

Chapter 8 Future Land Use

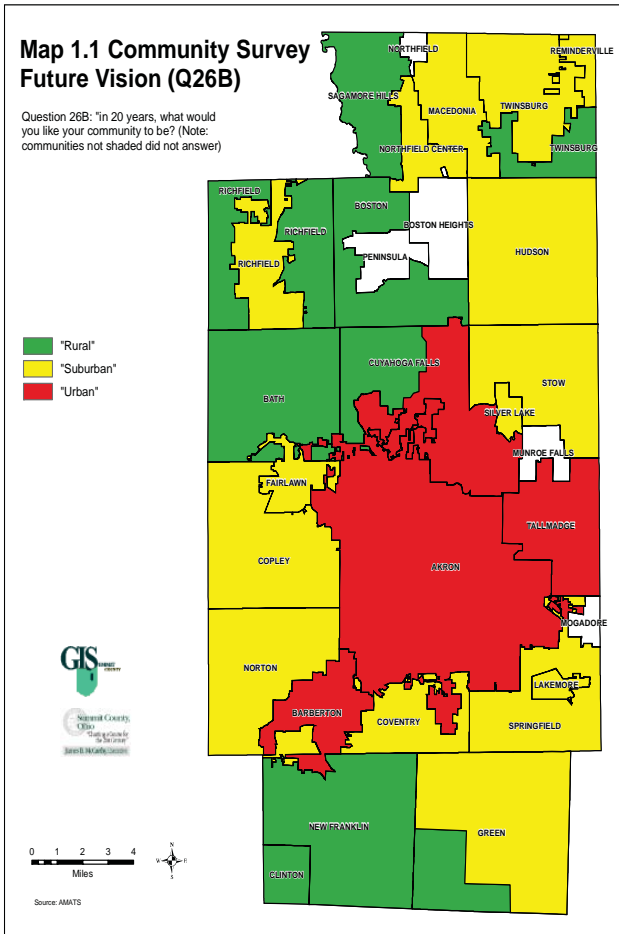
- 01 **REGIONAL PLANNING EFFORTS**
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Regional Planning Efforts

The Summit County General Land Use Plan (2006) is a policy plan intended to complement and strengthen local planning efforts. A citizen survey prioritized issues regarding maintaining and improving the quality of life in the County. Some of the items identified were:



- Controlling traffic congestion
- Preserving open space
- Promoting well-balanced subdivisions
- Providing water/sewer services
- Providing parks/recreational opportunities
- Controlling urban sprawl

The goals and objectives of the plan address:

- Cultural resources and historic preservation
- Adequate housing
- Land use incorporating Smart Growth Management Techniques
- Natural resource preservation
- Utilities and storm water management
- Economic development
- Transportation

Some of the recommended smart growth development options include:

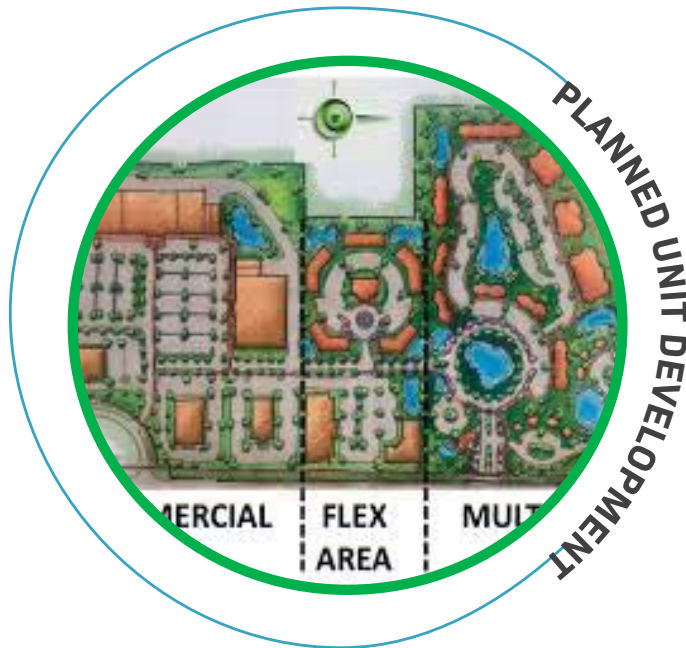
- Open space conservation development
- Infill development
- Compact development
- Mixed-use development
- Transit oriented development
- Revitalization of older urbanized areas

A complete copy of the Summit County General Land Use Plan can be found on the County of Summit website at www.co.summit.oh.us.

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Planning Concepts-Planned Unit Development



The Ohio Revised Code provides four different ways a township may adopt and administer a Planned Unit Development (PUD). A PUD may be adopted as a “conditional use” in any district, an “overlay district,” a “floating district,” or established as a “unique” PUD district on a single property with regulations that will only apply to the subject parcel. In terms of implementing a PUD for conservation development, the Steering Committee identified the **PUD overlay** as the preferred methodology in Copley.

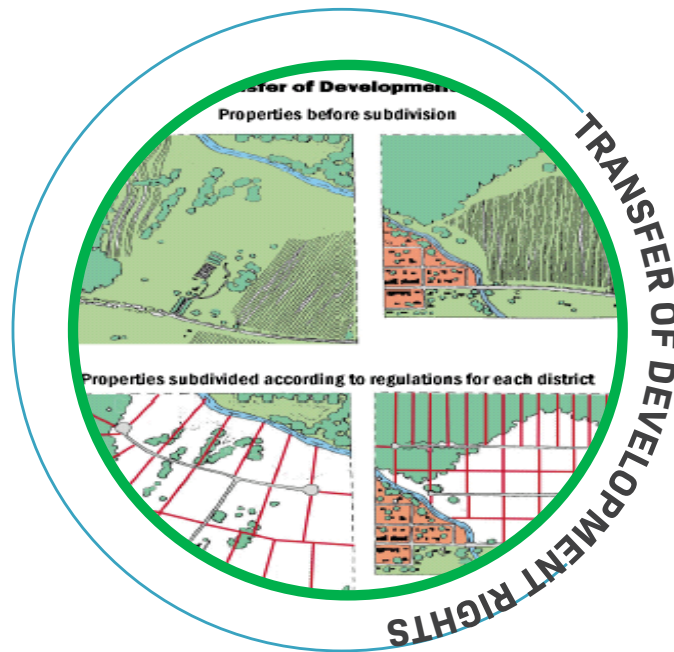
A PUD Overlay is not a term used in the statute, but is commonly used by planners to describe this method for a township or county to establish a PUD. A PUD overlay should not be confused with a standard zoning overlay district because they do not work the same way. Once a township establishes zoning regulations for a PUD Overlay in the Zoning Resolution and on the Zoning Map, the new PUD Overlay just sits there, while the pre-existing zoning continues to operate as though nothing happened. However, when a developer submits a PUD development plan and an application to have a PUD apply to his property, once the development plan is approved by the Zoning Commission, the Trustees, or both, the PUD automatically replaces the pre-existing zoning (which is then removed from the parcel on the Zoning Map).

In terms of using a PUD for any possible mixed use or compact development that might be considered in the future, the Steering Committee identified the **floating PUD** as the preferred methodology. The floating gets its name not from the statute, but from a zoning district which exists in the zoning text, but not on a zoning map. In this case, the PUD standards are amended into the Zoning Code. A landowner is required to apply for a zoning amendment to rezone his land to the PUD District on the F. Quite often, townships require simultaneous rezoning and development plan approvals. Development Plans submitted subsequent to the rezoning can be reviewed by the township Zoning Commission as is authorized in the Zoning Resolution.

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Planning Concepts - Transfer of Development Rights



Since 2009, Copley Township has been interested in Transfer of Development Rights (TDR) as a tool to help shift density from high priority open space to areas where growth is encouraged. Current development methods tend to involve landowners in a process that is not effective in controlling sprawl. TDR can be a key tool used in shifting density from one parcel to another. Currently, townships cannot approve the transfer of development rights. As a charter county, Summit County could have the ability to adopt TDR and the townships would not have to wait for authorization from the State. Copley Township could be a pilot TDR program for the County. In addition, many townships have approved non-contiguous subdivisions as a methodology of transferring development densities.

TDR tools were designed to encourage conservation of high value, natural, agricultural, and culturally significant open space while allowing for higher density residential and commercial development in the targeted development corridors or concept areas. TDR tools encourage developers to relocate development density, reduce densities in environmentally sensitive areas or reduce density in other areas desired for low density.

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Planning Concepts - Transfer of Development Rights

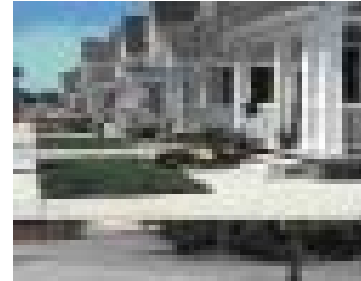
Priority Conservation Areas



DEVELOPMENT RIGHTS

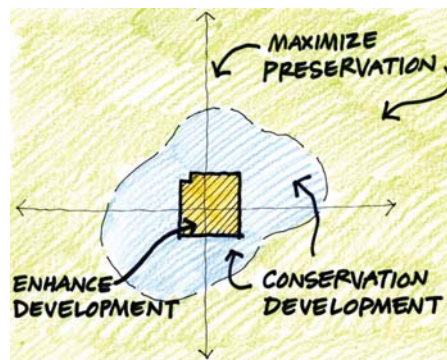


Priority Development Areas



An accepted approach is to identify two permitted densities in the development-redevelopment zone. If the developer purchases development rights from a conservation zone or credits from a bank, then a formula is used that increases density in the development zone. The profit from the increased density must be greater than the cost of purchasing the development rights. These cost comparisons are often the deciding factor in determining if a developer feels it is profitable to use transfer of development right tools.

Implementation across Copley's borders will require using intergovernmental cooperative agreements that deal with joint planning and zoning. Copley would have to work with the County and adjacent communities to identify significant areas within their boundaries where land protection from development is a priority or commonly known as the Sending Zone and identify the corridors where they would like to see redevelopment-development also known as the Receiving Zone. Landowners in the Sending Zone can allocate a number of development credits that can then be sold to developers, speculators or even the municipality. In return for selling their development credits, the landowner in the Sending Zone agrees to place a permanent conservation easement on their land. The purchaser of the development credits can apply them to achieve higher densities on another site or apply them for a use that would otherwise not be allowed on a property within the Receiving Zone.



Source: Countryside Program

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Planning Concepts - Low Impact Design Guidelines

Conventional Design



Low Impact Design



Conservation Development is used to protect open space with higher densities where traditional development might otherwise occur. Low Impact Development (LID) guidelines are best used when development or redevelopment occurs within higher density or commercial/industrial areas. An effective LID approach to land use regulation provides flexible performance-based goals and design criteria while promoting opportunities for using innovative management practices and site planning techniques that can be incorporated to compensate for development disturbance. Innovative techniques related to planning and design for stormwater management grading, natural resource protection, and site layout are commonly integrated in low impact development approaches.

An important technique to minimize runoff and better manage drainage is to use LID principles of design in shaping land use in relation to natural resources at the site level. This includes using layout principles that preserve and protect natural features, reduce this discharge from impervious surfaces into surface waters, reduce sedimentation, and treat stormwater on-site by using natural features, such as woodland, riparian buffers and even meadows to store stormwater.

Low Impact Design objectives include:

- Reduce runoff
- Recharge groundwater
- Reduce stormwater volume
- Protect streams
- Protect water quality

These objectives can be attained by:

- Conserving natural areas through land planning and site design by minimizing disturbance from clearing and grading, preserving permeable soils, using alternative paving surfaces, disconnecting roof drains and minimizing the use of drainpipes.
- Strategic timing of stormwater release by using open drainage systems, maximizing flows over vegetated land before water enters streams or other water bodies, and determining best use of stormwater

detention times based on site location in the watershed to minimize peak flows.

- Integration of management practices related to storage, detention, and infiltration related to open drains, storage and bioretention areas, use of smaller pipes and culverts to encourage ponding and maximizing rooftop storage volumes.
- Prevention pollution in the watershed through the use of erosion control and stormwater best management practices, use of pre- and post-development runoff volumes, environmentally sound site maintenance practices, chemical storage, spillage regulations, and pavement sweeping.

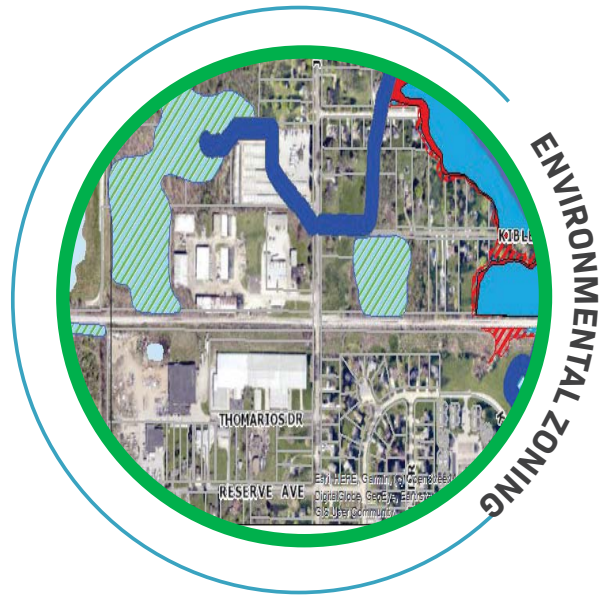
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Planning Concepts - Performance & Environmental Zoning



This type of zoning provides flexibility with the well-defined goals and rules found in conventional zoning. Whereas traditional land use zoning identifies what uses land can be put to within specified districts, Performance Zoning outlines the intensity of land use that is acceptable and how the use will perform in terms of items including noise, odor, stormwater, open space and other standards. Copley Township may establish a minimum criteria and/or checklist to be used when assessing whether a particular project is appropriate for a certain area and in ensuring that the end result adheres to an acceptable level of performance or compatibility.



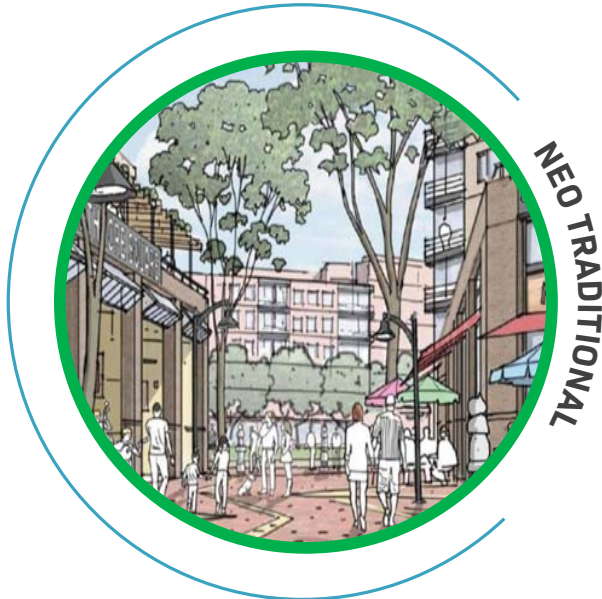
Communities may adopt Environmental Zoning to protect natural resources at the local level. Environmental Zoning encourages the review of projects based on their overall environmental impact. Principles provided by the Summit County Division of Planning/GIS which may be utilized to establish standards of Environmental Zoning include:

- Conservation Design
- Planned Unit Development (PUD)
- Transfer of Development Rights
- Riparian Overlay District
- Riparian Corridor Setback Requirements
- Wetland Setback Requirements
- Steep Slope Regulations
- Low Impact Design Standards

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Planning Concepts - Neo Traditional & Form-Based



NEO TRADITIONAL



FORM-BASED CODES

Neotraditional (or Neo-traditional) means New Traditional. Neotraditional architecture is contemporary architecture that borrows from the past. Neotraditional buildings are constructed using modern materials like vinyl and mock-brick, but the building design is inspired by historic styles.

