



SHALERSVILLE TOWNSHIP LAND USE PLAN

DRAFT
NOVEMBER 1, 2023

PORTAGE COUNTY REGIONAL PLANNING COMMISSION

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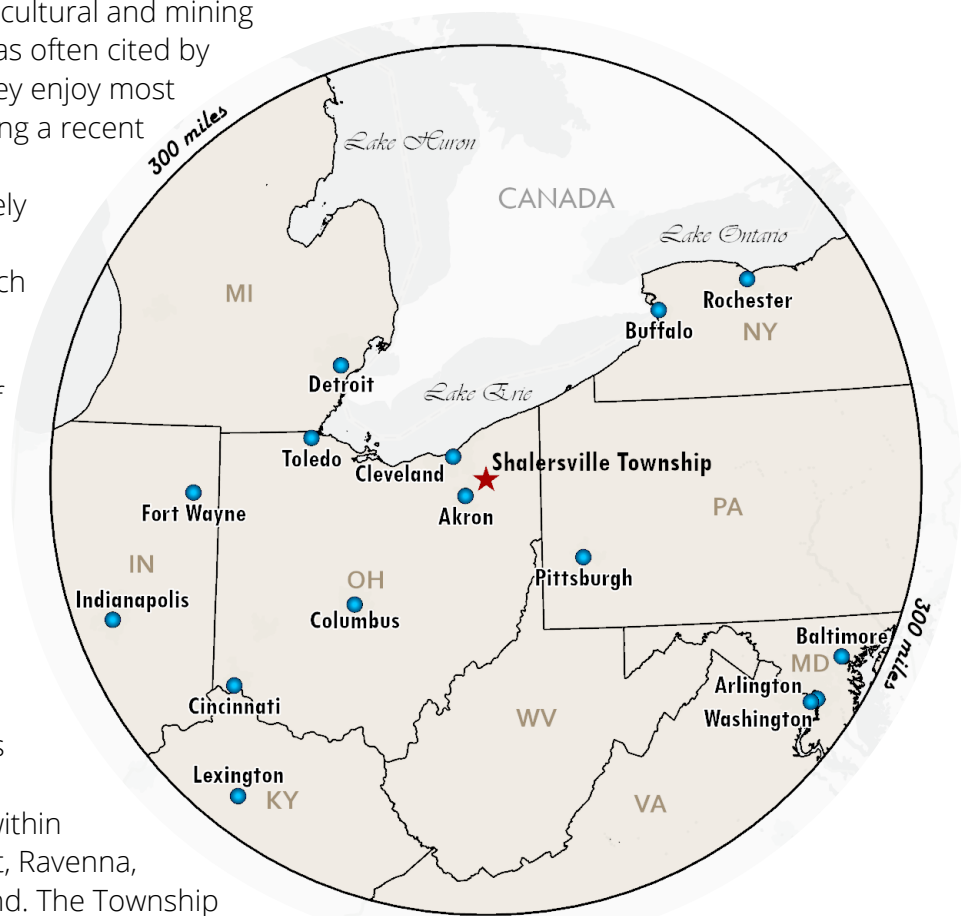
1 INTRODUCTION

In 1806, the first settler, Joel Bakar, arrived in Shalersville Township, located in the northwestern portion of Portage County. At that time Shalersville was owned by General Shaler and called Middletown after his hometown. At that time, the area was a wilderness, covered with a huge canopy from the trees. When the early settlers arrived, they cleared trees, dug wells, and built homes. By 1812, the community had its first sawmill. Soon a gristmill was added to the property to accommodate the growing number of farms in the area. More and more settlers arrived, building homes, and starting new businesses, and as time passed the community became known as Shalersville.

Shalersville has remained an agricultural and mining community. Its rural character was often cited by residents as one of the things they enjoy most about living in the Township during a recent survey.

Mining activities are predominately found in the western half of the Township. Not only is this area rich in minerals but it is abundant in potable water from both surface and subsurface sources. Many of the mines are located along the banks of the Cuyahoga River.

State Routes (SR) 303 and 44 intersect in the center of the Township. The Ohio Turnpike (I-80) passes to the north of the state route intersection. The I-80 service gate opened in the 1990s allowing easy access to a larger region. Shalersville Township is within easy commuting distance of Kent, Ravenna, Youngstown, Akron, and Cleveland. The Township is within a day drive of larger cities such as



Map 1. Regional Location Map of Shalersville Township.

Columbus, Cincinnati, Indianapolis, Buffalo, and Pittsburgh (Map 1).

The continued out-migration from surrounding cities has resulted in sprawling residential development tearing away at much of Shalersville's farmland, as the countryside transitions from rural to suburban in character. As new development comes into the Township to take advantage of easy access to interstates and a large portion of the U.S. population, the rural way of life has changed. New industrial development has brought fresh interest in developing residential and commercial within the Township.

Why is a Plan Necessary?

Shalersville Township Officials and residents are concerned about urbanization and its ramifications on the community. Residents agree that rural character should be maintained; however, the Township's development regulations do not effectively protect its rural nature while allowing for compatible growth providing options for landowners. Recognizing the need to guide growth rather than react to it, Township Officials enlisted the help of the Portage County Regional Planning Commission to help them update their Land Use Plan.

The Land Use Plan establishes a framework and policy direction for future development decisions. It is a forward-thinking, long-range document that looks ahead to anticipate future challenges and needs of the community. Once adopted, the Plan becomes a flexible guide for the Township Trustees and Boards to follow to achieve a coordinated and unified vision for the community. Used in conjunction with the zoning code, it establishes a common direction for the community and supports decisions being made about the future of the Township. It can continuously be referred to in deciding development issues and avoids continuous reliance on case-by-case decision making. The Plan gives the Township a method and the rationale to coordinate the overall pattern of physical development in the community.

While not legally binding, the Plan is important to consider in all community decision-making because its recommendations reflect the desire of the community. To ensure that the Plan does not end up on a shelf, an annual report on its status should be provided to the Township Trustees, including initiatives that have begun, goals that have been achieved, land that has been set aside, etc.

The Plan limits development in areas designated for preservation of rural character while acknowledging the Township is changing and providing a location that can accommodate growth and provide services, preventing wasting of valuable land and resources. For if uncontrolled, unplanned development is allowed to proceed, the following kinds of problems can occur:

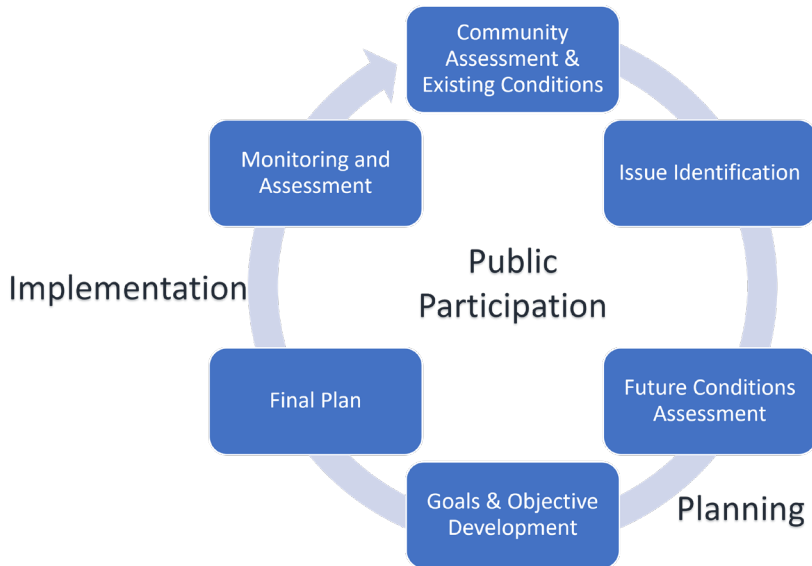
- Excessive costs for extension of public utilities and services
- Damage to environmentally sensitive areas

- Loss of valuable resources such as agricultural land, recreation and open space, sand, and gravel.

Planning Process

The Plan began with identification of existing conditions and major issues in late 2022 and early 2023 providing an overall glimpse of the most pressing concerns and priorities of the community. The Plan was then broken down into multiple elements that play a role in the future growth and development of the community. These include Demographics,

Housing, Environment, Community Facilities, Economic Development, Transportation, and Land Use. The significant issues in each of these elements, along with the interaction between them, must be considered for their relation to the overall growth and vision of the Township. Overarching ideas and recommendations which should be taken into consideration in each development proposal were developed. These goals, objectives, and strategies are presented in Chapter 8. Community input was solicited on a continuous basis throughout the project.



Public Engagement

At the beginning of the planning process, a community input website was created to provide information on the timeline of the Plan, community events, focus areas, and snapshot of findings from the Plan. It also contained a comment form that remained open during the entire planning process for continuous feedback. Bimonthly meetings were held with the Zoning Commission during their regularly scheduled public meeting to update the Township on the Plan’s progress and discuss issues that had arisen.

A Land Use Plan survey was created and posted to the community website as well as Shalersville Township’s website. Paper copies of the survey were made available at the Fire Station, Town Hall, and at community meetings. The Township posted the survey’s availability on their sign to improve community awareness. The survey was conducted from December 16, 2023 to March 27, 2023. Over 280 residents took the survey giving it a confidence interval of 95%. Priorities of respondents include:

- Retain the rural living, country feel and small-town charm.
- Limit, slow, and control development or do not allow development.
- Services are provided by surrounding cities and are not necessary in

the Township.

- No expansion to the airport and/or close the airport.
- Protect the farmland and agricultural heritage.

The complete survey results are available in [Appendix A](#).

Community Meetings

The first community meeting took place on February 16, 2023, at 6:30 p.m. at the Shalersville Town Hall. Approximately 110 people were in attendance to hear about the Land Use Plan Update, why it's being done now, and share their initial concerns and opinions. People came from all over the Township to participate. Over 80 people took part in the interactive poll at the end of the meeting to capture final thoughts and opinions. The overarching opinion at the meeting was to preserve the rural atmosphere and wide-open spaces which residents liked most about the Township.

The second meeting was a charrette which took place on March 25, 2023, at 10:00 a.m. at the Shalersville Town Hall. This meeting concerned the Town Center focus area. Residents within the Town Center received a postcard inviting them to the meeting and it was also posted for all residents on the community input website and Township marquee. Approximately 60 people attended with about half of those living in the Town Center area. Residents within the Town Center expressed the desire for no change to the area and further commercial or industrial development be kept north of I-80 and west of SR 44. Residents from outside the Town Center expressed the desire for no or limited development. Increased traffic due to development north of I-80 was a major concern.

The final community meeting took place on September 21, 2023. Approximately 28 residents were in attendance. Residents viewed the proposed goals, objectives, development pressures map, and future land use maps and provided feedback. The primary concern expressed by residents surrounded the running of utilities to serve the Turnpike Commerce Center and a gas station proposal at the SR 303 and SR 44 intersection and traffic due to development.

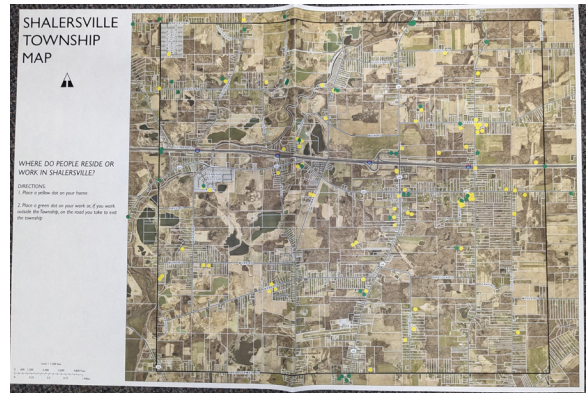


Figure 1. Map from February 16, 2023 community meeting showing locations of where attendees lived and worked.



Figure 2. Attendees of the February 16, 2023 community meeting.

2 ECONOMIC & DEMOGRAPHIC TRENDS

Population Trends

According to the 2020 Census, Shalersville Township has 5,245 residents. The most current demographic data for Shalersville Township is from the 2020 decennial census and the 2021 American community survey. Table 2.1 shows historic population growth in Shalersville Township according to the decennial census.

Group Quarters

Group quarter facilities are a minor factor influencing the population of Shalersville Township. According to the 2020 Census, 296 people or over 5% of the population lived in an institutionalized facility. Over 60% of those living in group quarters are incarcerated. The Portage County Justice Center housed 171 people over the age of 18 while 9 residents under 18 were interned at the Portage County Juvenile Justice Center (US Census, 2020). Almost 40% of people living in group quarters resided at a nursing or skilled nursing facility.

Age

According to the 2020 Census, there were 2,634 males and 2,611 females in Shalersville Township. The median age is 42.3 years old, an increase of 7.7 years from the 2000 Census. Age structure reflects individuals at various life stages and is an important indicator of population status. Growing populations tend to have a larger number of people in younger age classes where declining populations have less. Stable populations have more individuals around the reproductive ages. Figure 2.1 shows steady increases in the age

Table 2.1 Historic Population Growth

Year	Population	Percent Change
1940	1,094	
1950	1,362	24.4%
1960	2,823	107.3%
1970	4,967	75.9%
1980	5,268	6.1%
1990	5,270	0.0%
2000	5,976	13.4%
2010	5,670	-5.1%
2020	5,245	-7.5%

US Census Bureau, Decennial Censuses 1940-2020.

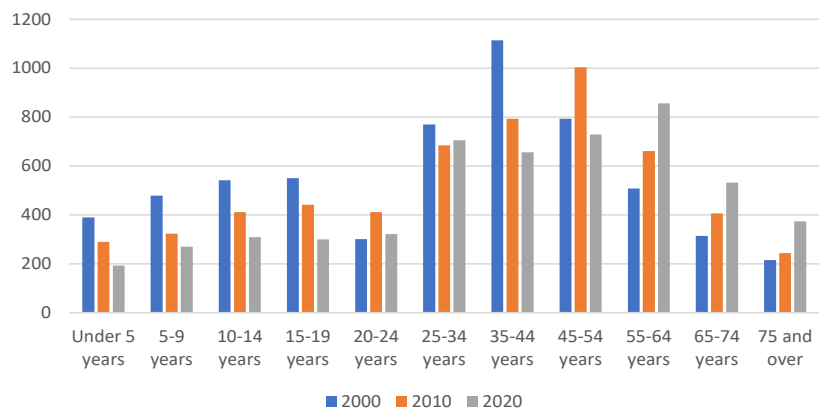


Figure 2.1. Age structure of the Township versus Portage County and Ohio.

NOTE: US Census Bureau, 2020 Decennial Census.

.of residents over the past 20 years. School age children, ages 5 to 19, have decreased from 26.3% of the population in 2000 to 16.8% of the population in 2020. In 2000, residents over 55 made up 17.4% of the Township's population. This increased to 33.6% in 2020. The increase in senior residents suggests a need to consider alternative housing choices and affordable housing options for older residents.

Education

The 2021 ACS 5-year estimates provides data on educational attainment for individuals 25 years and older (Figure 2.2). There are approximately 3,835 residents 25 years and older. Residents with at least a high school degree, GED, or equivalent make up 90.74% of Shalersville residents aged 25 and older. By comparison, approximately 92.4% of Portage County residents and 91.14% of Ohio residents age 25 and older have a high school degree or level of education attainment. Residents with Bachelor's or professional degrees make up 18.9% of the Township's population.

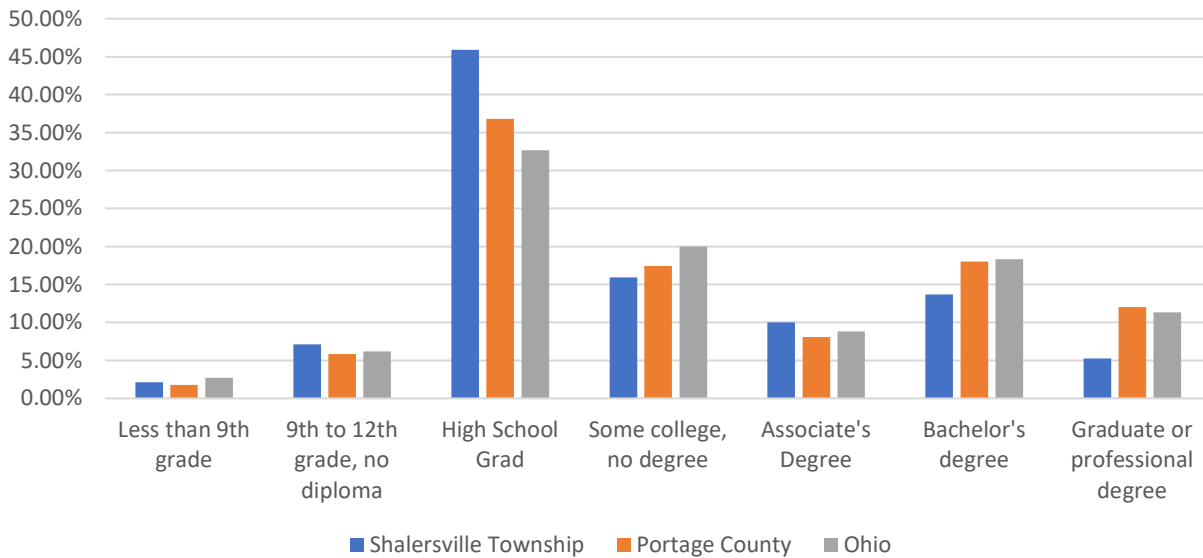


Figure 2.2. Education in Shalersville Township versus Portage County and Ohio.

