

COMPREHENSIVE LAND USE PLAN



VILLAGE OF BOSTON HEIGHTS

45 E. BOSTON MILLS ROAD, BOSTON HEIGHTS OH

AMATS | CONNECTING COMMUNITIES GRANT

MAY 2014





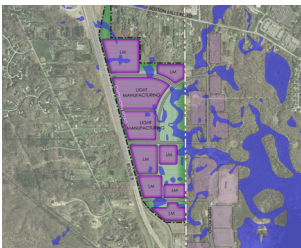
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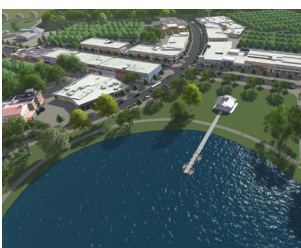
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ACKNOWLEDGEMENTS

VILLAGE OF BOSTON HEIGHTS COMPREHENSIVE ZONING PLAN COMMITTEE

The steering committee members met regularly for several years in order to help the community develop a plan that best meets the wants of the residents while balancing the need for revenue to support the desired quality of life.

MAYOR BILL GONCY

Individual recognition is given to Bill Gony, Mayor of the Village during this multi-year process for providing historic knowledge of the community and resources needed by the Committee and overall support to all members of the team.

VILLAGE COUNCIL

Special thanks is given to the members of Council under which this Plan was developed and adopted.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Funding for this study was provided by the Akron Metropolitan Area Transportation Study (AMATS) through the Connecting Communities Planning Grant Program. This program is designed to help communities develop transportation plans that will lead to the identification of projects eligible for AMATS Funds. This program encourages the development of plans that enhance neighborhoods by improving transportation connections and promoting alternative modes of transportation like walking, biking and transit.



BACKGROUND

PRINCIPLES AND POLICIES

MAINTAIN THE CHARACTER OF THE COMMUNITY

The purpose of this Comprehensive Plan is to maintain the rural residential character of the Village of Boston Heights, while permitting appropriate development upon land suited for such development in a manner that has the minimal adverse impact upon this rural residential charter.

In furtherance of this general purpose, this plan provides that future development in the Village will be done under these principles and policies:

1. Maintenance of existing residential neighborhoods.
2. Permit commercial development on parcels adjacent to State Route 8 interchanges including the Chittenden Road corridor.
3. Maintenance of buffer zones and other measures between residential neighborhoods and properties used for commercial purposes.
4. Establish open space conservation principles to protect and preserve geologic, riparian, botanic, and historic features.
5. Provide for walking and bicycling along all major arteries and access to trails and park systems.
6. Commercial development should exist for the benefit of the community.
7. Land use should be considerate of neighboring communities.
8. Provide for aesthetic consistency of commercial development.
9. Maintain logical and orderly traffic patterns.
10. Neighboring land usage should be complementary.

COMMUNITY CHARACTER

The Village of Boston Heights is a community that exemplifies the very best characteristics of “Small Town Living.”

To us, this means that we are a small and connected community of neighbors that offers the excellent services, safety and quality of life normally associated with larger municipalities. “Small Town Living,” means having the best of both worlds. This is in essence is the Village of Boston Heights.

Our location is excellent. We enjoy spacious living with large tree filled lots located on the edge of a beautiful national park. We enjoy this natural “Small Town Living” setting while being conveniently located near a network of major highways ensuring our residents have quick access to the region.

As we are a village with less than 500 homes, we have much greater familiarity and accessibility with our local government. This translates into a safer community that can offer a higher level of response and service to residents.

“Small Town Living” means that we have a Police Department that knows our residents. Our safety officers know which homes have children and which have elderly residents. This familiarity translates into a safer community.

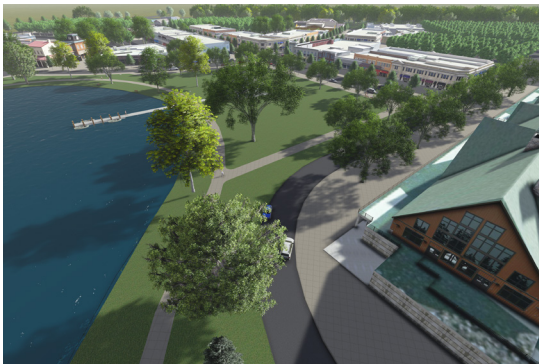
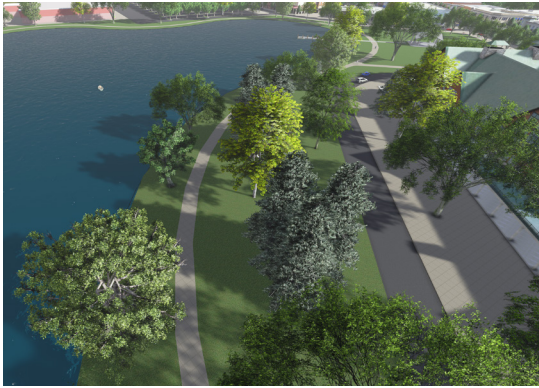
We are a community that has fully equipped and highly trained fire and EMS services. Residents have open access to facilities. The Fire and EMS staff are the heart of service to the community. “Small Town Living” is exemplified by having a professional department that finds the time to honor our annual village traditions.

We are a community that honors our past and passionately debates our collective future. We embrace the price of “Small Town Living.” It is a price of volunteerism, civic contribution and a spirit that aims for the collective common good for us all.

— Don Polyak



PROJECT SUMMARY



In 2009, representatives from the Village of Boston Heights' Boards and Commissions, and several other resident volunteers, began the process of developing a Comprehensive Land Use Plan for the Village. They understood the importance of guiding future development issues, adopting smart growth practices and the need to protect the quality of life for current and future generations. This Comprehensive Zoning Plan Committee surveyed the residents of the Village, and formed an initial basis for a Plan.

After many months of intense work by this small group, they decided to take advantage of funds through AMATS to hire a professional consultant to expedite the work. The Village applied for the AMATS Connecting Communities Grant and were awarded the grant in winter of 2012. Working as a team, the Village's Comprehensive Zoning Plan Committee and AMATS representatives hired a consultant, Environmental Design Group from Akron, Ohio, to assist with the process.

This document is the result of the work between these three groups. It is a guide to address future development as it may be presented to the Village. The Committee knows that many development decisions are driven by a combination of issues such as market conditions, community needs, and individual property rights. However, it is also clear that the Village needs to take the initiative to encourage desired types of development, apply for external funds to reduce the cost of public infrastructure, and adopt proactive development tools that encourage and promote the types of development preferred by the committee and the village residents.

The work in this document represents input, participation and efforts from a community survey; residents attending several public meetings; and debate and dialogue from Committee members. The Comprehensive Land Use Plan is a guiding tool that will direct, influence and impact future development.

INTRODUCTION

AMATS CONNECTING COMMUNITIES GRANT

The Akron Metropolitan Area Transportation Study (AMATS) the Metropolitan Planning Organization (MPO) for Summit and Portage Counties funded a new initiative called “Connecting Communities Grant”. Through a competitive process, the Village of Boston Heights received a grant that allowed them to plan for future development in several key locations in the community. The purpose of the Connecting Communities Grant is to promote a region that balances environmental, social and economic concerns by improving coordination between land use and transportation. The grant requires communities to use a regional planning process, involve stakeholders and solicit public participation from its residents.

VILLAGE OF BOSTON HEIGHTS GRANT AWARD

The Connecting Communities grant request submitted by the Village of Boston Heights was selected because the Village is at a watershed of development opportunities. With the completion of the Route 8 connection to I-271 and the new Ohio Turnpike on and off ramps, it is a good time for the Steering Committee to look at new opportunities created by the new transportation connections. The Steering Committee had been working diligently but anticipated the need to hire professional assistance to seek alternative ideas on land use and potential development that meets the Guiding Principles (itemized below) established by the Committee.

USE OF THE DOCUMENT

This document will be used as a resource guide that the community can use to assist the Village to make future land use and policy decisions and determine strategies that will guide the future of the Village of Boston Heights.





HISTORY

In 2009, the Comprehensive Zoning Plan Committee was established, comprising the Planning Commission, the Board of Zoning Appeals, and several volunteer residents. Final Committee contributors included:

Mike Bush, Committee Chair
Bill Goncy, Mayor
Don Polyak, President pro tempore of Council
Ted Chandler
Bill Hinkle

Significant contributions to early stages of the projects were also made by Paul DuMont, H. Michael Cheung, and John Codrea.

The following Mission Statement was adopted by the Comprehensive Zoning Plan Committee:

“To develop a comprehensive land-use planning document providing a framework to the Village government to guide future legislation and policy decisions governing land-use patterns, management and preservation of natural resources, housing conditions, population densities, roadways, and other infrastructure issues that impact the Village of Boston Heights”.

GUIDING PRINCIPLES

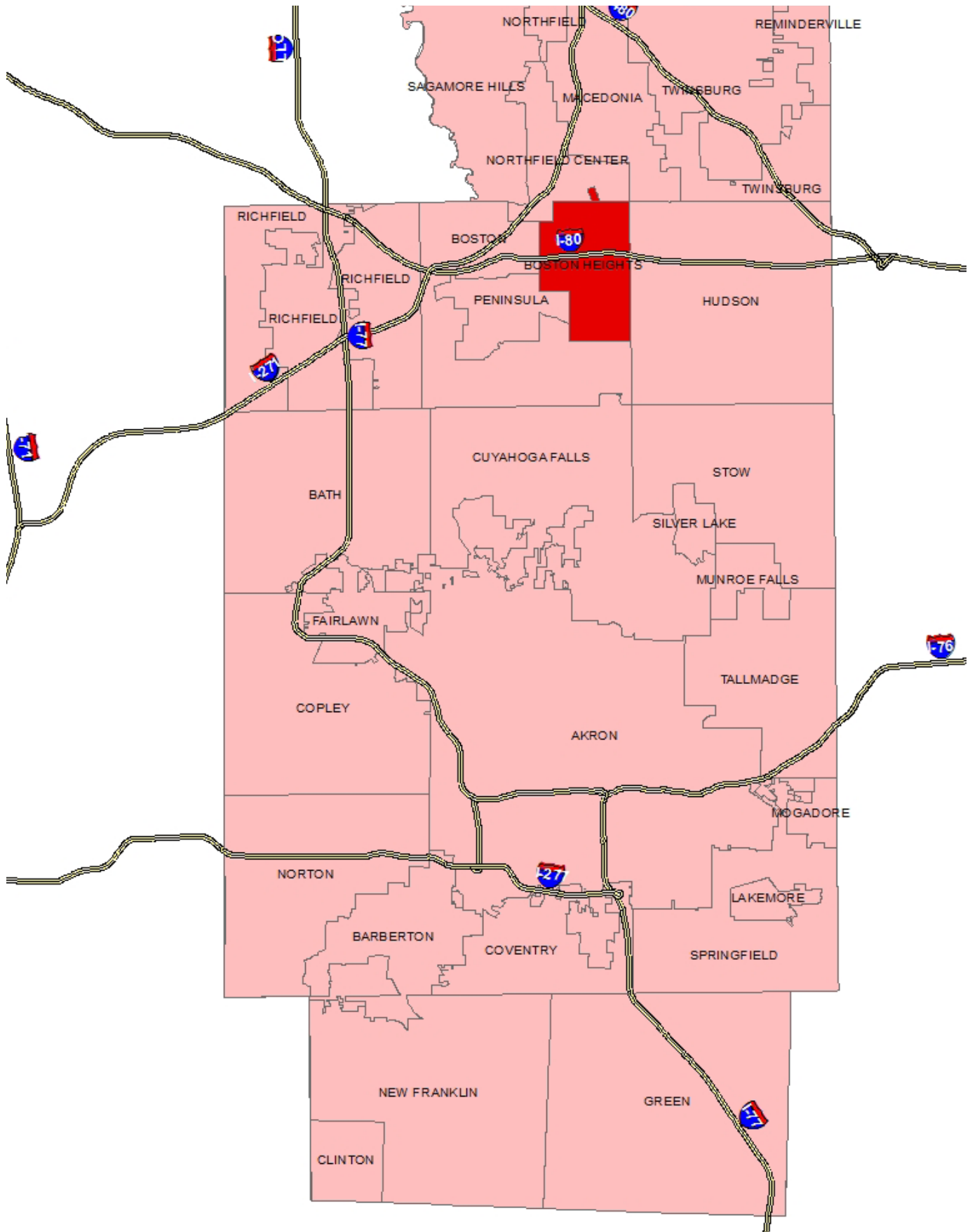
From the Comprehensive Zoning Plan Committee’s “Principles and Policies” statement for this Plan, the Committee, the Consultants and AMATS Team developed these Guiding Principles for this project:

1. Balance appropriate development with preservation and protection of the visual, economic and environmental characteristics of Boston Heights that value its rural character.
2. Support a community that is connected for all users with a variety of transportation options.
3. Provide residents with a sense of community pride by providing community amenities that improve the quality of life.
4. Recognize the opportunity, responsibility and realities of neighboring communities and the Cuyahoga Valley National Park.



Historic Boston Township Map, 1874 (before Village Incorporation)

EXISTING CONDITIONS



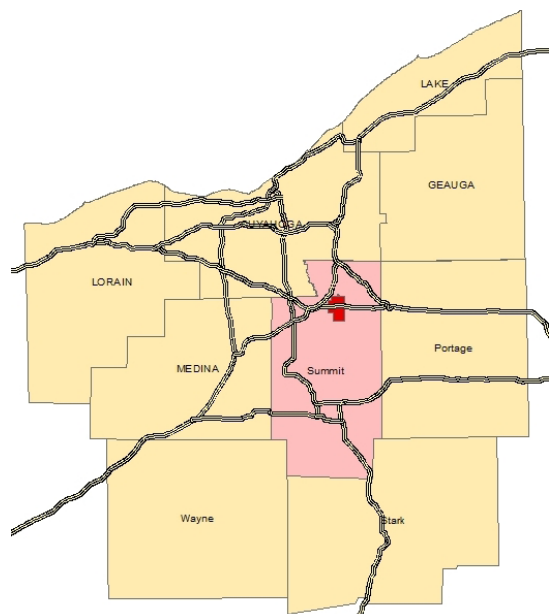
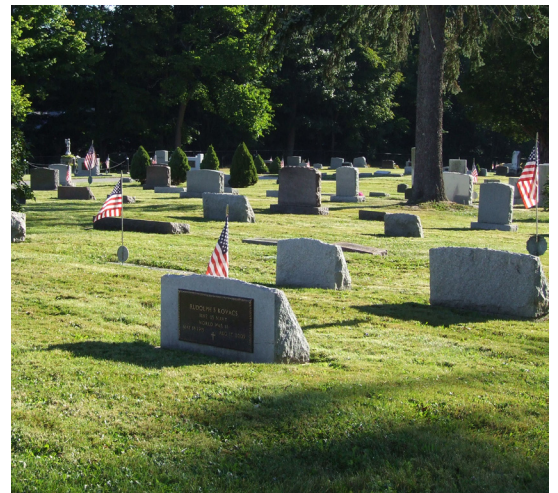
REGIONAL CONTEXT

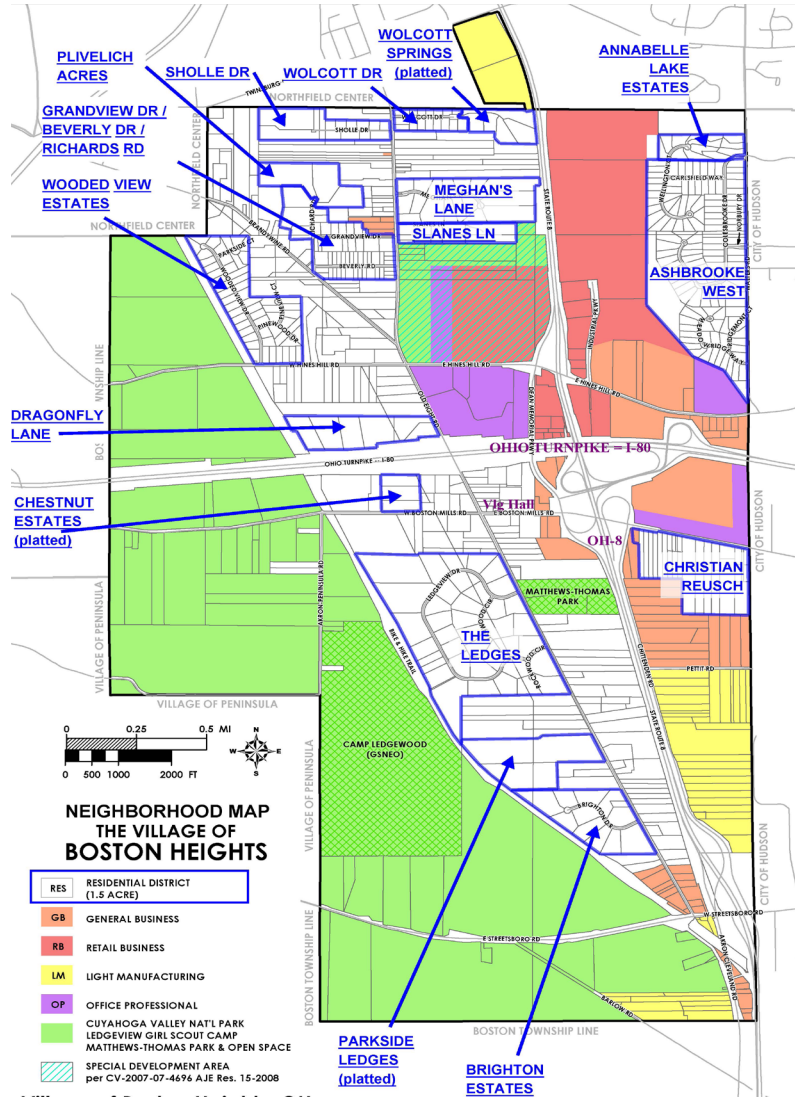
The Village of Boston Heights is located in the northern tier of Summit County, Ohio and has a total area of 6.9 square miles. Three major highways run through Boston Heights: State Route 303, State Route 8 and the Ohio Turnpike. These highways provide efficient connections between the Greater Cleveland area and the City of Akron, the largest metropolitan area within Summit County. Both Akron and Cleveland serve as major employment centers for Northeast Ohio and the Village of Boston Heights is strategically located between these two major metropolitan areas.

The Village was once part of Boston Township and was created as a result of a special election in 1923. The Village was formally incorporated in 1924. In 1925, the Village purchased the old school, which was built in 1904, for \$500 from the Boston Township Board of Education and converted the building into the current Village Hall. Fairview Cemetery was donated by the Heights area's first settler, Alfred Wolcott and lies to the east of Village Hall. (source: Summit County Historical Society of Akron, Ohio)

Over the last ten years, the population of the Village grew by 10% due to the accessibility to regional business hubs, highly desirable land and excellent school districts.

Roughly one third of Boston Heights is part of the Cuyahoga Valley National Park (CVNP). The proximity and access to the CVNP is distinctive in Northeast Ohio, and a major asset to the Village. This asset also has its challenges. The CVNP is owned by the United States Federal Government and thus does not pay property taxes. This means that the CVNP does not directly contribute towards the maintenance of infrastructure and well-traveled roads that are located within the Village of Boston Heights. The CVNP has also limited land development within the Village. As a national park, it is part of a federally protected area that does not allow for any non-park related development on its land and is not subject to Village zoning regulations.





Boston Heights Neighborhood Map



COMMUNITY OVERVIEW

The Village of Boston Heights has developed into a traditional bedroom community while retaining its rural agrarian roots. Residents have chosen the community for its peaceful character and natural environment with the convenience of access to regional transportation routes and nearby commercial areas such as Hudson and Macedonia. Post-war residential neighborhoods are nestled between historic homesteads built on comfortable large lots that allow privacy and space. New housing developments with large luxury homes have popped up over the last twenty years, providing new homeowners access to the community's top schools, wooded lots, and privacy. The large footprint of the Cuyahoga Valley National Park has minimized development within the Village. Limited infrastructure and wetlands have prevented more densely developed residential and commercial development in the Village. Located between Cleveland and Akron, the Village of Boston Heights presents an attractive location for homeowners and for workers, with easy access to State Route 8 which connects the region to major metropolitan centers of employment including Akron and Cleveland.



DEMOGRAPHICS

POPULATION

The Village of Boston Heights has experienced dramatic population growth over the past 20 years. The Village has almost doubled in population since the year 1990 and has grown from 741 people in 1990 to 1300 people in 2010. In comparison, the City of Akron, Ohio has experience a steady decline in population from 1990 to 2010. Summit County, Ohio grew by roughly 30,000 people from 1990 to 2000, but then experienced a minor decrease in population from 2000 to 2010 and currently has 541,781 people living in the county as of the 2010 census data.

INCOME

In addition to experiencing population growth, the Village has experienced growth in household income as well in the last 20 years. The median household income in the Village has grown from \$80,884 in the year 2000 to \$92,750 in 2010, which is an increase of 14.67%, and the mean household income has increased from \$110,939 in 2000 to \$149,698 in the year 2010, which is an increase of 34.94%. In comparison, the state of Ohio experienced a 15.63% increase in median household income and a 17.73% increase in mean household income. While the median household income growth rate is very similar between the Village of Boston Heights (14.67%) and the state of Ohio (15.63%), the growth rate of the Village's mean income of 34.94% (from the year 2000 to 2010) far exceeds the state of Ohio's growth rate for the same time period of 17.73%.