Neotraditional architecture does not copy historic architecture. Instead, Neotraditional buildings merely suggest the past, using decorative details to add a nostalgic aura to an otherwise modern-day structure.

A Form-Based Code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A Form-Based Code is a regulation, not a mere guideline, adopted into a city, town, or county law. A Form-Based Code offers a powerful alternative to conventional zoning regulation.

Form-Based Codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in Form-Based Codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters, including Floor Area Ratio, dwellings per acre, setbacks, parking ratios, traffic Level of Service, to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-Based Codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a Form-Based Code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

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Planning Concepts - Design Guidelines



Copley Township embraces the concept of using Design Guidelines to provide consistent design principles for residential and commercial structures. Residents felt that these guidelines would contribute to the creation of a neighborhood with a positive, cohesive sense of place, and can improve the overall character of the neighborhood by making it a more attractive, safe and inviting place to live, work and play. By developing criteria that reflect local design priorities and concerns, Copley can influence aesthetic and physical improvement requirements. Design Guidelines may guide redevelopment of areas, districts, structures, and amenities. Design Guidelines can also advise and assist property owners regarding how to maintain the character of a district or structure.

Design Guidelines are intended to facilitate the design review process by helping applicants and staff to identify and devise solutions for design issues early in the application process. In summary, Design Guidelines are intended to:

- Create a sense of place and enhance community identity;
- Promote neighborhood pride;
- Encourage high-quality development and creative design options;
- Provide clear and usable design direction to project applicants, developers, designers, and Township staff;
- Protect and enhance property values and community economic viability;
- Facilitate a clear and expeditious project review process;
- Evaluate projects for compliance with the design principles identified in this document. Although it is understood that not all design principles will be applicable to all projects, conformance with relevant principles is required.

Overall, Design Guidelines are intended to encourage consistent design while allowing for variety and innovation. Design Guidelines will go with the development, so no matter who the builder is, the results will be the same.

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Planning Concepts - Checklist & Downzoning



Downzoning is used to reduce the permitted density of housing or the degree of proposed new construction in a designated neighborhood. Like zoning of all kinds, it simply places some boundaries on the extent to which property can be developed. Downzoning can be used to reduce the allowed development intensity to one that closer matches the appropriate conditions. Regardless, this can be a highly contentious option for the community as property owners may see this as a reduction or limitation of density and use. Additionally, Downzoning may cause numerous non-conformities.

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Planning Concepts - Green Infrastructure



The United States Environmental Protection Agency (EPA) refers to green infrastructure as a cost-effective, resilient approach to managing wet weather impacts that provides many community benefits. While single-purpose gray storm water infrastructure—conventional piped drainage and water treatment systems—is designed to move urban storm water away from the built environment, green infrastructure reduces and treats storm water at its source while delivering environmental, social, and economic benefits.

Copley Township can work with developers to encourage the use of green infrastructure during the development process. Such uses may include:

- Downspout Disconnection
- Rainwater Harvesting
- Rain Gardens
- Planter Boxes
- Bioswales
- Permeable Pavements
- Green Streets and Alleys
- Green Parking
- Green Roofs
- Urban Tree Canopy
- Land Conservation

Storm water runoff is a major cause of water pollution in urban areas. When rain falls on our roofs, streets, and parking lots in cities and their suburbs, the water cannot soak into the ground as it should. Storm water drains through gutters, storm sewers, and other engineered collection systems and is discharged into nearby water bodies. The storm water runoff carries trash, bacteria, heavy metals, and other pollutants from the urban landscape. Higher flows resulting from heavy rains also can cause erosion and flooding in urban streams, damaging habitat, property, and infrastructure.

When rain falls in natural, undeveloped areas, the water is absorbed and filtered by soil and plants. Storm water runoff is cleaner and less of a problem. Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. At the city or county scale, green infrastructure is a patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. At the neighborhood or site scale, storm water management systems that mimic nature soak up and store water.

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Planning Concepts - Green Infrastructure



Downspout Disconnection

Water from the roof flows from this disconnected downspout into the ground through a filter of pebbles. This simple practice reroutes rooftop drainage pipes from draining rainwater into the storm sewer to draining it into rain barrels, cisterns, or permeable areas. You can use these areas to store storm water and/or allow storm water to infiltrate into the soil. Downspout disconnection could be especially beneficial to cities with combined sewer systems.



Rainwater Harvesting

This rainwater harvesting system is adapted to the architecture of the building and its surroundings. Rainwater harvesting systems collect and store rainfall for later use. When designed appropriately, they slow and reduce runoff and provide a source of water. This practice could be particularly valuable in arid regions, where it could reduce demands on increasingly limited water supplies.



Rain Gardens

A rain garden can be beautiful as well as functional. Rain gardens are versatile features that can be installed in almost any unpaved space. Also known as bio retention, or bio infiltration cells, they are shallow, vegetated basins that collect and absorb runoff from rooftops, sidewalks and streets. This practice mimics natural hydrology by infiltrating, and evaporating or transpiring-or “evapotranspiring”-stormwater runoff.

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Planning Concepts - Green Infrastructure



Planter Boxes

Planter boxes are an attractive tool for filtering stormwater as well as reducing the runoff that goes into a sewer system. Planter boxes are urban rain gardens with vertical walls and either open or closed bottoms. They collect and absorb runoff from sidewalks, parking lots, and streets and are ideal for space-limited sites in dense urban areas and as a streetscaping element.



Bioswales

Bioswales are essentially rain gardens placed in long narrow spaces such as the space between the sidewalk and the curb. Bioswales are vegetated, mulched, or xeriscaped channels that provide treatment and retention as they move stormwater from one place to another. Vegetated swales slow, infiltrate, and filter stormwater flows. As linear features, they are particularly well suited to being placed along streets and parking lots.



Permeable Pavements

Permeable pavement is a good example of a practice that catches water where it falls. Permeable pavements infiltrate, treat, and/or store rainwater where it falls. They can be made of pervious concrete, porous asphalt, or permeable interlocking pavers. This practice could be particularly cost effective where land values are high and flooding or icing is a problem.

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Planning Concepts - Green Infrastructure



Green Streets and Alleys

Green streets combine more than one feature to capture and treat stormwater. Green streets and alleys are created by integrating green infrastructure elements into their design to store, infiltrate, and evapotranspire stormwater. Permeable pavement, bioswales, planter boxes, and trees are among the elements that can be woven into street or alley design.



Green Parking

Parking lots are a good place to install green infrastructure that can capture stormwater that would usually flow into the sewer system. Many green infrastructure elements can be seamlessly integrated into parking lot designs. Permeable pavements can be installed in sections of a lot and rain gardens and bioswales can be included in medians and along the parking lot perimeter. Benefits include mitigating the urban heat island and a more walkable built environment.



Green Roofs

A green roof system atop a building helps manage stormwater and reduce energy costs for cooling. Green roofs are covered with growing media and vegetation that enable rainfall infiltration and evapotranspiration of stored water. They are particularly cost-effective in dense urban areas where land values are high and on large industrial or office buildings where stormwater management costs are likely to be high.

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Planning Concepts - Green Infrastructure



Urban Tree Canopy

City trees, or tree canopy, soak up stormwater, provide cooling shade and help to slow traffic. Trees reduce and slow stormwater by intercepting precipitation in their leaves and branches. Many cities have set tree canopy goals to restore some of the benefits of trees that were lost when the areas were developed. Homeowners, businesses, and community groups can participate in planting and maintaining trees throughout the urban environment.



Land Conservation

Land conservation is another good tool for communities to use for reducing the risks of stormwater runoff and sewer overflows. The water quality and flooding impacts of urban stormwater also can be addressed by protecting open spaces and sensitive natural areas within and adjacent to a city while providing recreational opportunities for city residents. Natural areas that should be a focus of this effort include riparian areas, wetlands, and steep hillsides.

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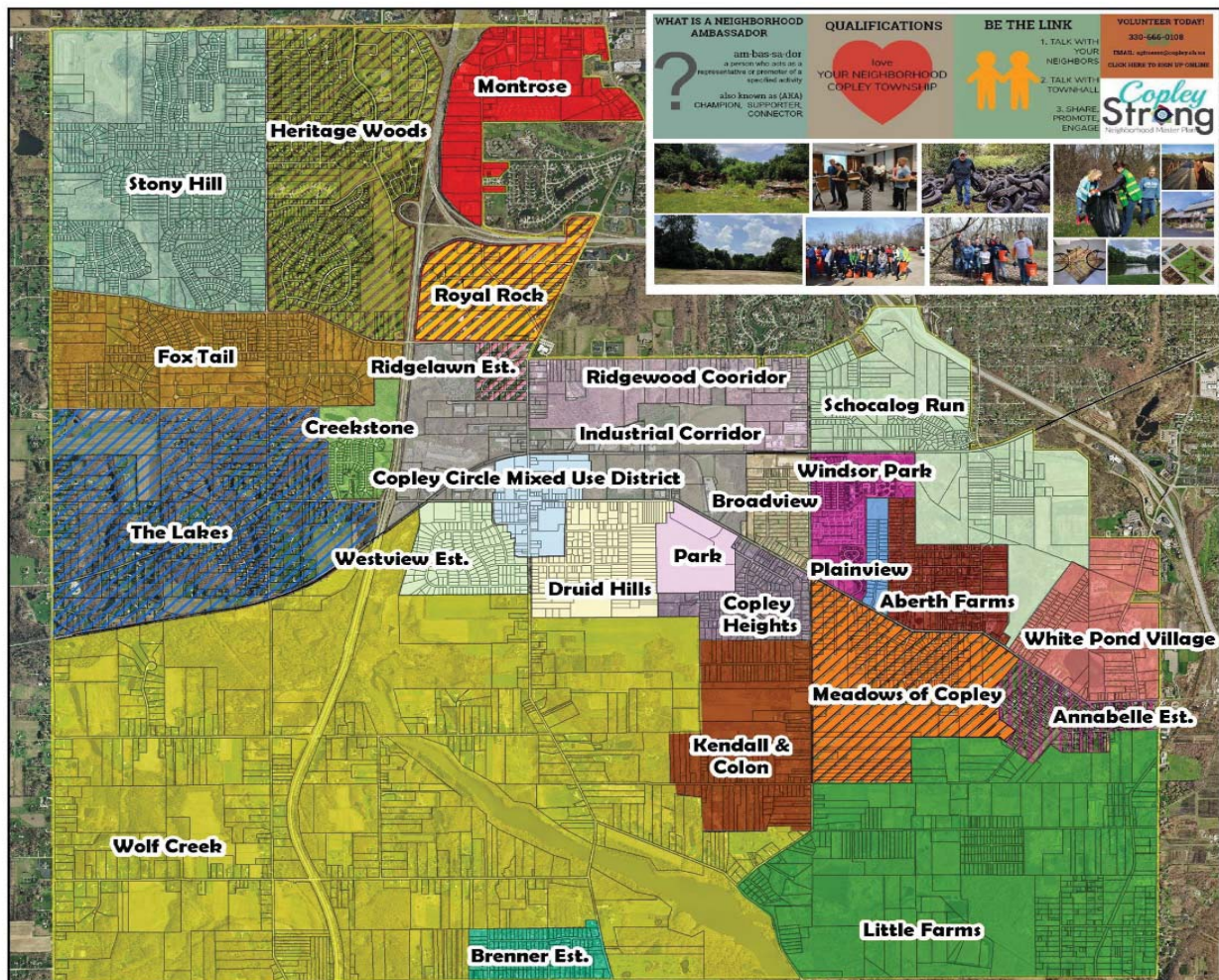
Neighborhood Master Plan Overview

NEIGHBORHOOD MASTER PLAN

Copley Township is comprised of twenty-seven neighborhoods, each encompassing their own unique history, style and population. Rich in agricultural elegance and craftsmanship, Copley strives to maintain a balance between preservation and development.

The Neighborhood Master Plan is being designed as a tool to collaborate with our residents and tailored to the needs and desires of each neighborhood. Throughout the Township, our residents are impacted by varied opportunities for growth, education and public service. What may work for one neighborhood may not fit the needs of another.

The Neighborhood Master Plan is designed to engage, educate and connect our residents with Township Officials in a personal way while also encouraging community spirit among residents within those neighborhoods.



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Neighborhood Master Plan

ABERTH FARMS

The Aberth Farms Neighborhood of Copley is located in the northern portion of the Township. The area is bound by the Windsor Park and Schocalog Run neighborhoods to the north, open space to the east, Plainview Estates to the west and Copley Road to the south. Residential development characterizes this neighborhood. Aberth is an established allotment in Copley with development beginning in the late 1950's.

The Aberth Farms Neighborhood is zoned Residential-Medium Density (R-MD). The Residential-Medium Density (R-MD) District is established to accommodate single-family & two family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



- The Department of Community & Our Town Copley Comprehensive Land Use Plan

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Neighborhood Master Plan

ANNABELLE ESTATES

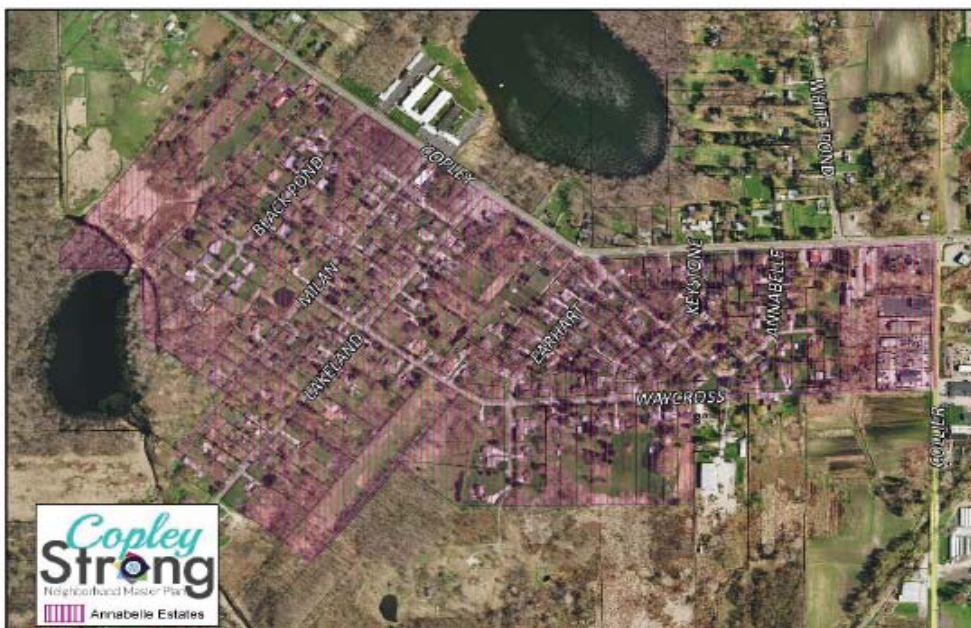
The Annabelle Estates Neighborhood of Copley is located in the mideast portion of the Township. The area is bound by White Pond to the north, The City of Akron to the east, The Meadows of Copley Neighborhood to the west and Open Space Conservation to the south.

