

# Comprehensive Plan

for the City of Perrysburg, Ohio

Prepared By  
ACP Visioning+Planning, Ltd.

Prepared For  
City of Perrysburg

August 19, 2008



# Acknowledgements

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COMPREHENSIVE PLAN  
UPDATE



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## **ORDINANCE 140-2008**

### **ADOPTING THE COMPREHENSIVE GENERAL PLAN DATED AUGUST 19, 2008.**

WHEREAS, the Planning Commission of the City of Perrysburg is authorized by Article IX, Section 3.0(B) of the Municipal Charter to adopt and recommend a Comprehensive General Plan to the Council; and

WHEREAS, the City of Perrysburg strives to preserve and enhance the unique high quality of life, community character and fiscal well-being offered those who live or work in the community; and

WHEREAS, the City of Perrysburg seeks to manage growth and adopt to changes that result from the demand for development; and

WHEREAS, the City of Perrysburg seeks to preserve the public health, safety and welfare by managing the City's growth environment and ensuring that additional growth does not adversely affect the community; and

WHEREAS, the Comprehensive Plan Update is a flexible planning document that is meant to guide the City in planning decisions; and

WHEREAS, many months of public meetings and effort, commonly known as P3-People Planning Perrysburg have gone into the preparation of the Comprehensive Plan Update; and

WHEREAS, the Planning Commission and City Council have conducted public hearings on said Comprehensive Plan Update;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PERRYSBURG, WOOD COUNTY, OHIO:

SECTION 1. That the Comprehensive General Plan for the City of Perrysburg, dated August 19, 2008, is hereby adopted as the official Comprehensive General Plan of the City of Perrysburg, Ohio in accordance with Section 2 of this Ordinance.

SECTION 2. The Comprehensive General Plan, as adopted by this Council shall be interpreted in the following manner:

(a) The Goals and Objectives of the Comprehensive General Plan dated August 19, 2008 shall be incorporated in and made part of the Municipal Zoning Code where the Goals and Objectives are in accord with the Municipal Zoning Code.

(b) The Comprehensive General Plan Conservation and Development Map dated August 19, 2008, may be referenced in addition to the provisions of the Municipal Zoning Code.


Ordinance 158-2008

(c) All other sections, subsections or text of the adopted Comprehensive General Plan dated August 19, 2008 shall be interpreted as advisory in nature and shall not be interpreted as legal mandates.

SECTION 3. It is found and determined that all formal actions of Council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Perrysburg and the State of Ohio.

SECTION 4. This ordinance shall be in full force and effect at the earliest time permitted by law.

  
\_\_\_\_\_  
President of Council

  
\_\_\_\_\_  
Mayor

PASSED 9/2/08

ATTEST: 

APPROVED: 9/2/08

MATHEW B. BEREDO  
DIRECTOR OF LAW



# 1. Introduction

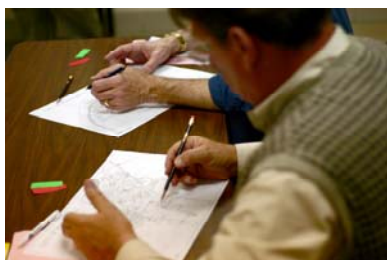
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## A. Background

Since the last Comprehensive Plan was completed Perrysburg's physical environment, economic conditions, and community fabric have changed. Recognizing the need to address these changes and plan for future growth, the City's leadership initiated a process in 2006 to update the Plan. The process was designed to be both intuitive and informed, and refined by significant public input.

Referred to as *People Planning Perrysburg*, the planning process was rooted in public input and balanced with technical analysis, leading to a Plan with a new vision for the future of Perrysburg. A Steering Committee made up of a variety of Perrysburg residents and stakeholders was created to oversee the planning process, which was facilitated by ACP-Visioning and Planning, the lead planning consultant. City staff provided support throughout the entire process. Together the Steering Committee, staff, the consulting team, and the public identified a number of goals and objectives to sustain Perrysburg as a high-quality community.

The planning process started with a technical analysis of Perrysburg's existing conditions, followed by a series of public meetings. The existing conditions were analyzed and together with the public input were used to create the policies and recommendations found in the Plan. This approach resulted in a new Plan that is truly based on the ideas and vision of



As part of the planning process residents participated in a variety of activities to plan for the future of Perrysburg

Each of the chapters are organized to include:

- Goal
- Objectives
- Strategies

Perrysburg residents. This unprecedented planning effort brought the City of Perrysburg together, provided opportunities to debate key issues, and resulted in an important, ambitious, and essential vision for the future of the community.

There are a number of defining characteristics that members of the public and City leadership wanted to address in the Plan. An underlying thread in the public's input, and the Plan recommendations, is enhancing and preserving Perrysburg's small town character which residents have grown to love, and which gives the area its distinctive identity. Another key component in the plan is targeting future areas for economic growth. Areas well suited to serve future economic growth have been identified as a reference, and strategies have been created to guide new development in a distinct pattern that is timeless and reflects the local character.

Urban form, the physical makeup of the built environment, is another key component of the Plan. Many recommendations are outlined throughout the Plan that are advisory in nature to address the neighborhood pattern, new neighborhood service centers, street design, and attention given to the public realm as it relates to shaping lasting developments with a distinct quality of place.

Housing is another primary issue included in the Plan. The City has a large aging population which will require new housing choices to meet their changing lifestyles. Likewise, more living options for the younger generations are suggested to provide a variety of housing options to create a diverse and balanced community.

## B. Organization of the Document

The Plan is organized into the following 10 chapters:

1. Introduction
2. Land Use
3. Housing
4. Economic Development
5. Infrastructure
6. Mobility
7. Community Services
8. Historic and Cultural Resources
9. Urban Form
10. Implementation

Each chapter is organized to include a goal, objectives and strategies. A goal is a desired outcome expressed in simple terms. This is the broadest of the statements. Objectives are themes found within the goal statement which help to organize the chapter. Strategies are examples that could achieve the goal.. Each strategy is listed in a table in the Implementation Chapter. The table is designed to be used as a quick reference guide.

The Plan also contains an Appendix, published as a separate document. The Appendix contains the Existing Conditions Report, a description and results of the public involvement activities, meeting minutes of the Planning Commission and Planning and Zoning Committee of City Council during the public adoption process, and other documentation integral to developing the Plan.





## 2. Land Use

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### A. Overview

The City of Perrysburg’s population has increased by nearly 120 percent since 1970. It currently has a total land area of approximately 10.2 square miles. Perrysburg is projected to grow well into the next several decades, adding another 8,500 persons by the year 2020. The City has adequate land area within its service boundaries to accommodate this population and more—but not without implications. The City will be challenged to accommodate new growth and retain its appeal as a small, family-centered, historically and culturally rich community with a strong economy.

The development pattern over the past 50 years has been to segregate land uses at relatively low densities on undeveloped land. It diverges from the patterns found in the City’s original neighborhoods. (For more information see the Land Use Chapter of the Existing Conditions Report found in the Appendix.) This low-density development pattern, found in many communities throughout the country and Ohio, has proven costly for local governments to serve and has often resulted in negative net fiscal benefits (see Existing Conditions, Economy Chapter). In addition to fiscal strain, the overall character of this development and its compatibility with the existing community has created concerns among residents who attended public meetings as part of the plan update.

While in the recent past outward growth (including extending utilities and expanding the road network to areas of “vacant land”) was common

practice, this is not the only option for new development. Building inward—looking first at underutilized and undeveloped land already served with infrastructure—is an alternative approach that should be considered. In turn, financial resources saved as a result of making balanced and informed land use choices can be used to enhance existing neighborhoods, invest in riverfront projects, and improve existing infrastructure.

The general direction for future growth outlined in this chapter has two fundamental strategies: taking advantage of development opportunities on vacant infill and underutilized sites, and supporting new development on greenfield sites that reflects elements of traditional neighborhood design and contributes to the local economy. This will enable the City to make more efficient use of land resources while being fiscally responsible by serving new growth with existing infrastructure, and while being mindful of local charm and character that creates the community's identity.

It is important that when new development does occur on the edges and outlying areas of the City it reflects a more compact development pattern. Compact growth will help to retain highly valued natural features and rural areas cherished by the community, and will help to reduce infrastructure improvements and long-term management costs. Large areas of open space now under cultivation can be preserved in conjunction with new development, protecting the rural character and the Maumee River watershed. Open space created as a result of new compact developments can be retained as greenway corridors, allowing new opportunities for passive recreation, conservation, and establishing linkages between neighborhoods.

Other elements of the Plan related to land use, particularly transportation and economic development, are considered as part of the land use recommendations outlined in this chapter. There are many opportunities to build on and improve the transportation network for pedestrians and automobiles by creating linkages between the community's neighborhoods, districts and corridors. Planning for economic growth is also a critical component of making informed land use decisions. Perrysburg has valuable access to I-75 and several major state routes. The land area surrounding these transportation routes should be considered for economic expansion.

With the Plan and the appropriate development standards in place, the community can support building and rebuilding at increased intensities in walkable neighborhoods and mixed-use centers, accommodate new economic growth, and construct and reshape neighborhoods with qualities that provide greater housing options and improve pedestrian experiences. This chapter outlines the recommendations for addressing land use and the built environment in the community. The remaining sections of this chapter include:

- B. Land Use Goal
- C. Key Findings
- D. Context Areas
- E. Land Use Principles and Conceptual Land Use Plan

## F. Regulatory Implications

## G. Objective and Strategies

## B. Land Use Goal

The land use goal is provided below. The goal was developed by the Steering Committee based on citizen input.

*An efficient use of land resources with strategic development and redevelopment, preserved natural areas, and strengthened downtown and waterfront areas.*

## C. Key Findings

The existing land use conditions and trends in Perrysburg were evaluated as part of the Comprehensive Plan update. This analysis was conducted using a variety of sources including Geographic Information System (GIS) data provided by Wood County, existing plans and reports from the City of Perrysburg, and 2000 U.S. Census Data. Field surveys and interviews with citizens also contributed to the key findings. Outlined below is a summary of key findings related to land use in the community.

**Steady population growth has occurred over the past several decades within a region that has experienced little or no population increase:** The City experienced a growth rate of 20 to 30 percent for each decade from 1970 to 2000, and grew by 120 percent during the thirty year period (see Existing Conditions, Demographics Chapter for more information). When compared to the region, Perrysburg experienced a significantly higher growth rate over the last thirty years. Wood County experienced a 35 percent increase, while the Toledo MSA had only a one percent increase over the same time period. Perrysburg's growth rate is expected to slow slightly over the next 20 years, and is estimated to increase 15-20 percent every five years through the year 2020. Excellent schools and public services, convenient access to the region's interstate system, proximity to the Maumee River, and rich historic and cultural resources will continue to contribute to this growth.



Example of how land uses can be arranged in a more “connected pattern” (top) relative to how land uses are typically arranged with access heavily dependent on the adjacent arterial (bottom).

**Perrysburg has a historically segregated land use pattern with recent examples of mixed-use developments incorporating neighborhood qualities:** Perrysburg's core includes a true mix of uses—retail, residential, office—located within multistory buildings containing commercial uses on the lower floor and office or residential uses on the upper floors. On-street parking is provided and civic spaces are found in strategic locations throughout the area. Buildings exhibit a form of development that shapes public space and has, over the years, accommodated a number of uses within a very walkable environment. Recent developments, including Levis Commons and Harbor Town, have

embraced many of these same qualities and serve as contemporary examples of how mixed-use environments can be created on greenfield sites.

**Additions to the public open space and recreation network would add to the community's quality of life:** Nearly 230 acres or 3.4 percent of the existing land area is dedicated to public space. A large portion of this parkland is found within community and neighborhood parks, with very little found in its natural state as open space. Although it is essential that each neighborhood include a centrally located, visible, and highly accessible civic space, it is equally important to situate open space at the edge of each neighborhood where it can be linked via a greenway network.

**The Community has a well defined and thriving historic core surrounded by a compact, stable neighborhoods:** Perrysburg's historic core has transformed into a district that includes office, specialty shops and restaurants, and community services. Maintaining the core as a unique destination place serving the community and the broader region, or as a compliment to other destinations in Perrysburg (e.g. Fort Meigs) is a critical element to maintaining a strong local economy.

**The Maumee River is recognized as a significant asset with the potential for improved public access:** The Maumee River forms the northern boundary of the community, with a variety of public and private uses (mostly residential) backing onto a vegetated edge. Public access along the river is intermittent; access to the river is limited to only a few locations where right-of-way has been provided. The downtown core is both physically and visually separated from the river. The downtown and existing access points can be improved, and new access points created to better serve the community.

**Perrysburg has a large number of households with young families, combined with an aging population:** Perrysburg is largely comprised of family households. According to the 2000 Census, there were 6,592 households out of which 38.0 percent had children under the age of 18 living at home, 61.1 percent were married couples living together, 6.3 percent had a female householder with no husband present, and 30.8 percent were non-families. In comparison to Wood County and the Toledo MSA, the City of Perrysburg has a significantly higher percentage of family households and married couples. Of the total households, 27.8 percent were made up of individuals and 14.2 percent had someone living alone who was 65 years of age or older, another growing segment of the population. The average household size was 2.55 persons and the average family size was 3.18 persons. These unique family conditions point to the need for different forms of housing in locations that are accessible to community facilities and services for both families and aging residents.

**A Significant amount of undeveloped land remains within the City and study area boundary:** The City of Perrysburg contains approximately 6,692 acres or 10.2 square miles. The amount of total developable land within the City, or land that has no constraints to development, equates to approximately 1,053 acres or 15.7 percent of the total land area. Developable land is comprised of vacant and agricultural lands that do not have permanent protection or significant environmental features. For the purpose of this analysis, the undeveloped land with environmental constraints has been classified into two groups: preserve lands and reserve lands. Preserve and reserve areas account for 1,155 acres or 35.5 percent of the total land area within the City boundaries and 22.2 percent of the land area within the City's Sewer Service Area. When these areas are subtracted from the vacant and agricultural lands, the total amount of developable land amounts to 1,053 acres within the City of Perrysburg and 11,186 acres (17.5 square miles) within the entire study area (including the City of Perrysburg). This is a gross estimate and may vary depending on whether reserve lands are considered developable or undevelopable (a large portion of the reserve lands are "entitled" or zoned for development), but it demonstrates how much land area—nearly double the size of the existing community—is available for future growth.

**Perrysburg has a sufficient amount of land to accommodate future growth beyond planning horizon:** How much land the City needs to accommodate growth in the future largely depends on where and how the City grows. Two land demand analyses were prepared, the first being a market-based land demand analysis, and the second based on the population forecast.

The market-based analysis was prepared by Development Economics to determine whether or not the amount of developable (or unconstrained) land within the City and study area is sufficient to accommodate future growth. According to the analysis (see Existing Conditions, Economy Chapter), net housing demand will result in the need for approximately 3,900 additional housing units by 2022. Household growth will require approximately 418,000 square feet of retail space, with growth in the employment sector expected to generate another 87,600 square feet of office space and 854,000 square feet of industrial space over the same time period (See Table 2.1).

Note: These forecasts are estimates for the year 2022 and may vary depending on actual market trends.

**TABLE 2.1 - PERRYSBURG DEMAND FOR LAND BY USE**

Area	Retail	Office	Industrial	Housing Units
Building Area S.F.	418,782.0	87,600.0	854,900.0	3,951.0
Land Area S.F.	2,211,243.4	439,030.3	3,716,956.5	-
Acres	50.8	10.1	85.3	1,580.4
<b>Total Acres Needed by 2022 (15 Year Projections)</b>				<b>1,726.6</b>

Source: ACP Visioning and Planning, Ltd.

As a result, the City of Perrysburg will require approximately 1,726 acres of land by the year 2020 based on market demand. Currently there is more than sufficient land area, given market demand, to accommodate

There are significant opportunities for Perrysburg to develop in infill areas, and areas that need to be redeveloped. This is the general guiding principle for future land use decisions. However, it does not exclude growing into greenfield areas when and where appropriate.

The demand for developable land based on population projections was only calculated through the year 2020, but yielded similar results to the market analysis.

growth for the next 15 years within the City and the study area. Nearly two-thirds of this demand can be accommodated by developable land within the City.

A comparative land demand analysis used a population forecast to verify the market analysis. The demand for developable land was consistent with the market analysis found in Table 2.1. Table 2.2 indicates the amount of land needed to accommodate projected growth over the next 13 years (to 2020) based on population density. The rate at which land is developed is estimated at 0.22 acres of developed land per resident (total developed land area/total population). This is a conservative estimate derived from the historic development pattern, which is denser than what has been platted and built over the last 60 years. Based on this figure, the City will need approximately 1,931 additional acres by 2020 to accommodate a projected population of 28,000 in 2020. Again, there is sufficient developable land within the City, and study area, to accommodate additional growth through the year 2020.

**TABLE 2.2 - PERRYSBURG DEVELOPABLE LAND PROJECTIONS**

<b>Year</b>	<b>Population Forecast</b>	<b>Population Increase</b>	<b>Developed Land (Acres)</b>	<b>Acreage Increase</b>
2005	19,451	-	4,361	-
2010	21,966	2,515	4,924	563
2015	24,862	2,896	5,573	649
2020	28,074	3,212	6,292	719

*Source: ACP Visioning and Planning, Ltd.*

#### D. Context Areas

Understanding the form and character of the existing built environment is important in order to plan for new growth in redevelopment and infill areas throughout the City that is appropriately integrated into the surrounding built environment (e.g. conforms to block length, lot width, building siting, scale, height, massing, etc.). Likewise, future development anticipated on greenfield sites outside today's corporate limits (but within the sewer service area) should incorporate the exemplary characteristics of Perrysburg's existing urban form.

As part of the existing conditions and trends analysis, Perrysburg's land uses were examined by considering a different geography than what zoning or existing land use maps are intended to describe (see Existing Conditions, Land Use and Development and Urban Form Chapters). The existing land use pattern was evaluated on how neighborhoods, districts and corridors are defined in the existing community. A Context Area Map (Map 2.1) was created with the understanding that a community is not made up of artificial geographical or political boundaries, but rather contextual features, or "context zones" based on the community's unique development pattern, form and character.

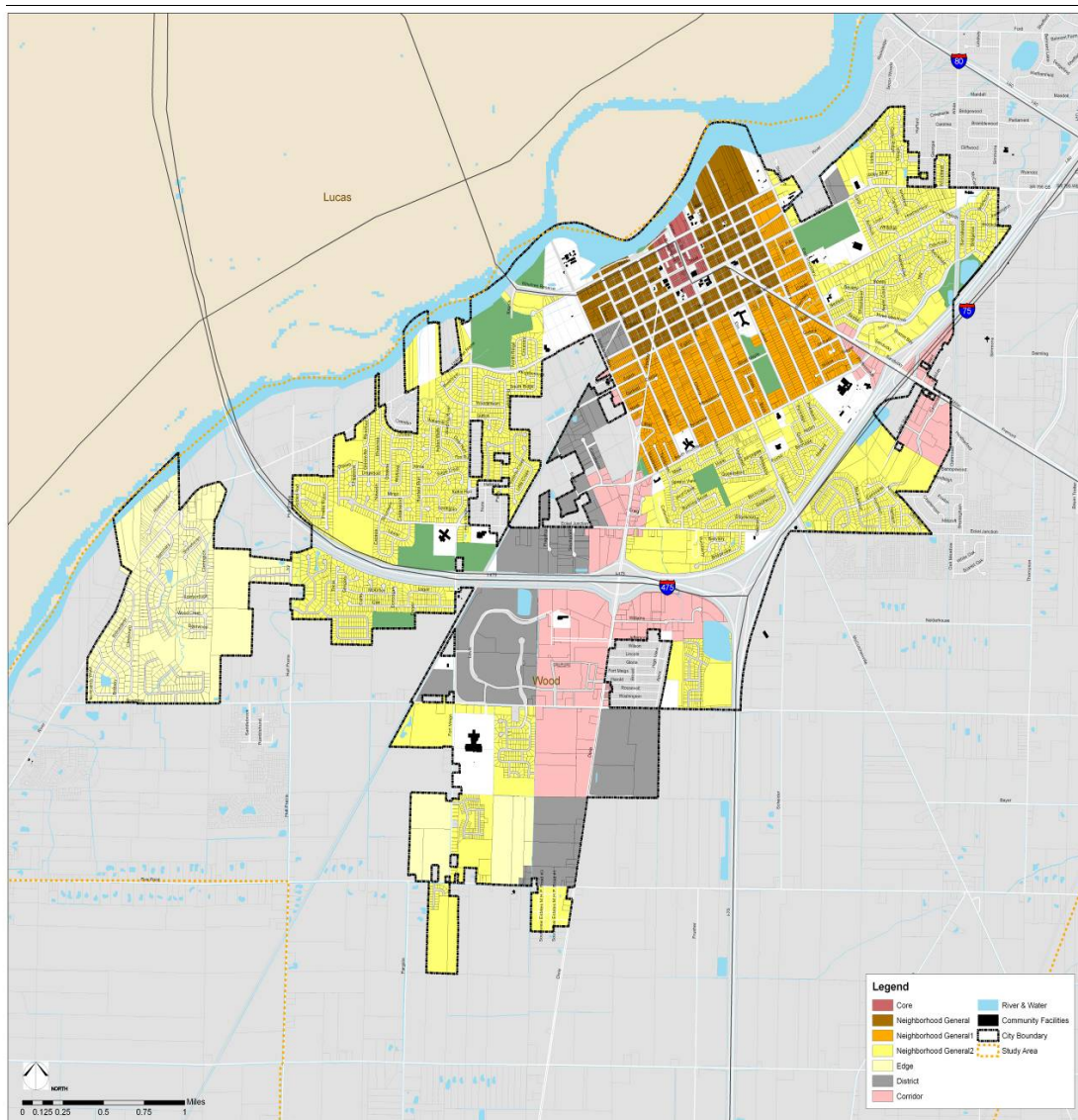


**Perrysburg's Seven Context Zones**

1. Center
2. Neighborhood General
3. Neighborhood General 1
4. Neighborhood General 2
5. Edge
6. Corridor
7. District

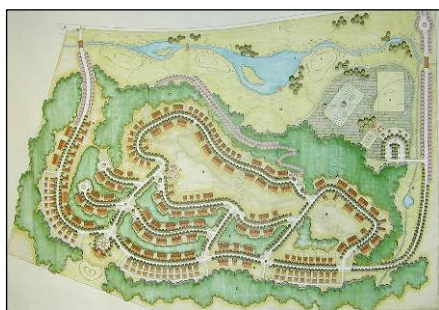
Context zones are areas in the City that have a combination of elements that create a specific character. The characteristics used in defining the context zones include: lot size and coverage, land use, density, street pattern and connectivity, and building design. The City of Perrysburg can be generally categorized into seven context zones. Map 2.1 shows the context zones within the City of Perrysburg (a detailed description of the context zones can be found in the Urban Form chapter of the Existing Conditions Report).

The purpose of the context zone analysis is to provide an understanding of the existing pattern, form and character of the built environment. The analysis serves as the foundation for the Conservation and Development Concept (see Section E) by identifying patterns and character in the built environment and expanding on this framework to guide future growth (see Section E).

**MAP 2.1 –CONTEXT AREA MAP**

Source: ACP

The land use principles should be used as a guide to help the City in evaluating future growth. Policy decisions, capital improvements, and development applications should consider the land use principles and support their intent. If a project, program or policy does not support the principles, it should be re-evaluated to be compatible with the principles.



## E. Land Use Principles and Conceptual Land Use Plan

The land use principles listed in this section are statements of intent that describe the direction of future development and redevelopment in the community. These principles will help guide the City on how to use its limited land resources efficiently and effectively to continue to foster a high quality community with a strong economy and distinct sense of place.

The principles reflect a variety of land use topics and themes. They focus on the quality, pattern, character, and organization of development. They also specifically address mobility and connectivity as it relates to the community's neighborhoods, districts, and corridors. They include:

### 1. The community's small town character will be encouraged as it continues to develop and redevelop.

Perrysburg's built environment is defined by a distinct land use pattern of an older, smaller scale, walkable settlement mixed with a more contemporary development pattern. This character is cherished by local residents and distinguishes the community in a regional and historical context.

- Perrysburg's historic character will be defined by "Old Perrysburg" that includes the downtown core and older historic neighborhoods.
- Future areas for growth and development will consider the essential elements of the exemplary areas of Perrysburg with respect to the form and pattern of development.
- New development and redevelopment will be sensitive to pedestrians in terms of scale and walkability.

### 2. The preference for accommodating future residential growth at the edge of the community is in a compact/conservation development pattern to preserve open space and protect the area's rural character.

Residents voiced strong concern regarding the impacts of unplanned growth on the fringes of the community. Development has recently focused along the frontage of existing rural roads, taking advantage of uncontrolled access. This pattern of development compromises the area's rural character and viewsheds, creates a disconnected growth pattern, and potentially increases the demand for infrastructure and community services.

- Priority areas for future development will be identified.
- Infill of vacant sites and redevelopment will be preferred over greenfield development.
- New growth on the edge of the community will not compromise the rural landscape or the community's small town character.



### 3. The development of new residential areas and redevelopment of existing residential areas will have strong neighborhood qualities.

Neighborhoods in the original plat of Perrysburg are clearly identified by boundaries, have discernible centers, and are walkable and interconnected to surrounding areas.

The more recent pattern of residential growth has been to create subdivisions with a single use and building type. While many of these subdivisions have high-quality residential units and are well kept, they typically lack a real “center” and are framed by wide streets in a pattern that does not connect residential areas to each other or the larger community.



- Neighborhoods will be walkable with quality streets that accommodate both bicycles and automobiles, but give priority to the pedestrian experience.
- Community gathering areas or civic spaces will be integrated into new residential areas to promote opportunities for social interaction and neighborhood events. These civic spaces may include parks, civic buildings, green spaces and recreational areas.
- Basic retail services should be located nearby or at the edge of residential areas in the form of neighborhood centers.
- Civic, institutional and recreational areas should be embedded in neighborhoods and form the physical nucleus of the neighborhoods.
- A range of parks and village greens should be distributed within neighborhoods, and conservation areas and open spaces will be used to define and connect neighborhoods and districts. The creation and maintenance of these areas should not overburden the City.

### 4. The downtown and new commercial developments will have a mix of uses that are distinctive and contribute to enhancing the City’s overall identity.

Until recently, the typical land use pattern has been to segregate uses from one another. This pattern of development is not conducive to creating a vibrant atmosphere where residents can live, work, and find opportunities for leisure and entertainment in the same area.

These newly developed areas include a variety of uses mixed together on the same block, and in some cases in the same building. These areas were noted by residents as desirable commercial areas that reflect well on the community.

- The City will encourage new and mixed-use centers that reflect qualities of places that mix small-scale retail, residences, offices, and civic uses.



- Mixed-use centers will be compatible in scale and character of surrounding uses and incorporate quality architectural elements that contribute to shaping the public realm and local identity.
- New opportunities for local businesses will be created in the downtown core.
- New opportunities will be created for residents to live and work in and around the downtown.



**5. New commercial, office, industrial, and retail developments will be developed with pedestrian amenities and green spaces, and will accommodate future redevelopment/reuse of the structure and site.**

Historically, these have been developed primarily in single-use strip development along corridors that does not respond contextually to the surrounding neighborhoods, districts, and streets. This pattern is auto-oriented, with parking in the front yard, which disconnects the buildings from the streetscape.

Large-scale commercial centers/buildings have been developed with only the immediate use considered. This development pattern has created barriers and added cost to redevelopment efforts.

In recent years there has been a shift in this pattern, noted by many residents as reflecting positively on the community. The new pattern incorporates quality public spaces, includes defining the streetscape, and builds on a street pattern that will accommodate a variety of future uses.

- Smaller retail uses serving the local or neighborhood market will reflect qualities of the residential context with respect to form, scale, and character.
- Large and small retail developments serving a much larger market will be sited in a manner that is pedestrian-friendly with parking to the rear of the structure.
- Large format retail will be developed in a pattern that accommodates redevelopment.
- Utilities, roadways, and parking areas will be developed sensibly in commercial areas to support future reuse.
- Commercial parking areas will incorporate vegetation, walkways, and signage to facilitate pedestrian mobility.

**6. A broad range of housing types and price levels within neighborhoods will strengthen community identity and improve housing choice.**

Perrysburg has a range of housing types at relatively affordable values in all parts of the City. This has created opportunities for a variety of residents to live and work in the community. There have been a number of quality projects that include apartments, condominiums and smaller single-family homes. The development of these housing products will continue to be an important element of the housing market



serving baby boomers, and helping to attract young professionals to the area.

