



2021

PERRYSBURG TOMORROW

LAND USE UPDATE PLAN

CITY OF PERRYSBURG, OH

August 20th, 2021 - DRAFT



ACKNOWLEDGMENTS

Thank you to the steering committee members, stakeholders, community members, staff, and officials who invested their time and expertise in the creation of this Plan for the future of the City of Perrysburg.

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01

PROJECT
PURPOSE

Project Purpose

ABOUT THE PLAN

In 2020, the City of Perrysburg initiated a process to create a Land Use Update Plan, which was branded **Perrysburg Tomorrow**. The project evaluated existing land use and zoning, drafted future land use character designations, identified target focus areas, and developed a vision and strategy for these areas that can respond to opportunities in the regional marketplace. Additionally, the Plan is intended to guide the City of Perrysburg and other community organizations in the development of public projects that will enhance the pedestrian realm, direct private projects that will help achieve layered community objectives, and help all stakeholders in the community foster productive relationships to transform Perrysburg.

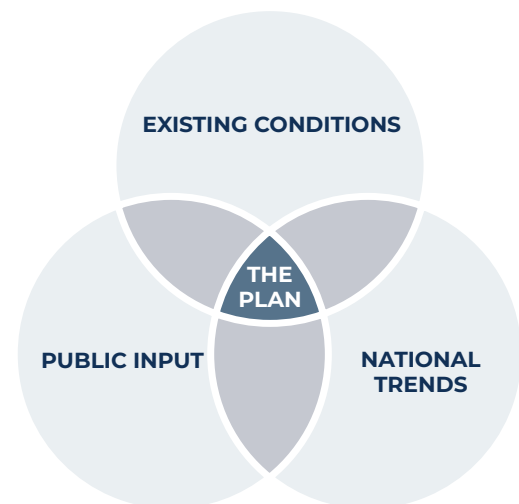
The Plan was created with guidance from City Staff, and the **Perrysburg Tomorrow Steering Committee**. The committee included broad representation from the community. This included elected and appointed officials, local stakeholders including Perrysburg Schools, as well as general community representatives.

PLAN GOALS + OBJECTIVES

This Land Use Plan is a very important community blueprint. It sets the direction for where and how the City should grow over the next ten to twenty years. Within this broader goal there are a number of community wide objectives the Plan achieves. This includes economic, land use, infrastructure, housing, and other broad community objectives.

The following are some specific objectives the Plan helps achieve.

- Establish a uniform vision for Perrysburg through future land use designations
- Identify opportunities for new catalyst projects that will generate new city revenue while enhancing the character and brand of the community
- Support future development through creative redevelopment strategies and incentives
- Create a plan that has broad public and private sector support
- Support future funding initiatives (e.g. state and federal grant programs)



The Plan was created by integrating three key inputs. This included existing conditions, public input, and national trends.

PLAN ELEMENTS

The Land Use Plan is a holistic and informed blueprint for future growth and development. Many layers of input from quantitative and qualitative analyses were considered, and extensive community involvement was conducted to create a technical and community informed vision. The following describes these inputs and how they informed the Plan.

Existing Conditions

Existing conditions within the community that were considered include current land use, demographics, parks and open space, mobility, development character, community vision, infrastructure, among other community conditions. With an understanding of the existing conditions, the planning team and the Perrysburg Tomorrow Steering Committee worked to create the Plan.

Public Engagement

Throughout the planning process, the planning team facilitated public input sessions to gain insight into community values and aspirations for how and where the City should grow. These sessions revealed strategic insight on the issues and opportunities within the community, and preference for a desired growth strategy.

Committee + Stakeholder Guidance

The planning team also facilitated discussions among steering committee and stakeholder meetings. Issues and opportunities made apparent during these discussions were used to validate findings from analyses and community engagement, and build focus and direction for the Plan recommendations. These dedicated community members helped create the project framework and championed the Plan on behalf of their community.

Conditions + Best Practices + National Trends

The existing condition of Perrysburg's land use, demographics, housing, population and other characteristics were evaluated to build an understanding of where the City has been, where it is today, and where it is trending. This insight provided the foundation necessary to create a technically informed blueprint for the future.

PURPOSE OF THE PLAN

GUIDE...

...THE COMMUNITY IN EVALUATING PROPOSED PUBLIC, PRIVATE, OR JOINT PROJECTS.

INFORM...

...CURRENT AND PROSPECTIVE PROPERTY OWNERS AND DEVELOPERS ON DESIRABLE GROWTH PATTERNS.

MEASURE...

...PROGRESS AND EFFECTIVENESS OF PROJECTS IN PERRYSBURG TO ENSURE THEY STRENGTHEN THE COMMUNITY AS A WHOLE.

An examination of national trends also provided insight into what the City should be considering related to housing and community preference as well as economic conditions and trends. This was especially valuable since the country continues to trend toward e-commerce impacting retail nationwide, and technology and innovation are radically shifting the future and the evolution of smart cities.

Plan Framework

The Plan integrates these elements and introduces guiding principles that represent the values and goals of the Perrysburg community. The principles serve as a guide that reinforce future development character and will shape the City for years to come. The guiding principles also informed the development of the Land Use Plan and reinforce focus area concepts.

The Land Use Plan is the backbone of the document and illustrates how land should be developed or zoned in the future, and gives direction on how to update the City's Zoning code to align with the community's land use vision.

Focus Area Concepts

Within the Land Use Plan are three focus areas. Each key focus area was identified for its ability to advance the principles future land uses, and development opportunities outlined in the Plan. Each site has development or redevelopment potential, as well as the opportunity to accommodate growth that will generate new income opportunities for the City.

The focus area concepts provide site analysis and potential development solutions to various development-ready sites in the City. They also provide an area profile that outlines population increase, diversity in housing choices, as well as fiscal impacts such as tax revenue increases and infrastructure costs based on the development scenario. These concepts are intended to be used as a guide for the City and developers to usher Perrysburg into the future through proven design principles and forward-thinking development.

Community Connections

One of the final elements of the Plan is community connections. This section of the Plan evolves the land use recommendations by illustrating how greenways and open spaces should be planned and connected, how destinations are connected through non-motorized options, and how the edges and gateways of the community should be identified and treated.

Recommendations + Next Steps

The final component of the Plan are specific recommendations that should be followed to advance the Plan. This includes general recommendations, and specific land use and focus area recommendations.

PLANNING PROCESS

The Perrysburg Land Use Plan Update process spanned approximately ten months and included both technical research and public involvement. The result was an intuitive, informed, and proactive document.

The planning process was developed at the beginning of the project. This process helped guide project activities, many of which were carried out concurrently in order to maintain the overall project schedule.

Project Launch

During this initial step in the planning process, the scope of services was defined for the planning team, consisting of contracted planning consultants and key members of City staff. Members of the Steering Committee were also identified and invited to participate during the process.

Understanding the Context

Throughout the late Summer of 2020, the consultant team collected and analyzed data about all aspects of the City and studied regional and national trends. This information provided an understanding of the current conditions in Perrysburg and informed the recommendations found in the Plan. Existing conditions were reported to the Steering Committee for general feedback and verification.

Community Engagement

Concurrently with the existing conditions assessment, public input was conducted using a combination of Steering Committee meetings, stakeholder interviews, virtual public meetings, an on-line survey, and a statistically valid phone survey to gain insight into the concerns and needs of Perrysburg residents.

Developing the Plan Framework

This step in the planning process involved developing recommendations for public and private improvements in the City and within the Water/Sewer service boundary. Future Land Use districts were identified, along with creating concepts within various focus areas around Perrysburg. Overarching community connections and other conservation techniques were also identified during this step.

There was also an iterative process allowing the Steering Committee and the general public an opportunity to review and provide feedback on a draft version of the Plan. This was a key step in ensuring the Plan is supported by the public and that its recommendations are successfully implemented in the future.

Finalizing Recommendations

Once the Plan components were completed, compilation of the Plan document began. The final Plan is a concise, coherent, and easily comprehended document. It is meant to be read and used by any Perrysburg community member and its straightforward design should aid in the swift implementation of its recommendations.



This graphic illustrates the planning process, the key milestones, and what was conducted at each milestone.

HOW TO USE THE PLAN

The Perrysburg Land Use Plan Update is a living document. It will need to be reviewed annually and updated periodically. The City will be charged with overseeing the implementation of the Plan and coordinating the efforts of the parties identified as being responsible for its implementation. As conditions change and various sections of the Plan are implemented, the City may find additional projects and/or strategies with which to achieve the desired goals and objectives.

A land use plan is a community's "blueprint" for the future. It is the vision of what a community wants to become and a proposal for the steps needed to realize that vision. Specifically the Plan achieves the following:

- Documents and illustrates what the community looks like today and what direction it wants to go in the future; it includes assessments of existing resources and issues, projections of future conditions and needs, and consideration of collective goals and desires.
- Translates the community's values into specific actions. It is a policy guide which not only addresses land use and infrastructure, but also includes important social, natural resource, and economic values of the community.
- Covers an approximate time frame of 10-20 years; it is assumed that shorter-term reviews will keep it current with the changing needs of the community.
- Integrates with other municipal documents and initiatives.

WHO WILL USE THIS PLAN?

The Plan is intended to be used by a variety of audiences. The following are select groups that may most frequently utilize the Plan:

- Citizens - residents, business owners, and developers use the Plan to submit development proposals to the City.
- City Council - elected officials use the Plan to guide policy decisions regarding land use, zoning, and development proposals.
- Planning Commission, Board of Zoning Appeals, and other City Organizations and Boards - citizens appointed by City Council may use the Plan to provide policy recommendations to City Council.
- City and County - use the Plan to communicate with the public and development community on the priority initiatives for the City of Perrysburg.

Used effectively, the Plan will make the process of new development and growth in the City of Perrysburg easier and more efficient.

ADDITIONAL PLAN INTEGRATION METHODS

The following are some additional methods where potential projects from this Plan can be implemented:

Annual Work Programs + Budgets

Individual City departments (e.g. Service and Parks) and administrators should be cognizant of the contents of the Plan when preparing annual work programs and budgets. Plan recommendations should be considered when reviewing budgets to layer city improvements with the recommendations outlined herein. By doing this the City can use public funds to help attract and elevate private investment, in turn creating opportunities for more revenue generating developments.

Development Approvals

Administrative and legislative approvals of development proposals, including rezoning, major site Plans, and conditional use permits, should be a central means of implementing the Plan. Decisions by elected and appointed officials should reference relevant Plan recommendations and guidelines. City plans and codes should also reflect and support the vision and recommendations in the Plan.

Capital Improvements + the General Fund

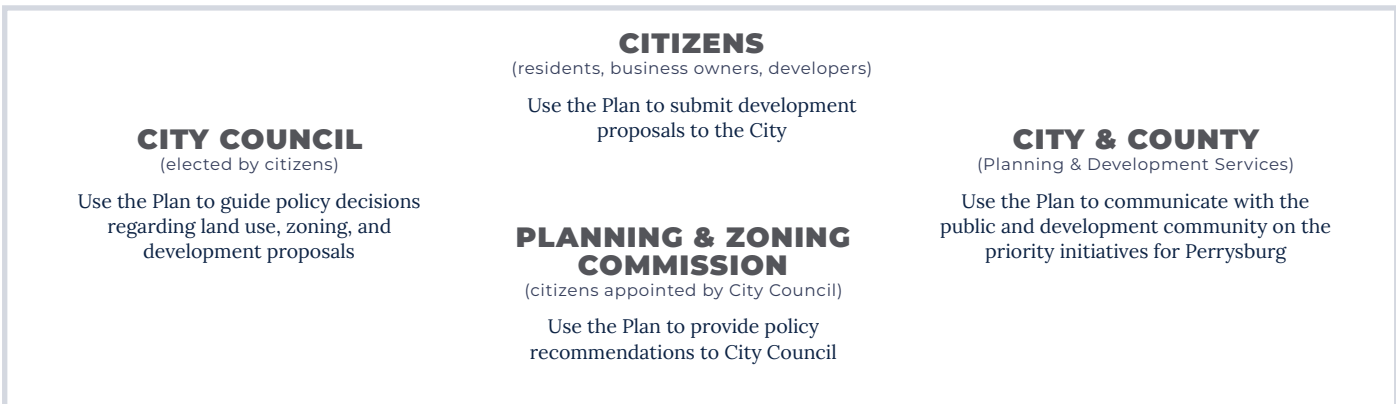
The City’s plan for Capital Improvements and use of the General Fund should be prepared consistent with the Plan’s policies and infrastructure recommendations. New improvements that are relevant to recipients of the General Fund (i.e. Parks, Building and Planning, Engineering, etc.) as well as other tax funds such as Street Improvements should be considered as a means to implement the recommendations of this Plan.

Economic Development Incentives

Economic Development incentives should be reviewed periodically to ensure consistency with the Plan and current legislation. New state ordinances may develop that change the economic landscape for funding projects in Ohio. This Plan should be leveraged to apply for funding which requires a set of guidelines or area plan.

Private Development Decisions

Property owners and developers should consider the goals and strategies of the Plan in their land planning and investment decisions. Public decision-makers will be using the Plan as a guide in their development deliberations such as zoning matters and infrastructure requests. This Plan should be used as a tool by the City to clearly communicate to property owners and developers the overall vision for growth in Perrysburg.



The diagram above shows the four main groups who will use this Land Use Plan, and how they may use it moving forward.

02

UNDERSTANDING THE CONTEXT

Understanding The Context

OVERVIEW

This section outlines the key data, metrics, and perspectives that is the foundation of the plan. This includes the data and analysis on existing conditions, information on national and regional trends, and key findings from the public engagement process. Collectively, these three elements served as the pillars from which the land use vision, plan, and recommendations were developed. Through this approach, the Plan is both technically and intuitively informed.



One of the methods used to gather information was a site visit and walking tour. The image above was taken on the walking tour, and is the current home of Zingos, Stellas, and historically Houk's Drugstore.

Figure 2-1: Study Area Map



The project study area follows the existing sewer and water service boundary. This boundary was selected as the study area because it represents where the City can grow through the extension of its services.

COMMUNITY ANALYSIS

STUDY AREA

The study area is defined by the City of Perrysburg water and sewer service boundary. This boundary includes all of the City of Perrysburg as well as portions of Perrysburg Township and Middleton Township. The main vehicular routes through the area are Interstate 75 that runs north-south, and Interstate 475 that bisects the study area from east to west. The Maumee River bounds the study area to the north, while the railroad track east of Thompson Road bounds the west, the agricultural parcels past Five Points Road bound the area to the south, and River Road and Hull Prairie Road bound it to the west.

COMMUNITY SNAPSHOT

Perrysburg has a storied past, and is a community with many attractive qualities and amenities. The community values education, events, athletics, parks, the small town feel, and the beauty and natural value of the Maumee River.

Perrysburg's population has been growing at around 250 residents annually for the last 20 years. The average household size is larger than regional and state averages at 2.48 people per household. Compared to the rest of Wood County, Perrysburg has a larger percentage of children in the 0 to 15 age range, as well as the 45 to 50 age range. This shows that the Gen X generation is having kids in greater numbers in the area, indicating the desire for families to locate here. The 20 to 25 age range is lower, which may elude to college-aged residents moving away for school. This remains consistent with the high level of educational attainment in the City. In Perrysburg, 53% of residents over the age of 25 have at least a bachelors degree. According to ESRI Business Analyst, the top three household types in Perrysburg are professional couples without children, young professionals with families, or couples retired or planning for retirement. Other household types include young professional families that have opted to trade up to the newer housing in the suburbs that are well-educated, as well as newly retired individuals with which can be characterized by small household size, being fiscally conservative, mostly renter occupied, and often living in multi-unit structures.

Excellent public schools, a historic downtown, the community culture, and many other factors make Perrysburg a great place to live. With a larger average household size than the county and the state, the data reinforces that families are flocking to the City.

Perrysburg is also a relatively affordable community. The Housing Affordability Index (HAI) is significantly higher (221) than the region and Ohio, which is driven by higher median incomes and attainable home values and rents. An index above 100 signifies that a family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment.

Perrysburg's housing stock is mixed with newer single-family housing and aging multi family. Over 60% of housing in Perrysburg is detached single-family, with the majority of those units built before 2000. Since 2010, roughly 340 multi-family units have been added, which accounts for 15% of all the multi-family units in Perrysburg.

There has also been a declining number of new commercial building permits pulled since 2015, which eludes to not only the scarcity of developable land within City limits, but also that there are aging commercial centers within the study area. A growing community, a competitive housing market, and a high median income amongst residents puts Perrysburg in an advantageous position in regards to growth and development in the near future.

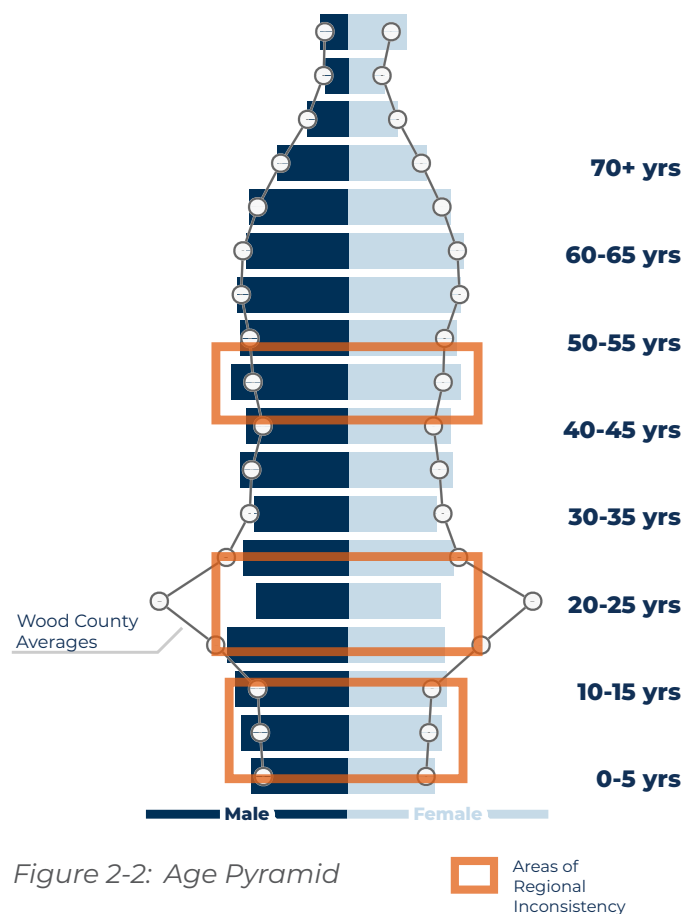
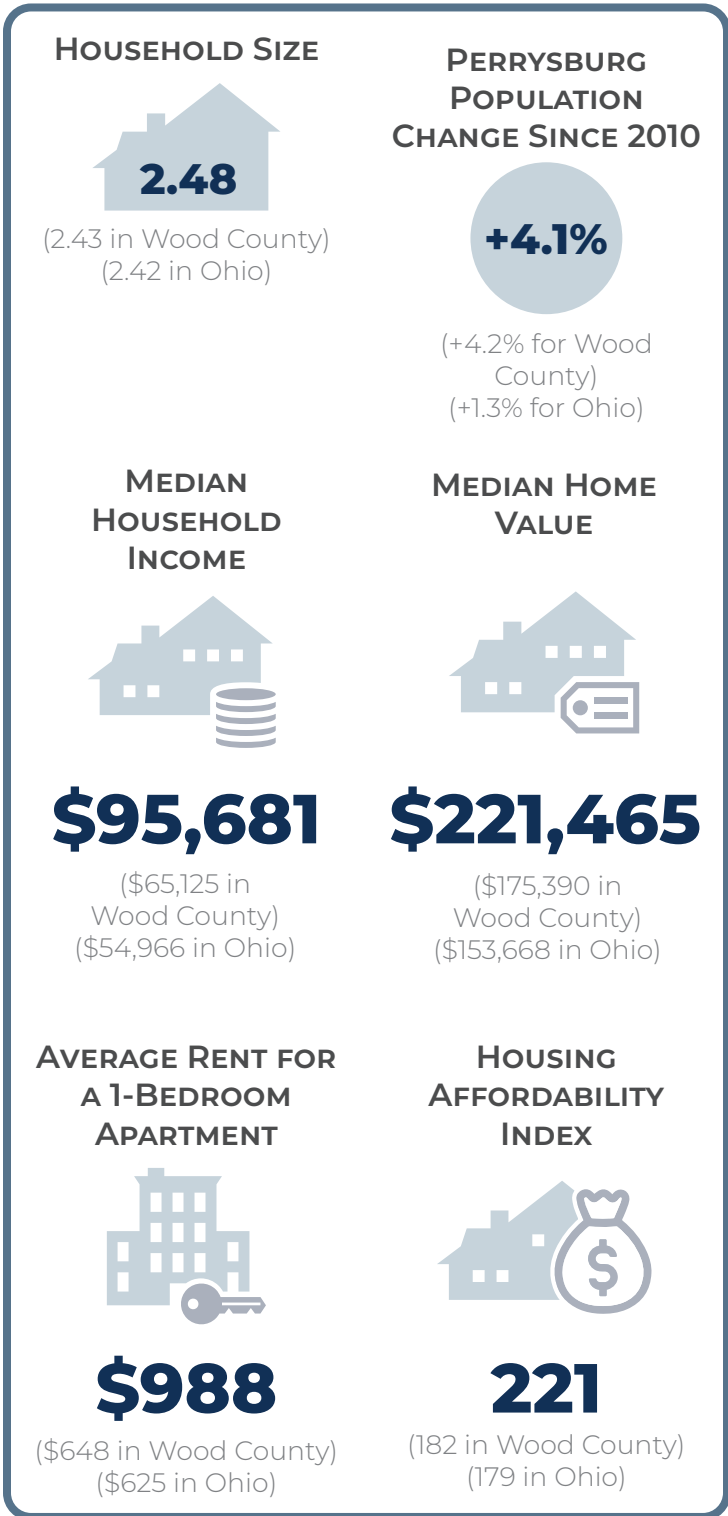


Figure 2-2: Age Pyramid

Areas of Regional Inconsistency



Above: An example of newer multi-unit housing in the community which can serve the demand for the housing diversity demanded by an aging population.

Left: To interpret the Housing Affordability Index a value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. An index above 100 signifies that a family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, a composite HAI of 120.0 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. An increase in the HAI, then, shows that this family is more able to afford the median priced home.

Figure 2-3: Community Snapshot Data

Zoning

There are 18 different zoning classifications in the City of Perrysburg. Various residential zoning districts make up the largest portion of the City, with industrial, institutional and natural space designations covering other major areas in the City. Four special overlay districts, including the Urban Village Districts in the center of the City, the Historic Districts near the river, the Corridor Districts along US-25, and smaller Planned Urban Development (PUD) Districts are scattered throughout Perrysburg. Residential zones are further broken down into single family, two family, and multiple family districts. Most residential neighborhoods are located north of I-475 and I-75, with newer areas being developed south of the interstates. Industrial zones are currently concentrated in close proximity to the north and south of the I-475 and US-25 interchange. Institutional zones are spread throughout the City, while agricultural and open space zones are located to the south and along the Maumee River. Other zones include a walkable and destination-based commercial zone in downtown and auto-oriented and big-box/strip commercial uses along US-25 and US-20.

Outside of Perrysburg's City limits, there are two bordering townships that are within the Perrysburg water and sewer service boundary. East of US-25 and I-75 is Perrysburg Township. Most of the zoning districts closest to US-20 are various commercial and PUD designations, with residential districts behind US-20 that border the city. There are also areas off of US-25 that allow for commercial and residential development as they border similarly zoned land in the City of Perrysburg. Middleton Township is located on the west side of US-25. All of the land south-west of the study area in Middleton Township is zoned agricultural. A strong understanding of these zoning designations was important to ensure there is holistic consideration given to how land is planned and used in the future.



Most of the land to the south and east parts of the study area consists of agricultural and open space.