	Village of Boston Heights				Akron				Summit County			
	1990	2000	2010	% Change (2000-2010)	1990	2000	2010	% Change (2000-2010)	1990	2000	2010	% Change (2000-2010)
Population	741	1,186	1300	9.61%	223,014	217,074	199,129	-8.27%	514,990	542,899	541,781	-0.21%
Population per square mile	107.37	171.95	188.54	9.65%	3,593.00	3,497.30	3,208.18	-8.27%	1,247.79	1,315.41	1,312.70	-0.21%
Male	361	602	635	5.48%	105,190	103,670	96,262	-7.15%	246,590	261,471	262,012	0.21%
Female	379	584	665	13.87%	117,824	113,404	102,867	-9.29%	268,400	281,428	279,769	-0.59%
White	732	1,155	1,247	7.97%	164,497	149,577	123,898	-17.17%	446,902	459,731	436,487	-5.06%
Black	2	8	27	237.50%	54,653	62,546	62,648	0.16%	61,185	72,534	78,120	7.70%
American Indian	0	0	1		603	603	486	-19.40%	1,065	1,126	1,015	-9.86%
Asian/Pacific Islander	6	18	9	-50.00%	2,701	3,408	4,270	25.29%	4,989	7,918	12,018	51.78%
Other	1	5	16	220.00%	566	940	7,827	732.66%	849	1,590	14,141	789.37%
Hispanic	7	13	10	-23.08%	1,602	2,513	4,254	69.28%	3,017	4,781	8,660	81.13%
Population aged 0 - 4	55	99	61	-38.38%	16,863	15,661	13,403	-14.42%	36,096	36,002	31,524	-12.44%
Population aged 5 - 17	126	283	278	-1.77%	37,690	39,305	32,140	-18.23%	89,693	99,984	92,051	-7.93%
Population aged 18 - 34	195	168	164	-2.38%	66,370	56,102	52,376	-6.64%	137,927	117,062	113,908	-2.69%
Population aged 35 - 59	230	507	554	9.27%	58,713	69,114	65,277	-5.55%	154,565	191,781	192,538	0.39%
Populated aged 60 -64	34	39	86	120.51%	10,228	7,567	10,764	42.25%	25,495	21,498	32,792	52.54%
Population aged 65+	100	90	157	74.44%	33,150	29,325	25,169	-14.17%	71,214	76,572	78,968	3.13%
Adult to Child ratio	3.08	2.10	2.83	34.76%	3.09	2.95	3.37	14.24%	3.09	2.99	3.38	13.04%
Households	264	392	463	18.11%	89,930	90,116	83,728	-7.09%	199,998	217,788	222,781	2.29%
Family households	210	323	382	18.27%	56,553	53,716	47,087	-12.34%	139,236	144,601	141,110	-2.41%
Non-family households	54	69	81	17.39%	33,376	36,400	36,642	0.66%	60,762	73,187	81,671	11.59%
Families with own children aged <18	95	198	163	-17.68%	26,869	26,249	21,029	-19.89%	64,238	68,038	60,110	-11.65%
Married couple families with children aged <18	85	185	140	-24.32%	16,797	14,467	9,425	-34.85%	48,340	48,445	38,564	-20.40%

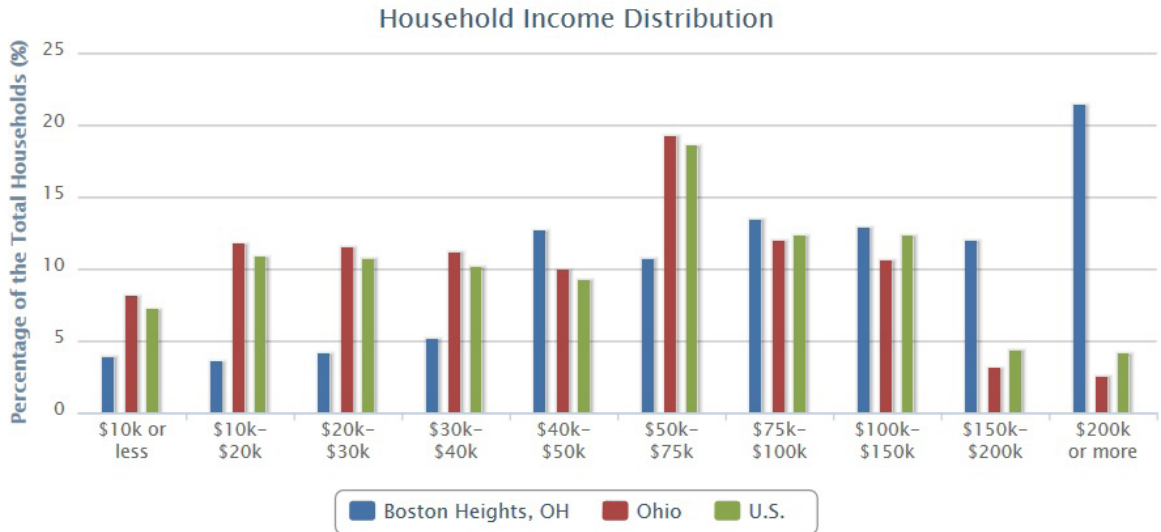
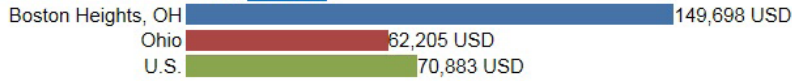
source: US Census Bureau (census.gov)

ACS 2006-2010 data

Median Household Income, [see rank](#)



Mean Household Income, [see rank](#)



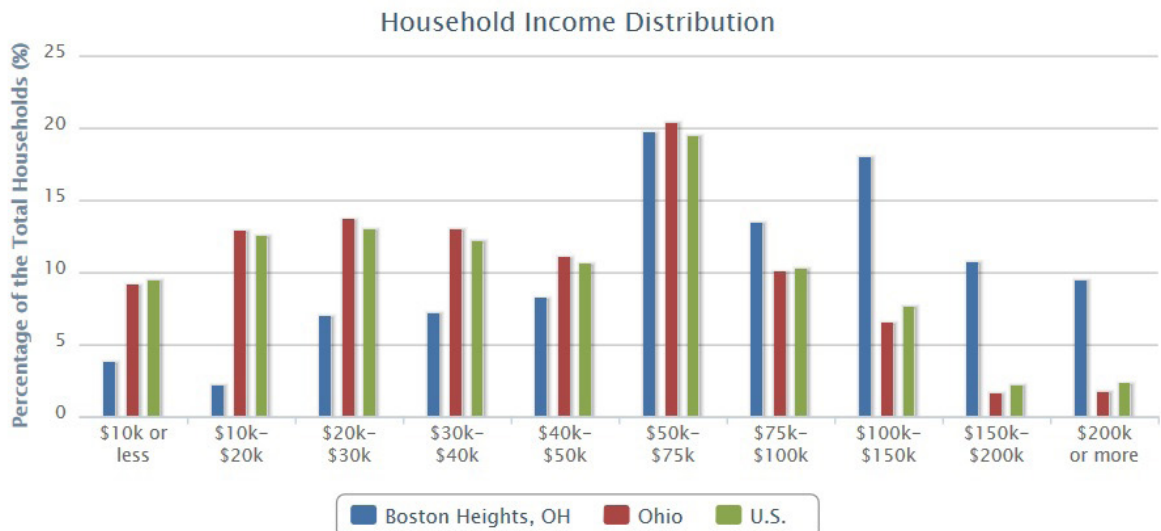
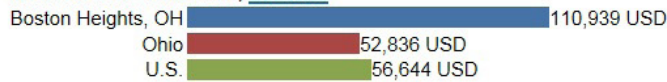
source: American Community Survey (census.gov)

US Census 2000 data

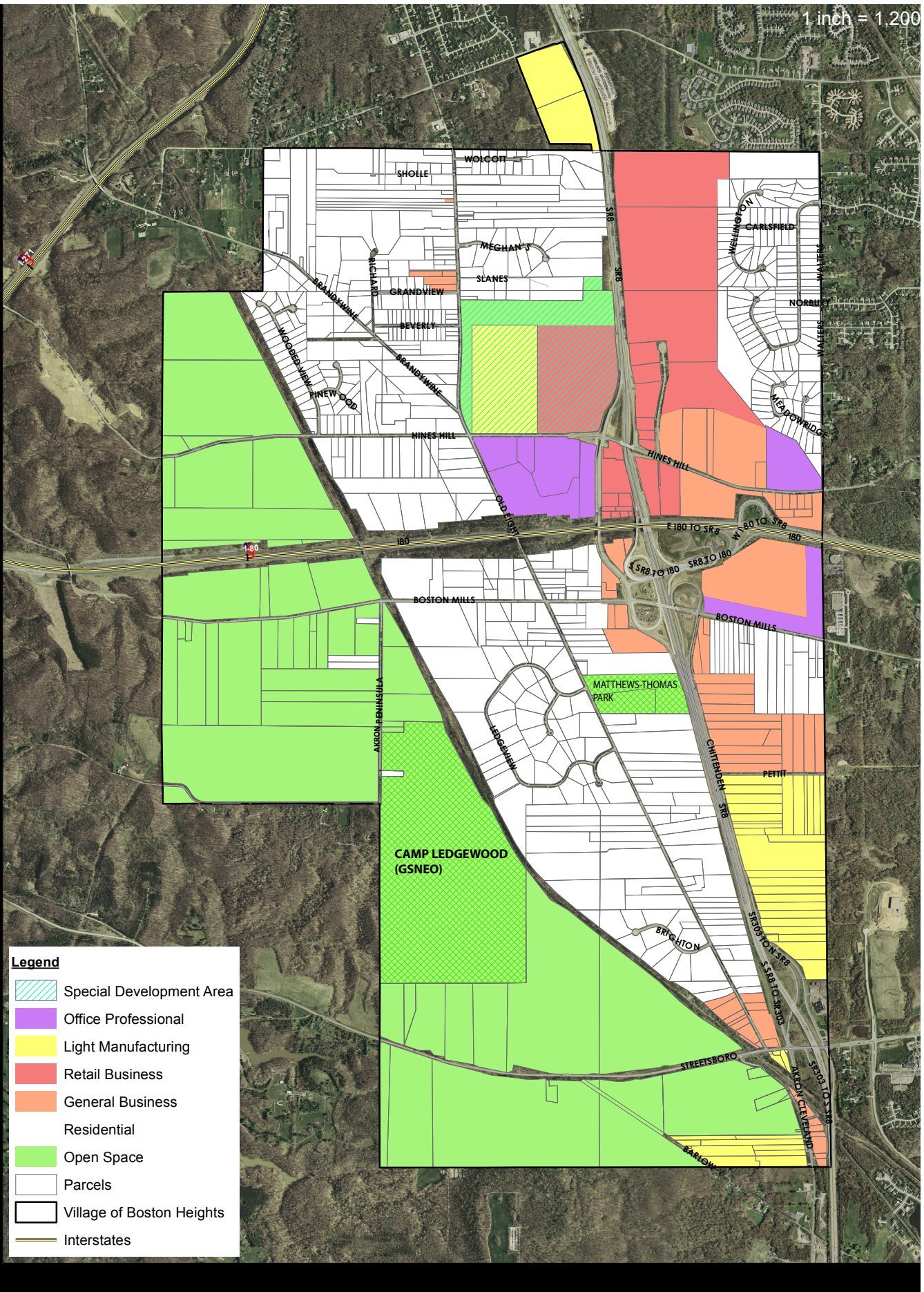
Median Household Income, [see rank](#)













Mean Household Income, [see rank](#)



source: US Census Bureau (census.gov)



Legend

-  Special Development Area
-  Office Professional
-  Light Manufacturing
-  Retail Business
-  General Business
-  Residential
-  Open Space
-  Parcels
-  Village of Boston Heights
-  Interstates

Zoning Map (existing)

As a statutory community, the Village has adopted a Zoning Code, enabled a Planning Commission to serve as its Platting Authority and empowers a Board of Zoning Appeals to hear requests for variances to the Zoning Code. The Zoning Code was originally approved in 1948 and is updated on a regular basis to ensure compliance and stay current with various zoning tools available. The protection of riparian setbacks are also addressed in the Zoning Code.

The Village currently uses five different zoning districts, plus a special development area. They are

- Residential
- Office/Professional
- General Business
- Retail Business
- Light Manufacturing
- Special Development Area
(former Boston Hills Country Club)

RESIDENTIAL

From the current Zoning Code:

“This district is established to provide for the regulation of residential development within the village and conditional uses that may also coexist in a residential district.”

(Ord. 12-2005. Passed 3-9-05.)

The Committee’s review of the Residential zoning district for this Plan found that:

1. The Village should continue the single family dwelling guideline of at least one and a half acres in this district.
2. The Village should continue to offer a Residential Conservation District configuration that promotes preservation of sensitive land configurations and allows for resident enjoyment of a dwelling in the Village without the sometimes burdensome maintenance of larger parcels of land. This would provide improved preservation for the Village lands and enjoyment to the residents who wish to live here and enjoy the area.
3. Agricultural uses today are greatly diversified from the previous standards and the Planning Commission should consider surrounding property owner input during review. Further consideration can be made to making Agricultural usage a conditional use in Residential.
4. Attention needs to be given to lot sizes that, while conforming to the code, do not consider storm water issues. This may force placement of the dwelling in locations that do not benefit neither the property owner nor homeowner, and sometimes impact the surrounding properties. Encouragement of on site water retention structures and retention of natural foliage should be followed to avoid future runoff and noise buffering issues. The present conservation district promotes these characteristics, and perhaps some of its attributes should be encouraged throughout the Residential district. Therefore, if the conditions can be met, residential conservation development practices should be utilized on single-family dwelling lots.
5. Building lots having area compliance issues in any of the areas listed above should have preliminary site approval review before final plans are developed, in order to facilitate the decision to proceed any further knowing the obstacles present. A mechanism needs to be developed to attain this goal.

OFFICE / PROFESSIONAL

From the current Zoning Code:

“This district is established to provide for uses principally to accommodate offices such as company headquarters and research centers, and professionals such as doctors, dentists, and lawyers, rather than the sale of goods. It is intended that this district will have a much lower impact both visually and from a traffic standpoint than other business uses, and so act as a transitional district between the residential district and the other business districts.”

(Ord. 12-2005. Passed 3-9-05.)

The Committee's review of the Office/Professional zoning district for this Plan found that:

1. The Office/Professional (OP) zoning district is intended to ensure the availability of appropriate areas for office/professional uses, while at the same time promoting the most desirable and beneficial use of land that will protect the character and value of the residential area.
2. The Office/Professional district areas in the Village are placed so as to act as buffers between residential areas and more commercial areas, and should be developed accordingly.
3. The Village intends to promote creative high quality office/professional services that reflect good taste in architectural design, pleasant signage, and construction that articulates with the character of the community. No particular style or design will be excluded as long as it meets certain aesthetic standards.
4. The development of the district should protect fragile environmental conditions that presently exist, protect natural resources, and to integrate with open space amenities.
5. The district should provide off-street parking, preferably on the sides and rear of property with appropriate green spaces.
6. The Village should encourage improved and enhanced basic office/professional services beyond the mundane (e.g. integrating art/crafts/cultural displays, etc. in waiting rooms).
7. Sites in the district should minimize traffic congestion by providing innovative transport patterns. Sidewalks at least 5 feet wide with internal pedestrian walkways that are visually attractive and built with low maintenance materials (e.g. pavers, brick, scored concrete).
8. Buildings in the district should not impact or impede scenic views, and the stepped-height requirement should be maintained for areas abutting residential districts.
9. Sites in the district should include landscaping with appropriate horticultural specimens that will improve the beauty of the exterior, provide a buffer, and to preserve significant trees and vegetation.
10. Overall, development in the Office/Professional district should eliminate adverse impact on contiguous residential areas in terms of noise, pollution, traffic congestion, etc.

GENERAL BUSINESS

From the current Zoning Code:

"This district is established to provide for uses principally to accommodate the sale of convenience retail goods and personal services purchased frequently for daily and weekly needs servicing the residents of the Municipality. It is intended that this district will encourage the development of small businesses in wholly enclosed buildings located in a uniform manner."

(Ord. 12-2005. Passed 3-9-05.)

The Committee's review of the General Business zoning district for this Plan found that:

1. The General Business (GB) zoning district is intended to allow small-footprint retail uses in appropriate areas of the Village, alongside office and professional uses. At the same time, it should promote the most desirable and beneficial use of land that will protect the character and value of the residential area
2. The General Business district, like the Retail Business district, is intended to permit reasonable economic use of commercial land in the Village. The GB district is specifically orientated toward serving local retail and service requirements, as opposed to the more regional draw of the larger-scale facilities allowed in RB.
3. The public discussions that guided the Village's omnibus Zoning Code changes of 2003 concluded that General Business areas are to be retail and office areas with lower visual impact, and lower direct traffic impact, than the larger-scale business envisioned for the Retail Business (RB) districts. To that end, the GB designation was applied to areas that are:
 - A. already designed for retail commercial business;
 - B. not very near existing residential areas;
 - C. directly fronting existing conduit roadways, and/or
 - D. clustered around minor intersections
4. The General Business district permitted and conditional uses are, for these reasons, restricted with respect to those listed for the Retail Business districts. Intentionally excluded from GB are high-volume, high-traffic, or otherwise intrusive uses such as hotels, service stations, retail and amusement use categories tending toward large-scale facilities, and the like. Toward those same ends, maximum building size is restricted to a smaller 30,000 square feet as opposed to the 50,000 square feet permitted in RB.
5. As some General Business district areas are necessarily near residential development, parkland, or essential watershed features, or along roadways leading thereto, the GB district is intended only for businesses with a low impact on those uses and features. In some cases, an Office/Professional district acts as a buffer to existing residential areas.
6. It is recognized that typical jobs in such retail districts are not the most productive in terms of tax revenue, while retail districts tend to have higher community service costs than office or manufacturing/industrial districts. To address those points, the Village reserves a portion of its commercial land area for such office and manufacturing development and discourages additional retail encroachment into those other districts.
7. The Village groups Office/Professional and Light Manufacturing districts near GB and RB districts, so that the latter can provide supporting businesses such as business services, restaurants, and personal services.

8. The various areas zoned General Business have diverse characteristics, and may be best utilized in different ways, targeting different specific types of permitted businesses. Further, the Village should encourage improved and enhanced retail services beyond the mundane (e.g. art galleries, artisan studios, indoor recreational & cultural activities, unique restaurants, etc.).
9. The Village should promote creative high-quality retail business that reflects good taste in architectural design, pleasant signage, and construction that articulates with the character of the community. No particular style or design will be excluded as long as it meets certain aesthetic standards.
10. Sites in the district should minimize traffic congestion by providing innovative transport patterns. In some cases, traffic circles may be preferable to stop signs. Consideration should be given to bike lanes and bike paths. Sidewalks at least 5 feet wide with internal pedestrian walkways that are visually attractive and built with low maintenance materials (e.g. pavers, brick, scored concrete).
11. Buildings in the district should not impact or impede scenic views, and the stepped-height requirement should be maintained for areas abutting residential districts.
12. Sites development should eliminate adverse impact on contiguous residential areas in terms of noise, pollution, traffic congestion, and so forth, with consideration given to sound and sight buffering from residential areas, and location of entrances.
13. As far as is practical, the areas zoned General Business should be adjacent to compatibly zoned areas, whether in the Village or within adjacent municipalities.
14. The Village administration should make reasonable efforts to coordinate development of areas zoned General Business with adjacent municipalities, in order to reduce conflict and encourage compatible and productive development.
15. The Village should seek to negotiate development agreements with property owners, as tool to enforce the guidance provided by the Comprehensive Plan.

RETAIL BUSINESS

From the current Zoning Code:

“This district is established to provide for uses principally to accommodate large retail business operations for retail or hotels. It is intended that this district will encourage the development of businesses in wholly enclosed buildings located in a uniform manner.”

(Ord. 12-2005. Passed 3-9-05.)

The Committee’s review of the Retail Business zoning district for this Plan found that:

1. The Retail Business (GB) district is intended to ensure the availability of appropriate areas for larger retail business uses, while at the same time promoting the most desirable and beneficial use of land that will protect the character and value of the residential area.
2. The same site and planning considerations found for General Business in this Plan should apply to the Retail Business district, appropriately applied for its larger, often regional-draw, commercial uses.

LIGHT MANUFACTURING

"This district is established to provide for light industrial and office uses such as manufacturing operations, assembly of prefabricated components, and light machining."

(Ord. 1-2011. Passed 1-12-11.)

The Committee's review of the Light Manufacturing zoning district for this Plan found that:

1. The Light Manufacturing (LM) zoning district is intended to allow industrial and office uses in appropriate areas of the Village.
2. The LM district is intended to provide opportunities for manpower-intensive commercial operations that will provide industrial and office job opportunities. The goal of the LM district zoning is to encourage development that provides a range of good-paying jobs, with the added benefit of substantial income tax revenue to the Village.
3. The LM district is intended primarily for businesses that are "low-impact"; that is, such businesses require relatively low levels of Village services (safety, administrative, roadwork).
4. As virtually every part of Boston Heights is near residential development, parkland, or essential watershed features, the LM district is intended only for "light" industrial operations -- those that have relatively low levels of noise, vibration, fumes, dust, risk of pollution or hazardous materials.
5. Areas zoned LM may have diverse characteristics, and may be best utilized in different ways, targeting different specific types of permitted businesses.
6. As far as is practical, the areas zoned LM should be adjacent to compatibly zoned areas, whether in the Village or within adjacent municipalities.
7. The Village administration should make reasonable efforts to coordinate development of areas zoned LM with adjacent municipalities, in order to reduce conflict and encourage compatible and productive development.

SPECIAL DEVELOPMENT AREA

The Special Development Area, northwest of the junction of State Route 8 and E. Hines Hill Road, is the former Boston Hills Country Club golf course, which was the subject of a 2008 zoning lawsuit by the property owners against the Village. A settlement between the parties resulted in a consent agreement that governs development of the property, largely outside of the zoning code of the Village. A significant amendment to the consent agreement in 2013 created the current form of the Special Development Area, consisting of three subsidiary areas:

• DEVELOPMENT AREA 1

Development Area 1 is approximately sixty five (65) acres situated north of E. Hines Hills Road and just west of, and directly adjacent to State Route 8. It is separated from a residential district to the north by a band of Development Area 3. Uses permitted in this area include those of the Office/Professional, General Business and Retail Business zoning districts, subject to the 2006 edition of the Village's Zoning Code, but with broader permitted uses. Particular architectural and landscaping provisions apply.

The property owners have anticipated primarily retail development in this area. The agreement permits one retail store to have a maximum footprint of 125,000 square feet, a maximum of two stories, and a maximum of 215,000 total square feet, and a second, single story retail store of up to 160,000 square feet; other retail buildings would be limited to 50,000 square feet.

• DEVELOPMENT AREA 2

Development Area 2 is approximately sixty five (65) acres situated north of E. Hines Hills Road and just west of Development Area 1. It is separated from residential districts to the north and along Olde Eight Road to the west by bands of Development Area 3. Uses permitted in this area include all those of Area 1 plus a particularly delineated Office/Warehouse use. The amended agreement was designed to accommodate the Arhaus Furniture headquarters and distribution center.

• DEVELOPMENT AREA 3

Development Area 3 is the remaining land (approximately 50 acres) along the western and northern boundaries of the Special Development Area, along with the buffer zone on E. Hines Hill Rd. and the detention basins. This area is intended to be permanently deed or easement restricted green/open space and detention basins.

OPEN SPACE

Open space is not specifically addressed as a listed zoning district within the Village of Boston Heights. The bulk of the Cuyahoga Valley National Park lands are permanent open space, as is the Girl Scouts' Camp Ledgewood and the Village's own Matthews-Thomas Park. The Special Development Area includes its own open space Area 3. Additionally each of the commercial zoning districts has a limitations on intensity of use that inherently retains some open space after development.

RIPARIAN SETBACK

Streams within the Village of Boston Heights contribute to the health, safety and general welfare of the residents and property owners of the Village of Boston Heights. The purpose is to protect and preserve the water quality within streams of the Village of Boston Heights and to protect residents of the Village of Boston Heights from property loss and damage because of flooding and other impacts of the streams. This shall be implemented by controlling uses and developments within a Riparian Setback that would impair the ability of the riparian area to:

1. Reduce flood impacts by absorbing peak flows, slowing the velocity of floodwaters and regulating base flow.
2. Stabilize the banks of streams to reduce bank erosion and the downstream transport of sediments eroded from stream banks.
3. Reduce pollutants in streams during periods of high flows by filtering, settling and transforming pollutants already present in streams.
4. Reduce pollutants during periods of high flows by filtering, settling and transforming pollutants in runoff before they enter streams.
5. Provide areas for natural meandering and lateral movement of stream channels.
6. Reduce the presence of aquatic nuisance species to maintain diverse and connected riparian vegetation.
7. Provide high quality habitats with shade and food to a wide array of wildlife by maintaining diverse and connected riparian vegetation.
8. Benefit the Village of Boston Heights economically by minimizing encroachment on stream channels and reducing the need for costly engineering solutions such as dams and riprap, to protect structures and reduce property damage and threats to the safety of watershed residents, and by contributing to the scenic beauty and to the environment of the Village of Boston Heights, the quality of life of the residents of the Village of Boston Heights and corresponding property values.
9. Protect the health, safety and welfare of the citizens of the Village of Boston Heights.

(Ord. 10-2006. Passed 5-10-06.)