Note: US Census Bureau, 2017- 2021 ACS 5-Year Estimates.

Employment

In 2021, 4,665 people who were age 16 years or older reported living in the Township. According to the 2021 ACS 5-year estimates, 60.9% of these individuals made up the Township's civilian labor force with 199 individuals reporting they were not employed. This represents an unemployment rate of 7%. This is higher than Portage County's overall employment rate in the same period 5-year period of 5.9%. As of July 2023, Portage County's unemployment rate had dropped to 3.3%. Although there is no data available for Shalersville Township from 2023, it is likely that the Township's unemployment rate has decreased in a similar manner to the County's.

Commuting to Work

Table 2.2 Commute to Work

Travel Time	2021 ACS Percent
Less than 30 minutes	51.4%
30 to 44 minutes	38.4%
45 to 59 minutes	9.2%
1 hour or more	1%
US Census Bureau, 2017-2021 ACS 5-Year Estimates, DP03 Selected Economic Characteristics.	

The 2021 ACS 5-year estimates predict that 92.5% of the workforce drove alone to work while 4.8% carpooled. Approximately 1% walked to work and 1.7% worked from home. The mean travel time to work is 25 minutes. The Land Use Plan Survey found that 52% of respondents had a commute of 30 minutes or less which is consistent with the American Community survey estimates shown in Table X.X. Approximately 29% of respondents to the Land Use Survey either didn't answer the questions, worked from home or were retired. For certain sectors of the labor force, in particular technology, management services, engineering, administration, etc, work from home may be a growing trend to examine in the future.

Labor Force by Occupation

Approximately 33.5% of residents are employed in management, business, science, or arts occupations according to the 2021 ACS 5-Year Estimates. Sales and office occupations and production, transportation, and material moving occupations employed 42% of residents. Table 2.3 shows a well-diversified workforce.

Table 2.3. Labor Force by Occupation

	# of Residents	Percent of Residents
Management, business, science, and arts	887	33.5%
Service occupations	465	17.6%
Sales and office	556	21.0%
Natural resources, construction, and maintenance	172	6.5%
Production, transportation, and material moving	564	21.3%
US Census Bureau, 2017-2021 ACS 5-Year Estimates, DP03 Selected Economic Characteristics.		

Housing Trends Income and Affordability

According to the 2021 ACS 5-year estimates, there are 1,979 households in Shalersville Township. There are 2,113 housing units of which 134 or 6.3% are vacant. Of the occupied housing units, 1,611 are owner occupied while 368 are renters.

According to the 2021 ACS, median household income was \$64,428. In 2011, the median household income was \$81,365.08 (adjusted for inflation to 2021 numbers). This is a decrease in buying power of approximately \$16,900. In the same ten-year period, the total number of households rose from 1,822 to 1,979.

Inflation and Cost Burden

Inflation has risen dramatically since 2011. Without a comparable increase in wages, households have reduced purchasing power. Inflation

also hurts the poor disproportionately, raises interest rates, and lowers debt service costs for those with fixed rate mortgages from when inflation was lower. Due to the inflation increases, Shalersville residents may be facing higher cost burdens.

Housing cost burden is defined by households who spend 30% or more of their income on housing including utilities. Those who spend more than 51% of income on housing costs are considered severely cost burdened. Tables 2.3 and 2.4 show percent of income spent on housing costs. Red text indicates a cost burden. Renters are more likely to be cost burdened than homeowners with just under half (45%) of all renters being cost burdened. Out of homeowners, approximately 12% are cost burdened.



Total cost burdened residents.

Table 2.3. Owner Occupied Housing Cost Burdens

Percent of Income Spent on Housing	# of Residents	% of Housing Owners
Less than 20%	1,103	68.98%
20 to 24.9%	239	14.95%
25 to 29.9%	64	4.00%
30 to 34.9%	94	5.88%
35% or more	99	6.19%
Not Computed	12	0.75%

US Census Bureau, 2017-2021 ACS 5-Year Estimates, DP04 Selected Housing Characteristics.

Table 2.4. Renter Housing Cost Burdens

Percent of Income Spent on Housing	# of Residents	% of Renters
Less than 20%	77	23.05%
20 to 24.9%	32	9.58%
25 to 29.9%	74	22.16%
30 to 34.9%	34	10.18%
35% or more	117	35.03%
Not Computed	34	10.18%

US Census Bureau, 2017-2021 ACS 5-Year Estimates, DP04 Selected Housing Characteristics.

Housing Types

Older homes are scattered throughout the Township located on tracts of land that are or once were part of large farms. Conventional large lot subdivisions are located along many of the township roads including Peck, Webb, Streeter, and Dudley Roads as well as State Route 303. New subdivisions have not been constructed in Shalersville since 2008.

Single family detached housing accounts for most of the housing in Shalersville Township. While the Township is comparable to nearby Mantua Township in housing types, it falls short of Portage County and Ohio for housing diversity (Figure 2.3). Allowing a larger variety of housing types will help attract a more diverse population including younger age groups.

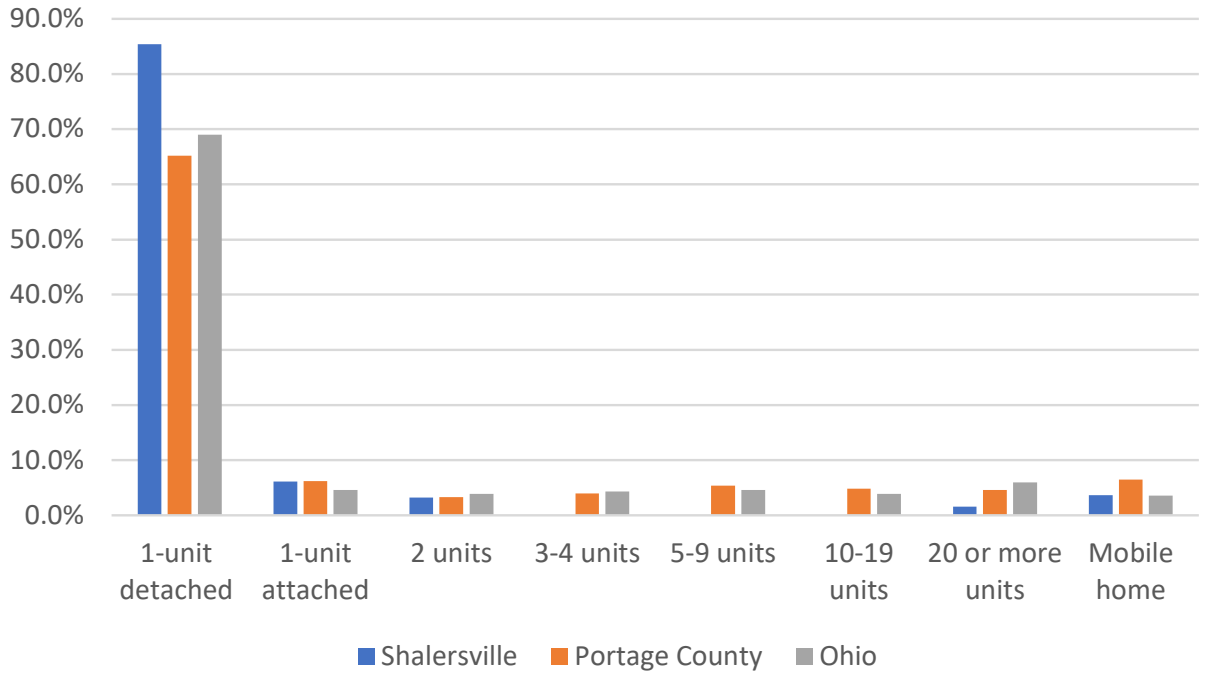


Figure 2.3. Housing types in Shalersville Township versus Portage County and Ohio.
 NOTE: US Census Bureau, 2017- 2021 ACS 5-Year Estimates, DP04 Selected Housing Characteristics

Residential Construction and Lot Creation

The number of new building lots created from larger parcels can indicate development. Building lots can be created through several means; however, most are created through use of the Portage County Subdivision Regulations including the minor and major subdivision review process. Lots that are over 5 acres are exempt from the subdivision regulations. A total of 50 new lots were created between 2010 and 2022 and 80 new dwellings were constructed. Although this is very slow development over 12 years, these types of building lots are usually created along the frontage of existing roadways. As more and more homes are located along the existing roads frontages, the rural character of the community diminishes.

New industrial development may spur changes to the residential structure of the Township over the next 20 years. As the Turnpike Commerce Center is built out, it is possible Shalersville Township will see an influx of residents tipping the Township into a faster rate of development.

Housing Age

According to the 2021 ACS 5-Year Estimates, approximately 50% of the Township's housing stock was built before 1970, making it over 50 years old (Figure 2.4). As houses age they need more and more maintenance, becoming costly to upkeep. Ten years after construction a \$100,000 home will likely require \$750 in maintenance. After 30 years the average house may need 50% replacement (This Old House, 2023). As residents age and change over into a fixed income, aging homes may become a financial strain to keep up with, especially if the resident is cost burdened. This may lead the Township housing stock to deteriorate over time.

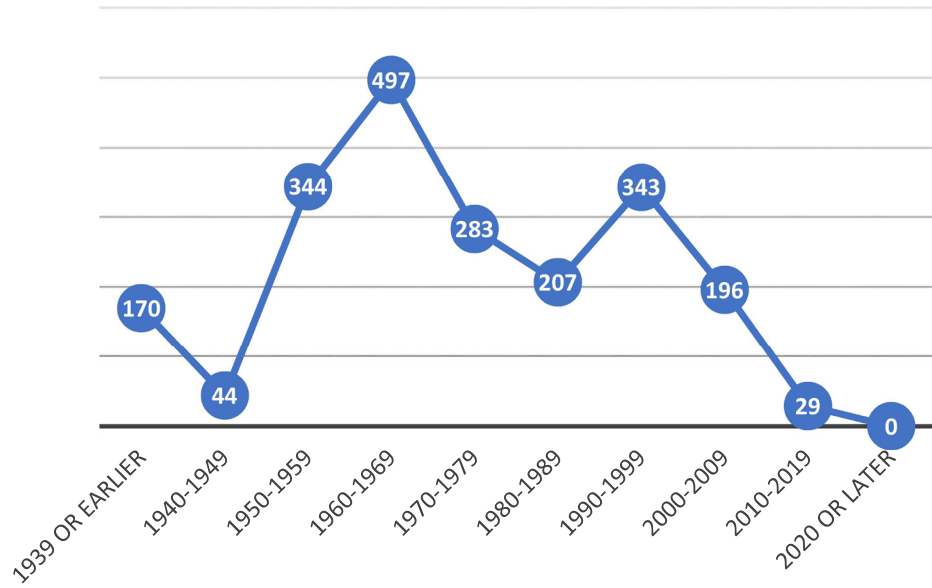


Figure 2.4. Housing units by year built.
NOTE: US Census Bureau, 2017- 2021 ACS 5-Year Estimates, DP04 Selected Housing Characteristics

Housing Value

In 2021, the median value for owner occupied housing was \$163,000. This is a decrease from the 2010 median home value of \$165,800 or \$208,890 when adjusted to 2021 dollars for inflation. According to the 2021 ACS 5-Year Estimates, over 65% of homes in Shalersville as between \$100,000 and \$299,999. This is consistent with Portage County, but greater than Ohio as shown in Figure 2.5.

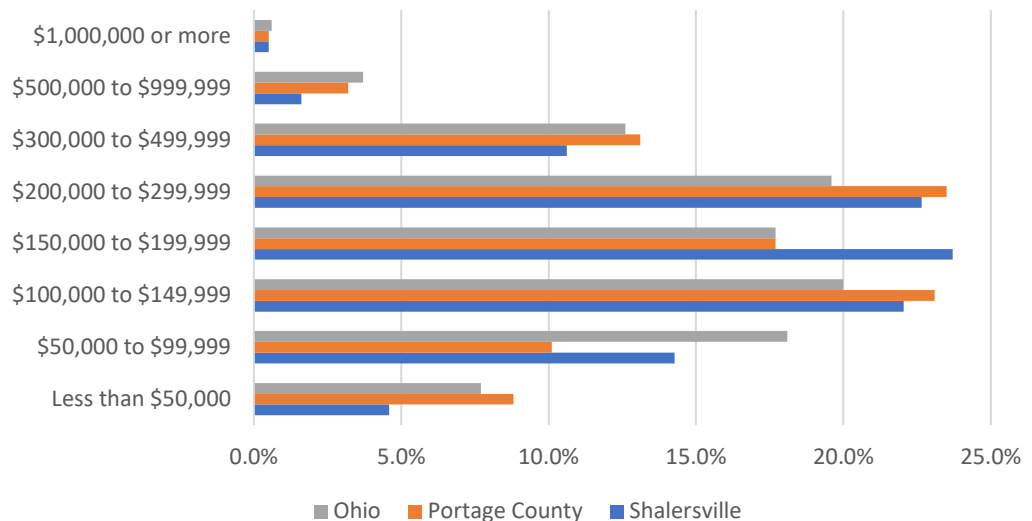


Figure 2.5. Housing values comparing the Township to Portage County and Ohio.
NOTE: US Census Bureau, 2017- 2021 ACS 5-Year Estimates, DP04 Selected Housing Characteristics

3 NATURAL RESOURCES

Geology

The topography in Shalersville is the result of northeast Ohio's glacial heritage. Ice sheets that advanced from the north scoured the bedrock in some areas and deposited boulders, clay, sand, and gravel in varying thickness over Portage County. Glacial sand and gravel deposits fill the buried valleys in Shalersville where the depth to bedrock exceeds 100 feet. The primary buried valley largely corresponds to the course of the Cuyahoga River and several of its tributaries, though another narrow strip of deep unconsolidated deposits also occurs in the southeast corner of the Township. The highest elevations have the smallest amounts of glacial deposits as the bedrock is closer to the surface. These glacial deposits of sand and gravel are the reason for the extensive mining in Shalersville Township. Surface mining sites have changed the contours of the land and have created the numerous lakes that dot the north and west portions of the Township.

The broad valleys of the Cuyahoga River and several of its tributaries occupy the northwest half of the Township accounting for the lowest areas topographically (see map, Topography). The shallow, broad valley of the West Branch of the Mahoning River is in the southeast corner. Between these valleys, Shalersville boasts some of the highest ground in Portage County, with elevations over 1,300 feet occurring in several places. There are several hills north of Webb Road between State Route 44 and Infirmary Road that are slightly over 1,320 feet and north of Interstate 80 (I-80) on the west side of Peck Road, there is a hill at an elevation of 1,300 feet. The lowest land in Shalersville is below 1,060 feet which occurs along its west boundary close to the Cuyahoga River as it runs west of the edge of Township in Streetsboro.

