



Comprehensive Master Plan  
Adopted by Council April 2019

# Streetsboro, Ohio



Portage County Regional Planning Commission

**CITY OF STREETSBORO  
COMPREHENSIVE MASTER PLAN**

City of Streetsboro Master Plan Review Commission (MPRC) recommended adoption with revisions on September 20, 2018

Receipt by the Planning and Zoning Commission from the MPRC on October 9, 2018

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Receipt by City Council from the Planning and Zoning Commission on February 4, 2019

City of Streetsboro City Council adopted on April 22, 2019

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**Glossary**

**Glossary 1**

# Executive Summary

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## I. What is the Plan?

The Comprehensive Plan is a document that provides the framework and policy direction for future development decisions. 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 comprehensive plan, once adopted, becomes a flexible guide for the City to follow in order to achieve their desired vision for the community. 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 important to consider in all community decision-making because its recommendations reflect the desired vision of the community. To ensure that the Plan does not end up on a shelf, the Planning Department should provide an annual report on its status, including initiatives that have begun, goals that have been achieved, land that has been set aside, etc.

The Plan begins with an identification of major issues and resulting planning principles that provide an overall glimpse of the most pressing concerns and priorities of the community. The planning principles are the overarching ideas and recommendations that should be taken into consideration in each development proposal that comes through the City. The Plan is then broken down into multiple elements that each play a role in the future growth and development of the community. These include: Housing, Environment, Community Facilities and Services, Economic Development, Transportation, Land Use, and Community Character. The significant issues in each of these elements, along with the interaction between them, must be considered for their relation to the overall growth and vision of the City. Creating a sustainable Streetsboro depends on the successful interaction of each of these parts, resulting in a community that is environmentally-friendly, fiscally

### **The Plan is:**

- A guide for future development and policy decisions
- A reflection of the community's long-term vision, goals and priorities for the City as a whole
- A supporting document to the zoning code when making critical decisions
- A way for developers to be aware of Streetsboro's vision and meet those expectations
- A flexible document that can be updated as conditions and trends change

### **The Plan is not:**

- A change in existing zoning
- A legally-binding document
- Overly specific
- A permanent document
- An exact outline of every future project

sound, and socially supportive. One chapter is devoted to each element. The goals, objectives and strategies are presented in Chapter 9. While the goal is a broad idea that states a long-term desired outcome, the objectives are more specific outcomes in support of that goal. The strategies then specify the action to be taken and how the objective will be achieved. The last piece is implementation, which details the party responsible for implementation.

The Plan is a flexible policy document that should be used regularly to:

***Guide zoning and subdivision approvals...***

The Plan should be used during all zoning and subdivision processes. While the Plan is not a legally binding zoning document, it sets forth the land use vision for the City as well as policies to help achieve that vision. Proposed plans that are presented to the City should be evaluated based on their compatibility with the future land use map and supporting goals and policies.

***Plan for the next year's budget...***

The Plan should be used 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.

***Inform capital improvements planning...***

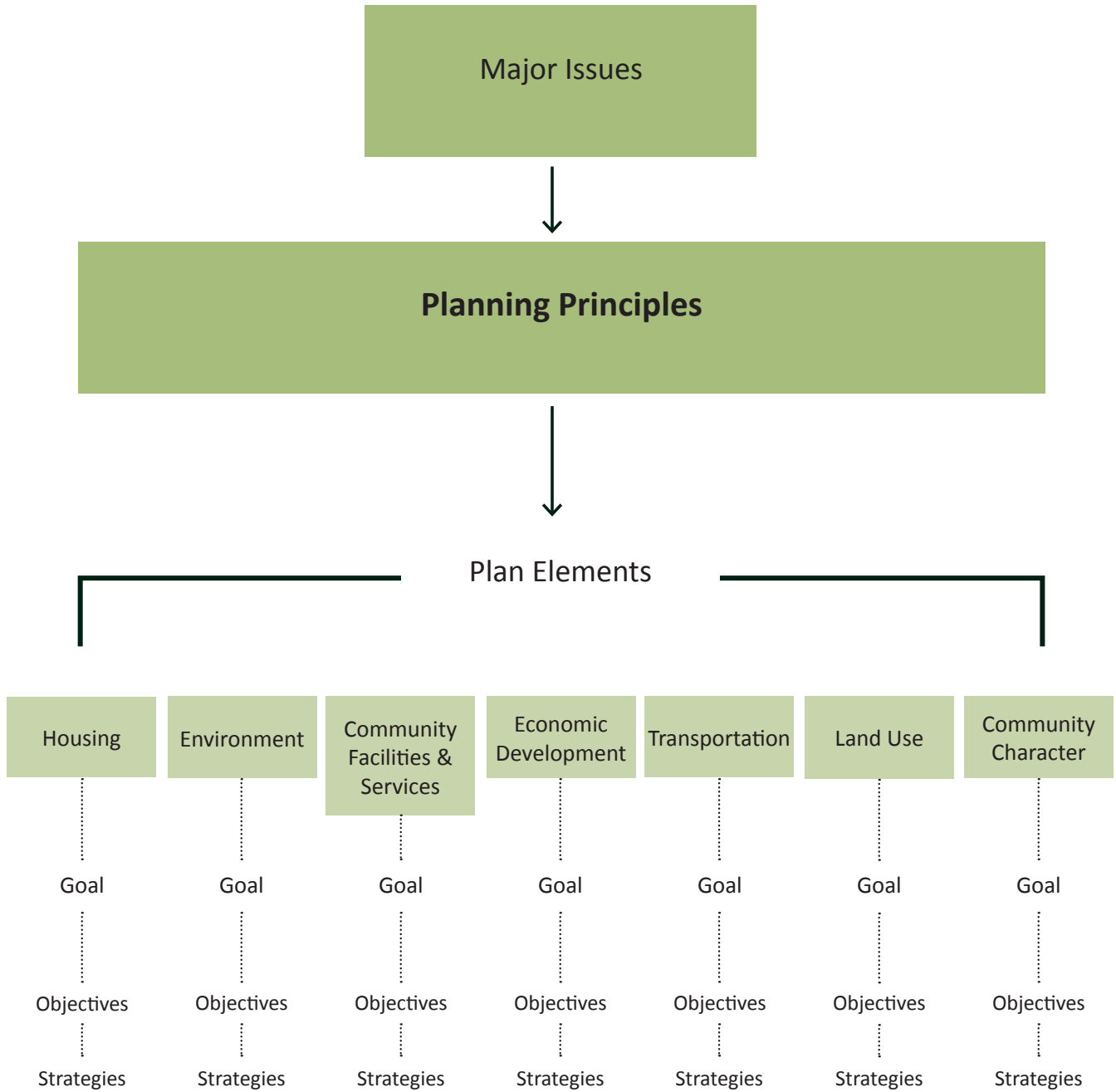
Capital improvements should be planned in accordance with the recommendations in the Plan. This mainly includes recommendations from the land use, transportation, and community facilities and services sections. If there are major additions to the list of capital improvements that will affect future land use planning (i.e. a newly proposed road), the land use plan should be updated accordingly.

***Guide the creation of economic incentives...***

The City and Chamber of Commerce should work together and use the Plan when deciding the composition of economic incentive packages and who they will be targeted toward. The Plan outlines several recommendations regarding locations and types of businesses desired.

***Direct community initiatives...***

Community organizations should use the recommendations in the Plan to direct new programs and initiatives. Organiza-





tions should work with the City to make sure they are following the goals and policies of the Plan while helping create a better community through outreach and activities.

## II. Process

### 2018 Plan Update Process

Per Section 25.02 of the City Charter, the Comprehensive Plan (Plan) must be updated at least every 5 years. The Plan update was started in March 2018. A Master Plan Review Commission (MPRC) was appointed by the Mayor and City Council in February 2018. Streetsboro retained the Portage County Regional Planning Commission (PCRPC) to update the data and maps in the Plan and to revise the goals, objectives and strategies as determined by the MPRC. Public meetings were held with the PCRPC and MPRC from March through September 2018. The MPRC recommended approval with revisions to the Planning and Zoning Commission (Commission) at the September 20, 2018 MPRC meeting.

Per Section 25.04 of the City Charter, the Commission has 4 months from receipt of the Plan from the MPRC to review the Plan and provide recommendations regarding changes to City Council prior to adoption. The Commission received the Plan from the MPRC at their October 9, 2018 regular meeting. The Commission reviewed the Plan at Regular Meetings, Work Sessions and/or Special Meetings.

Per Section 25.05 of the City Charter, City Council has 3 months from receipt of the Plan from the Commission to review and consider the Plan prior to adoption.

## III. Public Involvement

In any comprehensive plan, public involvement plays an important role. The future growth and development of a community affects everyone who lives, works and visits there. The public's input relays the issues and history of a community and in turn shapes the creation of goals and policies. With this input as well as periodic review and feedback, the Plan becomes an accurate reflection of the community's vision for the future.

### 2018 - 2019 Plan Public Involvement

For the Comprehensive Plan update, a new survey was posted

on the website using Constant Contact. The survey was open for the public to complete from May 1 to June 2, 2018, and 536 people filled out the survey. (See Appendix A.)

### 2018 Public Survey

The survey conducted for the 2018 Comprehensive Plan repeated most of the questions from the 2013 survey with several minor additions.

Respondents to the 2018 Survey primarily:

- Live in Streetsboro in single-family homes
- Are homeowners
- Drive less than 30 minutes to work
- Shop in Streetsboro
- Have an Associates degree or better
- Make more than \$50,000 per year
- Are between 35 and 54 years old

Compared to the 2013 survey respondents, the 2018 Survey respondents were:

- Less likely to be renters (7.4% in 2018 compared to 9.3% in 2013)
- Less likely to live in a single family home (60.2% in 2018 compared to 71.2% in 2013)
- More likely to live in Streetsboro more than 20 years (21% in 2018 compared to 19% in 2013)
- Likelihood to have lived in the City less than 5 years and to work in Cleveland is unchanged (17% and 9% respectively)

More than 70% of the respondents to the 2018 Survey:

- Feel Streetsboro is an affordable place to live and raise a family
- Believe emergency services are good to excellent
- Feel they have good access to shopping and services
- Want more parks
- Want less multi-family housing
- Are concerned about:
  - \* Forested areas
  - \* Wildlife corridors
  - \* River corridors
  - \* Historic & cultural features

### Family Days

A brief survey addressing “Hot Button” issues was available during Streetsboro Family Days (July 26 through July 29,

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2018) to gather additional public input. There were 33 respondents. Overall, 80% of respondents think Streetsboro needs a town center and 68% were willing to increase density in order to create a viable downtown. Several themes emerged from the responses to the survey.

Things respondents like about Streetsboro:

- Access and location of the City in relation to major roads and shopping areas
- Amenities such as parks, the library, and the senior center
- Variety and convenience of the shopping areas and restaurants
- Family-oriented, friendly, and the small town atmosphere
- The police department and the schools

Things the City could do differently:

- Provide a town square or community center with a large gathering place
- Address vacant buildings
- Deal with traffic congestion by improving roads traffic signals, and signal timing
- Build more sidewalks
- Create more parks, keep the parks up-to-date, and/or build a community recreation center

## IV. Major Issues

Through the public feedback, research and analysis, and meetings with City staff, eight major issues facing the City were identified in the planning process. These recurring items seemed to be the most important and urgent to address. Additionally, the Master Plan Review Commission, with public input, identified “Hot Button” issues in 2018.

### Hot Button Issues

The “Hot Button” issues were mostly related to the 2018 Streetsboro Comprehensive Plan document, but also included issues related to housing density and related impacts on schools.

**Housing density** – Streetsboro has significantly more multi-family housing units and mobile homes than the County, State, and Country. Many of these apartments are the result of the PUD repealed in 2004 that required 50% of the site to be multi-family dwellings, and another 25% to be townhouses. Residents feel there is enough multi-family and have ex-



pressed desire for lower density housing.

**Deterioration of existing housing stock** – Because of the abundance of multi-family housing, concerns have been expressed over the possible deterioration of this housing (physical deterioration that results in lower property values and a transition to low-income housing). Solutions are needed to make sure these properties are maintained and possibly improved.

**Sensitivity to the environment** – This was the most frequent concern of Streetsboro residents and a priority seen in the survey results. The City values its natural features and wants to see responsible development that will be sensitive to these areas.

**Lack of parks and community spaces** – Survey results and public feedback indicated that residents felt City parks development was slow and there were not enough places for recreation and gathering. Funding possibilities will need to be researched to make sure that the existing plans for parks come to fruition.

**Lack of town center** – The four corner parcels that were to serve as the town square have been cut into over the years to make room for the expanding roadway. The location of the proposed square was already challenging. A center of activity and commerce is desired, though not necessarily in this original location. The lack of walkability was a key issue that residents would like to improve.

**Identity and character** – Explosive growth and the natural separation caused by the Turnpike and state routes have hindered the creation of a cohesive identity and character. The City should strive to establish a community identity that evokes a sense of place, pride and quality among residents, visitors and businesses.

**Transportation networks** – Along with traffic congestion, a lack of connections, and alternate modes of transportation have been identified as issues. A complete transportation system should be created to provide these options and create a more sustainable network.

**Balanced, quality economic development** – Retail and industrial development have historically been the focus of

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economic development in Streetsboro. This has resulted in a large amount of industrially-zoned land and an abundance of big-box retailers and strip shopping centers. Economic development should attempt greater balance in opportunities moving forward. Empty storefronts are a concern as retail rapidly changes.

### V. Planning Principles

The major issues mentioned above were used, along with input from the Review Commission, to help develop seven planning goals. The planning principles serve as the overarching goals for the City as they move forward. They are the most important recommendations that should be reviewed in every development decision for their compatibility with the proposed project. The City's core values are reflected in the planning principles, therefore adherence is crucial to ensuring that the community becomes what it has said it wants to become.



### VI. Community Goals

The following are the goals of each Plan element. They support the overall planning principles and serve as the policy foundation for the Plan.

#### Housing

To 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 and new housing.

#### Environment

To preserve, protect, and connect areas of significant environmental importance, optimize the value and benefits of those resources for the community and minimize the impacts of development.

#### Community Facilities and Services

To provide up-to-date facilities and services that foster a safe, active, and educated community.

#### Economic Development

To provide for diversity of business and employment oppor-

tunities while maintaining balanced economic growth and a strong tax base.

### **Transportation**

To provide a safe, efficient, connected and location-appropriate transportation network that supports walking, biking and transit.

### **Land Use**

To provide a sustainable mix of land uses that will result in balanced growth and redevelopment, and enhanced community character.

### **Community Character**

To establish a community identity that evokes a sense of place, pride, and quality in the eyes of residents, businesses, and visitors.

# 1. Introduction

## I. Planning Area

Streetsboro is located in Portage County, 30 miles southeast of Cleveland and 16 miles northeast of Akron. It is 24.4 square miles in area with its center located at the intersection of three state routes – SR 303, SR 43, and SR 14. Two interstates, I-80 and I-480, pass through Streetsboro. Streetsboro is bordered by the City of Hudson to the west, the City of Aurora to the north, the Village of Sugar Bush Knolls and Franklin Township to the south, and Shalersville Township to the east. The planning area incorporates only the area within the City boundary. (see Figure 1.1)



Figure 1.1: Planning area and surrounding region

## II. History of Streetsboro

### Growth through the years

The land for the City of Streetsboro was purchased by Titus Street in 1798 and was surveyed into 100-acre lots in 1822. Mr. Street donated four acres to establish a town square, which is currently the intersection of SR 14 and SR 43. In 1827, Streetsboro became a township and continued to grow steadily until the Ohio Turnpike opened in 1955. Once Exit 13 (now Exit 187) opened in Streetsboro, population growth boomed. It was the only interchange in Portage County and opened at the same time automobiles were gaining rapid popularity. In 1972, the Township became the City of Streetsboro. The land was primarily used for farming prior to becoming a City and now is experiencing growth in residential, commercial, and industrial sectors.

Streetsboro’s population increased 30.2% from 2000 to 2010 (12,311 in 2000, and 16,028 in 2010, U.S. Census Bureau) and 1.2% from 2010 to 2016 (16,224, ACS 2016 Estimate, U.S. 2010) (see Figure 1.2). These rates of growth clearly exceed the county and state rates of growth for the same time periods (County: 6.2% and 0.2%, State: 1.6% and 0.4%). The 2010 population of Streetsboro was 16,028 with a population projection of 18,142 for the year 2030 based on the average growth rate predicted for Portage County by Miami University’s Scripps Gerontology Center (ohio-population.org) in 2012. The City has grown quickly since 1950, but overall growth rates are

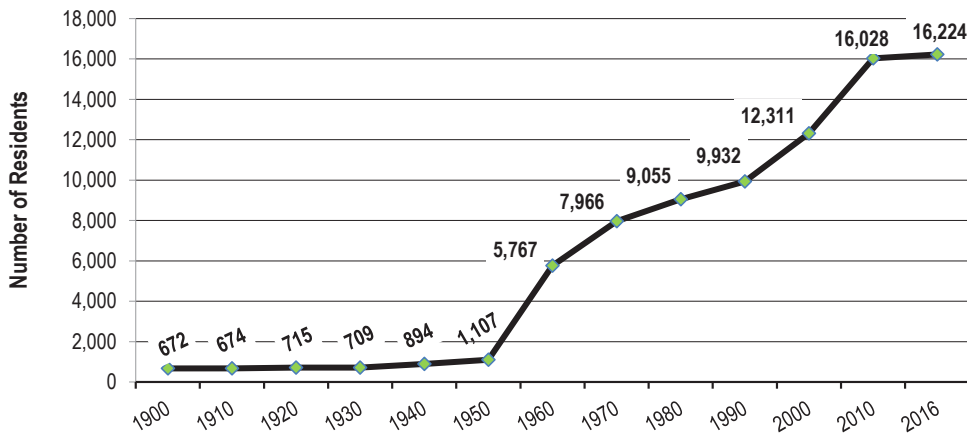


Figure 1.2: Population growth - Streetsboro  
Source: U.S. Census Bureau



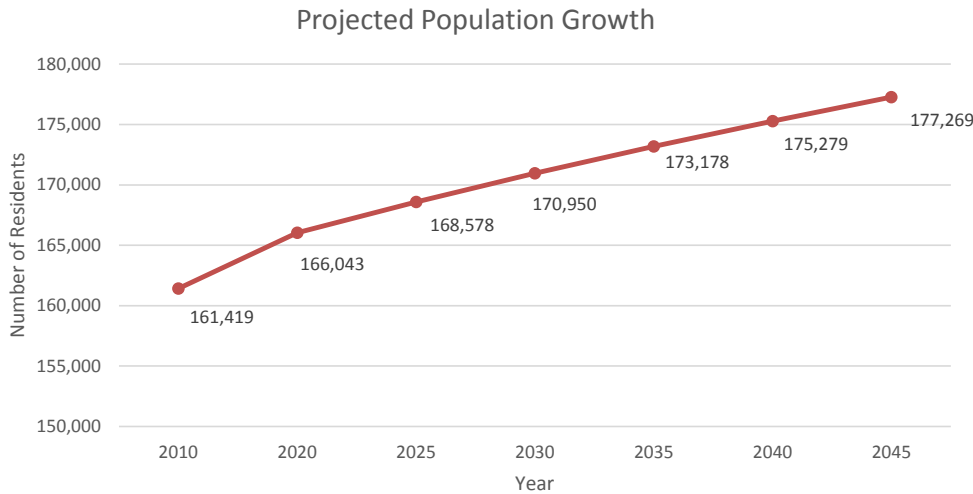


Figure 1.3: Projected population growth based on census data - Portage County  
Source: Akron Metropolitan Area Transportation Study, 2017

expected to slow (Figure 1.3). Streetsboro can be expected to follow this trend of a decreasing rate of growth, but will probably experience positive growth longer due to its availability of land and proximity to multiple transportation networks.

### III. Demographic Trends

The following demographics were taken from the 2016 American Community Survey 5-year estimates, a survey distributed by the U.S. Census Bureau that replaces the long form of the decennial Census.

#### Age

In 2016, Streetsboro’s median age was estimated to be 41.2, an increase of 5 years since 2010. Comparatively, it was 37.7 for Portage County, 39.9 for Ohio and 37.7 for the United States. Although these numbers are fairly similar, differences start to arise when comparing age groups (Figure 1.4). When compared to the county, Streetsboro has significantly fewer residents in the 15-19 and 20-29 age ranges and significantly more in the 40-49 range. The school-age population (5 to 19) makes up about 19.5% of the population, with almost 42.3% of residents within the ages of 25-54 - peak family and employment ages. From this, Streetsboro can be said to be a family-oriented community, with middle-aged working residents. Although the over-65 population was less than average (11.7%) in 2010 as compared to the county, state, and country. In 2016, this

percentage increased to 14.0%. As the population ages, the provision of housing and services should be planned to ensure that these residents remain in the City.

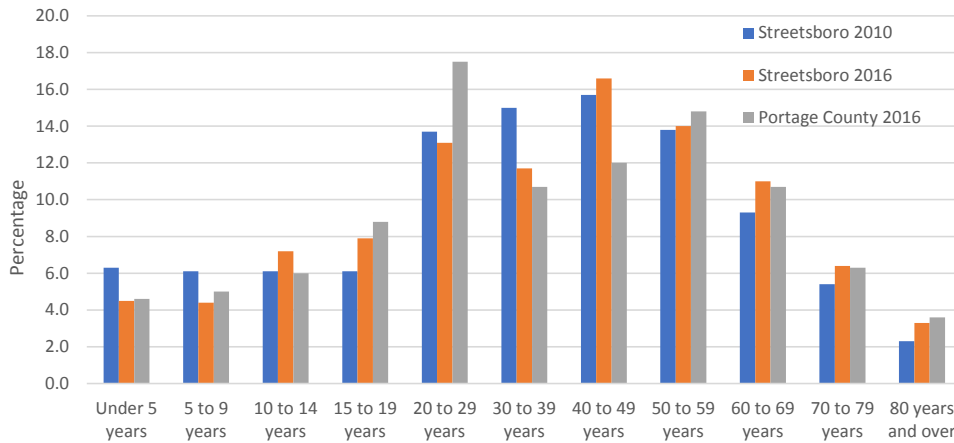


Figure 1.4: Age comparison - Streetsboro 2010 & 2016 and Portage County  
 Source: U.S. Census 2012 - 2016 American Community Survey estimates

**Education**

Figure 1.5 shows educational attainment in the City of Streetsboro compared to the county, state, and country. As seen in the graph, Streetsboro is ahead of the county and Ohio in terms of bachelor’s degrees with the percentage of residents holding a bachelor degree increasing from 17.2% in 2010 to 18% in 2016. The city falls behind the county and state in terms of graduate or professional degrees with the percentage of residents with graduate or professional degrees decreasing from 9.5% in 2010 to an estimated 8.8% in 2016. The increasing numbers of college and graduate degrees may reflect characteristics of new residents or current residents’ evolving attitudes about the importance of a college education. The number of residents with less than a high school diploma decreased from approximately 7% in 2010 to 6.1% in 2016. A more educated workforce will be better prepared to work in all job sectors including local industries. Strategies to attract more corporate business offices and market the City to recent graduates of nearby colleges and universities may further increase the educational attainment of residents.

**Income**

Streetsboro’s median household income in 2016 was \$58,511 compared to \$60,740 in 2010. When the 2010 income is adjusted for inflation using the Consumer Price Index, the equiva-

**Median household income**

Streetsboro 2010:	\$60,740
Streetsboro 2016:	\$58,511
Portage County 2016:	\$52,427
Ohio 2016:	\$50,627
United States 2016:	\$55,322

Sources: 2016 American Community Survey, Selected Economic Characteristics.

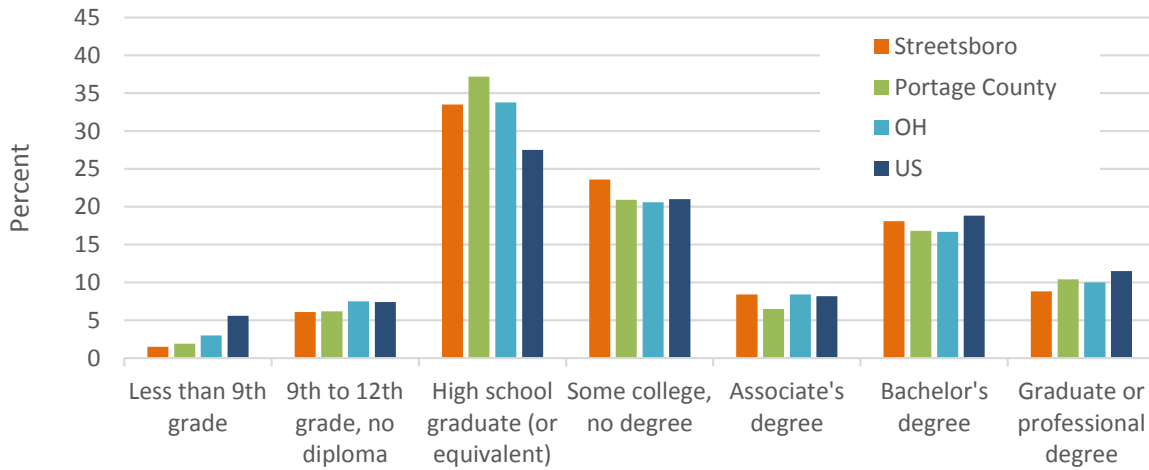


Figure 1.5: Education comparison (2016) - county, state and country  
 Source: U.S. Census 2012-2016 American Community Survey estimates

lent value in 2016 is \$66,854, which means the household purchasing power actually went down \$8,743. Streetsboro has a high percentage of the population making between \$75,000 and \$149,999 (32.4%). This figure is significantly above the county, state and country median household incomes, while the percentage of residents making above \$200,000 is below average at 1.3% (Figure 1.6). This indicates that income diversification is occurring.

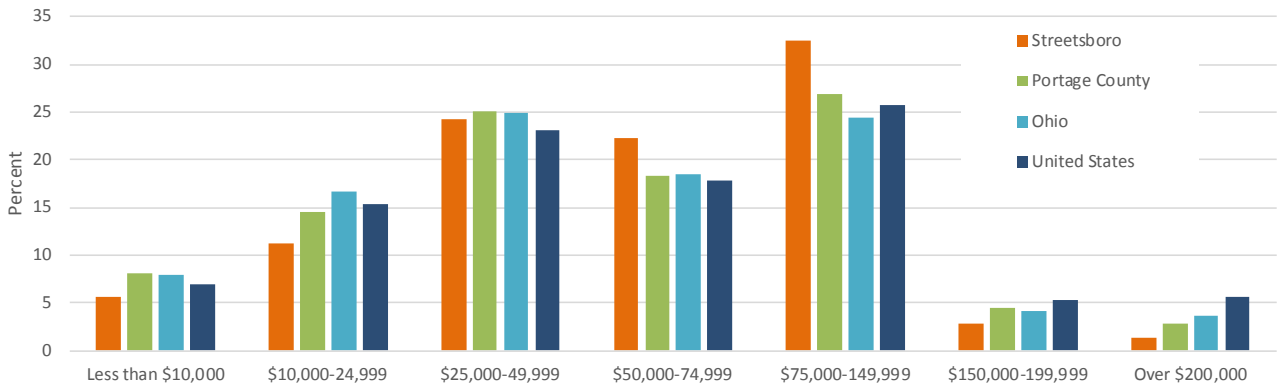


Figure 1.6: Median household income comparison (2016) - county, state & country  
 Source: U.S. Census 2012-2016 American Community Survey estimates

**Employment**

According to the 2012-2016 American Community Survey 5-year estimates, an average of 9,318 civilian residents age 16

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and over were employed during the 5-year period from 2012-2016. The highest number of residents were employed in manufacturing, 23.5%, compared to 22.4% in 2010. Educational services, health care and social assistance jobs decreased to 16.6% of the labor force from 19.9% in 2010. Those employed in the retail trade remained stagnant at 10.9% from 2010 to 2016.

During this time period, 5.3% of the labor force was unemployed, a higher rate than surrounding communities that averaged between 2 and 3.8%. However, the average unemployment rate for Portage County for that time period was 7.6% (Ohio Labor Market Information, Labor Force Estimates, accessed Feb. 2013).

According to the 2012-2016 American Community Survey 5-year estimates, 20.2% of Streetsboro's population worked in the City during that 5-year period, down from 21.6% in 2010. Strategies to increase this number will contribute to the City becoming more sustainable by reducing traffic impacts, increasing pride in the City, and supporting the local economy. More information on the economy of Streetsboro is presented in Chapter 5.

## IV. Existing Plans

There are several planning efforts that have recently occurred in the City of Streetsboro in addition to regional planning efforts that impact Streetsboro in some manner. It is crucial that planning efforts be harmonious, while building on and supporting the goals of previous plans to increase the potential for implementation. Over time however, conditions in the City may change and past recommendations may need to evolve to best serve the present situation. The following list identifies seven plans that influence the direction and recommendations of this comprehensive plan. See Appendix C for descriptions of the plans.

### City of Streetsboro

- Land Use Plans – 1976 and 1999
- Comprehensive Master Plan – 2009 and 2013
- Riparian & Wetland Setback Regulations - 2009
- Storm Water Management Plan - 2005, update in progress
- Parks and Recreation Master Plan – 2007, update in

progress

### **Akron Metropolitan Area Transportation Study**

- Transportation Outlook – 2040

### **Portage County**

- Portage County Watersheds Plan – 2006

## 2. Housing

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### I. Introduction

Housing is an integral part of creating a sustainable community. Different people have different needs and desires, and providing for those is what makes a community diverse and balanced. Senior citizens who are living on a fixed income need affordable and accessible housing, young adults may prefer a smaller townhome close to entertainment and shopping, and a family may want a larger home with parks and schools nearby. Housing can be used to attract families and workers to an area because of costs, amenities, or unique style. The development of retail and commercial businesses is also dependent on the addition of housing to a community, in turn creating an interconnected, mutually-dependent system of uses.

While a community may be growing, not all housing needs to be built new. Renovation of existing housing and redevelopment of existing parcels that are already connected to infrastructure are valuable opportunities for future housing as well. This is a viable option in Streetsboro given the presence of underutilized land, increasing infrastructure costs and the City's desire to preserve natural resources and amenities. However, some development of housing can and likely will occur on previously undeveloped sites. In these cases, planning and construction must be done with sensitivity to the existing character and environment. Various planning and development tools can be implemented to help a community develop attractive alternatives that meet the needs of the community and protect and enhance the character.

### II. Existing Conditions and Trends

#### Public Input

There were several hot button issues that came out of the public and Master Plan Review Commission input in 2018. During the discussion of "Hot Button" issues, there was the per-



## Housing

ception concerning the number and amount of multi-family units in the City and their effect on the schools. The crux of the issue is to provide and maintain the quality of the housing stock, which is important to the overall character of the community. Strengths included the variety of housing types and price ranges, affordable housing stock and property value appreciation. Residents saw opportunity in the available land for large-lot homes and ability to encourage higher end homes in general. The lack of senior housing and the large quantity of affordable housing was a weakness to some, which was similar to concerns mentioned including the deterioration of the current multi-family housing stock, the possible transition to low-income housing, and depreciation of housing values throughout the City.

### 2018 public survey results indicated:

- 69% felt access to affordable quality housing was good to excellent, compared to 66% in 2013
- 52% felt that the speed of residential growth was just right, compared to 51% in 2013 who thought it was too fast
- 90% felt that Streetsboro was an affordable place to live in the 2018 and 2013 survey
- 82% felt that less multi-family housing should be built
- 53% felt that less ¼ acre, single-family housing should be built
- 60% felt that more single-family housing on 1/2-acre or larger lots should be built

### Land use and residential character

Currently about 65% of the City, just over 10,000 acres, is zoned solely for residential use. This does not include zoning districts involving both residential and commercial uses such as the Residential/Office (R-O) districts or the Open Space Conservation districts (O-C). Residential zoning encompasses large areas of farmland in the southern part of the City. Generally, the highest density housing is located where central sewer is available: in the north-central portion of the City, south of State Route 303 off Stone Road, and between State Route 14 and Diagonal Road. Housing in the more rural sections of the City is built along the road frontage, though several new subdivisions are being built off State Route 43 south of State Route 303, including Meadow View, a 535-home subdivision.



Above: Existing residential character throughout Streetsboro.

## Housing

The oldest homes are in the northern part of the City, but with newer, infill development, the central part of the City has become a mix of new and old housing, mostly suburban in style. Multi-family and rental housing can be found in the north-central area. Housing in the northwest section of the City is characterized by low and medium density areas with several areas of higher density, multi-family housing. It is largely developed and abuts industrial development to the north and west. This area of the City has seen the development of multiple planned unit developments, where many of the multi-family units are located. The northeast section of the City near the Frost/Page Road intersection has developed more recently with primarily lower density subdivisions in addition to condos around the Boulder Creek Golf Course. There are 3 manufactured home communities in Streetsboro, accounting for almost 900 housing units according to the Portage County address database (2013).



The south, southwest and extreme northeast areas of the City retain rural character with scattered new development. The area surrounding Lake Rockwell is also sparsely developed. Residents would like to retain the remaining rural character.

### Current and projected housing units

A total of 7,259 housing units were located within the City limits as of 2016 according to the 2012-2016 American Community Survey. The 2012-2016 ACS determined the average household size in Streetsboro was 2.4, slightly lower than the 2010 size of 2.43 persons. If Streetsboro were to build out to its maximum density in all residential zoning districts (not open space conservation or mixed use districts) at its current rate of land consumption per resident (approximately one-quarter acre per person, see Land Use chapter, p 7.4, Densities and build-outs) and using all vacant, residentially-zoned land (RR, R1, R2, R3, R-PUD, T1), there could potentially be 8,900 dwelling units at build-out.

### Housing types

Streetsboro's unique housing market can be seen in the comparison of its housing types. When compared to the county, state and country (Figure 2.1), Streetsboro has a lower percentage of 1-unit detached and 2-unit housing types and a greater percentage of 1-unit attached (7.5%), which are defined by the Census Bureau as a structure that has one or more walls



extending from ground to roof separating it from adjoining structures (also referred to as townhouses or row houses) and housing with 3-19 units (20.5%). It also has a higher percentage of mobile homes. The number of mobile homes has increased slightly, accounting for 12.4% of the housing stock in 2016.

From 2010 to 2016, the percentage of single-family detached homes in Streetsboro increased from 53.6% to 57.2% and there were slight rises in the numbers of structures with 5-9 and 10-19 units. When compared with the county (Figure 2.1), Streetsboro has fewer single-family detached homes and more buildings with 5-19 units.

This is an advantage for the City in that it provides more variety in housing options within the region. However, it becomes challenging to compete with surrounding communities for the single-family housing market. Interest has been expressed by residents to provide more single-family homes and fewer multi-unit homes in the future.

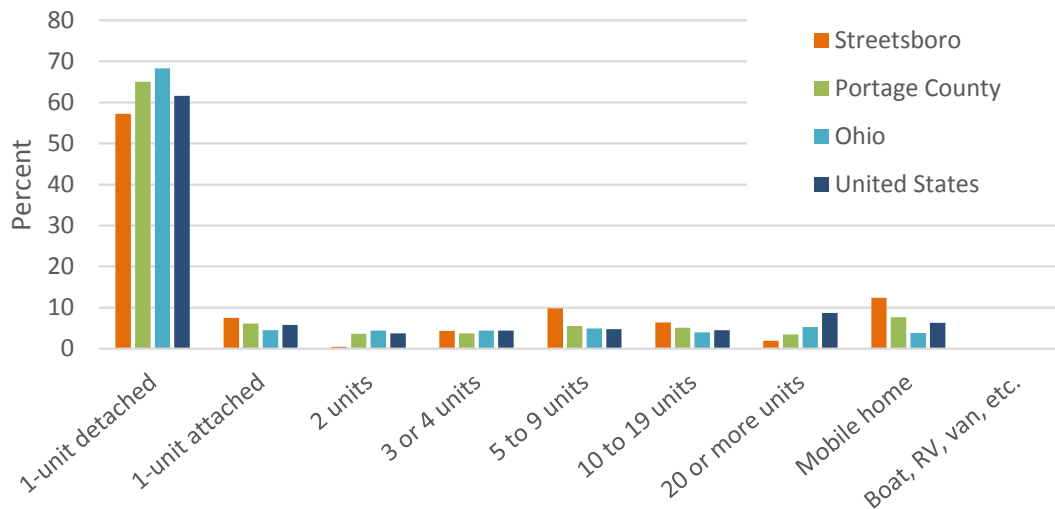


Figure 2.1: Housing types comparison (2016) - county, state, & country  
 Source: U.S. Census 2012-2016 American Community Survey estimates

**Housing age**

Streetsboro’s housing stock is relatively new. Almost half of the housing stock has been built since 1990 compared to 20-28% in the county, state and country (Figure 2.2). Streetsboro has many more units built after 2000 than neighboring communities, where new construction seems to have slowed since

2000 although more new homes have been built in Streetsboro compared to surrounding communities since 2010. Newer housing stock means fewer issues with deterioration and upkeep, however 15.7% of the housing stock in Streetsboro was built before 1960 (located primarily in the central and rural areas). These older units may soon require more monitoring and upkeep in order to maintain property values and community character.

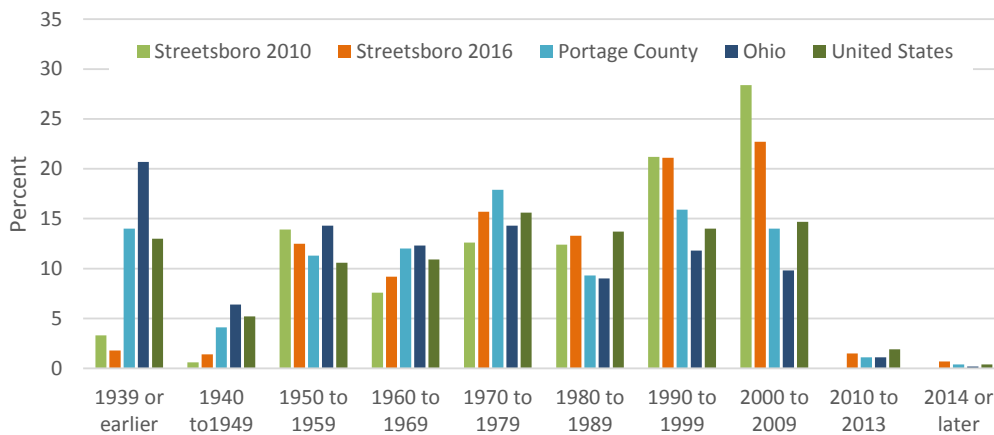


Figure 2.2: Housing ages comparison - Streetsboro (2010 & 2016), county, state, and country  
 Source: U.S. Census 2012-2016 American Community Survey estimates

**Owner Occupied Housing Value**

According to the US Census 2012-2016 ACS estimates, the percentage of owner occupied housing units in Streetsboro, is greater than the State for homes valued between \$100,000 and \$499,999. The City also has a greater percentage of homes in the \$300,000 to \$499,999 value range than Portage County. The City’s greater percentage of homes in less than \$50,000 range is due in part to the number of homes in 3 mobile home communities in Streetsboro when compared to Portage County, Ohio and the United States. Overall, Figure 2.3 reflects the City’s overall affordability and diversity in terms of type and value of owner-occupied housing. The large percentage of higher value homes (> \$300,000) throughout the nation is due in large part to the discrepancies in cost of living for high growth areas such as the southeast or east and west coasts when compared to the Midwest.