LAND USE

Legend

Land Use

	101 Cash - grain or general farm
	121 Timber (commercial)
	122 Timber (noncommercial)
	123 Forest (pre 1994)
	124 Forest (post 1994)
	199 Other Agricultural (current use value)
	240 Oil and gas rights - working interest
	500 Residential - vacant land
	510 Single family dwelling
	520 Two family dwelling
	599 Other residential structures
	300 Industrial - vacant land
	399 Other industrial structures
	400 Commercial - vacant land
	410 Motels and tourist cabins
	411 Hotels
	420 Small (under 10,000 sq. ft.) detached retail stores
	429 Other retail structures
	430 Restaurant, cafeteria and/or bar
	442 Medical clinics and offices
	447 Office buildings - 1 and 2 stories
	452 Automotive service stations
	454 Automobile car sales and services
	455 Commercial garages
	456 Parking garage, structures and lots
	462 Golf driving ranges and miniature golf courses
	480 Commercial warehouses
	499 Other commercial structures
	600 Exempt property owned by United States of America
	610 Exempt property owned by state of Ohio
	620 Exempt property owned by counties
	640 Exempt property owned by municipalities
	670 Exempt property owned by colleges, academies (private)
	685 Churches, etc., public worship
	690 Graveyards, monuments, and cemeteries
	830 Commercial land and improvements owned by a public utility

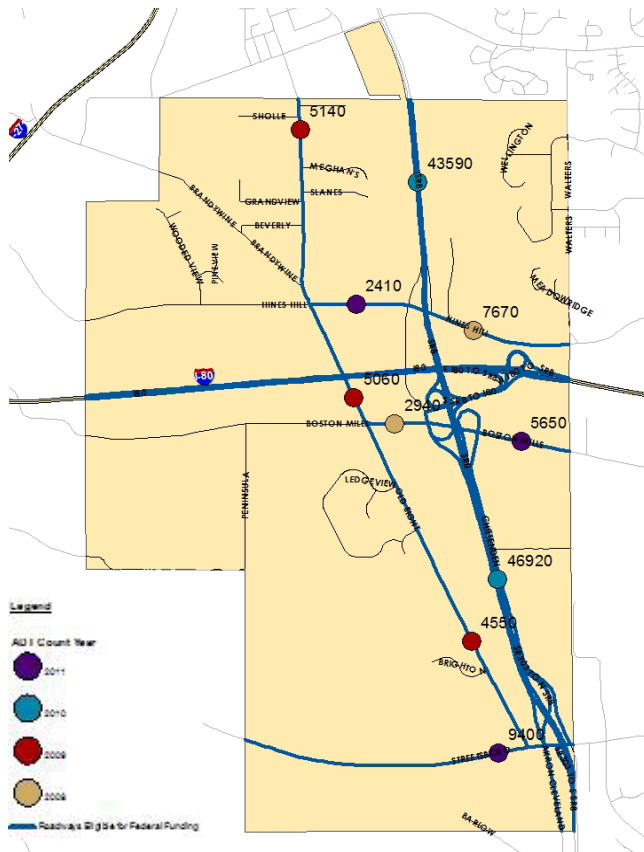
LAND USE CODES

As required by section 5713.041 of the Ohio Revised Code, the county auditor, which is the Fiscal Office in Summit County, Ohio, classifies each parcel of taxable real property in the county into Land Use Classification Codes. Each separate parcel of real property with improvements is classified according to its principal and current use, and each vacant parcel of land is classified in accordance with its location and its highest and best probable legal use. In the case where a single parcel has multiple uses the principal use shall be the use to which the greatest percentage of the value of the parcel is devoted. (source: Ohio Revised Code)

A majority of the Village of Boston Heights is designated as residential, exempt, or a variation of open space. A majority of the exempt and open space parcels are owned by the United States Federal Government and are part of the Cuyahoga Valley National Park. A few parcels adjacent to State Route 8 are public right-of-way (ROW) lands owned by ODOT.

Within the Village of Boston Heights, 55 parcels are part of the Cuyahoga Valley National Park, which totals 1,457.5 acres, or about 1/3rd of the Village. One large parcel (238.8 acres) on the southwest corner of the Village is preserved as open space as part of the CVNP, but owned, operated and used by the Girl Scouts of Northeast Ohio. Roughly 1,505.6 acres are designated as residential properties which represents about another third of the Village.

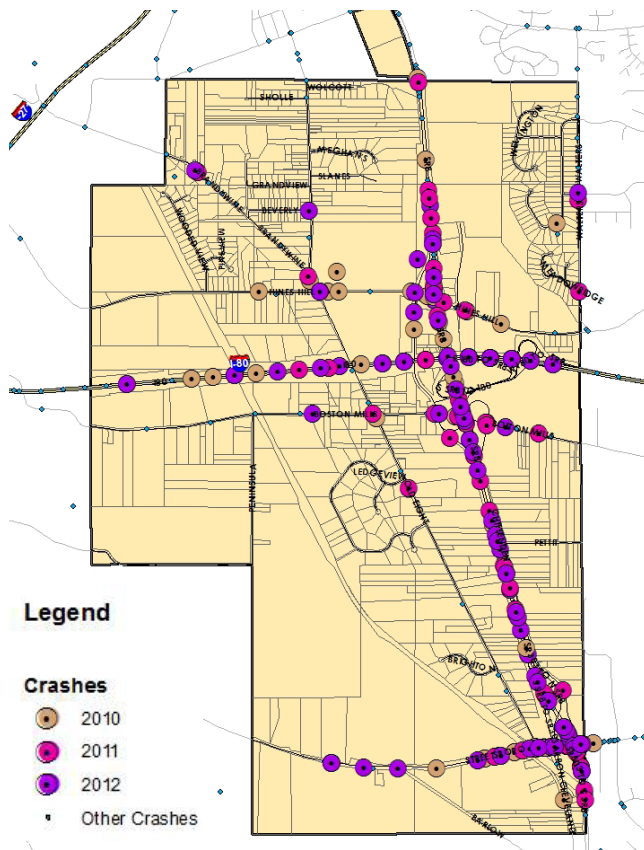
TRANSPORTATION



AVERAGE DAILY TRAFFIC

A roadway's ADT (Average Daily Traffic) represents the average amount of traffic volume traveling in both directions along a specific road within a single day. Traffic counts shown in the map to the left were taken between 2006 and 2011. The highest amount of traffic within the Village of Boston Heights is along State Route 8, which has recently been upgraded to a full interstate. The ADT along State Route 8 is 43,590 north of I-80 and 46,920 south of I-80 (source: 2010, AMATS). Hines Hill Road has an ADT of 2,410 west of State Route 8 and 7,670 east of State Route 8, both the lowest and highest ADT of any non-highway route within the Village.

The roadways shown in blue are Federal Aid Routes that are eligible for federal funding. State Route 8, Olde 8, Hines Hill Road east of Olde 8, I-80, Boston Mills Road east of Olde 8 and State Route 303 are all classified as Federal Aid Routes.



CRASH DATA

Vehicle crash data is typically compared and grouped in three year increments. At the time of this study, crash data was available for the years 2010-2012. Within that time span, there were 338 crashes recorded. Of those 338 crashes there was 1 fatality and 81 injuries. 256 of the 338 total crashes (75.7%) reported property damage.

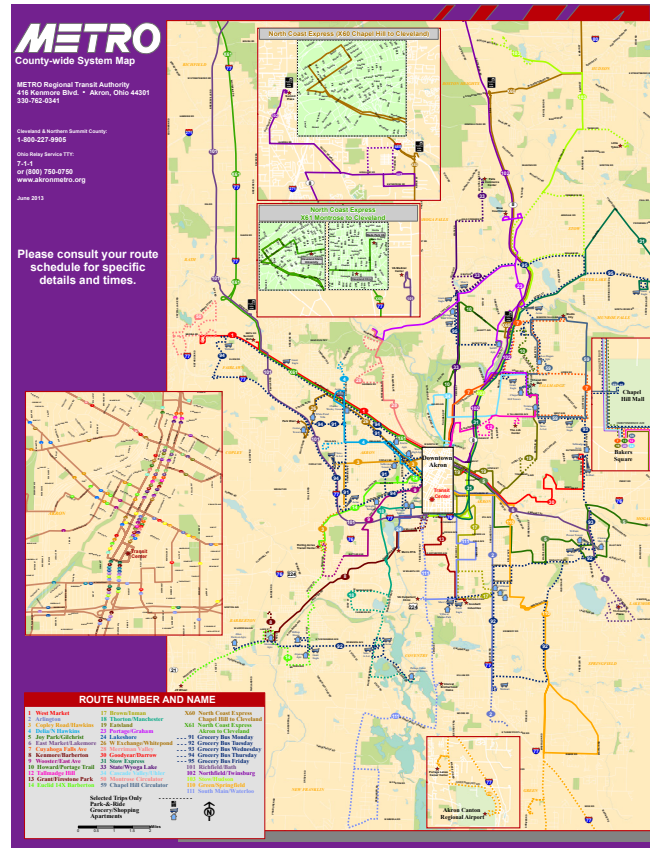
The two most common types of crashes were rear end crashes (30.47%) and vehicles crashing into fixed objects (25.44%). 78.4% of the crashes occurred during the week (Monday - Friday) and 72.19% occurred during full daylight.

The highest reported crash location (not located on an interstate) was at the intersection of Hines Hill Road and Olde 8, which had 11 crashes in the past 3 years. This location had recently been listed as a regionally significant crash location per AMATS and ODOT criteria.

PUBLIC TRANSIT

Currently, METRO (Metro Regional Transit Authority, Serving Summit County, Ohio) serves Boston Heights with two bus routes.

The #103 weekday bus service runs from the City of Akron through Hudson to the Clarion Inn in Boston Heights, and back. The X60 North Coast Express is a weekday route that runs between Downtown Akron and Downtown Cleveland with stops in Boston Heights at the Park N Ride on Chittenden Road (near State Routes 8 and 303) during AM and PM rush hour commute times.

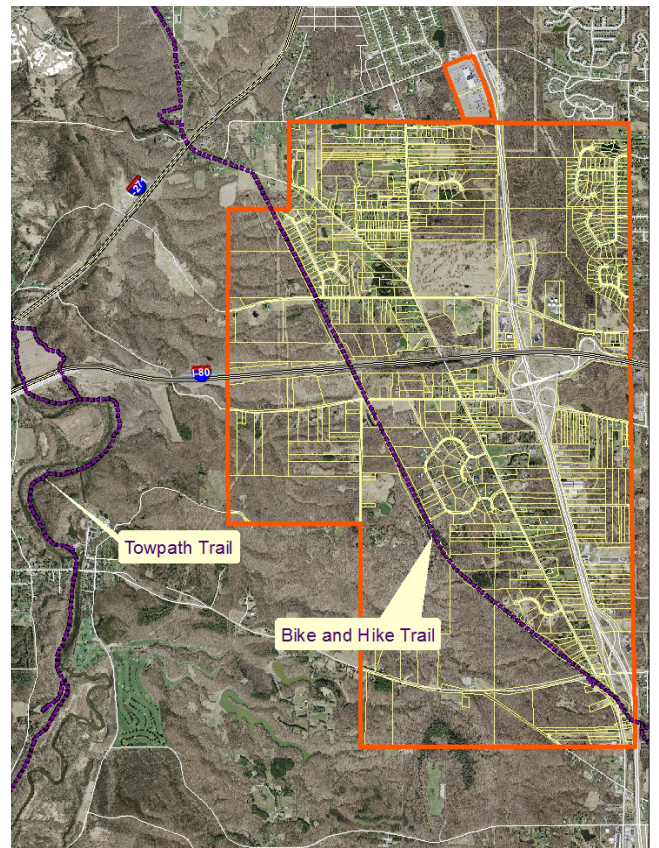


PEDESTRIAN & BICYCLE

The Bike & Hike Trail, operated by Summit Metro Parks, runs directly through the Village of Boston Heights, southeast to northwest along the edge of the Cuyahoga Valley National Park. Trail access is available at two trailheads within the Village, both with parking, on Boston Mills Road and State Route 303. The Ohio & Erie Canal Towpath Trail is a nearby north-south all-purpose trail that is not directly located within the Village limits, but is just over a mile away from the Bike & Hike Trail. Both the Bike & Hike and Towpath Trails are used extensively by pedestrians and bicyclists.

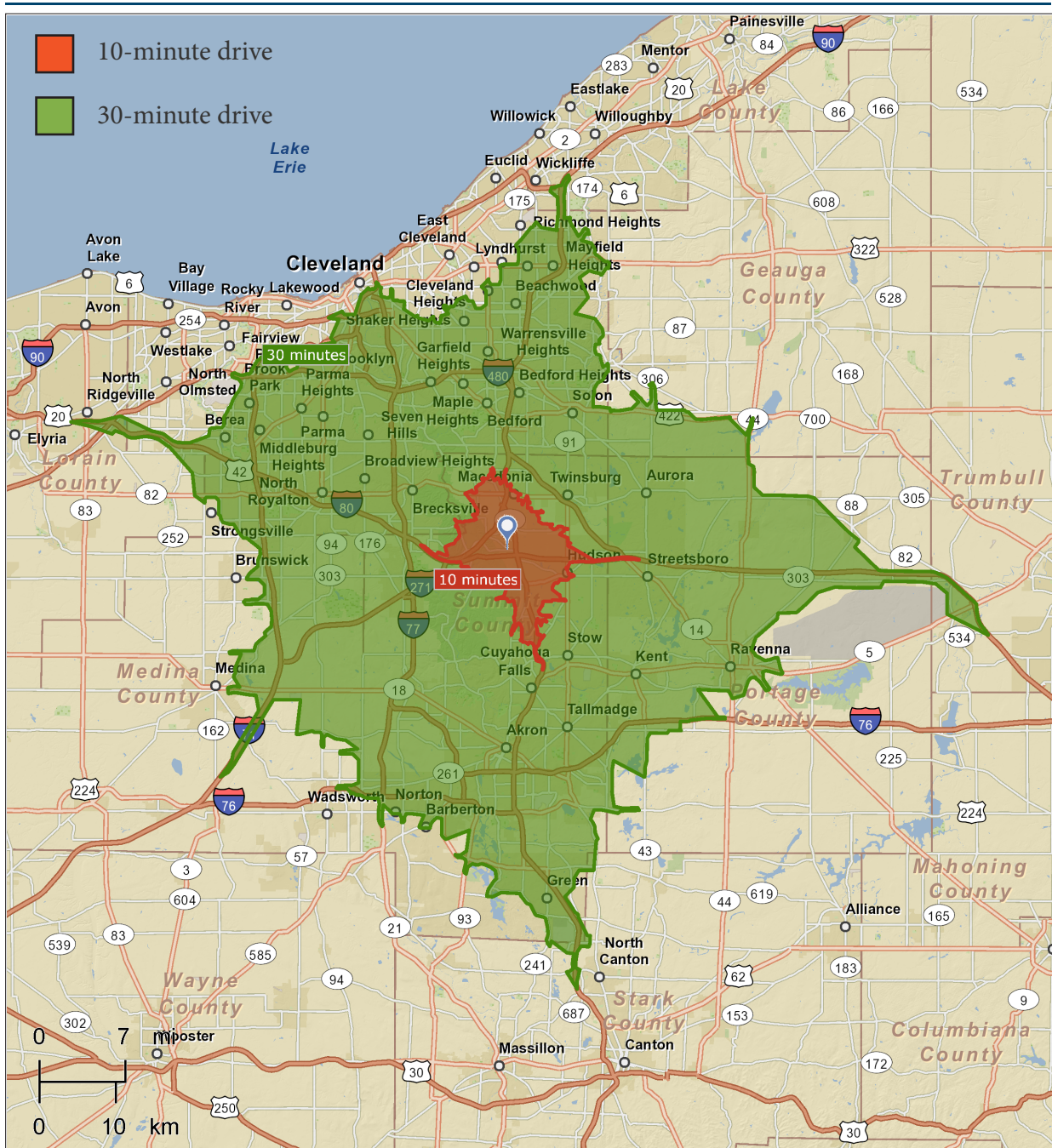
The Village is currently working with the City of Hudson and AMATS on the Heights to Hudson Trail which will provide an east/west trail through the Village.

There are no existing sidewalks within the Village of Boston Heights.

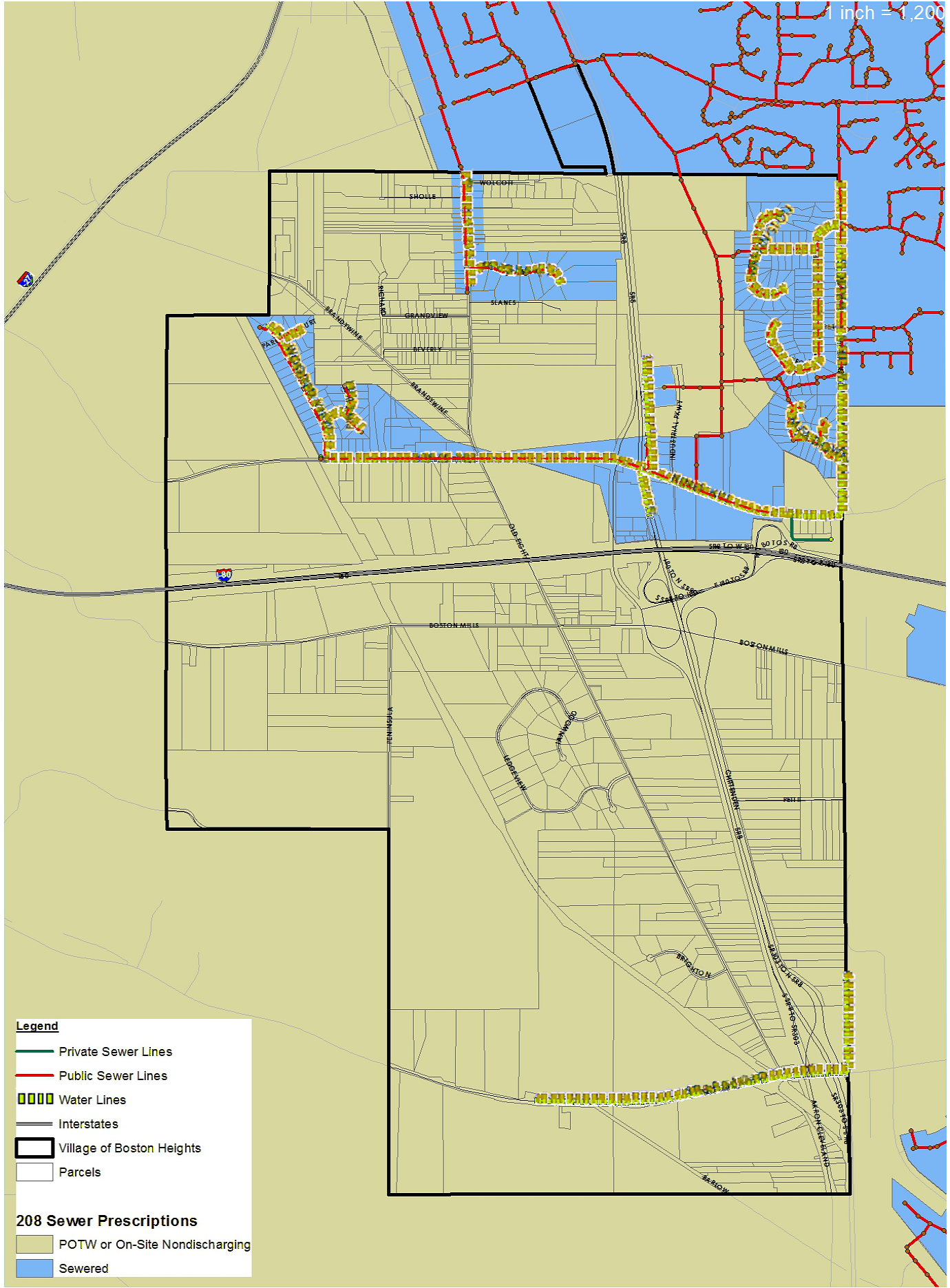


DRIVE TIME

Located in the northern section of Summit County, the Village of Boston Heights sits at the intersection of two main interstate arteries (SR 8, and Ohio Turnpike) that conveniently connect to the regional interstate system allowing reasonable commutes to both the Akron and Cleveland markets. Within a thirty-minute drive, residents can reach key business centers in Cleveland, Akron, Beachwood, Strongsville, Kent, Independence, Solon, and North Canton. At a more local level, residents can access regional retail commercial districts in Macedonia, Hudson, and Cuyahoga Falls within a 10-minute drive.



Drive Time Map



Legend

- Private Sewer Lines
- Public Sewer Lines
- Water Lines
- Interstates
- Village of Boston Heights
- Parcels

208 Sewer Prescriptions

- POTW or On-Site Nondischarging
- Sewered

Water & Sewer Line Map

PUBLIC INFRASTRUCTURE

WATER

Many Boston Heights residents have their own water wells. Public water service is limited within the Village. Water connections are available from City of Cleveland, Division of Water in some areas north of the Ohio Turnpike. There is an additional water line on State Route 303 which exists under special agreement to serve the Cuyahoga Valley National Park. This line is currently not available for use or tap-ins within the Village of Boston Heights.

The Village currently owns the existing public water mains. Adjacent communities have water service from Cleveland, Akron and Hudson, or local wells, but these lines are not generally available for Village hookups.

Extension of water service, while desirable by many residents, has logistic and economic hurdles that will require multi-governmental agreements, and addressing the costs of extending water to additional parts of the Village.

Some residents, principally in the Village's northwest quadrant, have reported inadequate water in their wells and have requested public water service. In the summer of 2013, the Mayor and Council asked the Village Engineer to survey the residents in the Village's northeast quadrant on this matter and to review the cost and options for water service in that area.

In early 2014, the Village undertook a program, in conjunction with the development of the former Boston Hills Country Club, to extend public water mains to most of the neighborhoods in that northwest quadrant of the Village. The existing Olde Eight Road mains are to be extended south to Hines Hill Road and along Wolcott, Sholle, Grandview, Beverly and Richard roads. Additionally, Village Council found it within the public purpose of this project to also provide water hookups directly to residents' homes in these areas.

SEWER

Sanitary sewer service is also limited within Boston Heights. Summit County Department of Environmental Services owns and maintains most of the Village's sanitary sewer system, all of which lies north of the Ohio Turnpike (I-80). Extending sewer lines may be needed if additional development is considered in the Village, or if residential areas currently served by home septic systems are to be connected to a regional sanitary system.

The Summit County Board of Health has noted that, given the performance of local soils, homes with septic systems on less than 2 acres have a higher chance of failure and should be monitored.

As with public water service, extending sewers has logistic and economic hurdles that will require multi-governmental agreements, and identifying responsibility of associated costs.

FACILITIES & SERVICES



ADMINISTRATION

The Village of Boston Heights is a statutory Village, as outlined in the Ohio Revised Code, and is governed by an elected Mayor and six elected council members. The Mayor serves as the head of the Administrative functions and the Council, led by its President, oversees the legislative functions of the Village. Council delegates its work through their standing committees of: Lands & Building; Cemetery Trustees; Finance; Roads; Economic Development; Safety Committees. Council also empowers a Recreational Advisory Commission composed of residents who advise them on improvements and issues with the Village Park.

In 2013, the Village had a budget of \$2.8 Million for all funds, with \$1.8 of that amount in the General Fund. The Village provides services in the area of Police, Fire/EMS, Service and Parks and Recreation.

MAYOR'S COURT

The Village operates a Mayor's Court under the auspices of the state of Ohio and handles violations of the Municipal ordinances, and has jurisdiction in all criminal cases involving moving traffic violations occurring on State highways located within the corporate limits, subject to the applicable laws of the state of Ohio. The Village follows the Ohio Supreme Court "Ohio Traffic Rules" which prescribe the procedure to be followed in the Mayor's Court in traffic cases. In 2012, the Mayors Court heard 2,426 cases.



POLICE

The Police Department is made up of 21 total employees, 5 of whom are full-time and 16 part-time. The department provides 24/7 patrol throughout the community and along Route 8. They do not patrol or respond to calls on the Ohio Turnpike which traverses the community east to west. The Village contracts with the Village of Richfield for emergency dispatch services.



FIRE & EMERGENCY MEDICAL SERVICES

The Village has adopted a contract with Valley Fire District to provide fire and emergency medical service, which began in October of 2013. This arrangement provides professional fire service to the community's residents and businesses on a full-time basis. Valley Fire District dispatches fire and ambulance response from both its own station on State Route 303 and from the Village's own Fire Station, enhancing response time in the Village.

SERVICE

The Road Department has several employees that provide ice and snow removal, basic road repair, minor road maintenance for debris, such as animal road kills, and other such services.

Rubbish service is not provided by the Village but available to residents from a Village-selected hauler. The Village contracts with the hauler in order to ensure the lowest possible prices for this service. The Village provides leaf pickup services during the fall in addition to the branch chipping service provided by the Village year-round.