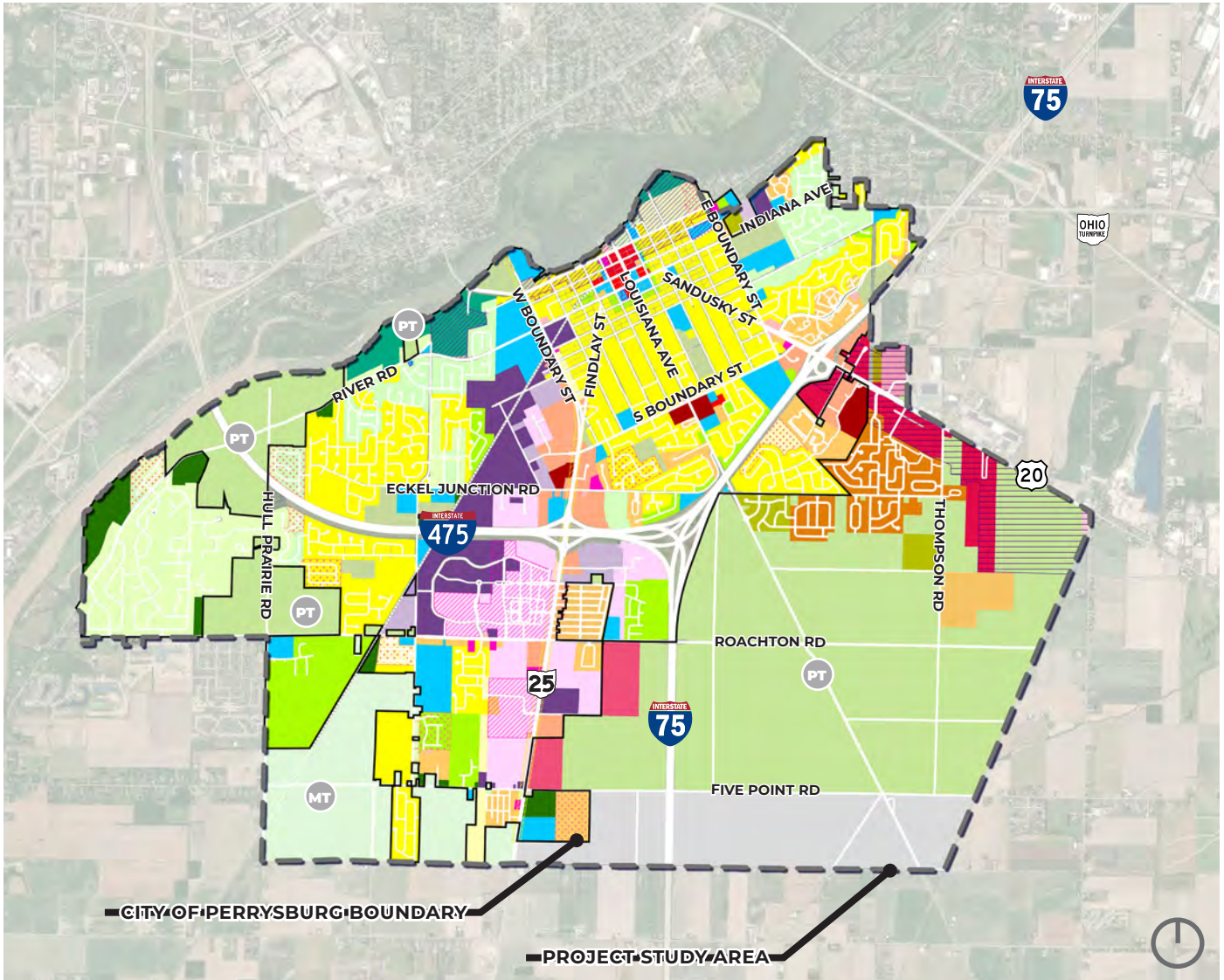
MIDDLETON TOWNSHIP ZONING KEY (MT)	
	A-1 Agricultural District

*Look for the (MT) circles that designate Middleton Township Limits

PERRYSBURG TOWNSHIP ZONING KEY (PT)	
	A-1 Agricultural District
	R-2 Suburban Resi. Low
	R-3 Suburban Resi. Medium
	R-4A Suburban Resi. High
	R-5 Suburban Resi. High
	PUD-R
	PUD-M
	C-1
	C-2
	C-3
	I-1
	I-2
	Route 20/23 Overlay District

*Look for the (PT) circles that designate Perrysburg Township Limits

Figure 2-4: Existing Zoning Map



CITY OF PERRYSBURG ZONING KEY					
	R1 - Single Family Residential		C1 - Neighborhood Commercial		OS - Office and Service
	R2 - Single Family Residential		C2 - Central Business		P - Park
	R3 - Single Family Residential		C3 - Community Shopping		S1 - Scenic and Open Space
	R4 - Single Family Residential		C4 - Highway Commercial		CDP/PUD Overlay District
	R5 - Two Family Residential		I1 - Light Industrial		Corridor Overlay District
	RM - Multi Family Residential		I2 - General Industrial		Historic Overlay District
	PBP - Planned Business Park		INS - Institutional Uses		Urban Village Overlay District
	A1 - Agricultural				

Land Use

Understanding current land uses in the study area provides a context that guides Plan recommendations. Updating land use designations and identifying areas within the boundary that have higher and better uses, comes from analyzing existing conditions and building on the variety of land uses that exist. Primarily, residential and agricultural uses dominate the study area. Residential uses are located north of I-475, while agricultural uses are located south of the interstate in the more rural portions of the study area. Commercial and industrial uses are located along I-475 and the interchanges at Routes 25 and 20. Institutional and park land uses are scattered throughout the study area, with a gap in park space south of I-475. Vacant and undeveloped land currently exist around newer commercial and residential developments.

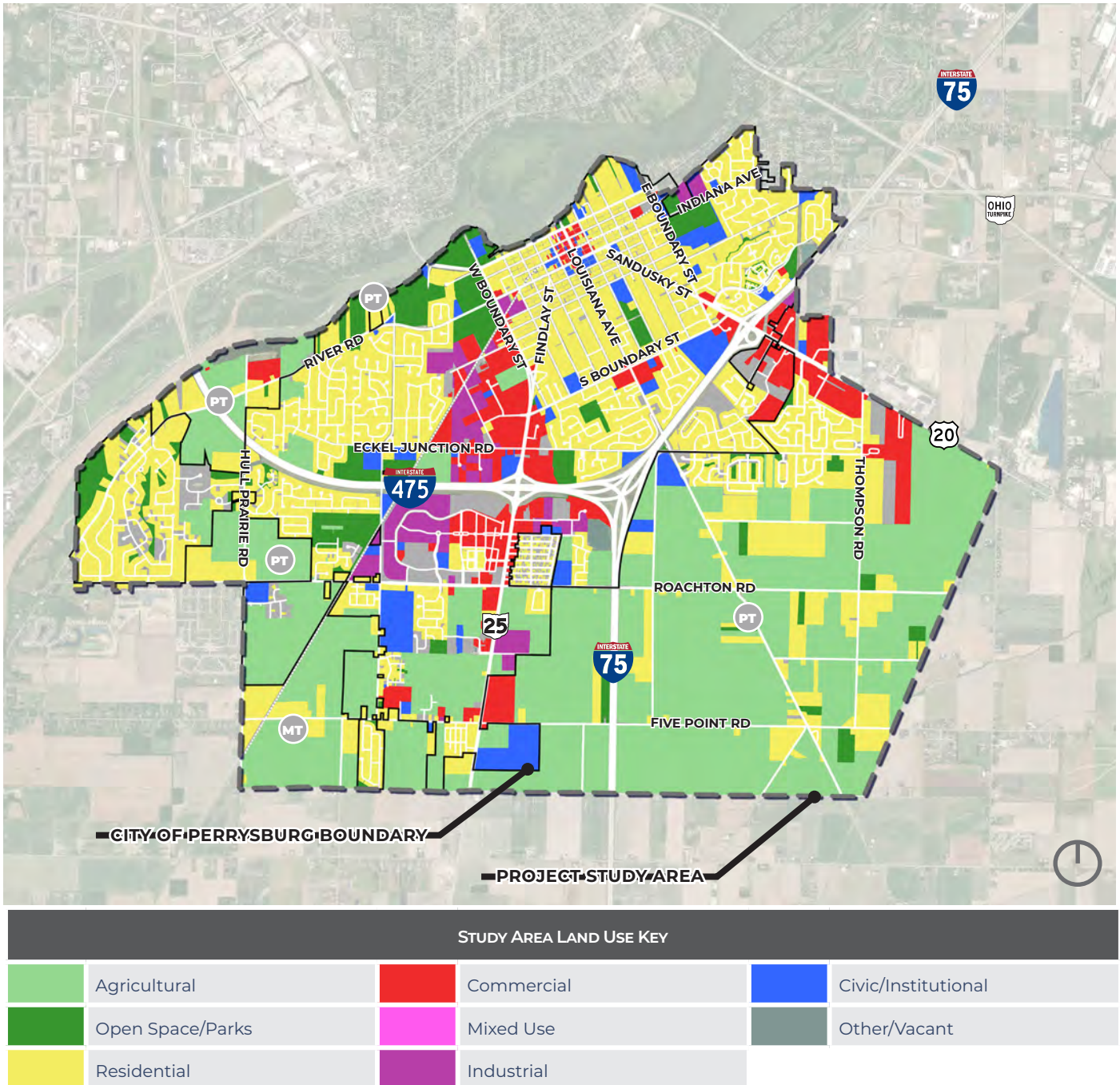
In the Future Land Use Plan (2017), the Wood County Planning Commission outlines existing trends and principles that should guide land use for years to come. Perrysburg, Middleton Township and Perrysburg Township are prioritized for reinvestment and shown with commercial and industrial uses. Towards the City of Perrysburg, enhancement areas are laid out that stress the importance of public space and small town character. Further away from the City, growth management areas are prevalent where the county plan recommends mixed use, high-quality development. Further to the southeast, rural management areas are more prevalent. The counties plan highlights the value agricultural production provides to the economy and the desire to maintain agriculture as an active use. The Future Land Use Plan is important to take into consideration as some of this report's analysis focuses on areas outside of the where annexation may occur. The report also represents other values that are important to the people of Wood County, such as respecting agricultural production and the potential for new growth.



Top and Middle: A variety of developable (vacant or undeveloped) land in the study area offer opportunity for varying uses.

Bottom: Developed areas in the study boundary may have the potential for improved uses.

Figure 2-5: Land Use Map



*Look for the **MT** and **PT** circles that designate *Middleton Township Limits* and *Perryburg Township* respectively.

Mobility

The City of Perrysburg includes different options for people to get around. A traditional street grid forms the older Perrysburg neighborhoods in the northern portion of the City, while a more suburban pattern forms to the east, west, and south of downtown. Three major highways bisect the area: I-75 running north/south, I-475 running east/west, and I-80, the Ohio Turnpike, on the northeastern outskirts of the City. I-75 is a heavily trafficked route, being a major regional interstate. Route 25, a historic highway, cuts directly through the middle of the City. The Maumee River borders the City to the north and is navigable by smaller recreational boats. Boat docks are located at the end of Louisiana Avenue and Maple Street. Although the Maumee River does not serve as a primary commercial connection to other cities because it cannot handle commercial traffic at this point in the river, it does serve as a point of cultural connection to other cities that share its water throughout Ohio and Indiana.

In addition to the network of streets and waterways, Perrysburg has a robust sidewalk network within a majority of its neighborhoods and commercial centers, but lack a complete non-motorized system due to the lack of multipurpose trails and bikeways. Within the parks system, there are over four miles of pedestrian paths. There are few bike paths outside of the City's boundaries that could be better connected to the City and regional system.

The City does not have its own fixed-route public transit system, but Perrysburg Transit does provide on-demand services for all citizens at very little cost. There are two connecting points for people who wish to connect to the Toledo Area Regional Transit Authority (TARTA) lines.

The City is well connected for vehicular and pedestrian uses, but lacks regional multi-modal connections and bike infrastructure. Strengthening local connections can enhance the overall quality of life for residents.

Figure 2-6: Mobility Map

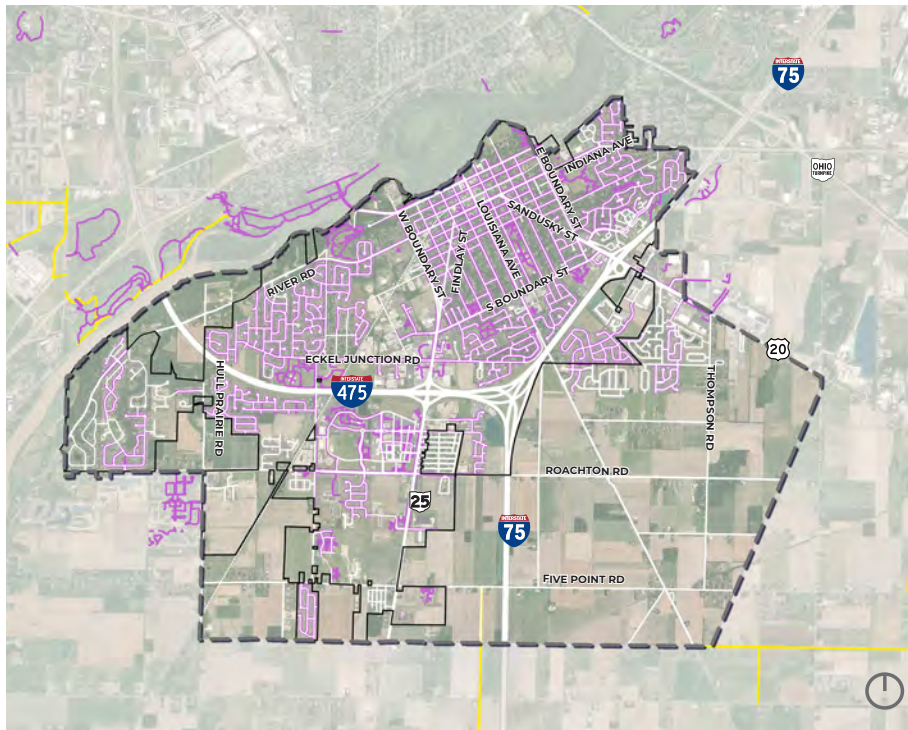


Image of the Ohio Turnpike near Perrysburg.



MOBILITY KEY	
—	Sidewalk Network
—	Bicycle Routes

Green + Open Space

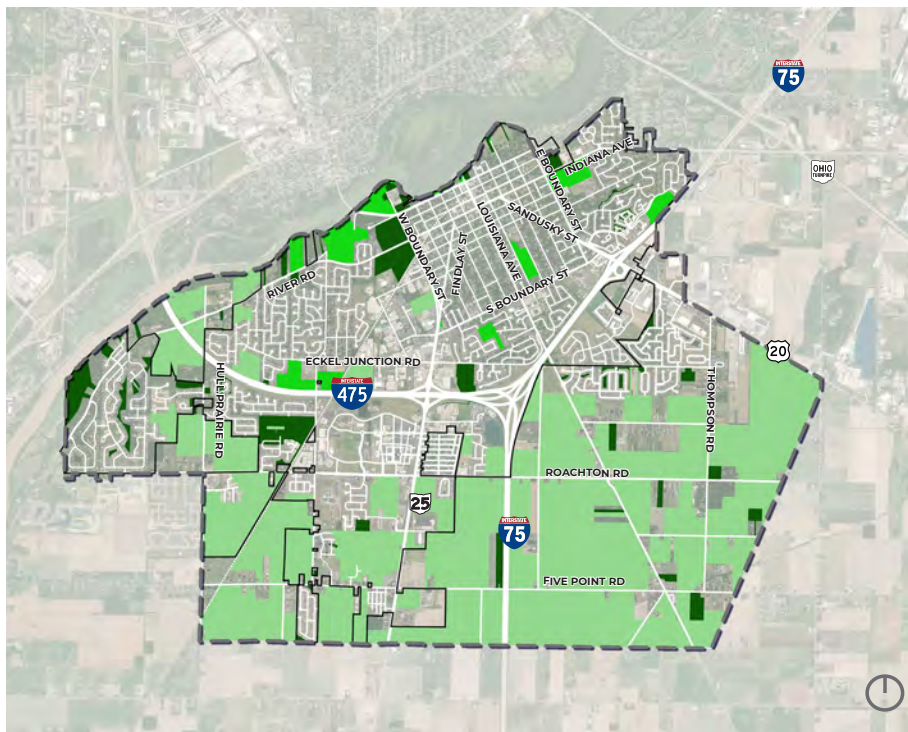
The City has the potential to expand its existing network of green and open spaces in order to create a more complete network. Increased access to green space has numerous benefits for any community. Green space also has significant benefits for the environment because plants filter the air, lower the local temperature, and prevent flooding from water runoff. The combination of environmental and health benefits offered by green space can lead to more sustainable, beautiful, and vibrant spaces.

Currently, there are large amounts of open space in its southeastern portion being utilized as agricultural land. The City also has eleven parks that make up over 200 acres. Areas near the Maumee River, though boasting a variety of uses, are also important open spaces. River access has been commonly stated by residents as a priority, and efforts to improve and enhance access to the river remains a focus of the community.

Additionally, the streetscape in different portions of the City offer various types of green amenities. Street trees, planters, manicured lawns, and other forms of green space offer additional relief in the more urban settings in Perrysburg. The combination of formal and informal green spaces in the City make for a complete network with room to grow and expand.

The U.S. Parks Service recommends that cities should have 10 acres of park space for every 1000 residents. Currently, the City has 285 acres of park space, but excluding Fort Meigs, which is not traditional park space, the City is under the standard average ratio according to the National Recreation and Park Association (NRPA). It is also important to recognize that all of the parks are currently located to the north of I-75 and I-475, leaving residents in the southern portions with limited access to public park space. The goal is to have every resident be able to access and reasonably walk (in 10 minutes) to green space. By creating opportunities for more green and open space within the City, quality of life for residents increases, as well as incentivizes visitors to enjoy the City's open space amenities and resources.

Figure 2-7: Green + Open Space Map



An example of park space that already exists in Perrysburg.



DEVELOPMENT PROJECTIONS

Understanding the future of development and land use in Perrysburg also means understanding past, present, and future growth trends and projections. Understanding existing conditions and overlaying them with population and building permit data helps paint a more complete picture and timeline for development and land consumption.

POPULATION GROWTH OVER THE LAST 20 YEARS

Population growth in Perrysburg since the early 2000's has been fairly consistent. Though the general population in the Greater Toledo region has not been as quick to grow as some other major cities in Ohio, a steady 4% growth has been experienced in the last 10 years, which outpaces that of Ohio in general.

Around 225 to 285 people have been added to the Perrysburg population annually, the former being the ten year average starting in 2000, the latter being the average starting in 2010. These growth numbers, which come from the American Community Survey and Census data, also align with residential building permit data from the City over the last 10 years. Of the new development, it is important to note that only 15% of all the multi-family housing in Perrysburg has been built in the last 20 years.

The steady growth seen is an indicator of more consistent growth to come, this plan addresses how land consumption, density, and how future growth strategies align with the needs and desires of the community.



The nearby City of Toledo is growing at a slower rate compared to the City of Perrysburg.

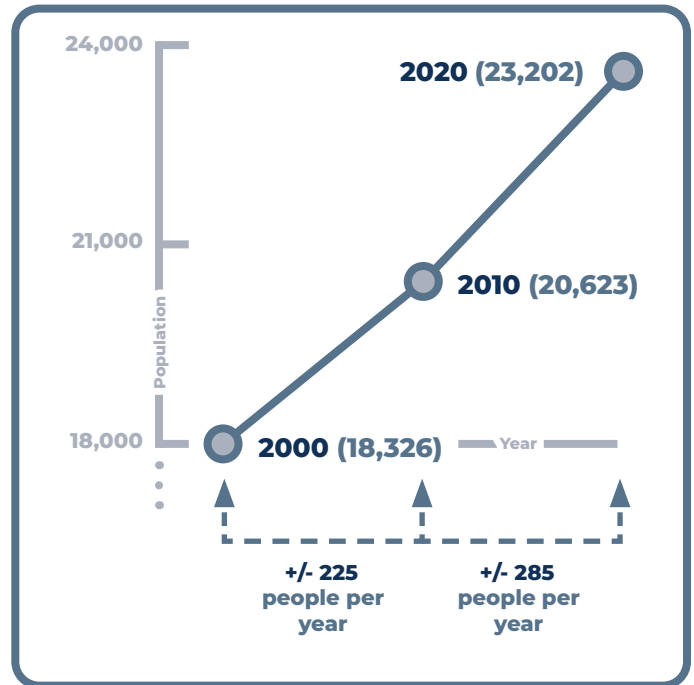


Figure 2-8: Population Growth

DEVELOPMENT POTENTIAL

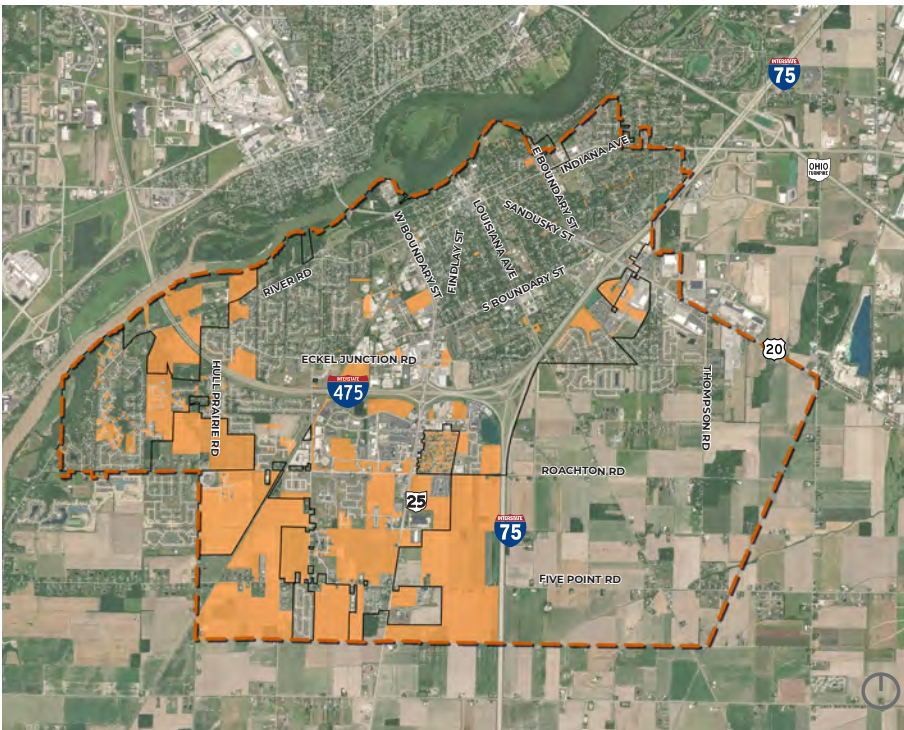
With portions of the study area undeveloped and underutilized, there is potential for considerable development in the future. Therefore, a hypothetical analysis incorporating population growth scenarios and build-out under current zoning was performed. This population growth and build-out analysis illustrates how the city may grow in the future.

Developable land in the study area was determined by combining vacant, underutilized, and agricultural parcels. Approximately 3,200 acres were categorized as developable, with approximately 1,600 acres allowing for residential uses. It is important to remember this does not include land that isn't being used to its highest and best uses.

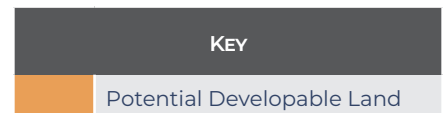
Table 2-1: Development potential in zones allowing residential uses

	DISTRICT	SYMBOL	DEVELOPABLE LAND (ACRES)
SURROUNDING TOWNSHIPS	Middleton Township - Agricultural	A	750
	Perrysburg Township - Agricultural	A1	476
	Perrysburg Township - Suburban Res. High	R4A	28
CITY OF PERRYSBURG	Agricultural	A1	.6
	Single Family Residential Suburban	R1	93
	Single Family Residential Low Density	R2	7
	Single Family Residential Medium Density	R3	65
	Single Family Residential Moderate Density	R4	145
	Two Family Residential	R5	36
	Multiple Family Residential	RM	7
TOTALS BASED ON PERMITTED RESIDENTIAL USES			1,607

Figure 2-9: Developable Land Map



An example of developable land in Perrysburg. An example could also be a vacant parcel in an existing development.



POPULATION PROJECTION SCENARIOS

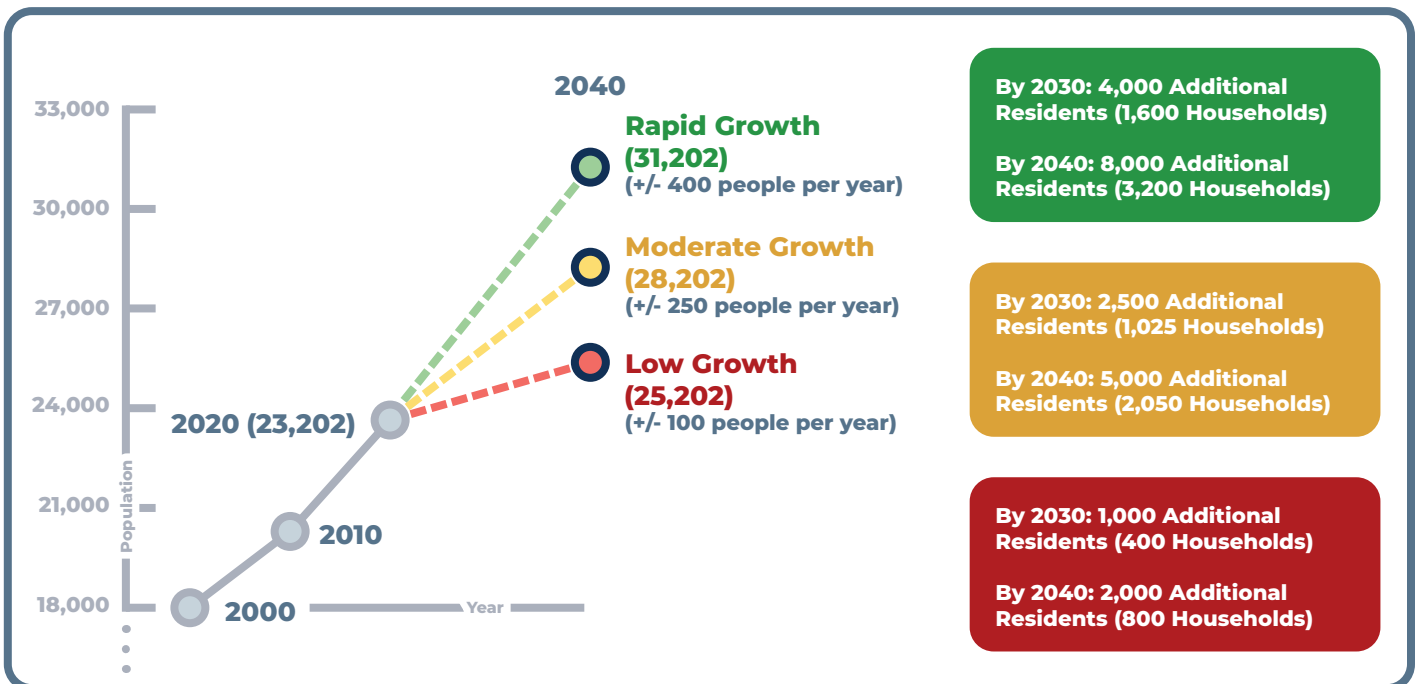
To inform the planning process, three growth scenarios were evaluated (low, moderate, and high) to compare growth rates with development potential in the City. These growth rates are meant for planning purposes only.

The low scenario is based on a lower growth rate from 2013 to 2015, as well as 2020, and would add 100 people and 40 households per year. The high growth rate is based on the growth rate from 2010 to 2012 and would add 400 people and 164 households per year. The moderate, or in between rate (which aligns with the average over the last 10 years), would add 250 people and 102 households per year. By 2040, the three scenarios show a potential to add 2,000 (low), 5,000 (moderate), or 8,000 (high) additional residents in Perrysburg. The three illustrative scenarios paint different pictures, and help envision how and where the population should and could grow.



Newer suburban developments in Perrysburg are driving the population growth.

Figure 2-10: Population Projection Scenarios



DEVELOPMENT POTENTIAL VS. ESTIMATE GROWTH SCENARIOS

The developable land was overlaid with current zoning to determine residential development capacity, assuming the average Perrysburg household size of 2.48 people (U.S. Census). Of all the underlying zoning, districts allowing for residential uses were pulled out to determine the rough amount of potential households and population under current entitlements. Complete build-out of the developable land under in the study area current zoning could accommodate up to 7,596 additional residents.

Given this metric, residential land in the study area would be built-out close to 2040 if the high growth rate occurred under current zoning. This could have consequences for the character of the community, if development is not properly planned for to reflect the desires of residents.