Residential development characterizes this neighborhood. Annabelle Estates is one of Copley's first allotments with development beginning in the late 1920's.

The Annabelle Estates Neighborhood is zoned Residential-Medium Density (R-MD) with a small portion dedicated to Commercial-Neighborhood Retail (C-NR) and Commercial-General Retail (C-GR).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Commercial-General Retail (C-GR) District is established to provide for a wide range of retail and service uses, including high intensity retail and service uses, such as large-scale retail establishments, that meet the shopping needs of the community and the region. This District is an appropriate location for developments featuring multiple retail and service uses on large sites with parking and drives for multiple tenants and coordinated signage and landscaping.



- The Department of Community & Economic Development -

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Neighborhood Master Plan

BRENNER ESTATES NEIGHBORHOOD

The Brenner Estates Neighborhood is located in the southern portion of the Township. The area is bound by the Wolf Creek Neighborhood to the north, east, and west and the City of Norton to the south.

The neighborhood consists of residential parcels. Brenner Estates is an established allotment in Copley with development beginning in the late 1950's.

Brenner Estates is zoned Residential-Medium Density (R-MD).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



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BROADVIEW ESTATES

The Broadview Estates Neighborhood is located in the central portion of the Township. The area is bound by the Ridgewood Corridor to the north, the Copley Industrial Corridor to the west, Jacoby Road to the east and Copley Road to the south.

Residential and industrial development characterize this neighborhood.

Broadview Estates is zoned Residential-Medium Density (R-MD) with a small northern portion dedicated to industrial.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Industrial (I) District is primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial or service activities which in their normal operations have little or no adverse effect on adjoining properties. Provision is also made for a wider range of assembling, fabricating, and manufacturing activities as conditionally permitted uses, provided they can meet the standards necessary to insure that the effects of their objectionable characteristics on adjoining properties can be minimized.



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Neighborhood Master Plan

COPLEY HEIGHTS

The Copley Heights Neighborhood is located in the mid-east portion of the Township. The area is bound by the Kendall & Colon Neighborhood to the south, the Copley Community Park, Druid Hills and Wolf Creek Neighborhoods to the west, Jacoby Road to the east and Copley Road to the north.

Residential development and small retail characterize this neighborhood. Copley Heights is one of Copley's first allotments with development beginning in the late 1920's.

Copley Heights is zoned Residential-Medium Density (R-MD) with a small portion dedicated to Commercial-General Retail (C-GR).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Commercial-General Retail (C-GR) District, is established to provide for a wide range of retail and service uses, including high intensity retail and service uses, such as large-scale retail establishments, that meet the shopping needs of the community and the region. This District is an appropriate location for developments featuring multiple retail and service uses on large sites with parking and drives for multiple tenants and coordinated signage and landscaping.



- The Department of Community & Economic Development -

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CREEKSTONE

The Creekstone Neighborhood of Copley is located in the northwest portion of the Township. This pocket area is bound by SR 21 to the east and surrounded by the Foxtail and The Lakes neighborhoods. The neighborhood is characterized by the Creekstone Residential Development. The Creekstone Neighborhood is a Planned Residential Development District (PRDD).

The purpose of the Planned Residential District (PRDD) is to recognize, encourage, accommodate creative and imaginative planned residential developments that utilize innovations in the technology of land development that are in the best interests of Copley Township.



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DRUID HILLS

The Druid Hills Neighborhood of Copley is located in the central portion of the Township. The area is bound by Copley Road to the north, the Copley Community Park to the east, Cleveland-Massillon Road to the west and the Wolf Creek Neighborhood to the south.

Residential development characterizes this neighborhood. Druid Hills is an established allotment in Copley with development beginning in the late 1940's.

Druid Hills is zoned Residential-Medium Density (R-MD). The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



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FOXTAIL

The Foxtail Neighborhood of Copley is located in the northwest quadrant of the Township. The area is bound by Ridgewood Road to the north, SR 21 to the east, Medina Line Road to the west and the Blue Bird Lake and Creekstone Neighborhoods to the south. The neighborhood is bordered by Medina County to the west.

Small residential development and large open parcels characterize this neighborhood. Foxtail is home to several residential subdivisions including Foxtail Estates, Belmar Estates and the Spruce Run Allotment.

The Foxtail Neighborhood is zoned Residential-Medium Density.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



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HERITAGE WOODS

The Heritage Woods Neighborhood of Copley is located in the north quadrant of the Township. The area is bound by Medina Road to the north, S. Hametown Road to the west, SR 21 to the east and Ridgewood Road to the south. The neighborhood is bordered by Bath Township to the North and the Montrose retail area to the east.

High density residential development has been progressive in this neighborhood since the 1990's and is characterized by multiple subdivisions including Arbor Chase, Heritage Woods, Kingsbury, Rotili Lane and several multi-family units. Additionally, the area is home to "Restaurant Hill" characterized by eateries, hotels, apartments and commercial establishments.

Heritage Woods is zoned Residential-Medium Density (R-MD) and includes the Planned Development District (PDD).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Planned Development District (PDD) is located within the Heritage Woods Neighborhood. The District is a designed grouping of both varied and compatible land uses, such as housing, recreation, retail, and office centers all within one contained development.



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Neighborhood Master Plan

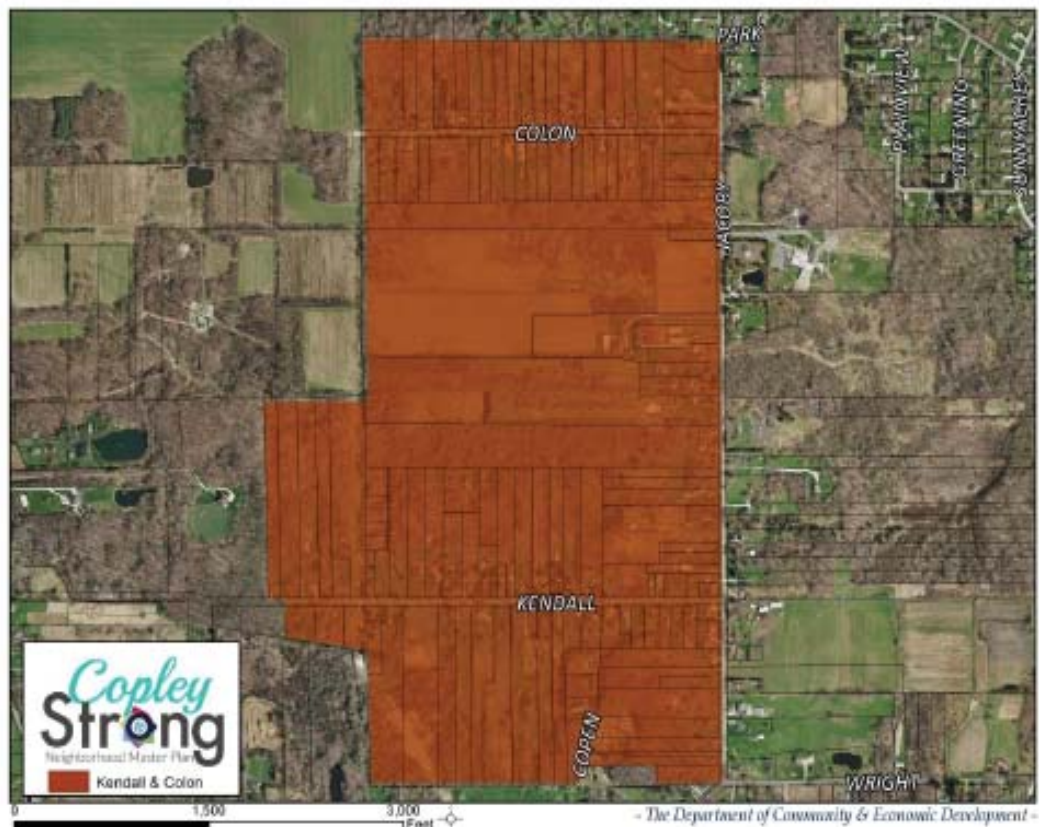
KENDALL & COLON

The Kendall & Colon Neighborhood of Copley is located in the south central portion of the Township. The area is bound by the Copley Heights neighborhood to the north, Jacoby Road to the east, the Wolf Creek neighborhood to the west and south.

Long, residential “bowling alley” lots characterize this neighborhood.

The land is zoned Residential-Medium Density (R-MD).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



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The LAKES

The Lakes Neighborhood of Copley is split between the northwest and southwest portions of the Township. The area is bound by State Route 21 and the Creekstone Neighborhood to the east, Medina Line Road to the west, the Wheeling and Lake Erie railway line to the south and the Foxtail Neighborhood to the north.

The neighborhood is bordered by Medina County to the west.

Residential development characterizes this neighborhood.

The Lakes Neighborhood is zoned residential encompassing both low and medium density use.

The Residential-Low District (R-LD) is established to provide for lower density residential development that will: (1) protect natural resources and maintain the environment and quality of life in the Township; (2) discourage concentrated living areas in the drainage area of the Barberton Reservoir where such concentration could create potential pollution of the reservoir and (3) discourage concentrated living areas in other areas where the irregularity of the land and the higher cost of providing central sewer facilities makes higher density development undesirable.

The Residential-Medium Density (R-MD) District is established to accommodate single-family and two-family residential dwellings at existing densities in the area so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



Chapter 8:

Future Land Use

Neighborhood Master Plan

THE MEADOWS OF COPLEY

The Meadows of Copley Neighborhood is located in the mideast portion of the Township. The area is bound by Copley Road to the north, Annabelle Estates to the east, Jacoby Road to the west and the Little Farms Neighborhood to the south. Residential allotments and large open lots characterize this neighborhood.

The Meadows of Copley is zoned Residential-Medium Density (R-MD) with a small portion dedicated to Residential-Open Space Conservation (O-C) and Commercial-Office/Retail (C-OR).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-Open Space (O-C) District, is established to achieve the following purposes:

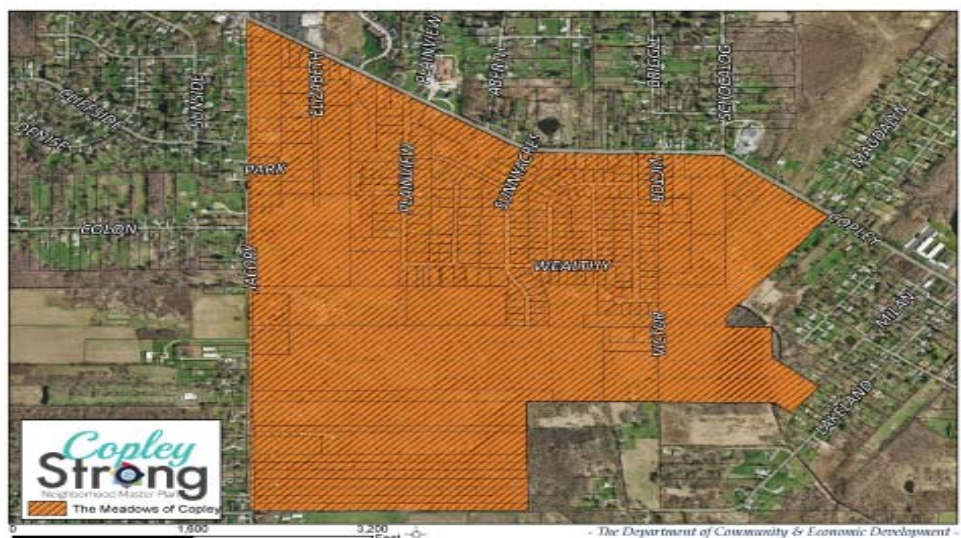
To preserve and protect the values of distinctive geologic, topographic, botanic, historic and scenic areas;

To protect the ecological balance of an area;

To conserve natural resources, such as river valley and tracts of forest land; and,

To reduce the problems created by intensive development of areas having excessively high water tables, organic or other soils unsuitable for most types of urban development, or which are subject to flooding, or which are topographically unsuited for urban type uses.

The Commercial-Office/Retail District (C-OR) is established to create an environment primarily, but not exclusively, for the development of well-located and designed office building sites to accommodate professional offices, sales offices, non-profit organizations and limited commercial activities ancillary to the office uses, including provision for some retail use. This District does not permit large-scale retail establishments or other similar high intensity retail and service uses.



Chapter 8:

Future Land Use

Neighborhood Master Plan

MONTROSE

The Montrose Neighborhood of Copley is located in the north quadrant of the Township. The area is bound by Medina Road to the north, SR 21 to the west, S. Cleveland-Massillon Road to the east and Rothrock Road to the South. The neighborhood is bordered by the City of Fairlawn to the east and south and Bath Township to the north.

Retail and commercial development characterize this neighborhood.

The Commercial-General Retail (C-GR) District is established to provide for a wide range of retail and service uses, including high intensity retail and service uses, such as large-scale retail establishments, that meet the shopping needs of the community and the region. This District is an appropriate location for developments featuring multiple retail and service uses on large sites with parking and drives for multiple tenants and coordinated signage and landscaping.

The Commercial-Office/Retail (C-OR) District is established to create an environment primarily, but not exclusively, for the development of well-located and designed office building sites to accommodate professional offices, sales offices, non-profit organizations and limited commercial activities ancillary to the office uses, including provision for some retail use. This District does not permit large-scale retail establishments or other similar high intensity retail and service uses/

The Commercial-Neighborhood Retail (C-NR) District, is established to accommodate individual and smaller groupings of retail and personal service businesses on relatively small lots of two (2) acres or less in proximity to residential districts that will primarily serve the residents of the immediate and nearby neighborhoods. This District does not permit large-scale retail establishments or other similar high intensity retail and service uses on large lots.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-High Density (R-HD) District is established to accommodate single-family residential dwellings with the objective of permitting a higher density of population where centralized sewer and water facilities are provided, and where positioning of homes can be used to buffer higher and lower density uses. A minimum of five (5) acres is required to establish an R-HD District. At least seventy-five percent (75%) of the lots must front on a local roadway or cul-de-sac street.



Chapter 8:

Future Land Use

Neighborhood Master Plan

PLAINVIEW ESTATES

The Plainview Estates Neighborhood is located in the northeast portion of the Township. The area is bound by Windsor Park to the north and west, Aberth Farms to the east, and Copley Road to the south. Residential development characterizes this neighborhood.