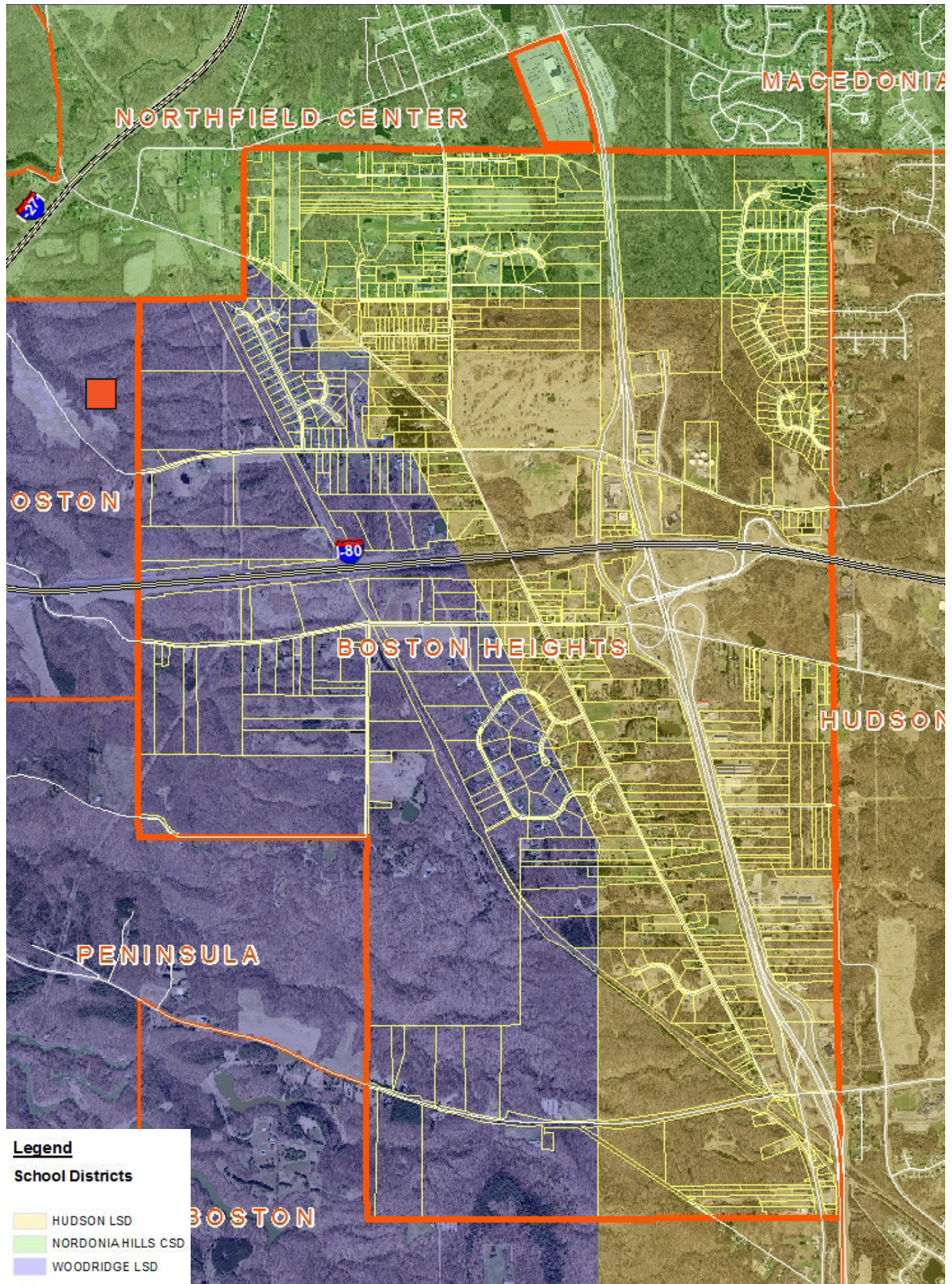
FAIRVIEW CEMETERY

Fairview Cemetery is owned by the Village. Volunteers are primarily responsible for the upkeep of the Fairview Cemetery with support by the Road Department when needed. The Cemetery is supported by the Cemetery Trust Fund and administered by the Cemetery Board of Trustees.

PARKS & RECREATION

The Village provides recreation facilities at the Matthews-Thomas Park located off Olde Eight Road. The park has baseball and soccer fields, community pool, playground, restrooms and picnic areas. The Park is open year round and the pool during the summer months. The Village employs several part-time lifeguards during the summer season. The Road Department provides maintenance.





Legend

School Districts







- HUDSON LSD
- NORDONIA HILLS CSD
- WOODRIDGE LSD

School District Map







SCHOOLS

The Village is divided into three different public school districts: Hudson City Schools, Nordonia Hills City Schools and Woodridge Local School District. All three school districts are rated extremely well by the Ohio Department of Education.







2012-2013 Report Card for Hudson City School District

 <p>Achievement This grade combines two results for students who took the state tests. The first result answers the question – How many students passed the state test? The second result answers the question – How well did students do on the state test?</p> <p>Performance Index 91.0% A Indicators Met 100.0% A</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Progress This is your district's average progress for its students in math and reading, grades 4-8. It looks at how much each student learns in a year. Did the students get a year's worth of growth? Did they get more? Did they get less?</p> <p>Value-Added Overall A Gifted A Students with Disabilities B Lowest 20% in Achievement D</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>Gap Closing This grade shows how well all students are doing in your district in reading, math, and graduation. It answers the question – Is every student succeeding, regardless of income, race, culture or disability?</p> <p>Annual Measurable Objectives 80.5% B</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Graduation Rate This grade answers the question – How many ninth graders graduate in four years or five years?</p> <p>Graduation Rates 97.9% of students graduated in 4 years A 97.2% of students graduated in 5 years A</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>K-3 Literacy This grade answers the question – Are more students learning to read in kindergarten through third grade? The 2014 report card will report some results. The 2015 report card will display one grade for kindergarten through grade 3.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Prepared for Success This grade answers the question – Are students who graduate from our district ready for college or a career? There are six ways to show that graduates are prepared. In the 2014 school year, the report card will show results for the six areas. The 2015 report card will display one grade combining the results of all six ways of showing graduates are prepared.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>

2012-2013 Report Card for Nordonia Hills City School District

 <p>Achievement This grade combines two results for students who took the state tests. The first result answers the question – How many students passed the state test? The second result answers the question – How well did students do on the state test?</p> <p>Performance Index 87.1% B Indicators Met 100.0% A</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Progress This is your district's average progress for its students in math and reading, grades 4-8. It looks at how much each student learns in a year. Did the students get a year's worth of growth? Did they get more? Did they get less?</p> <p>Value-Added Overall A Gifted C Students with Disabilities A Lowest 20% in Achievement A</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>Gap Closing This grade shows how well all students are doing in your district in reading, math, and graduation. It answers the question – Is every student succeeding, regardless of income, race, culture or disability?</p> <p>Annual Measurable Objectives 88.8% B</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Graduation Rate This grade answers the question – How many ninth graders graduate in four years or five years?</p> <p>Graduation Rates 94.6% of students graduated in 4 years A 93.4% of students graduated in 5 years B</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>K-3 Literacy This grade answers the question – Are more students learning to read in kindergarten through third grade? The 2014 report card will report some results. The 2015 report card will display one grade for kindergarten through grade 3.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Prepared for Success This grade answers the question – Are students who graduate from our district ready for college or a career? There are six ways to show that graduates are prepared. In the 2014 school year, the report card will show results for the six areas. The 2015 report card will display one grade combining the results of all six ways of showing graduates are prepared.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>

2012-2013 Report Card for Woodridge Local School District

 <p>Achievement This grade combines two results for students who took the state tests. The first result answers the question – How many students passed the state test? The second result answers the question – How well did students do on the state test?</p> <p>Performance Index 84.2% B Indicators Met 87.5% B</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Progress This is your district's average progress for its students in math and reading, grades 4-8. It looks at how much each student learns in a year. Did the students get a year's worth of growth? Did they get more? Did they get less?</p> <p>Value-Added Overall A Gifted C Students with Disabilities C Lowest 20% in Achievement C</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>Gap Closing This grade shows how well all students are doing in your district in reading, math, and graduation. It answers the question – Is every student succeeding, regardless of income, race, culture or disability?</p> <p>Annual Measurable Objectives 54.5% F</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Graduation Rate This grade answers the question – How many ninth graders graduate in four years or five years?</p> <p>Graduation Rates 96.1% of students graduated in 4 years A 95.8% of students graduated in 5 years A</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>
 <p>K-3 Literacy This grade answers the question – Are more students learning to read in kindergarten through third grade? The 2014 report card will report some results. The 2015 report card will display one grade for kindergarten through grade 3.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>	 <p>Prepared for Success This grade answers the question – Are students who graduate from our district ready for college or a career? There are six ways to show that graduates are prepared. In the 2014 school year, the report card will show results for the six areas. The 2015 report card will display one grade combining the results of all six ways of showing graduates are prepared.</p>	<p>COMPONENT GRADE</p> <p>Coming in 2015</p>

SOURCE: www.reportcard.education.ohio.gov



Source: National Park Service, U.S. Department the of Interior

CUYAHOGA VALLEY NATIONAL PARK

The Cuyahoga Valley National Park (CVNP) encompasses about a third of Boston Heights, to the west and south of the Village. Formed in 1974 (originally as the Cuyahoga Valley National Recreation Area), the Park has a significant impact on the community's tax base, roadway traffic, and of course recreational opportunities.

Today, the CVNP is recognized for its innovative management style, culture of partnerships, and public engagement. Key operating partners such as the Cuyahoga Valley National Park Association, Cuyahoga Valley Scenic Railroad, and Countryside Conservancy help the park provide important visitor services, preserve resources, and raise funds. In addition, more than 2,000 volunteers donate over 74,000 hours to realize the park's mission. In 2012, the CVNP had 2,299,722 visitors and was ranked 10th in the nation for most popular national park in the United States. (Source: National Park Service, U.S. Department of the Interior).

As an entity of the Federal government, the Park pays no property taxes on lands and facilities it holds, though the Village remains responsible for road maintenance and safety services within those areas. Some "payments in lieu of taxes" (PILT) are made available from the Park through Summit County to partially offset these costs. The Park is also not subject to the Village's zoning regulations.

National Park facilities within the Village include Happy Days Lodge on State Route 303, various picnic areas in the vicinity, and several trail systems including the a bridge trail and proposed mountain bike trail.



CAMP LEDGEWOOD

Within the boundaries of the Cuyahoga Valley National Park (CVNP) is Camp LedgeWood, one of the primary Girl Scout Camps in Northeastern Ohio. Totalling 350 acres within the Villages of Boston Heights and Peninsula, the camp offers a variety of camping and recreational opportunities to hundreds of Girl Scouts every year.

NATURAL RESOURCES

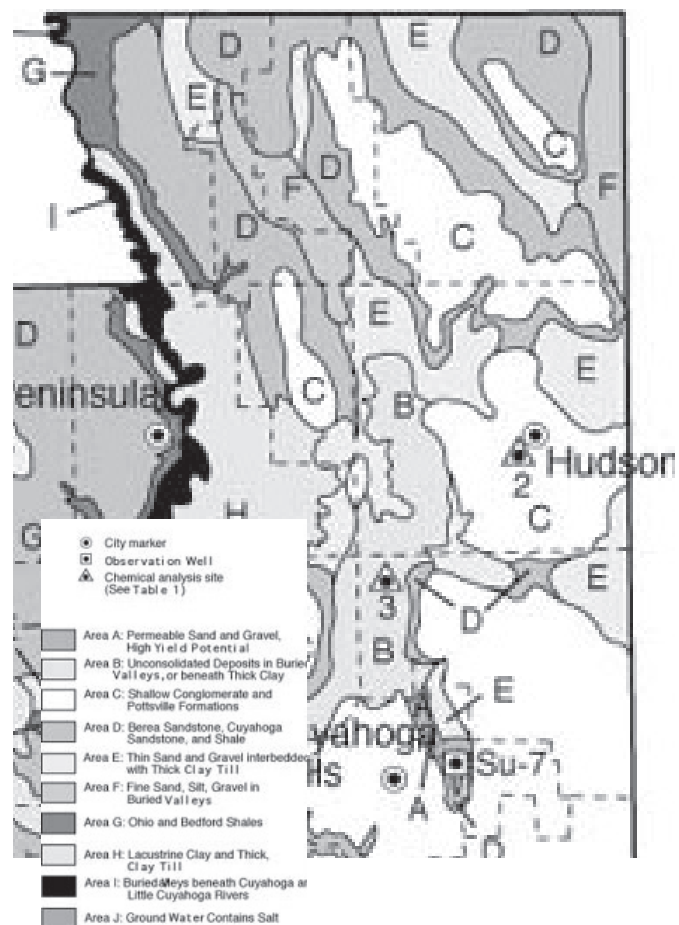
The Village has maintained significant natural resources in its woods, streams, and wetlands. It is these elements that have helped maintain the rural natural character that residents value in the Village. The Village sits at the eastern bluff of the Cuyahoga River Valley. West of Olde Eight Road, steep slopes, natural wooded terrain, and direct tributaries draining to the Cuyahoga River characterize the natural edge of the Cuyahoga Valley National Park. On the east side of the Village, flatter uplands with significant wetlands drain north to the Brandywine Creek. As one of the Village's largest land owners, the National Park System has protected significant property in a natural state as part of its National Park.

Ecological systems can also be called green infrastructure; it is represented by our woodlands, streams and lakes, wetlands, meadows, soil, and organisms. These natural areas offer ecological services benefits to the community through services such flood control, crop pollination, cleaning the air and water, and climate regulation. Maintaining a healthy environment also increases property values, provides recreation opportunities, improves public health, and defines public perception in the community. The community's desire to maintain these services through protection of natural resources through appropriate zoning and land use standards is critical in protecting the community's health, safety, and general welfare.

Baseline mapping and environmental analysis of the existing environmental conditions are intended to inform the planning process and serve as the base for ecological systems preservation. Through using GIS data, we can understand the existing geospatial components of the natural resources in the community.

GROUND WATER RESOURCES

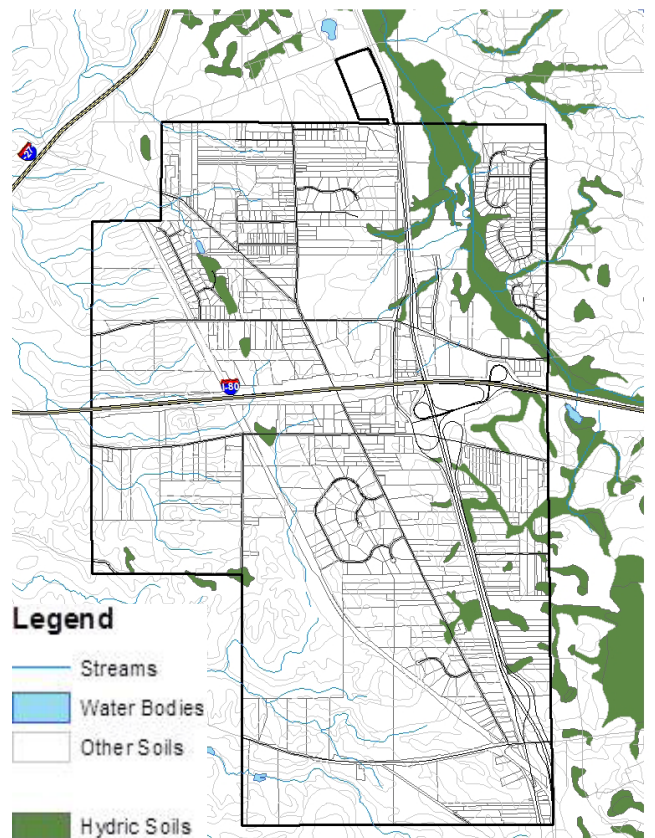
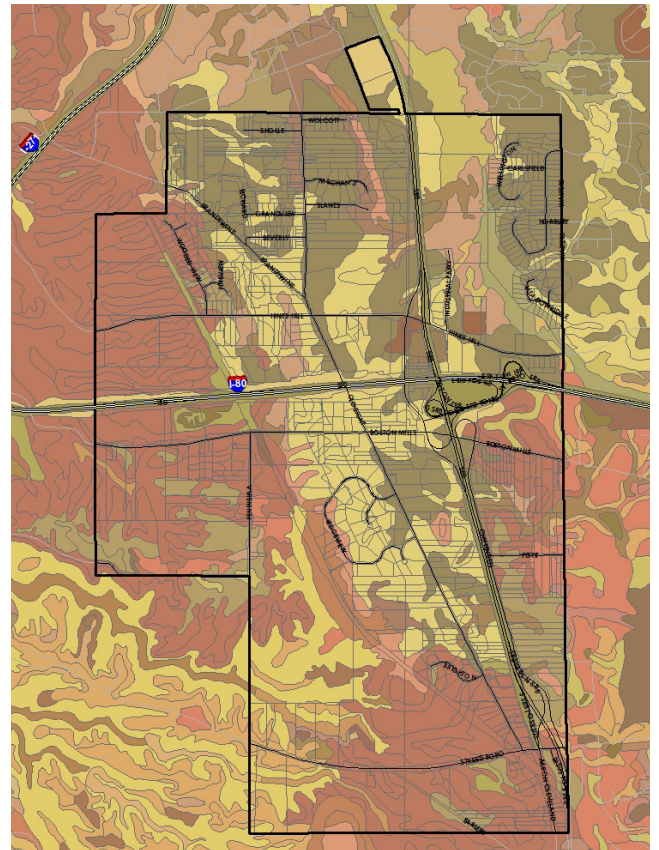
Water stored under the earth's surface is a plentiful, yet precious, resource in most areas of Ohio. Many human activities may affect the quality and quantity of this resource. However, the availability and quality of this resource are influenced directly by the properties of the geologic formations that hold water. The chemical and physical nature of these formations varies from area to area, creating a wide range of water yields and quality at different depths. This publication contains information about the ground-water resources underlying Summit County. Its purpose is to help the reader better understand the factors that influence the quantity and quality of ground water. An overview of the county's water resources is provided in the publication Summit County Water Resources, AEX-480.77.

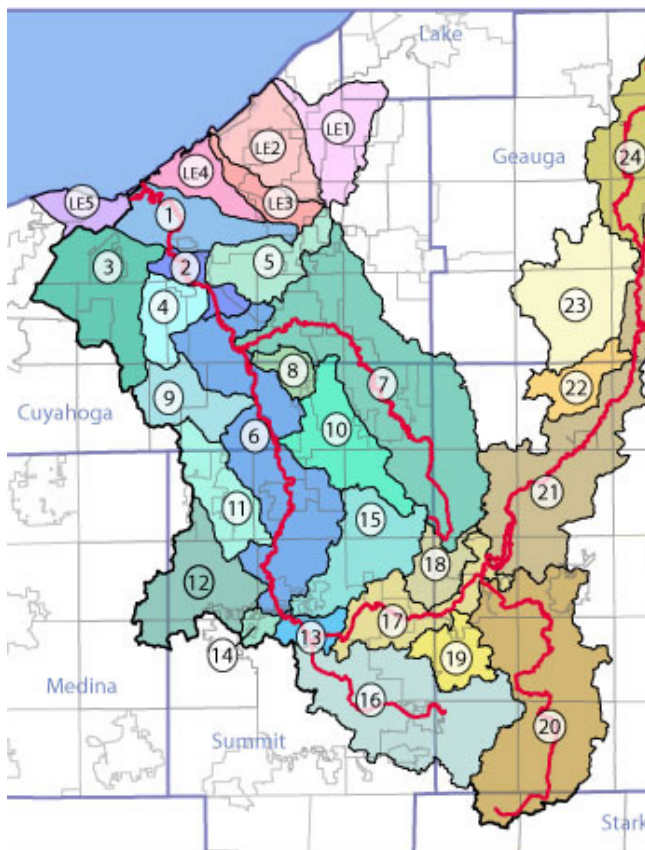


SOILS

There are many different soil types present in the Village. Ellsworth Silt Loam is mainly present within the Cuyahoga Valley National Park and the southeast corner of the Village. A majority of the center span of the Village is Rittman Silt Loam. The northeast corner of the Village is Wadsworth Silt Loam and Mahoning Silt Loam is also scattered throughout the Village. These soil types are typically suitable for development.

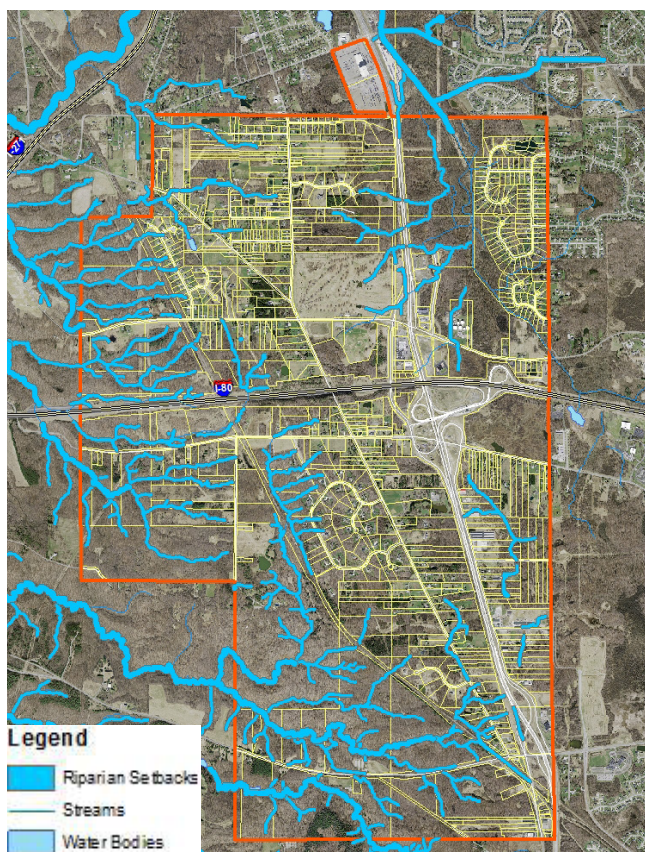
Canadice Silty Clay Loam, Holly Silt Loam, Fitchville Silt Loam, Sebring Silt Loam and Lorain Silty Clay Loam soil types are also present within the Village. These soil types are considered hydric soils and are mostly located east of State Route 8. According to the Natural Resources Conservation Service (NRCS), hydric soil is a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Hydric soils are a good indicator that wetlands are also present and often consist of organic peat or muck, which are not suitable for construction





WATERSHEDS

The Village of Boston Heights is mainly located in two main watersheds. While the entire Village eventually drains into the Cuyahoga River, the eastern portion of the Village drains north within the 26-mile Brandywine Creek watershed (10) through flat slow moving portions. Suburban development, and the related polluted runoff and stream encroachment, has impacted the headwater streams and biological community. The creek downstream of Hudson has been channelized to move water from the community more quickly. The western part of the Village has multiple tributaries, which tend to be heavily vegetated and steeper as they flow down through the valley escarpments, that drain directly to the Cuyahoga River (6) through much of the CVNP. The vegetated protection that the CVNP provides to these tributaries of the Cuyahoga has allowed these creeks to maintain good water quality. A small southern portion of the Village lies in the Mud Brook Watershed (15).



RIPARIAN SETBACKS

Riparian areas are naturally vegetated lands along rivers and streams. These areas can limit streambank erosion, reduce flood size, serve as a natural filter for pollutants, and naturally protect wildlife, including aquatic wildlife. Riparian setbacks are from 25'-300' based on the drainage area. Riparian Setbacks, where present, are determined and classified by the Riparian Ordinance of the Village of Boston Heights.

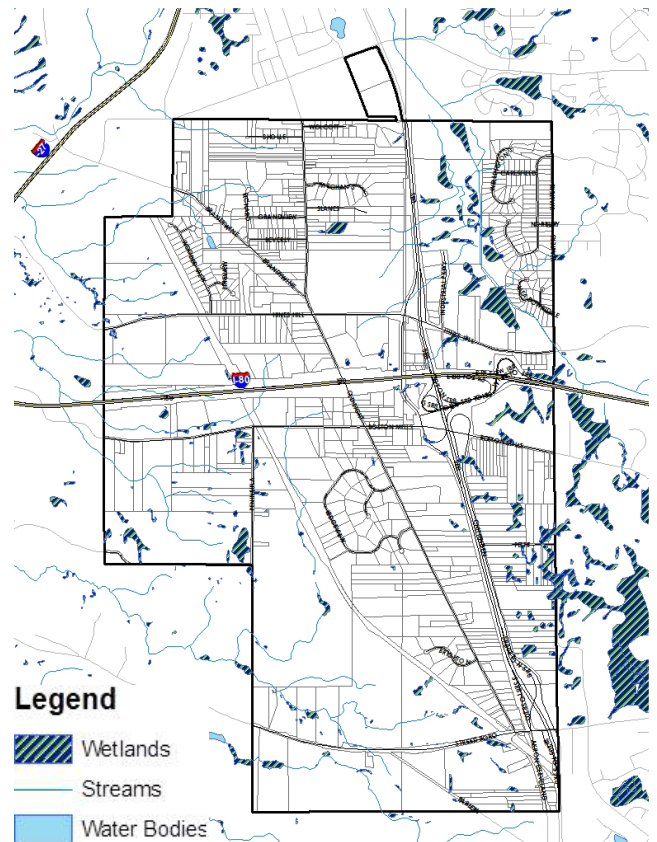
The benefits of riparian setbacks are specifically addressed in the Village of Boston Heights Zoning Code with the purpose to protect the community from property loss and damage because of flooding and other impacts of the streams

Development is not permitted to impact land within the designated riparian setback areas of a stream.

