

CITY OF STOW

2017 COMPREHENSIVE PLAN UPDATE

Approved:
Planning Commission 09/12/17
City Council 01/11/18



ACKNOWLEDGEMENTS

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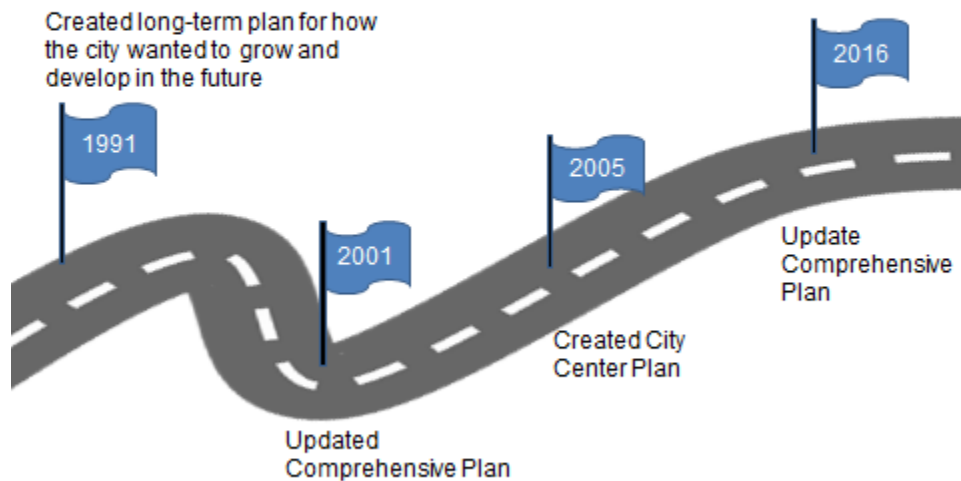
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INTRODUCTION

The City's Update Process...



PLANNING PROCESS WORK STEPS

This planning process assessed the City's progress in achieving its long-term vision (established first with the 1999 Comprehensive Plan and confirmed by the 2001 Plan Update), adjusted the long-term vision and policies as needed, updated the implementation strategies, and prioritized the key action steps.

An ad hoc committee comprised of the Planning Commission members and Council representative worked with the project team throughout the planning process.

PHASE 1: WHERE WE ARE COMPARED TO WHERE WE WANT TO BE

This phase included a critical assessment of the current conditions and trends, including how the city has grown and developed since 2001, along with a comparison to the policies in the 2001 Plan.

City and Regional Profile: The current state of the city and how the city fits into the region is fundamental to confirming the vision for the future and identifying the appropriate path for moving toward the long term goals.

INTRODUCTION

Assessment of 2001 Plan and Related City Policies: To determine if/how past policies and strategies have been successfully implemented. This evidence based analysis helped determine whether various actions are worth repeating.

Focus Group Sessions

The project team conducted a series of three focus group sessions with key stakeholders. At these sessions, local business owners and property owners provided their insights regarding issues, opportunities and ideas for development.

Community-Wide Meeting #1

The results of Phase 1 were presented to the general public at a community-wide meeting on September 27, 2016. The presentation shared information from the City and Regional Profile, highlighted development-related accomplishments since 2001, and summarized the city-wide issues and key factors of various Focus Areas. Attendees commented on the goals and draft policies.

PHASE 2: ROAD MAP TO OBTAINING LONG-TERM VISION

Strategies and Action Steps

With the consensus from the ad hoc Committee and public comments received from the community engagement efforts, the project team further refined the priorities and strategies for each City-wide topic and Focus Area. Specifically, the strategies noted the degree of difficulty of achieving the preferred outcomes with respect to a number of factors such as: impact on surrounding areas — considering both the existing arrangement of uses and plausible alternatives; public cost based on the generalized capital improvements required to implement the priorities, such as utilities, road improvements, and land acquisition; and Potential for private sector participation;

The project team also updated the action steps to achieve the long-term recommendations, identifying the nature of City (or other partners') actions necessary to promote the intended development:

Community-Wide Meeting #2

The project team hosted a second public meeting on January 10, 2017 to provide the opportunity for residents, the business community and other stakeholders to review the draft Comprehensive Plan Update and comment on the observations made, the conclusions reached, and the alternative directions being considered.

CHAPTER 1: SUMMARY OF DEVELOPMENT TRENDS AND ISSUES

Stow is strategically located between Akron and Cleveland, and is easily accessible from S.R. 8 through three interchanges. Interstates 76, 77 and the Ohio Turnpike are minutes away, providing quick access to the markets, consumers and a skilled workforce in Northeastern Ohio.

Map 1. Regional Context



An understanding of current patterns of development and both regional and local trends will have a bearing on determining those elements of the 2001 Plan that should be retained as well as those that should be re-evaluated. Below are highlights of the key findings from the analysis of current conditions.

Significant Regional Development And Market Trends: *Understanding the city's role within the region.*

...The general supply of retail, industrial, residential facilities in the Northeast Ohio region is occurring at a pace that exceeds demand. Retail, in particular, has an excess supply.

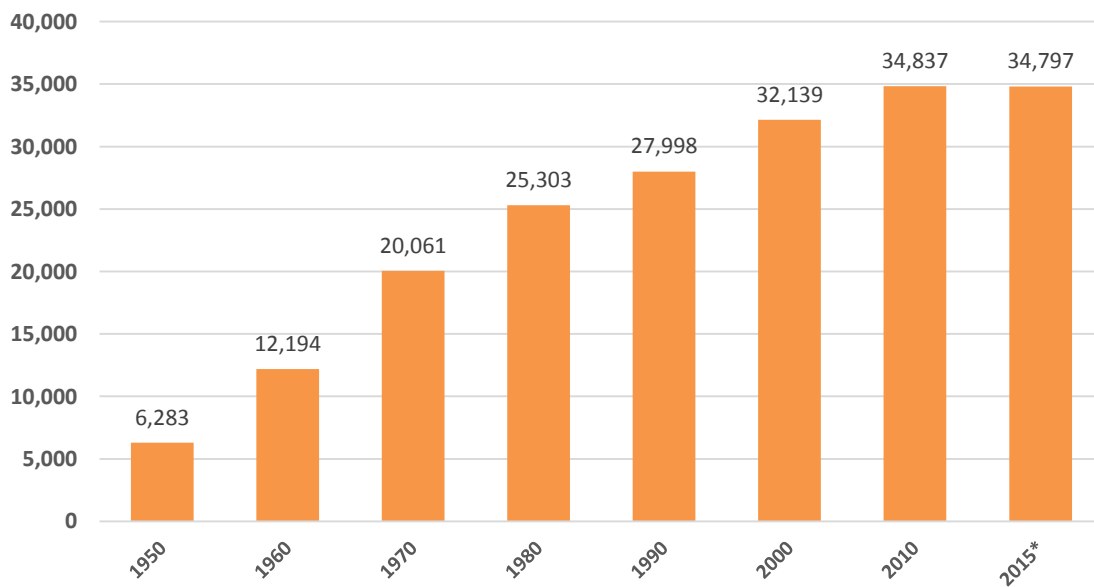
...The general location criteria for nonresidential development is changing and concentrating in fewer select locations. Stow’s policy has been to concentrate retail uses in nodes at major intersections, and to concentrate industrial development near the Route 8 corridor.

...Often times, older buildings – in all categories – do not reflect what is being primarily demanded in today’s market place; as a result older buildings are experience increasing levels of obsolescence.

Demographic And Housing: *Reviewing the trends in population and housing growth.*

...According to the US Census and American Community Survey, the City’s steady population growth had continued through 2010, but then declined slightly between 2010 and 2015. Since 2000, the City’s population has increased by approximately 8.1% (from 32,139 people to 34,797) and the number of housing units has increased approximately 18% (from 12,852 to 15,141 between 2000 and 2010.)

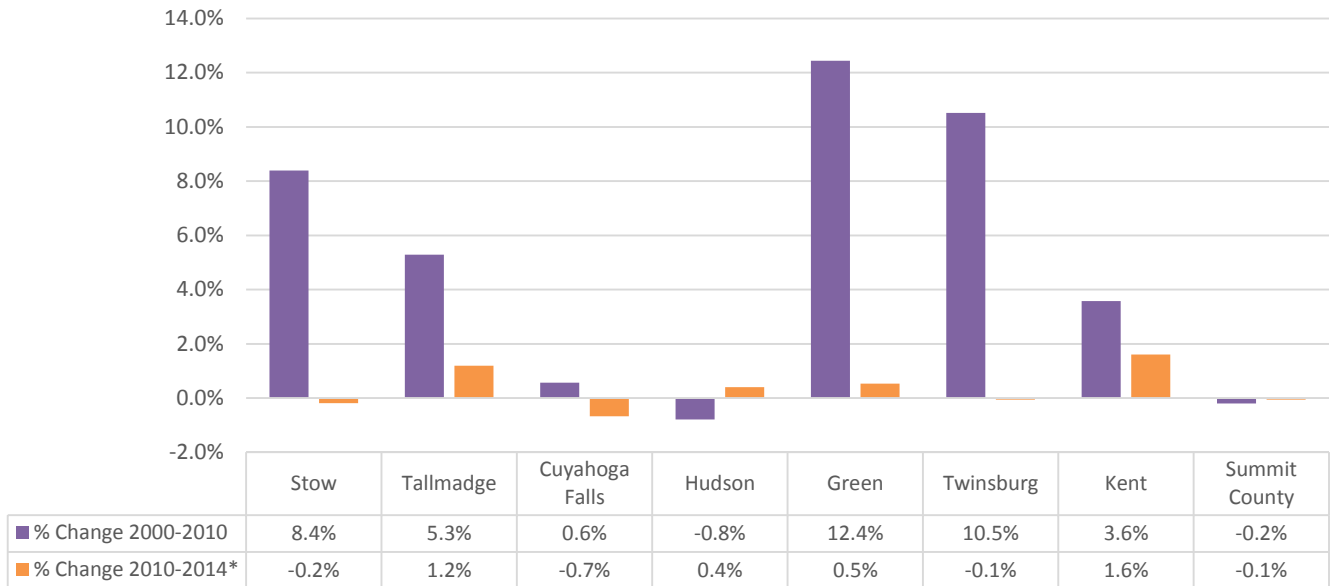
Figure 1. Stow Population 1950-2015



* 2015 Source: U.S. Census Estimate - American Factfinder

...Compared to surrounding/comparison communities, Stow’s population increase from 2000 to 2010 is a third lower than Green’s 12.4% increase, but larger than for Hudson (-0.8%), Cuyahoga Falls (0.6%), Kent (3.6%) and Tallmadge (5.3%).

Figure 2. % Population Change, Stow and Comparison Communities



...The population of Stow is getting older:

- ❖ The median age has increased from 36.9 in 2000 to 40.2 in 2014;
- ❖ The percentage of the population under 18 has declined from 26% to 22%, and in total numbers has declined by 727 persons;
- ❖ While the percentage of the population age 65 and older has increased from 12% to 15.2%, with an increase of 1,436 persons.
- ❖ The age group that has increased the most is the 55-64 category, with an increase of 2,225 persons.

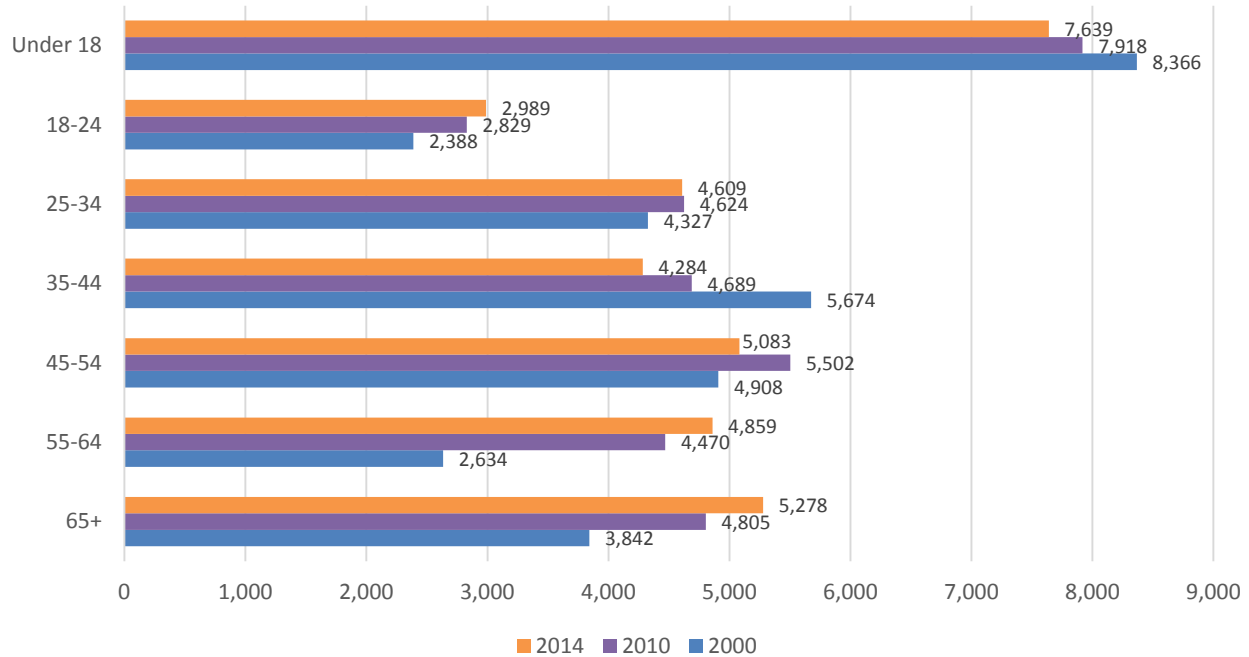
Table 1. Age of Population, 2000-2014

	2000		2010		2014	
	Number	Percent	Number	Percent	Number	Percent
Total Population	32,139		34,837		34,741	
Median Age	36.9		39.7		40.2	
Under 5	2,126	6.6%	1,916	5.5%	1,808	5.2%
Under 18	8,366	26.0%	7,918	22.7%	7,639	22.0%
65 & Over	3,842	12.0%	4,805	13.8%	5,278	15.2%

...The average household size has declined from 2.57 persons per household in 2000 to 2.45 by 2014.

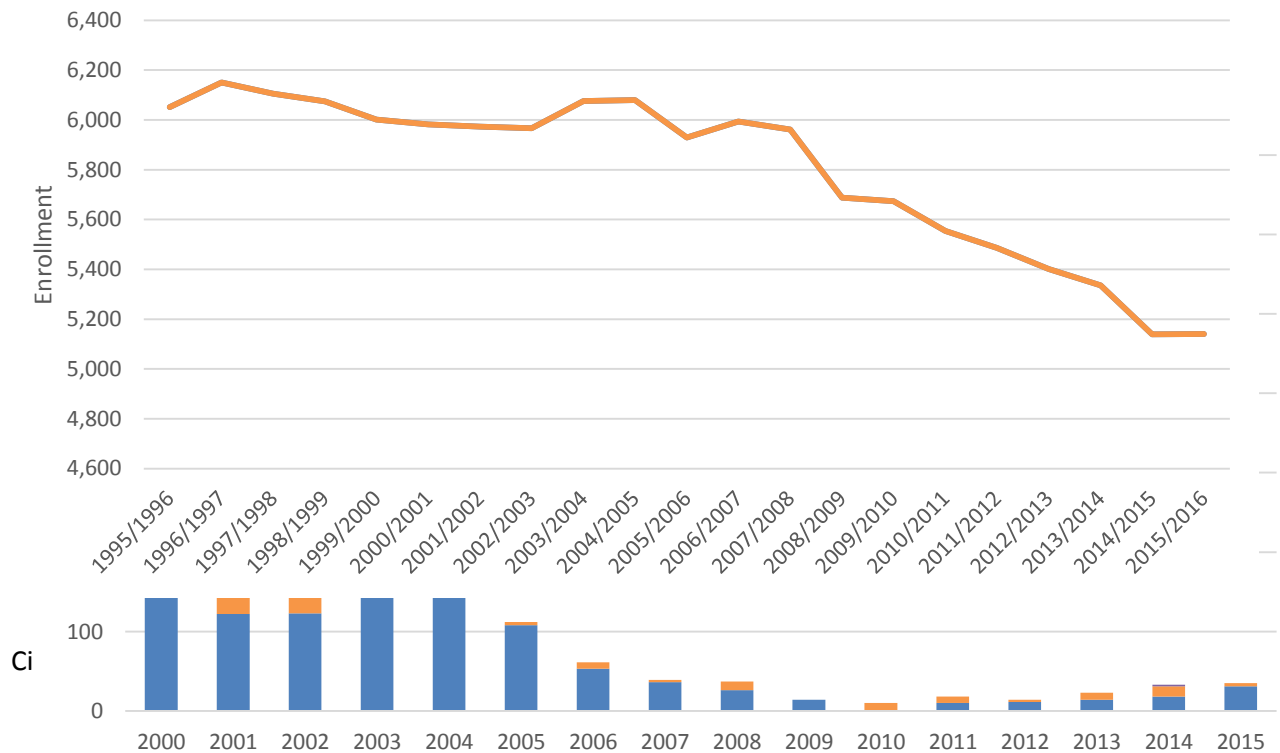
...The **median household income is \$64,073** which is **28% above the median** for Summit County (\$50,082) and **31% above the median** for the state of Ohio (\$48,849).

Figure 3. Change in Population by Age Group, 2000 - 2014



...Not surprising, the public school district has also seen a **significant decline in enrollment**.
 ...According to the City's building permit data, **2,065 new dwelling units were built between**

Figure 4. School Enrollment by Year 1995/1996 to 2015/2016



2000 and 2015 (an average of 129 per year). However, as shown in the chart below, there has been a significant decline in the number of housing units constructed since 2004, and there have been no multi-family units constructed since 2002. Indeed, the average number of residential units constructed annually since 2007 is 25, compared to an average of 263 between 2000 and 2006.

...According to the US Census and ACS data, single-family detached units and attached single-family comprise just over 72% of all units, which is slightly less than in 2000 (75%). In contrast, the percentage of units in buildings with 5 or more units in the structure increased from 16.5% to 21.4%.

Table 2. Percent of Housing Units, by Number of Units in structure

	2000	2010	2014
Total:	100%	100%	100%
1, Detached	63.3%	59.4%	60.8%
1, Attached	11.3%	12.2%	11.6%
2 to 4 Units	8.1%	6.1%	5.4%
5 or More Units	16.5%	21.3%	21.4%
Mobile Home/Other	0.7%	1.0%	0.9%

Source: US Census and 2010-2014 American Community Survey.

...Newer homes being built are generally **substantially larger than the existing older homes.**

...The median house value is \$164,300, which is **23% higher than the median value for Summit County** (\$133,700) and 27% higher than the median for the state (\$129,600).

Local Development Trends: *Examining how local trends affect the city.*

...In 1999, there were approximately **8,357 acres of developed land**, which was over 75% of the land area in the City. By 2016, the number of developed acres increased to 9,396 (85%), Table 3.

...The dwellings constructed since 1999 are estimated to have utilized 314 acres or 30% of the land developed in that period.

Table 3. Land Allocation Comparison 1999 - 2016 City of Stow

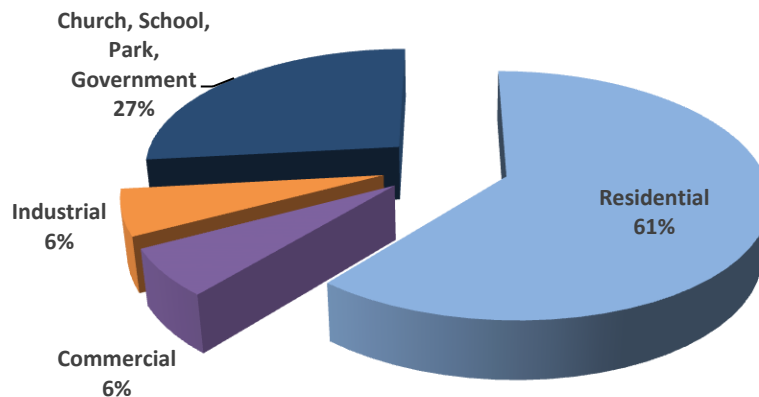
	1990		1999		2016	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Developed Land						
<i>Residential</i>	4,008	36.3%	4,757	43.1%	5,071	45.9%
<i>Commercial/Office (a)</i>	307	2.8%	421	3.8%	516	4.7%
<i>Industrial</i>	388	3.5%	436	3.9%	503	4.6%
<i>Other (b)</i>	2,834	25.7%	2,743	24.8%	3,306	29.9%
Subtotal	7,537	68.3%	8,357	75.7%	9,396	85.1%
Undeveloped Land	3,503	31.7%	2,683	24.3%	1,644	14.9%
Total Acres in the City	11,040	100%	11,040	100%	11,040	100%

(a) Includes land zoned Residential-Business

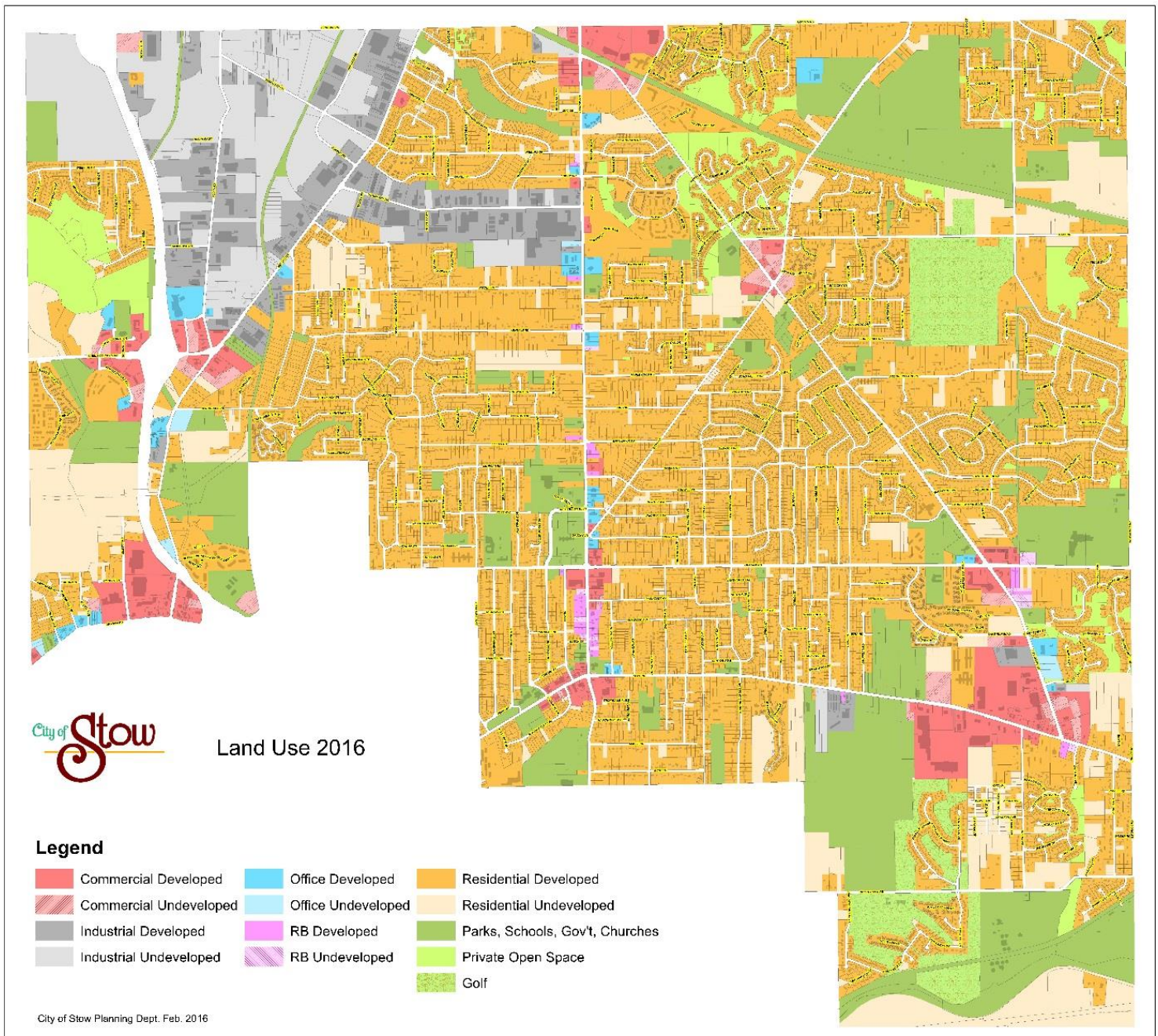
(b) Includes land used for Parks, Government, Churches, Roads, etc. and is derived by subtracting the developed and undeveloped categories from City's total 11,040 acres.

