2	137	7%	68.6	2,860	0%	--
Private Community Park	1	4	0%	4.0	0	0%	--
<b>Total Commercial Recreation</b>	<b>4</b>	<b>379</b>	<b>20%</b>		<b>8,300</b>	<b>0%</b>	<b>--</b>
<b>Warehouse/Storage</b>							
Commercial Storage	9	34	2%	3.8	224,568	2%	6,641
Industrial Warehouses	37	323	17%	9.5	3,310,898	31%	10,235
<b>Total Warehouse/Storage</b>	<b>46</b>	<b>457</b>	<b>19%</b>	<b>8.3</b>	<b>3,535,466</b>	<b>33%</b>	<b>9,895</b>
<b>Industrial</b>							
Small Shop	15	100	5%	6.7	606,802	6%	6,041
Light Manufacturing/Assembly	24	415	22%	17.3	3,186,650	30%	7,685
Heavy Manufacturing	3	28	2%	9.5	387,856	4%	13,653
Truck Terminal	2	19	1%	9.3	54,404	1%	2,913
<b>Total Industrial</b>	<b>44</b>	<b>562</b>	<b>30%</b>	<b>12.8</b>	<b>4,235,712</b>	<b>40%</b>	<b>7,534</b>
<b>Grand Total</b>	<b>298</b>	<b>1,859</b>	<b>100%</b>	<b>6.2</b>	<b>10,627,272</b>	<b>100%</b>	<b>5,717</b>

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

Table A4. Vacant and Underdeveloped Land					
	# of Parcels	Acres	% of Total Category	Avg Parcel (Ac)	% of City Total
Excavation Land	14	574	100%	41.0	2.5%
Agricultural Land					
CAUV	114	2,553	86%	22.4	
Non CAUV	13	421	14%	32.4	
<b>Total Agricultural Land</b>	<b>127</b>	<b>2,974</b>	<b>100%</b>	<b>23.4</b>	<b>21.3%</b>
Vacant Land					
Vac Agriculture	12	304	15%	25.3	
Residential	342	1,010	51%	3.0	
Commercial	57	150	8%	2.6	
Industrial	65	499	25%	7.7	
Exempt	3	1	0%	0.5	
<b>Total Vacant Land</b>	<b>479</b>	<b>1,963</b>	<b>99%*</b>	<b>4.1</b>	<b>13.2%</b>
<b>Total Vacant and Underdeveloped Land</b>	<b>620</b>	<b>5,512</b>			<b>36.9%</b>
*Does not equal 100% due to rounding.					

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

Table A5. Generalized Land Use by Zoning District																
Land Use	Residential Districts								Mixed Res'l + Other			Commercial & Industrial			Grand Total	
	O-C	R-R	R-T	R-1	R-2	R-3	T-1	R-PUD	R-O	C-R	B-T	B	C-3	I-1	Acres	% of Total
	Open Space Conservation	Rural Residential	Transitional Residential	Low Density Urban Residential	Medium Density Urban Residential	Multi-family Urban Residential	Mobile Home	Planned Unit Dev	Residential Office	Commercial, Office, Residential	Business Transitional	Business	Highway Interchange Com.	Industrial, Research, Office		
1. Residential	370	1,617	80	1,601	522	140	68	246	24	29	-	21	-	169	4,886	33%
2. Commercial	29	354	-	5	2	-	-	19	0	5	6	343	41	167	973	7%
3. Industrial	1	-	-	-	-	-	-	-	-	-	-	-	-	885	885	6%
4. Public/Semi-Public	32	88	43	119	128	-	1	12	1	3	-	52	6	140	625	4%
5. Protected Land	1,139	478	-	85	181	81	1	-	-	-	-	-	-	117	2,082	14%
Total Developed/ Preserved	1,571	2,537	123	1,810	833	221	70	277	25	37	6	416	47	1,478	9,451	63%
6. Excavation*	-	563	11	-	-	-	-	-	-	-	-	-	-	-	574	4%
7. Agriculture	251	2,284	40	113	102	-	-	-	-	-	-	76	-	106	2,973	20%
8. Vacant Land	192	784	28	175	31	8	3	13	37	28	2	73	5	585	1,964	13%
Total Vacant/ Underdeveloped	443	3,631	79	288	133	8	3	13	37	28	2	149	5	691	5,511	37%
Grand Total	2,013	6,170	203	2,097	967	229	74	291	63	65	8	564	52	2,168	14,963	100%

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

\* In 2016, the Streetsboro Zoning Code was amended to eliminate surface mining as a permitted use. As such, mining/excavation is a nonconforming use.

Red ## indicate nonconforming use in the district.



Table A6. Detailed Land Use by Zoning District

	Residential Districts								Mixed Res'l + Other			Commercial & Industrial			Grand Total	
	O-C	R-R	R-T	R-1	R-2	R-3	T-1	R-PUD	R-O	C-R	B-T	B	C-3	I-1	Acres	% of Total
	Open Space Conservation	Rural Residential	Transitional Residential	Low Density Urban Residential	Medium Density Urban Residential	Multi-family Urban Residential	Mobile Home	Planned Unit Dev	Residential Office	Commercial, Office, Residential	Business Transitional	Business	Highway Interchange Com.	Industrial, Research, Office		
<b>1. Residential</b>																
Rural Residential	181	920	61	160	126	-	-	-	5	-	-	-	-	0	1,454	9.7%
Residential 1, 2 & 3-Family	188	655	19	1,426	353	32	1	145	1	-	-	20	-	48	2,889	19.3%
Residential 1, 2 & 3-Family Open Space	-	42	-	7	41	40	-	43	-	-	-	0	-	5	179	1.2%
Apartments	-	-	-	8	2	67	-	57	18	29	-	1	-	2	184	1.2%
Manufactured Home	-	-	-	-	-	-	67	-	-	-	-	-	-	114	181	1.2%
<b>Total Residential</b>	<b>370</b>	<b>1,617</b>	<b>80</b>	<b>1,601</b>	<b>522</b>	<b>140</b>	<b>68</b>	<b>246</b>	<b>24</b>	<b>29</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>169</b>	<b>4,886</b>	<b>32.7%</b>
<b>2. Commercial</b>																
Retail/Office/Service	8	1	-	5	2	-	-	19	0	5	6	333	41	143	565	3.8%
Commercial Recreation	21	353	-	-	-	-	-	-	-	-	-	-	-	-	375	2.5%
Warehouse/Storage	-	-	-	0	-	-	-	-	-	-	0	10	-	24	34	0.2%
<b>Total Commercial</b>	<b>29</b>	<b>354</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>343</b>	<b>41</b>	<b>167</b>	<b>973</b>	<b>6.5%</b>
<b>3. Industrial</b>																
Warehouse/Storage	1	-	-	-	-	-	-	-	-	-	-	-	-	323	323	2.2%
Industrial/Manufacturing	-	-	-	-	-	-	-	-	-	-	-	-	-	562	562	3.8%
<b>Total Industrial</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>885</b>	<b>885</b>	<b>5.9%</b>
<b>4. Public/Semi-Public</b>																
ROW	2	52	2	80	1	-	0	0	1	3	-	20	6	107	273	1.8%
Government, Institution	30	36	42	39	127	-	1	12	-	-	-	32	-	33	351	2.3%
<b>Total Public/Semi-Public</b>	<b>32</b>	<b>88</b>	<b>43</b>	<b>119</b>	<b>128</b>	<b>-</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>-</b>	<b>52</b>	<b>6</b>	<b>140</b>	<b>625</b>	<b>4.2%</b>
<b>5. Protected Land</b>																
Park/Recreation	305	147	-	85	181	81	-	-	-	-	-	-	-	49	731	4.9%
Nature Preserve	271	332	-	-	-	-	1	-	-	-	-	-	-	69	788	5.2%
Reservoir Protection	563	0	-	-	-	-	-	-	-	-	-	-	-	-	563	3.8%
<b>Total Protected Land</b>	<b>1,139</b>	<b>478</b>	<b>-</b>	<b>85</b>	<b>181</b>	<b>81</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>117</b>	<b>2,082</b>	<b>13.8%</b>
<b>Vacant/Underdeveloped</b>																
Excavation	-	563	11	-	-	-	-	-	-	-	-	-	-	-	574	3.8%
Agriculture	251	2,284	40	113	102	-	-	-	-	-	-	76	-	106	2,973	19.9%
Vacant Land	192	784	28	175	31	8	3	13	37	28	2	73	5	586	1,964	13.2%
<b>Total Vacant/Underdeveloped</b>	<b>443</b>	<b>3,632</b>	<b>79</b>	<b>288</b>	<b>133</b>	<b>8</b>	<b>3</b>	<b>13</b>	<b>37</b>	<b>28</b>	<b>2</b>	<b>149</b>	<b>5</b>	<b>691</b>	<b>5,511</b>	<b>36.9%</b>
<b>Grand Total</b>	<b>2,013</b>	<b>6,170</b>	<b>203</b>	<b>2,097</b>	<b>967</b>	<b>229</b>	<b>74</b>	<b>291</b>	<b>63</b>	<b>65</b>	<b>8</b>	<b>564</b>	<b>52</b>	<b>2,168</b>	<b>14,963</b>	<b>100%</b>

Source: Portage County Auditor's Office 2023 property data, CT Consultants data analysis.

The Existing Zoning Code/Zoning Map includes the following zoning districts:

Table A7. Summary of Key Zoning District Requirements				
		Minimum lot Requirements <i>(with Water &amp; Sewer)</i>		Maximum Density
		Lot Area (square feet)	Lot Width/ Frontage (feet)	
R-OS	Residential Open Space Overlay	Related to underlying district		
O-C	Open Space Conservation	87,120	150	
R-R	Rural Residential	65,340	130	0.67
R-T	Transitional Residential	38,000	110	1.20
R-1	Low Density Urban Residential	21,780	100	1.80
R-2	Med. Density Urban Residential	16,000	80	2.75
R-3	Multi-Family Urban Residential <sup>1</sup>	20,000	100	6.00
T-1	Mobile Home			
R-PUD	Planned Unit Development	Requirements deleted from Zoning Code		
R-O	Residential, Office <sup>2</sup>	43,560	150	
C-R	Commercial, Office, Residential <sup>3</sup>	20 acres/5 acres per individual site	300	
B-T	Business Transitional	40,000	150	
B	Business	10,000	50	
C-3	Highway Interchange Commercial	10,000	50	
I-1	Industrial, Research, Office	43,560	125	
Notes: <sup>1</sup> Requirements shown apply to multi-family development. Code includes smaller requirements for single-family and two-family lots. <sup>2</sup> Requirements shown apply to office development, residential development requires a minimum ½ acre lot and 100 feet of lot width. <sup>3</sup> Requirements shown apply to integrated development: single-family requires a minimum 16,000 sq ft lot and 80 feet of lot width.				

Source: Streetsboro Planning and Zoning Code, 2023.

Table A8. Summary of Single-Family Lot Requirements & Density Allowances by Zoning District							
Lot Requirements		Ch 1123	Ch 1125	Ch 1126	Ch 1127	Ch 1129	Ch 1131
		O-S	R-R	R-T	R-1	R-2	R-3
Min Lot Area	With San Sewer (ac)	2 ac	1.5 ac	0.87	0.50	0.37	0.30
	(sq ft)	87,120	65,340	38,000	21,780	16,000	13,000
Min Lot Dimensions	Min Lot Frontage (ft)	200	50 - 60	50	50	40	70
	Min Lot Width @ BL (ft)	150	130 - 175	110	100	80	70
	Lot Depth at Min Width (ft)	581	503	345	218	200	186
Min Yard Dimensions	Min Front Yard (ft)	100	100 - 150	80	45	50	75
	Min Side Yard (ft)	25	15 - 30	12	10	8	10
	Min Rear Yard (ft)	50	100 - 150	80	50	50	10
(resulting lot depth for buildable area (ft))		431	303	185	123	100	101
Density Calculations		O-S	R-R	R-T	R-1	R-2	R-3
Max density (Net Developable) dwelling units per acre		na	0.67	1.2	1.8	2.75	6*
Statistical Density for SF (Acre/Lot Size)		0.50	0.67	1.15	2.00	2.72	3.35
Effective Density (Based on Minimum Lot Req)		0.40	0.52	0.88	1.46	1.97	2.40
Single-family Lot Requirements - Rural Areas							
Min Lot Area		O-S	R-R				
Without San Sewer		2 acres	2.5 acres				
New Str w/o SS		2 acres	2 acres				
With San Sewer		2 ac	2 ac				
New Str w/ SS		2 acres	1.5 acres				

\* Permitted only for multi-family developments.

Source: Streetsboro Planning and Zoning Code, 2023.