WETLANDS

Wetlands are present in the Cuyahoga Valley National Park and east of State Route 8 within the Village of Boston Heights. A majority of the wetlands present are classified as scrub/shrub wetlands and forested wetlands. According to the Ohio Department of Natural Resources (ODNR), scrub/schrub wetlands are dominated by shrubs such as silky, gray, and red-osier dogwood, buttonbush, common alder, willow, and elderberry and hardwood trees less than 15 feet tall. A forested wetland is characterized by woody vegetation that is twenty feet tall or taller.

Any development that impacts an existing wetland would require a permit from the Army Corps of Engineers and/or the Ohio Environmental Protection Agency (OEPA).

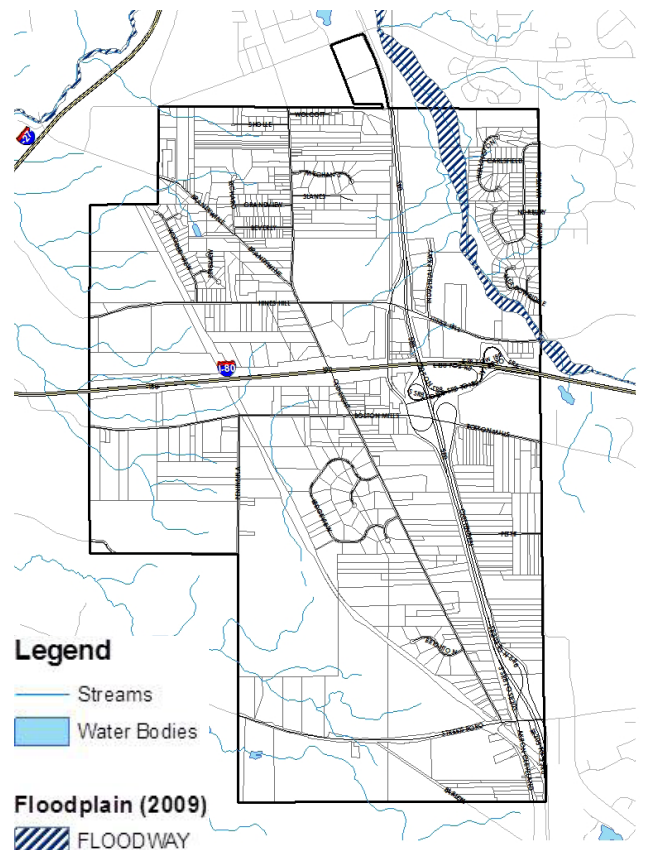


FLOODPLAIN

Much of the northeast corner of the Village is designated as a floodway by FEMA (Federal Emergency Management Agency). The floodway is classified as Zone AE, which means that it is “An area inundated by 1% annual chance flooding, for which BFEs (Base Flood Elevation) have been determined”.

BRANDYWINE CREEK WATERSHED PLAN

In conjunction with a number of neighboring communities, the Village of Boston Heights in 2013 adopted Brandywine Creek Balanced Growth Initiative Watershed Plan. This is a community-driven land suitability plan, intended to assist the communities in balancing economic growth with conservation of critical and valuable natural resources along Brandywine Creek.



PUBLIC INVOLVEMENT

PUBLIC PROCESS



It was the Committee's desire to encourage public participation on all aspects of this plan. The Committee encouraged the Consultants to engage as many residents and businesses as possible. In order to ensure public input, the following outreach efforts were completed.

SURVEY

In 2009, the Committee prepared, distributed and tabulated a community survey in order to seek public opinion on a variety of topics, relative to the community, but most importantly future development issues. Almost 463 surveys were distributed to each household in the community and approximately 190 were completed and returned. This represented a 41% response rate. Four questions were asked related to community quality of life improvements, land use, residential housing preferences, and funding. The results of the survey outline residents' desire for future development and community issues. The community survey and survey results are included in the appendix of this document.



- The community desired improving current parks over creating new ones as well as providing bicycle facilities within the community.
- With property adjacent to State Route 8, the community felt that office/professional land uses as well as small retail and service stations were desired in the community. Large retail and higher density residential were not desired.
- Regarding residential housing, the community overwhelmingly wanted to maintain the current standard of single family residential properties on 1.5 acres.
- Understanding that funding is important in providing revenue for ongoing and future services, the community looked for property and income taxes from existing and future commercial development to pay for community services, rather than residents' income and property taxes, or special assessments



FOCUS GROUPS

The consultant team conducted three focus groups with residents. Letters were sent to over 45 residents inviting them to attend one of three Focus Groups held in the Village in January and February, 2013. Additional follow up calls were made to ensure attendance at the Focus Groups. Discussion was facilitated by the consultant. A total of 18 residents attended the focus groups balanced between different locations in the Village. While the opinions of the focus groups were not necessarily representative of the Village as a whole, the focus groups were created to solicit input from a wide range of residents based on geographic location and school districts.

Some of the themes that were found in common with the other surveys conducted at that time include:

Focus Group Opinions for a Vision for the Future

- *Maintain “ruralness” and small-town feel of Village.*
- *Improve condition of Village roads.*
- *Increase community services.*
- *Access to city water*
- *Access to sanitary sewer.*
- *Enforcement of Village Maintenance Code.*
- *Highway noise*
- *Safety concerns with traffic and bicyclists.*
- *Communication between Village officials and residents*
- *More bike lanes throughout the Village.*
- *More retail and gas stations (not big box).*
- *Appropriate development on the “Golf Course Property”.*





PUBLIC MEETING

A public meeting was held on April 27, 2013 to review all data compiled and receives input and preferences on various land use options and community character. The meeting was attended by over 45 residents. The format of the meeting was a short presentation by the consultant team explaining existing data pertaining to the project and explaining the six focus areas, their conceptual proposed uses and recommendations. This was followed by a small group break-out session that took place at multiple tables scattered throughout the meeting room. Each table was facilitated by one of the committee members. The small groups discussed general thoughts, concerns, ideas and comments regarding the focus areas and design standards. A commonly discussed issue at many of the tables was the need to provide sewer and water to the community that currently had well and septic. Each group reported back to the overall group. The last part of the meeting was a 'red-dot/green-dot' exercise that allowed attendees to put red stickers on images and plans that they did not like and green dots on image and plans they did like. The outcome from the meeting supported the common themes reported in the survey and focus groups.



Preferences supported by the community



- *High quality materials and buildings with character, proportion and detailing*
- *Materials such as brick, permeable pavers, and landscaping*
- *Medium specialty retail with strong architectural character*
- *Gas station*
- *Mixed Use*
- *Tasteful cluster homes*
- *High quality office buildings*
- *Development that supported the Park/Gateway theme including lodge style hotel and outdoor activity themed recreation-focused retailers*
- *Green space and landscape buffers between retail/office and residential neighborhoods*
- *Civic common space and public gathering areas*
- *Like traditional style industrial and office usage along Chittenden corridor*



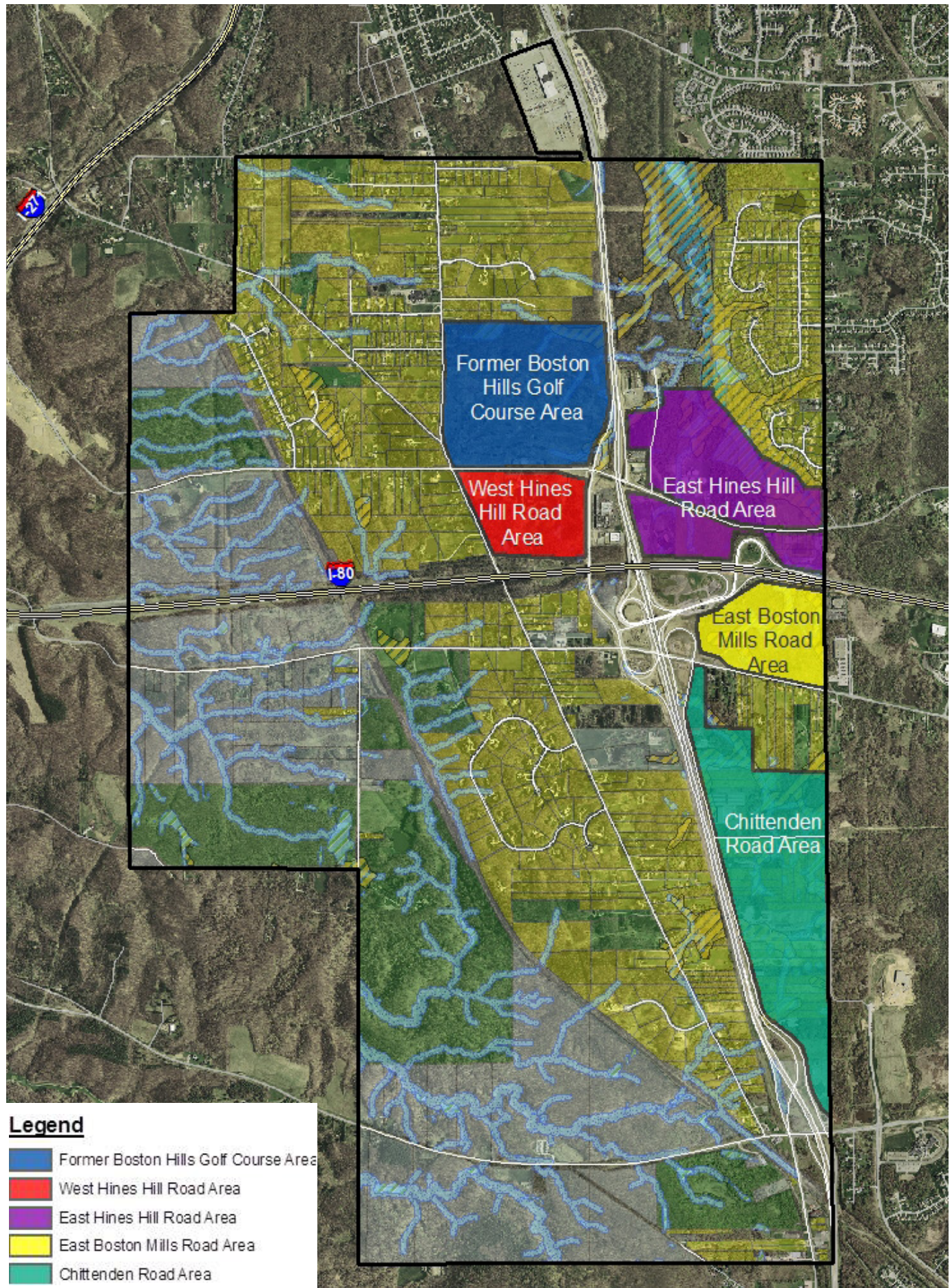
DEVELOPER INTERVIEWS

A series of phone interviews with regional developers was also conducted as part of the outreach effort for this plan. Developers represented both retail and residential developers with no current ties to the Village. These phone interviews, conducted during January and February of 2013, were intended to solicit feedback regarding market trends, competitiveness of local markets, and thoughts about possible development uses and restrictions in the Village. In summary, the developers noted:

- The Village is a great location for business.
- There is currently no speculation development for office/professional happening the Northeast Ohio market.
- With retail at Steels Corners and in Macedonia, the market would most likely not support retail or restaurants in this area. That said, there may be opportunity for 'distinctive' or specialty retailers.
- The Village needs to more progressive and flexible with the code, regulations, incentives and approval processes if they want to attract new businesses.
- The market for residential is very soft. Future demand for residential will be for the 'baby boomers and 'echo boomers' who want very different than traditional large lot single family homes. More people want to downsize into cluster units.
- The over 55 age group is an underserved market.
- Large lot zoning doesn't provide developers with flexibility in housing types/lot sizes and creation of development amenities and green space. Zoning with 1.5 acres or more is the worst zoning for economics, environment and market approach. There are a glut of communities and developments with this type of housing that is not selling. Causes a huge stormwater problem because they need huge basins and then the HOA must maintain and residents don't want to spend the money to do so.
- Having alternate housing choices and a diverse product is important today.
- Best way to be competitive is to develop something distinctive and different from what every other community is doing. Encouraged the community to look down the road a generation or two, to see the potential of the community.
- Costs of building are directly related to economics of zoning, regulations, and infrastructure.



DEVELOPMENT PLAN



Legend

- Former Boston Hills Golf Course Area
- West Hines Hill Road Area
- East Hines Hill Road Area
- East Boston Mills Road Area
- Chittenden Road Area

Development Area Map






















DEVELOPMENT AREAS

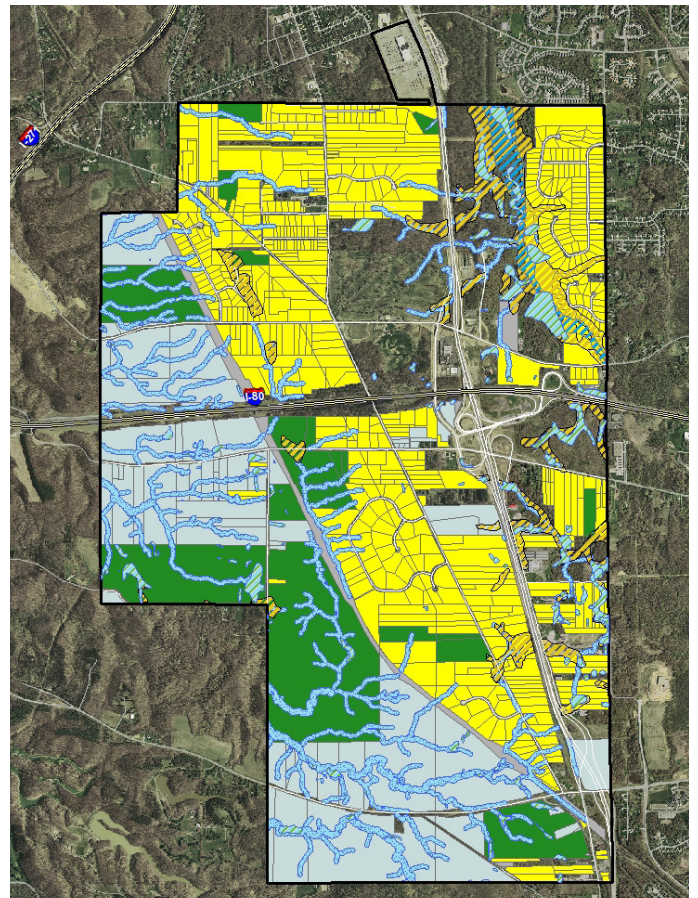
Through the process of developing the Comprehensive Plan, it was clear that the community was very satisfied with maintaining the rural residential feeling, protecting the natural resources, providing convenient access to highways, and supporting good schools and Village services. Between existing residential development, property owned by the National Park Service, or limitations of development because of environmental considerations (see map below), there are only a few developable areas remaining in the Village.

The plan, therefore, recommends maintaining current land use and zoning for the single family residential development with considerations for protecting natural resources and viewsheds. By maintaining the current zoning in these areas, the plan can focus on providing development guidelines on the areas that have other development potential.

The planning process identified six development focus areas that would provide opportunities for further development. All of the properties are located in close proximity of the State Route 8 corridor and bisected by main cross streets such as Hines Hill Road and Boston Mills Road. With the proximity and visibility to highway access, they present opportunities for more commercial and industrial development while limiting adverse impacts on existing residential areas.

Legend

-  Wetlands
 -  Flood Plain
 -  Hydric Soils (Severe)
 -  Riparian Setback
-
- Land Use (by 3 digit code)
-  101 Cash - grain or general farm
 -  121 Timber (commercial)
 -  122 Timber (noncommercial)
 -  123 Forest (pre 1994)
 -  124 Forest (post 1994)
 -  199 Other Agricultural (current use value)
 -  240 Oil and gas rights - working interest
 -  500 Residential - vacant land
 -  510 Single family dwelling
 -  520 Two family dwelling
 -  599 Other residential structures
 -  600 Exempt property owned by United States of America
 -  610 Exempt property owned by state of Ohio
 -  620 Exempt property owned by counties
 -  640 Exempt property owned by municipalities
 -  670 Exempt property owned by colleges, academies (private)
 -  830 Commercial land and improvements owned by a public utility



Residential, Federal Land, Open Space and Environmentally Sensitive Areas Map

FOCUS AREA A

BOSTON HEIGHTS, OH

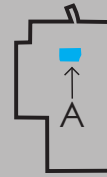
PARK GATEWAY

Extended Retail Business

- Regulated by court ordered settlement agreement
- General zoning requirements derived from Retail Business zoning
- Building and lot requirements less restrictive than Retail Business
- Two large-area buildings permitted, otherwise maximum 50,000 square feet
- Permitted and conditional retail uses less restrictive than Retail Business
- Allows for all uses permitted in the Office/Professional and General Business Districts
- Open area planning based on entire property parcel usage
- Special building design criteria apply as imposed by agreement

Office & Warehouse/Distribution

- Regulated by court ordered settlement agreement

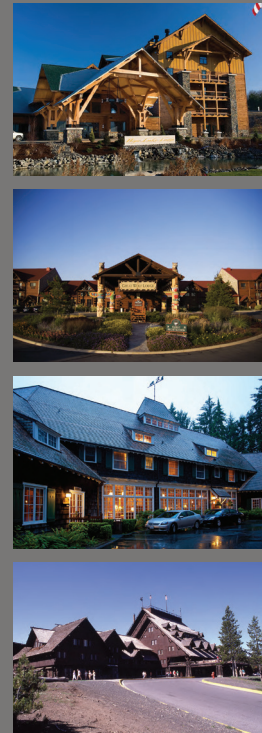


Site Map



Conceptual Land Use Study

Lodging



Destination Retail



Recreation



SPECIAL DEVELOPMENT AREA

The 153-acre former Boston Hills golf course property is designated as a Special Development Area. It is a large tract of vacant property that has been part of a 2008 legal challenge on the Village's zoning restrictions.

The site's development is governed by a court settlement agreement, which allows commercial and office use. While the community did not favor this type and intensity of development, the resolution between the Village and property owners, allowed these uses with certain restrictions and requirements. The property has limited utility service and will require extension of water to the property to make it developable.

A 2013 revision to the agreement also permitted a large office/warehouse facility, in anticipation of the headquarters and distribution center for Arhaus Furniture.

There is a strong desire among Village residents to work toward improving the court ordered zoning district. To create a development that meets the community's desires, the Village would either need to purchase the property or allow for a land use that meets or exceeds the court-ordered development intensity to create an incentive for developers to work with the Village.

As a recommendation of this plan, the community desired to embrace the connection with the National Park by suggesting an alternative that would create a development that would complement the uses and demand of the National Park while considering its access and visibility to the State Route 8 corridor.

EXISTING ZONING

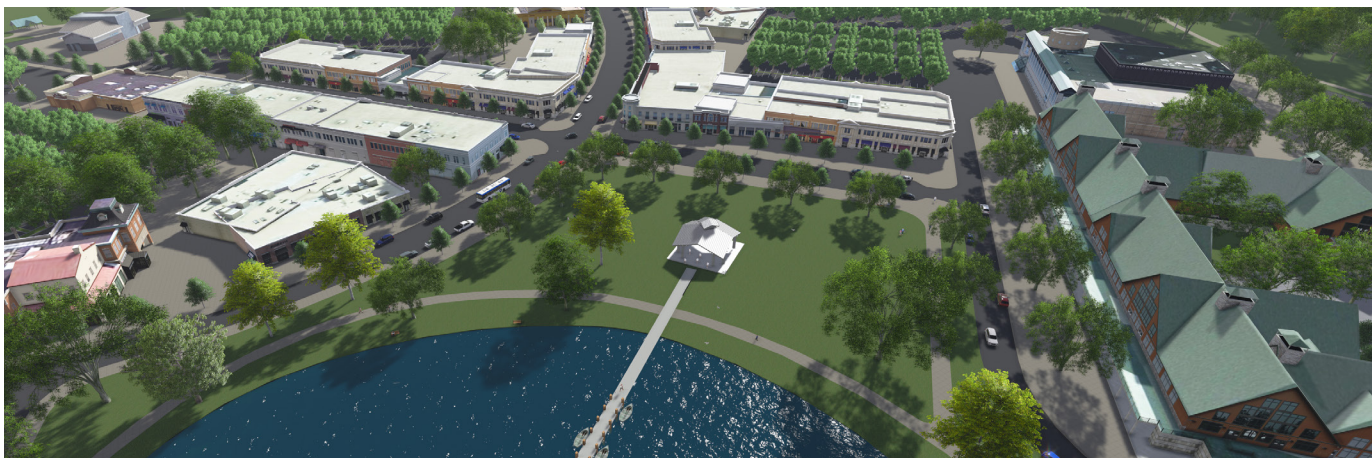
Open Space
Office/Professional
Retail Business

153 ACRES

PLAN

RECOMMENDATIONS

- Recognize the desire to work to improve the court ordered zoning district
- Promote a Park Gateway themed development that could incorporate potential small destination and recreation-based retail, lodge style hotel and small conference center, and public green space
- Incorporate the use of an Overlay District or PUD zoning to encourage developers to work on developing alternative development style that would provide both the community a use that was more compatible with National Park and a more worthwhile use to a developer. The Village, through the use of an overlay district, could provide flexibility, restrictions and incentives to allow developers and the Village to collaborate on an appropriate development plan
- Require natural buffers from Olde Eight Road to provide a natural setback from the development to reduce impact to existing neighborhood areas
- With the Gateway theme, encourage a main street /mixed use development incorporating commercial retail and office. Promote buildings being pushed to the front of the street and parking in the rear
- Require the incorporation of public facilities, parks and trails into the development for public use
- Exercise design standards of the 2013 agreement to set requirements for architectural styles, massing, and materials.



Conceptual Site Plans

PARK GATEWAY / LODGE THEME DEVELOPMENT CONCEPT

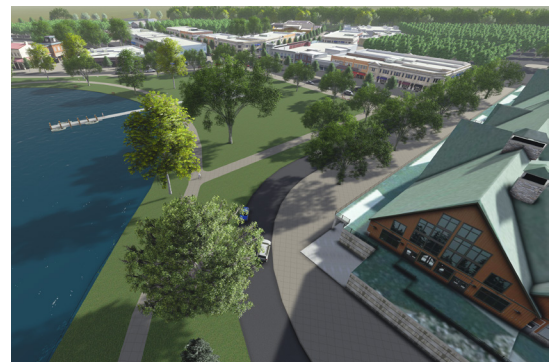
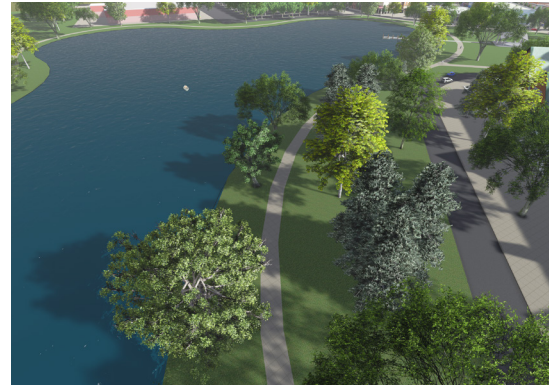
An alternative concept for the former Boston Hills Golf Course was a park gateway/lodge theme. This theme has an architectural style that complements the character of the Cuyahoga Valley National Park and uses natural materials that create a lodge-style, mixed-use development.

This concept takes advantage of the Village's location adjacent and within the Cuyahoga Valley National Park and establishes itself as the gateway to the park.

Amenities and services that embrace the recreational uses of the park were desired to be built on this site by residents and stakeholders.

Features Could Include:

- Lodge-style Hotel
- Small Conference Center
- Outdoor/indoor water park
- Recreation-based Retail
- Large Recreational Lake
- Recreational Trails
- Main street retail
- Community Center
- Civic green/park
- Roundabout at Olde 8 and Hines Hill Road
- Wooded neighborhood buffer
- Open Space

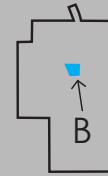


FOCUS AREA B

BOSTON HEIGHTS, OH

Office/Professional

- Somewhat flexible in permitted and conditional uses
 - Accessory uses can occupy up to 30% of usable floor area
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 40 feet (chimneys, etc. cannot exceed 50 feet)
- Minimum lot area of 4 acres
 - Structures and buildings cannot occupy more than 33% of total lot area
- Buildings size cannot exceed 30,000 square feet
- Open area required for 25% of total lot



Site Map



Office



WEST HINES HILL ROAD AREA

The Hines Hills Business Area is located adjacent to former Boston Hills Golf Course property. This 62 acre tract is already being developed as office use. The current zoning is Office/Professional and the site contains a newer corporate office building. The property has convenient access to State Route 8 and the Ohio Turnpike which provides the site with a competitive market advantage that can be desirable for business development.