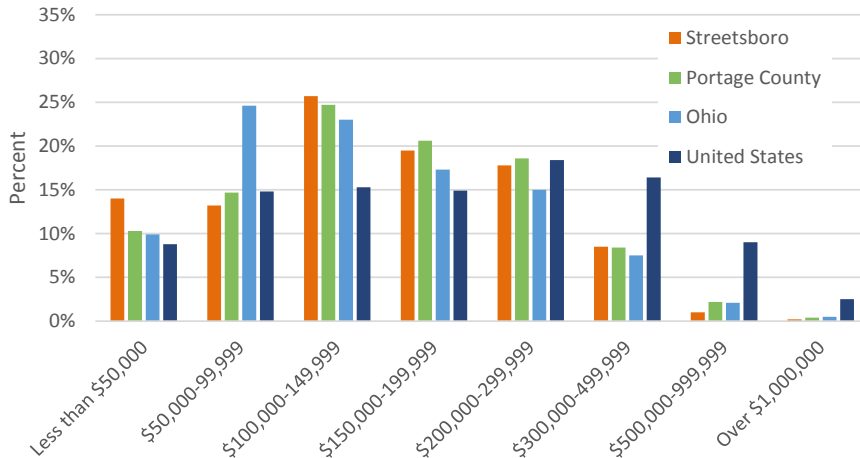


Figure 2.3: Owner-occupied housing value comparison (2016) - county, state & country  
Source: U.S. Census 2012-2016 American Community Survey estimates

**Housing Unit Values (Owner and Renter Occupied Units)**

Based upon County Auditor figures, the median home value of owner and renter occupied housing units in the City is \$148,300. The City’s largest number of homes are in the \$100,000 to \$149,999 value range and consist primarily of the City’s older subdivisions that contain post WWII single story slab ranch dwellings. The second largest number of units are in the \$200,000 to \$299,999 value range and consist primarily of existing and new homes located in the newer subdivisions such as Meadow View, Saunders Creek and Hannum Crossing. When evaluating the City as a whole, the City contains

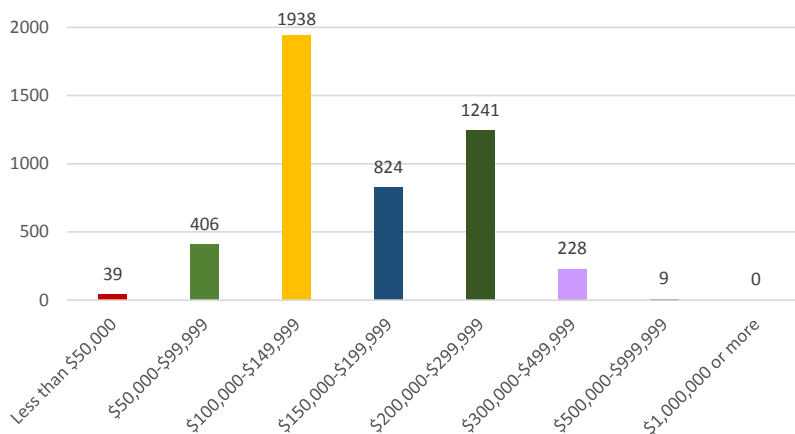


Figure 2.4: Value of owner and renter-occupied housing units in Streetsboro  
Source: Portage County Auditor parcel data, 2018

2,383 dwelling units valued at less than \$150,000, while a nearly identical number of dwelling units (2,302 units) are valued at or above \$150,000. This equal distribution of housing values above and below the median speaks to the diversity of the City’s housing stock and the relative affordability of homes in Streetsboro. The City continues to evaluate incentives to homeowners that are designed to promote housing investment, thereby increasing the overall value of all existing and new dwelling units over time.

**Median Housing Values**

At \$144,300, the median home value of owner-occupied housing units (based on US Census 2012-2016 ACS estimates) in Streetsboro is above the state’s, but slightly below the county’s and significantly below the United States (Figure 2.5). It is important to note that the US figures are likely inflated due to the large geographic area being sampled and does not take into account the wide range of overall cost of living differences in various regions of the country. For example, a \$200,000 home in a small Midwestern community such as Streetsboro is likely much larger than what someone living in San Francisco, CA could purchase for the same dollar amount.

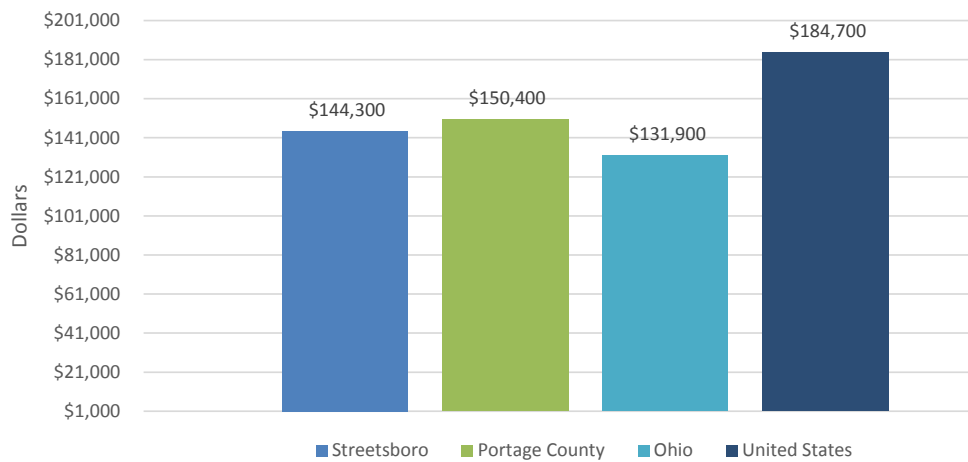


Figure 2.5: Median housing value of owner-occupied housing units, 2016

Source: U.S. Census 2012-2016 American Community Survey estimates

**Affordability**

The Department of Housing and Urban Development defines housing affordability as a household paying no more than 30%

of its annual income on housing (this includes rent or mortgage, taxes, insurance, and typically utilities). Households that pay more than this are considered financially burdened and may have difficulty affording other necessities such as food, clothing, transportation and medical care. In Streetsboro, the percentage of occupied housing units where more than 30% of annual income was spent on housing costs decreased from 31.3% of owner-occupied units in 2010 to 26.6% in 2016, while the percentage of renter-occupied units where more than 30% was spent saw a greater decline, decreasing from 36.4% in 2010 to 15.8% in 2016 (2012-2016 ACS Selected Housing Characteristics). According to articles about housing-cost burden during the housing crisis, increases in the housing-cost burden were the result of workers having less income or working fewer hours in recent years due to the economic downturn. Housing values have decreased somewhat for owners in that time period, though not enough to offset the decrease in income, and costs have increased for renters as more people decide to rent instead of own homes (“An Annual Look at the Housing Affordability Challenges of America’s Working Households,” *Housing Landscape 2012*, Center for Policy Housing, Feb. 2012, accessed 2-25-13 at <http://www.nhc.org/media/files/Landscape2012.pdf>). Higher housing-cost burdens affect low to middle income households more than those with higher incomes.

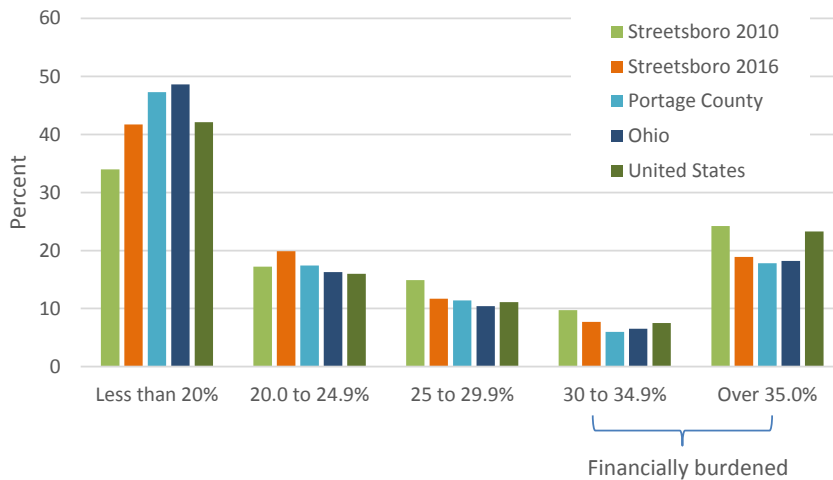


Figure 2.6: Housing affordability comparison, owner costs - Streetsboro (2010, 2016), county, state, and country

Source: U.S. Census 2012-2016 American Community Survey estimates

**Own vs. Rent**

Streetsboro’s home ownership increased slightly, from 67.4% in 2010 to 68.9% in 2016. Vacancies in the City went slightly up from 5.8% in 2010 to 8.6% in 2016. Rental housing decreased slightly from 2010 to 2016, which could be attributed to changes in the housing market since 2008 such as fewer home sales and tightened lending standards for home purchases. While the City’s own vs. rent rate is comparable to the county and state, Streetsboro has a higher percentage of owner-occupied housing than the country (Figure 2.6).

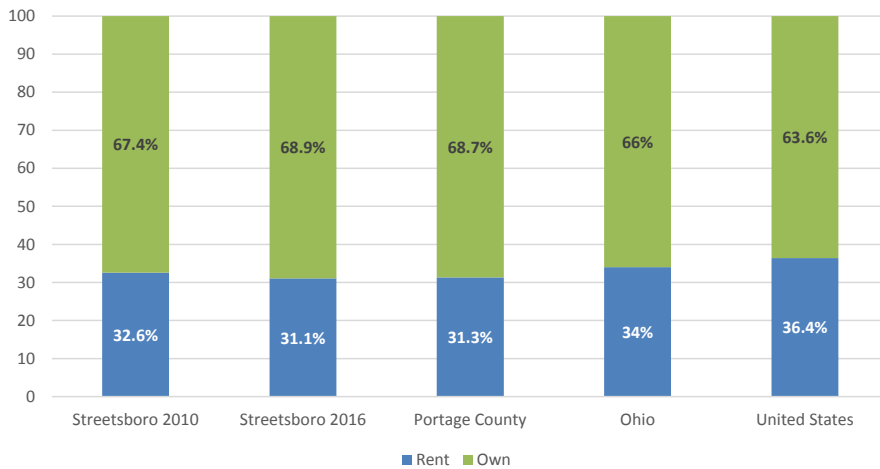


Figure 2.7: Own vs. rent comparison - Streetsboro (2010, 2016), county, state, and country  
Source: U.S. Census 2012-2016 American Community Survey estimates

# 3. Environment

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## I. Introduction

Taking the environment into consideration during the planning process is important for many reasons. Determining where environmental features exist is key to starting a land use plan. These features can include topography, streams, ponds, wetlands, and tree masses. Creating an inventory and analysis of these areas, combined with public input, also helps determine which areas should be preserved because of their sensitivity and value to the community. Using these areas as amenities can increase the value of surrounding properties and increase the appeal of a community. In addition, providing for measures to protect these elements will in turn protect health and safety by increasing water and air quality and decreasing the chance of flooding. By protecting sensitive areas, the City is ensuring future generations the opportunity to utilize these spaces for education and recreation, along with protecting the quality of water, air, and surrounding habitats.

Streetsboro is fortunate to have an abundance of natural features within the City limits. The Cuyahoga River, Lake Rockwell, Tinker's Creek, Tinker's Creek State Park, a wealth of trees, and three high-quality fens are just some of the features located in Streetsboro. With these resources comes a great deal of responsibility and opportunity.

## II. Existing Conditions and Trends

### Public Input

Respondents to the 2018 survey were most concerned about preservation of forested areas, wildlife corridors, and ground water resources. Many residents would also like to see more parks in the City.

**Results of the 2018 public survey indicated:**

- More than 74% of respondents were concerned or very concerned about forests, groundwater resources, river and wildlife corridors, rural character, historic features and farmland
- 65% of respondents felt development of City parks was too slow
- 53% said residential growth was the right amount
- 76% of respondents felt more sidewalks, paths, and bike lanes were needed compared to 73% in 2013

**Current Plans and Ordinances****Storm Water Management Plan**

An extensive Storm Water Management Plan was prepared in November 2005 by Arcadis. The report analyzed 291 complaints about flooding and drainage issues. The complaints were compiled and reviewed and the report identified 17 areas with problems considered to be of high priority. The problems were investigated and the existing drainage structures and topography were analyzed. Drainage calculations were provided to determine capacity of existing structures and sizing of proposed structures. In some cases, several options for improvements were provided. Costs for all improvements were included in the report.

According to the City's Engineering Director, to-date the City has addressed most of the highest priority projects identified in the 2005 Storm Water Management Plan. Below are the remaining two priority projects with notes regarding the status of each as of June 2018.

- 1) SR 303. ODOT began work on pavement profile improvements to solve flooding issues between SR 14 and SR 91. The project is expected to be completed by late October 2018.
- 2) Pleasant Valley Road. No progress has been made. Timeframe for improvements is to be determined.

The City is in the process of completing, with assistance from the Tinker's Creek Watershed Partners, a Storm Water Management Plan in 2018 with the intention of obtaining a Municipal Separate Storm Sewer System (MS4) National Pollutant



Discharge Elimination System (NPDES) permit. Per Ohio EPA mandate, the City was required to become its own NPDES permit holder as opposed to being a co-permittee of Portage County's NPDES permit.

### Portage County Watersheds Plan

Portage County is in an early stage of development compared to surrounding counties and contains the headwaters and upstream portions of rivers and streams that provide drinking water to large populations. Because of this, the Watersheds Plan is critical to guide future planning and wise resource management in the County. The Plan identifies current issues, critical resource areas and priority conservation areas. The priority conservation areas are areas most in need of stewardship or revised land use policies and practices. Inventoried areas were mapped and ranked based on certain criteria listed in the Plan such as size; proximity to protected areas, named streams, high quality streams, or source water protection areas; multiple vegetation/forest communities; and buffering role.

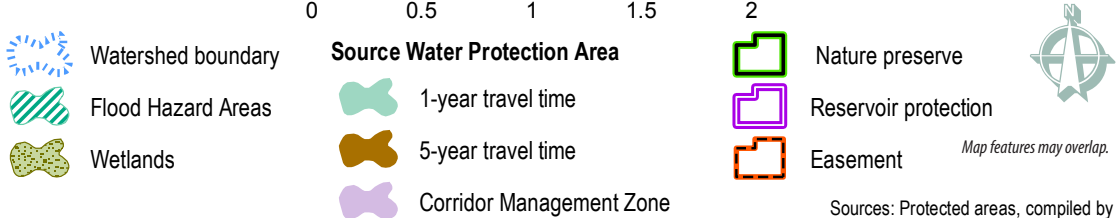
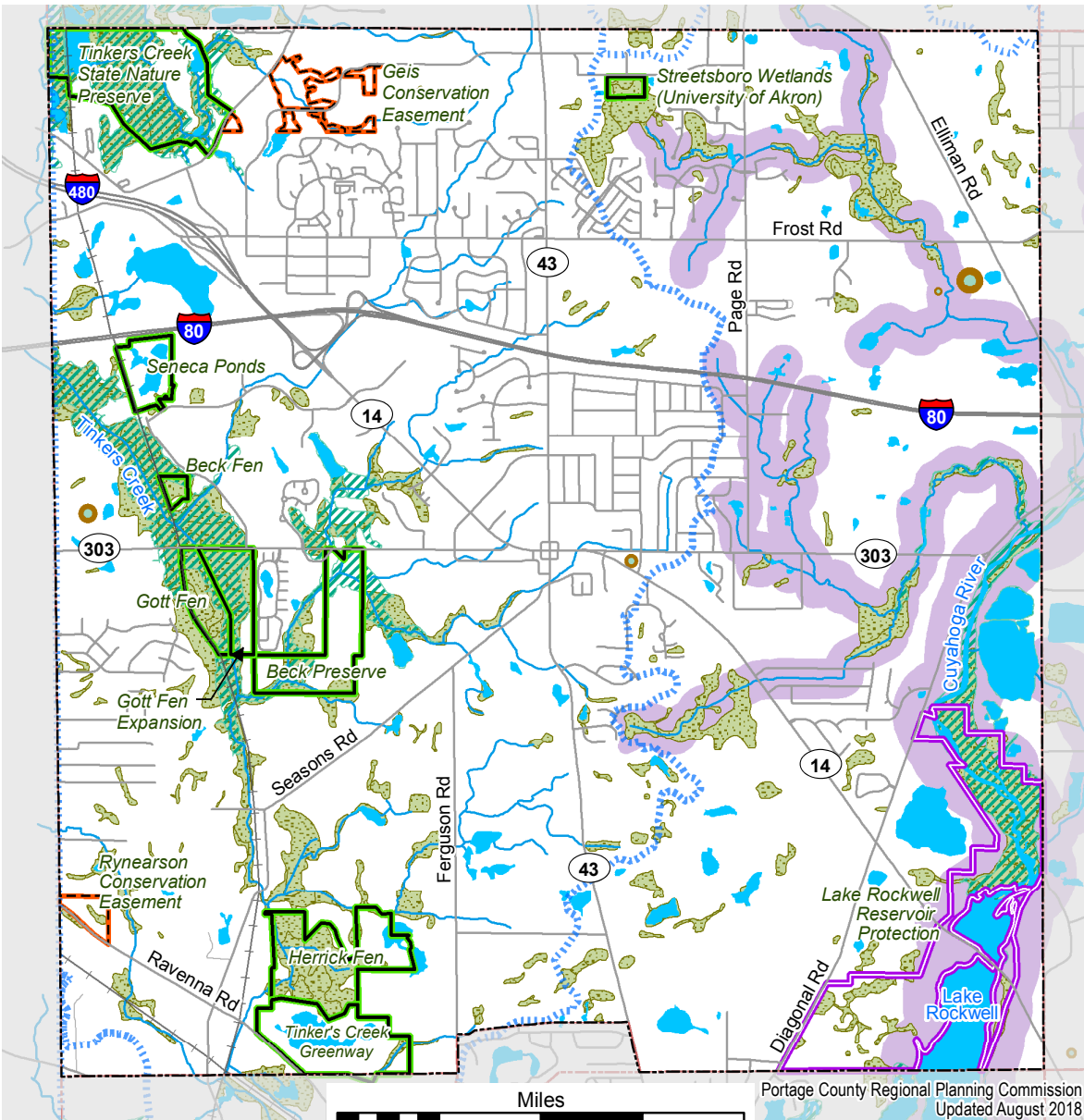
### Storm Water, Erosion and Sediment Control Regulations

In 2009 and 2010 the City adopted the following storm water, erosion and sediment control regulations, all of which are contained in Title 9 (Storm Water Management) of Part Eleven (Planning and Zoning Code) of the Codified Ordinances:

- Chapter 1191 (Riparian and Wetland Setbacks);
- Chapter 1193 (Construction Site Soil Erosion, Sediment and Other Wastes and Storm Water Runoff Regulations);
- Chapter 1195 (Post-Construction Water Quality Runoff Regulations); and
- Chapter 1197 (Illicit Discharge and Stormwater Rules)

### Source Water Protection Areas

A source water protection area (SWPA) includes those tributaries and their buffers that drain into a municipality's drinking water supply. The Ohio Environmental Protection Agency has identified these areas, determined their susceptibility to contamination and provided assessment reports for most areas. Potential sources of contamination include agricultural runoff, failing septic systems, municipal wastewater treatment plant discharges and non-point sources as well as motor vehicle accidents or spills in these areas. Streetsboro has several



Sources: Protected areas, compiled by Portage Co. Regional Planning Commission, 2018.  
 Flood hazard areas, FEMA, 2013.  
 Wetlands, Portage County Watersheds Plan, compiled from 2000 orthophotos, 2006.  
 Source water protection areas, Corridor Management Zone, Ohio EPA, 2017.

Map 3a: Hydrology & Currently Protected Areas

*This map is intended for general reference and information purposes only and reflects conditions at the time the map was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*

areas that lie within the SWPA for the City of Akron, as Akron gets its drinking water from Lake Rockwell. These areas on the east side of Streetsboro that fall within the Central Lake Erie Basin were deemed ‘Corridor Management Zones’ and require extra attention and protection. In 2017, the City of Akron’s Public Water system met all regulations for treating, testing and reporting the quality of its drinking water despite the area’s higher susceptibility to contamination. This susceptibility makes protection of these areas even more important (see Map 3a) (Akron Water Supply Bureau Drinking Water Consumer Confidence Report for 2016).

### Tinkers Creek Watershed Land Conservation Priority Plan

The Tinkers Creek Watershed Plan was prepared in 2005 by Kerr Boron Associates for the Tinkers Creek Land Conservancy. The Plan addresses the issues and problems facing the Tinkers Creek Watershed which spans four counties and 24 municipalities. Because of this span, the Plan tries to create a comprehensive strategy for acquisition and funding across all areas and entities. Parcels were identified and scored for their ecosystem value and then broken down by subwatershed. Parts of Streetsboro are located in the Tinkers Creek State Park, Hudson Springs, Bell Run and Tinkers Creek Headwaters subwatersheds (detailed maps in Appendix H).

### Protected areas

Streetsboro and other organizations and political units have set aside sensitive land for protection. Several conservation easements have been created on private property to protect farmland or wetlands and the University of Akron Foundation owns a wetland area south of Miller Parkway.

Larger protected areas include:

- **Tinkers Creek State Nature Preserve** – 786 acres total, 230 acres in Streetsboro (Ohio Department of Natural Resources (ODNR))
- **Lake Rockwell** and surrounding areas – approximately 564 acres in Streetsboro (City of Akron)
- **Herrick Fen Nature Preserve and Frame Lake** – 141 acres (The Nature Conservancy and Kent State University)
- **Beck Preserve** – 130 acres (City of Streetsboro)
- **Gott Fen State Nature Preserve** – 45 acres (ODNR)
- **Gott Fen Expansion** – 55 acres (City of Streets-



## Environment

boro)

- **Seneca Ponds** – 48 acres (Portage Park District)
- **Beck Fen** – 10 acres (The Nature Conservancy)
- **Tinkers Creek Greenway Phase 1** – 59 Acres
- **Tinkers Creek Greenway Phase 2** – 130 Acres

The City of Akron-owned land around Lake Rockwell is not accessible to the public and is not permanently protected. However, much of Akron's land around Lake Rockwell is wetlands or flood hazard areas. The natural vegetation, undeveloped wetlands and flood hazard areas serve to protect the water supply for the City of Akron and it is in Akron's best interest to retain these properties. Should the land be sold in the future, the development limitations are significant and few uses besides parks or trails would be feasible for the land.

### Natural Features Mapping

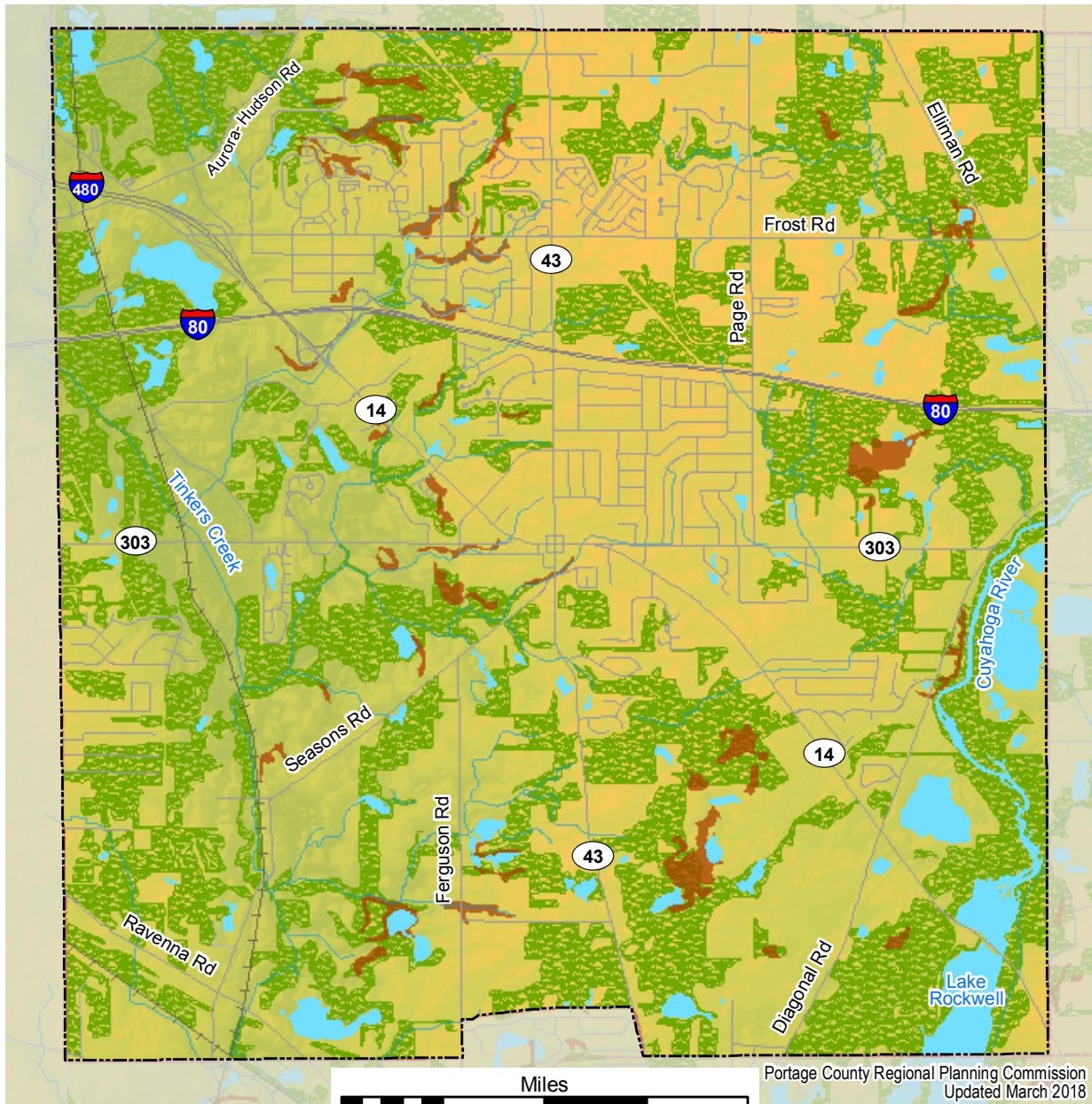
In addition to the plans and protected areas mentioned above, natural features have been identified which include topography, hydrologic systems (stream, river, ponds, wetlands, flood hazard areas) and trees. Each of these elements and their significance in the environmental system is described below and shown in Maps 3a and 3b.

#### Topography


Topography can add interest and value to the landscape, but also creates restrictions in terms of development. Development on steep slopes should be restricted because of several environmental impacts. Development on steeply sloped terrain (including land clearing and addition of impervious surfaces) can result in soil loss, erosion, excessive storm water runoff, and degradation of surface water. In addition, construction on steep slopes creates greater challenges and expense in extending and maintaining infrastructure. Map 3b identifies steep slopes as those slopes equal to or greater than 18% where development is strongly discouraged.


#### Trees

The presence of trees serves multiple purposes, not all of which are environmental. Trees help to create a comfortable atmosphere, add to the quality of life and serve as visual and noise buffers between adjacent uses or properties. The presence of trees has been shown to increase property value by 15% or



 Woodlands

**Slope grade**  
 18 - 40%

**Elevation**  
  
 High : 1,270 ft.  
 Low : 990 ft.



Map features may overlap.

Sources: Steep slopes, SSURGO digital soils maps, 2006.  
 Woodlands, Portage County Watersheds Plan, compiled from 2000 orthophotos (updated by PCRPC using 2010 aerial photos)  
 Elevation, derived from 2006 LiDAR (Light Detection and Ranging) points (not survey quality), Ohio Geographically Referenced Information Program, 2007.

*This map is intended for general reference and information purposes only and reflects conditions at the time the map was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*

Map 3b: Woodlands & Topography

## Environment

more. Societal benefits have included increased job satisfaction, faster recovery time for hospital patients and improved child development. From an environmental standpoint, trees filter pollutants, create oxygen, stabilize stream banks, reduce flood water velocities, and provide essential habitat for wildlife. Trees serve as windbreakers, which helps to reduce heating bills for nearby homes. They also provide shade which reduces cooling costs in the summer.

### Hydrology (Streams, river, ponds, wetlands, flood hazard areas)

Hydrology in Streetsboro is an important issue because of the presence of drinking water sources. Lake Rockwell (fed by the Cuyahoga River) provides drinking water for the City of Akron. Therefore, the health of its tributaries plays a significant role in drinking water quality. Streetsboro is also home to many wetlands. Wetlands filter pollutants, slow and retain surface and floodwaters, and provide habitat for many species of plants, birds, fish and insects. In other words, wetlands help to decrease the likelihood of flooding and clean water that could eventually be used for drinking. Development near any water body should be carefully planned. All regulations should be followed in terms of land use and buffer and setback requirements to ensure the highest level of water quality and the least disturbance of the natural habitat.

### Storm Water and Drainage

Streetsboro is located between the drainage basins of Tinkers Creek, which flows from south to north along the western border of the City, and the Cuyahoga River which passes through the southeast corner of the City on its path towards Akron. The headwaters of Tinkers Creek is located in Streetsboro. Each watershed receives approximately half of the City's drainage.

Updated storm water, erosion and sediment control regulations (Chapter 11, *Planning and Zoning Code*, Title Nine, Stormwater Management) address riparian and wetland setbacks, storm water management and water quality regulations for future developments. These updated regulations will help to ensure higher water quality and a reduction in negative environmental impacts when future development occurs. Streetsboro is required to have these regulations in place under the EPA's National Pollutant Discharge Elimination System (NPDES), Phase II program.



# 4. Community Facilities & Services

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## I. Introduction

Community Facilities and Services form the backbone of a community. They include schools, police and fire services, sewer and water provision and parks, recreation and civic facilities. In order to retain and attract residents and businesses, community services must be adequate and well-coordinated. These services ensure basic needs such as health and safety, and provide amenities for recreation and community involvement. They help residents, businesses, and visitors feel like they are part of a community and are being provided for. It is this environmental and social responsibility that makes community facilities and services a vital part of sustainability. Their provision is essential to the long-term success of a City.

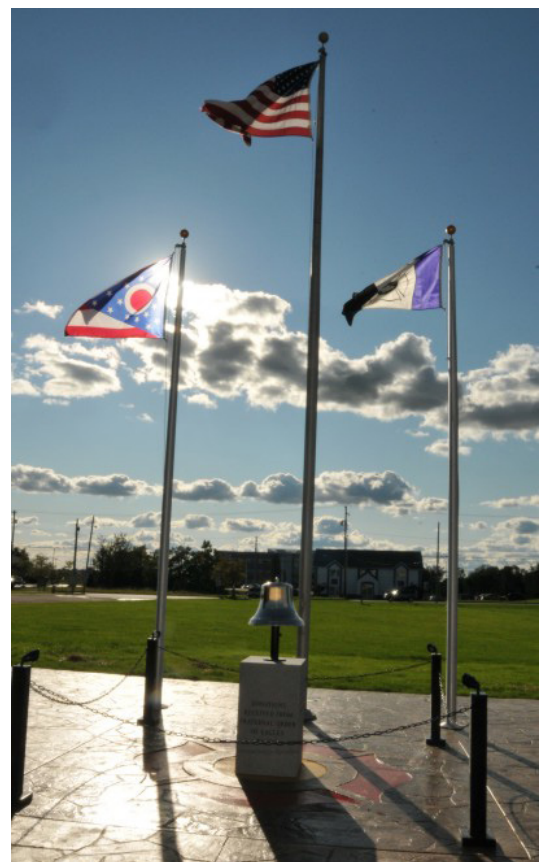
## II. Existing Conditions and Trends

### Public Input

Related to community facilities and services, the public addressed issues such as schools, the lack of civic amenities, lack of community support for the schools and levies, lack of recreational opportunities, the opportunity to connect to regional trails, and the need for a community center, civic space, and biking and hiking paths. Residents were also worried about the future ability to pass bond issues and tax increases to fund future improvements.

### Results of the 2018 public survey indicated:

- Respondents felt the City needs more parks
- 60% of respondents felt accessibility to city parks was good to excellent in 2018 compared to 53% in 2013
- 61% felt that the appearance and maintenance of parks was good to excellent in 2018 compared to 54% in 2013
- “Ease of walking” was ranked as fair to poor by 86% in 2018
- A recreation facility that is animal-friendly was identi-



fied as desirable by 29% of respondents to the 2018 survey.

### Parks and Recreation

The Parks and Recreation Department develops and administers programs for the existing City-owned parks and facilities. Streetsboro offers an extensive selection of programs and activities for all ages – preschool, youth, teens, families, adults and seniors. The Department also offers educational sessions and trips.

Funding for the parks currently comes from the City's General Fund, as there are no funds outside of the annually budgeted General Fund monies that are specifically earmarked for parks acquisition or maintenance. Funding for recreation programs is derived solely from user fees.

Following is a list of the parks, natural areas and recreation opportunities within the City:

#### Streetsboro Parks, Natural Areas & Recreation Opportunities:

##### Streetsboro City Park – 8980 Kirby Lane

116 acres with nine baseball fields, one full basketball court, two pavilions, two tennis courts, a skate park, playground, 1/2 mile paved walking path.

##### Municipal Center Multi-Use Athletic Fields – 9184 SR 43

This area is scheduled to be redeveloped in 2018-2019

##### Thomas Heritage Park – 908 SR 303

108 acres; 1/2 acre enclosed dog park, fishing pond with deck, passive recreation activities.

##### Wilcox Memorial Park – 825 SR 303

22 acres with green space and a playground

##### Beck Preserve – south side of SR 303 west of Thomas Heritage Park

130 acres currently left natural, some trails planned

##### Gott Fen Expansion – south side of SR 303 east of Gott Fen State Nature Preserve

55 acres currently left natural

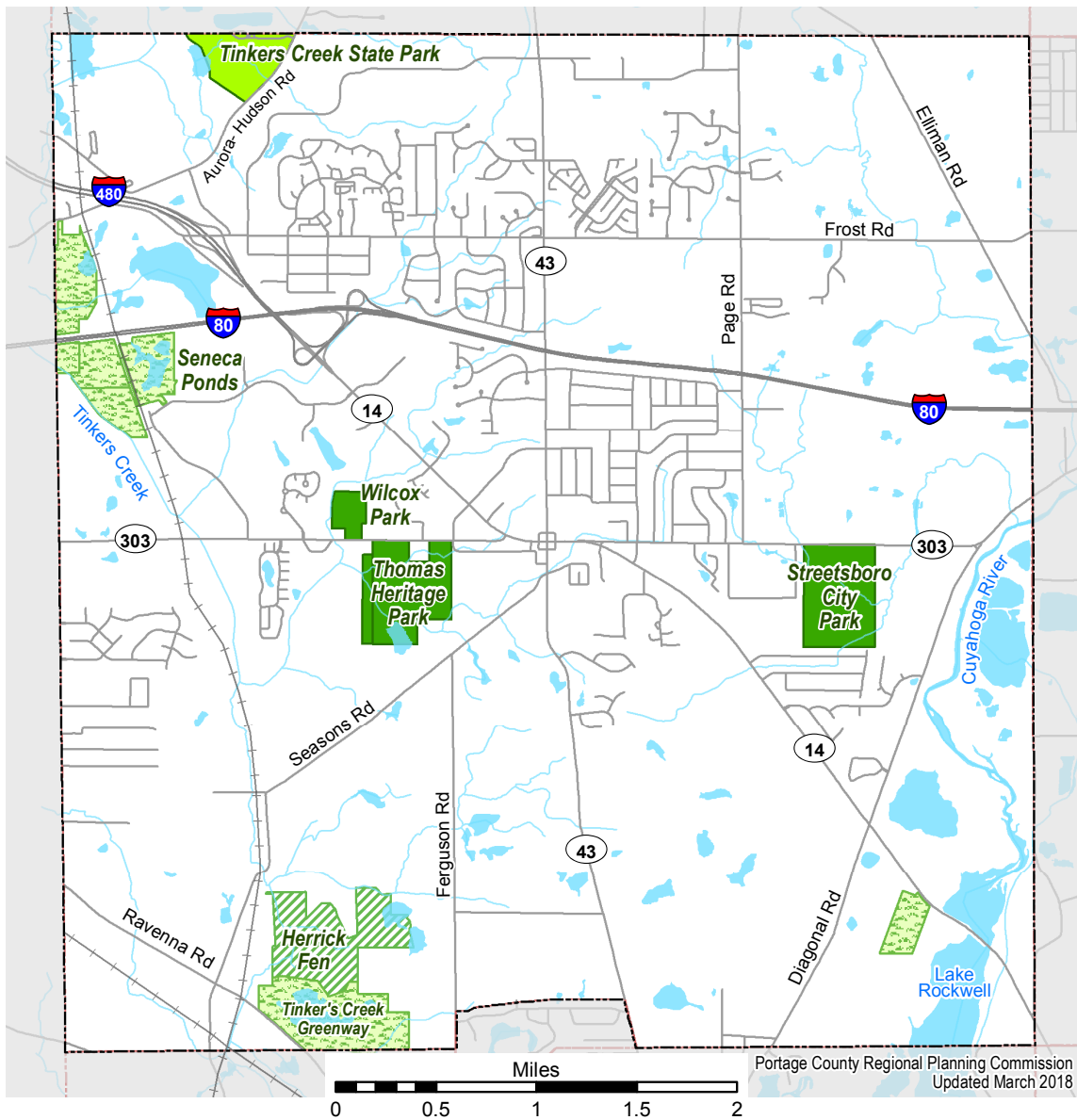


Above: Soccer Fields behind the Municipal Center



Above: City Park, skatepark





- Streetsboro parks
- Ohio Dept. of Natural Resources
- Portage Park District
- The Nature Conservancy

Sources: Parks compiled by Portage County Regional Planning Commission, 2018.