## Appendix B.

### Streetsboro Community Survey Findings Summary

#### **Responses & Respondents:**

1. 927 responses (the survey was open from 5/26/23 through 7/10/23)
2. 806 respondents noted they have ties to Streetsboro: they either live, work and/or have family that live in Streetsboro:
  - o 772 (96% of 804) are residents,
  - o 224 (more than 27% of the 804) work in Streetsboro, and
  - o 228 (nearly 36% of 804) have family who live in Streetsboro.
3. Of the 804 respondents who live and/or work in Streetsboro, 55% have been in the city for more than 10 years.
4. And over 67% say they plan on living and/or working in Streetsboro for at least the next 10 years.
5. Nearly 82% (656) live in a single-family home, followed by 8.5% (68) who live in a single-family attached unit. Less than 3% live in an apartment building. In contrast, apartment units (4 or more units in a building) comprise over 23% of housing units in the city.
6. In regard to where respondents live, of the 767 who responded, nearly 20% (153) note they live in Ward 4C, while Ward 3A had the smallest representation (14, 1.8%).

#### **2023 Survey: Key Findings :**

**Q1 Growth Management:** The top three preferences for guiding future development are noted below, as well as implications for the 2023 Master Plan Update. (Note: respondents were asked to pick three of six options.)

1. 71% of respondents are in favor of more development in the Downtown Core Area:
2. 62% believe it is important to avoid impacts to Sensitive Natural Areas. This corresponds to responses to Q5, where 82% agree it is important to preserve the natural environment.
3. 54% note it is important to make new neighborhoods walkable & bikeable.

**Q2 Community Facilities:** The ranking of preferences for designing new facilities are noted below, based on the five options provided. (Note: respondents were required to rank the five options from highest to lowest priority).

1. Top 3 highest priorities include:
  - o Long-Term Maintenance/Cost (3.27)
  - o Accessibility (3.12)
  - o Convenient Location (3.02)
2. The spread between the highest weighted average (3.27) and lowest (2.67, initial cost of construction) was the smallest difference of all questions (0.60).

**Q3 Economic Development:** Nearly 60% of respondents believe there is an adequate amount of industrially zoned land.

**Q4 Mobility:** Of the five options provided to improve mobility in Streetsboro, the most important and/or best ways are noted below. (Note: respondents were required to rank the five options from highest to lowest priority).

1. The top priority was Safety Improvements (3.88), followed by Increase Connectivity & Route Options (3.05), and Improve Bike/Pedestrian facilities (2.91), with design for Speed & Efficiency not far behind (2.86).

2. In contrast, Long-Term Maintenance ranked #5, with a weighted score of 2.30 (possibly because maintenance costs are not well known by the average resident).

#### Q5 & Q6. Environment – Preservation/Conservation

1. An overwhelming 4 out of 5 respondents (82%, 745) agreed environmental preservation/ conservation should be a priority for the city (this question also had the highest number of respondents (911); 11% were unsure, and less than 8% said no.
2. When asked which types of preservation/conservation efforts should be made, all three options received at least 60% (out of 812 respondents), and were ranked as follows:
  - o 87% -Protect parks, forested land, wildlife habitats and waterways.
  - o 63% - Encourage development patterns that increase walkability and bike-ability, while reducing the need for automobile use.
  - o 60% - Encourage environmentally sustainable development and construction practices.

#### Q7 thru Q12. Visual Preference Results

Questions 7 through 12 each addressed a specific development **category or location**. Each development category included five to six photos, with each photo illustrating a different type of building style (e.g. different types of single-family houses). Respondents were asked to rate each image/building style from “extremely like” to “extremely dislike”. (Note: Respondents were able to rate their preference for each photo independent of the other photos in the array, i.e., it was possible to rate all five of the single-family house styles as “extremely like”.)

The table below lists the top three preferred (“liked”) options for each use/development category, as well as the highest and lowest scores, the size of the spread (the highest score minus the lowest score based on a 5-point scale with 5=extremely “like” and 1=extremely dislike), and the number of people who responded to each question.

1. There was widespread agreement that Recreation Facilities (Q12) are desired by residents, with all six options receiving a weighted score of at least 3.49, and the top three options scoring at least 3.99.
  - o Hiking and Biking Trails were the preferred form of recreation facilities (4.46, with over 91% noting they either “like” or “extremely like” this option).
  - o In comparison, 81% “like” or “extremely like” Active Parks (4.19), while 71% feel that way for Splash Pads (3.99).
  - o In addition, nearly 52% of respondents “like” or “extremely like” Dog Parks (3.49), which was the lowest ranked recreation alternative.
2. The second highest rankings were for two of the Rural Development options (Q11): with 85% respondents “like” or “extremely like” Farm-to-table Restaurants (4.21) and 77% “like” or “extremely like” Wineries/Breweries (4.03).
3. People note that for Q8, Overall Commercial Development, they prefer Walkable Retail Development (3.98) and Outdoor Mall (3.76) types. For the Downtown Core Concept area (Q7), Mixed Use Development (3.64) and buildings designed as Historic Replications (3.52) were the two highest ranked. It is notable that the top two responses for Q8, Overall Commercial/Retail Development, are also appropriate development options for the downtown core concept area.
4. Q9 and Q10 focus on residential options. Q9 provided five different types of single-family homes (without noting their lot size), while Q10 provided five different housing alternatives ranging from Duplex, Four-plex, to Townhomes and Senior Housing.
  - o Q9, with five different Single-Family House options, had the smallest separation between the highest-ranking Ranch Suburban House (3.82, which 70% of respondents “like” or “extremely like”) and the lowest ranking Urban Single-Family Home (3.24, which 48% of respondents “like” or “extremely like”), primarily due to the higher percentage of respondents who are “neutral” regarding Urban Single-Family.



- o In contrast, responses for Q10 had the widest difference between the highest and lowest scores for alternative housing, with Senior Housing Flats (3.63, which 61% of respondents “like” or “extremely like”) being the only alternative housing option that more than a majority of respondents like. Indeed, only 25% of respondents “like” or “extremely like” Duplexes, while approximately 10% “like” or “extremely like” Four-plexes.

Question	Top 3 scores		Responses Summary			# of Responses
	% “like” + Extremely Like	Weighted Average	High	Low	Difference	
<b>Q7. Downtown Core Concept</b>			<b>3.64</b>	<b>2.34</b>	<b>1.30</b>	<b>812</b>
Mixed Use (1st floor retail w/ apt or office above)	65%	3.64				
Historic Replication	58%	3.52				
Townhomes	35%	2.95				
<b>Q8. Commercial/Retail Development</b>			<b>3.98</b>	<b>2.78</b>	<b>1.20</b>	<b>811</b>
Small site walkable	78%	3.98				
Outdoor mall	67%	3.76				
Small multi-tenant plaza	53%	3.38				
<b>Q9. Single-Family Housing</b>			<b>3.82</b>	<b>3.24</b>	<b>0.58</b>	<b>809</b>
Ranch Suburban Home	70%	3.82				
Contemporary Suburban Home	66%	3.73				
Suburban Craftsman	60%	3.57				
<b>Q10. Alternative Housing</b>			<b>3.63</b>	<b>2.00</b>	<b>1.63</b>	<b>811</b>
Senior Housing Flats	61%	3.63				
Townhomes	41%	3.12				
Cottage Court	35%	2.89				
<b>Q11. Rural Development or Uses</b>			<b>4.21</b>	<b>2.76</b>	<b>1.45</b>	<b>812</b>
Farm-to-Table Restaurant	85%	4.21				
Winery/Brewery/Distillery	77%	4.03				
Wedding/Event Venue	61%	3.66				
<b>Q12. Parks &amp; Recreation Facilities</b>			<b>4.46</b>	<b>3.49</b>	<b>0.97</b>	<b>812</b>
Hiking/Biking Trail	91%	4.46				
Active Park	81%	4.19				
Splash Pad	71%	3.99				

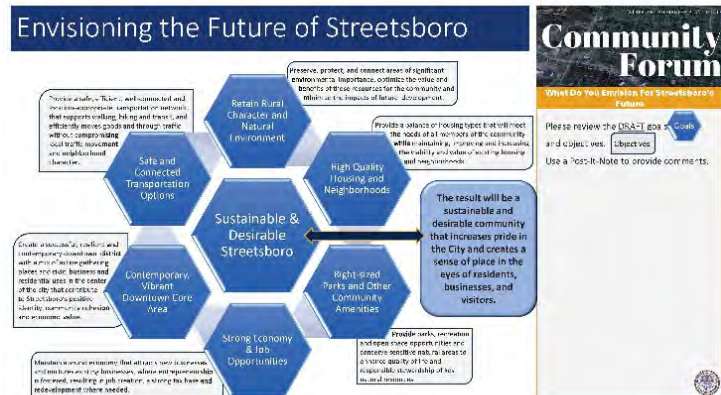
## Appendix C.

### Citizen Comments from 08/03/2023 Public Forum

*\*Notes were recorded verbatim from citizen comments written on Post-It-Notes. This includes word usage and grammar.\**

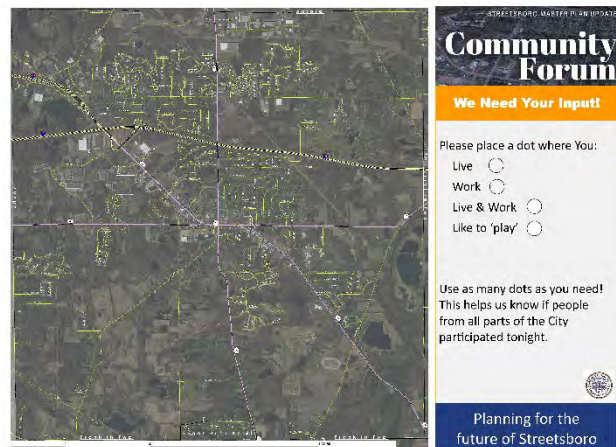
#### Envisioning the Future of Streetsboro. What do you envision for Streetsboro's future? Each bullet represents one note.

- No more new housing; more housing equals more families, then we have to add onto the schools
- No new housing
- No new housing or neighborhoods
- More housing
- Replace the library with a more convenient building
- Have noise barrier placed along turnpike
- I agree with more diverse forms of transportation; I strongly encourage creating a downtown segment; I went to Maplewood and our lack of things to do is often mocked by neighboring school districts
- Downtown core, excellent: needed; Housing must continue to grow to encourage well educated residents and their families; right sized parks and amenities (excellent)
- We need to build up so we can maintain green space. Solon has multilevel office space we could also use multi-level housing units to preserve green space
- Nicer restaurants
- No more new housing; keep up with services, build inclusive parks and provide programs for seniors
- Bring Chick-fil-A

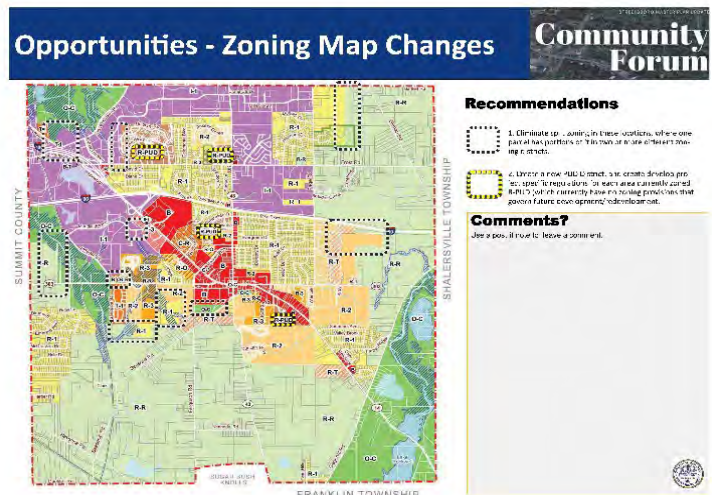


#### Live/Work/Play Poster – Distribution of Dots

- **Live** – Well distributed, missing NE & MHP; missing neighborhood south of City park
- **Work** – 3 work at schools, 1 at city hall
- **Live & Work** – 2 noted they work from home
- **Play** – 6 dots at City Park, 5 at Trail Lake Park, 1 at Heritage, 1 at Wilcox, 1 at Tinkers Creek State Nature Preserve

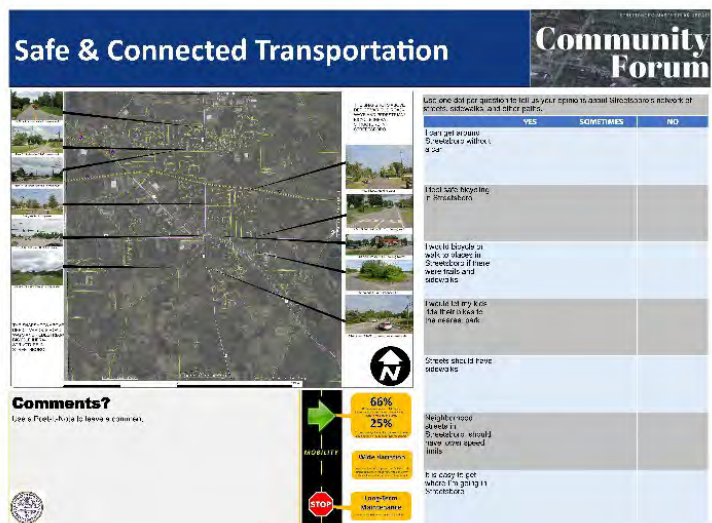


- Keep zoning as it is
- If you're going to develop a natural area, do it for a purpose
- Streetsboro has 3 major routes running through it. It does not need to be "walkable" – leave it alone, I'm good with more inclusive parks but walking paths aren't needed. Focus on traffic control
- I like the path idea
- #9 good idea
- #9 yes, and make it a traffic circle
- Do not like Portage Park District Trail, do not want people walking through my back yard
- #6 trail goes too close to property lines; Train is too busy for people to be walking near



- We NEED more green space; no more new building; we like being a small town we are getting too big
- We need city water on SR 303 east of market square
- We have enough green space and enough of increased taxes; finish the downtown project and be done

- Roads are too narrow – Seasons, Ferguson, and others have no shoulder
- I think Streetsboro would be helped by a bus route to Kent and Ravenna; I worked in Ravenna and my car broke down and if I hadn't gotten help I would not have been able to get to work or around at all.
- Me too
- Connect sidewalks on Frost Rd
- How are seniors going to do any of this.