- New residential developments will continue to offer a variety of housing types and prices.
- Housing diversity will be integrated into the fabric of the neighborhood.
- Creative planning and housing options that serve a variety of socio-economic groups in the community will be encouraged and supported.



## **7. Streets will efficiently accommodate traffic and create an attractive public realm.**

Many local streets are designed primarily to facilitate the movement of automobiles. The scale of these streets encourages a higher rate of travel for motorists and often increases the distance between building fronts, which detracts from the pedestrian experience.

Streets that accommodate cyclists, have wide tree-lined buffers and sidewalks, and that are well connected were noted by residents as the preferred pattern for the road network. This street pattern also complements the community's small town character cherished by local residents.

- Roadways and streets are important elements of the built environment and will strengthen the character of the setting.
- Roadways and streets will be given greater consideration as part of future development to ensure they contribute to neighborhood character and people-oriented functions.
- The character of rural roadways will be retained, such as east and west River Road.
- Commercial buildings will be situated on their site to define a high quality streetscape, including locating structures close to the street and placing parking in the side or rear yard whenever possible.

## **8. Places will be connected with a street network to facilitate pedestrian mobility and create better opportunities to walk and bike throughout the community.**

Streets that are disconnected limit the flow of traffic in the community by forcing traffic onto major and minor arterials, which can create traffic congestion. Encouraging an interconnected street pattern will create more options for residents to arrive at their destinations, thereby decreasing travel time/distance, reducing congestion and improving wayfinding.

- The road pattern will be improved to keep local traffic off major arterials and high-speed through traffic off local streets.



- A connected grid street, or modified system, is the preferred network for future development and redevelopment.
- Well-connected streets will be designed to facilitate walking.
- Bike paths and walking paths will be integrated into new development and areas undergoing redevelopment.



**9. Opportunities will be developed to connect people to the Maumee River through the public park and scenic open space system.**

Riparian areas near the Maumee River are a unique and sensitive ecological system that provides residents with much needed access to open spaces. Residents have a strong environmental ethic and support the environmental protection of the river. They desire new opportunities to connect with the waterway through recreation, leisure and entertainment.

- The Maumee River is a defining natural feature of the community and will be protected and enhanced.
- The Maumee River will be integrated into the downtown and surrounding areas by creating quality public spaces that connect people to the River and permit only environmentally sensitive development.
- Convenient and accessible recreational opportunities will be provided for all ages near the river. Older areas will be enhanced and new areas set aside that connect people to the river. Recreational opportunities to support active and healthy lifestyles will be promoted.



**10. Environmentally-sensitive and sustainable practices will be integrated into newly developing areas and areas with potential for redevelopment.**

The community has a high level of environmental awareness, which was reflected in the resident's input at the public meetings. Residents want to continue to employ creative and innovative choices to reflect the community's commitment to sustainability and healthy living.

- New construction will employ context sensitive design to reduce impacts on the natural environment.
- Green building practices will be encouraged to minimize the consumption of resources, employ recycling of building materials, and promote quality indoor living and working environments for Perrysburg residents.
- Energy efficient design and passive solar orientation will be encouraged in newly planned developments.
- Green stormwater management options will be implemented to retain and reuse stormwater to reduce surface runoff, which may have negative impacts on the Maumee watershed.



- The City will continue with its goal to remain a “Tree City USA” community.

#### 11. Development along existing corridors and within districts will be served by adequate roadway infrastructure with managed access.

- New commercial nodes or mixed-use centers will be developed at the intersection of principal or minor arterials (corridors) with major collectors, taking advantage of multi-directional traffic flow.
- Sites located at potential entrances to the community along major corridors (e.g. SR 25) will use building and street elements as gateway features.



The extension of the road network should be a pattern that reflects a logical extension of the local street network.



The framework is a combination of the framework with the form and character of the existing development.

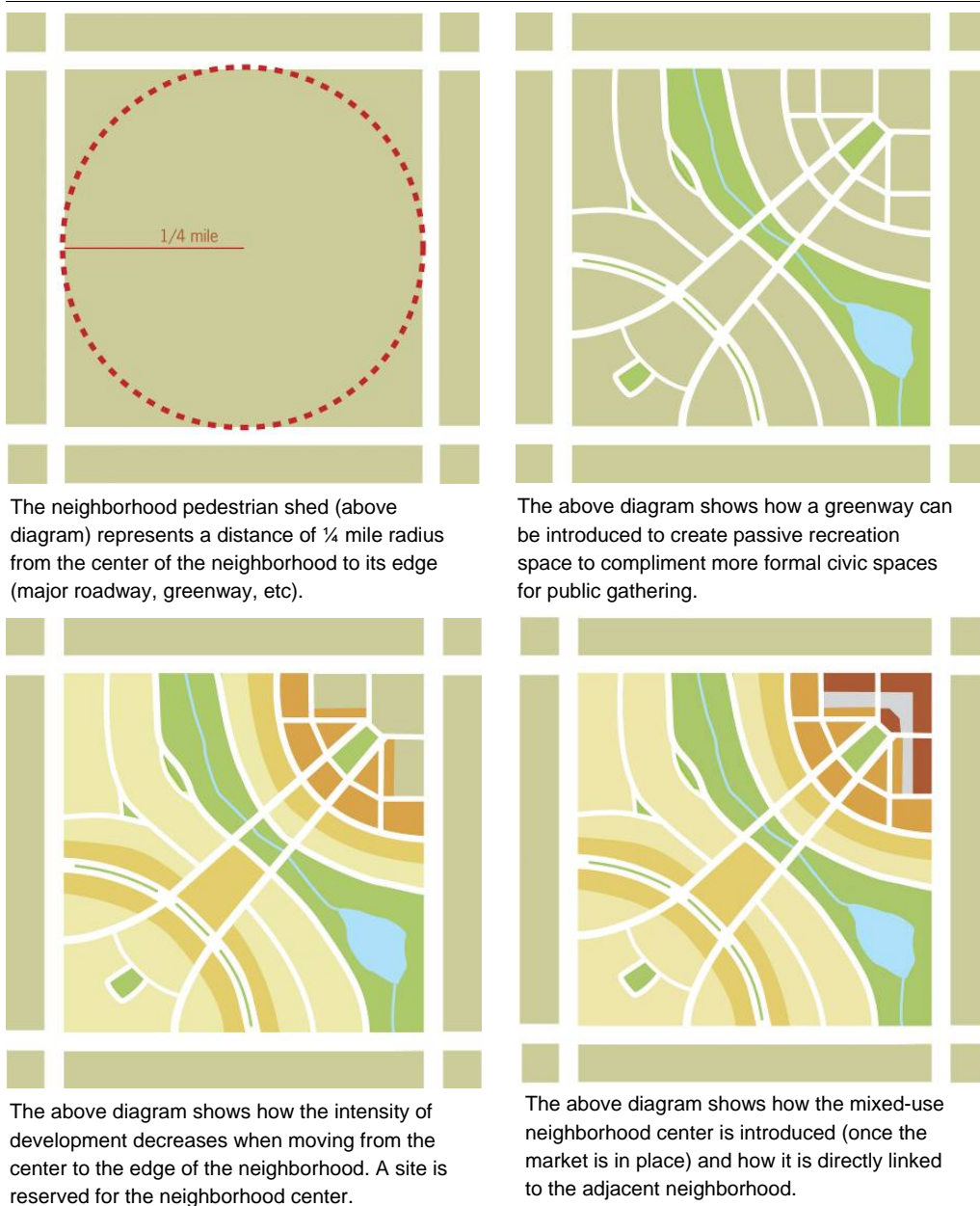
#### Conceptual Land Use Plan

The community has choices as to how it will grow in the future. These choices and aspirations are expressed in the words making up the guiding Land Use Principles. The graphic form of the land use principles are described in this section; they show *how* the land use principles can be used to guide development and redevelopment in the future. As noted earlier, this represents a different geography than what zoning or existing land use maps are intended to describe. It is based on key components of the Context Area Map showing how neighborhoods, districts, and corridors are defined in the community. The Plan is based on a development pattern that is linked by a set of interconnected roadways and targets areas for infill and redevelopment while strategically guiding and planning new growth in outlying areas.

**Framework and Pattern:** The roadway pattern/network is one of the most important components of the Conservation and Development Map. The future roadway pattern should follow a logical extension of the existing roadway and bicycle network. It should include a connected street network and bike path route within the City and study area. This network should be generally based on the neighborhood dimension (pedestrian shed) of a ¼ mile radius from center to edge. **It is important to note that while the figures to the left show a rather rigid grid, these roadways can be curvilinear or modified to reflect the existing local street network.** The intent is to provide a logical street network that is highly accessible, facilitates the development of future village/neighborhood centers, and accommodates pedestrian and bicycle mobility in an efficient and easy to follow pattern.

The framework integrates the roadway network with the form and character of existing development (see figure in sidebar). The pattern of development within the growth areas of the community should respect the form and character of Perrysburg’s most exemplary places, and create new neighborhoods, nodes, and destinations by virtue of the roadway network. These new areas should be well connected by the roadway and pathway systems.

**Villages and Neighborhoods:** Villages and neighborhoods are two development concepts that can be built and supported with the framework and pattern in designated growth areas. The neighborhood is defined as a mixed-use, walkable development with a variety of housing types that has an identifiable center (e.g. civic space, park, or building) and edge (e.g. roadway, greenway, etc.). The density and intensity of development gradually decreases from the center outward toward the neighborhood's edge. The Village is made up of one or more Neighborhoods and has, as its center, a combination of several neighborhood centers (See Figure 2.1). The Villages and Neighborhoods can be created using the existing regulatory standards such as the Urban Village Overlay District.

**FIGURE 2.1 – VILLAGE AND NEIGHBORHOODS**

Source: ACP – Visioning and Planning Ltd.

**Conservation and Development Map:** The Conservation and Development Map (Map 2.2) is based on the framework and pattern, and includes priority areas for growth and development concepts.

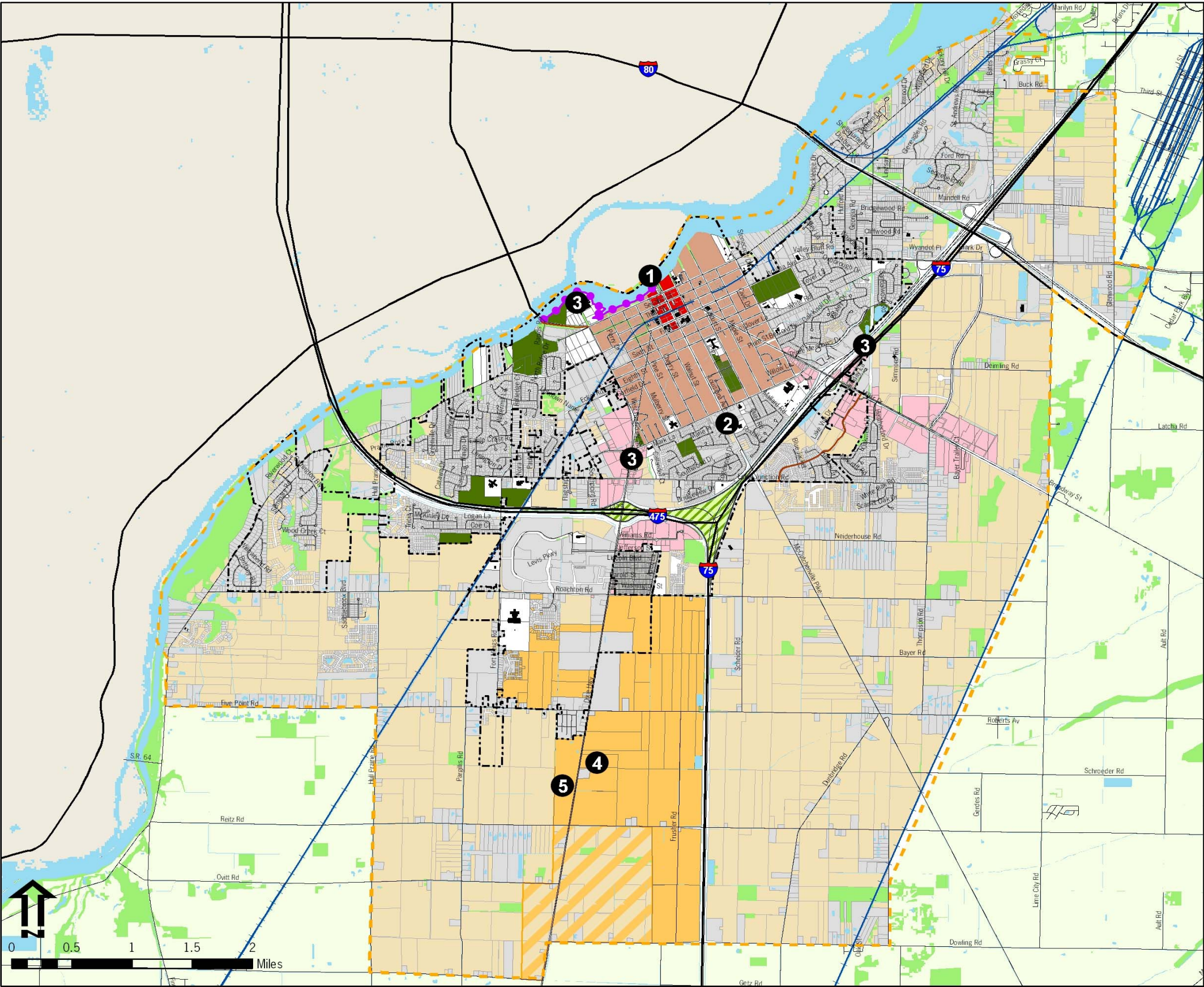
The undeveloped and generally unconstrained land within the City and the sewer service area has been placed into three development categories: Controlled, Encouraged, and Restricted Growth. Development outside the City and the sewer service area is categorized as Restricted.

The following sub-sections describe each of the components of the Conservation and Development Concept. The first part describes the *primary map elements*. These elements include growth areas and natural features, as well as other base elements. The second part describes the

*development concepts.* The development concepts indicate the type, form, and character of development/redevelopment that would be most desirable at certain locations within Perrysburg. The building and street typologies that are recommended for each development are listed in Tables 2.3 and 2.4 while Figures 2.2 and 2.3 illustrate how different building and street typologies can be applied in each concept area.



MAP 2.2 - CONSERVATION AND DEVELOPMENT MAP



# Conservation and Development Map

## Community Facilities

- Community Facilities
- Civic Site

## Natural Resources

- River & Water
- Natural Resources
- Park
- Green Highway Buffer

## Enhancement Area

- Core Enhancement
- Neighborhood Conservation
- Corridor Redevelopment
- Encouraged Growth/Economic Development Area
- Transition Area
- Controlled Growth/Traditional Neighborhood Area

- Streets
- Railroad
- Existing Bikeway
- Walking Path

- Lucas
- Developed Land
- City Boundary
- Study Area

- 1 River Access / Redevelopment Concepts
- 2 Neighborhood Improvement Center
- 3 Recreation Enhancement Area
- 4 Central Park / Civic Site
- 5 Village Center


Date Created: 1/24/08


Source: ACP





### Primary Map Elements


This section describes the “primary map elements.” These elements include growth areas, existing and proposed roads and bikepaths, and natural features, as well as other base elements.


 **Core Enhancement:** Focus on the downtown area for continued infill as a mixed-use center with improved river access.

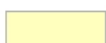
 **Neighborhood Conservation:** Preservation of existing neighborhood character and continued maintenance of buildings and infrastructure.


 **Corridor:** Redevelopment of strategic sites along existing commercial corridors with a mix of uses with increased intensity at major nodes or intersections and redesign of existing roadways to calm traffic flow.


 **Developed Land:** Land which has been altered from its original natural state and is currently serving as a public, residential, commercial, or industrial use. Developed land excludes agricultural areas.

 **Encouraged Development/Economic Development Area:** Districts (industrial, health care, office, etc.) that because of their size, function, and configuration are not expected to conform to the neighborhood or open space/clustered pattern of development. Development in this area is encouraged primarily for economic reasons, but is expected to follow sustainable development practices.

 **Transition Area:** Areas adjacent to Encouraged Development, which may include either economic development or residential development including multi-family development over the long term. The Transition Area will provide a transition between the economic development area and residential areas.

 **Controlled Growth Area/Traditional Neighborhood Area:** Areas that are appropriate for a variety of development types because of their proximity to planned or existing roadways and utilities. They include both a traditional neighborhood pattern (walkable with a distinct center and edge) and an open space development pattern.

 **Restricted Growth Area/Conservation Development Area:** Areas that have value as open space. They predominantly include an open space/clustered development pattern.

 **Natural Resources:** Areas that include preserve and reserve lands. Preserve lands are permanently protected by federal, state, and local regulations. These lands include nature preserves, parks, and outdoor

recreation areas. Reserve lands are not part of the preserve areas, but due to environmental constraints and limitations, their development potential should be considered for future preservation. Reserve lands include floodplain areas, hydric soils with steep slopes (over 12 percent), and wetlands, all of which could be developed, but not without additional effort or cost.



**Green Highway Buffer:** Areas in the Interstate 75 and Interstate 475 right-of-way that should continue to be improved with natural features and landscaping.

### Development Concepts

This section describes the “development concepts.” The development concepts are intended to indicate the type of development/redevelopment that should occur at targeted locations within Perrysburg. These locations were selected based on input from the public meetings, stakeholder interviews, and staff input.

#### 1 River Access/Redevelopment

Redevelop and enhance the area near the Perrysburg boat club and water street. This area is currently underutilized and disconnected from the downtown. Any development that occurs in the future should include an entertainment and/or recreation emphasis.

#### 2 Neighborhood Improvement Center

Existing commercial area that is currently servicing surrounding neighborhoods. This area has strong neighborhood qualities and is easily accessible. This area also has the potential to be upgraded by public or private investment to a more traditional village center. (It is noted that this area is currently being upgraded). Future redevelopment efforts should be based on improving pedestrian accessibility, integrating public spaces, and providing new neighborhood services.

#### 3 Recreation Enhancement Area

These are existing recreation/park areas that are serving the community but would benefit from upgrades/improvements. Improving the vegetation and hardscape buffers, as well as the recreational infrastructure would improve these areas.

#### 4 Central Park/Civic Site

A public space at the intersection of primary local and collector streets set aside for civic and/or recreational purposes. The space is enclosed by frontages and provides a focal point for development in the area.

### **5 Village Center**

A Village Center is 80,000 to 125,000 square feet and has tenants similar to those in a Neighborhood Center and may include places for lodging. Village Centers are located at the intersection of key thoroughfares and serve at least four to five neighborhoods (See Urban Village Overlay District).

Figures 2.2 and 2.3 on the following pages illustrate the different building and street typologies that can be applied in each concept area.

FIGURE 2.2 – BUILDING TYPES

## BUILDING TYPES

### Single-Family

- Detached dwelling serving one family
- Typically built on 1/4 acre lot



### Civic-Services

- Includes government buildings, theaters, libraries, museums, outdoor auditoriums, fire stations, police stations, and hospitals



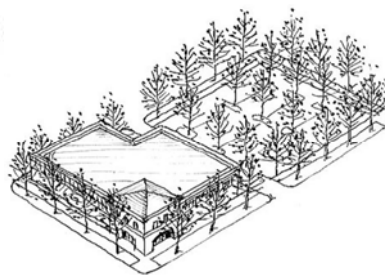
### Mixed-Use

- Includes a variety of housing types and land uses within a walkable distance
- Network of paths, streets, and lanes serve mixed-use developments
- Public and private spaces have equal importance
- Inclusion of civic uses is encouraged to enhance community vitality
- On street and shared parking arrangements



### Industrial

- Light industrial development
- Moderate intensity



### Greenspace

- Includes uses that provide parks, recreation and natural areas
- Designed for environmental, scenic or recreational purposes.



Source: ACP – Visioning and Planning Ltd.

FIGURE 2.2 – BUILDING TYPES (CONTINUED)

## BUILDING TYPES

### Multi-Family

- Two or more families living independently from one another within the same structure



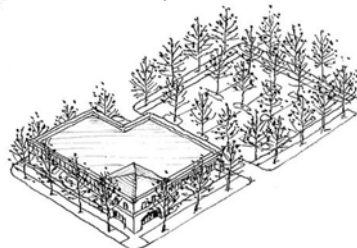
### Office

- Sizeable commercial enterprises
- Parking in the rear or side yard
- Supportive retail establishments may occupy the lower levels of a multistory building
- Supportive retail uses include coffee shops, delicatessens, barbers, and bookstores among others



### Commercial/Retail

- Sizeable retail establishments
- Moderate intensity



### Conservation Subdivision

- Characterized by common open space and clustered lots
- Protects natural areas
- Generally used on sites 40 acres or larger



Source: ACP – Visioning and Planning Ltd.

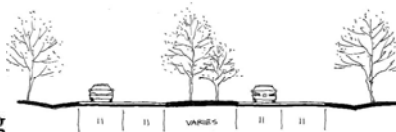


FIGURE 2.3 – STREET TYPES

## STREET TYPES

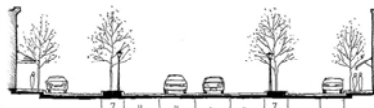
### Parkway

- Long distance thoroughfare
- Designed with naturalistic landscaping including a median



### Boulevard

- Long distance thoroughfare through an urbanized area
- Flanked by parking, sidewalks, buildings



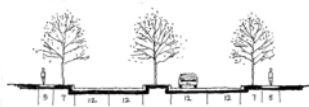
### Drive

- Thoroughfare along the boundary between an urbanized and a natural condition
- One side has the urban character of a street or boulevard with sidewalks and buildings
- One side has the qualities of a road or parkway, with naturalistic plantings and rural detailing



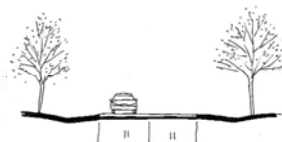
### Avenue

- Free-movement thoroughfare connecting civic locations in an urbanized area of a finite length



### Road

- Local slow-movement thoroughfare suitable for rural areas
- A road tends to have rural characteristics



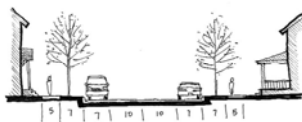
Source: ACP – Visioning and Planning Ltd.

FIGURE 2.3 – STREET TYPES (CONTINUED)

## STREET TYPES

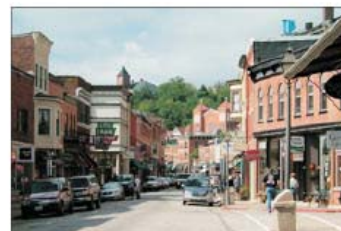
### Street

- Slow-movement thoroughfare for urbanized areas
- Higher density uses



### Main Street

- Local slow-movement thoroughfare suitable for urbanized areas
- Mixed-use and commercial



### Alley (Service Lane)

- Narrow service access to the rear of urban buildings providing service areas, parking access, and utility easements
- Paved from building face to building face, with drainage accommodated by an inverted crown at the center



### Path

- Pedestrian way traversing a park or countryside
- Should connect directly with the sidewalk network at the urban edge



Source: ACP – Visioning and Planning Ltd.



The building and street typologies that are recommended for each development Concept Area are listed in Tables 2.3 and 2.4.

**TABLE 2.3– BUILDING TYPES**

Building Types	Concept Areas										
	River Access/ Redevelopment Area	Neighborhood Improvement Center	Recreation Enhancement Areas	Industrial Uses and Redevelopment Area	Core Enhancement Area	Neighborhood Conservation Area	Village Center	Encouraged Growth Area	Controlled Growth Area	Restricted Growth Area	Corridor Redevelopment
Single -Family					X	X			X		
Multi-Family	X	X			X	X	X		X		
Civic	X	X			X	X	X		X		
Mixed-Use	X	X		X	X		X		X		X
Office		X		X	X		X	X			X
Industrial				X				X			X
Commercial/Retail	X						X	X			X
Neighborhood Retail	X	X		X	X	X	X		X		
Conservation Subdivision		X							X	X	
Green/Public Space	X		X		X				X		

**TABLE 2.4– STREET TYPES**

Street Types	Concept Areas										
	River Access/ Redevelopment Area	Neighborhood Activity Center	Recreation Enhancement Areas	Industrial Use and Redevelopment Area	Core Enhancement Area	Neighborhood Conservation Area	Village Center	Encouraged Growth Area	Controlled Growth Area	Restricted Growth Area	Corridor Redevelopment
Parkway								X		X	
Boulevard		X		X	X	X	X	X	X		X
Drive	X							X	X	X	
Avenue		X				X	X	X	X		X
Road				X		X		X		X	
Street		X		X	X	X		X	X		
Main Street					X		X				
Alley		X		X	X	X	X	X	X	X	X
Path	X	X	X	X	X	X	X	X	X	X	X

## F. Regulatory Implications

Development regulations are the key tool in implementing the land use principles, development concepts, objectives, and strategies. The existing development regulations should be reevaluated with respect to how well they reflect the recommendations in the Plan.

In general, Perrysburg’s current development regulations are proscriptive, stating what the City does not want. A new approach to regulating development may be necessary—one that is form-based and is prescriptive in nature, stating what is desired by the City. The City should consider creating a form-based code, or modifying the existing code to integrate more form-based standards.

Form-based codes go beyond the conventional zoning controls of segregating and regulating land use types and defining building envelopes by setback requirements and height limits. Instead, form-based codes address the detailed relationship between buildings and the public realm of the street, the form and mass of buildings in relation to one another, and the scale and type

of the streets and blocks. Form-based codes are based on specific urban design outcomes desired by the community that may be identified through an inclusive, design-focused public participation process, similar to the public outreach conducted as part of this plan. The regulations in form-based codes are applied to property through “regulating plans” that map the community with geographic designations that are based on the scale, character, intensity, and form of development rather than differences in land uses. The following is a list of recommendations to create specific form-based standards to help implement the plan.

**Encourage developments with traditional neighborhood qualities:**

Providing flexibility that allows for subdivisions with traditional neighborhood qualities does not ensure that they will be built. The public should also be educated on the long-term benefits of traditional neighborhood developments.

**Modify existing regulations to allow for a mix of housing types within neighborhoods:** The existing residential zones/districts are geared towards single forms of housing. This leads to a homogenous housing product in terms of size, style, and cost. As land is developed in the Controlled Growth/Traditional Neighborhood Area on the Conservation and Development Map, new zoning districts may need to be created to allow for a mix of housing types within neighborhoods that is consistent with the land use principles.

**Subdivision standards need to require road and pedestrian connections:**

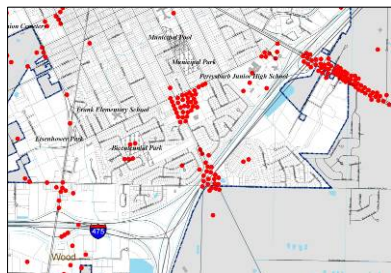
Connectivity among different neighborhoods, districts and corridors is a priority land use principle to promote and improve the level of mobility in the community. Development regulations need to reflect this principle and require both automobile and pedestrian connections whenever feasible.

**Create a special overlay district to accommodate development along the Maumee River:** Residents indicated a desire to improve access and recreational/leisure opportunities on and around the Maumee River and the need to market these areas as a community asset. This includes developing new recreational opportunities on/near the waterway, as well as new developments adjacent to the river and downtown that include a strong entertainment component. Any building that occurs along the waterway will need to be sensitive to the riparian system and conform to all existing environmental standards.

A new overlay district that specifically addresses development/redevelopment along the river may be necessary. This district should include standards that accommodate new growth, while being mindful of environmental impacts.

## G. Objectives and Strategies

Outlined below are objectives and strategies intended to guide decisions related to land use. The objectives and strategies were created based on the findings from the existing conditions assessment, public input, and fieldwork. The intent of the objectives and strategies is to achieve the Land Use Goal and continue to make Perrysburg an attractive and desirable place to live, work and play.



The above image is a snapshot of the "Weak Places" Map generated by participants at the public meetings. The red dots show the weak places at the gateways, clustered around the highway ramps.

### Objective 1

#### **Design and develop a land use plan that encourages orderly development and the strategic and efficient use of land.**

The City has over 1,053 acres of developable land within its corporate boundaries. Developing underutilized land resources is a priority when considering where future development occurs. Taking advantage of underutilized land resources is an important step in fiscally responsible development; it will help to strengthen the core and older neighborhoods and will improve the image of Perrysburg. This does not discount accommodating growth and development in areas that are suitable for growth on the edges of the community or outside city limits, but it does give direction to the City to pay special attention to how undeveloped and underutilized land resources are planned for in the future.