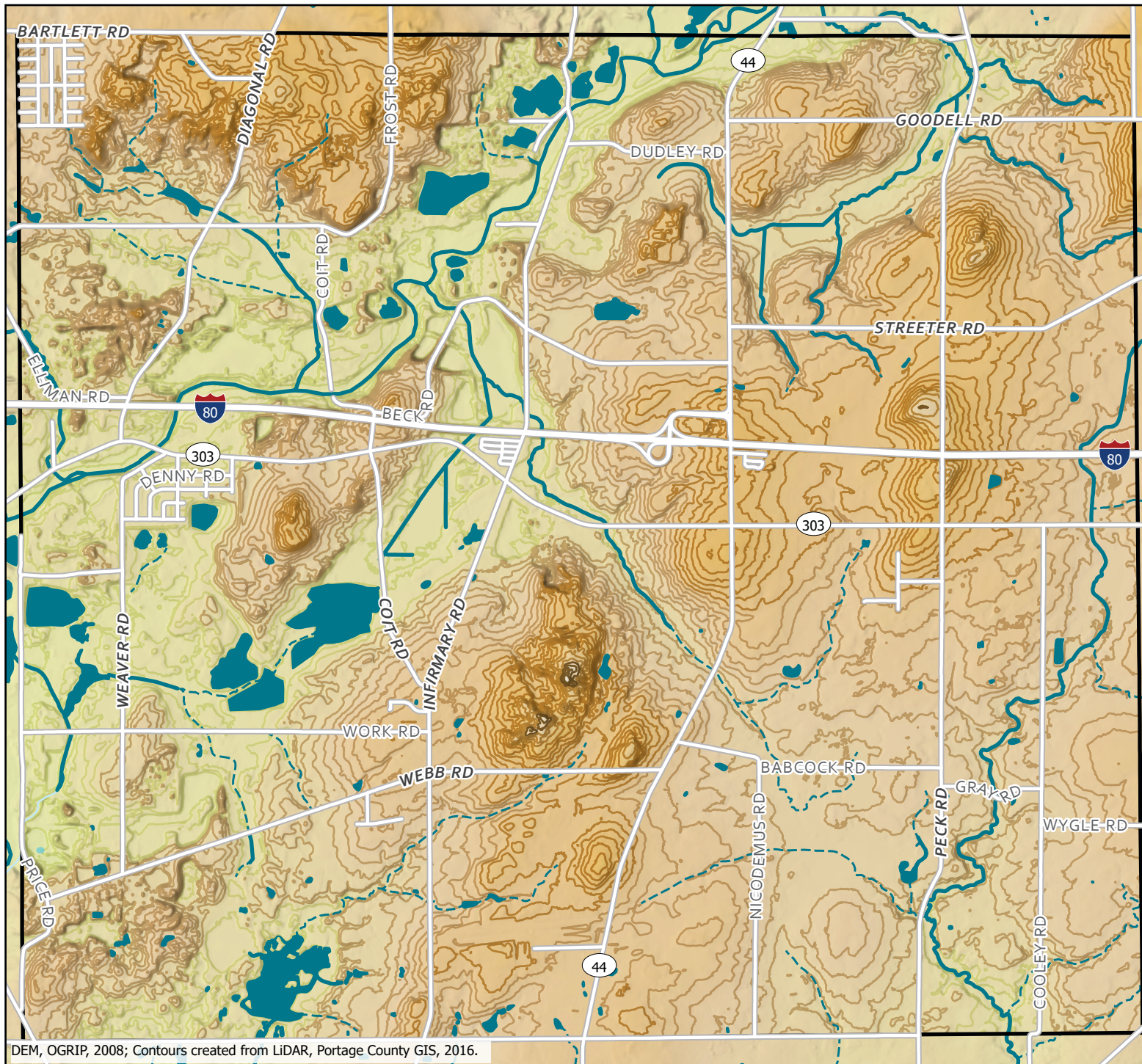
Where hills are closer to the Cuyahoga River north of I-80, the river valley is narrows and is more distinctly defined by steep valley walls, especially on the southeast side. The higher elevations tend to be individual hills except for the northwest corner of the Township near Diagonal and Frost roads where the land is an irregular plateau with steeper slopes down to the streams and river. Surface elevations of the land in mining areas appear to be lower by as much as 100 feet compared to their original elevations, though newly created lakes are typically dug out much deeper than the surrounding land.

Topography

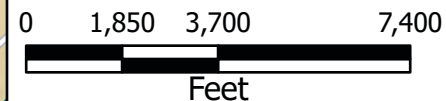


Elevation (Feet)

- 1060 - 1110
- 1111 - 1190
- 1191 - 1290
- 1291 - 1320



DEM, OGRIP, 2008; Contours created from LiDAR, Portage County GIS, 2016.



Surface Water

Watersheds

Most of Shalersville Township is in the Upper Cuyahoga River watershed, but the southeast corner drains into the West Branch of the Mahoning River (see map, Lakes, Rivers, & Watersheds). A small portion of the Township along the north border drains into the Aurora Branch of the Chagrin River. The Ohio River-Lake Erie divide line, high ground that separates the drainage systems, winds through the Township from the northeast border with Freedom Township to south of the airport where it enters Ravenna Township. It is the divide that separates rivers and streams that flow into the Great Lakes, the St. Lawrence Seaway, and the Atlantic Ocean from those that flow into the Ohio and Mississippi Rivers and eventually the Gulf of Mexico.

The Great Lakes-St. Lawrence River watershed is the single largest watershed in the world. It contains:

- 20% of the world's fresh water
- About 84% of North America's fresh water
- Largest inland waterway system in the world

To protect this water source, the Great Lakes-St. Lawrence River Basin Water Resources Compact was ratified and codified in the Ohio Revised Code (ORC) in 2008. Under the compact, new or increased inter-basin transfers out of the Lake Erie Basin are prohibited with the goal being to achieve no net loss of water from the Great Lakes Basin. This affects water sources and withdrawals available to new development in the Township as a development located in the Ohio River Basin is unable to draw water from a location in the Lake Erie Basin without applying for a new diversion under the Compact. Since Portage County meets the definition of a "Straddling County", new diversions may be permissible if rigorous standards are met and if the diversion is reviewed by the Great Lakes-St. Lawrence River Basin Regional Body and approved by the Great Lakes-St. Lawrence River Basin Water Resource Council.











Cuyahoga River.

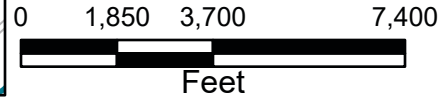
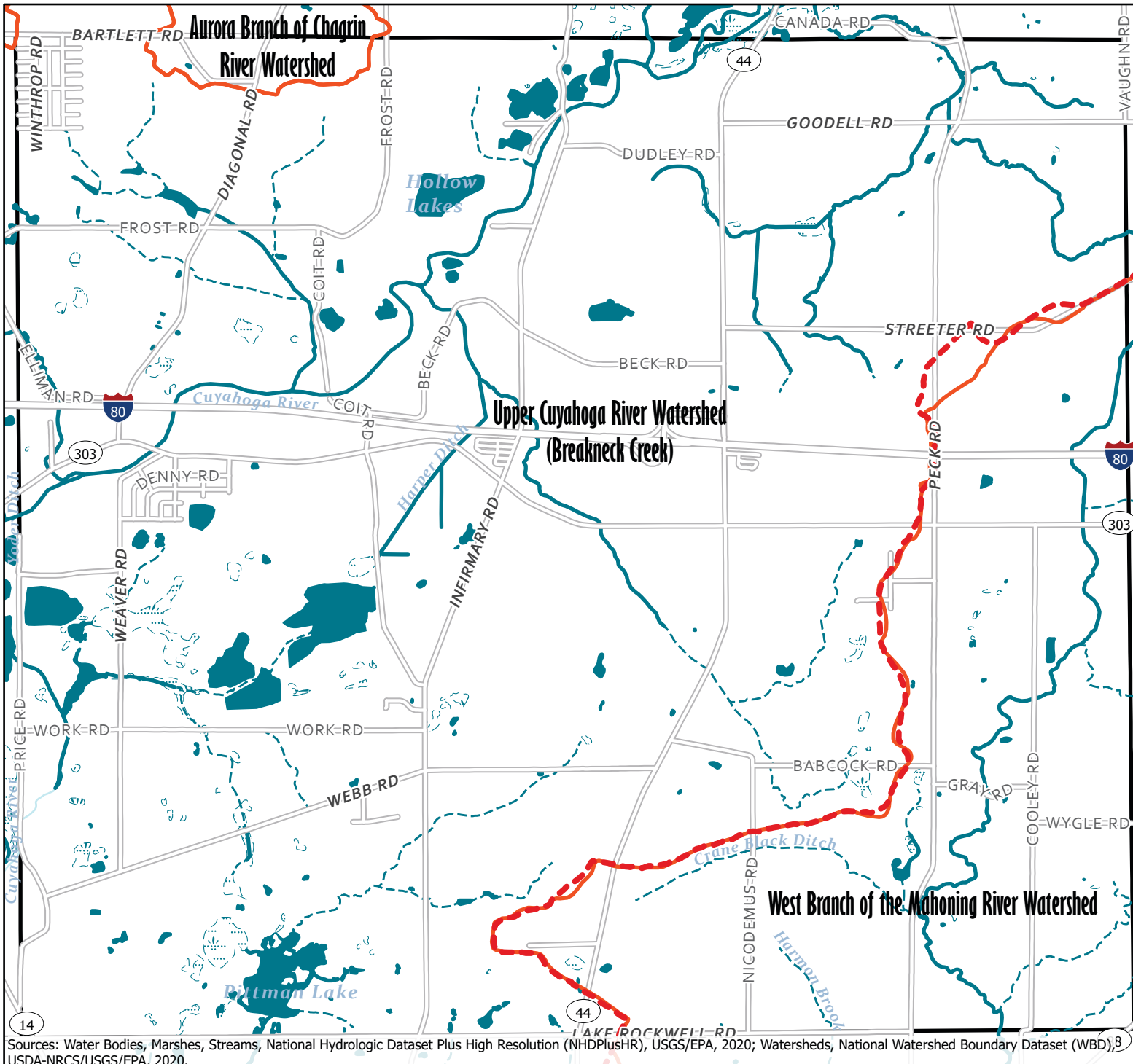
Lakes and Rivers

The Cuyahoga River is the largest river in Shalersville Township and is one of only 14 American Heritage Rivers in the United States, a designation that identifies the cultural, environmental, and economic importance of the river and paves the way for efficient and effective use of federal resources for protection. North of State Route (SR) 14 to the Troy-Burton Township line in Geauga County is the Upper Cuyahoga River designated as a State Scenic River in 1974 by the Ohio Department of Natural Resources (ODNR). The Upper Cuyahoga Scenic River is largely undeveloped along its shoreline and has extensive wetlands with excellent wildlife habitat and aquatic biodiversity. In 2019, the entire length of the Cuyahoga River was designated an Ohio Water Trail. These designations acknowledge the critical role the river plays in the communities it passes through. The river is about 100 feet wide as it

Lakes, Rivers, & Watersheds



-  Ohio River-Lake Erie Divide
-  Watershed (HUC 10)
-  Canal Ditch
-  Intermittent Stream/River
-  Stream/River or Artificial Path
-  Lake/Pond
-  Swamp/Marsh
-  Roads



Sources: Water Bodies, Marshes, Streams, National Hydrologic Dataset Plus High Resolution (NHDPlusHR), USGS/EPA, 2020; Watersheds, National Watershed Boundary Dataset (WBD),³ USDA-NRCS/USGS/EPA, 2020.

winds through Shalersville, though it narrows slightly closer to Mantua Village.



Ranging in size from less than an acre to over 65 acres, lakes in Shalersville Township are concentrated around the Cuyahoga River with only a handful of smaller lakes and ponds scattered throughout the rest of the Township. Many of the lakes around the river may be the result of sand and gravel extraction although there are also several located in more heavily wooded areas that may have other origins. Older, smaller lakes created by the mining process were around 30 to 40 feet deep but newer mining techniques can go as deep as 200 feet. Other lakes in the Township are small ponds or open water in wetland areas.

Wetlands



Wetlands are defined by the US Environmental Protection Agency (EPA) as “areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season” (US EPA, 2022). The hydrology of the wetland largely determines how the soil develops and what types of plant and animal communities are present. Wetlands provide a vital service to the environment and to the economy.

- **Flood Control.** Wetlands provide water storage during flood events acting as a natural buffer that reduces the frequency and intensity of flooding. Without wetlands, damage to houses, roadways, and crops would increase.
- **Improve Water Quality.** Water filters through the plants, fungi, and algae before reaching streams, lakes, rivers, and oceans. As it filters, the water is cleaned of many common runoff pollutants. Those pollutants not taken up by the plants, sink to the bottom of the soils and are buried in sediment.
- **Biodiversity.** Wetlands are home to a large variety of plant and animal life including one-third of all endangered and threatened species. The variety of animals and plants found in wetlands also makes them attractive for recreation, hunting and fishing, adding economic value to the community.

Since the 1700s, 90% of Ohio’s wetlands have been destroyed or degraded primarily through draining or filling activities. The US Army Corps of Engineers (USACE) regulates fill, dredging or discharge of material into jurisdictional wetlands (wetlands associated with a navigable waterway) under Section 404 of the Clean Water Act. In Ohio, those wetlands not regulated by the USACE are regulated by the Ohio EPA.

According to the Portage County wetland inventory completed for the watershed plan based on year 2000 orthophotos, there are approximately 1,572 acres of wetlands in Shalersville Township. Approximately 50-70% of wetlands over one acre were identified in

this inventory. Well-defined wetlands with standing water were easily mapped; however, wetlands with seasonally saturated soils were more difficult to identify. Due to the dated version of the Portage County wetland inventory, the National Wetland Inventory (NWI) was used as a comparison for Shalersville Township. The NWI uses higher level (smaller scale) imagery than the Portage County wetland inventory, and therefore, may not be as accurate in certain areas of the Township. There are approximately 973 acres of wetland according to the NWI. It is important to note that both inventories are an estimate of physical ground conditions and do not capture every wetland. The inventories do not replace a wetland survey conducted by a certified wetland biologist.

Hydric Soils

Hydric soils are soils which are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in their upper part and are primarily located along streams, rivers, wetlands, or other frequently ponded areas as shown on the Wetlands and Hydric Soils map. Because of their saturated conditions and instability, hydric soils often remain heavily vegetated or wooded, although they may be drained for agricultural uses.

Priority Woodlands & Wetlands

The Priority Areas map shows wetlands and woodlands as ranked by the Portage County Watershed Plan completed in 2006¹. As part of the Portage County Watershed Plan, wetlands and woodlands in the County were ranked according to their value in the protection of water quality and intact ecosystems. If the woodlands were in riparian areas (near to streams or lakes), were part of larger woodland/wetland systems, or were located close to drinking water sources, they were given a higher ranking. High quality wooded areas largely follow the Cuyahoga River and its floodplain; although, several high-quality stands have been removed for mining along the north bank since these areas were originally mapped. A high-quality stand, rated 7, is located between SR 303, Peck Road, Babcock Road, and SR 44. Undisturbed stands provide important habitat for a variety of plants and animals. Wooded areas along streams and rivers are important for water quality protection.

Higher ranking wetlands occur southeast of Shalersville Township Ditch to Babcock Road, these being largely wooded, as well as in several areas along the Cuyahoga River, particularly near Mantua Village. Only 16% of the wetlands in Shalersville were ranked as high priority wetlands (7 to 9 points) based on whether they were large, undisturbed, multi-

¹ The county-wide ranking method for wetlands and woodlands is not commensurate with the Ohio Rapid Assessment Method endorsed by the Ohio EPA. Any determinations about specific wetlands and their locations should be done in the field rather than from secondary data such as aerial photos.

vegetational. and near named streams, drinking water sources, or streams with special EPA use designations. Most of the wetlands ranked in the middle of the priority scale – 55% were ranked with scores of from 4 to 6. Lower ranked wetlands (0 to 3 points) accounted for 29% of the wetlands in the Township. While lower ranked wetlands tend to be smaller and more scattered, all wetlands play an important role in the hydrologic cycle and in protecting water quality.

Floodplains

Floods occur naturally and can happen almost anywhere, not exclusive to bodies of water. The Federal Emergency Management Administration (FEMA) maintains flood maps which can be used to determine areas at highest risk for floods in the Township. It is important to note that simply because an area is identified as low risk to flooding on the flood maps does not mean that it will not flood. The flood zones shown on the Wetlands and Hydric Soils map were created using FEMA's National Flood Hazard Layer (NFHL) data. FEMA continuously updates the NFHL based on effective flood maps and letters of map change delivered by communities. Shalersville Township's flood map has an effective date of 2009.