**Transportation Poster Dot Exercise**

	Yes	Sometimes	No
▪ I can get around Streetsboro without a car	0	1	20
▪ I feel safe bicycling in Streetsboro	0	2	11
▪ I would bicycle or walk to places in Streetsboro if there were trails and sidewalks	5	8	7
▪ I would let my kids ride their bikes to the nearest park	1	2	12
▪ Streets should have sidewalks	13	6	2
▪ Neighborhood streets in Streetsboro should have lower speed limits	5	8	5
▪ It is easy to get where I'm going in Streetsboro	11	11	0

**Placemaking in Downtown Core**

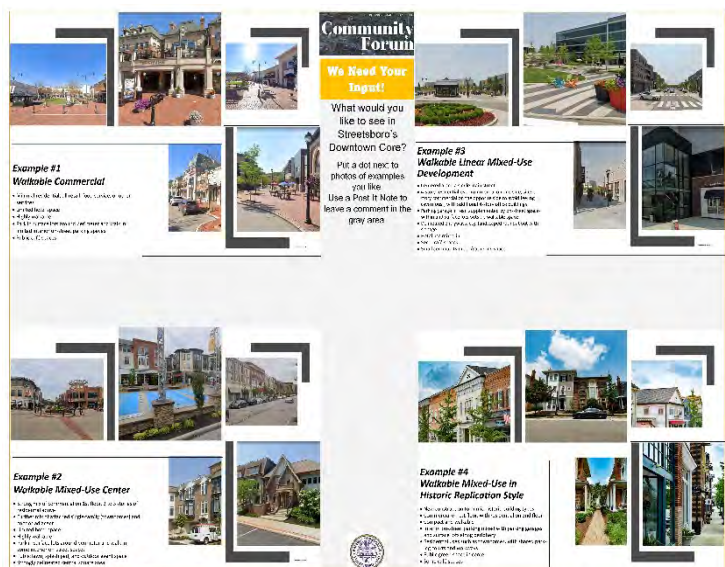
- What will this entail? Property zoning. (this is in reference to "Zoning Code: Rules about what you can do with your property")
- Remember, more living space means more families and more children, are we ready for growth in the schools.
- Worries about water runoff and if it would impact creek behind my house; noise level is a concern if trees are taken down, will people come over into the development since it will be open
- Walkable downtown would be nice, but keep the trees and the green space.
- I like living in Streetsboro, but it needs a walkable downtown there is nothing to do
- With this area set for downtown, what is going to happen to businesses and homes

**Placemaking – Sheet with 4 examples**

- What will this do to our taxes?
- We need activities – where is the movie theatre, bowling alley, etc.; senior living would be good here; walkable downtown would be nice
- Senior living 1 floor with sidewalks easy to walk to businesses included in mixed use center
- Senior housing transportation entertainment

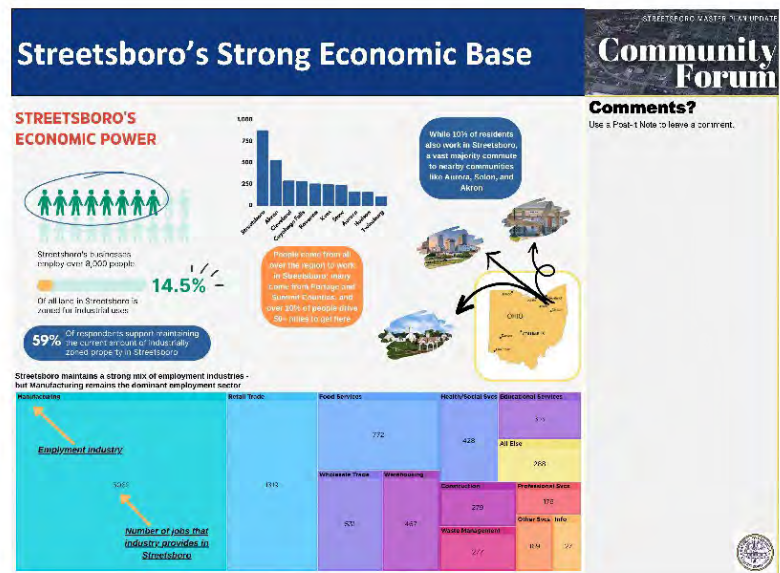
**Placemaking Dots**

- First & Main, Hudson: 17
- Pinecrest, Orange Village: 2
- Legacy Village, Lyndhurst: 20
- Crocker Park, Westlake: 7



**Streetsboro's Strong Economic Base**

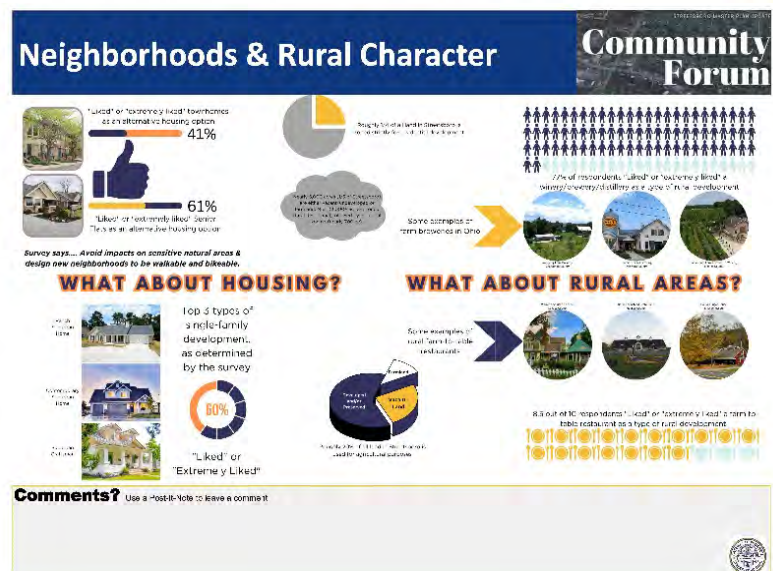
- Great future plan but remember growth means more people, kids, cars, crime...
- Need to focus on growth of our services, like police, fire school...
- Some of our Streetsboro children can't even go to their school – filled up
- If your going to plan big, plan for growth in everything
- What's wrong with a real sit down restaurant
- We need to have better schools, stop these big empty buildings – waste
- Feel we have enough industrial businesses; we need more family oriented business for entertainment and other small business generate other tax revenue increase city value

**SR 14 Development Success**

- This is great, but why are each businesses separate without connecting to get out by a light, doesn't make sense
- We need more banks actual restaurants not just fast food
- Wish there were more connected business parking lots, is there a way to incentivize this
- Continue SR 14 development
- A variety of food and retail choices will bring in the most people
- Light needs to be installed at KFC now and with upgrade

**Neighborhoods and Rural Character**

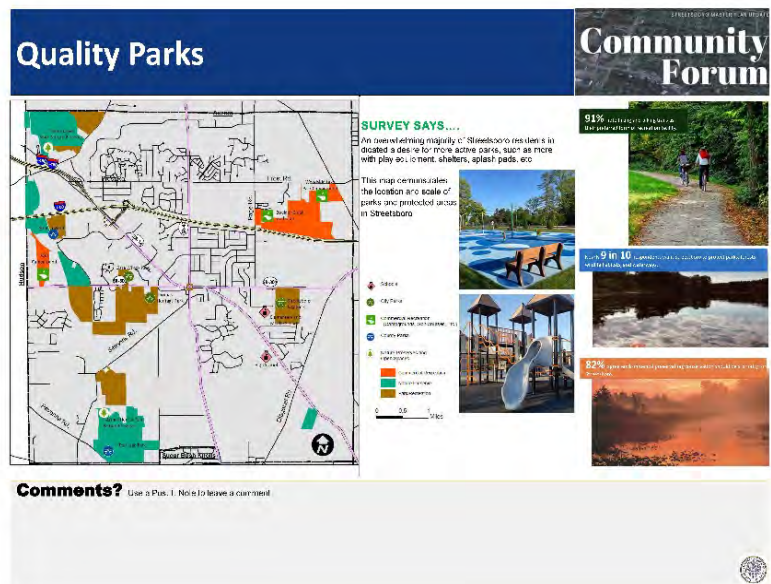
- Ranch homes on ½ acre lots not ¼ acres lots
- Also agree with this
- Build up so we can keep green space, for instance build some multilevel townhomes instead of just ranch style house
- Nicer restaurants needed
- Ranch senior housing in center of town
- No hunting in Streetsboro
- Keep it that way (pointing to stat regarding 5000 acres as vacant underdeveloped)





**Quality Parks**

- Add a swimming pool
- Add a swimming pool at the new rec center
- Add swimming pool or aquatic center
- No swim pool or splash park; lap pool for seniors
- Please add a splash pad for kids – just like Aurora’s – its great
- It would be nice to have a splash pad at the park for kids
- Include granite trail in Thomas Heritage park
- Provide bike trail plan connecting parks
- No new park space – use already owned parks and develop those more
- No more parks \$
- Plenty of park space already, reuse space already held
- There are more than enough parks, keep land private and owned by Streetsboro citizens
- Would love more playground especially inclusive ones

**Comment Cards from Comment Box**

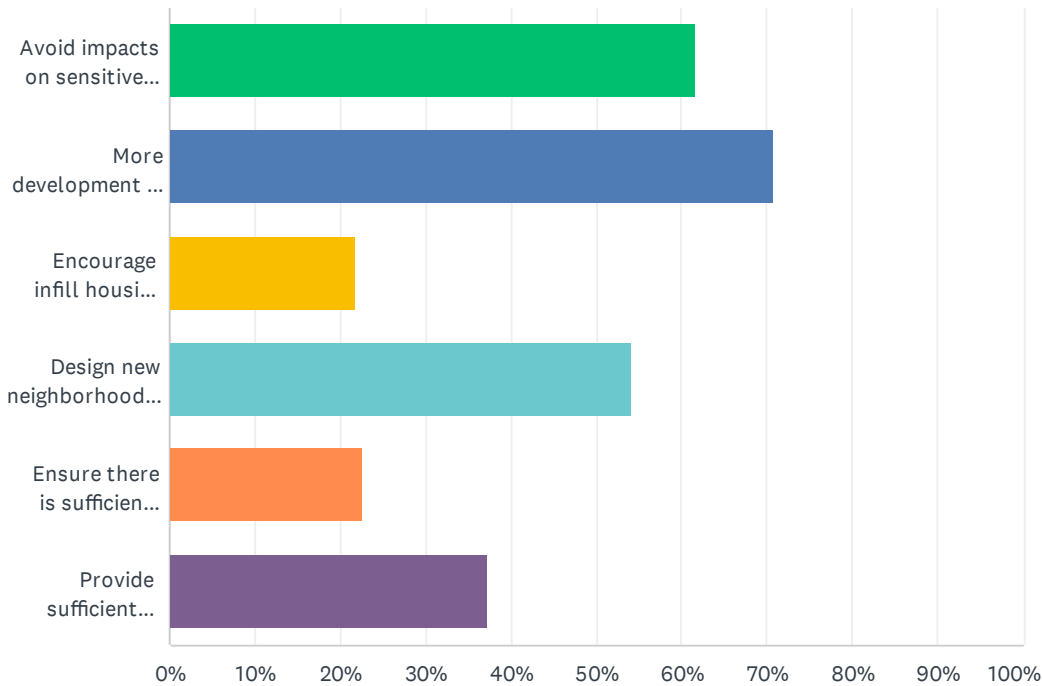
1. Good presentation – would like to see some sort of representation by zoning district to get a more personal feel
2. Would like more unpaved hiking trails that use existing park land – not new/already owned land; Do not want rezoning of RR even suggested – keep Streetsboro the lovely city it is and develop areas by Walmart and downtown that have empty buildings; Maybe help residents in RR w. being aware of county funds/programs to help pay for septic/well/solar
3. I need someone to contact me on when City water will be run down 303 West from Market Sq Dr... (resident provided name and contact)
4. Include noise barrier along Turnpike
5. It would be nice to have a walkable downtown in Streetsboro, instead of going to Hudson or Legacy Village; need more things to do
6. I am excited at the prospect of the future. I hope that our community's sense of self can start to become less dependent on the Turnpike; I hope to see more diversification of transportation even if its not something as drastic as a bus route but instead bike routes and sidewalks; Currently as far as the youth goes Streetsboro is seen basically entirely the place to get fast food if your don't want to go to Kent. No one really goes to Streetsboro to hang out because of how little there is to do. Everyone instead prefers to go to Kent or even Ravenna because of the amount of both walkable space and small businesses that are not only interesting to go to but also something that doesn't make you feel like your supporting some indifferent corporation that will never really care about you or your community.