*This map is intended for general reference and information purposes only and reflects conditions at the time the data was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*

Map 4a: Parks

## Community Facilities

### Parks, Natural Areas & Recreation Opportunities (not owned by the City):

#### Ohio Dept. of Natural Resources:

##### Tinkers Creek State Park –

355 acres total, 69 acres in Streetsboro

##### Tinkers Creek State Nature Preserve –

786 acres total, 229 acres in Streetsboro

##### Gott Fen State Nature Preserve – 45 acres total

#### Portage Park District:

##### Seneca Ponds – 48 acres total

##### Tinker’s Creek Greenway – 189 acres total

Beck tract – 59 acres

Gressard tract – 130 acres

#### University of Akron:

##### Streetsboro Wetlands – 11 acres total

#### The Nature Conservancy:

##### Herrick Fen Nature Preserve – 141 acres total

##### Beck Fen Nature Preserve – 10 acres total

#### Privately-owned recreation opportunities:

##### Boulder Creek Golf Course

##### Streetsboro KOA

##### Woodside Lake Park

##### Valleyview Lake Resort

##### Sunny Slopes Lake

#### City of Akron properties around Lake Rockwell:

564 acres + Lake Rockwell

## Schools

Streetsboro City Schools have 2,179 students in primary, elementary, intermediate, middle, and high schools as of March 2018. The 2017 - 2018 school district report card had an overall grade of “D” based on six components: Achievement, Progress, Gap Closing, Graduation Rate, K-3 Literacy, and Prepared for Success.

### Existing schools, location, and enrollment (March 2018):

Streetsboro Elementary School- 8955 Kirby Lane

- Preschool, Kindergarten, 1st, 2nd, 3rd grades



## Community Facilities

- 687 students

Henry Defer Intermediate School - 1895 Annalane Drive

- 4th and 5th grades
- 569 students

Streetsboro Middle School - 1900 Annalane Drive

- 6th, 7th and 8th grades
- 334 students

Streetsboro High School - 8585 State Route 14

- 9th-12th grades
- 589 students

*(Source: Streetsboro School District and Ohio Department of Education, 2018 Phone call; Note: Enrollment figures by facility do not add up to the district-wide total because some students are enrolled in special programs that are not building-specific.)*

### Police

The Streetsboro Police Department is located at 2080 State Route 303. In addition to the day-to-day operations associated with protecting and serving Streetsboro's residents and business owners, the Police Department offers a number of community outreach programs and services including:

- Shop with a Cop
- Fill a Cruiser
- Vehicle Lockouts
- Gun Lock Distribution
- Extra Patrol Requests
- Neighborhood Watch
- Crisis Intervention Team
- Speed Awareness Trailer
- Preventative Patrol Notification
- SWAT
- Portage County Drug Task Force
- Drug Abuse Resistance Education (D.A.R.E.)
- School Resource Officer
- K-9 Unit



## Community Facilities

### Fire

The Streetsboro Fire Station is located at 9184 State Route 43. In addition to the day-to-day operations associated with fire protection, prevention and emergency medical service, the Fire Department provides a number of specialized technical services including:

- Urban Search and Rescue
- Dive/ Water Emergencies
- Hazardous Materials Mitigation
- Fire Investigation
- Home Safety Program
- Paramedic Service
- Senior Outreach Program
- EMT

The Fire Department has achieved a Class 3 rating by Insurance Services Office (ISO) Public Protection Classification program, by having a 6-minute response time for 90% of all calls. Only 305 jurisdictions (13%) throughout Ohio have achieved a Class 3 rating or better. The Fire Department's response time to the most densely populated areas, which are in close proximity to the Fire Station, is between 4 to 6 minutes. In the future, as outlying areas of the City continue to develop and as the average age of the population rises, there will be the need to evaluate traffic patterns and response times to determine the potential need for additional Fire Stations, particularly with most runs being EMS-related calls.

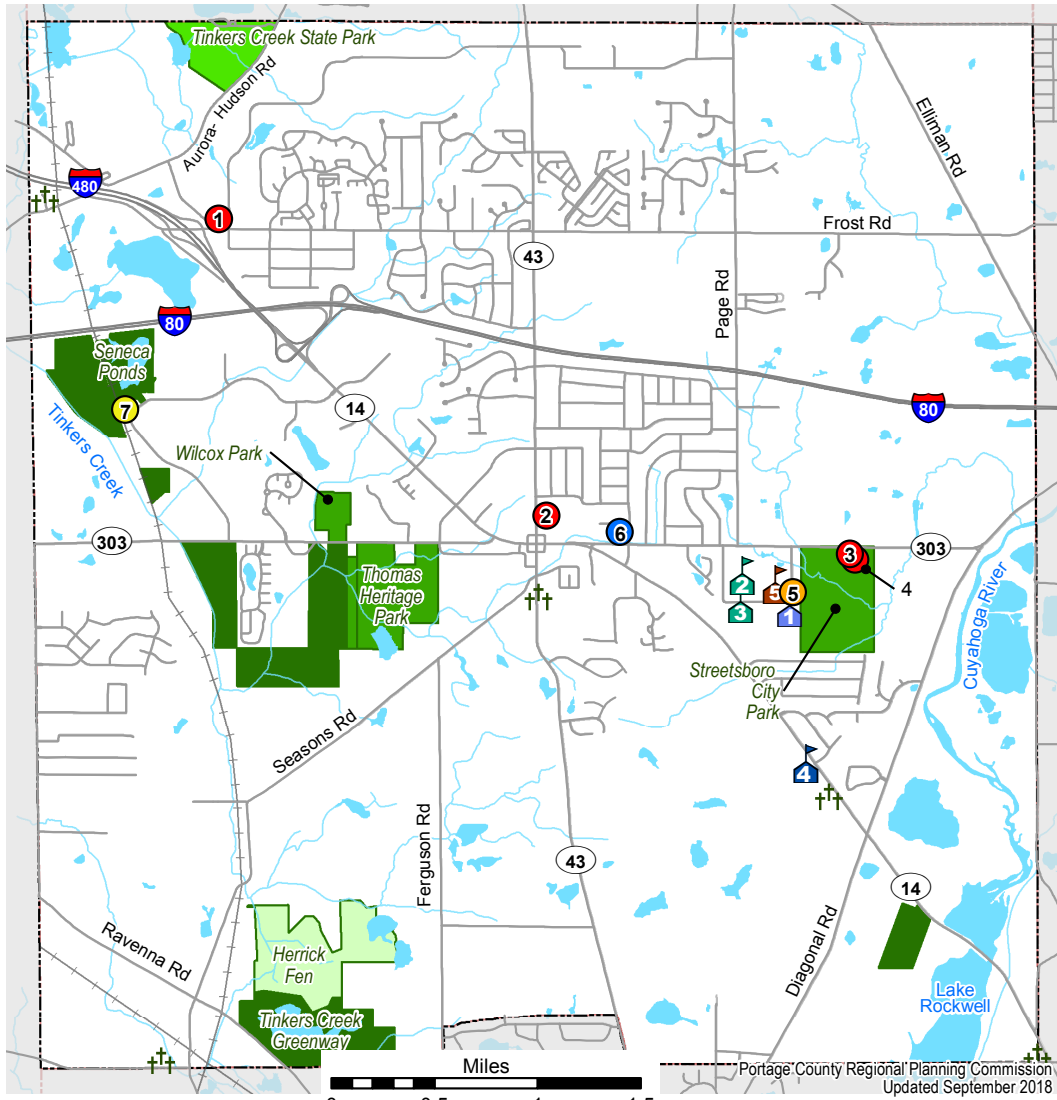
### Civic facilities and events

Civic facilities many times create or enhance the core of a community. Unfortunately Streetsboro lacks this civic core and its existing community buildings are out-of-date. The City Hall is temporarily located at 555 Frost Road. The library is located in close proximity to the police station and schools on Kirby Lane off SR 303. While these locations have benefits, updated facilities and a common area for all community buildings would be ideal. This location needs to be central and accessible to all members of the City and facilities should be constructed using sustainable construction and site design techniques to set a positive example for the rest of the community.

One important facility that Streetsboro could benefit from is a community/recreation center. A community center could be shared by the City and school system and could provide space



Above: 2012 Senior Celebration



- ① Municipal Center (temporary)
- ② Fire Station
- ③ Police Station
- ④ Service Center
- ⑤ Pierce Library
- ⑥ Post Office
- ⑦ Portage County Wastewater Treatment

- 🏠 Streetsboro Elementary
- 🎓 Defer Intermediate
- 🎓 Middle School
- 🎓 High School
- 🏫 Streetsboro City Schools Annex

⚰ Cemetery

**Parks**

- 🟩 Streetsboro parks
- 🟩 Portage Park District
- 🟩 Ohio Dept. of Natural Resources
- 🟩 Herrick Fen

Sources: Portage County LBRS / GIS addresses, 2018.  
 Parks compiled by Portage County Regional Planning Commission, 2018.

*This map is intended for general reference and information purposes only and reflects conditions at the time the map was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*

Map 4b: Community facilities

## Community Facilities

for events, activities, and general recreation.

A nonprofit charitable corporation, Streetsboro Family Days Inc, hosts the annual Streetsboro Family Days festival during the summer. It is a 4-day event with live music, dance performances, a car show, dog show, cooking contest, rides, games and more. This is Streetsboro’s main community event and it draws thousands of attendees each year. It is a great opportunity to promote organizations and other events to a wide range of people.

### Existing civic facilities:

<u>Facility</u>	<u>Address</u>
Municipal Center	555 Frost Road (temporary)
Pierce Streetsboro Library	8990 Kirby Lane
Streetsboro Senior Center	9307 State Route 43 (temporary)
Streetsboro Cemetery	East side of SR 43, 0.2 mile south of SR 14
Evergreen Cemetery	Southwest side of SR 14, 2 miles southeast of SR 43 and SR 14 intersection
Cackler Cemetery	North side of Cackler Road, west of Seasons Road

### Utilities

#### Water System

The City of Streetsboro purchases approximately 1.29 million gallons per day (mgd) of water from the Portage County Water Resources Department (PCWR). PCWR delivers treated water to the City from their Shalersville Water Treatment Plant located in Shalersville Township east of the City. The plant’s source water is ground water. The plant’s Ohio EPA permitted water capacity is 4.0 mgd. The county’s public water system has adequate capacity to supply the City of Streetsboro current and future demands through full buildout from this source and supplemental sources through County Agreements.

The water distribution system within the City is owned and maintained by the City with the exception that some primary mains are still owned by PCWR. The system operates at a pressure range of 50 to 140 psi with no major supply deficiencies. There is an area of the City near Miller Parkway with relatively low pressure due to higher elevation that has been studied and



Above: Pierce Streetsboro Library on Kirby Lane.



Above: Car cruise-in at the Streetsboro Family Days festival.

## Community Facilities

commented on. The study identified about \$4 million of improvements needed within the City to adequately meet current demand as well as \$9 million of future improvements to meet ultimate demand within the City at full buildout as projected under current zoning. Many deficiencies from the 1999 water study have been addressed including the installation of new water lines serving the Sunny Slopes subdivision, Gates Avenue, Summers Avenue, and Valley Brook Road neighborhoods, and the Briar and Root Drive neighborhood. In 2015, the City completed construction of a water tower which increased water pressure in surrounding neighborhoods. The water tower contains a 1.5 million gallon tank and cost approximately \$3.49 million to build. The City is in the process of undertaking a new water study and has contracted AECOM to prepare the following:

- Water Asset Management report. This will be used by the City to meet the Ohio EPA program requirements.
- Water Model and Water Quality Study
- Financial Analysis and Rate Study

Completion of the water study will allow the City to target areas most in need of investment.

### Water Department Policies

It is generally desirable for the City to expand water service into developed areas of the City that are currently unwatered. By ordinance the City requires that new developments have City water with the exception being the Rural Residential District unless water is already available.

### Sanitary Sewer and Wastewater Treatment

The sanitary sewage collection and treatment for the City is handled by the PCWR. The wastewater treatment plant, located at 557 Jefferson Street, was expanded in the late 1990s to meet projected flows from the City for a 20-year planning period. The current sewage flow to the plant is approximately 2.94 mgd. The plant's permitted capacity is 4.0 mg. There is potential to expand the plant when needed. Currently, sewer service is provided for commercial and industrial properties and residential subdivisions. Areas outside of residential subdivisions in rural areas do not have centralized sewer service. However, there is limited sanitary sewer service in the southern portion of the City on Ferguson Road and Diagonal Road.

These areas are tributary to the PCWR Twin Lakes Wastewater Treatment Plant with a permitted capacity of 0.5 mgd and current flow of 0.36 mgd.

### Private Utilities

Electric service is provided by Ohio Edison (First Energy). First Energy serves all of Streetsboro. Distribution capacity improvements are considered as load growth warrants. There is currently no cost for line extensions to developments subject to future Public Utilities Commission of Ohio (PUCO) rulings.

Telephone service throughout the City is provided by AT&T, Spectrum, and Windstream. AT&T has a policy that includes extension of service to any requester within their service area. This service extension is for standard telephone lines along with DS3 or T3 lines which support fiber optic connections. They also provide internet service throughout the area, though DSL (high-speed) internet connections are not necessarily available to all users within Streetsboro.

City-wide, cable and internet services are currently provided by a variety of cable and satellite-based providers.

The majority of natural gas is provided by Dominion East Ohio Gas. Dominion currently has no plans for any service upgrades beyond standard replacement of lines as maintenance requires. Service exists throughout the City where requested. Service can be extended to unserved residential development based on a PUCO agreement which provides that the first one-hundred (100) feet of service line is to be installed at no charge. Commercial extensions do not fall under any programs and are based on what the market will bear.

Through discussions with the primary providers it has been verified that no major obstacles exist to providing service to the entire City through full buildout as currently zoned.



# 5. Economic Development

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## I. Introduction

A high-quality and stable economy is essential to creating a tax base for the City. Personal and corporate taxes provide for police, fire, roadway, environmental and other local government programs and services. Communities that promote sustainability encourage different types of businesses and employment that provide opportunities for all members of the population to work. Also inherent in economic sustainability is a wide range of businesses to ensure future stability if there are declines in any one sector.

A large, stable industrial workforce in Streetsboro contributes to its ability to weather the storm in turbulent economic times. Creating a more balanced offering of products and types of employment, while still increasing the tax base, will be the focus moving into the future.

## II. Existing Conditions and Trends

### Public Input

Results of the 2018 public survey indicated:

- Positive attitudes towards economic development increased by 9%.
- 46% of respondents felt employment opportunities were a priority for the City in the 2018 survey compared to 66% in 2013.
- 79% of respondents felt the downtown area needed to be a priority.
- Respondents felt retail growth was about the right amount or somewhat too slow
- Industrial growth was identified as being about the right amount or somewhat too slow

**Labor force and projections**

An average of 9,229 residents age 16 and over were in the civilian labor force between 2012 and 2016 (American Community Survey 5-Year estimates). Of this number, 8,810 were employed and 419 were unemployed. Streetsboro's average unemployment rate of 4.5% (2012-2016 American Community Survey 5-Year estimates) during this time period was slightly lower than the County's, which averaged 5.0% (Ohio Jobs and Family Services, 2018). No data is available from the Ohio Department of Job and Family Services for Streetsboro in 2018, but the unemployment rate for Portage County in April 2018 was 4.1%, compared to the state's 4.0% (not seasonally adjusted data, Ohio Department of Job and Family Services, <http://ohiolmi.com/laus/current.htm>, accessed June 7, 2018).

On average, almost 32% of Streetsboro's civilian work force was employed in management, business, science or arts occupations between 2012 and 2016 (2012-2016 American Community Survey 5-Year estimates), slightly less than in 2010 (34%). Sales and office businesses employed 27.2% and production, transportation and material-moving employed 14.4%, down from 19.2% in 2010. With respect to different industries, as opposed to occupations, the highest number of residents were employed in manufacturing, 23.5% (2012-2016 American Community Survey 5-Year estimate; Figure 5.1), compared to 22.4% in 2010. Educational services, health care and social assistance jobs decreased to 16.6% of the labor force, down from 19.9% in 2010. Those employed in retail decreased from 12.7 in 2010 to 10.9% in 2016. The number of residents employed in government dropped from 9.6% in 2010 to an estimated 4.6% between 2012 and 2016 (Industry by Sex for the Civilian Employed Population 16 Years and Over 2012-2016 ACS 5-year estimates). These Census statistics do not include the places where residents worked. Workers who were self-employed stayed consistent from 2000 to 2010 at 3.1%.

The Akron Metropolitan Statistical Area (MSA) contains both Summit and Portage Counties. Information available at the MSA level (2024 *Job Outlook*, November 2017, <http://ohiolmi.com/proj/OhioJobOutlook.htm>) predicts that employment growth from 2014-2024 will be 5.7%, creating 19,300 jobs in that decade in the Akron MSA. The greatest gains in employment are predicted in Education and Health Services with an increase of 10,500 jobs (14.1%). Employment in Professional and Business Services, such as accounting and management

Industry Type by Percent

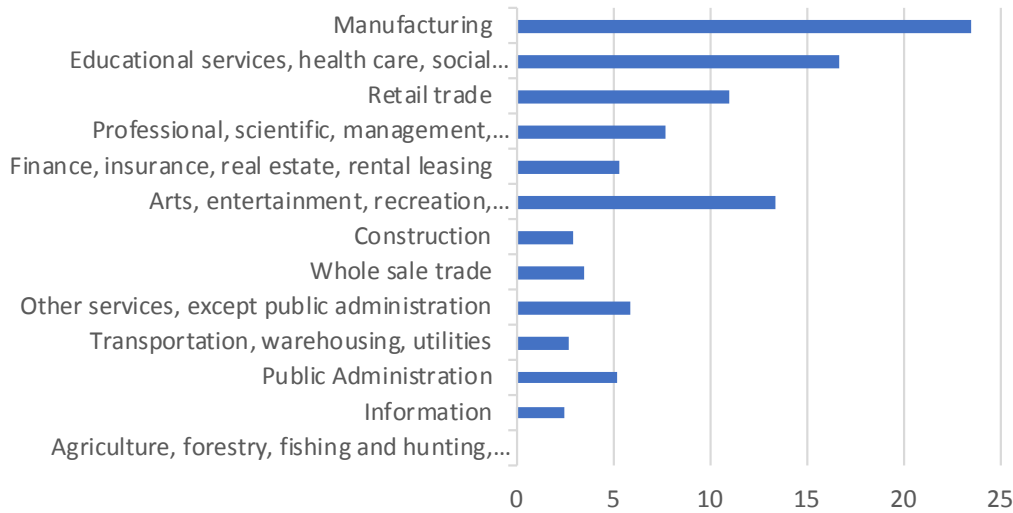


Figure 5.1: Streetsboro residents’ type of work, by Industry  
 Source: U.S. Census, 2012-2016 American Community Survey estimates

and technical consulting services, is expected to increase by 7.1% resulting in 3,500 jobs. Streetsboro’s residents, geared towards manufacturing employment, may need broader opportunities for jobs in northeast Ohio and/or training for new occupations if predictions of a continuing manufacturing decline hold true.

As mentioned in Chapter 1, an average of 20.2% of Streetsboro residents worked in the City between 2012 and 2016. The majority of residents commute to the greater Cleveland area. Increasing the number of residents who work in the City could help ease traffic congestion, lessen the demand for gasoline, improve air quality and increase tax revenue. Living and working in the City strengthens community connections. The diversity of employment opportunities in the City continues to grow. The addition of new businesses and attention to the type and quality of business development will provide more opportunities for residents to work in the City rather than commute to other areas.

**Household income**

At \$58,511, the median household income in Streetsboro between 2012 and 2016 was high compared to the county (\$52,427) and state (\$50,674), but significantly lower than

## Economic Development

neighboring communities whose median household incomes ranged between \$84,135 and \$126,618 (American Community Survey 5-year estimates) (see page 1.6). Almost one-third of households make between \$75,000 and \$149,999. 1.3% of Streetsboro households make over \$200,000 compared to over 9.6% in Aurora and 23.1% in Hudson (American Community Survey 5-year estimates). This income data, together with educational attainment and housing value data, are indicative of Streetsboro's attraction as an affordable place of residence for households in the middle income ranges. Streetsboro's property tax rate is lower than all other suburban Cleveland communities, adding to its attractiveness as a place to live (Cleveland Magazine, June 2013, Vital Stats, p. 144).

Streetsboro's poverty rate for families was 4.7% according to 2010 U.S. Census data, although the rate increased between 2012 and 2016 to an average of 6.8%. Streetsboro's rate is lower than Portage County's (10.0%) and Ohio's (11.2%).

### Location and access

Streetsboro has a prime location for business development. Its well-connected transportation system includes the intersection of I-80 and I-480 in the northwest part of the City, and its core is located at the intersection of three state routes -14, 43, and 303. Streetsboro is also served by local rail service through the Wheeling and Lake Erie railroad which runs north-south through the western half of the City, and air service through Cleveland-Hopkins, Akron-Canton, Portage County, Cuyahoga County, and Kent State University airports. It is within 500 miles of 47% of the U.S. population. Along with this tremendous access, it is only 30 miles southeast of Cleveland and 16 miles northeast of Akron, making it a 'get-away' community for those who work in the Cleveland and Akron urbanized areas. While businesses come to Streetsboro because of its access, residents come because of the reasonable housing values, urban and rural atmosphere and natural setting.

### Growth issues

Because of its great access and location, Streetsboro has grown rapidly in commercial, industrial, and residential development. While this is good for the local economy, it has presented challenges in other areas. The rapid growth has resulted in increasing amounts of traffic congestion on SR 14 and 43 and on Frost Road. Industrial traffic, generated primarily from

## Economic Development

Miller, Mondial and Philipp parkways, funnels down to SR 14 to access the I-80 or I-480, creating delays and increasing the potential for accidents.

Even though there has been a positive amount of commercial and industrial development, there still may be more needed to support the residential growth. A balance of development is key since industrial and commercial uses need workers and patrons, preferably close to where they are located.

### Industrial climate

Streetsboro's location and access (both highway and rail) has allowed it to become a leading competitor in industrial development in the region. Twinsburg, Aurora and Hudson are local competitors for industrial development, all offering their own set of incentives. In addition to local and national corporations, these positive strengths have resulted in a growing international corporate presence with companies originating from Sweden, France and Switzerland.

Under Streetsboro's current zoning, 15% (2,361 acres) of the land is zoned for industrial development. Vacant, industrially-zoned land is scattered throughout the industrial zoning district. The extension of Philipp Parkway to SR 43 opens more vacant land to industrial development. One issue associated with the amount and location of industrial development is the traffic congestion along SR 43 and SR 14. Load limits on Frost Road and Market Square Drive push the truck traffic to the state routes in order to access the interstates. The increased traffic and congestion is not without various challenges and concerns to surrounding residential areas. Alternate routes and options should be investigated before further consideration of removing load limits on Frost Road or converting primarily residential corridors to accommodate inevitable heavier industrial traffic. This may continue to be an issue as industrial uses continue to develop in these areas. It is not recommended that primarily residential corridors be converted to accommodate heavier industrial traffic, however other solutions can be used to provide alternate routes for truck traffic.

### Commercial and Office

The City of Streetsboro should look inward to potential redevelopment options on its most marketable and least performing sites (i.e. Market Square). New uses should be looked



into for these sites that would promote sustainability, a mix of uses and generation of a “net” revenue benefit to the City. In promoting redevelopment, the City should consider being a partner in promoting new uses on under-performing sites into higher revenue generators. This may include extending infrastructure, creating tax abatement for new, high impact uses or contributing to other costs so as to lessen a developer’s investment.

A mix of commercial uses contribute to the economic health of the community and provide residents and people travelling through the community the opportunity to shop for necessary goods and services. Businesses that complement one another help create a diverse and “lively” environment that encourages entrepreneurship. At present in Streetsboro, there are approximately 104 commercial uses classified as retail or grocery, 37 related to automobiles, and 106 office/medical uses (Portage Development Board, 2018). Besides campgrounds and the golf course, there are three fitness and recreational centers classified as entertainment.

Calculated on the basis of developed land within commercial or mixed commercial/residential zoning districts, Streetsboro is currently at 66.2% of its commercial capacity. Office uses (168 acres) occupy half as much area as retail uses (approximately 275 acres) based on the County Auditor’s classification of land (2018). This mix of commercial uses may have an impact on the community’s tax base because the net benefits from office use far outweigh the net benefits of retail use in regards to income tax collections.

With approximately 30% of the City devoted to residential uses, which generate a high cost of services, officials and residents need to determine and develop growth policies that result in a mix of future land uses that benefit the community both economically and socially. To promote a sustainable community, Streetsboro should consider incorporating new uses into its development that promote revenue generation and offset uses that put a net drain on City services.

Streetsboro can take advantage of its strategic location to major roads and thoroughfares by preserving its most advantageous sites for users that create the highest net benefit to the community in the form of tax revenue and promoting its interest in the redevelopment of failing centers through strategic part-

Step 2 Corporation	500
Streetsboro City Schools	300
Deluxe Corporation	250
Walmart	223
Automated Packaging Systems	200
Berry Plastics	200
Delta Systems	183
Permco Inc	150
Target	150

(Source: Portage Development Board, April 2018.)

## Economic Development

nerships. One opportunity is the attraction of the new University Hospitals facility (formerly Robinson Health Center) that will provide the catalyst for related industries, including outpatient and medical office buildings. The continued presence of UH will have a multiplier effect on the local economy and the City should use their presence as an opportunity to promote complementary medical uses.

### Taxes and Incentives

The economic base within Streetsboro is strong thanks to its strategic location to various modes of transport which allows it to compete for sites on a regional scale. This strategic location is evidenced by a strong industrial market, high land prices and low vacancy rates.

The Community Reinvestment Area (CRA) program, initiated by the City in October 2016, is an economic development tool that provides real property tax exemptions for property owners who renovate existing or construct new buildings. This program permits Streetsboro to designate residential, industrial and targeted retail areas where investment is encouraged to revitalize existing housing stock and develop new structures.

The Enterprise Zone within Streetsboro allows users tax exemptions for both real and personal property tax for up to 15 years with approval from the local school district (75% property tax exemption in municipalities and 60% property tax exemption in unincorporated areas). The Enterprise Zone is designed to encourage investment, create and retain jobs and allow local businesses to compete on a global level. The Enterprise Zone Program is managed by the Portage Development Board (PDB). Streetsboro negotiates agreements with businesses that invest in the zone.

The following companies have active agreements within Streetsboro's Enterprise Zone:

- American Heritage Billiards LLC / Cinquest Enterprises LLC
- CL Acquisitions LLC
- Norton Brothers Holding Company
- Delta Systems, Inc. / BF Properties

Source: Ohio Development Services Agency, 2018



## Economic Development

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In 2017, the City received \$14,656,227 from property tax, homestead rollback tax, income tax, hotel/motel tax and trailer tax. In 2009, with the passage of Issue 3, the City's income tax rate was increased to 2% (from 1%) while allowing Streetsboro residents to take the full 2% as a deduction if they work outside the City. This income tax rate is competitive with the communities surrounding Streetsboro.

The higher percentage of taxes paid by sources other than individuals shows that corporations shoulder a significant amount of the tax burden within the City. This has made Streetsboro attractive as a substitute to surrounding communities because of its lower property tax rates and strong commercial base. It should be noted that for Streetsboro to maintain its ability to have a low property tax (55.98 for residential and agricultural and 59.32 for commercial and industrial) commercial and industrial expansion (and retention of its industrial base) will have to grow at a similar rate. In keeping with this idea, a friendly tax environment is going to maintain existing business and be a catalyst behind further economic expansion in the community.



# 6. Transportation

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## I. Introduction

Transportation involves the various modes used to move around the City and region. These modes connect the City within itself and to the greater region. Transportation networks have begun to evolve from being solely focused on the automobile to looking at a broader system, including bicycling, walking, transit, and rail. Each of these modes make up a part of the system and they work together to provide a well-integrated, efficient network of moving people and goods from one place to another in a healthy, safe, cost-effective and responsible manner. As Streetsboro continues to grow, making thoughtful and coordinated transportation and planning decisions will be crucial to the long-term sustainability of the City.

### 2018 Survey highlights:

- 74% of respondents believe the ease of car travel is fair to good
- 77% felt traffic was a moderate to major problem
- 70% thought traffic signal timing was good to fair

## II. Existing Conditions and Trends

### Public Input

Transportation and traffic are problematic issues in Streetsboro. Residents see the value in its prime location and the accessibility from highways and rail. However, the traffic and road impacts generated from this accessibility have impacted community character and walkability. Residents want to see more trails, paths and sidewalks that will create a more pedestrian-friendly environment, give people another way to travel to their destination, and provide recreational opportunities that avoid conflict with the existing auto traffic.

### 2013 and 2018 public survey results indicated:

- Over half of the respondents to both surveys felt a pedestrian-friendly community was very important
- Traffic signal timing was considered only good to fair in the City

## Transportation

- Over 60% of respondents to both surveys think Streetsboro has good to excellent public parking

### Automobile

#### Current Issues and Pending Projects

Streetsboro has historically been an auto-oriented City. This has created many issues with congestion and maintenance. Some of the most noted existing issues are (shown in Map 6a):

- Frost Road has direct access to I-480 but has weight restrictions not allowing truck traffic (1)
- Traffic congestion along SR 14 between I-80 and Diagonal Road (2)
- Unsignalized intersection of SR 303 and SR 14 creates a safety problem with turning movements (3)
- Frequent flooding along SR 303 creates issues in terms of safety and access (4)

The City of Streetsboro along with Akron Metropolitan Area Transportation Study (AMATS) has identified areas for improvement or potential studies needed to move forward on transportation projects. The City recently constructed turn lanes at the SR 14/Diagonal Road intersection, but many other projects lack funding. The City has identified the following improvements (shown in Map 6a):

- Construction will begin on a city-wide signalization project in Spring 2019
- Widen SR 43 south from SR 14 to Kennedy Road to three lanes with sidewalks along the east side. Construct curbs and gutters (A)
- Widen SR 303 from SR 14 to Page Road and construct sidewalks, curbs and gutters (B)
- Sidewalks are being considered on Frost Road between SR 43 and I-480 (C)
- Widen Page Road from SR 303 to Frost Road and construct curbs, gutters, sidewalks, culverts, and ditches. Page Road will remain closed to truck traffic (D)
- Reconfigure the intersection of SR 14 and SR 303 at Ranch Road. The city is considering signalization (E)

The City, alone with AMATS, has identified (not yet funded) the following potential improvements or studies as well:

- A \$400,000 corridor study on SR 43 between the Kent North Corporation Limit and SR 303 (F)
- Widen SR 43 from Market Square to Frost Road to



## Transportation

three lanes with sidewalks along the west side. Construct curbs and gutters (G)

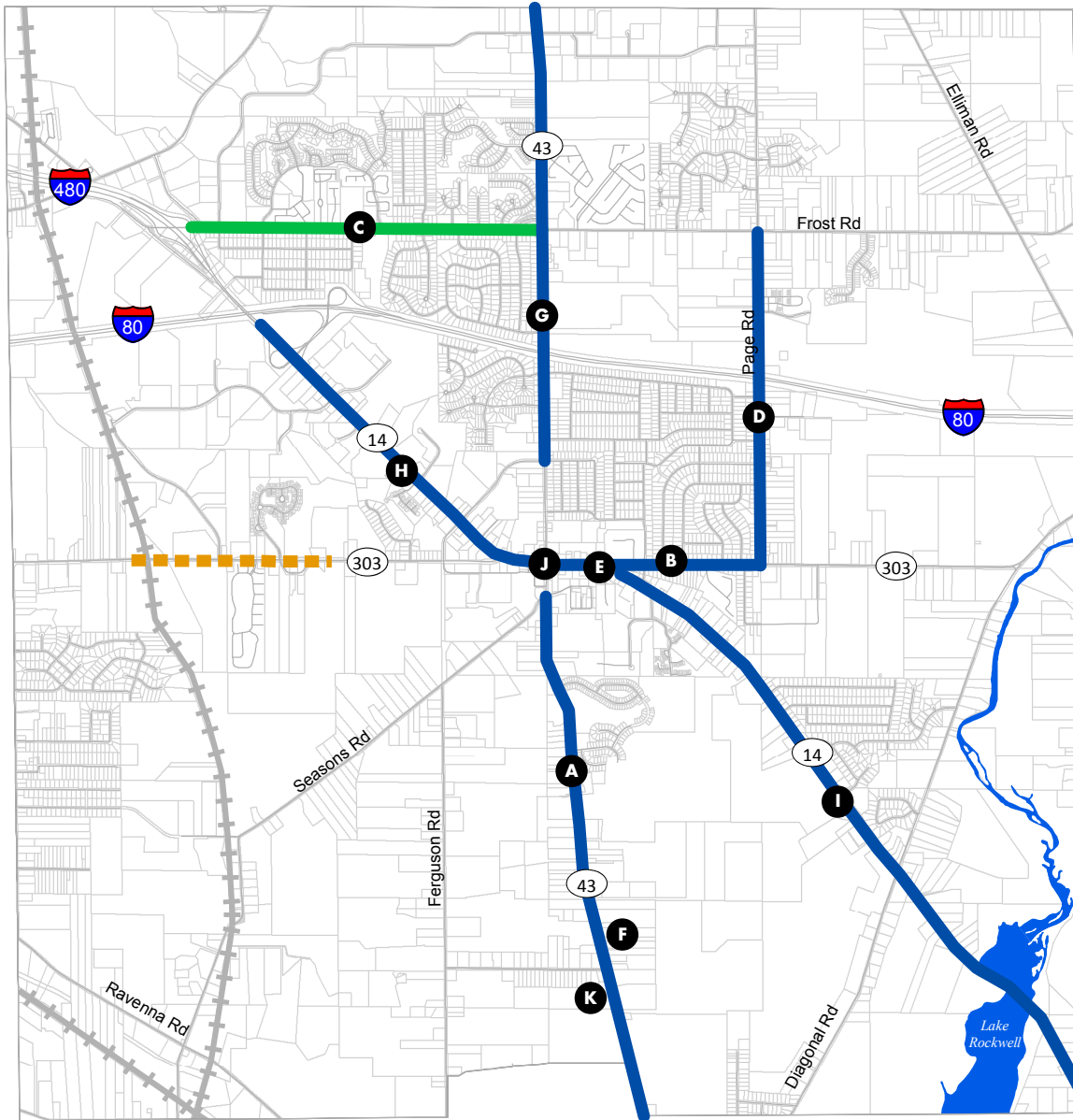
- Additional capacity for SR 14 from SR 303 (E. Leg) to SR 44 (H)
- Additional capacity for SR 14 and SR 43 intersection (I)
- Operational improvements for SR 43 from Ravenna Rd (W. Leg) to Seasons Rd (J)
- Two way turn lane on SR 14 from Portage Pointe Drive to Diagonal Road with sidewalks along the north side is scheduled to begin in the summer of 2021 (K)

### Recommended Future Connections

The transportation component of the Plan is strongly inter-related with the future land use recommendations. Sometimes new land uses form around existing transportation networks and other times transportation networks are added to existing land uses. Regardless of which comes first, their relationship is critical to providing a sustainable and connected community. Determining the future population, where areas with higher concentrations of people will be, and where uses will be that will generate high levels of activity all have an impact on the type and extent of transportation network provided. The character of existing areas should also help to dictate the appearance and features of the roadway. Without taking into account future population growth, location of land uses, and centers of activity, the City could end up with more congested areas, unforeseen costs for improvements, and remain unfriendly to cyclists and pedestrians. Planning of land use and transportation should be coordinated throughout the entire planning and design process.

With the future land use concept in this Plan, Streetsboro will need to evaluate possible connections and consider additional road improvements to accommodate population growth and decrease congestion. Each possible road connection and/or improvement will have to be studied and engineered to meet the needs of the community as a whole, with the surrounding context taken into consideration with each decision. Numbers in parentheses after the recommendations refer to Map 6a.

- A new roadway should be considered to access future office development between SR14 and I-80 (5)
- A new roadway should be considered if the southwest portion of the Downtown District develops. The roadway should follow the western and southwestern



Key:

- Drainage Issues
  Railroad
- Weight Capacity
- Additional Capacity

Map 6a: Transportation issues, recommendations, and future connections

## Key:

### Major Issues

- 1 Weight Capacity
- 2 Congestion
- 3 Intersection safety
- 4 Flooding

### Identified Improvement Options by the City or AMATS

- A Widen SR 43 to three lanes from SR 14 to Kennedy Road
- B Widen 303 from SR 14 to Page Road
- C Sidewalks being considered on Frost Road from SR 43 to I-480
- D Widen Page Road from SR 303 to Frost Road
- E Reconfigure intersection of SR 14 and SR 303 at Ranch Road
- F Corridor study on SR 43 between the Kent NorthCorp. Limit and SR 303
- G Widen SR 43 to 3 lanes from Market Square Drive to Frost Road
- H Additional capacity for SR 14 from I-80 to SR 303
- I Additional capacity for SR 14 from SR 303 to SR 44
- J Additional capacity for SR 14 and SR 43 intersection
- K Operational improvements for SR 43 from Ravenna Road to Seasons Road

edge of the District, to connect to Seasons Road.

### Functional Classification of Highways

The Federal Functional Classification of Highways is an effort to group streets and highways based on their general characteristics. Map 6b shows Streetsboro's roads and highways as part of the system. The roads that are in color are eligible for federal funds; others are not and are the responsibility of the local municipality. AMATS controls the allocation of federal transportation funds to the Akron region, making open communication with them very important in receiving transportation improvement funds. Designated roads in Streetsboro are part of the following categories:

- *Interstate* – I-480 and I-80
- *Principal arterial* – SR 43 and SR 14
- *Minor arterial* – SR 303 west of SR 43
- *Urban collector/Major rural collector* – Diagonal Road, Frost Road west of Page Road, Page Road south of Frost Road, Aurora-Hudson Road, and Wellman Road.

### Parking facilities

Determining the right amount of parking is a challenging issue. On one hand, having too much parking can decrease the character of a community, increase maintenance costs, and increase storm water runoff, pollution and the urban heat island effect (see sidebar). On the other hand, cities must provide access to jobs and shopping or otherwise risk losing patrons for those businesses. With too little parking, patrons complain, cars are illegally parked, drivers waste time hunting for a parking space and developers worry about the desirability of their property. The need for convenient parking must be balanced with the community, environmental and financial impacts.