The likely growth scenario for Perrysburg is to continue the steady growth of population which the City has experienced for the last ten years. Under this scenario it is important for the City to adopt land use principles and maintain land for conservation and natural land while increasing density and adopting more flexible land uses in various areas around town.

Table 2-2: Development Potential vs. Growth Scenarios

	DISTRICT	SYMBOL	DU/AV	DEVELOPABLE LAND (ACRES)	ADDITIONAL UNITS (MAX)	ADDITIONAL RESIDENTS
SURROUNDING TOWNSHIPS	Middleton Township - Agricultural	A	1	750	750	1830
	Perrysburg Township - Agricultural	A1	1	476	476	1161
	Perrysburg Township - Suburban Res. High	R4A	10	28	280	683
CITY OF PERRYSBURG	Agricultural	A1	1.4	.6	.8	2
	Single Family Residential Suburban	R1	1.9	93	177	432
	Single Family Residential Low Density	R2	2.6	7	18	44
	Single Family Residential Medium Density	R3	3.7	65	240	585
	Single Family Residential Moderate Density	R4	4.6	145	667	1627
	Two Family Residential	R5	4.3	36	155	378
	Multiple Family Residential	RM	50	7	350	854
TOTALS BASED ON PERMITTED RESIDENTIAL USES				1,607	3,114	7,596

COMMUNITY ENGAGEMENT

One of the key elements that informs the development of the Plan are the ideas and aspirations of the public. An extensive public engagement effort was conducted by the planning team to solicit ideas and develop the vision for future growth in Perrysburg. These ideas, values, and aspirations provided the foundation from which the Plan framework was formed.

Through the engagement process, approximately 795 community members contributed their ideas for how the City should address growth and development in the future.

The following section encompasses the insight from various committees, stakeholders, community engagement sessions, and public surveys. In a more digital time due to the COVID-19 pandemic, various types of engagement were used to keep the project team, client team, and residents safe, while soliciting input through multiple online and virtual channels.

795 ENGAGED PARTICIPANTS

- 10 Steering Committee Members
- 35 Stakeholder Meeting Attendees
- 290 Statistically Valid Phone Survey Participants
- 410 Online Survey Responses
- 35 Virtual Open House Attendees
- 15 Open House Survey Responses

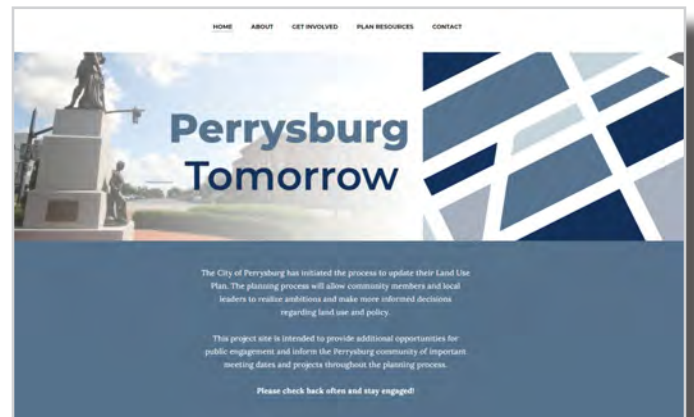
Residents were able to stay up to date on the project process through the project website which houses former presentations as well as meeting recordings.

INITIAL STEERING COMMITTEE & STAKEHOLDER PERSPECTIVES

Comprised of ten individuals, the Steering Committee met regularly throughout the planning process. The role of the Steering Committee was to guide the development of the final Plan by providing firsthand insight on the community and vetting recommendations and concepts presented by the planning team. Additionally, the Steering Committee members were asked to act as stewards of the Plan, passing along information to their friends, family, and neighbors.

At the first Steering Committee meeting, the planning team engaged the committee in several activities and exercises to begin to identify key initiatives as they relate to land use and growth in the study area. The first exercise was a discussion of the issues and opportunities with the downtown. Committee members wrote down what they believed to be the most critical issues facing the future of land use, growth and development, and what the greatest opportunities are for the future of Perrysburg. Additionally, committee members were tasked with sharing their big ideas that they felt could help usher the City and region into a new era of excitement and intrigue.

Similarly, community stakeholders from many private and public sectors and interest groups were asked to share their ideas on the issues, opportunities, and their hopes for Perrysburg over the next 20 years. Like the Steering Committee, the stakeholder groups were united in their ideas and desires for the district, and further solidified the need to help guide the City forward.



The following are key takeaways from the steering committee and community stakeholders:

Key Issues

- Traffic in downtown, as well as other commercial corridors along US Routes 20 and 25, and Louisiana Ave.
- Recent growth is creating school capacity concerns.
- Vacant storefronts and buildings in commercial centers.
- Lack of parks in newly developed areas.
- Lack of biking and pedestrian trails.
- Scared to lose the "small town feel".
- Lacking interconnectivity to the greater Toledo region.
- Existing neighborhoods under served with parks and recreation.
- Aging in place has it's challenges with affordable housing options and unit types.
- Lack of non-vehicular transportation options.

Key Opportunities

- Opportunities to grow outward - south and west of the study area.
- The OH RT-199 Corridor (Louisiana Ave) has development potential.
- Opportunities to grow inward - explore small-scale development in existing neighborhoods.

- Connect places and spaces in Perrysburg with trails and open space.
- Redevelop older commercial areas / aging retail with mixed use development.
- An affordable and diverse range of housing options are desired and needed in Perrysburg.
- Incentivize businesses to locate in the area to offset tax revenue.
- Expand the village-center area in and around Levis Commons.

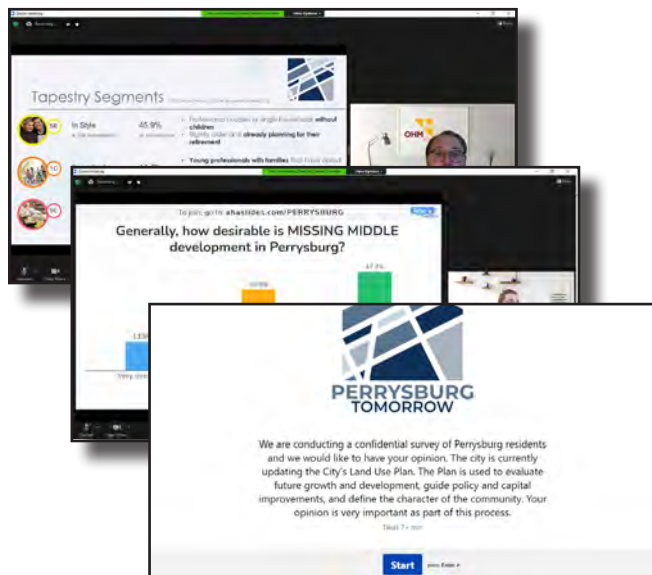
Key Future Growth Ideas

- Thoughtful growth at current rate - sustainable, green, quality of life.
- Growth needs to include neighborhood amenities such as schools, trails, parks, open space, etc.
- Inward growth and upward - incentivize commercial growth and diverse housing options, adaptive reuse, etc.
- Promote and grow arts, culture, athletics, and events.
- Attract younger generations with diverse housing options that also give elderly residents ability to age in place.
- Need to compete with neighboring communities, but maintain the small-town feel that makes us special and unique.

VIRTUAL PUBLIC MEETING

Public engagement during the COVID-19 pandemic was a new challenge for everyone. Though more traditional methods, such as setting up at large community events or holding a large open house were not possible during this time, other engagement methods that resulted in meaningful dialogue and feedback were used such as virtual public meetings.

The goal of the first virtual public meeting was to widen the breadth of knowledge in regards to the key opportunities, issues, and big ideas for future growth within the community. The perspectives given by attendees mirrored those of the stakeholders and the steering committee. These perspectives included issues such as not having enough space for events and entertainment, gaps in the green space network, taxes and high cost of living, along with a concern that community may not be able to embrace change. Opportunities recognized included expanding on the area's natural assets, growing the commercial tax base, as well as capitalizing on opportunities along some aging corridors and commercial centers. Top ideas for growth consisted of growing upwards to diversify housing choices, embracing mixed use development, conserving land where possible, and being mindful of the history and character of the area as Perrysburg moves into the future. These key findings from the public meeting not only reiterate what was expressed by the steering committee and stakeholders, but they continue to build on the strong support for recommendations going forward.



COMMUNITY FEEDBACK

Along with a virtual public meeting, community surveys were released to help continue to collect data on the desires of the community as they relate to land use and growth. Residents had the opportunity to complete a twenty-six question online survey regarding their views on the future of the downtown. A total of 410 residents completed the online survey. Community members also had the chance to take a statistically valid phone survey, which generated 290 responses. The responses gathered from these surveys, along with the other outreach, have been analyzed and compared with existing conditions data to shape the key findings and pillars of this Plan.

The surveys provided invaluable feedback for the direction community members would like to see for the future of growth and land use in Perrysburg. Feedback from the survey indicated that:

- Residents see that the community is trending in the right direction.
- A high quality of life, great schools, and the historic downtown shape life in the City.
- Growth and taxes are the biggest challenges facing Perrysburg.
- Strong desire for new trails and additional green space.
- Conserve land as growth and development occurs
- Grow the commercial tax base and economy while focusing on developing older commercial areas and expanding housing options to diversity choices.

Various types of engagement such as a virtual public meeting and an online survey, generated multiple data points throughout a long process.

GUIDING PRINCIPLES, LAND USE DISTRICTS, AND FOCUS AREAS

In order to create an implementable plan, guiding principles were formulated with action statements identifying what the future of Perrysburg may look like. The Steering Committee was able to assist the project team in the creation of these guiding principles. The committee was given an overview of the complete existing conditions analysis and the community engagement outcomes to help make informed decisions about what they believe the direction of the Plan should be.

As a result of this prioritization activity regarding the guiding principles, the project team was able to use the feedback to create direction for future land use districts, focus area concepts, and key community connections. In total, there were ten guiding principles the committee discussed and evaluated.

VIRTUAL OPEN HOUSE

A virtual open house was conducted as the final public engagement session. The consultant team presented the Plan framework, which consisted of the future land use map with associated districts, along with the focus area development concepts. The community was able to see how the analysis and public input formed the Plan framework to guide where and how the City grows.

Through a presentation, followed by discussion, polling, and commenting in the chat room, the project team was able to gauge the general public reactions to the priority projects and plan framework. Participants were able to give input through live polling which provided real time and valuable feedback. The meeting had 35 engaged participants providing positive feedback and confirming the direction on the land use strategies.



Screen captures of various stages of the public process with the public, as well as stakeholders and steering committee where ideas and concepts were discussed and vetted.

MARKET TRENDS AND BEST PRACTICES

The insight in this section is based on national and regional trends in development and demographics. On a general scale, these trends complement the wants and needs of current Perrysburg residents and consider the future population of new residents that Perrysburg should aim to attract.

MILLENNIALS, BABY BOOMERS, AND BEYOND

Millennials, born 1980-1999, and Baby Boomers, born 1945-1964, make up the largest share of the nation's population at 53%. As a result, the trends for each of these generation groups have a large impact on the development and housing markets. Baby Boomers value housing that is close to entertainment, retail, and medical services while Millennials look for locations that are diverse and offer plentiful entertainment and employment opportunities. Both generations tend to prefer housing that is lower maintenance and will sacrifice large living spaces for better access to amenities.

In short, Millennials and Boomers are looking to relocate to more walkable communities. Generally, this entails the ability to walk to basic daily needs and services, restaurants and entertainment, jobs, and recreation opportunities. Walkable neighborhoods and districts are not only popular, but also stable. During the recent national recession, homes in walkable communities resisted the damaging effects of the housing market collapse and largely retained their property values. With the percentage of Baby Boomers and Millennials shaping the market it is imperative to plan for their needs at the local level and as part of community development plans and strategies.

Those in the Gen Z cohort closely share the values of Millennials. Proximity and access to amenities and entertainment, along with the desire for lower maintenance housing options, indicate that what was true for Millennials will likely also be true for Gen Z'ers. Though much is still unknown about the economic nuances this new generation will bring to the market, the Gen Z cohort will likely mirror the Millennials closely in opinions that effects planning for cities and towns across the globe.



Younger and older generations alike desire communities that promote good planning and design principles.

PLACE FIRST

Current national trends indicate a swing in how individuals choose where to live. A growing number of Millennials and Gen Z'ers choose where they want to live first and then resolve the logistics of finding employment and housing in their desired location. The younger generations seek destinations that offer a superior quality of life and ample amenities.

This quality of life, or satisfaction with one's health, community, employment, and environment, should be considered as part of the development and function of City spaces. They have a preference for in-town areas that feature diversity and walkability in close proximity to jobs and entertainment. This is drastically different from past generations who first sought jobs and then moved to the location of their job.

The result of this change is more competition for jobs and housing in areas that have a high quality of life with a diverse array of amenities. A subsequent decrease in the desire to live in traditional suburban areas with limited amenities has resulted for some within the Boomer, Millennial, and Gen Z cohorts.

BUYING VS. RENTING

While owning a home may be desired by some, current trends indicate that many individuals are more inclined to rent instead. Buying can offer a greater return on investment over time, but carries a significant amount of financial risk as well as maintenance over time. Renting often does not carry the financial risk or maintenance of owning property. Longevity is also an important factor in determining whether to buy or rent. While owning typically involves a long-term commitment from the buyer, renting can offer short or long term living solutions and allows tenants the flexibility to move when desired or needed.

Mixed use development including retail and residential space can meet the demand for more housing without sacrificing valuable land.

HOUSEHOLD STRUCTURE

As household population and structure evolve over time, subsequent changes in housing needs become apparent. The average family size in the United States in 2010 was 2.39 individuals per household. This number has steadily decreased from 3.33 in 1960 due to the Baby Boomer population living longer and Millennials having smaller families than past generations and the Gen Z cohort is projected to continue on this trajectory as well.

Many Baby Boomers no longer have dependents living with them, many Millennials are delaying marriage and have not yet established families, and the Gen Z'ers are now becoming adults and are continuing the trend that Millennials pioneered with smaller and more diverse housing choices. This decrease in family size subsequently decreases the desire for large single-family homes, prevalent in suburbs where an abundance of land is available. There is a need now for a variety of housing sizes and types to accommodate the new trends in household structure. Downtowns and mixed use environments provide ideal locations for Missing Middle housing types, which include apartments, condos, duplex's, triplex's, cottage court's, etc.



WALKABILITY AND CONNECTIVITY

An emphasis on a complete transportation system allows people to easily travel by foot, bicycle, or car. Factors that influence walkability include pedestrian facilities such as sidewalks, cross walks, wayfinding, and signage. Bicycle connectivity is influenced by bike lanes, multi-use paths, and bicycle storage facilities like bike racks. Communities that are easily navigated on foot are desired as more Millennials want to live in close proximity to employment and entertainment options and the ease and convenience of walkable and well-connected communities is preferred.

Perrysburg provides an excellent opportunity for an increase in non-motorized transportation. Not only does the downtown promote walkability, but also offers an ideal location for a trailhead on a regional bike trail system that can utilize the river as well as rural and undeveloped land.

The following themes and best practices are what make communities of all shapes and sizes successful and sustainable today. Focusing on the pedestrian experience and finding creative ways to utilize funding and partnerships is what has been helping cities all across the country revitalize.



Amenities that improve quality of life improve a community all across the board.

STREETSCAPE DESIGN

The success of a mixed use environment depends on the vibrancy of its streets. Streets that are safe and pleasant for pedestrians will make Perrysburg redevelopment a more attractive place to live, work, and visit. Residents who drive to downtown Perrysburg still walk from their car to local shops and businesses. Streets that encourage patrons to linger and enjoy themselves are important to the success of mixed use environments .

Streetscape design and improvements can be achieved through a range of strategies. A prevalence of street trees in urban environments is important as they provide shade and a buffer between pedestrians and automobile traffic. Some communities in recent years have resisted the addition of trees to their downtowns and neighborhoods due to the cost and time involved in their maintenance, potential to block signage, and possibility of disease and storm damage. However, there are few other additions a City can make to its urban environment that equal the positive effects of trees, whether by increased walkability, stormwater mitigation, improved street character, or reduced flooding events.

Wider sidewalks proposed in many streetscape designs inherently lead to narrower traffic lanes. This is a popular trend among cities as narrower travel lanes reduce traffic speeds, increasing the safety for all road users. Other physical improvements - such as sidewalk bump-outs that reduce the distance pedestrians have to cross the street or raised crosswalks that make pedestrians more visible to vehicles - can make downtown streets safer, and thus, more attractive to pedestrians.

Finally, streetscape design that incorporates green infrastructure can help advance environmental strategies. In addition to being visually appealing, green infrastructure such as rain gardens or bioswales can redirect stormwater away from Perrysburg's sewer system and reduce the strain on existing infrastructure. Investing in streetscape designs can have a myriad of positive effects in Perrysburg.



Re-imagining a streetscape through permanent or semi permanent amenities offers valuable pedestrian comforts and needs.

ALLEYWAYS

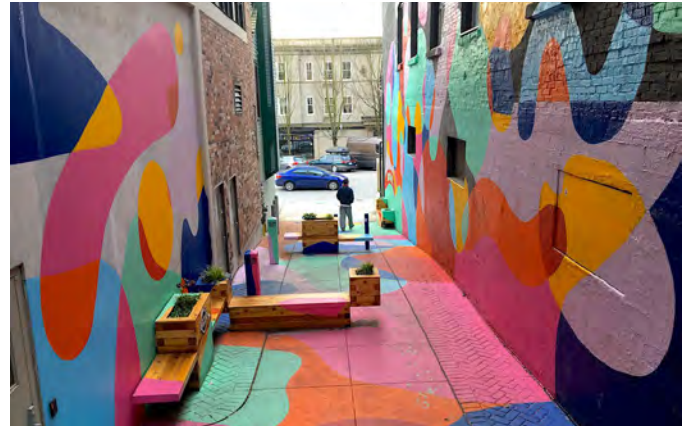
Often viewed as an afterthought to a community, alleyways should be considered an important asset in improving the quantity and quality of public space in downtown Perrysburg. Much more than access ways for trash collection, alleyways make important physical connections in downtowns, connecting parking lots to businesses, and thereby increasing pedestrian access. Transforming the pedestrian experience within the existing alleyway network is important for improving the overall experience for those who visit a downtown.

Alleyway aesthetics can be improved through the use of planters and benches, allowing residents and shoppers a change of pace from the busier main streets. Restaurants can utilize alleys to offer a quieter place to eat and visit. Finally, alleys can be activated with programming, including movie screenings or spaces to display public art. Alleys are an important existing asset to a city environment and should be leveraged to help raise the overall quality of life.

PUBLIC ART

Improving the bones a place whether the street grid or alleyways, is important to creating a safe and pleasant experience downtown. Equally important is incorporating public art throughout downtown as a strong and popular strategy to strengthen the appearance and uniqueness of a place.

Public art can provide a method to showcase local artistic talent while strengthening community ties. Local residents can get together to paint a mural on the side of a blank building or the ground of an alley, activating an otherwise empty space. Sculptors can help design benches, planters, and bike racks. Public art and local artists can play an active role in creating and reinforcing the identity a place, or as a part of a streetscape.



Alley transformation not only help the aesthetic of a downtown but they also add public space and moments of artistic intrigue.



Murals and other forms of art on buildings can show off culture, heritage, color, creativity, and anything else a community values.

KEY TAKEAWAYS

Through a robust analysis of existing conditions, community engagement, market trends, and best practices, the planning team was able to identify key issues, opportunities, and primary outcomes for Perrysburg. The team was able to translate the findings to inform the identification of future land use districts, focus area concepts, and community connections.

The following is the summary of those key findings:

- » Schools are the top element that shapes the quality of life in Perrysburg followed by safety, downtown, people, and neighborhoods.
- » Growth and taxes are the biggest challenges facing Perrysburg, and are at the top of the list as the most important factors to address in the next ten years.
- » There is a strong desire among residents to improve the non-motorized connectivity in the City.
- » Residents have a balanced opinion of growth, and believe some should be directed within the City limits, and some through annexation.
- » Residents strongly support conserving land and open space as development continues.
- » Residents are favorable toward redeveloping older commercial areas and areas in and around downtown.
- » A range of housing that is high-quality, integrates open space and neighborhood characteristics is important as growth continues.
- » There is a deferring of opinion in growth being a top concern, and its impacts on schools, with residents still having a high preference for housing that serves families with children.
- » Residents feel there is a need for more senior housing options.
- » Growth that generates new tax revenue (commercial, multi-family, etc.) for the City is a high priority.



After speaking with community members, it became apparent that updates should be primarily focused on reimagining existing parts of the city to better meet the needs of the community.

03

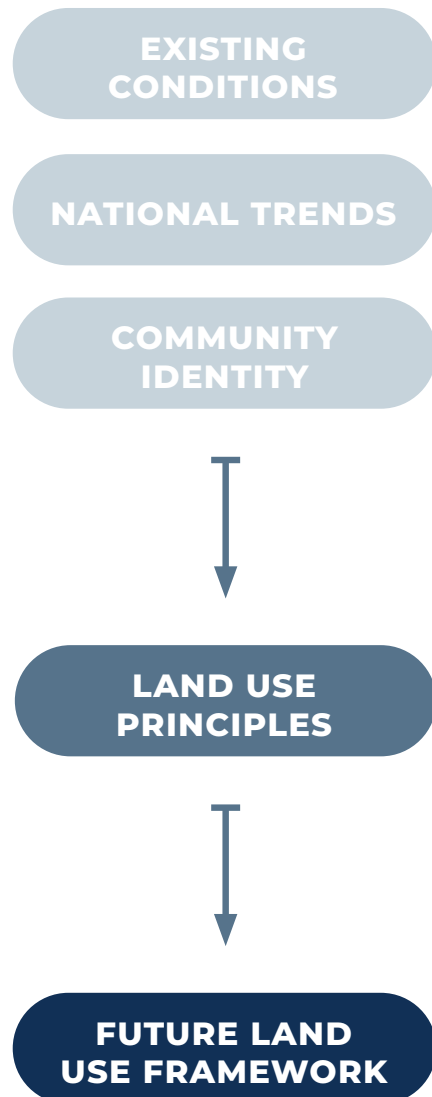
FUTURE
LAND USE
FRAMEWORK

Future Land Use Framework

OVERVIEW

The Future Land Use framework is a synthesis of understanding the local and regional context of the City of Perrysburg. There is a significant amount of land that could potentially be developed to accommodate this growth in the coming decades, as well as neighborhood centers that could be redeveloped and re-imagined. This chapter is meant to guide the pattern and character of future growth in Perrysburg, so that growth is financially and environmentally sustainable and aligns with the aspirations of the community. Developed in concert with the insights from the community, the technical analysis performed by the project team, and regional and national best practices, this chapter establishes a set of guiding principles that inform how and where various land uses are appropriate and intuitive. This guide is meant to usher the City in development for years to come.

Right: An illustration of how the framework is made of context and principles that will guide the City in land use.



WHAT DOES THE FUTURE LOOK LIKE?

The purpose of this project is to imagine and plan for how Perrysburg grows in the future over the next 10-15 years. The vision for how land should be used in the future is outlined within this chapter and anchored in a set of Land Use Principles and typologies, as well as illustrated in the Future Land Use Map. Collectively, the principles and map are the two elements that should guide and inform future growth and development.

The principles and map were built on the vast community engagement process, which resulted in thousands of ideas for how the City should grow in the future. They reflect key considerations related to housing, economic development, mobility, character, community gathering spaces, among many other elements of the City. Most importantly, they contain and reflect the traditions of Perrysburg. The community was clear that the traditions of the community should be considered and preserved, while thoughtfully moving the community forward. This means preserving the past while planning for the future. This is the future of Perrysburg.

The future of Perrysburg....

"values and protects open spaces and valuable natural resources."

"showcases its rich history and hometown feel while promoting diversity and inclusion."

"utilizes its land effectively to accommodate growth that promotes fiscal health and quality of life."

"embraces a new era of residential and commercial character with mixed-use development, offering a variety of amenities and housing options."



The topics, quotes, and themes shown above all influenced the way the community prioritized the Land Use Principles.

LAND USE PRINCIPLES

The following are land use principles that should guide and inform future development in Perrysburg. These principles were built out of the key themes that emerged from extensive community input, technical research, and best practices in planning. The principles were the basis in creating the land use map contained in the Plan.

In simple terms these principles are statements of intent that describe the desire for how land should be used and developed in the future. They are intended to be a guide and should be considered as decisions are made regarding future programs, policies, or development in the future, which should be in alignment and support these principles.

FUTURE GROWTH AND DEVELOPMENT IN THE CITY SHOULD:



CREATE COMMUNITY SPACES

Provide opportunities for social gathering and community building in a variety of community spaces (parks, riverfront, shopping, restaurants, historic assets, connectivity, etc.).



KEEP A SMALL TOWN FEEL AND HISTORY

Maintain and promote a small town feel and celebrate the City's rich history through new development, preservation, and quality design.



CONSERVE THE RIVERFRONT

Protect, integrate, and connect to the riverfront through conservation, public access, new development, and future programming of public and private spaces.



ENCOURAGE DIVERSITY

Support and grow the diversity of the community through a variety of living and cultural amenities.



FOSTER CREATIVE REDEVELOPMENT

Allow for the creative redevelopment of areas that promotes new mixed-use, high quality development that creates economic and living options for a variety of residents.



PROVIDE A VARIETY OF HOUSING OPTIONS

Plan for and promote a variety of housing options that maintains and grows opportunities for residents at all stages of life.



BE CONNECTED

Connect the community through a network of trails, pathways, and places that promote social gathering, safe mobility, and healthy lifestyles.



ENCOURAGE ECONOMIC GROWTH

Offer creative ways to encourage economic growth and development that improves the community's fiscal health and quality of life, while respecting other land use principles.



PRESERVE OPEN SPACES

Protect open spaces and valuable natural resources through the addition of new park spaces, and new development that follows conservation development principles, collectively creating a greenway network within and surrounding the community.



PROMOTE REGIONAL PROXIMITY

Boast Perrysburg's regional proximity as a unique location and center for commerce.

FUTURE LAND USE DISTRICTS

The Future Land Use Map illustrates how land should be used in the future. As development occurs, future zoning and policy decisions should align with the map and the districts therein. Each district is a unique land use typology and has a prescribed set of characteristics. The table next to the map describes each land use type and the associated development standards.

It is important to note that as part of this Plan, these standards are only intended to be general in nature. As future zoning changes, these recommendations should be referenced.