...Nearly 46% of the land in the City is devoted to residential use, while less than 5% is used for commercial development and another 5% for industrial uses. When only developed land is considered, residential uses made up 61% of developed land in 2016.

Figure 6. City of Stow Land Use (% of Developed Land) 2016



Map 2. Existing Land Use, 2016



...Since 2000, there has been 1,513,130 square feet of new nonresidential development. Figure 7 indicates the fluctuations in retail, industrial, office and hotel development over the last 16 years, but shows that more than half of the new nonresidential construction has been for industrial uses.

...Stow has been experiencing a construction boom lately. The total estimated value of building permits issued in 2015 was \$40.5 million, the highest total in recent history. This was the second year in a row construction activity exceeded pre-recession levels.

Figure 7. Development by Type, in square feet 2001-2015

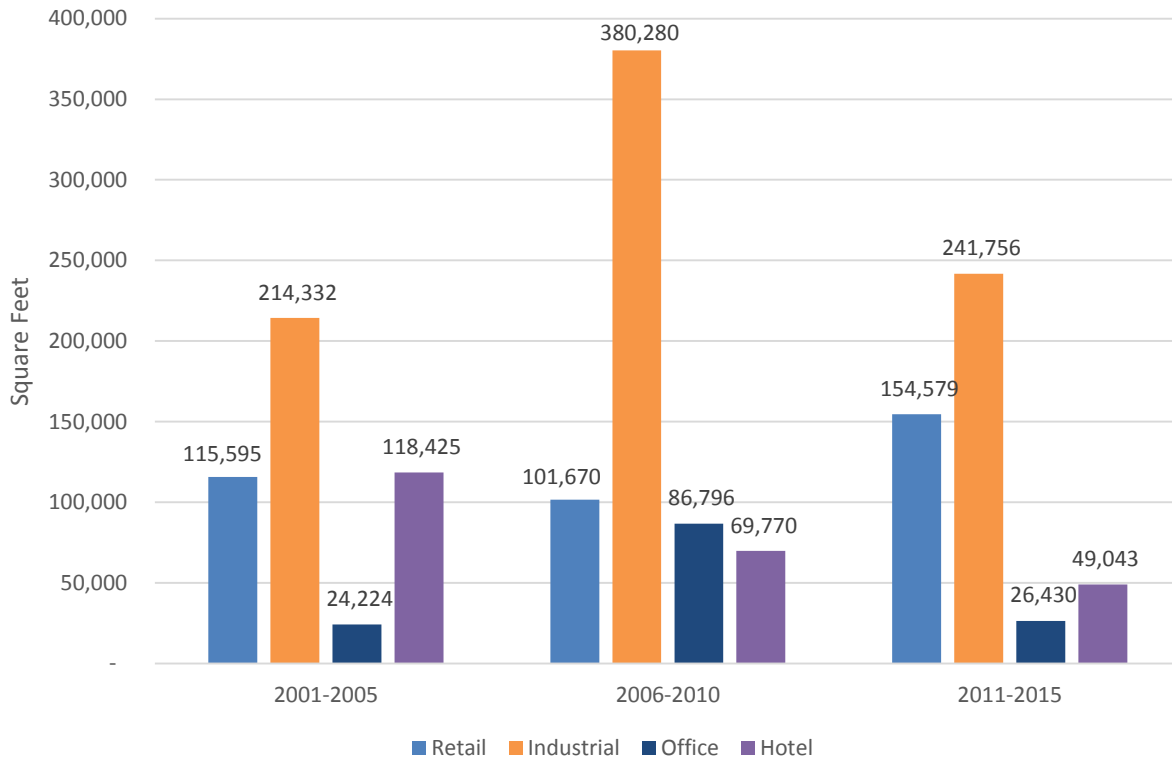


Table 4. Non-Residential Development, by Use Type 2001-2015

	2001-2005	2006-2010	2011-2015	Total New Construction 2001 – 2016	
				Sq Feet	% of Total
Retail	115,595	101,670	154,579	371,844	25%
Industrial	214,332	380,280	241,756	836,368	55%
Office	24,224	86,796	26,430	137,450	9%
Hotel	118,425	69,770	49,043	237,238	16%
Total	472,576	568,746	471,808	1,513,130	100%

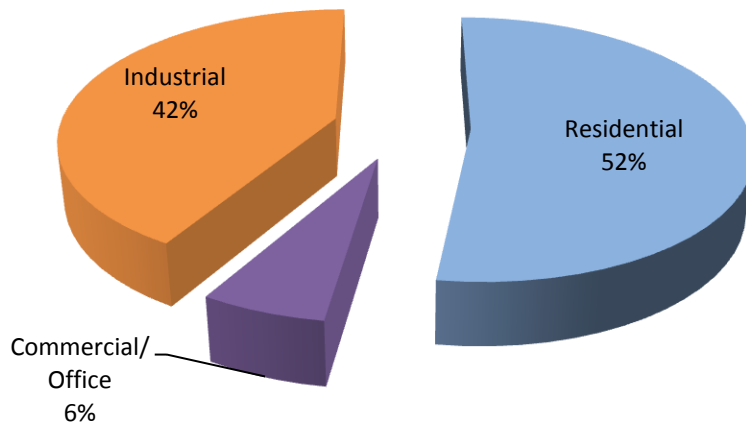
...According to the Auditor’s records, and GIS data, the majority of vacant land is currently zoned for residential use (928 acres, which is 52% of the total), followed by 737 acres of industrially

zoned land (41.5%). In contrast, there are only 109 acres of vacant land zoned for retail and office use.

Table 5. Vacant Land, by Zoning District
Figure 9

Zoning District		Total Acres	Undeveloped	% of Acres in Zoning District	% of Total Vacant Acres
Single Family & Two Family					
O	O Conservation	705	0	0.0%	0.0%
R-1	Residential	1,531	195	12.7%	11.0%
R-2	Residential	3,081	593	19.2%	33.4%
R-3	Residential	2,490	129	5.2%	7.3%
R-B	Residential-Business	48	11	22.9%	0.6%
Subtotal		7,855	928	11.8%	52.3%
Commercial					
C-2	Limited Retail	26	7	26.9%	0.4%
C-3	Community Retail	160	32	20.0%	1.8%
C-4	General Business	251	17	6.8%	1.0%
C-5	Highway Service	92	24	26.1%	1.4%
C-6	Office	67	18	26.9%	1.0%
C-7	Office/Multi-Family	117	9	7.7%	0.5%
C-8	Office/Service	34	2	5.9%	0.1%
Subtotal		747	109	14.6%	6.1%
Industrial					
I-1	Limited Industrial	518	183	35.3%	10.3%
I-2	Industrial	854	416	48.7%	23.4%
Subtotal		2,337	737	31.5%	41.5%
Grand Total		10,939	1,774	16.2%	100%

Figure 8. Undeveloped Land By Zoning, 2016





Sara Kline, Mayor

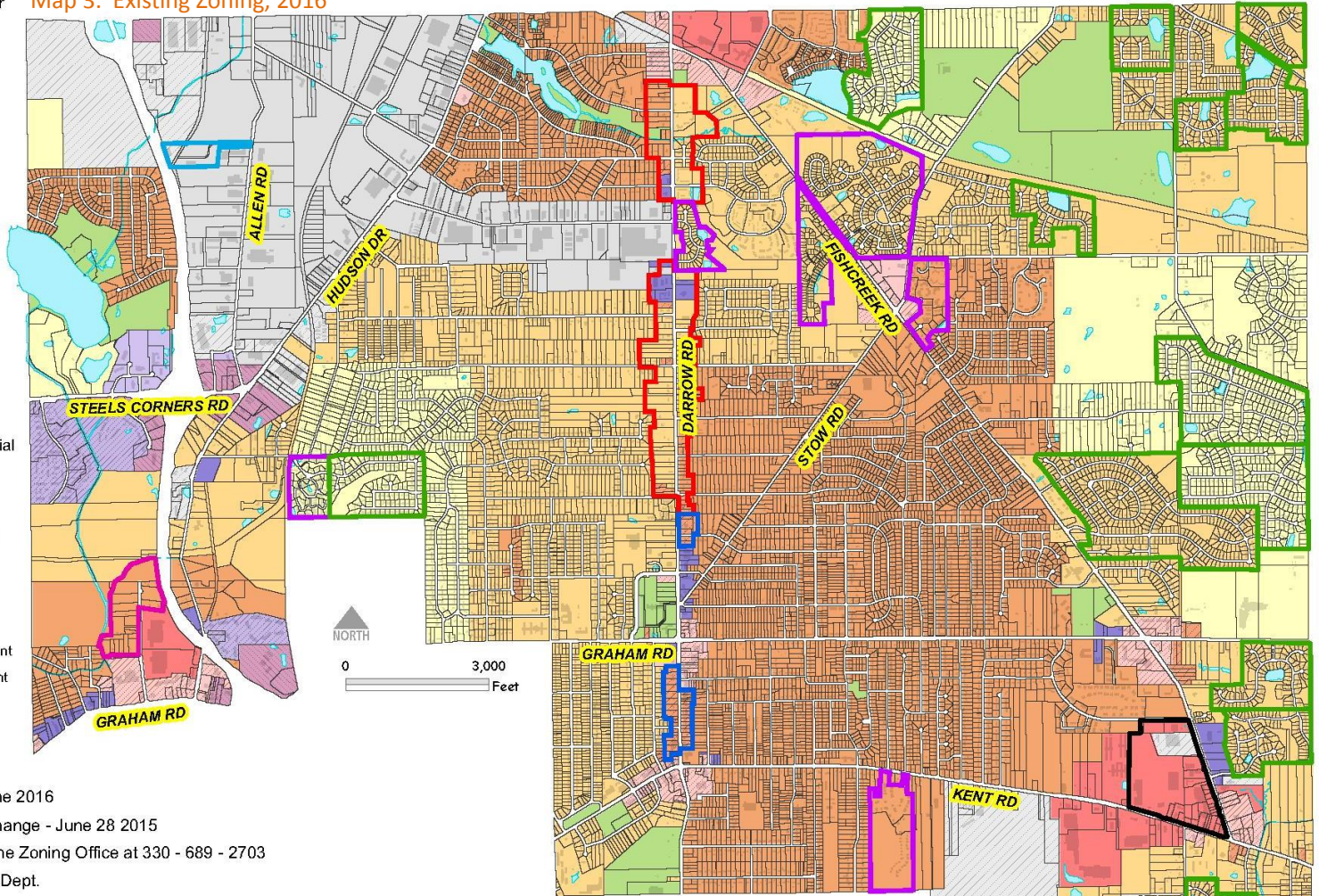
Map 3. Existing Zoning, 2016

Zoning

- C2 - Limited Retail
- C3 - Community Retail
- C4 - General Business
- C5 - Highway Service
- C6 - Office
- C7 - Office / Multi-Family
- C8 - Office / Service
- I1 - Limited Industrial
- I2 - Industrial
- O - Conservation
- R1 - Single Family Residential
- R2 - Residential
- R3 - Residential
- RB - Residential / Business

Overlay Districts

- DRO 1 - Darrow Road #1
- DRO 2 - Darrow Road #2
- PRD - Planned Res. Development
- PUD - Planned Unit Development
- SKO - Stow-Kent Overlay
- PID - Planned Industrial District
- GRO - Gilbert Rd Overlay



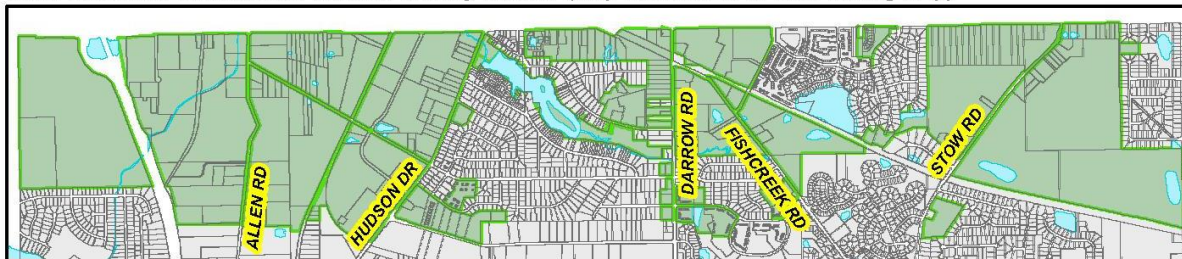
Zoning Designations as of June 2016

Last Update Due to Zoning Change - June 28 2015

For confirmation, please call the Zoning Office at 330 - 689 - 2703

Map by City of Stow Planning Dept.

Mud Brook Wetland & Stream Setback Overlay District (map not to scale of main zoning map)



Setbacks vary according to local wetland & stream characteristics. Please refer to the City of Stow Planning & Zoning Code Chapter 1155

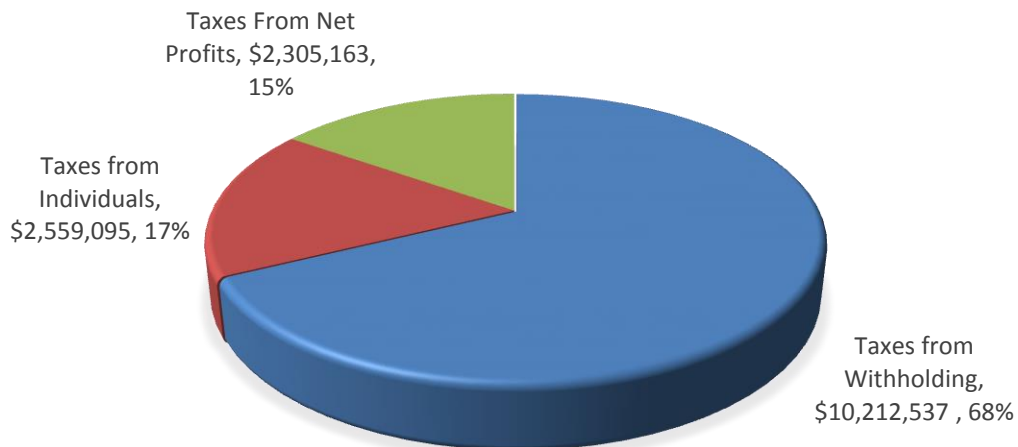
Impact of New Development

Since 2014 ten large commercial and industrial projects have been completed. This represents more than \$21 million in capital investments in the City of Stow, and approximately 472 jobs were created or retained as a result of these ten projects. As indicated in Figures 9 and 10, the number of jobs is a key factor for the City’s tax revenue because the amount of income taxes collected is more than double the property taxes, and the amount of withholding (income taxes paid by persons employed in Stow) makes up more than two-thirds of all income tax revenue collected. While it will take a few years to reach full build-out and full employment, the overall economic impact to the City will be significant considering the anticipated increase in revenue from property taxes and the income taxes from the jobs created or retained.

Figure 9. City Income and Property Tax Revenue Trends (in 000s)



Figure 10. City Income Tax Collection Breakdown (2015)



Current Issues

As residential development has leveled off and growth in the industrial sector has continued in the northwest quadrant of the city, the development patterns in Stow are fairly well set. Yet, there are a few themes expressed by residents over the last seven years that help to focus the City's efforts for land use planning. In 2010 the City conducted an online survey¹ and a town hall meeting to obtain feedback on issues and concerns. In 2016, through a series of focus group meetings, a number of these continue to be relevant.

- Development of the area around the Seasons Road/State Route 8 interchange area is supported and viewed favorably, however, there were concerns expressed about the impact of future development on the environmentally sensitive areas and the potential for traffic problems.
- The retention of existing businesses continues to be a high priority for Stow, and business incentives such as tax breaks and infrastructure improvements continue to be supported by the community.
- There were concerns regarding the vacant stores in Stow, particularly the large retail shopping centers (i.e. Stow/ Falls Center at Graham and Gilbert). Strategies are needed to promote revitalization/redevelopment of vacant or underutilized commercial buildings as mixed-use developments.
- There continues to be support for mixed use development (residential, retail, office) with a walkable environment and increased convenience:

“We should have a more general area for people to walk around and visit different shops without having to drive...”

- There continues to be a strong desire for a community center – the City Center should be a place that brings the community together with a wide range of activities.
 - Both the 1991 and 2001 Stow Comprehensive Plan recommended a mixed-use development at Darrow and Graham Roads, and to create a central gathering place for the community. Based on a recommendation in the 2001 Plan, Stow City Council adopted the Stow City Center Plan in 2006. This plan provides the community with some direction as to the future development of the City Center area.
 - There is support for a community center in the City Center area.² Yet, there are differences of opinion on the appropriate mix and density of development, indicating that continued dialogue with residents is needed for planning future development at the City Center.
- Improving pedestrian connections: There continues to be strong support for sidewalks and bike trails – for safety along main roads, and for providing connections between neighborhoods and community amenities (schools, parks, shopping areas).
- As the amount of developable vacant land shrinks, there are concerns that there will be pressure to develop land that shouldn't be developed because of environmental factors.

¹ 178 respondents (out of 14,226 households in 2010); a margin of error of 7.3% with a 95% confidence level

² Favored by 69% of respondents in 2010, and a majority of attendees at the September 2016 public meeting.

CHAPTER 2: UPDATED VISION AND GOAL STATEMENTS

Vision

Stow will be:

- A residential community of quality neighborhoods,
- Where retail and commercial uses are concentrated in specific areas,
- Where the industrial base is diversified with the addition of corporate offices and flex space, and
- Where a lively community gathering place is located in the center of town. A city center will be created around the Darrow-Graham intersection to create a pedestrian-friendly, mixed-use “downtown” for the City.

Goals

The goals of the Comprehensive Plan Update are summarized as follows:

- 1.** Future development should be compatible with the general character of Stow; enhance the general appearance of the community and be harmonious with the surrounding area.
- 2.** Continue to attract new development to increase the tax base:
 - ❖ Recognizing that Stow is nearly built-out, maximize the Route 8 Corridor to attract quality office and light industrial development in suitable locations.
 - ❖ Be strategic about providing public assistance (economic incentives) for new development – assisting with infrastructure and utility improvements when it is in the public interest.
- 3.** Retain existing and attract new residents to increase the population base.
 - ❖ Continue to provide a variety of housing choices, compatible with the surrounding development.
 - ❖ Ensure neighborhoods continue to attract investment and maintain their property values.
 - ❖ Ensure Stow has a good mix of community amenities that will continue to make the city a desirable place to live.
- 4.** Encourage walkable, pedestrian-friendly mixed use development in strategic locations, such as the Stow City Center and the Darrow Road/Kent Road area.
- 5.** Continue to confine retail/commercial businesses to limited locations to reasonably meet the retail needs of the City’s existing and projected population.
- 6.** Encourage/foster/facilitate the redevelopment and redesign of existing struggling retail centers.
- 7.** Provide a safe, well-connected, well-managed and maintained multi-modal transportation system.

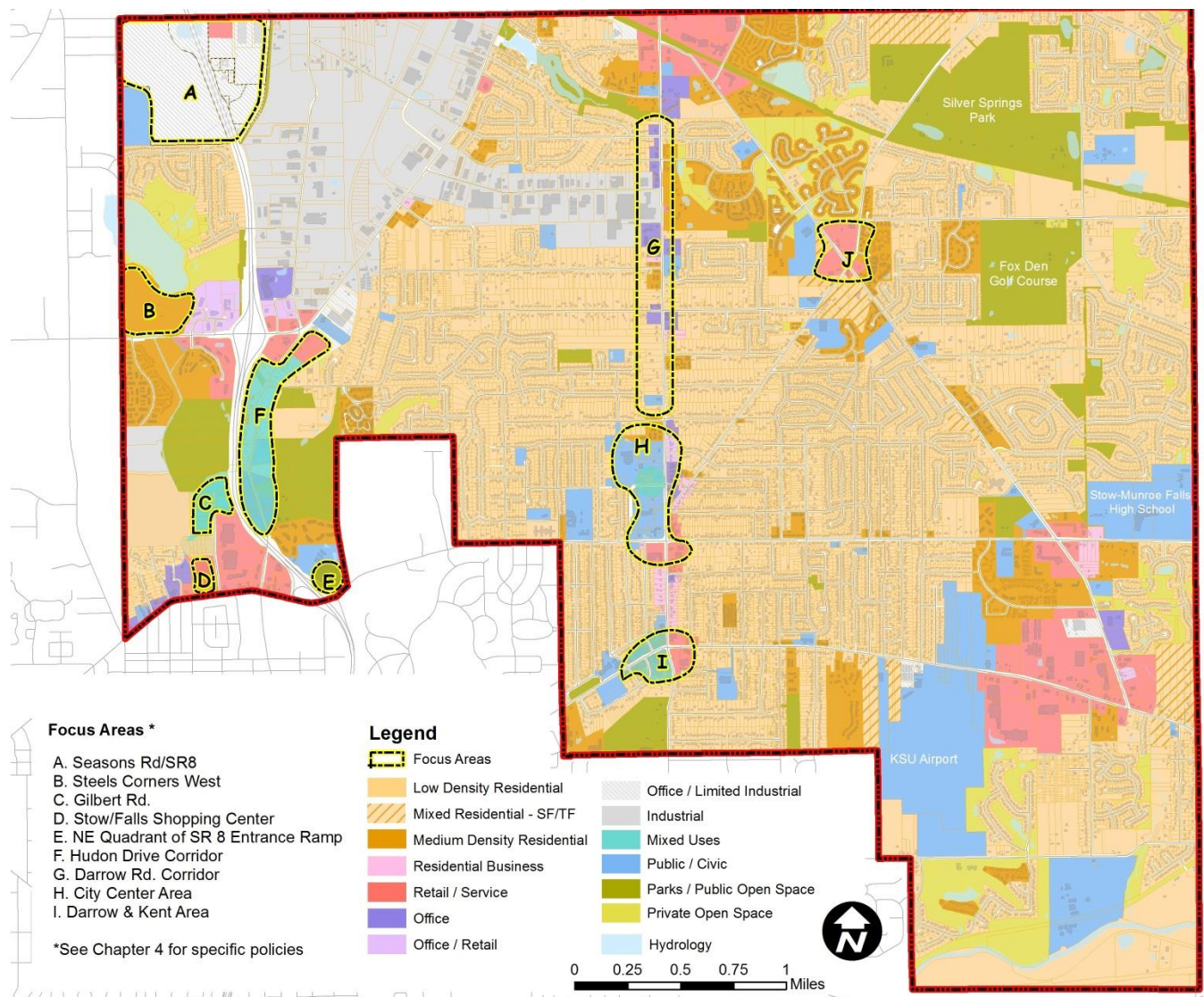
VISION AND GOAL STATEMENTS

- 8.** Preserve significant natural areas, especially areas that provide scenic beauty and/or important natural stormwater management and water quality functions.

CHAPTER 3: CITYWIDE POLICIES AND STRATEGIES

The city-wide policies in this chapter cover seven topics and provide the framework for carrying out the City’s vision. They address broad policy guidelines and administrative issues that are important to the on-going planning agenda of the City. Map 4 identifies how land use related policies should be throughout the City, while Chapter 4 discusses the policies in detail as they relate to specific areas in the City.