Appendix "D"

Complete Citizen Survey Results

Q1 GROWTH MANAGEMENT

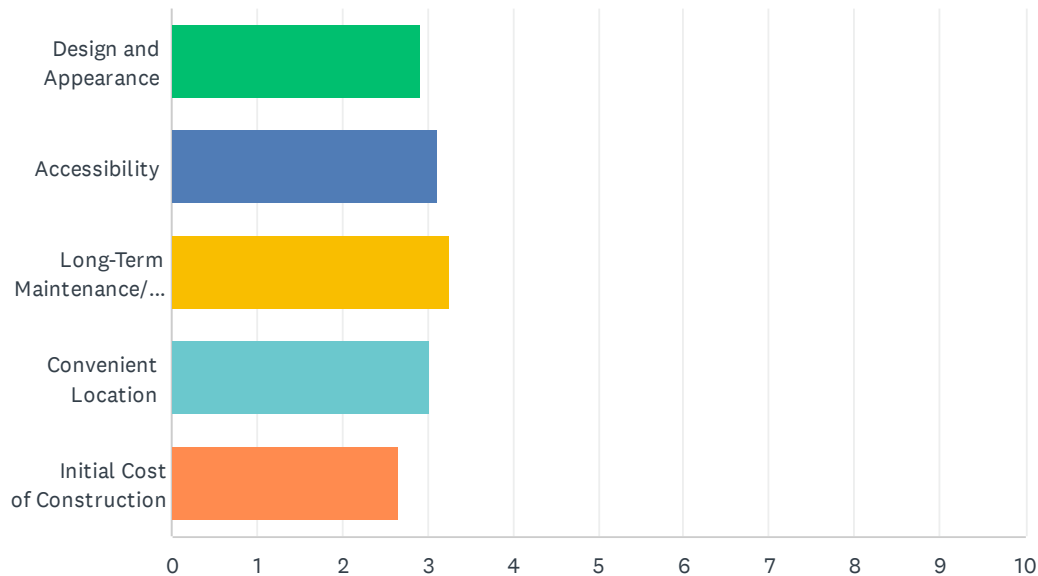
There are a number of variables to consider when determining where and how growth can be accommodated. What are your top three variables that you believe should guide future development? (Select your top three only).



ANSWER CHOICES	RESPONSES	
Avoid impacts on sensitive natural areas	61.60%	555
More development in downtown core area	70.70%	637
Encourage infill housing in established neighborhoods	21.64%	195
Design new neighborhoods to be walkable & bikeable	54.16%	488
Ensure there is sufficient land to accommodate larger scale job-generating development	22.64%	204
Provide sufficient households and day-time workers to support local retailers and restaurants	37.29%	336
Total Respondents: 901		

**Q2 COMMUNITY FACILITIES** When building new Community Facilities (i.e. City Hall, Police and Fire Stations, Schools, Parks, etc.) how do you think the City should prioritize the various factors to consider? Please rank the following in order of priority by dragging the options so that the highest priority is the top line and the lowest priority is bottom line.

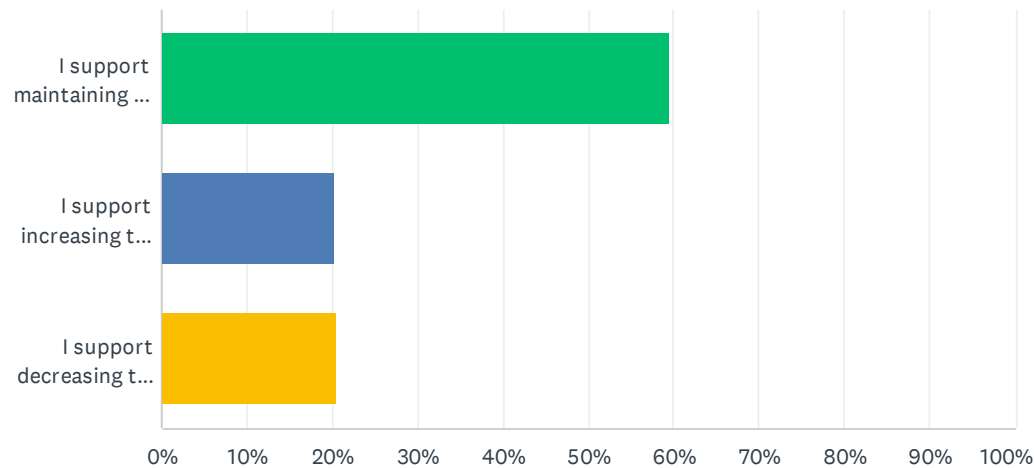
Answered: 904    Skipped: 23



	1	2	3	4	5	TOTAL	SCORE
Design and Appearance	21.35% 193	15.27% 138	21.35% 193	18.58% 168	23.45% 212	904	2.92
Accessibility	18.58% 168	22.01% 199	25.55% 231	20.91% 189	12.94% 117	904	3.12
Long-Term Maintenance/Cost	21.02% 190	26.99% 244	21.68% 196	18.14% 164	12.17% 110	904	3.27
Convenient Location	19.03% 172	20.24% 183	20.58% 186	23.56% 213	16.59% 150	904	3.02
Initial Cost of Construction	20.02% 181	15.49% 140	10.84% 98	18.81% 170	34.85% 315	904	2.67

Q3 ECONOMIC DEVELOPMENT The industrial base in Streetsboro provides employment opportunities and important income tax revenue for the city. Please indicate your preference as it relates to Industrial zoned property in Streetsboro. (Select one)

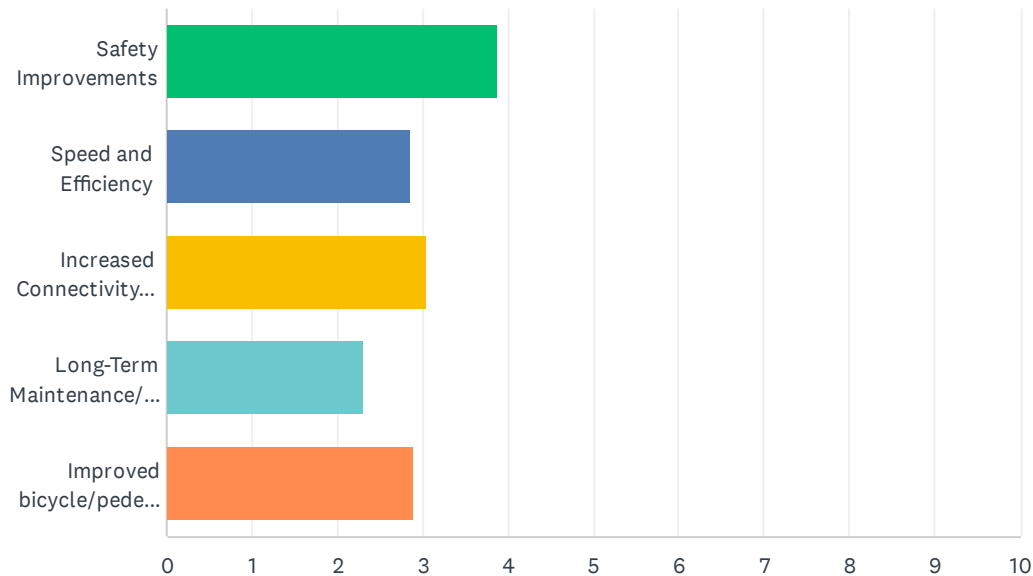
Answered: 898    Skipped: 29



ANSWER CHOICES	RESPONSES	
I support maintaining the current amount of industrially zoned property in Streetsboro.	59.47%	534
I support increasing the amount of industrially zoned property by rezoning portions of rural and/or residentially zoned properties to industrial zoning.	20.16%	181
I support decreasing the amount of industrially zoned property by rezoning industrially zoned properties to rural and/or residentially zoning.	20.38%	183
TOTAL		898

**Q4 MOBILITY** Below is a list of key elements of a successful transportation system. Which of these elements do you believe are the **MOST IMPORTANT** and/or the **BEST WAYS** to improve mobility in Streetsboro? Please rank the following in order of priority by dragging the options so that the highest priority is the top line and the lowest priority is bottom line.

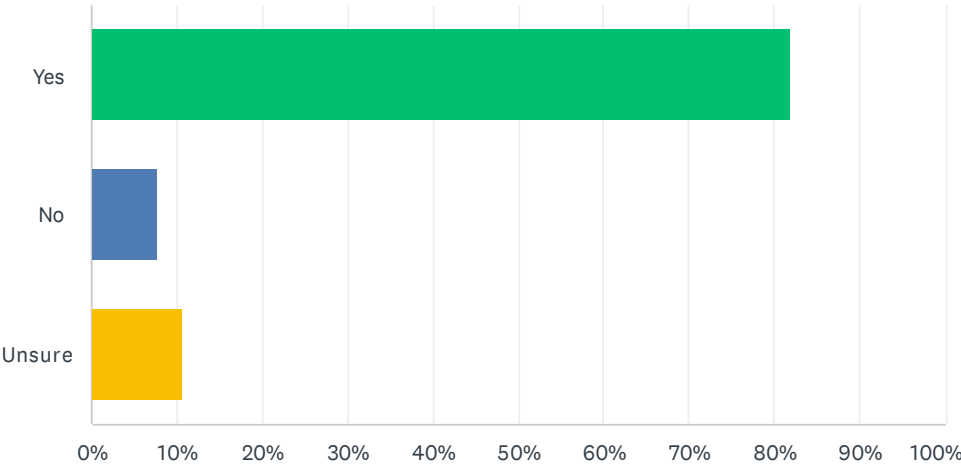
Answered: 879    Skipped: 48



	1	2	3	4	5	TOTAL	SCORE
Safety Improvements	39.02% 343	27.53% 242	18.89% 166	11.83% 104	2.73% 24	879	3.88
Speed and Efficiency	10.13% 89	23.55% 207	24.80% 218	24.80% 218	16.72% 147	879	2.86
Increased Connectivity and Route Options	16.95% 149	20.71% 182	24.91% 219	25.03% 220	12.40% 109	879	3.05
Long-Term Maintenance/Cost	8.19% 72	12.17% 107	18.43% 162	24.23% 213	36.97% 325	879	2.30
Improved bicycle/pedestrian facilities (e.g. invest in infrastructure to accommodate bicyclists and pedestrians)	25.71% 226	16.04% 141	12.97% 114	14.11% 124	31.17% 274	879	2.91



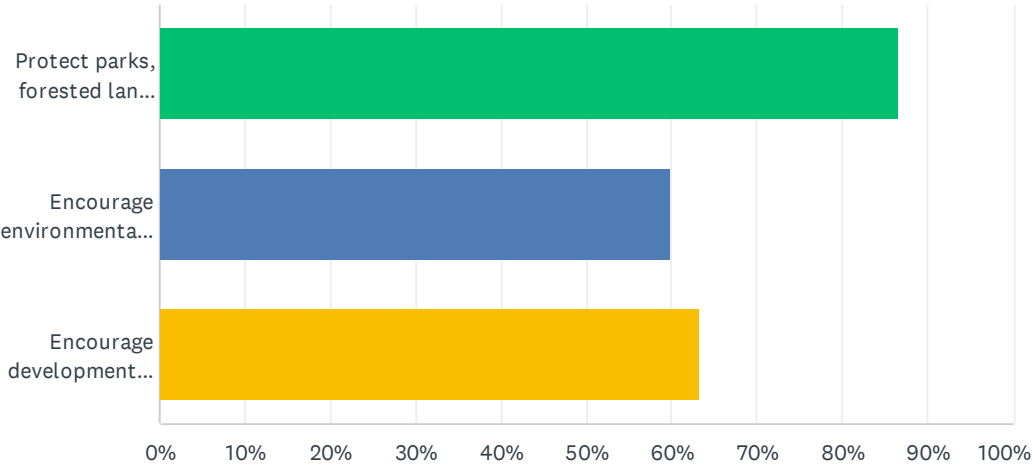
Q5 ENVIRONMENT Should Streetsboro prioritize the Preservation/Conservation of our natural environment? (Select one)