LAND USE TYPES

The Land Use Types table summarizes the desired future character and form for each type of land use. **These descriptions are intended to be a general guide for how development may occur in the future, not a rigid set of standards.**

Definitions

- **Land Use** - Describes the variety of ways (i.e. residential, commercial, etc.) people make use of the land.
- **Height** - Describes the general height of a building in number of stories.
- **Front Setback** - The minimum distance between the front edge of a site and the building on the site.
- **Parking** - General requirements related to parking standards including location and screening.
- **Development Intensity** - The approximate concentration or compactness of buildings on a site.
- **Recommended Uses** - The proposed development type for a site.

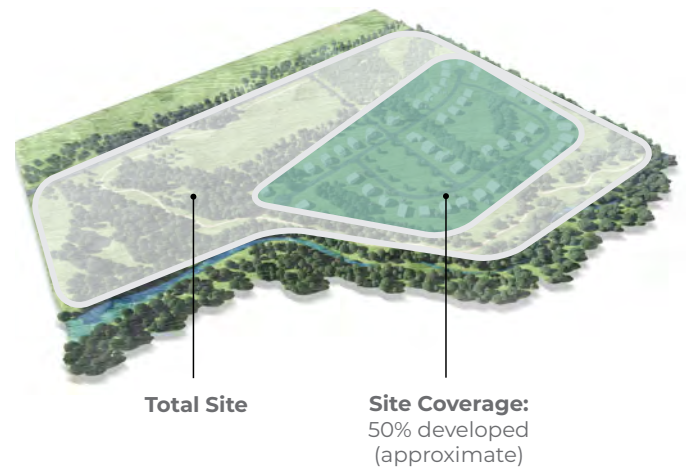
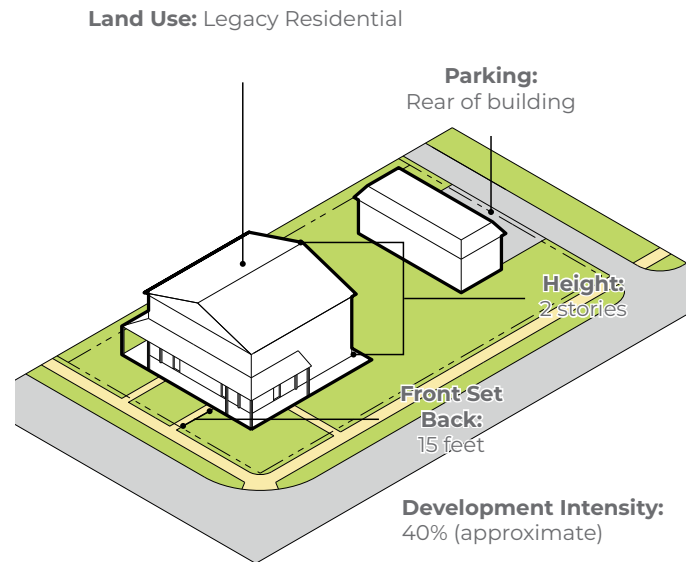
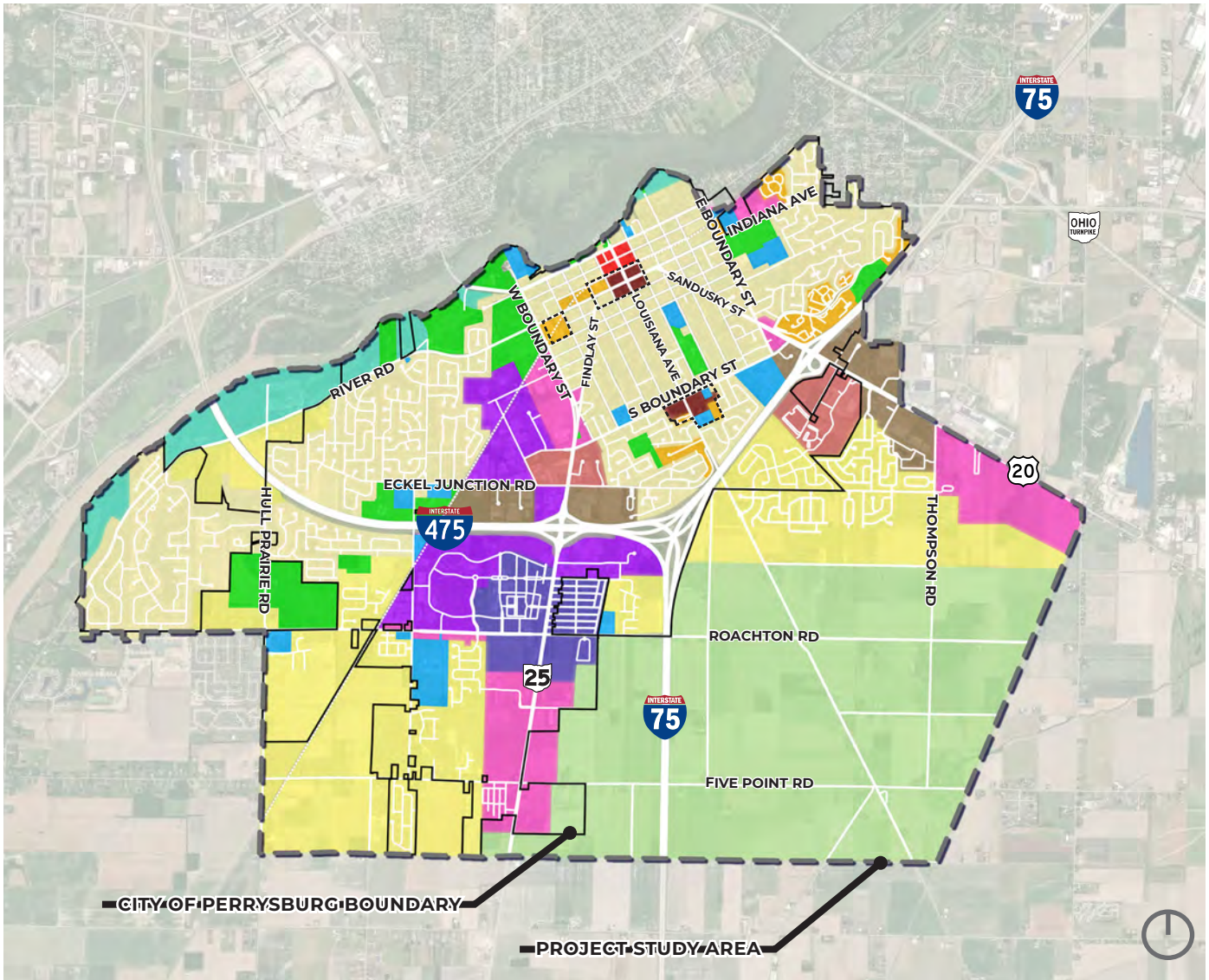


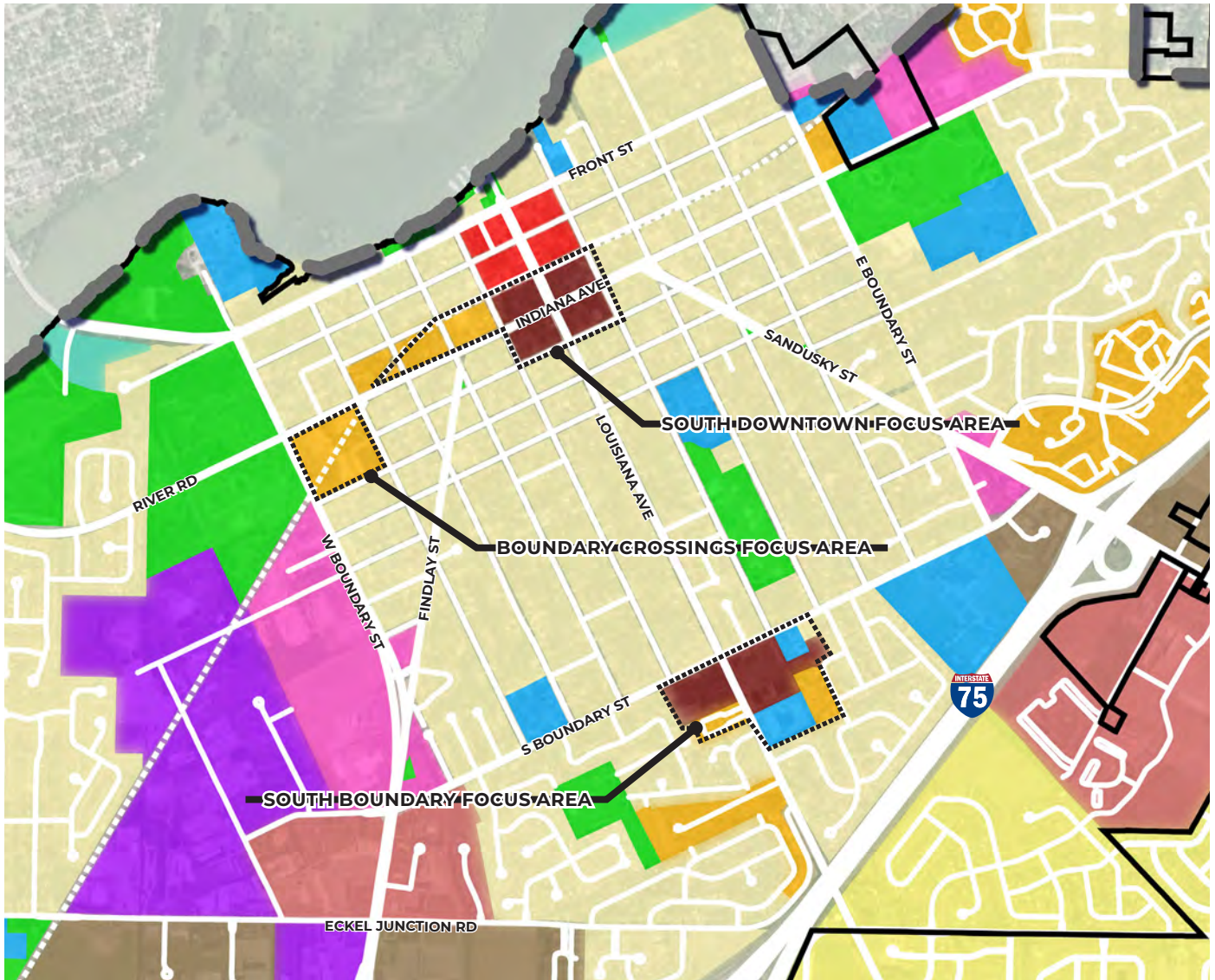
Figure 3-1: Future Land Use Map



FUTURE LAND USE KEY					
	Conservation Rural		Downtown		Innovation
	Conservation Suburban		Commercial Mixed Use		Institutional
	Legacy Neighborhood		Residential Mixed Use		Riverfront Conservation
	Medium Density Res.		Village Mixed Use		Public, Parks, Open Space
	Suburban Corridor		Highway Mixed Use		Focus Areas

The Future Land Use Map is intended to be used as a blueprint for future growth and development. While prescriptive, it is also flexible in nature. General Land Use areas should be maintained but exact boundaries may shift depending on future growth and development considerations.

Figure 3-2: Future Land Use Map - Focus Area Detail Map



LAND USE KEY					
	Conservation Rural		Downtown		Innovation
	Conservation Suburban		Commercial Mixed Use		Institutional
	Legacy Neighborhood		Residential Mixed Use		Riverfront Conservation
	Medium Density Res.		Village Mixed Use		Public, Parks, Open Space
	Suburban Corridor		Highway Mixed Use		Focus Areas

The Future Land Use Map is intended to be used as a blueprint for future growth and development. While prescriptive it is also flexible in nature. General Land Use areas should be maintained but exact boundaries may shift depending on future growth and development considerations.

LAND USE	HEIGHT	FRONT SETBACK	PARKING	RECOMMENDED DEVELOPMENT INTENSITY	RECOMMENDED USES
Conservation Rural	1-2 stories	30-100 ft	--	Conservation of 50-75% of site or overall development	<ul style="list-style-type: none"> • Detached Single Family • Public • Semi Public
Conservation Suburban	1-2 stories	25-100 ft	--	Conservation of 25-50% of site or overall development	<ul style="list-style-type: none"> • Attached Single Family • Detached Single Family • Public • Semi Public
Legacy Neighborhood	1-3 stories	N/A	--	--	<ul style="list-style-type: none"> • Current Development Pattern and Uses • Public • Semi Public
Medium Density Residential	1-3 stories	25-100 ft	--	Building coverage 30-50% up to 10 units/acre	<ul style="list-style-type: none"> • Attached Single Family • Multifamily • Public • Semi Public
Suburban Corridor	1-3 stories	0-30 ft	Rear or side of building, screen from street/ neighboring uses	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a 	<ul style="list-style-type: none"> • Retail • Office • Multifamily • Public • Semi Public
Downtown	1-3 stories	0-10 ft	--	--	<ul style="list-style-type: none"> • Current Development Pattern and Uses • Public • Semi Public
Commercial Mixed Use	1-3 stories	0-100 ft	Rear or side of building, screen from street/ neighboring uses	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a, • Preferred use mix 40% resid. and 60% office/retail 	<ul style="list-style-type: none"> • Multifamily • Retail • Office • Public • Semi Public
Residential Mixed Use	1-3 stories	0-25 ft	Screen from street/ neighboring uses	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a, • Preferred use mix 60% resid. and 40% office/retail 	<ul style="list-style-type: none"> • Multifamily • Retail • Office • Public • Semi Public
Village Mixed Use	1-5 stories	0-30 ft	Rear or side of building, screen from street/neighboring uses (multifamily/ commercial only)	<ul style="list-style-type: none"> • Building coverage 30-70% • Development intensity 10,000 - 30,000 sf/acre or 10-40 u/a, • Preferred use mix 60% resid. and 40% office/retail 	<ul style="list-style-type: none"> • Detached Single Family • Attached Single Family • Multifamily • Retail • Office • Public • Semi Public
Highway Mixed Use	1-2 stories	25-200 ft	Screen from street/ neighboring uses	30-40% max. gross site area -or- 10,000 - 15,000 sf/acre	<ul style="list-style-type: none"> • Industrial • Office • Retail • Public • Semi Public
Innovation	1-2 stories	25-200 ft	Screen from street/ neighboring uses	20-30% max. gross site area -or- 10,000 - 20,000 sf/acre	<ul style="list-style-type: none"> • Industrial • Office • Retail • Public • Semi Public
Riverfront Conservation	--	--	--	--	--

CONSERVATION RURAL

Description

Conservation Rural allows for single-family homes that are clustered within a larger site to reduce land consumption and preserve natural features.

- **Development Character** should be dense single family residential, multi-family residential, and community facilities that consume smaller percentages of the total site and the remaining land is communal and left undisturbed.
- **Development Intensity** in this area should be one dwelling unit per acre. Higher net densities may be achieved, but overall density should not exceed 2 units per acre. Density bonuses may be considered for development that exceeds 75% open space dedication.
- **Open Space** should consist of 50-70% of the site and primarily include preservation areas where land has been restored to its natural state and sensitive features are protected. Recreational paths can be included within open space and should follow the future greenways Plan. Landscaping consisting of native plants that require little care and support a variety of habitats is encouraged.
- **Connectivity** should be that of a rural character with narrow street widths and streetscapes that include trees and green stormwater infrastructure.



Development Character

Height	1-2 stories
Front Setback	30-100 ft
Parking	--
Recommended Development Intensity	Conservation of 50-75% of site or overall development
Recommended Uses	<ul style="list-style-type: none"> • Detached Single Family • Public • Semi Public



Distinct architecture and natural materials create attractive neighborhoods within the landscape.

Conventional Development in rural settings typically spread units across the area of the sight with no designated open space for the development. The pattern is typically very large lots with limited community amenities.



Figure 3-3: Conventional Development Example

Rural Conservation Development entails clustering units on smaller lots to preserve open space and promote community wide amenities. Trails and open space can be integrated into the communities system. Single Family lots are smaller and more clustered than conventional development types, while still maintaining existing development rights.



Figure 3-4: Rural Conservation Development - Single-Family Example

Rural Conservation Development can also entail clustering multi family units on smaller parcels to preserve even more open space and promote community wide amenities. Trails and open space can be integrated into the communities system. Various unit types can be more clustered than conventional development types, while still maintaining existing development rights.



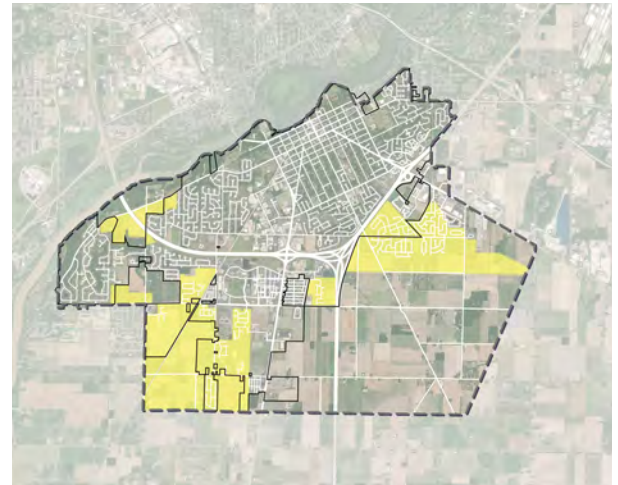
Figure 3-5: Rural Conservation Development - Multi-Family Example

CONSERVATION SUBURBAN

Description

Conservation Suburban is characterized by a clustering of single-family homes with slightly less quantity of conservation/open space areas.

- **Development Character** should be single family residential and community facilities that consume smaller percentages of the total site, with the remaining land being communal and left undisturbed.
- **Development Intensity** in this area should be two dwelling units per acre. Higher net densities may be achieved through open space dedication, as long as the overall density does not exceed four units per acre, unless density bonuses allow.
- **Open Space** should make up at least 25% of the site and primarily include preservation areas where land has been restored to its natural state and sensitive features are protected. Recreational paths should be included within open space and make connections to existing paths whenever possible. Open spaces should be landscaped with native plants that require little care and support a variety of habitats.
- **Connectivity** should be that of a neighborhood character, with narrow street widths and streetscapes that include trees, lighting, green stormwater infrastructure, etc.



Development Character

Height	1-2 stories
Front Setback	25-100 ft
Parking	--
Recommended Development Intensity	Conservation of 25-50% of site or overall development
Recommended Uses	<ul style="list-style-type: none"> • Attached Single Family • Detached Single Family • Public • Semi Public



Clustered homes preserve large areas of open and natural space, accessible by all residents.

Conventional Development in suburban settings typically spreads units across the area of the site with no designated open space for the development. The pattern is typically very large lots with limited community amenities. This development type is more dense than the conventional rural pattern.



Figure 3-6: Conventional Development Example

Suburban Conservation Development entails clustering various unit types on smaller lots to preserve open space and promote community wide amenities. Trails and open space can be integrated into the community's system. Lots and unit types are smaller and more clustered than conventional development types, while still maintaining existing development rights.



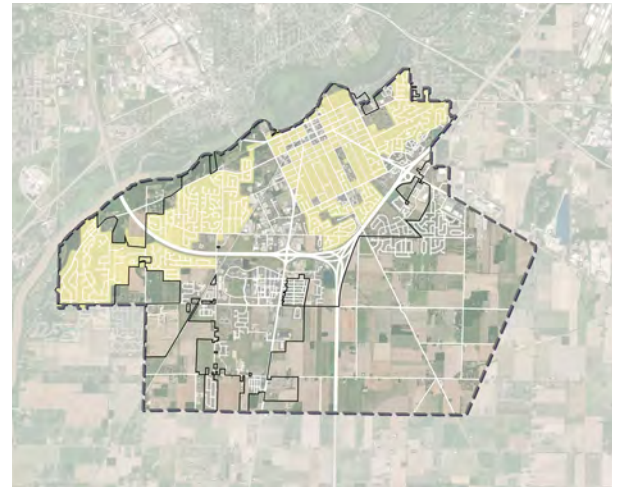
Figure 3-7: Suburban Conservation Development - Various Unit Type Example

LEGACY RESIDENTIAL

Description

Legacy Residential is characterized by maintaining the existing fabric and character of older, existing Perrysburg neighborhoods.

- **Development Character** should be single family residential and community facilities that reflect the current existing characters of established Perrysburg communities.
- **Development Intensity** in this area should be three dwelling units per acre. Higher net densities may be achieved through open space dedication, as long as the overall density does not exceed five units per acre, unless density bonuses allow.
- **Open Space** should be integrated into the existing fabric. Open spaces should be landscaped with native plants that require little care and support a variety of habitats.
- **Connectivity** should be that of a neighborhood character, with narrow street widths and streetscapes that include trees, lighting, green stormwater infrastructure, etc.



Development Character

Height	1-3 stories
Front Setback	N/A
Parking	--
Recommended Development Intensity	--
Recommended Uses	<ul style="list-style-type: none"> • Current Development Pattern and Uses • Public • Semi Public



Older neighborhoods that have been developed over time create this legacy district.

MEDIUM DENSITY RESIDENTIAL

Description

Medium Density Residential is characterized by communities with a range of single and multi-family housing options with on-site, shared amenities.

- **Development Character** should be single family, multi family residential, and community facilities that offer various amenities to residents such as a community center, recreational paths, and natural areas.
- **Development Intensity** in this area should be up to 10 dwelling units per acre. Higher net densities may be achieved through open space dedication, as long as the overall density does not exceed fifteen units per acre, unless density bonuses allow.
- **Open Space** should make up at least 25% of the site and primarily include preservation areas where land has been restored to its natural state and sensitive features are protected. Recreational paths should be included within open space and make connections to existing paths whenever possible. Open spaces should be landscaped with native plants that require little care and support a variety of habitats.
- **Connectivity** should be that of a neighborhood character, with narrow street widths and streetscapes that include trees, lighting, green stormwater infrastructure, etc.



Development Character

Height	1-3 stories
Front Setback	25-100 ft
Parking	--
Recommended Development Intensity	Building coverage 30-50% up to 10 units/acre
Recommended Uses	<ul style="list-style-type: none"> • Detached Single Family • Attached Single Family • Multifamily • Public • Semi Public



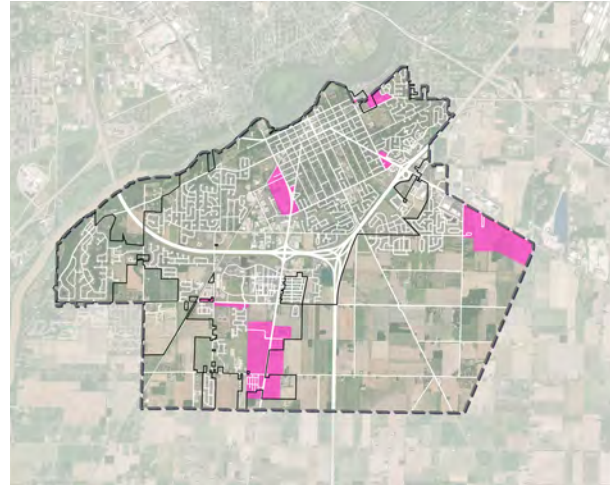
A range of single family homes, townhomes, patio homes, and flats provide housing options within the same neighborhood.

SUBURBAN CORRIDOR

Description

Suburban Corridor allows for both residential and locally focused commercial (retail/office) that primarily serves residents within the surrounding neighborhoods or City.

- **Development Character** should be medium to large scale commercial uses adjacent to primary arterials that serve the larger community or regional area and a variety of multifamily uses.
- **Development Intensity** in this area may range from 10 to 20 units per acre for residential and 10,000 to 30,000 sf/acre for non-residential uses.
- **Open Space** should be used to define and add character to a development. Ornamental landscaping within the setback, within parking lots, and along buildings is encouraged.
- **Connectivity** should incorporate “complete street” principles so it is safe and efficient for all modes of travel. Streetscape elements should be cohesive and enhance the public realm. Cross-access drives are encouraged between developments to reduce curb-cuts on major roadways.



Development Character

Height	1-3 stories
Front Setback	0-30 ft
Parking	Rear or side of building, screen from street/neighbor uses
Recommended Development Intensity	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a
Recommended Uses	<ul style="list-style-type: none"> • Retail • Office • Multifamily • Public • Semi Public



Neighborhood and local serving uses line prominent corridors throughout the City,

DOWNTOWN

Description

Downtown is characterized by maintaining the existing and historic fabric of Downtown Perrysburg with a focus on historic preservation, walkability, a mix of uses, and quality public spaces.

- **Development Character** should be consistent with historic district design guidelines and should blend seamlessly with the existing fabric of the district.
- **Development Intensity** in this area should follow existing development intensity
- **Open Space** should be used to define and add character to a development. Ornamental landscaping within the setback, within parking lots, and along buildings is encouraged.
- **Connectivity** should promote walkability to nearby neighborhoods with short blocks and a lush streetscape, including street trees and lighting.



Development Character

Height	1-3 stories
Front Setback	0-10 ft
Parking	--
Recommended Development Intensity	--
Recommended Uses	<ul style="list-style-type: none">• Current Development Pattern and Uses• Public• Semi Public



Historic downtown charm contributes to the small town feel.

COMMERCIAL MIXED USE

Description

Commercial Mixed Use is intended for medium to large-scale commercial uses that serve the regional community, as well as the option to provide multifamily residential. The focus in this district is primarily (60%) commercial.

- **Development Character** should be mixed use development that blends complementary uses including retail, office, and residential in urban or semi-urban development styles. These uses can be integrated vertically in the same building, or horizontally in the same development, and create a live-work-play environment. Public amenities such as outdoor cafes, plazas, and green space provide both residents and visitors areas to relax and socialize.
- **Development Intensity** in this area may range from 10 to 20 units per acre for residential and 10,000 to 30,000 square feet per acre for non-residential uses.
- **Open Space** should be highly connected and create both small and large places for people to gather including plazas, green lawns, and natural areas.
- **Connectivity** should be narrow and incorporate “complete streets” that promote all modes of travel.



Development Character

Height	1-3 stories
Front Setback	0-100 ft
Parking	Rear or side of building, screen from street/neighbor uses
Recommended Development Intensity	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a, • Preferred use mix 40% resid. and 60% office/retail
Recommended Uses	<ul style="list-style-type: none"> • Multifamily • Retail • Office • Public • Semi Public



A mix of commercial, residential, and public spaces create dynamic centers for people to live, work, and play.