### Strategies

#### **LU 1.1 New development should be encouraged to locate adjacent to compatible existing development.**

New development that occurs should be compatible with the surrounding land uses, in particular existing residential neighborhoods. As development takes shape in the Controlled Growth/Traditional Neighborhood Areas there should be a strategy in place that informs future residents what types of uses may be permitted in the area.

#### **LU 1.2 Encourage new residential development to locate adjacent to existing residential developments, where utilities are available.**

Facilitate compatible new residential development adjacent to existing neighborhoods throughout the City. These neighborhoods offer existing roads and utilities, as well as access to resources for infrastructure improvements. New residential developments should connect with existing neighborhoods through roads, sidewalks, and bike path connections to ensure orderly growth.

#### **LU 1.3 Encourage the development of identifiable districts within the community.**

A community's sense of place can be greatly enhanced by identifying and celebrating areas with unique qualities. Identifiable districts in the community can be the focus of marketing campaigns and can enhance the

sense of place in the community. Districts can be celebrated by capitalizing on a distinct identity, such as the type of place, or by capturing historical elements or commercial ventures. The focus of these types of marketing campaigns should be on existing neighborhoods and commercial districts as well as future developments. Currently the City is doing this with the downtown. Other districts should be included, such as established neighborhoods like Three Meadows, city parks, and new commercial and residential developments.

**LU 1.4 Future developments should include elements of traditional development patterns.**

The City's older neighborhoods originally developed with residences located adjacent to neighborhood centers as a matter of efficiency and convenience, and institutional uses such as schools and post offices were found nearby to support surrounding residents. As the City develops and redevelops, a more contemporary version of this pattern should be encouraged, where the evolving pattern reflects a similarly close relationship between work, residence, and shopping, as well as other cultural and entertainment facilities.

**LU 1.5 Support neighborhood-scale mixed-use centers where retail uses support neighborhoods, meet local needs, and are located at key crossroads, especially major intersections.**

Supporting neighborhood retail in appropriate locations strengthens neighborhoods. Neighborhood retail improves the economic viability of neighborhoods, and can make housing in these areas more marketable. It also reduces the need for residents to travel elsewhere for basic goods and services, promotes active streetscapes and public places, and builds a sense of community. The City should support neighborhood mixed-use centers through zoning decisions, economic incentives, partnerships, and community participation in development decisions.

**Objective 2**

**Preserve existing natural areas, and create new natural and open space areas.**

As the community continues to grow open space/natural areas will increasingly become subject to development pressures. Open space/natural areas need to be protected as they are important components to creating a sense of community identity, are areas for residents to recreate, and serve as sanctuaries for wildlife. The following strategies outline a variety of ways to protect and enhance both natural and open space areas in Perrysburg.

## **Strategies**

### **LU 2.1 Identify and prioritize land for open space preservation.**

Existing riparian corridors, including land within designated floodway and floodplain areas, and woodlands should be protected in both greenfield and infill locations. Once this land is identified, the areas most likely to develop in the near future should be identified, and strategies should be put in place to reserve or conserve these areas through conservation easements, dedication, or acquisition.

### **LU 2.2 Create land-use policies to promote compact development and preserve open space.**

There are a variety of regulatory tools available to promote a compact development pattern. Conservation subdivisions are one tool that can be used to achieve this goal. The City has existing regulations that require the dedication of open space as a part of new development. These regulations could be enhanced to require a greater dedication of open space while accommodating housing under more flexible standards, such as building arrangements and setbacks, than those that would normally apply under single-family district regulations. This allows for the creative grouping of housing in order to conserve open space and existing natural resources. Conservation subdivisions are recommended for both the controlled growth and limited growth areas as listed on the Conservation and Development Map.

### **LU 2.3 Prepare educational materials for both the public and developers on alternative development choices for protecting natural areas.**

The City, in conjunction with Wood County and Perrysburg Township, should prepare educational materials for the community detailing the benefits and options for alternative development patterns. Examples of alternative development patterns include: clustering techniques, mixed-use development, and consolidating smaller parcels to be part of a master plan for an area. This material should be made available at all government complexes in the region, as well as other outlets such as ODNR, the Black Swamp Conservancy, and regional libraries.

### **LU 2.4 Identify areas in the Controlled Growth/Traditional Neighborhood Area to create a greenway network.**

The public expressed a strong interest in creating a greenway network. The City should identify areas in the Controlled Growth/Traditional Neighborhood Area on the Conservation and Development Map to create a greenway network. The greenway network will include both public and private land. After target areas have been identified, the City should work to create public and private partnerships to protect and link these areas.

### **LU 2.5 Coordinate with neighboring jurisdictions on creating and linking the greenway network.**

In order to create a cohesive open space/greenway network the City should coordinate with neighboring jurisdictions to create a greenway network that is cohesive. This will help to ensure that open space corridors are extended and retained beyond the City's boundaries.

### **LU 2.6 Acquire additional park land.**

Acquiring additional parkland as the City grows was mentioned by members of the public as being important to maintaining the community's quality of life. A general location is indicated on the Conservation and Development Map where a future large-scale city park may be located. As new neighborhoods develop parks should be constructed to serve neighborhood residents. This action is supported by the standards outlined in the Subdivision Code section 1295.05 a. (7).



Wooded areas such as this woodland stand near SR 25 and Five Point Road should be protected.

### **LU 2.7 Maintain healthy urban and rural forests.**

As part of the Plan update process, members of the public voiced their desire to retain and enhance the quality of the tree canopy and forested areas in the community. This includes the urban streetscape, parks, riparian areas, and rural forest, among other areas. The City should continue to require new development to include vegetated areas, plant trees in existing areas such as parks and streets, and create new forested areas in outlying parts of the community. This strategy will help to beautify the City, increase shading, and aid in absorbing CO<sup>2</sup>.

## **Objective 3**

### **Preserve and strengthen the downtown.**

Downtown Perrysburg has always been an icon of the community. In recent years new development and commercial activity has enhanced the downtown and created an active mixed use district with residents living, working, and shopping downtown. The downtown also has historical significance that has been carefully protected over the years, which has retained the charm and attractiveness of the district. The following strategies outline ways in which the community can continue to protect and enhance the downtown as a viable district.

### **Strategies**

#### **LU 3.1 Continue to support and maintain retail in the downtown.**

The City has made significant efforts to support retailers in the downtown (the Core area as shown on the Conservation and Development Map). The downtown has been and will continue to serve as one of the primary elements that define Perrysburg's character. The City should maintain the mix of uses in the downtown, specifically ground floor retail,



and support retailers and property owners through creative development programs.

### **LU 3.2 Maintain and encourage upper story residences in the downtown.**

Residences downtown help assure a stable market for businesses and provide a sense of vitality to the downtown by putting more pedestrians on the street and in public spaces throughout the day. This perception of vitality can have compounding economic benefits. Existing housing options in the upper stories of downtown structures should be maintained, and new residential housing options should be created in and around the downtown that are compatible with the existing built environment.

### **Objective 4**

#### **Preserve and strategically develop waterfront areas.**

Perrysburg benefits from being located along the Maumee River. Currently there is access to the river; however, residents and businesses voiced strong interest in improving river access and developing additional amenities and events along the river.

### **Strategies**

#### **LU 4.1 Support public, recreational, and appropriate development and redevelopment, especially adjacent to the Maumee River in and around the downtown.**

One of the most significant comments made by members of the public that participated in the planning process was the issue of better utilizing the waterfront along the Maumee River, specifically in the downtown. While there currently is access to the River near the Perrysburg Boat Club and along Water Street, there is a public perception that this area is private. The area at the end of Louisiana Avenue is also limited in terms of public activities, and is visually and physically segregated from the downtown streetscape. Existing zoning and development regulations may need to be modified to support public, recreational and appropriate development and redevelopment in this area. Any development that does happen in this area should be sensitive to the area's environmental and historical significance.

Approximately 50 ideas related to developing and/or improving river access were contributed at the public meetings. Listed below are a few of the comments made by the public.

One of my ideas is to have a floating ferry or restaurant that would slowly cruise up and down the Maumee River to see the lovely historical homes lining the banks. There would be a historian narrating while cruising the river. This would be a fun and relaxing way to enjoy our city.

*Toth Elementary - 4<sup>th</sup> grader*





This area near the Perrysburg Boat Club is currently not being used to its highest and best use, and is disconnected from the downtown. Improvements can be made that enhance public access and connect the waterfront to the downtown.



This area at Orleans Park should be improved to provide better river access and a wider variety of recreational opportunities and amenities.

The city needs a bike path running through the town where you could sight see and take breaks at rest stops. That would add an interesting thing to do. This would allow families and people to get exercise and enjoy our town.

*Toth Elementary - 4<sup>th</sup> grader*

Put boat docs and a restaurant at the river to draw Maumee & Rossford boaters.

*Perrysburg Resident*

#### **LU 4.2 The Riverfront should be used, where possible, for a linear pathway system linking various recreational and cultural destination points.**

As noted in the previous strategy, members of the public strongly voiced an interest in creating better access to the River. One of the primary ideas contributed by the public and the Steering Committee is for a multi-use path that would provide residents with recreational and leisure opportunities along the river. The pathway should extend from Orleans Park to Louisiana Avenue along Water Street and existing public right-of-way. In the future the pathway could extend further west along the River to other parts of the community within publicly dedicated right-of-way or within an easement.

#### **LU 4.3 Protect the riparian areas along the Maumee River.**

The Maumee River is a sensitive environmental feature that needs to be protected. Public access and development along the River should occur in a sensitive manner. If future development does occur, the City should work with both public and private agencies to address related environmental issues. With the appropriate plan and controls in place both public access and development can take place. Additionally, educational opportunities in the form of signage, special events, and physical features should be created to educate the public on the environmental significance of the River and what steps were taken to reduce the environmental impact of future development.

#### **LU 4.4 Improve access and riverfront development in areas where access currently exists.**

Currently there are a number of public access points along the River. These areas should be improved to provide a variety of public uses in an aesthetically pleasing manner. In particular Orleans Park, the docks at the end of Louisiana Avenue, and the Maple Street boat launch area should be improved.

#### **LU 4.5 Create recreational and educational amenities and activities on the river.**

New recreational opportunities should be explored as part of future improvements along the river. The City should work with the parks department and local/regional environmental groups to implement this strategy.



## **Objective 5**

### **Develop the State Route (SR) 25 Employment Corridor in a planned and coordinated manner.**

Commercial and office development is critical to the City's economic health. The City targeted the State Route 25 corridor as an area appropriate for future economic development. Future development that occurs in the corridor should enhance the quality of life for Perrysburg residents, improve access to existing shops and services, enhance the existing streetscape, increase employment opportunities, and encourage the start of new businesses.

## **Strategies**

### **LU 5.1 Support planned and integrated commercial and industrial developments along the SR 25 corridor.**

New office and industrial growth will add to the overall health of Perrysburg by creating new jobs and strengthening the local tax base. The Conservation and Development Map shows an Encouraged Growth/Economic Development Area along SR 25 and to the east extending to I-75. The City should support the development of this area for office, commercial, and industrial uses in a planned manner that is well connected.

### **LU 5.2 New development along the SR 25 corridor should enhance the streetscape.**

As new development occurs along the SR 25 it should enhance the streetscape and entryway into the community. Future development should limit access to SR 25 by including frontage roads, locating parking to the rear of the structures, and including significant landscaping and vegetation.

### **LU 5.3 Support the Corridor Overlay District as a tool to create attractive and innovative developments along the SR 25 corridor.**

The Corridor Overlay District was created to promote a development pattern that improves automobile and pedestrian mobility, promotes attractive and innovative developments, and establishes a more cohesive development pattern along the corridor. The City should support the use of the Corridor Overlay District as a tool to promote quality development patterns that require flexibility from the underlying zoning districts to meet the intent of both the Corridor Overlay District and the land use principles outlined in this chapter.

### **LU 5.4 Continue to pursue infrastructure improvements along the SR 25 Corridor.**

The City should reaffirm the need for, and importance of, the SR 25 Employment Corridor/Corridor Overlay, and continue to pursue infrastructure along the Corridor. Targeted infrastructure investments should

be made that encourage employment generating land uses within the Corridor, and support the intent of the Corridor Overlay District.

### **Objective 6**

#### **Maintain community character by enhancing existing developments and promoting quality growth.**

Perrysburg is defined by its small town character and high quality neighborhoods and commercial districts. The City has historically had a strong sense of place and community pride, which has translated into a high level of maintenance in existing developments and quality new developments.

### **Strategies**

#### **LU 6.1 Enhance existing gateway/entrances to create an inviting and welcoming appearance when entering the community.**

The gateways coming into Perrysburg create a first impression when entering the community. Targeted entryways need to be improved along U.S. Route 20 and State Route 25, especially near 75/475 ramps. These areas were noted by the public as being weak places in the community during the public meetings. Improvements to these areas should include reshaping the built environment beyond signage and landscaping. New mixed-use centers, identifiable districts, and improved streetscapes are a number of ways to define a gateway/entryway.

#### **LU 6.2 Continue to encourage a high level of property maintenance to contribute to a safe and aesthetically pleasing community.**

Perrysburg has traditionally been a place in which residents have taken pride in their community. This has translated into a high level of property maintenance and well managed public spaces. The City should continue to work with property owners to maintain personal property and meet existing code requirements.

#### **LU 6.3 Flexibility should be balanced with and result in quality development supportive of the community's quality of life objectives.**

A number of strategies have been undertaken by the City in recent years to promote flexible design standards that encourage innovative developments. A number of zoning districts have been created to encourage high-quality innovative developments. These districts include the Urban Village Overlay, Corridor Overlay, and Planned Business Park Districts. The City should continue to support the application/use of these districts as a tool to create new developments that meet the intent of the land use principles found in this chapter, and that are compatible with the character of Perrysburg.

#### **LU 6.4 Create or modify regulations to encourage appropriately scaled public spaces for formal and casual interaction.**

Regulations should be created that allow for and incentivize the creation of quality public spaces as part of new development and redevelopment. Reduced setbacks, alcoves, and open space should be incorporated into existing and future development regulations to aid in the creation of new public spaces.

#### **Objective 7**

#### **Create and modify land use patterns to support improved transportation choice and efficiency.**

Developing the land in a way that integrates rather than segregates uses and increases development intensities at strategic locations will help reduce the dependence on the automobile for work and shopping trips. This objective is related to a number of other objectives in this chapter in terms of creating master planned economic districts that are integrated, and new neighborhoods that are walkable and well connected to existing and future neighborhood retail centers.

#### **Strategies**

##### **LU 7.1 Create compact walkable neighborhoods.**

New neighborhood developments that occur in the Controlled Growth/Traditional Neighborhood Area should support walking as a mode of transportation. These new neighborhoods need to be human-scaled and supported by off-street walking paths and/or sidewalks that connect neighborhoods to each other and destinations such as retail centers and parks.

##### **LU 7.2 Promote shared parking.**

Different uses have different peak parking requirements. By mixing uses with alternate peak parking requirements (e.g. office and residential uses), the opportunity for shared parking is enhanced. The City currently allows for shared parking and has a shared parking ordinance. By promoting the existing ordinance, the City can reduce development costs, limit impervious paved surfaces, create more building area onsite, and allow for more green space and public space.

##### **LU 7.3 Incorporate “park once” site design elements as part of future retail and mixed use centers.**

Park-once environments typically include a mix of uses surrounding a parking lot or parking structure. This design encourages users to access more than one destination without using their vehicles. This not only helps relieve traffic congestion, but it also entices shoppers in retail districts to pass by shops on foot and spend more time browsing. The City should support “park once” design by allowing for shared parking and creating flexibility in the design standards for commercial developments (such as setbacks.)

LU 7.2 and LU 7.3 are also found in the Mobility Chapter as strategies M 1.7 and M 1.8 to maintain the efficient functionality of the roadway network.

Developments that incorporate park once design elements should also include a plan/illustration showing how pedestrians will move internally in the development.

### **Objective 8**

#### **Promote an orderly development pattern.**

The City should continue to grow in an orderly development pattern that is fiscally responsible and compatible with existing developments. The Conservation and Development Map shows the type and locations where future development should occur. Future development should be consistent with the map and land use principles, and should be compatible with the community's small town character.

### **Strategies**

#### **LU 8.1 Review the zoning code, subdivision regulations, and other development regulations to be consistent with the Comprehensive Plan.**

The key to implementing the Comprehensive Plan is updating certain regulatory tools. An updated zoning code, subdivision regulations, and other development regulations that reflect the land use goal, principles, and objectives will improve land use management by providing the community with current and consistent regulations. The City should update these regulations as outlined in the Implementation Chapter. The focus of these updates should be incentives to encourage quality growth in a pattern consistent with the Conservation and Development Map.

#### **LU 8.2 Promote a rational land use development pattern and redevelop land in ways that provides a fiscal benefit and enhances City revenues.**

Future development can contribute to the vitality of the whole community when land uses are sited, developed, and serviced in an appropriate and consistent manner. It is critical that future development meet the goals of the Comprehensive Plan. The City should encourage a development pattern that is equitable, consistent, proactive, and rational. The City should also evaluate the fiscal impacts of future developments to ensure growth does not significantly impact the fiscal health of the City.

#### **LU 8.3 Encourage development to occur concurrently with the supporting infrastructure to maximize the City's capital investments.**

Future development and the infrastructure necessary to support such development should occur concurrently. Where appropriate, infrastructure investments may occur prior to development as an incentive, if consistent with the land use principles and the Conservation and Development Map.

**LU 8.4 Study annexation potential based on compatibility with the Comprehensive Plan.**

Decisions related to annexation should be supported by the land use principles and Conservation and Development Map. The fiscal impacts of annexing a particular area should also be fully evaluated prior to any annexations, specifically those areas not currently being served by sewer and water. Future annexations should also include a development plan that is supported by the land use principles.



Note: Items related to historic housing and preservation are addressed in the Historic and Cultural Resources Chapter.

## 3. Housing

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### A. Overview

Perrysburg has many qualities that make it a great place to live, work, and raise a family. The community has a wealth of parks, a high-quality school system, an abundance of local festivals, and the presence of the Maumee River. Over the years all of these attributes have attracted families and professionals from around the region, resulting in an increasing demand for new housing.

Today the demand for new housing is prevalent, although the City will face new challenges to provide housing options that meet changing economic and demographic shifts. The ability of Perrysburg to offer a range of housing types is important for the City to continue to sustain a strong economy, attract and retain young professionals, and provide opportunities for aging residents.

The traditional family (households headed by two-parents) is a shrinking demographic, while singles without children and empty nesters are a growing segment of the population. Singles and empty nesters have distinctively different housing needs than families with children. They require units with convenience, easy maintenance, and immediate access to goods and services. They are also interested in neighborhoods that provide a wide range of housing and amenities, allowing them to move up or down in housing type and size without moving out of the neighborhood to find suitable housing.



Whether or not new housing options are provided for these demographic sectors will have profound impacts on how Perrysburg grows in the future.

Housing is also a key component of how the community is perceived. Perrysburg's image has been characterized as a place that is desirable to raise a family, with quality housing stock and a distinctive character. This character has been defined by the significant number of historic homes — approximately 900 housing units were built prior to 1940. While in many communities the age of these units would be a concern because of deterioration, in Perrysburg the older housing stock is well maintained and adds to the community's unique identity.

This chapter outlines the recommendations to address a variety of housing related issues in Perrysburg. The remaining sections of this chapter include:

- B. Housing Goal
- C. Key Findings
- D. Objective and Strategies

#### B. Housing Goal

The goal for Housing is provided below. The goal was developed by the Steering Committee based on citizen input.

*Encourage flexibility in design and development of multiple housing options for single-family, senior housing and multi-family.*

#### C. Key Findings

As part of this planning process, an extensive analysis of existing conditions and trends was conducted. Listed below is a summary of the primary key findings related to housing in Perrysburg. For a more detailed explanation of these findings, see the Housing Chapter in the Existing Conditions Report found in the Appendix.

**Net housing demand in Perrysburg is expected to increase by 3,951 over the next 15-year period:** Perrysburg's population is projected to increase by almost 9,100 between 2007 and 2022, from an estimated 20,469 to 29,525 residents. The City is projected to add 3,868 households to its current estimated base of 7,986, for a total of 11,853 households by 2022. Net housing demand will increase by about 4,000 units over the 15-year forecast period. Demand for housing will be about 1,200 additional units by 2012, another 1,300 units by 2017, and another 1,500 units by 2022. Clearly, net housing demand is very dependent on the demographic projections. Demand for residential land will depend on a number of factors, particularly the density at which future residential development is built.

**Demand for higher-density housing is expected to increase, as Perrysburg continues to attract “move downs”:** A large and growing market sector for housing in Perrysburg consists of empty nesters and others down-sizing to smaller houses or housing without yards or smaller yards. Demographic analysis suggests that the aging of the population will create increasing demand for condominiums, patio-style homes, and other houses with fewer upkeep requirements. Perrysburg also has a growing number of retired second home owners or “half-backs” who winter in the mid-south and return home in the summer. Based on available data, it is likely the share of the housing market generated by these “move-downs” will increase from 15-20 percent to 25-35 percent and more during the next 10 years. This will impact the demand for higher-density housing products such as condominiums and patio homes.

**Perrysburg is attracting “move-ups” from the Toledo area:** Perrysburg tends to attract families who are “moving up” to homeownership or larger housing from within Toledo or other suburbs. Driving the decision to purchase housing in Perrysburg is the quality of its schools and overall quality of life. As much as 65 percent of Perrysburg’s new housing sales may be driven by this Toledo move-out / move-up sector of the market.

**Relocations are a relatively small share of the Perrysburg residential market:** Relocations are driven by people relocating for work or lifestyle changes from outside the metro area. There are some corporate relocations, typically among Toledo-based companies that also have operations elsewhere. Overall, it is estimated that relocations account for 10 to 13 percent of the housing market.

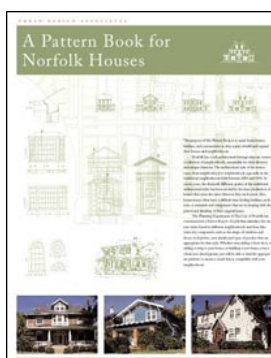
**Perrysburg’s housing sale prices increased significantly between 2001 and 2005:** From 2001 to 2005, housing sale prices increased from a median of \$140,000 in 2001 to \$186,000 by 2005. This represents an increase of 33 percent, or 4.0 percent per year. However, median housing prices have since begun to decline, reflecting the overall shift in the housing market and the beginning of a down cycle. Between 2005 and 2006, median housing prices fell by 1.1 percent.

**Perrysburg has the fourth highest housing prices in the region, but fell below the affordable price for the median Perrysburg household:** An analysis was conducted to determine whether Perrysburg’s housing prices are affordable to the median existing resident. The analysis used the 2006 Perrysburg median household income, estimated at \$78,900. A housing price of \$300,000 to \$320,000 is “affordable” at the estimated median household income. Based on 2006 housing price data, the median list price in the

Perrysburg market was \$245,400. This price was the fourth highest in the region but fell well below the affordable price. Furthermore, the median 2006 Perrysburg sale price was even lower at \$184,000. While that was the highest in the region, it was only 58% of the price that a typical (median) Perrysburg household can afford. This suggests that there is not a serious pricing issue for a large majority of the population.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to housing based on the findings from the assessment of existing housing conditions, demand for new housing in Perrysburg and input received through the *People Planning Perrysburg* public involvement process. The land use principles relating to housing were also utilized in the formulation of objectives and strategies found in this chapter. (Refer to the Land Use Chapter for the complete list of land use principles) The intent of the objectives and strategies is to achieve the Housing Goal and continue to make Perrysburg an attractive and desirable place to live, work, and play.



A pattern book establishes standards for residential development based on the character of existing development (Source: City of Norfolk).



The Kentlands in Gaithersburg, Maryland integrates multiple housing types and commercial structure in the same neighborhood (Source: DPZ).

#### Objective 1

##### **Promote new housing projects that strengthen the unique physical and social character of the community.**

Residents of Perrysburg are interested in creating and maintaining attractive neighborhoods that they can take pride in. Recent input gathered as part of this planning process indicates that residents place a high priority on community appearance. The following strategies suggest tools and programs which should be considered as part of the implementation of this objective.

#### Strategies

##### **H 1.1 Develop standards for creating a rich diversity of architectural housing styles appropriate for Perrysburg.**

Because Perrysburg residents place a high priority on community appearance, the City should consider establishing residential development standards (such as a pattern book) for certain districts and/or neighborhoods. While it is important to ensure future housing construction is attractive and high quality, it is also important that the standards be flexible and allow for variation and opportunities for developers to meet market demands while achieving the policy recommendations outlined in the Plan.

##### **H 1.2 Incorporate housing as part of mixed-use development, which integrates housing with office and commercial services.**

Residents have indicated that many of the strong places in the community are areas that have mix of uses and are supported by convenient services located in close proximity to housing. Levis Commons and the downtown are

two examples of this type of development pattern deemed desirable by residents.



New developments should include the integration of public spaces such as the plaza shown above in Levis Commons (Source: ACP – Visioning & Planning, Ltd.).

### **H 1.3 Ensure new developments create usable public spaces.**

Quality public spaces are elements in shaping high quality neighborhoods. Many public spaces were also identified by the public as strong places. This includes neighborhood parks located in walking distance to the surrounding neighborhoods, and streetscapes and plazas in the downtown and Levis Commons. Neighborhood parks and quality public spaces such as streetscapes need to be primary elements of future residential projects.

### **H 1.4 Promote the development of neighborhoods that are physically connected to each other.**

As new residential neighborhoods are developed it is important for them to be physically connected to each other to accommodate pedestrian travel and efficient automobile travel when necessary. Efficient street design, pedestrian trails and sidewalks, and greenways will aid in achieving this strategy. Fostering connectivity beyond the individual development/ neighborhood will also help to create a sense of community beyond the block or neighborhood.

### **H 1.5 Provide appealing and comfortable pedestrian streets in order to promote pedestrian activity and create safer neighborhoods.**

Street design is an important element in designing quality neighborhoods. Streets should be built to accommodate a variety of transportation modes without comprising the neighborhood scale. Overbuilt streets can compromise the neighborhood scale, and encourage higher speeds of travel that create safety issues for pedestrians and bicyclist.

### **H 1.6 Continue to promote street tree plantings and landscaping as a way to enhance the public realm.**

Greening efforts can have profound and positive impacts on a community and the environment. Tree planting improves public spaces and increases property values, while providing shade and reducing water runoff. Pocket parks and community gardens can transform vacant lots into community assets, offering green space and recreational opportunities for neighborhood residents.

### **H 1.7 Promote and comprehensively plan for greenways, bikeways, and trails within new and existing developments.**

Communities can encourage non-vehicular transportation by promoting the provision of walkways and bikeways in new and existing developments. When new developments are constructed near existing or planned greenways



Comfortable pedestrian streets, with the wide treelawns characteristic of Perrysburg's older neighborhoods provide an attractive and safe opportunity for pedestrians (Source: ACP-Visioning & Planning, Ltd.).

and trails, developers should be encouraged to protect, improve, or even contribute additional lands to these resources.

## Objective 2

### Promote the development of a broad range of housing types and prices.

As demographics shift and family structures change, communities need housing options that can accommodate a variety of household sizes and types. Housing choices should be available in a range of locations, types, and prices that meet the needs of all local residents. The following strategies suggest providing a variety of housing types in order to diversify the local housing stock to compliment the demographic trends in the community.

## Strategies

### H 2.1 Provide higher density low maintenance housing choices.

Higher-density housing has been developed as part of the overall Levis Commons project. This trend is likely to continue as aging demographics shift the housing market towards smaller units, such as condominiums with less upkeep in a mixed-use area. Graduate students and singles are also key demographic niches for this type of housing. Since the overall “environment” in these mixed-use communities is created from scratch, the location is less important than the project’s amenity value.



The development of more higher density units, such as the townhomes at Levis Commons provide increased housing options for the community (Source: ACP – Visioning & Planning, Ltd.).

### H 2.2 Expand housing options for “move downs.”

A variety of senior housing options will become more important as the baby boomers age and change the demographic makeup. The City needs to encourage and accommodate attractive housing types to this portion of the market to prevent residents from “moving out” to find desirable housing that meets their needs.

### H 2.3 Support private funded senior housing in the old part of town.

Downtown Perrysburg and the surrounding neighborhoods are ideal places to locate new senior housing. This area is dense with local amenities such as the library, riverfront parks, and entertainment options that serve residents.

### H 2.4 Support new housing options for young professionals in or near the downtown.

New housing opportunities for young professionals should also be considered in or near the downtown, as an alternative to the development of multiple “new” urban communities that mimic the original ambiance of the historic downtown. Additionally, providing housing options that are attractive to the younger and older community in the same area will help to create a



The area in and around the historic downtown provides an opportunity to create new housing options for seniors and young professionals (Source: ACP – Visioning & Planning, Ltd.).

community that is diverse in age, which is essential to the long term economic sustainability of Perrysburg.