ANSWER CHOICES		RESPONSES	
Yes		81.78%	745
No		7.57%	69
Unsure		10.65%	97
TOTAL			911

Q6 Please indicate the type(s) of Environmental Protection/Preservation efforts you support in Streetsboro. (Check all that apply)

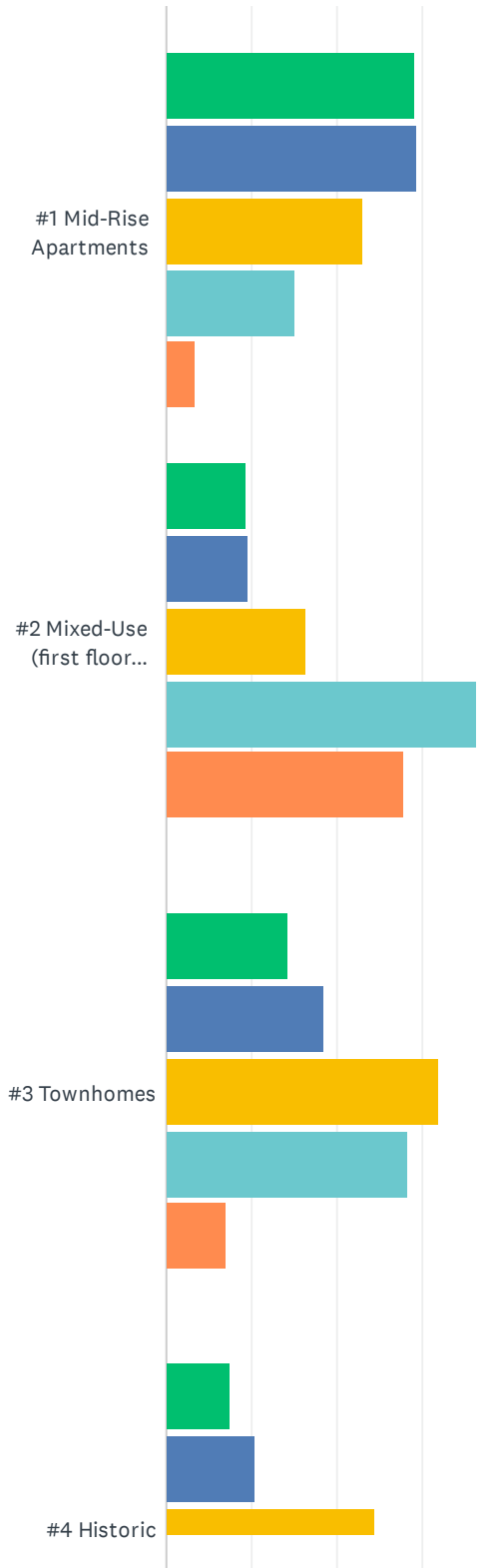
Answered: 812    Skipped: 115



ANSWER CHOICES	RESPONSES	
Protect parks, forested land, wildlife habitats, and water courses from impacts of development.	86.58%	703
Encourage environmentally sustainable development and construction practices.	59.98%	487
Encourage development patterns that increase walkability and bike-ability, while reducing the need for automobile use.	63.30%	514
Total Respondents: 812		

Q7 Referring to the images above, please indicate how much you like or dislike each development option listed below for the Downtown Core Concept area.

Answered: 812 Skipped: 115

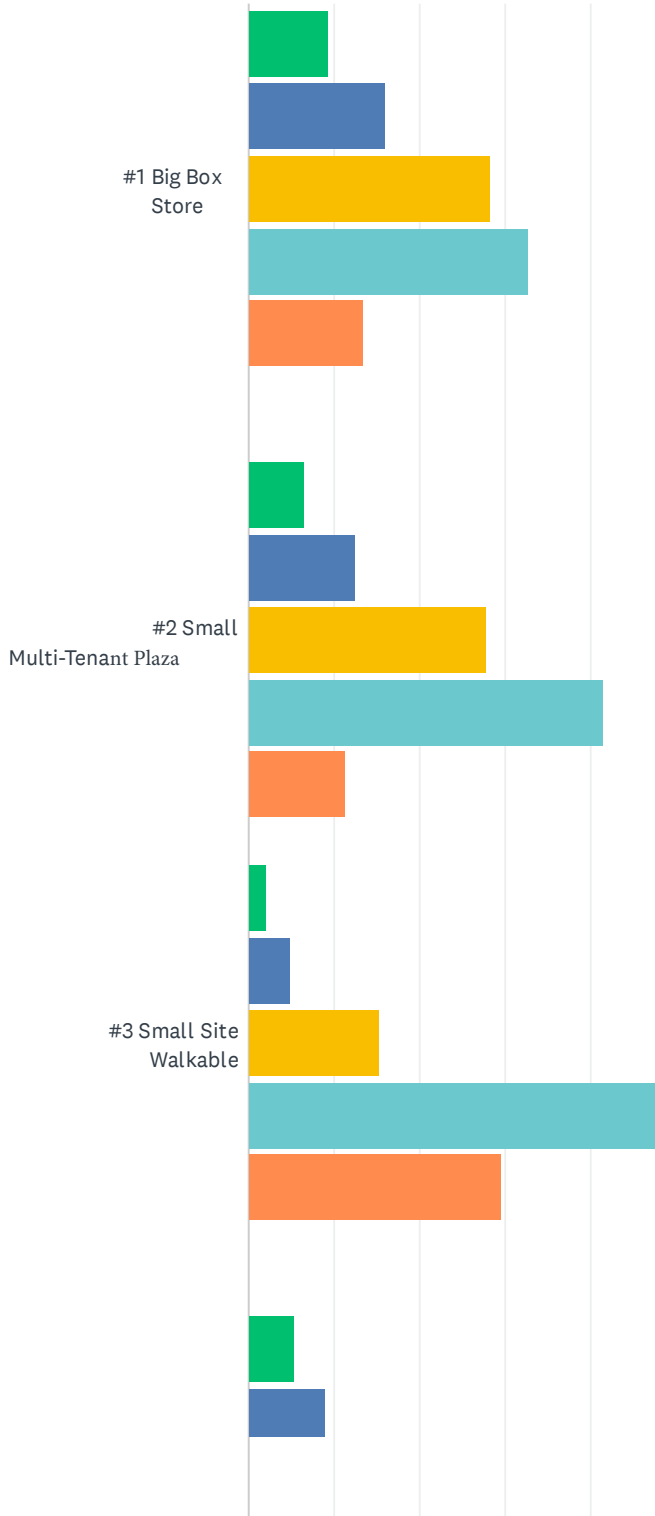




	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Mid-Rise Apartments	29.12% 235	29.37% 237	22.92% 185	15.12% 122	3.47% 28	807	2.34
#2 Mixed-Use (first floor retail with apartment/office above)	9.29% 75	9.67% 78	16.48% 133	36.56% 295	28.00% 226	807	3.64
#3 Townhomes	14.32% 115	18.56% 149	31.88% 256	28.27% 227	6.97% 56	803	2.95
#4 Historic Replication	7.46% 60	10.45% 84	24.50% 197	37.94% 305	19.65% 158	804	3.52
#5 Urban Single Family	19.98% 161	21.96% 177	22.70% 183	25.43% 205	9.93% 80	806	2.83

Q8 Referring to the images above, please indicate how much you like or dislike each Commercial/Retail development option listed below for commercial areas in Streetsboro? Please consider the development pattern and scale rather than specific companies or brands shown.

Answered: 811 Skipped: 116



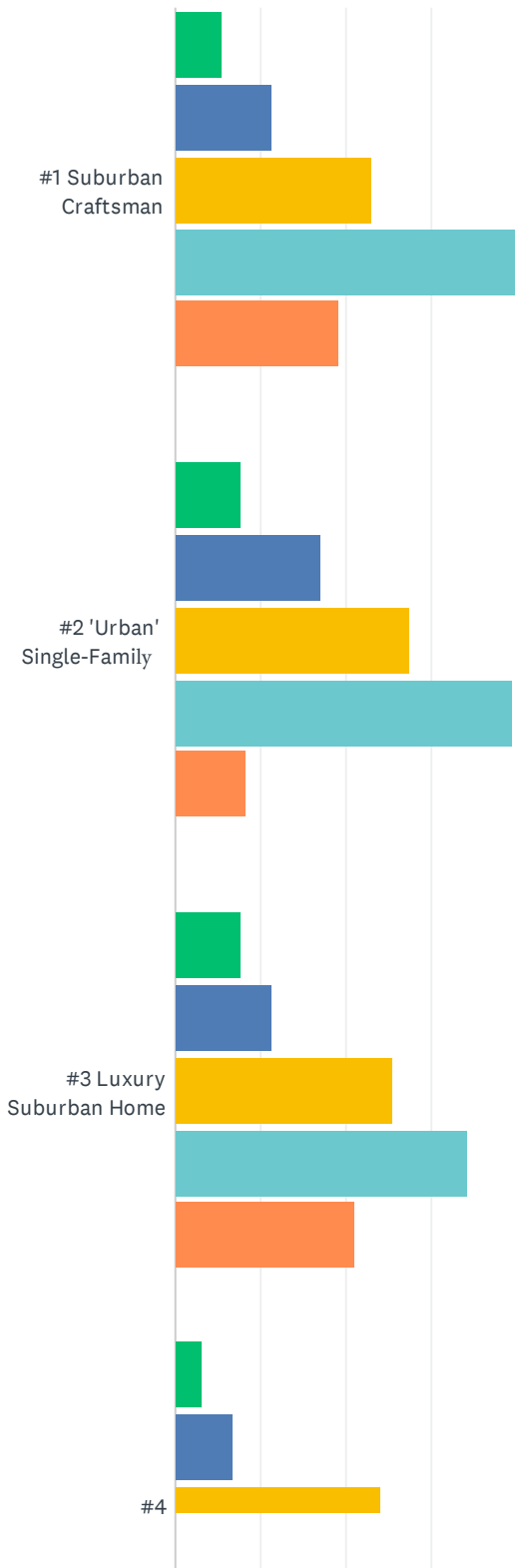




	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Big Box Store (Target/Costco)	9.39% 76	15.95% 129	28.43% 230	32.76% 265	13.47% 109	809	3.25
#2 Small Multi-Tenant Plaza	6.59% 53	12.56% 101	27.99% 225	41.54% 334	11.32% 91	804	3.38
#3 Small Site Walkable	2.22% 18	4.82% 39	15.33% 124	48.08% 389	29.54% 239	809	3.98
#4 Outdoor Mall	5.25% 42	8.88% 71	18.75% 150	38.63% 309	28.50% 228	800	3.76
#5 Modern Hotel with Conference Center	19.48% 157	23.45% 189	25.68% 207	22.33% 180	9.06% 73	806	2.78

Q9 Referring to the images above, please indicate how much you like or dislike each of the following types of Single-Family Housing development for residential areas of Streetsboro?