RESIDENTIAL MIXED USE

Description

Residential Mixed Use is intended for small to medium-scale commercial uses that serve the local community, as well as the option to provide multifamily residential. The focus in this district is primarily (60%) residential.

- **Development Character** should be mixed use development that blends complementary uses including retail, office, and residential in urban or semi-urban development styles. These uses can be integrated vertically in the same building, or horizontally in the same development, and create a live-work-play environment. Public amenities such as outdoor cafes, plazas, and green space provide both residents and visitors areas to relax and socialize.
- **Development Intensity** in this area may range from 10 to 20 units per acre for residential and 10,000 to 30,000 square feet per acre for non-residential uses.
- **Open Space** should be highly connected and create both small and large places for people to gather including plazas, green lawns, and natural areas.
- **Connectivity** should be narrow and incorporate “complete streets” that promote all modes of travel.



Development Character

Height	1-3 stories
Front Setback	0-25 ft
Parking	Screen from street/neighboring uses
Recommended Development Intensity	<ul style="list-style-type: none"> • Building coverage 30-50% • Development intensity 10,000 - 30,000 sf/acre or 10-20 u/a, • Preferred use mix 60% resid. and 40% office/retail
Recommended Uses	<ul style="list-style-type: none"> • Multifamily • Retail • Office • Public • Semi Public



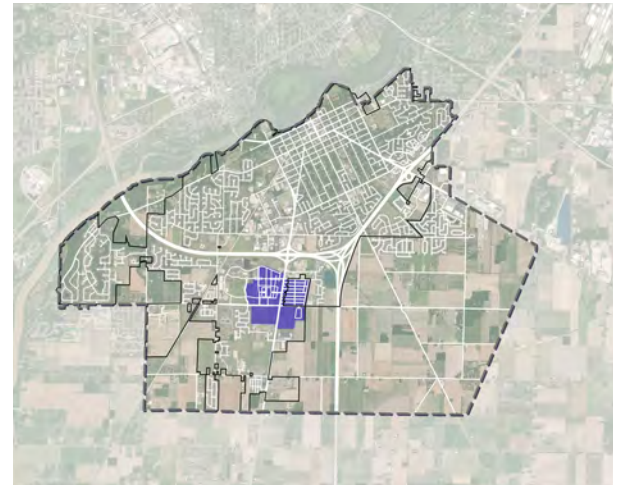
A mix of commercial, residential, and public spaces create dynamic centers for people to live, work, and play.

VILLAGE MIXED USE

Description

Village Mixed Use is characterized by a vertical and/or horizontal mix of uses, with high public and private realm features that promote walkability and social interaction.

- **Development Character** should be mixed use development that blends complementary uses including retail, office, and residential in urban or semi-urban development styles. These uses can be integrated vertically in the same building, or horizontally in the same development, and create a live-work-play environment. Public amenities such as outdoor cafes, plazas, and green space provide both residents and visitors areas to relax and socialize.
- **Development Intensity** in this area may range from 10 to 40 units per acre for residential and 10,000 to 30,000 square feet per acre for non-residential uses. Preferred use mix should be 60% residential and 40% office/retail.
- **Open Space** should be highly connected and create both small and large places for people to gather including plazas, green lawns, and natural areas.
- **Connectivity** should be narrow and incorporate “complete streets” that promote all modes of travel.



Development Character

Height	1-5 stories
Front Setback	0-30 ft
Parking	Rear or side of building, screen from street/neighbor uses (multifamily/commercial only)
Recommended Development Intensity	<ul style="list-style-type: none"> • Building coverage 30-70% • Development intensity 10,000 - 30,000 sf/acre or 10-40 u/a, • Preferred use mix 60% resid. and 40% office/retail
Recommended Uses	<ul style="list-style-type: none"> • Detached Single Family • Attached Single Family • Multifamily • Retail • Office • Public • Semi Public



A mix of commercial, residential, and public spaces create dynamic centers for people to live, work, and play.

HIGHWAY MIXED USE

Description

Highway Mixed Use is intended for light industrial, office, and retail space that demand proximity to interchanges within the City.

- **Development Character** should be designated for a variety of office uses including small professional offices and large format offices in a campus setting. Buildings should serve business or medical uses and local, regional, and national tenants.
- **Development Intensity** in this area may range from 10,000 to 15,000 square feet per acre for non-residential uses.
- **Open Space** should be used to define and buffer operations from nearby residential, retail, and office uses and from the street. This could include small greens, lush vegetation, water features, etc. Recreational paths could also be incorporated into open space.
- **Connectivity** should allow safe travel for cars, trucks, and freight with consideration for roundabouts where appropriate. Branding signage may also be considered in this area.



Development Character

Height	1-2 stories
Front Setback	25-200 ft
Parking	Screen from street/neighbor uses
Recommended Development Intensity	30-40% max. gross site area -or- 10,000 - 15,000 sf/acre
Recommended Uses	<ul style="list-style-type: none"> • Industrial • Office • Public • Semi Public



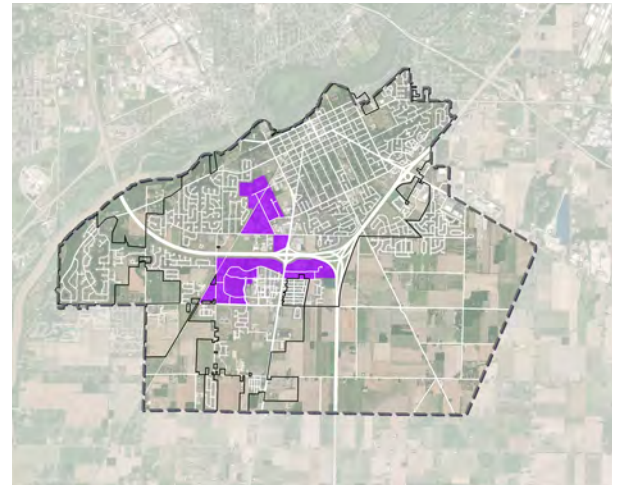
Industrial buildings create functionality for their uses while still incorporating design elements such as landscaped entrances and large windows.

INNOVATION

Description

Innovation is characterized by large-scale industrial, research, and office users that demand proximity to local, regional, and national transportation networks and that create and require synergy between adjoining uses and businesses.

- **Development Character** should be a variety of industrial, research & development, laboratory, design, and technology uses. Retail may be considered as a secondary use to accommodate workers. High interconnectivity through public plazas, green spaces, and pathways within and around the site should create a campus of cross-collaboration. Parks, public amenities, and pedestrian and bicycle access should be included.
- **Development Intensity** in this area may range from 10,000 to 20,000 square feet per acre and allow for large format users.
- **Open Space** should be incorporated into site design as appropriate.
- **Connectivity** should allow safe travel for cars, trucks, and freight with consideration for roundabouts where appropriate. Branding signage may also be considered in this area.



Development Character

Height	1-2 stories
Front Setback	25-200 ft
Parking	Screen from street/ neighboring uses
Recommended Development Intensity	20-30% max. gross site area -or- 10,000 - 20,000 sf/acre
Recommended Uses	<ul style="list-style-type: none"> • Industrial • Office • Retail • Public • Semi Public



Large industrial buildings incorporate well-landscaped and architecturally distinct entrances to improve building aesthetics.

RIVERFRONT CONSERVATION

Description

Riverfront Conservation is characterized by maintaining the natural environment along the Maumee River and adding community amenities where appropriate.

- **Development Character** should be areas that are intended to accommodate public and semi-public uses. Preserving the river and allowing recreation within areas that front the Maumee River are included in those uses.
- **Development Intensity** should include a range of active and passive uses or activities, and be designed to reduce maintenance expenses.
- **Open Space** should be integrated into the regional and local network.
- **Connectivity** should be easily accessed by a variety of mobility options, include multi-generational activities, and provide environmental education opportunities.



Development Character

Height	--
Front Setback	--
Parking	--
Recommended Development Intensity	--
Recommended Uses	---



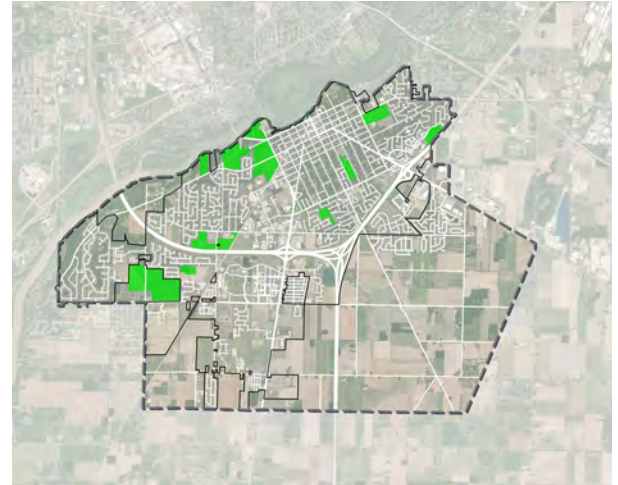
A variety of park spaces within a City create amenities for residents and improve the local environment.

PUBLIC, PARKS, AND OPEN SPACE

Description

These areas are intended to accommodate public and semi-public uses. Buildings and land owned by the government, libraries, City emergency and service departments, privately and publicly owned schools and universities, as well as private and public parks and open spaces share this development character. Such facilities should be well designed and integrated into their surroundings. Pedestrian access is key on these sites and must be ADA accessible. Structures should be connected to pedestrian and bicycle facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety.

When considering the development of large expanses of greenfield land, it is important to recognize the value of open space and recreational areas and land remaining in its natural state. Residential neighborhoods and mixed-use developments often gain an even greater value when located in proximity to parks and open space. Park facilities should include a range of active and passive uses or activities, and be designed to reduce maintenance expenses. The existing park network should be expanded into new areas of development.



Development Character

Height	--
Front Setback	--
Parking	--
Recommended Development Intensity	--
Recommended Uses	<ul style="list-style-type: none"> • Public • Semi Public



A variety of park spaces within a City create amenities for residents and improve the local environment.

INSTITUTIONAL

Description

These areas are intended to accommodate public and semi-public uses. Buildings and land owned by the government, libraries, City emergency and service departments, religious uses, privately owned schools and universities, and the public school system share this development character. Such facilities should be well designed and integrated into their surroundings.

Pedestrian access is key on these sites and must be ADA accessible. Structures should be connected to pedestrian and bicycle facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety. In larger institutional settings such as a university campus, parking that serves a greater area may be located at a further distance to preserve the pedestrian experience within the site. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.



Development Character

Height	--
Front Setback	--
Parking	--
Recommended Development Intensity	--
Recommended Uses	<ul style="list-style-type: none">• Public• Semi Public



A variety of institutional places within a City offer services for residents and improve the quality of life.

04

FOCUS AREAS

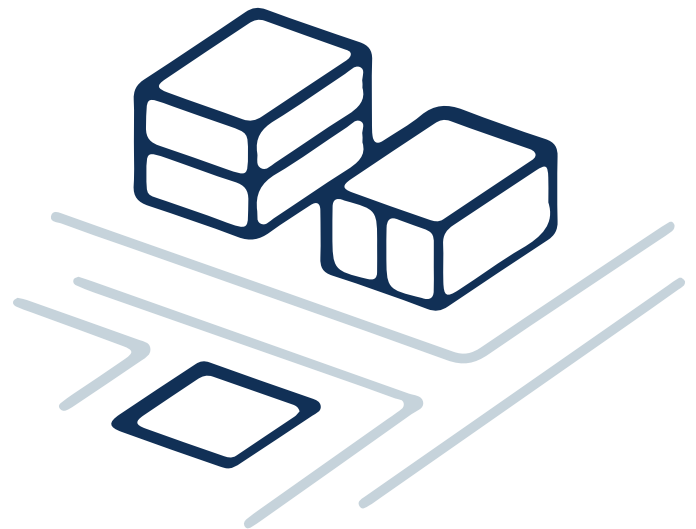
Focus Areas

OVERVIEW

This Chapter outlines recommendations for specific Focus Areas identified in the Future Land Use Plan. A Focus Area is defined as an area that has been identified as an important parcel or collection of parcels that are appropriate for redevelopment or infill and can dramatically shape the quality of life and economic success of the community in the future. It is important to remember these are only suggested concepts of how these areas should be redeveloped. The following statements further define the purpose and intent of the Focus Areas.

- » The examples in this chapter are only concepts
- » The examples ARE NOT proposed developments
- » They highlight new planning principles in Perrysburg, which is more about growing up and in, as opposed to out
- » Like the land use map, they are intended to guide and inform future land use decisions
- » The concepts set a proactive path forward as it relates to the development of these high priority sites
- » It is NOT about zoning, but it is about creating social and financial value when these areas are ready to transform

There were three primary Focus Areas defined and outlined in this chapter, with a fourth additional area supplemented with a visioning digram . This includes Boundary Crossing South Boundary, and South Downtown, and The Heights. Within this chapter, the development potential and community impact is outlined for each Focus Area.



The development concepts for each Focus Area help to further define the development intent and opportunity.



Boundary Crossing is the former site of the American Steel Plant. It is a gateway to some of Perrysburg's historic neighborhoods, and is a highly visible site along Route US 25. Through diverse housing options and a variety of community serving uses, this site has the potential to elevate the immediate area.



South Boundary contains a collection of commercial properties. This commercial area is an older commercial format, or strip center, which has extensive parking out front and is predominantly auto-centric. The site is also all one-story. The current parking and building configuration presents an opportunity to diversify and intensify the site yielding more community value.



Downtown is the heart of the community. Within the downtown, there are areas of commercial development and undeveloped areas that can be re-imagined to further advance the economic and social success in the downtown. By rethinking some of these areas, the City can help define the downtown fabric for decades to come.



The "Heights" Neighborhood is a single-family community with long-standing roots in the area. This residential area, with commercial parcels fronting Route 25, has opportunities to optimize and reorganize to maintain the character while adding amenities to improve quality of life in the neighborhood.

Boundary Crossings

OVERVIEW

The area that we have nicknamed "Boundary Crossings" is located between intersections of West Boundary Street and Indiana Avenue, and the neighborhood street intersection of 6th Street and Mulberry Street. This block is bisected by the CSX Railroad tracks and primarily inhabited by industrial/manufacturing facilities. The residential neighborhoods have naturally expanded around these facilities as the City has grown, making this a unique and rather non-compatible location for industrial land-use.

Additionally, with Boundary having a direct connection to the interstate and Indiana Avenue operating as a major thoroughfare along the river and adjacent communities, this intersection sees a high volume of traffic. It is one of the first entrances into the core City of Perrysburg and doorstep to the historic neighborhoods and downtown area.

Opposite of this intersection is one of the first traditional single-family neighborhoods on the west end of the City.



Figure 4-1: Boundary Crossings - Existing Condition

ISSUES AND OPPORTUNITIES

With dated facilities, an undesirable location, and a lack of space to expand, industrial companies tend to find themselves in a win-win situation with a growing community like the City of Perrysburg. Industrial manufacturers are vital assets to a community, as they provide more jobs than most employers, and they constitute for a higher percentage of tax-base than other facilities. This often results in an agreement between the City and manufacturer to develop a relocation strategy, in which the City may provide adequate space for an industrial use where they can efficiently operate without the barriers of being up against a residential neighborhood.

This is a major opportunity to recreate an entire block of Perrysburg. There are many sources made available by state and federal agencies to help communities with brownfield development, a process in which a site formally inhabited by industrial use is reclaimed to be suitable for residential and public use.

The intersection of Indiana and West Boundary is a prime location for mixed-use development. The currently non-descript, un-activated streetscape, and the intersection with a lack of scale and high visibility, has the potential to serve as a gateway into the core of the City of Perrysburg.

The south side of the railroad tracks presents an excellent opportunity to increase residential capacity. Adding a single-family type of residential housing would help with the influx of residents to Perrysburg, but perhaps the most efficient route would be to add multi-family housing units. 6th Street and Mulberry would present the perfect opportunity for a brownfield development with additional parking between the buildings and the railroad.

Increased housing efficiency would provide more opportunities to introduce park/open space to the site also. It would be a major asset to the community, as the closest public open space to this building is six blocks in any direction.

A redevelopment strategy such as this could heavily increase property value and quality of life for the adjacent neighborhood.



Aerial View: Indiana and Boundary



Aerial View: 6th and Mulberry

PRINCIPLES



CREATE COMMUNITY SPACES

Provide opportunities for social gathering and community building in a variety of community spaces (parks, riverfront, shopping, restaurants, historic assets, connectivity, etc.).



PROVIDE A VARIETY OF HOUSING OPTIONS

Plan for and promote a variety of housing options that maintains and grows opportunities for residents at all stages of life.



ENCOURAGE DIVERSITY

Support and grow the diversity of the community through a variety of living and cultural amenities opportunities.



BE CONNECTED

Connect the community through a network of trails and pathways and places that promote social gathering, safe mobility, and healthy lifestyles.

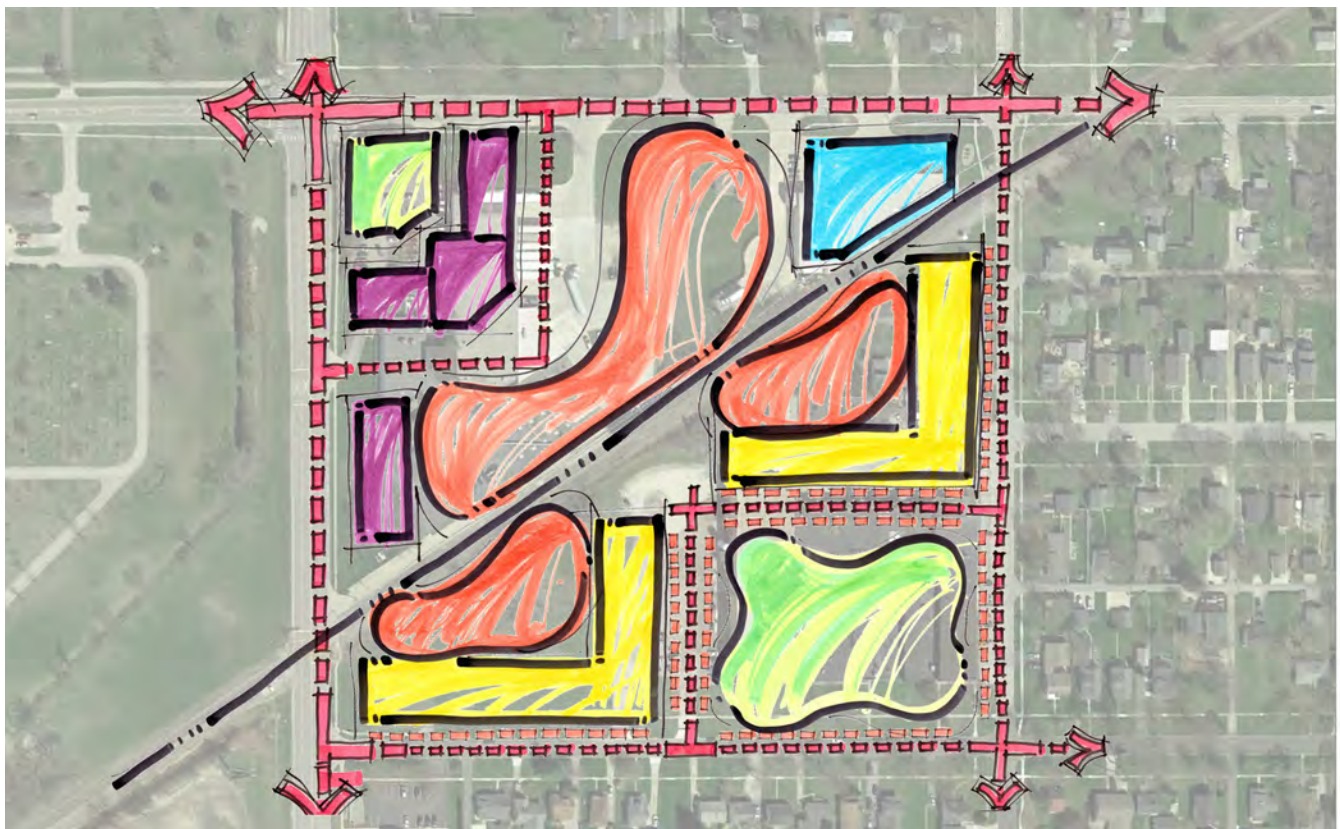


Figure 4-2: Boundary Crossings - Preliminary Sketching

VISION

The goal of re-visioning Boundary Crossings is to eliminate industrial/manufacturing uses from an important historic neighborhood, and to increase land-use efficiency by adding mixed-use development to the southeast corner of Indiana Avenue and West Boundary Street. These buildings would include commercial businesses, retail, restaurant opportunities on the first floor, and residential apartments/lofts above. The building height would not exceed three stories and therefore would not visually overpower adjacent residential land uses. The streetscape would include parallel parking and a large sidewalk that allows access to building frontages. Parking would be between the buildings and the railroad tracks. Open space would also be considered behind the mixed use buildings for outdoor dining, small events, and green space for residents.

On the opposite side of the railroad tracks, a development of multi-family housing units will provide more residential capacity for the neighborhood. Additional parking for the residential units will be placed between the buildings and the railroad tracks.

The residential units will be fronted by a large neighborhood park, which will not only facilitate the multi-family housing units, but the surrounding neighborhood south and east of the site. The park would be fronted on all sides with parallel parking to provide access to visitors.

Boundary Crossings can increase its value dramatically, especially if a strategy can be created to keep existing businesses in the City of Perrysburg and relocate them effectively. The provisioned block will fit into the character of the existing neighborhood much more than the existing industrial facilities and is developed in a way that can seamlessly transition from a traditional single-family neighborhood to multi-family and mixed-use on the other side of the railroad tracks. The increased density will provide consistent consumers for the mixed-use development and in turn will help provide the existing neighborhood with goods and services.



Figure 4-3: Boundary Crossings - Development Concept

COMMUNITY IMPACTS

A variety of economic and development impacts were considered as part of this Focus Area. Development capacity and fiscal impacts were considered, such as an estimate of square footage of land uses, as well as economic impacts estimated with UrbanFootprint, a scenario analysis software, which gave outputs that estimated the potential impacts on the community.

The Boundary Crossings concept has the potential to yield approximately 115,000 SF of mixed use space, along with an increase in approximately 99,000 SF in housing and in green space.

It is estimated the new annual property tax revenue in this scenario could be approximately \$266,000 - a \$134,000 increase from the existing condition. In regards to potential employment impacts, 193 additional jobs are estimated, which are primarily in the office and retail sector. Using the \$50k median income for Perrysburg, at the current 1.5% income tax rate, these new jobs could yield approximately \$144,000 in income tax revenue for the City.

In summary, estimated annual property tax and income tax revenue for the City has the potential to yield approximately \$410,050 in combined revenue for the City from the Boundary Crossing development concept.



Images on the right: Character images supporting the development concept.



Figure 4-4: Boundary Crossings - Concept Perspectives

South Boundary

OVERVIEW

The Country Charm Shopping Center, which we are calling the South Boundary concept, is a large traditional retail establishment that is over 20 acres in size. It is located on two prominent streets in Perrysburg, Louisiana Avenue and South Boundary Street, with Louisiana being the main access route from Perrysburg Township to Downtown Perrysburg. The boundary is a main arterial connecting River Place Shopping Center and Route 25 to Route 20.

It is surrounded by traditional single family and multi-family neighborhoods but has minimal connectivity from the shopping center to these communities.

The typical suburban drive-up style development is home to a large number of retail stores and small-scale restaurants. Some of the property includes small out-parcels for additional retail, fast food, and other commercial types.

The buildings have a deep setback positioning to the streetscape, often with parking in front of the business. The out-parcel businesses all have dedicated curb-cuts and the streetscape is relatively inactive, with minimal sidewalks and typical crosswalks at intersections.



Figure 4-5: South Boundary - Existing Condition

ISSUES AND OPPORTUNITIES

South Boundary is well located, and many of the businesses are well attended, especially during major shopping seasons. Access to the highway and surrounding communities has helped this shopping center continue business, as many of the stores are everyday one-stop pharmacies, fast food, and service centers.

Unfortunately, the aged site is widely underutilized, with just under half of the acreage serving as surface parking. Properties like this tend to be widely viewed as part of the past, and smart growth and development has helped enhanced shopping centers like these be much more sustainable and efficient in many places around the country.

Commercial shopping areas are now being developed in a reverse fashion compared to the existing conditions at Country Charm. Rather than parking fronting the street, the buildings are often fronted on the street, with parking in the rear and less curb cuts from the road. This allows for businesses to be prominently showcased on an activated streetscape with consumers walking from shop to shop, rather than driving from shop to shop and walking through a wide-open parking lot.

Introducing mixed-use development to commercial retail areas also brings permanent residents to the shopping area, increasing consistent business to the area. By centralizing commercial retail, it opens the rest of the site to be utilized for multi-family residential condos and apartments. As walkability and connectivity increases, too will property values for not only this space, but surrounding neighborhoods as well.

In a time where estimated population for the City of Perrysburg looks to be increasing at a steady rate, Country Charm Shopping Center may be one of the best opportunities for smart growth, rather than expansion of suburban neighborhoods.



Aerial View: East Country Charm



Aerial View: West Country Charm

PRINCIPLES



CREATE COMMUNITY SPACES

Provide opportunities for social gathering and community building in a variety of community spaces (parks, riverfront, shopping, restaurants, historic assets, connectivity, etc.).



FOSTER CREATIVE REDEVELOPMENT

Allow for the creative redevelopment of areas that promotes new mixed-use, high quality development that creates economic and living options for a variety of residents.



PROVIDE A VARIETY OF HOUSING OPTIONS

Plan for and promote a variety of housing options that maintains and grows opportunities for residents at all stages of life.



ENCOURAGE ECONOMIC GROWTH

Offer creative ways to encourage economic growth and development that improves the community's fiscal health and quality of life, while respecting other land use principles.