1. Quality of Place - Enhancing our Built Environment
2. Economic Development – Planning for a Strong Tax Base and Job Creation
3. Retail – Planning for the Places Where We Shop and Entertain
4. Residential – Planning for the Places Where We Live
5. Parks and Recreation – Ensuring We have Quality Places to Play
6. Environmental Protection – Making the Most of our Natural Systems
7. Transportation and Connectivity – Promoting All Modes of Travel



1. Quality of Place – Enhance our Built Environment

The City of Stow is a diverse community with a variety of housing styles, including some historic homes that date back to the 1850s, a strong industrial base and sizeable shopping centers at strategic locations throughout the city. As many areas of the city mature, it is of utmost importance for the City and property owners to continue to invest in our built environment if we are to remain a desirable place to live, work, shop and recreate.

General Observations

- Stow is primarily a residential community, with 61% of the developed land devoted to residences.
- Of the nearly 15,000 housing units in Stow, half of them were built before 1980, and more than 25% are 50 years old or older. Older structures depending on the quality of construction often require periodic major investments such as replacing a roof, or heating and cooling systems, and exterior remodeling. In addition, houses that are more than 50 years old may qualify as historic structures.
- Many of the shopping centers in the City were built during the City's peak growth period between 1960 and 2000. Some of the earlier shopping centers lack contemporary amenities such as landscaping in the parking lots and architecturally interesting buildings.
- Twelve years ago, the City adopted design standards that apply to all new development in select nonresidential districts (DRO-1, DRO-2, C-2, C-3, C-4, C-5, C-6, C-7, C-8 and RB). However, there is increasing acknowledgement of the important role that aesthetics play in the success of public places including shopping areas and gathering/entertainment areas.

Quality of Place Policies and Strategies

Nationally and regionally, there has been a growing interest in ensuring that our communities are vibrant and sustainable places. It behooves not only the City but all property owners to focus on investing in the aesthetics of Stow in order to improve property values and create a sense of place and community. Improving aging infrastructure in Stow will be a source of civic pride for existing residents and will also serve as an attraction for new residents. Strategies include:

- 1.1 Consider ways to improve enforcement of property maintenance.
- 1.2 Review and strengthen the existing design review guidelines, and consider expanding to apply to a broader range of development and structures, such as to existing buildings undergoing significant renovation.
- 1.3 Review the standards and design guidelines for signs and landscaping requirements.
- 1.4 Install streetscape improvements along major streets in the City (in both commercial and residential areas). Consider creating an overall streetscape plan that includes recommendations for specific materials and techniques for cohesion and identifies priority locations for improvements.

- 1.5 Promote the City's tree planting program which provides trees for the tree lawn or for the front yard at a low cost to the property owner.

2. Economic Development – Planning for a Strong Tax Base and Job Creation

The State Route 8 corridor is the City's primary, competitive location for economic development. The SR 8 interchange (Exit 180) on the Ohio Turnpike is located less than four miles north of Seasons Road. This area of the city is also where nearly all of the vacant industrially zoned land is located.

General Observations

- In the region, light industrial is the one nonresidential land use category that is in demand; there is a much more limited market for new office development. Of the top ten largest commercial and industrial projects in the City since 2014, six have been new or expanded manufacturing facilities, while only two were office developments.
- There are approximately 730 acres of land zoned for industrial uses, most of which is concentrated in the northwest corner of the city. A portion of this land is impacted by natural features such as wetlands and floodplain that reduce the development potential somewhat. Still, it is estimated that the amount of vacant industrial land will take 20 or more years to develop.
- Since the Steels Corners Road/SR 8 interchange opened, five hotels have been developed. Much of the demand for hotel rooms is generated by the nearby industrial businesses. Local hoteliers have noted a need for more industrial development to continue to generate hotel costumers. A full-service hotel would be a desirable addition to broaden the variety, as well as more restaurants in the vicinity of the hotels.
- The interchange has also attracted the Akron General Health and Wellness Center. Representatives from the center have noted that they would benefit from both increased residential development and increased retail development in the vicinity.
- Traffic along Steels Corners Road can be a problem, especially with patrons attending events at Blossom Music Center just 4 miles to the west. While not yet an issue for the Seasons Road interchange, as vacant industrial land is developed at that interchange, both automobile and truck traffic are expected to increase.
- The City has a good reputation as a business friendly community that provides development incentives such as tax abatement and infrastructure improvements. In 2001, when the Comprehensive Plan was last updated, property tax incentives were the only incentives available. Since then the City has completed an economic development strategic plan; reactivated its Community Improvement Corporation (CIC); established new incentive programs including an income tax grant program; and has invested in infrastructure in the northwest quadrant to foster new development. The City also established an economic development department with an economic development director, expanded the website to list available properties, and publishes the Business Matters newsletter.

Economic Development Policies and Strategies

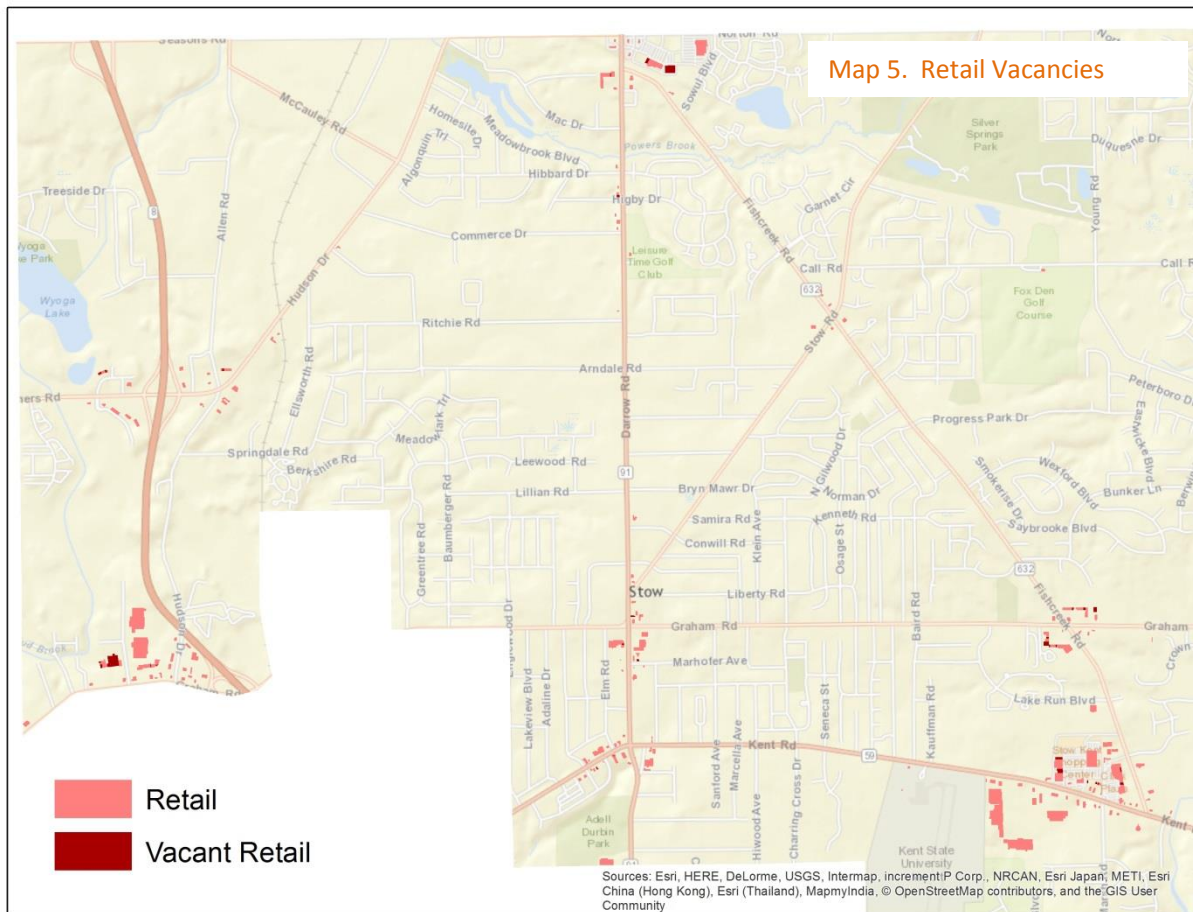
As noted in the City’s economic development strategic plan, economic development is “an interactive process” between the city administration and private developers/property owners. In this process, the city’s role is to “create economic development opportunity by the strategic use of its internal and external resources” in order to encourage developers to invest in the city. Such investment leads to a number of important community benefits, including increased property and income tax revenue.

- 2.1 Promote office and industrial development in locations currently zoned for these uses to generate a larger tax base.
- 2.2 Continue to concentrate office, flex office, and industrial expansion primarily along the SR 8 corridor; in particular the SR 8 interchange at Seasons Road.
- 2.3 Continue to carry out the strategies in the economic development strategic plan including aggressively marketing the opportunities in the city for commercial, office and industrial development.
- 2.4 Continue to limit commercial development to major intersections and confine substantially to locations that now have commercial zoning or development.
- 2.5 Continue the business retention program to retain and facilitate the expansion of existing businesses. Evaluate progress that has been made with the recently updated Economic Development Strategic Plan.



3. Retail Policies – Planning for the Places Where We Shop and Entertain

Stow has had a long-standing policy of keeping retail concentrated at key intersections. We want to ensure there are quality places to shop with restaurants and other entertainment venues that meet the needs of residents, but that also attract patrons from outside the city. Most important is to ensure that existing shopping areas retain their competitiveness, viability and vitality.



General Observations:

- There are concerns about underutilized retail: while the overall vacancy rate for retail in the city is 7.9%, there are some shopping centers where the vacancy rate is much higher.
- When a tenant decides to move from its existing building, the lease agreement between the property owner and tenant often prevents the owner from reoccupying the space with the same type of use.
- There are some retail locations in the city where the sites, buildings, and even location are obsolete; some storefronts need a facelift.
- However, it can be difficult to obtain financing to renovate or purchase a shopping center because banks are reluctant to lend to larger retail plazas (centers with more than 50,000 square feet).

CITYWIDE POLICIES AND STRATEGIES

- e) Lower rents often attract marginal retail uses, which then can develop into a downward cycle that perpetuates declining rents.
- f) In older shopping centers, there can be a lack of incentive to invest in improvements. Cash flow in older marginal spaces may still generate enough of a profit that the property owner may not wish to make improvements.
- g) Alternative uses (e.g. light industrial) may not be a good combination with remaining retail uses. There are a number of considerations on the right mix of uses; it depends on space configuration and operational aspects of alternative uses.

Map 6. Locations of Highest Retail Vacancies



Opportunities:

- a) Attracting more people to the city will boost demand for local retail.
- b) Nationwide, there is increasing demand for walkable environments with a mix of uses. Local examples include First & Main in Hudson, College Town in Kent, and Portage Crossing in Cuyahoga Falls. These developments all have a walkable environment reminiscent of a traditional Main Street with a blend of retailers, entertainment and dining options.

CITYWIDE POLICIES AND STRATEGIES

- c) Aesthetics and amenities are important. This is evident in the successful mixed use developments, with attention to good design and areas that host local events that help foster community interaction.
- d) Older shopping centers tend to have large parking lots that could be reactivated as a gathering space for temporary events such as pop-up festivals, art galleries, and farmers markets, which would help attract people to the area.

Retail Policies and Strategies:

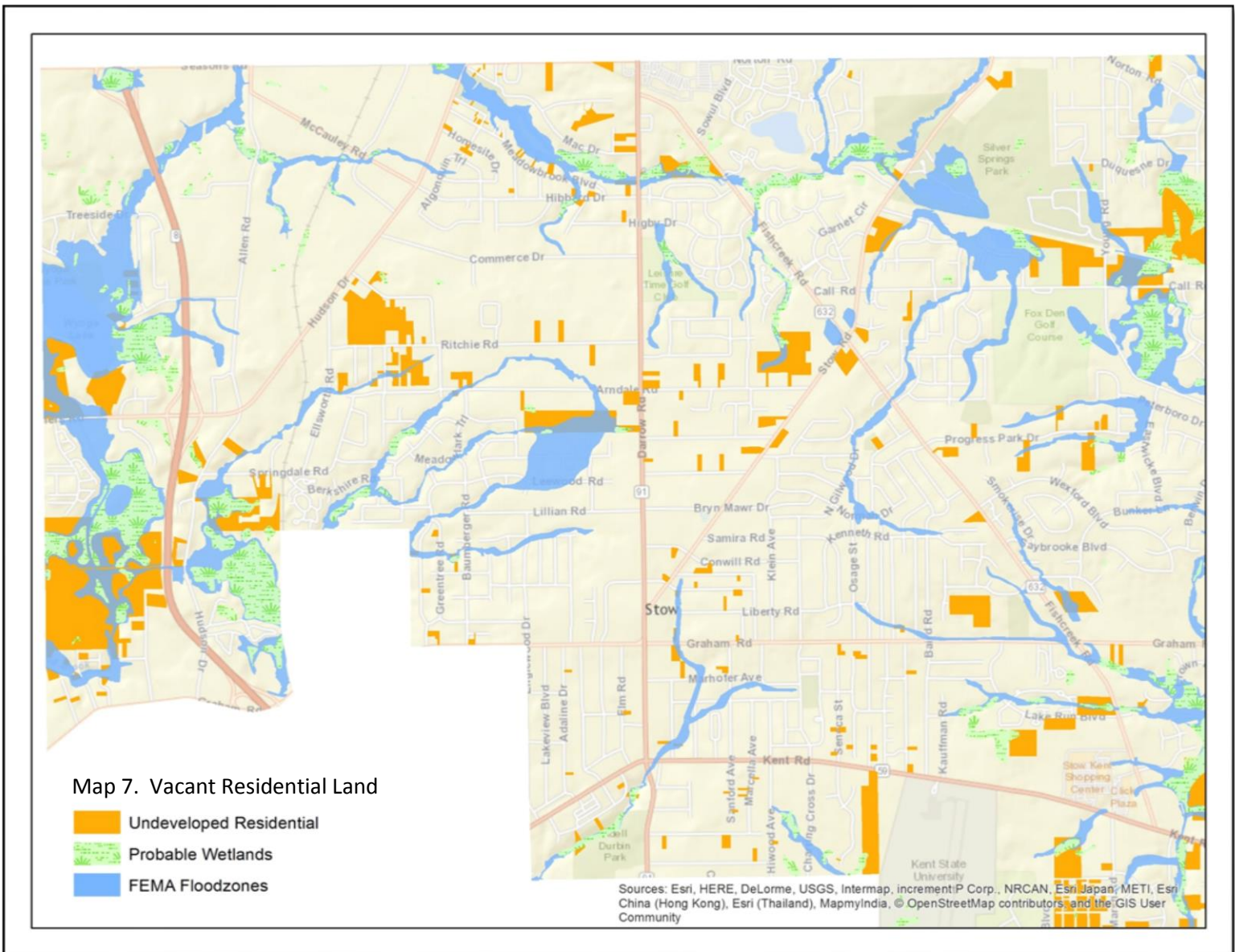
- 3.1 Continue to limit commercial development to major intersections in order to maintain shopping “nodes” while at the same time preventing strip commercial development. This has been a long-standing policy of the City. The City should continue to confine commercial development in this way because it helps preserve the character of the City.
- 3.2 Focus on maintaining and revitalizing the existing shopping centers and retail areas. Strategies to achieve this include:
 - 3.2.1 Allow commercial areas to have a greater range of compatible uses – with conditions. This will require making zoning amendments which could include: 1) rezoning areas from C-3 to C-4 in locations where C-4 zoning already exists and/or 2) adding research and development (R&D) and other light industrial uses as a conditional use in the C-4 district with some location criteria.
 - 3.2.2 Identify incentives that will foster reinvestment in the existing retail areas and actively promote them to existing property owners. Consider expanding the use of Community Reinvestment Areas (CRA) to help incentivize reinvestment in the Stow/Falls and Town Centre developments.
 - 3.2.3 Create a Public/Private partnership to develop plans for redevelopment – to redesign and increase density/amenities.
 - 3.2.4 Promote and encourage the reuse of empty retail space prior to constructing new retail buildings.
- 3.3 Contain the commercial areas by allowing well-designed townhouses, offices or the Residential Business (RB) district to serve as a transition from commercial areas to existing single-family development. Consider the appropriateness of allowing townhouses in the RB District.
- 3.4 In order to continue to provide convenient retail services to all residents and persons employed within the City, consider limited retail expansion in the following locations and under certain circumstances:
 - 3.4.1 In prime locations, such as adjacent to an interchange, but only as a supporting use to industrial or office development.
 - 3.4.2 For the expansion of an existing retail area provided that:
 - Such extension will have a minimum impact on adjacent or nearby residential areas;
 - There is a logical “barrier” to the extension in order to limit “commercial creep” along a corridor;

- It will reinforce/enhance the retail choices available and thus the overall quality of the retail environment; and
 - It fosters the redevelopment of older residential areas impacted by decline and lack of reinvestment.
- 3.4.3 As part of a mixed-use development approach in the City Center area that focuses on the Darrow Road and Graham Road intersection.
- 3.5 Ensure that all retail centers are high quality places that contribute to the image and attractiveness of Stow as a place to live, work and play.
- 3.5.1 Review and update the parking requirements to ensure that retail development is not providing excessive parking spaces. Use incentives when appropriate rather than strict requirements that could potentially impede development.
- Consider maximum parking standards for certain uses.
 - Encourage shared parking. Refine the requirements for shared parking to take into account differing peak parking needs for various land uses. This could include allowing a lesser number of spaces that currently required (The current requirement is for mixed uses to provide the sum of the parking required for each use considered separately.)
 - Require existing development to comply with the interior landscaping requirements when undergoing significant renovations.
 - Incentivize the use of permeable pavers.
 - Consider ways to reutilize and redevelop expansive and obsolete grey field parking areas.
- 3.5.2 Consider reducing the minimum building setback requirements and minimum parking standards in denser areas where the conditions could support a more urban, compact, walkable environment.
- 3.5.3 Review and update the design guidelines for retail/commercial centers and their associated signs. The City adopted design review regulations in 2004, but with the increasing importance placed on mixed-use “life-style” centers that offer a variety of shopping and entertainment venues, there could be additional design requirements to consider. For example, the City could require green space/other amenities as part of large scale retail nodes – especially as part of any major renovation project. This would include amending the code to require a specific amount of public open space for developments that exceed a certain size threshold like 40,000 to 80,000 square feet.
- 3.5.4 Promote and encourage coordination among commercial properties to share parking, curb cuts, access to side streets, and cross-access easements for the efficient use of land and improved traffic flow.

4. Residential Policies – Planning for the Places Where We Live

It is important to plan for maintaining our existing neighborhoods - to make sure they remain quality places to live - as well as plan for new construction in areas where vacant residentially zoned land still exists.

Limited land remains for residential development. Much of what is available is impacted by environmental constraints as shown on Map 7. Other issues that make development challenging include lack of access to a public street and small lots that need to be assembled in order to make a large enough development site. Yet, it was during the discussion of these remaining parcels that the question was raised: “does every acre of land in the city need to be developed.” Based on this question, it is important to distinguish between zoning policies that promote new development and zoning policies that provide for a reasonable use of the property.



General Observations:

- a) Stow has a variety of housing stock ranging from older century homes to 1950s bungalows and newer town-houses. Yet, the share of rental properties has stayed about the same (28% to 30%) over the last 25 years.
- b) Population growth in Stow has leveled off and overall, the population in the city is aging
- c) Young professionals and older households have different housing needs and preferences than families, especially families with young children.
- d) Residential parcels adjacent to retail and other nonresidential uses and along major streets with higher traffic volumes are not generally marketable for new single-family housing construction unless a significant buffer is provided.
- e) There is a concern about rental properties compared to owner-occupied properties. Yet, one of the results of the Great Recession is the realization that there may be situations when it is better for a household to rent than to buy. In fact, the Washington Post reported in 2016 that homeownership rate is at its lowest level in five decades. Millennials are delaying entering the home buying market, and seniors who downsize are more likely to move to a rental unit than take on a new mortgage.
- f) There is a concern that some neighborhoods are at risk of decline. Often, the design and upkeep of a property are the primary concerns.
- g) Alternative housing options – including long-term care facilities such as assisted living and nursing homes - are a needed “service” component to a city that seeks to provide for residents to age in place /stay in the community. This type of development is likely to benefit the school system due to the typically significant real estate investment, and the City could see a benefit from the wages of the skilled employees at these facilities.



Redmon Funeral Home (Darrow Rd South of Marhofer Ave)

Opportunities:

- a) Residential lots adjacent to retail and other community amenities provide an opportunity to create a denser, more walkable environment – especially when combined with a mix of uses.
- b) Well-designed higher density housing can be acceptable along major streets with higher traffic volumes and high visibility – especially when designed to “fit in” in a way that is compatible with the character of the area.

Residential Policies and Strategies:

The City's residential policies continue to promote quality neighborhoods and housing stock that will retain existing and attract new residents. At the same time, these policies recognize the challenges to developing the remaining residential land.

- 4.1 Continue to promote the use of flexible zoning techniques to encourage environmentally sensitive residential development. This includes the use of Planned Residential Development (PRD) and Planned Unit Development (PUD) regulations, which permit the flexible spacing of lots and buildings in exchange for the preservation of open space.
 - 4.1.1 For any major new housing development located within an existing neighborhood, maintain an overall unit density that is consistent with the surrounding area.
 - 4.1.2 For both the PRD and PUD, consider making the provisions "density neutral" so that the number of units permitted in the PRD or PUD is the same as would be possible as a standard subdivision if the developer were to mitigate the environmental constraints.
 - 4.1.3 Review the existing regulations to ensure the development standards related to density and open space requirements and the approval process are promoting compatible and well-designed developments that do indeed help to preserve sensitive natural areas. Evaluate the existing PUD and PRD developments to identify the positive aspects of the regulations as well what could be revised to improve future PUDs and PRDs.
 - 4.1.4 Consider providing a density bonus for projects that preserve a higher percentage of open space and that have significant buffer from the existing streets.
- 4.2 Promote the use of flexible zoning for infill projects on smaller lots along major streets that are predominantly residential. Typically infill projects are more challenging to develop in an economically feasible way. The current cluster provision specifies that cluster developments are permitted along the major streets and not within residential neighborhoods, permits single-family detached and up to four units attached, but does not provide any adjustment to the density.
 - 4.2.1 Consider allowing an increase in density for certain streets (based on traffic volume and mix of uses) to account for the increased development costs, while adhering to a high standard of building and site design to ensure projects are compatible with the surrounding area.
 - 4.2.2 Consider expanding the design standards to more specifically address the overall site design, building and landscaping/screening aspects of proposed projects.
 - 4.2.3 Gather photos/images of projects that exemplify the type of development desired for these locations to help convey to developers the City's expectations.
- 4.3 Permit higher density residential development adjacent to retail nodes and community facilities. Based on the City's 2010 survey and feedback from the public meeting, there is a desire for more walkable neighborhoods as an alternative to lower density subdivisions. Zoning regulations do allow for mixed use development, but the development standards are not conducive to compact development.