Streetsboro currently has uses that are generally disconnected and spread out. Because of this, it is difficult to provide alternatives that would lower parking needs and requirements (walking and biking, shared parking, on-street parking). Solutions should be studied in order to determine where and how many parking spaces are truly needed in order to decrease negative impacts. Recommendations for reducing parking impacts are covered in more detail in the Transportation Implementation section, Objective 8 of Chapter 9, page 9.19.

## Transportation

### Public Transportation

Portage Area Regional Transportation Authority (PARTA) is the public transit operator for Portage County. Currently, PARTA operates 15 fixed bus routes, 7 bus routes in and around Kent State University, and two express routes that serve Akron and Cleveland. They also provide a demand response service (Dial-a-ride) which provides door-to-door transportation throughout the County by scheduling one to three days in advance. Streetsboro receives this service Mondays through Fridays. PARTA is funded by a county-wide 0.25% sales tax in addition to service contracts with KSU and several social service agencies. In 2015, their ridership was 1,535,210 trips.

Along with the demand response service, Streetsboro is served by the Cleveland Express route which runs along SR 43 north to SR 14 and west toward Twinsburg and Cleveland. Future plans (2010-2030) from AMATS include a Park and Ride lot in Streetsboro at an estimated cost of \$1.5 million. No fixed route transit services are planned for Streetsboro because of the challenges its dispersed geography, population and jobs present, as well as being unfriendly to pedestrian traffic. Making transit cost-effective requires higher population density and centralized jobs or housing. AMATS recommends demand response service to the jobs in Streetsboro as a more logical option for now.

### Freight Rail

Rail transportation is very relevant to Streetsboro. Two rail lines pass through the City, one of which serves local industrial businesses. The Wheeling and Lake Erie railroad crosses the City from north to south, and the Norfolk Southern railroad crosses the southwest corner of the City. Norfolk Southern's line through Streetsboro is its primary route from Chicago to the eastern United States. It is a Class I railroad with over \$266 million in annual revenue. The Wheeling and Lake Erie railroad is a Class II regional railroad and brings in between \$40-266 million in annual revenue. This line carries most of the carload freight traffic that originates or terminates in central and southern Summit County and western Portage County.

Currently, there are no identified congested areas on these lines and no problem at-grade crossings. The railroads should continue to be a primary mode of transportation for freight and Streetsboro should continue to take advantage of this re-

The urban heat island effect is when developed areas experience higher temperatures than surrounding, less developed areas. The cause is an increase in building coverage and large amounts of pavement which retain the heat. Along with being uncomfortable, the temperature rise alters weather patterns, increases building cooling costs, and impairs local water quality.

## Transportation

source. Trains move goods quickly, safely and affordably and create a positive investment in the community. The U.S. Department of Commerce has estimated that every dollar invested in rail infrastructure generates a \$3 return to the economy, resulting in a 200% return. Trains can also move one ton of freight 436 miles on one gallon of fuel which means cleaner air and less demand for gasoline. A single intermodal train carries the load of 280 trucks, so continuing to invest in rail infrastructure pays off in reduced congestion on roads and highways as well. Even if the rail lines are abandoned at some point in the future, alternative uses such as using the lines for public transit or using the corridor for trails should be considered.

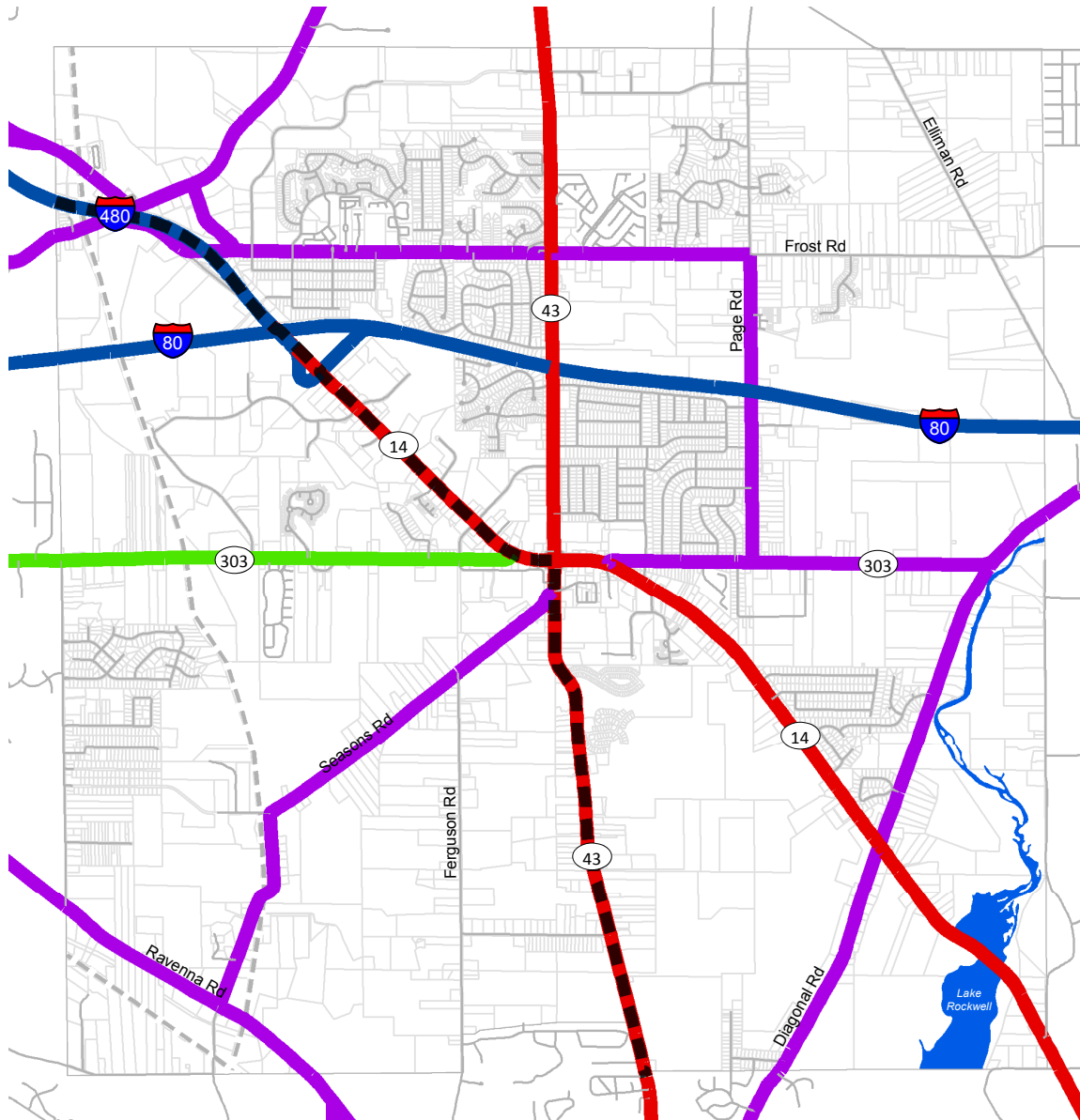
### Bicycle and Pedestrian

There are many benefits to promoting walking and biking as a primary form of transportation rather than just a recreational activity. Walkable and bikeable communities:

- Promote health
- Reduce traffic congestion (which then reduces roadway costs)
- Reduce negative environmental impacts
- Reduce our fuel dependence (saving money)
- Increase social interaction
- Increase safety with more eyes on the street
- Support the local economy by reducing health care costs, providing local businesses with more foot traffic, and decreasing spending on police watches and crime-related issues.

Increasing the walkability and bikeability of Streetsboro was a repeated desire by residents throughout the public process. AMATS has identified a bikeway need along the Wheeling and Lake Erie railroad which would extend beyond Streetsboro at a total of 26 miles and a cost of \$29 million. It is important to remember that the system of trails, paths, and greenways should be connected (to each other and to important destinations) and provide for different users. Some users will utilize the paths for recreation while some will use it for commuting to work or running errands. Different ages, abilities and needs should be considered when designing the system. Infrastructure should be provided for sidewalks and bike facilities which could include bike lanes, paved shoulders, shared multi-use paths, and signed shared roadways. Sidewalks should be well-maintained, wide enough for two pedestrians, and include ADA-compliant curb ramps.





**Key:**

Functional Classification of Highways

- Interstate
- Principal Arterial
- Minor Arterial
- Urban Collector/Major rural collector

- → PARTA Bus Route
- - - Railroad

Map 6b: Transportation network

*Note: All locations depicted are approximate. Conversion to current parcel maps based on more accurate information should be done by the City following adoption of this Plan.*

### III. Transportation on the Horizon

The future of transportation is rapidly changing and the problem of moving people around will continue to shift as the population in Streetsboro continues to rise and concentrate. Technology is also rapidly playing a role in how the built environment is structured. In addition to more traditional transportation modes, ridesharing, autonomous vehicles, and online retail will all play a major role in the future of Streetsboro's built environment.

#### Ridesharing

App-based car services offer users many of the same advantages as mass transit (the ability to avoid parking, the opportunity to travel without a driver's license, own a car etc.) at an increased level of comfort and convenience, while remaining relatively affordable. Ridesharing has gained wide popularity over the last decade and will likely to continue gaining popularity in the future.

#### Autonomous Vehicles

There are many optimistic predictions for autonomous vehicle impacts and their potential benefits. Advocates claim that autonomous vehicles may remedy or reduce:

- traffic accidents, including fatal crashes
- congestion
- parking problems
- pollution emissions

Autonomous vehicles are expected to impact the economy by:

- reducing car, auto part and repair sales
- reducing the number of gas stations
- decreasing the number of the community's police and fire department responses
- decreasing insurance cost for individuals and households

Mainstream use of autonomous vehicles may also change the appearance of communities by reducing surface parking requirements, thereby opening up additional land for redevelopment. Others predict that all of the before mentioned ills could be increased for a number of reasons including faulty technology and archaic infrastructure. Whether or not

autonomous vehicles are a savior or a curse it will likely be the 2030s or 2040s before autonomous vehicles become sufficiently affordable for most new vehicle buyers to purchase vehicles with an assisted self driving ability. As a result, it will likely be the 2050s before most vehicle travel is autonomous.

### Online Retail

Amazon and other online retailers will have an impact on brick-and-mortar stores as people spend more of their dollars online. This will subsequently impact existing brick-and-mortar stores found in Streetsboro as well as new development patterns. Online retail and emerging transportation patterns will result in much smaller surface parking lots, thereby providing infill development opportunities that do not currently exist.

# 7. Land Use

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## I. Introduction

Land use is the culmination of the relationships among all other elements of the comprehensive plan. This is where future land use is determined, including opportunities for new development and redevelopment, infill, mixed use, preservation, parks, public facilities and more. Each of the elements of the comprehensive plan lends information to the land use plan to create a balanced community that will meet the needs of employees and residents, be financially feasible and achieve the community's vision and goals.

Streetsboro began its development as a township and later incorporated to form the City. As a result, development has occurred in a patchwork pattern with little thought to overall cohesiveness and balance. Residents are unhappy with the transportation network, the lack of a core, the quality of some residential housing, and congestion resulting from the concentration of commercial development and traffic on few main routes. Moving forward, the City will need to use this plan consistently to guide development in order to bolster these elements and make the City a more unified place to live, work and play.

## II. Existing Conditions and Trends

### Public Input

Growth of the City's residential and commercial areas have slowed in recent years. The question for the residents and City leaders is how should the City grow going forward? Farmland and vacant lots comprise 30% of the City's land area. The stewardship of this land remains important and can have significant positive impacts if thoughtfully considered. The survey results provide a glimpse at what the community is thinking about the growth of the City.

### 2018 Survey highlights

- Approximately one-half of respondents believe the amount of residential growth is just right
- 61% prefer growth of single-family housing on 1/2 acre lots or larger

2018 public survey results indicated:

- 9% of respondents felt residential growth was much too fast and 5% felt retail growth was much too fast
- New growth in larger lot residential is preferred (over 61%) over other types of growth with the exception of parks, which 81% want to see expanded.
- Just under 40% of respondents want to see more office and industrial types of development

Existing Land Use

Land Use Distribution

Existing land use was determined using the Portage County Auditor’s land use classification dated April 2018. The Auditor’s classification distinguishes between many types of business and industrial uses, between one-, two-, three-, multi-family and condo residences, and between vacant and farm property for assessment purposes. Parks and protected areas were identified separately using the Portage County Regional Planning Commission’s data (2018). As shown below, Streetsboro is comprised mostly of residential properties of varying types, followed by farmland and vacant land. The percentages were calculated using Geographic Information Systems.

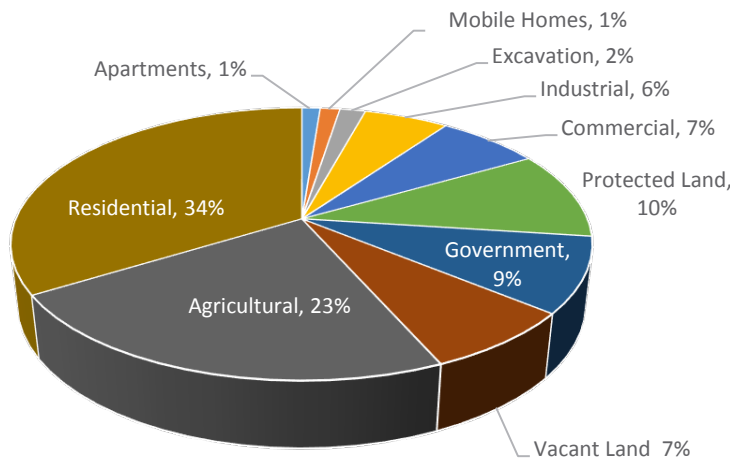
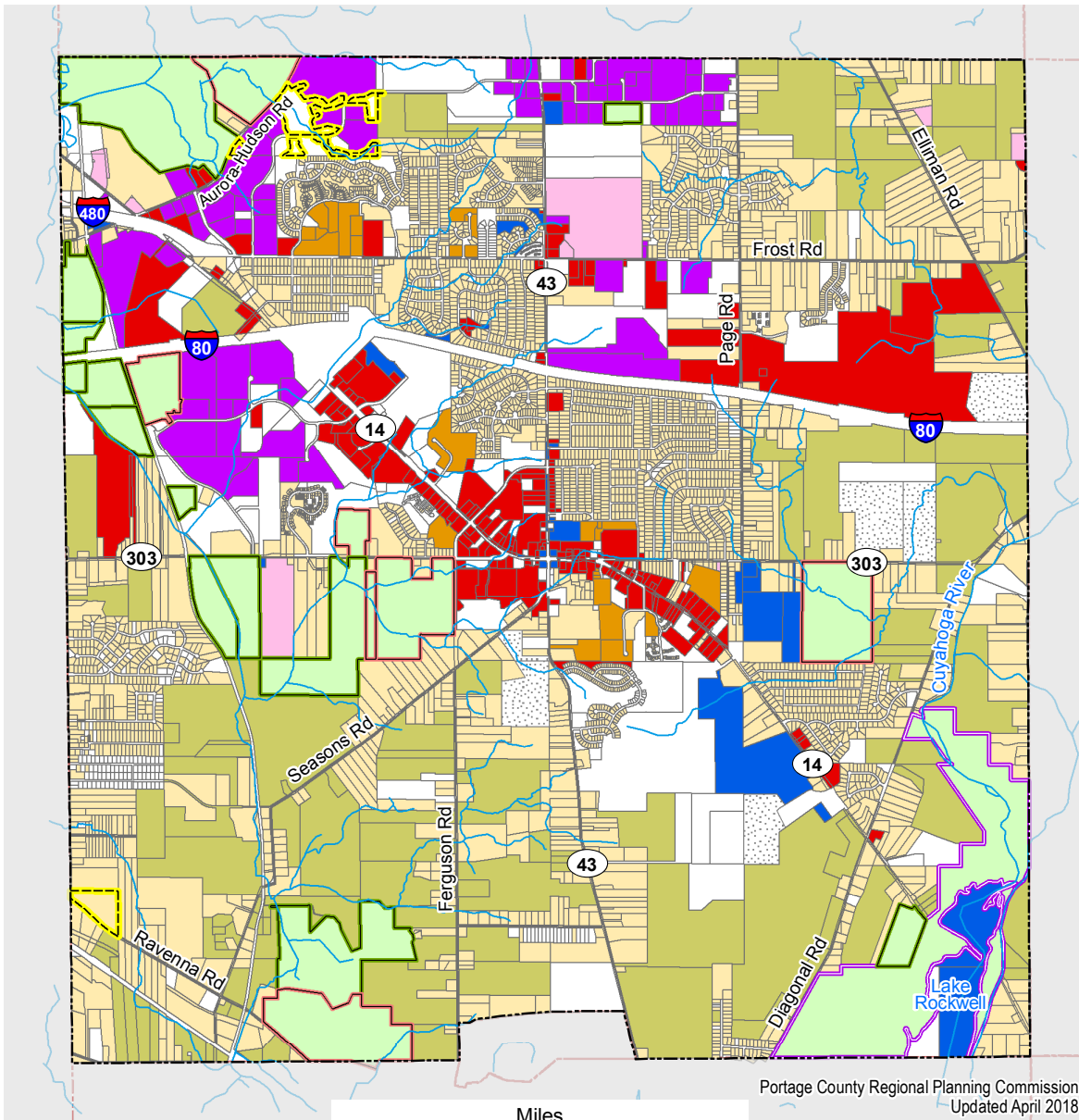


Figure 7.1 Streetsboro existing land use, 2018.  
Source: Portage County Auditor’s land use classification, March 2018; adjusted April 2018.



Portage County Regional Planning Commission  
 Updated April 2018

- |                         |              |  |
|-------------------------|--------------|--|
| Apartments              | Industrial   | Parks  |
| Mobile Homes            | Excavation   | Nature preserve  |
| Residential             | Agricultural | Reservoir protection   |
| Commercial              | Vacant Land  | Conservation easements<br>(Underlying use shown within boundary) |
| Government, Institution |              |  |

Sources: Land use, Portage County Auditor's land use classification, 2013; classes updated April 2018. Protected areas, compiled by Portage Co. Regional Planning Commission from various, 2018.

*This map is intended for general reference and information purposes only and reflects conditions at the time the map was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*

Map 7a: Existing land use

## Land Use

Land Use	Acreage	Percent
Residential, including apartments and mobile homes	5,380	36%
Commercial	1,014	7%
Industrial	830	6%
Government	1,321	9%
Protected Lands	1,540	10%
Agriculture	3,378	23%
Excavation	252	2%
Vacant Land	1,100	7%
Total (rounded)	14,816	100%

Of the total residential acreage, 2.5% is land occupied by apartments or mobile home parks. Almost 30% of the land classified as apartments by the County Auditor is identified as condominiums. Using current address information from the Portage County Geographic Information Systems department, there are 1,710 apartment units with unique addresses for each unit and 105 apartment addresses with more than one unit per address.

Figure 7.1 gives an idea of the relative proportion of land uses in the City and Map 7b shows the current distribution of land uses throughout the City. The distribution of existing land uses helps to inform creation of the future land use map by taking into account the compatibility of adjacent land uses and the amount and type of desired growth. For example, future industrial uses should not be planned adjacent to a residential neighborhood without adequate buffering, high density residential should not be planned adjacent to rural residential areas, and public/institutional uses should be close to neighborhoods and have good access.

### Densities and buildout

Considering the City of Streetsboro currently has a population just over 16,000, there is plenty of land available for residential development for many years. Calculated in relation to the amount of land in all existing residential uses (5,380 acres) in 2018, currently each resident in the City “occupies” just under one-third acre of land. Approximately 1,400 acres of land zoned for residential use, excluding mixed use and open

## Land Use

space conservation districts, is vacant. At the current rate of “consumption” of one-quarter acre per person, the available residentially-zoned land could support 5,600 more residents equalling a future population of approximately 21,600. The question is should there be more or less land for residential development in the future, where those areas should be, and how that development should look.

### III. Future Land Use Framework

#### Key Land Use Concepts

The formation of the future land use map was based around several main concepts:

##### Preservation

Take environmentally sensitive areas into account for all development decisions.

##### Redevelopment

Redevelop and revitalize the land and buildings that are vacant or underutilized in the most heavily trafficked areas of the City.

##### Sustainable land use patterns

Create land uses and accompanying standards that promote a balanced mix of uses, alternate modes of transportation, and infill and redevelopment around the core.

##### Neighborhood nodes

Create smaller nodes of commercial activity for nearby residents in order to decrease traffic congestion and encourage use of alternate modes of transportation.

##### Downtown

Create a downtown district that will serve as the center of civic activity and give Streetsboro a sense of place.

#### Future Land Use map and designations

The Future Land Use map (Map 7b) contains standard land use designations. This map should be used as the guiding document for future rezonings and development. Proposals should adhere to the designations on the future land use map, and if they do not, they 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.

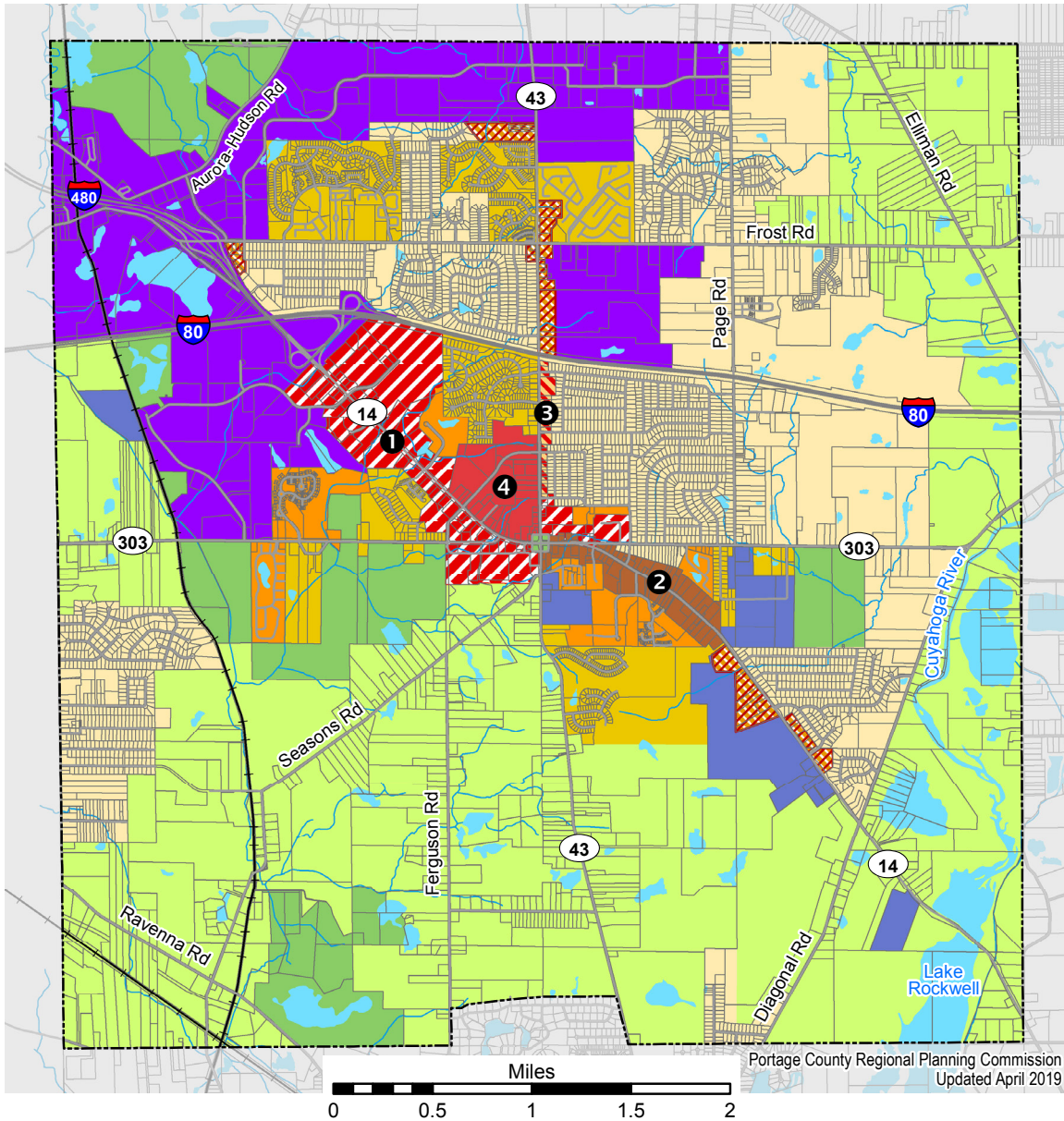
#### Percentage of Land Use Categories on the Future Land Use Map

Residential	71.9%
Industrial	13.7%
Parks/ Open Space	7.2%
Commercial	4.3%
Mixed Use	0.8%
Civic	2.1%

Source: Percentages calculated from GIS mapping of 2018 future land use. See Map 7b.

Note: Commercial total calculated by adding *Neighborhood Commercial*, *Commercial Development Corridor*, *Transitional Mixed Use Corridor* and *Mixed Use with Residential* districts. The *Downtown* district was the only one classified as Mixed Use.





- |  |   |   |
|--|---|---|
|  Rural Residential<br>(1 d.u./2acres)*        |  Neighborhood Commercial |  1. Commercial Development Corridor |
|  Low Density Residential<br>(2 d.u./acre)*    |  Industrial              |  2. Mixed Use with Residential      |
|  Medium Density Residential<br>(3 d.u./acre)* |  Civic                   |  3. Transitional Mixed Use Corridor |
|  High Density Residential<br>(8 d.u./acre)*   |  Park/Recreation         |  4. Downtown District               |

Sources: Future land use, Streetsboro Master Plan Update, September 2018; Planning Commission, January 2019, Council, April 2019.

*This map is intended for general reference and information purposes only and reflects conditions at the time the map was produced. A site specific survey of environmental features should be undertaken to verify the location and presence or absence of sensitive natural features and other potential limitations to development.*  
 \*d.u. = dwelling unit

Map 7b: Future land use

## Land Use

The standard land use designations (such as residential, office, industrial) define the use and/or density of a particular area. The individual districts are described in the next section and can be seen in the Future Land Use map on the previous page.

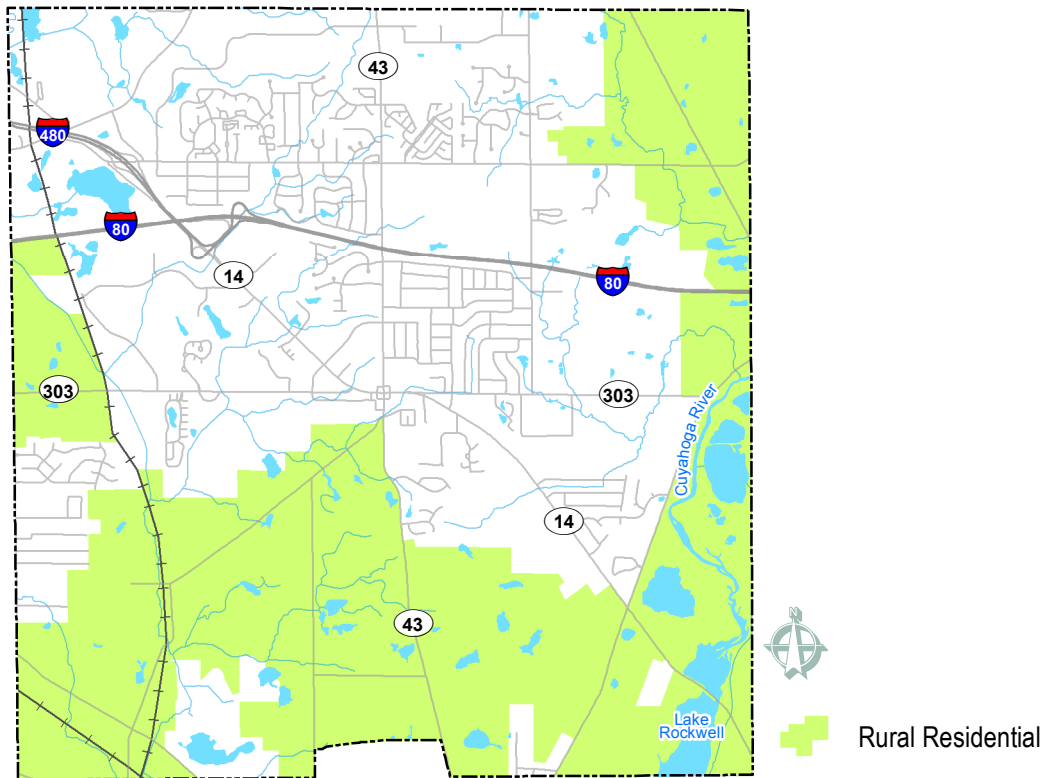
### Standard Districts

#### Rural Residential

*Intent:* To provide single-family residential uses in outer areas of the City where density is not desired; to provide for areas where small-scale agriculture is permitted; to maintain rural character.

*Characteristics:*

- Maximum density of 1 dwelling unit (du) / 2 acres
- Conservation development encouraged in areas containing large amounts of sensitive natural features.

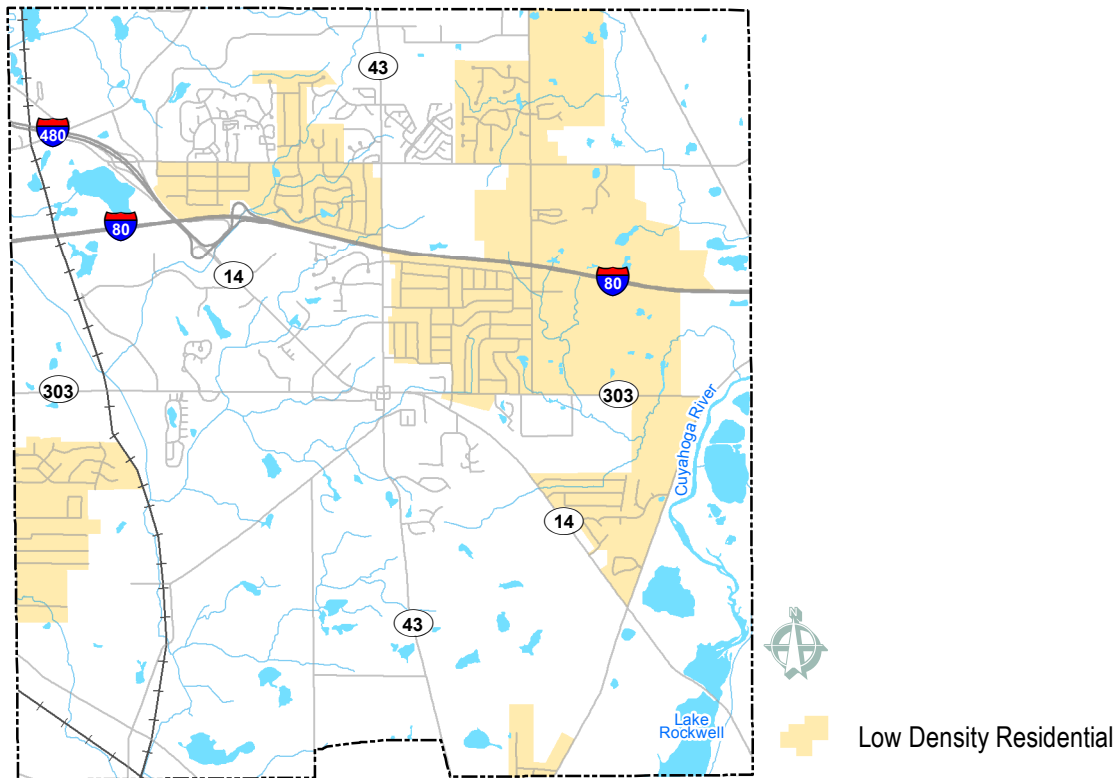


Low Density Residential

*Intent:* To accommodate single-family residential use along existing streets and to promote single-family residential development (involving the extension of new streets) where sanitary sewer and municipal water are available.

*Characteristics:*

- Maximum density of 2 du/1 acre
- Availability of sewer and water services
- Conservation development encouraged in areas containing large amounts of sensitive natural features.



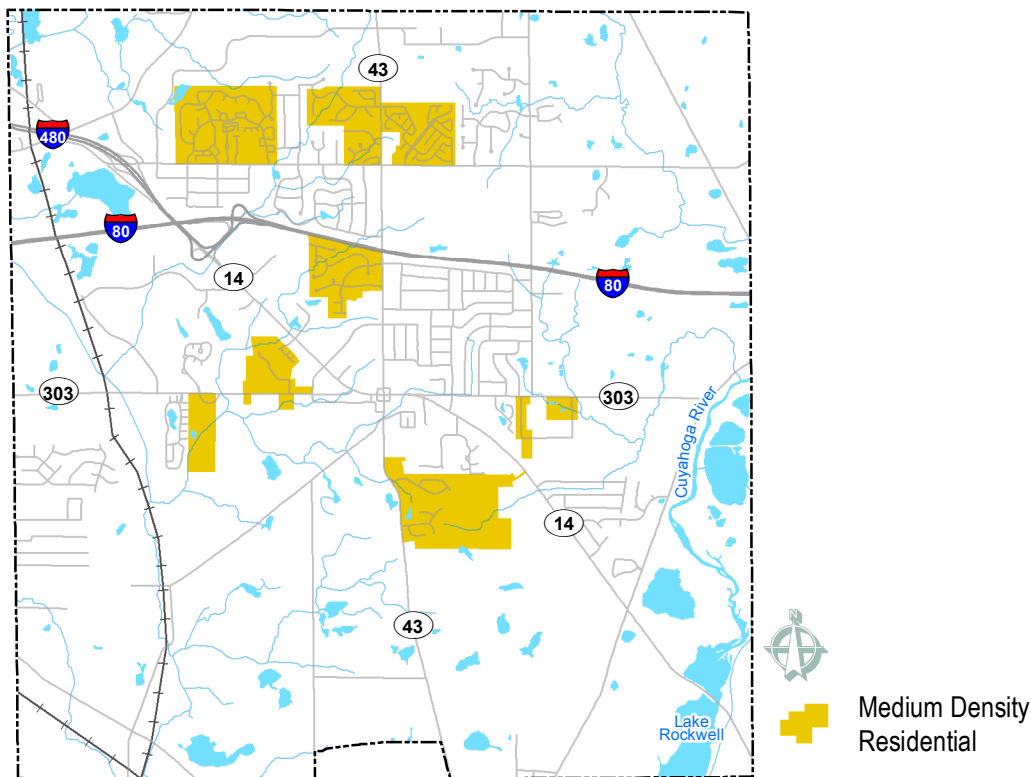
## Land Use

### Medium Density Urban Residential District

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

*Characteristics:*

- Maximum density of 3 du/acre gross density. Up to 5 du/acre permitted with architecturally and environmentally innovative development. (To be determined 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, townhomes, condominiums and apartments
- Street trees and sidewalks
- Attractive architecture and site design
- Pedestrian and auto connections to nearby uses



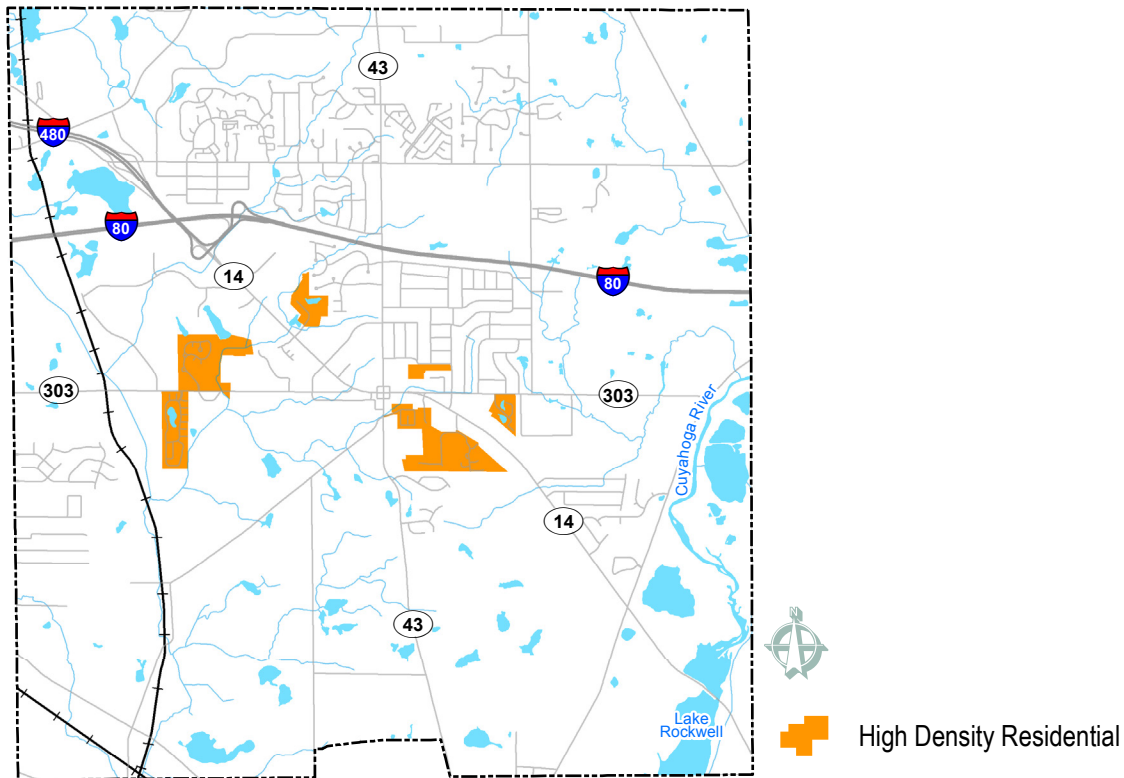
## Land Use

### High Density Residential

*Intent:* To provide a variety of housing types and styles for a greater range of people; to designate areas with existing high density residential uses.