### **H 2.5 Update zoning and subdivision ordinances to allow for the development of a variety housing types and styles.**

A variety of housing types and styles will be needed to accommodate future residents in Perrysburg. This may include townhomes, condos, apartments, studios, and traditional single-family homes, at densities higher than those found in a conventional suburban pattern. These types of housing units need to be permitted uses per the zoning code. Traditionally many of these housing types/styles were segregated, providing little flexibility for where they could be constructed. The existing code should be reexamined to provide more flexibility in allowing for these different types of residential uses to meet the objectives outlined in this Chapter, as well as the Land Use Principles.

## **Objective 3**

### **Support well planned orderly expansion of residential areas.**

Future residential construction should build on existing infrastructure, and residential areas. This section outlines a number of strategies to ensure future development is orderly and avoids “leap frog” development.

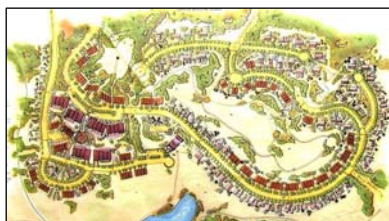
## **Strategies**

### **H 3.1 Ensure future residential growth is adequately served by existing infrastructure.**

Encourage housing expansion to take place only where infrastructure and services have the capacity to accommodate the growth. Additionally, the expansion of infrastructure should be used to control the direction and amount of growth.

### **H 3.2 Support compact residential developments on the edges of the community.**

When development occurs in outlying areas (edge) of the community it should occur in a compact pattern. Developing in a compact pattern will help to preserve agricultural areas and create open spaces and new recreational areas. The City’s existing requirements for open space dedication as part of new residential development could be revised to include a greater percentage of dedicated open space.



Conservation development (above) provides an opportunity to create new development on the edges of the community in a more compact manner (Source: University of Idaho).



**H 3.3 Study the fiscal impacts of future residential developments.**

The fiscal impacts of residential development should be studied to ensure future growth does not negatively impact the City. Fiscal impact studies should be required as part of large scale residential development applications.

**H 3.4 New residential development along the riverfront shall be low-density single-family in nature in a clustered or attached planned development pattern sensitive to the riparian and environmental qualities of the river.**

The intent of this strategy is to permit the development of residential patterns which, through design innovation, will provide for an alternative means for development of single-family areas while preserving the natural characteristics of the riverfront areas. Public access should also be considered with each new residential development that takes place along the river.

**Objective 4****Practice and promote sustainable building and site design practices.**

Residents, community leaders, and City staff have indicated that environmental issues are important when considering future development. This includes sensitive site design, construction practices, and operation and maintenance plans.

**Strategies****H 4.1 Support the design and construction of buildings to utilize green building practices.**

The City should allow the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. “Green” building techniques should be promoted to provide housing that is energy efficient and environmentally friendly. The City should investigate “green” practices that would reduce the costs of housing such as reducing impervious surfaces and constructing rain gardens.

**H 4.2 Create adequate public access to greenway/open spaces areas.**

A number of local residents mentioned the importance of creating open spaces and greenways. Developing in a compact pattern and requiring open space dedication as part of new development will help to create these spaces. It is also important to create adequate public access to these areas to serve all of Perrysburg’s residents.

**H 4.3 Provide housing choices with access to natural amenities.**

Young professionals as well as seniors will be more active than those in the past and will demand access to hiking/biking trails, parks, recreation



Residential structures should integrate green building practices as illustrated in the picture above (Source: Columbus Housing Partnership).



Multi-use paths (above) provide residents with access to natural amenities (Source: ACP – Visioning & Planning, Ltd.).

facilities, and open space. Therefore developing housing near natural amenities will become even more important in the future.

#### **H 4.4 Follow the National Flood Insurance Program (NFIP) standards for development in the floodplain.**

The City should update local policies to incorporate NFIP standards. This would ensure new development that lies within the 100-year floodplain, as defined and mapped by the FEMA or the state or local floodplain management entity, is managed in a way to ensure the public health and safety of residents.

### **Objective 5**

#### **Encourage community outreach and involvement in the planning of future residential projects.**

Public input is essential to any planning process. This objective and following strategy is included to ensure the public is aware of and involved in large scale planning projects.

### **Strategies**

#### **H 5.1 Encourage community participation in the planning and design of major residential projects.**

Working with developers the City should encourage public involvement in the design/planning of major residential projects (10 or more units). Incorporating public input will help to integrate local values into the project. This will lead to a more successful project, and reduce the amount of time spent in public hearing as public sentiments already would have been heard and integrated. This will save time and money for both the developer and the City.



Community design charrettes (above) provide an opportunity to integrate public involvement into new development projects (Source: ACP – Visioning & Planning, Ltd.).



## 4. Economy

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### A. Overview

The City of Perrysburg enjoys a fairly well diversified, service based economy. The economic climate today and into the near future will favor not only economically diversified places, but places that thrive and attract an educated work force and are distinctive, attractive and rich in amenities. Available infrastructure, proximity to employment and access to transportation routes are among the key factors that make communities attractive to developers, businesses, and residents. Placing jobs, homes, shops, and recreation in proximity also increases business opportunities both within the community on idle or underutilized sites and on already serviced greenfield sites (see Land Use Chapter).

In response to this trend a number of themes recur throughout this chapter, including improvement and development of the downtown, creation of a regional corporate and technology center (SR 25 Employment Corridor) promoting the riverfront (as well as the community's sports and recreational opportunities), initiatives to support job creation and retention, and the growth of "green" businesses.

This chapter outlines the recommendations to address a variety of economic related issues in Perrysburg. The remaining sections of this chapter include:

- B. Economy Goal
- C. Key Findings
- D. Objective and Strategies

#### B. Economy Goal

The goal for Economy is provided below. The goal was developed by the Steering Committee based on citizen's input.

*A sustainable local economy supported by local businesses, encouraging and retaining new quality businesses, a vital Downtown, clean high-tech industry.*

#### C. Key Findings

As part of this planning process, an analysis of existing conditions and trends was performed including a Fiscal Assessment and Land Use Projections by Development Economics. Listed below is a summary of the primary key findings related to Economy in Perrysburg. For a more detailed explanation of these findings, see the Economy Chapter and Fiscal Assessment in the Existing Conditions Report located in the Appendix.

**Perrysburg has a diversified economic base:** Perrysburg has concentrations of professional and technical services (12 percent), retail/wholesale trade (19 percent), accommodations (nine percent), and health care (nine percent). Manufacturing only accounts for seven percent of the economic base as compared with 17 percent for the Toledo Metropolitan Area.

From 1998 to 2004 employment in Perrysburg fell at a rate of 3.6 percent, however the number of business establishments increased by 16.5 percent. This suggests a growing business base and continued diversification of the City's economic base.

**There is currently a limited supply of competitive industrial space on the market:** Perrysburg/Northwood and surrounding areas have about 20 million square feet of industrial space or 21 percent of the overall market. Vacancy rates are the lowest in the market at less than 5.0 percent (end of 2006). There has been one large warehouse/distribution building available. The loss of that tenant resulted in the Perrysburg sub-market having negative absorption of almost 300,000 square feet in 2006. Despite the loss of a large industrial tenant, the Perrysburg area industrial market remains strong, with good access and a growing industrial business base.

**Office space in the Perrysburg/Northwood Market accounts for only 4.4 percent of the regional market:**

Office space in the Toledo market is concentrated in downtown Toledo, however Toledo has been losing its share of the market as the suburban office market continues to grow. The Perrysburg office market has benefited, although the submarket has only 610,000 square feet office space which accounts for 4.4 percent of the regional market.

**Perrysburg has a healthy retail market in comparison to the region:**

Perrysburg's retail has performed better than the regional market as a whole. The City's rental rates are generally higher and vacancy rates lower than the metro market. According to CB Richard Ellis, the Perrysburg/Northwood retail sub-market has about 2.5 million square feet of retail space in shopping centers or a 13.7% share of the total regional market. The vacancy rate at end 2006 was 9.1% as compared with a vacancy of 17.3% in the North Toledo sub-market or 13.9% overall. Perrysburg had the lowest retail vacancy rate of all six sub-markets with the exception of the Toledo's central business district.

**Net housing demand is expected to increase by approximately 4,000 in the next 15 years:** Perrysburg's population is projected to increase by almost 9,100 between 2007 and 2022, from an estimated 20,469 to 29,525. The City is projected to add 3,868 households to its current estimated base of 7,986, for a total of 11,853 by 2022. Net housing demand will increase by 3,951 over the 15-year forecast period. Demand for housing will be about 1,200 by 2012, another 1,300 by 2017, and 1,500 by 2022. It is important to note that net housing demand is very dependent on the demographic projections.

**Perrysburg is more dependent on income tax for revenue in comparison to other communities in Ohio:** Perrysburg generates its revenues from a variety of taxes, fees, penalties, interest, donations, grants, and other sources. Income taxes generated almost 60% of the revenues collected by the City of Perrysburg in 2006. This represents an exceptionally high share of revenues, as compared with other jurisdictions in the State where income tax typically represents 40 to 50% of total revenue. As such, Perrysburg is more dependent on high-paying jobs or on residents with high-paying jobs that generate this income tax revenue stream.

**Office and industrial uses generate the highest fiscal benefit for the community:** The fiscal benefit of land uses is measured by determining the benefits (tax revenue) less the recurring costs (City services such as police and fire protection). Office and industrial uses provide the highest fiscal benefit to the community. Most residential uses provide a positive fiscal benefit to the City as well with the exception of high density residential. In



Perrysburg, a majority of the high density residential is occupied by senior residents which may account for the lessened benefits. Retail uses provide a negative fiscal benefit to the community.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to economy based on the findings from the assessment of existing economy conditions and input received through the *People Planning Perrysburg* public involvement process. The land use principles relating to economy were also utilized in the formulation of objectives and strategies found in this chapter. (Refer to the Land Use Chapter for the complete list of land use principles) The intent of these objectives and strategies is to achieve the Economy Goal and continue to make Perrysburg an attractive and desirable place to live, work and play.

#### Objective 1

**Capitalize on Perrysburg's competitive advantages and continue to attract new businesses to diversify the City's economic base.**

Perrysburg has developed a strong economic base and has become highly attractive in the regional market. The City should use its attractive position to diversify and increase its economic base. The following strategies below identify ways in which Perrysburg can strengthen its status as a regional employment center.

#### Strategies

**E 1.1 Enhance the City's competitive position as a regional corporate and technology center.**

Office uses provide positive fiscal benefits to the City. The City should continue to enhance Perrysburg's position in the regional office market. New office uses should be integrated into mixed-use developments to enhance attractiveness. Appropriate sites for "drop-in" office uses such as corporate headquarters should be designated either in mixed-use nodes or near interstate locations. Office should also be encouraged in downtown Perrysburg to the extent that it helps strengthen downtown as the heart of the community.

**E 1.2 Utilize tax incentives to attract new businesses and support the expansion of existing businesses.**

Many tax incentive programs exist to attract new businesses to Perrysburg. The City should consider the expanded use of existing tax incentive programs including the Enterprise Zone, Revolving Loan Fund, and Community Reinvestment Area programs. In addition, the State of Ohio has many incentive programs that can be used to attract new businesses. A comprehensive incentive package should be created to increase new

businesses. The City should also educate staff members on the benefits of these programs and their increased utilization. Tax incentives should also be utilized to retain and grow Perrysburg's existing businesses. A system should be developed to contact existing businesses and make sure their needs are being met.

**E 1.3 Build on Perrysburg's geographic advantages by promoting the riverfront, as well as the community's sports and recreational opportunities.**

Perrysburg should promote existing recreation facilities, trails, parks and other amenities. The City should also consider the expansion/enhancement of existing facilities and the possibility of developing new recreation facilities that appeal to a target market.

The riverfront should be enhanced to provide better integration with the downtown and increased recreational opportunities. The Maumee River should also be identified as an asset in promotional efforts.

**E 1.4 Enhance communication between government agencies and strive to create a coordinated, predictable regulatory environment that will facilitate economic growth.**

Perrysburg should collaborate with local, regional and state governmental entities and economic development agencies to discuss opportunities for creating a business friendly environment that will be more attractive to businesses considering locating to Perrysburg.

**Objective 2**

**Pursue initiatives to support job creation and retention within the community.**

Perrysburg has done well in attracting jobs to the community and diversifying the economic base. The City's strategic location and economic incentive programs create a community that is attractive for business. The following strategies provide ways to create and retain jobs in the community.

**Strategies**

**E 2.1 Continue to promote the SR 25 Employment Corridor and provide infrastructure improvements that will attract employment-generating land uses.**

The City should determine necessary infrastructure improvements necessary to enhance the corridor's economic viability. The City should concentrate on the extension of sanitary sewer infrastructure south of State Route 25 from Five Point Road to the southern boundary of the City's Sewer Service Area. The extension of infrastructure will ensure zoning and development quality in unzoned areas of the Township. A dialogue should be established with existing property owners to increase cooperation in

developing SR25 as a strong employment corridor. The corridor should be promoted as an excellent location for business with proximity to the highway and tax incentive availability.

**E 2.2 Encourage the development of other Planned Employment Centers in strategic areas throughout the community.**

Suitable sites for planned employment centers should be identified. The locations should be located in places with good access to the roadway network and have infrastructure capable of serving large employment centers in place. The planned employment centers should be considered as part of mixed use areas that provide residential, retail and employment opportunities. The City should develop a marketing strategy for the sites identified as planned employment centers.

**Objective 3**

**Pursue initiatives to preserve and enhance the downtown as the center of the community.**

Downtown Perrysburg has always been the center of the community. New development has the ability to move businesses from the downtown area. Efforts to strengthen downtown's status as the center of the community will ensure that it remains a thriving district.

**Strategies**

**E 3.1 Continue to promote revitalization and redevelopment in and around the downtown.**

Revitalization efforts should include the continued preservation of historic structures throughout the downtown. Given the unique nature of downtown, the City should, when possible, coordinate with a business considering to locate downtown to assist or facilitate that relocation. Redevelopment and infill sites should be identified in conjunction with plans for redevelopment.

**E 3.2 Support historic preservation activities in the downtown.**

Downtown Perrysburg has historical significance and should continue to be protected. Many downtown structures are architecturally significant and should be preserved and rehabilitated. Historic tax credits are available to revitalize historic structures and should be used as necessary in downtown.

**E 3.3 Continue to promote a diverse mix of uses, including residential and retail, that contribute to the vibrancy of the downtown.**

The City should continue to enhance downtown's position as a historic mixed use center. Revitalization efforts should encourage new retail space development in the downtown area in order to provide for new and

existing businesses that will strengthen the business mix. Office should also be encouraged in downtown Perrysburg to the extent that it helps strengthen downtown as the heart of the community. Opportunities for new housing in or near the downtown should be considered as an alternative to development of multiple “new” urban communities that mimic the original ambiance of the historic downtown.

#### **E 3.4 Encourage collaboration among downtown stakeholders.**

The City should encourage cooperative efforts by merchants and property owners in the downtown, such as the Main Street program, to continue the revitalization of the downtown.

### **Objective 4**

#### **Provide infrastructure and amenities that attract higher-income professional residents.**

As discussed in Section C – Key Findings, Perrysburg tends to be more dependent on income tax revenue compared to other communities in Ohio. Therefore the City must retain and continue to attract residents with high-paying jobs. Improvements to infrastructure and amenities such as schools and parks will also benefit the community as a whole.

### **Strategies**

#### **E 4.1 Develop higher density, mixed-use housing products that are attractive to students, empty-nesters, and young professionals.**

Perrysburg is starting to see more high density, mixed use housing such as the Levis Commons project. As demographics shift and households become smaller the preference for this type of housing product is likely to continue. Mixed use development with apartments and condos are appealing to seniors, empty-nesters, students, and young professionals looking for low upkeep requirements, walkability, and ready access to amenities.

#### **E 4.2 Maintain the high quality of local schools.**

Perrysburg City Schools have an excellent reputation. The quality of the schools helps to attract high-income residents, and high-paying professional services and other jobs have followed the affluent market to Perrysburg. Maintaining the high quality of the local schools is paramount to the City’s fiscal and economic health.

#### **E 4.3 Enhance and expand natural areas and recreational facilities.**

Perrysburg’s parks, trails, recreational facilities, and natural areas contribute to the overall quality of life in the community. They also make the City more attractive to potential residents, and generate economic activity by drawing users from around the region. The City should undertake initiatives to expand and enhance these assets to the community.

**Objective 5****Promote the growth of green businesses and consider environmental impacts in economic development pursuits.**

Perrysburg citizens are very environmentally aware and take a strong interest in preserving the environmental health of their community. The following strategies suggest ways the community can incorporate environmental awareness into economic development initiatives.

**Strategies****E 5.1 Actively recruit manufacturing, technology, and service businesses that have a low environmental impact and/or incorporate sustainable environmental practices.**

At a minimum, the City should ensure that any business they recruit is in full compliance with all environmental regulations. Additionally, Perrysburg should promote the growth of businesses that minimize their impact on the environment through sustainable practices such as resource conservation, waste reduction, green building design, and the use of alternative energy sources. Incentives can be developed to promote such practices in new as well as existing businesses.

**Objective 6****Strive for a balanced approach to economic development that considers the fiscal impacts of various land uses.**

Different types of land uses generate different costs and benefits for a community. An assessment of the fiscal costs and benefits of development provides information to help the community analyze development projects, prioritize infrastructure improvements, and set economic development goals. The strategies below suggest ways to promote economic growth in Perrysburg while maintaining the City's fiscal health. A full Fiscal Assessment can be found in the Appendix.

**Strategies****E 6.1 Plan for economic growth to ensure that new businesses do not overburden the City's existing or planned infrastructure (including water, sewer, and roadway improvements.)**

Economic development initiatives should take the City's existing and planned infrastructure into account. For example, major developments should not be permitted outside the planned water or sewer service area. Infill development and redevelopment should be promoted and strategic, planned growth should continue to occur in areas with access to utilities.



**E 6.2 Encourage pedestrian-oriented retail over auto-dependent retail in order to ameliorate negative fiscal impacts.**

Retail uses in Perrysburg tend to have a negative fiscal impact on the City, since they fail to support their share of City government costs. However, retail provides other significant benefits such as attracting affluent residents and generating a net positive impact in support of the Perrysburg City Schools (an average of almost \$8,000 per acre – see the Fiscal Assessment in the Appendix for more details). Pedestrian-oriented retail generates fewer costs in terms of City services, and should be encouraged over auto-dependent retail development.

**E 6.3 Continue to attract professional office uses to the community.**

Among all land uses, professional office uses generate the highest fiscal return for the City. Economic development efforts should ensure diversification of businesses and continue to attract a variety of professional office uses.

**E 6.4 Pairing senior housing developments with other uses can help balance the fiscal impacts of senior housing.**

As the number of seniors in the community continues to increase, senior housing may create a strain on City services. Senior housing tends to generate increased EMS and health care related costs. At the same time, seniors contribute less to the City's income tax revenue stream than working families.

**E 6.5 Conduct independent service delivery location assessments for new capital facilities.**

When large new developments are proposed, an independent assessment should be conducted to determine the project impacts and the need for capital facilities such as fire stations, recreation facilities, etc. The results of the independent assessment can be used to help the City negotiate developer contributions as part of the permitting process. The service delivery assessment can also be used to determine the most appropriate locations for capital facilities in order to maximize the benefit to the community as a whole.



## 5. Infrastructure

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### A. Overview

The City controls, operates and maintains the community's infrastructure including stormwater, wastewater, and water distribution facilities, which are all critical components of the community's viability and attractiveness for both residents and businesses. Utilities impact factors such as the natural environment, economic development, and community health. The expenditure of community funds for utility infrastructure should be done with a clear understanding of how it will affect land use policies. Perrysburg's future will be shaped by where and how future infrastructure is provided as the community continues to grow. Perrysburg must balance the resources needed to maintain existing utilities in older areas of the Community with the extension of utilities to newer, developing areas.

The utility systems maintained by the City are generally in good to excellent condition. Several studies and plans have been prepared in recent years for the water and wastewater systems in the City, and these studies have found the systems to generally be in good condition. Several of the utilities may have excess capacity capable of handling future development without major improvements. However, continued population growth and development will necessitate future upgrades in addition to ongoing preventative maintenance and improvements.

This chapter addresses the role the City plays in ensuring adequate utility service to the community. It provides recommendations for the provision of utility services that are reliable, safe, minimally impact the environment, and address capacity issues to ensure the needs of residents are considered and planned for. The remaining sections of this chapter include:

- B. Infrastructure Goal
- C. Key Findings
- D. Objective and Strategies

#### B. Infrastructure Goal

The goal for Infrastructure is provided below. It was developed by the Steering Committee based on citizen input.

*Improve utility and service delivery in a cost effective manner with a focus on new technology, improved energy efficiency, innovative management and delivery in an environmentally friendly way.*

#### C. Key Findings

As part of this planning process, an analysis of existing conditions and trends was conducted. Listed below is a summary of the key findings related to infrastructure in Perrysburg. For a more detailed explanation of these findings, see the Community Services and Infrastructure Chapter in the Existing Conditions Report in the Appendix.

**The City of Perrysburg provides and maintains the majority of utility services in the community:** The City of Perrysburg provides water, wastewater, and stormwater services to its residents. The City provides the utilities at affordable rates and generally keeps them maintained in good condition.

**The Water System is currently in good condition and is sufficient to handle the average daily demand:** A *Water System Master Plan* was developed in 2005 by ARCADIS. The Plan concluded that the system is sufficient to meet the current average daily demand, but may require improvements to meet the projected average daily demand for 2025. An increase in storage capacity will be needed in order to provide proper pressure to meet the projected demand. Other priority improvements noted in the *Water System Master Plan* included upgrading four and six inch water mains in the original City area with 8 inch water mains and constructing a 1.0 million gallon (MG) reservoir at the East Boundary Pumping Station.

**The Wastewater treatment plant received major improvements in 1989:** The current wastewater treatment plant has a design flow of 5.4 million gallons per day (MGD) and is capable of servicing a population of 23,000 residents which according to population projections Perrysburg will reach

between 2010 and 2015. The overall treatment has been exceptional and the system is in good condition. Jones and Henry Engineers, Ltd. developed a *Long Term Plan for the Wastewater Treatment Plant* (2004). Phase 1 of the Wastewater Treatment Plant Upgrade is near completion at a cost of \$3.3 million. Phase II improvements will total \$5.4 million.

**The Sanitary Sewer System Master Plan developed in 2003 identifies and recommends necessary capital improvements to the wastewater infrastructure:** The 2003 study completed by FPS Engineers identifies necessary upgrades to provide service to the City's sewer service area. The major improvements noted in the recommendations include the construction of two new pump stations. The total cost of all recommended improvements is approximately \$42 million.

**The City has implemented a long-term combined sewer overflow strategy:** The strategy is ongoing and involves separating the combined sewer portions of the system. Implementation of the strategy has resulted in a reduction in the frequency and volume of overflow from the four permitted combined sewer overflow locations in the community.

**Gas, electric and communication utilities are provided by private service providers:** Gas service is provided by Waterville, Suburban and Columbia Gas companies. Electric service is provided to Perrysburg by Toledo Edison, which services a 2,300 square mile area in northwest Ohio. Telephone and cable service are provided by SBC Ohio and Buckeye Cable System, respectively.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to infrastructure based on the findings from the assessment of existing utility infrastructure conditions and input received throughout the *People Planning Perrysburg* public involvement process. The land use principles relating to infrastructure were also utilized in the formulation of objectives and strategies found in this chapter. (Refer to the Land Use Chapter for the complete list of land use principles) The intent of these objectives and strategies is to achieve the Infrastructure Goal found in Part B and continue to make Perrysburg an attractive and desirable place to live, work and play.

**Objective 1****Provide and maintain high quality services.**

The City's infrastructure should be operated and maintained in order to ensure a high level of service delivery in a cost efficient manner. Improvements to infrastructure can require major investments by the community. The City needs to budget and schedule regular maintenance to ensure the base infrastructure remains in excellent condition. The following strategies suggest ways the community can enhance and maintain the adequacy of existing infrastructure.

**Strategies**

**I 1.1 Update the Capital Improvement Plan (CIP).** The City's Capital Improvement Plan should be updated annually and incorporate the necessary utility infrastructure improvements. The plan should project investments over a five year period and include construction and total project costs. Annual review of the CIP will ensure that funding for future projects is available and that necessary projects are completed on schedule.

**I 1.2 Ensure infrastructure maintenance and replacement projects have adequate and stable funding sources.**

The City should work to identify stable, secure funding sources that can adequately handle the community's needs for construction, replacement, maintenance, and operation of infrastructure systems. This should occur concurrently with economic strategies to develop new revenue sources for the City. The rates charged to customers for utility services should be reviewed on a regular basis. Operational and maintenance expenditure will be recorded, allowing for appropriate adjustments each year.

**I 1.3 Continue programmed operation, maintenance, and replacement of existing utility infrastructure.**

City owned utilities should be maintained and monitored regularly in order to ensure the integrity of the utility infrastructure. The City should consider the implementation of a GIS-based inventory and data management system for City owned and operated utilities. The database would allow the City to record the system improvements as well as identify the locations of future expansions and improvements. The system can be continually updated to provide an accurate picture of the utility infrastructure conditions at any given time. This system can also be utilized to prioritize future projects in the annual review process of the Capital Improvement Plan.

**I 1.4 Work to place utilities underground.**

Existing above-ground utilities should be considered for placement underground or in the rear of properties out of the fronting street right-of-way in order to enhance the aesthetics of the community and improve services.

Electric and telecommunication lines should be placed underground in order to improve service levels. The City should also continue to encourage the underground placement of utilities in new developments.

### **I 1.5 Promote the co-location of utility corridors.**

The co-location of new private utility distribution and communication facilities should be promoted whenever possible and when consistent with utility industry practices and national electric and other codes.

### **I 1.6 Encourage collaboration with local and regional governmental entities on infrastructure projects.**

The City should encourage full local and regional governmental communication and coordination on development issues. A high level of coordination should be achieved between City Departments, Townships, and other utility service providers.



Perrysburg water tower (Source: City of Perrysburg).

## **Objective 2**

### **Maintain and enhance the water system.**

Ongoing maintenance and improvement of water infrastructure is necessary to maintain a high quality water system. The following strategies suggest ways the community can enhance and maintain the water system (See Map 5.1).

## **Strategies**

### **I 2.1 Implement the recommendations provided in the *Water System Master Plan*.**

The current water system is in good condition and has sufficient capacity to meet current demand. The City should develop a funding strategy to ensure funding for the priority projects recommended in the plan, so that it is able to adequately meet future projected demands.