- 4.3.1 Consider creating a new zoning district that allows higher density by right with significant site, building and amenity design criteria. (The current code allows multi-family at 6 units per acre as a conditional use in the R-1, R-2 and R-3 districts.)
- 4.3.2 Ensure that setbacks, landscaping and screening requirements protect existing single-family neighborhoods.
- 4.3.3 Develop more extensive design standards to ensure that new development is high quality and attractive.
- 4.3.4 Proactively rezone specific locations.
- 4.4 Continue to allow multi-family development as an alternative to offices in locations where office zoning exists or is appropriate.
- 4.5 Continue to require new standard single-family developments to be designed to provide open space and recreation areas for the residents with the land and improvements being privately owned, improved, and maintained.
- 4.6 Allow for a greater range of senior housing options. The current code conditionally permits nursing homes in R-1, R-2 and R-3 districts but conditionally permits assisted living and congregate care only in the R-3 district. (Both are also conditionally permitted in the C-3, C-4, C-6 and C-7 districts.)
 - 4.6.1 Consider allowing “Senior Care Facilities,” which would include independent living units as part of senior care facility, as a conditional use in the R-1, R-2 and R-3 Districts that reflect more typical market and development trends. These regulations could require at least two types of facilities on the same site and have appropriate “bulk standards” (setbacks, coverage, height, open space, etc.) and location criteria.
 - 4.6.2 Encourage new residential development to incorporate universal design or visitability guidelines at least for a portion of units in a development. This supports the goal of aging in place, which helps seniors remain in their house longer.
- 4.7 Create residential programs that help to maintain and improve the desirability and property values of existing neighborhoods.
 - 4.7.1 Coordinate with other agencies (e.g. Summit County) to promote existing housing rehab/assistance programs to help improve property values in at-risk neighborhoods.
 - 4.7.2 Investigate methods to keep track of and/or monitor the state of both owner and rental properties.
 - 4.7.3 Promote the use of aesthetic streetscape improvements (i.e. landscaping, street lighting, use of brick pavers). Consider the creation of a streetscape plan to identify priority areas and preferred techniques for a cohesive image. Investigate potential sources of funding.
- 4.8 Continue to monitor (and modify as necessary) current development standards and review procedures to ensure that new residential construction is of the highest quality and existing dwellings are adequately maintained.

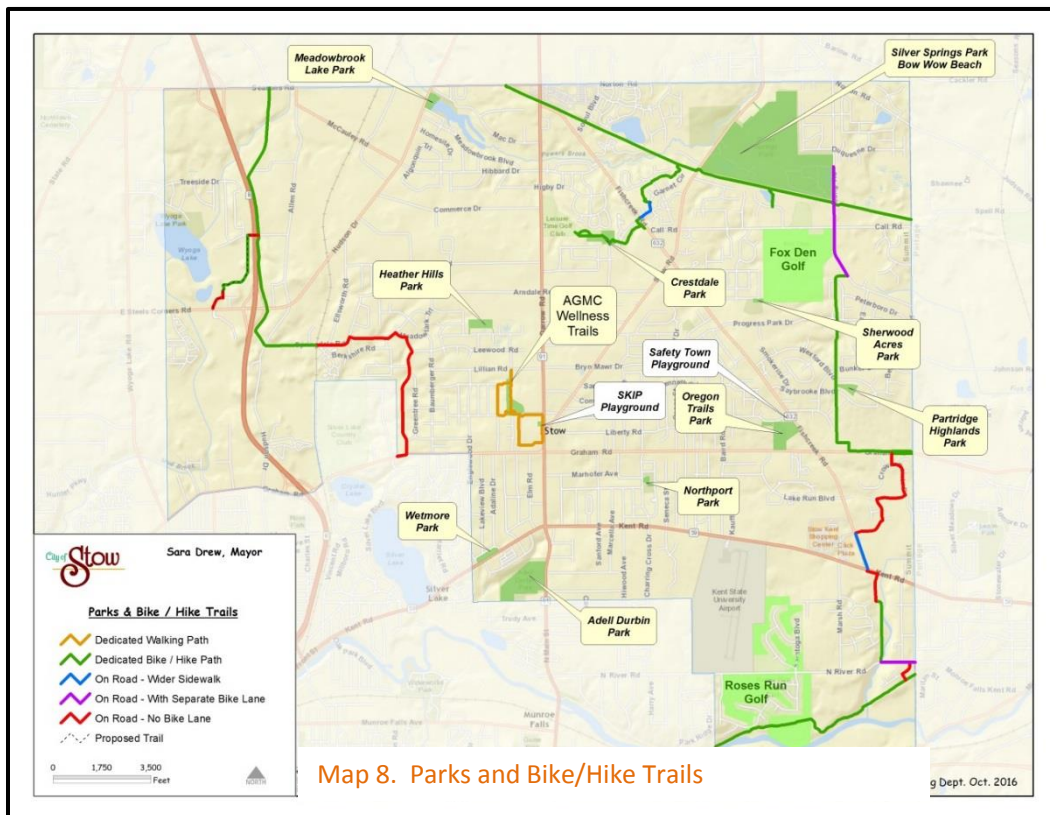
5. Parks and Recreation – Ensuring We Have Quality Places to Play

Amenities play an important role when people are choosing where to live. Often the quality of the schools and parks are on top of the list. Stow has 410 acres of parkland including six neighborhood parks and four community parks, see Map 8. In addition, the City owns and maintains Fox Den golf course, an 18-hole 140-acre site. Stow’s parks facilities and programs play a vital role in many of Stow’s citizens’ lives from pre-school age to seniors, and it is important that the facilities and programs are maintained and enhanced where possible.

Enhancing the existing parks facilities and expanding the network of pedestrian and bicycle connections throughout the City would contribute the Stow’s quality of life and could positively affect people’s choice to live in Stow.

General Observations:

- a) In 2006 the City acquired the Fox Den golf course to preserve the local greens and to provide a community recreational facility.
- b) There are 1.5 miles of walking paths at the City Center, 11 miles of dedicated hike/bike paths and 1 mile of separated bike lanes. While many residential subdivisions on the east side of Stow have access to regional trails, connections on the western side are limited. There are separate bike lanes on portions of Young, N. River and Springdale Roads.



Parks and Recreation Policies and Strategies:

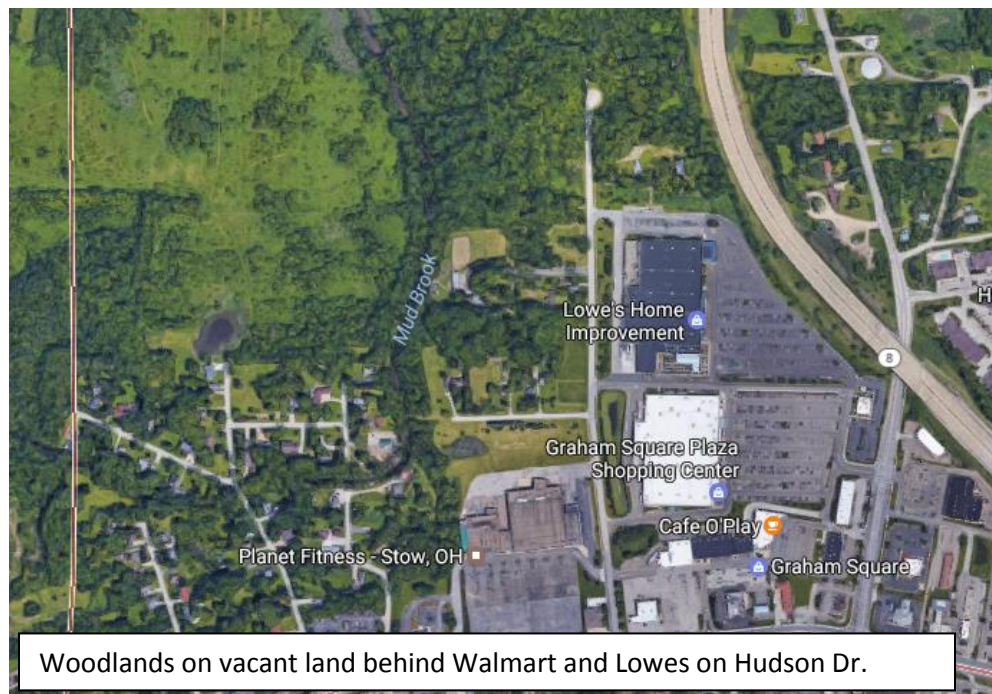
- 5.1 Establish a network of paths or trails for hiking and biking that connect major open spaces, parks, neighborhoods, and commercial developments.
 - 5.1.1 Consider local funding and pursue grants for paths and trails, giving priority to segments that provide major connections to the larger network.
 - 5.1.2 Strengthen the City’s policy on bike lanes
- 5.2 Continue to maintain public parks and recreation facilities to meet the needs of residents and to ensure continued safety and attractiveness of each facility. Concentrate local funding for parks and recreation on the following:
 - 5.2.1 Make capital improvements on the park sites such as renovation of shelters and lodges, athletic facilities, play areas and equipment, landscaping, accessory parking, and service drives, in order to increase the value and usability of each facility and enhance the value of the surrounding residential areas
 - 5.2.2 Provide cost-effective programming that meets the needs of a highly active community like Stow, yet minimize duplication of programming by the schools and the private sector.
- 5.3 For new residential development, continue to require cash-in-lieu of parkland when it is clear that there is an “abundant” supply of public open space or parks in the immediate vicinity of the proposed development, the land (to be dedicated) is to be fragmented, there is no substantial benefit to the City relative to the proposal, and the City views the proposed dedication as undesirable as viable open space.
 - 5.3.1 Continue to require cash-in-lieu-of for all residential developments that do not provide recreation facilities within the development.
 - 5.3.2 The acceptance of new public parkland as part of a proposed subdivision should be considered only when existing facilities are not sufficient to meet the need.
- 5.4 For new residential development that provides public or private common open space:
 - 5.4.1 Require connections to adjacent trails when possible.
 - 5.4.2 Consolidate new open space with existing open space to the extent possible, to create larger and more useful tracts rather than creating several smaller fragmented areas, both within the site and connecting to adjacent sites.
 - 5.4.3 Determine and clearly convey to the public whether the parcel is to remain in a natural state or be developed for recreational purposes, prior to accepting any land.

6. Environmental Protection – Making the most of our natural systems

The conservation of natural lands and wooded areas are not only good for the environment, but also make good economic sense, both for the City and individuals. Trees and green spaces in developed areas provide more than aesthetic benefits. Where there are trees, there are reduced energy costs, decreased stormwater treatment costs, increased property values, increased spending at stores, increased employee satisfaction, and lower health care costs through cleaner air and increased recreational opportunities.³

General Observations:

- a) In 2003 the City adopted the Mud Brook Watershed Stream and Wetland Overlay District Regulations to protect and preserve the water quality within streams and wetlands within the Mud Brook Watershed.
- b) A number of undeveloped parcels in Stow remain vacant because of the presence of sensitive natural areas such as floodplain and wetlands. Other vacant parcels have significant tree cover.
- c) For a recently approved PRD, the City was able to impose limits on tree clearing as one of the conditions of approval for the PRD.



³ Conservation tools.org http://conservationtools.org/guides/94-economic-benefits-of-land-conservation#heading_14

Environmental Protection Policies and Strategies:

Preserve sensitive natural areas including ravines, wooded areas, wetlands, and riparian corridors as permanent open space to protect the environment, help retain the open suburban character of Stow and provide opportunities for passive recreation, educational programs, and observance of wildlife habitats.

- 6.1 Preserve sensitive natural areas based upon state and federal environment regulations. Expand the use of riparian and wetland setback requirements for all development, relying on the applicant to identify any existing wetlands, floodplain, etc. as part of the development plan review.
- 6.2 Promote the use of the PRD and PUD regulations to preserve open space in residential areas. Encourage the preservation of key natural areas when land satisfies the following criteria and it is apparent that, despite other regulatory controls, the land may not otherwise be satisfactorily preserved:
 - 6.2.1 Areas that are the most environmentally sensitive.
 - 6.2.2 Areas that could serve as a buffer between potentially “conflicting” land uses, and to screen higher density from adjacent streets and neighborhoods.
 - 6.2.2 Areas that provide key linkages between residential neighborhoods and community facilities, parks and open spaces, and supporting commercial services.
- 6.3 Encourage the donation of land or conservation easements to the City or to a third party to further protect environmentally sensitive areas
- 6.4 Encourage the use of low impact development (LID) infrastructure stormwater controls in new development and redevelopment projects. The purpose of LID is to mimic the natural water cycle of the landscape, reducing the negative impacts of storm water runoff pollution on streams and rivers, and can range from reduced street widths to planting more trees and designing bioswales as part of parking lot landscaping. Incentivize the use of permeable pavers.

7. Transportation and Connectivity – Promoting all modes of travel

Maintaining and improving our transportation network is vital to Stow’s economy and our future competitiveness. In addition, localities that support alternative transportation options, such as walking, biking, and car-, ride- and bike-sharing, can greatly improve mobility for residents without building new roads.

General Observations:

- a) According to the study Millennials and Mobility, nearly 70% of millennials, people 18 to 34, use multiple travel options several times or more per week.
- b) Residents have expressed strong support for sidewalks and bike trails, especially along main roads.
- c) There continues to be a need for more connections from residential neighborhoods to parks, schools, or services.
- d) Safety is the primary concern for many who would like to see more sidewalks particularly on busy or narrow streets.

Transportation and Connectivity Policies and Strategies:

- 7.1 Prepare a Transportation Asset Management Plan, which includes information about the City’s transportation assets, strategies for traffic management and infrastructure maintenance, and long-term expenditure forecasts.
 - 7.1.1 Based on the City’s goals for installing bike facilities, the plan should embrace a complete streets policy focus for roadway improvements, so that infrastructure improvements that meet the needs of all users are considered when planning for roadway improvements.
 - 7.1.2 Consider establishing a policy and criteria for implementing traffic calming measures in residential neighborhoods.
 - 7.1.3 Whenever roadway improvements are made, coordinate and install streetscape improvements at the same time.
- 7.2 Improve major intersections to ensure safe pedestrian and bicycle access, including enhanced crosswalks, better signage, and improved signal timing.
- 7.3 Coordinate the timing of lights along the major streets. Efficiencies can be gained from coordinating red lights at the intersections along major thoroughfares while maintaining lower traffic speeds.
- 7.4 Support and promote non-motorized transportation modes, including the following:
 - 7.4.1 Construct sidewalks where they currently don’t exist, as appropriate;

- 7.4.2 Add bike lanes to street improvement projects, where feasible and safe.
- 7.4.3 Construct additional hike and bike trails.
- 7.5 Widen streets only in limited situations and when other traffic management systems are not feasible:
 - 7.5.1 On Graham Road, Hudson Drive and Fishcreek Road, limit widening improvements to street intersections when possible in order to minimize the negative impact and retain the residential character within these corridors.
 - 7.5.2 Minimize the widening of streets, in general, where a substantial portion of frontage is already residentially developed. If such improvements are necessary for a particular street, the street should be widened only to the extent necessary to reasonably reduce the existing congestion.
- 7.6 Establish a formal traffic impact study policy, including criteria for when such as study is required and for the preparation of the study.
- 7.7 Consider the feasibility of road diets for lower volume streets, especially in areas where creating a more walkable, pedestrian friendly environment is a priority.

Benefits of Road Diets

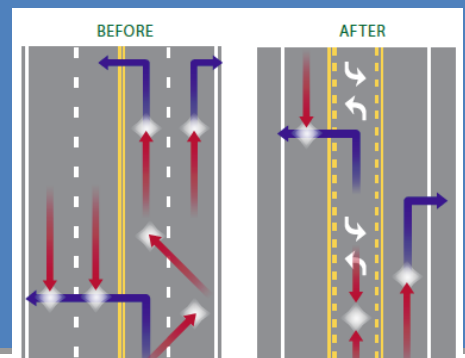
The Federal Highway Administration reports that road diets have improved safety by an average of about 30 percent. Road diets work best on streets that have daily traffic volumes of 8,000 to 20,000 vehicles. When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users.

Road Diets provide benefits to users of all modes of transportation, including bicyclists, pedestrians, and motorists. The benefits can include the following:

- ✓ Crash reduction of 19 to 47 percent.
- ✓ Reduction of rear-end and left-turn crashes through the use of a center two-way left-turn lane.
- ✓ Reduced right-angle crashes as side street motorists must cross only three lanes of traffic instead of four.
- ✓ Reduced speed differential due to one lane of traffic in each direction.
- ✓ Encourages a more community-focused, “Complete Streets” environment.
- ✓ Fewer lanes for pedestrians to cross and an opportunity to install pedestrian refuge islands.
- ✓ The opportunity to install bicycle lanes within existing cross section.
- ✓ Simplifying road scanning and gap selection for motorists making left turns from side streets or the mainline.

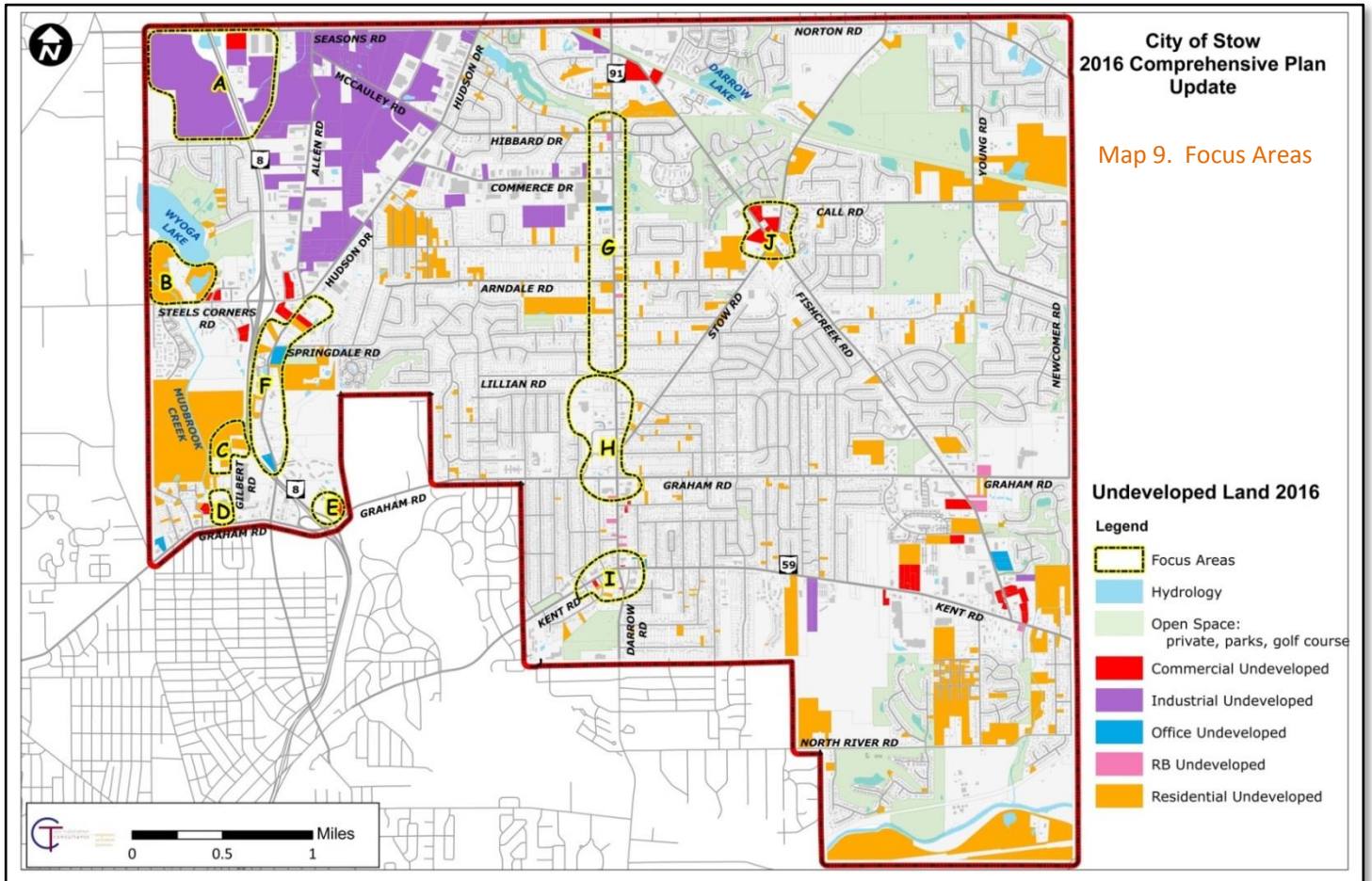
The most common road diet involves converting an undivided four-lane road into three vehicle lanes (one lane in each direction and a center two-way left-turn lane). The remaining fourth lane space can be used to create such features as bicycle lanes, pedestrian crossing islands, bus stops, sidewalks and on-street parking.

Source: U.S. Department of Transportation FHWA Safety Program



CHAPTER 4: FOCUS AREA POLICIES AND STRATEGIES

This Chapter includes a more detailed look at 10 specific areas of the City to evaluate whether the current (based on existing zoning) and future land use policies (noted in the 2001 Plan) should be modified. These areas are shown on Map 9 below.



Area A: Seasons Rd/SR 8

Area B: Steels Corners West

Area C: Gilbert Road

Area D: Stow/Falls Shopping Center

Area E: NE Quadrant SR 8/Graham Rd.
(former Carter-Lumber)

Area F: Hudson Drive Corridor

Area G: Darrow Road North of City Center

Area H: City Center Area

Area I: Darrow & Kent Area

Area J: Stow & Fishcreek Area

AREA A: Seasons Rd/SR 8

Current Zoning: This area is primarily zoned industrial (I-1) with a small amount (~5 ac) of C-5 on the east side of the interchange.

Current Policy: (from 2001 Comp Plan) is **Corporate Office**.

Existing Conditions/ Characteristics/ Issues: This area is at the northwestern corner of the City, abutting Cuyahoga Falls to the west and Hudson to the north. On the west side of State Route 8, the area is bounded by residential to the south. On the east side of SR 8, the focus area is adjacent to additional industrial zoning/development.

The Seasons Rd interchange has been constructed and the City recently installed water and sewer infrastructure to accommodate new development. A new industrial park road has also been installed on the east side, which also provides access to an existing nursing home.

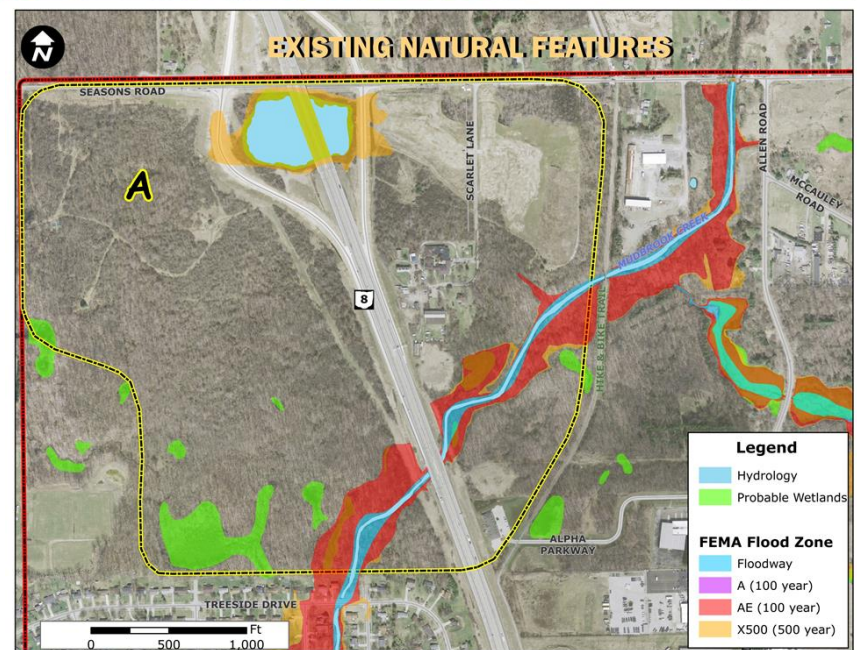
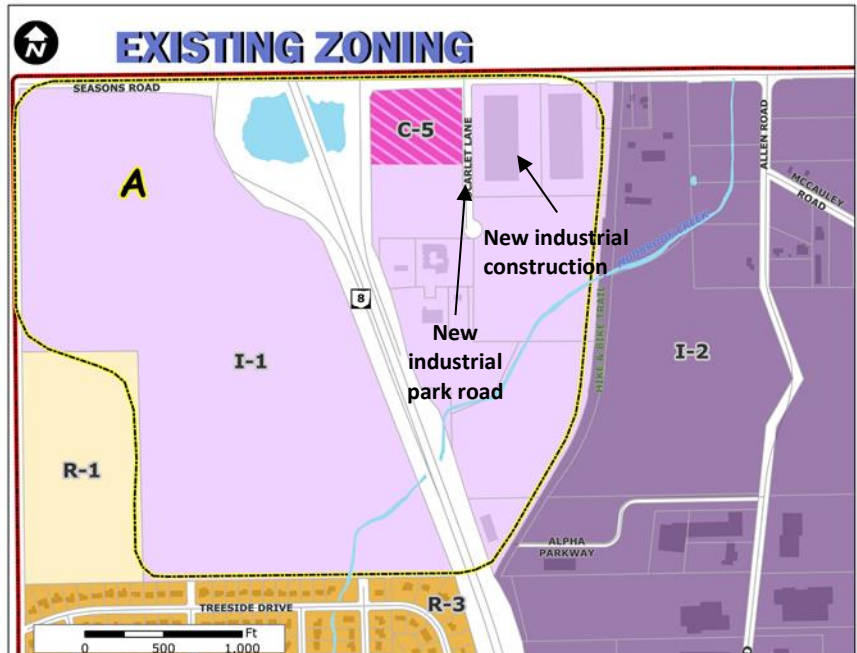
Two new industrial buildings have been constructed east of the new industrial road.