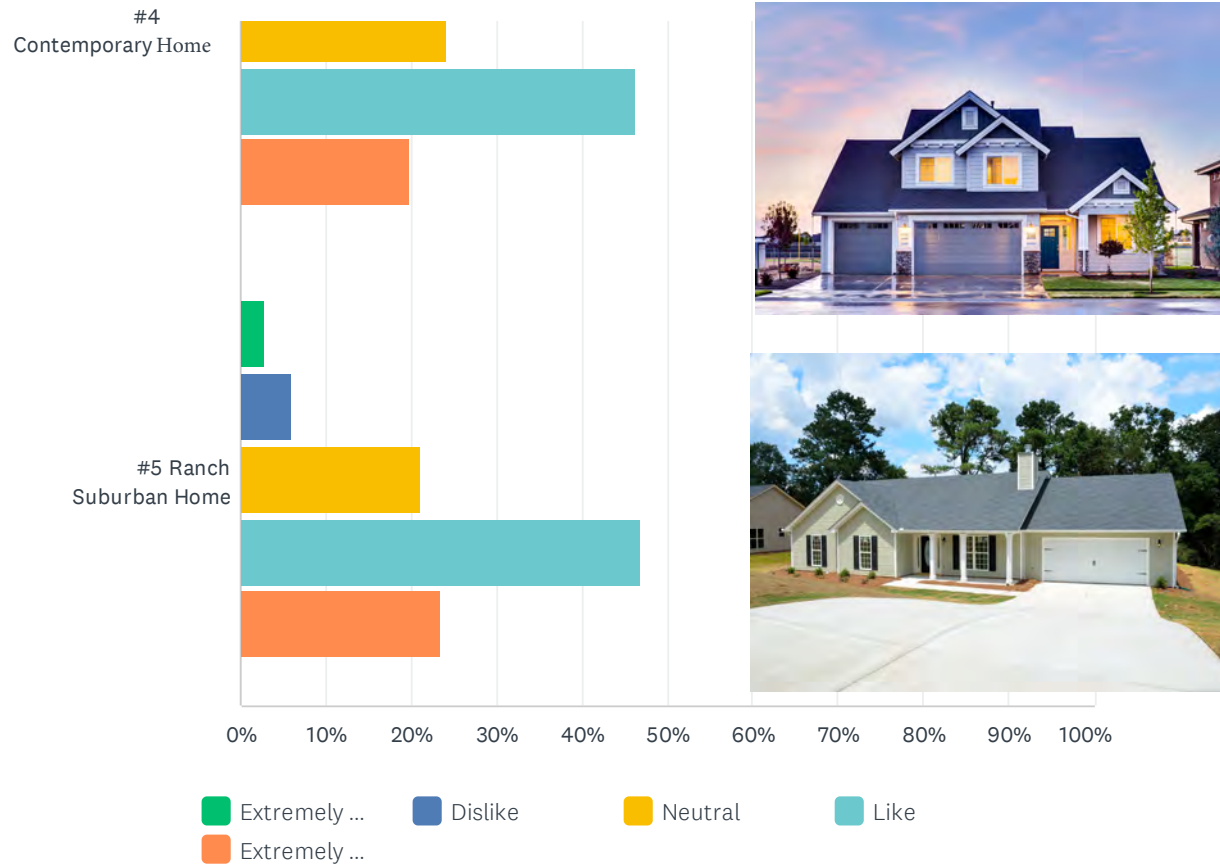
Answered: 809 Skipped: 118



## APPENDICES

**DRAFT 1/25/24**

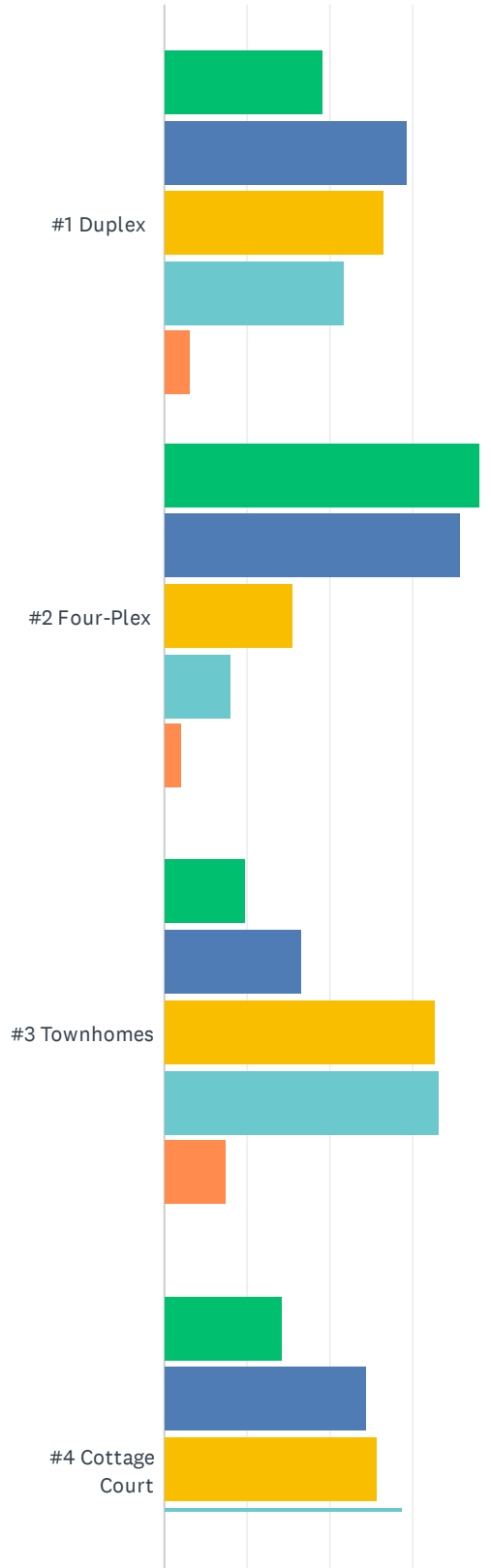
*As recommended by PZC to CC on 2/6/24*

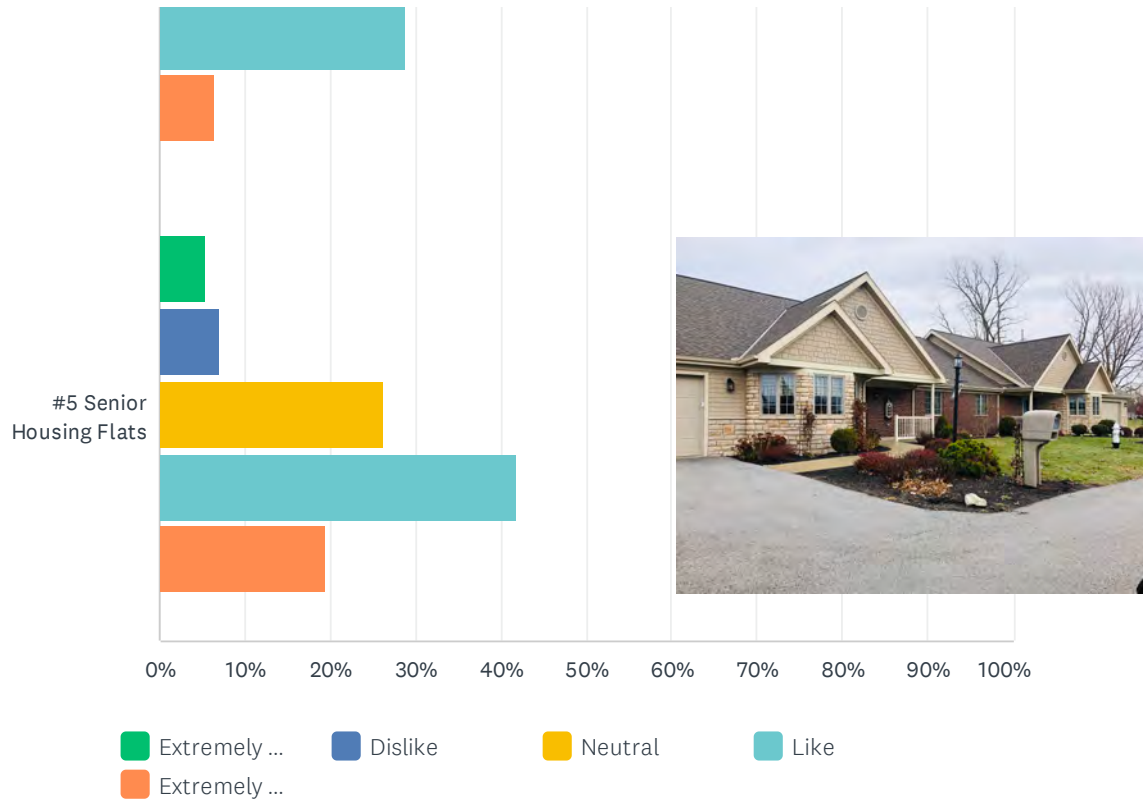


	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Suburban Craftsman	5.60% 45	11.32% 91	23.13% 186	40.67% 327	19.28% 155	804	3.57
#2 'Urban' Single-Family Home	7.58% 61	17.02% 137	27.45% 221	39.63% 319	8.32% 67	805	3.24
#3 Luxury Suburban Home	7.60% 61	11.33% 91	25.65% 206	34.37% 276	21.05% 169	803	3.50
#4 Contemporary Suburban Home	3.24% 26	6.72% 54	24.03% 193	46.20% 371	19.80% 159	803	3.73
#5 Ranch Suburban Home	2.73% 22	5.95% 48	21.07% 170	46.84% 378	23.42% 189	807	3.82

Q10 Referring to the images above, please indicate how much you like or dislike each of the following types of Alternative Housing for Streetsboro?

Answered: 811 Skipped: 116



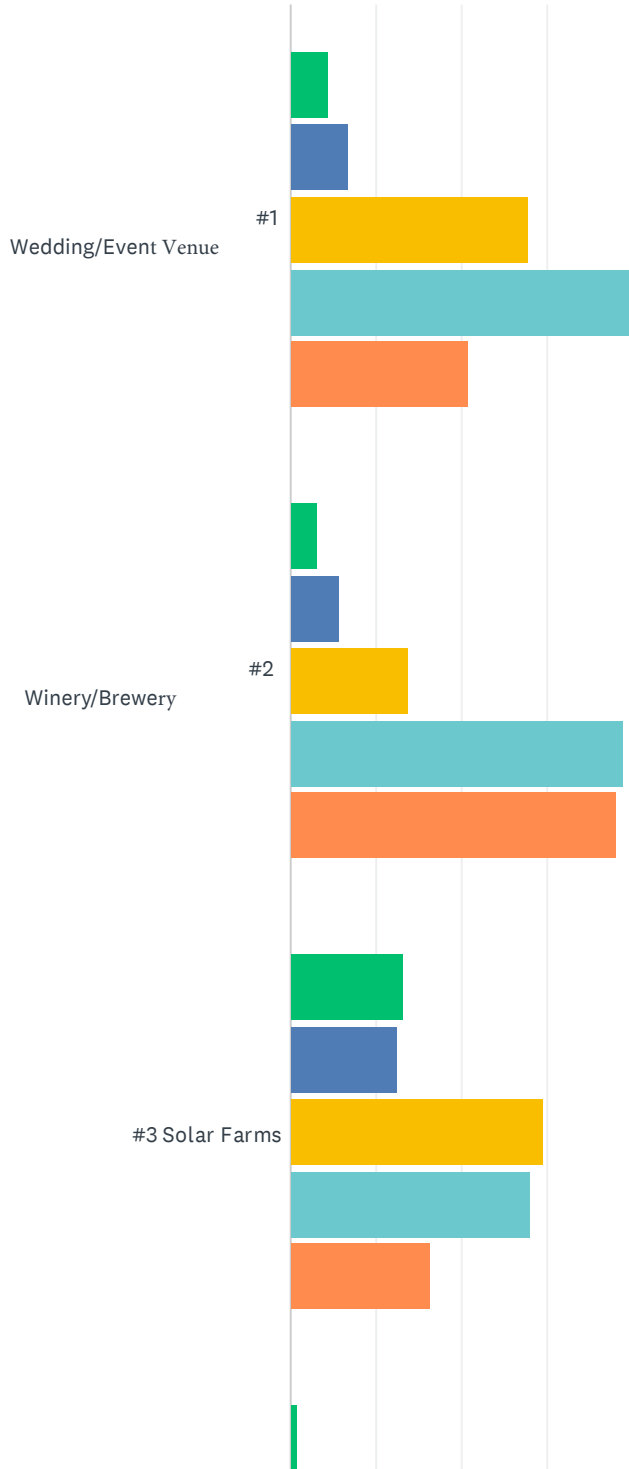


	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Duplex	19.18% 155	29.33% 237	26.61% 215	21.78% 176	3.09% 25	808	2.60
#2 Four-Plex	38.24% 309	35.77% 289	15.59% 126	8.17% 66	2.23% 18	808	2.00
#3 Townhomes	9.78% 79	16.71% 135	32.80% 265	33.17% 268	7.55% 61	808	3.12
#4 Cottage Court	14.30% 115	24.50% 197	25.87% 208	28.86% 232	6.47% 52	804	2.89
#5 Senior Housing Flats	5.43% 44	7.04% 57	26.30% 213	41.73% 338	19.51% 158	810	3.63



Q11 The Streetsboro Zoning Code currently permits houses and farming in the rural parts of the City. Referring to the images above, regarding the preservation of existing rural areas of Streetsboro, please indicate how much you like or dislike each of the following additional types of Rural Development or Uses in Streetsboro?