*Characteristics:*

- Maximum density of 8 du/acre gross density
- Availability of sewer and water services
- Flexible combination of single-family attached and detached, townhomes, condominiums and apartments
- Street trees and sidewalks
- Attractive architecture and site design
- Pedestrian and auto connections to nearby uses



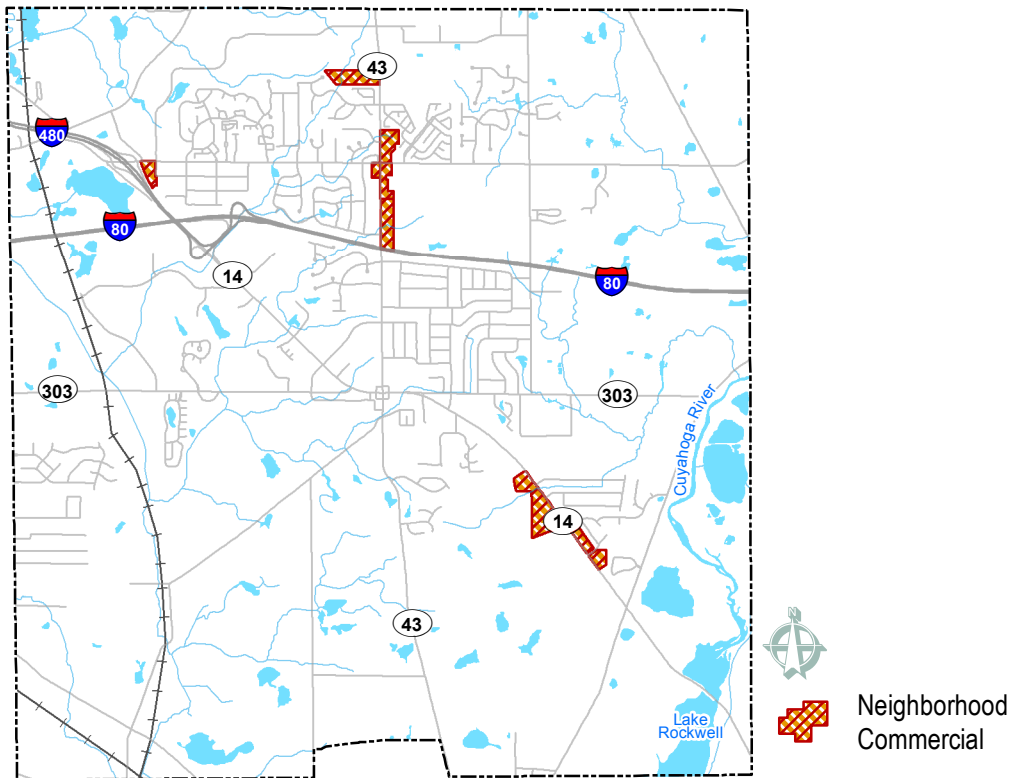
## Land Use

### Neighborhood Commercial

*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, book stores, apparel stores, art stores, banks, or personal services such as barber and beauty shops, laundries, and dry cleaning.

*Characteristics:*

- Pedestrian-oriented with connections to and from the commercial nodes
- Bike parking
- Street trees and sidewalks
- Outdoor dining
- Maximum parking requirements
- Attractive architecture through site design standards
- Consistent signs



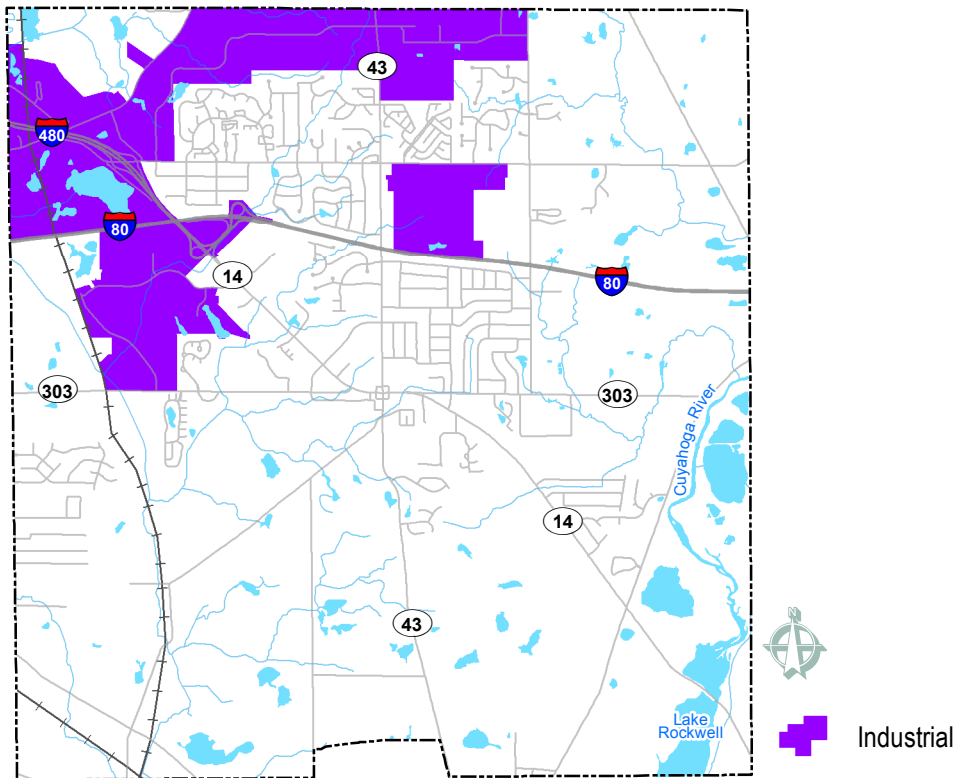
## Land Use

### Industrial

*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
- Buffered from residential areas
- Preservation of natural features
- Loading and service areas hidden from view
- Articulated entrance

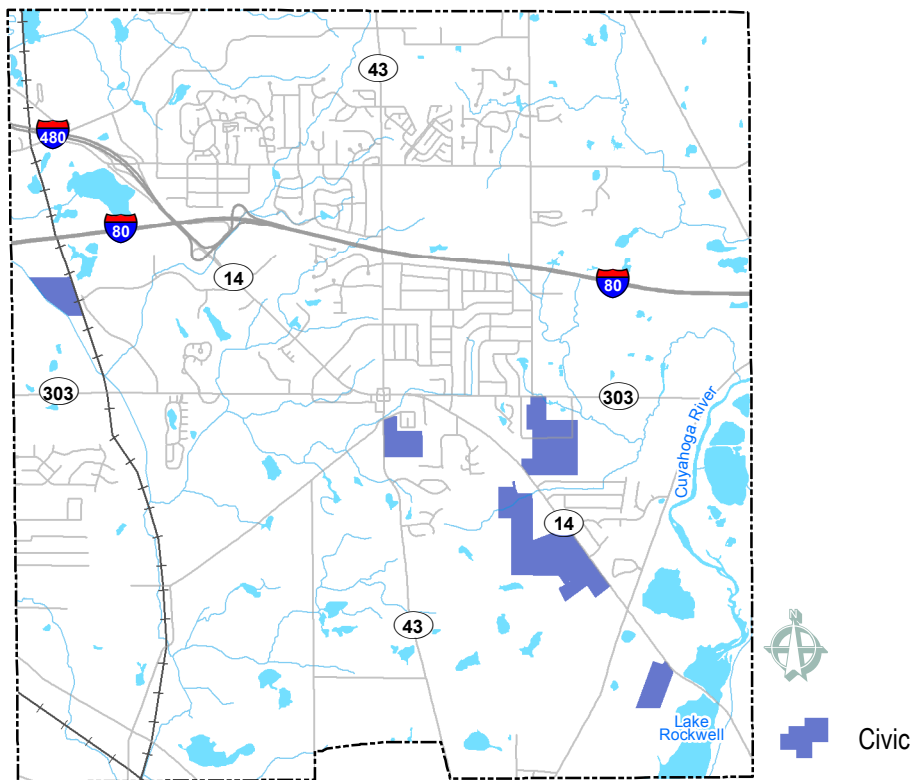


Civic

*Intent:* To designate those areas containing existing or future civic or public uses such as schools, police and fire facilities, libraries and cemeteries.

*Characteristics:*

- Use of sustainable building methods and site design practices for new buildings or significant renovations, for example, LEED certified standards
- Attractive architecture through design standards
- Good access
- Pedestrian-oriented buildings
- No minimum or maximum lot size requirements



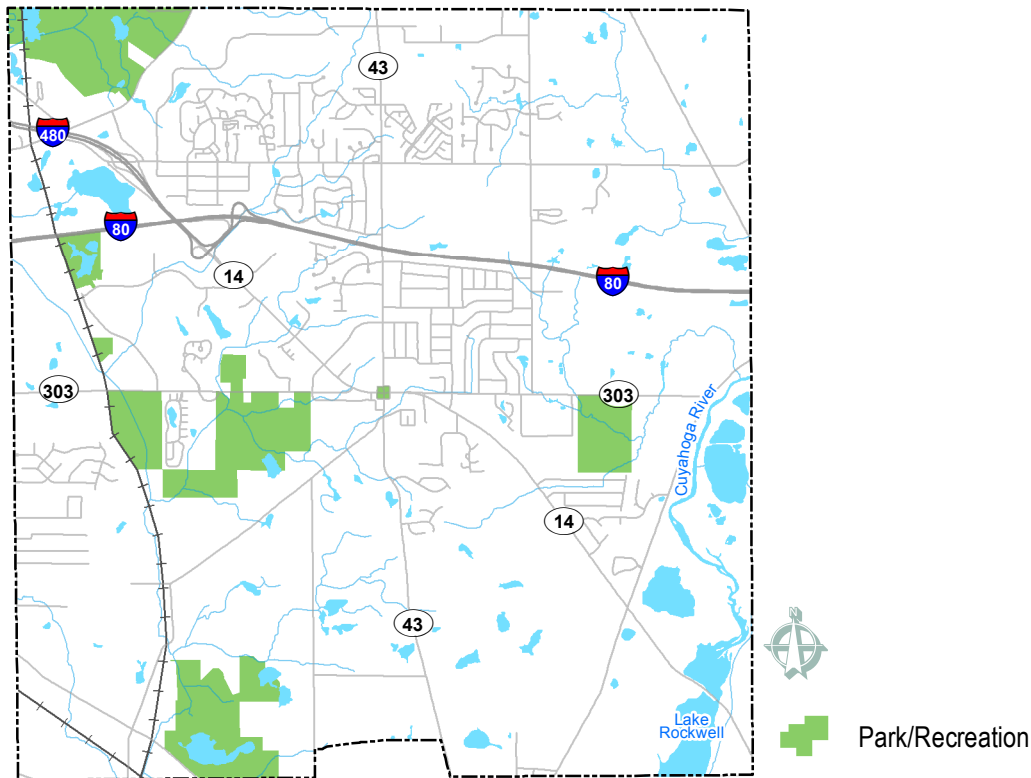


Park / Recreation

*Intent:* To designate those spaces publically owned or controlled as parkland by the City, State or other public or quasi-public agencies.

*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



### Special Districts

As mentioned previously, the special districts serve as priority development or redevelopment areas and should be implemented through various planning tools in the zoning code. These districts are defined less by their use and more by their character and development standards. Each has its own purpose and intended development style and allows for more flexibility in terms of uses.

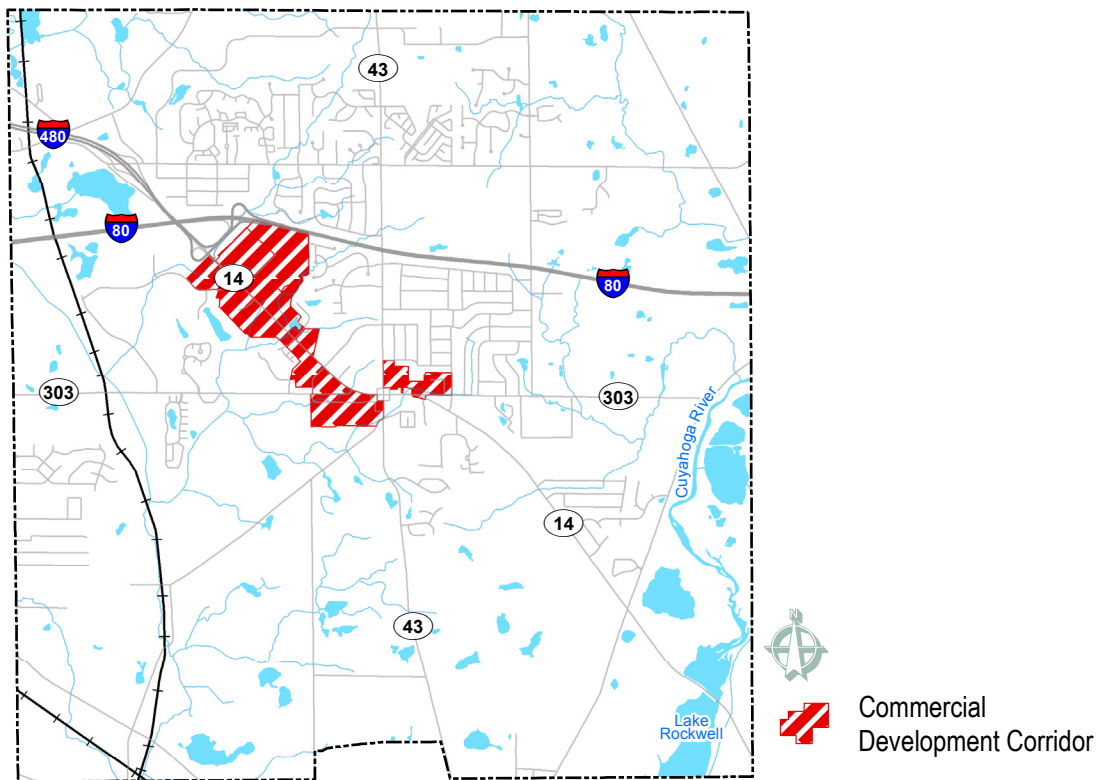
#### Commercial Development Corridor

(No. 1 on Future Land Use map, Map 7b)

*Intent:* To improve and redevelop where necessary the existing commercial corridor. 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.

#### Characteristics:

- Street trees and sidewalks
- Detailed architectural and site design standards (consider scale)
- Controlled through planning tools in the zoning code
- Maximum parking requirements (consider scale)
- Minimized lighting requirements
- Promote reuse of existing buildings (if feasible)
- Bike parking
- More attractive and appropriately scaled signs
- Non-residential uses mixed vertically or horizontally
- Auto-oriented and scaled buildings
- Buried utilities
- Buildings are typically larger than 15,000 square feet



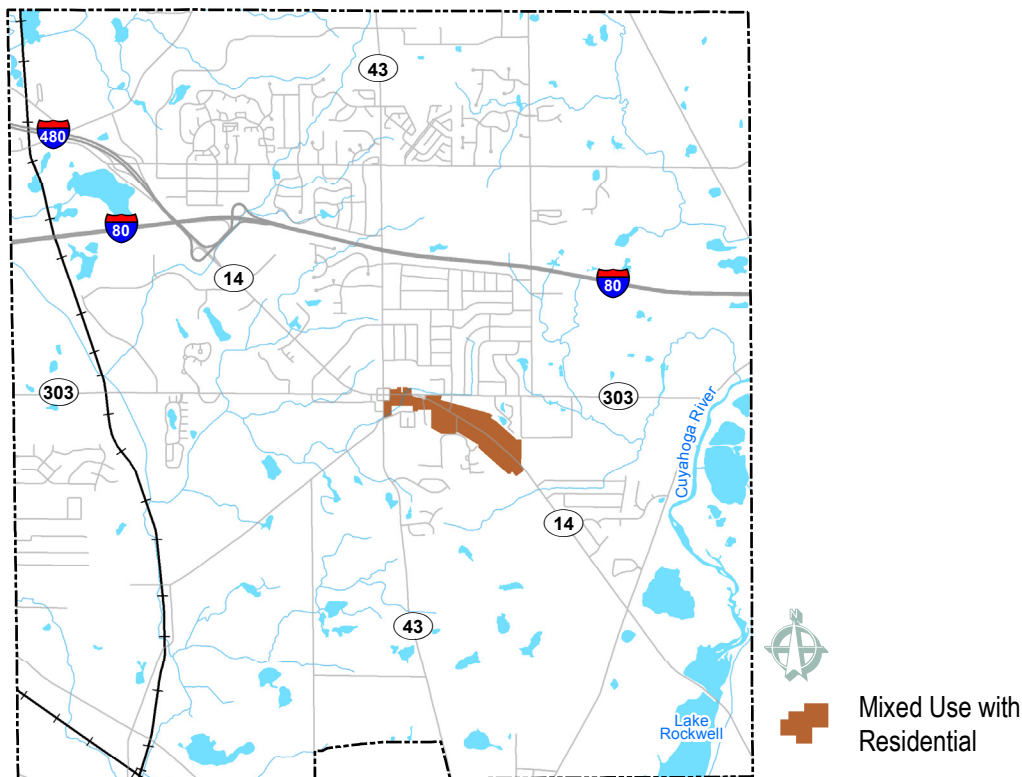
### Mixed Use with Residential

(No. 2 on Future Land Use map, Map 7b)

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

#### *Characteristics:*

- Street trees and sidewalks
- Detailed architectural and site design standards (consider scale)
- Controlled through planning tools in the zoning code
- Minimized parking requirements (consider scale)
- Minimized lighting requirements
- Promote reuse of existing buildings (if feasible)
- Bike parking
- More attractive and appropriately scaled signs
- Non-residential uses mixed vertically or horizontally
- Pedestrian-oriented and scaled buildings
- Buildings are typically smaller than 15,000 square feet



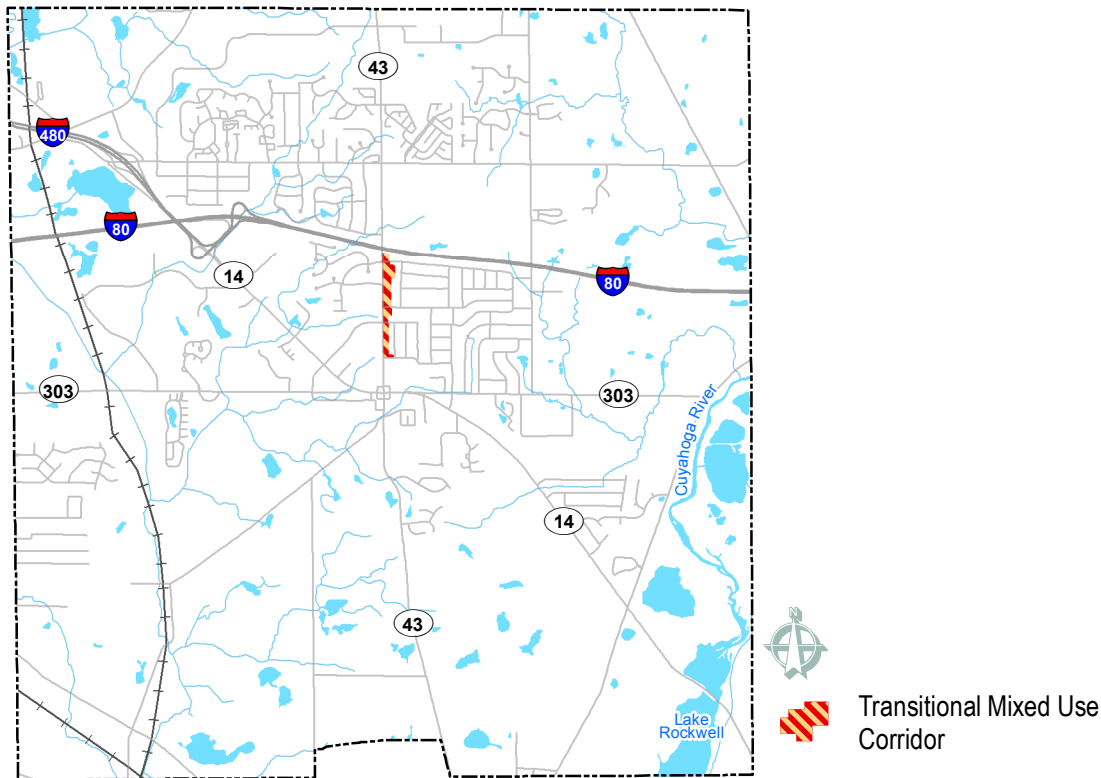
**Transitional Mixed Use Corridor**

(No. 3 on Future Land Use map, Map 7b)

*Intent:* To provide a mix of uses, including office and small-scale neighborhood commercial, that fit with the character and scale of the area; to accommodate further transition of uses fronting on the east side of SR 43 from residential to appropriately scaled commercial uses; to redevelop and improve the existing uses on the east side of SR 43 from Russell Drive to the Ohio Turnpike (I-80).

*Characteristics:*

- Detailed architectural and site design standards
- More attractive and appropriately scaled signs
- Pedestrian-oriented and scaled buildings
- Street trees and sidewalks
- Parking located behind or to the side of buildings
- Buried utilities
- Controlled through planning tools in the zoning code



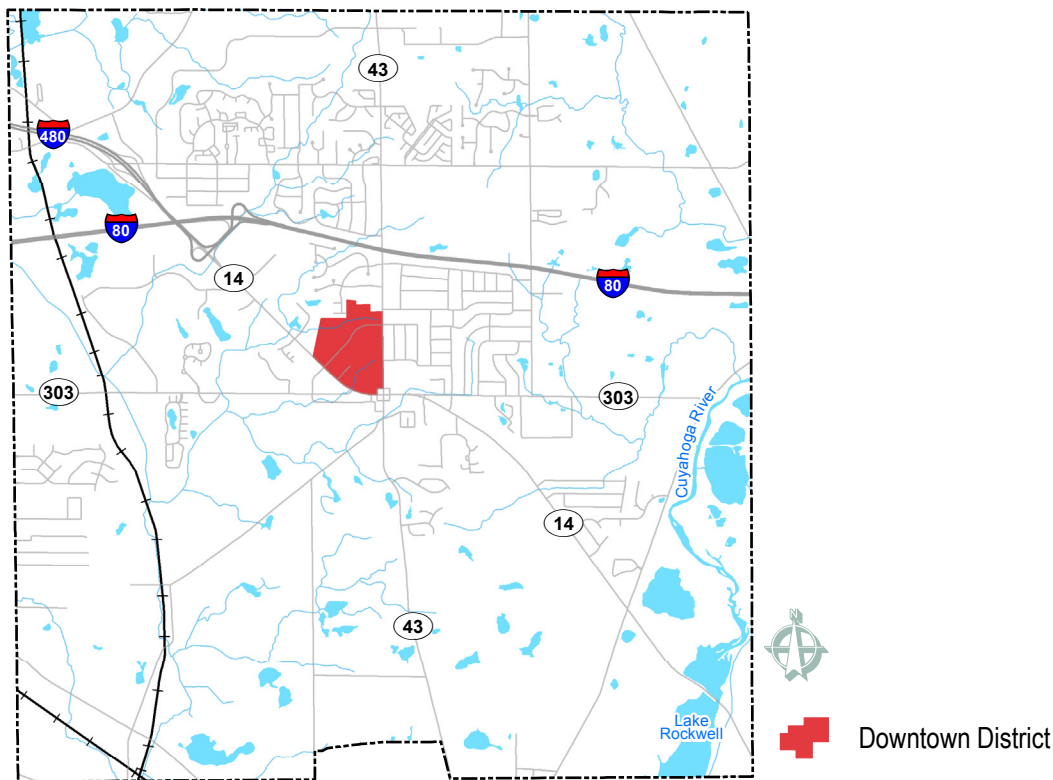
**Downtown District**

(No. 4 on Future Land Use map, Map 7b)

*Intent:* To provide for the development of a downtown core with a mix of civic, commercial, business and residential uses.

*Characteristics:*

- Detailed architectural and site design standards
- More attractive and appropriately scaled signs
- 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
- Uses mixed vertically
- Bike parking
- Outdoor uses including outdoor seating
- Pedestrian-oriented and scaled buildings
- Streetscape design standards
- Off-street parking located behind or to the side of buildings and not in the front yard
- On-street parking
- Buried utilities
- Public gathering places
- Walkable area with pedestrian connectivity
- Street trees and sidewalks
- Consistent sign and lighting features
- Controlled through planning tools in the zoning code
- Small-scale commercial and office
- Maximum height of 60 feet, not to exceed 4 stories
- Residential density not to exceed 12 du/acre in vertical mixed use development



#### **IV. Development Techniques & Tools**

To achieve the desired character of some of the proposed land use areas, several development techniques and tools can be employed. These techniques are standard, proven methods in community zoning and development. They can be regulatory or optional, but all serve the purpose of achieving a desired goal for the community or neighborhood whether it is enhanced walkability, preservation of sensitive environmental features, or the provision of parks and playgrounds. Regulations can change to accommodate current needs, but zoning variances or conditional use certificates are also useful in allowing for flexibility.

The types of development techniques that allow for creative development standards could include but are not limited to:

- Planned Development
- New Urbanism/Traditional Neighborhood Development
- Conservation Development
- Overlay Districts
- Low Impact Developments

These and other planning tools may be added, amended or removed in the zoning code pursuant to the desires of City Council. For a brief overview of these planning tools see Appendix D for further details.

# 8. Community Character

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## I. Introduction

Having character is what makes a city a community. Community character can be visual and apparent through unique and attractive design, gateways or a theme, or it can be more unspoken and subtle through an attitude, way of life, values, pride and trust. Great communities combine both of these elements. They create opportunities for gathering, socializing and community involvement. They care for their spaces and enhance the way the City looks. They promote the good in their community to outsiders and have pride in where they come from. Community character is clearly vital to the long-term success of the City. The residents and business owners of Streetsboro are ready to enhance their image, confidence and pride in the good in their community.

## II. Existing Conditions and Trends

### Public Input

The Master Plan Review Commission discussed areas where they would like to see improvements. They would like to see more large lot development, especially for the rural or less densely developed areas of the City. There were also conversations about commercial, industrial, and multi-family development and how downtown redevelopment should look. The emphasis was on quality and desirability of a small suburban community. Industrial land uses should be clean and separated from residential as appropriate. Commercial land use should be vibrant and attractive and the downtown areas walkable without excess residential density. Multi-family should also include quality projects that are well maintained, are an asset to the community and provide contributions as community resources.

### 2013 and 2018 public survey results indicated:

- Respondents showed a slight improvement in the over-

### 2018 Survey highlights:

- 82% feel Streetsboro is a good place to raise a family
- 65% feel there is a good to excellent sense of community
- 74% think the overall appearance of the City is good to fair
- 77% think the opportunities for cultural events and activities are fair to poor

## Community Character

all sense of identity and community in 2018 compared to 2013, but in general, both surveys rate the sense of identity and community and overall appearance of the City as fair to good.

- 37% of respondents in 2013 did not think Streetsboro had a strong sense of pride, but this number fell to 25% in 2018
- The availability of affordable, quality health care remained the same from 2013 to 2018, at about 65%

### Family Days Survey Results

Based on the Family Days survey responses, the majority of respondents would like to see a town center. The respondents were also willing to increase density beyond 8 units per acre to create a viable town center. The survey addressed how the town center should look and uses that should be located within the downtown. In general, respondents would like to see:

- A community gathering place for entertainment and large events, like a park, gazebo, or concert area
- Community center which could include a senior center or recreation center
- Small downtown shops including speciality shops and local dining options within a walkable area
- City hall and other government services such as downtown police and fire departments

### Community events and activities

As mentioned in Chapter 4, there are several events in Streetsboro that draw large crowds of people each year and offer opportunities to promote the best Streetsboro has to offer. Streetsboro Family Days is a 4-day summer event that includes live music, dance performances, a cooking contest, car show, dog show, games and more.

Residents expressed interest in seeing more events, local and regional, in Streetsboro. Festivals and events serve to bring local residents together, as well as bring residents of other communities into the City. This lets Streetsboro promote its image, environment and services to those who might not otherwise stop in the City.

### Loss of identity over time

When traveling through Streetsboro today, it may be hard to imagine that its history dates back to the early 1800s. Only a





couple of historic buildings remain, and the town square that was donated by Titus Street in the 1820s has become smaller and smaller over the years due to the widening of SR 14 and SR 43. The opening of the turnpike was a tremendous opportunity for Streetsboro in terms of growth and economic activity. Because of the turnpike, the City is still poised for growth and development options. Streetsboro has grown into a residential, family-friendly community largely because of its location and environment.

### Visual character

While variety is good, a cohesive visual identity through buildings, signs, or streetscapes helps visitors know they have arrived in the City and presents a positive, thought-out image. It shows that the residents and employees respect their City and care about the way it appears.

In order to accomplish a more cohesive development pattern, design guidelines need to be created and implemented through the zoning code.

From a streetscape perspective, encourage, require or incentivize the following as appropriate:

- Landscaping
- Brick pavers
- Ornamental street lighting
- Buried power lines

To add character to the downtown area the following are desirable elements:

- Civic uses
- Public spaces
- Retail and small office
- Pedestrian friendly design with street trees and sidewalks

Consider other design features such as:

- Architectural design
- Signage
- Landscaping (around buildings or parking lots)
- Lighting
- Form and massing of structures

In areas that are considered gateways or key entrances con-



Above: Existing character along Diagonal Road (top) and Ferguson Road.

sider:

- Distinctive signs
- Archways
- Medians
- Formal landscaping (landscape design with an artistic flare)
- Other landmark features

Uses that have a potentially large impact on the character of the City should be discouraged. These include:

- Prisons
- Nuclear power
- Solid waste transfer stations and landfills
- Cell towers
- Pipelines
- Airports
- Off-road gas powered vehicle parks (i.e. motocross)
- Truck storage or repair

By developing a more cohesive development strategy, the City will promote quality building construction and will be proactive in the look and feel of the City. These guidelines will also promote the City as a place with a set series of standards to strive for.

# 9. Implementation

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## I. Introduction

Perhaps the most important piece of the comprehensive plan is implementation. The implementation chapter details the actions specified in each chapter and what parties should be responsible for their undertaking. Without this piece, the Plan is simply a stack of paper on a shelf. Elements such as revising the zoning code to support the comprehensive plan are imperative to the Plan's effectiveness and value. Some recommendations need to be acted on immediately while others may have to wait 5-10 years to be applied. These items will need to be taken on by entities such as the Streetsboro Planning Department, Engineering Department, Chamber of Commerce, or City Council. Regardless of who is in charge, collaboration and communication are key to ensuring the actions taken achieve the intent of the comprehensive plan principles and goals.

The implementation chapter is divided into two sections. The first outlines a list of general policies for plan implementation. These are not related to any specific goal from the categories, but guide the execution of the Plan as a whole. It details what needs to happen in order to move forward with the Plan and throughout its long-term implementation. The second section summarizes the objectives and strategies from each chapter and the responsible party recommended for each strategy to be implemented.

## Implementation

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### II. General Policies for Implementation

**1. Adopt the Plan as the official policy document of the City to guide development, funding and land use decisions**

Above all else, the Plan must first be adopted by the City. Once adopted, the Plan becomes official and should be followed when making land use decisions. The Plan is the first step in creating a more legally stable and enforceable system.

**2. Revise the zoning code and subdivision regulations to support the goals and objectives contained in the Plan**

Changes will need to be made in order to truly implement the Plan. These recommendations are part of the strategies and include amending and adding zoning districts and development standards. Also included in this is creating overlay districts and standards for the Downtown District, Commercial Redevelopment Corridor and Transitional Mixed Use Corridor. Having a zoning code that is in concert with the comprehensive plan is key to making sound land use decisions.

**3. Require compliance with the Plan in rezoning/development requests and provide written record of such discussion and agreement for each rezoning and development decision**

It must be documented that decisions being made are in compliance with the recommendations in the existing comprehensive plan. Staff reports presented to Planning Commission and City Council should include the planning principles or goals of the Plan and should discuss the proposal's conformity with them. Decisions must be consistent in order for the City to avoid legal trouble and providing a guide for this is a primary purpose of the comprehensive plan.

**4. Maintain the official future land use map**

The Future Land Use map should be prepared and maintained using Geographic Information Systems map information, detailed to the parcel level.

**5. Update Plan every five years as specified in the City Charter**

Circumstances will change along with the composition and dynamics of the City. To ensure the recommendations within the Plan are applicable to Streetsboro, the Plan should be updated every five years or as specified in the City Charter.

## Implementation

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### **6. Work to eventually return zoning authority to the City**

To implement the Plan correctly and effectively, the power of rezoning should be returned to the City. Board and Council representatives will have to earn back the trust of residents by making consistent decisions that comply with the Plan (#3) and demonstrating that they have the desire and will to implement and defend the Plan as approved. As the Plan itself is a product of extensive public input and consensus, it would be appropriate for proposals that are in accordance with the comprehensive plan and future land use map to be decided through the City. In turn, residents could retain the right to vote on rezoning proposals that deviate from the comprehensive plan.

### **7. Obtain and allocate funding to achieve goals and objectives**

The process of securing funding is a challenge and must be taken on by individuals who are assertive and organized. These individuals must determine who the key players are regarding funding of priorities, grants available, innovative programs (see Appendix E for explanation of several innovative financing tools), government assistance and those who may be willing to donate money or land to achieve the goals in the comprehensive plan.

### **8. Monitor progress of plan and provide annual reports to Planning Commission and City Council on the status of objectives**

To ensure that the Plan does not end up on a shelf, the Planning Department should provide an annual report on its status, including initiatives that have begun, goals that have been achieved, land that has been set aside, etc.

### **9. Involve stakeholders and community members in the Plan implementation**

In order to regain community trust and make the comprehensive plan a true reflection of the community's best interests, the public must be involved in implementation. This can be accomplished through volunteers promoting the Plan, residents starting block watches and local events, or business leaders introducing sustainable initiatives into their practices.

### **10. Coordinate and communicate with surrounding jurisdictions and the PCRPC**

Many of the recommendations in the Plan depend on partnerships and collaboration with surrounding areas or organizations. A regional perspective on growth and assis-

## Implementation

tance will help Streetsboro move forward in the future. In addition, the Portage County Regional Planning Commission can assist in grant and funding information, zoning amendment reviews, zoning technique recommendations, and mapping.

### **11. Amend the Plan when circumstances are sufficient to warrant a change in the agreed-upon policy in order to support a proposal that deviates from the goals and objectives of the Plan**

There should be very few instances that the Plan will need to be amended in the next five years. However, if circumstances do arise that require policies to change in order to accommodate a proposal that is in the best interest of the community, the amendment will need to be reviewed and adopted by Planning Commission and City Council.

### **12. Be proactive vs. reactive**

The City should take an aggressive stance on preferred development, property acquisition for the preservation areas, and funding opportunities. Streetsboro has become what it is today out of being reactive to development and not having a strong plan. Commissioners and Council members should also seek education and training opportunities and resources to stay informed of current planning issues and trends. Several relevant educational opportunities and resources are listed in Appendix F.

## **III. Strategy Summary**

The following are the recommended objectives and strategies for each category. The strategies are accompanied by suggested parties that should be responsible for implementing the task. These parties are not set in stone, but are merely suggestions for who might initiate the strategy in order to facilitate implementation. Actions will not be achieved if no one takes responsibility; therefore it is crucial that tasks be delegated as directed by City Council.

**IV. HOUSING**

*Goal*

*To 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 and new housing.*

**Objectives and Strategies**

*Objective 1: Provide more options for higher value housing*

Higher value housing should be provided to balance out the current selection of housing within Streetsboro and compete with surrounding communities. Higher value housing can be either low or high density, small or large – the price depends more on location and amenities than size and density. In 2018, the average home value for owner and renter occupied dwellings was \$148,300 (based on County Auditor figures).

**Responsible Entities:** P, B, PC, CC

- Strategy 1.1: Create and adopt planning and architectural design guidelines to raise the standard for residential design and appearance (see Housing Strategy 5.2 for more detail)
- Strategy 1.2: Promote natural features as amenities in lower-density districts and proximity to uses as amenities in higher-density districts
- Strategy 1.3: Provide incentives for higher value products (home and garden tours, parade of homes, etc.)
- Strategy 1.4: Enhance community image and branding to attract ‘move up’ buyers and compete with surrounding communities
- Strategy 1.5: Consider providing incentives that promote investment to increase the value of new dwellings.

*Objective 2: Maintain existing affordable/obtainable housing stock comprised of both rental and owner-occupied units*

Maintaining affordable/obtainable housing that already exists will help to provide for a variety of people in different life stages and with different incomes. Increasing investment into existing dwellings has several indirect benefits to the City and its residents including increased property tax revenues, improved aesthetics and enhanced community pride.

**Responsible Entities:** P, B

- Strategy 2.1: Explore the feasibility of a rental registration program.
- Strategy 2.2: Continue enforcement of the property maintenance code.
- Strategy 2.3: Consider providing incentives that promote invest-

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ment to increase the value of existing dwellings.

### *Objective 3: Ensure that existing multi-family housing does not begin to deteriorate*

Communication and enforcement is important in avoiding deterioration while still maintaining the existing housing stock. According to the 2018 survey, new multi-family residential was the least desired residential use.

**Responsible Entities:** P, B, P&R, ZI

- Strategy 3.1: Conduct stricter and more thorough code enforcement
- Strategy 3.2: Plan for public parks and community spaces around existing multi-family housing
- Strategy 3.3: Communicate openly and often with the landowner and management

### *Objective 4: Support development of senior housing*

Senior housing provides another way to increase sustainability and the ability of a variety of people to live, or remain, in the community. Some seniors may choose to remain in their homes, but there are options for those who feel more comfortable in a managed facility. According to the American Community Survey 2012 to 2016 estimates, 14% of the population was 65 and over, but in the next 25 years approximately 55% of the existing residents will be over 65.

**Responsible Entities:** P, PC

- Strategy 4.1: Encourage development of senior housing in close proximity to shopping, amenities and transportation services
- Strategy 4.2: Determine what types of senior housing are most needed and desired (retirement communities, assisted living, nursing facility) by doing a residential market study

### *Objective 5: Ensure that housing remains competitive with adjacent communities in terms of cost and appearance*

Streetsboro has a different residential offering than surrounding communities in terms of amenities and price points. The design standards for new housing should be evaluated to increase a mix of housing options and styles. The City's housing values are comparable to the City of Aurora at \$150-\$200k value range, but lag behind its city neighbors for homes of greater value.

**Responsible Entities:** P, B, PC

- Strategy 5.1: Accommodate a greater variety of housing options so the City is not at a disadvantage in terms of offering a certain product
- Strategy 5.2: Create residential design guidelines to support the image of Streetsboro being a well-designed, attractive community. This should cover:
  - Architecture and materials
  - Siting/Orientation/Setbacks
  - Landscaping
  - Walkability
  - Garages
  - Amount of impervious cover



*Objective 6: Encourage housing built with environmentally-friendly materials and building techniques*

The sustainable standards will create housing that is more energy-independent, environmentally-sensitive and will protect water quality.

**Responsible Entities:** P, B, PC, E, CA, PRD

Strategy 6.1: Promote criteria and practices such as LEED for Homes, LEED ND, and low impact development (see Appendix D)

Strategy 6.2: Revise development standards to include environmentally responsible site design and development techniques such as:

- Maximizing solar orientation
- Material recycling
- Construction activity pollution prevention
- Minimal site disturbance
- Use of regional materials
- Waste reduction practices

Strategy 6.3: Revise the zoning code and subdivision regulations to lessen barriers that will inhibit sustainable development practices for homes such as:

- Solar panels
- Wind turbines
- Geothermal power
- On-site food production
- Rain barrels

Strategy 6.4: Encourage new residential development near existing infrastructure and community resources

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## V. ENVIRONMENT

### *Goal*

*To preserve, protect, and connect areas of significant environmental importance, optimize the value and benefits of those resources for the community and minimize the impacts of development.*

### Objectives and Strategies

#### *Objective 1: Encourage sustainable, responsible development practices*

These development practices are the norm for recent community development. The City should determine which should be required and which should remain policy items. All are critical to maintaining a healthy, safe, connected and responsible community.