The 21-acre property to the south of this focus areas is owned by the U.S. Government but is not part of the National Park. It was originally purchased for a U.S. Federal Governmental facility that was later built in Twinsburg. The U.S. Government has recently auctioned the property to private ownership, and so the plan recommends that this parcel be included in the development concept for this area.

EXISTING ZONING

Office/Professional

83 ACRES

PLAN

RECOMMENDATIONS

- Maintain the current zoning of Office Professional
- Establish architectural design standards to ensure the quality of the development is maintained
- Require natural buffers from Olde Eight Road to provide a natural setback from the development to reduce impact to existing neighborhood areas
- Adopt economic development tools to provide incentives to promote area
- Prepare marketing material to promote Village and development area
- Development relationships with property owner(s) to coordinate efforts to attract prospective developers, tenants, and businesses
- Promotion of re-commercialization of federal government property

FOCUS AREAS C & D

BOSTON HEIGHTS, OH

General Business

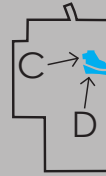
- Flexible in permitted and conditional uses
- All uses permitted in the Office Professional District
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 35 feet
- Minimum 1 acre lots
- Minimum 200 foot lot width
- Maximum 30,000 square foot building size

Retail Business

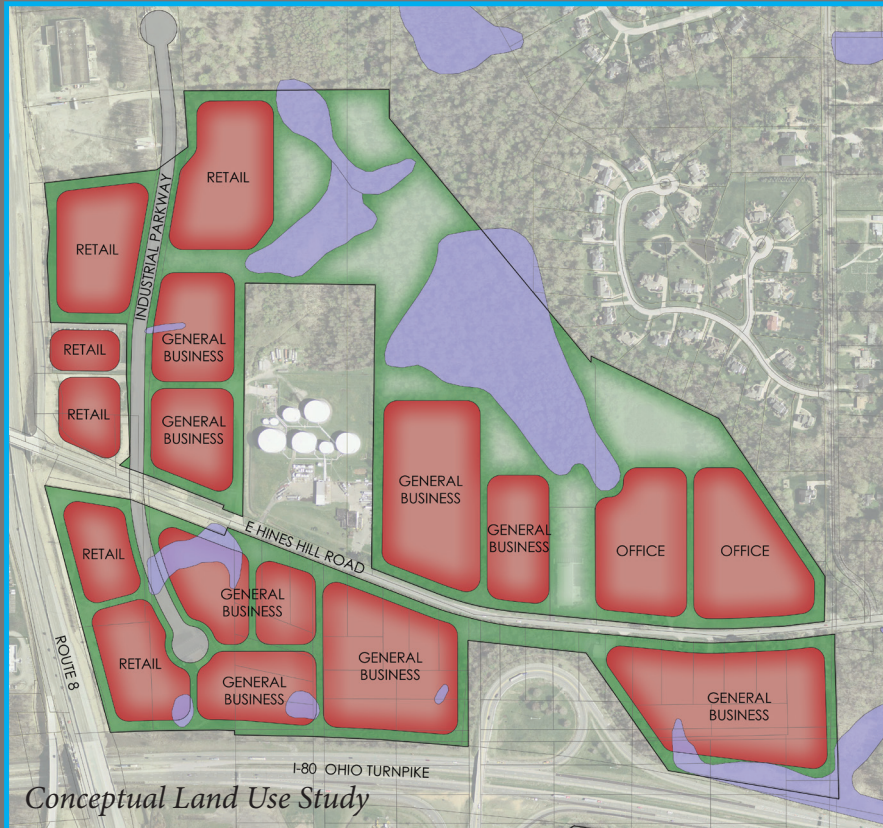
- Some site selection criteria for conditional uses
- Crematoriums, electronic gaming facilities and sales of fireworks prohibited
- Building height cannot exceed 35 feet (chimneys, etc. cannot exceed 50 ft)
- Minimum 1 acre lots
- Building structure ratio cannot exceed three times the ground area of the lot
- Minimum 200 foot lot width
- Open area required for 25% of total lot
- Maximum 50,000 square foot building size
- Allows for all uses permitted in the Office/Professional and General Business Districts

Office/Professional

- Somewhat flexible in permitted and conditional uses
- Accessory uses can occupy up to 30% of usable floor area
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 40 feet (chimneys, etc. cannot exceed 50 feet)
- Minimum lot area of 4 acres
- Structures and buildings cannot occupy more than 33% of total lot area
- Buildings size cannot exceed 30,000 square feet
- Open area required for 25% of total lot



Site Map



Business



Office



Retail



EAST HINES HILL ROAD AREA

The East Hines Hill Road Area is located on the north and south side of Hines Hill Road on the east side of the State Route 8 corridor. While there are still large undeveloped sections in this area, there are current businesses including an oil services facility and limited small offices along Hines Hill Road. Industrial Parkway parallels State Route 8 providing access to additional property. While this area has potential good visibility to the Route 8 and the Ohio Turnpike corridor, access from the south is not as convenient, as it requires drivers to exit at Boston Mills Road. Modifications to access on State Route 8 have altered convenient access to this area. Local convenient retail may be an appropriate use in this area. The community recognized the need for an additional gas station within the Village.

Other limitations include significant wetland conditions that may severely limit development.

The area north of this focus area, while zoned Retail Business, General Business and Office Professional, has significant environmental conditions such as wetlands and riparian systems that would severely restrict the development of this area because of approvals, permitting and construction costs.**

The development area may require extension or expansion of sewer and water service. The property has strong visibility to State Route 8 which provides the site with a competitive market advantage that can be desirable for attracting businesses and retailers.

EXISTING ZONING

Retail Business
General Business
Office/Professional

151 ACRES

PLAN

RECOMMENDATIONS

- Maintain the current zoning of Retail Business, General Business, and Office Professional
- Establish architectural design standards to ensure the quality of the development is maintained
- Maintain Office/Professional area to the east to serve as a residential buffer
- Adopt economic development tools to provide incentives to promote area
- Prepare marketing material to promote Village and development area
- Development relationships with property owner(s) to coordinate efforts to attract prospective developers, tenants, and businesses
- Attract a gas station with a convenience store within the development area
- Consult and conform to the *Brandywine Creek Balanced Growth Initiative Watershed Plan* as adopted by the Village in December 2013

**The 2008 Economic, Fiscal and Environmental Impact Report for the State Route 8 Corridor goes into detail about the environmental conditions and limitations in this area.

General Business

- Flexible in permitted and conditional uses
- All uses permitted in the Office Professional District
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 35 feet
- Minimum 1 acre lots
- Minimum 200 foot lot width
- Maximum 30,000 square foot building size

Office/Professional

- Somewhat flexible in permitted and conditional uses
 - Accessory uses can occupy up to 30% of usable floor area
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 40 feet (chimneys, etc. cannot exceed 50 feet)
- Minimum lot area of 4 acres
 - Structures and buildings cannot occupy more than 33% of total lot area
- Buildings size cannot exceed 30,000 square feet
- Open area required for 25% of total lot



Site Map



Business



Office Professional



Retail



EAST BOSTON MILLS ROAD AREA

The East Boston Mills Road Area is the 68 acre area is located on the north side of East Boston Mills Road on the east side of the State Route 8 corridor. The area is mostly undeveloped. The site has good access to State Route 8 and the Ohio Turnpike but has poor visibility from State Route 8. Adjacent office/business development to the east in Hudson also provides a compatible use however, the community is concerned about the residential and roadway impacts from development in this area. Other limitations include significant wetland conditions that may severely limit development. The development area would require extension or expansion of sewer and water service.

The property has great access to State Route 8 and the Ohio Turnpike which provides the site with a competitive market advantage that can be desirable for attracting businesses and retailers.

It should be noted that a Development Agreement pertaining to this site, Resolution 19-2005, was authorized by the Village of Boston Heights Council in May of 2005. This agreement is between the Village of Boston Heights, Boston Crossings LTD, and the property owners. It addresses concerns regarding mixed-use development on this site and should be referenced when a development proposal is being considered for this area.

EXISTING ZONING

Office/Professional
General Business

68 ACRES

PLAN

RECOMMENDATIONS

- Maintain the current zoning of Office/Professional and General Business
- Maintain Office/Professional area along Boston Mills Road to serve as a residential buffer
- Establish architectural design standards to ensure the quality of the development is maintained
- Encourage proper buffering and setback requirements to ensure development does not impact adjacent residential neighborhoods
- Adopt economic development tools to provide incentives to promote area
- Prepare marketing material to promote Village and development area
- Development relationships with property owner(s) to coordinate efforts to attract prospective developers, tenants, and businesses
- Consult and conform to the *Brandywine Creek Balanced Growth Initiative Watershed Plan* as adopted by the Village in December 2013

FOCUS AREA F

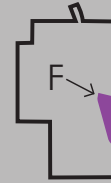
BOSTON HEIGHTS, OH

Light Manufacturing

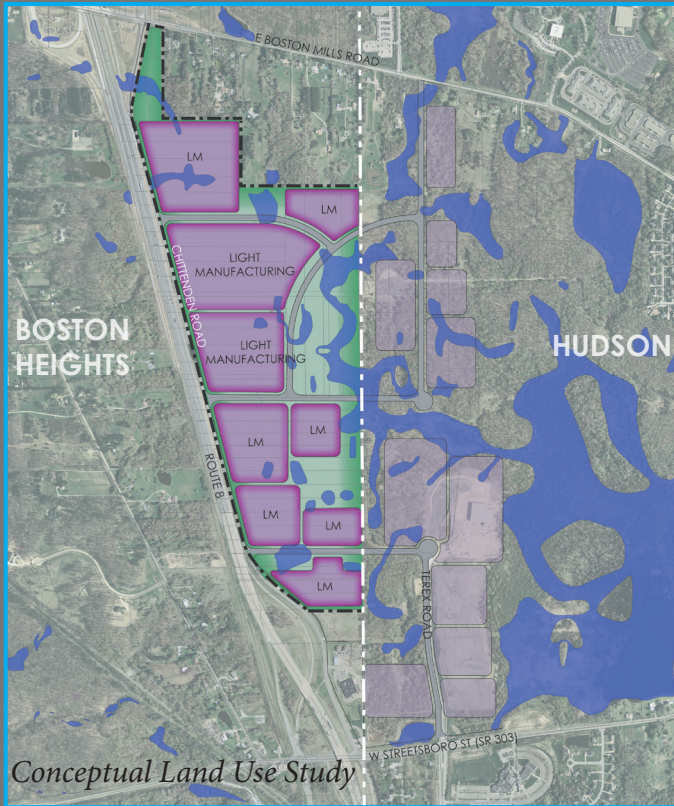
- Building height cannot exceed 75 feet
- Minimum 2 acre lots
- Minimum 200 foot lot width
- Maximum 50,000 square foot building size
- Special site planning required.
- Conditional uses permitted in the Office/Professional and General Business Districts
- All uses permitted in the General Business District
- Chemical processing, self-services storage facilities, sexually oriented businesses, crematoriums, electron gaming facilities and sales of fireworks prohibited

General Business

- Flexible in permitted and conditional uses
- All uses permitted in the Office Professional District
- Adult Entertainment Establishments prohibited
- Building height cannot exceed 35 feet
- Minimum 1 acre lots
- Minimum 200 foot lot width
- Maximum 30,000 square foot building size



Site Map



Office Professional



General Business



Light Manufacturing



CHITTENDEN ROAD AREA

The Chittenden Road Area is the 260 acre area is located on the east side of the State Route 8 corridor along Chittenden Road between East Boston Mills Road and south to the Hudson Border near State Route 303. The area is partially developed with low intensity uses such as equipment rental and storage facilities. The area currently lacks sewer and water necessary for more traditional development. The area has both good access to and visibility from State Route 8. Hudson Industrial Business Park is located to the east of the area and provides an opportunity to extend the industrial use in this area. This area has significant wetland conditions that may severely limit development. Utilities will also need to be extended to make this area developable. With strong visibility and access to State Route 8 and 303, this site has a competitive market advantage that can be desirable for attracting businesses and industrial users.

EXISTING ZONING

Light Manufacturing
General Business
Office/Professional

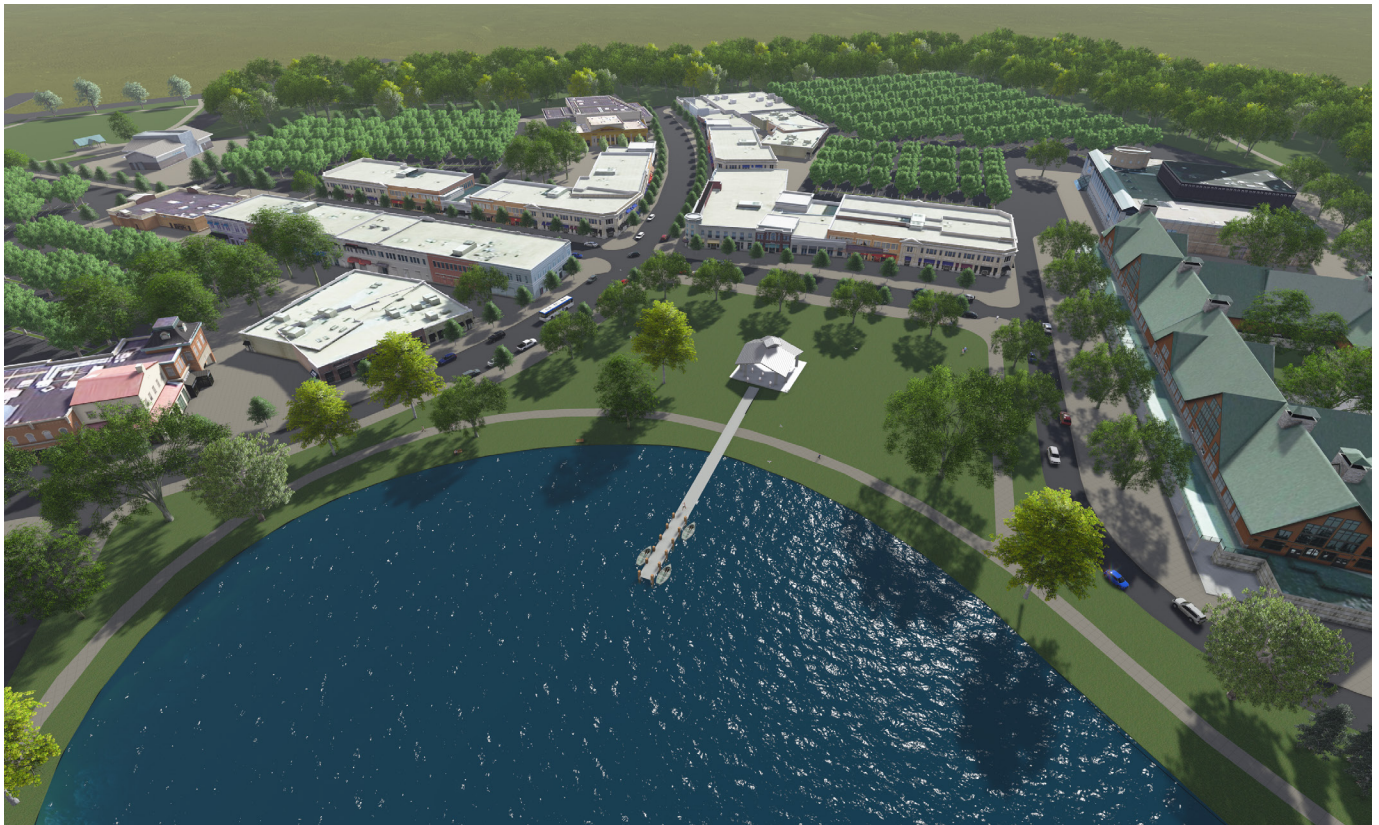
260 ACRES

PLAN

RECOMMENDATIONS

- Maintain and extend the current zoning of Light Manufacturing
- Establish architectural design standards to ensure the quality of the development is maintained
- Coordinate with existing adjacent utilities, and the City of Cleveland Division of Water, to determine the feasibility of future sewer and water connections
- Evaluate mutual agreement with the adjacent City Hudson on development opportunities and facilities
- Adopt economic development tools to provide incentives to promote area
- Prepare marketing material to promote Village and development area
- Development relationships with property owner(s) to coordinate efforts to attract prospective developers, tenants, and businesses

RECOMMENDATIONS

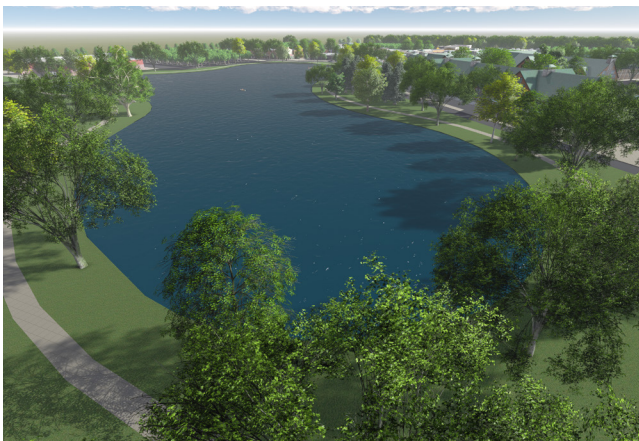


ZONING & DEVELOPMENT TOOLS

To accomplish many of the recommendations in this report, the Village can utilize various zoning and development tools. Many of the recommendations would not require rezoning of the property, but would add additional flexibility, restrictions and reviews necessary for approvals. Tools such as overlay districts and design standards allow the Village the opportunity to work with the developers on making sure that proposed development meets the quality and character desired by the community.

OVERLAY DISTRICTS

An overlay or floating district is a district superimposed upon another district which supersedes, modifies or supplements the underlying regulations. Depending on the code, the overlay district may provide additional zoning development criteria that is in addition to the underlying zoning. This could include a Natural Resource Protection District, or may replace the underlying zoning by providing alternative development criteria such as in a Special Commercial Development overlay district, such as alternative land uses, density adjustments, performance standards and design guidelines.



PLANNED UNIT DEVELOPMENT

A Planned Unit Development is a regulatory land use strategy that provides design flexibility for a development that usually contains a mixture of both land uses and dwelling types. PUD's can be applied as a stand alone zoning district or an overlay district. PUD increases administrative discretion to a local professional planning staff while setting aside present land use regulations and rigid plat approval processes. A PUD also enhances the bargaining process between the developer and government municipalities which in turn strengthens the municipality's site plan review and control over development for potentially increased profits due to land efficiency, multiple land uses, and increased residential densities.

NATURAL RESOURCE PROTECTION ZONING

The primary objective of this tool is to allow towns to make natural resource protection and open space preservation an important component of any subdivision of land. A development formula can be included, which combines the results of the conservation analysis, to assess the density that can be built in a development. Instead of using minimum lot size requirements (which can encourage sprawl) minimum density requirements are used to determine how many units can go into a development. Natural resource



Preferred Design Elements (from Public Involvement Process)

zoning also provides additional protection of resources outside of other regulatory requirements by including additional setbacks from streams and wetlands.

- Conservation design standards
- Planned Unit Development standards with ecological protection
- Natural Resource Overlay District (wetlands, riparian, steep slopes, canopy)
- Low Impact design standards (LEED, SITES, and other national green building standards)
- Wetland & Riparian setback standards by ecological quality/drainage area
- Groundwater protection zones

DESIGN STANDARDS

The general intent of Architectural Design Standards is to promote the general welfare of the community, protect and increase the value of buildings and properties, to maintain and enhance the image and character of the community and to ensure consistent and high quality development throughout the Village of Boston Heights. The standards should encourage quality, integrity of function, proportion, form, and use of appropriate materials, and detailing in architectural and site design. Design standards encourage developers, architects, landscape architects, and land owners to incorporate basic design requirements as a key element in overall project approval process. They can also provide applicants the community standards and intentions of the Village. Standards also inform applicants of the most common design and aesthetic intentions of the Village. This upfront clarity of design standards can shorten design and approval process by heading off design that may otherwise not meet the Village's standards.



Design standards need to be established to provide the appropriate level of detail and to provide clarity and establish clear understandings of intent without discouraging creative design approaches. Specific architectural styles or too much detail requirements should not be dictated. The design standards should promote:

- High quality architectural and site design
- Protection of sensitive land areas: stands of mature trees, wetlands, steep slopes, riparian areas, open space, existing natural features and view corridors
- Creation of commercial, office and industrial developments which result in a positive community influence

Architectural Design Standards can be applied to any or all zoning districts or used in special overlay districts. The design standards need to be incorporated in the zoning code and other development code and regulations related to health, safety, and general welfare of the community. Having it included in single family residential zones may be cumbersome for both property owners and the Village boards to manage. This plan does not recommend design or architectural standards for residential areas of the Village.

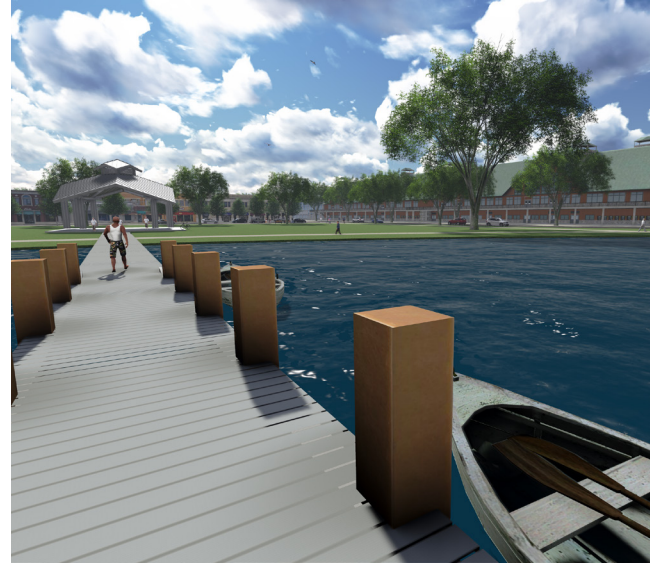
The standards typically apply to new construction, but can also be applied to the restoration, replacement, expansion or modification of any property (including, if desired, painting, roofing, siding, signage, architectural component substitution).



Architectural Design Standards can include design criteria and standards related to:

- General architectural style, rhythm, proportions, balance, & scale
- Parking & circulation
- Pavement
- Site drainage
- Grading
- On-site pedestrian facilities
- Building placement & orientations
- Building design
- Pedestrian & vehicular access
- Exterior building materials, details & colors
- Building mass, scale & size
- Roof forms, overhangs, pitch, materials
- Windows and doors locations, size, style, materials
- Architectural detailing
- Building & site lighting
- Signs
- Screening
- Site landscape & plantings
- Site furniture & amenities
- Public spaces
- Green building & low impact development standards

Architectural Design Standards need to be approved and incorporated into zoning code. It is more favorable to have the zoning code reflect a separate document, as it is easier in the future to amend and add to the separate document than it is to amend zoning code. As a separate document, the design standards would include the standards as well as the approval process. Design standards are typically reviewed by the Planning Commission or a separate body such as an Architectural Review Board through a public review process with similar due process as a zoning or development application. Typically, the reviewing board would have the authority to approve, deny, or modify the application in part or whole. Appeal process would be similar to other planning commission decisions.



MARKETING & ECONOMIC DEVELOPMENT TOOLS

In order to stimulate the desired types of development in the designated focus areas, the Village can utilize tools to encourage businesses to relocate within its boundaries. The first step would be for the Village to develop a comprehensive marketing plan. Components of this plan could be a Village logo, “tag-line”, or a one-page marketing brochure that could be mass produced or usable electronically. The Village recently created its website, which is a great start. However, further development of the website is crucial to a successful marketing plan. The website must be updated on a regular basis with current contact information, available land and incentive programs used by the community and available to developers.

There are many economic development programs available to local governments such as the Community Reinvestment Area Tax Abatement, Tax Increment Financing and tax credits offered by both the state of Ohio and local government to name a few.