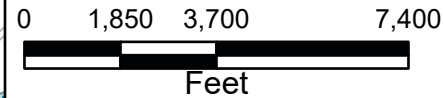
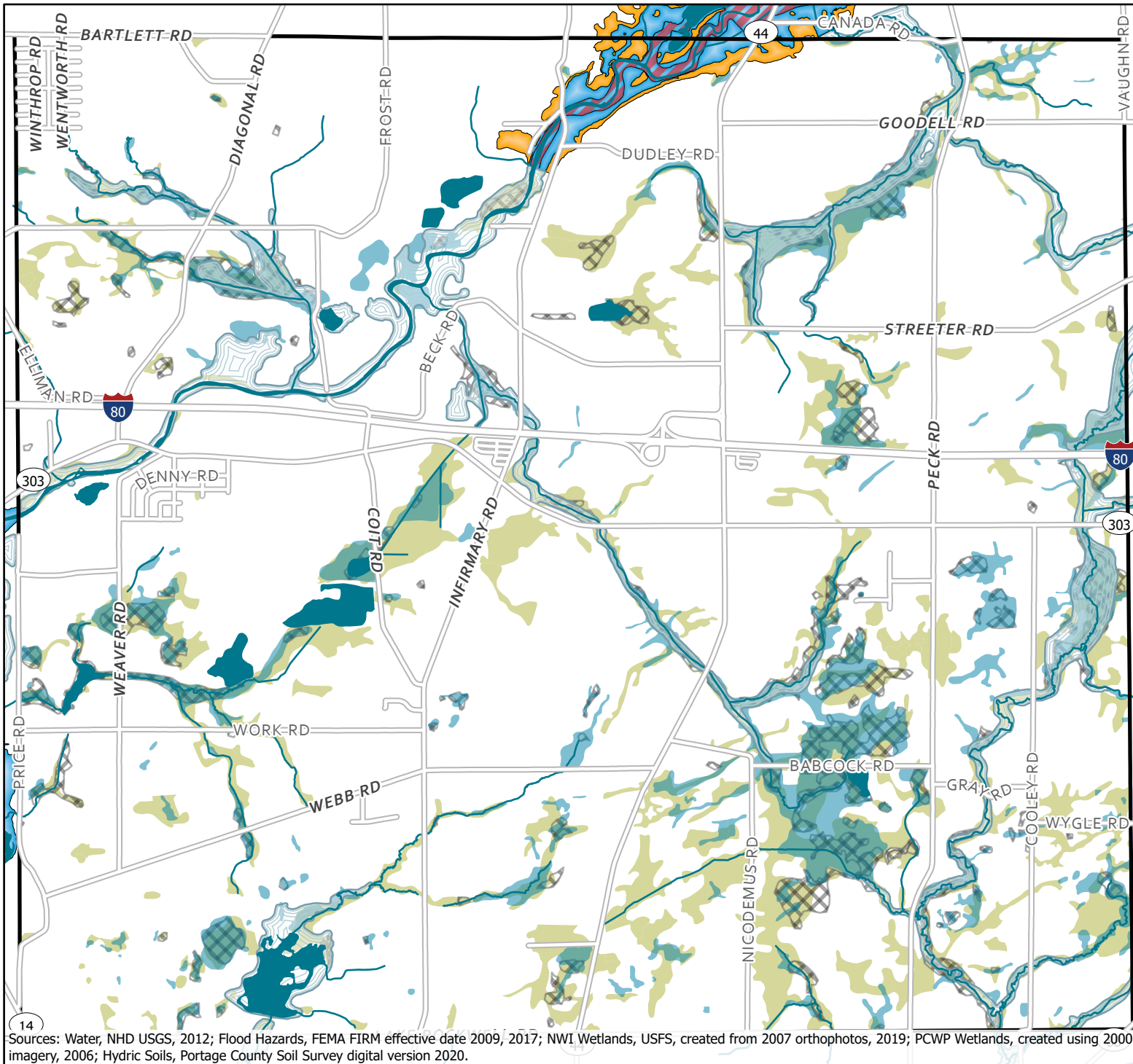
Many of the Township's floodplains are associated with the Cuyahoga River and its tributaries. The Cuyahoga River is contained within a broad valley and has a narrow floodplain that follows the river course. The floodplain is broader north of I-80, narrows as it passes under the interstate, and remains narrow as it flows south to Lake Rockwell. The base flood elevation has been calculated for several parts of the Cuyahoga River. It ranges from 1,083 to 1,084 feet above mean sea level near Mantua Village and 1,068 feet above mean sea level just beyond the Shalersville boundary in Streetsboro. Several sand and gravel mines are partially located in the floodplain. These pits may act as detention areas during floods.

Several other tributaries to the Cuyahoga River and the West Branch of the Mahoning River have narrow floodplains which do not have a base flood elevation calculated. A lake, stream, and wetland complex that drains into Eckert Ditch in Ravenna Township has a floodplain associated with it and is found in the southwest corner of the Township. Much of Shalersville's 100-year and 500-year floodplain consists of undeveloped wooded areas, marshes, wetlands, or sand and gravel pits. There are a few houses, streets and a small portion of a neighborhood which encroach on the floodplain most of which are located north of I-80. A couple houses are located within the designated floodway near the Mantua Village border. Shalersville Township maintains a Flood Hazard Overlay District in the Zoning Resolution, which is intended to protect watercourses, flood flows, and minimize flood damage.

Wetlands & Hydric Soils







- Streams & Rivers
 - Ponds & Lakes
 - Wetlands (NWI)
 - Wetlands (PCWP)
 - Hydric Soils
- Flood Hazard Area**
- Floodway
 - Flood Zone A
 - Flood Zone AE
 - 500-Year Flood

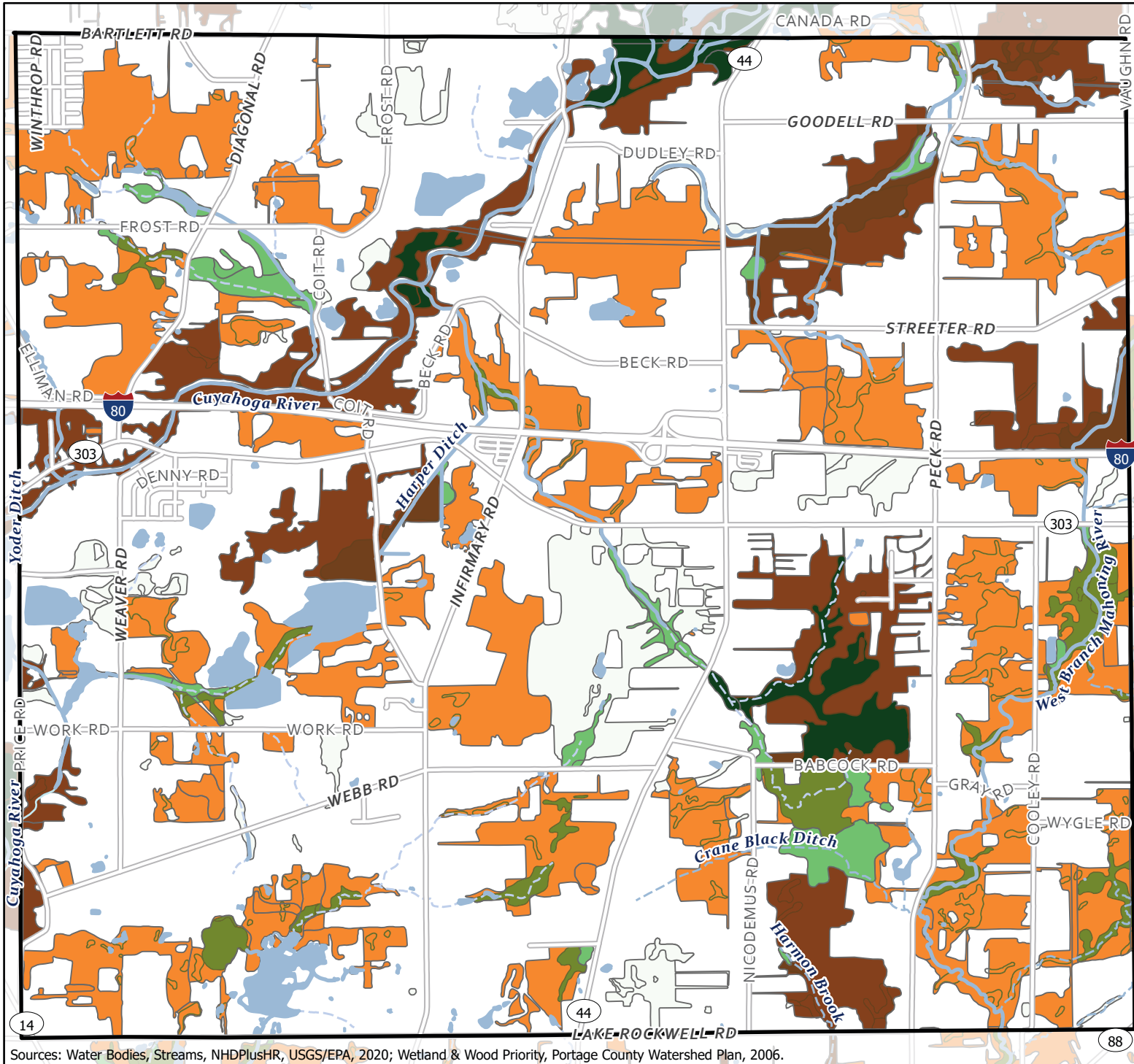
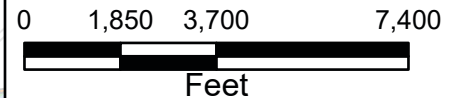
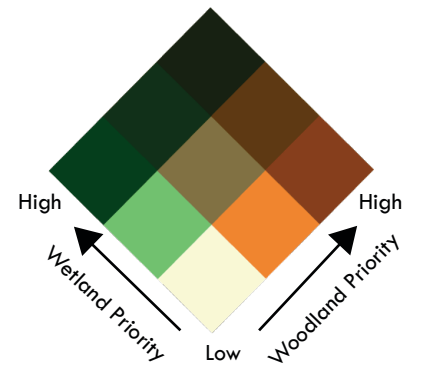


14 Sources: Water, NHD USGS, 2012; Flood Hazards, FEMA FIRM effective date 2009, 2017; NWI Wetlands, USFS, created from 2007 orthophotos, 2019; PCWP Wetlands, created using 2000 imagery, 2006; Hydric Soils, Portage County Soil Survey digital version 2020.

Priority Areas



-  Roads
-  Intermittent Stream/
River
-  Stream/River or
Artificial Path
-  Lake/Pond



Sources: Water Bodies, Streams, NHDPlusHR, USGS/EPA, 2020; Wetland & Wood Priority, Portage County Watershed Plan, 2006.

Riparian Areas

Riparian areas run along streams and lakes and contain stripes of vegetation which provide a buffer against pollution entering the water system. Well vegetated riparian areas work by:

- Slowing down the rate of runoff and giving time for sediment to settle and water to percolate filtering through the soil.
- Removing pollutants such as pesticides and heavy metals and recharging the groundwater.
- Stabilizing stream banks and preventing erosion.

Riparian corridor protection is encouraged as a method of improving water quality, flood and habitat protection, and reducing flood damages. Possible regulations implementable by the Township to reduce flooding and improve water quality for the Township plus downstream communities include clustering new buildings, setting aside wetlands as designated open space, and establishing buffer zones, known as riparian setbacks, including wetlands setbacks, between water, floodplains, and other land uses. This could be integrated into the Township’s existing Flood Hazard Overlay District. Setbacks should include the identified corridor distance plus incorporate the entire extent of any adjacent wetlands, floodplains, and ponds.

In general, the first 25 feet is the most important area to protect between the stream and any development. To reduce pollution, a 100-foot buffer must be protected by a setback or have limited development to low impact development (Otto, B., 2004). The Chagrin River Watered Partners have dedicated resources to guide communities through establishing riparian setbacks.

Table 3.1 Recommended Setbacks

Cuyahoga River	300 feet
Other Streams	75 feet
Wetlands (Class 2)	75 Feet
Wetlands (High Quality, Class 3)	100 Feet
<small>Otto, B, McCormick, K, & Leccese, M. (2004). Ecological Riverfront Design: Restoring Rivers, Connecting Communities. Planning Advisory Service, 518-519, 52-56; Cuyahoga Soil & Water Conservation District. Community Riparian and Wetland Guidance: Putting all the Pieces Together. https://crwp.org/wp-content/uploads/2020/08/riparian_wetlands_guide_book.pdf</small>	

Water Quality and Drinking Water

All waters in Ohio are evaluated based on Aquatic Life (Warmwater or Coldwater Habitats), Fish Consumption, Recreation, and Water Supply. Under these four categories are over 30 parameters that are evaluated and considered. Any water body above acceptable levels for a parameter is considered impaired. Under the Clean Water Act, Ohio must develop a Total Maximum Daily Load (TMDL) restoration plan for all waters identified on the Section 303(d) list which are considered impaired according to the state’s priority rankings. Waters are assessed collectively by watershed instead of by individual water bodies. Shalersville

Township’s watersheds were last assessed in 2022. Table 3.2 contains a summary of the water assessment found at <https://mywaterway.epa.gov/>.

Table 3.2 Water Quality Summary by Watershed

Watershed	Lake Rockwell-Cuyahoga River	Headwaters West Branch Mahoning River	Headwaters Aurora Branch
<i>Drinking Water</i>	Impaired	-	-
<i>Aquatic Life</i>	Impaired	Impaired	Impaired
<i>Swimming and Boating</i>	Impaired	Impaired	Impaired
<i>Fish and Shellfish Consumption</i>	Good	Impaired	Unknown
<i>Restoration Plan</i>	TMDL 2004	TMDL 2011	TMDL 2007
US EPA. (2023). How's My Waterway?, https://mywaterway.epa.gov/			

Potential causes of impairments identified in the assessments included abnormal flow, algae, bacteria and other microbes, degraded habitat, low oxygen, sediment, nitrogen and/or phosphorus. Sources of these impairments are non-point sources and may include agricultural run-off, municipal and industrial discharges, septic system failures, mining activities, and stream channelization.

Portage County operates a stormwater program for failing septic system replacement. It is a joint program between the Portage County Combined General Health District, Portage County Regional Planning Commission, and the Treasurer.

Drinking Water
Surface Water

The water resources located in Shalersville Township and its immediate vicinity serve as sources of drinking water for populations both in and out of Portage County. Shalersville is upstream on the Cuyahoga River from Lake Rockwell, the drinking water source for the City of Akron. The preserved natural areas, land use policies, and implementation of best management practices (BMP) for non-point sources of pollution in Shalersville and other upstream communities influence water quality in Lake Rockwell. The Corridor Management Zone for Lake Rockwell, the land area that is critical to protecting the surface water drinking source from contamination, extends well into Shalersville Township along the Cuyahoga River and its tributaries (Map X, Drinking Source Water). Care must be taken in the Corridor Management Zone to preserve water quality including such practices as exercising land use controls that protect natural resources, identifying and repairing malfunctioning septic systems, containing potential pollutants to prevent them from washing into surface water, effective control of erosion on sites with bare soils, and managing stormwater runoff.

Groundwater

Groundwater is an extremely valuable resource which is growing in importance as population, production, and consumption increase nationwide. Groundwater resources may be vulnerable to contamination from faulty septic systems, improper chemical storage containers, seepage from landfills, and agricultural runoff.

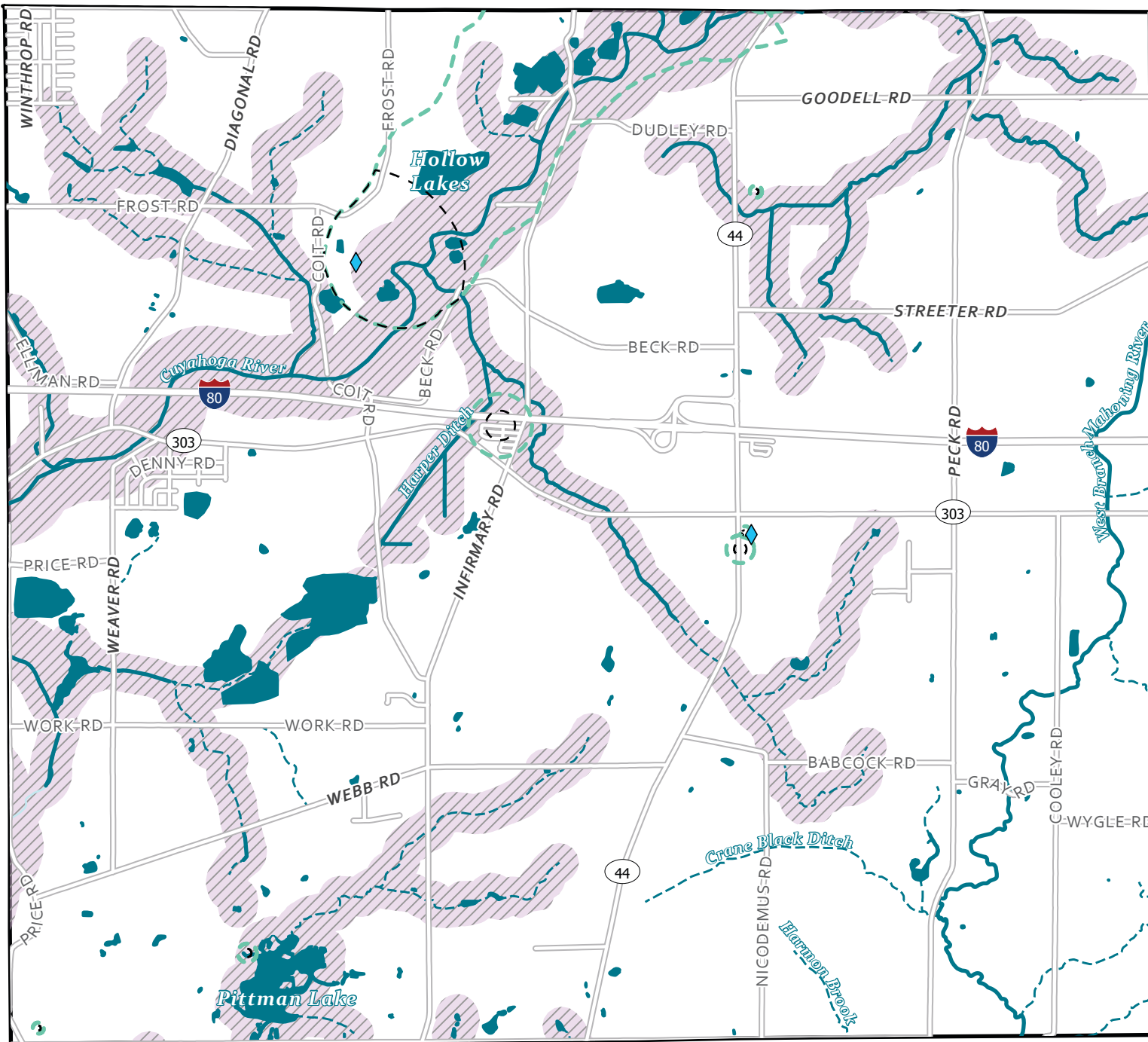
Groundwater is extracted by Portage County via the Coit Road wellfield near the Cuyahoga River to provide drinking water to Streetsboro and Aurora, although the City of Cleveland supplies most of the water to Aurora. Groundwater in Shalersville Township is plentiful and may be drawn from either the unconsolidated sand and gravel aquifer or from the bedrock aquifer. Yields vary depending on the type of aquifer and depth of the well. The Groundwater Availability map shows the buried valley associated with the Cuyahoga River, an area of deep unconsolidated glacial deposits with yields between 100 and 500 gallons of water per minute (gpm). In areas where the sand and gravel aquifer is less than 25 feet deep, the groundwater available is less than 5 gpm. Most wells would be drilled into the bedrock in such places.