**Responsible Entities:** P, CA, PC, CC

Strategy 1.1: Incorporate the following practices within the zoning code or as City-wide development policy:

- Perform an initial site inventory prior to development of individual parcels
- Practice minimal site disturbance (tree clearing, grading, filling of wetlands, etc.)
- Configure development around natural features
- Work with existing topography to minimize site disturbance
- Erosion control and best management practices
- Reduce and divert construction waste
- Provide connections to adjacent open spaces or neighborhoods through sidewalks, paths, and street networks to encourage walking and biking
- Utilize green storm water methods
- Create an open space dedication policy
- Use native, low maintenance plants in landscaping
- Utilize low impact development practices (see Appendix D)
- Utilize conservation development where feasible
- Develop lighting standards that minimize light pollution and light trespass
- Closely follow best management practices related to hydraulic fracturing to minimize potential impacts

#### *Objective 2: Promote preservation of the most significant environmental areas in the City*

Land preservation appears to be a high priority for the City and residents. According to the survey, protecting forested areas, groundwater resources and wildlife corridors were rated as the highest concerns.

**Responsible Entities:** P, P&R, PCSWCD, PC, CC, PRD

Strategy 2.1: Partner with Nature Conservancy, Portage County, Portage Park District, Tinkers Creek Land Conservancy, local universities, land trusts, developers, to promote preservation.

Strategy 2.2: Consider creation of a fund to be used for land acquisition. It could be funded through open space dedications by developers unable to provide open space on their property, a percentage of TIF revenue from development projects or donations.

Strategy 2.3: Consider utilization of conservation development techniques as a way to preserve land.

*Objective 3: Encourage protection of environmentally-sensitive areas of the City*

**Responsible Entities:** P, PC, CC

Strategy 3.1: Enforce the Riparian and Wetland setback ordinance.

*Objective 4: 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. The survey indicates that 38.2% of the respondents would like to see more park space of all types.

**Responsible Entities:** P, PCSWCD, P&R, E

Strategy 4.1: Evaluate public land for greenways to connect environmentally significant areas

Strategy 4.2: Promote increased visibility through increased signage, trailheads and parking

Strategy 4.3: Work to connect environmentally sensitive areas to greenways, roads and adjacent neighborhoods

Strategy 4.4: Consider maps showing these areas and their features to promote them to the community

*Objective 5: Promote the benefits of preserving natural features and open space to developers and landowners*

**Responsible Entities:** ED, P

Strategy 5.1: Incentivize preserving natural features to promote the benefits of open space and environmental features

Strategy 5.2: Strive to develop multi-purpose paths that interconnect with surrounding parks.

*Objective 6: Reduce runoff and potential flooding resulting from new and existing development*

Because flooding is a major issue throughout Streetsboro, these techniques should become standard to protect health, safety and property values. Implementation of storm water best management practices should not require any additional steps in the approval and permitting process.

**Responsible Entities:** P, E, PRD, PC

Strategy 6.1: Consider minimizing impervious surfaces through strategies including but not limited to:

- Encouraging pervious pavement

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- Creating maximum impervious surface limits
  - Encouraging use of alternative paving materials vs. concrete sidewalks/patios/pathways in landscape guidelines
  - Establishing maximum pavement and right-of-way widths
  - Allowing shared driveways
  - Allowing two-track grassed driveways in appropriate areas
- Strategy 6.2: Promote retention of storm water on-site through strategies including but not limited to:
- Rain gardens
  - Bioswales in tree lawns
  - Redirected downspouts
  - Pervious pavement

*Objective 7: Increase tree planting throughout the City*

Per the survey, Streetsboro residents want to see more trees throughout their community. Trees have numerous benefits and create value for the property and community. According to the survey, forested areas were a top concern.

**Responsible Entities:** P, P&R, CC, PC

- Strategy 7.1: Promote street trees in designated areas
- Strategy 7.2: Consider creating and adopting a tree preservation and replacement ordinance
- Strategy 7.3: 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
- Strategy 7.4: Explore the feasibility of a Tree Commission
- Strategy 7.5: Work to achieve Tree City USA designation

**VI. COMMUNITY FACILITIES**

*Goal*

*To provide up-to-date facilities and services that foster a safe, active, and educated community.*

**Objectives and Strategies**

*Objective 1: Continue to provide staffing and resources needed to maintain a safe community*

In order to have a safe community, all residents should play an active role in 1) watching out for others; 2) ensuring the City has adequate funds for basic community services; 3) monitoring their surroundings; and 4) communicating with their neighbors and officials. According to the survey, the police and fire services were rated best quality services of the City.

**Responsible Entities:** PD, FD, CC

Strategy 1.1: Expand safety services and facilities when financially feasible and as determined by policy makers

Strategy 1.2: Encourage block watches and neighborhood groups

*Objective 2: Encourage increased community involvement among all residents*

**Responsible Entities:** P, P&R, SCS, VCB

Strategy 2.1: Continue to offer more activities and events 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 2.2: Work to increase promotional efforts of events and activities

Strategy 2.3: Consider providing a shared community recreation facility that can be used by multiple groups for a variety of activities

*Objective 3: Continue to foster cooperation and communication between Streetsboro City Schools and City leaders*

According to the survey, schools were rated as having a higher quality than planning and code enforcement.

**Responsible Entities:** CC, SCS

Strategy 3.1: Maintain a point of contact person for the City and the School District whose role will be to:

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- Discuss funding/collaboration opportunities
  - Discuss school facilities and location needs
- Strategy 3.2: Encourage joint meetings

*Objective 4: As appropriate, promote/support funding to the school system*

Responsible Entities: SB, P, P&R

- Strategy 4.1: Facilitate meeting places for resident-driven grassroots campaigns for school  
Strategy 4.2: Consider development of shared facilities as an additional source of revenue

*Objective 5: Explore the feasibility to increase number of parks, trails and greenways throughout the City*  
According to the survey, 38.2% of respondents indicated that there were not enough parks of all types.

Responsible Entities: P, P&R, PCRPC, PC, CA, CC

- Strategy 5.1: Promote the continued implementation of Parks and Recreation planning for maintenance and acquisition  
Strategy 5.2: 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)
  - U.S. Department of Transportation (for trails)
  - National Park Service
- Strategy 5.3: Consider requiring open space dedication or contribution to an open space fund with new development proposals  
Strategy 5.4: Clarify what does and does not qualify as open space in the zoning code  
Strategy 5.5: Collaborate with partners (i.e. Portage Park District) to obtain grants

*Objective 6: Encourage life-long learning while keeping younger students in the community*

To increase the level of education of existing residents and to keep students in the community, opportunities should be provided for different types and styles of education. Classes could be provided by knowledgeable residents, while internships could be provided by local companies and City offices.

Responsible Entities: P, ED, PRD, CC, SC, SCS

- Strategy 6.1: Promote the development of higher education facilities  
Strategy 6.2: Encourage adult education classes sponsored by local organizations  
Strategy 6.3: Consider offering co-ops and internships to students of nearby colleges and universities

*Objective 7: Consider and promote a more integrated, functional network of community facilities*

A connected system of community facilities would: 1) increase the likelihood of residents using them and becoming more active; 2) increase visibility and accessibility; 3) contribute to a sustainable community with the decreased need

to drive from one location to the next. According to the survey, 72.4% of respondents wanted walking and jogging paths, 49.8% wanted bike paths along roadways and 29.1% wanted more animal friendly parks.

**Responsible Entities:** P, P&R, PC, CC

Strategy 7.1: Encourage locating facilities in proximity to one another and close to existing neighborhoods

Strategy 7.2: Work to connect facilities with the greenway/path system

*Objective 8: Ensure that growth does not outpace the ability to service it*

**Responsible Entities:** P, E, CA, ED, PRD, NEFCO, PC, CC

Strategy 8.1: Prioritize/incentivize development on sites with infrastructure already in place before developing on greenfields

Strategy 8.2: Continually monitor the pace of growth to ensure that future needs for sewer and water can be provided for

Strategy 8.3: Consider requiring a fiscal analysis of new developments that details the impacts on local services and infrastructure

Strategy 8.4: Update the 208 Facilities Plan

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## VII. ECONOMIC DEVELOPMENT

### *Goal*

*To provide for diversity of business and employment opportunities while maintaining balanced economic growth and a strong tax base.*

### **Objectives and Strategies**

#### *Objective 1: Promote Streetsboro as a beneficial place to live and 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 balance of both jobs and housing should be provided while the City works to promote this message. According to the survey, the highest rated characteristics were access to shopping, sense of community and access to affordable/obtainable housing.

**Responsible Entities:** P, CA, ED

- Strategy 1.1: Encourage people to both live and work in Streetsboro by promoting a variety of living and employment options
- Strategy 1.2: Allow for home occupation and live-work units in the zoning code
- Strategy 1.3: Establish a comprehensive marketing campaign to promote the City of Streetsboro
- Strategy 1.4: Define mixed use development corridors

#### *Objective 2: Continue to capitalize on the accessibility of the City*

Streetsboro is ideally located for economic development; therefore, the City has a clear advantage over its competitors.

**Responsible Entities:** P, ED

- Strategy 2.1: Consider creation of a zoning district for office development between SR 14 and I-80, and along SR 43 and I-80
- Strategy 2.2: Promote redevelopment along SR 14 as a more attractive commercial gateway into the City
- Strategy 2.3: Consider development and redevelopment of the four corner intersection of Ohio Rt. 43 and Ohio Rt. 14 to reflect a more downtown atmosphere/center of town
- Strategy 2.4: Promote opportunities to attract a talented and educated workforce

#### *Objective 3: Encourage a variety of entertainment options*

**Responsible Entities:** P, ED

- Strategy 3.1: Encourage development of public entertainment such as a theater, bowling alley, and similar recreational uses
- Strategy 3.2: Define potential shopping/entertainment or specific areas throughout the City to accommodate such uses together or individually



*Objective 4: Encourage redevelopment and revitalization of existing areas before building new*

**Responsible Entities:** P, ED

- Strategy 4.1: Work to create incentives for redevelopment and updates to existing buildings
- Strategy 4.2: Explore the feasibility of promoting a mix of uses both in a single building or as part of a consolidated development
- Strategy 4.3: Consider infill of existing, unused parking with buildings and green space
- Strategy 4.4: Utilize public/private partnerships in the acquisition and development of redevelopment sites

*Objective 5: Work to attract higher wage employment opportunities*

The US Census 2012-2016 American Community Survey estimates indicates about 5.7% of Streetsboro’s households have median incomes that exceed \$150 K, which lags behind percentages for that income bracket at the county, state and U.S. levels.

**Responsible Entities:** P, ED, SC, PC

- Strategy 5.1: Encourage creation of zoning for more professional office uses
- Strategy 5.2: Identify or consider creating incentives for higher wage companies to bring in jobs
- Strategy 5.3: Implement corrective action based on feedback from corporate meetings, thereby accommodating the existing base while creating a more attractive environment to the outside
- Strategy 5.4: Higher end housing builders should be met with to discuss a plan to attract local corporate leaders presently being served outside Streetsboro, such as Hudson, Aurora, etc.
- Strategy 5.5: Strive to attract start-up businesses

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*Objective 6: Encourage creation of areas and opportunities for small-scale agriculture operations*

**Responsible Entities:** P, CA, PRD

- Strategy 6.1: Retain very low density and rural residential zoning in designated areas
- Strategy 6.2: Allow farming activities that will not create a nuisance in designated areas
- Strategy 6.3: Promote selling of farm goods in local stores, farm stands, and farmers markets
- Strategy 6.4: In areas initially designated farm, yet having been abandoned active farm use, identify and analyze potential for different zoning or usage

***Objective 7: Promote the creation of a 'green' economy***

Sustainable “green” business practices could include among other things procurement of environmentally-responsible materials, providing opportunities for people of multiple ages and incomes, operating in an environmentally-friendly building, or offering incentives for carpooling and transit use.

**Responsible Entities: ED, SC**

- Strategy 7.1: Market the City to businesses that have sustainable business philosophies and that create or promote environmentally-friendly products and services
- Strategy 7.2: Encourage existing companies to develop sustainable business practices
- Strategy 7.3: Consider development of a green job/company incubator

***Objective 8: Maintain the strong, industrial base of the City***

The industrial base of the City is one of its major strengths. There is available land for industrial expansion for years to come and the City should continue to promote industrial development.

**Responsible Entities: ED, SC**

- Strategy 8.1: Maintain industrial uses in designated areas
- Strategy 8.2: Continue to encourage retention and expansion of industrial companies through 1) tax incentives, 2) roadway improvements and 3) positive interaction with the City
- Strategy 8.3: Continue to promote Streetsboro’s competitive advantage over neighboring communities

***Objective 9: Continually monitor and improve the overall economic health and vitality of Streetsboro***

The City must have a constant understanding of how it is doing financially, and should be providing this information to the public and Council. This increases transparency and trust in the government, while letting the public know where money is coming from and where it is going.

**Responsible Entities: ED, SC**

- Strategy 9.1: Consider producing a yearly/quarterly public report that includes information on business revenue, vacancy, budgets, new businesses, etc.
- Strategy 9.2: Evaluate incentive packages to determine:
- Which incentives are the most successful in attracting businesses
  - Which companies are needed more in the City
  - Alternative ways to creatively encourage business development and investment in housing improvements to new and existing dwellings
- Strategy 9.3: Consider preparation of an annual fiscal analysis report that studies the income being received by local businesses and the revenue needed to support local services in order to maintain fiscal balance
- Strategy 9.4: Evaluate largest type of manufacturing base; evaluate and search out support businesses to service needs
- Strategy 9.5: Evaluate business opportunities to service the hydraulic fracturing industry, as appropriate, highlighting the importance of environmentally responsible practices.

**VIII. TRANSPORTATION**

*Goal*

*To provide a safe, efficient, connected and location-appropriate transportation network that supports walking, biking and transit.*

**Objectives and Strategies**

*Objective 1: Promote and provide infrastructure for alternate forms of transportation*

Alternate forms of transportation include walking, biking, and transit. Having multiple forms of transportation gives people an option for getting from point A to B, and can increase health, decrease pollution and lessen traffic.

**Responsible Entities:** P, E, P&R

- Strategy 1.1: Evaluate the feasibility of requiring sidewalks in all districts with the exception of very low density and rural residential ones
- Strategy 1.2: Work to construct streetscape improvements where the pedestrian atmosphere is currently unfriendly
- Strategy 1.3: Provide adequate rights-of-way in new street design for bike lanes or shoulders
- Strategy 1.4: Promote complete streets in new developments.
- Strategy 1.5 Promote rail use and access

*Objective 2: Increase bus service as demand increases*

While an increase in bus service is not needed currently, the situation should be continually monitored. With increased growth and more centralized development, increased transit service could become much more feasible and logical.

**Responsible Entities:** P, E, AMATS

- Strategy 2.1: Promote public transportation by working with PARTA and AMATS to determine additional routes, timing of routes, and location of a park and ride lot

*Objective 3: Encourage a transportation network with adequate internal and external connections for auto and non-auto users*

Developments should be planned that include connections – both pedestrian and automobile related. This helps local safety officials along with decreasing traffic congestion that occurs when there is only one way to get in and out of a development. Connections also allow people to get to a destination without having to use a car.

**Responsible Entities:** P, E, PC, PRD

- Strategy 3.1: Encourage the connection of new developments to nearby uses

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Strategy 3.2: Provide connections to the nearest trail/path

### *Objective 4: Make transportation decisions based on the surrounding context*

Too often transportation decisions are made without taking the existing character and context into consideration. This should be a standard element of plan review and roadway design.

#### **Responsible Entities:** P, E, CC

Strategy 4.1: Create plans for important roadways

Strategy 4.2: Take existing and future neighborhoods, historical context, and character into consideration during all transportation planning and design decisions

Strategy 4.3: Utilize context-sensitive solutions in planning and designing for transportation improvements

### *Objective 5: Improve the safety of streets*

Street safety should be designed for both pedestrians and automobiles. This includes adequate lighting, regular road and sidewalk maintenance, construction of new sidewalks, traffic calming devices, and pedestrian signals and markings. These improvements should be located as determined by the City Engineer. According to the survey, sidewalk maintenance and street cleaning were rated at a low quality of service.

#### **Responsible Entities:** P, E

Strategy 5.1: Continue to keep roads and street lighting adequately maintained

Strategy 5.2: Promote maintenance of a safe distance between pedestrians/sidewalk and automobiles by utilizing wide sidewalks, tree lawns and on-street parking where the right-of-way is adequate

Strategy 5.3: Utilize pedestrian signals and clearly marked crosswalks where needed

### *Objective 6: Minimize traffic congestion*

Traffic congestion is a big issue in Streetsboro and additional research and studies are needed in order to determine the best solutions. Street widening in the City is discouraged especially in areas of rural or residential character, but the approved transportation entities (such as AMATS) will determine the most appropriate and effective solutions. Smaller scale strategies can be utilized until a comprehensive solution can be found. According to the survey, traffic was a moderate problem in the City, while ease of travel was still considered a strength.

#### **Responsible Entities:** E, P, AMATS, CC

Strategy 6.1: Research alternative routes for truck and/or residential traffic to avoid the SR 14/SR 43 intersection

Strategy 6.2: Promote, and where appropriate, utilize congestion management strategies including but not limited to:

- Carpooling
- Alternative work hours
- Bicycle and pedestrian facilities
- Extension of transit services / park and ride lots
- Traffic signal improvements
- Intersection improvements

- Access management
- New road construction
- Ride share / ride pickup
- Autonomous vehicle development

**Objective 7: Revitalize SR 14 as a community gateway while working to reduce traffic congestion**

Strategies should be implemented that will improve the look of SR 14 while also minimizing congestion and safety issues. AMATS is working to evaluate additional capacity issues along SR 14.

**Responsible Entities:** P, E, P&R, ED, AMATS, CC

Strategy 7.1: Work to create aesthetic streetscape improvements such as:

- Landscaping
- Brick pavers
- Ornamental street poles and lighting
- Buried overhead utility lines

Strategy 7.2: Assure adequate capacity for current and projected traffic by:

1. Studying and adopting codified access management techniques
2. Utilizing boulevard style roadway sections
3. Widening SR 14 where deemed appropriate

Strategy 7.3: Consider adopting a Dark Sky Ordinance or lighting zones with the intention of reducing light pollution

Strategy 7.4: Evaluate the feasibility of utilizing a Special Improvement District to fund improvements

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**Objective 8: Minimize the overall impacts of parking**

Parking areas not only detract from the visual appeal of a space, but they contribute to excess runoff and storm water pollution as well. Parking demand should be studied to determine how much is actually needed, and sustainable techniques should be encouraged to lessen the negative impacts.

**Responsible Entities:** E, P, PRD, PC, CC

Strategy 8.1: Utilize shared parking where possible

Strategy 8.2: Undertake a parking study to evaluate current parking needs and to determine where there is an over-supply of parking

Strategy 8.3: Create maximum parking requirements in the zoning code based on the results of the parking study

Strategy 8.4: Improve and enforce landscape and screening standards for parking areas

Strategy 8.5: Encourage parking to the rear or side of the building,

- or on the street in certain areas (Downtown, Transitional Mixed Use Districts)
- Strategy 8.6: Work to provide bike parking
- Strategy 8.7: Continue to encourage land banking of parking

**Objective 9: Increase the likelihood of transportation projects' implementation**

There are many plans and studies in existence for Streetsboro's transportation improvements, however few of them are being implemented. To increase the chances for these improvements to occur, projects should be prioritized with funding options specified for each. Communication should increase with entities such as AMATS that are responsible for allocation of funds.

**Responsible Entities:** E, AMATS, PCRPC, CC, P

- Strategy 9.1: Prioritize transportation projects based on mode (auto, bike, walk)
- Strategy 9.2: Create a desired timeline for implementation
- Strategy 9.3: Explore funding options for improvements and be proactive in acquiring money from government organizations, non-profits, and private donations
- Strategy 9.4: Communicate often with AMATS to convey roadway deficiencies and need for funding

**Objective 10: Slow and discourage cut-through traffic in residential areas**

**Responsible Entities:** E

- Strategy 10.1: Promote utilization of traffic calming and roadway design techniques including but 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)
  - 'Local traffic only' signs
  - 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

**Objective 11: Monitor technological advances occurring with Autonomous Vehicles and related to advances in retail shopping and on-demand vehicle utilization and their impact on the community**

**Responsible Entities:** E, P, PC, PCRPC, RRD

- Strategy 11.1: Develop best management practices to promote utilization through roadway design, and potential impacts of how land could be utilized, including but not limited to:
- Identify potential needed alterations to traffic marking, signage and signalization
  - Evaluate potential impacts during the conversion from non-autonomous vehicles to autonomous, particularly with regard to safety
  - Determine if land use requirements will change over time, i.e. surface parking requirements,

ingress and egress requirements, etc.

- Determine if reduced parking is feasible and how it will affect land use requirements and building placement
- Determine if autonomous vehicle will increase/decrease safety and ease/increase the demand for emergency services (police, fire and EMS)

Strategy 11.2: Continue to evaluate how on-line retail impacts brick and mortar stores

- Continue to monitor on a national level how on-line sales impact stores, i.e. reducing parking lot requirements while assuming less customers shopping in the store
- Evaluate redevelopment and reuse of larger box stores and commercial shopping centers
- Develop best management practices for use of stores that may become dormant

Strategy 11.3: Monitor how on-demand rideshare may impact parking demands for all land uses.

- Monitor the advancement of choice and convenience offered by on-demand rideshare and how it may impact development criteria (i.e. minimum parking requirements)
- Determine how to best accommodate on-demand rideshare, if necessary, i.e. designated drop off and pick up zones

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## IX. LAND USE

### *Goal*

*To provide a sustainable mix of land uses that will result in balanced growth and redevelopment, and enhanced community character.*

### **Objectives and Strategies**

#### *Objective 1: Work to both simplify and strengthen zoning districts*

The current zoning districts should be revised per the recommendations in the comprehensive plan to help create a simpler, easier to understand and enforceable system that will also accomplish the desired goals of the City. According to the survey, zoning, land use planning and code enforcement were considered only fair in terms of quality of service.

**Responsible Entities:** P, CA, PC, CC

Strategy 1.1: Consider creating new zoning districts that may be necessary to support the goals of the comprehensive plan.

Strategy 1.2: Consider removing or amending zoning districts that are ineffective or unclear

#### *Objective 2: Create a core area of the City*

A downtown core should be created for redevelopment through collaboration and innovative ideas to promote community vitality.

**Responsible Entities:** P, E, P&R, PC, CC

Strategy 2.1: Determine necessary and desired elements and character for the Downtown as described on page 7.19

Strategy 2.2: Consider creating district-specific design guidelines for the Downtown District

#### *Objective 3: Create a walkable community*

A walkable community contains many things – connections, infrastructure, safety measures, a mix of uses and density. Each of these contributes to creating a walkable community, but the more that are provided, the greater chance the City has of seeing activity. According to the survey, ease of walking or sidewalk maintenance was rated as a high priority by respondents.

**Responsible Entities:** P, E, P&R, PC, CC

Strategy 3.1: Consider creating a pedestrian/mobility plan that will evaluate connections and mobility issues for pedestrians in detail and recommend solutions

Strategy 3.2: Encourage connected uses and neighborhoods through pedestrian networks

Strategy 3.3: Encourage development in existing areas to increase walkability to more uses; i.e. to schools, parks, shopping, and other neighborhoods

Strategy 3.4: Consider creating neighborhoods with a mix of uses



*Objective 4: Promote appropriate transitions to ensure new development is consistent with existing areas (in terms of density, land use, and character)*

Responsible Entities: P, PC, CC

Strategy 4.1: Consider encouraging developments which have more flexible guidelines in terms of site layout

Strategy 4.2: Work to strengthen and enforce buffer requirements

*Objective 5: Encourage future development and land use that are fiscally balanced*

Residential development proposals above a specified threshold should be accompanied by a fiscal impact analysis, while the City periodically monitors cost of services for its land uses. These measures would provide a means for the City to evaluate the feasibility of a proposed development based on its revenue and cost of services needed.

Responsible Entities: P, PRD

Strategy 5.1: Work to develop a fiscal analysis of new developments that details the impacts (short and long-term) on local services and infrastructure

*Objective 6: Promote creativity in site design*

Creating different types of districts and development techniques can provide for flexibility where desired, possibly resulting in higher values and an enhanced image. These areas should have development standards specified within the Code. According to the survey, the majority of respondents would like the City to create development guidelines for how buildings should look.

Responsible Entities: P, CA, PC

Strategy 6.1: Work to create an effective Planned Development District in the zoning code

Strategy 6.2: Consider development standards for Conservation Development

Strategy 6.3: Consider incentives to encourage developers to utilize creative and flexible design

*Objective 7: Provide a more balanced selection of retail opportunities*

Responsible Entities: P, PRD, ED, E, PC, CC

Strategy 7.1: Encourage local businesses

Strategy 7.2: Promote creation of neighborhood commercial nodes and mixed use areas with the following characteristics:

- Located along the street in primarily residential areas

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- Attractive architecture and site design
- Pedestrian-friendly that accommodates multiple modes with connections for bikes, walkers, and cars
- Small-scale

### *Objective 8: Provide opportunities for more large-lot residential uses*

Survey respondents expressed a desire for both large-lot development and maintenance of existing low density, rural areas. Certain areas of the City are not a priority for development, but can provide an option for those wishing to offer a different type of product, such as estate-style homes to a smaller number of people. According to survey respondents, building residential lots greater than ½ acre was the third most desired type of development after parks and retail.

**Responsible Entities:** P, PC, CC

Strategy 8.1: Encourage large-lot residential uses in designated areas

Strategy 8.2: Maintain the rural residential zoning on the outer edges of the City

### *Objective 9: Work to create a network of preservation and greenway areas*

According to the survey, a network of preservation areas is a priority for the City and residents.

**Responsible Entities:** P, P&R, PSWCD, PC, CC, PRD

Strategy 9.1: Encourage preservation and conservation of areas with significant environmental limitations

Strategy 9.2: Encourage developers to provide/preserve portions of the trail or greenway system if it is designated near or adjacent to their property

Strategy 9.3: Identify and evaluate ancillary support businesses to service the needs of trail users.

X. COMMUNITY CHARACTER

*Goal*

*To establish a community identity that evokes a sense of place, pride, and quality in the eyes of residents, businesses, and visitors.*

**Objectives and Strategies**

*Objective 1: Work to create and display a sense of identity for the City of Streetsboro*

Survey respondents felt that the sense of community and identity was fair to good.

**Responsible Entities:** CC, P, ED, E, P&R, SC, SCS

Strategy 1.1: Evaluate the feasibility of hiring a consultant to lead the City in the creation of an identity or ‘brand’

Strategy 1.2: Promote gateways at key entrances to the City, elements could include:

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

Strategy 1.3: Consider providing way finding signs at City entrances and throughout the Downtown District that direct people to key locations

*Objective 2: Promote the City’s assets and values*

Marketing efforts should be ongoing and reach all members of the community.

**Responsible Entities:** CC, SC

Strategy 2.1: Consider creating a new City-wide marketing campaign to include the following messages:

- Promote the City as a family-friendly place to live
- Promote the abundance of natural features
- Promote major employers

Strategy 2.2: Develop a process to place people and materials in the community regularly and at key events and locations

Strategy 2.3: Consider materials that are cohesive and consistent to convey a positive, identifiable and strong message

*Objective 3: Promote a well-designed, attractive community*

Raising the development standards would increase property value, com-

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munity pride and attract a new market looking for a community to call home. According to the survey, residents expressed desire to increase the level of quality in design standards.

**Responsible Entities:** P, PC, CC

Strategy 3.1: Consider design guidelines that cover the following areas:

- Architecture
- Signs
- Landscaping
- Screening
- Lighting
- Streetscape
- Form and massing

### *Objective 4: Encourage protection of rural character*

Rural character is a major asset of Streetsboro and efforts should be made to protect these elements as much as possible. This could include limited development, preservation or character standards. Other techniques are possible and should be proposed to maintain these areas as they exist today. According to the community survey, respondents wanted larger lots with design standards.

**Responsible Entities:** P, P&R, PC, CC, PSWCD

Strategy 4.1: Consider creating standards for rural roadway character in designated areas including:

- Large setbacks
- Natural, low-maintenance materials
- No disturb zones
- Absence of curbs and gutters
- Minimal development

Strategy 4.2: Consider the purchase of scenic easements in appropriate areas

Strategy 4.3: Maintain existing lower-density zoning in certain areas

### *Objective 5: Promote public awareness of natural corridors and convey the importance of natural features and build support for their preservation*

Encourage people to become involved with and aware of the importance of preservation. Education could be provided not only for children and residents, but for governmental entities as well. These sessions can be provided by local preservation groups, the Portage Soil and Water Conservation District or the Portage Parks District among others. Survey respondents were concerned about the preservation of groundwater resources, forested areas, and wildlife areas.

**Responsible Entities:** P, P&R, PSWCD

Strategy 5.1: Consider establishing educational campaigns, seminars and on-site workshops for students, residents, the Planning Commission and City Council members

Strategy 5.2: Work to increase activities in and access to preservation and greenway areas

Strategy 5.3: Consider providing educational signs in preservation and greenway areas

*Objective 6: Promote activities, events and festivals that will attract Streetsboro residents and bring in residents of other communities*

According to survey respondents, an increase in events and activities are desired by the residents of Streetsboro to help provide identity and get citizens more active in their community.

**Responsible Entities:** CC, ED, SC, VCB, P&R

- Strategy 6.1: Encourage establishment of an Arts Committee and a location to showcase local artists
- Strategy 6.2: Consider a farmers market
- Strategy 6.3: Encourage neighborhoods to host block parties
- Strategy 6.4: Promote outdoor summer concerts
- Strategy 6.5: Promote volunteering events
- Strategy 6.6: Continue events such as Family Days

*Objective 7: Build community trust*

**Responsible Entities:** P, CA, PC, CC, SC

- Strategy 7.1: Encourage increased communication with the public regarding government proceedings, making them transparent and accessible
- Strategy 7.2: Work to increase public involvement in meetings, committees and events
- Strategy 7.3: Evaluate annually the Plan’s progress and make that information available to the public to promote awareness and further the Plan’s implementation

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# Appendices

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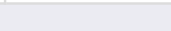
Please enter the information indicated below. If you do not work in Streetsboro, please ignore the Company Name. If you work in Streetsboro we'd love to know where. Please note that the information will not be imported into Constant Contact or used by the City.

Answers	Number of Response(s)
Company Name	43
Address 1	159
Address 2	7
City	158
Postal Code	159

\*Please select the option that applies to you:

Answer	0%	100%	Number of Response(s)	Response Ratio
I live in the City of Streetsboro			440	82.0 %
I work in the City of Streetsboro			17	3.1 %
I both live and work in the City of Streetsboro			49	9.1 %
I neither live nor work in the City of Streetsboro			14	2.6 %
I do not live or work in the City, but own property or a business in the City of Streetsboro			1	<1 %
No Response(s)			15	2.7 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

1. If you live in Streetsboro, what is your housing occupancy status?

Answer	0%	100%	Number of Response(s)	Response Ratio
Homeowner			352	65.6 %
Renter			40	7.4 %
No Response(s)			144	26.8 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

## Appendix A - Public Survey Results (2018)

### 2. How many years have you lived in Streetsboro?

Answer	0%	100%	Number of Response(s)	Response Ratio
Less than 2 years			25	4.6 %
2-5 years			67	12.5 %
6-10 years			72	13.4 %
11-20 years			119	22.2 %
More than 20 years			113	21.0 %
Not Applicable			0	0.0 %
No Response(s)			140	26.1 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

### 3. Which best describes the building you live in?

Answer	0%	100%	Number of Response(s)	Response Ratio
Single family house, detached from any other house			323	60.2 %
House attached to one or more houses (example: duplex or townhouse)			44	8.2 %
Apartment			16	2.9 %
Mobile Home			15	2.7 %
Not Applicable			0	0.0 %
Other			3	<1 %
No Response(s)			135	25.1 %
<b>Totals</b>			<b>536</b>	<b>100%</b>



4. If you DO NOT work in the City of Streetsboro, where do you work?

Answer	0%	100%	Number of Response(s)	Response Ratio
Aurora			26	4.8 %
Akron			15	2.7 %
Cleveland			27	5.0 %
Hudson			26	4.8 %
Kent			13	2.4 %
Youngstown			2	<1 %
Other Portage County community			9	1.6 %
Other Cuyahoga County community			59	11.0 %
Other Summit County community			35	6.5 %
Not Applicable			84	15.6 %
Other			62	11.5 %
No Response(s)			178	33.2 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

5. What is your primary occupation?

Answer	0%	100%	Number of Response(s)	Response Ratio
Agriculture			1	<1 %
Clerical			22	4.1 %
Construction			5	<1 %
Education			51	9.5 %
Finance			27	5.0 %
Government/Public Sector			30	5.5 %
Management			41	7.6 %
Manufacturing			13	2.4 %
Medical/Health Care			27	5.0 %
Military			2	<1 %
Personal Services (i.e. barber, waitress, etc...)			8	1.4 %
Professional Consulting (i.e. Engineering, Architecture, Planning)			21	3.9 %
Retail Sales			19	3.5 %
Utility/Communication			4	<1 %
Student			1	<1 %
Retired			43	8.0 %
Other			84	15.6 %
No Response(s)			137	25.5 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

6. How long is your commute to work?

Answer	0%	100%	Number of Response(s)	Response Ratio
10 minutes or less			63	11.7 %
11-20 minutes			82	15.2 %
21-30 minutes			60	11.1 %
31-40 minutes			64	11.9 %
More than 40 minutes			33	6.1 %
Not Applicable			100	18.6 %
No Response(s)			134	25.0 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

7. Where do you go to meet most of your primary shopping needs, such as groceries? (Select only the most frequently visited area)

Answer	0%	100%	Number of Response(s)	Response Ratio
Streetsboro			359	66.9 %
Hudson			10	1.8 %
Kent			0	0.0 %
Aurora			15	2.7 %
Other			23	4.2 %
No Response(s)			129	24.0 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

8. On a scale of 1 to 10 (with 1 = Not Important, 10 = Very Important): How important is it to you that Streetsboro provides a pedestrian-friendly environment (i.e. sidewalks, bike paths, etc...)?

1 = Not Important, 2 = 2, 3 = 3, 4 = 4, 5 = 5, 6 = 6, 7 = 7, 8 = 8, 9 = 9, 10 = Very Important

	1	2	3	4	5	6	7	8	9	10	Number of Response(s)	Rating Score*
											404	8.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

9. Which of the following activities/features/amenities do you wish Streetsboro would develop or improve?

Answer	0%	100%	Number of Response(s)	Response Ratio
Walking/jogging			286	72.4 %
Bike paths along roadways			197	49.8 %
Field sports (baseball, football, soccer, etc...)			105	26.5 %
Basketball			57	14.4 %
Bridle/Horse trails			18	4.5 %
Fishing			70	17.7 %
Animal Friendly Parks			115	29.1 %
Disc Golf Course			19	4.8 %
Other			85	21.5 %
<b>Totals</b>			<b>395</b>	<b>100%</b>

10. What is your perception of the amount of active parks (sports fields and courts) and passive parks (open fields, natural trails) in Streetsboro?

Answer	0%	100%	Number of Response(s)	Response Ratio
Just the right amount of active and passive park space			106	19.7 %
Too much active park space, not enough passive park space			39	7.2 %
Too much passive park space, not enough active park space			48	8.9 %
Not enough of all types of park space			205	38.2 %
No Response(s)			138	25.7 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

11. Should Streetsboro write guidelines that define how new buildings should look?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			229	42.7 %
No			88	16.4 %
No Opinion			88	16.4 %
No Response(s)			131	24.4 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

12. What is the highest degree or level of school you have completed? (Select one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			11	2.0 %
12th grade or less, no high school diploma			3	<1 %
High school diploma or GED			50	9.3 %
Some college, no degree			90	16.7 %
Associate's degree			38	7.0 %
Bachelor's degree			144	26.8 %
Graduate degree or professional degree (i.e. MD, PhD)			70	13.0 %
No Response(s)			130	24.2 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

13. How much do you anticipate your household's total income before taxes will be for the current year?  
 (please include income from all persons living in your household)

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			52	9.7 %
Less than \$24,999			10	1.8 %
\$25,000 to \$49,999			44	8.2 %
\$50,000 to \$99,999			136	25.3 %
More than \$100,000			161	30.0 %
No Response(s)			133	24.8 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

14. In what category is your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			6	1.1 %
Under 18 years			1	<1 %
18 - 24 years			7	1.3 %
25 - 34 years			77	14.3 %
35 - 44 years			121	22.5 %
45 - 54 years			100	18.6 %
55 - 64 years			57	10.6 %
65 - 74 years			32	5.9 %
75 years or older			5	<1 %
No Response(s)			130	24.2 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

15. What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			12	2.2 %
Male			139	25.9 %
Female			253	47.2 %
No Response(s)			132	24.6 %
<b>Totals</b>			<b>536</b>	<b>100%</b>

16. Please rate each of the following characteristics as they relate to Streetsboro as a whole:

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't Know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Sense of community						402	2.3
Sense of identity						401	2.7
Overall appearance						402	2.9
Opportunities to attend cultural events/activities						402	3.3
Access to shopping and services						404	2.0
Recreation opportunities						403	3.0
Job Opportunities						403	3.2
Access to affordable/obtainable quality housing						405	2.4

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

17. Please rate each of the following characteristics as they relate to Streetsboro as a whole:

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't Know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Access to affordable/obtainable quality child care						403	3.6
Access to affordable/obtainable quality health care						401	2.8
Ease of vehicular travel						402	2.6
Ease of walking						401	3.5
Educational Opportunities						400	3.3
Image/reputation of Streetsboro						399	2.9
Quality of new industrial/commercial development						400	2.9

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

## Appendix A - Public Survey Results (2018)

### 18. Please rate the speed of growth in the following categories:

1 = Much too slow, 2 = Somewhat too slow, 3 = Right amount, 4 = Somewhat too fast, 5 = Much too fast, 6 = Don't know

Answer	1	2	3	4	5	6	Number of Response(s)	Rating Score*
Population growth							400	3.9
Retail growth (stores, restaurants, etc...)							396	2.7
Jobs growth							397	3.8
Residential growth							396	3.7
Industrial growth							397	3.7
City park development							397	2.4

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

### 19. To what degree, if at all, are the following problems in Streetsboro:

1 = Not a problem, 2 = Minor Problem, 3 = Moderate problem, 4 = Major Problem, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Crime						401	2.5
Drugs						399	3.2
Too much growth						394	2.4
Noise						393	2.1
Run down buildings, weeds, junk vehicles						400	2.9
Too much traffic						402	3.1
Not enough parks						400	2.7
Not enough sidewalks, paths, bike lanes, etc...						398	3.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

### 20. How do you rate the quality of each of the following services in Streetsboro?

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't Know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Police services						401	1.5
Fire services						401	1.7
Ambulance/EMS services						400	1.9
Crime prevention and education						400	2.5
Street repair						401	2.9
Street cleaning						401	3.0
Street lighting						400	2.7

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

21. How do you rate the quality of each of the following services in Streetsboro?

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't Know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Snow removal						402	2.0
Sidewalk maintenance						401	3.4
Traffic signal timing						400	2.8
Amount of public parking						395	2.5
Storm water drainage						400	2.9
Drinking water						400	2.9
Sewer services						400	2.7

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

22. How do you rate the quality of each of the following services in Streetsboro?

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't Know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
City parks						395	2.5
Accessibility of parks						395	2.4
Appearance and maintenance of parks						393	2.5
Land use, planning and zoning						393	3.2
Code enforcement (weeds, abandoned buildings, etc...)						396	3.4
Economic development						397	3.0
Public information services						396	2.8
Schools						396	2.7

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

## Appendix A - Public Survey Results (2018)

23. I would like to see more/less \_\_\_\_\_ built in the future

1 = More built, 2 = Less built, 3 = No opinion

Answer	1	2	3	Number of Response(s)	Rating Score*
Multi-family residential (i.e. apartments)				393	2.1
Single-family residential - 1/4 acre lots				391	1.9
Single-family residential - 1/2 acre lots				396	1.6
Single-family residential - greater than 1/2 acre lots				396	1.6
Retail				401	1.5
Industrial				399	1.9
Office				396	1.9
Parks				399	1.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

24. How concerned are you about preservation of the following? (select one for each)

1 = Very concerned, 2 = Somewhat concerned, 3 = Not concerned

Answer	1	2	3	Number of Response(s)	Rating Score*
Farmland				398	1.9
Forested areas				399	1.6
Rural character				398	1.9
Wildlife corridors				393	1.6
Groundwater resources				395	1.6
River corridors				396	1.7
Historic and cultural features				394	1.8

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

25. Do you agree or disagree with the following statements:

1 = Agree, 2 = Disagree, 3 = No opinion

Answer	1	2	3	Number of Response(s)	Rating Score*
Streetsboro has a strong sense of community pride				404	1.5
There are places to gather as a community in Streetsboro				402	1.8
Streetsboro is an affordable/obtainable place to live				403	1.1
Streetsboro is a good place to raise a family				403	1.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.