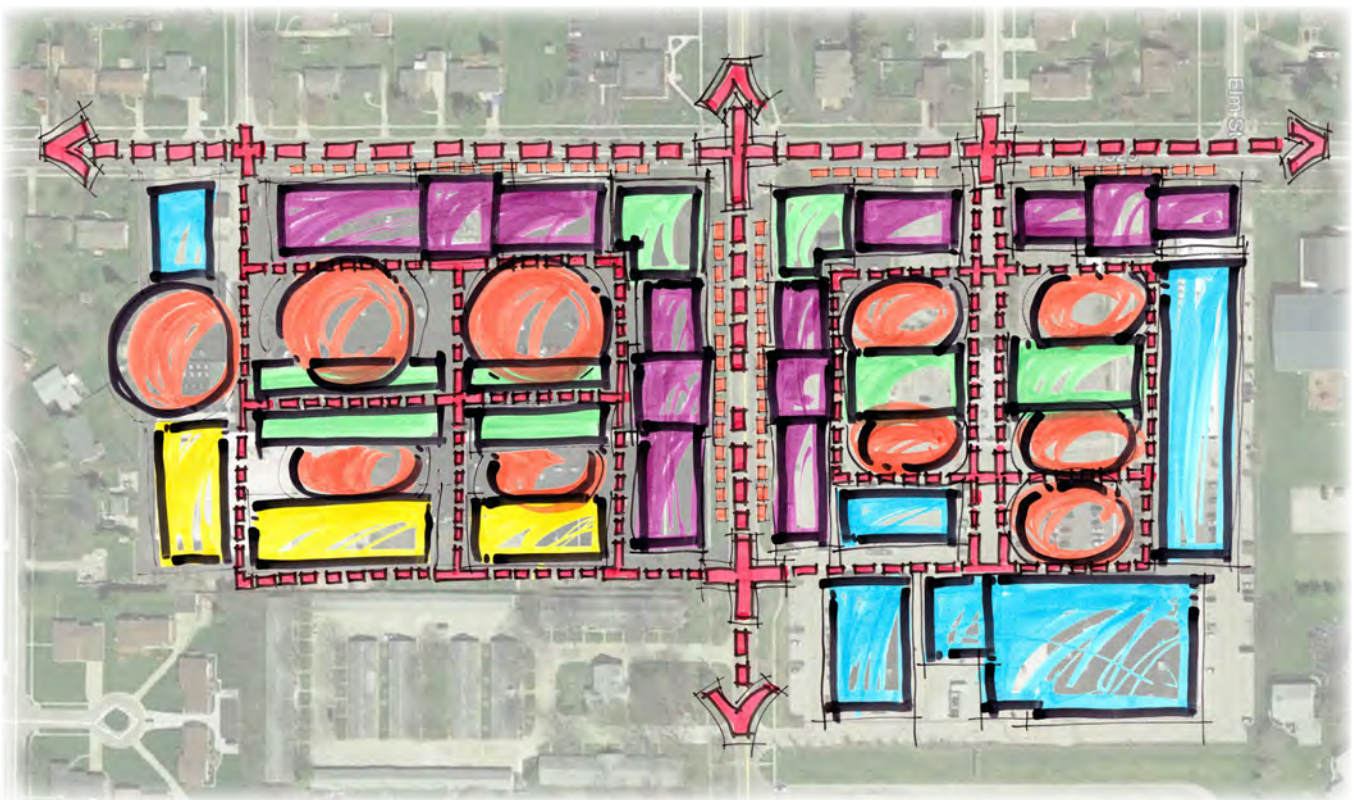


Figure 4-6: South Boundary - Preliminary Sketching

VISION

South Boundary offers a unique opportunity to create an identity for this area of Perrysburg. Rarely is a space of this size within an established municipality available for a complete redesign. With an aging facility and outdated organization of space, Country Charm is prime for a makeover, with many businesses remaining in the same general area.

South Boundary Street and Louisiana Avenue will be activated with on-street parking, larger sidewalks, street trees, public amenities, and direct access to retail and commercial business from the streetscape for increase marketability. At the intersection of South Boundary and Louisiana is where this space will establish a new identity. Civic spaces will be built into each corner for small public gathering, outdoor dining, and spill-out space for first floor retail. This balance of public space and building frontage will enhance the scale of the overall development.

The introduction of mixed-use buildings at the intersection of Boundary and Louisiana will allow for increased residential capacity directly located above commercial retail, businesses, and restaurants. This will encourage a live-work-play atmosphere outside of the Downtown Perrysburg district.

By consolidating businesses, there is opportunity to consolidate parking much more efficiently, putting less stress on public utilities and building much more sustainable infrastructure.

Additionally, this provides more space for development. In an effort to support the mixed-use businesses within those facilities, additional multifamily housing on the west and east end would be very desirable. There are multiple ways to lay out these developments, but a push should be made for a balance of open space among residential units. Due to the general lack of park/open space in this neighborhood, a considerable amount of green space should be required for development.



Figure 4-7: South Boundary - Development Concept

COMMUNITY IMPACTS

A variety of economic and development impacts were considered as part of this Focus Area. Development capacity and fiscal impacts were considered, such as an estimate of square footage of land uses, as well as economic impacts estimated with UrbanFootprint, a scenario analysis software, which gave outputs that estimated the potential impacts on the community.

The South Boundary concept has the potential to yield approximately 210,000 SF of mixed use space, along with an increase in approximately 265,000 SF in housing and 78,000 SF in green space.

It is estimated that the new annual property tax revenue in this scenario could be approximately \$766,000 - a \$465,000 increase from the existing condition. In regards to potential employment impacts, 350 additional jobs are estimated, which are primarily in the office and retail sector. Using the \$50k median income for Perrysburg, at the current 1.5% income tax rate, these new jobs could yield approximately \$262,000 in income tax revenue for the City.

In summary, estimated annual property tax and income tax revenue for the City has the potential to yield approximately \$1,028,000 in combined revenue for the City from the South Boundary development concept.



Images on the right: Character images supporting the development concept.



Figure 4-8: South Boundary - Concept Perspectives

South Downtown

OVERVIEW

The South Downtown district is the epicenter of Perrysburg's rich history, cherished Victorian architecture and small-town, locally-owned businesses. It strongly shapes the identity and character that represents the entire City of Perrysburg.

Louisiana Avenue is the quintessential "main street" that makes Downtown Perrysburg so special. It uniquely connects Perrysburg's historic neighborhoods through downtown, to the Maumee River, one of Ohio's largest and most picturesque waterways. This type of access to commerce and nature is rather uncommon, and is recognized by community members as one of the best assets for Perrysburg.

Local residents value the existing character of Downtown Perrysburg and historic nature of the area. However, many recognize that the potential rise in population will cause an imbalance of people that do not live within walking proximity to downtown, but rather reside south of the I-475 corridor. So how do we ensure our locally-owned businesses continue to flourish? This section presents an option to preserve the historic downtown while re-imagining some areas for vertical growth, enhanced connectivity, and increased activity.

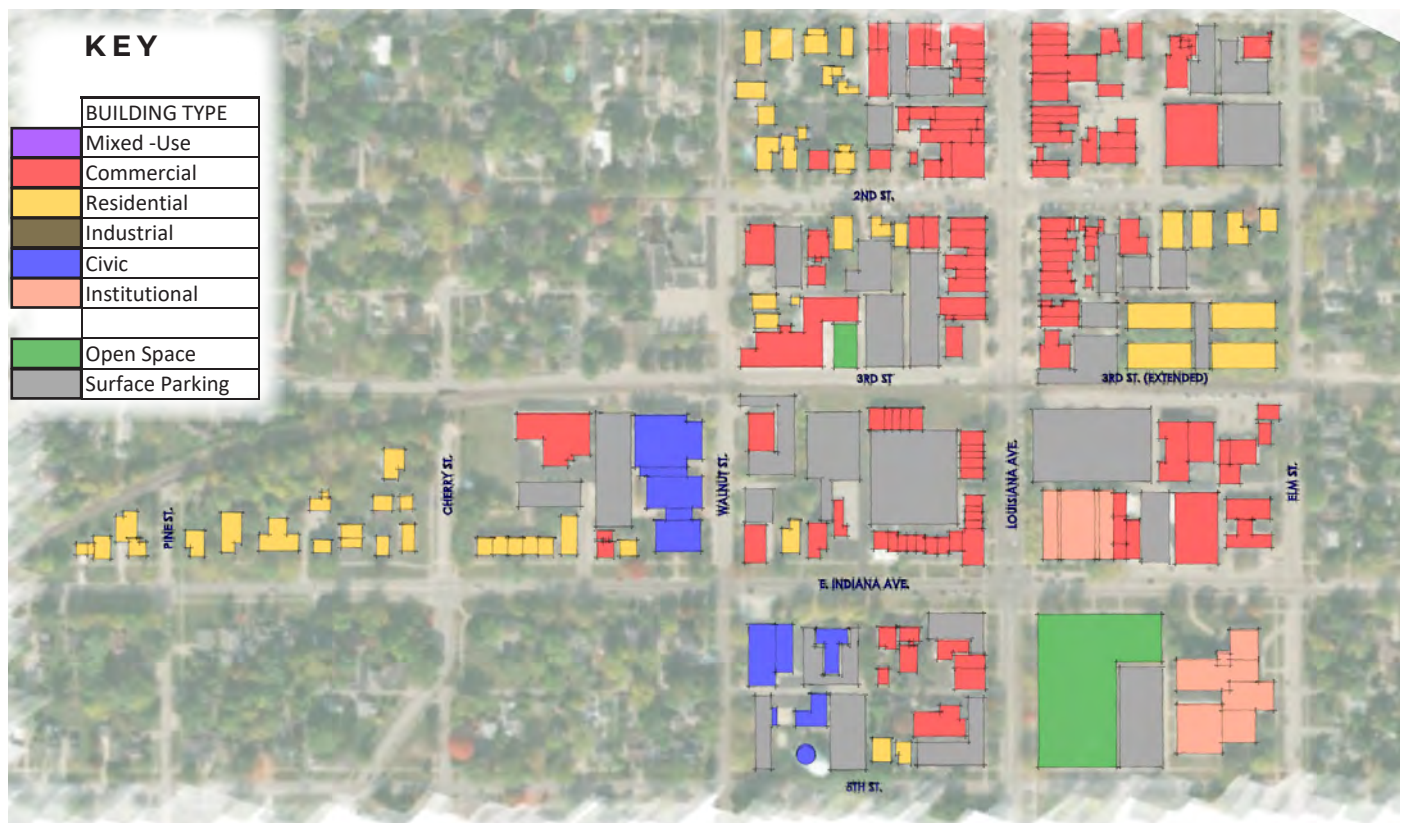


Figure 4-9: South Downtown - Existing Condition

ISSUES AND OPPORTUNITIES

Downtown Perrysburg has a number of important "roots" that help a small-town commercial corridor thrive. The important governmental and civic buildings, including City Hall, Municipal Courts, Public Library, and education facilities are all located within blocks of Downtown. In addition, the area is located within walking distance of accessible natural features such as the Maumee River, multiple recreation facilities, and historic sites such as Fort Meigs.

Despite all these wonderful features, Downtown Perrysburg still has room to evolve and adapt to ensure its future success and continue to attract people looking for the best community to start a family or business. There are many areas we can re-purpose to increase efficiency and value, while preserving existing character.

The intersection of Indiana and Louisiana operates as the front door for Downtown Perrysburg, however the character, south of the railroad tracks, is physically different. The parking turns from angular to parallel, the sidewalks get smaller, and the building setback is large. Extending the downtown scale and framework to the 5th Street and Louisiana Avenue intersection will establish an enhanced gateway to downtown and allow for mixed use land-use opportunities to increase residential and business capacity, without disrupting the existing Downtown.

Although Perrysburg has a number of recreation facilities within walking distance of Downtown, the area lacks a structured green-space that has direct connection and visibility from the commercial corridor. This space would be flexible, and continuously coordinate with events and festivals to serve as a major asset for Perrysburg. Communities around the United States have used spaces like these as a tool for smart development with plenty of success.

As with any downtown, parking can be rather scarce, especially public parking. There are a few opportunities in downtown Perrysburg that can alleviate this pressure and increase commerce. The space is available to increase angular parking on Louisiana and some of the side streets. A parking garage is also a viable option. Long gone are the days where the concrete structures stick out like a sore thumb. These can be faced with actual business and residential units, making them otherwise invisible, fitting right in with the existing character.



Aerial View: Louisiana and Indiana



Aerial View Downtown Perrysburg

PRINCIPLES



CREATE COMMUNITY SPACES

Provide opportunities for social gathering and community building in a variety of community spaces (parks, riverfront, shopping, restaurants, historic assets, connectivity, etc.).



KEEP A SMALL TOWN FEEL AND HISTORY

Maintain and promote a small town feel and celebrate the City's rich history through new development, preservation, and quality design.



BE CONNECTED

Connect the community through a network of trails and pathways and places that promote social gathering, safe mobility, and healthy lifestyles.



ENCOURAGE ECONOMIC GROWTH

Offer creative ways to encourage economic growth and development that improves the community's fiscal health and quality of life, while respecting other land use principles.

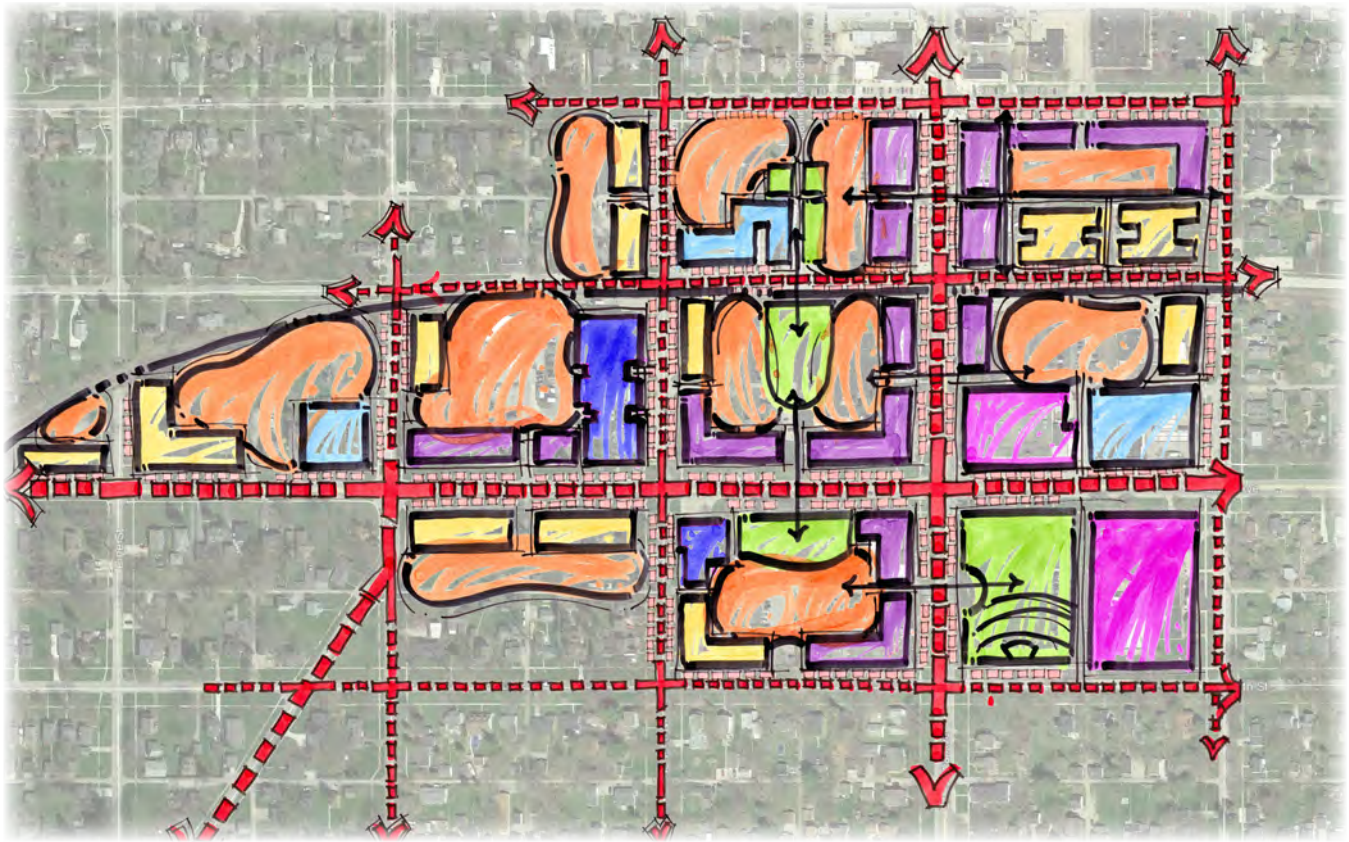


Figure 4-10: South Downtown - Preliminary Sketching

VISION

The goal of an updated vision for Downtown Perrysburg is to preserve the historic character of the existing downtown, while allocating under-utilized space for smart growth. Feedback from residents have helped us structure this plan.

The focus of future growth in Downtown Perrysburg is mainly located south of the railroad tracks that bisect downtown. It currently acts as a transition point from a traditional main street downtown to a slightly under-utilized commercial area that has increased building setbacks, reduced on-street parking, smaller sidewalks, and reduced connectivity.

This area has been re-imagined to include increased walkability with an activated streetscape, slightly higher density through mixed use development and a large programmed green space that will offer flexible spaces for large events and festivals. This space will be supported by a parking garage that will be next to mixed use along Louisiana and side streets.

In addition, the entire Downtown will be supported by a green pedestrian thoroughfare that will start at Louisiana, border the new green space, and continue behind downtown business to Front Street. This will provide biking and pedestrian access, uninhibited to Riverside Park, and access to the Maumee River. It will also have opportunities to connect to a future shared-use pathway leading to Fort Meigs and across the river to Maumee.

Louisiana Avenue and Indiana Avenue will see a much more activated streetscape with on-street parking and commercial frontage that is more walkable and in some cases, open to outdoor dining space. Mixed-used development south of Indiana would provide the perfect bookend to the Perrysburg Downtown along Louisiana, and establish a gateway to downtown from Indiana Avenue. It would allow for the community to grow, increase residential and business value, and preserve the existing downtown character.

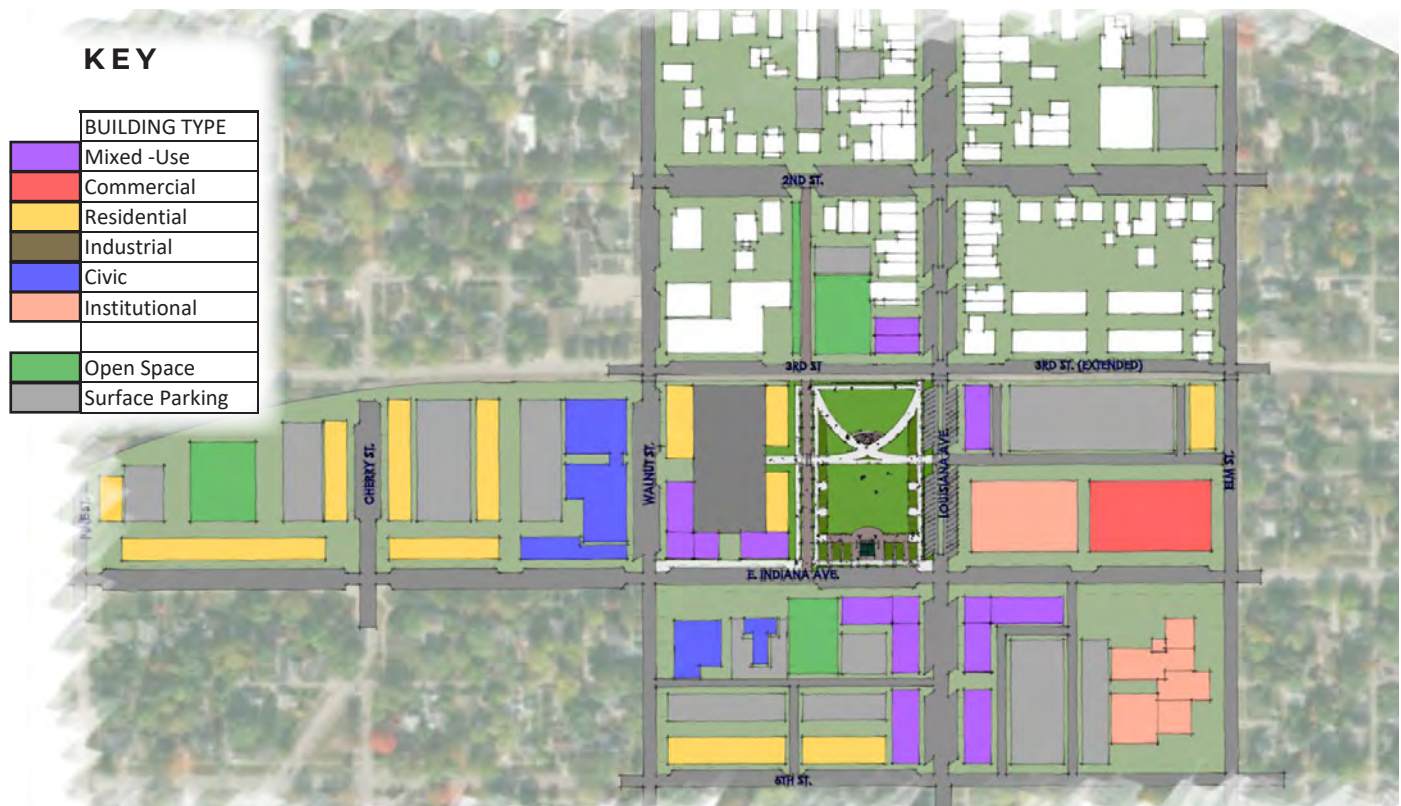


Figure 4-11: South Downtown - Development Concept

COMMUNITY IMPACTS

A variety of economic and development impacts were considered as part of this Focus Area. Development capacity and fiscal impacts were considered, such as an estimate of square footage of land uses, as well as economic impacts estimated with UrbanFootprint, a scenario analysis software, which gave outputs that estimated the potential impacts on the community.

The South Downtown concept has the potential to yield approximately 579,000 SF of mixed use space, a slight decrease in commercial space, but an increase in approximately 269,000 SF in housing and 94,000 SF in central green space, and a 3 story parking structure.

It is estimated that the new annual property tax revenue in this scenario could be approximately \$704,000 - a \$514,000 increase from the existing condition. In regards to potential employment impacts, 452 additional jobs are estimated, which are primarily in the office and retail sector. Using the \$50k median income for Perrysburg residents, at the current 1.5% income tax rate, these new jobs could yield approximately \$339,000 in income tax revenue for the City.

In summary, estimated annual property tax and income tax revenue for the City has the potential to yield approximately \$1,043,000 in combined revenue for the City from the South Downtown development concept.



Images on the right: Character images supporting the development concept.



Figure 4-12: South Downtown - Concept Perspectives

The Heights

OVERVIEW

The "Heights" Neighborhood is a single-family community that is located on the south side of Interstate 475 and bounded by State Route 25 and Roachton Road to the west and the south, respectively. It is roughly 90 acres in size and has a variety of home styles, from cape cod and ranch, to modular and mobile home. The long and narrow streets that stretch through the neighborhoods place an emphasis on vehicular access to arterial streets.

ISSUES AND OPPORTUNITIES

With areas like Levis Commons continuing to grow and attracting new, young residents to the area, demand for growth within walking distance continues to strengthen. The Heights Neighborhood will see pressure from the housing market to adapt to its surrounding bustling communities. Therefore, it is important to plan for these eminent changes.

One of the issues that quickly stands out in the Heights community is the lack of walkability. Currently, none of the residential streets have sidewalks. Thus, non-motorized transportation to other parts of the community and beyond must be made in the streets, among vehicular traffic. This is very rare for a community merely feet from a very walkable community retail center. Enhanced walkability would increase the property value of this entire community instantly.

Another concern is the generous amount of vehicular connectivity to surrounding arterial roads. Almost every road is connected to either State Route 25, or Roachton Road. Although this may serve as a convenience to drivers, it is actually a deterrent to home buyers, and lowers property value. Many are seeking a safe and quiet neighborhood to raise a family or walk their dog. The abundance of vehicular connectivity increases traffic and often speeding drivers cutting through neighborhoods for shorter routes. Closing or looping a number of these streets will increase walkability, reduce traffic, and increase property values.



Aerial view of The Heights residential portion of the neighborhood

PRINCIPLES



CREATE COMMUNITY SPACES

Provide opportunities for social gathering and community building in a variety of community spaces (parks, riverfront, shopping, restaurants, historic assets, connectivity, etc.).



PROVIDE A VARIETY OF HOUSING OPTIONS

Plan for and promote a variety of housing options that maintains and grows opportunities for residents at all stages of life.



ENCOURAGE DIVERSITY

Support and grow the diversity of the community through a variety of living and cultural amenities.



BE CONNECTED

Connect the community through a network of trails and pathways and places that promote social gathering, safe mobility, and healthy lifestyles.



Aerial view of The Heights commercial area fronting Rt. 25.

VISION

A new vision for the Heights neighborhood would include walkable streets, pedestrian friendly intersections, and purposeful connectivity to local resources and amenities, and surrounding neighborhoods and commercial centers.

Lincoln Boulevard and Harold Street, the two access points from State Route 25 that have left and right-in entry into the Heights Neighborhood would become Complete Streets. This would include on-street parking, tree lawns, sidewalks, and bump-outs at intersections for pedestrian safety. Broad Street would also see this treatment as the north-south main neighborhood collector street. Gloria and Ft. Meigs Blvd. would loop into one another, and vehicular access to State Route 25 would be removed. Roosevelt Street and Washington Street would see the same treatment. This will reduce traffic through the neighborhood and increase walkability.

Due to the lack of open space, a number of parcels shall be allocated to a new, centrally located green space. This park will be large enough for small neighborhood events and passive recreation. This area will likely see increased demand for new single family housing development. Regardless of the style, the buildings shall front the greenspace to effectively garner property value. In addition, planning for this neighborhood should also place an emphasis of increased connectivity to the Perrysburg Heights Community Center. This can be done by increasing walkability to the Center with enhanced pedestrian sidewalks and crosswalks, or a pedestrian friendly alley system that leads to the facility.