Answered: 812 Skipped: 115



## APPENDICES

**DRAFT 1/25/24**

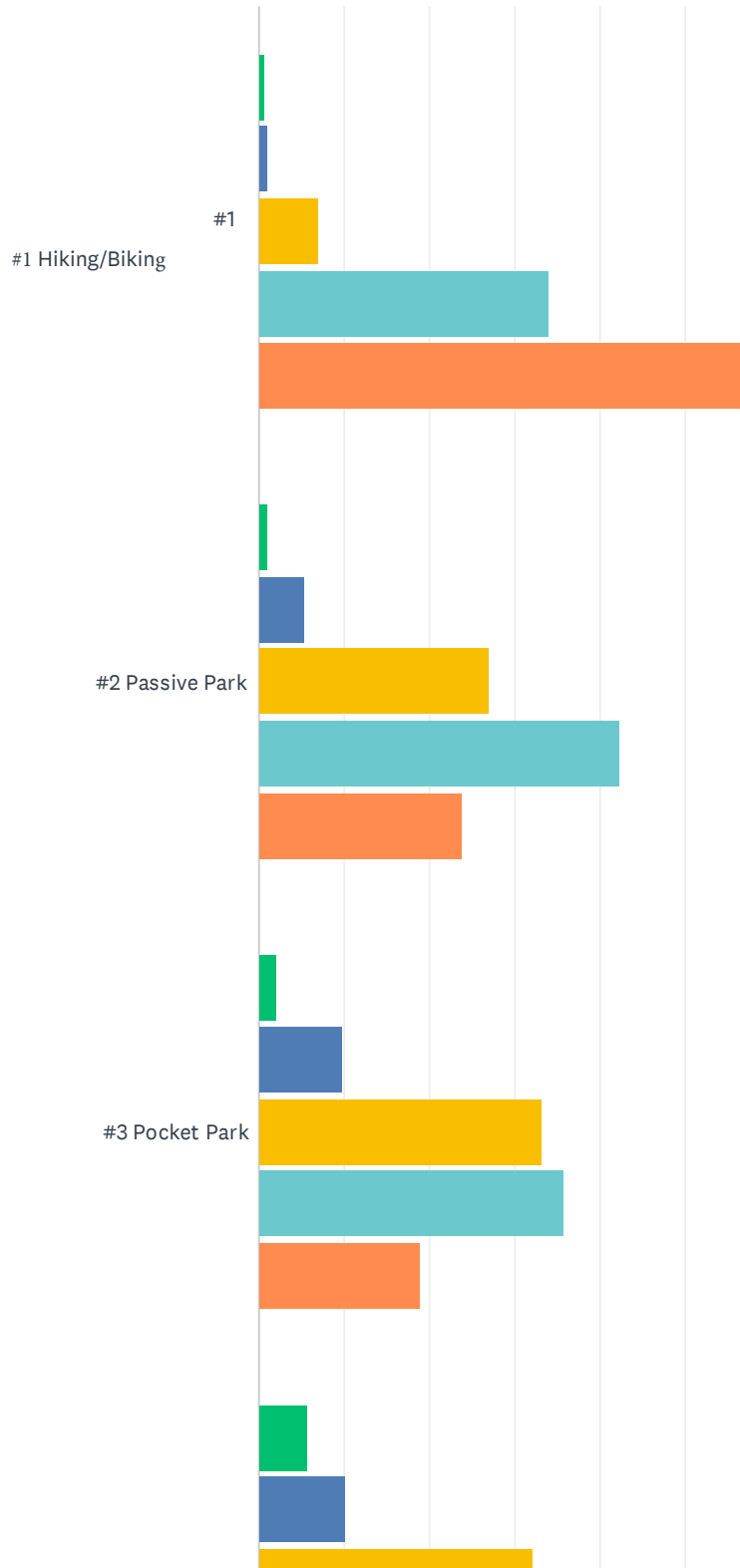
*As recommended by PZC to CC on 2/6/24*



	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Wedding/Event Venue	4.56% 37	6.77% 55	27.96% 227	39.90% 324	20.81% 169	812	3.66
#2 Winery/Brewery/Distillery	3.21% 26	5.67% 46	13.81% 112	39.09% 317	38.22% 310	811	4.03
#3 Solar Farms	13.28% 107	12.66% 102	29.65% 239	28.04% 226	16.38% 132	806	3.22
#4 Farm-to-Table Restaurant	0.86% 7	2.22% 18	11.48% 93	45.93% 372	39.51% 320	810	4.21
#5 Tiny House	18.27% 148	23.46% 190	30.74% 249	18.64% 151	8.89% 72	810	2.76

Q12 Referring to the images above, please indicate how much you like or dislike each of the following types of Parks and Recreational Use(s) in Streetsboro.

Answered: 812 Skipped:





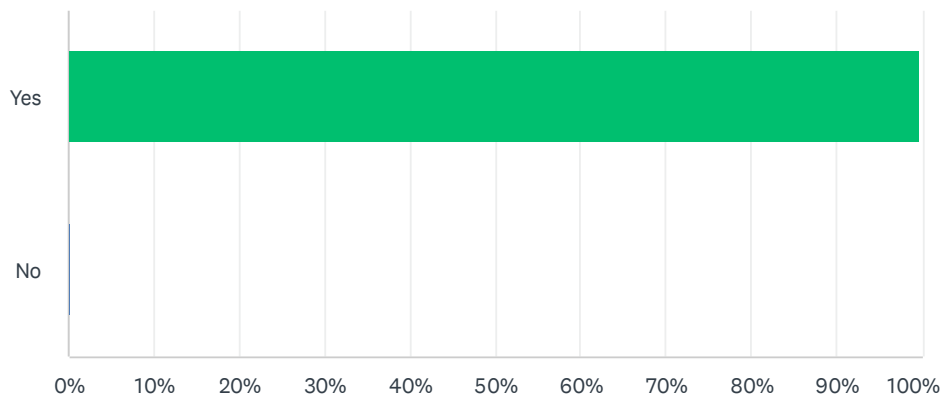
**APPENDICES****DRAFT 1/25/24***As recommended by PZC to CC on 2/6/24*

	EXTREMELY DISLIKE	DISLIKE	NEUTRAL	LIKE	EXTREMELY LIKE	TOTAL	WEIGHTED AVERAGE
#1 Hiking/Biking Trail	0.62% 5	0.99% 8	7.14% 58	34.11% 277	57.14% 464	812	4.46
#2 Passive Park	1.12% 9	5.35% 43	27.11% 218	42.54% 342	23.88% 192	804	3.83
#3 Pocket Park	2.12% 17	9.84% 79	33.25% 267	35.87% 288	18.93% 152	803	3.60
#4 Dog Park	5.79% 47	10.22% 83	32.27% 262	32.76% 266	18.97% 154	812	3.49
#5 Splash Pad	3.59% 29	5.82% 47	19.18% 155	30.45% 246	40.97% 331	808	3.99
#6 Active Park	1.36% 11	2.60% 21	15.33% 124	37.21% 301	43.51% 352	809	4.19



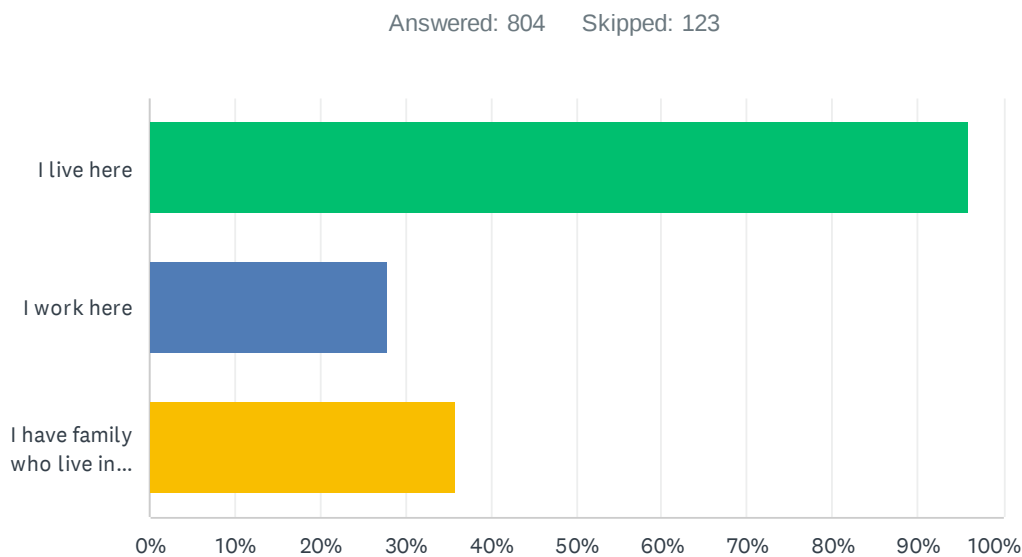
Q13 Do you live or work in Streetsboro and/or have family who live in Streetsboro?

Answered: 808    Skipped: 119



ANSWER CHOICES	RESPONSES	
Yes	99.75%	806
No	0.25%	2
TOTAL		808

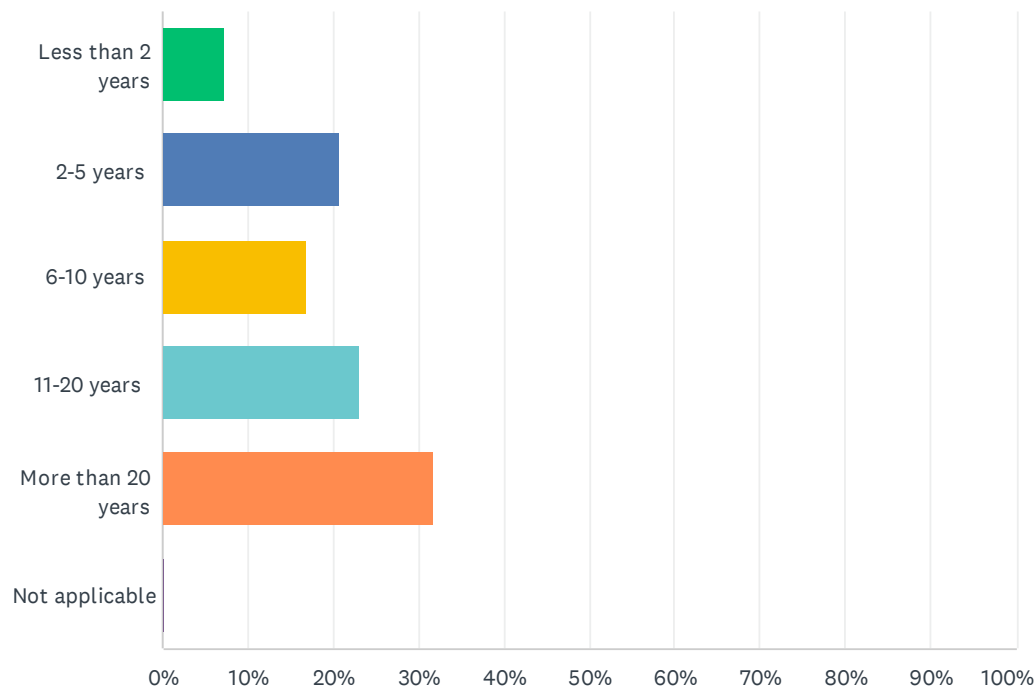
Q14 Please check all that apply.



ANSWER CHOICES	RESPONSES	
I live here	96.02%	772
I work here	27.86%	224
I have family who live in Streetsboro	35.82%	288
Total Respondents: 804		

Q15 How long have you lived and/or worked in Streetsboro? (Select one)

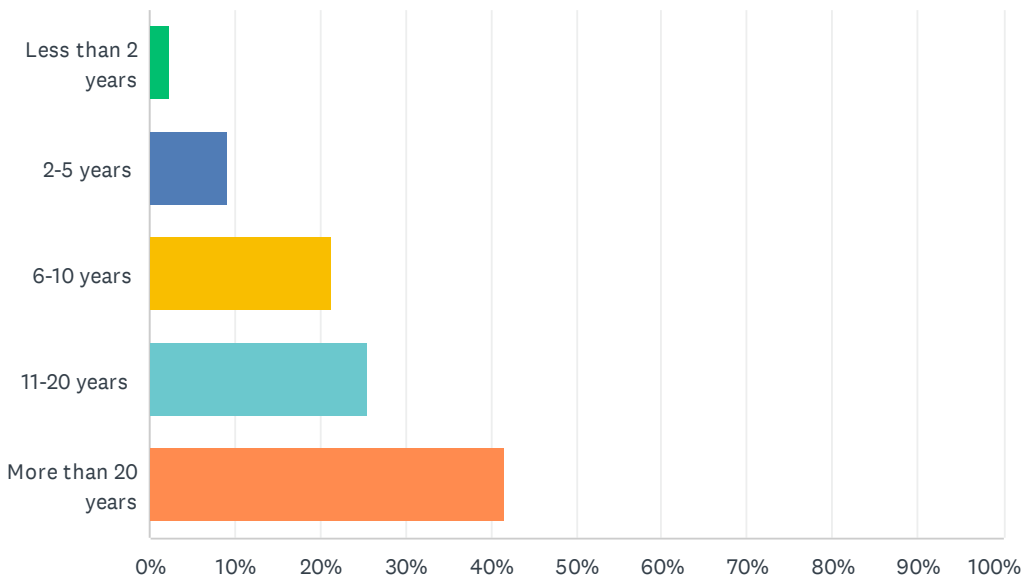
Answered: 804    Skipped: 123



ANSWER CHOICES	RESPONSES	
Less than 2 years	7.34%	59
2-5 years	20.65%	166
6-10 years	16.79%	135
11-20 years	23.13%	186
More than 20 years	31.84%	256
Not applicable	0.25%	2
TOTAL		804

Q16 How much longer do you expect to live and/or work in Streetsboro?(Select one)