26. How would you rate the appearance of the street, landscaping, and buildings along the following roadways?

1 = Very favorable, 2 = Somewhat favorable, 3 = Mostly unfavorable, 4 = Very unfavorable

Answer	1	2	3	4	Number of Response(s)	Rating Score*
SR 14 - from I-80 to SR 43					398	2.2
SR 43 - from SR 14 to Frost Rd					396	2.4
SR 303 - from SR 14 to Diagonal Rd					397	2.3
SR 14 - from SR 43 to Diagonal Rd					393	2.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

27. Please rank the following in terms of priority. (1-10, where 1 = needs to be addressed immediately)

1 = 1- Needs immediate attention, 2 = 2, 3 = 3, 4 = 4, 5 = 5, 6 = 6, 7 = 7, 8 = 8, 9 = 9, 10 = 10

Answer	1	2	3	4	5	6	7	8	9	10	Number of Response(s)	Rating Score*
Transportation networks (roads, sidewalks, bikepaths)											392	3.2
Housing/Neighborhoods											383	5.7
Availability of commercial/retail services											386	5.9
Quality of commercial/retail services											389	5.3
Employment opportunities											380	5.9
Aesthetics of City											389	4.1
Safety											387	5.6
Parks and recreation opportunities											389	4.4
Preservation of natural features and resources											387	4.7
Downtown/central core of City											387	3.6

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**Constant Contact Survey Results**

**Survey Name:** 2013 Streetsboro Master Plan Update

**Response Status:** Partial & Completed

**Filter:** None

4/12/2013 2:21 PM EDT






Please enter applicable information below.

If you do not work in Streetsboro, please ignore the Company Name. If you work in Streetsboro we'd love to know where.




The information will not be imported into Constant Contact or used by the City.

Answers	Number of Response(s)
Company Name	44
Address 1	125
Address 2	5
City	130
Postal Code	135

\*Please select the option that applies to you?

Answer	0%	100%	Number of Response(s)	Response Ratio
I live in the City of Streetsboro			248	75.1 %
I work in the City of Streetsboro			18	5.4 %
I neither live nor work in the City of Streetsboro			9	2.7 %
I both live and work in the City of Streetsboro			46	13.9 %
No Response(s)			9	2.7 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

1. If you live in Streetsboro, what is your housing occupancy status? If you do not live in Streetsboro please skip to question #4.

Answer	0%	100%	Number of Response(s)	Response Ratio
Homeowner			243	73.6 %
Renter			31	9.3 %
No Response(s)			56	16.9 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

2. How many years have you lived in Streetsboro?

Answer	0%	100%	Number of Response(s)	Response Ratio
Less than 2 years			15	4.5 %
2-5 years			43	13.0 %
6-10 years			82	24.8 %
11-20 years			73	22.1 %
More than 20 years			63	19.0 %
Not Applicable			1	<1 %
No Response(s)			53	16.0 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

3. Which best describes the building you live in?

Answer	0%	100%	Number of Response(s)	Response Ratio
Single family house, detached from any other house			235	71.2 %
House attached to one or more houses (e.g., duplex or townhouse)			21	6.3 %
Apartment			12	3.6 %
Mobile home			8	2.4 %
Not Applicable			0	0.0 %
Other			0	0.0 %
No Response(s)			54	16.3 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

4. What is your primary occupation?

Answer	0%	100%	Number of Response(s)	Response Ratio
Agriculture			0	0.0 %
Clerical			19	5.7 %
Construction			7	2.1 %
Education			20	6.0 %
Finance			15	4.5 %
Government			24	7.2 %
Management			34	10.3 %
Manufacturing			15	4.5 %
Medical/Health			32	9.6 %
Military			0	0.0 %
Personal Services (i.e. barber, waitress, etc...)			4	1.2 %
Professional Consulting (i.e. Engineering, Architecture, Planning etc...)			21	6.3 %
Retail Sales			10	3.0 %
Utility/Communication			1	<1 %
Student			0	0.0 %
Retired			30	9.0 %
Other			57	17.2 %
No Response(s)			41	12.4 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

5. If you DO NOT work in the City of Streetsboro, where do you work?

Answer	0%	100%	Number of Response(s)	Response Ratio
Aurora			17	5.1 %
Akron			14	4.2 %
Cleveland			30	9.0 %
Hudson			11	3.3 %
Kent			6	1.8 %
Youngstown			0	0.0 %
Other Portage County community			4	1.2 %
Not Applicable			53	16.0 %
Other			90	27.2 %
No Response(s)			105	31.8 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

6. How long is your commute to work?

Answer	0%	100%	Number of Response(s)	Response Ratio
10 minutes or less			65	19.6 %
11-20 minutes			57	17.2 %
21-30 minutes			50	15.1 %
31-40 minutes			32	9.6 %
More than 40 minutes			27	8.1 %
No Response(s)			99	30.0 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

7. Where do you go to meet most of your primary shopping needs, such as groceries? (Select only the most frequently visited area)

Answer	0%	100%	Number of Response(s)	Response Ratio
Streetsboro			259	78.4 %
Hudson			12	3.6 %
Kent			4	1.2 %
Aurora			7	2.1 %
Other			6	1.8 %
No Response(s)			42	12.7 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

8. How important is it to you that Streetsboro provides a pedestrian-friendly environment (i.e. sidewalks, bike paths, etc..)?

Answer	0%	100%	Number of Response(s)	Response Ratio
Not Important			25	7.5 %
Somewhat Important			94	28.4 %
Very Important			167	50.6 %
No Response(s)			44	13.3 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

9. Which of the following activities/features/amenities do you wish Streetsboro would develop or improve?

Answer	0%	100%	Number of Response(s)	Response Ratio
Walking/jogging			188	68.1 %
Bikepaths along roadways			119	43.1 %
Field sports (baseball, football, soccer, etc...)			92	33.3 %
Basketball			42	15.2 %
Bridle/ Horse trails			18	6.5 %
Fishing			55	19.9 %
Animal Friendly Parks			92	33.3 %
Disc Golf Course			27	9.7 %
Other			97	35.1 %
<b>Totals</b>			<b>276</b>	<b>100%</b>








10. What is your perception of the amount of active parks (sports fields and courts) and passive parks (open fields, natural trails) in Streetsboro? (Choose one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Just the right amount of active and passive park space			60	18.1 %
Too much active park space, not enough passive park space			17	5.1 %
Too much passive park space, not enough active park space			41	12.4 %
Not enough of all types of park space			156	47.2 %
No Response(s)			56	16.9 %
<b>Totals</b>			<b>330</b>	<b>100%</b>







11. Should Streetsboro write guidelines that define how new buildings should look?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			178	53.9 %
No			65	19.6 %
No opinion			43	13.0 %
No Response(s)			44	13.3 %
<b>Totals</b>			<b>330</b>	<b>100%</b>









12. What is the highest degree or level of school you have completed? (Select one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			5	1.5 %
12th grade or less, no diploma			1	<1 %
High school diploma or GED			31	9.3 %
Some college, no degree			61	18.4 %
Associate's degree			33	10.0 %
Bachelor's degree			99	30.0 %
Graduate degree or professional degree (i.e. MD, PhD)			57	17.2 %
No Response(s)			43	13.0 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

13. How much do you anticipate your household's total income before taxes will be for the current year? (please include income from all persons living in your household)

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			35	10.6 %
Less than \$24,999			7	2.1 %
\$25,000 to \$49,999			29	8.7 %
\$50,000 to \$99,999			102	30.9 %
\$100,000 or more			111	33.6 %
No Response(s)			46	13.9 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

14. In what category is your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			6	1.8 %
Under 18 years			0	0.0 %
18 - 24 years			0	0.0 %
25 - 34 years			56	16.9 %
35 - 44 years			103	31.2 %
45 - 54 years			70	21.2 %
55 - 64 years			24	7.2 %
65 - 74 years			23	6.9 %
75 years or older			5	1.5 %
No Response(s)			43	13.0 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

15. What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Prefer not to answer			15	4.5 %
Male			111	33.6 %
Female			158	47.8 %
No Response(s)			46	13.9 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

16. Please rate each of the following characteristics as they relate to Streetsboro as a whole:  
1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Sense of community						284	2.6
Sense of identity						285	3.0
Overall appearance						281	3.0
Opportunities to attend cultural events/activities						285	3.3
Access to shopping and services						284	2.0
Recreation opportunities						285	3.1
Job opportunities						284	3.4
Access to affordable/obtainable quality housing						284	2.5

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

17. Please rate each of the following characteristics as they relate to Streetsboro as a whole:  
1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Access to affordable/obtainable quality child care						286	3.6
Access to affordable/obtainable quality health care						286	2.7
Ease of car travel						286	2.3
Ease of walking						285	3.6
Educational opportunities						285	3.2
Image/reputation of Streetsboro						285	3.1
Quality of new industrial/commercial development						283	3.0

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.



18. Please rate the speed of growth in the following categories:

1 = Much too slow, 2 = Somewhat too slow, 3 = Right amount, 4 = Somewhat too fast, 5 = Much too fast, 6 = Don't know

Answer	1	2	3	4	5	6	Number of Response(s)	Rating Score*
Population growth							283	3.7
Retail growth (stores, restaurants, etc...)							281	2.9
Jobs growth							284	3.4
Residential growth							284	3.6
Industrial growth							285	3.5
City park development							285	2.4

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

19. To what degree, if at all, are the following problems in Streetsboro:

1 = Not a problem, 2 = Minor problem, 3 = Moderate problem, 4 = Major problem, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Crime						278	2.7
Drugs						282	3.1
Too much growth						278	2.5
Noise						279	2.0
Run down buildings, weeds, junk vehicles						279	2.8
Too much traffic						284	2.8
Not enough parks						282	2.7
Not enough sidewalks, paths, bike lanes, etc..						284	3.2

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

20. How do you rate the quality of each of the following services in Streetsbooro?

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Police services						282	1.9
Fire services						283	2.0
Ambulance/EMS services						282	2.1
Crime prevention and education						278	2.7
Street repair						283	3.0
Street cleaning						282	3.0
Street lighting						284	2.8

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**21. How do you rate the quality of each of the following services in Streetsbooro?**

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Snow removal						286	1.9
Sidewalk maintenance						283	3.5
Traffic signal timing						284	2.6
Amount of public parking						282	2.6
Storm drainage						284	3.0
Drinking water						283	2.8
Sewer services						279	2.8

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**22. How do you rate the quality of each of the following services in Streetsbooro?**

1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Don't know

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
City parks						282	2.7
Accessibility of parks						283	2.6
Appearance and maintenance of parks						282	2.6
Land use, planning and zoning						279	3.3
Code enforcement (weeds, abandoned buildings, etc...)						280	3.4
Economic development						282	3.2
Public information services						281	3.1
Schools						282	2.6

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

23. I would like to see more/less \_\_\_\_\_ built in the future.

1 = More built, 2 = Less built, 3 = No opinion

Answer	1	2	3	Number of Response(s)	Rating Score*
Multi-family residential (i.e. apartments)				277	2.1
Single-family residential - 1/4 acre lots				272	1.9
Single-family residential - 1/2 acre lots				276	1.5
Single-family residential - greater than 1/2 acre lots				275	1.5
Retail				274	1.6
Industrial				277	1.8
Office				276	1.8
Parks				279	1.2

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

24. How concerned are you about the preservation of the following? (select one for each)

1 = Very concerned, 2 = Somewhat concerned, 3 = Not concerned

Answer	1	2	3	Number of Response(s)	Rating Score*
Farmland				281	1.9
Forested areas				278	1.6
Rural character				281	1.9
Wildlife corridors				281	1.7
Groundwater resources				280	1.6
River corridors				279	1.8
Historic and cultural features				279	1.8

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

25. Do you agree or disagree with the following statements:

1 = Agree, 2 = Disagree, 3 = No opinion

Answer	1	2	3	Number of Response(s)	Rating Score*
Streetsboro has a strong sense of community pride				283	1.8
There are places to gather as a community in Streetsboro				283	1.8
Streetsboro is an affordable/obtainable place to live				283	1.1
Streetsboro is a good place to raise a family				283	1.3

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

26. How would you rate the appearance of the street, landscaping, and buildings along the following roadways?

1 = Very favorable, 2 = Somewhat favorable, 3 = Mostly unfavorable, 4 = Very unfavorable

Answer	1	2	3	4	Number of Response(s)	Rating Score*
SR 14 - from I-80 to SR 43					277	2.2
SR 43 - from SR 303 to Frost Road					271	2.3
SR 303 - from SR 43 to Diagonal Road					273	2.3
SR 14 - from SR 43 to Diagonal Road					274	2.4

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

27. Which would you prefer with regard to school facilities?

Answer	0%	100%	Number of Response(s)	Response Ratio
All City schools on a single, centralized campus			217	65.7 %
Schools located throughout the City			61	18.4 %
No Response(s)			52	15.7 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

28. If a new administration building were to be built where should it be located?

Answer	0%	100%	Number of Response(s)	Response Ratio
Current location			122	36.9 %
Next to Police and Service departments on SR 303			113	34.2 %
Other			40	12.1 %
No Response(s)			55	16.6 %
<b>Totals</b>			<b>330</b>	<b>100%</b>

## Appendix B - Public Survey Results (2013)

29. Please rank the following in terms of priority. (1-10, where 1 = needs to be addressed immediately)

1 = 1, 2 = 2, 3 = 3, 4 = 4, 5 = 5, 6 = 6, 7 = 7, 8 = 8, 9 = 9, 10 = 10

Answer	1	2	3	4	5	6	7	8	9	10	Number of Response(s)	Rating Score*
Transportation networks (roads, sidewalks, bikepaths)											275	4.0
Housing/Neighborhoods											272	5.5
Availability of commercial/retail services											276	5.8
Quality of commercial/retail services											276	5.3
Employment opportunities											272	4.6
Aesthetics of City											276	4.3
Safety											275	4.9
Parks and recreation opportunities											275	4.6
Preservation of natural features and resources											275	5.0
Downtown/central core of City											278	4.2

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

## Appendix C - Existing Plans

### Land Use Plans – 1976 and 1999

The City of Streetsboro adopted a Master Plan in 1976 with a Land Use Plan update done in 1999. The update addressed residential, commercial, industrial, infrastructure, circulation, recreation, natural areas and open space, and heritage preservation.

### Comprehensive Plan – 2009

The City adopted a Comprehensive Plan in December 2009. The 2009 Plan is the basis of the current update. Common themes that residents stressed in surveys for both the earlier plans and for the 2009 Plan were:

- Preservation of natural resources and features
- Walkability and pedestrian links
- Need for design guidelines

### Storm Water Management Plan - 2005

The Storm Water Management Plan was created to assist the City in planning and development of the watershed. The Plan includes maps, a drainage inventory, identification of problems, recommendations, probable project costs, and a priority list of proposed improvement projects. Several of the problem areas identified include S.R. 14 across from Summers Avenue, the low-lying area north of Pleasant Valley Road, and the low-lying areas adjacent to S.R. 303 on the west side of the City. Storm water funding methods are identified that could help in implementing the recommended measures. Using this information and conducting further analysis and studies can assist the City in evaluating development proposals and the impact the development will have on the peak discharges and runoff. With increasing urbanization, storm water runoff will become an increasing problem, especially in low-lying areas and in areas with insufficient drainage infrastructure.

### Riparian & Wetland Setback Regulations - 2009

The City adopted riparian and wetland setbacks in 2009 as part of the Comprehensive Storm Water Management Plan.

### Transportation Outlook -

#### AMATS Regional Transportation Plan – 2009

AMATS developed *Transportation Outlook* to bring a new direction to transportation planning in the Akron metropolitan area. Unlike older plans that stressed new infrastructure construction, preserving the existing transportation system is the highest priority of this Plan. The Plan also places an empha-

## Appendix C - Existing Plans

sis on improving safety, addressing congestion, the provision of transit service, and bicycle and pedestrian facilities. Recommendations in the Plan are fiscally constrained, meaning funding will be based on a forecast of expected revenues. AMATS' *Transportation Outlook* will help ensure the transportation system will continue to remain an efficient and reliable asset for the region.

Long term highway projects have not yet been allocated federal funding but are cited as areas of need for future allocations. There are three long term recommendations in AMATS' Plan for Streetsboro. There are also recommendations in the 2012 Public Transportation Plan, the 2012 Pedestrian Plan and the 2012 Bike Plan. See Chapter 6 for more information on transportation.

### **Portage County Watersheds Plan – 2006**

The Portage County Watersheds Plan was adopted by the Portage County Regional Planning Commission in 2006 as a framework to manage growth, encourage sustainable growth, and protect the natural resources and highly-valued rural character of Portage County. Existing natural features were inventoried, and criteria were then created to identify the areas most critical for protection and restoration. The Plan developed strategies and educational programs to carry out the goals and has a 20-year timeframe. The Watersheds Plan informs the planning process for Streetsboro as it identifies issues facing the County and critical areas that are necessary to preserve. (See Appendix I for more information.)

### **City of Streetsboro Parks and Recreation Master Plan – 2007**

The Parks and Recreation Plan involved gathering community input, reviewing background information, assessing current parks and facilities, developing a City-wide parks and recreation concept, and defining an implementation strategy for the Plan. The Plan contains an inventory of parks, schools, recreation facilities, and natural and cultural resources. As a result of the process, the community established a standard of 28 acres of parkland per 1,000 residents as a goal. The Plan also identified five areas of need in the City that had minimal access to existing parks. Methods of funding are suggested in the Plan as well and include taxes, grants, private sources, and partnerships. The key element of the Plan is the master plan itself which includes locations for parks, multiple types of trails, and greenways. In order to implement the Plan, recommenda-

tions have been presented, some of which directly impact the planning process.



## Development Techniques & Tools

To achieve the desired character of some of the proposed land use areas, several development techniques and tools are recommended. These techniques are standard, proven methods in community zoning and development. They can be regulatory or optional, but all serve a specific purpose in achieving a desired goal for the community.

### Planned Development Districts

A planned development district is an **optional zoning district** intended to allow for more creativity and flexibility than would be allowed in a standard zoning district. Planned Development Districts are preferred in certain areas where a higher standard is desired or where the site is more difficult to work with. Requirements are more flexible as long as the goals and intent of the Zoning Code and Comprehensive Plan are being achieved and community benefits can be demonstrated. A planned development district may be used to permit new and innovative concepts that are not allowed in other zoning districts (the zoning code specifies which zoning districts allow for planned development). To encourage use of a planned district, density bonuses (percentage increase over the base zoning) could be awarded for proper use and creative concepts.

Planned developments typically encourage the provision of common open space, more creative lot configuration, preservation of natural features and a higher standard of design and uses. The developer provides a project narrative which includes a description of the project and proposed uses, the market concept and feasibility of the project, how the criteria/intent is achieved, proposed development standards and any deviations from current requirements.

While greater flexibility is given to allow special conditions to occur that would not be able to otherwise, enhanced review procedures are established to ensure against misuse of the increased flexibility. City staff and the Planning Commission hold several meetings with the applicant to develop the plan, address concerns and negotiate aspects of the plan until both parties end up with a product that is beneficial to both the developer and the community.

Two types of development that can occur in planned development districts include (but are not limited to) New Urbanism/

Traditional Neighborhood Development and Conservation Development.

#### **New Urbanism / Traditional Neighborhood Development (TND)**

New Urbanism or Traditional Neighborhood Development is a **type of development** that can occur within a planned district. New Urbanism / TND includes a variety of housing types, a mix of land uses, an active center, and a walkable design.

#### **Conservation Development**

Conservation development is a **type of development** used to preserve and protect open space while providing a common open space for residents and creating a greenway network for the community. Developers can build the same number of homes while doing so in a less land-consumptive manner. Rather than convert every acre of buildable land to development, the extra land can be permanently preserved for environmental, aesthetic and recreational benefits. It is important that not only critical areas be preserved, but usable open space as well. For example, while typical neighborhood development would normally occur at densities of 1-2 units per acre, conservation development would require 50% open space (percentage varies) and congregate development in pockets of higher density.

Conservation development can occur through zoning or as a development technique. Local government officials must first determine areas of significant environmental importance which are then used to guide the design of the site. In both methods, it typically devotes half or more of the land within a residential development as undivided permanent open space. If part of a conservation zoning district, developers must use conservation techniques in the designated zoning districts. They have the option to increase or decrease the density based upon how much land they preserve and what market they are trying to serve (for example, estate lots vs. village lots). Conservation zoning expands the range of development choices available to landowners and developers. Used as a development technique, standards would be created in the zoning code but the land would not necessarily be part of a conservation zoning district. It may be a permitted or conditional use as part of a residential district for example and the density of that district would determine the number of houses permitted in the zoning district. The developer would first identify

## Appendix D - Development Techniques & Tools

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the constrained lands and noteworthy features, then locate sites for the houses in the remaining areas that maximize their views of the open space, and finally place streets, trails, and lot lines into the site plan. This process is the reverse of the traditional subdivision design process and many times costs less due to a decrease in roadway length, infrastructure, and grading and clearing needed.

### Overlay Districts

An overlay district is an **additional zoning requirement** placed on an area that does not change the underlying zoning. These districts are used to impose development restrictions or additional standards to protect natural resources, promote health, or maintain the character of an area. The City determines which areas to create overlay districts for and developers would be required to follow those standards when developing in those areas - they are not optional. Areas which may utilize an overlay district include historic neighborhoods, downtowns, road corridors, floodplains, and areas with scenic views. This approach allows cities to update their current codes and regulations while addressing the special needs of sensitive areas. Developers are aware of the specific requirements of those areas at the onset which makes the design and approval process much smoother.

### Low Impact Development (LID)

Low impact development is an **optional development technique** used to conserve and protect natural resource systems while reducing infrastructure costs. Land can still be developed, but in such a way that environmental impacts are mitigated. Many techniques are available to developers to utilize this concept making them able to choose which ones are specifically suited to the site in question. Using LID practices may require more time and money in the initial stages of planning but they are recovered with quicker home sales, enhanced marketability and a reduction in development costs. LID looks at how standard development practices impact water quality and runoff and seeks to reduce those impacts through treating the water at its source instead of at the end of the pipe. Some of these techniques include minimizing impervious surfaces, directing rainwater toward rain gardens or swales, bioretention, filter strips, wetlands, rain barrels, sand filter and evapotranspiration systems for wastewater treatment, and alternative

street design. Municipalities must ensure that their ordinances allow for these techniques for ease of implementation. Incentives can also be provided that encourage use of Low Impact Development (LID) techniques (i.e. reduced fees, expedited permitting process, density bonuses).

**Tax Increment Financing (TIF)**

Tax Increment Financing is a method that uses future gains in taxes to finance current improvements that will create those gains. When a project is built, the surrounding property taxes increase as a result of the project itself and possible new investment in the area. This increase (the tax increment) is used to pay the debt issued for the project. TIFs are typically used in distressed or undeveloped areas, or for projects that are unaffordable to cities. Schools are still able to receive their percentage of the property tax if decided upon in the agreement. TIF revenue can be used to not only finance the debt on the project, but could also go toward City funds such as an open space fund.

**Conservancy District**

A Conservancy District is a political subdivision of the State of Ohio, formed at the initiative of local landowners or political subdivisions to solve water management problems. Each district operates under a conservancy court, consisting of one common pleas judge from each county that is within the district. Conservancy districts have the right of eminent domain, and may charge user fees, levy special assessments, and issue bonds. Its many purposes include controlling floods, conserving and developing water supply, improving drainage, collecting and disposing of waste, and providing for irrigation. Many conservancy districts also provide recreational opportunities as well. There are 20 conservancy districts currently active in Ohio.

**Public-Private partnerships**

A public-private partnership is a form of joint ownership in a development project. The City's role is to bring economic incentives while the developer markets, builds, and manages the project. The debt on the project can be paid back through tax growth, bonds or fees. Public-private partnerships are a way to creatively respond to public needs. They require a common vision, goals and purpose and extensive collaboration.

## Appendix F - Educational Resources

### Organizations to get involved with:

- American Planning Association
- Ohio Planning Conference, Cleveland section
- Portage County Regional Planning Commission
- The Urban Land Institute

### Suggested books and magazines: (all from [www.planningbooks.com](http://www.planningbooks.com))

- Planning magazine (free with APA membership)
- The Commissioner magazine (free with APA membership)
- The Citizens' Guide to Planning - 4th edition
- Local Planning
- Downtown Planning for Small and Midsize Communities
- Creating Great Town Centers and Urban Villages
- Community: The Structure of Belonging
- Staying out of Court by Avoiding Pitfalls
- A Legal Guide to Urban and Sustainable Development
- Roadscape Guide
- Toward Sustainable Communities
- Smart Communities
- Practical Ecology for Planners, Developers and Citizens
- The Land We Share
- An Economic Development Toolbox
- Introduction to the Planning Commission
- Legal Framework for Planning
- Complete Guide to Zoning
- Suburban Placemaking
- Context Sensitive Street Design
- Green Infrastructure
- Bargaining for Development

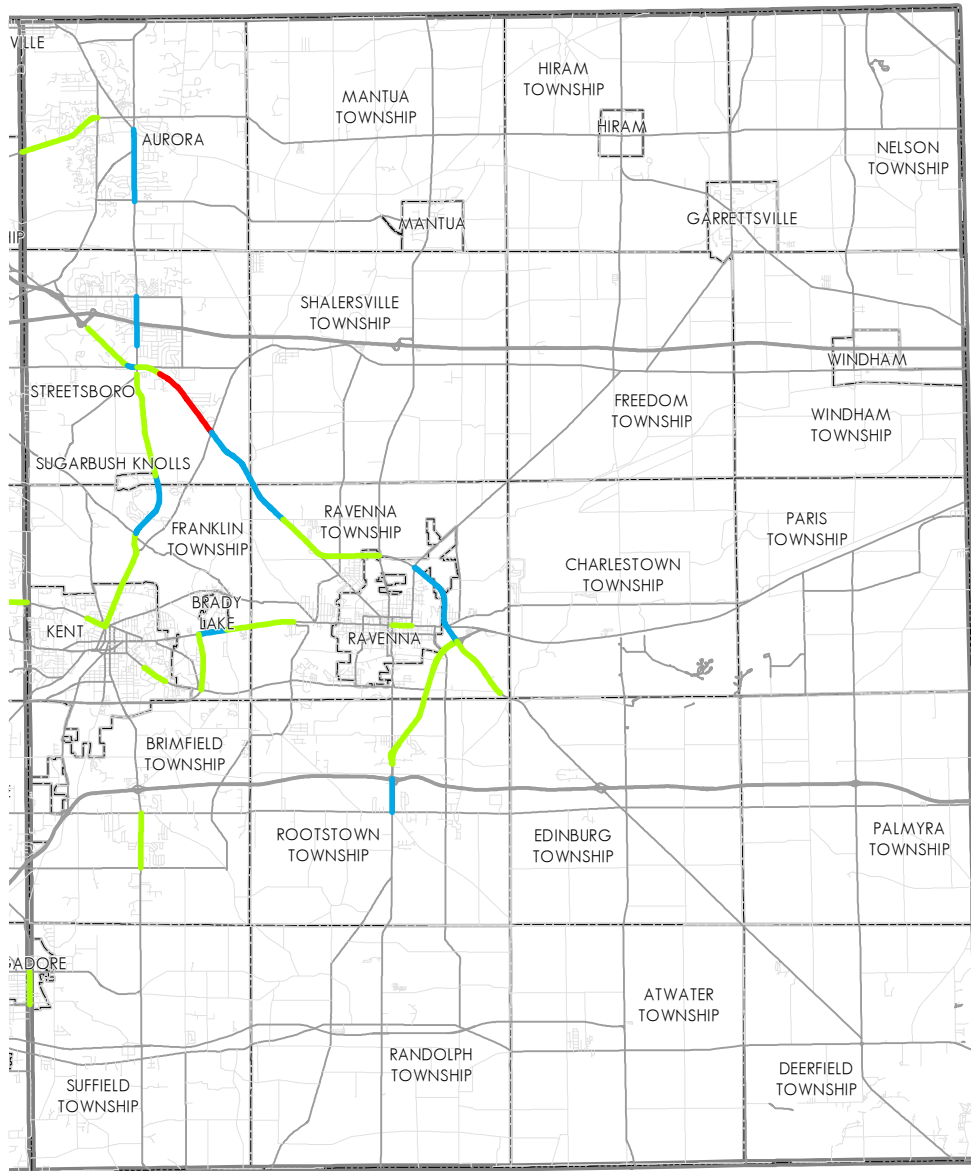
### Possible seminars / conferences to attend:

- National Planning Conference (typically in spring)
- Ohio Planning Conference annual conference
- Audio / Web conferences available through APA
- Planning Commissioner Training Resource Center available through APA (lists local training programs)
- Online courses available at [www.planetizen.com](http://www.planetizen.com)
- New Partners for Smart Growth Conference

### Useful websites:

- [www.planning.org](http://www.planning.org)

- [www.ohioplanning.org](http://www.ohioplanning.org)
- [www.planetizen.com](http://www.planetizen.com)
- [www.uli.org](http://www.uli.org)



Map 4  
 2040 CONGESTED ARTERIAL SEGMENTS

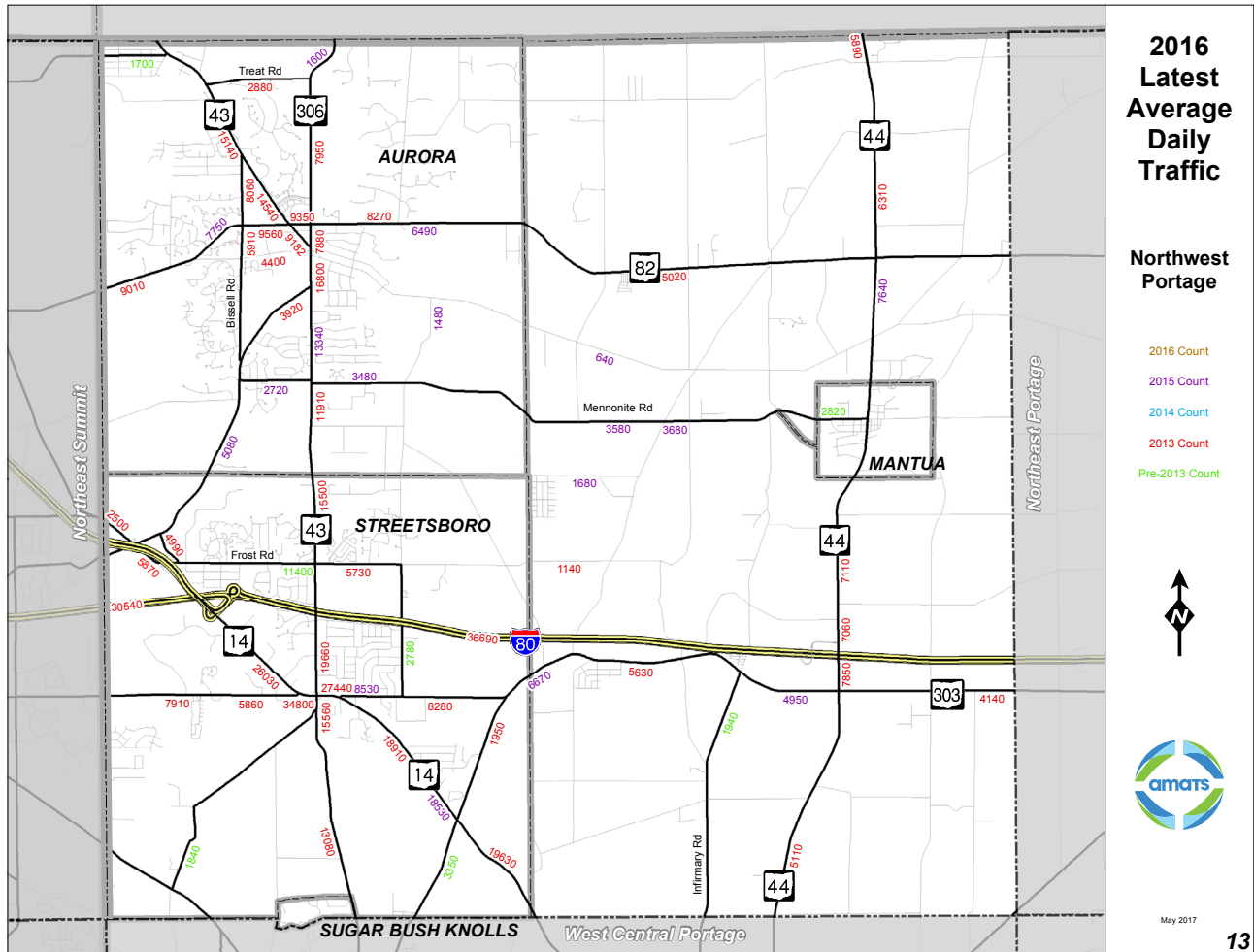
- Level of Service "F"
- Level of Service "E"
- Level of Service "D"

Source: Akron Metropolitan Area Transportation Study, **2040 Future Congestion Study**, July 2016; Portage County portion of 2040 Congested Arterial Segments map, p. 20.