Plainview Estates is an established allotment in Copley with development beginning in the late 1950's.

The Plainview Estates Neighborhood is zoned Residential-Medium Density (R-MD).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



Chapter 8:

Future Land Use

Neighborhood Master Plan

RIDGELAWN ESTATES

The Ridgelawn Estates Neighborhood of Copley is located in the north central portion of the Township. The area is bound by Ridgewood Road to the north, Cleveland-Massillon Road to the east, and the Copley Industrial Corridor to the west and south.

The Ridgelawn Estates is an established allotment in Copley with development beginning in the late 1950's.

Ridgelawn Estates is zoned Residential-Medium Density (R-MD) with a small portion dedicated to Commercial-Office/Retail (C-OR).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Commercial-Office Retail (C-OR) District is established to create an environment primarily, but not exclusively, for the development of well-located and designed office building sites to accommodate professional offices, sales offices, non-profit organizations and limited commercial activities ancillary to the office uses, including provision for some retail use. This District does not permit large-scale retail establishments or other similar high intensity retail and service uses.



Chapter 8:

Future Land Use

Neighborhood Master Plan

SCHOCALOG RUN

The Schocalog Run Neighborhood of Copley is located in the mid east portion of the Township neighboring the cities of Fairlawn to the north and Akron to the east.

The area is characterized by a mix of commercial, residential and open space conservation. The Stone Creek Neighborhood highlights residential use in this area.

The land includes a mix of zoning with a small portion dedicated to Commercial-General Retail (C-GR) and the remainder dedicated to residential space inclusive of High, Medium and Conservation densities.

The Residential-High Density (R-HD) District is established to accommodate single-family residential dwellings with the objective of permitting a higher density of population where centralized sewer and water facilities are provided, and where positioning of homes can be used to buffer higher and lower density uses.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-Open Space (R-OC) District, is established to achieve the following purposes:
To preserve and protect the values of distinctive geologic, topographic, botanic, historic and scenic areas;

To protect the ecological balance of an area:

- ◇ To conserve natural resources, such as river valley and tracts of forest land; and,
- ◇ To reduce the problems created by intensive development of areas having excessively high water tables, organic or other soils unsuitable for most types of urban development, or which are subject to flooding, or which are topographically unsuited for urban type uses.



- The Department of Community & Economic Development -

Chapter 8:

Future Land Use

Neighborhood Master Plan

STONY HILL

The Stony Hill neighborhood of Copley is located in the northwest quadrant of the Township. The area is bound by Medina Road to the north, S. Hametown Road to the east, Medina Line Road to the west and Ridgewood Road to the south.

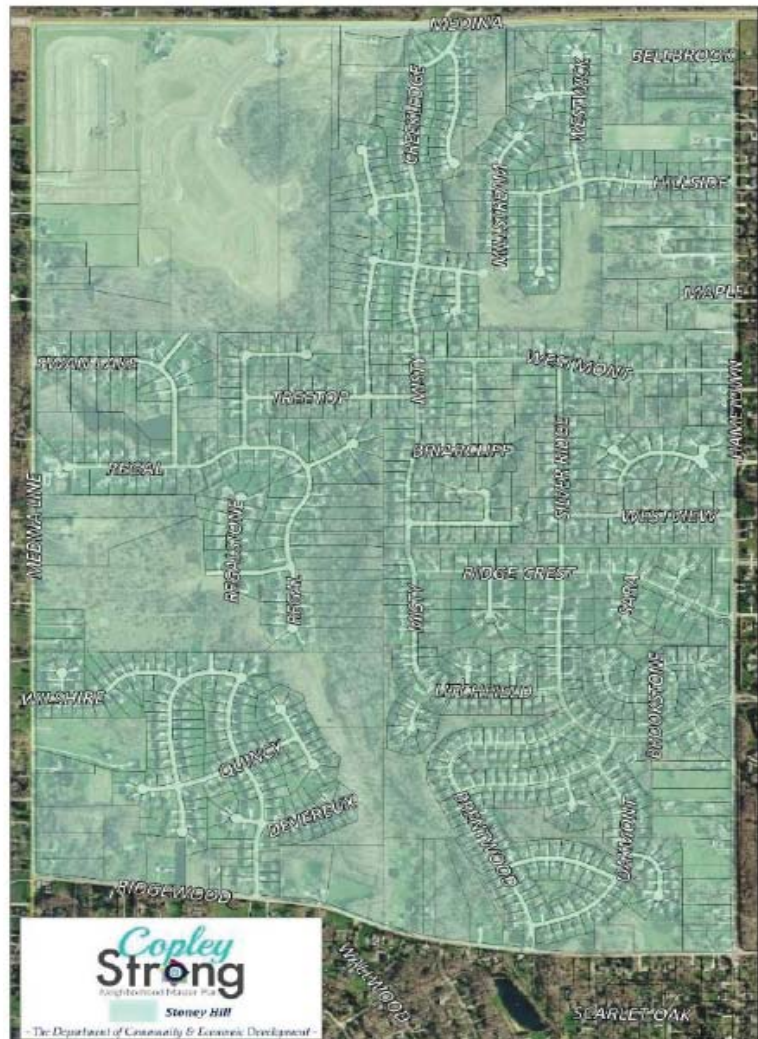
The neighborhood is bordered by Sharon Township, located in Medina County to the west and Bath Township to the north.

Residential development has been progressive in this neighborhood since the early 2000's and is characterized by multiple subdivisions including The Preserve at Miller's Farm, Swan Lake, Wedgewood, and West Ridge Estates.

The Stony Hill Neighborhood is zoned Residential. The area is comprised of subdivisions which are both medium density and high density use.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-High Density (R-HD) District is established to accommodate single-family residential dwellings with the objective of permitting a higher density of population where centralized sewer and water facilities are provided, and where positioning of homes can be used to buffer higher and lower density uses.



Chapter 8:

Future Land Use

Neighborhood Master Plan

WESTVIEW ESTATES

The Westview Estates Neighborhood of Copley is located in the central portion of the Township. The area is bound by Copley Road to the north, Cleveland-Massillon Road to the east, and the Wolf Creek Neighborhood to the south and west.

Residential development characterizes this neighborhood. The Westview Estates Allotment is one of Copley's mature allotments with development beginning in the late 1950's.

The Westview Estates Neighborhood is zoned Residential-Medium Density (R-MD).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



- The Department of Community & Economic Development -

Chapter 8:

Future Land Use

Neighborhood Master Plan

WHITE POND VILLAGE

The White Pond Village Neighborhood of Copley is located in the southwest portion of the Township. The area is bound by the City of Akron to the north and east, Plainview Estates to the west and Copley Road to the south.

Residential development characterizes this neighborhood. The Marks Subdivision, located in this neighborhood, is one of Copley's mature allotments with development beginning in the late 1950's.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-Open Space (R-OC) District, is established to achieve the following purposes: To preserve and protect the values of distinctive geologic, topographic, botanic, historic and scenic areas;

- ◇ To protect the ecological balance of an area;
- ◇ To conserve natural resources, such as river valley and tracts of forest land; and,
- ◇ To reduce the problems created by intensive development of areas having excessively high water tables, organic or other soils unsuitable for most types of urban development, or which are subject to flooding, or which are topographically unsuited for urban type uses.



- The Department of Community & Economic Development -

Chapter 8:

Future Land Use

Neighborhood Master Plan

WINDSOR PARK

The Windsor Park Neighborhood of Copley is located in the south central portion of the Township. The area is bound by Windsor Park to the north, the Plainview Neighborhood to the east, Jacoby Road to the west and Copley Road to the south.

Residential development characterizes this neighborhood. The Aberth Allotment is one of Copley's mature allotments with development beginning in the late 1950's.

The land is zoned Residential-Medium Density (R-MD) with a portion dedicated to Residential-Single/Multi-Family (R-S/MF).

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.

The Residential-Single/Multi Family (R-S/MF) District, is established to accommodate single, two and multi-family residential dwellings. The object of this District is to permit a higher density of population where centralized sewer and water facilities can be economically provided, and where multi-family dwellings can be used to buffer other uses from commercial uses, highways, or railways.



Chapter 8:

Future Land Use

Neighborhood Master Plan

WOLF CREEK

The Wolf Creek Neighborhood of Copley is located in the southwest quadrant of the Township. The area is partially bound by residential neighborhoods to the east, Medina Line Road to the west, the City of Akron to the south and the Wheeling and Lake Erie railway line to the north.

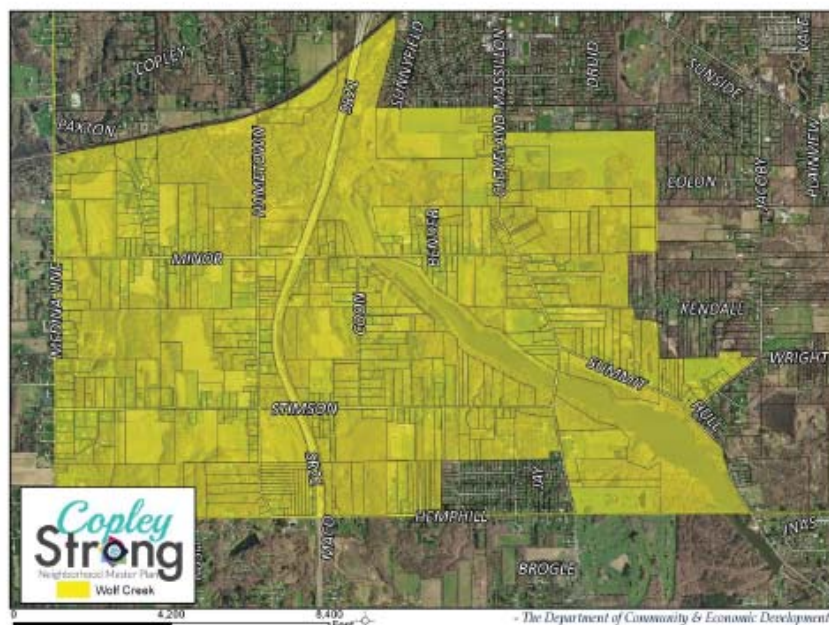
The neighborhood is bordered by Sharon Township, located in Medina County, to the west.

Large residential lots, rural landscape and scenic views of the Barberton Reservoir characterize this neighborhood.

The land is zoned residential encompassing both low and medium density use.

The Residential-Low Density (R-LD) District is established to provide for lower density residential development that will: (1) protect natural resources and maintain the environment and quality of life in the Township; (2) discourage concentrated living areas in the drainage area of the Barberton Reservoir where such concentrations could create potential pollution of the reservoir and (3) discourage concentrated living areas in other areas where the irregularity of the land and the higher cost of providing central sewer facilities makes higher density development undesirable.

The Residential-Medium Density (R-MD) District is established to accommodate single-family & two-family residential dwellings at existing densities in the areas so defined. The object of the regulations in this District is to maintain the suburban character of the area and to discourage large concentrations of intensive development.



Chapter 8:

Future Land Use

Neighborhood Master Plan

The following neighborhoods are primarily comprised of commercial, industrial and public space parcels. There is an opportunity for mixed-use and live-work use growth and development in these neighborhoods.



The Copley Circle Neighborhood is located in the central portion of the Township and comprises the Copley Circle Mixed Use District.



The Copley Industrial Corridor is centrally located and adjacent to the Wheeling and Lake Erie railway.



The Ridgewood Corridor borders the City of Fairlawn and is comprised of commercial parcels and parcels conducive to live-work opportunities.



Areas located along major thoroughfares and existing uses are appropriate sites for Mixed Use Development. In Copley Township, parcels abutting Copley Road/SR 21 and S. Cleveland Massillon/Rothrock provide the elements necessary for successful mixed use including traffic volume, access and a variety of adjacent uses including residential, office and commercial.

Chapter 8:

Future Land Use

Proposed Boards & Commissions / Future Documents

In addition to reviewing planning tools, the Land Use Plan suggests proposed boards, commissions and documents which support development + redevelopment.

The Trustees could establish a structure of professional boards, commissions, or ad hoc committees to oversee, advise, or handle certain tasks to accomplish goals and initiatives of the Township.

The Board of Trustees may also need to commission other planning documents to assist in the development or creation of some of the ideas and concepts proposed.

Below are the proposed Boards & Commissions and the documents they may be responsible for implementing and managing.

Proposed Boards & Commissions

Economic Redevelopment Position

Copley Township would create a position or hire a consultant to conduct an economic redevelopment feasibility study, identifying potential for economic revitalization for older or under-performing retail/office/industrial properties or corridors. Studies might determine the commercial development potential of the area and identify market conditions necessary for redevelopment to occur. The position would also work with landowners, developers, lenders and government authorities on future projects.

Future Documents

Cleveland-Massillon and Ridgewood Corridor Plan

Copley Township would develop a plan that looks at the corridor as a viable business/commercial corridor. The plan would look at zoning, parcel sizes, transportation, and infrastructure. This study might be combined with the Copley Square Historical District Plan and the Copley Road Corridor Plan.

Copley Road Corridor Plan

Copley Township would develop a plan that looks at the corridor as a viable business/commercial corridor. The plan would look at zoning, parcel sizes, transportation, and infrastructure.

Cost of Community Service Study

To justify open space preservation, a Cost of Community Services (COCS) study would show that greenways and farmland generate more in local revenues than they require in services. A COCS study would be useful to Copley Township to help to justify money spent on preservation.

Farmland Preservation Committee

A committee would be created to develop, implement and evaluate farmland preservation tools. The committee would identify and assess the challenges farmers and farmland owners are facing, their future plans/needs, the level of public support for new and existing programs and policies. It would identify techniques and issues that are barriers to profitable farming, recommend methods to ensure the long-term viability of agriculture, and evaluate the cost to fund farmland protection and identify potential local, state, and federal sources of funding for farmland protection.

Farmland Preservation Plan

Copley Township would develop a Farmland Preservation Plan to save farmland for future generations and to help farmers create profitable new farm activities.

Chapter 8:

Future Land Use

Proposed Boards & Commissions / Future Documents

Proposed Boards & Commissions

Historic Preservation Committee

Copley Township can work with the Copley Historical Society to develop a plan for identifying, protecting and promoting Copley's historic sites and structures.

Montrose Joint District Group

The purpose of this group would be to provide collaboration and continuity for this retail district. This could include both regional marketing efforts through design and signage standards. This group would be made of the three communities that make up the Montrose area - Copley, Bath, and Fairlawn. Each community could appoint members to the group.

Housing Advisory Board

Copley Township can establish a Board to help make recommendations on issues affecting affordable housing development and in developing new programs and policies in order to foster the development and preservation of attainable housing.

Parks and Recreation Committee

This committee would oversee planning and oversight of both passive and active parks and recreation activities. The committee could support the trustees and staff by spearheading certain projects and events such as park and open space acquisition, preparation of plans and reports, and organizing various events.

Future Documents

Historic Preservation Plan

Copley Township can develop standards for design and zoning in identified areas of the Township. Historic designations and funding opportunities could be investigated to support efforts of the Committee.