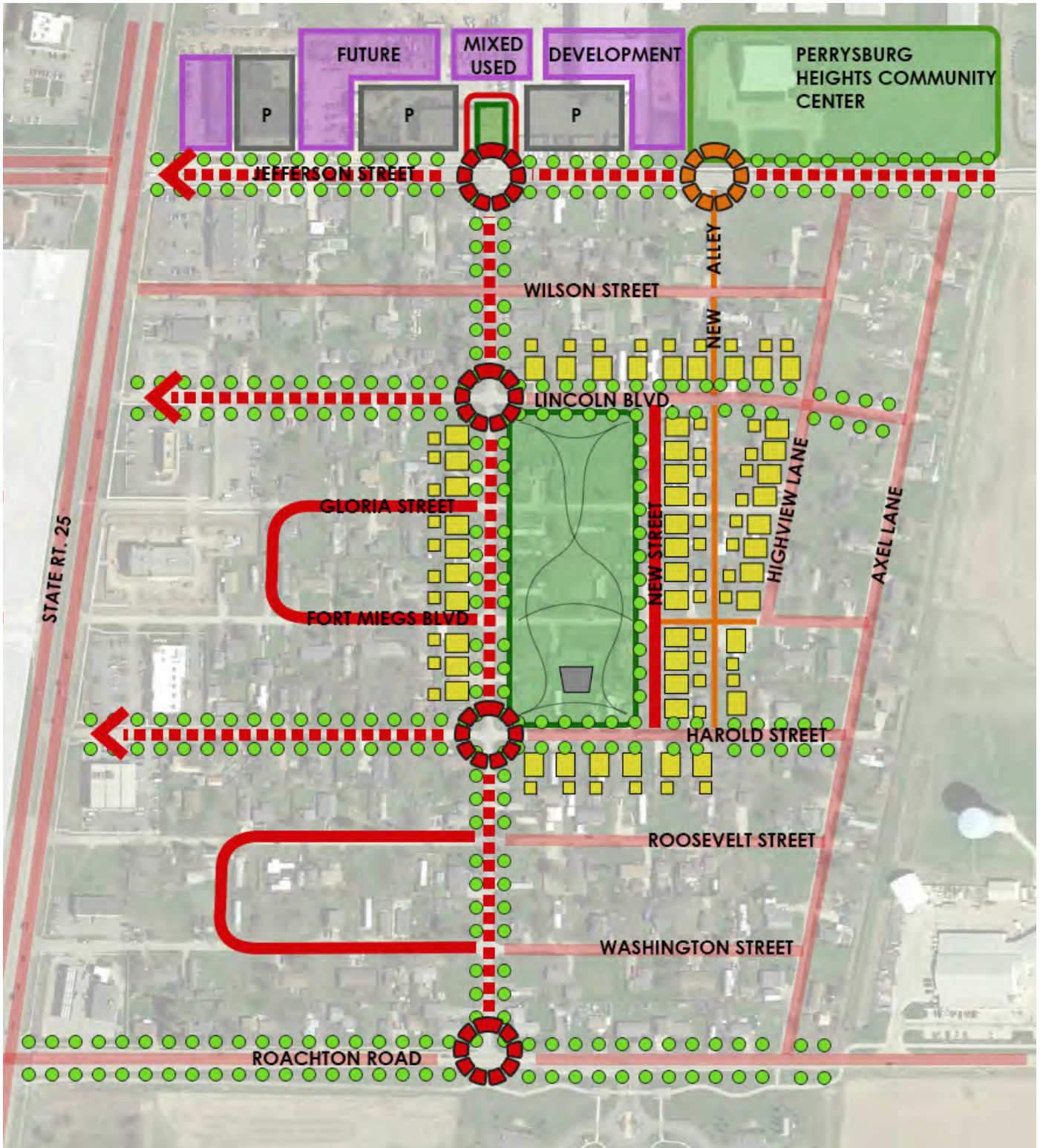


Images above: Character images supporting the development concept.

LEGEND

- EXISTING ROADS 
- EXISTING RECREATIONAL FACILITY 
- RE-ROUTED ROAD 
 - REDUCED ACCESS TO ST RT. 25
 - REDUCED TRAFFIC
 - QUIETER NEIGHBORHOOD
- ENHANCED STREETSCAPE 
 - SIDEWALKS
 - ON-STREET PARKING
 - STREET TREES 
- ENHANCED INTERSECTION 
 - CROSSWALKS
 - SAFETY SIGNAGE
- SF HOUSING DEVELOPMENT 
 - ORIENTED TOWARD GREENSPACE
- PROPOSED PARK 
 - LARGER OPEN SPACE
 - SMALL PAVILION
 - CENTRALLY LOCATED

Figure 4-13: The Heights - Vision Plan



05

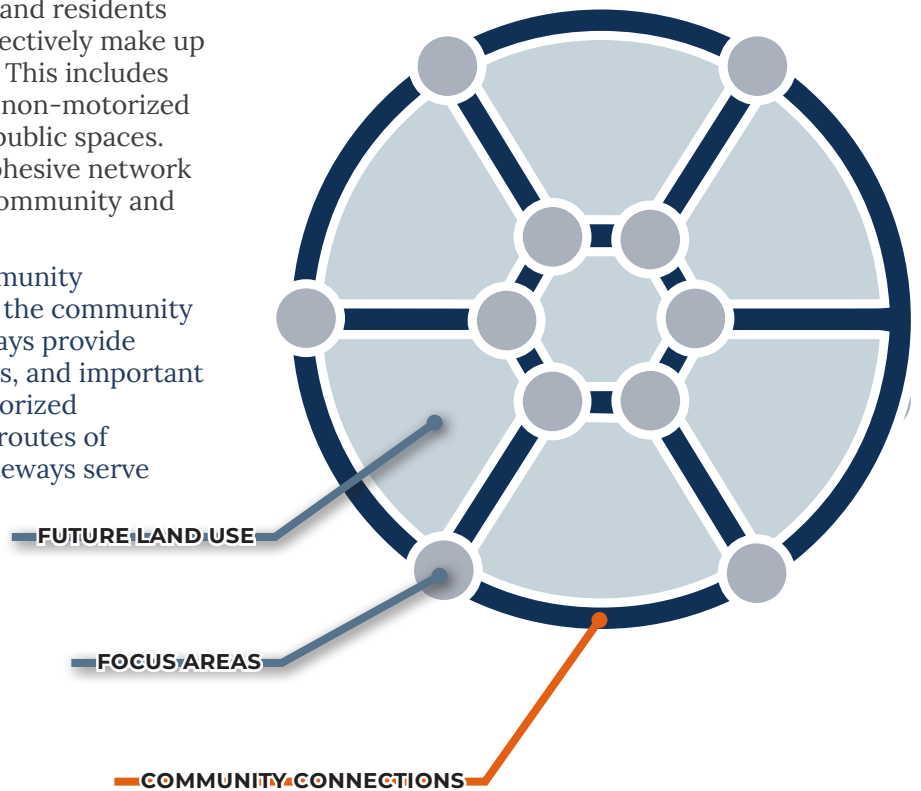
COMMUNITY
CONNECTIONS

Community Connections

OVERVIEW

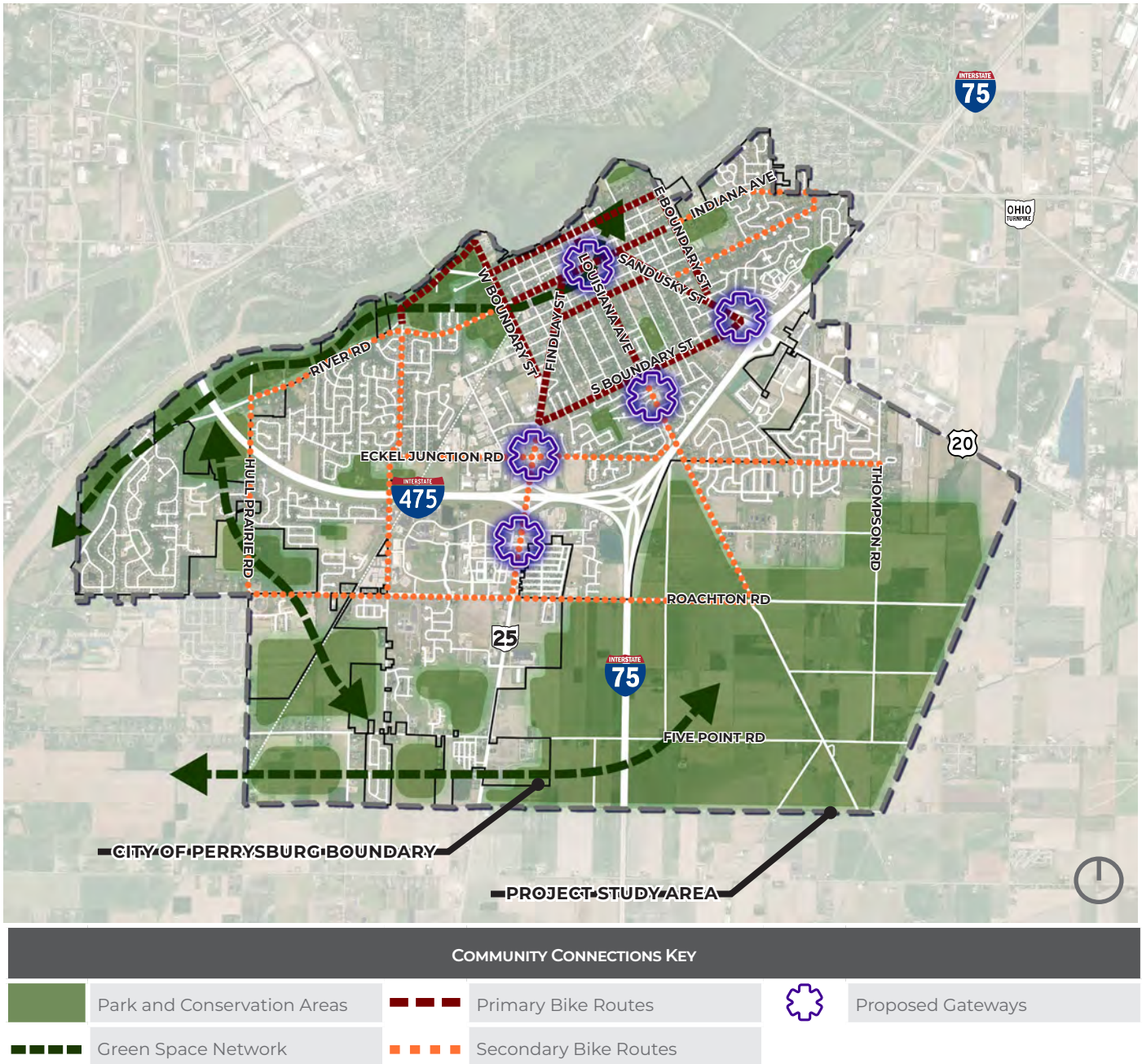
This section of the report outlines recommendations for how to improve connections within the community. Community connections are like spokes connecting elements of the Future Land Use Plan and residents through a series of strategies that collectively make up a community connections framework. This includes areas for greenways and open spaces, non-motorized connections, as well as gateways and public spaces. These elements all work to create a cohesive network and connect geographies within the community and important community destinations.

It is important to note that these community connections provide many benefits to the community and natural environment. The greenways provide natural and human migration corridors, and important parks and open spaces. The non-motorized connections provide healthy and safe routes of travel throughout the community. Gateways serve as important points of connection to the community image and its boundaries, and can elevate the City's brand image. Collectively all of these elements help to elevate the local quality of life, provide important community amenities that help to attract and retain residents and businesses, and improve the economic and social condition and community competitiveness.



The community connections chapter outlines opportunities to connect and unify the land use and focus area recommendations, and holistically connect the community.

Figure 5-1: Community Connections Map



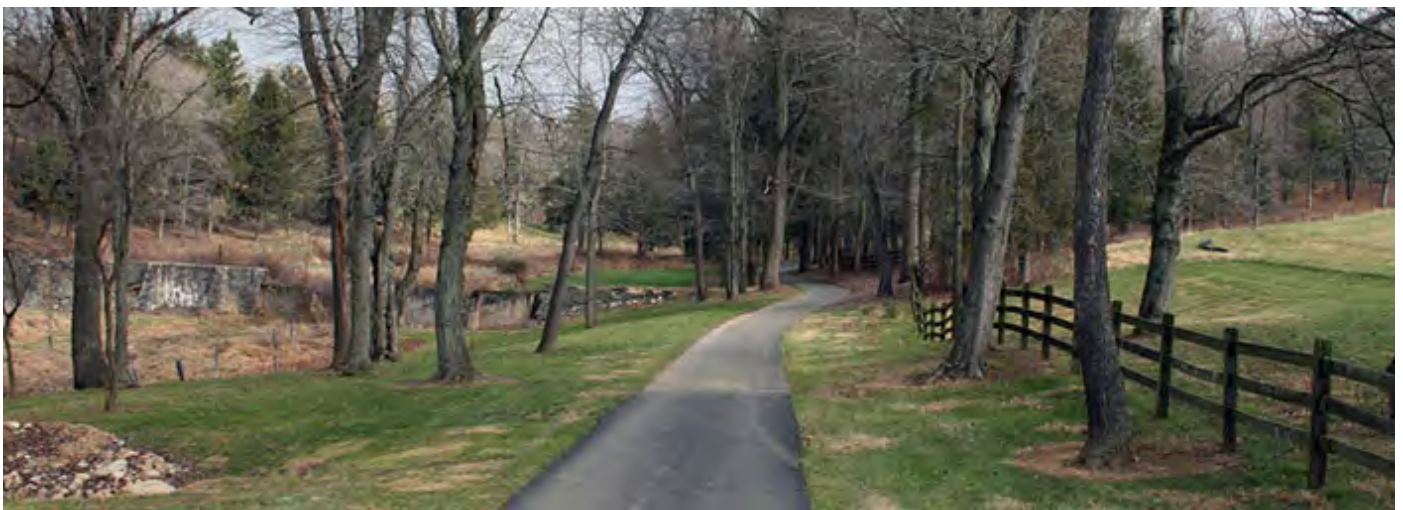
GREEN NETWORK

A green network is a collection of green spaces connected at multiple points within a City which promotes movement between places and provides connections with nature itself. Some of the benefits of having a green network include, a healthier lifestyle for residents, higher tourism rates, and increased economic development. Recently, cities have seen the positive effects of an expansive green network such as Northeast Ohio's, well-known "Emerald Necklace". The image shown below is a sampling of some of these unique Ohio features and places. For a City, a green network has the unique advantage of protecting agricultural area identified as important to the community's character by residents in the surveys conducted as part of this project. They also present opportunities to create new natural areas, and recreational corridors.

A green network has positive effects on the environment that can be enjoyed by people who live in the City and those visiting. More plants in the City create cleaner air, mitigate flooding, and enhance biodiversity. An increase in green space can also decrease the urban heat island effect, which explains how vast amounts of concrete hold heat longer than green areas. Additionally, plants and soil hold more water for longer periods of time than concrete surfaces, meaning the City will be more resilient to major storms and flooding.

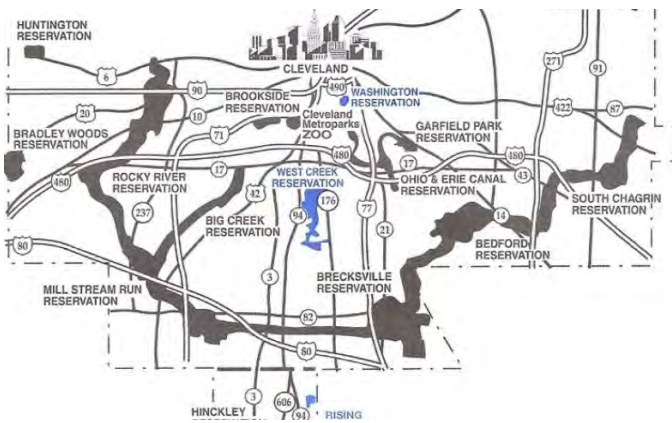
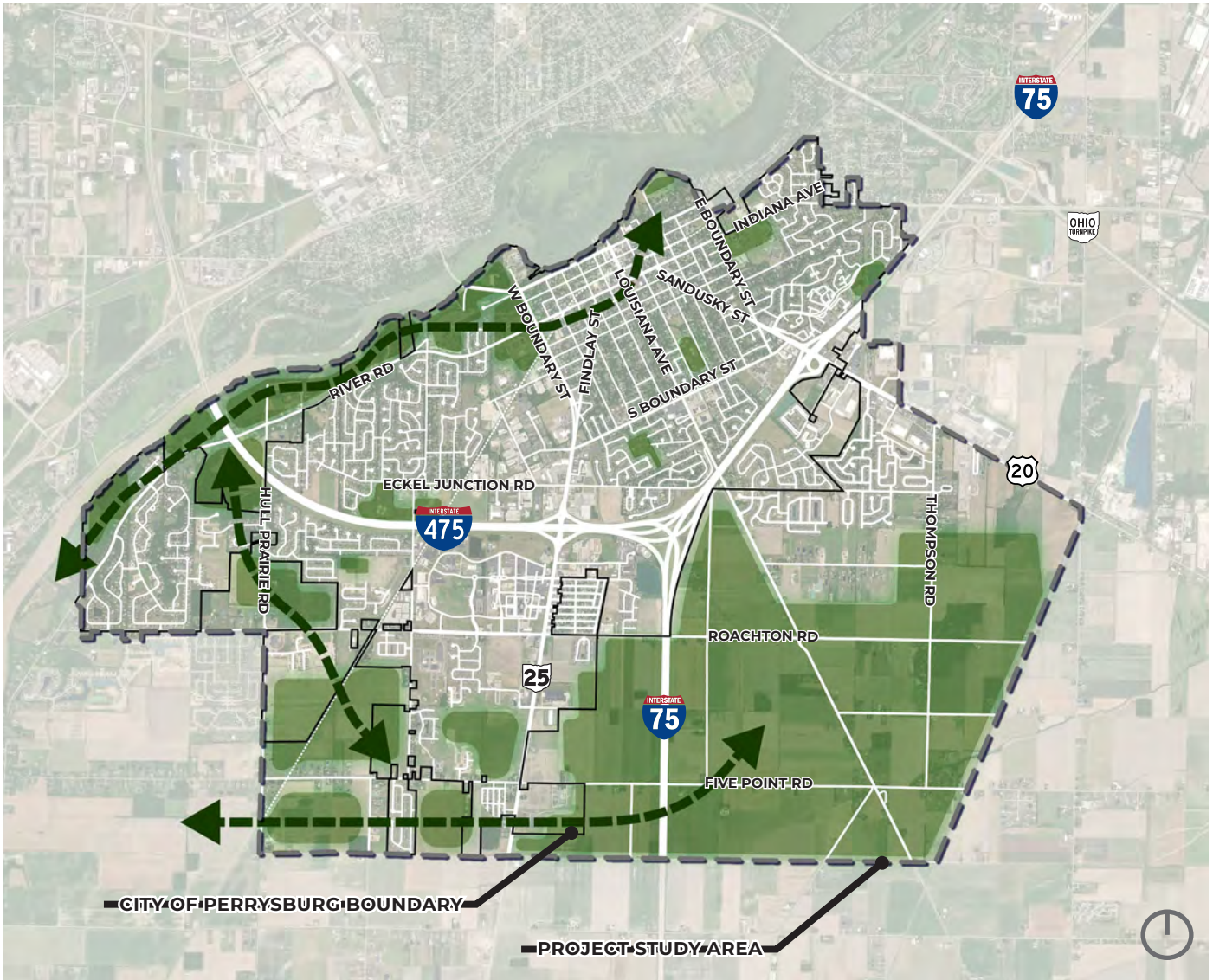
Another important benefit offered by green networks revolves around economic advantages. Many young professionals are drawn to communities that offer these types of community amenities that connect people, nature, and recreation. Along the same lines older generations also value and are attracted to these types of amenities. There is a growing movement among seniors who value Lifestyles of Health and Sustainability (LOHAS). Communities that offer activities and features that promote LOHAS are those that attract and retain residents, and in turn create community value and wealth.



Finally, green networks can help Perrysburg become a healthier, more equitable and diverse version of itself. The network accommodates a variety of uses and activities, promoting exercise and a healthy lifestyle. People can use the network to walk, bike, socialize, or simply enjoy the fresh air. The collection of green spaces is open and safe for everyone to use. It allows for the expansion and growth of different land uses while protecting the valued agricultural land in the City. Instead of turning farmland into new development, the spaces are left open for everyone to enjoy and learn more about the land. By implementing a green network, improvements to the economy, environment, and quality of life would benefit the community.



Greenways like the one shown above can create an "Emerald Necklace" feature that serves to protect and elevate the rural feel, manage stormwater, create new natural habitat, and are opportunities for new outdoor recreation.

Figure 5-2: Green Space Network Map



GREEN SPACE NETWORK KEY	
	Existing Parks and Proposed Conservation Districts
	Proposed Greenway Corridors

Northeast Ohio was planned historically to create an emerald necklace of parks and opens spaces which connect to the Cuyahoga National Park, and today is cherished and used by many. Like the emerald necklace in Northeast Ohio, the **Greenway Corridors** shown above should be created over time. As new development takes shape areas that are conserved should be protected, and connected, to create this unique and important community amenity and feature.

NON-VEHICULAR CONNECTIONS

Planning for and integrating non-motorized connections is important to a community's health. These facilities include sidewalks, bike paths, multi-purpose trails, as well as on road shared paths and lanes among other features. Specifically for Perrysburg, additional non-motorized connections could be used to connect destinations such as the downtown, schools, greenways and parks, and neighborhoods.

Specific to this Plan there are two features that are being recommended, this includes primary and secondary non-motorized connections in the form of bike or multi-purpose connections. The map on the following page shows that dark red lines are primary bike routes located closer to downtown and the orange lines are secondary routes that connect downtown with the rest of the City.

The primary non-motorized network generally follows and connects the Boundaries. This network connects important community destination such as downtown, parks, schools, and community landmarks and businesses. This network could take many forms, including on road or off road infrastructure. Further examination may be needed to evaluate the best approach. Metrics such as safety, health, economic benefit, and others should be considered.

The secondary network reaches farther out into the community. This network connects neighborhoods and destinations outside of the Boundaries to core areas of the City. In addition, this network connects out to the greenway corridors. By doing this there is a complete community connection framework. This creates opportunities for residents and visitors to move safely through the community, connect socially, and promote healthy lifestyles.

Collectively, this network can also serve as a powerful community attractor. Investment in community infrastructure like this creates community value, sense of place, and interest. In today's economy, residents and businesses are attracted to the quality of place. Communities with a diversity in community amenities that are attractive, are those that are thriving. This is in-line with the tenets of the New Economy where people choose place first, and employment second. Additionally, in a growing atmosphere of remote working, the quality of place continues to matter as a means of attracting talent and value outside of workforce center.

In conclusion the proposed network connects the community, promotes safety and environmental health, and elevates the overall quality of life in the community and the City's economic competitiveness.

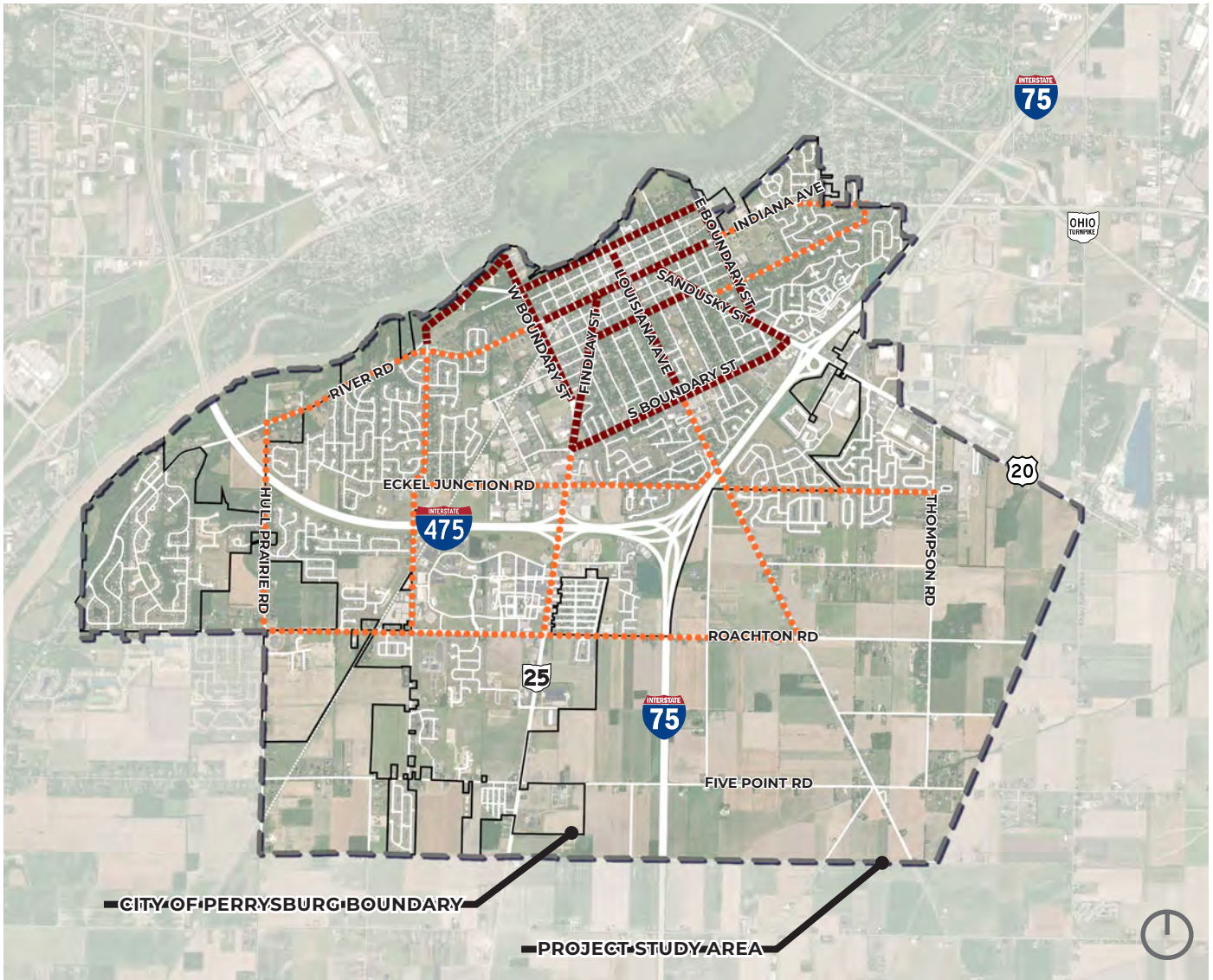


Bike infrastructure like the one shown above provides safe and efficient non-motorized travel, and can serve as green infrastructure to manage stormwater.



The proposed CROWN trail for Cincinnati connects different areas of the City and helps attract development along the Ohio River.