- Community Reinvestment Area (CRA) – allows real estate tax abatement on investment for up to 15 years. Abatements to companies with more than \$1 Million Dollar payroll must have an agreement on sharing income taxes with the appropriate school district.
- Tax Increment Financing (TIF) – allows real estate taxes to be diverted to pay for public infrastructure that was needed to for the project such as roads, water and sewer lines and other public utilities.
- Job Creation Tax Credit (JCTC) – provides a tax credit to the company upon investment in the community and job creation. JCTC is available from the state of Ohio as well as the Village. The Village may offer a tax credit based on income taxes paid to the community annually.

ROUNDBABOUT (HINES HILL/OLDE EIGHT ROAD)

The intersection of Hines Hill Road at Olde Eight Road is a high-crash intersection. Intersection crash data is typically analyzed in three year increments and the crash data available at the time of this study was for 2010 through 2012. Eleven vehicular crashes were recorded during that time period and every crash at that intersection reported an injury or property damage. Because of the number of crashes and in this particular case, the type and severity of those crashes, the Hines Hill Road/Olde Eight Road intersection has recently been regionally significant within the AMATS region which includes Summit and Portage Counties. With any high-crash intersection, safety is a major concern.

Residents and stakeholders were concerned about the high-crash location that was located in their village. They also desired a type of gateway feature that welcomes visitors and residents to the Village of Boston Heights and to the potential new development at the former Boston Hills Golf Course. Because of the types and severity of the crashes at Hines Hill and Olde Eight Road, and the

aesthetic improvement desired by residents and stakeholders, a roundabout is being recommended as a future improvement for the intersection. If the location appears again as regionally significant crash location in the next set of crash data that is released, it is recommended that a detailed engineering study be conducted to ensure that the design of the new roundabout alleviates any site distance issues that might currently be causing the crashes.

There are many benefits of roundabouts when compared to a stop-controlled intersection. Roundabouts reduce the severity of crashes, eliminate head-on crashes, reduce conflict points within the intersection and serve as a traffic calming measure. In the United States, it has been found that single-lane roundabouts operate more safely than two-way stop-controlled intersections and dramatically decrease the number of injuries at that intersection (FHWA). According to the Federal Highway Administration (FHWA), a roundabout that operates within its capacity will generally produce lower delays than a signalized



intersection operating with the same traffic volumes and right-of-way limitations. This means that a roundabout will either take the same amount of time, or potentially lower the amount of time, it takes for a vehicle to move through the intersection, while improving safety, compared to a signalized intersection in the same location, assuming that the roundabout operates at capacity. An additional benefit to building a roundabout at this location is that it creates a visual separation between the future commercial development and the existing residential areas.

Pedestrians with vision impairments may have more difficulty crossing roundabouts due to a few key factors:

- Pedestrians with vision impairments may have trouble finding crosswalks because crosswalks are located outside the projection of approaching sidewalks and the curvilinear nature of roundabouts alters the normal audible and tactile cues they use to find crosswalks.
- Roundabouts do not typically include the

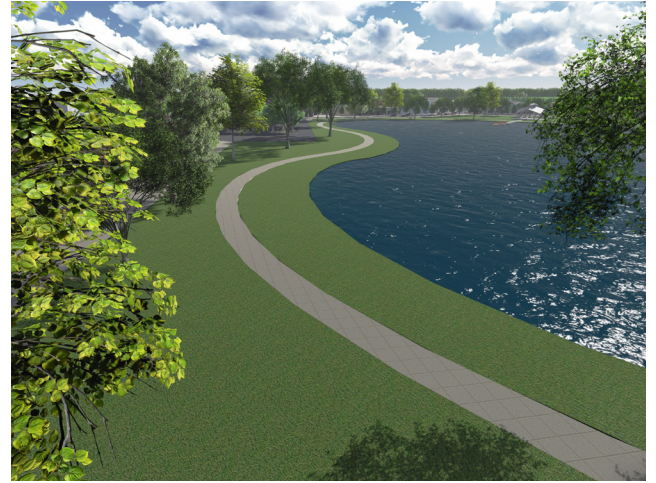
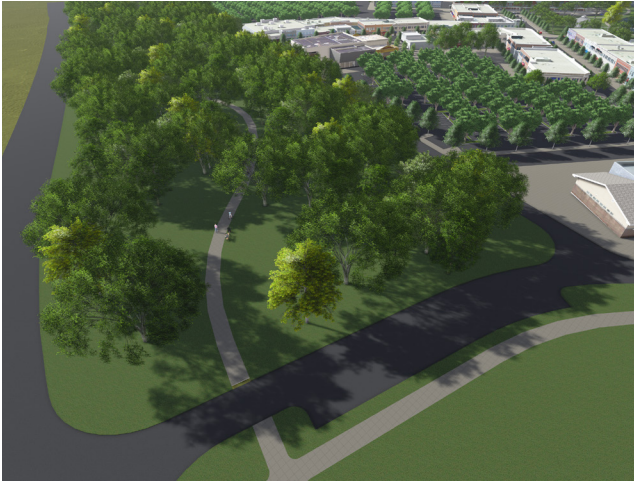
normal audible and tactile cues used by pedestrians with vision impairments to align themselves with the crosswalk throughout the crossing maneuver.

- The sound of circulating traffic masks the audible cues that blind pedestrians use to identify the appropriate time to enter the crosswalk (both detecting a gap and detecting that a vehicle has yielded).

Bicyclists have a broad range of skills and experiences, and roundabouts are typically designed to accommodate that wide range. Bicyclists should be provided similar options to navigate roundabouts as they have at conventional intersections, where they navigate either as motor vehicles or pedestrians depending on the size of the intersection, traffic volumes, their experience level, and other factors. Bicyclists are often comfortable riding through single lane roundabouts in low-volume environments in the travel lane with motor vehicles, as speeds are comparable to a conventional intersection and potential conflicts are low.



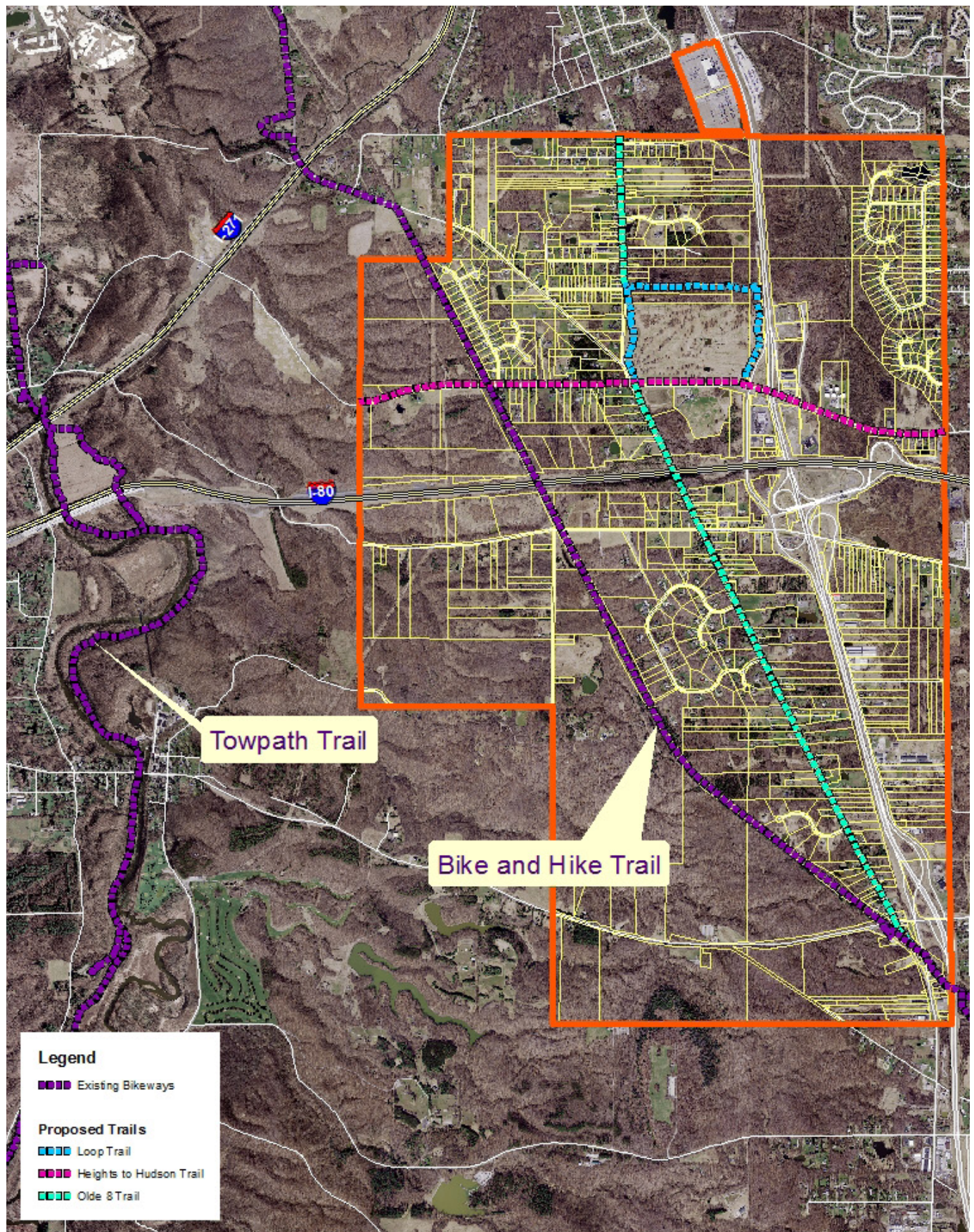
ALL-PURPOSE TRAILS



There was a strong desire from the public for increased and improved bicycle and pedestrian amenities in the village. Trails were the most common cited facility desired by the public. Bike lanes and sidewalks were desired by some residents as well. Given the rural nature of the Village of Boston Heights, sidewalks are not being recommended within the public right-of-

way as part of this plan. (Sidewalks should be required to be constructed as part of any mixed-use development within the Village as well.) Three all-purpose trails, also referred to as “shared use paths”, are recommended as part of this plan; one of which is already in the preliminary alignment stage of the design process. All-purpose trails are multi-modal, accommodate the use of



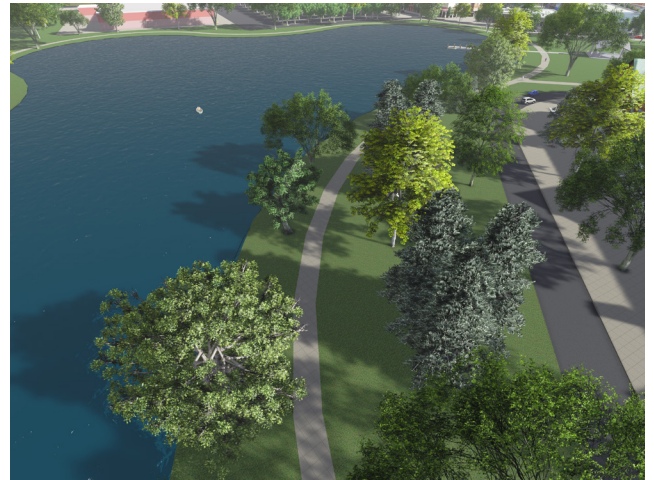


bicyclists and pedestrians, and where built, are a more appropriate facility than sidewalks for a rural community because they do accommodate multiple types of users.

The first trail recommended as part of this plan is the Heights to Hudson Trail. The Village of Boston Heights is currently collaborating with the City of Hudson on the preliminary alignment of this trail. The Heights to Hudson Trail creates a much-needed east/west multi-modal connection that spans the width of the Village along Hines Hill Road. A portion will run along the south of the Special Development Area at E. Hines Hill Road. (See “Heights to Hudson Trail” proposed alignment in fuchsia on the previous page.)

The second trail recommended is the Loop Trail, which could be constructed as part of the new development on the former Boston Hills Golf Course. As the name suggests, the all-purpose trail should create a full “loop” around the perimeter of this Special Development Area, through the reserved greenspace Area 3, and connect to the proposed Heights to Hudson Trail. (See “Loop Trail” proposed alignment in blue on the previous page.)

The trail should be at least 10 feet wide to accommodate bicyclists and pedestrians as well as passing space for faster trail users. It would provide local access to both the greenspace open area and to proposed retail facilities.



Further consideration should also be given to a trail connection between the Heights to Hudson Trail and the Village’s Matthews-Thomas Park.

In the future, the Village could consider extending an Olde 8 Trail to the northern border of the Village and further south to State Route 303 to join with the Bike & Hike Trail. This might be redundant, given the proximity of that existing trail parallel to Olde Eight Road. (See “Olde 8 Trail” in light green.)

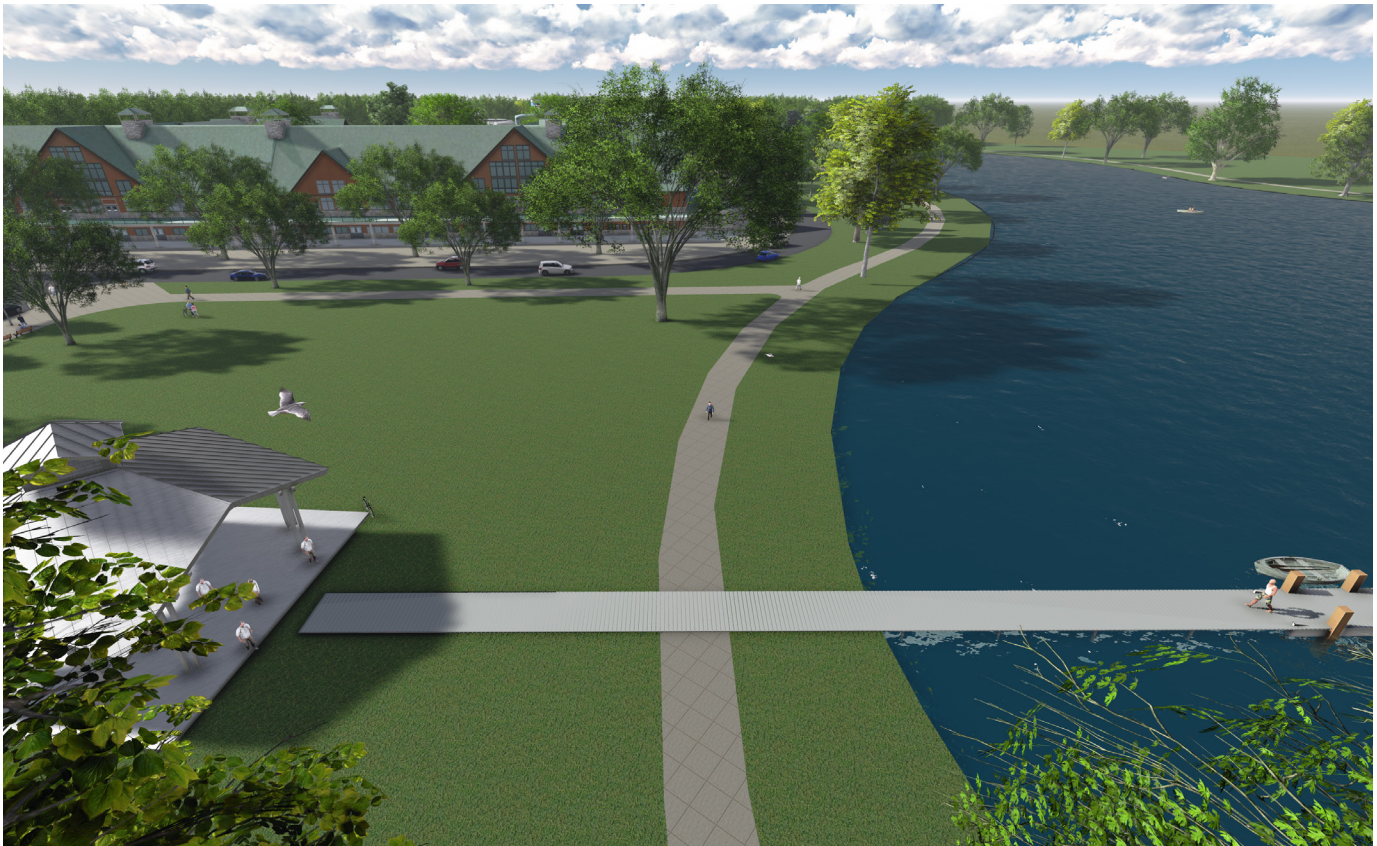


Bicycle Intersection Warning Sign



Pedestrian Intersection Warning Sign

According to the MUTCD (Manual on Uniform Traffic Control Devices), Intersection Warning signs may be used on a roadway, street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used. Intersection Warning signs should not be used where the shared-use path approach to the intersection is controlled by a STOP sign, YIELD sign, or a traffic control signal.



IMPLEMENTATION

NEXT STEPS



DEVELOPMENT REVIEW CHECKLISTS

Establish a design review check list for all development submissions so that reviews are complete and expectations are clear. Checklists provide developers and Village staff and boards with a clear and predictable outline of schedule and submission requirements. This reduces burden on time and resources by having to request additional information, boards denying or tabling applicants because of lack of appropriate information to make informed decisions. Planning applications should be included in submittals for municipal reviews. Information on checklists should include:

- Applicant and engineer contact information
- Parcel information including property owner, parcel number, acres, lot dimensions, vicinity map
- Zoning requirement matrix
- Survey information including topography, easements, street names, property boundaries, scale, etc.
- Development information including building area, impervious percentage, landscape and green space calculations
- Utility services, connections, and demand requirements
- Natural Resources including wetlands, floodplain, and riparian setbacks
- Traffic, access management, truck/emergency vehicle access movements, and parking code calculations
- Lighting
- Landscape plans
- Stormwater management plan

APPEARANCE/DESIGN REVIEW BOARD

With the creation of architectural design guidelines, it would be appropriate to establish an appearance/design review board to review submittals for future projects in certain zoning classifications based on design and architectural design standards. If creating a Board is not realistic within the Village, these duties can be assigned to the Planning Commission.

PROPERTY MAINTENANCE STUDY

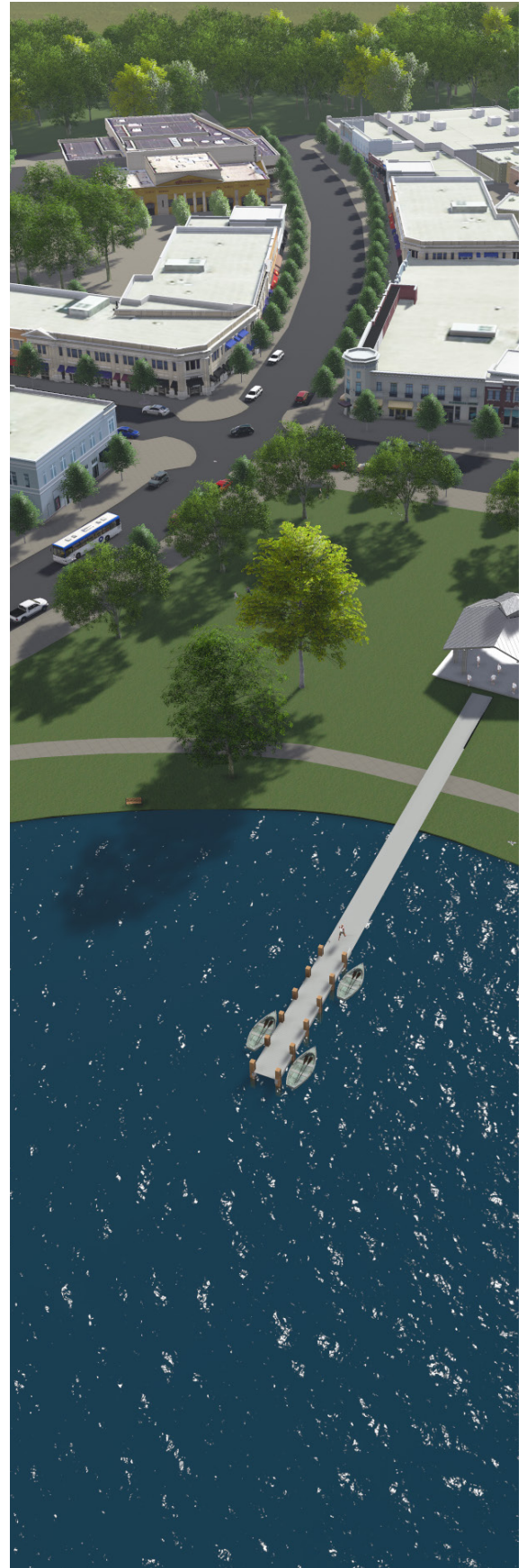
Maintaining real estate values in the community is directly linked to the condition and appearance of the residential housing stock. To keep the quality of residential character, the Village should consider a study of current conditions of the Village residential and commercial structures related to current property maintenance standards to ensure that community character and property values are maintained. Once existing structures are evaluated, assistance can be provided to residents to ensure housing stock is maintained such as information about available housing rehabilitation programs and available loans from financial institutions. Point-of-sale inspections are also an option for the Village. In many communities, an associated fee can be required.

WATER SERVICE STUDY

With a large percentage of the residential homes on well water, residents were in favor of providing water to more parts of the community. While the availability to extend water into some of the neighborhoods is possible, the larger concern is how the Village and residents would pay for the extensions. In 2013-2014, the Village began implementation of a Water Plan that will bring water service to much of the northwest of the Village. The Village should review water sources for areas that are not currently served, and funding options for further implementation.

SANITARY SEWER STUDY

With a large percentage of the residential homes on septic systems, residents were in favor of providing sewer to more parts of the community. While the availability to extend sanitary into some of the neighborhoods is possible, the larger concern is how the Village and residents would pay for the extensions. The Village should continue to evaluate opportunities for providing sanitary service to residential and future development areas. The Village should also conduct a Village-wide sanitary sewer study to determine existing service and areas that are underserved or not currently served including funding options for implementation.



ROUNDBABOUT

The cost to reconstruct a typical signalized intersection into a single-lane roundabout ranges from \$400,000 to \$1,000,000. Varying right-of-way costs create a large price range for reconstruction projects like this one. It is known that corner sections of all four properties at the Hines Hill Road and Olde Eight Road intersection will have to be partially acquired in order for the roundabout to be built at this intersection. The southern section of Brandywine Road, where it intersects with Olde Eight Road, also might need to be reconfigured in order for the roadway between the roundabout and Brandywine Road/Olde Eight Road intersection to operate safely and at an acceptable level-of-service (LOS).

It is recommended that AMATS and the Village of Boston Heights observe the crash data for the intersection of Hines Hill Road and Olde Eight Road over the next few years. If this location continues to be regionally significant as a high-crash location, it is highly recommended that the two stakeholders work together to fund an engineering study to ensure that the design of the roundabout alleviates any site distance issue that might be present before the preliminary engineering, design and construction of the roundabout occurs.

Safety money from ODOT is a possible source of funding for this project.



ALL-PURPOSE TRAILS

All of the recommended trails converge at the junction of Olde Eight and Hines Hill Road. Provisions for these trails should be made during development planning for the Special Development Area at the former Boston Hills golf course and adjacent commercial properties.