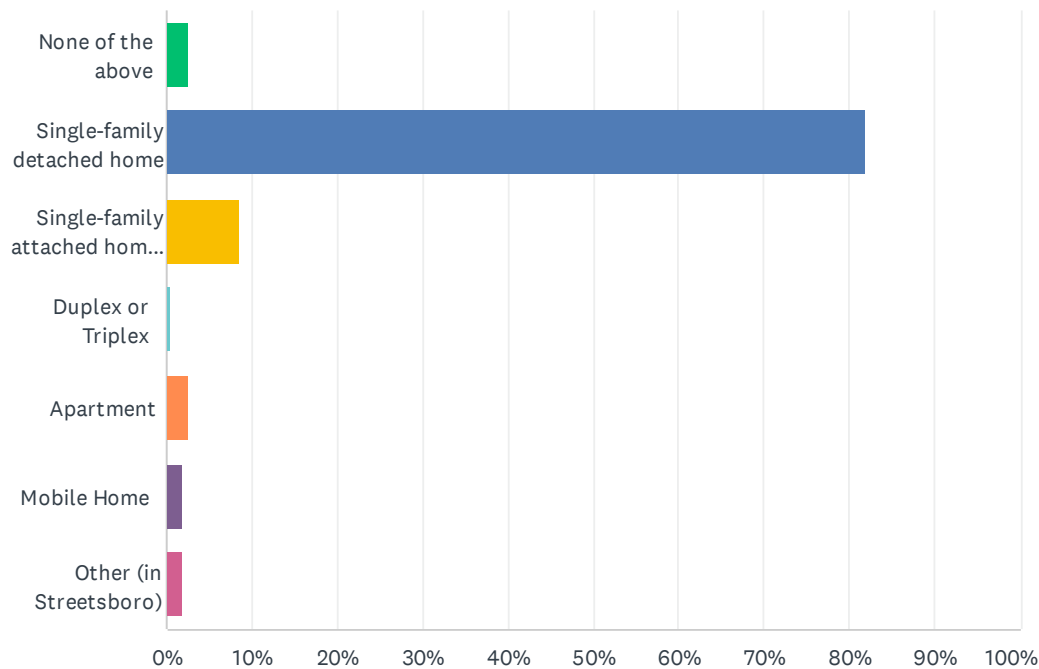
Answered: 800    Skipped: 127



ANSWER CHOICES	RESPONSES	
Less than 2 years	2.25%	18
2-5 years	9.13%	73
6-10 years	21.38%	171
11-20 years	25.62%	205
More than 20 years	41.63%	333
TOTAL		800

Q17 Please indicate the type of housing in which you currently reside in Streetsboro.  
(Select one)

Answered: 801    Skipped: 126

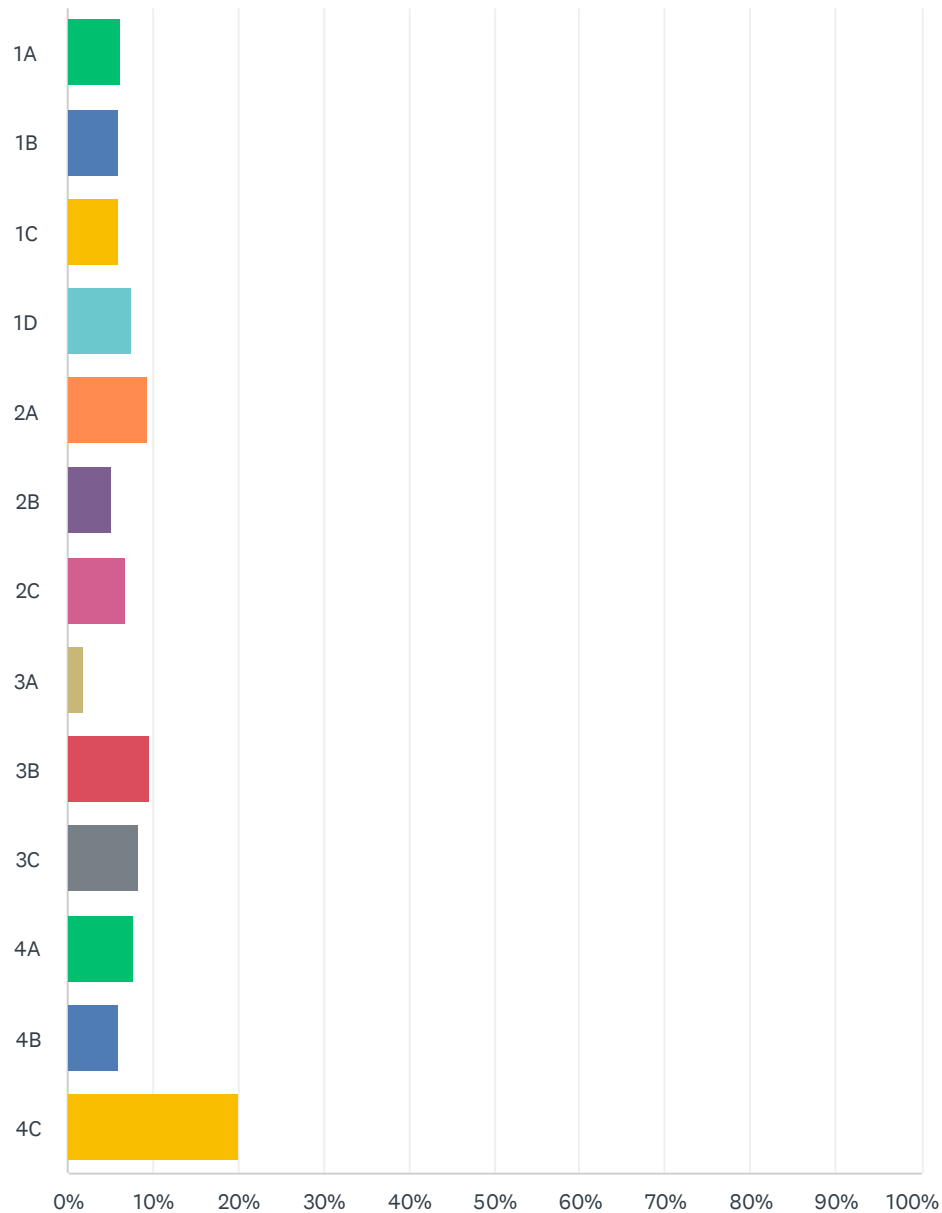


ANSWER CHOICES	RESPONSES	
None of the above	2.50%	20
Single-family detached home	81.90%	656
Single-family attached home (townhouse/condo attached side-by-side)	8.49%	68
Duplex or Triplex	0.50%	4
Apartment	2.62%	21
Mobile Home	2.00%	16
Other (in Streetsboro)	2.00%	16
TOTAL		801



Q18 Referring to the image above, please indicate which ward precinct in the City you live or work? This helps us to understand if we are hearing from people across the city.  
(Select one)

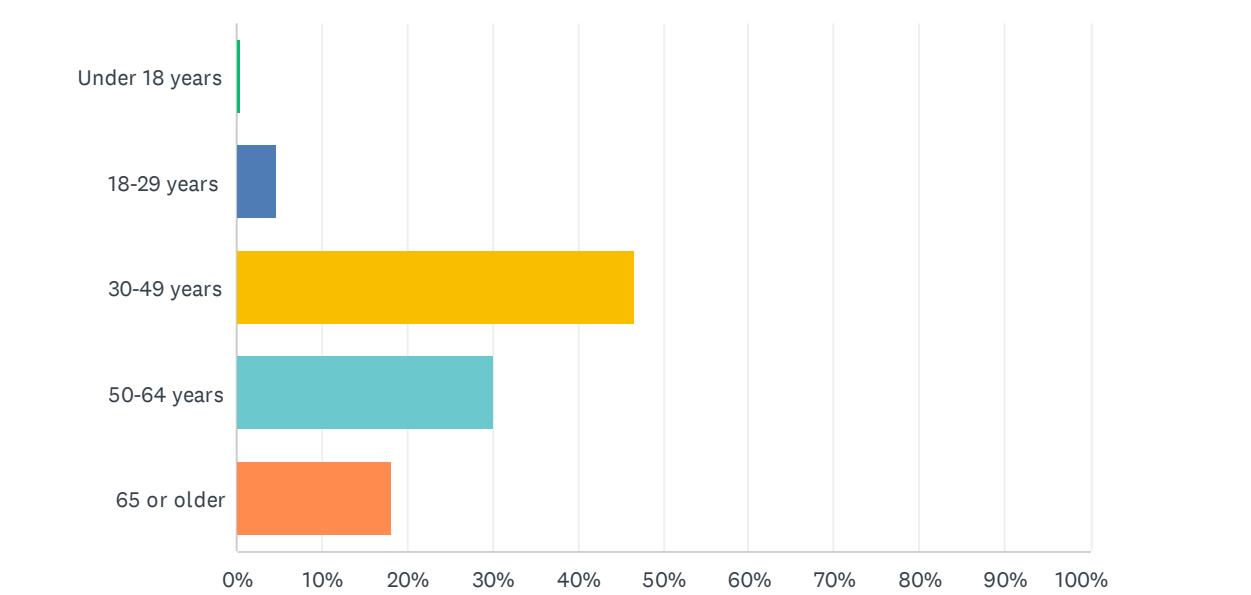
Answered: 767 Skipped: 160



ANSWER CHOICES	RESPONSES	
1A	6.13%	47
1B	5.87%	45
1C	5.87%	45
1D	7.43%	57
2A	9.39%	72
2B	5.08%	39
2C	6.91%	53
3A	1.83%	14
3B	9.52%	73
3C	8.34%	64
4A	7.69%	59
4B	6.00%	46
4C	19.95%	153
TOTAL		767

Q19 What is your age? Please indicate which age range you fall within.(Select one)

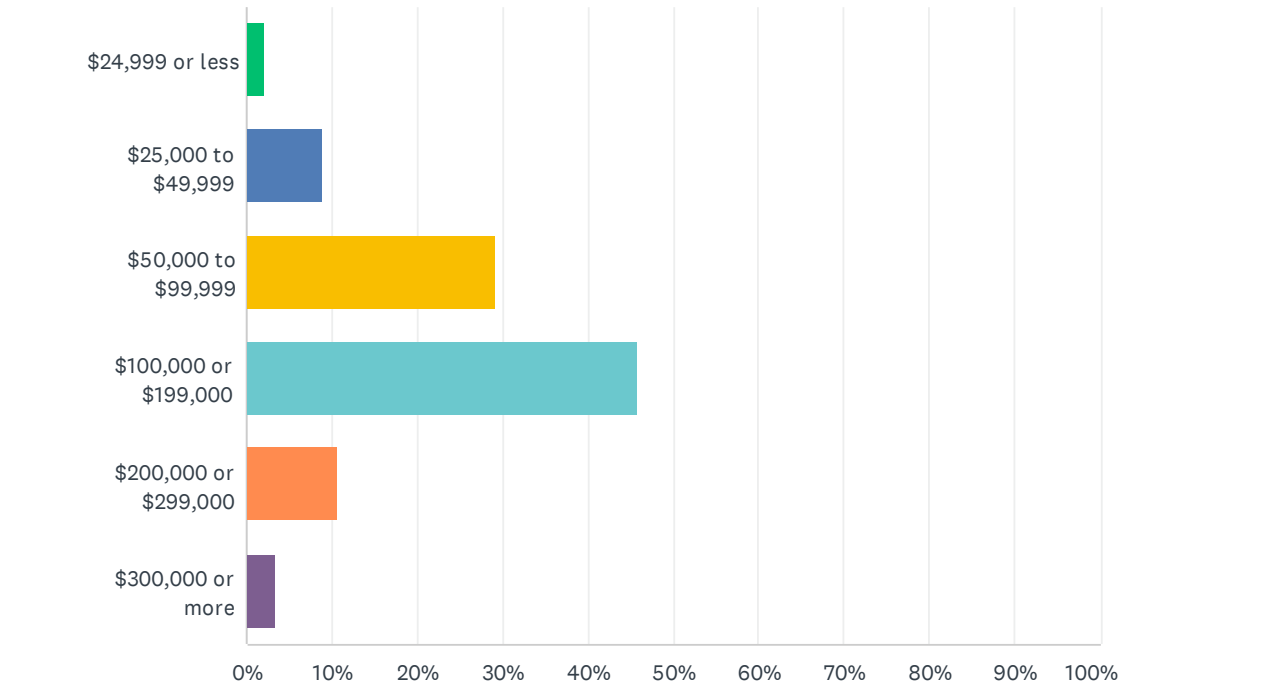
Answered: 793    Skipped: 134



ANSWER CHOICES	RESPONSES	
Under 18 years	0.38%	3
18-29 years	4.67%	37
30-49 years	46.78%	371
50-64 years	30.14%	239
65 or older	18.03%	143
TOTAL		793

Q20 Please indicate your household income range. (Select one)

Answered: 773    Skipped: 154



ANSWER CHOICES	RESPONSES	
\$24,999 or less	2.07%	16
\$25,000 to \$49,999	8.93%	69
\$50,000 to \$99,999	29.24%	226
\$100,000 or \$199,000	45.80%	354
\$200,000 or \$299,000	10.61%	82
\$300,000 or more	3.36%	26
TOTAL		773

Q21 (OPTIONAL) If you'd like to be notified of future public meetings and/or receive other updates regarding the Streetsboro Master Plan update, please provide your email below.

Answered: 243    Skipped: 684

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	243
Phone Number	0.00%	0