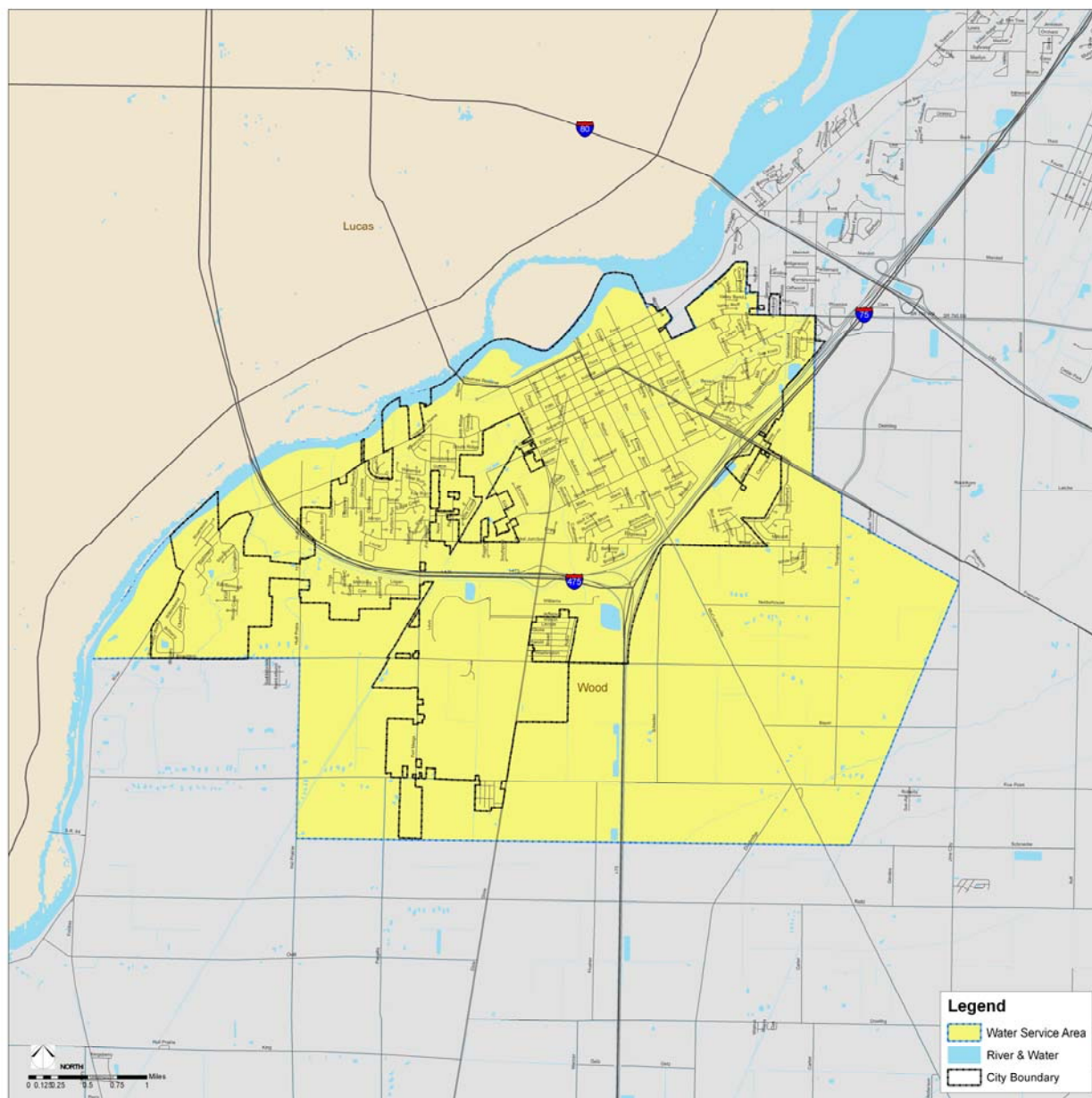
### **I 2.2 Develop a detailed maintenance plan for the water system.**

The City should develop a detailed plan to better maintain and monitor the water system. A new maintenance program should be considered to include an aggressive flushing schedule for the water system and program for a high level of overall maintenance.

### **I 2.3 Ensure drinking water is of the highest quality.**

Perrysburg should ensure that purchased water is of the highest quality. The City may also encourage the protection of drinking water resources in northwest Ohio by advocating for an intergovernmental regional groundwater program.



**MAP 5.1 – PERRYSBURG WATER SERVICE AREA**

Source: ARCADIS Water System Master Plan and ACP

#### **I 2.4 Maximize usage of the existing infrastructure by promoting infill development and redevelopment.**

Perrysburg's Water Service Area is shown in Map 5.1 above. Particular areas of the water system may have existing infrastructure and sufficient excess capacity to support infill development. Parts of the service area with excess capacity should be identified and future development should be channeled to these areas in order to minimize the need for additional infrastructure improvements.

**I 2.5 Evaluate the possibility of increasing water pump efficiency.**

The feasibility of increasing pump efficiency in the water system should continue to be evaluated. The pumps should work as efficiently as possible in order to reduce energy consumption.

**I 2.6 Future water system planning should be sensitive to instream flows.**

Water system planning should be sensitive to the impact of water policy on instream flows that are important to the propagation of fish and wildlife. Safeguards should be implemented to minimize the impact of the water system on local ecosystems.

**I 2.7 Consider the implementation of water conservation efforts as a means of sustaining water resources and meeting future demand.**

Conservation efforts may include a conservation oriented rate structure, community wide conservation programs, and promotion of low water irrigation systems for home and garden use. Water conservation measures will enable the current system to service a larger number of customers.

**I 2.8 Encourage and allow reuse techniques and reclamation of wastewater where water quality can be protected.**

Greywater can be used effectively for many purposes and also aids in the conservation of water. Reuse of greywater should be considered when possible as long as water quality is protected.

**I 2.9 Evaluate the need for alternative long-term water sources.**

Perrysburg should determine the feasibility of purchasing water from other sources to ensure the long-term water resource demands of the community can be satisfied.

### Objective 3

#### Maintain and enhance the wastewater system.

Ongoing maintenance and improvement of wastewater infrastructure is necessary to maintain a high quality wastewater system. The following strategies suggest ways that the community can enhance and maintain the wastewater system (See Map 5.2 on the following page).

#### Strategies

##### I 3.1 Encourage continued improvements to the existing wastewater system to resolve and eliminate wastewater overflow.

Some portions of the wastewater system operate at full capacity during rain events due to inflow and infiltration (I/I). Sources of inflow and infiltration are primarily groundwater and direct stormwater connections. Four overflow sites have been identified. The City should continue aggressively implementing the long term combined sewer overflow strategy in order to eliminate the overflow and be in compliance with Ohio Environmental Protection Agency (OEPA) regulations.



The elimination of wastewater overflow will help to improve the water quality of the Maumee River shown above (Source: ACP).

##### I 3.2 Encourage ongoing implementation and funding of the recommendations provided in the *Sanitary Sewer System Master Plan* created in 2003.

The *Sanitary Sewer System Master Plan* provides detailed recommendations for providing adequate service to the City's sewer service area. The City should identify funding sources and strategies for priority projects in order to maintain a high quality system and prepare for future development within the City's sewer service area (see Map 5.2).

##### I 3.3 Maximize usage of the existing infrastructure by promoting infill development.

Particular areas of the wastewater system may have existing infrastructure and excess capacity that is capable of supporting additional development. Wastewater service areas with excess capacity should be identified and future development should be channeled to these areas in order to minimize the need for additional infrastructure improvements.

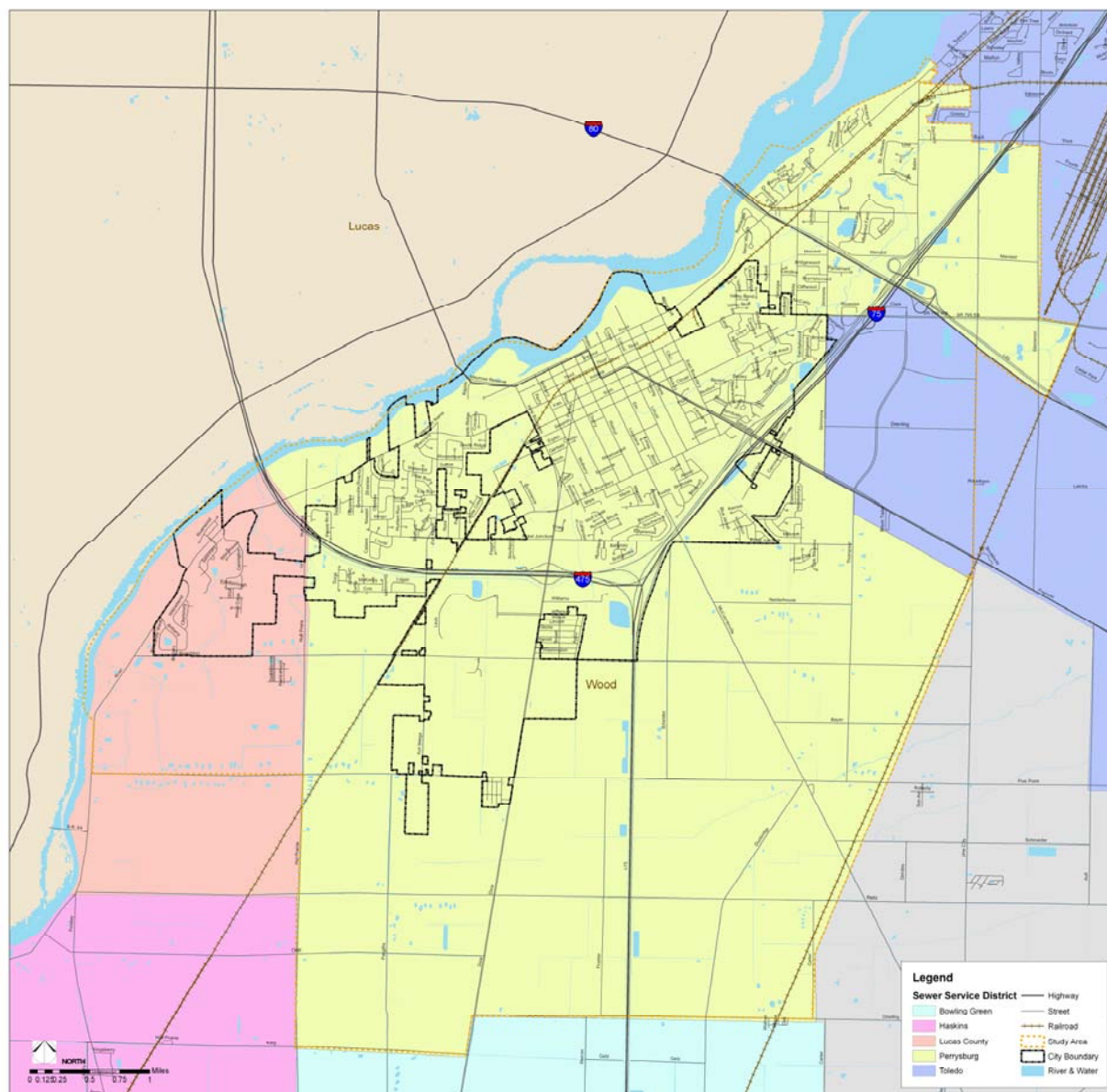
##### I 3.4 Encourage ongoing implementation and funding of the recommendations provided in the *Long Term Plan for the Wastewater Treatment Plant* created in 2004.

The long term plan noted that the current Wastewater Treatment Plant has an exceptional treatment system with the overall treatment system in relatively good condition. The City should identify funding sources to upgrade the Wastewater Treatment Plant in order to maintain the facility's exceptional treatment capacity.



Perrysburg Waste Water Treatment Plant (Source: City of Perrysburg).

MAP 5.2– PERRYSBURG SANITARY SEWER SERVICE AREA



Source: FFP Engineers Sanitary Sewer System Master Plan and ACP

### I 3.5 Evaluate the possibility of increasing wastewater pump efficiency.

The feasibility of increasing pump efficiency in the wastewater and system should be evaluated. The pumps should work as efficiently as possible in order to reduce energy consumption. Opportunities and feasibility of recovering wastewater treatment methane for energy production will continue to be explored.



## Objective 4

### Maintain and improve the stormwater system.

Stormwater and runoff can have a significant impact on water quality and should be enhanced and maintained. The following strategies suggest ways that the community can enhance and maintain the storm water infrastructure.

### Strategies

#### I 4.1 Evaluate the development of a stormwater utility.

The current stormwater system is not an enterprise fund utility and is therefore unable to generate revenue. (See sidebar at left.) Creation of a future stormwater utility would generate a source of revenue that would enable the City to provide proper maintenance of storm sewers.

#### I 4.2 Develop a stormwater master plan.

Perrysburg should develop a stormwater master plan. The primary purpose of a stormwater master plan is to identify stormwater infrastructure needs such as areas of the City that require storm sewers and areas where capacity of the existing storm sewers is inadequate to eliminate flooding. The master plan would lay out a short-term and long-term capital improvement plan to meet the utility's needs.

#### I 4.3 Continue to implement the stormwater management program.

Perrysburg should continue to implement the stormwater management program that educates residents on ways they can impact stormwater and help to keep local waterways clean and unobstructed.

#### I 4.4 Update stormwater regulations to include best management practices for stormwater.

Perrysburg should update stormwater regulations to incorporate best management practices such as public education programs, construction requirements and illicit discharge detection and elimination programs. Incorporation of best management practices will protect the environment and the community from the harmful effects of stormwater runoff.

#### I 4.5 Continue to implement the combined sewer overflow strategy.

Perrysburg should continue implementing the combined sewer overflow strategy, which has been successful in reducing the volume and frequency of overflows at the four permitted locations. Continued implementation will bring the City in compliance with Ohio Environmental Protection Agency (OEPA) regulations.

#### Enterprise Fund Utility:

An enterprise fund utility is a utility in which rates are charged to customers and used to finance operations.



Best management practices such as bioswales help to increase the natural infiltration of stormwater. Bioswales are landscape elements designed to remove silt and pollution from stormwater runoff (Source:MRSC).

## Objective 5

### Take a leadership role in promoting environmentally sound practices in City services and facilities.

The City of Perrysburg has significant opportunities and responsibilities to promote and demonstrate meaningful environmental policies and programs. The City should integrate environmentally friendly and responsible practices whenever possible as an example to the community.

## Strategies

### I 5.1 Purchase energy efficient equipment and appliances for City use when fiscally appropriate.

An immediate impact can be made with regard to energy efficiency by purchasing high efficiency equipment and appliances. Other steps as simple as changing light bulbs can also reduce the City's energy consumption.



Environmentally friendly building technologies such as green roofs help to reduce energy consumption. Utilization of these techniques in public buildings enables the City to play a leadership role in the promotion of environmentally friendly and responsible development (Source: Natural Resource Conservation Service).

### I 5.2 Explore ways of reducing energy consumption and implementing environmentally sound practices in public buildings and facilities.

In order to play a leadership role in promoting environmentally responsible development and reducing energy consumption, the City should undertake steps to incorporate green building technologies in new public buildings and facilities. Existing buildings should be adapted to incorporate more energy-efficient technologies.



## **Objective 6**

### **Encourage the strategic extension of utility infrastructure and develop regulations to share extension costs fairly.**

Availability of utility service is one of the key components in determining where, when, and how growth and development might occur. Extension of utility infrastructure should be done strategically and follow the principles and recommendations found within the Land Use Chapter in order to better prepare and organize the community for future growth.

## **Strategies**

### **I 6.1 Create a plan to provide adequate infrastructure to support anticipated development in accordance with land use recommendations.**

Directed by land use recommendations (see Land Use , Chapter 2) the City should undertake a study that comprehensively addresses infrastructure needs based on projected development patterns. Coordination of CIP projects and grant opportunities should be addressed in the study.

### **I 6.2 Annually update development regulations to mandate the shared costs of infrastructures extensions.**

Infrastructure extension and maintenance costs must be a key factor considered in the design, review, approval, and implementation of major roadway and utility projects, as well as subdivision design.

### **I 6.3 Maintain and pursue funds for future infrastructure improvements and extensions.**

The City should maintain current funds as well as pursue additional funds and support for infrastructure projects. Funds should be sought at the County, State, and Federal levels.

### **I 6.4 Promote the ongoing and strategic extension of infrastructure along the State Route 25 employment corridor to enhance economic development.**

Perrysburg should continue strategic extension of infrastructure to support economic development. The City should concentrate on the extension of sanitary sewer south on State Route 25 to the southern boundary of the sewer service area. This strategic extension of sanitary sewer infrastructure will necessitate the connection of future development in the unzoned area of the Township (EPA requirement). The connection to sanitary sewer lines would enable Perrysburg to proceed with annexation. Strategic infrastructure extensions will increase City revenue and employment opportunities.

**Objective 7****Incorporate emerging technologies into future planning.**

The City should work to incorporate the latest infrastructure technology throughout the City. Technology can change quickly and the City needs to maintain a competitive edge by utilizing emerging technology.

**Strategies****I 7.1 Encourage the development of a GIS system database and coordinator.**

The City should consider the development of a GIS system. The system should be used to monitor infrastructure needs and planned upgrades, in addition to providing information about other community facilities.

**I 7.2 Encourage the inclusion of new technologies in new projects.**

Public projects should incorporate the latest in technology, including fiber optics. Development of a comprehensive fiber optic and network infrastructure system throughout the community will raise the quality of life for residents and enhance Perrysburg's ability to increase its attractiveness for economic development.



## 6. Mobility

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### A. Overview

Mobility, the ability to get from place to place safely and conveniently, is a key measure of Perrysburg's quality of life. Many Perrysburg residents are accustomed to the convenience of getting places by car. The planning and design of Perrysburg's newer neighborhoods and commercial developments assume automobiles as the predominant mode of access. However, this automobile dependent development pattern may increase traffic and congestion on existing roadways and compromise the quality of life for residents.

Perrysburg should focus on alternative solutions such as more efficient use of the roadway system, expanded transit, and more options for biking and walking. The City's mobility policies should ensure the adequacy of the existing roadway system while developing and promoting practical alternatives that complement vehicular options. Transportation alternatives must be convenient, safe, affordable and comfortable. Transportation infrastructure is expensive, and it has major impacts on how land is used. It both influences and is influenced by development.

This chapter outlines the recommendations for shaping the transportation network to increase mobility throughout the community. The remaining sections of this chapter include:

- B. Mobility Goal
- C. Key Findings
- D. Objective and Strategies

#### B. Mobility Goal

The goal for Mobility is provided below. The goal was developed by the Steering Committee based on citizen input.

*Mobility choices that meet the diverse needs of the community-including walkways, expanded bike/walking trails, and a safe and improved public transportation network that is efficient, attractive, connected and environmentally responsible.*

#### C. Key Findings

As part of this planning process, an analysis of existing conditions and trends was conducted. Listed below is a summary of the primary key findings related to mobility in Perrysburg. For a more detailed explanation of these findings, see the Mobility Chapter in the Existing Conditions Report in the Appendix.

**The majority of Perrysburg residents commute to work alone via automobile:** Approximately eighty-nine percent (89%) of the population commutes to work alone via automobile, while five percent of the population carpools to work. On average it takes commuters using a car, truck or van approximately 19 minutes to get to work, compared to the State of Ohio at 22 minutes and the nation at 25 minutes.

**Streets in new developments are wider than required by the Ohio Fire Code (OFC):** The OFC indicates the minimum street width of local access roads where a fire hydrant exists needs to be a minimum of twenty-six feet. These widths are minimums as set forth by the State of Ohio. Street width standards exceeding this width increase the scale of the street to the building, and can affect the character of a neighborhood or streetscape making it less human-scaled and pedestrian friendly.

**Many blocks created in the last twenty years have been significantly longer than those found in the original plat of Perrysburg:** The increasing block length has made pedestrian and vehicular mobility more difficult. Long block lengths together with dead end and cul-de-sac streets in new subdivisions create a lack of connectivity in the roadway network. As a result, pedestrians, bicyclists and automobiles are forced to follow a street pattern that can be inefficient, difficult to navigate, and unsafe for access.

**Traffic forecasts indicate a significant increase in traffic in the southwest and eastern portions of the City:** Total estimated average daily

trips from future development indicate a significant increase in traffic in the southwest and eastern portions of the City. Some roadways in these areas may not have sufficient capacity to handle the future traffic volumes. The area near the Crossroads of America development may also continue to generate increased traffic volumes.

**Bicycle routes exist throughout the community, but are not connected to form an integrated system:** The City has bicycle routes in various locations throughout the community including Eckel Junction Road, Maumee Perrysburg Bridge and private paths in subdivisions. The current routes are scattered throughout the City and do not form an integrated signed bicycle network. In 2002, the City conducted the *Bicycle Facilities Plan* that made recommendations for the creation of an integrated bicycle network that would serve the entire community.

**Pedestrian infrastructure exists throughout the community:** Sidewalks are found in the older areas and in new developments and provide opportunity for pedestrian mobility. While sidewalks are found throughout the community, many places are not walkable due to long block length, curvilinear street patterns, and lack of connectivity between new developments.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to mobility based on the findings from the assessment of existing mobility conditions and input received through the *People Planning Perrysburg* public involvement process. The land use principles relating to mobility were also utilized in the formulation of objectives and strategies found in this chapter. (Refer to the Land Use Chapter for the complete list of land use principles) The intent of these objectives and strategies is to achieve the Mobility Goal and continue to make Perrysburg an attractive and desirable place to live, work, and play.

#### **Objective 1**

##### **Maintain the efficient functionality of the local transportation network.**

Traffic flow is connected to roadway design and the accessibility to and from adjacent properties. Roadways serve two major functions: land access and travel mobility. The roadway network must provide a balance between competing functions of arterial roadways that accommodate cross-community traffic and through traffic, and local roadways that provide access to property. As the volume of vehicles continues to increase, the transportation infrastructure needs to be upgraded to maintain the functionality of the roadway network.



Example of how land uses can be arranged in a more “connected pattern” (top) relative to how land uses are typically arranged with access heavily dependent on the adjacent arterial (bottom) (Source DPZ).

## Strategies

### M 1.1 Coordinate land use and transportation planning.

Land use has the potential to significantly impact traffic along a roadway, while roadway design and efficiency of traffic movement help to determine the attractiveness of a corridor for development. The physical design of roadways, access management, and future land uses should be considered concurrently to create the most responsible transportation-land use scenario.

### M 1.2 Develop a Thoroughfare Plan.

A thoroughfare plan is a plan for the future development of transportation infrastructure. The plan provides a blueprint to improve the overall efficiency and functionality of the roadway network. It generally highlights proposed roadway realignments, future road classifications, numbers of lanes, right-of-way widths, intersection improvements and other relevant modifications to the road network. The City should consider the development of a thoroughfare plan to accommodate anticipated growth and transportation needs.

### M 1.3 Support the planning, funding, and construction of the US 23/I-475/SR 25 Interchange Modification Project.

Continued development and increasing traffic along the SR 25 corridor have lead to significant congestion at the I-475 interchange. The interchange requires modification to accommodate the growing vehicular traffic and support the economic health of the area. The City should support the Interchange Modification Project in order to improve access to and promote the continued growth of the SR 25 employment corridor.

### M 1.4 Encourage the improvement of intersection levels of service (LOS) to ensure reasonable traffic flow.

Coordinated traffic signal systems help to alleviate congestion, improve traffic flow and promote safety within a corridor. Frequently, shifting traffic volumes cause signal timings to lose synchronization with actual traffic volumes, especially for protected left turning movements. Traffic studies should be conducted along major arterials to determine the proper signal coordination and intersection design to efficiently accommodate traffic. Improving levels of service will reduce fuel consumption, enhance traffic flow, and increase the overall function of the transportation network. The SR25 Signal Coordination Project is currently under construction.

### M 1.5 Address capacity issues along major roadways.

As Perrysburg continues to grow, the community’s major activity centers will experience increased traffic volumes. These areas, including US Route 20, US Route 23, and State Route 25, should be studied to ensure that traffic needs are accommodated in an efficient manner. Areas with an excessive



traffic volume should be modified to accommodate the demand. Perrysburg should consider partnering with the Toledo Metropolitan Area Council of Governments (TMACOG) and the Ohio Department of Transportation (ODOT) to identify future needs.

**M 1.6 Minimize curb cuts along arterial roadways.**

To maintain reasonable levels of service on arterial streets, access to abutting lands must be balanced against the priority of moving traffic. Access management plans should be required to appropriately site driveways and intersections. Median treatments that minimize left-turn conflicts and delays should also be considered. Proper access management reduces conflict points on public streets and creates transportation systems that are more efficient for pedestrians and automobiles.

**M 1.7 Promote shared parking.**

Different uses have different peak parking requirements. Mixing uses with alternate peak parking requirements (e.g. office and residential uses) creates the opportunity for shared parking. The City currently allows for shared parking and has a shared parking ordinance. By promoting the existing ordinance, the City can promote shared parking agreements in new developments, which reduce development costs, limit impervious paved surfaces, and create more building area, green space, and public space onsite.

**M 1.8 Incorporate “park once” site design elements as part of future retail and mixed use centers.**

Park once environments typically include a mix of uses surrounding a parking lot or parking structure. This design encourages users to access more than one destination without using their vehicles. This not only helps relieve traffic congestion, but also entices shoppers in retail districts to pass by stores on foot and spend more time browsing. The City should support “park once” design by promoting shared parking as described above and allowing flexibility in commercial design standards such as setbacks. Development proposals that feature a “park once” design should include a plan that illustrates how pedestrians will move internally within the development.

**M 1.9 Encourage the creation of efficient internal street systems within new development.**

The City should require new developments to efficiently distribute traffic along internal street systems with sufficient parking opportunities. Appropriately designed internal street systems aid in the alleviation of traffic along existing roadways and enhance circulation and connectivity through new development.

**M 1.10 Continue timely street surface repavement and maintenance.**

Routine street repaving and maintenance adds to the quality of life in the City and minimizes the deterioration of vehicles. The street maintenance program should be adequately funded and services should be delivered in an appropriate and timely fashion.

**M 1.11 Maintain and pursue transportation funds.**

Perrysburg should continue to aggressively pursue transportation improvement funding sources, as well as other infrastructure funding opportunities. The City should also consider creating a transportation maintenance strategy, which identifies and obtains funds from the City and outside sources.

**M 1.12 Collaborate with local, county, and regional governmental entities on transportation planning related issues.**

The City should encourage full local and regional governmental communication and coordination on transportation needs. A high level of coordination should be achieved between the City, Townships, Wood County and the Toledo Metropolitan Area Council of Governments (TMACOG).

**Objective 2**
**Address neighborhood transportation issues in a manner that balances overall mobility with neighborhood integrity.**

The current development pattern creates blocks that are long, and vehicular and pedestrian transportation systems that lack a high degree of connectivity. Utilization of effective neighborhood transportation techniques and policies will improve the quality of life in neighborhoods and make residential streets safer and more comfortable for everyone to use. The City should focus on controlling traffic volumes, decreasing traffic speeds, improving connectivity, creating safer walking and bicycling conditions, and maintaining an aesthetic streetscape.

**Strategies**
**M 2.1 Create compact walkable neighborhoods.**

New neighborhood developments that occur in the Controlled Growth/Traditional Neighborhood Area should support walking as a mode of transportation. The existing development regulations require that blocks not exceed 1,320 feet in length. It would benefit future development to require a more specific standard for shorter block lengths. Shorter block lengths (300-500 feet) create more connections within development and accommodate pedestrian and bicycle mobility better than neighborhoods with long block lengths. Shorter blocks also improve Police, Fire, and EMS response times by improving access.

In addition, the street width standards for new local and collector streets should be at a neighborhood scale to calm traffic and reduce long-term infrastructure and maintenance costs.

### **M 2.2 Continue to require the installation of sidewalks and encourage increased connectivity between sidewalk networks.**

The City requires the installation of sidewalks as part of all new subdivisions (Section 1250.56). The City should consider updating regulations to promote connectivity between new developments and establish a larger pedestrian network.

### **M 2.3 Complete gaps in the sidewalk network.**

A systematic inventory and review of the sidewalk system should be undertaken and gap closures should be prioritized and implemented. Special attention should be focused around public buildings and facilities. Where appropriate, sidewalks should be provided on both sides of the street.



These images are examples of traffic calming features that could be implemented on streets in Perrysburg. The top image illustrates a roundabout and the bottom image illustrates a speed hump used on a neighborhood street to reduce speed (Source: City of Cleveland).

### **M 2.4 Create traffic calming guidelines for neighborhood streets.**

The intent of traffic calming is to reduce the speed and volume of traffic to levels acceptable for the functional class of the street and the nature of the neighborhood. Traffic calming measures are meant to be self-enforcing as opposed to traffic control devices such as stop signs and speed limit signs, which are regulatory and require enforcement. Elements of such an approach may include traffic roundabouts, narrower streets, curves, shorter blocks, table-top intersections and other measures. Sample images can be found in the sidebar at left. The City should establish guidelines for the use and appropriate selection of traffic calming measures and identify priority streets for their application.

### **M 2.5 Address traffic concerns around schools.**

Citizen expressed concerns about traffic in the high school area and the need for increased walkability to schools. The high school is located on the City's periphery, where drivers often travel above the speed limit. The City should consider introducing traffic calming measures to reduce speeding along the roadway. The City should strictly enforce school zone safety rules.

To improve safety for children and parents walking to schools, the City should consider the establishment of designated safe routes to schools. These routes would utilize increased safety measures including marked crosswalks and traffic lights.

### **M 2.6 Require increased connectivity within and between new neighborhoods.**

The future neighborhood roadway pattern should follow a logical extension of the existing roadway and bicycle network. It should include a



Increased neighborhood connectivity utilizing a curvilinear pattern (Source: ACP-Visioning & Planning, Ltd.).

connected street network that connects all neighborhoods. This network should be generally based on the neighborhood dimension (pedestrian shed) of a quarter-mile radius from center to edge. It is important to note that these roadways can be curvilinear or modified to reflect the existing local street network (see sidebar). The intent is to provide a logical street network that is highly accessible, facilitates the development of future village/neighborhood centers, and accommodates pedestrian and bicycle mobility in an efficient and easy to follow pattern. Connectivity within existing neighborhoods should be preserved. The City should consider updating regulations to require new developments to have sufficient connection with existing streets in adjacent developments.