For ground water wells, the Ohio EPA's Source Water Assessment and Protection Program (SWAP) established one-year and five-year travel times for pollutants to reach the well head of public water supply wells in the state. These areas are comparable to Corridor Management Zones for protecting drinking water and require similar management approaches. The travel times were determined by examinations of geologic and hydrologic characteristics in the vicinity of each well. There are several public wells in Shalersville, including a well field operated by Portage County.

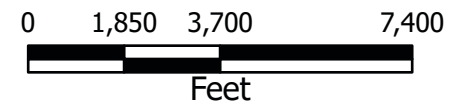
Vulnerability

Portage County lies within the Glaciated Central hydrogeologic region. The county is covered by variable thickness glacial till and outwash sands and gravels that have a moderate to high pollution potential index. The county is crossed by a network of buried valley aquifers that constitute a major groundwater resource and have a moderate to high vulnerability to contamination. Potential groundwater contamination varies based upon hydrogeologic, topographic, and soil media characteristics. Groundwater vulnerability was updated statewide in 2021 by the ODNR Division of Geological Survey, the results of which are shown on the Groundwater Vulnerability map for Shalersville Township (Nelson, C.B. & Valachovics, T.R., 2022). Shalersville Township has a groundwater vulnerability index ranging from 73 to 176. Lakes, ponds, and areas impacted by surface mining were not rated and are shown in gray on the map. The most vulnerable area to pollution follows the buried valley.

Drinking Source Water



-  Water Well
-  Intermittent Stream/River
-  Stream/River or Artificial Path
-  Lake Pond
- Source Water Protection Areas**
-  Corridor Management Zone
-  1-Year Travel Time
-  5-Year Travel Time



Groundwater Availability



Consolidated Aquifers

Yield (gpm)

≡ 25 - 100

⋯ 5 - 25

Unconsolidated Aquifer

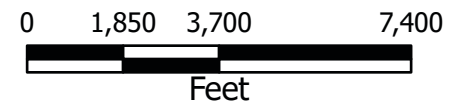
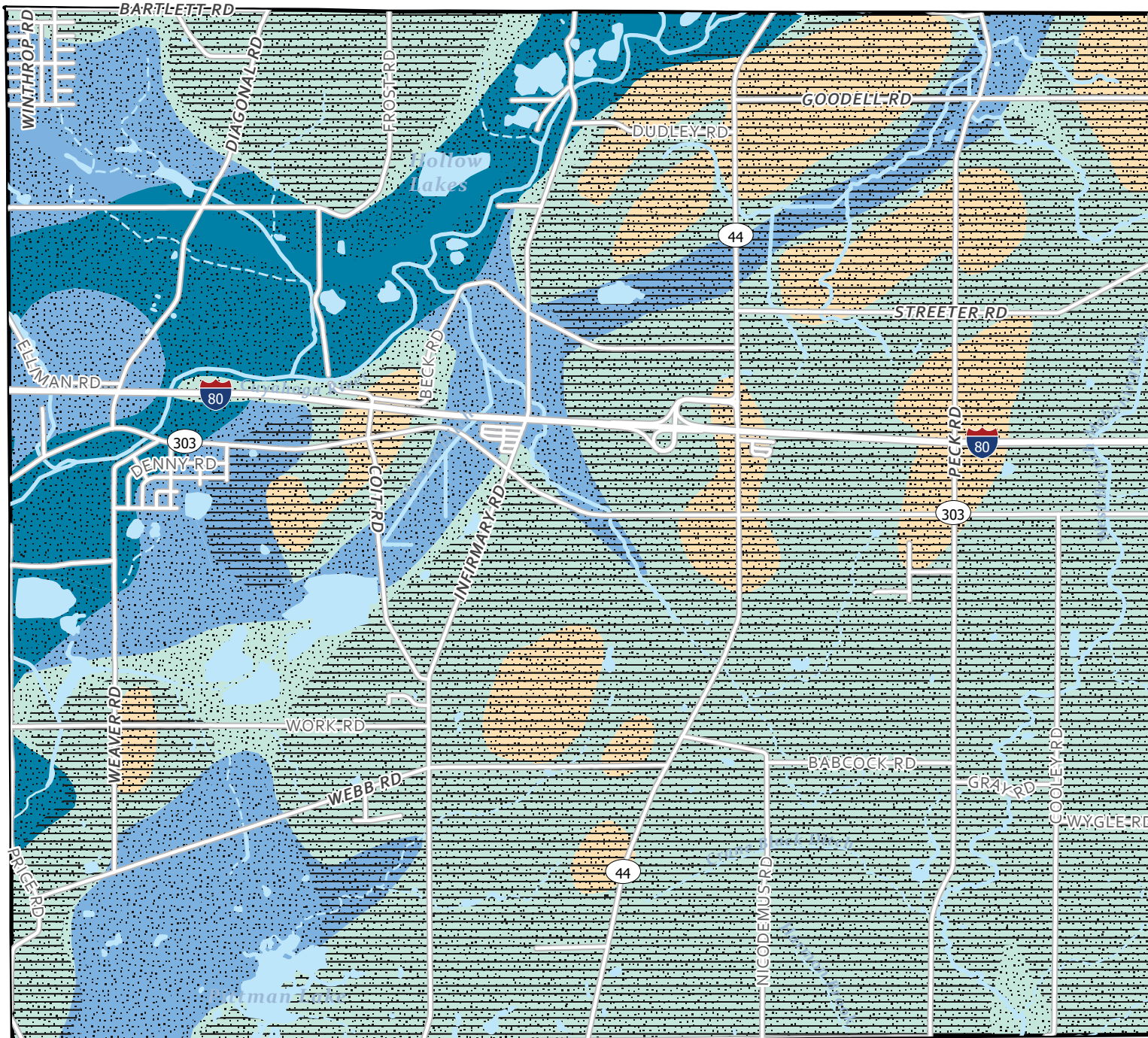
Yield (gpm)

■ 100 - 500

■ 25 - 100

■ 5 - 25












■ less than 5

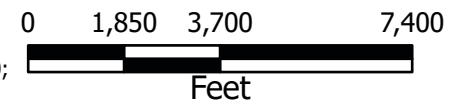
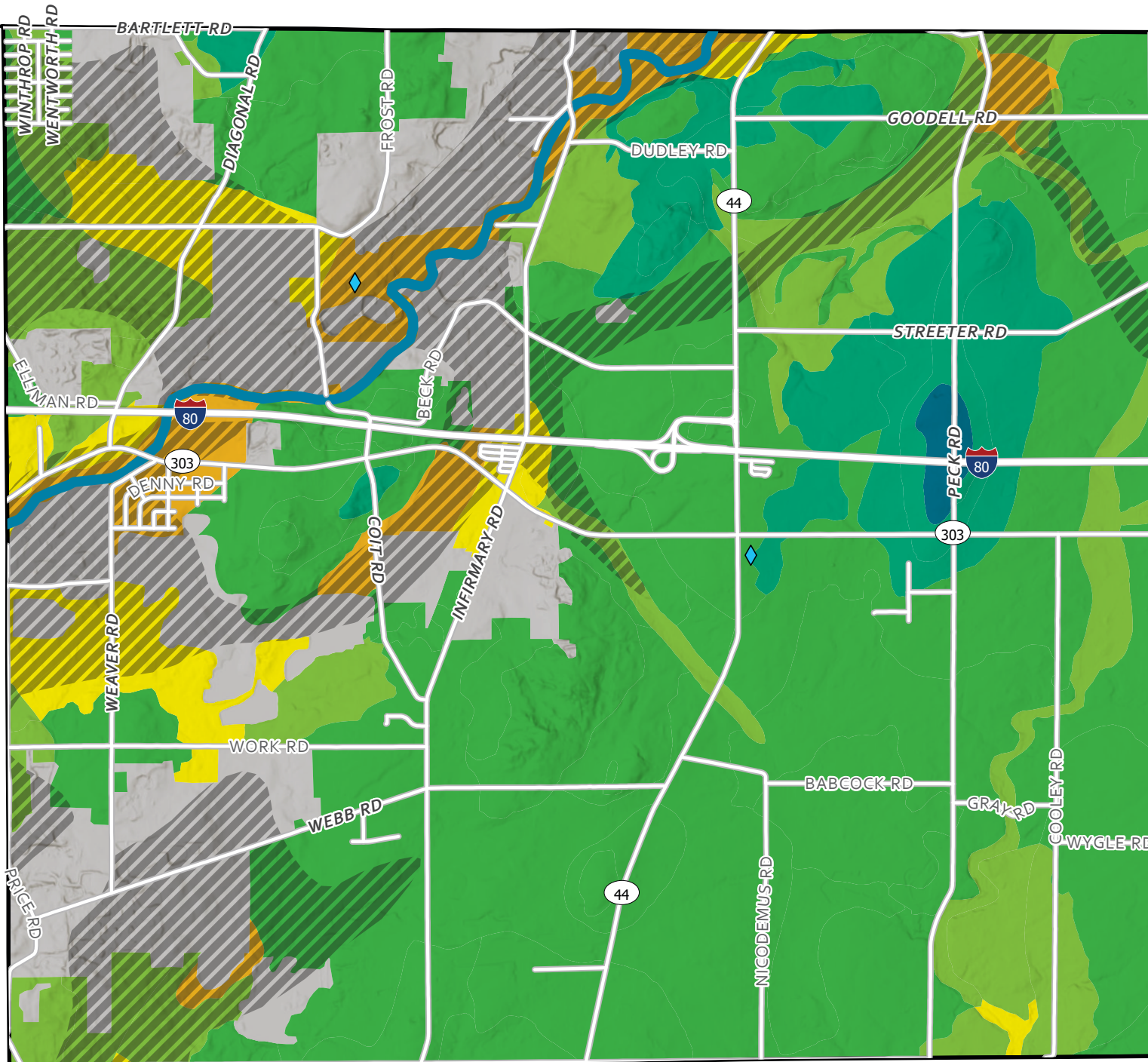


Aquifers, ODNR, 2007; Roads & Boundaries, Portage County GIS, 2022; Water & Streams, NHD, edited by PCRPC, 2012.

Groundwater Vulnerability



-  Water Well
 -  Roads
 -  Cuyahoga River
 -  Buried Valley
- Groundwater Vulnerability Index**
-  160 - 179
 -  140 - 159
 -  120 - 139
 -  100 - 119
 -  80 - 99
 -  1 - 79
 -  Not Rated



Groundwater Vulnerability (GW-2 V.1.0), ODNR Division of Geological Survey, 2022. Roads, Parcels, & Boundaries, Portage County GIS, 2023; Buried Valley, ODNR, 2000; Terrain Basemap, Esri, NASA, NGA, USGS

Mineral Resources

Sand and Gravel

Shalersville has significant amounts of sand and gravel resources due to the glacial deposits. The buried valley along the Cuyahoga River where the depth to bedrock exceeds 100 feet is particularly productive as is evident by the number of sand and gravel mining excavations that fall within it. According to the 2021 Report on Ohio Mineral Industries by the Ohio Geological Survey, Portage County produces 3,735,873 tons annually and makes up the second highest percentage of sales statewide at approximately \$32,615,784. Lakeside Sand and Gravel is the largest producer of sand and gravel in Shalersville. One producer, Oscar Brugmann, also produces sandstone. Portage County produces over 17 tons of sandstone and conglomerate.



Gas and Oil Wells

According to May 2023 well data distributed by the ODNR Division of Oil and Gas, there are four operating injection wells and 77 active oil and/or gas wells in Shalersville Township (see map, Industrial Minerals). There were also 12 dry wells, 84 plugged wells and 84 locations where the permit expired. No new wells were drilled in Shalersville in 2020. The depth of wells in Shalersville is between 4,251 and 4,563 feet, drawing mostly from the Clinton sandstone formation. Most wells are located around the periphery of the Township to the north, west, and south, with few in the central portion or along the east border.

Protected Plants & Animals

The Endangered Species Act of 1973 established protections for fish, wildlife, and plants that are listed as threatened or endangered and provides for preparing and implementing recovery plans. In a similar manner, the Ohio Revised Code Chapter 1518 and Section 1531.25 provides for identifying and protecting plants, wildlife, and fish within the state threatened with extinction. Ohio's wildlife list is updated every five years and the rare plant list is updated every two years. Table 3.3 contains a list of federally protected plants and animals which may be present in Shalersville Township.

The Ohio Department of Natural Resources maintains a list of state endangered and threatened species [\(here\)](#).

Areas in Shalersville that have habitat characteristics for threatened and endangered plant and animal species should be carefully inventoried prior to land disturbance. It is important to understand documenting endangered species does not prevent all development but provides opportunities to develop in a manner that is protective of habitat and sensitive species. Property owners need to work with state and federal agencies if there are impacts to threatened or endangered species. ODNR and US Fish and Wildlife Service should be contacted before beginning any construction or clearing project.

Although no longer a state listed species or listed species under the Endangered Species Act, Bald Eagles are nationally protected under the

Bald and Golden Eagle Act. Several bald eagles have been sighted along the Upper Cuyahoga River. Of note, the Monarch butterfly became a candidate for listing in 2020 due to documented decline from habitat loss and widespread use of herbicides and insecticides among other things. Many conservation efforts include bolstering native nectar producing plants and milkweed.

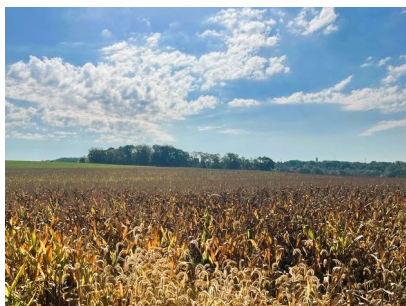
Table 3.3. Federally Listed Species under the Endangered Species Act

Common Name	Scientific Name	Federal Status	State Status
Mammals			
Indiana Bat	Myotis sodalis	Endangered	Endangered
Northern Long-eared Bat	Myotis septentrionalis	Endangered	Threatened
Tricolored Bat	Perimyotis subflavus	Potentially Endangered	Endangered
Insects			
Mitchell Satyr Butterfly	Neonympha mitchellii mitchellii	Endangered	Extirpated
Monarch Butterfly	Danaus plexippus	Candidate*	
Plants			
Northern Wild Monkshood	Aconitum noveboracense	Threatened	Endangered
Note: *Candidate status does not provide federal protection of the species. It does highlight it for project developers and federal agencies who may voluntarily chose to add conservation aspects to their projects.			