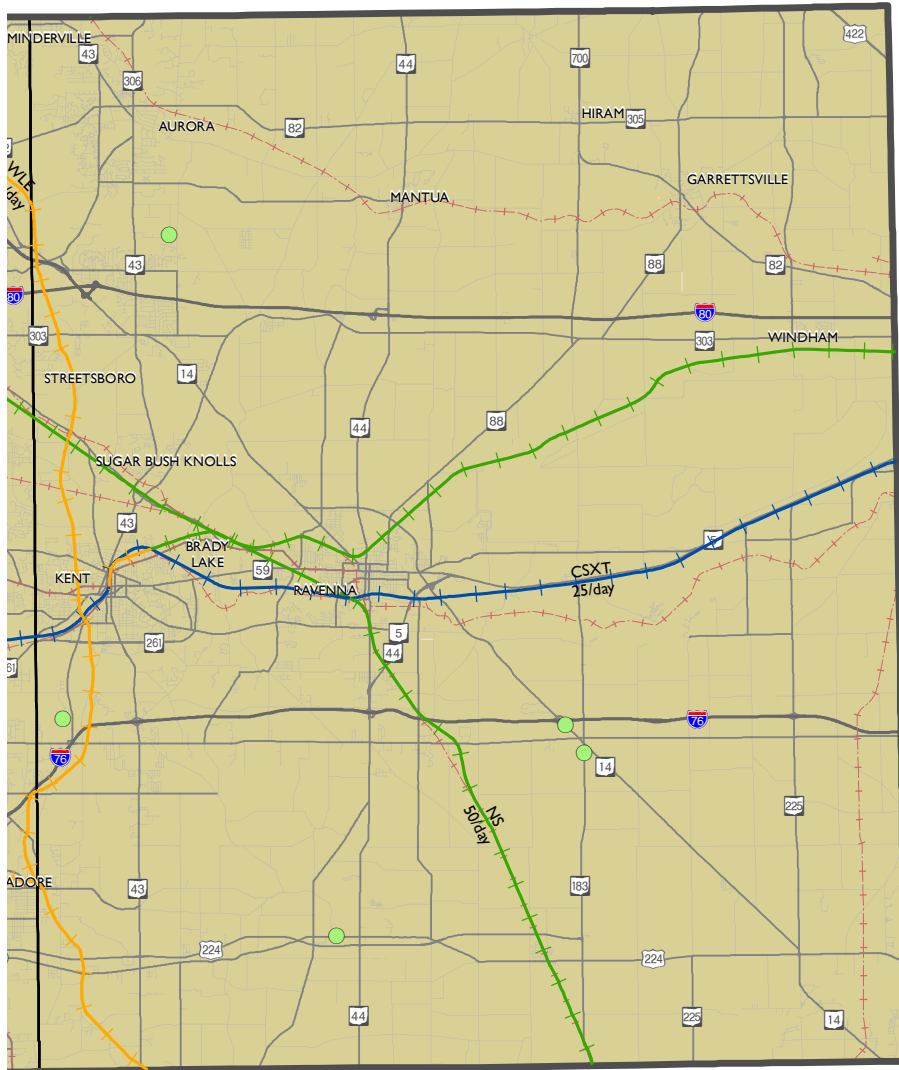








Source: Akron Metropolitan Area Transportation Study, accessed June 2018,  
<http://amatsplanning.org/wp-content/uploads/2016-Average-Daily-Traffic.pdf>



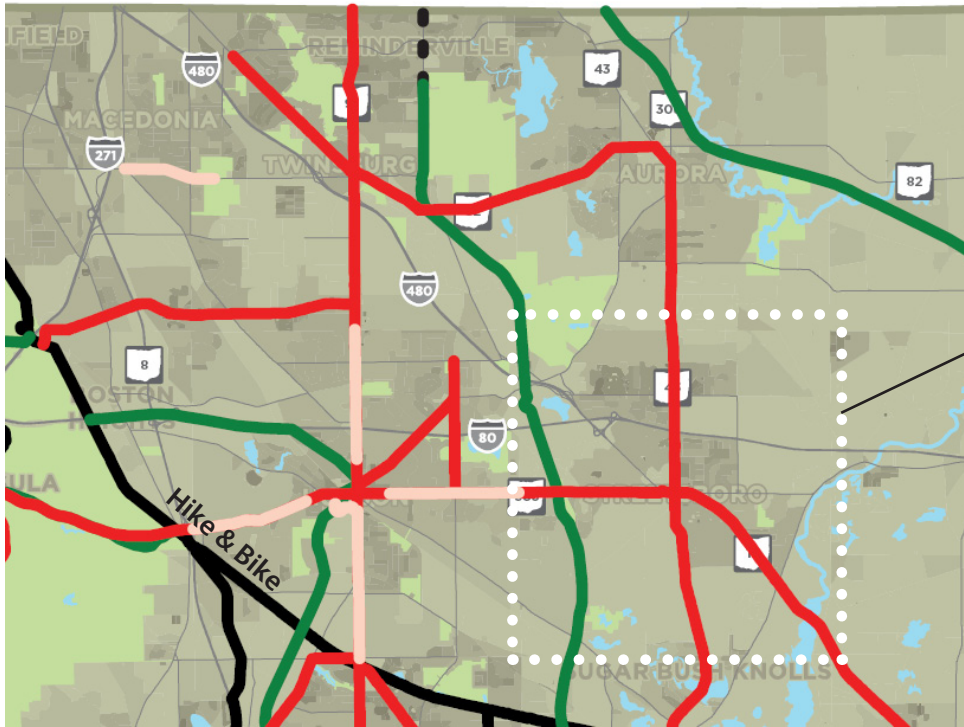
### Rail Ownership, Traffic Volume and Airports

CSX Transportation (CSXT)	Airports with Enplanement
Norfolk Southern (NS)	Rail Yards
Wheeling Lake Erie (WLE)	Truck Terminals
All Others	
Abandoned or Out of Service Rails	

Date: February 2016  
 Source: ORDC

Source: Akron Metropolitan Area Transportation Study, **2016 Freight Plan**, May 2016; Portage County portion of Rail Ownership, Traffic Volume and Airports map, p. 10.

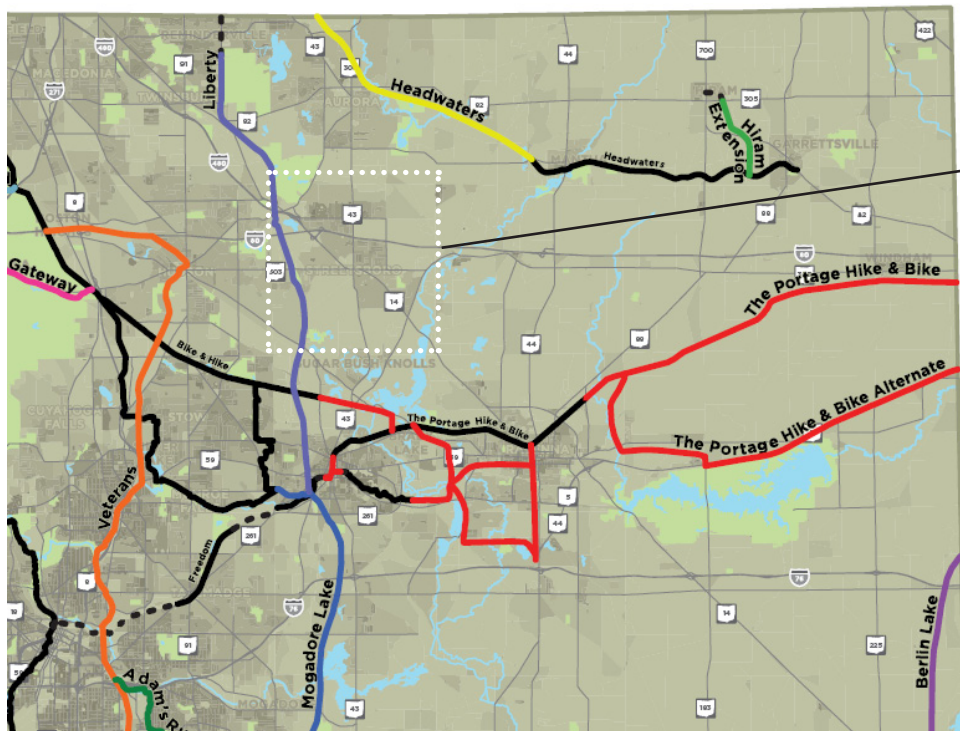
# Appendix G - AMATS Transportation Maps



Streetsboro

### AMATS Bikeway Recommendations

- Priority Corridors
- Existing Bike Lanes
- Recommended Trails
- - - - - Funded Trails
- Existing Trails



Streetsboro

### AMATS Trail Recommendations

- Recommended Trails
- - - - - Funded Trails
- Existing Trails

Source: Akron Metropolitan Area Transportation Study, **Bike Plan**, March 2012; portions of Bikeway and Trail Recommendation maps, p. 35 (top), p. 37 (bottom).

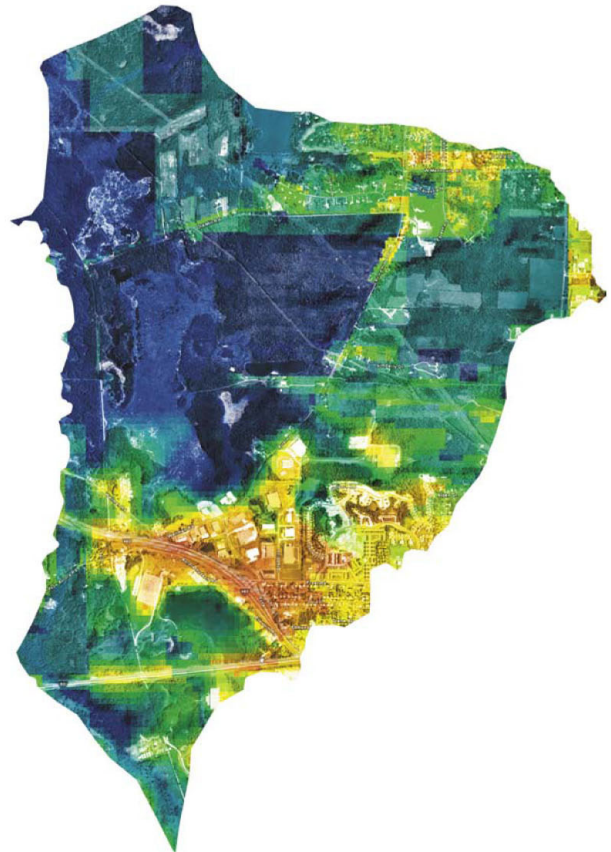
High Priority sites for conservation and protection

Subwatershed: Tinkers Creek State Park

Subwatershed Statistics	
Subwatershed Size:	7.07 sq mi. / 4,527 Acres
Stream Name:	Tinkers Creek
Stream Length	195.58 miles
Stream/Road Crossing	57
Population Density:	2,400 people/square mile
Projected Population:	3,199
% Population of watershed:	4.99%
Public Road Length:	29.74 miles
Road Density:	4.20 mi/sq mi.
Population/Road Mile	570.95 people/mile
Imperviousness:	7.97%

Land Use Classifications		
Urban/Impervious	562 ac.	12.43%
Suburban	303 ac.	6.70%
Grass/Meadow	609 ac.	13.47%
Forested	2,714 ac.	59.97%
Water	155.74 ac.	3.44%
Barren	98 ac.	2.17%
Shrub	102 ac.	2.27%
Wetland	338 ac.	7.49%

*(Blue indicates highest priority, yellow and green are medium priority, and red is the lowest priority)*

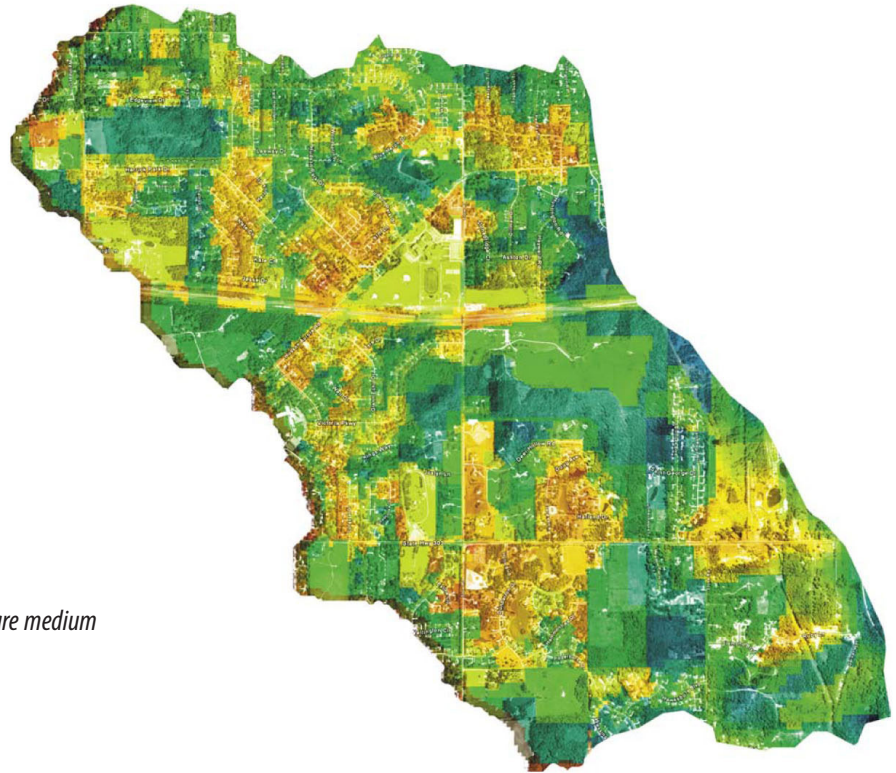


### High Priority sites for conservation and protection

Subwatershed: **Hudson Springs**

Subwatershed Statistics	
Subwatershed Size:	5.98 sq mi. / 3,830 Acres
Stream Name:	Tinkers Creek
Stream Length	18.84 miles
Stream/Road Crossing	109
Population Density:	2,808 people/square mile
Projected Population:	3,598
% Population of watershed:	4.94%
Public Road Length:	44.05 miles
Road Density:	7.36 mi/sq mi.
Population/Road Mile	381.54 people/mile
Imperviousness:	12.99%

Land Use Classifications		
Urban/Impervious	407 ac.	10.65%
Suburban	648 ac.	16.94%
Grass/Meadow	1,117 ac.	29.18%
Forested	1,439 ac.	37.60%
Water	74.86 ac.	1.95%
Barren	96 ac.	2.51%
Shrub	74 ac.	1.95%
Wetland	109 ac.	2.85%



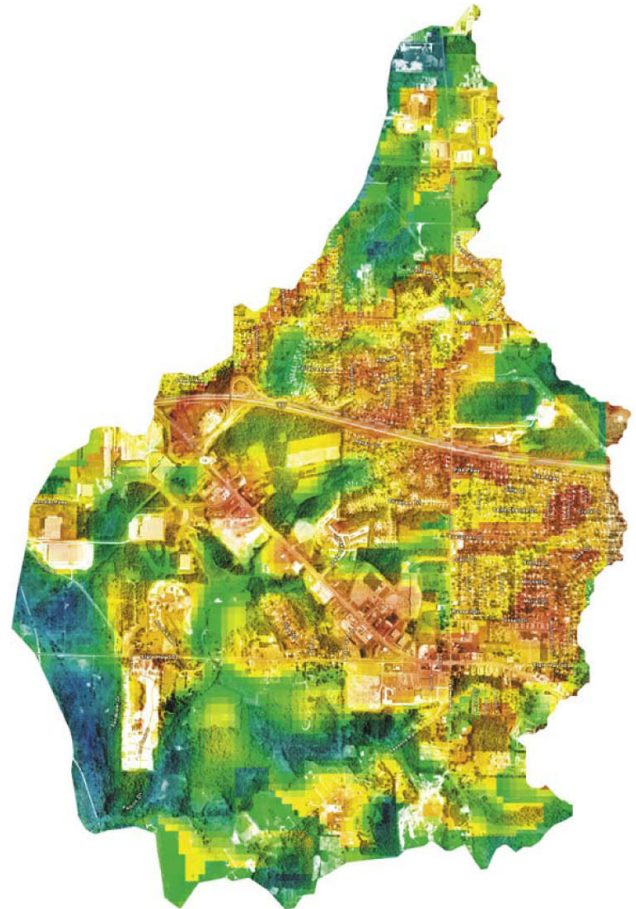
*(Blue indicates highest priority, yellow and green are medium priority, and red is the lowest priority)*

High Priority sites for conservation and protection

Subwatershed: **Bell Run**

Subwatershed Statistics	
Subwatershed Size:	6.40 sq mi. / 4,096 Acres
Stream Name:	Tinkers Creek
Stream Length	26.85 miles
Stream/Road Crossing	137
Population Density:	2,872 people/square mile
Projected Population:	3,736
% Population of watershed:	540%
Public Road Length:	47.35 miles
Road Density:	7.40 mi/sq mi.
Population/Road Mile	388.19 people/mile
Imperviousness:	17.37%

Land Use Classifications		
Urban/Impervious	1,091 ac.	26.66%
Suburban	457 ac.	11.17%
Grass/Meadow	975 ac.	23.81%
Forested	1,212 ac.	29.61%
Water	25 ac.	0.63%
Barren	1104 ac.	26.96%
Shrub	118 ac.	2.89%
Wetland	459.47	11.22%



*(Blue indicates highest priority, yellow and green are medium priority, and red is the lowest priority)*

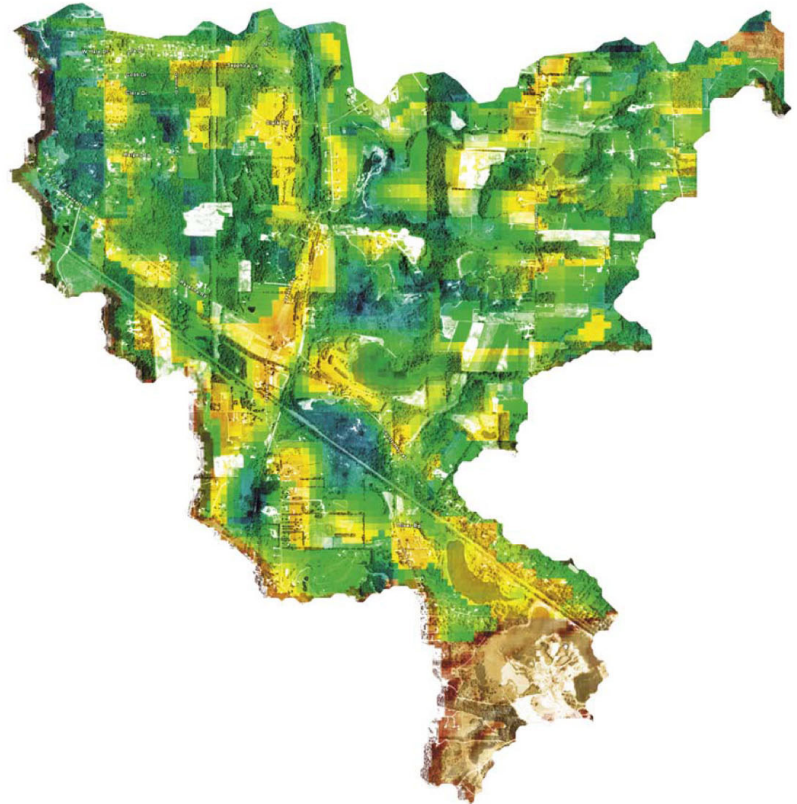


## High Priority sites for conservation and protection

Subwatershed: Tinkers Creek Headwaters

Subwatershed Statistics	
Subwatershed Size:	6.46 sq ml. / 4,137 Acres
Stream Name:	Tinkers Creek
Stream Length:	29.17 miles
Stream/Road Crossings:	34
Population Density:	2,408 people/square mile
Projected Population:	3,140
% Population of watershed:	4.57%
Public Road Length:	20.50 miles
Road Density:	3.17 ml/sq ml.
Population/Road Mile:	759 people/mile
Imperviousness:	6.16%

Land Use Classifications		
Urban/Impervious	180 ac.	4.37%
Suburban	245 ac.	5.93%
Grass/Meadow	1,321 ac.	31.93%
Forested	1,407 ac.	34.03%
Water	88 ac.	2.13%
Barren	67.97 ac.	1.64%
Shrub	241 ac.	5.84%
Wetland	32 ac.	0.79%



*(Blue indicates highest priority, yellow and green are medium priority, and red is the lowest priority)*



In 2004 the Portage County Regional Planning Commission received a grant from the USDA Forest Service Watershed & Clean Water Grant Program through the Ohio Department of Natural Resources Division of Forestry to develop a plan to conserve critical natural resource areas and to foster natural resource stewardship in response to Portage County's continuing growth. Portage County is strategically located because it contains the headwaters and upstream portions of several rivers and streams that supply water to major populations in Northeast Ohio. This strategic location with respect to water supply and the fact that the County is in an earlier stage of development compared to more urbanized areas surrounding it, puts it at a crossroads regarding careful planning for growth and wise management of resources. The grant was awarded to create a plan and develop an educational program for natural resource stewardship including a conservation workshop. The plan was to serve as a guide to help local government officials and others identify and promote conservation of the County's critical natural resources with the goal of preserving water quality.

## Partners

Portage County Regional Planning has been the lead organization for the Watersheds Plan project. The primary partners included the Portage County Board of Commissioners and the Portage Park District who provided generous matching in-kind and cash contributions. Representatives from the following organizations contributed in-kind time, expertise and support by serving on the Steering Committee and attending meetings: American Heritage River and Cuyahoga River Remedial Action Plan, Breakneck Creek Coalition, Davey Resource Group, Natural Resources Conservation Service, The Nature Conservancy, Northeast Ohio Four County Regional Planning & Development Organization (NEFCO), Ohio Department of Natural Resources, Ohio Environmental Protection Agency, Portage County Office of Economic Development, Portage County Water Resources, Portage Soil & Water Conservation District, and the Western Reserve Resource Conservation & Development Council's Countryside Program. The expertise tapped for this project transcended political boundaries in the best sense of watershed planning.

An Advisory Committee was also created to provide input from other Portage County stakeholders who have an interest in watershed health and planning and to assure a broad base of support throughout the County for the Plan. Advisory Committee members included the Aggregate Industry, City of Akron Water Supply, Home Builders Association, Ohio Department of Natural Resources, Portage County Emergency Management Agency, Portage County Engineer, Portage County Health District, Portage County Township Association, the Ravenna Training & Logistics Site, as well as citizens representing a variety of interests. They attended three meetings and supplied comments and advice in the process of creating the Watersheds Plan.

## Vision & Mission

The **vision** of the Plan is “to protect and enhance watershed health in Portage County.” The **mission** is “to create a watershed plan that promotes protection and enhancement of natural resources, sustainable development, and public participation in watershed health.”

The project’s main objectives as stated in the original proposal were to:

1. Develop base data of the existing natural resources in Portage County, particularly the wetlands, woodlands and riparian areas, using digital mapping techniques.
2. Establish criteria to identify those wetlands and forests most critical for protection, preservation and restoration in the County’s watersheds (priority conservation areas).
3. Develop strategies that lead to improved watershed health and the protection of the priority conservation areas identified.
4. Develop educational programs and strategies that result in improved watershed health and stewardship of natural resources.

## Natural Resource Inventory

The first step in the plan was to inventory and map the riparian corridors, woodlands and wetlands in Portage County. Davey Resource Group won the contract to inventory these resources and they completed the mapping in November 2004. Woodlands were identified by approximate age or type and wetlands were identified by type. All mapping was done using geographic information systems technology to enable comparisons and analyses of the data.

To the extent feasible, watersheds were the basic unit of analysis for the Plan. Portage County is located on a major water basin divide between Lake Erie and the Ohio River. The County has 12 primary watersheds associated with major streams or rivers, three of them draining into the Mahoning River and the rest into the Lake Erie basin.

## Existing Conditions & Trends

The existing social and physical characteristics of the county were compiled for the Watersheds Plan to provide a basis for examining changes and development patterns. Between 1960 and 2000, the population of the County grew 66%, from 91,789 to 152,061. The overall population growth for the State of Ohio for this same period was 17%. Between 2000 and 2020, the county’s overall population is expected to increase by 24% to 189,141, a higher growth rate than the 12% experienced between 1980 and 2000. Vacant land decreased from 73% of the County in 1990 to 65% in 2000 and predictions suggests this trend will continue for some time. Most of the growth in recent years has been in the western half of the county in the Lake Erie watershed. The greatest concentrations of retail, commercial and industrial enterprises are found in areas of the county where central sewer and water are available, particularly in the cities of Aurora, Streetsboro, Kent and Ravenna and in Brimfield Township. The Ohio River Basin, occupying the

eastern portion of the County, has had more dispersed residential development, primarily along the road frontage. Growth of older cities and villages has lagged behind more suburban areas such as Streetsboro and Aurora.

### **Issues**

In conjunction with documenting the natural resources and other existing conditions, the issues facing the county with regards to conserving natural resources and protecting water quality were researched and summarized in early 2005 with the help of both committees. The main issues identified related to changes in land use that resulted in altered surface water flow and negative impacts to the natural landscape and water resources. Issues included:

- Storm water management
- Increased impervious surfaces
- Flooding
- Wastewater management
- Solid and hazardous waste management
- Resource consumption
- Threats to biodiversity

When analyzed at the county level, the frequency and threat level of the issues varied across the county with the western half experiencing more immediate threats from urban/suburban development and the eastern half facing threats from solid and hazardous waste management, agricultural runoff, and dispersed development impacts. Current efforts are already underway to alleviate some of the issues. Storm water management has become a primary focus of 11 communities (and Kent State University) affected by the EPA’s Phase II storm water regulations associated with the National Pollutant Discharge Elimination System (NPDES) permitting process. The Portage County Board of Commissioners and the Portage Soil & Water Conservation District have taken a lead role assisting 8 of these communities in complying with the requirements of this NPDES permitting process. New state rules for household sewage treatment systems will also have an impact on wastewater management in the County. Understanding and managing the consumption of natural resources such as sand, gravel, oil, gas, timber, and water were also identified as important issues. Strategies devised to address the issues ranged from educational programs, to voluntary management plans, to better collection and dissemination of data.

### **Natural Resource Assessment & Priority Conservation Areas**

While all natural resources merit careful management and conservation, the goal of the plan was to identify priority conservation areas in Portage County to enable limited resources to be directed to those areas most in need of stewardship and to effect any necessary changes to land use policies and practices that negatively impact those resources. The Steering Committee created a scoring system for the inventoried wetlands and woodlands that focused on larger, intact areas and those that provided water quality protection due to their proximity to water features. Using digital mapping, each wetland or woodland area was ranked on the following

criteria:

- Large, undisturbed system
- Multiple vegetation community
- Important buffer
- Proximity to other significant woodlands, wetlands or riparian corridors
- Potential for vernal pools (wetlands only)
- Within 300 feet of a named stream
- Within 500 feet of a stream ranked as high quality by the OEPA
- Adjacent to or within a source water protection area
- Adjacent to or within a protected area (parks, easement protected areas, reservoir protection areas, etc.)

A map was created showing the priority conservation areas and their ranking. It is hoped these priority areas will form the basis for local communities, watershed groups, land conservancies, the Portage Park District, and other stakeholders to target and coordinate efforts and funds in a more holistic approach to conservation, preservation, and management of natural resources in the County and region.

### Goals, Objectives & Strategies

The three main goals of the Watershed Plan are to:

- ★ *Protect and enhance the natural resources of Portage County*
- ★ *Encourage public awareness of and involvement in watershed health and protection*
- ★ *Encourage sustainable development in Portage County*

The first goal’s aim is the natural resources themselves – with objectives and strategies that directly conserve and manage wetlands, forests and riparian areas with the underlying goal of preserving water quality. The second goal is the educational component of the Plan with many organizations and agencies participating in educational activities targeting residents, from grade school age children through adults, government workers, local officials, businesses, and those in the land development professions. Establishment of local watershed groups to create broad based stakeholder interest and to promote conservation and protection within local watersheds is a main objective and one that will help carry the county-wide plan beyond its more general strategies. The third goal concentrates on how growth should occur in Portage County and ways to make it more environmentally friendly.

Strategies to achieve these three goals include a mix of incentives, regulatory and legislative measures, policies, and educational actions. Because watersheds and ecosystems do not conform to political boundaries, public and private partnerships will need to be forged to effectively carry out many of these strategies. Our economic and social well being and quality of life, now and for future generations, are dependent on ensuring we have a healthy environment and livable communities. These strategies suggest steps we can take as individuals, groups and as a community to protect what is of immeasurable value.

**Public Meetings & Workshop**

Two public meetings were held in April 2006 to inform the public about the Watersheds Plan and to obtain comments. The Conservation Workshop on June 22, 2006, featured four speakers who presented topics ranging from tools for sustainable growth to preserving trees on development sites to ways of preserving land with conservation easements.

**Dissemination & Use of the Watersheds Plan**

The final Plan will be posted on a website and executive summaries and CDs of the full Plan as well as poster-size maps of Priority Wetlands & Woodlands will be distributed to local officials in the County as well as agencies and organizations. Digital data for users of geographic information systems will also be available. With widespread distribution and annual updates, the Plan will be a working document available for further refinement and expansion. It is intended for use in decision-making and for educational purposes.



Contact Portage County Regional Planning Commission at 330-297-3613 for more information.

# Glossary

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## **100-year Floodplain**

See Flood Hazard Area, Special

## **208 Facilities Plan**

A plan intended to provide for the development of cost-effective, environmentally sound, and implementable treatment works that will meet the objectives of the Clean Water Act. This plan is developed for Portage County by the Northeast Ohio Four County Regional Planning and Development Organization.

9.13

## **Access Management**

A tool used to reduce traffic congestion and improve safety on the road system by addressing problems associated with motorists turning into or out of driveways. Properly managed access provides safe ingress and egress to adjacent land uses by planning for the number and spacing of driveways, traffic signals, medians and intersections. Ohio has a “State Highway Access Management Manual” that provides standards applicable to different highway types. It can be accessed at: <http://www.dot.state.oh.us/Divisions/Engineering/Roadway/AccessManagement/Pages/default.aspx>.

9.19, *Glossary 2*

## **Best Management Practices (BMPs)**

Methods that have been determined to be the most effective, practical means of preventing or reducing pollution from non-point sources, such as pollutants carried by urban runoff. These methods can be structural (e.g., devices, ponds) or non-structural (e.g., policies to reduce imperviousness). BMPs classified as “non-structural” are those that rely predominantly on behavioral changes rather than construction in order to be effective. “Structural” BMPs are engineered or constructed to prevent or manage storm water. (From “Using Smart Growth Techniques as Stormwater Best Management Practices,” US Environmental Protection Agency, [http://www.epa.gov/dced/pdf/sg\\_stormwater\\_BMP.pdf](http://www.epa.gov/dced/pdf/sg_stormwater_BMP.pdf), accessed 12-13-13.)

9.8, 9.9, 9.20, 9.21

## **Community Image / Brand**

An identity that comes from the history, culture, geography, values or society of a place that can be used to increase pride and further the economic, political and social goals of the community.

9.5

## **Complete Streets**

Streets designed and operated to enable safe access for all users, ages, and abilities including pedestrians, bicyclists, motorists and transit riders. Complete Street designs may include sidewalks, bike lanes, bus lanes, accessible public transportation stops, frequent pedestrian crossings, median islands, and narrower travel lanes. These designs vary

## Glossary

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from rural to urban areas and from city to city.

9.17

### **Congestion Management Strategies**

Various techniques used to manage traffic congestion including carpooling, alternative work hours, intersection improvements, bicycle and pedestrian facilities and access management.

9.18

### **Cost of Services, Cost of Community Service Studies**

Municipal expenditures associated with the provision of services to the community. A Cost of Community Service Study compares the ratio of expenditures to revenues for different land uses. The land use categories most frequently compared are residential, commercial/industrial and agricultural/open space. Also see Fiscal Impact Analysis.

5.6, 9.23

### **Dark Sky Ordinance**

An ordinance used to minimize the adverse effects of light pollution (energy waste, harm to nocturnal wildlife and ecosystems, reduced visibility and poor nighttime ambience) by controlling the types and amount of light used by buildings.

9.19

### **Density Bonus**

An incentive-based tool that permits developers to increase the maximum allowable development on a property in exchange for helping the community achieve public policy goals, such as the preservation of natural features.

*Appendix D1, Appendix D4*

### **Federal Emergency Management Agency (FEMA)**

Federal agency in charge of emergencies, including flood hazard area management.

3.4

### **Flood Hazard Area, Special Flood Hazard Area**

Also known as “areas of special flood hazard,” it is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. Special flood hazard areas are designated by the federal emergency management agency as zone A, AE, AH, AO, A1-30, and A99 on flood insurance rate maps, flood insurance studies, flood boundary and floodway maps and flood hazard boundary maps. Special flood hazard areas may also refer to areas that are flood prone and designated from other federal, state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood prone soils associated with a watercourse.

3.4, 3.6, 3.8

### **Fiscal Impact Analysis**

A method that enables local governments to estimate the difference between the costs of providing services to a new development and the revenues - taxes and user fees, for example - that will be generated by the development. Also see Cost of Services.

9.23



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### **Geographic Information Systems (GIS)**

Geographically referenced data that can be mapped and can include characteristics of mapped features, i.e. size of water lines or the owner and sale date of a piece of property.

*4.7, 7.2, 7.4, 7.5, 9.2, Appendix I2, Appendix I5*

### **Green Job/Company Incubator**

A program designed to accelerate the successful development of environmentally progressive entrepreneurial companies by providing business support resources and services.

*9.16*

### **Green Storm Water Methods (Green Infrastructure)**

Green storm water methods use vegetation, soils and natural processes rather than engineered collection systems to manage storm water runoff. Green infrastructure mimics nature by soaking up and storing water, resulting in less rapid discharge of storm water and cleaner runoff into receiving streams or water bodies. (Based on “What is Green Infrastructure?” at US Environmental Protection Agency website: [http://water.epa.gov/infrastructure/greeninfrastructure/gi\\_what.cfm](http://water.epa.gov/infrastructure/greeninfrastructure/gi_what.cfm), accessed 12-13-13.) Also see Low Impact Development.

*9.8, Appendix F1*

### **Infill, Infill Development**

The process of redeveloping vacant or under-used parcels within existing, typically urban areas that are already largely developed.

*2.3, 6.11, 7.1, 7.5, 9.15*

### **Leadership in Energy and Environmental Design (LEED, LEED ND)**

A rating system administered by the U.S. Green Building Council that provides standards for environmentally sustainable construction (or sustainable neighborhood development in LEED ND).

*7.13, 9.7*

### **LiDAR, Light Detection and Ranging**

Similar to radar detection, LiDAR is a remote sensing technology that uses lasers to detect distances and can be used to map topography from airplanes.

*3.7*

### **Location Based Response System (LBRS)**

State-wide, coordinated address mapping program headed by the Ohio Geographically Referenced Information Program (OGRIP).

*4.7*

### **Low Impact Development (LID)**

Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID’s goal is to mimic a site’s predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that storm water management should not be seen as storm water disposal. Instead of conveying and managing / treating storm water in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses storm water through small, cost-effective

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landscape features located at the lot level. (From Urban Design Tools: Low Impact Development website: <http://www.lid-stormwater.net/index.html>, accessed 12-13-13.) Also see Green Storm Water Methods.

7.19, 9.7, 9.8, *Appendix D3, Appendix D4*

### **Municipal Separate Storm Water System (MS4)**

An MS4 is a system of conveyances owned by a public entity that discharges to waters of the U.S., is designed or used to collect and convey storm water, and is not a combined sewer or part of a sewage treatment plant. To prevent harmful pollutants from being dumped or washed into MS4s, operators are required to obtain NPDES permits and develop storm water management programs.

3.2

### **National Pollutant Discharge Elimination System (NPDES)**

The NPDES permit program was created by the Clean Water Act of 1972 and addresses water pollution by regulating point sources that discharge pollutants to waters of the United States.

3.3, 3.8, *Appendix I3*

### **New Urbanism / Traditional Neighborhood Development (TND)**

A form of development that encourages mixed-use, compact development with integrated land uses centered on public spaces and with a strong emphasis on pedestrian orientation.

7.19, *Appendix D1, Appendix D2*

### **Node**

A point at which lines or pathways intersect or branch; a central or convergence point. Used in planning to refer to concentrations of development activity, i.e. a commercial node.

7.5, 7.9, 7.11, 9.23

### **Ohio Geographically Referenced Information Program (OGRIP)**

A group of volunteer agencies, governments, universities and private organizations interested in GIS who encourage the creation of digital geographic data of value to multiple users, foster the ability to easily determine what geographic data exists and foster the ability to easily access and use this data.

3.7

### **Open Space Dedication**

Open space dedication requirements are tools used by local government to ensure impacts from development are appropriately balanced. According to Section 713.02 of the *Ohio Revised Code*, a municipal Planning Commission has authority to plan for parks, playgrounds and open spaces. Additionally, a municipality may create zones or districts that regulate the dimensions of yards, courts and other open spaces in the interest of public health, safety, convenience, comfort, prosperity or general welfare (Section 713.06 of the *Ohio Revised Code*). Land set aside as open space may be set aside for the residents of the development or may be dedicated to a local government, park district or land conservation group.

9.8, 9.12

### **Overlay Districts**

An area with additional zoning requirements and standards placed on top of the existing zoning that is intended to protect natural resources, promote health or maintain the character of an area. Typically used in downtowns, historic

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areas, scenic corridors and floodplains.

*7.19, 9.2, Appendix D3*

### **Pedestrian Mobility Plan, Pedestrian Plan**

A plan that reviews existing pedestrian conditions and needs and identifies potential pedestrian routes, infrastructure improvements, projects and programs that will encourage and enhance alternative modes of transportation, i.e., walking, biking and transit.

*9.22, Appendix C2*

### **Planned Development District**

An optional zoning district applied for by a developer that is intended to allow for more creativity and flexibility than would be allowed in a standard zoning district. Flexibility is granted as long as the goals and intent of the Comprehensive Plan are being met, and is granted in exchange for a higher level of scrutiny and review by the City.

*9.23, Appendix D1*

### **Planned Unit Development (PUD)**

See 'Planned Development District'

*6, 2.3*

### **Riparian Setback, Riparian Corridor**

The area set back from each bank of a stream to protect the riparian area (lands adjacent to water bodies) and stream from impacts of development, and streamside residents from impacts of flooding and land loss through erosion. (Specific criteria for these areas explained in Chapter 1191 2009 of the Streetsboro Code)

*1.6, 3.3, 3.8, 9.9, Appendix C1, Appendix I2, Appendix I4*

### **Setback**

The distance which a building or other structure is set back from a street or road, a river or other stream, a shore or flood plain, or any other place which needs protection. See riparian setback, riparian corridor for additional setback definitions.

*7.12, 9.6, 9.26*

### **Special Improvement District**

A geographic area where property owners can choose to assess additional property taxes on themselves for upgrades and common maintenance of streetscapes, safety services and marketing.

*9.19*

### **Soil Survey Geographic Database (SSURGO)**

The SSURGO database contains information about soil as collected by the National Cooperative Soil Survey over the course of a century and has been transformed into data that can be mapped digitally. The information is available for most areas in the United States.

*3.7*

### **Streetscape**

A street or sidewalk related enhancement for community identity and beautification in the public right of way, in-

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cluding streetlights, trees, crosswalks, street furniture, bus stops and landscape plantings.

7.18, 8.3, 9.17, 9.19, 9.26

### Soil & Water Conservation District (SWCD)

Ohio has 88 conservation districts, including one in Portage County. The local SWCD encourages landowners to adopt practices that conserve and manage our natural resources. The Portage SWCD works with other local agencies and offices on storm water management and offers diverse programs for schools, farmers and residents to protect water and soil resources.

9.26, *green boxes on odd pages (pp. 9.5-9.27)*

### Tax Increment Financing (TIF)

A public financing method used for redevelopment and community improvement projects where the increase in property taxes generated from project improvements is used to finance the debt used to pay for those improvements originally.

9.8, *Appendix E1*

### Traffic Calming Techniques

Various techniques used to slow the speed of traffic and/or volume of cut-through traffic including narrow street widths, on-street parking, speed humps, roundabouts and medians.

9.18, 9.20

### Tree City USA

A designation received based on the achievement of four criteria established by the Arbor Day Foundation and the National Association of State Foresters - a tree board department, a tree care ordinance, a community forestry program and an Arbor Day Observance and Proclamation.

9.10

### Tree Commission

A governmental or non-profit entity created to restore, protect and/or maintain a City's tree population. Responsibilities include maintenance, planting of trees, implementation of tree preservation/protection ordinances, education and/or generating funds.

9.10

### Walkability

A measure of how friendly an area is for walking, taking into account such elements as quality of sidewalks, traffic and road conditions, land use mix, residential density, and orientation and proximity of buildings, among others.

7, 6.1, 6.8, 7.19, 9.6, 9.22, *Appendix C1*

### Wetland

An area that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, and similar areas.

1.6, 3.1, 3.3, 3.4, 3.5, 3.6, 3.8, 4.4, 9.8, 9.9, *Appendix C1, Appendix D3, Appendix I2, Appendix I3, Appendix I4, Appendix I5*