Montrose Study

A Montrose study could look at design standards, signage, landscaping, transportation and circulation, new development and redevelopment opportunities within the Township and adjacent communities in the Montrose area.

Future Build Out Plan

Copley Township can incorporate a study to identify existing attainable housing in the Township and areas which would support the incorporation of future attainable housing.

Parks and Recreation Plan

Copley Township would develop a Parks and Recreation Plan identifying areas to be acquired for passive and active recreation and possible funding sources.

Chapter 8:

Future Land Use

Proposed Boards & Commissions / Future Documents

Proposed Boards & Commissions

Scenic Byway Committee

Copley Township would create a steering committee as part of the Trail and Greenway Committee to put together a Scenic Byway Plan and application with ODOT.

Future Documents

Scenic Byway Plan

Copley Township would develop and submit an application for an Ohio Byway designation based on one of the following outstanding intrinsic qualities: scenic, natural, historical, cultural, recreational, and/or archaeological.

Trails and Greenway Committee

This committee can work in conjunction with the Parks and Recreation Committee. The committee would be designated to spearhead a Trail and Greenway Plan for the Township. The committee would begin work by reviewing the plan developed by the Summit County Trails and Greenway Plan to find opportunities for connecting regional trail networks.

Greenway Plan

Copley Township would develop a Township wide greenway implementation plan to protect corridors of open space and to provide recreational opportunities. This study might be combined with a Parks and Recreation Plan.

Chapter 8:

Future Land Use

Montrose Mini Plan

Summary

Kimley-Horn is tasked with supporting Copley Township staff with various items within the Comprehensive Land Use Plan Update. The primary objective of the Montrose Mini-Plan task is to establish key principles for the neighborhood mini placemaking plan, including physical and code improvements; and create a physical placemaking concept plan around the Montrose Neighborhood to enhance a sense of place/placemaking within the public right-of-way, increase multi-modal connectivity, and evaluate current zoning with respect to encouraging new development and new development patterns.

Presentation and Input Exercises

The Kimley-Horn team presented information gathered about the neighborhood including land use, zoning, circulation, parking, mobility features and visual analysis of the existing buildings and landscape.

Exercise #1: Assets & Issues Identification (Citizen Input)

The Kimley-Horn team then asked workshop participants what they felt was the assets and issues with the Montrose Neighborhood.



What Participants Said...

- Many said there was too much pavement/parking.
- Existing area should require traffic impact studies for road changes.
- Existing development & buildings need to mutually integrate/connect to encourage shopping.
- Existing area is dangerous after dark due to vacancy and lack of lighting.

Chapter 8:

Future Land Use

Montrose Mini Plan

- Existing 4-way stop intersections make road navigation difficult.
- Future development should **not** be an automobile-centric experience.
- Future development should provide a more walkable experience.
- Further development desired west of State Route 18 to connect with other parts of Copley.
- Future Development should encourage residents to patronize area.
- A large amount of existing undeveloped land is unused.
- One citizen did not think there should be a cemetery within the existing area.

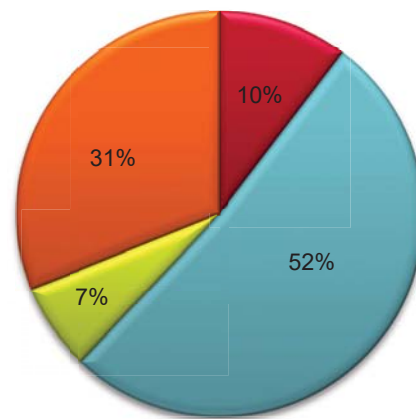
Exercise #2: What Makes a Great Place & Placemaking Elements (Citizen Input)

The Kimley-Horn team then asked workshop participants what they wanted the Montrose Neighborhood Places and Spaces to be like. Participants were provided 3 dots and requested to place those dots on the placemaking type and image they would like to see in Montrose.

What Participants Said...

Per this chart below, voting shows the majority favor “Places for People”. This subcategory included several feature options. Most votes were cast toward a revitalized impervious area featuring concrete pavers, decorative lighting, vegetation, and picnic tables.

Placemaking Preferences



■ Landscape ■ Places for People
■ Branding/Identity ■ Connectivity/Safety

Chapter 8:

Future Land Use

Montrose Mini Plan

Exercise #3: Circulation, Parking, Mobility, Zoning (Citizen Input)

The Kimley-Horn team then asked workshop participant's input on Township directed changes within the Montrose Neighborhood.

What Participants Said...

- Proposed area should prioritize signage and dedicated entrances.
- Proposed area should be a destination. Currently there is no clear destination within the existing area.
- A higher percentage of existing area should be open space.
- Citizens favor mixed-use spaces.
- In lieu of the sprawling impervious surfaces, citizens prefer a 3-story-tall, mixed-use development.
- Pinecrest mixed-use development located in Cleveland's Orange Village is a good case study for proposed area.
- Proposed area could feature plazas placed nearer to right-of-way. Park cars *behind* commercial space.
- Connect proposed area to the new golf course housing development.
- Proposed area would benefit from outbuilding(s) in parking lots.
- Proposed area should have more sidewalks and bus stops, specifically at the Interstate 77 underpass.
- One citizen would prefer to develop existing area and direct open spacing plans to other areas in Copley.
- Citizens would prefer to replace impervious surfaces with more pervious surfaces.
- Merchants should be within a 10-minute walk of new residential development(s).
- One citizen desires a Meijer franchise to come to existing area *before* another area utilizes this opportunity.
- Citizens enjoy the visual break-up landscaping provides area.
- Proposed area should feature lively spaces to draw patrons.
- Proposed area should reuse/repurpose vacant parking lots.
- Bring more businesses to area by cleaning up area and making it more desirable.
- Citizens believe that open spaces and plazas will attract more patrons during the evening.
- Proposed area should have bike racks, bike trails, and bike lanes.
- Retail mixed-use tax base could provide community funding.

Montrose Mini Plan

Review allowable uses and allow housing

Increase height minimums

Decrease parking mins and rethink shared parking

Increase % of required open space

Increase landscape minimums in parking areas, review req. for setbacks, fencing and screening.

Include requirements/percentages for parks, plazas, trails.

Design guidelines

For enhanced readability or to view this image in greater detail, scan the QR code to access the digital version of this study.



Copley Township - Montrose Neighborhood Mini-Plan

Comprehensive Land-Use Plan Update Support Services

Kimley»Horn
Expect More. Experience Better.

INDEX

GOALS + OBJECTIVES

MONTROSE TODAY

- Existing Conditions
- Land Use and Zoning
- Circulation, Parking, Mobility

ASSETS, ISSUES, AND OPPORTUNITIES

- Town Hall Meeting

MONTROSE TOMORROW

- Mini-Plan - Public Response Preferences
- Mini-Plan - Circulation, Parking, Mobility
- Mini-Plan - Future Land Use and Zoning Opportunities

GOALS + OBJECTIVES

- To create a physical placemaking concept plan around the Montrose Neighborhood to enhance a sense of place/placemaking within the public right-of-way, increase multi-modal connectivity, and evaluate current zoning with respect to encouraging new development and new development patterns
- To establish key principles for the neighborhood mini placemaking plan, including physical and code improvements

MONTROSE TODAY FOCUS AREA



The Montrose Neighborhood of Copley is located in the North quadrant of the Township. The area is bound by Medina Road to the north, SR 21 to the west, S. Cleveland-Massillon Road to the east and Rothrock Road to the South. The neighborhood is bordered by the City of Fairlawn to the east and south and Bath Township to the north.

The Montrose Neighborhood stands as a vital commercial hub in Copley, playing a pivotal role as a significant economic driver for the broader region. Presently, the development landscape in Montrose features large retail stores and single-building parcels with extensive feeder streets, lacking essential pedestrian accommodations. This existing layout does not align with the evolving trends in commercial development, evident in vacant stores and empty parking lots.

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MONTROSE TODAY EXISTING CONDITIONS



- Lack of connectivity
- Lack of accommodation for cyclists and pedestrians
- Wide-drive aisles
- Inconsistent signage
- Lack of landscaping
- Large amounts of impervious surface



- Metro bus stop experience for riders could be improved
- Inconsistent signage
- Lack of brand identity
- Large setback areas could accommodate sidewalks and trails without changing the road configuration

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Existing land use patterns follow established regulations for C-GR and C-HS zones established in the zoning ordinance



Kimley»Horn

MONTROSE TODAY

LAND USE + ZONING C-GR

Established to provide for a wide range of retail and service uses, including high intensity retail and service uses, such as large-scale retail establishments that meet the shopping needs of the community and the region. This District is an appropriate location for developments featuring multiple retail and service uses on large sites with parking and drives for multiple tenants and coordinated signage and landscaping.

PERMITTED USES

- Retail goods and personal services
- Restaurants and Nightclubs
- Accessory uses normally and regularly associated with the principal uses listed above
- Offices of governmental agencies
- Signs

PERMITTED USES WITH ADDITIONAL RESTRICTIONS

- Air-conditioning, cabinet making, carpentry, heating, plumbing, painting, roofing, sheet metal, uprooting
- Dry cleaning, cleaning and dyeing, and laundry service.
- Repair services for machinery and equipment establishments

CONDITIONALLY PERMITTED USES

- Bed and Breakfast
- Churches
- Clubs and Lodges
- Day Care Center
- Drive-up Window Facility
- Gasoline Service Station
- Transient Hotels
- Life Care Facility
- Recreational Facility
- Schools / Educational Facilities
- Theatre and assembly uses

PROHIBITED USES

- Any proposed use that is not listed in the C-GR District as a permitted or conditional use, and not in accordance with the Comp. Land Use Plan, current or future JEDD agreement, or detrimental to or endanger the public health, safety or general welfare, and is not substantially similar, as regards its land-use impacts on surrounding properties

Height Regulations: Less than or equal to 35' high

MONTROSE TODAY LAND USE + ZONING

C-HS

Established primarily to provide for retail and service uses that are typically located near major thoroughfares and that are compatible with, but not exclusively for, highway travel and the accommodation of all night and rest stop services. This District is not intended to accommodate large-scale high intensity retail and service uses.

PERMITTED USES

- Highway-oriented services and retail, including, but not limited to gasoline service stations and restaurants.
- Smaller retail goods and personal services
- Accessory uses normally and associated with the principal uses
- Signs
- Offices of governmental agencies

PERMITTED USES WITH ADDITIONAL RESTRICTIONS

- None listed

CONDITIONALLY PERMITTED USES

- Drive-up Window Facilities
- Truck Servicing, including the provision of fuel, food and sleeping rooms
- Wind Turbines
- Transient Hotels

PROHIBITED USES

- Any proposed use that is not listed in the C-HS District as a permitted or conditional use, and not in accordance with the Comp. Land Use Plan, current or future JEDD agreement, or detrimental to or endanger the public health, safety or general welfare, and
- Is not substantially similar, as regards its land-use impacts on surrounding properties

Height Regulations: Less than or equal to 35' high

LAND USE + ENVIRONMENTALLY SENSITIVE AREAS

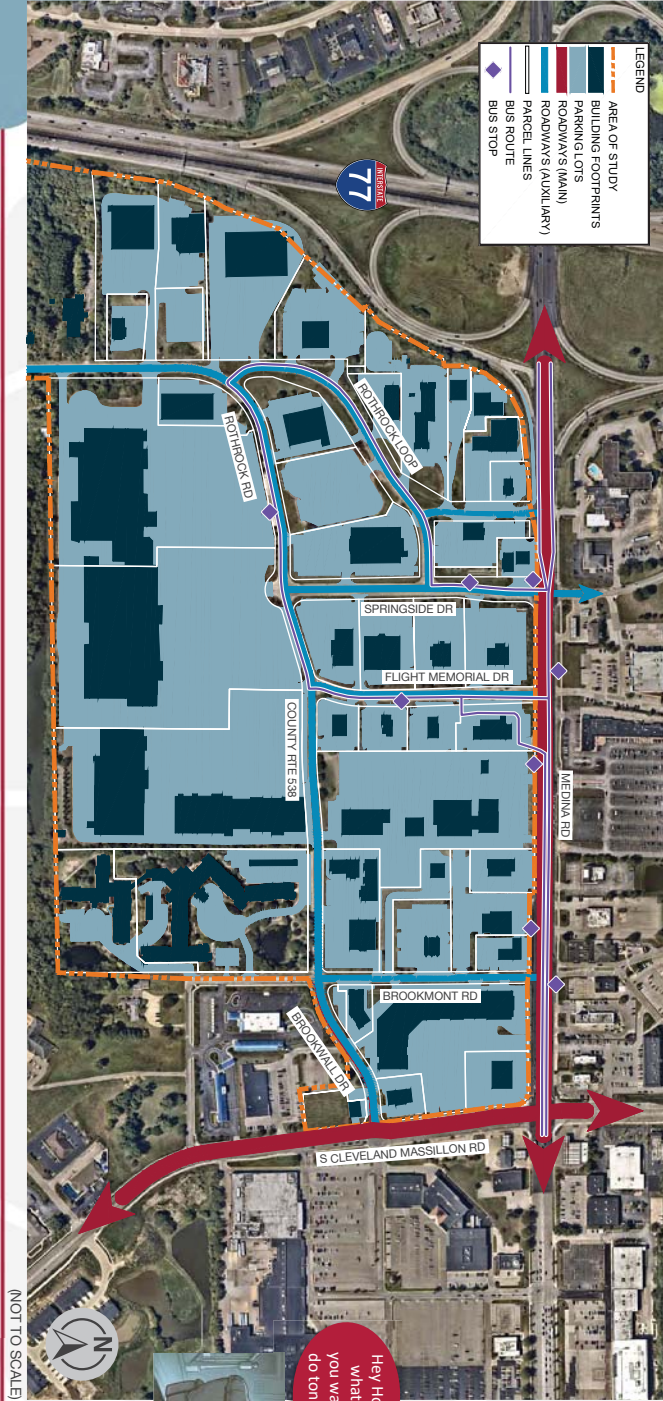
ZONING + ENVIRONMENTALLY SENSITIVE AREAS (2018)



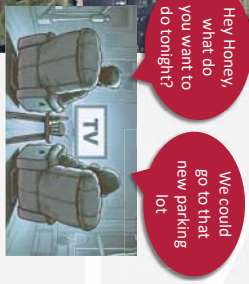
(NOT TO SCALE)

- and grant programs to encourage tree plantings.

MONTROSE TODAY CIRCULATION, PARKING, MOBILITY FEATURES



Large areas of impervious surface are a defining character element of the study area – there are significant opportunities to improve the visual quality of the study area through increased landscaping and increases in the amount and quality of required open space provided.