Scenic Views

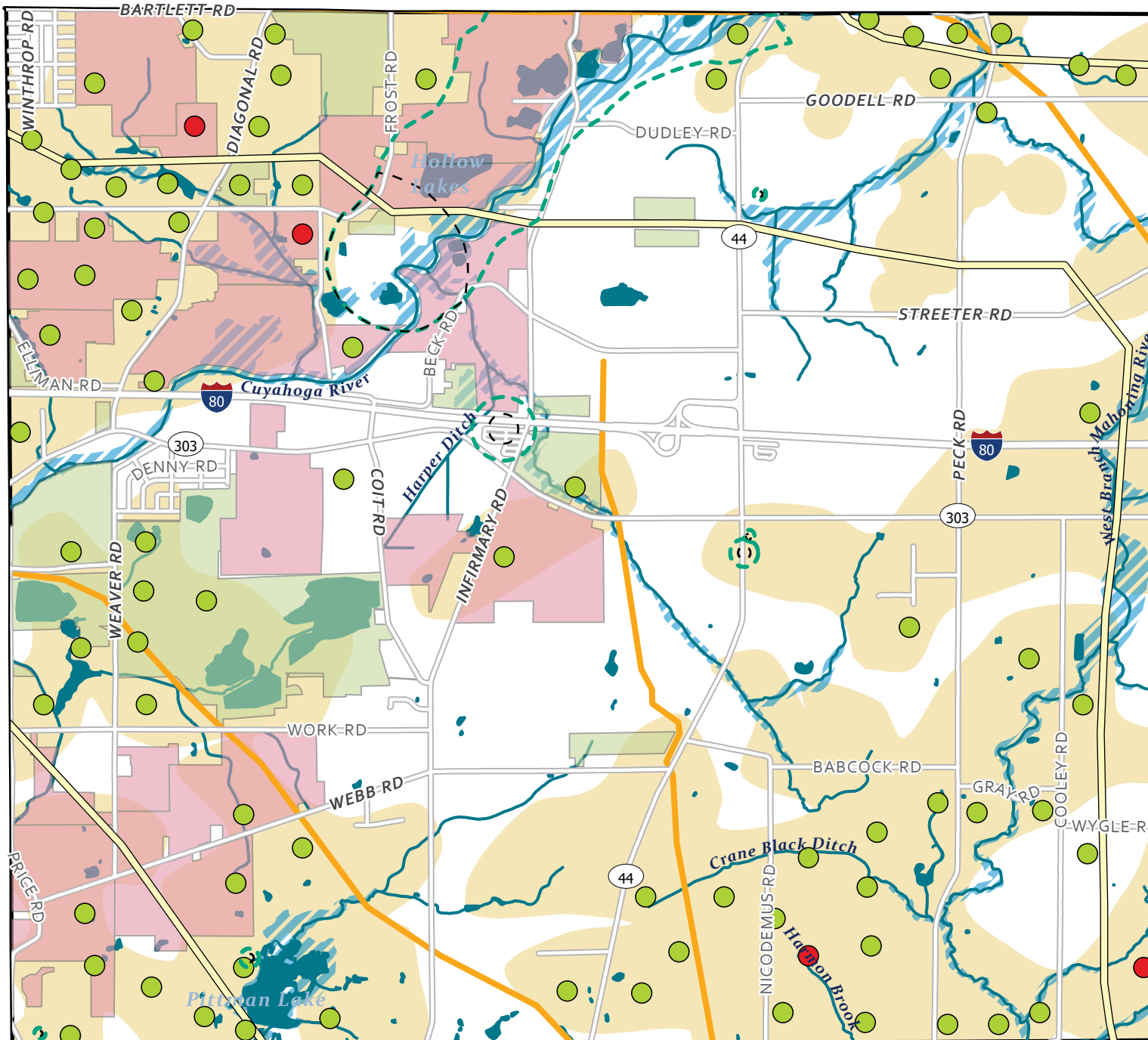


Shalersville Township is a rustic rural agricultural and mining community. It is home to the Upper Cuyahoga Scenic River with several preserves that protect sensitive habitats. Panoramic views of agricultural life and the Cuyahoga River are present throughout the Township. These viewsheds are highly valued by the residents and were often mentioned as something that should be preserved at the community meetings as well as in the Land Use Plan Survey.

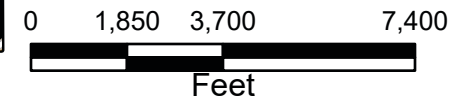


To preserve viewsheds, the Township must identify which views are important to its rural heritage. From there, viewsheds can be identified using geospatial analysis. These viewsheds should be preserved to have limited to no development.

Industrial Minerals



-  Active Oil and/or Gas Well
-  Injection Well
-  Streams
-  Transmission Lines
-  Pipeline
-  Roads
-  Shalersville Township
-  1-Year Travel Time
-  5-Year Travel Time
-  Lake/Pond
-  Flood Hazard Area
-  Gas Production Field
- Industrial Mineral Operations Status**
-  Active (occurring or authorized)
-  Reclamation



Sources: Water, NHD USGS, 2022; Flood Hazards, FEMA FIRM effective date 2009, 2017; Surface Industrial Minerals Mine Operations, ODNr DMRM, 2023; Pipelines, PCRPC & AMATS, 2015; Transmission Lines, AMATS, 2006; Oil & Gas Wells, ODNr DMRM, 2023; Gas Fields, ODNr Division of Geological Survey, 2004; Roads, Boundaries, Portage County GIS, 2023.

4 COMMUNITY FACILITIES & LAND USE

It is important to examine existing land use patterns and environmental constraints when planning for the future. This helps to determine the best locations for growth and development as well as where development should be limited. Shalersville's land use needs, such as residential, industrial, or agricultural must be integrated with its infrastructure capacity, environmental constraints, and community desires to best manage future growth while in keeping with the rural residential character.

Land Use

Locations and types of land use are shown by parcel on the Existing Land Use map. Shalersville has experienced slow development over the past several decades. Low density residential has expanded along major roads causing a loss of its rural character. Large portions of frontage on Work Road, Cooley Road, SR 303, Webb Road, SR 44, Infirmary Road, and Diagonal Road are occupied by residential lots. Denser housing developments are located off State Route 303 and Barlett Road. There are also two mobile home parks south of I-80 with one off Infirmary Road and one off State Route 44. Approximately 24% of the Township is residential, most of which are single-family homes (see Table 4.1).

Commercial uses are located off SR 303 and SR 44 with concentrations around the intersection of SR 303 and SR 44 and the Portage County Airport. Industrial uses are concentrated along SR 44 near the airport and the Turnpike Commerce Center as well as along SR 14 / Lake Rockwell Road. The amount of land in industrial use will gradually increase over the next 10 years as the Turnpike Commerce Center is built out.

Three large parks and preserves comprise most of the open space on the future land use map: Morgan Park, Tummonds State Nature Preserve, and Shalersville Township Park. The remainder of the open space is Red Fox River Access, lands associated with the Upper Cuyahoga Scenic River, and a private campground. Parks and open space comprise 5% of the Township.

Agriculture, sand and gravel mining, and vacant land characterize approximately 65% of the Township. Agriculture is largely located behind residential uses throughout the Township. Sand and gravel mining follows the course of the Cuyahoga River and its tributaries. The mining areas are partially impacted by mining operations and are partially farmland.

Existing Land Use



Land Use

- Agriculture
- Residential
- Apartments
- Mobile Home Park
- Commercial
- Sand & Gravel Operations
- Industrial
- Education
- Government
- Park / Open Space
- Cemeteries
- Churches & Charities
- Vacant

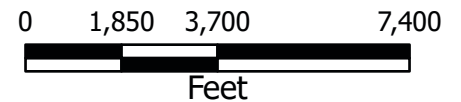
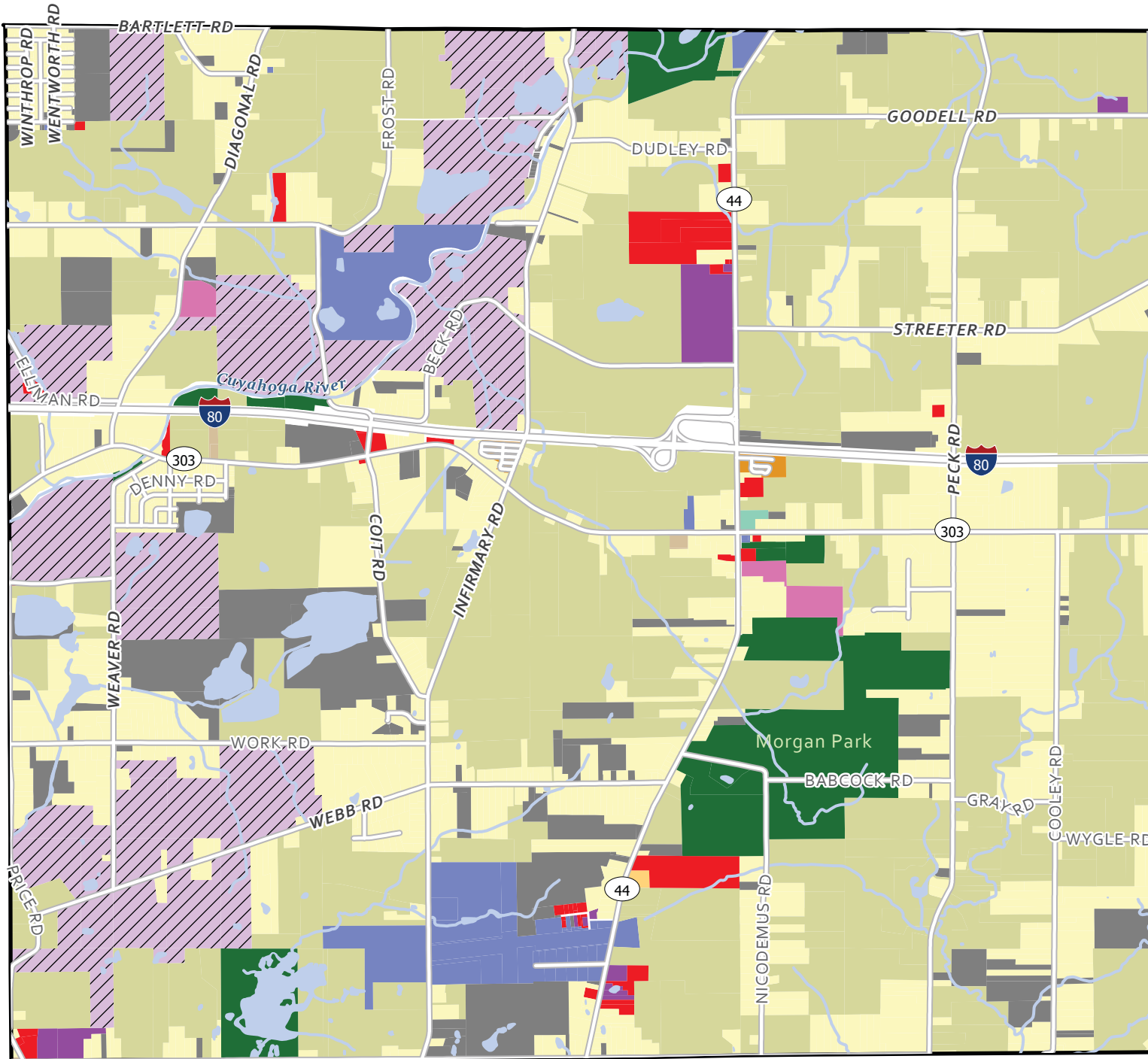


Table 4.1 Existing Land Use

Land Use	Sub-Category	Acres	Percent of Township
Agriculture		7,939	47%
Cemeteries		11	>1%
Charities		19	>1%
Churches		41	>1%
Commercial		205	1%
Education		6	>1%
Government		505	3%
Industrial		124	12%
	Sand & Gravel Mining	1,950	
Park		799	5%
Residential	Single Family	3,837	24%
	Apartments	6	
	Duplex	218	
	Triplex	10	
	Mobile Home Park	27	
Vacant		1,260	7%

Zoning

Zoning is a method of regulating land and development. It sets allowable uses and determines how the land is permitted to develop in the future. Shalersville Township has five zoning districts and one overlay district (see map, Zoning).

Zoning Districts

Agricultural Rural-Residential (A/R-R) accommodates agricultural uses and open space or recreational activities as well as low density, large lot, residential development in areas of the Township not suitable for public utilities. Single family homes on 2-acre lots and two-family homes on 2.5-acre lots are permitted in this district. Condominiums are a conditionally permitted use. Agricultural Rural-Residential covers approximately 87% of the Township.

Low-Density Residential with Sewer (R-2) permits smaller residential lots if there is access to centralized utilities. Single family dwellings on 0.45-acre (20,000 square feet) lots or two-family dwellings on 0.57-acre (25,000 square feet) lots are permissible. Home occupations and planned unit developments are conditionally permitted in R-2. Less than one percent of the Township is covered by R-2 zoning.

Neighborhood Commercial (N-C) encourages the establishment of businesses to meet the daily needs of residents. Permitted uses include personal service establishments, professional offices such as dentists, doctors, and lawyers, banks, pharmacies, restaurants, rehabilitation

hospitals, and all uses permitted in the A/R-R district. Gas stations, hotels, and vehicle sales are among the conditionally permitted uses. The minimum lot size is 30,000 square feet or 0.69 acres. Development in this district must meet the Shalersville Design Guidelines. Less than one percent of the Township is zoned N-C.

Mixed Commercial Residential (M-R-C) encourages the establishment of businesses to meet the daily needs of residents. Permitted uses include personal service establishments, professional offices such as dentists, doctors, and lawyers, banks, pharmacies, restaurants, rehabilitation hospitals, clothing stores, etc. Gas stations, hotels, and vehicle sales are among the conditionally permitted uses. Development in this district must meet the Shalersville Design Guidelines. Approximately 2% of the Township is zoned M-R-C.

Light Industrial (LI-D) provides for manufacturing, warehousing, office, wholesale, and distribution establishments as well as other light industrial uses. This district is near the airport and north of I-80 along State Route 44. The district requirements are intended to create a business park design with clustering of buildings and the establishment of open space. Development in this district must meet the Shalersville Design Guidelines. Approximately 5% of the Township is zoned LI-D.

Overlay Zones

The **Flood Hazard Area Overlay District** is intended to limit development within flood prone areas. Uses within the Flood Hazard Area Overlay District include open space, agricultural, and recreational land uses which do not obstruct the movement of floodwaters. This overlay district is consistent with the FEMA's Flood Insurance Rate Map (FIRM).

Publicly Owned Property

While Shalersville Township is a largely rural community, there are several government owned properties throughout the Township. Public parks and preserves cover 670 acres of the Township, protecting many sensitive habitats, plants, and animals. Most of Shalersville's parks provide passive, low impact recreation activities and a connection to the natural world. The total acreage of publicly held lands is 1,227 acres.

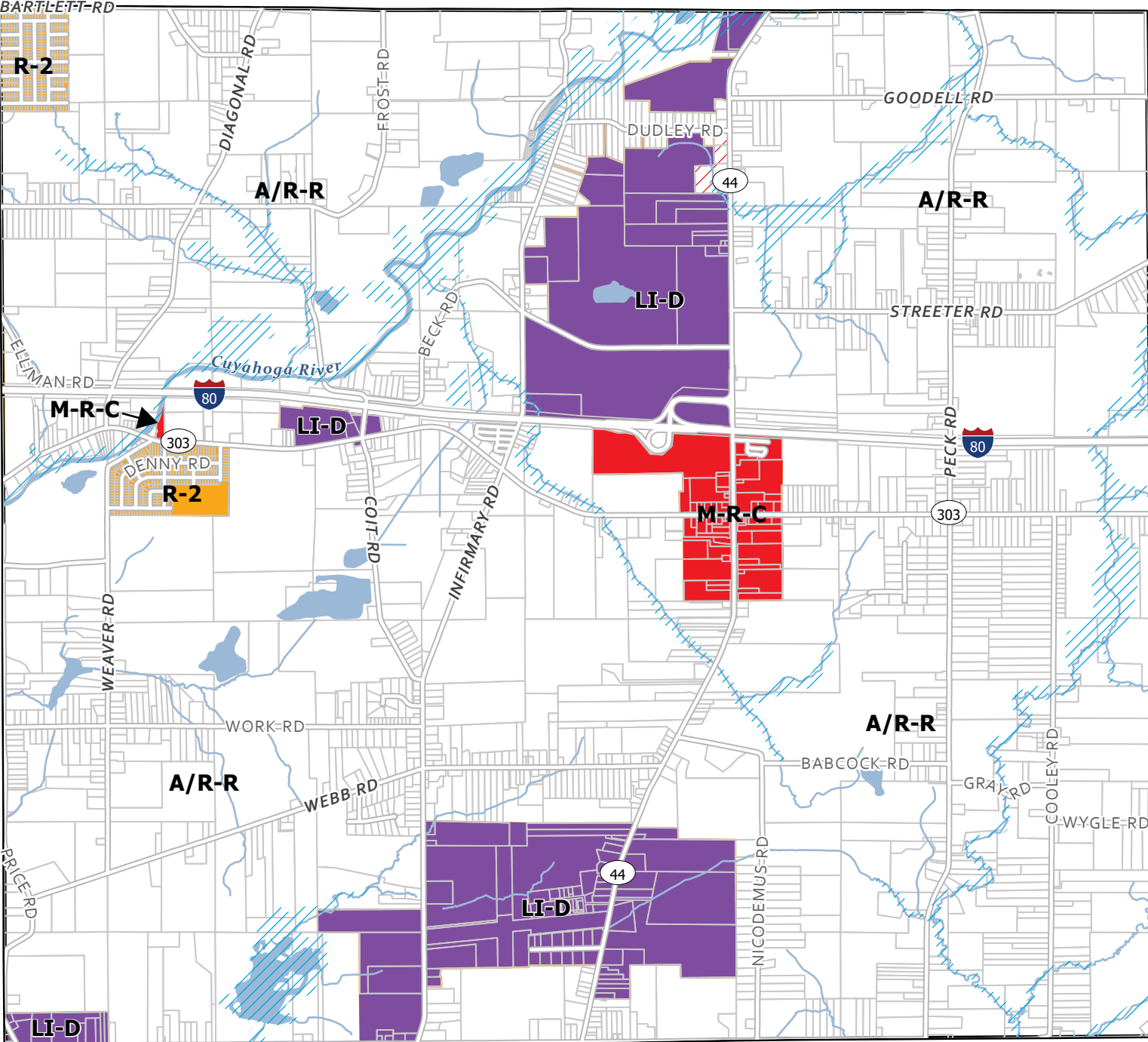
County

While Shalersville Township is largely a rural community, there are several county owned facilities (see map, Public Lands & Facilities). The Portage County Airport and Justice Center, the Portage-Geauga County Commissioners Juvenile Court and Detention Center, Portage County Records Center, Water Resources, and Dog Warden are located on Infirmary Road south of Webb Road and north of Lake Rockwell Road. On the east side of Coit Road, south of Frost Road, the County owns property around its Drinking Water Treatment Facility and wells. The



Trail at Morgan Park.