### **M 2.7 Expand and incorporate multi-use paths in new and existing neighborhoods.**

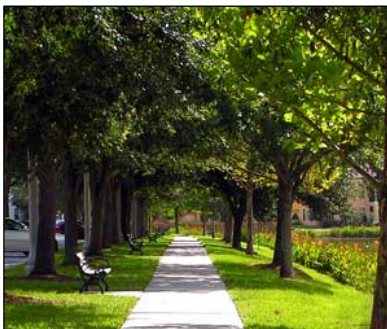
Providing pedestrian and bicycle connections in new developments between residential, commercial and/or office areas creates opportunities for pedestrian and bicycle mobility while building community assets for the future.

Gaps in the multi-use path system should be joined to improve connectivity and allow a variety of destinations for pedestrians and bikers. Providing continuity in the multi-use path system will encourage both day-to-day and recreational use of the network, and place less emphasis on vehicular travel as a sole source of transportation through the City.

The downtown, neighborhoods, recreational amenities including Orleans Park and Fort Meigs Memorial State Park, and commercial activity centers should all be linked via the multi-use path system.

### **M 2.8 Establish regulations that create high quality neighborhood streets.**

Standards that require high quality streets should be adopted by the City. Criteria for establishing high quality streets may include such elements as a connected sidewalk system, tree lawns, street trees, lighting, and travel ways that are directly linked to neighborhood-scale development patterns. The street standards should provide a more comfortable experience for pedestrians and cyclists.



High quality neighborhood streets include sidewalks and street trees as illustrated above.

### Objective 3

#### **Improve the appearance of roads and streets to compliment the built environment.**

The physical appearance of roadways can have many effects on Perrysburg, from impacting economic development opportunities to creating a sense of place. Roadways should be treated as more than simply paths for vehicles. They should be designed to integrate with the surrounding environment and compliment the public and private realm. Roadways with inviting environments for pedestrians and bicyclist will receive higher usage.

#### **Strategies**

##### **M 3.1 Enhance identified roadway sections to improve pedestrian facilities and aesthetics.**

Some important roadway corridors in Perrysburg may benefit from specific design plans to achieve unique goals for characteristics like landscaping, pedestrian facilities, or general aesthetics. Creation of such a plan would involve details regarding items such as types of trees and shrubs, paving, and lighting materials. The City should identify and prioritize necessary aesthetic improvements. For example, State Route 25 would particularly benefit from such improvements.

##### **M 3.2 Establish an “Adopt a Road” project to encourage businesses to contribute to landscaping of roadways.**

The City should solicit support from area business owners and civic groups to assist with the cost and effort to beautify and maintain the aesthetic quality of roadways in the community. This program could be specifically applied to businesses that front particular corridors that would benefit from landscaping and ongoing upkeep. The Adopt a Road program may include the removal of trash/litter, and installment and maintenance of landscaping and sidewalk treatments. Plaques or signs could be presented by the City to create a sense of pride and ownership.

##### **M 3.3 Create guidelines for protecting the scenic quality of rural roadways.**

The City should consider identifying corridors that are valued for their natural or rural character and establishing them as scenic corridors. Design guidelines for roadway signage, landscaping, and other elements should be established to protect the rural character of these roadways. The City should apply the guidelines to the two existing byways in the community, Maumee Valley Scenic Byway and Lake Erie Coastal Ohio Trail.



Green streets mimic the topographic features of the landscape and allow for the natural infiltration of stormwater (Source: City of Vancouver)

##### **M 3.4 Utilize innovative roadway design to improve the appearance of the public realm (traffic circles, parkway road cross-sections, etc.)**

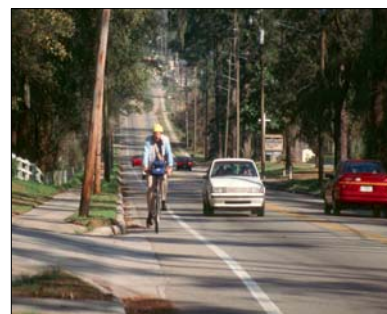
Innovative roadway design might include variegated medians to convey a rural feel, traffic circles to control vehicular flow and speed, green streets that reduce impervious surfaces (see sidebar), and parkway cross-sections to allow more building setback along roadways in particular areas of the community.



The placement of buildings along the sidewalk and a high quality pedestrian environment works to create a civic space (Source :ACP – Visioning & Planning, Ltd.).



Multi-use paths provide alternative transportation opportunities.



Bike paths along roadways will help to connect destinations (Source: ACP – Visioning & Planning, Ltd.).

### **M 3.5 Physically define thoroughfares as civic spaces through building placements and landscaping.**

Thoroughfares do not have to be barriers between land uses or pedestrian interaction. Standards defining the placement of buildings, parking, open space, landscaping, seating, and the texture of pavement can help to create civic space where vehicular traffic is in harmony with the adjacent environment. Application of this strategy would be particularly useful downtown and in areas with civic structures.

### **Objective 4**

### **Increase opportunities for alternative modes of transportation throughout the community.**

Alternative modes of transportation are necessary to create a balanced and environmentally responsible transportation network. Increased opportunities for walkers and bikers should be a priority as the community continues to grow. By increasing alternative mobility opportunities, the reliance on automobiles is reduced. This reduction would be accompanied by less congestion on the roadways, a more orderly balance between pedestrian and vehicular users, and a lowered demand for new and altered roadways.

### **Strategies**

#### **M 4.1 Incorporate multi-use paths in all new developments and roadway projects.**

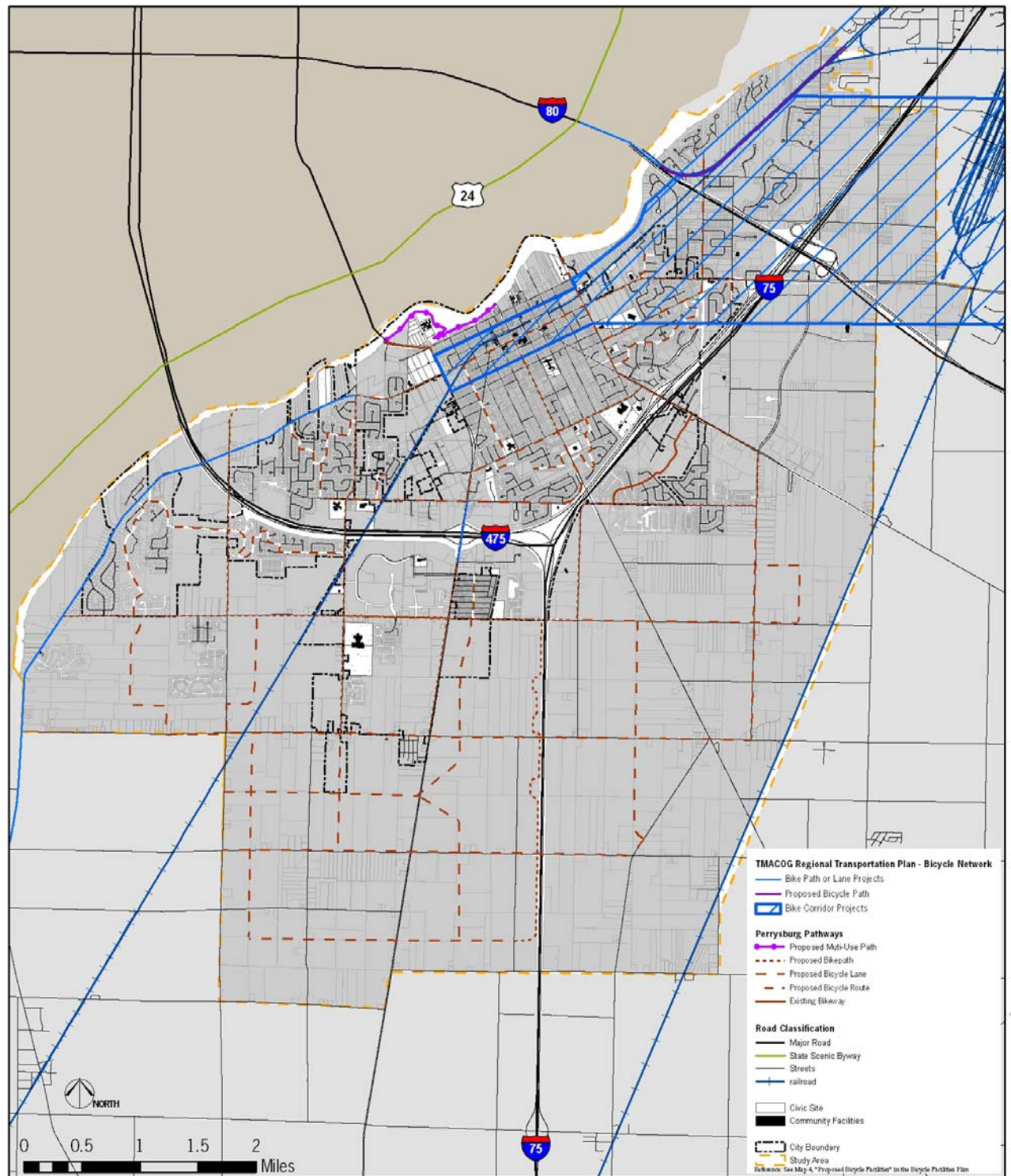
Encouraging all modes of transportation is becoming increasingly important as growth continues to increase demands on already congested street systems. Alternative modes of transportation positively impact the environment and local air quality. Providing internal multi-use path connections in new developments between residential, commercial, and/or office uses allows trips to be made on local streets, providing relief to the arterial system. Connections should also be considered during roadway construction and enhancement projects.

#### **M 4.2 Expand the multi-use path system to connect destinations.**

Gaps in the multi-use path system should be joined to ensure connectivity for pedestrians and bikers to a variety of destinations. Providing continuity in the multi-use path system will encourage day to day as well as recreational use of alternative transportation facilities, and place less emphasis on vehicular travel as a sole source of transportation in the community.



MAP 6.1 – CITY OF PERRYSBURG PROPOSED BIKE AND PEDESTRIAN PATHWAYS



Source: ACP

#### **M 4.3 Implement the recommendations of the 2002 *Bicycle Facilities Plan*.**

In 2002 the City created a *Bicycle Facilities Plan* to identify new linkages, prioritize funding, and develop a design manual to guide the future development of the bicycle network. The City should consider the implementation of the major recommendations set forth in the plan to develop a fully connected bicycle network. The City should also consider the recommendations of the *TMACOG Regional Bike Plan*.



A riverfront path system would provide greater access to the Maumee River.

#### **M 4.4 Establish a riverfront multi-use pathway system linking various recreational and cultural destination points.**

The public strongly voiced an interest in creating better access to the Maumee River. One of the primary ideas contributed by the public and the Steering Committee is for a multi-use path that would provide residents with recreational and leisure opportunities along the river. The pathway should extend from Orleans Park to Louisiana Avenue along Water Street and existing public rights-of-way. In the future the pathway could extend west along the river to other parts of the community.

#### **M 4.5 Public transit opportunities should be included in community planning.**

Perrysburg should increase transit opportunities and work to ensure adequate public transportation infrastructure. Inclusion of transit in new development projects should also be considered.



Public transit opportunities should be integrated into new development (Source:East Carolina University).

#### **M 4.6 Encourage mixed-use development with multi-modal transportation connections.**

Mixed-use developments often create urban environments that are ideal for encouraging people to walk, bicycle, and use public transit. Creation of these special environments requires design considerations that are different from those for auto-oriented developments. The location and quantity of parking spaces together with the internal traffic circulation schemes are critical elements not only for creating a successful pedestrian-oriented environment, but for creating an economically successful development as well. The City should consider multi-modal transportation connections in new developments.



## 7. Community Services

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### A. Overview

Perrysburg is a growing community and will experience an increasing demand for community services and facilities if growth continues as projected. The City must continue to assess and anticipate the needs of the population to provide community services and facilities that maintain a high quality of life for residents and businesses.

The City of Perrysburg delivers a high level of community services and facilities to residents including public safety forces, educational services and facilities, and parks and recreational facilities and programs. Perrysburg is known throughout the region for an excellent school district, significant park and recreational amenities and effective safety forces.

This chapter provides recommendations to maintain and enhance the City's community services and facilities. The recommendations are aligned to meet the changing demographic characteristics of the community. The provision of excellent community services and facilities will continue to make Perrysburg an attractive place to live and do business. The remaining sections of this chapter include:

- B. Community Services Goal
- C. Key Findings
- D. Objectives and Strategies

## B. Community Services Goal

The goal for Community Services is provided below. The goal was developed by the Steering Committee based on citizen input.

*Efficient provision of environmentally healthy services and programs especially a quality school system, public library, multi-faceted community center, excellent public safety division and a diverse and connected park system including the riverfront.*

## C. Key Findings

As part of this planning process, an analysis of existing conditions and trends was conducted. Listed below is a summary of the key findings related to community services. For a more detailed explanation of these findings, see the Community Services and Infrastructure Chapter in the Existing Conditions Report in the Appendix.

**The Perrysburg Police Division provides public safety services and engages the community:** The Perrysburg Police Division is a full-time municipal police agency composed of 32 full-time sworn officers for a total of 41 full time staff members. The Police Division utilizes several specialized units including motorcycle and bicycle patrols to increase their visibility in the community. The number of calls for police service has grown since 2000 from 13,731 calls for service to 14,217 calls for service in 2006.

**If current trends continue, the Perrysburg Fire Division will continue to experience an increasing level of calls for service, especially as the community grows and the population ages:** The Perrysburg Fire Division operates with a combination of 22 full-time and 18 volunteer personnel. The calls for emergency medical service (EMS) increased from 1,110 calls in 2005 to 1,205 calls in 2006 and fell to 1,175 in 2007. The calls for fire service remained relatively stable from 210 calls in 2005 to 206 calls in 2006 with a slight increase to 287 in 2007. As the City grows and ages, it is anticipated emergency medical and fire service calls will continue to increase.

**The City has significant recreational amenities:** Perrysburg has approximately 238 acres of parkland and recreational facilities, which meets the “target of excellence” standard established by the National Recreation and Park Association (NRPA). While the community has sufficient parkspace, some residents have expressed a desire for additional neighborhood parks.

**The City is home to excellent educational facilities:** The Perrysburg Exempted Village School District has been awarded an excellent rating by the Ohio Department of Education for seven consecutive years. The school system is regionally regarded as outstanding. The Way Public Library,

The National Recreation and Park Association (NRPA) sets a “target of excellence” of 6.25 to 10.5 acres of park land per 1,000 persons in urban areas. In 2005, the City of Perrysburg provided approximately 12.24 acres of parkland per 1,000 persons, meeting the “target of excellence” standard.

located in Perrysburg, was renovated and expanded in 2001 and currently houses a collection of 113,511 items. The library was recently ranked as fourth in the nation among cities of similar size.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to community services. These policy statements are based on the findings from the assessment of existing community services conditions and input received through the *People Planning Perrysburg* public involvement process. The land use principles relating to community services were also utilized in the formulation of objectives and strategies found in this chapter (Refer to the Land Use Chapter for the complete list of land use principles). The intent of these objectives and strategies is to achieve the Community Services Goal and continue to make Perrysburg an attractive and desirable place to live.

##### **Objective 1**

##### **Maintain high quality services to meet the growing needs of the community.**

As Perrysburg continues to grow and change it is important to understand the evolving needs of the community. The following strategies outline actions to maintain high quality services that meet the City's changing demographics conditions.

##### **Strategies**

##### **CS 1.1 Develop and administer a community survey as a means to monitor satisfaction with the level and types of services provided.**

Customer service should be monitored on a regular basis to gauge whether service delivery and community facilities are meeting the needs of residents. A community survey is a mechanism that can be used to determine effectiveness in meeting residents' needs and will allow the City to identify services that do not adequately meet those needs. If a service or facility does not meet residents' needs it will be identified and the City can enhance delivery of the service or facility.

##### **CS 1.2 Monitor development trends to anticipate and plan for changes in the community's service needs.**

Development trends can impact community service needs. The location and pattern of new development may necessitate further changes in the provision of community services and facilities.

##### **CS 1.3 Enhance programs and services designed for the senior and youth populations in the community.**

Perrysburg has a significant youth and senior population. The City should determine if current services and facilities meet the needs of these

populations. The City should consider the enhancement of recreational and social support opportunities for these groups.

## Objective 2

### Maintain and enhance the parks and recreational system

Perrysburg has approximately 238 acres of parkland that serves the residents of the community. Park and recreational opportunities increase the City's quality of life by providing spaces for recreational activities, community gathering areas, and preserving the community's natural resources. The following strategies recommend ways to maintain, improve and expand park and recreational opportunities throughout the City.

### Strategies

#### CS 2.1 Enhance the existing park system.

The City should develop a plan for the creation of new parks and the expansion of existing park and recreational facilities. Park space should be conveniently located and within walking distance of residents throughout the City. Perrysburg should consider the creation and/or improvement of park and recreational facilities in the Capital Improvements Plan (CIP).



Parks, such as Riverside Park, offer opportunity for enhancement and connection to other park facilities (Source: City of Perrysburg).

#### CS 2.2 Consider providing recreational programming throughout the year.

Perrysburg should evaluate whether it can and should provide recreational opportunities at park facilities throughout the year. Winter programming could be increased to offer more recreational activities and events during winter months. A diverse set of programs could be available to offer recreational opportunities for residents of all ages.

#### CS 2.3 Future neighborhood parks should be programmed with new elementary schools.

Developing neighborhood parks in conjunction with elementary schools will provide youth with recreational opportunities in walking distance from school. Neighborhood parks and elementary schools should be centrally located in a prominent location within a quarter mile of residents.



Neighborhood parks should be located within walking distance of elementary schools (Source: City of Westminster).

#### CS 2.4 Consider the development of a new recreational center.

Such a facility could provide additional recreational opportunities for youth and families such as inline and ice skating that are available year round.





A skate park (above) and an additional public swimming pool (below) will increase recreational opportunities for youth (Source: [www.skatepark.org](http://www.skatepark.org) and the City of Solon).



The waterfront along Orleans Park should be better utilized to connect residents to the Maumee River. Landscaping and public amenities should be integrated into the site to provide a higher level of service (Source: ACP-Visioning & Planning Ltd.).

### **CS 2.5 Improve access and recreational opportunities along the Maumee River.**

The Maumee River is accessible to residents in a limited number of locations throughout the community. The City should work to increase access to the riverfront and provide more recreational opportunities along the river. The possibility of entertainment venues along the river should also be considered.

### **CS 2.6 Establish a multi-use path system along the Maumee River.**

The City should establish a linear multi-use path system along the River that links existing recreational and scenic locations. The multi-use path will provide opportunities for bicycling, running, skating, and walking and will enhance accessibility and visibility of the River.

### **CS 2.7 Improve and expand the Maple Street Boat Launch.**

The Maple Street Boat Launch is the primary access point for boaters during summer months. The boat launch experiences heavy volumes of traffic during the peak season with limited public facilities, for boaters. The river access is also designed to accommodate boaters, with little or no opportunities for fishing, bird watching, and other water oriented activities. Additional services could be considered at this location to make the site more community oriented offering a variety of activities that connect residents to the Maumee River.

### **CS 2.8 Improve waterfront access and facilities at Orleans Park.**

Orleans Park currently offers access to the river which is used by residents throughout the year. The park has a much greater potential to connect residents to the waterfront, and should serve as a node for a waterfront pathway system. The City should explore options for expanding the facilities at this location to provide a wider variety of recreational opportunities, and improved waterfront access.

## **Objective 3**

### **Continue to provide high quality safety service protection.**

The City's safety forces provide outstanding service that keeps the community safe. The Police Division takes a proactive approach by engaging residents in an effort to prevent crime. The Fire Division responds quickly to calls for service. The community is regarded as a safe community and should ensure the adequate provision of services to maintain its status as a safe place to live. The following strategies suggest actions to continue the provision of high quality safety service protection.



**Strategies****CS 3.1 New development should pay for the provision of necessary community services and facilities.**

Developments that have a measurable and substantial impact on the quality of community services and facilities should be responsible for an equitable portion of the improvements. The City should also ensure the dedication of sufficient land for parks and civic spaces in new developments. Existing open/park space regulations should be reevaluated to ensure adequate new park space is being created.

**CS 3.2 Encourage intergovernmental coordination on community service and facilities related initiatives.**

The City should work with local, regional and state governmental entities to ensure that the best possible transportation, educational, recreational and utility related initiatives are completed. Intergovernmental cooperation has the potential to benefit the City and region.

**CS 3.3 Ensure all community services continue to be adequately delivered.**

The City should determine if all community services are adequately delivered. Targets should be developed for appropriate delivery levels. Community services not meeting delivery levels should be examined.

**Objective 4****Provide community services in an environmentally friendly manner.**

As the City continues to grow and develop it should work to integrate environmentally friendly practices when possible. New community facilities should incorporate green technology and the City should work to increase energy efficiency in service provision. The following strategies provide ways that the community can integrate more environmentally friendly practices into facilities and services.



Educating employees on the benefits of anti-idling policies would increase the fuel efficiency of the municipal fleet and improve local air quality (Source: [www.airamerica.com](http://www.airamerica.com)).

### Strategies

#### **CS 4.1 Increase the average fuel efficiency of the municipal vehicle fleet.**

A fuel efficiency program will add to the City's efforts to integrate more environmentally friendly practices into daily operations. The program should reduce the number of vehicles, consider the utilization of alternative fuels, and establish an employee education program. The employee education program would provide information about the benefits of anti-idling procedures and other fuel saving mechanisms. Increasing fuel efficiency will reduce emissions and decrease the amount of funds spent on fuel.

#### **CS 4.2 New community facilities should utilize environmentally sustainable practices.**

The City should consider steps to incorporate green building technologies in new public buildings and facilities. Existing buildings should be adapted to incorporate more energy-efficient technologies when economically feasible.

#### **CS 4.3 Improve recycling rates and levels of service in the City.**

Currently, Perrysburg has 53 percent residential participation in weekly curbside recycling. Perrysburg should continue to develop additional programs to educate residents on the benefits and ease of recycling. Recycling opportunities should be increased throughout the community by improving the level of service to residents and businesses.

### Objective 5

#### **Maintain an excellent educational system.**

The Perrysburg Exempted Village School District is the foundation of the community. The school district and other educational facilities make Perrysburg an attractive place to raise a family. The following strategies identify ways to support and maintain the excellent educational system and institutions.

### Strategies

#### **CS 5.1 Maintain a strong relationship with the school district.**

The City and school district should communicate regularly about development and educational needs of the community. The City could assist by involving the school district in development updates and the school district could share enrollment projections and facility needs information with the City.

**CS 5.2 Collaborate with the school district to plan for the appropriate location of new school sites.**

As Perrysburg continues to grow, it will need new educational facilities. The City should work with the school district to identify the appropriate locations for schools. New schools should be located in neighborhoods and easily accessible. Neighborhood schools add to the sense of community by promoting walkability, easy student access, and neighborhood identity and stability.

**CS 5.3 Support the Way Public Library.**

Good libraries complement a strong educational system and enhance community-wide access to learning resources. The City should continue to support the library system, and help raise awareness of the resources it offers to residents and businesses in the community. The City should continue to coordinate with the Public Library on growth and development issues to ensure the library is able to meet the needs of a growing population.



Perrysburg should continue to support the Way Public Library (above), so it remains one of the best (Source: Way Public Library).



## 8. Historic and Cultural Resources

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### A. Overview

Perrysburg has a long and rich history dating back to the late eighteenth century when the federal government hoped to create a major port on the banks of the Maumee River. The City was designed and platted by the federal government in a traditional square mile grid pattern with two radiating boulevards. Perrysburg's historic and cultural resources are evident throughout the community, including: the Fort Meigs Memorial State Park, Perrysburg Historic District, Maumee River, historic downtown, and original grid framework. These historic and cultural resources define Perrysburg's past and present, and are elements of the community's small town character. The local character is cherished by residents and distinguishes the community in a regional and historical context.

The City continues to face development pressures which may threaten the historic character. Perrysburg must preserve its historic and cultural resources to provide the community with a sense of place and permanence that distinguishes it from surrounding communities. Future development plans should compliment the community's historic and cultural fabric.

This chapter addresses the role the City plays in ensuring preservation and enhancement of the community's historic and cultural resources. It provides recommendations for the continued improvement, preservation,

enhancement and celebration of historic and cultural resources. The remaining sections of this chapter include:

- B. Historic and Cultural Resources Goal
- C. Key Findings
- D. Objective and Strategies

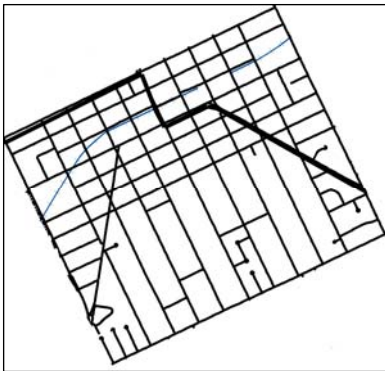
#### B. Historic and Cultural Resources Goal

The goal for Historic and Cultural Resources is provided below. It was developed by the Steering Committee based on citizen input.

*Maintain the integrity of and encourage appreciation of our historical and cultural resources and provide a variety of arts and cultural activities and facilities to serve all age groups.*

#### C. Key Findings

As part of this planning process, an analysis of existing conditions and trends was conducted. Listed below is a summary of the key findings related to historic and cultural resources. For a more detailed explanation of these findings, see the Historic and Cultural Resources Chapter in the Existing Conditions Report in the Appendix.



Perrysburg was originally platted (above) using a grid network (Source: ACP – Visioning & Planning, Ltd.).

**Perrysburg is one of two cities platted by the federal government:** The original mile square of the City was laid out in 1816 by Joseph Wampler and William Brookfield. The City was intended to serve as a major port on the Maumee River and function as the “New Orleans of the North”. The historic grid, which is now defined by the boundary streets, laid out in 1816 is home to downtown and Perrysburg’s historic neighborhoods.

**Fort Meigs Memorial State Park attracts many visitors and serves as valuable open space:** The Fort Meigs State Memorial Park is the largest reconstructed wooden-walled fortification in North America. The park serves as a tourist attraction and brings people to the community for reenactments, tours, and special events throughout the year. Fort Meigs also serves as another greenspace for residents.



Reenactments occur several times throughout the year at Fort Meigs Memorial State Park (Source: [www.fortmeigs.org](http://www.fortmeigs.org)).

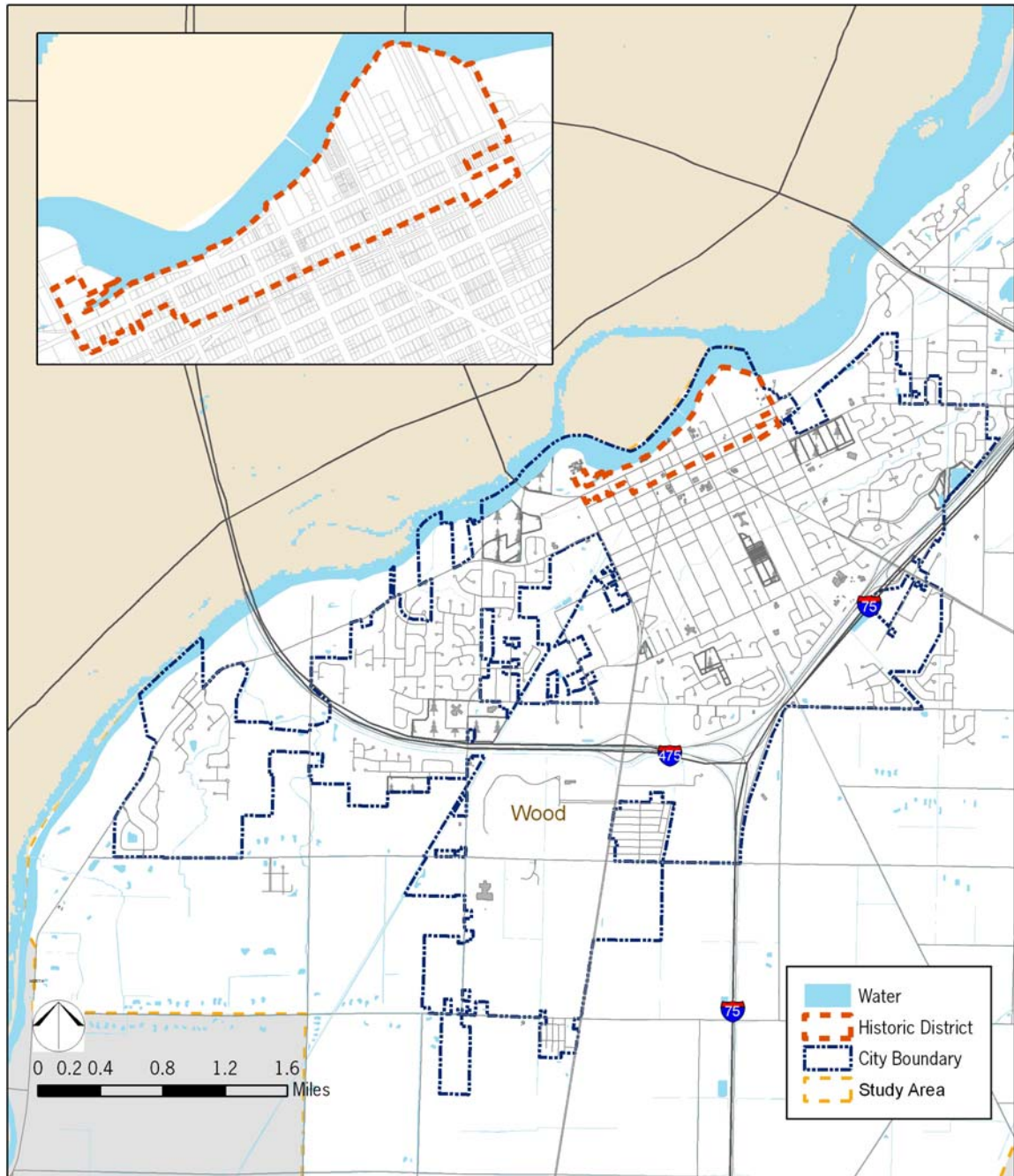
**The City of Perrysburg has an attractive Historic District:** The Historic District is recognized by the National Register of Historic Places, extending from East Boundary to West Boundary bounded by the Maumee River to the north, and Second and Third Streets to the south. The District is significant due to the historic mix of architectural structures from 1825-1949. The District is managed by the Historic Landmarks Commission established by Chapter 1245 of the Planning and Zoning Code. Their mission is to preserve the historic character of the built environment within the Historic District.





cultural attractions. The community should continue to create better economic, cultural and civic linkages between Fort Meigs Memorial State Park, Way Public Library, Perrysburg Schools, Historic Perrysburg, City of Perrysburg and other civic organizations to promote the local history and culture enhancing the City's competitive edge. The City should also work with neighboring jurisdictions and regional organizations on historic and cultural tourism.