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MONTROSE TODAY CIRCULATION, PARKING, MOBILITY FEATURES



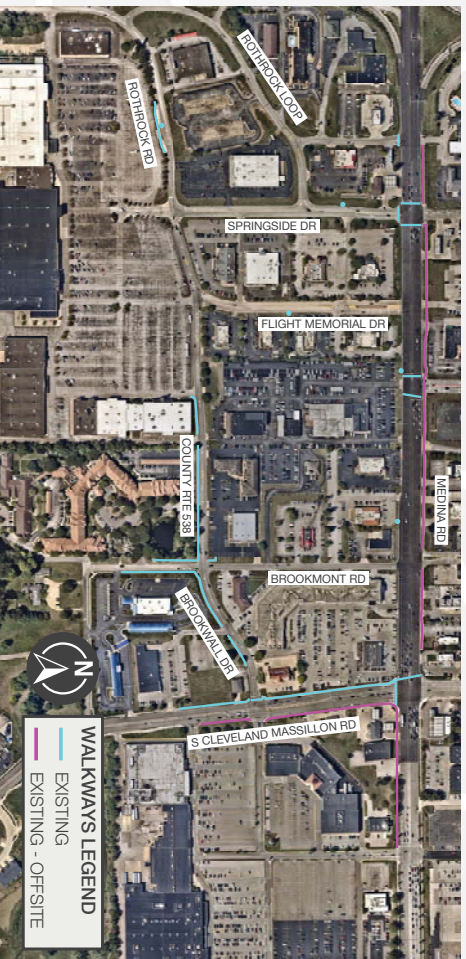
PARKING REQUIREMENTS

RETAIL	- Vehicle - 1 per 250 gsf - Bicycle - 2, or 1 per 5000sf	9.03.A – TABLE A
SPACE SIZE	9' x 18'	9.03.C.1
SETBACKS	Minimum Twenty (20) feet from public right-of-way	
LANDSCAPE, SCREENING, BUFFERING	Parking facilities, shall have an area exceeding five percent (5%) of the actual area of parking spaces for landscaping	9.06.B.2
SHARED	Available	9.02.G.3

Required parking counts per Gross Square Foot (gsf) are high, parking space size is adequate and efficient, minimum setback could be increased and accommodations for pedestrians and cyclists could be introduced, and landscaping requirements are very low. Availability of shared parking and requirements for bicycle parking are positives for any mixed-use redevelopment scenario in the focus area.

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MONTROSE TODAY CIRCULATION, PARKING, MOBILITY FEATURES



(NOT TO SCALE)

The focus area is nearly devoid of accommodations for pedestrians and cyclists. Akron Metro riders must walk in the street, or alongside of the street in the grass, and transit waiting environments lack shelter or other accommodation.



ASSETS, ISSUES, OPPORTUNITIES

Kimley-Horn presented the previous information to approximately 25 participants at an in-person Town Hall.

At the Town Hall meeting, the following comments were received about the study area:

- Existing area should require traffic impact studies
- Further development desired west of I-77
- Existing 4-Way Stop Sign intersections make road navigation difficult
- Large amount of land around land south of focus area is unused and undeveloped
- Existing spaces need to be mutually integrated/connected
- Any proposed improvements should encourage residents to patronize area
- Existing area is dangerous after dark
- Proposed area should provide a more walkable experience
- Proposed area should not be an automobile-centric experience
- Create a destination
- Work with Bath and Fairlawn and solve the area's problems together



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MONTROSE TOMORROW MINI-PLAN - PUBLIC REALM

Through collaboration with staff, mapping and analysis, on site observation, and public engagement, a number of recommendations were considered in the development of the Concept Plan of the Montrose Neighborhood to enhance a sense of place/placemaking within the public right-of-way, and increase multi-modal connectivity and safety.

Recommendation – Preliminary Design and Engineering Study

Further define and refine improvements within the public right-of-way for:

- Pedestrian and bicycle accommodation
- Increased landscaping
- Increased connectivity and safety
- Define potential project costs
- Identify funding and implementation strategy

Recommendation – Branding, Wayfinding, Signage Master Plan

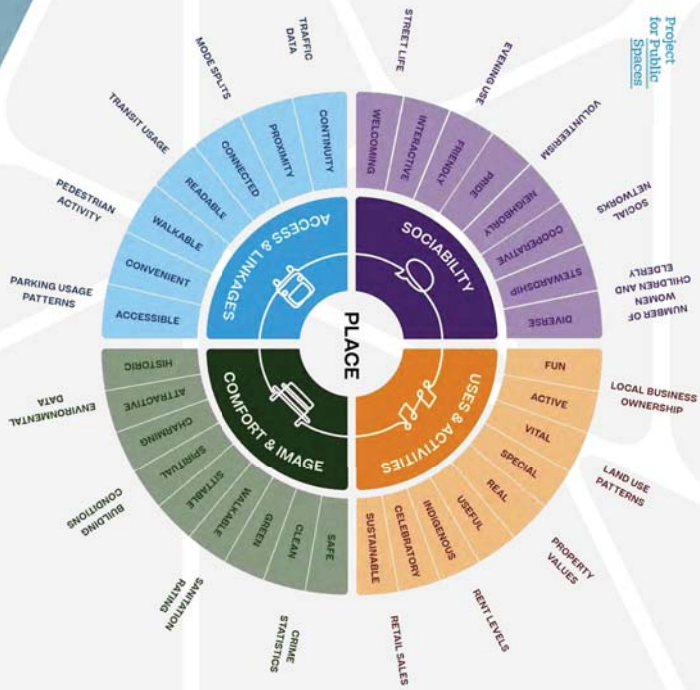
- Develop unified design vision for branding Copley's Montrose Neighborhood to provide visitors and potential future residents with a welcoming and easy navigational experience.

RECOMMENDATION

Recommendation – TWP to engage/collaborate with Bath and Fairlawn, and perform a joint traffic safety and connectivity analysis to jointly examine:

- Market Street
- Cleveland-Massillon Road
- I-77, SR 18 - Medina Road Interchange
- Multimodal Connectivity and Safety
- Sustainability and Placemaking
- Re-imagine Rothrock Loop - Allow car traffic, restrict truck traffic:
 - Weight and Size Restrictions
 - Designate Truck Routes – Cleve-Mass, SR 18
 - Time-Based Restrictions
 - Narrow Lanes and Traffic Calming
 - Roundabouts and Tight Turns
 - Height and Length Restrictions - put a gateway element over the road that trucks can't get past
- Environmental Zoning - Create low-emission or environmental zones for heavy trucks
- Weight-Sensitive Road Surfaces - Use road surfaces that are more sensitive to heavy vehicles (e.g., cobblestone streets)

MONTROSE TOMORROW PLACEMAKING



TOWN HALL PARTICIPANT-VOTED PREFERENCES



BRANDING + IDENTITY



CONNECTIVITY + SAFETY



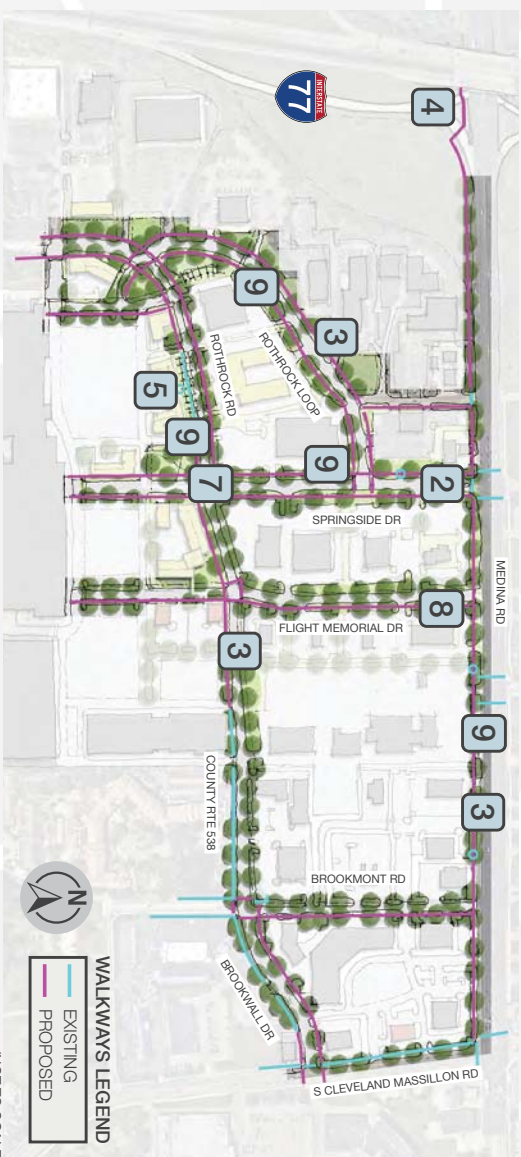
LANDSCAPE



PLACES FOR PEOPLE

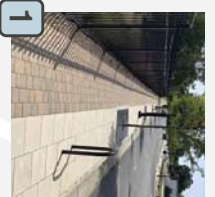
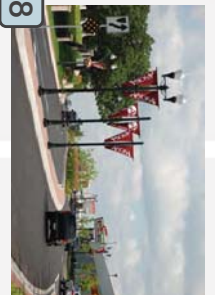
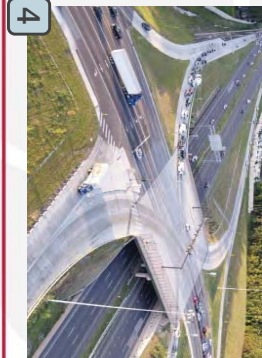
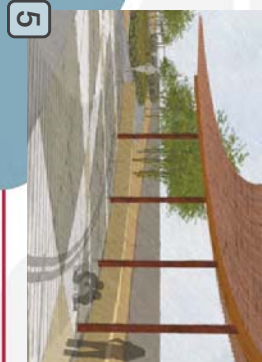
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MINI-PLAN - PUBLIC REALM



WALKWAYS LEGEND
EXISTING
PROPOSED

(NOT TO SCALE)



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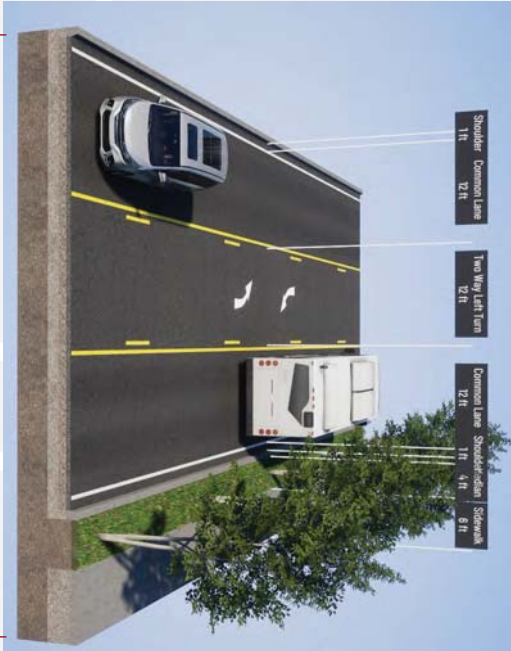
MONTROSE TOMORROW CIRCULATION, PARKING, MOBILITY FEATURES

ROAD DIET - FLIGHT MEMORIAL DRIVE



EXISTING CONDITION

The existing street network seems very wide for the traffic observed upon our site visits, yet the community expressed concern over traffic stacking and congestion near recent drive-thru establishments. The extra width could be used to accommodate pedestrians and cyclists, and introduce street trees, pedestrian lighting and other amenities. A traffic impact study of the focus area would help determine the impact of a existing, recent, and future development on the surrounding transportation network, the findings and recommendations of the study could be used to determine if any improvements or mitigations are necessary to accommodate the additional traffic generated by the development.



PROPOSED IMPROVEMENTS

50 ft.

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9.06.B.3. Minimum Setbacks. All parking spaces must be a minimum of twenty (20) feet from the public right-of-way

MONTROSE TOMORROW CIRCULATION, PARKING, MOBILITY FEATURES

COMMON USE AREAS - BROOKWALL DR. (CR 538)



EXISTING CONDITION
38 ft.



PROPOSED IMPROVEMENTS
VARIES 38 ft. COMMON USE AREA, 20-25 ft.

Creating a common use area or easement in the ordinance along Rothrock Rd./Brookwall Dr. and the southern side of Medina Rd. (SR-18) would create room to accommodate pedestrians and cyclists, and introduce street, trees, pedestrian lighting and other amenities.

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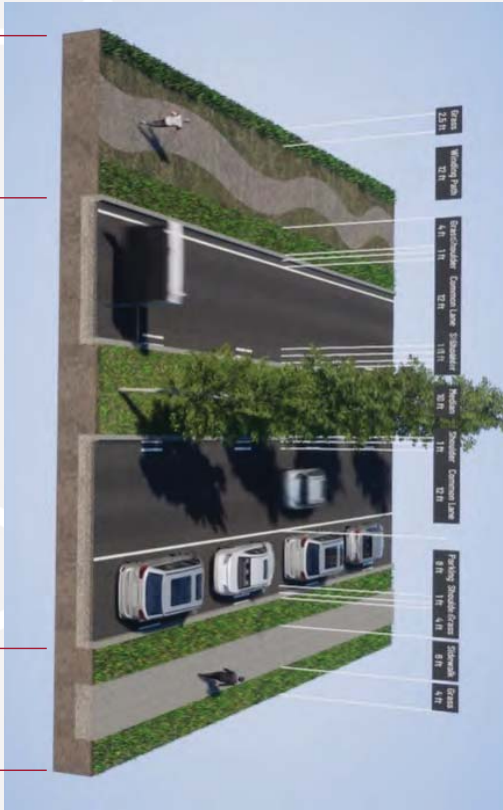
MONTROSE TOMORROW CIRCULATION, PARKING, MOBILITY FEATURES

ROAD DIET - SPRINGSIDE DRIVE

Similar to other streets in the focus area, extra width (if available) could be used to accommodate pedestrians and cyclists, and introduce street trees, pedestrian lighting and other amenities.