There are approximately 170 acres of vacant industrially zoned land, however, a good portion of that is impacted by the Mud Brook floodplain and associated wetlands.

Considerations: The Seasons Rd interchange is convenient to the Turnpike and therefore well suited for light industrial – distribution/warehouse uses.

A concentration of distribution/warehouse uses will likely require convenience retail uses – making the existing small amount of C-5 zoning still a viable designation for the current location, keeping in mind the City’s goal for high quality development.

AREA A Seasons Rd/SR 8: Zoning and Natural Features



Area A Policies and Strategies:

- (a) Continue the City's current policies in accordance with existing zoning:
 - (1) Based on the current limited market for corporate office, continue to strive for high quality research/light industrial development, which is consistent with the current I-1 zoning. Consider offering incentives to attract the type of high-quality development desired for this area.
 - (2) Maintain the commercial zoning with potential for limited expansion of highway commercial to the west side of SR 8. As an alternative, consider adding support / highway service retail uses such as gas station and convenience retail as a conditional use in the I-1 district.
- (b) Proactively evaluate the need for future road improvements, including determining when a traffic signal at the exit ramps would be warranted.
- (c) Be more aggressive in marketing its business-friendly development process and incentives in order to attract future development.

AREA B: Steels Corners West

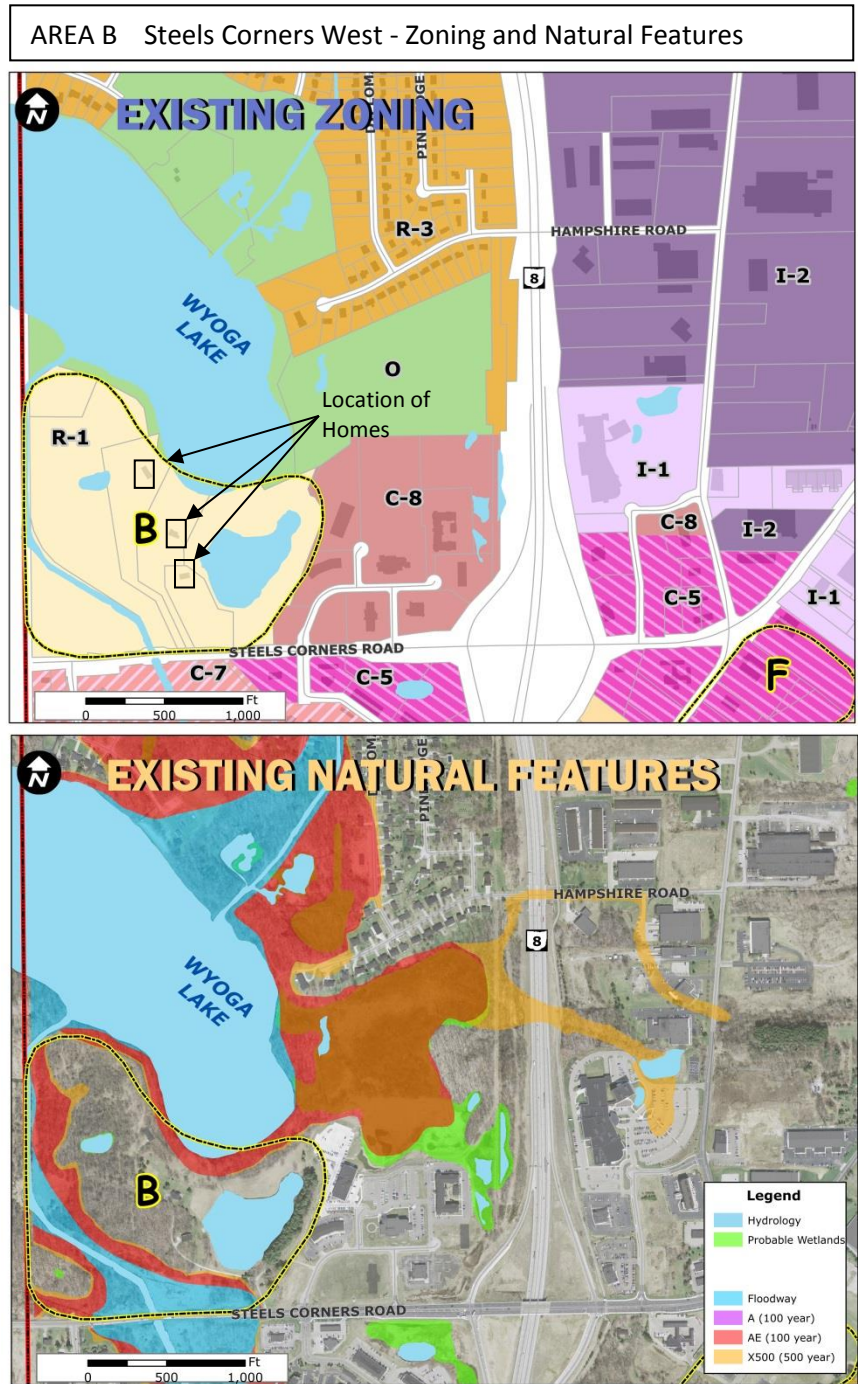
Current Zoning: This area is zoned R-1 Single-family (20,000 sq ft lots).

Current Policy: (from 2001 Comp Plan) is Mixed Residential, which is defined as a mixture of single-family and two-family dwellings with densities that are consistent with the surrounding area.

Existing Conditions/ Characteristics/ Issues: This roughly 55-acre area is comprised of 7 separate parcels, 3 of which have a house on them. The houses were constructed between 1988 and 2007, and range in value from \$157,000 to \$263,000 (based on county auditor records). The average value of the vacant land is \$3,400 per acre.

While the existing R-1 zoning is consistent with the current use of the parcels, it is significantly lower in intensity than the surrounding uses. The area is adjacent to recent office development to the east and recent apartment/townhouse development to the south. The most recent traffic volume data indicate that about 14,780 cars travel along this segment of Steels Corners Road on a daily basis.

As noted in the Natural Features map, there are a variety of development limitations: Mud Brook and its floodplain traverse the site on the west and along the south, which significantly restricts vehicular access from Steels Corners Road.



Area B Policies and Strategies:

- (a) Based on the natural features and age of existing structures, the current zoning is reasonable.
- (b) However, to the extent that interest in future development materializes, development should be limited to residential development that preserves the natural features. In order to maximize the amount of property that can be preserved, provide development flexibility, with an allowance for higher density of 4-6 units per acre overall, which will result in a net density that is more similar to the development to the south.
- (c) Evaluate the need for future road improvements, especially at the bridge east of Wyndham Ridge Dr.

AREA C: Gilbert Road

Current Zoning: This area is zoned R-3 Single-family (12,000 sq ft lots) along with the Gilbert Road Overlay District which permits offices and research and testing facilities.

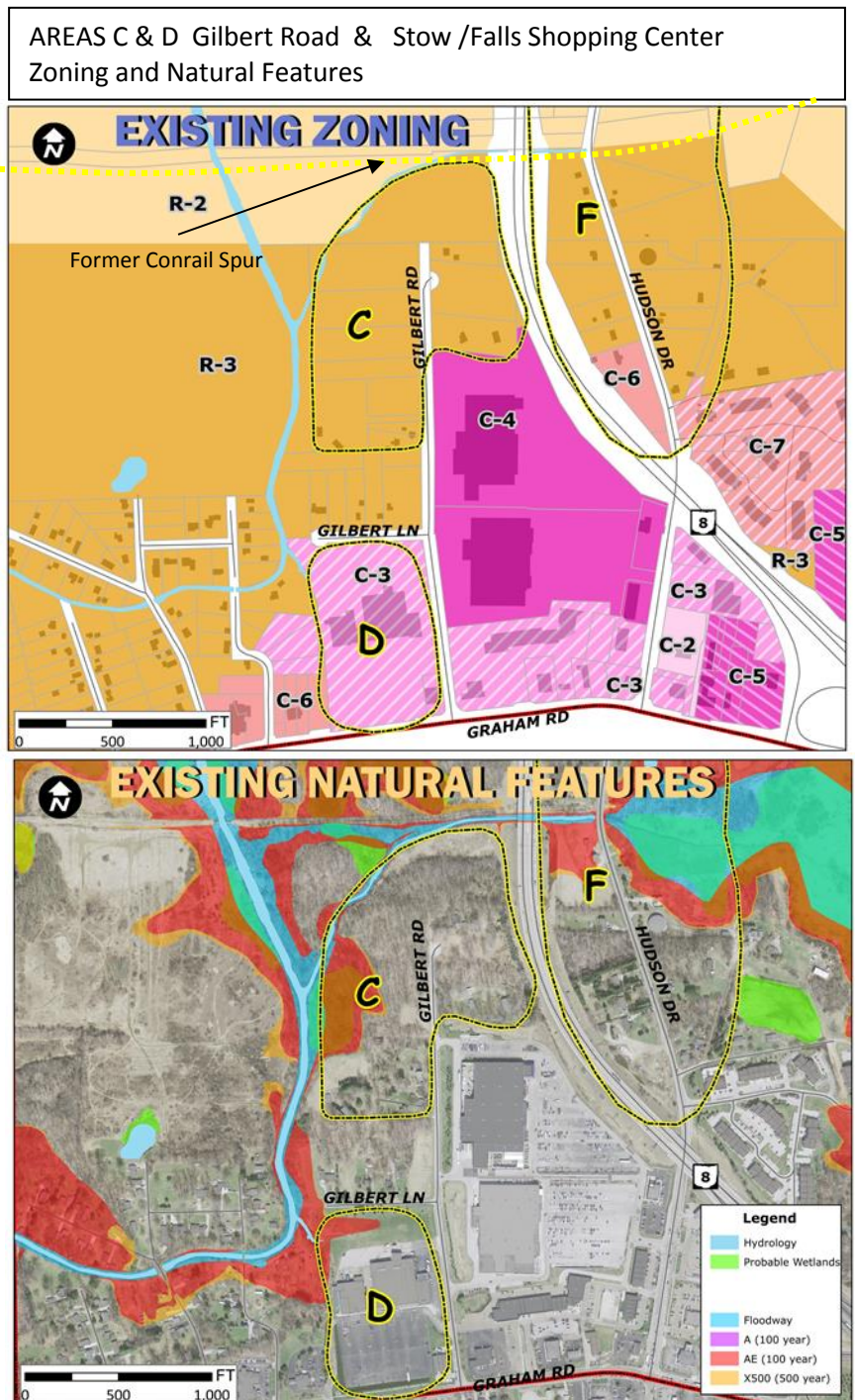
Current policy: Office

Existing Conditions/Characteristics/Issues: This area is a unique secluded area, located behind Lowes/Wal-Mart. While these retail establishments have their frontage on Hudson Drive, the rear walls back up to Gilbert Road, which is not conducive to a residential environment on Gilbert. There are approximately seven existing single-family houses along Gilbert Road and Gilbert Lane, generally built between 1939 and 1960, with an average value of \$90,000.

The development potential of this area is somewhat constrained due to limited access to Graham Road and the high cost of improvements. There had been some interest in developing the north end of Gilbert Drive with multi-family and assisted living facilities.

A 220-unit PRD located west and south of Area C adjacent to Gilbert Lane was recently approved by City Council. Approval of this development includes vacating the Gilbert Lane right-of-way.

Considerations: This area is conveniently located near existing retail and the SR 8 freeway. This area could be suitable for a range of uses including multi-family, office, light industrial, assisted living residential care facility – depending on which can support the types of improvements needed.



FOCUS AREA POLICIES AND STRATEGIES

Area “C” should have more land use options because of its adjacency to retail, and its isolation from existing single-family neighborhoods. Some of the parcels have already been assembled.

Area C Policies and Strategies:

- (a) Allow a mix of uses for Area “C” to encourage development that increases the viability of retail in the area – higher density residential, office, assisted living, etc.
- (b) Apply appropriate residential city-wide policies to this area, such as encouraging flexible development techniques to preserve natural features, including appropriate riparian setbacks to protect the function and integrity of Mud Brook and consider allowing increased residential density based on the area’s adjacencies to retail.
- (c) Ensure new development is appropriately buffered from the existing residential neighborhood.

AREA D: Stow/Falls Shopping Center

Current Zoning: This area is zoned C-3, which does not allow outdoor storage (see Area C maps on previous page).

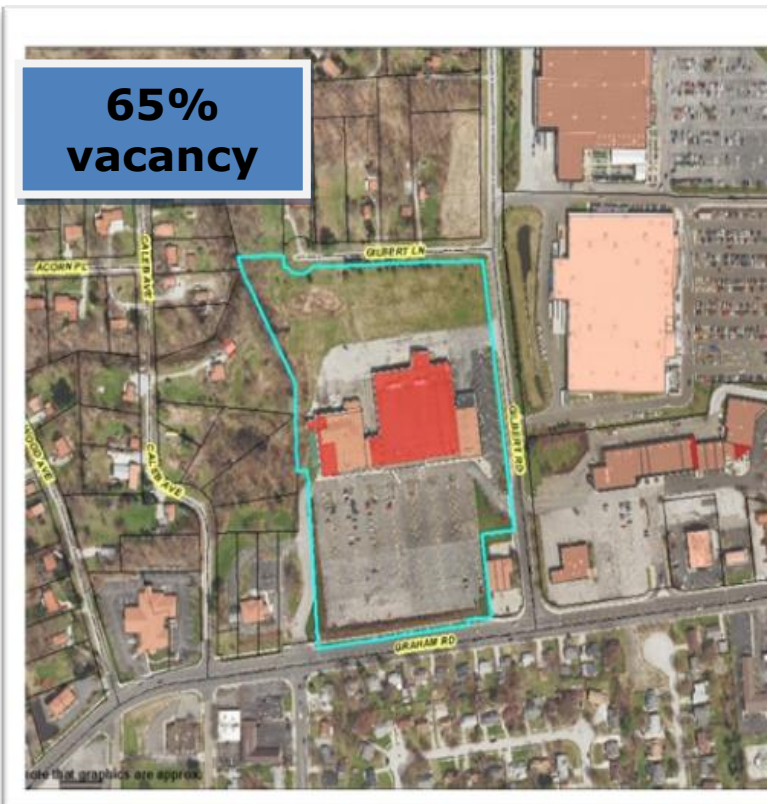
Current policy: Retail

Existing Conditions/Characteristics/ Issues:

This roughly 14 acre parcel has a strip neighborhood shopping center (built in 1995) that faces Graham Road, with access to both Graham and Gilbert Road. It is across the street from Lowes and Wal-Mart where outdoor storage is permitted. The former Tops grocery store closed about 10 years ago and the site has been vacant since. There had been interest by a tractor supply store, but the outdoor storage component is not permitted in the C-3 district. The 92,000 square foot shopping center has a significant amount of pavement between the storefront and the street.

The vacancy rate for Stow overall is good (low), but there are pockets of vacant retail space that have been vacant for some time.

AREA D – Stow/Falls Shopping Center



Area D Policies and Strategies:

- (a) Apply appropriate retail city-wide policies to this area – including expanding the use options for Area “D” through rezoning to C-4 to allow outdoor storage with appropriate screening and to provide more flexibility in reoccupancy, based on the existing large lot (with no difference between Lowes/Wal-Mart site and this one).
- (b) Consider modifying the development standards to increase the amount of landscaping required for outdoor storage.
- (c) Consider creating a Community Reinvestment Area (CRA) to assist in redevelopment of this center.

AREA E: Northeast quadrant of SR 8 Entrance Ramp – Remnant from Old Carter Lumber Site.

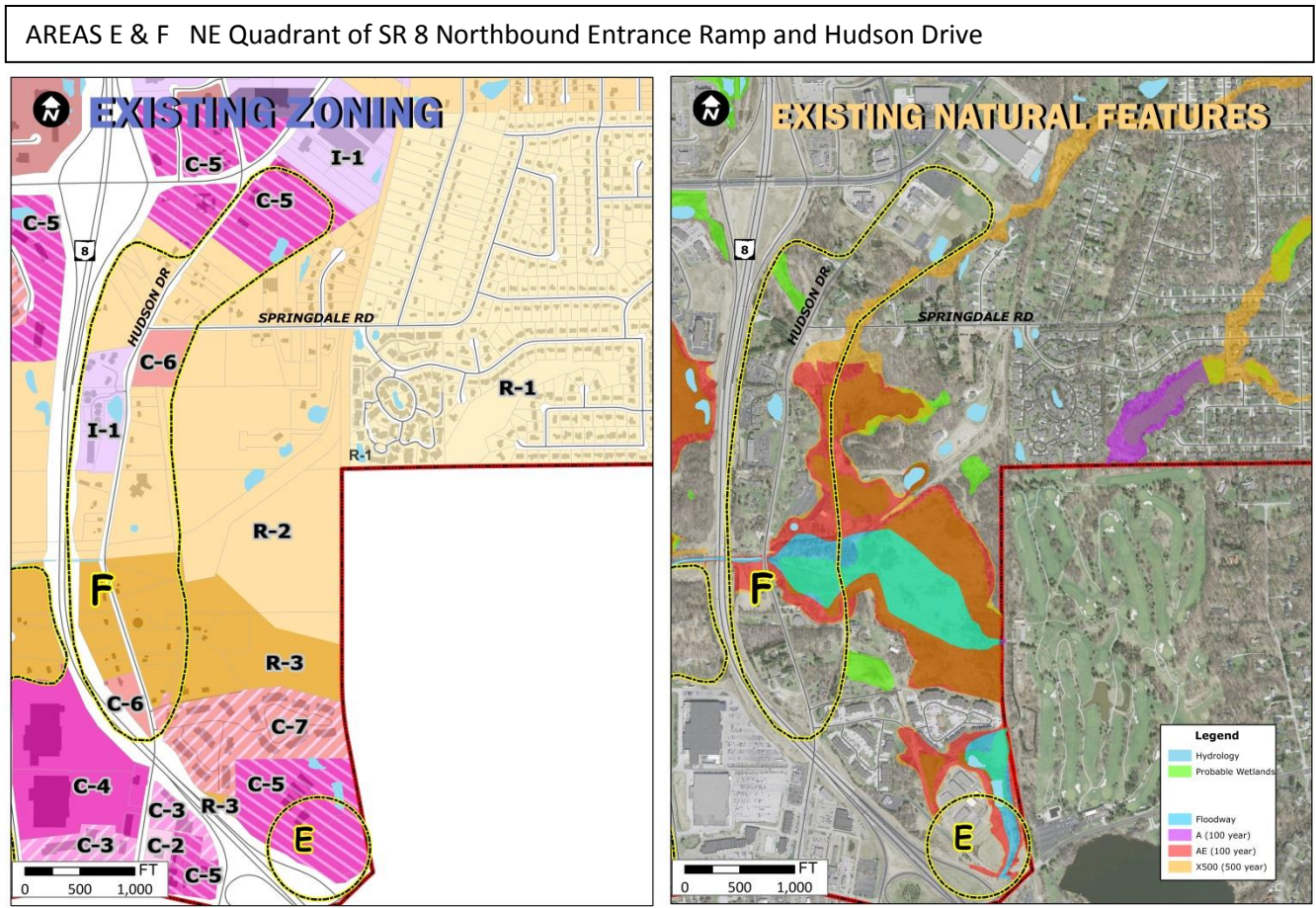
Current Zoning: This area is zoned C-5.

Current Policy: Retail

Existing Conditions/Characteristics/ Issues: This roughly 5 acre parcel is adjacent to the Metroparks maintenance facility (occupying the old Carter Lumber buildings) to the north and to the Silver Lake Country Club on the east. The area is impacted by wet soils and other environmental features. Access from Graham Road is difficult due to proximity to the SR 8 north bound entrance ramp. It is also isolated from other commercial development.

Area E Policy:

Encourage Metroparks to purchase the property.



AREA F: Hudson Drive Corridor

Current Zoning: I-1, C-5, C-6, R-2 north of the Conrail Spur and R-3, C-6 to the south

Current Policy: Limited Industrial north of the Conrail Spur and Office to the south

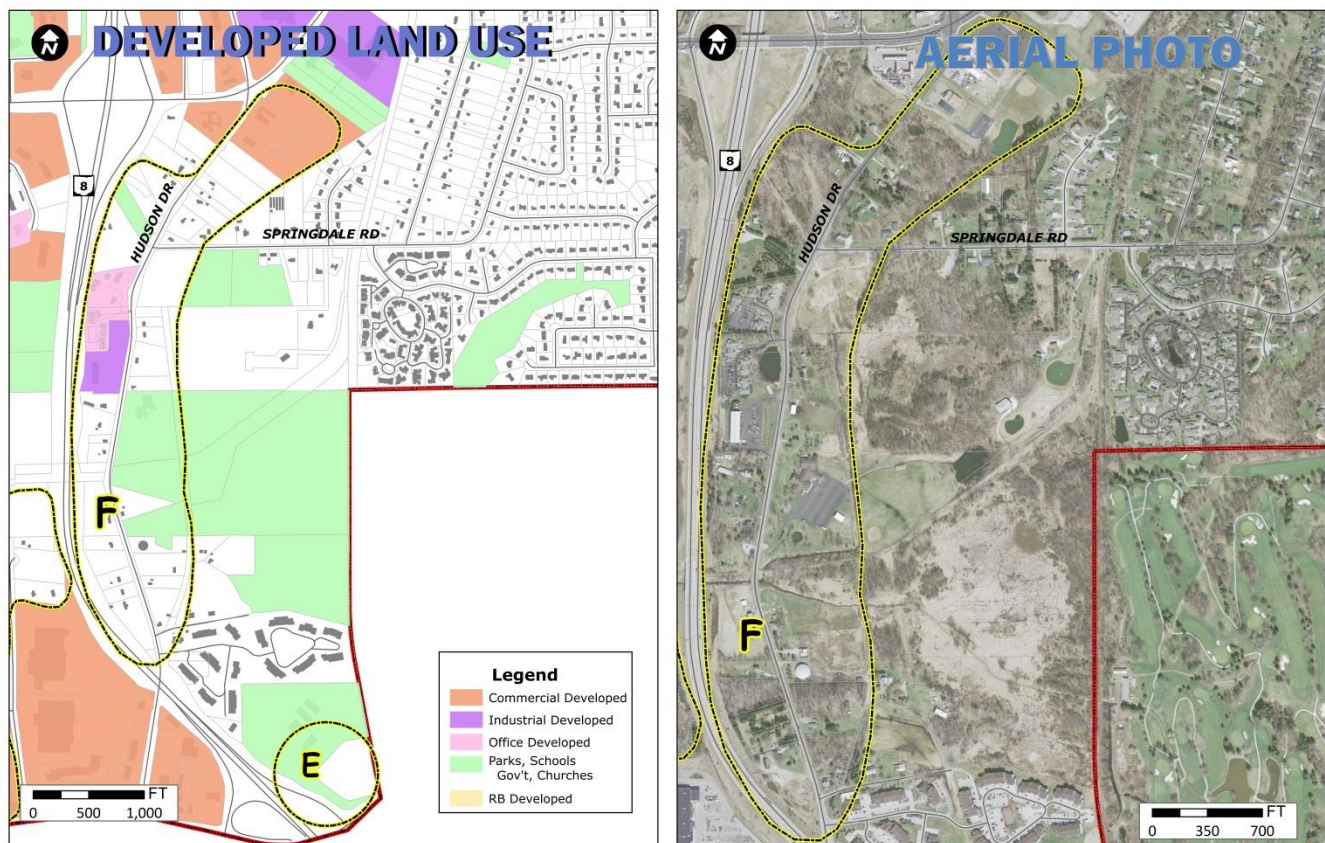
Existing Conditions/Characteristics/Issues: This area is adjacent to SR 8 between the Graham Road and Steels Corners Road interchanges.