MAP 8.1 – CITY OF PERRYSBURG HISTORIC DISTRICT



Source: ACP





The Perrysburg Main Street Program will work for the continued revitalization and improvement of downtown Perrysburg (Source: ACP – Visioning & Planning, Ltd.).

#### **HCR 1.4 Encourage collaboration among downtown stakeholders.**

The City should encourage cooperative efforts by merchants and property owners in the downtown, such as the Main Street program, to continue the revitalization of the downtown. (see Strategy E 3.4).

#### **HCR 1.5 Encourage the preservation, restoration, rehabilitation and reuse of historic structures and sites.**

Many tools exist to encourage the preservation, reuse and rehabilitation of historic buildings. These include the purchase of historic preservation deed restrictions, tax incentives and abatements, shortened project review time, federal funding assistance, federal tax credits and state tax credits. Perrysburg should promote available incentives to increase preservation, restoration, and reuse of its historic buildings.

#### **HCR 1.6 Consider historic and cultural resources in all land use decisions.**

The City should consider the preservation of historic and cultural resources during new development, and land use decisions. The review of projects and land use decisions should be sensitive and give consideration to the protection of cultural resources.

#### **HCR 1.7 Encourage the continuation of Architectural Review Committees.**

The City should consider the continuation of the Architectural Review Committees to ensure the development of high quality built environments.

### **Objective 2**

#### **Enhance and support existing cultural facilities and programs.**

Existing cultural facilities and programs should be improved and additional facilities should be created to establish a community known for the arts. The following strategies will enhance cultural opportunities in Perrysburg.



A centralized facility would provide much needed space for arts and cultural events available to the community.  
(Source: [www.perrysburgarts.org](http://www.perrysburgarts.org)).



A community amphitheater would provide an additional venue for local entertainment opportunities  
(Source: [www.warren.org](http://www.warren.org)).



Many roadways on the edge of the community have natural or agrarian view sheds (Source: ACP – Visioning & Planning, Ltd.).

## Strategies

### **HCR 2.1 Develop a plan for establishment of a centralized center for the arts and cultural activities.**

Perrysburg has a number of arts and cultural activities that would benefit from a centralized facility. A facility would provide much needed space for arts and cultural events available to the community. The facility may also have external benefits such as generating additional revenue for businesses that would be frequented by center patrons. The City should encourage the creation of such a facility. Locating the facility in, or near the downtown area would support the goal of keeping the downtown as the core of Perrysburg.

### **HCR 2.2 Consider the development of a community amphitheater.**

The City should consider the development of an amphitheater at Woodland, Hood, or Riverside Park. The amphitheater would offer residents the opportunity to enjoy concerts and cultural events in an outdoor setting. The amphitheater should be designed at a neighborhood scale, and is not intended to be a regional amphitheater for national acts.

### **HCR 2.3 Consider the development of a community youth center.**

A large portion of Perrysburg's population is composed of residents under the age of 18. The City should consider the development of a new youth center to serve the community's large youth population. The youth center would provide a safe place for youth activities, may include programming for arts and cultural events.

### **HCR 2.4 Support Fort Meigs Memorial State Park.**

Perrysburg should collaborate with the Ohio Historical Society to ensure the continued maintenance and promotion of Fort Meigs. The park provides the community with a tourist attraction in addition to greenspace. The City should aid the Historical Society in future programming and planning for the Park.

### **HCR 2.5 Identify and preserve natural landscapes important to the character of the community including scenic byways.**

Perrysburg should develop a list of significant natural features and sites including major gateways to community, farmland, and important natural features and viewsheds. The City should consider the development and implementation of a preservation and/or scenic easements programs, in addition to working with existing groups conducting preservation work, to ensure the continued existence of these important natural features.

Currently, two scenic byways, Maumee Valley Scenic Byway and Lake Erie Coastal Ohio Trail, pass through the community. Special effort should be made to preserve the unique scenic qualities and viewsheds along the byways.



The term "human scale" generally refers to the use of human-proportioned architectural features and site design elements clearly oriented to human activity.

## 9. Urban Form

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### A. Overview

This chapter of the Plan identifies methods to protect and enhance the existing and future built environment in Perrysburg. The policy recommendations in this chapter incorporates many other Plan elements such as land use, transportation, utilities, housing and other elements that affect the physical environment of the community. Ultimately, the goal, objectives and strategies in this chapter identify ways to promote a high quality built environment designed at a human-scale, promotes walkability, social gathering areas/nodes, the existing community character, while accommodating new growth that meets the intent of these policies and the land use principles.

The City has worked in the past to maintain a distinct and attractive built environment. The recommendations in this chapter outline ways in which the City can continue to shape the built environment.

Decisions about urban design outlined in this chapter embody the ideas contributed by citizens and stakeholders as part of the Plan Update. The remaining sections of this chapter include:

- B. Urban Form Goal
- C. Key Findings
- D. Objective and Strategies

## B. Urban Form Goal

The goal for Urban Form is provided below. It was developed by the Steering Committee based on citizen input and technical analysis.

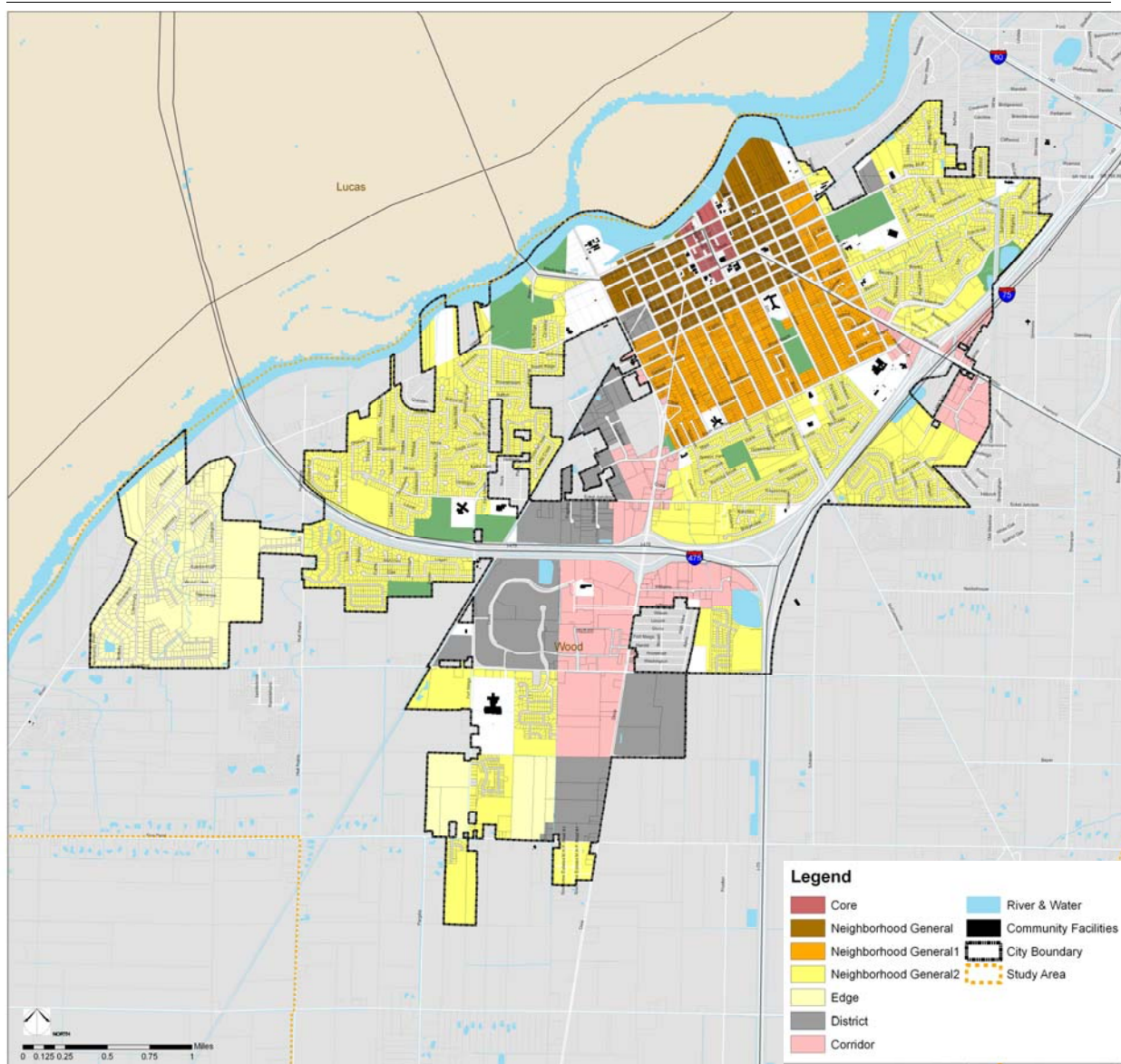
*Create a unique physical environment which preserves the historic character and small town feel; supported by a mix of uses that encompasses a variety of design styles, well detailed streetscape and inviting public gathering areas.*

## C. Key Findings

As part of this planning process, an analysis of the City's existing conditions and trends related to Urban Form was conducted. An analysis was performed to understand the framework of the built environment. For the purpose of this analysis the community was broken down according to the following primary elements of place: neighborhoods, districts, and corridors, see Map 9.1. These elements, referred to as context areas reflect the different development patterns that exist in the community. The characteristics of each of these districts were analyzed and are described in Table 9.1.

The purpose of this analysis is to examine the existing patterns of development in the community, and understand in detail the physical dimensions and characteristics of each context area. The physical dimensions make up the primary building blocks for each context area, which have an impact on character and mobility. The map and table should be used as a benchmark from which to evaluate the quality and character of future development as it relates to the existing context areas. For a more detailed explanation of the map and context areas refer to the Urban Form Chapter in the Existing Conditions Report in the Appendix.

MAP 9.1 – MAP OF PERRYSBURG: CONTEXT AREAS



Source: ACP - Visioning & Planning, Ltd.

TABLE 9.1 – CONTEXT AREA MEASUREMENTS

Context Zone	Block Length	Block Depth	Lot Width		Access
	Range	Range	Range	Most Common	Existing
<b>Neigh. General - Block</b>	615 feet	427 feet	66 feet	66 feet	Street
<b>Neigh. General -SubBlock</b>	300 feet	205 feet	66 feet	66 feet	Street, Alley
<b>Neigh. General 1 - Block</b>	1620 feet	620 feet	50 - 166 feet	60 feet	Street
<b>Neigh. General 2 - Block</b>	1553 feet	319 - 562 feet	70 - 115 feet	80 feet	Street
<b>Edge - Block</b>	641 feet	355 - 525 feet	100 - 135 feet	100 feet	Street
<b>Core - Block</b>	600 feet	375 feet	20 - 55 feet	20 feet	Street, Alley
<b>Corridor - Block</b>	1250 feet	700-1200 feet	150 - 550 feet	200 feet	Street

Source: ACP - Visioning & Planning, Ltd.

Other general evaluations of the existing conditions as related to Map 9.1 and Table 9.1 are outlined below. It is important that these issues are understood in order for the City to remain progressive, and successfully



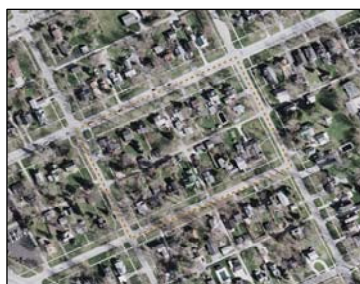
capitalize on the local heritage and aesthetic integrity of the built environment.

**Multiple jurisdictions shaping the built environment** - The Perrysburg region is comprised of a number of local jurisdictions with separate development standards. These standards are less rigorous than those that apply within the City boundaries. Few protocols exist that establish how Perrysburg, the Townships and County entities can work to collectively shape the built environment. Under these circumstances, planning to conserve and enhance the community character must include Perrysburg and Middleton Townships and Wood County.



Top: A conventional subdivision pattern in Perrysburg showing a disjointed road network.

Bottom: The traditional neighborhood pattern found in the Neighborhood General Zone (Source: ACP - Visioning & Planning, Ltd.).



**Pattern of current development** - Beyond the original mile square, Perrysburg has developed by means of predominantly single-use zoning. Land uses are separated by zoning districts. This approach to development over the last 30 years has put the small town character of the community at risk. Typical recent development no longer follows the traditional street, and lot and block pattern of the original plat. New development has occurred that is built around wide streets, deep setbacks and a curvilinear road network. This changing development pattern has created areas that do not reflect the traditional development pattern found in the downtown and older historic neighborhoods which in large part shape the local identity.

**Downtown Revitalization** - The downtown has experienced new growth and renewal over the last several years. With the influx of new bars, restaurants, and coffee shops the downtown has evolved into a more vibrant gathering area for Perrysburg residents.

**New commercial growth on the edge of the community** - A significant amount of new commercial growth has occurred at the edges of Perrysburg over the last few years. This new growth has fundamentally changed the character of the gateways into Perrysburg, and created new challenges to managing traffic, and maintaining the small town character of the community.

#### D. Objectives and Strategies

Outlined below are objectives and strategies to guide decisions related to urban form. These policy statements are based on the findings from the assessment of existing urban form conditions and input received through the *People Planning Perrysburg* public involvement process. The intent of these objectives and strategies is to achieve the Urban Form Goal.





The gateway near the 20 and I-75 interchange as shown above is an example of a local gateway that needs to be improved. This includes the right-of-way around the interchange and the commercial corridor (Source: ACP - Visioning & Planning, Ltd.).

## Objective 1

### Develop a community gateway and interstate beautification plan.

The gateways into a community are important elements of the built environment which create a first impression of the community. The City's gateways need to be improved to better reflect the community's commitment to excellence. Specific gateways in Perrysburg include the US 20 and SR 25 corridors near the interchange, SR 795 near the interchange, as well entry's at East and West River Road. These gateways need to be improved whereby entrances into the City and the appearance of the City with views from the interstates are aesthetically pleasing.

## Strategies

### UF 1.1 Create a gateway overlay zoning district.

An overaly district should be created to guide development around critical gateways into the community. The overlay districts should create standards for setbacks, street design, signage and landsaping that reflect elements of the community character. The overlay district should include design elements that include both public and private entities. The streetscape should be defined and enhanced by orienting building fronts to the street and parking to the rear of the structure.

### UF 1.2 Create gateway demonstration projects at the entrypoints on routes 20 and 25.

A gateway demonstration project should be established for gateways along the 20 and 25 corridors. The overlay distict should be applied to these areas as test projects. The projects should be measured for success by input from the elected and appointed officials, as well as the public.

### UF 1.3 Introduce attractive landscaping at identified gateways.

Attactive landscaping should be critical components of the built environment at gateways into the City. This includes street trees, planted medians, and landscaping in the rights-of-way.

### UF 1.4 Promote traffic calming techniques at targeted gateways such as choke points, bulb outs, and boulevard/planted medians.

There should be a clear distinction of entering and leaving the commuity at identified gateways. Creating this sense of entry can be achieved by modifying the roadway to calm traffic. Most of the gateways are along major roads with a higher rate of travel than on local streets.

## Objective 2

### Integrate public art into the built environment.

Public art can be an attractive element of the built environment. Integrating public art into the physical environment is a unique way to show

the community's commitment to the arts, and it offers unique opportunities to form public and private partnerships.

### **Strategies**

#### **UF 2.1 Integrate public art as part of community buildings and facilities.**

Public buildings and facilities are ideal places for public art. The artwork could be both indoors and outdoors. Outdoor public art can serve a variety of functions such as benches, lighting, and landscaping.

#### **UF 2.2 Encourage partnerships with local artists to work on public art projects.**

Local and regional artist should be encouraged to collaborate with builders and developers to create public art. The City should also identify publicly owned sites that would benefit from the inclusion of public art, and work with local artists to create art pieces for those targeted sites.

### **Objective 3**

#### **Strengthen Downtown as the historical and cultural center of the community**

The City should continue to support the development of the downtown as the center of the community. The following strategies identify specific initiatives that should be taken to enhance the downtown as the community center, a place for work, and entertainment.

### **Strategies**

#### **UF 3.1 Maintain and enhance existing public spaces and develop new social nodes in the downtown.**

The downtown is served by a variety of public spaces such as the library, the streetscape and Hood Park. These are important features which define the public realm. The City should continue to maintain these features in a high-quality manner and create new public spaces that serve to attract residents to the downtown and promote community activity.

#### **UF 3.2 Identify strategic locations to more effectively integrate the Maumee River into fabric of the downtown.**

Hood Park, the Perrysburg Boat Club and Water Street are currently serving as locations that connect residents to the River. These locations, and others, should be enhanced to better connect residents to the River. The City should consider additional public gathering space at Hood Park, creating a seamless transition from the downtown to the waterfront.



The Perrysburg Boat Club and Hood Park should be enhanced to connect the downtown to the waterfront and increase the variety of available community activities (Source: ACP - Visioning & Planning, Ltd.).

### **UF 3.3 Create new educational and recreational activities along the Maumee River near downtown.**

Public recreation should be encouraged near the downtown. Fishing, boating, and birdwatching are all activities that could enhance the downtown as a destination with a variety of community activities. Partnerships could also be formed with local and regional non-profits with an emphasis on environmental education to create new learning activities along the waterfront.

### **UF 3.4 Support existing, and new local businesses that provide dining, retail and entertainment options.**

In recent years the City has successfully attracted and supported the development of a variety of new businesses in the downtown. The City should continue to attract and promote businesses to the downtown, especially businesses that provide an entertainment and dining service.

### **UF 3.5 The scale and form of development of the Commodore site shall be consistent with the existing form and character of the downtown and surrounding neighborhoods.**

The Commodore site is a long standing Perrysburg icon, and contributes to the character of the built environment downtown. The future use of the site should complement the downtown and maintain the historic integrity of the site (see Strategy HCR 2.1).

## **Objective 4**

### **Continue to preserve the local rural heritage.**

Much of Perrysburg's character and form is characterized by its rural context. The character of the community can be defined by integrating and preserving rural lands with environmental significance. The strategies outlined below identify ways for the community to preserve, integrate, and enhance rural features.

## **Strategies**

### **UF 4.1 Preserve the scenic quality of the rural landscape by defining the edge of the community.**

The "edge" of the community is where the planned built environment meets the rural landscape. This area is shown on Map 9.1 and extends to land outside the city limits. Areas around the edge should be planned in a way to integrate the rural landscape, and preserve quality rural viewsheds.



The image above is an example of where the built environment meets the rural edge in Perrysburg (Source: ACP - Visioning & Planning, Ltd.).



These images from Levis Commons represent quality development features that have positively shaped the public realm (Source: ACP - Visioning & Planning, Ltd.).



Oversized streets can create a feeling of emptiness in a neighborhood, and may contribute to promoting a higher rate of automobile travel (Source: ACP - Visioning & Planning, Ltd.).

#### **UF 4.2 Preserve and protect rural areas in collaboration with surrounding jurisdictions.**

High-quality rural areas should be protected for their agricultural value. The protection of these lands should happen at the City and regional level through conservation and regulatory tools. This strategy is important as it promotes the health of the local agricultural economy, and preserves the rural heritage which in part defines the community.

#### **Objective 5**

#### **Encourage a traditional development pattern with strong neighborhood qualities.**

The public and stakeholders who participated in the Plan update clearly stated that building new residential areas with neighborhood qualities is important. These strategies emphasize the importance of building neighborhoods, as opposed to subdivisions, and provide specific steps that should be taken to promote the development of neighborhoods.

#### **Strategies**

#### **UF 5.1 Guide new development to expand on the existing grid network, and create new development patterns that are well connected.**

Future development should expand on the existing development pattern, in a traditional grid like pattern. This does not imply the expansion should be a rigid grid, but a pattern that is well connected, minimizes dead end streets, and is easily navigable.

#### **UF 5.2 Provide for a mix of uses in existing zoning districts to allow for the creation of new neighborhood centers.**

Creating mixed use centers is critical to developing complete neighborhoods. Neighborhoods should be supported by small scale commercial centers which provide basic convenience services. Zoning districts should be reviewed to provide for the development of small neighborhoods centers. These centers should be designed with high architectural standards, and built at a neighborhood scale.

#### **UF 5.3 Ensure all new development provides for areas that contribute to the public realm.**

All new developments should contribute to improving the public realm. This may include small outdoor spaces, high quality landscaping, and unique hardscape features.

#### **UF 5.4 New neighborhoods will have neighborhood scaled streets, with street trees and sidewalks.**

Street design is a critical component of the neighborhood. The street should be designed with intention to enhance the public realm. Streets in new neighborhoods should be human-scaled with a minimum width, and include street trees and sidewalks.



Some new developments have included a variety housing types in different architectural styles as shown above (Source: ACP - Visioning & Planning, Ltd.).

**UF 5.5 Regulate the placement of buildings onsite by regulating short front yard setbacks to orient buildings to the street/public realm.**

Traditional neighborhoods, as in the Historic District, are human-scaled which is largely based on the distance between structures. Front yard setbacks should be designed to minimize to the extent possible the distance between front building facades.

**UF 5.6 Encourage a variety of architectural styles.**

The quality of place is shaped in part by the variety and quality of the structures. Residential developments which include a variety of styles create a visually dynamic environment, such as in the Historic District. When new developments are created the developer and builders should be encouraged to create a diverse palette of buildings, a pattern book may be a useful tool to implement this strategy.



## 10. Implementation

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### A. Introduction

This chapter provides guidance for maintaining accountability, undertaking monitoring activities, updating the Plan, and involving residents, businesses, and other stakeholders in implementation.

Four key objectives and supporting strategies were developed to guide effective implementation. These recommendations are summarized in the following statements listed below.

1. Residents and other stakeholders should be actively involved with implementing the Plan.
2. Implementation should be monitored and evaluated on a regular basis.
3. The City should update key development regulations based on the recommendations in the Plan.
4. The City should require concurrence with the Plan in rezoning or development approvals, and call for written interpretations of these plans in order to create a public record for consistency.
5. The City should develop a process to update the plan.

## B. How to Use the Plan

The Plan is to be used on a regular basis to guide public and private decisions concerning development, redevelopment, capital improvements, economic incentives, and other matters affecting the development of the community. The following is a summary of how the Plan should be used.

### **1. Annual Work Programs and Budgets**

Individual departments and administrators should be cognizant of the Plan's recommendations when preparing annual work programs and budgets. Likewise City Council should review the Plan on an annual basis when setting the City's budget.

### **2. Development Approvals**

The Plan should be consulted when approvals are made for development applications, including rezoning and subdivision plats, especially as these decisions relate to the land use principles and Conservation and Development Map. Administrative and legislative decisions should integrate the Plan in the following ways:

1. Staff recommendation on rezonings, conditional use permits, subdivision plats, etc. should include a component that summarizes Comprehensive Plan recommendations and policies relative to the subject request.
2. Decisions by the Planning Commission and Historic Landmarks Commission should reference relevant Comprehensive Plan recommendations and policies.
3. Informal conversations between the City and private individuals or companies regarding development proposals should clearly reference relevant recommendations and policies from the Plan.

### **3. Capital Improvement Plans**

Future capital improvement plans (CIPs) should be prepared/updated consistent with the Plan's recommendations, specifically community facilities, utilities and transportation.

### **4. Economic Incentives**

Existing economic development incentives and projects should be reviewed in light of recommendations in the Plan, specifically the Conservation and Development Map. These incentives and projects should also be reviewed to ensure consistency with the land use principles. The City should also work with Wood County Economic Development to provide a regional level of awareness and understanding of the City's economic development plans and policies.

### **5. Private Development Decisions**



The Plan reflects the larger community's intentions regarding future development. Private development decisions should be made in concurrence with the Plan.

## **6. Study Area**

Several recommendations contained in the Plan address areas outside City boundaries in what is referred to as the Study Area. These recommendations will require coordination between the City, Perrysburg and Middleton Townships and Wood County - especially issues concerning land use and transportation.

## **7. Future Interpretation**

City Council should provide an interpretation of major items that are unclear or are not fully addressed in the Plan. The Council may call upon outside experts and other groups for advice. Minor items that require interpretation should be handled by City Staff.

### **C. Updating the Plan**

The Comprehensive Plan may be considered for updates - in whole or in part under the following circumstances:

#### **1. Basis for Updating the Plan**

A major update of the Comprehensive Plan should be scheduled by City Council following a formal recommendation from the Planning Commission and Administration.

In the interim, key milestones may be reached which necessitate an update. Those milestones may include expansion of the wastewater treatment plant, for instance.

#### **2. Minor Review and Revisions**

On an annual basis the Comprehensive Plan should be reviewed for minor revisions. Examples of minor revisions include revisions to strategies to reflect changes in departmental work programs. Such revisions should be proposed by the planning staff, reviewed by the Planning Commission, and approved by City Council as an amendment to the Plan.

#### **3. Major Review and Revisions**

Major review and revisions should occur every three to four years, or as needed based upon significant changing conditions. An example is the approval of a significant rezoning which influences the Plan's land use recommendations. Such revisions should be proposed by the planning staff, reviewed by the Planning Commission, and approved by City Council as an amendment to the Plan.

### **D. Objectives and Strategies**

Outlined below are the objectives and strategies to support the implementation of the Plan.

### **Objective 1**

#### **Involve a wide variety of stakeholders in implementation.**

As implementation of the Plan gets underway, the Community will collaborate with a host of community groups. This will include community organizations, and other parties with an interest in a specific strategy. These partnerships will be critical to successful implementation of the Plan.

### **Strategies**

#### **I 1.1 Engage non-government partners to assist with implementation.**

Support from citizens, civic organizations, neighborhood associations, institutions, and businesses will be critical to implement the Plan. Perrysburg should identify and engage these non-governmental partners to assist in implementing key strategies of the Plan.

#### **I 1.2 Cooperate with Wood County and other neighboring jurisdictions.**

Intergovernmental cooperation will help to promote positive economic development for the region, and facilitate cohesive land use planning. The City should engage neighboring jurisdictions on significant, land use, infrastructure and economic development initiatives.

#### **I 1.3 Provide ongoing educational opportunities and materials on innovative planning concepts.**

The Comprehensive Plan recommends some innovative development concepts. City staff should organize educational programs and materials of examples from other communities as they relate to Plan recommendations and concepts, specifically the land use principles and Conservation and Development Map. Staff, commission members, and appointed officials may consider conducting site visits to communities and or projects to observe examples firsthand.

### **Objective 2**

#### **Monitor and evaluate implementation.**

Implementation of the Comprehensive Plan will be monitored and evaluated on an ongoing basis. This will ensure the Plan is successfully followed and will result in desired changes in the Community.