EXISTING CONDITION



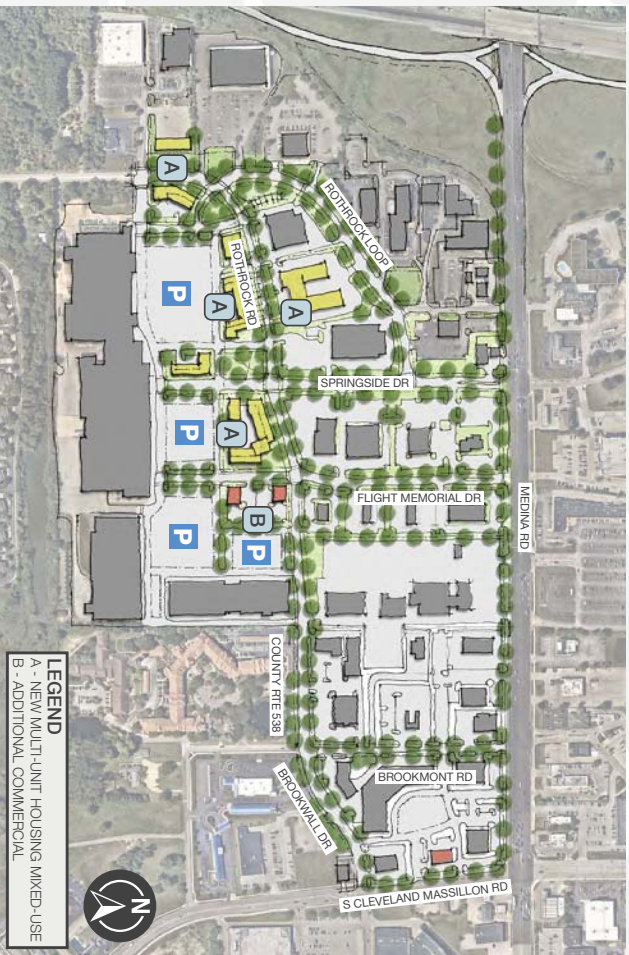
PROPOSED IMPROVEMENTS

VARIES 50 ft. VARIES

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MONTROSE TOMORROW

MINI PLAN - FUTURE LAND USE + ZONING



LEGEND
A - NEW MULTI-UNIT HOUSING MIXED-USE
B - ADDITIONAL COMMERCIAL

PROPOSED IMPROVEMENTS

(NOT TO SCALE)



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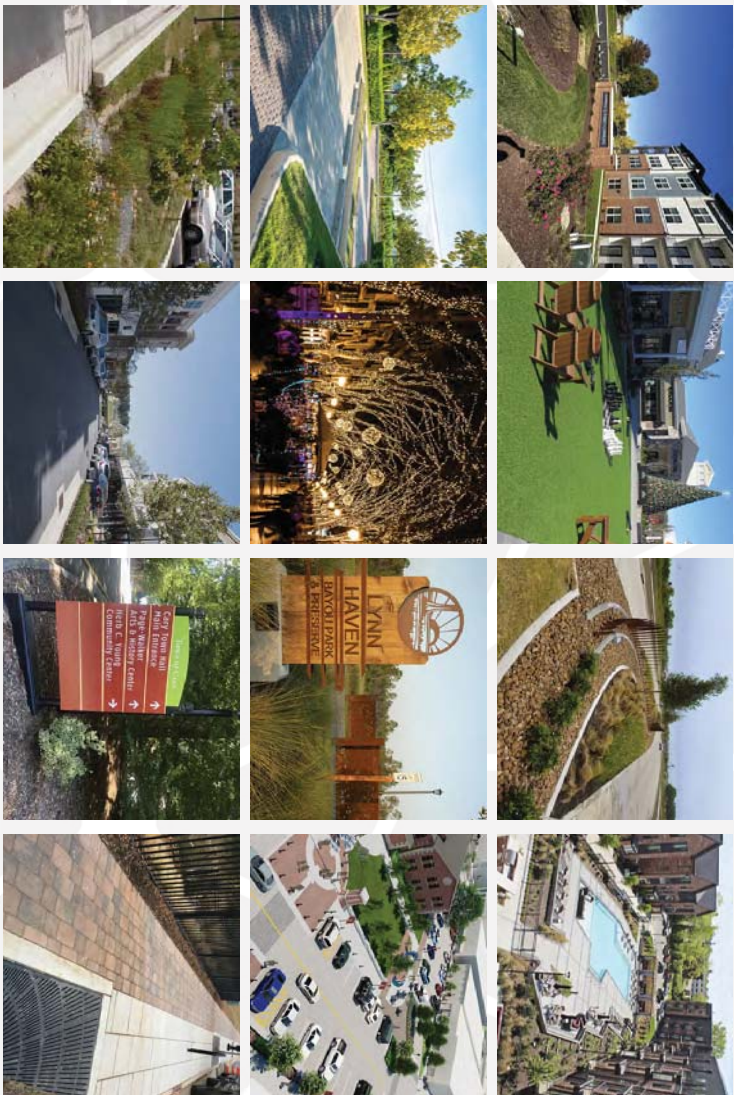
MONTROSE TOMORROW FUTURE LAND USE + ZONING

Similarly, through collaboration with staff, mapping and analysis, on site observation, industry research and knowledge of best practices, and public engagement to determine community preference for the physical future of the area recommendations were considered after evaluating current zoning focusing on encouraging new development and new development patterns.

The Mini-Plan envisions redevelopment into a mixed-use community to improve full-day activity in the study area. The future land use (high-level zoning) recommendations outlined here are a potential step towards encouraging land use changes that support and encourage reinvestment and redevelopment. Future zoning changes would necessitate collaboration with the JEDD given the Township's obligation to maintain the existing zoning of the properties devoted to business, commercial or industrial uses, within the District.

The focus area's current zoning, while providing a straightforward approach to land use regulation, has one major drawback in its tendency to create rigid, single-use zones, leading to spatial inefficiencies and the segregation of different land functions. Referred to as Euclidean zoning - this form of zoning does prevent incompatible land use but can contribute to urban sprawl and lack of mixed-use development, hindering the creation of more walkable and sustainable communities.

Additionally, Euclidean zoning may not adequately address modern urban complexities, such as the demand for flexible, adaptable spaces and the promotion of diverse, inclusive neighborhoods. A more flexible and context-sensitive zoning approach is recommended along the corridor to address the dynamic challenges of contemporary urban/suburban development and increase land use options.



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MONTROSE TOMORROW

WHY MIXED USE?

Mixed-use developments are designed to incorporate a variety of different land uses within a single project. This concept has gained popularity due to several reasons:

1. **Efficient land use:** Mixed-use developments maximize the efficient use of land by combining residential, commercial, and recreational spaces in one location. This helps to minimize urban sprawl and reduce the need for extensive infrastructure development.
2. **Increased convenience:** By providing a mix of residential, commercial, and recreational spaces, mixed-use developments create a more convenient and walkable environment. Residents can easily access amenities such as shops, restaurants, parks, and entertainment options within close proximity, reducing the need for long commutes.
3. **Vibrant and lively communities:** Mixed-use developments create a vibrant and lively atmosphere by bringing together people from different backgrounds and interests. The combination of residential, commercial, and recreational spaces fosters social interaction and community engagement.
4. **Economic benefits:** Mixed-use developments can have positive economic impacts by attracting businesses, creating jobs, and increasing property values. The combination of residential and commercial spaces can support local businesses and contribute to the local economy.
5. **Environmental sustainability:** By promoting walkability and reducing the dependence on cars, mixed-use developments can help reduce traffic congestion and lower carbon emissions. Additionally, the integration of green spaces and sustainable design practices can contribute to environmental sustainability.

Overall, mixed-use developments offer a holistic and integrated approach to urban planning, creating vibrant, convenient, and sustainable communities.

MIXED-USE

BALANCED

- Common approach - 60-40 or 70-30 ratio, residential equals 60-70% of the development, with commercial (retail, office, etc.) accounting for 30-40%

RESIDENTIAL DOMINANT

- In urban or suburban contexts - 75-25 split (residential to commercial) might be used, with a focus on maximizing housing to ensure a stable, long-term revenue stream
- Commercial spaces in this model are often smaller in scale, catering to neighborhood-serving businesses (e.g., restaurants, cafés, essential services) that complement the residential population

COMMERCIAL DOMINANT IN HIGH-DEMAND AREAS

- In some city-center locations with strong demand for office space or retail, the ratio could lean more heavily on commercial, such as 50-50 or 40-60 (housing-commercial)
- This might be financially sustainable where commercial tenants pay higher rents or where a vibrant retail environment boosts residential property values

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FUTURE LAND USE + ZONING

Recommendation - Consider creating a new mixed overlay to encourage conversion of under-performing single use retail within the Montrose

Neighborhood centers into mixed-use spaces through revisions and adjustments to the Zoning Ordinance.

- Provide for greater flexibility within the focus area to provide mixed use areas
- Encourage a more creative, varied, efficient, and attractive development pattern
- Provide an effective means of responding to site conditions, including environmentally sensitive conditions and sustainability
- Promote a walkable community with pedestrian-oriented buildings and open spaces
- Promote a walkable community with accommodations for cyclists and pedestrians within and along the public right-of-way
- Create and support lively, human-scaled activity areas and gathering places for the community by encouraging civic uses, plazas, and a mix of uses
- Integrate new development and adaptive reuse by allowing a mix of compatible uses that provide for community-benefiting services as well as a variety of living opportunities

MONTROSE MINI PLAN

Review allowable uses and allow housing

Increase height minimums

Decrease parking minimums and rethink shared parking

Increase % of required open space

Increase landscape minimums in parking areas, re-view required for setbacks, fencing and screening

Include requirements/percentages for parks, plazas, trails.

Design guidelines

Chapter 8:

Future Land Use

Montrose Multi Modal Plan

Connecting Communities

Bath and Copley Townships, in partnership with the City of Fairlawn, received a Connecting Communities Grant from the Akron Metropolitan Area Transportation Study (AMATS) to study how improvements to the district could improve access, safety, and character of the district. The consulting firm, Environmental Design Group of Akron, was selected to lead the planning effort for the project along with key members from the three communities, AMATS, Summit County Engineer's office, and Metro RTA.

In 2015, EDG completed the Montrose Multi-modal transportation planning study using the Connecting Communities Initiatives and complete streets principles to make recommendations to improve pedestrian and bicycle access through the study area, transit and vehicle access to retail, parking access, corridor aesthetics and signage, sustainability and environmental impact, including storm water problems.

Through the process, a series of recommendations were proposed:

For enhanced readability or to view the images in greater detail, scan the QR code to access the digital version of this study.



Chapter 8:

Future Land Use

Montrose Multi Modal Plan

- 1 SR 18 STREETScape (NORTH)
- 2 ROTHROCK ROAD/
SPRINGSIDE DRIVE
ROUNDAABOUT
- 3 ROTHROCK ROAD/
BROOKWALL DRIVE
STREETSCAPE (NORTH)
- 4 SPRINGSIDE DRIVE
STREETSCAPE (WEST
/NORTH)
- 5 CLEVELAND MASSIL-
LON ROAD STREETSCAPE (WEST)



MONTROSE MULTI-MODAL PLAN

Environmental
Design Group

Chapter 8:

Future Land Use

Montrose Multi Modal Plan

- 1 FLIGHT MEMORIAL DRIVE/BROOKWALL DRIVE ROUNDABOUT
- 2 SPRINGSIDE DRIVE STREET-SCAPE (SOUTH/WEST)/PRIVATE DRIVE STREETSCAPE (SOUTH)
- 3 FLIGHT MEMORIAL DRIVE STREETSCAPE (SOUTH/EAST)/PRIVATE DRIVE STREET-SCAPE (SOUTH)
- 4 INTERNAL TRAIL NETWORK



MONTROSE MULTI-MODAL PLAN

Environmental Design Group

Through a series of public, stakeholder, and business owner meetings as well as a public survey, needs and concerns were identified. Some of the identified issues included impacts from haphazard development patterns, traffic volumes, frequent curb cuts, lack of sidewalks, extensive parking lots, and negative visual appeal, all added to many peoples' negative views of the district. These comments supported the demand to improve the area.

Through the public engagement process, a series of recommendations were proposed. →

1. Improved character, access, and safety of pedestrians along SR 18 as well internal roadway networks through streetscape, inclusive of buried utilities, pedestrian ways and crossings, and roadway enhancements.



Chapter 8:

Future Land Use

Montrose Multi Modal Plan

2. Improved vehicular safety and flow at targeted areas including proposed roundabouts at the intersection of Rothrock and Springside Drive and Flight Memorial and Brookwall Drive.



3. Addition of widened sidewalks and trails to safely connect the district for pedestrians.



4. Usage of on-street signage and striping on lower volume roads to promote bicycling.
5. Infill development at strategic locations to improve scale and character.

Chapter 8:

Future Land Use

Future Residential Build Out

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MEMORANDUM – Build Out Mapping

To: Copley Township

From: Katherine Holmolt, PLA
Kimley-Horn and Associates, Inc.

Date: 8/26/2024, revised 11/1/2024

Subject: Copley Township Comprehensive Land Use Plan Update – Build Out Mapping

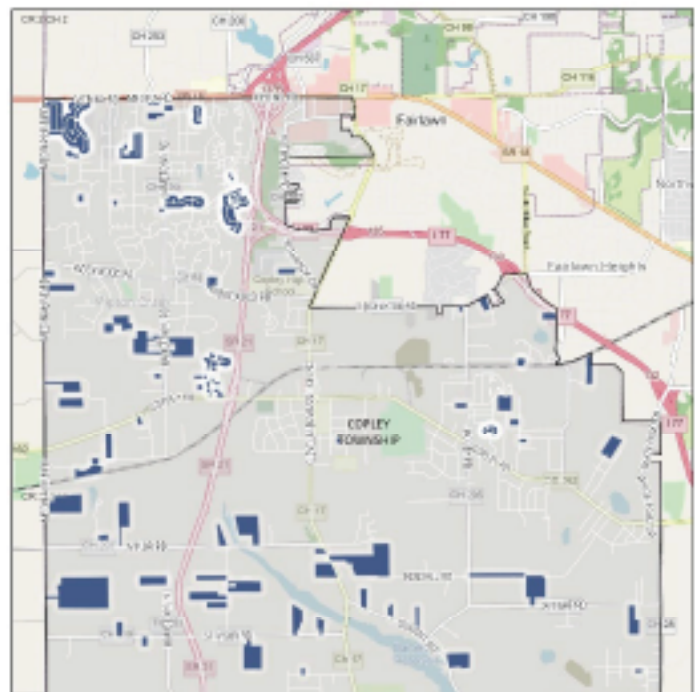
Summary

Kimley-Horn is tasked with supporting Copley Township staff with various items within the Comprehensive Land Use Plan Update. The primary objective of the Build Out Mapping Task is two-fold. One subtask is to update the 2009 Build Out Map with updated GIS layers (steep slopes, FEMA floodplains, Wetlands, and Riparian Setback) and current zoning code to determine the number of residential parcels available for development. Secondly, is to create a map of residential



map documents
being used

Built



For enhanced readability or to view this image in greater detail, scan the QR code to access the digital version of this study.

Chapter 8:

Future Land Use

Future Residential Build Out



Page 2

the year attribute of the building construction (resyrbit) from 2009 to 2023. Based on these queries, there have been 807 residential properties developed in Copley Township between 2009-2023. This information is shown on Figure 1.

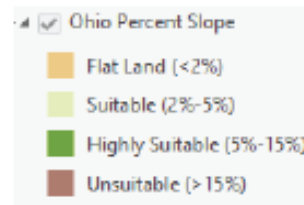
Environmentally Sensitive Areas

The Kimley-Horn team utilized publicly available GIS information listed below and merged into a singular shapefile (Copley-EnvironSensitive). The area in Copley Township that is Environmentally Sensitive is approximately 2,971 acres of the 13,282 acres in Copley (22%).

GIS Files Utilized

Wetlands: National Wetland Inventory (NWI) data layer authored by the US Fish & Wildlife dated 08/03/2022 was obtained via ARCGIS Online portal. The layer was queried to show the swamps, marshes, bogs, and Prairies.

Steep Slopes: Slopes data raster layer was obtained via ARCGIS Online portal authored by the USGS (United States Geological Survey) dated 03/21/2023. The raster layer was exported to a polygon layer based on the raster color and queried for slopes > 15% (gridcode 158 to 182).



Riparian Setbacks: Riparian Setbacks data layer was obtained via ARCGIS Online portal authored by the Summit County GIS Department dated 04/02/2020.