There are 6 different zoning designations in this area including residential, commercial, and industrial categories. Adjacent to the Steels Corners/SR 8 interchange at the northern end, there is a mix of single-family residential, light industrial development (L-1) that backs up to the SR 8 freeway and a church built in 1986. A 3.5 acre commercial property is located at the southwest corner of Hudson Drive and Springdale. These parcels are generally deeper (500 feet) than the ones south of the Conrail spur.

South of the Conrail spur, there is a mix of uses, including a former small tool and die shop, houses, vacant land and land owned by the city.

While there are a number of houses remaining in this area, this is not a single-family environment because of traffic (approximately 8,700 average daily traffic in 2012, which is likely to be higher in 2016) and its relative isolation from other residential neighborhoods. Existing single-family neighborhoods will not be impacted by new development (regardless of use).

AREA F: Hudson Drive Corridor



FOCUS AREA POLICIES AND STRATEGIES

Lots on the east side of Hudson Drive are traversed by a gas line easement, which can be seen on the zoning map. The land west of the easement is a former celery farm that is now owned by the city. There are some environmental constraints that limit the development potential of vacant land.

The lots on the west side of the street back up to the SR 8 freeway, and are between 200 and 300 feet deep. These properties have good exposure to SR 8. However, the small/shallower lot configurations make large scale development difficult. Nonresidential and higher density residential will require the assembly of smaller lots to make developable parcels.

This portion of Hudson Drive has a lower density, country-like character because of the larger building setbacks and the amount of trees remaining. In addition, the Metroparks Hike & Bike trail is located in this area.

Area F Policies and Strategies:

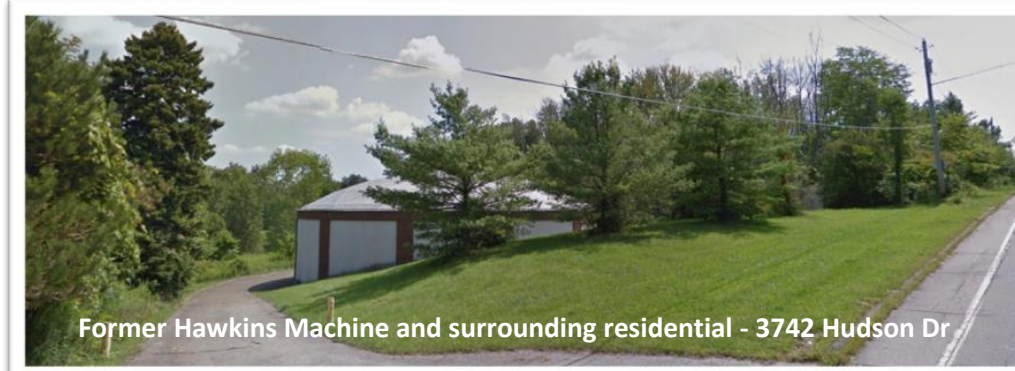
There is little distinction along Hudson Drive between the Steels Corners intersection and SR 8 overpass. Consider policies that treat the corridor as one area.

- (a) Because the corridor is not adjacent to single-family, clean light industrial uses are appropriate, as well as higher density residential and office.
- (b) Continue to restrict highway services to the Steels Corners/Hudson Drive intersection. Other locations along the corridor are not appropriate for retail based on the City's policy of concentrating retail at nodes.
- (c) Allow a mix of uses, but impose specific development standards to preserve the current lower density character along the roadway, including increased building and parking setbacks and increased landscaping requirements.
- (d) Encourage business/light industrial development along the SR 8 side to take advantage of exposure to the highway.
- (e) Continue to maintain single-family zoning along Springdale – east of Hudson Drive frontage.
- (f) Consider creating a new zoning district (i.e. Hudson Overlay) to address the diverse land uses in the area between SR8 interchange and Steels Corners Road. Consider allowing the envisioned range of uses in exchange for the larger building setbacks and landscaping requirements. See the photos below of the existing setbacks and landscaping for the nonresidential development.

FOCUS AREA POLICIES AND STRATEGIES



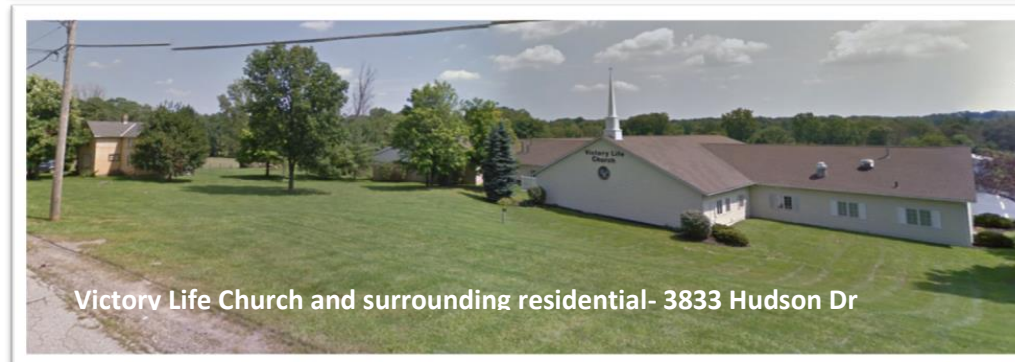
Clock Pointe (Office Park) - located between Hudson Drive and SR8



Former Hawkins Machine and surrounding residential - 3742 Hudson Dr

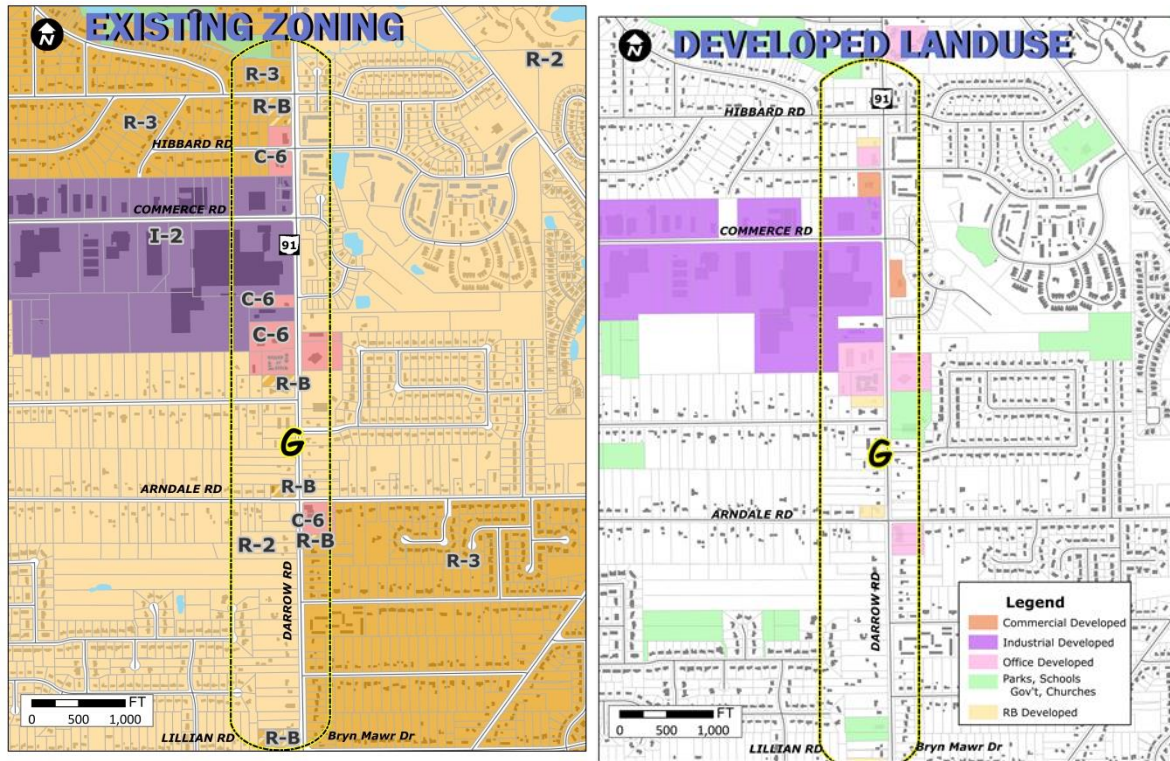


Action Door Sales and Service – Hudson Dr



Victory Life Church and surrounding residential- 3833 Hudson Dr

AREA G: Darrow Road, North of the City Center



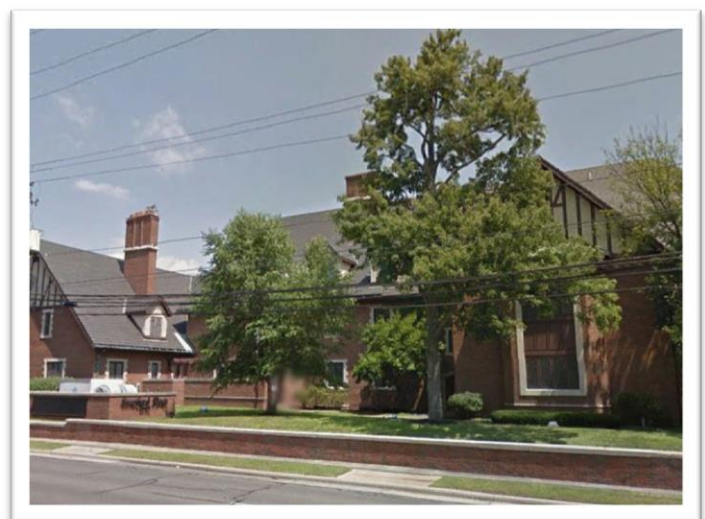
Darrow Road Characteristics - North of Arndale

Current Zoning: RB, C-6 Office, R-3, R-2, I-2

Current policy: Mixture

Existing Conditions/Characteristics/Issues: This segment is no longer a solid single-family environment. It has a mix of development, including apartments. Average daily traffic along this segment of Darrow Road is approximately 13,000 vehicles. Certain portions of the corridor have had the Darrow Road Overlay District #2 applied. (See separate city-wide Existing Zoning Map on page 16.)

- (a) Some existing single-family homes are still marketable (at a lower sales price) – mostly ones with larger/deeper lots.
- (b) There are some good examples of well-designed and aesthetically pleasing office development. There is general agreement that the design of the developments along Darrow Road is more important than the use - that if multi-family buildings looked like the Stratford Office Building they are acceptable along Darrow Road.



FOCUS AREA POLICIES AND STRATEGIES

- (c) There are some older houses that are worth preserving and reusing for office use, but north of the City Center most of the houses are not.

See also issues identified in City-wide policies section.

Considerations: This section of Darrow Road is suitable for residential office. Both the Darrow Road Overlay District #2 and the Retail Business district have been applied along this corridor, but only one project has been approved with the overlay district. The Darrow Road Overlay District #2 provides a certain level of control, but has required variances. In addition, the building coverage is a maximum of 15% of the lot area, which has been an issue. Consider increasing building size while still maintaining residential character.

Darrow Road Characteristics – Between the City Center and Arndale

Current Zoning: RB, C-6 Office, R-3, R-2

Current policy: Mixture

Existing Conditions/Characteristics/Issues: This segment has more of a single-family environment on both sides of street, but with deeper lots on west side. There have been 3 or 4 houses built in the last few years. There are large residential lots with large setbacks, making it easier to redevelop this portion of Darrow Road. Certain portions of the corridor have had the Darrow Road Overlay District #2 applied, but the district has not been utilized. (See separate city-wide zoning map.)

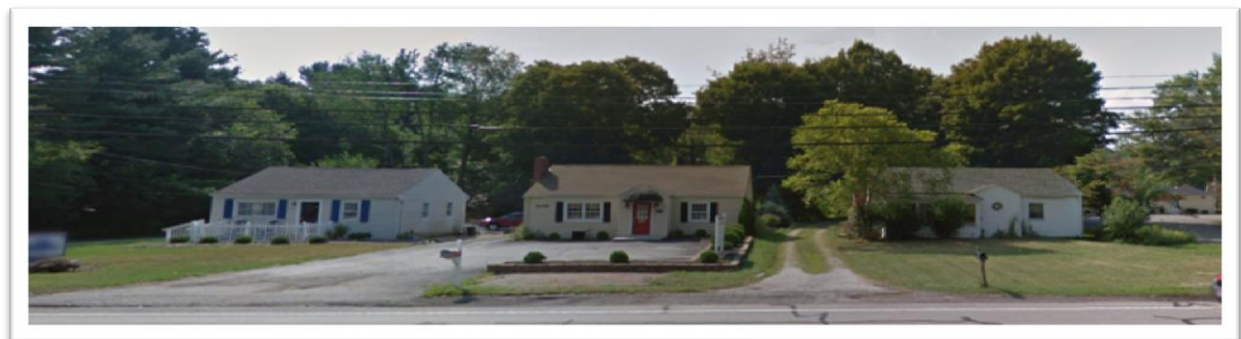
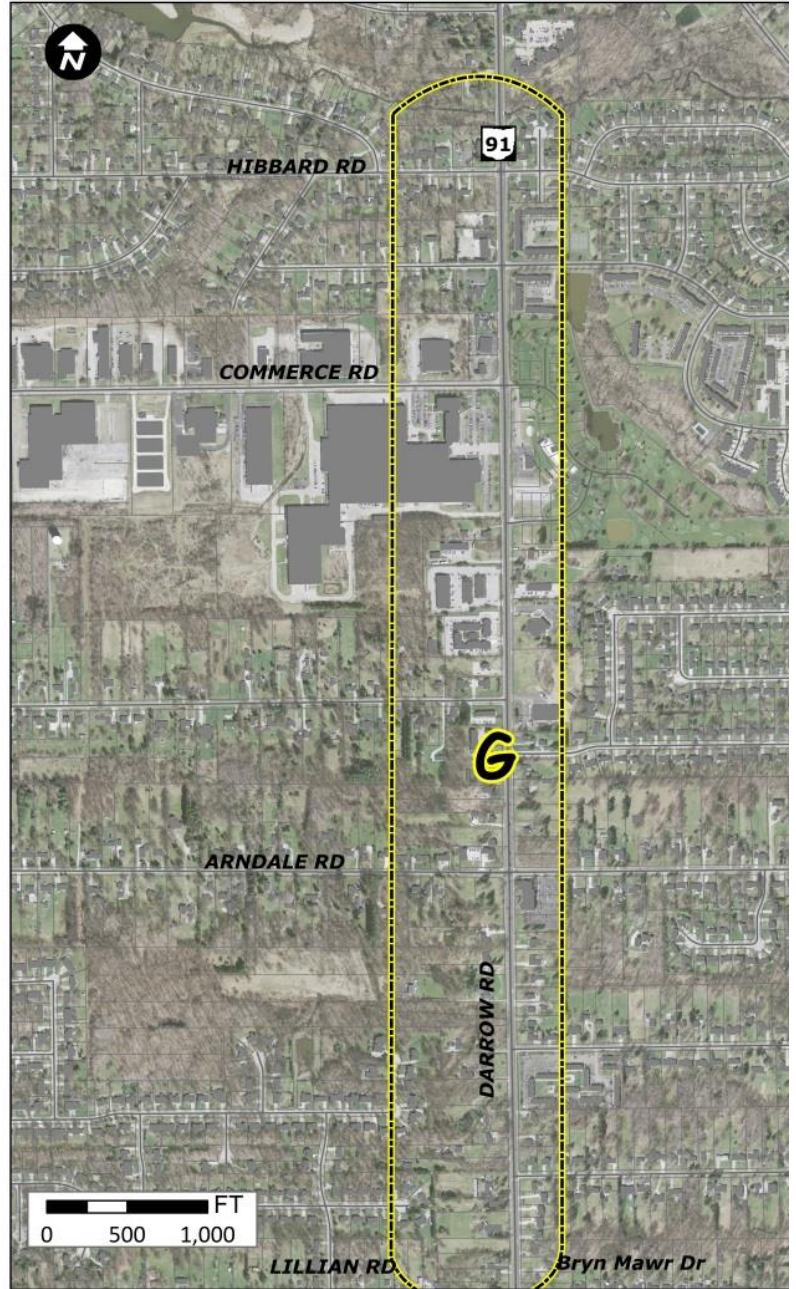
Area G Policies and Strategies:

- (a) Continue to avoid retail along the Darrow Road corridor except at existing nodes.
- (b) Continue to rely on the overlay district but provide greater flexibility of uses (restaurants near offices and at intersections), higher density residential, and increased building size, while still maintaining a generally residential-like character. Analyze the distinctions among the Darrow Road Overlay District, Residential/Business District and the Cluster Development regulations to determine the appropriate amendments to make to each to achieve the goals of this area.
- (c) Develop more specific design guidelines to ensure new development is well designed and compatible with the existing development. Special attention should be given to sign regulations to ensure new signs are compatible with the overall goal of maintaining a residential-like character.
- (d) Continue to not allow parking in front for development outside of existing retail nodes.
- (e) Make sure new development is sufficiently buffered from adjoining residential.
- (f) Make streetscape improvements, including adding sidewalks, along Darrow Road to enhance the character and walkability of the corridor.

FOCUS AREA POLICIES AND STRATEGIES



Residential Along Darrow Road



AREA H: City Center Area

Current Zoning: RB, C-3, C-6 Office, and R-3

Current policy: Mixed Use, retail on first floor (implies 2-story buildings)

Existing Conditions/Characteristics/ Issues: Since 2001, City Center Boulevard has been completed from Darrow to Graham, the Senior Center has been constructed, and there has been some new commercial development.

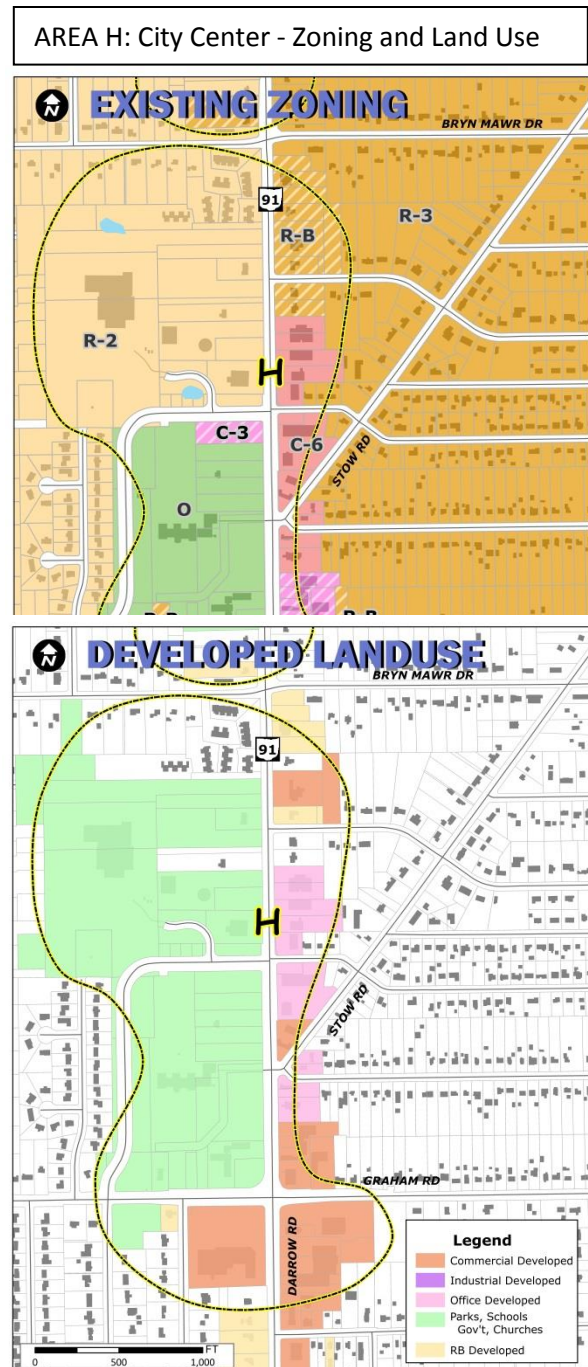
On the east side of Darrow Road, across from the City Center, the lots are zoned C-3 at the corner and C-6 (offices) further north. However, these lots are shallow, averaging less than 300 feet.

The intersection of Darrow Road and Graham Road is very wide, and more than 20,000 vehicles pass through the Graham-Darrow intersection daily, ranking it among the 10 busiest in Summit County. Average daily traffic along Graham Road is nearly 25,000 cars while along Darrow Road it was 23,600 in 2013.

For the City Center site (NW quadrant of Darrow and Graham) the City owns nearly all of the property north of City Center Boulevard, between the Post Office and Locust Grove condominiums.

Redevelopment of this area is a high priority for the City of Stow. This has been the designated spot for Stow’s “downtown” central city for years. In addition, the public has shown support for three specific centralized amenities: a public gathering/green space; a community recreation center; and an outdoor lifestyle/mixed use center.

In 1991, a group of residents volunteered their time to build the popular Skip playground on City property north of City Hall. The 10,000-square-foot wooden castle-like playground is a valued asset and should remain on the City Center site as a key community facility. Now, more than 25 years later, much of the playground equipment is in need of repair, and in 2017, the City is exploring options for rejuvenating and improving this important component for the City Center.



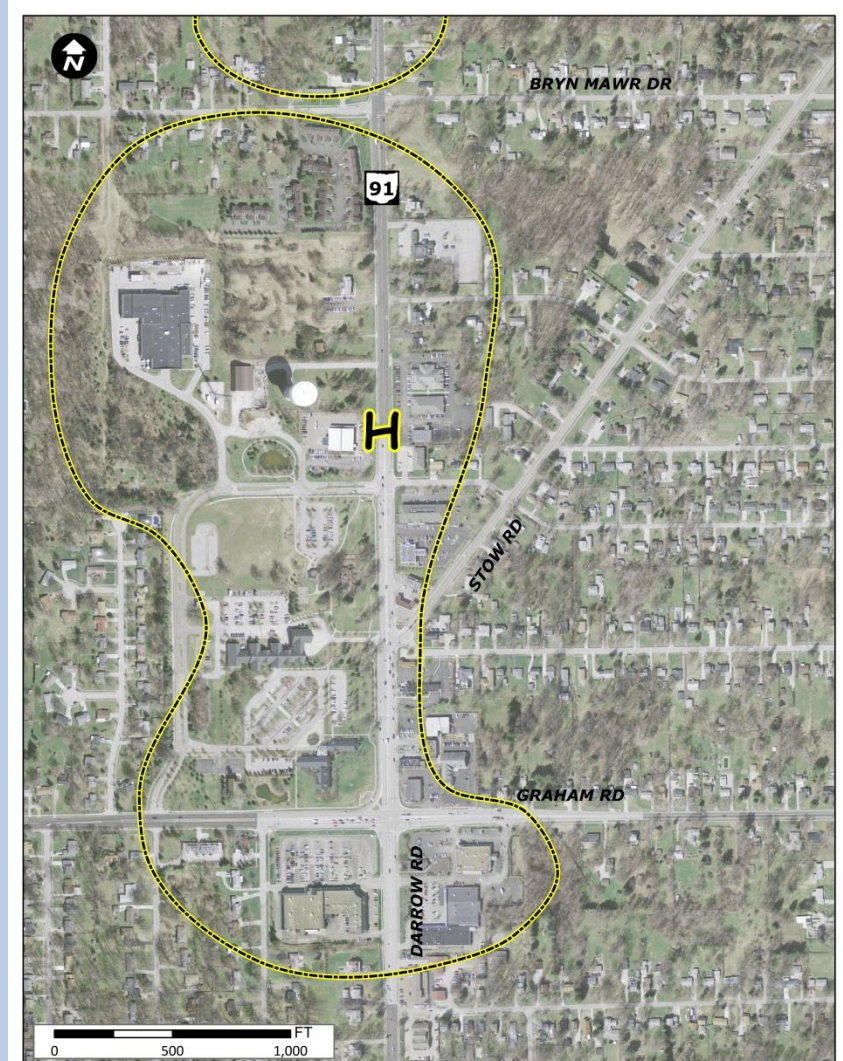
FOCUS AREA POLICIES AND STRATEGIES

Between 2008 and 2010, the City made improvements to the City Center, including: development of fitness trails/paths connecting the surrounding neighborhoods, landscaping along City Center Boulevard; grading and seeding for an amphitheater; and crosswalk improvements.