### **Strategies**

#### **I 2.1 Prepare an annual report that summarizes the status of all goals and objectives.**

An annual report should be prepared by City staff, for the Planning Commission and City Council, which summarizes the implementation status of all goals and objectives on an annual basis.

**12.2 Issue a summary of the annual report to the media and public.**

The annual report should be issued to the media and general public in a summary form. This may include preparing promotional brochures and/or information packets.

**12.3 Present the annual report at a public meeting.**

The completed annual report should be presented at public meeting (City Council), and focus on the accomplishments, as well as, any changes and additions that have been made to the Plan.

**Objective 3**

**Provide and recruit resources for implementing the Plan.**

The Comprehensive Plan identifies the resources needed to implement certain strategies. For some strategies new resources will be required and for others, existing resources may need to be reallocated.

**Strategies**

**13.1 Prepare and regularly update a Capital Improvement Plans (CIP).**

Capital Improvement Plans are management documents that outline projected capital needs, funding estimates and sources, and timeframes for completion. A capital improvement plan should be prepared and updated in accordance with the Comprehensive Plan.

**13.2 Prepare annual departmental work programs and budgets with awareness of the Comprehensive Plan.**

Departmental work programs and budgets should demonstrate consistency with the Comprehensive Plan's recommendations.

**13.3 Identify and secure funds for prioritized initiatives (This could include grants, tax measures, bonds, private investments, etc.).**

Priority strategies should be the focus of raising funds. This may include City funds, other governmental sources, tax measures, private sector investment or a combination thereof. The Community should maximize other non-municipal governmental resources to help with implementing the strategies in the Plan. This strategy should occur in line with the City's annual budget cycle.

#### D. Summary of Objectives and Strategies

The table beginning on the following page (Table 10.1) summarizes the objectives and strategies that are incorporated into each element of the Plan. The table provides a reference for each objective and strategy (by chapter), the parties responsible for implementation, and the recommended timeframe as follows:

Immediate: 2009

Short-term: 2010-2011

Mid-term: 2012-2014

Long-term: 2015-2019

Ongoing: Currently in progress and/or to be continued once initiated.

TABLE 10.1 – IMPLEMENTATION MATRIX

Policy	Action	Time Frame	Responsibility
<b>Land Use: An efficient use of land resources with strategic development and redevelopment, preserved natural areas, and strengthened downtown and waterfront areas.</b>			
<b>Objective 1: Design and develop a land use plan that encourages orderly development and the strategic and efficient use of land.</b>			
LU 1.1	New development should be encouraged to locate adjacent to compatible existing development.	Ongoing	Planning
LU 1.2	Encourage new residential development to locate adjacent to existing residential developments, where utilities are available.	Immediate	Planning
LU 1.3	Encourage the development of identifiable districts within the community.	Short-term	Planning
LU 1.4	Future developments should include elements of traditional development patterns.	Ongoing	Planning/Private
LU 1.5	Support neighborhood-scale mixed-use centers where retail uses support neighborhoods, meet local needs, and are located at key crossroads, especially major intersections.	Immediate	Planning
<b>Objective 2: Preserve existing natural areas, and create new natural and open space areas.</b>			
LU 2.1	Identify and prioritize land for open space preservation.	Immediate	Planning
LU 2.2	Create land-use policies to promote compact development and preserve open space.	Short-term	Planning
LU 2.3	Prepare educational materials for both the public and developers on alternative development choices for protecting natural areas.	Short-term	Planning
LU 2.4	Identify areas in the Controlled Growth/Traditional Neighborhood Area to create a greenway network.	Immediate	Planning
LU 2.5	Coordinate with neighboring jurisdictions on creating and linking the greenway network.	Short-term	Admin.
LU 2.6	Acquire additional park land.	Mid-term	Admin.
LU 2.7	Maintain healthy urban and rural forests.	Ongoing	Planning
<b>Objective 3: Preserve and strengthen the downtown.</b>			
LU 3.1	Continue to support and maintain retail in the downtown.	Ongoing	Economic Dev./Main Street
LU 3.2	Maintain and encourage upper story residences in the downtown.	Ongoing	Main Street/Private
<b>Objective 4: Preserve and strategically develop waterfront areas.</b>			
LU 4.1	Support public, recreational, and appropriate development and redevelopment, especially adjacent to the Maumee River in and around the downtown.	Short-term	Economic Dev./Main Street
LU 4.2	The Riverfront should be used, where possible, for a linear pathway system linking various recreational and cultural destination points.	Short-term	Admin./Main Street
LU 4.3	Protect the riparian areas along the Maumee River.	Ongoing	Admin./Fort/Black Swamp
LU 4.4	Improve access and riverfront development in areas where access currently exists.	Short-term	Admin.
LU 4.5	Create recreational and educational amenities and activities on the river.	Short-term	Admin.
<b>Objective 5: Develop the State Route (SR) 25 Employment Corridor in a planned and coordinated manner.</b>			
LU 5.1	Support planned and integrated commercial and industrial developments along the SR 25 corridor.	Ongoing	Economic Dev./Planning
LU 5.2	New development along the SR 25 corridor should enhance the streetscape.	Ongoing	Planning

LU 5.3	Support the Corridor Overlay District as a tool to create attractive and innovative developments along the SR 25 corridor.	Ongoing	Economic Dev.
LU 5.4	Continue to pursue infrastructure improvements along the SR 25 Corridor.	Short-term	Admin./Private
<b>Objective 6: Maintain community character by enhancing existing developments and promoting quality growth.</b>			
LU 6.1	Enhance existing gateway/entrances to create an inviting and welcoming appearance when entering the community.	Ongoing	Admin.
LU 6.2	Continue to encourage a high level of property maintenance to contribute to a safe and aesthetically pleasing community.	Ongoing	Zoning
LU 6.3	Flexibility should be balanced with and result in quality development supportive of the community's quality of life objectives.	Immediate	Economic Dev./Planning
LU 6.4	Create or modify regulations to encourage appropriately scaled public spaces for formal and casual interaction.	Short-term	Planning
<b>Objective 7: Create and modify land use patterns to support improved transportation choice and efficiency.</b>			
LU 7.1	Create compact walkable neighborhoods.	Immediate	Planning
LU 7.2	Promote shared parking.	Ongoing	Planning
LU 7.3	Incorporate "park once" site design elements as part of future retail and mixed use centers.	Immediate	Planning
<b>Objective 8: Promote an orderly development pattern.</b>			
LU 8.1	Renew the zoning code, subdivision regulations, and other development regulations to be consistent with the Comprehensive Plan.	Short-term	Planning/Zoning
LU 8.2	Promote a rational land use development pattern and redevelop land in ways that provides a fiscal benefit and enhances City revenues.	Immediate	Admin./Planning
LU 8.3	Encourage development to occur concurrently with the supporting infrastructure to maximize the City's capital investments.	Immediate	Admin./Planning
LU 8.4	Study annexation potential based on compatibility with the Comprehensive Plan.	Immediate	Admin./Planning
<b>Housing: Encourage flexibility in design and development of multiple housing options for single-family, senior housing and multi-family.</b>			
<b>Objective 1: Promote new housing projects that strengthen the unique physical and social character of the community.</b>			
H 1.1	Develop standards for creating a rich diversity of architectural housing styles appropriate for Perrysburg.	Short-term	Zoning
H 1.2	Incorporate housing as part of mixed-use development, which integrates housing with office and commercial services.	Immediate	Planning/Private
H 1.3	Ensure new developments create usable public spaces.	Ongoing	Planning
H 1.4	Promote the development of neighborhoods that are physically connected to each other.	Immediate	Planning
H 1.5	Provide appealing and comfortable pedestrian streets in order to promote pedestrian activity and create safer neighborhoods.	Ongoing	Admin.
H 1.6	Continue to promote street tree plantings and landscaping as a way to enhance the public realm.	Ongoing	Planning
H 1.7	Promote and comprehensively plan for greenways, bikeways, and trails within new and existing developments.	Ongoing	Planning
<b>Objective 2: Promote the development of a broad range of housing types and prices.</b>			
H 2.1	Provide higher density low maintenance housing choices.	Ongoing	Private
H 2.2	Expand housing options for "move downs".	Short-term	Private
H 2.3	Support private funded senior housing in the old part of town.	Ongoing	Private



H 2.4	Support new housing options for young professionals in or near the downtown.	Short-term	Private
H 2.5	Update zoning and subdivision ordinances to allow for the development of a variety housing types and styles.	Ongoing	Zoning
<b>Objective 3: Support well planned orderly expansion of residential areas.</b>			
H 3.1	Ensure future residential growth is adequately served by existing infrastructure.	Ongoing	Admin.
H 3.2	Support compact residential developments on the edges of the community.	Immediate	Planning/Private
H 3.3	Study the fiscal impacts of future residential developments.	Immediate	Planning/Admin.
H 3.4	New residential development along the riverfront shall be low-density single-family in nature in a clustered or attached planned development pattern sensitive to the riparian and environmental qualities of the river.	Ongoing	Planning
<b>Objective 4: Practice and promote sustainable building and site design practices.</b>			
H 4.1	Support the design and construction of buildings to utilize green building practices.	Immediate	Planning
H 4.2	Create adequate public access to greenway/open spaces areas.	Ongoing	Planning
H 4.3	Provide housing choices with access to natural amenities.	Immediate	Planning/Private
H 4.4	Follow the National Flood Insurance Program (NFIP) standards for development in the floodplain.	Ongoing	Zoning
<b>Objective 5: Encourage community outreach and involvement in the planning of future residential projects.</b>			
H 5.1	Encourage community participation in the planning and design of major residential projects.	Ongoing	Planning
<b>Economy: A sustainable local economy supported by local businesses, encouraging and retaining new quality businesses, a vital Downtown, clean high-tech industry.</b>			
<b>Objective 1: Capitalize on Perrysburg's competitive advantages and continue to attract new businesses to diversify the City's economic base.</b>			
E 1.1	Enhance the City's competitive position as a regional corporate and technology center.	Short-term	Economic Dev./Private
E 1.2	Utilize tax incentives to attract new businesses and support the expansion of existing businesses.	Ongoing	Economic Dev.
E 1.3	Build on Perrysburg's geographic advantages by promoting the riverfront, as well as the community's sports and recreational opportunities.	Immediate	Admin.
E 1.4	Enhance communication between government agencies and strive to create a coordinated, predictable regulatory environment that will facilitate economic growth.	Immediate	Admin.
<b>Objective 2: Pursue initiatives to support job creation and retention within the community.</b>			
E 2.1	Continue to promote the SR 25 Employment Corridor and provide infrastructure improvements that will attract employment-generating land uses.	Ongoing	Economic Dev./Private
E 2.2	Encourage the development of other Planned Employment Centers in strategic areas throughout the community.	Immediate	Planning/Economic Dev.
<b>Objective 3: Pursue initiatives to preserve and enhance the downtown as the center of the community.</b>			
E 3.1	Continue to promote revitalization and redevelopment in and around the downtown.	Ongoing	Economic Dev./Main Street
E 3.2	Support historic preservation activities in the downtown.	Ongoing	Main Street/Historic Landmarks Commission
E 3.3	Continue to promote a diverse mix of uses, including residential and retail, that contribute to the vibrancy of the downtown.	Ongoing	Main Street/Planning/Economic Dev.
E 3.4	Encourage collaboration among downtown stakeholders.	Ongoing	Admin./Private

<b>Objective 4: Provide infrastructure and amenities that attract higher-income professional residents.</b>			
E 4.1	Develop higher density, mixed-use housing products that are attractive to students, empty-nesters, and young professionals.	Short-term	Private
E 4.2	Maintain the high quality of local schools.	Ongoing	Schools
E 4.3	Enhance and expand natural areas and recreational facilities.	Immediate	Admin.
<b>Objective 5: Promote the growth of green businesses and consider environmental impacts in economic development pursuits.</b>			
E 5.1	Actively recruit manufacturing, technology, and service businesses that have a low environmental impact and/or incorporate sustainable environmental practices.	Ongoing	Economic Dev./Private
<b>Objective 6: Strive for a balanced approach to economic development that considers the fiscal impacts of various land uses.</b>			
E 6.1	Plan for economic growth to ensure that new businesses do not overburden the City's existing or planned infrastructure (including water, sewer, and roadway improvements.)	Immediate	Admin.
E 6.2	Encourage pedestrian-oriented retail over auto-dependent retail in order to ameliorate negative fiscal impacts.	Immediate	Economic Dev./Private
E 6.3	Continue to attract professional office uses to the community.	Ongoing	Economic Dev.
E 6.4	Pairing senior housing developments with other uses can help balance the fiscal impacts of senior housing.	Immediate	Private/Admin.
E 6.5	Conduct independent service delivery location assessments for new capital facilities.	Short-term	Admin.
<b>Infrastructure: Improve utility and service delivery in a cost effective manner with a focus on new technology, improved energy efficiency, innovative management and delivery in an environmentally friendly way.</b>			
<b>Objective 1: Provide and maintain high quality services.</b>			
I 1.1	Update the Capital Improvement Plan (CIP).	Ongoing	Admin.
I 1.2	Ensure infrastructure maintenance and replacement projects have adequate and stable funding sources.	Ongoing	Admin.
I 1.3	Continue programmed operation, maintenance, and replacement of existing utility infrastructure.	Ongoing	Admin.
I 1.4	Work to place utilities underground.	Ongoing	Planning/Admin.
I 1.5	Promote the collocation of utility corridors.	Short-term	Admin.
I 1.6	Encourage collaboration with local and regional governmental entities on infrastructure projects.	Ongoing	Admin.
<b>Objective 2: Maintain and enhance the water system.</b>			
I 2.1	Implement the recommendations provided in the Water System Master Plan.	Immediate	Admin.
I 2.2	Develop a detailed maintenance plan for the water system.	Immediate	Admin.
I 2.3	Ensure drinking water is of the highest quality.	Ongoing	Admin.
I 2.4	Maximize usage of the existing infrastructure by promoting infill development and redevelopment.	Short-term	Admin.
I 2.5	Evaluate the possibility of increasing water pump efficiency.	Short-term	Admin.
I 2.6	Future water system planning should be sensitive to instream flows.	Short-term	Admin.
I 2.7	Consider the implementation of water conservation efforts as a means of sustaining water resources and meeting future demand.	Mid-term	Admin.
I 2.8	Encourage and allow reuse techniques and reclamation of wastewater where water quality can be protected.	Mid-term	Admin.
I 2.9	Evaluate needs for alternative long-term water sources.	Mid-term	Admin.

<b>Objective 3: Maintain and enhance the wastewater system.</b>			
I 3.1	Encourage continued improvements to the existing wastewater system to resolve and eliminate wastewater overflow.	Immediate	Admin.
I 3.2	Encourage ongoing implementation and funding of the recommendations provided in the Sanitary Sewer System Master Plan created in 2003.	Ongoing	Admin.
I 3.3	Maximize usage of the existing infrastructure by promoting infill development.	Short-term	Planning/Admin.
I 3.4	Encourage ongoing implementation and funding of the recommendations provided in the Long Term Plan for the Wastewater Treatment Plant created in 2004.	Ongoing	Admin.
I 3.5	Evaluate the possibility of increasing wastewater pump efficiency.	Short-term	Admin.
<b>Objective 4: Maintain and improve the stormwater system.</b>			
I 4.1	Evaluate the development of a stormwater utility.	Ongoing	Admin.
I 4.2	Develop a stormwater master plan.	Short-term	Admin.
I 4.3	Continue to implement the stormwater management program.	Ongoing	Admin.
I 4.4	Update stormwater regulations to include best management practices for stormwater.	Short-term	Admin.
I 4.5	Continue to implement the combined sewer overflow strategy.	Ongoing	Admin.
<b>Objective 5: Take a leadership role in promoting environmentally sound practices in City services and facilities.</b>			
I 5.1	Purchase energy efficient equipment and appliances for City when fiscally possible.	Short-term	Admin.
I 5.2	Explore ways of reducing energy consumption and implementing environmentally sound practices in public buildings and facilities.	Short-term	Admin.
<b>Objective 6: Encourage the strategic extension of utility infrastructure and develop regulations to share extension costs fairly.</b>			
I 6.1	Create a plan to provide adequate infrastructure to support anticipated development in accordance with land use recommendations.	Short-term	Admin./Planning
I 6.2	Annually update development regulations to mandate the shared costs of infrastructures extensions.	Immediate	Admin.
I 6.3	Maintain and pursue funds for future infrastructure improvements and extensions.	Ongoing	Admin.
I 6.4	Promote the ongoing and strategic extension of infrastructure along the State Route 25 employment corridor to enhance economic development.	Short-term	Planning/Admin.
<b>Objective 7: Incorporate emerging technologies into future planning.</b>			
I 7.1	Encourage the development of a GIS system database and coordinator.	Short-term	Admin.
I 7.2	Encourage the inclusion of new technologies in new projects.	Immediate	Planning

**Mobility:** *Mobility choices that meet the diverse needs of the community-including walkways, expanded bike/walking trails, and a safe and improved public transportation network that is efficient, attractive, connected and environmentally responsible.*

**Objective 1: Maintain the efficient functionality of the local transportation network**

M 1.1	Coordinate land use and transportation planning.	Immediate	Planning/Admin.
M 1.2	Develop a Thoroughfare Plan.	Short-term	Admin/Planning
M 1.3	Support the planning, funding, and construction of the US 23/I-475/SR 25 Interchange Modification Project.	Short-term	Admin./Private
M 1.4	Encourage the improvement of intersection levels of service (LOS) to ensure reasonable traffic flow.	Immediate	Admin./Private
M 1.5	Address capacity issues along major roadways.	Short-term	Admin./Private
M 1.6	Minimize curb cuts along arterial roadways.	Ongoing	Planning/Admin.
M 1.7	Promote shared parking.	Ongoing	Planning/Private
M 1.8	Incorporate "park once" site design elements as part of future retail and mixed use centers.	Immediate	Planning/Private
M 1.9	Encourage the creation of efficient internal street systems within new development.	Immediate	Planning
M 1.10	Continue timely street surface repavement and maintenance.	Short-term	Admin.
M 1.11	Maintain and pursue transportation funds.	Ongoing	Admin.
M 1.12	Collaborate with local, county, and regional governmental entities on transportation planning related issues.	Immediate	Admin.

**Objective 2: Address neighborhood transportation issues in a manner that balances overall mobility with neighborhood integrity**

M 2.1	Create compact walkable neighborhoods.	Ongoing	Planning/Private
M 2.2	Continue to require the installation of sidewalks and encourage increased connectivity between sidewalk networks.	Ongoing	Planning
M 2.3	Complete gaps in the sidewalk network.	Immediate	Planning/Private
M 2.4	Create traffic calming guidelines for neighborhood streets.	Short-term	Planning/Admin.
M 2.5	Address traffic concerns around schools.	Short-term	Admin.
M 2.6	Require increased connectivity within and between new neighborhoods.	Immediate	Planning/Private
M 2.7	Expand and incorporate multi-use paths in new and existing neighborhoods.	Immediate	Planning/Private
M 2.8	Establish regulations that create high quality neighborhood streets.	Short-term	Planning/Admin.

**Objective 3: Improve the appearance of roads and streets to compliment the built environment.**

M 3.1	Enhance identified roadway sections to improve pedestrian facilities and aesthetics.	Short-term	Admin.
M 3.2	Establish an "Adopt a Road" project to encourage businesses to contribute to landscaping of roadways.	Short-term	Admin.
M 3.3	Create guidelines for protecting the scenic quality of rural roadways.	Short-term	Planning
M 3.4	Utilize innovative roadway design to improve the appearance of the public realm (traffic circles, parkway road cross-sections, etc.)	Short-term	Admin./Planning
M 3.5	Physically define thoroughfares as civic spaces through building placements and landscaping.	Short-term	Planning

**Objective 4: Increase opportunities for alternative modes of transportation throughout the community.**

M 4.1	Incorporate multi-use paths in all new developments and roadway projects.	Immediate	Planning/Private
M 4.2	Expand the multi-use path system to connect destinations.	Ongoing	Planning/Private

M 4.3	Implement the recommendations of the 2002 Bicycle Facilities Plan.	Short-term	Planning
M 4.4	Establish a riverfront multi-use pathway system linking various recreational and cultural destination points.	Short-term	Admin.
M 4.5	Public transit opportunities should be included in community planning.	Short-term	Admin.
M 4.6	Encourage mixed-use development with multi-modal transportation connections.	Short-term	Private
<b>Community Services: Efficient provision of environmentally healthy services and programs especially a quality school system, public library, multi-faceted community center, excellent public safety division and a diverse and connected park system including the riverfront.</b>			
<b>Objective 1: Maintain high quality services to meet the growing needs of the community.</b>			
CS 1.1	Develop and administer a community survey as a means to monitor satisfaction with the level and types of services provided.	Short-term	Admin.
CS 1.2	Monitor development trends to anticipate and plan for changes in the community's service needs.	Short-term	Admin.
CS 1.3	Enhance programs and services designed for the senior and youth populations in the community.	Short-term	Admin.
<b>Objective 2: Maintain and enhance the parks and recreational system.</b>			
CS 2.1	Enhance the existing park system.	Short-term	Admin.
CS 2.2	Consider providing recreational programming throughout the year.	Short-term	Admin.
CS 2.3	Future neighborhood parks should be programmed with new elementary schools.	Mid-term	Admin./Schools
CS 2.4	Consider the development of a new recreational center.	Mid-term	Admin.
CS 2.5	Improve access and recreational opportunities along the Maumee River.	Short-term	Admin.
CS 2.6	Establish a multi-use path system along the Maumee River.	Mid-term	Admin.
CS 2.7	Improve and expand the Maple Street Boat Launch.	Short-term	Admin.
CS 2.8	Improve waterfront access and facilities at Orleans Park.	Short-term	Admin.
<b>Objective 3: Continue to provide high quality safety service protection.</b>			
CS 3.1	New development should pay for the provision of necessary community services and facilities.	Ongoing	Admin.
CS 3.2	Encourage intergovernmental coordination on community service and facilities related initiatives.	Ongoing	Admin.
CS 3.3	Ensure the Police Division continues to be adequately staffed.	Ongoing	Admin.
<b>Objective 4: Provide community services in an environmentally friendly manner.</b>			
CS 4.1	Increase the average fuel efficiency of the municipal vehicle fleet.	Immediate	Admin.
CS 4.2	New community facilities should utilize environmentally sustainable practices.	Short-term	Admin.
CS 4.3	Improve recycling rates and levels of service in the City.	Ongoing	Admin.
<b>Objective 5: Maintain an excellent educational system.</b>			
CS 5.1	Maintain a strong relationship with the school district.	Ongoing	Admin./Schools
CS 5.2	Collaborate with the school district to plan for the appropriate location of new school sites.	Mid-term	Admin./Schools
CS 5.3	Support the Way Public Library.	Ongoing	Admin./Library

<b>Historic and Cultural Resources:</b> <i>Maintain the integrity of and encourage appreciation of our historical and cultural resources and provide a variety of arts and cultural activities and facilities to serve all age groups.</i>			
<b>Objective 1: Enhance and improve the promotion and preservation of the City's historic and cultural resources.</b>			
HCR 1.1	Develop and maintain an inventory of the historic sites located within the City.	Ongoing	Historic Landmarks Commission/Historic Perrysburg
HCR 1.2	Create a wayfinding system to identify historic structures and sites and encourage tourism.	Ongoing	Historic Perrysburg/Convention and Visitor's Bureau
HCR 1.3	Collaborate with community organizations to promote historic and cultural tourism.	Ongoing	Historic Perrysburg/Convention and Visitor's Bureau
HCR 1.4	Encourage collaboration among downtown stakeholders.	Ongoing	Admin.
HCR 1.5	Encourage the preservation, restoration, rehabilitation and reuse of historic structures and sites.	Ongoing	Admin./Historic Landmarks Commission/Historic Perrysburg/Private
HCR 1.6	Consider historic and cultural resources in all land use decisions.	Ongoing	Planning/Historic Landmarks Commission
HCR 1.7	Encourage the continuation of Architectural Review Committees.	Short-term	Planning
<b>Objective 2: Enhance and support existing cultural facilities and programs.</b>			
HCR 2.1	Develop a plan for establishment of a centralized center for the arts and cultural activities.	Short-term	Arts/Admin./Planning
HCR 2.2	Consider the development of a community amphitheater.	Short-term	Admin.
HCR 2.3	Consider the development of a community youth center.	Mid-term	All
HCR 2.4	Support Fort Meigs Memorial State Park.	Ongoing	All
HCR 2.5	Identify and preserve natural landscapes important to the character of the community including scenic byways.	Short-term	Historic Perrysburg
<b>Urban Form:</b> <i>Create a unique physical environment which preserves the historic character and small town feel; supported by a mix of uses that encompasses a variety of design styles, well detailed streetscape and inviting public gathering areas.</i>			
<b>Objective 1: Develop a community gateway and interstate beautification plan.</b>			
UF 1.1	Create a gateway overlay zoning district.	Short-term	Admin./Planning
UF 1.2	Create gateway demonstration projects at the entrypoints on routes 20 and 25.	Short-term	Admin.
UF 1.3	Introduce attractive landscaping at identified gateways.	Ongoing	Admin.
UF 1.4	Promote traffic calming techniques at targeted gateways such as choke points, bulb outs, and boulevard/planted medians.	Immediate	Planning/Admin.
<b>Objective 2: Integrate public art into the built environment.</b>			
UF 2.1	Integrate public art as part of community buildings and facilities.	Short-term	Arts
UF 2.2	Encourage partnerships with local artists to work on public art projects.	Short-term	Arts/Admin.
<b>Objective 3: Strengthen Downtown as the historical and cultural center of the community</b>			
UF 3.1	Maintain and enhance existing public spaces and develop new social nodes in the downtown.	Ongoing	Admin./Historic Landmarks Commission/Historic Perrysburg/Main Street
UF 3.2	Identify strategic locations to more effectively integrate the Maumee River into fabric of the downtown.	Short-term	Admin./Historic Landmarks Commission/Historic Perrysburg/Main Street
UF 3.3	Create new educational and recreational activities along the Maumee River near downtown.	Short-term	Admin.

UF 3.4	Support existing, and new local businesses that provide dining, retail and entertainment options.	Ongoing	Economic Development/Main Street
UF 3.5	The scale and form of development of the Commodore site shall be consistent with the existing form and character of the downtown and surrounding neighborhoods.	Ongoing	Schools/Admin./Main Street/Historic Perrysburg/Private
<b>Objective 4: Continue to preserve the local rural heritage.</b>			
UF 4.1	Preserve the scenic quality of the rural landscape by defining the edge of the community.	Short-term	Planning
UF 4.2	Preserve and protect rural areas in collaboration with surrounding jurisdictions.	Short-term	Planning
<b>Objective 5: Encourage a traditional development pattern with strong neighborhood qualities.</b>			
UF 5.1	Guide new development to expand on the existing grid network, and create new development patterns that are well connected.	Short-term	Planning
UF 5.2	Provide for a mix of uses in existing zoning districts to allow for the creation of new neighborhood centers.	Short-term	Planning/Zoning
UF 5.3	Ensure all new development provides for areas that contribute to the public realm.	Short-term	Planning/Zoning/Private
UF 5.4	New neighborhoods will have neighborhood scaled streets, with street trees and sidewalks.	Ongoing	Planning/Zoning/Private
UF 5.5	Regulate the placement of buildings onsite by regulating short front yard setbacks to orient buildings to the street/public realm.	Ongoing	Planning/Zoning/Private
UF 5.6	Encourage a variety of architectural styles.	Ongoing	Planning/Zoning/Private
<b>Implementation</b>			
<b>Objective 1: Involve a wide variety of stakeholders in implementation.</b>			
I 1.1	Engage non-government partners to assist with implementation.	Short-term	Admin.
I 1.2	Cooperate with Wood County and other neighboring jurisdictions.	Immediate	Admin.
I 1.3	Provide ongoing educational opportunities and materials on innovative planning concepts.	Ongoing	Planning
<b>Objective 2: Monitor and evaluate implementation.</b>			
I 2.1	Prepare an annual report that summarizes the status of all goals and objectives.	Short-term	Planning
I 2.2	Issue a summary of the annual report to the media and public.	Short-term	Planning
I 2.3	Present the annual report at a public meeting.	Short-term	Planning
<b>Objective 3: Provide and recruit resources for implementing the Plan.</b>			
I 3.1	Prepare and regularly update a Capital Improvement Plans (CIP).	Short-term	Admin.
I 3.2	Prepare annual departmental work programs and budgets with awareness of the Comprehensive Plan.	Short-term	Admin.
I 3.3	Identify and secure funds for prioritized initiatives (This could include grants, tax measures, bonds, private investments, etc.).	Ongoing	Admin.