Figure 5-3: Non-Vehicular Connectivity Map



SafeRoutes



NON-VEHICULAR CONNECTIONS KEY	
	Primary Non-Motorized Connections
	Secondary Non-Motorized Connections

One of the benefits of non-motorized infrastructure is the ability to safely connect students to school. Safe Routes to Schools is a program offered by ODOT to promote safe connections for youth, and provides funding for the infrastructure.

GATEWAYS

This section speaks to future gateways that align with the Future Land Use Plan, and existing community fabric. Gateways are important community elements and help achieve the following:

- Define the community edge
- Elevate the community's image and brand aesthetic
- Provide important wayfinding clues

A number of gateways were identified through the development of the Future Land Use Plan, focus areas, and community connections. The gateways were identified as the represent primary points of entry into the City, or are major intersections of activity where defining place and/or providing a visual cue would enhance the functionality of the space and image and brand of the community.

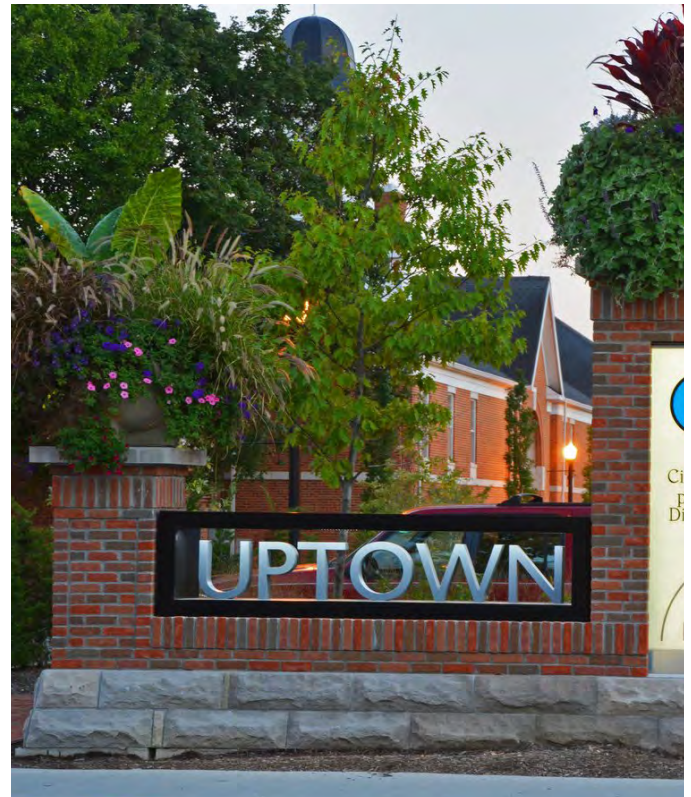
These locations include:

1. Along U.S. 25 near Levis Commons
2. U.S. 25 near Eckel Junction
3. Intersection of Louisiana and South Boundary
4. Intersection of Sandusky and South Boundary, or near the I-475 intersection (replacement of existing gateway)
5. Intersection of Indiana and Louisiana

The next steps in evolving the gateways is to conduct a more detailed gateway plan and design. This would include the brand aesthetic building on the community's existing brand package and/or plan, verifying the locations, and identifying secondary and tertiary locations for placement of the gateways as well. This process would result in a more detailed signage and wayfinding plan for the City.

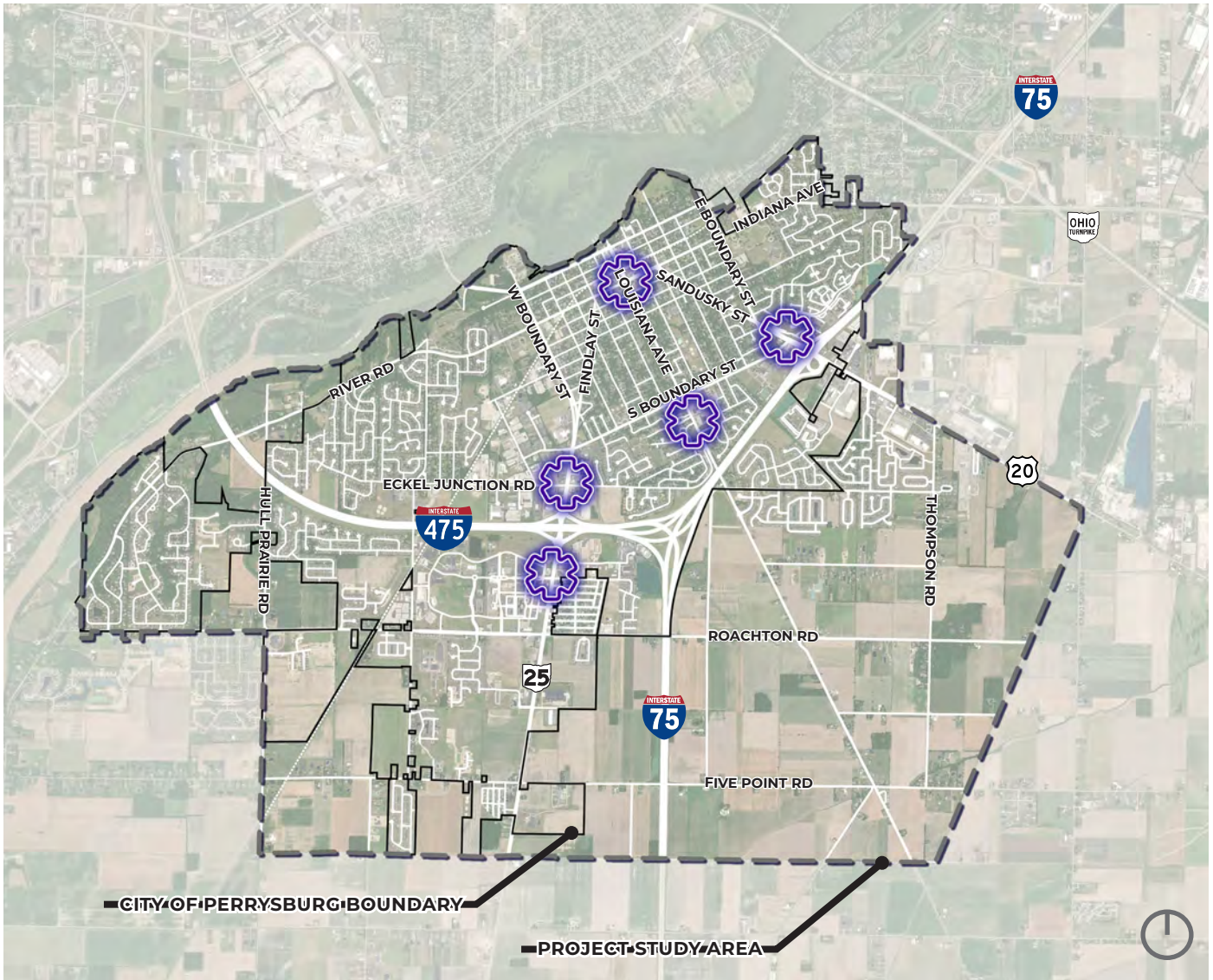


Character image of a primary gateway treatment in Xenia Ohio.



The above image is of a gateway treatment in Uptown Westerville Ohio.

Figure 5-4: Proposed Gateways Map



The entrance sign at the University of Toledo serves as a simple yet effective way of welcoming people to the place.

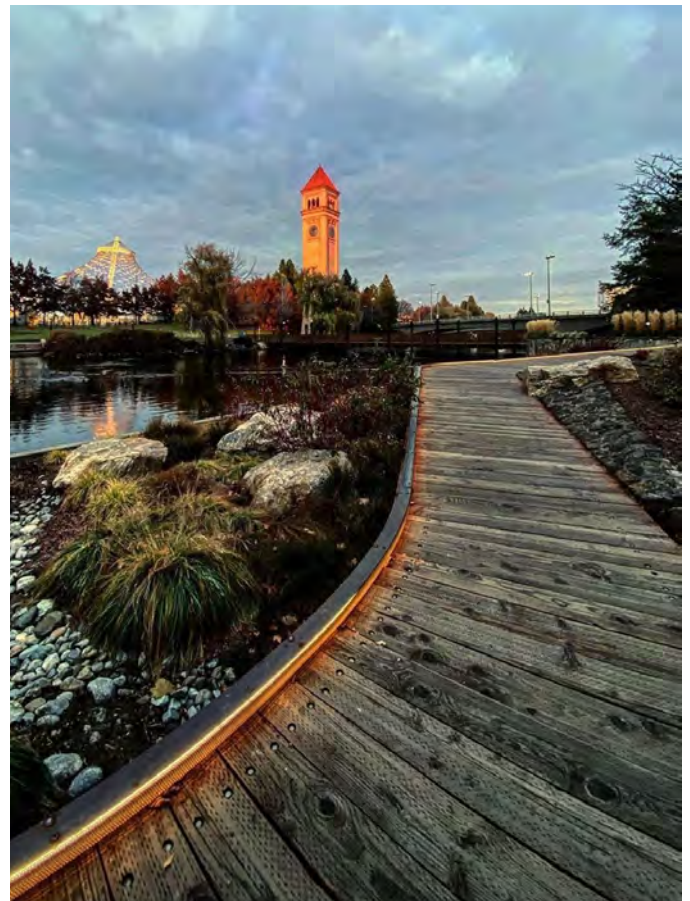
PROMOTING THE RIVER

The Maumee River is an important natural and community feature. The City was settled and platted around the river. This is visible in the radiating grid pattern that points back to the river, and the presence of Fort Meigs, and the many historical landmarks and homes along the river. It was a place to harvest resources, gather, and relax. Today, the river still serves the community in this capacity, and is cherished by residents as revealed in the community survey and input sessions.

As the City continues to evolve the river should play an important role in the local landscape. Key consideration for integrating the river into the land pattern and social landscape should include:

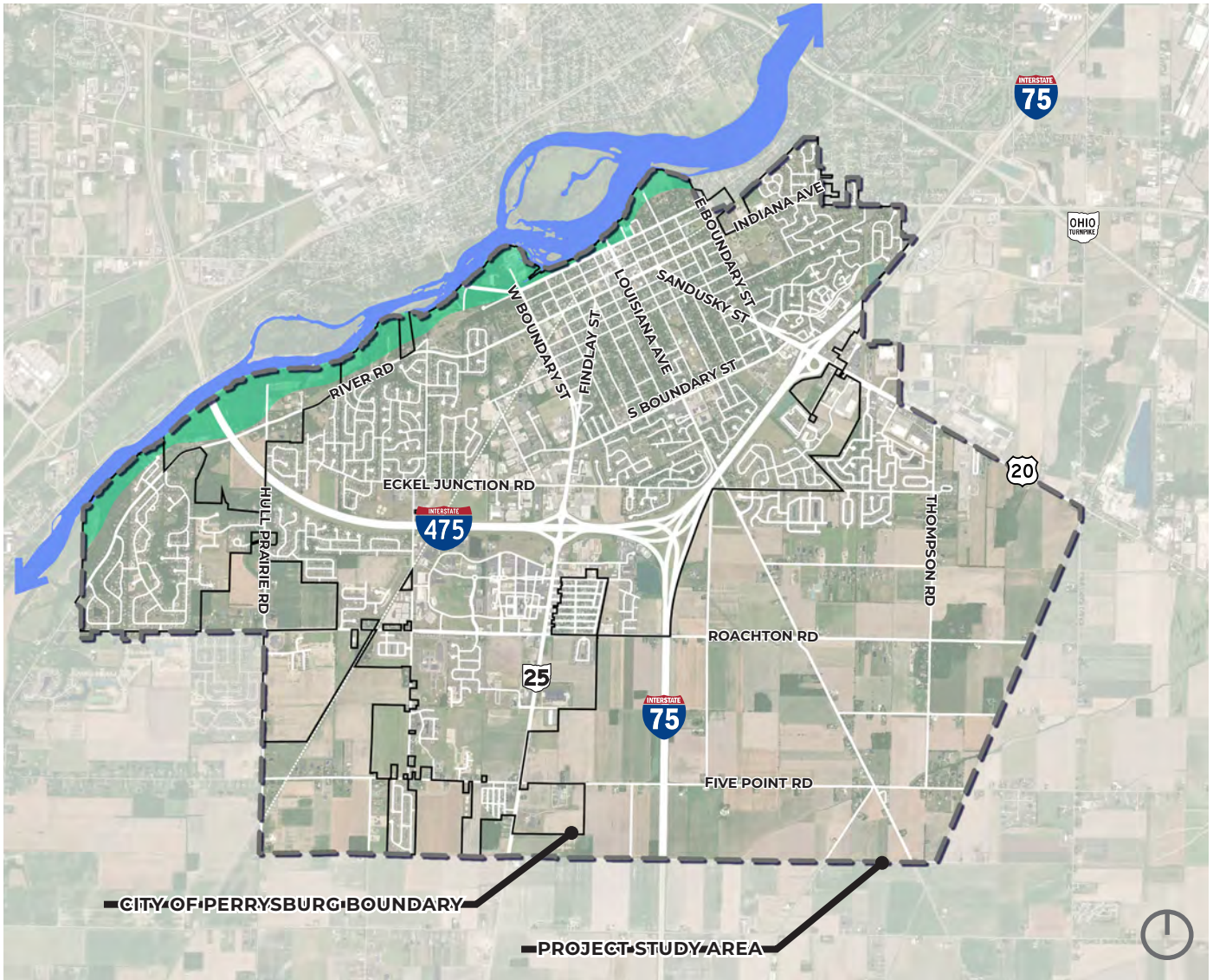
- Creating new opportunities and places for public access
- Promotion of outdoor recreation and education
- Developing a consistent and connected publicly accessible greenway where possible
- Accommodating new opportunities for development to connect to and promote the views of the river
- Creating opportunities to celebrate and integrate the history and culture of the river as part of the community through new public spaces and events

These considerations, among others, should inform future decisions related to capital planning, private development, and community activities. The goal is to continue to protect, celebrate, and promote the river as an essential part of the Perrysburg culture. A feature that is unique to the community creates pride, and a place to relax, live, or recreate.



The riverfront should be accessible to the public where possible and include a connected network of trails and pathways that seamlessly blend with the natural environment.

Figure 5-5: Riverfront Conservation Map



Future development in the downtown can create opportunities to connect with and showcase the river.

06

NEXT STEPS

Next Steps

OVERVIEW

The purpose of this Chapter is to outline specific projects, programs, and policies that help advance the purpose and intent of the Plan elements.

The recommendations start with a list of general overarching recommendations, followed by recommendations for each Plan element. Each recommendation includes specific actions as well as the responsible party and time frame for implementation.

The goal of these recommendations is to keep the recommendations simple and concise versus an exhaustive list of actions. Through this approach the desire is to keep implementation as the forefront and attainable. The outcome is simple, advancing the Plan elements and preparing Perrysburg for the future.

General Recommendations

The following are general recommendations that should be considered to help drive the implementation of the Plan. This includes key recommendations that support the recommendations in the other sections.

Action Items	When	Who
<p>Action G.1 MAKE THE PLAN ACCESSIBLE.</p> <p><i>One of the most important first steps once the plan is complete is to make it available and easily accessible by the general public. To achieve this the plan should be posted and made available on the City's website.</i></p>	>12 Months	<ul style="list-style-type: none"> • City Staff (Planner)
<p>Action G.2 CREATE PERRYSBURG TOMORROW COMMUNICATION PLAN AND PLATFORM.</p> <p><i>The Perrysburg Tomorrow should be a living and breathing document. A key consideration once the plan is adopted is to ensure the purpose, intent, and objectives are communicated clearly to stakeholders and the general population. To shepherd this process, it is recommended the City create a communication strategy regarding the Plan. This should include key messaging, graphics, contact information, and other elements as needed.</i></p>	>12 Months (ongoing)	<ul style="list-style-type: none"> • City Staff (Planner, City Council, Mayor, Public Information Office)
<p>Action G.3 CONDUCT A REGULAR REVIEW OF THE LAND USE PLAN TO ENSURE THE PLAN IS CURRENT, ACCURATE, AND RELEVANT TO THE CITY'S FUTURE.</p> <p><i>With any plan it is important to regularly revisit the plan to ensure it is relevant and accurate. For this Plan it is recommended the plan is reviewed on an annual basis. Specific attention should be given to the Focus Areas and Community Connections. Simple updates should be made administratively, while more substantial changes may warrant the Plan to go back through the adoption process.</i></p>	Annually	<ul style="list-style-type: none"> • City Staff (Planner) • Planning Commission
<p>Action G.4 UPDATE THE CITY'S GIS PLATFORM TO INCLUDE THE PLAN RECOMMENDATIONS.</p> <p><i>Another important first step to advance the Plan is to integrate the Land Use Map, and character descriptions, into the City's online GIS portal. By doing this the Plan is made more available to the public and the information is consistent and stored in a common place. This especially helpful in being development and business friendly.</i></p>	>12 Months	<ul style="list-style-type: none"> • City Staff (Planner)

Land Use Recommendations

The following are land use recommendations that should be considered to help drive the implementation of the Plan. This includes key recommendations that support the recommendations in the other sections.

Action Items	When	Who
<p>Action LU.1 UPDATE THE CITY’S ZONING CODE AND MAP.</p> <p><i>The most important step following the adoption of the Land Use Plan is updating the City’s Zoning Code to be aligned with the plan. This should occur within the first twelve months of the plan being adopted. A key area of focus or attention should be the implementation of the conservation districts, as well as focus areas.</i></p>	<p>Years 1 - 2</p>	<ul style="list-style-type: none"> • City Staff (Planner) • Planning Commission • Consultant
<p>Action LU.2 PERFORM A CITY-WIDE MARKET STUDY.</p> <p><i>It is recommended the City perform a city-wide market study to demonstrate the market support and development potential for residential, commercial, and industrial development in the effective market areas. This tool can be especially helpful for the development and support of a development/developer RFP.</i></p>	<p>Years 1 - 2</p>	<ul style="list-style-type: none"> • City Staff (Planner) • Consultant
<p>Action LU.3 MEET WITH AND COORDINATE THE PLAN RECOMMENDATIONS WITH ADJOINING JURISDICTIONS (E.G. COUNTY, TWP., ROSSFORD).</p> <p><i>In the spirit of collaboration and promoting cohesive development, it is recommended the City meet with adjoining jurisdictions to review the Land Use Plan. This objective helps creates synergy and trust between groups, and works to create a regional land use strategy that is connected and balanced.</i></p>	<p>Ongoing</p>	<ul style="list-style-type: none"> • City Staff (Planner, Mayor, City Council)
<p>Action LU.4 ESTABLISH OR MAINTAIN A LAND USE ADVISORY COMMITTEE.</p> <p><i>It is recommended a Land Use Advisory Committee be created in order to guide and manage the Land Use Plan. This could be the project steering committee assembled for the project, Planning Commission, or a separate community based group selected to perform this function. The Committee should be responsible for the regular review of the Plan, guide implementation, and serve as an advisory role to staff and the Planning Commission when needed.</i></p>	<p>Year 1</p>	<ul style="list-style-type: none"> • Future group to be determined, led by Planner, Mayor, or City Council

Focus Area Recommendations

One of the greatest areas of community impact when implementing the Plan will be in the promotion and development of the Focus Areas. To further advance the development intent for these areas it will be important for the City to play an active role in the facilitation, promotion, and development of the areas.

This is a somewhat different approach from what City's have done in the past related to growth and development where City's are strictly regulating development. In this proposed scenario the City plays a primary role in bringing the development to life by regulating the vision, but also playing a 'partnership' role with the private sector. The following outlines recommendations for advancing the Focus Areas.

Action Items	When	Who
<p>Action FA.1 ACTIVATE AND FUND THE COMMUNITY IMPROVEMENT CORPORATION (CIC).</p> <p><i>In order to facilitate the development of the focus areas it important to have an entity or organization to lead the charge. One options is the City's Community Improvement Corporation (CIC). The CIC is a not-for-profit corporation created by the State of Ohio Legislature for the sole purpose of advancing, encouraging, and promoting civic development, commercial development and economic development. For the focus areas, the CIC can assist in a variety of ways such as property acquisition, development leadership, peparing RFPs, and working with brokers and developers. In simple terms the CIC can be the development arm of the City.</i></p>	<p>Year 1-2</p>	<ul style="list-style-type: none"> • City Council • Mayor
<p>Action FA.2 UPDATE AND DIVERSIFY THE CITY'S ECONOMIC DEVELOPMENT TOOLKIT.</p> <p><i>The development of the Focus Areas needs to include creative public private partnership solutions. These solutions are often grounded in creative economic development tools that work to promote the development while achieving broader community objectives (e.g. public space, infrastructure, etc.). To advance the focus areas the City should create an economic development toolkit that is up to date, diverse, and accessible. The toolkit should include CRAs, and TIFs that support the development intent of the focus areas, including residential. This is essential as residential will help drive the overall development by creating the density to support other income generating uses, and help in the case of the TIF generate TIF revenue to pay for the needed community infrastructure.</i></p>	<p>Ongoing</p>	<ul style="list-style-type: none"> • City Council • Mayor • City Planner

Action Items	Recommended Steps
<p>Action FA.3 IMPLEMENT THE SOUTH DOWNTOWN FOCUS AREA VISION.</p> <p><i>The downtown focus area is one of the most important focus areas in terms of community impact. It should be the highest priority moving forward as it advances many layered objectives for the City, and helps create meaningful public space in the downtown, generates spending power, and can improve the downtown parking condition. The following are recommended steps to support the implementation of the focus area vision.</i></p>	<ul style="list-style-type: none"> • Establish a new zoning district or overlay district (through zoning code update or individual basis) that supports the development intent • Meet with property owners and community to communicate and coordinate the vision • Conduct downtown parking and traffic impact study • Establish TIF that includes residential • Consider developing a New Community Authority to generate revenue for the proposed parking structure • Use the CIC to acquire property as needed/ necessary • Prioritize and align city projects in the CIP to support development of focus area plan • Work with CIC to create a development framework and developer RFP
<p>Action FA.4 IMPLEMENT THE SOUTH BOUNDARY FOCUS AREA VISION.</p> <p><i>The South Boundary focus area is one of the largest and most significant collections of commercial property in the City. The older commercial format, and location along/ 'within' the boundaries makes it a significant opportunity for the City to grow a new community destination. To achieve this vision there are a number of steps and actions that should be considered.</i></p>	<ul style="list-style-type: none"> • Work with the CIC to assemble property ownership • Evaluate and prioritize funding/incentive strategies (CRA,TIF,etc.) • Prioritize and align city projects in the CIP to support the development of focus area plan
<p>Action FA.5 IMPLEMENT THE BOUNDARY CROSSING FOCUS AREA VISION.</p> <p><i>The Boundary Crossing is located at an important community crossroads, and is poised for redevelopment. The site is an important redevelopment areas as it is at a community gateway, and can serve as a new neighborhood center for the west side of Perrysburg.</i></p>	<ul style="list-style-type: none"> • Conduct a Phase I and Phase II Environmental Assessment if not already completed • Evaluate and prioritize funding/incentive strategies (CRA,TIF,etc.) • Use the CIC to acquire property as needed/ necessary • Work with CIC to create a development framework and developer RFP

Community Connections Recommendations

The following are land use recommendations that should be considered to help drive the implementation of the Plan. This includes key recommendations that support the recommendations in the other sections.

Action Items	When	Who
<p>Action CC.1 ESTABLISH A BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE.</p> <p><i>It is recommended a Bicycle and Pedestrian Advisory Committee be created to advise the City's decision-making body on bicycle and pedestrian planning and policy decisions. This could be a group composed solely of community members, or also contain staff from various government agencies. The Committee has a responsibility to make transparent decisions regarding bicycles and pedestrians and are expected to give input to agency staff on major projects (e.g. bridges, street repaving, comprehensive plan, etc.)</i></p>	>12 Months	<ul style="list-style-type: none"> Future group to be determined, led by Planner, Mayor, or City Council
<p>Action CC.2 CREATE AN INTERNAL MOBILITY TEAM TO EVALUATE THE NON-MOTORIZED RECOMMENDATIONS, AND PRIORITIES ROUTES/CONNECTIONS AS OUTLINED IN THE PLAN.</p> <p><i>It is recommended that within the City government, that a team come together to act evaluate and prioritize community connection initiatives. Multiple departments play a role in planning, operations, enforcement, and engineering initiatives aimed towards maintaining and improving mobility, and should play a role in acting as a coordinating body to address non-motorized recommendations.</i></p>	Year 1-2	<ul style="list-style-type: none"> Future group to be determined, led by Planner, Mayor, or City Council
<p>Action CC.3 CREATE A GATEWAY AND WAYFINDING MASTER PLAN.</p> <p><i>A gateway and wayfinding master plan is recommended to enhance the community's identity and link uses, destinations, and events to the residents and visitors of Perrysburg. The plan could be useful to establish a City-wide brand and to orient and welcome all in an efficient and pedestrian friendly manner. The results of this plan will also provide the City with concepts on different gateways elements and signage concepts.</i></p>	Year 1-3	<ul style="list-style-type: none"> City Staff (Planner) Consultant

Action Items	When	Who
<p>Action CC.4 MEET WITH THE BLACK SWAMP CONSERVANCY, OR OTHER LAND CONSERVATION FOCUSED GROUPS, TO REVIEW THE RECOMMENDATIONS FOR THE CONSERVATION DISTRICTS, AND PLAN FOR FUTURE DEDICATION OF LAND AS APPROPRIATE.</p> <p><i>It is recommended that land conservation focused groups and the City work together to establish a direction for land designated as conservation. Whether dedicating land to be preserved as natural, utilizing land as public open space, or allowing for allowing sensitive development types, Land Conservation groups in the area should weigh in on the natural land of the region.</i></p>	<p>Year 2 - 4</p>	<ul style="list-style-type: none"> • City Staff (Planner, Parks and Recreation) • Various Land Conservation Groups
<p>Action CC.5 CREATE A SAFE ROUTES TO SCHOOL PLAN AND ALIGN WITH THE PLAN RECOMMENDATIONS.</p> <p><i>Using guides and principles from the National Center for Safe Routes to School, it is recommended that Perrysburg City Schools, along with other safety and mobility committees and programs, establish a Safe Routes to School Plan. This initiative encourages families to celebrate the benefits of walking and biking, and increases local leader commitment, visibility for traffic safety, and community quality of life.</i></p>	<p>Ongoing</p>	<ul style="list-style-type: none"> • Perrysburg City Schools • City Staff and Leadership

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2021

PERRYSBURG TOMORROW

LAND USE UPDATE PLAN

CITY OF PERRYSBURG, OH

August 20th, 2021 - DRAFT