Based on the public feedback received during this plan update, there is still a desire to create a core “city center” with quality gathering space and a more urban, higher density, mixed use center – similar to First and Main (in Hudson) and Portage Crossing (in Cuyahoga Falls). However, the wide width of Darrow Road makes it difficult to use both sides of Darrow Road to create a walkable mixed use development. In 2005, the City of Stow commissioned a City Center Plan, which included future development of a mixed-use “town center” on approximately 6 acres. Given the level of interest shown during this planning process, the City is currently working with a consultant to conduct a market analysis and prepare marketing materials, including renderings, that can be used to identify a developer to create “Downtown Stow”.

Area H Policies and Strategies:

- (a) Continue to aggressively pursue the development of “Downtown Stow” at the City Center site. The development should strive to be a creative and innovative public gathering space that is uniquely Stow. The public center should also incorporate a mixed use, retail/residential/office complex.
 - (1) Revisit and expand on the 2005 Stow City Center Plan. The updated plan should streamline the vision and lay out steps for implementation.
 - (2) Undergo an extensive public participation process.
 - (3) Additional site assembly may need to occur. Acquire the remaining single-family parcel that is sandwiched between the City’s property.
 - (4) Relocate the post office and other buildings to the extent necessary to create an appropriately sized



development site.

- (b) Continue to develop a portion of the City Center site as a mixed use development.
 - (1) However, more discussion is needed to determine the appropriate mix of uses.
 - (2) Consider incentives and a public private partnership to make the City Center a reality. (Also consider the Kent Road/Darrow Road for improvements/developments considering there is a start and is more pedestrian friendly.)
 - (3) Develop appropriate overlay zoning to help guide the development of the City Center’s mixed-use retail-entertainment component.
- (c) Incorporate a community gathering space and recreational element in the design of the City Center, integrated with designs for the walkable, mixed use retail/entertainment district also on the City Center site. Consider enhancing the site to allow for a variety of activities.
- (d) Install streetscape improvements/visual enhancements to create a cohesive environment. The general design of these improvements should be coordinated with streetscape improvements installed along Darrow Road, north of the City Center, and south to Kent Road.

Realizing Downtown Stow

A review of recent mixed use developments in nearby communities – Hudson’s First and Main development, Kent’s College Town, and Cuyahoga Falls’ Portage Crossing - provides valuable lessons that Stow can follow to help ensure success of Downtown Stow.

An important step to realizing this vision is an active engaged citizens group and public relations campaign. Gathering all the necessary stakeholders at the table is key and this includes the City, residents, , and the private sector.

In the case of Hudson’s First & Main, there was active citizen participation as part of the impetus to get the development on the ground. The groundwork was then laid out in the Comprehensive Plan.

Another important step is the creation of a public-private partnership between the City of Stow and private sector developers.

The First & Main Development was a partnership between the City of Hudson and the private developer firm. One mechanism that they used was TIF financing to help with the needed infrastructure costs.

In the case of Portage Crossing, Cuyahoga Falls owned a 25-acre tract of land and sold it to the developer in a land sale agreement.

In Kent, a public-private partnership was formed to leverage funds and other assets of all of the organizations involved, to successfully secure grant funding, State of Ohio economic development incentives, and private developer investment. A steering team was formed in 2008 that included senior leadership from KSU, the City of Kent, local county Regional Transit Authority and later included leadership from several private developers.

AREA I Darrow & Kent Area

Current Zoning: C-3

Current policy Retail Service

Existing Conditions/Characteristics/ Issues: This area comprises approximately 26 acres of commercial zoning. It was developed mostly in the late 1950s and early 60s. There is a mix of new (1990s) and old retail, two small shopping centers and some office space.

Since 2001 there have been numerous redevelopment and renovation projects along Kent Road, and some received assistance through Stow’s Streetscape Program. One recent development was the Marhofer redevelopment. However, there still remain some older commercial buildings in need of renovation.

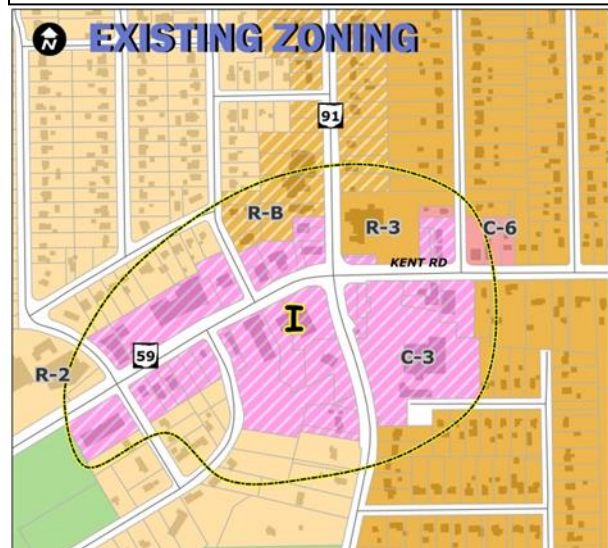
Some vacant parcels exist, but the lots are very small. Recently, there has been some demolition but very few development proposals in this area.

The projects that were completed needed variances because the small, narrow lots (average 12,000 square feet, 60 feet by 200 feet) do not conform to the C-3 zoning requirements, including the 60-foot building setback. The buildings back up very closely to the residential neighborhood behind. There is also an old easement from a former trolley line on the north side of Kent Road that is an impediment to redevelopment.

The Darrow Road/Kent Road intersection is considered a “somewhat walkable” environment with a walk score of 50, which means that some errands



AREA I: Darrow/Kent Intersection - Zoning and Land Use



can be accomplished on foot, and it has easy access to dining, parks, schools, entertainment and groceries. For example, the public library and Adell Durbin Park are only a short walk around the corner on Darrow Road. However, Kent Road has an 80-foot wide right-of-way and an average daily traffic volume of about 17,750 vehicles.

Area I Policies and Strategies:

- (a) Create a neighborhood center with a walkable pedestrian friendly environment which connects Darrow Road north to the City Center site.
- (b) Encourage a mixed use, retail/residential/office environment.
- (c) Consider incentives and a public private partnership to facilitate improvements/developments considering there is already a good framework with the existing buildings and the area is more pedestrian friendly.
- (d) Encourage higher density as part of the mix of uses permitted in the existing node.
- (e) Vacate a portion of the Kent Road right-of-way (former trolley line easement) to enable redevelopment.
- (f) Support streetscape improvements and discourage road widenings to enhance the pedestrian experience. Streetscape and lighting should be cohesive on Darrow Road to the City Center.
- (g) Consider creation of an overlay district to allow a mix of uses and/or modify the development standards, such as: reduce the building setback requirements and minimum parking standards, etc., to encourage a more compact, pedestrian-friendly environment.

What makes a neighborhood walkable?

- ✓ A center: Walkable neighborhoods have a center, whether it's a main street or a public space.
- ✓ People: Enough people for businesses to flourish and for public transit to run frequently.
- ✓ Mixed income, mixed use: Affordable housing located near businesses.
- ✓ Parks and public space: Plenty of public places to gather and play.
- ✓ Pedestrian design: Buildings are close to the street, parking lots are relegated to the back.
- ✓ Schools and workplaces: Close enough that most residents can walk from their homes.
- ✓ Complete streets: Streets designed for bicyclists, pedestrians, and transit.



AREA J: Stow & Fishcreek

Current Zoning: C-2 and C-3

Current policy: Retail Service

Existing Conditions/ Characteristics/ Issues: This Area has higher density residential to the east and north, and there are a number of schools and churches located in the vicinity. Portions of this Area have been zoned commercial since the early 1970s. There have been a number of new residential developments constructed since 2000, including the Call Farm PRD. Traffic along Fishcreek Road was over 14,000 vehicles in 2015 and operating at a “B” level of service (LOS) north of the Stow Road intersection and a “C” LOC, south of Stow Road during peak hour, according to the Akron MetroAMATS 2015 Congestion Study. There are approximately 8,000 vehicles along Stow Road, and the road operates at a “B” LOS during peak hour.

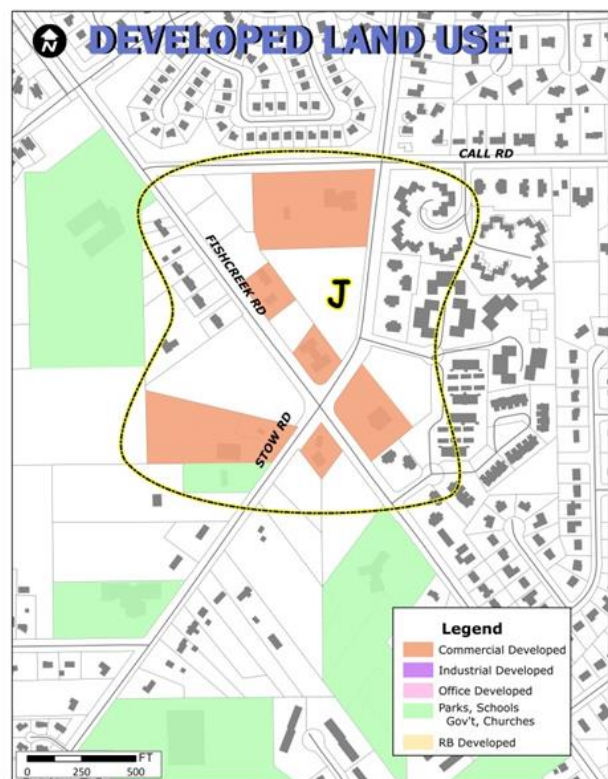
Gas stations are located on the north and south corners. A Dollar General store was constructed in 2016 on the east quadrant, and as part of that development, the vacant portion of the site between Dollar General and Anna Circle cannot be developed for commercial use.

Of the vacant parcels zoned for commercial use, only two are larger than 36,000 square feet, but both are impacted flood zones. The other parcels that are zoned C-2 and located in the triangular area between Call Road, Stow Road and Kent Road range in size between 26,000 and 36,000 square feet.

This area still has a significant amount of wooded area remaining, which helps contribute to the character of the area.

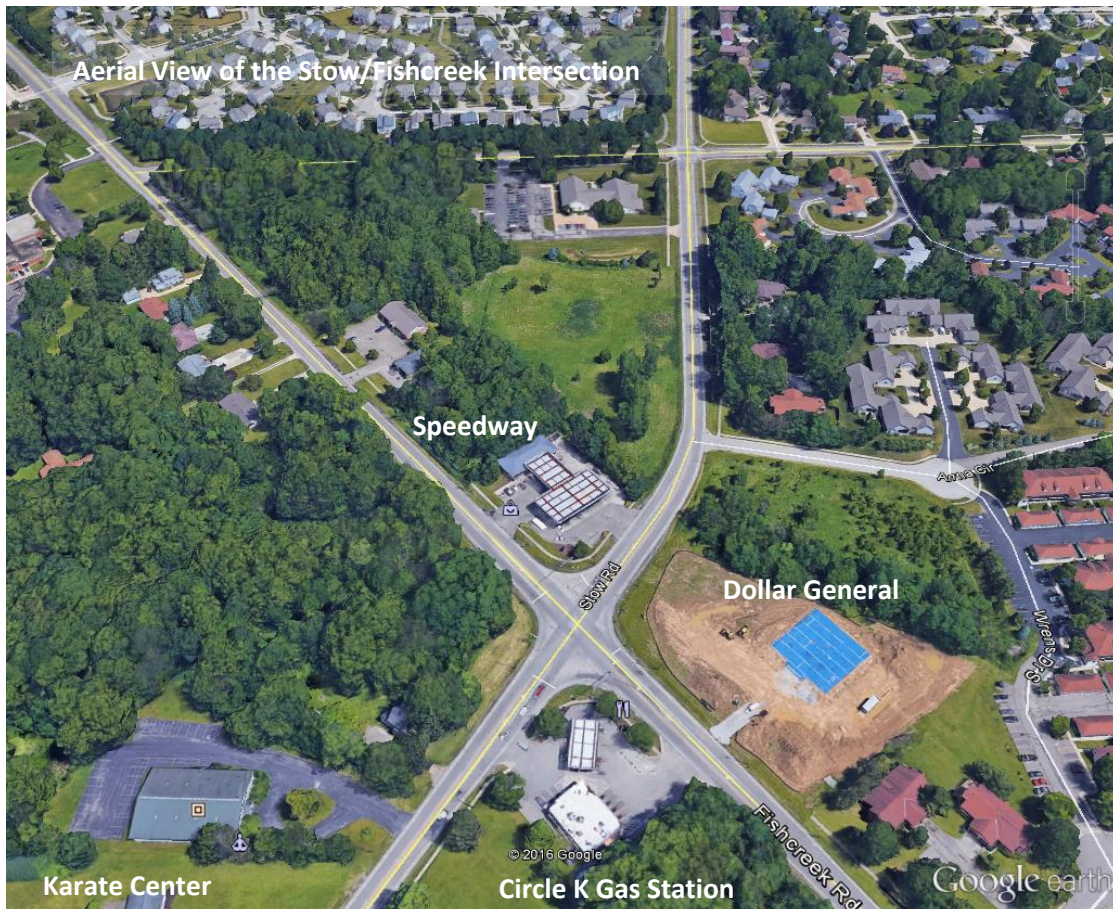
Considerations: Churches and schools provide natural boundaries to the area, but using these facilities as boundaries for expanded commercial creates a larger retail area than needed/desired.

AREA J: Stow Rd and Fishcreek Rd - Zoning and Land Use



Area J Policies and Strategies:

- (a) Limit the potential for future retail in the area. Consider proactively downzoning parcels that are surrounded by residential uses and too small for commercial development. However, it is important to recognize that the Stow/Fishcreek intersection is a busy intersection and there may be pressure for more retail at this intersection. Expansion of existing businesses may require expansion of the commercial zoning. Such limited expansion is supported only when landscaping, screening and building design improvements would upgrade the appearance of the existing development.
- (b) Encourage infill residential development around the existing node – similar to the higher density residential development to the east - to serve as a transition to lower density single-family residential.
- (c) Allow senior care facilities as a transition between the existing commercial and residential development.
- (d) Install sidewalks to improve the walkability of the area.
- (e) Monitor traffic and make improvements as needed to manage traffic through this mostly residential area. (See also the Transportation section).



NEXT STEPS

Zoning is the most important tool the City has to implement the land use policies in the Plan. During the course of this planning process, a number of zoning items were discussed. This chapter identifies potential new zoning districts and suggested modifications to existing regulations that will help facilitate implementation of the policy recommendations contained in this Plan. These suggestions are intended to serve as a guide for further investigation as a more detailed evaluation will be required.

1. Promote well-designed residential developments:
 - a. Evaluate the existing residential development regulations currently located in separate chapters in the zoning code: to identify the positive aspects of the regulations; determine what could be revised to improve future PUDs and PRDs; and reduce the redundancy in the code.
 - b. Provide a density bonus for projects that preserve a higher percentage of open space and that have significant buffer from the existing streets.
 - c. Allow an increase in density for cluster projects on certain streets (based on traffic volume and mix of uses) to account for the increased development costs, while adhering to a high standard of building and site design to ensure projects are compatible with the surrounding area.
 - d. Expand the design standards to more specifically address the overall site design, building and landscaping/screening aspects of proposed projects.
 - e. Add senior-care facilities as a conditional use in the R-1, R-2 and R-3 Districts.
 - f. Review the RB District to determine if townhouses should be permitted in the district.

2. Maintain and revitalize existing shopping centers:
 - a. Rezone areas from C-3 to C-4 in locations where C-4 zoning already exists (such as the Stow /Falls Shopping Center at the corner of Graham and Gilbert)
 - b. Add research and development (R&D) and other light industrial uses as a conditional use in the C-4 district with some location criteria.
 - c. Modify the development standards to increase the amount of landscaping required for outdoor storage.

3. Allow for some flexibility in Industrial Districts: Consider adding support / highway service retail uses such as gas station and convenience retail as a conditional use in the I-1 district.

4. Develop new context-specific overlay districts for three unique areas of the City:
 - a. Hudson Drive Corridor (Area F): Create a new zoning district for the Hudson Drive corridor to address the diverse land uses in the area between SR8 interchange and Steels Corners Road. For example, a Hudson Drive Mixed Use Overlay District could

NEXT STEPS

permit offices, clean light industrial uses and higher density residential when the development includes increased building and parking setbacks and sufficient landscaping.

- b. City Center (Area H): Create a new City Center Overlay District to help guide development of the City Center's mixed use retail-entertainment component. Elements to include in the new zoning district
 - i. A mix of uses should be required, with residential units on upper stories permitted.
 - ii. Require a minimum amount of building massing, such as buildings should be two to three stories high or at a minimum have the appearance of two stories.
 - iii. Buildings should be located close to Darrow Road and have the appearance of primary frontage along Darrow (even if the main entrances are oriented to a new interior street).
 - iv. Buildings should be designed to emphasize pedestrian scale, human scale architecture, and landscaping. Buildings should have a first floor storefront appearance with a minimum of window display area and well-articulated building entrances.
 - v. Parking should be behind buildings, screened from view from Darrow Road, to lessen its appearance.
 - vi. Require pedestrian and bike connections throughout the development to ensure walkability/bikability.
 - vii. Require public open space and amenities such as street furniture, plazas, decorative benches and lighting to be part of an integrated design.
 - viii. Require a minimum amount of landscaping throughout the development, including within the parking lots to lessen the visual impact of large expanses of pavement.
 - ix. Require a comprehensive sign plan to ensure a cohesive appearance throughout the development.
 - c. Darrow & Kent Road Area (Area I): Create a new Darrow-Kent Mixed Use Overlay District to allow a mix of uses, including townhouses and residential above the first floor of commercial space. This district would include reduced building setback requirements and minimum parking standards compared to the existing C-3 Commercial District in order to encourage a more compact, pedestrian-friendly environment.
5. Strengthen the Design Review Process. The city currently has design review and lighting standards for commercial and office districts (Chapter 1182) and design guidelines for signs (Section 1183.06) that are reviewed as part of the site plan review process. The regulations govern building materials, building articulation, roof treatment, screening of dumpsters/mechanical units and some aspects of sign design.
- a. Review and strengthen the existing design review guidelines, and consider expanding to apply to a broader range of development and structures, such as to existing buildings undergoing significant renovation.
 - b. Review the standards and design guidelines for signs and landscaping requirements.

NEXT STEPS

- c. Consider requiring a specific amount of public open space for large scale retail developments that exceed a certain size threshold (such as 40,000 to 80,000 square feet). Apply this requirement to major renovation projects that exceed a specific investment threshold, either a minimum dollar amount or percentage of current value.
- d. Expand the design standards to more specifically address site design of residential projects and ensure that new development is attractive and fits within its surroundings.

APPENDICES

ZONING CODE – PURPOSE STATEMENT FOR DISTRICTS AND SPECIFIC CONDITIONAL USES

RESIDENTIAL

(a) **O Conservation District.**

- (1) Preserve and protect the values of distinctive geologic, topographic, botanic, historic, or scenic areas;
- (2) Protect the ecological balance of an area;
- (3) Conserve natural resources such as river valleys and tracts of forest land; and
- (4) Reduce the problems created by intensive development of areas which have excessively high water tables, which are subject to flooding or which are topographically or otherwise unsuited for urban uses.

(b) **R-1 Single-Family District.** Provide areas of low density, single-family uses with a minimum lot size of 20,000 sq. ft., which are located predominately on the outer edge of the City, furthest from many services provided by City and other public agencies, and which conditionally permit clustered single family dwellings.

(c) **R-2 Residence District.** Provide areas for single-family uses at a slightly higher density, a minimum lot size of 16,000 sq. ft., which conditionally permit clustered single-family, two-family and multiple-family.

(d) **R-3 Residence District.** Provide areas for single-family uses at a higher density, a minimum lot size of 12,000 sq. ft., which conditionally permit clustered single-family, two-family and multiple-family dwellings, as well as boarding houses.

(e) **R-B Residential Business District.**

- (1) Provide for the development of small office and business uses in selected locations on arterial streets which are primarily residential in character and not appropriate for general retail or commercial uses.
- (2) Preserve architecturally or historically significant residential structures through their conversion to viable alternative uses in a manner compatible with the surrounding area.
- (3) Discourage replacement of existing residential structures with new construction, while requiring that any new construction that does occur be compatible with the surrounding area.

(f) **Cluster Development.**

Conditionally permitted use in an R-1, R-2 or R-3 Residence.

Intent – to preserve the predominantly single-family character in Stow. These regulations are intended to permit the clustering of single-family homes on lots **along major streets** where single-family residential development is prevalent and continues to be appropriate for the street but where a standard subdivision is difficult and uneconomical. Clustering of single family homes shall achieve the following objectives:

- (1) Protect residential property values and preserve the residential character along certain major streets.

ZONING CODE – PURPOSE STATEMENT FOR DISTRICTS AND SPECIFIC CONDITIONAL USES

(2) Encourage infill development along major streets - by allowing greater flexibility in lot arrangement and building placement, while maintaining the density permitted in the zoning district

(3) Minimize curb cuts on major streets by requiring common driveways with access only onto side streets.

(4) Encourage creative and innovative layout.

(e) Promote economical and efficient use of land through unified development.

(g) **Planned Unit Development**

Conditionally permitted use in an R-1, R-2 or R-3 Residence.

Intent - to permit a variation in the area and yard regulations to allow a more flexible placing of **single-family buildings** on the land for:

- the grouping of open spaces and accessory facilities such as garages or parking spaces;
- the preservation of significant woodlands, water bodies, or other natural features; and
- the provision of recreational areas and facilities as an integral part of the development.

The intent of this section is that adequate standards related to the public health, safety, and general welfare shall be observed while permitting innovative site planning on large sites.

(h) **Multi-Family Dwellings in R-2 and R-3 District**

Conditionally permitted in an R-2 and R-3 Residence.

Intent - To encourage multi-family dwellings in specific locations identified in the Comprehensive Plan in order to achieve the following objectives:

(1) To allow creativity and variety in design as necessary to implement the various goals and objectives set forth in the Comprehensive Plan.

(2) To promote economical and efficient use of land through unified development.

(3) To protect lower density residential areas by requiring buffer areas between single-family dwellings and multi-family dwellings.

(4) To regulate density and distribution of population according to the Comprehensive Plan.