Flood Plains: National Flood Hazard Layer (NFHL) Inventory data layer authored by FEMA dated 08/17/2024 was obtained via the ARCGIS Online portal. The layer was queried to identify the different zones of hazard (A & AE) within the township.

Source Water Protection: The Drinking Water Source Water Protection data layer authored by Ohio EPA was obtained via ARCGIS Online portal. This was not included in the 2021 mapping but is recommended to be included in this update.

Chapter 8:

Future Land Use

Future Residential Build Out

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Future Residential Build Out

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Future Land Use

Future Residential Build Out

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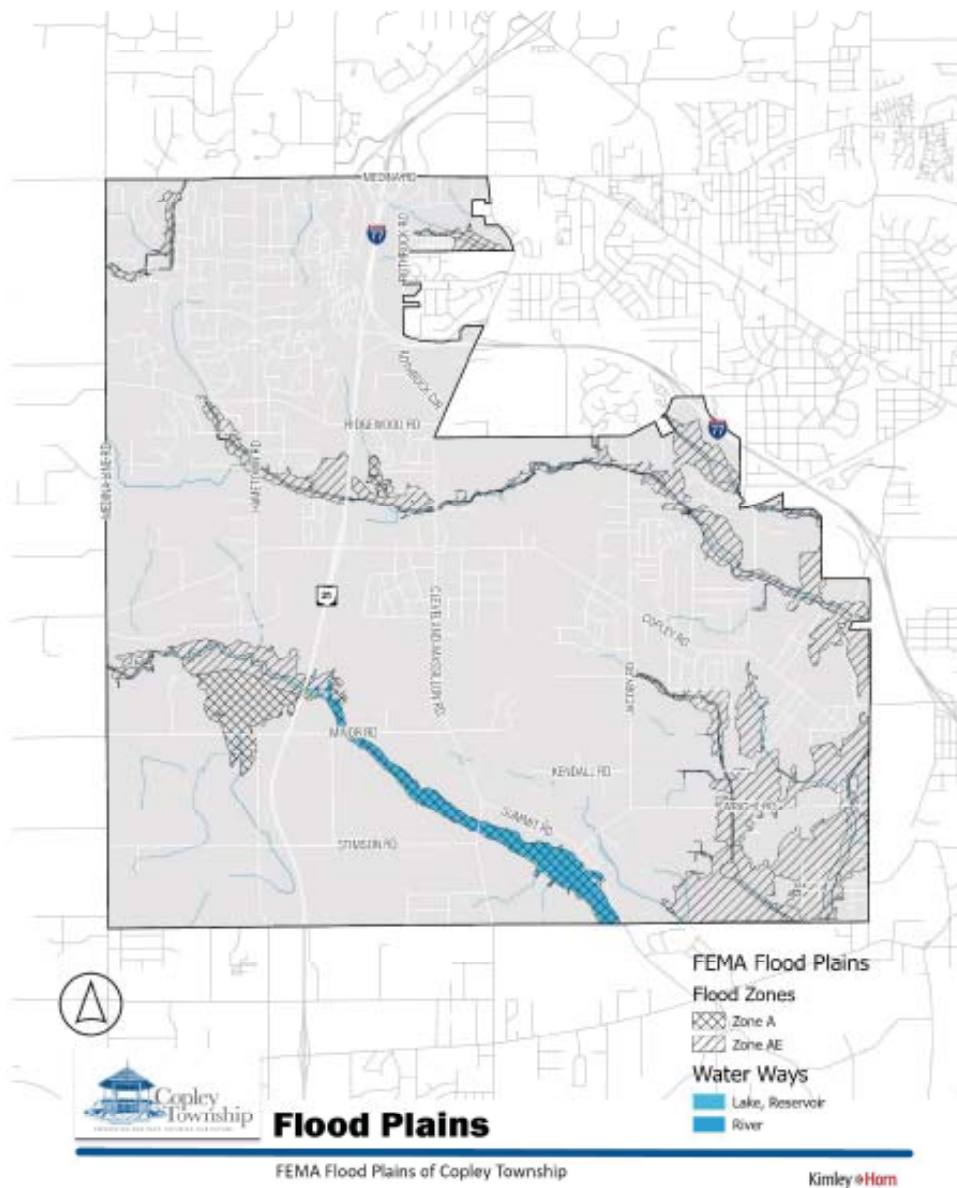
Chapter 8:

Future Land Use

Future Residential Build Out

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Chapter 8:

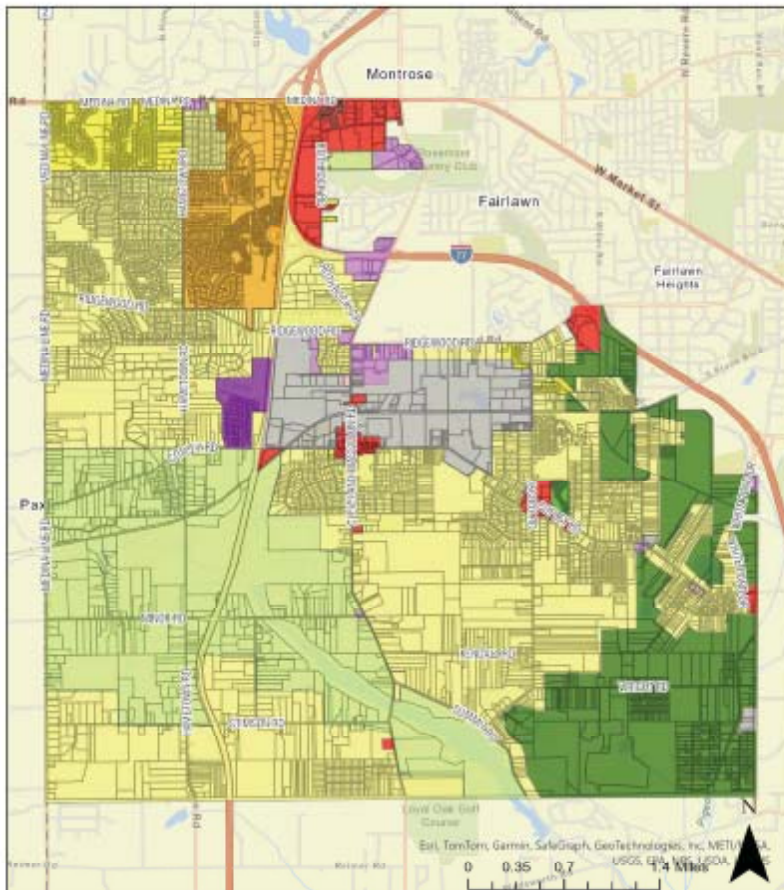
Future Land Use

Future Residential Build Out

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Our team then digitized the 2018 Copley Zoning map to create a Shapefile (Copley-Zoning).



Zoning (2018)

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kimley-horn.com

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216.505.7775

Chapter 8:

Future Land Use

Future Residential Build Out

Zoning code that allows for residential development without variance are shown in the below table, including the density allowed without variance.

Zoning Code	Zoning	Res (Y/N)	Minimum Lot Area	Vacant Acres	# of pot. houses
OD	Overlay District	n			
C-OR	Commercial Office Retail	n			
C-OR-R	Commercial Office Rezoning	n			
C-OR-C	Commercial Office Retail Cond.	n			
C-GR	Commercial Genl Retail	n			
C-GR-R	Commercial Genl Retail Rezon	n			
C-HS	Commercial Highway Services	n			
C-NR	Commercial Ngh Retail	n			
I	Industrial	n			
O-C	Open Space Conservation	y	5 acres	Excluding Sensitive Acreage	
				88 (114 parcels)	17
				Including Sensitive Acreage	
				287 (232 parcels)	53
PDD	Planned Development District	n			
PRDD	Planned Residential Development District	y	50 acres minimum. 2 dwellings/acre gross	Excluding Sensitive Acreage	
				0.97 (2 parcels)	1
				Including Sensitive Acreage	
				1.38 (2 parcels)	2
R-LD	Residential Lower Density	y	1.5 acres	Excluding Sensitive Acreage	
				356 (87 parcels)	237
				Including Sensitive Acreage	
				430 (89 parcels)	288
R-MD	Residential Medium Density	y	0.5 acres for areas with water/ sewer or 1.5 acres without	Excluding Sensitive Acreage	
				623 (308 parcels)	1,248 - 415
				Including Sensitive Acreage	
				749 (314 parcels)	1,488 - 469
R-HD	Residential Higher Density	y	5 acres min.; 0.21 (9,000 sf) for areas with water/ sewer or 1.5 without	Excluding Sensitive Acreage	
				18 (14 parcels)	85 - 12
				Including Sensitive Acreage	
				18 (14 parcels)	80 - 12
R-S/MF	Residential Single/Multi-Family	y	0.5 acres for areas with water/ sewer or 1.5 acres without	Excluding Sensitive Acreage	
				2 (4 parcels)	4-1
				Including Sensitive Acreage	
				2 (4 parcels)	4-1

Chapter 8:

Future Land Use

Future Residential Build Out



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The Kimley-Horn team utilized the downloaded the Summit County Tax Parcel Shapefile (dated 12/18/2023) from the Summit County to perform a tabular query for vacant parcels based on Land Use Classification as Vacant (100, 110, 300, 400, 500). Our team then overlayed the vacant land parcels with the residentially zoned areas and the environmentally sensitive areas to understand the location and number of potential future residential structures that can be constructed.

Chapter 8:

Future Land Use

The Department of Community & Economic Development recommended the following update to the Future Land Use Map based on public engagement, inter-department and external agency feedback.

Future Land Use Plan Map

The Updates represented in the 2026-2036 Comprehensive Land Use Plan are designed to reflect the goals and vision expressed by residents and stakeholders of our community for managed and sustainable growth in the township and are reflected in the Future Land Use Plan Map.

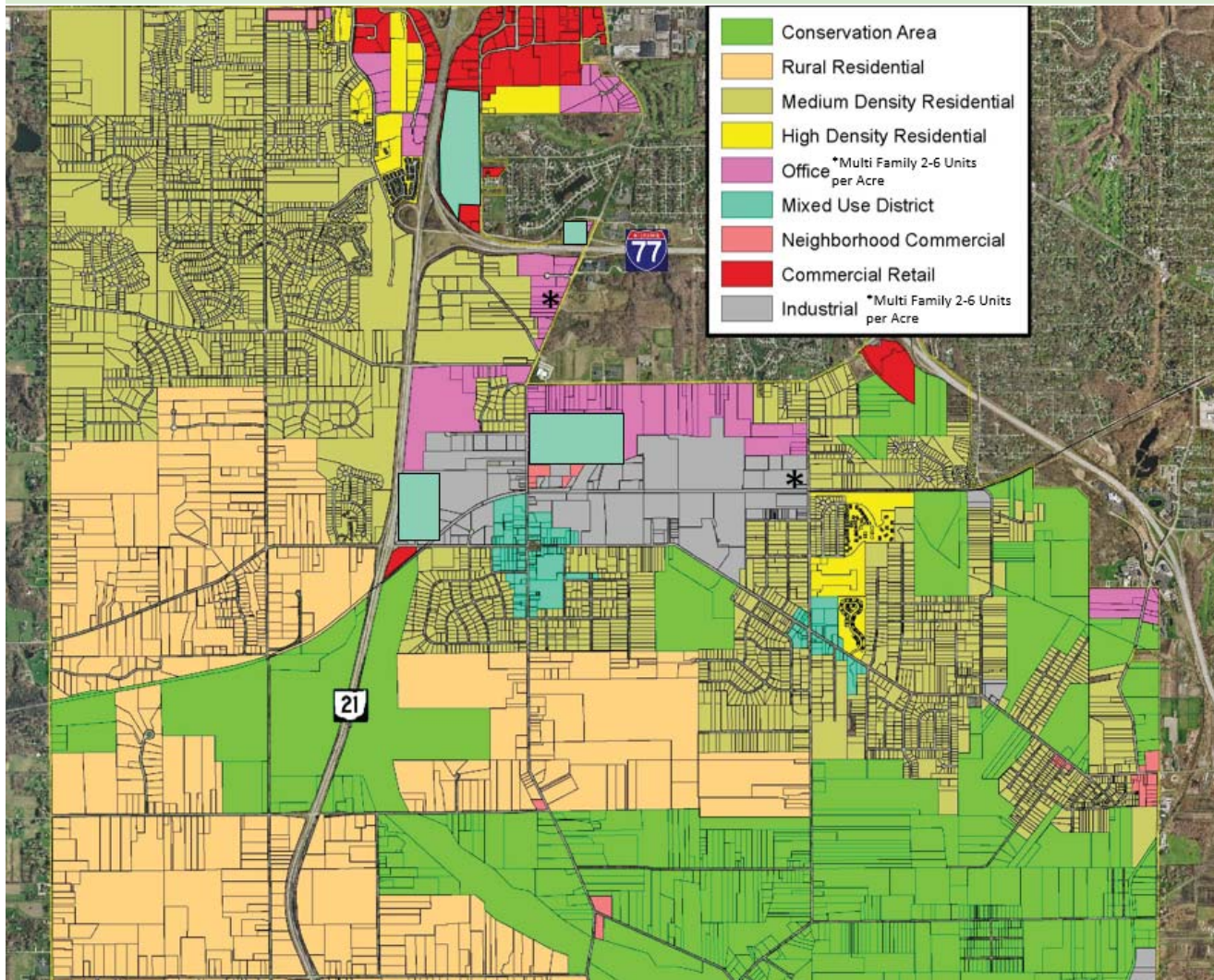
Based on the 2016 + 2024 Community Perspective Survey, residents strongly indicated their satisfaction with the way in which their residential land is utilized and expressed a desire for policies which support managed growth. Therefore, the Future Land Use Plan Map reflects small changes to the following areas of the Township:

1. Copley Square Area - Increase the Mixed Use area to incorporate more residential neighborhoods.
2. Ridgewood Rd./Cleveland Massillon - Updates designed to reflect the desire of this area to be utilized as the “Medical/Office Corridor” for the Township.
3. Industrial Corridor - Updates designed to reflect the desire of this area to be utilized as a “Tech Corridor” for the Township.
4. Montrose Area - Identified specific parcel use on map to better reflect the desire of residential versus commercial and office versus commercial retail.
5. Addition of low density (2-6 units per acre) multi family as an option in the office use category.
6. Change of several parcels along SR-18 from office to neighborhood retail.
7. Addition of mixed use along Copley Rd/SR 21 and S. Cleveland Massillon/Rothrock.

Chapter 8:

Future Land Use

Future Land Use Plan Map



Parcels 1700135, 1700158, 1702590, 1702051, 1702589

Proposed: Neighborhood Commercial

Parcels 1502649, 1502218, 1502217, 1501456, 1502668, 1501575, 1501305, 1502482, 1500531, 1501170, 1502054, 1500413, 1500391 1502482

Proposed: Add Low Density Multi Family (2-6 units per acre)

Parcels 1501035, 1503870, 1503066, 1508365, 1508366, 1502387, 1502296, 1503867, 1501582

Proposed: Mixed Use