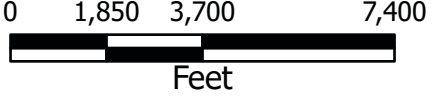
Zoning



- Streams & Rivers
- Ponds & Lakes
- Parcels
- Flood Hazard Area

Zoning District

- A/R-R Agricultural/Rural Residential
- LI-D Light Industrial
- R-2 Low Density Residential w/ Sewer
- M-R-C Mixed Residential-Commercial
- N-C Neighborhood Commercial





Zoning, PCRPC, December 2023; Roads, Parcels, & Boundaries, Portage County GIS, 2023; Water & Streams, NHD, edited by PCRPC, 2012.

Public Lands & Facilities





Community Facilities




-  Charity
-  Education
-  Government
-  Police
-  Airport
-  Mantua-Shalersville Fire Station

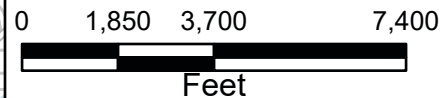
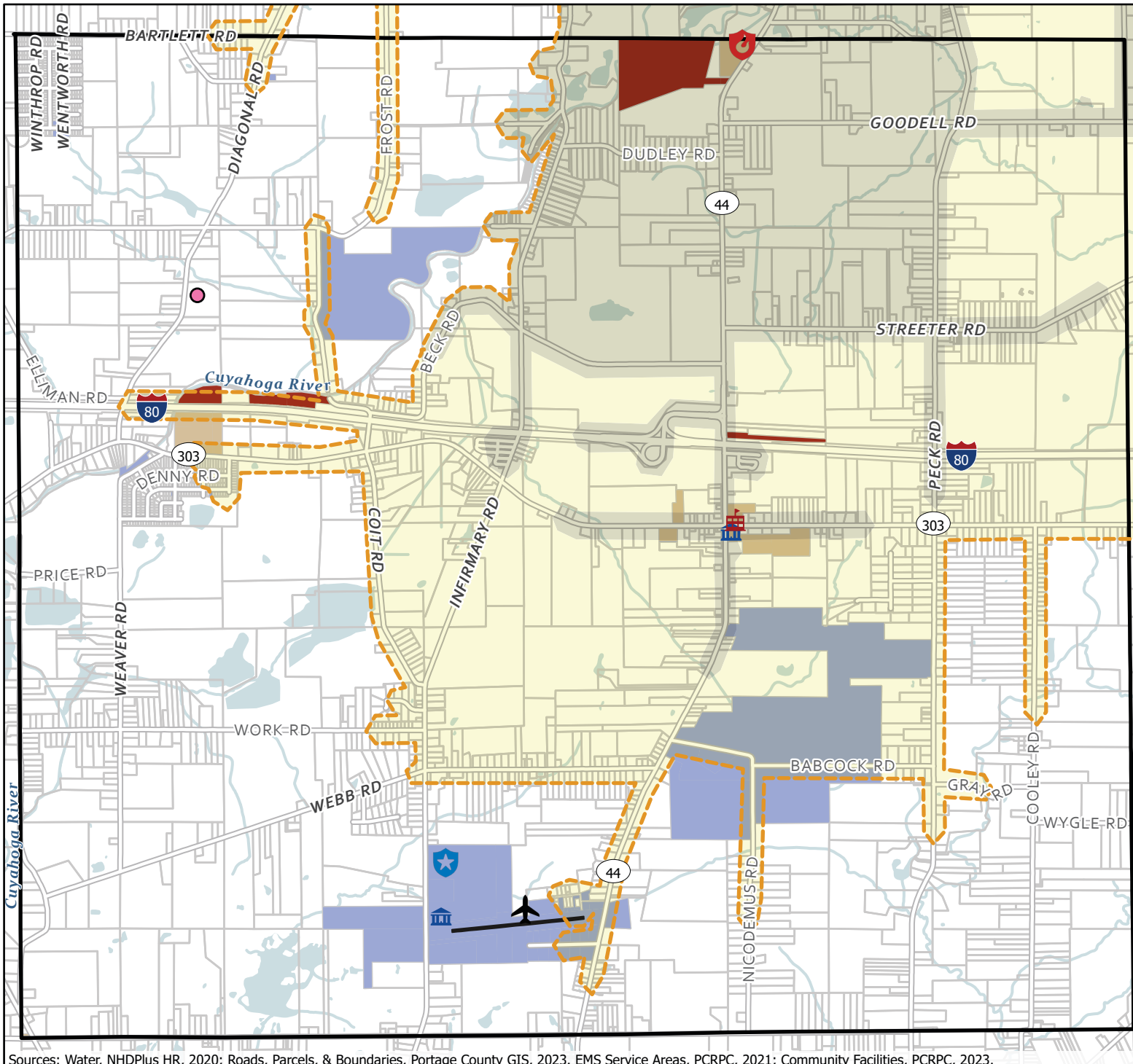
-  Runway
-  Mantua-Shalersville Fire Station Service Area (6 minutes)

EMS Response Drive Time

-  4 minutes
-  6 minutes

Public Ownership

-  County
-  State
-  Township



Sources: Water, NHDPlus HR, 2020; Roads, Parcels, & Boundaries, Portage County GIS, 2023. EMS Service Areas, PCRPC, 2021; Community Facilities, PCRPC, 2023.

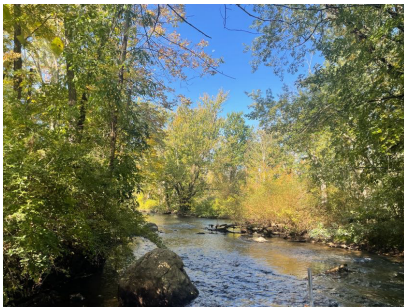
Portage County Sheriff has a training center near the well field. Portage County Water Resources operates two small wastewater treatment facilities near Shalersville’s subdivisions: the Bolingbrook Allotment and Red Fox Estates. Red Fox Estates wastewater treatment facility has a small take-out for the Cuyahoga River operated by the Portage Park District. The Portage Park District also operates Morgan Park, a large natural area east of SR 44 (see map, Protected Areas and Recreation).

- Morgan Park protects 544 acres of woodlands, wetlands, streams, and open habitat.
- Red Fox River Access provides fishing and a takeout point only for the Cuyahoga River Water Trail.

State

The Ohio Department of Natural Resources owns Tummonds State Nature Preserve on the northern boundary of the Township and several small areas along the Cuyahoga River. The Ohio Turnpike Commission owns land around the SR 44 / I-80 interchange.

- Tummonds State Nature Preserve, 85 acres. Dedicated in 1986, it was Ohio’s first scenic river preserve protecting 1.5 miles of river corridor. It contains a small sphagnum bog, dry kame woods, swamp woods and marsh.
- Upper Cuyahoga Scenic River. Several easements are dedicated to protection of the river shoreline, wildlife habitat, wetlands, floodplains, and a large variety of plant species.



Upper Cuyahoga Scenic River.

Township

The Shalersville Historical Society, Town Hall, Township garage, Township Park, and Hillside Cemetery are located near the intersection of SR 44 and SR 303, the Township center. Another Township cemetery is located north of SR 303 across from Red Fox Estates. The Mantua-Shalersville Fire Department is located on a 16-acre parcel on the west side of SR 44 south of Mantua Village. A predicted EMS response area is shown on the Community Facilities map for the fire department. The 6-minute response time covers approximately half of the Township. It is important to note actual response times vary due to several factors including the availability of EMS personnel.

- Shalersville Township Park, 26 acres. The park contains several sports fields, a wooded area, and trails. The Township is working on expanding and improving upon active recreation opportunities at the Shalersville Township Park.



Town Hall and Township Park.

Other Public Properties

In addition to government-owned property in Shalersville, there are several conservation easements and the Bio-Med Science Academy located at the northeast corner of SR 44 and SR 303.

The National Resources Conservation Service (NRCS) provides technical and financial assistance to landowners who want to protect wetlands,

productive farmlands, sensitive grasslands, and forestlands resources through the Agricultural Conservation Easement Program, Healthy Forest Reserve Program, and Environmental Quality Incentives Program. Wetland Reserve Easements and Agricultural Land Easements are components of the Agricultural Conservation Easement Program. Two easements protecting 76 acres were created through the Wetland Reserve Program in the southeast corner of the Township (see map, Protected Areas & Recreation). By participating in the NRCS Grassland Reserve Program (now the Agricultural Conservation Easement Program), Goodell Farms placed a 30-year easement on 100 acres of grassland on their farm property on Peck Road north of I-80.

The Wetland Resource Restoration Sponsor Program (WRRSP) helps finance projects that protect and restore the ecological function and biological diversity of high-quality streams and wetlands. water resources. Under this program, Goodell Farms has preserved 98 acres of riparian and wetland areas along an unnamed tributary of the Cuyahoga River in the northeast corner of the Township. There are two other WRRSP-protected areas between the Cuyahoga River and I-80, which are associated with the Upper Cuyahoga Scenic River. Conservation easements held by the Portage Soil & Water Conservation District protect 110 acres of land in Shalersville. Another 170 acres is protected by Portage County around the well field on Coit Road.

Many of the easements are in riparian areas and include portions of the floodplain, protecting natural vegetation and woodlands along stream and river corridors and contributing to the health of our water resources. This is especially beneficial in Shalersville Township, where the surface and groundwater resources are used as drinking water for populations throughout Portage and Summit Counties. In total, over 400 acres of land are protected by conservation easements in Shalersville Township.

Park Planning

The Portage Park District is proposing a 550-acre park currently called "Portage Meadows" in the western portion of the Township south of SR 303. Proposed activities include multi-use trails, foot trails, boat launches, interpretive areas, fishing, and picnicking. The draft conceptual plan is shown in Figure 4.1.



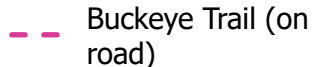
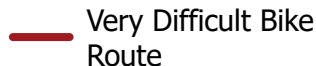

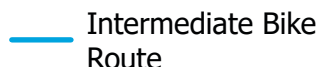




Central Sewer & Water Facilities

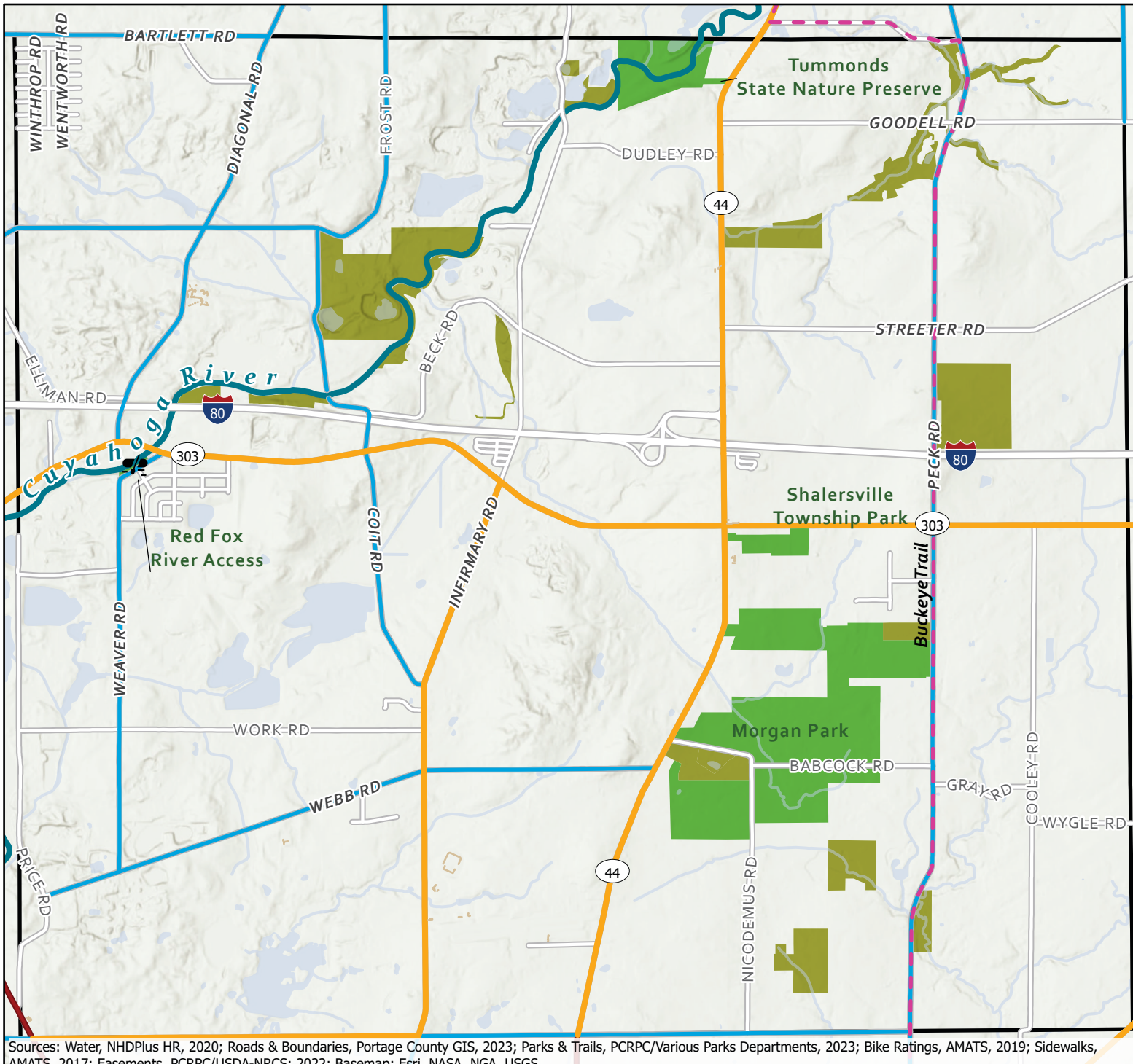
Central Sewers & Planning

Central sewer services are supplied by Portage County to four areas in Shalersville Township: The Bolingbrook Allotment in the northwest corner, Red Fox Estates at SR 303 and Price Road, the County facilities along Infirmary Road and the airport, and to the Turnpike Commerce Center at SR 44 and Beck Road (see map, Sewer & Water). A force main from Mantua Village's wastewater treatment plant runs south along SR 44 then along the north side of I-80 to the Turnpike service center in