Locations identified in the Zoning Code:

- Hudson Drive;
- Darrow Road, north of Hibbard Avenue;
- Graham Road, east of Lake Run;
- Kent Road, between Kauffman Road and Fishcreek Road;
- Norton Road, west of Stow Road

Locations are determined based on:

- in areas to serve as a transition between lower density residential and nonresidential development
- adjacent to existing multi-family development

(i) **Multi-Family Dwellings in C-7 District**

Conditionally permitted in a C-7 Office/Multi-Family District.

Intent - To encourage multi-family dwellings in specific locations identified in the Comprehensive Plan in order to achieve the following objectives:

To provide development options that are compatible with the C-7 goal of creating an "Office Park" environment along the Route 8 Corridor;

ZONING CODE – PURPOSE STATEMENT FOR DISTRICTS AND SPECIFIC CONDITIONAL USES

Locations identified in the Zoning Code:

- (1) Shall have direct vehicular access to **Steels Corners Road, Hudson Drive or Graham Road.**
- (2) Located in areas that are removed from or where there will be minimal impact on existing single-family development.
- (3) Located **at edge of C-7 district** when the district abuts a more restrictive zoning district so that the multifamily development serves as a transitional use.
- (4) The nearest edge of the property shall be located a minimum of 1,000 feet from an interchange right-of-way in order to reserve such locations for office development.

COMMERCIAL

- (a) The **C-2 Limited Retail District** is established to restrict small retail areas that are not located at major intersections to less intense retail uses, therefore prohibiting drive-thru facilities and gas stations.
- (b) The **C-3 Community Retail District** is established to permit small-to-medium size retail centers at major intersections in order to consolidate commercial use in these locations and prohibit sprawl along major streets. No outdoor storage is permitted.
- (c) The **C-4 General Business District** is established to accommodate a wide range of commercial development, along with outdoor storage as a conditional use, in select areas in a manner that does not disrupt or intrude upon residential areas.
- (d) The **C-5 Highway Services District** is established to consolidate uses targeted to motorists, both local and through travelers. Allows for limited outdoor storage as a conditional use.
- (e) The **C-6 Office/Business District** is established to reserve prime office and business locations for the exclusive development and protection of offices, administrative and research facilities and similar businesses that are office-like in physical appearance and service requirements.
- (f) The **C-7 Office/Multi-Family District** is established to provide areas for offices and, to some extent, multi-family located in a planned development of building and amenities on parcels of five or more acres primarily along the SR8 corridor and in selected areas where redevelopment is desired.
- (g) The **C-8 Office/Service District** is established to provide areas for offices and related services, hotels, and restaurants adjacent to highway interchanges and major intersections.

INDUSTRIAL

- (a) The **I-1 Limited Industrial District** is established to encourage the grouping of professional, research and administrative uses and the distribution and handling of goods and materials in a clean and non-intrusive manner and when all permitted uses, including accessory uses except for off-street parking and incidental loading, and other equipment shall be contained and stored in a completely enclosed building.
- (b) The **I-2 Industrial District** is established to accommodate general industrial uses including uses involving processing, fabrication, packaging, assembly, and related functions, whether using machinery or labor and associated with the industrial operations of producing goods, components, and other related items. In order to accommodate such industrial uses, outdoor storage related to such uses shall be permitted.

Residential Zoning Districts

Generalized Permitted Uses by District

		O	R-1	R-2	R-3	R-B	C-7
		Conservation	Single-Family	Residence	Residence	Residential Business	Office/Multi-Family
1	Single-Family	P	P	P	P	P	
2	Two Family			C	C	C	
3	Cluster Development (includes attached units max-4/bldg)		C	C	C		
4	Multi-Family Dev (which can include a mix of cluster SF, attached (max 4 units in bldg); 2-F, Townhouses (max 8 units in bldg); Apts (max 20 units in bldg)			C	C		C (without restrictions of units/ bldg)
5	Planned Unit Development (PUD)		C	C	C		
6	Planned Residential Development (PRD)	C	C	C	C		
7	Assisted Living, Congregate Care, Boarding House				C		
8	Nursing Homes		C	C	C		
9	Regional Health Care Ctr	C	C	C	C		
10	Business as a Principal Use (a)						
a	Offices (Prof and Med),					P	
b	Personal Services,					P	
c	Museums, Art Galleries/Studios					P	
d	Bed & Breakfast (max 3 guest rooms)					P	
e	Retail, Restaurants, Funeral Home, Studios for Instruction					C	
11	Church, Library, School, Adult/Child Day Care Center	C	C	C	C	C	
12	Public Administrative Office	C	C	C	C	C	
13	Public Safety/Service Facility	C	C	C	C		
14	Parks, Playgrounds, Outdoor Recreation; Public/Nonprofit Indoor Rec	C	C	C	C	C	
15	Golf Courses, Cemetery	C	C	C	C		
16	Wild Life Preserve, Agriculture	P					
17	Airports, Airfields	C					

P = use permitted by right

C = conditional use

Residential Development Standards

	O	R-1	R-2	R-3	R-B	C-7
Minimum Lot Area (Sq Ft)						
Single-family and other Permitted Uses	5 acres	20,000	16,000	12,000	16,000	
Single-family in PUD - Lot area reduced by 25%		15,000	12,000	9,000		
Two-Family			24,000	18,000	18,000	
Minimum Dev Area for Certain Group Developments (Conditionally Permitted)						
Cluster		3 acres (10 max)	3 acres (10 max)	3 acres (10 max)		
Planned Unit Development		20 acres	20 acres	20 acres		
Planned Residential Development	10 acres	10 acres	10 acres	10 acres		
Multi-Family Development			2 acres	2 acres		5 acres
Maximum Density (units per acre)						
Single-Family Lots (gross density)	0.2	2.2	2.7	3.6	2.7	
Cluster		2.0	2.5	3.3		
Planned Unit Development		1.7	2.2	2.9		
Planned Residential Development	0.2	2.0	2.5	3.3		
Multi-Family Development** (density bonus up to 20 u/ac available in C-7)			6	6		15
Minimum % of Open Space						
Planned Unit Development		20%	20%	20%		
Planned Residential Development	35%	35%	35%	35%		
Multi-Family Development			20%	20%		20%
Maximum Building Coverage in MF development						
			25%	25%		25%
Maximum Building Height						
			35	35		60
YARD AND SETBACK REQUIREMENTS (a)						
Minimum Lot Width at Building Line (ft)						
Single-family and other Permitted Uses	300	100	90	80	100	
Two-Family			135	120	120	
Minimum Lot Frontage at Front Lot Line (ft)						
Single-family and other Permitted Uses	100	45	40	35	75	
Single-family in PUD - Lot width reduced by 20%		36	32	28		
Multi-Family Development			150	150		
Front Yard						
Single-family and other Permitted Uses	100	50	40	40	40	
Single-family in PUD - Front yard reduced by 20%		40	32	32		
Two-Family			40	40		
Multi-Family Development			40	40		80
Each Side Yard						
Single-family in PUD - Side yard reduced by 20%		15	10	8	10	
		12	8	6		
Rear Yard						
	50	45	30	30	40	
Distance from Project Boundary - Cluster Projects						
from Public ROW		40	40	40		
from side lot line		10	10	10		
from rear lot line		30	30	30		

ZONING CODE – Summary of Residential Districts – Uses and Development Standards

	O	R-1	R-2	R-3	R-B	C-7
Yards for PRD Developments						
Min setback from any PRD boundary						
Detached dwelling	40	40	40	40		
Attached dwelling	50	50	50	50		
Min setback from external streets (attached and detached)	60	60	60	60		
Min setback from internal public streets (attached and detached)	30	30	30	30		

(a) for PUDs, minimum lot area may be reduced by 25%, minimum lot setbacks, dimensions may be reduced by 20%.

Additional Regulations for Specific Residential Development Types

	Cluster Developments	Planned Unit Development	Planned Residential Development	Multi-Family in R-2, R-3	Multi-Family in C-7
USES					
Residential Unit Types Permitted					
Detached single-family dwellings	P	P*	P		
Cluster Single family dwellings	P		P	Max 50% of units	Max 50% of units
Single-family zero lot line, detached dwellings	P		P		
Two-family dwellings			P	P	P
Single-family attached dwellings	P		Max 4 units attached	Max 4 units attached	Max 4 units attached
Townhouse dwellings			Max 4 units/bldg	Max 8 units/bldg	P
Apartments				Max 20 units/bldg	P
Accessory recreational and community facilities for use of residents of development			P	P	P
LOCATION REQUIREMENTS					
Have frontage on one of the following streets					direct vehicular access
Darrow Road;	C				
Stow Road;	C				
Graham Road;	C				C
Fishcreek Road;	C				
Kent Road;	C				
Norton Road;	C				
Call Road;	C				
Young Road.	C				
Darrow Road, north of Hibbard Avenue				C	
Hudson Drive				C	C
Graham Road, east of Lake Run				C	
Kent Road, between Kauffman Road and Fishcreek Road				C	
Norton Road, west of Stow Road				C	
Steels Corner Road					C
Abuts a commercial or industrial zone & serves as transition between lower density residential and nonresidential development				C	
Abuts existing multi-family development when Planning Commission and Council determines the proposed site is unsuitable for single-family development				C	
Removed from existing SF					C
Located at edge of C-7 to serve as transition					C
OTHER CRITERIA					
Shall result in a better infill project than otherwise possible under the standard district regulations	C				
* structured like a small lot subdivision with required open space - lot area reduced by 25% and lot width by 20%					

Comparison of Planned Residential Development and Standard District Regulations

	O	R-1	R-2	R-3
	Conservation District	Single-Family Residential	Residence District	Residence District
Minimum Development Area	10 acres	10 acres	10 acres	10 acres
Density (units per acre)	0.2	2.0	2.5	3.3
Standard Lot Requirements for Single-Family Dev				
<i>Min Lot Area (Sq Ft)</i>	<i>5 acres</i>	<i>20,000</i>	<i>16,000</i>	<i>12,000</i>
<i>Min Lot Width at Building Line (ft)</i>	<i>300</i>	<i>100</i>	<i>90</i>	<i>80</i>
<i>Min Lot Frontage at Front Lot Line (ft)</i>	<i>100</i>	<i>45</i>	<i>40</i>	<i>35</i>
Yards				
Min setback from any PRD boundary				
Detached dwelling	40	40	40	40
Attached dwelling	50	50	50	50
Min setback from external streets (attached and detached)	60	60	60	60
Min setback from internal public streets (attached and detached)	30	30	30	30
Standard Setbacks for Single-Family Dev				
<i>Front Yard (ft)</i>	<i>100</i>	<i>50</i>	<i>40</i>	<i>40</i>
<i>Rear Yard (ft)</i>	<i>50</i>	<i>45</i>	<i>30</i>	<i>30</i>
<i>Each Side Yard (ft)</i>	<i>25</i>	<i>15</i>	<i>10</i>	<i>8</i>
Distance between buildings				
Attached dwellings	20	20	20	20
When living areas face each other (windows, patios, etc.)	85	85	85	85
Detached dwellings				
Side	20	20	20	20
Rear	60	60	60	60
Min Required Open Space	35%	35%	35%	35%

Commercial Zoning Districts

Generalized Permitted Uses by District

	C-2	C-3	C-4	C-5	C-6	C-7	C-8
	Limited Retail	Comm. Retail	General Business	Highway Services	Office/ Business	Office / Multi-Family	Office/ Service
a. Residential							
1. Multi-Family Dwelling						C	
2. Nursing Home		C	C		C	C	
3. Assisted Living		C	C		C	C	
b. Professional/Medical							
1. Administrative, Business, Professional Offices (other than Medical)	P	P	P	P	P	P	P
2. Medical Offices	C	P	P	P	P	P	P
3. Funeral Homes	C	C	C				
4. Hospital				C	C	C	C
5. Urgent Care/Clinics			C	C	C	C	C
7. Ambulance/Emergency Medical Services		C	C				
6. Research/Testing Laboratories			P	P	P	P	P
8. Flex Buildings (a)					C		
c. Retail/Service							
1. Retail/Personal Services in wholly enclosed buildings.	P	P	P	P			P(b)
3. Other Services (small appliance repair, electronics)		P	P				
10. Business Services (cleaning, copying, rug cleaning)		P	P		P		P
4. Financial Establishments	C	P	P	P	P	P	P
5. Automatic Teller Machines		C	C	P	C	C	C
6. Restaurant - Table service	C	P	P	P			P
7. Restaurant - counter service(in a multi-tenant building without a drive-thru)	P	P	P	P			P(b)
8. Restaurant - counter service (stand alone building)		C	C	P			P(b)
9. Bar, Tavern, Night Club			C	C			
11. General Commercial with outdoor storage (BigBox, garden supply, nursery, landscaping, lumber, supermarkets)			C	C			
12. Hotels/Motels			C	P			P
13. Drive-Thru Facilities, Teller Machine (A to Principal Use exclg drive-thru beverage stores)		C	C	P	C	C	C
14. Auction Sales, Flea Markets			C				
15. Veterinary Clinics	C	C	C	C	C		
16. Outdoor storage/Display, (A to principal use)			C	C			
d. Automotive							
17. Auto Rental Offices (See Sec 1145.13)		P	P	P			
1. Auto Sales/Rental		C	C	C			
2. Truck Sales/Rental				C			
3. Gasoline Station/ Car Wash		C	C	P			

ZONING CODE – Summary of Commercial Districts – Uses and Development Standards

	C-2	C-3	C-4	C-5	C-6	C-7	C-8
	Limited Retail	Comm. Retail	General Business	Highway Services	Office/ Business	Office / Multi-Family	Office/ Service
4. Vehicular Service Station		C	C	C			
e. Entertainment / Recreation							
1. Membership/Sports Fitness Club		P	P	P			C
2. Studios for Instruction: Dance, Exercise, Karate, etc.		P	P		C		
3. Indoor Commercial Recreation/Entertainment, bowling alley, skating rink, dance hall		C	P	P			
4. Theater			C				
5. Assembly Hall, Meeting Place			C	C			
6. Outdoor Commercial Recreation			C	C		C	
f. Institutional / Other							
1. School		C	C		C	C	
2. Places of Worship	C	C	C	C	C	C	
3. Adult & Child Day Care Center	C	C	C	C	C	C	P
4. Library	C	C	C		C	C	
5. Public Administrative Offices	P	P	P	P	P	P	P
6. Park, playground or other outdoor public recreation	C	C	C	C	C	C	P
7. Indoor public or nonprofit recreation	C	C	P	P	C	C	
9. Public Safety Facilities	C	C	C	C	C	C	C
10. Public Service and Maintenance Facility			C	C			

P = Use permitted by right

C = Conditional use

Commercial District Development Standards

	C-2	C-3	C-4	C-5	C-6	C-7	C-8
	Limited Retail	Community Retail	General Business	Highway Services	Office/ Business	Office/ Multi-Family	Office/ Service
Minimum Lot Requirements							
Area	20,000 sq.ft.	40,000 sq.ft.	40,000 sq.ft.	40,000 sq.ft.	40,000 sq.ft.	5 acres (b)	3 acres (b)
Width (a)	100 ft.	120 ft.	120 ft.	120 ft.	120 ft.	300 ft.	120 ft.
Maximum Density Requirements							
Max FAR	25%	35%	35%	35%	35%	45%	40%
Max Bldg Coverage	20%	23%	23%	23%	20%	20%	25%
Min Landscaped Open Space	25%	25%	25%	25%	25%	25%	25%
Minimum Building Setbacks							
Front Yard (a)	40	60	80	80	80	80	50 (b)(c)
Rear & Side Yard	10	20	20	20	25	30	30
Rear and Side Yard Adjacent to Residential District	40	40	40	40	50	60	50
Minimum Parking Setbacks							
Front (a)	20	20	20	20	20	40(c)	20(d)
Rear & Side	10(b)	10(b)	10(b)	10(b)	10(b)	10(b)	10(b)
Rear & Side Abutting a Residential District	25	25	25	25	25	30	30

(a) Lot width is the same as lot frontage at the street right-of-way line.

(b) For the purposes of this section, the entire tract of land proposed for development in a C-7 District shall be 5 acres and in a C-8 District shall be 3 acres; further subdivision of land following approval of the overall site plan shall be permitted with a minimum parcel area of 40,000 sq ft.

Industrial Zoning Districts

Generalized Permitted Uses by District

	I-1 Limited Industrial Commercial	I-2 Industrial
(a) Office/Professional		
(1) Offices, Laboratories/Research Facilities	P	P
(2) Financial Establishments, including drive through and ATMs	P	P
(4) Employee and Workers Instructional Training Facility	P	P
(6) Hospitals and Clinics, Other Emergency Medical Services	C	C
(7) Health and Wellness Centers	P	
(b) Commercial/Services.		
(1) Business Services (cleaning, copying, limited printing, etc.)	P	P
(2) Child or Adult Day Care Center	C	C
(3) Self-Service Storage Facilities		C
(4) Vehicle/Equipment Repair Services, Repair Garages, Body Works (indoors only)		P
(5) Retail Garden Centers with Outdoor Display, Storage; Nursery and landscaping materials and supplies	C	
(6) Lumber Mills, Yards and Building Materials		C
(7) Tree, Landscaping and Lawn Service if adjacent to a residential district	P	P
(8) Indoor Sports Training Facility	C	C
(c) Light Industrial		
(1) Fabrication, Assembly Operation; Wholesale, Warehousing and Distribution Facility	C	P
(3) Construction Trades and Contractors Storage Yards	C	C
(4) Printing and Publishing Plants	P	P
(5) Laundry and Cleaning Plants		P
(6) Machine Shops	P	P
(d) Heavy Industrial		
(1) Foundries		C
(2) Truck Terminal		C
(3) Fuel Distribution Facility		C
(4) Major Manufacturing		C
(e) Institutional/Other		
(2) Public Service and Maintenance Facilities		C
(3) Public Safety Facilities	C	C
(5) Airport and Airfields	C	
(6) Veterinarian Hospitals/Clinics and Kennels		C
(7) Greenhouse and Agriculture	C	C
(8) Outdoor Storage of Fleet Vehicles Used in the operation of the Principal Use		P
(9) Sexually Oriented Business		C
(10) Planned Industrial Developments	C	C

P=Use permitted by right

C = Conditional use

Industrial District Development Standards

	I-1 Limited Industrial District	I-2 Industrial District
Lot Requirements		
Minimum Lot Area	40,000 sq. ft.	40,000 sq. ft.
Minimum Lot Width	120	120
Minimum Lot Frontage	75	75
Maximum Floor Area Ratio	40%	60%
Minimum Building Setback		
Front Non-residential or Residential	40 ft.	40 ft.
Rear and Side Non-residential	20 ft.	20 ft.
Rear and Side Residential	40 ft.	40 ft.
Minimum Parking Setback Requirements		
Front Non-residential or Residential	20 ft.(a)	20 ft.(a)
Rear and Side Non-residential	10 ft.	10 ft.
Rear and Side Residential	25 ft.	25 ft.
Notes to Schedule 1147.04 :		
(a) Off-street parking areas may be located within the required front yard provided a minimum of 50% of the required front yard is landscaped open space.		

Overlay Zoning Districts

Darrow Road Overlay Districts - Uses & Development Standards (with comparison to R-B District)

	District 1	District 2	R-B
General (1151.03)			
(a) must be located adjacent to nonresidential, at an intersection, or separated buffer	y	y	
(b) bulk and height must be compatible with surrounding	y	y	
Permitted Uses			
Administrative, professional, financial, accounting, clerical and data processing offices, travel service offices, with no drive-through	P	P	P
Medical, dental, optical and other offices for human care services	P	P	P
Funeral Homes	P		
Museums, art galleries, instructional studios	P		P
Hair cutting and styling	P		
Limited Retail in wholly enclosed buildings:			P
Florists, gifts and antiques	P		
Jewelry and camera	P		
Music, art, picture framing, books	P		
Hobby, toys and collectibles	P		
Clothing	P		
Other specialty shops	P		
Restaurant, table service	P		P
Bed and breakfast	P		P
Minimum Land Area and Ownership	30,000 sq. ft.	2 acres	16,000 sq ft
Density			
Percent occupied by buildings	≤15%	≤15%	
Max floor area to lot area ratio	20%	20%	25% (a)
Building Floor Area	sites btwn 30,000 & 45,000 sq ft	site > 45,000 sq ft	
Max base ground floor area of buildings	3,000 sq. ft.	3,500 sq ft	6,500 sq. ft.
Max Business Floor Area	4,000 sq ft	5,000 sq ft	3,000 sq ft
Bonus floor area permitted if app by PC and Council	1,500 sq ft		
Yard Regulations			
Front min (ft.)	40	40	40
Rear min (ft.)	40	40	40
Side min (ft.)	20 ft.	30 ft.	25 ft. (b)
Max Building Height	35 ft	35 ft	35 ft
Landscaping			
Front (ft)	40	40	
Minimum landscaped area	40%	40%	

(a) For new construction/building addition for business or office use.

(b) 40 ft when adjacent SF is within 75 ft. of lot line

Stow-Kent and Gilbert Road Overlay Districts

	Stow-Kent Overlay District
Permitted Uses	
All permitted uses in C-4 District	P
Multi family dwellings	P
Apartment building dwellings	P
Townhouse dwellings	P
Accessory recreation and community facilities	P
Min. Land Area and Ownership	10 acres
Development Standards	
Principal building coverage	≤20%
Density (units per acre)	15
Min distance of principal buildings from:	
Public right-of-way	80 ft.
Private streets, parking lots, and other primary vehicular access ways	20 ft.
Property Line (adjacent to residential uses)	40 ft.
Adjacent to commercial development	20 ft.
Min distance of parking lots from:	
Public right-of-way	20 ft.
Adjacent property	10 ft.

	Gilbert Rd Overlay District
Permitted Uses	
Research/testing laboratories	P
Financial establishments	P
Adult and child daycare centers	P
Administrative, medical and Professional offices	P
Min land area	40,000 sq. ft.
Development Standards	
Max land coverage	25%
Min open space	25%
Min frontage (ft.)	200
Min distance of principal buildings from:	
Public right-of-way	40 ft.
Property Line (adjacent to residential uses)	30 ft.
Property line (adjacent to multi-family or non-residential uses)	20 ft.
Min distance of parking lots from:	
Right-of-way	40 ft.
Property line (adjacent to multi-family or non-residential uses)	10 ft.
Property line(adjacent to residential uses)	25 ft.

SUMMARY OF PLANNED DEVELOPMENTS BY ZONING DISTRICT

Summary of Existing Subdivisions by Type of Planned Development

TYPE	ACRES	NAME	ZONING	Total Acres by Zoning District		Max Density Permitted (units per acre)
Planned Residential Developments						
PRD	24.6	The Kames	R-1			
PRD	185.8	Pambi Farms	R-1	210.4	R-1 PRD	2.0
PRD	40.3	Stonebridge Crossing	R-2			
PRD	117.9	Call's Farm	R-2			
PRD	19.8	Baker's Glen	R-2	178.0	R-2 PRD	2.5
PRD	27.7	Wrens Cross	R-3			
PRD	46.2	Stillwood PRD	R-3	73.9	R-3 PRD	3.3
	462.3	7 developments		462.3	Total PRD Acres	
Planned Unit Developments						
PUD	59.7	Meadows	R-1			
PUD	101.9	Quail Highlands	R-1			
PUD	111.9	Eastwicke Farms	R-1			
PUD	24.1	Surrey Hill	R-1			
PUD	68.3	Bayside Lake	R-1	365.8	R-1 PUD	1.7
PUD	166.2	Partridge Highlands	R-2			
PUD	33.2	Timbercreek	R-2			
PUD	53.5	Sheffield Hills	R-2			
PUD	25.3	Terrace Glen	R-2			
PUD	38.4	Heritage Heights	R-2			
PUD	37.0	Pebblehurst	R-2			
PUD	29.7	Hunters Crossing	R-2			
PUD	33.4	Highland Chase	R-2			
PUD	50.1	Stow Woods	R-2			
PUD	53.5	Kings Mill	R-2	520.3	R-2 PUD	2.2
	886.1	15 developments		886.1	Total PUD Acres	