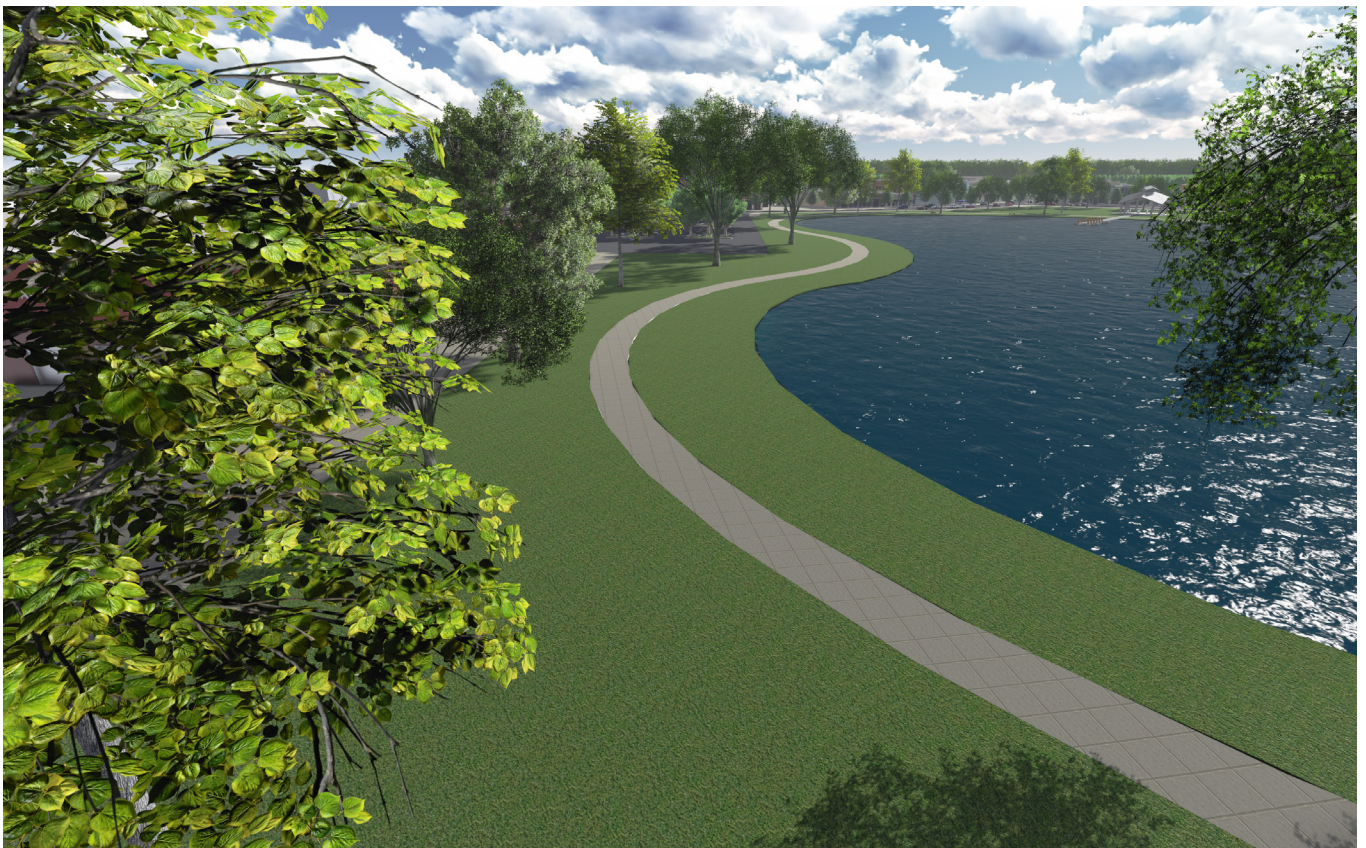
In order to be eligible for federal funds, the trails should follow AASHTO (American Association of State Highway and Transportation Officials) standards and be at least 10 feet wide. This width also accommodates bicyclists and pedestrians that are using the trail at the same time, as well as passing space for faster trail users. AASHTO standards also require buffer zones on either side of a trail. At least a 5-foot buffer between the trail and a roadway or parking lane is required and a 2-foot buffer if no roadway or parking lane is present. It is recommended that all trails built within the Village follow AASHTO standards in

order to be eligible for federal funding as well as follow the best practices in design for trail safety.

In addition to the Village's general funds and developer contributions, there are multiple types of funding and grant opportunities available to fund all-purpose trails and other multi-modal facilities.

All-Purpose Trail Funding Sources Include:

- Surface Transportation Program (STP) - AMATS
- Transportation Alternatives Program (TAP) - AMATS
- Congestion Mitigation and Air Quality Improvement (CMAQ) - AMATS
- Recreational Trails Program - AMATS
- Clean Ohio Trails Fund - ODNR



PARTNERING AGENCIES

Many of the residents attending the Focus Groups had questions relative to various aspects of Village government many of which were not the responsibility of Boston Heights Village. In order to clarify the questions and roles and responsibilities of stakeholder agencies, the following table explains some of the questions posed at the Focus Groups.

AGENCY	PURPOSE OR FUNCTION	CONTACT INFORMATION
Boston Heights Village	Services provided directly or by contract <ul style="list-style-type: none"> • Police • Fire / EMS • Road Repair • Village Park • Code Maintenance • Recreation 	Mayor Bill Goncy 45 E. Boston Mills Road Hudson, OH 44236 330-650-4111 www.villageofbostonheights.com
Cleveland Division of Water	City Water Services (Majority of residents are served by private well water).	Cleveland Division of Water 216-664-2444 - Administration 216-664-3130 – Customer Serv. www.clevelandwater.com
Dept. of Environmental Services (Division of Summit County Government)	Sanitary Sewer (a Dept. of Summit County Government) Provides sanitary sewer services to various areas in the county; issues permits for new connections and quarterly billing for services.	DOES 2525 State Road Cuyahoga Falls, OH 44223 330-926-2493 www.co.summit.oh.us
Northeast Regional Sewer District (NEORS)	Stormwater Management both for quality and quantity of stormwater. Developed a plan to address regional drainage problems, manage watersheds and floodplains. Implemented a monthly fee based on each parcel in 2013. Some, but not all of Boston Heights properties, are included in the NEORS service area.	NEORS 3900 Euclid Avenue Cleveland, OH 44115 216-881-6600 www.neorsd.org
Summit County Government	Services Provided: <ul style="list-style-type: none"> • Animal Control • Dog Licenses • Job & Family Services • Property Records • Sheriff • Prosecutor 	Summit County Government 175 S. Main Street Akron, OH 44308 330-643-2627 www.co.summit.oh.us
Summit County Soil & Water	Works to provide technical assistance for innovative programs to conserve soil, improve water quality and enhance the natural resources.	Summit County Soil & Water 2525 State Road Cuyahoga Falls, Ohio 330-929-2871 www.summitswcd.org
Summit County Health District	Works to protect and advance the health of the entire county.	SCHD 1100 Graham Road Circle Cuyahoga Falls, Ohio 44224 330-923-4891 www.scphoh.org

FUNDING SOURCES

SOURCE OF REVENUE	PROGRAM NAME	PROGRAM DETAILS
DOPWIC	Infrastructure Program and Small Government Program – District 8	Annual grant program that provides grant and loan money to communities for water and sewer lines and various street improvements. Competitive grant due June 30, of each year. Boston HTs can access funds in both the Infrastructure Program and Small Government Program. Round 27 is due June, 2013.
Ohio Water Development Authority	Loan Program; Grant Program for Research & Development;	OWDA provides funds to communities for infrastructure for drinking water, surface water, wastewater, and solid waste projects along with providing technical service and education. Applications are accepted monthly.
Ohio Local Government Innovation Fund	LGIF	Up to \$100,000 to study areas of regionalization between communities. Grant program is sponsored by Ohio Development Services. Loans up to \$100,000 per community are available for implementation once the study is completed.
ODSA	Alternative Stormwater Infrastructure Loan Program	This program offers loans for the design and construction of green infrastructure projects if they relate to economic development activity. Up to \$5 Million can be loan. Funds can be used for design, demolition, construction, materials and administrative costs associated with green infrastructure projects.
AMATS	TIP	The Community can work with AMATS to meet requirements so the specific plan can be placed on their prioritized list of federal-aid highway, transit, bicycle and enhancement projects in the 3-county region. This program is the implementation tool of the long-range plan for AMATS and as projects get closer to implementation, they are placed on the TIP to secure federal funds.
Summit County Engineer's Office	Road Improvements	Funds are available for work on county roads including road and bridge construction plans; bridge inspections; project planning; environmental research; construction management; road and bridge maintenance; traffic studies; vehicular counts; geodetic surveys; and tax map revisions. Funds are from: Ohio Vehicle Registration Fee, County Permissive Motor Vehicle License Tax, State Gasoline Tax and available Federal Highway and Bridge Funding.
Local Funds	Development Impact Fees	Impact fees vary for each community. These fees can range from a one-time fee for new development of a set amount of money to a tiered system based on the impact to the community. The City of Portland, Oregon recently imposed a System Development Charges, or SDCs, which are one-time fees assessed on new development to cover a portion of the cost of providing specific types of public infrastructure (such as water, transportation, and parks) needed as a result of new development. SDCs help ensure that growth pays for the need it creates, and is a key piece of a balanced funding strategy. The City imposed a tiered fee structure to pay for park improvements.
Local Funds	Special Improvement District (SID)	The Ohio Revised Code allows local businesses to work together to create a Special Improvement District wherein businesses agree to tax themselves in order to pay for a service or improvement that the local government cannot afford. Ohio Revised Code Section 1710.02 is the enabling authority for municipalities.
Local Funds	Tax Increment Financing (TIF)	Tax Increment Financing (TIF) is a tool that uses future gains in taxes to finance current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URA) that meets certain economic criteria and approved by a local governing body. ORC Section Sections 5709.40 - 5709.43 outlines specific requirements for municipalities.
ODNR	Clean Ohio Trails Fund	The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Up to 75 percent matching State of Ohio funds are reimbursed under Clean Ohio Trails Fund. All projects must be completed within 15 months from the date that they are signed into contract. Eligible projects include: Land acquisition for a trail, trail development, trailhead facilities, engineering and design. (Please note: Funding for this program has been postponed at this time).
AMATS	Recreation Trails Fund	Eligible projects include development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trails.
AMATS	Surface Transportation Funds (STP)	Funding for paved shoulders; restriping roads to create wider lanes; building sidewalks and trails; installing traffic calming and marking crosswalks or on-street bike lanes as part of new highways or roadways.
AMATS	Transportation Alternatives Program	The Transportation Enhancement Program provides funds for projects that enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of transportation infrastructure. Primary project categories are Historic and Archaeological, Scenic and Environmental, and Bicycle and Pedestrian. This program provides up to 80% of costs for construction only. Right-of-way acquisition costs are only allowable for specific qualifying activities (acquisition of historic sites, scenic easements, and abandoned railway corridors). Applicants must commit to a 20% cash match for construction, which must be currently available and readily accessible.
Bikes Belong, Inc.	Community Partnership Grants	These grants are designed to foster and support partnerships between Village or county governments, non-profit organizations, and local businesses to improve the environment for bicycling in the community. Grants will primarily fund the construction or expansion of bicycle facilities such as bike lanes, trails, and paths. The grants committee will also consider advocacy projects that promote bicycling as a safe and accessible mode of transportation.
Private businesses	Various	Many businesses are willing to partner with the community to fund projects such as the creation of bicycling routes to encourage their employees to exercise and improve their health.
Private Foundations	Various	Variety of private and independent foundations are available that have an interest in the well-being of the Boston Heights community who may be willing to support a project for the greater good of the community.

APPENDIX

VILLAGE OF BOSTON HEIGHTS

45 E. Boston Mills Road • Boston Hts., Ohio 44236
Phone 330.650.4111 or 330.656.2575 Fax 330.655.9578

Village of Boston Heights Comprehensive Zoning Plan Committee

CHARTER

I. Mission

The Village of Boston Heights Comprehensive Zoning Plan Committee (VBHCPC) purpose is to develop a comprehensive land-use planning document providing a framework to the Village government to guide future legislation and policy decisions governing land-use patterns, management and preservation of natural resources, housing conditions, population densities, roadways, and other infrastructure issues that impact the Village of Boston Heights.

II. Vision

Clearly articulate a comprehensive plan document for the Village of Boston Heights which provides general guidelines to create a community:

1. That children and adults of all ages will want to live in;
2. That reflects the ideal combination of affordable and pleasing housing, desirable recreational opportunities, abundant green spaces, broad scope of services, and desired commercial areas that are aesthetically pleasing and revenue producing.

III. Objective

Over the next year, develop a Comprehensive Plan that uses resident input and concludes with a set of recommendations established by the VBHCPC. The recommendations will be in the form of goals and land use policies for the Village.

IV. Strategies

1. Quality of life issues are paramount.
2. The plan shall reflect values and philosophy for the community good.
3. Physical and economic development shall address the basic needs of the Village.
4. The plan shall be a policy instrument.
5. The plan must be based upon input from Village residents and other stakeholders via formats which assure that all have an opportunity to express their expectations, hopes, and dreams for the Village.
6. The planning process shall include reviewing relevant comprehensive plans used in similar communities.
7. The planning process will be cognizant of the attributes and resources of:
 - a. Our neighboring communities, and
 - b. The Cuyahoga Valley National Park.
8. The plan shall reflect a long-range vision.

VILLAGE OF BOSTON HEIGHTS

45 E. Boston Mills Road • Boston Hts., Ohio 44236
Phone 330.650.4111 or 330.656.2575 Fax 330.655.9578

Village of Boston Heights Comprehensive Zoning Plan Committee

To: Village Council
From: Comprehensive Zoning Plan Committee (VBHCPC)
Subject: Results of the Community Survey

As a first step toward the creation of a Comprehensive Plan (as identified in the Committee's Charter - attached), the committee solicited input from the Village residents in the form of a Community Survey. This survey was conducted during the summer of 2009 and the results of that survey are included in this memo. The survey was sent by mail to 463 Village residences and the Committee received 190 total responses. In terms of typical surveys, this is an outstanding response and far exceeded the expectations of the Committee. It is important to note that the results of this survey are intended to serve as a guideline for long-term planning, not a referendum - and especially not a mandate for immediate action.

The total cost incurred by the Village for the survey:

\$486.15	Postage
\$ 32.84	Envelopes
\$ 98.95	Color copies
\$ 21.94	B&W copies
<u>\$ 23.15</u>	<u>Paper</u>
\$663.03	Total (or \$1.43 per survey)

The survey contains 4 parts:

Part A: Quality of Life – Community improvements
Part B1: Land Use – Development of property with ready access to State Route 8
Part B2: Land Use – Residential Housing outside of State Route 8 corridor
Part C: Funding – Paying for services

Attached to this memo are the questions contained in the survey and the responses received. The respondents were asked to rank the items provided in each question in terms of preference, providing a “1” for their highest preference, a “2” for their second, and so on. The data from each survey was then compiled into a large spread sheet. Each response then received a weighting in accordance to its preference with a “1” having more weight than a “2” and so on. The final results were then scaled so that the item with the highest preference in each part received a ranking of “10”. Each of the other responses for the same question is then shown in order of declining preference.

The committee consists of volunteer residents and Village officials. All meetings are open to the public. All the surveys and the work products of the committee are a matter of public record and are available from Village Hall. I want to thank the residents of the Village for their overwhelming response and the Committee for the many hours they spent creating and compiling the survey results. The individuals responsible for the survey are:

Ted Chandler	Paul DuMont	John Codrea	Michael Bush
William Hinkle	Michael Cheung	Bill Goncy	

Respectfully submitted,
Michael A. Bush, Chairman

VILLAGE OF BOSTON HEIGHTS

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 Phone 330.650.4111 or 330.656.2575 Fax 330.655.9578

Village of Boston Heights Comprehensive Zoning Plan Committee

PART A Quality of Life

Here is a list of things that could make this a more ideal community. At the end, you can add other items that you would desire. Among all of these (including the ones you've added), place a number "1" for your first choice, a "2" for your second, and so on. If you feel it's unnecessary, leave it blank.

___ improve current park (e.g. larger playground, tennis courts, improve pool)

___ add new parks or green space

___ create community garden

___ establish village green or village square

___ construct feeder bicycle trail to main trail

___ provide bike/pedestrian lane on major roads

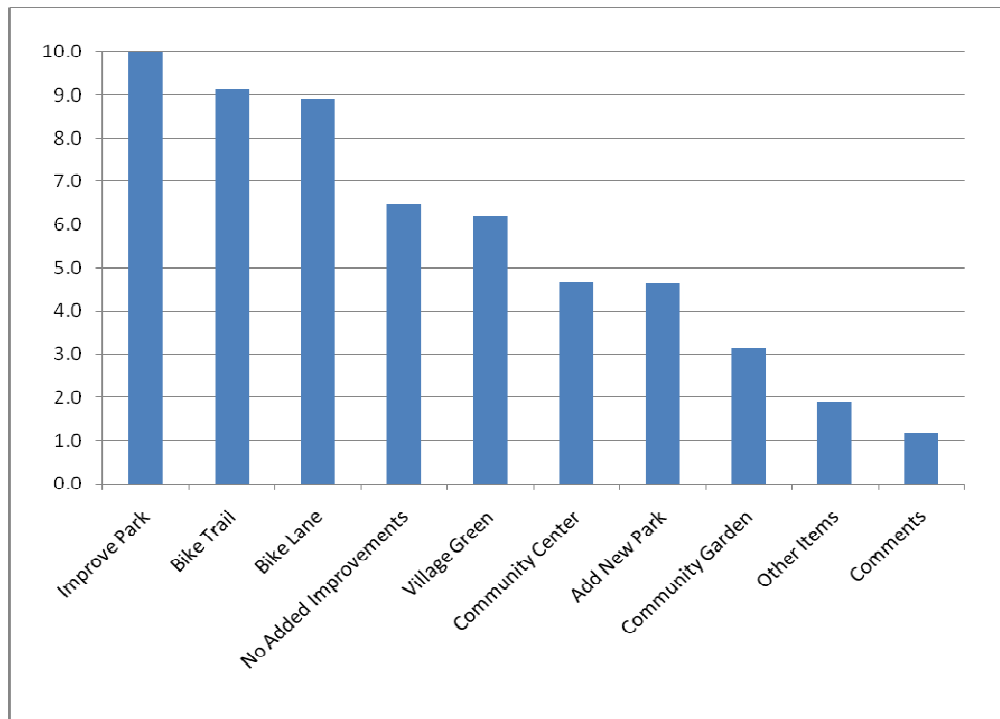
___ build a community center

___ other items _____

___ no additional improvements necessary

___ additional comments?

Desirability



Improvement

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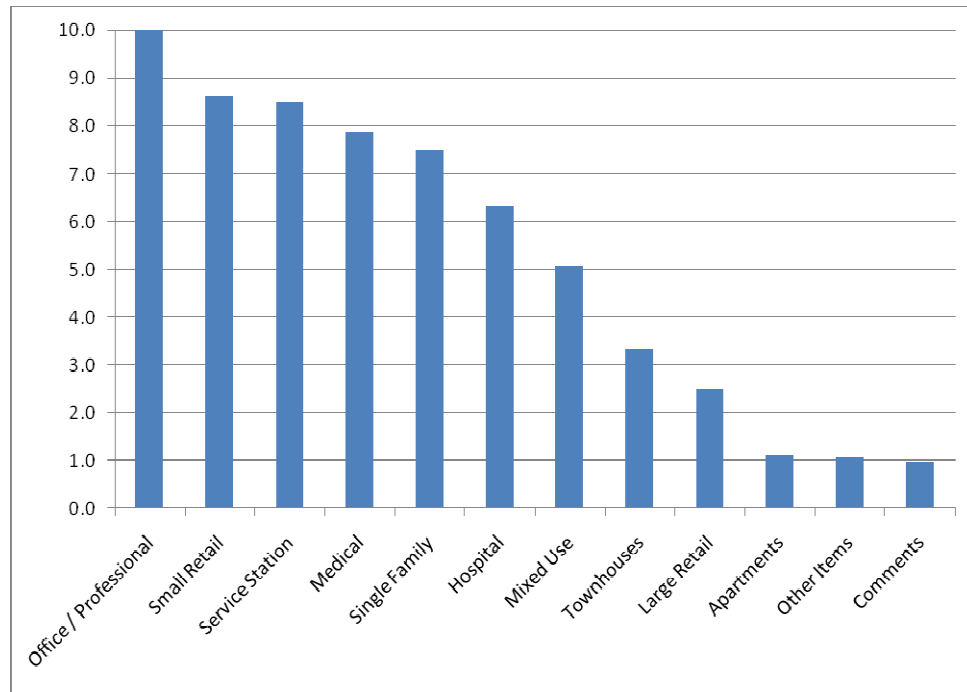
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PART B1 Land Use

What is your preference for the development of property with ready access to State Route 8? Among all of these (including the ones you've added), place a number "1" for your first choice, a "2" for your second, and so on.

- | | |
|---|--|
| <input type="checkbox"/> office/professional | <input type="checkbox"/> small retail shopping |
| <input type="checkbox"/> single family housing | <input type="checkbox"/> large retail shopping |
| <input type="checkbox"/> townhouses/condominiums | <input type="checkbox"/> mixed use: residential & commercial |
| <input type="checkbox"/> apartments | <input type="checkbox"/> other items? _____ |
| <input type="checkbox"/> medical offices | <input type="checkbox"/> additional comments? _____ |
| <input type="checkbox"/> hospital and / or medical emergency facility | _____ |
| <input type="checkbox"/> service station | _____ |

Preference



Land Use – w/Access to Rt8

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PART C Funding

Keeping or increasing services for the community may require additional revenue at some point in the future. Among all of these possibilities (including the ones you've added), place a number "1" for your first choice, a "2" for your second, and so on.

___ income tax (currently 2%)

___ commercial development

___ special real estate assessments (currently none)

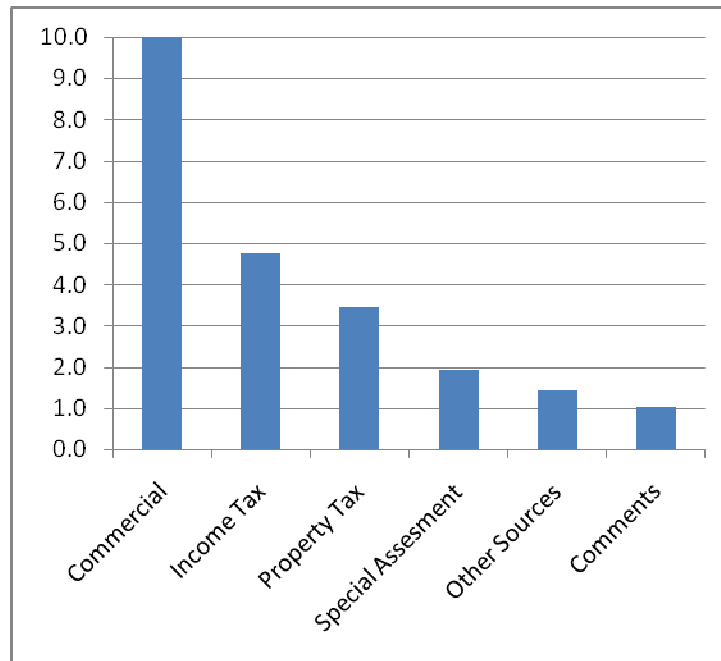
___ other sources? _____

___ property tax
(currently \$205 per \$100,000 of market value*)

___ additional comments?

*Village taxes only, not including School or County taxes

Preference



Funding Options

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Overarching Principles for Aesthetics/Design

Ted Chandler

1. Maintain & enhance the guardianship of CVNP
2. Preserve the rural character of the Village
3. Provide commercial-free visual screening/landscape buffers to address incompatibility of zones, monotony, eyesores
4. Provide at least 25% of commercial area in landscaping
5. Construct visually pleasing hike/bike trails to connect to existing ones
6. Planting of diverse trees & plants to beautify, improve quality of life & address environmental issues, such as run off
7. Encouragement of decorative fencing
8. Plant materials should be indigenous, non-invasive, moderately fast growing, & require minimal maintenance
9. Preference for variety of plants with year round appeal
10. Use of trees, shrubs & decorative fencing for buffering
11. Architectural style, bulk, shape, massing, height, scale, rhythm of openings, roof shapes, directional expression shall be consistent with the character of the area & be in harmony with neighboring buildings
12. Earth tone colors and natural building materials are encouraged
13. Emphasis is upon a green orientation (See separate list)
14. To the extent possible existing trees shall be preserved
15. Reduction of noise, air, visual pollution & headlight glare
16. Artificial lighting should be integrated with the design of buildings & be glare-proof & diffusion-proof

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Greening Boston Hts.

Ted Chandler

**Website (18Seconds.org) pits town against town in the battle to get greener.
(Ex. light bulbs)**

1. Walkable / Bikeable community
2. All village vehicles converted to natural gas
3. Develop local chapter of Sierra Club
4. Composting leaves & returning to the residents
5. Limit car use: car club/sharing; bus/van
6. Local food market (organic?)
7. Green your heating: lower thermostat/insulation/energy efficient
8. Make art from recycled items
9. Recycle water: rainwater/watering with leftover water
10. Community garden (use composting)
11. Recycle unworkable appliances (trade schools/repair shops
12. Cooperative use of equipment (lawnmowers, saws, etc.
13. Monitor congestion corridors (time traffic lights, etc.)
14. Environmentally friendly products
15. Explore green websites (e.g. SmartGroup.com)
16. Green Businesses
17. Encourage Businesses to meet or exceed green standards
18. Coordination with neighboring communities to connect to the park