Protected Areas & Recreation

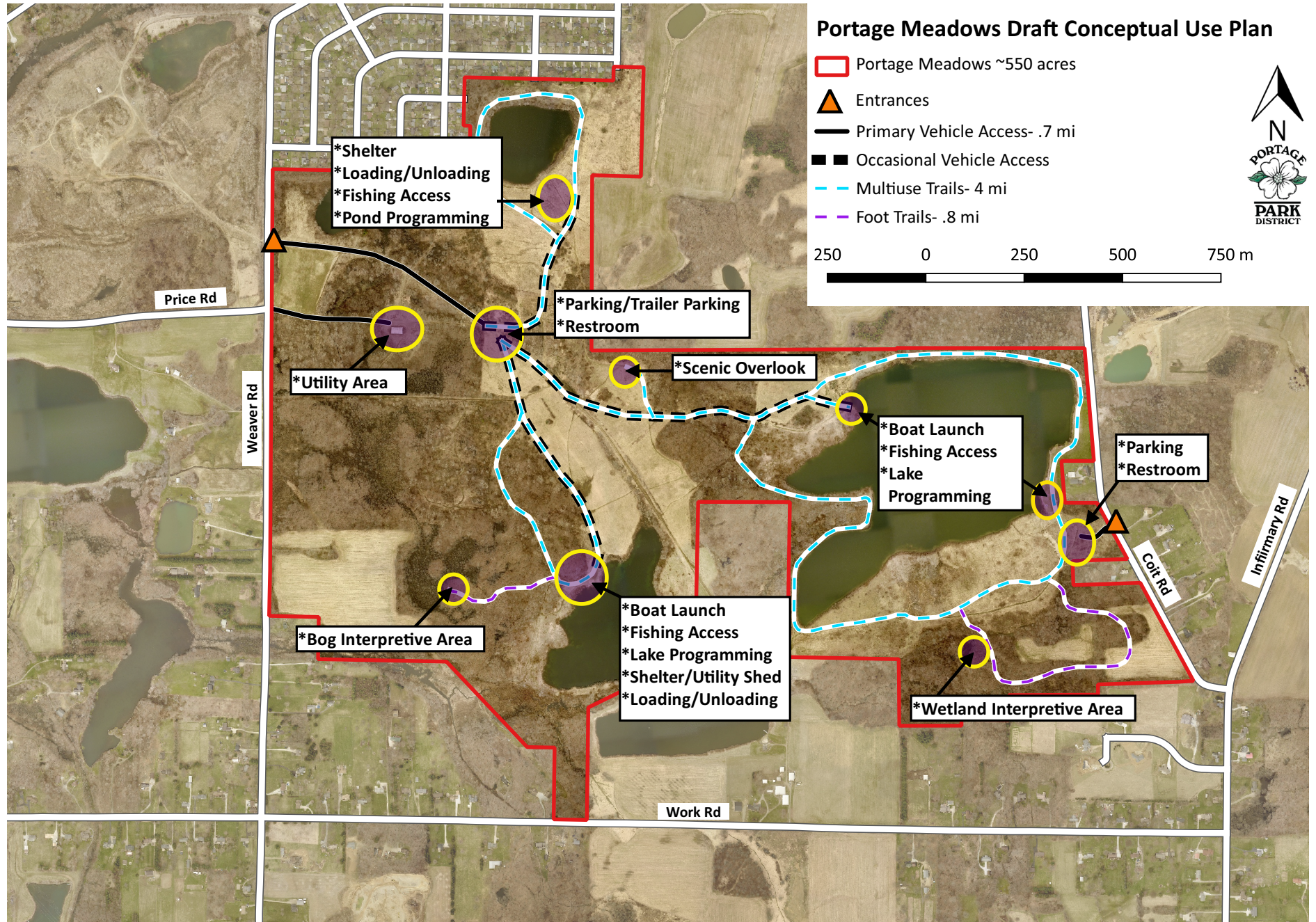


-  River Access
-  Cuyahoga River
-  Buckeye Trail (on road)
-  Very Difficult Bike Route
-  Difficult Bike Route
-  Intermediate Bike Route
-  Sidewalks
-  Roads
-  Park or Nature Preserve
-  Other Protected Area



Sources: Water, NHDPlus HR, 2020; Roads & Boundaries, Portage County GIS, 2023; Parks & Trails, PCRPC/Various Parks Departments, 2023; Bike Ratings, AMATS, 2019; Sidewalks, LAMATS, 2017; Easements, PCRPC/USDA-NRCS, 2022; Basemap: Esri, NASA, NGA, USGS

Figure 4.1. Draft conceptual drawing of programming for Portage Meadows, a proposed park.



Freedom Township.

Shalersville has three Facility Planning Areas: Hudson-Streetsboro, the City of Ravenna, and the Mantua Village Facility Planning Area. Facility Planning Areas were developed to regionally integrate and coordinate planning for the operation and extension of central sewer services under Section 208 of the Clean Water Act. Portage County Water Resources is the designated planning/management agency for wastewater treatment plants in the unincorporated areas of Portage County as well as for the plant in the City of Streetsboro.

In Shalersville, Water Resources operates the Bolingbrook and Red Fox wastewater treatment plants within the Hudson-Streetsboro Facility Planning Area. The airport and county sewer facilities in the southern portion of the Township are in the City of Ravenna's Facility Planning Area. The treatment plant for the Turnpike service area, Mantua-Shalersville Fire Station and Turnpike Commerce Center is in the Mantua Village FPA. The white area in Shalersville is outside the Facility Planning Areas.

The Northeast Ohio Four County Regional Planning and Development Organization (NEFCO) was designated to assist local communities and agencies in their efforts to coordinate and integrate planning for wastewater treatment. NEFCO is the lead agency in the development of the 208 Plan which determines where sewers exist and are planned for over the next 20 years. The Plan also addresses municipal wastewater treatment issues and nonpoint source pollution management and control. NEFCO has the responsibility of reviewing any changes to the existing 208 Plan in their four-county planning area, most of which involve expansion of sewers, and all changes must be approved by NEFCO's governing Policy Board after being reviewed.

All entities proposing to extend sewers must receive a National Pollution Discharge Elimination System (NPDES) permit through the Ohio EPA. The OEPA and Portage County Water Resources review plans to expand sewers and check for compliance with the 208 Plan before NEFCO does their review. The 208 Plan is meant to evolve as changes take place and Shalersville, in conjunction with Portage County Water Resources, may submit changes to the Plan. If any portion of the 208 Plan does not mesh with the Township's future growth plans, changes to the 208 Plan may be warranted.

Sewer capacity and expansion

Expansion of a wastewater treatment plant is a process that garners much regulatory scrutiny. Because the EPA adopted anti-degradation regulations for all surface waters in the United States, lowering water quality by releasing additional pollutants from a point source such as a wastewater treatment plant is generally prohibited. Most expansions

must be accompanied by additional processing of waste to avoid degradation of the water body where it is discharged. Consequently, the cost of expanding a wastewater treatment facility also involves an upgrade.

Table 4.2 contains wastewater treatment plant information supplied by Portage County Water Resources.

Table 4.2 Wastewater Treatment Plant Capacities

Wastewater Treatment Plant	Permitted discharge capacity	Average daily flow (January-August 2023)
Bolingbrook	120,000 GPD	
Red Fox	160,000 GPD	
Mantua Village	75,000 GPD	
Note: GPD = gallons per day; MGD = million gallons per day		

The Bolingbrook wastewater treatment plant has exceeded its useful life and may become a pump station in the future. Any expansion of the Red Fox treatment plant would involve antidegradation review procedures and the City of Akron due to the location of Lake Rockwell downstream from the discharge point.

Central Water

Portage County Water Resources operates a well field with 5 wells in Shalersville Township that serves the city of Streetsboro, a small portion of Franklin Township, and parts of Shalersville and Ravenna Townships. The County property that composes the well field is on the east side of Coit Road, south of Frost Road, and totals almost 180 acres including the adjacent property for the Sheriff’s Training Center.

According to the 2022 Annual Consumer Water Quality Report, Portage County Water Resources actively monitors the area around its wells to protect them from potential pollution. In 2022 there were no known sources of pollution affecting the ground water. The peak capacity of the Shalersville water treatment plant is 4 million gallons per day.

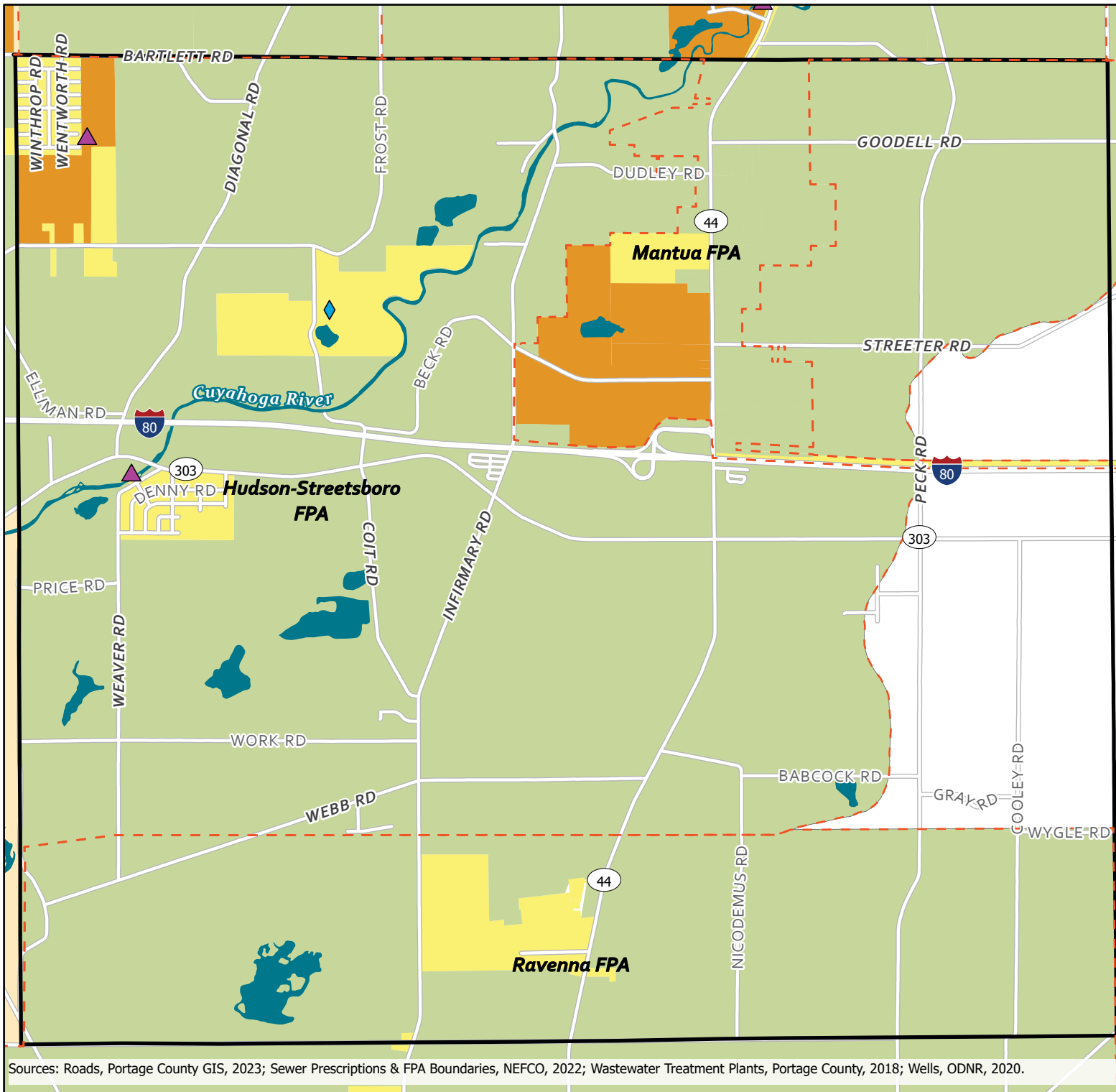
Several areas in Shalersville have central water:

- The Aurora East or Bolingbrook Allotment’s water is distributed by Ohio American Water, but Portage County supplies the water to Ohio American Water. The line that feeds this allotment runs north from the water treatment plant, across Frost Road and north through agricultural fields, then bears west to the water tower, then to Halstead Road and finally heading west to Aurora on Bartlett Road, picking Bolingbrook and several individual customers along the way.
- A water line runs from the treatment plant west along Frost Road, picking up the Hattie Larlham Foundation with a short connection down Diagonal Road, and then it runs into Streetsboro.
- Water is supplied the length the SR 303 east from the point where the waterline crosses the Turnpike near Beck Road. This line

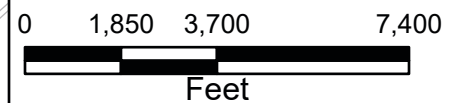
Sewer & Water



- ◆ County Wells
- ▲ Wastewater Treatment Plant
- - - Facility Planning Area
- Sewer Prescriptions**
- Future Sewer
- POTW
- Sewered
- Unsewered
- Without Prescription



Sources: Roads, Portage County GIS, 2023; Sewer Prescriptions & FPA Boundaries, NEFCO, 2022; Wastewater Treatment Plants, Portage County, 2018; Wells, ODNr, 2020.



runs east past the Freedom/Shalersville boundary then north on Limeridge Road turning east at the Turnpike to supply the Turnpike service center with water. This line also has branches to the north on SR 44 to the Turnpike interchange and on Infirmary to a point just south of the Turnpike.

- The SR 303 line goes south on Infirmary Road to serve County facilities and runs into Ravenna Township. There is a water tower near the Water Resources' Operational Facility and Lab.
- Turnpike Commerce Center

Other Public Water Wells

Public water wells are defined by the EPA as those regularly serving at least 25 individuals or those with at least 15 service connections. There are eight public wells serving businesses, churches, and the Pine Manor Mobile Home Park, which has two wells, in Shalersville. These wells are monitored for contaminants and results are posted on the EPA's website.

Private Wells

Most of the homes and businesses in Shalersville are served by individual wells. Groundwater for residential wells is plentiful from the sand and gravel aquifer in most parts of the Township and in the few areas where this aquifer produces less water, the bedrock aquifer can be tapped (see Chapter 3 map, Groundwater Availability). A yield of 6-10 gallons per minute is considered the minimum acceptable amount for domestic use.

Utility Easements and Rights-of-Ways

Pipeline owners have been diligent about disseminating emergency response planning information, though not the precise location of the pipelines, in the interest of preventing spills. The US Energy Atlas produced by the US Energy Information Administration contains interactive maps of showing major pipelines. A hydrocarbon gas pipeline running across the Township's northern boundary is owned by Buckeye Partners. A natural gas pipeline running from SR 44 and Lake Rockwell Road towards Price Road is owned by East Ohio Gas, a subsidiary of Dominion Energy.

The pipeline that runs from west of Nicodemus Road and Lake Rockwell Road almost directly north to stop near Beck Road is not shown on the maps published through the US Energy Atlas. Field checks to determine if there are markers along this easement would have to be done to verify its existence.

Electric Transmission Lines

Several major electric transmission lines are shown in Shalersville Township according to the US Energy Atlas. The longest stretches from the southeast corner of the Township and runs north past the Turnpike; then it bears to the west through the Turnpike Commerce Center

and continues across the Cuyahoga River and north of Frost Road. It eventually connects to the Shalersville Substation near the Turnpike and St. Rt. 43 in Streetsboro. Another transmission line cuts a diagonal path across the southwest corner of the Township.

Trails Planning and Utility Right of Ways

Utility rights-of-way have potential to be used for future hiking or biking trails. Negotiations must be pursued with the utility company to establish maintenance and land agreements and ensure the results are mutually beneficial to the utility company and trail management agency. Public safety, maintenance tasks and agreements, and which entity's needs take precedence when conflicts arise must all be carefully considered. There are many examples of successful partnerships between utility companies and trail managers across the country, resulting in recreational opportunities, renewed economic vitality, quality of life improvements, and alternative modes of transportation. Currently none are planned.

Existing trails in the Township include:

- Buckeye Trail is a statewide trail. In the Township, it is an on-road trail following Peck Road which has an intermediate bike rating.
- On-road bicycle routes. County and state roads have been rated by the Akron Metropolitan Area Transportation Study (AMATS) for biking difficulty. The ratings are based on daily car and truck volumes, posted speed limits, road width, high vehicle crash locations, and user comments and feedback. Shalersville's county and state routes are rated intermediate to difficult except for the small section of SR 14 which is rated very difficult.
- Cuyahoga River Water Trail

Historic Assets

Prehistoric

The last large-scale survey of archeological sites in Portage County took place in 1985 and was done by Dana Long and O.H. Pruffer. This study rated sites according to archeological sensitivity and delineated those areas with the highest likelihood of yielding new prehistoric remnants and those with a mid-level priority based on topography and other features. In Shalersville, the Cuyahoga River corridor is considered a high-priority area for archeological discoveries as well as an area along Peck Road from SR 303 to Streeter Road (see map, Historic Assets). Secondary areas were identified in the higher elevations of the Township or on hillsides.

Archaeological sites in Shalersville were identified as Archaic or Woodland temporal periods, or if a period could not be assigned, they were classified as "unassigned." The Archaic period lasted from 8,000 B.C. to 1,000 B.C. and the Woodland period went from 1,000 B.C. to the arrival of the Europeans. Farming was introduced during the Woodland era. It was at this time that communities began to form because nomadic

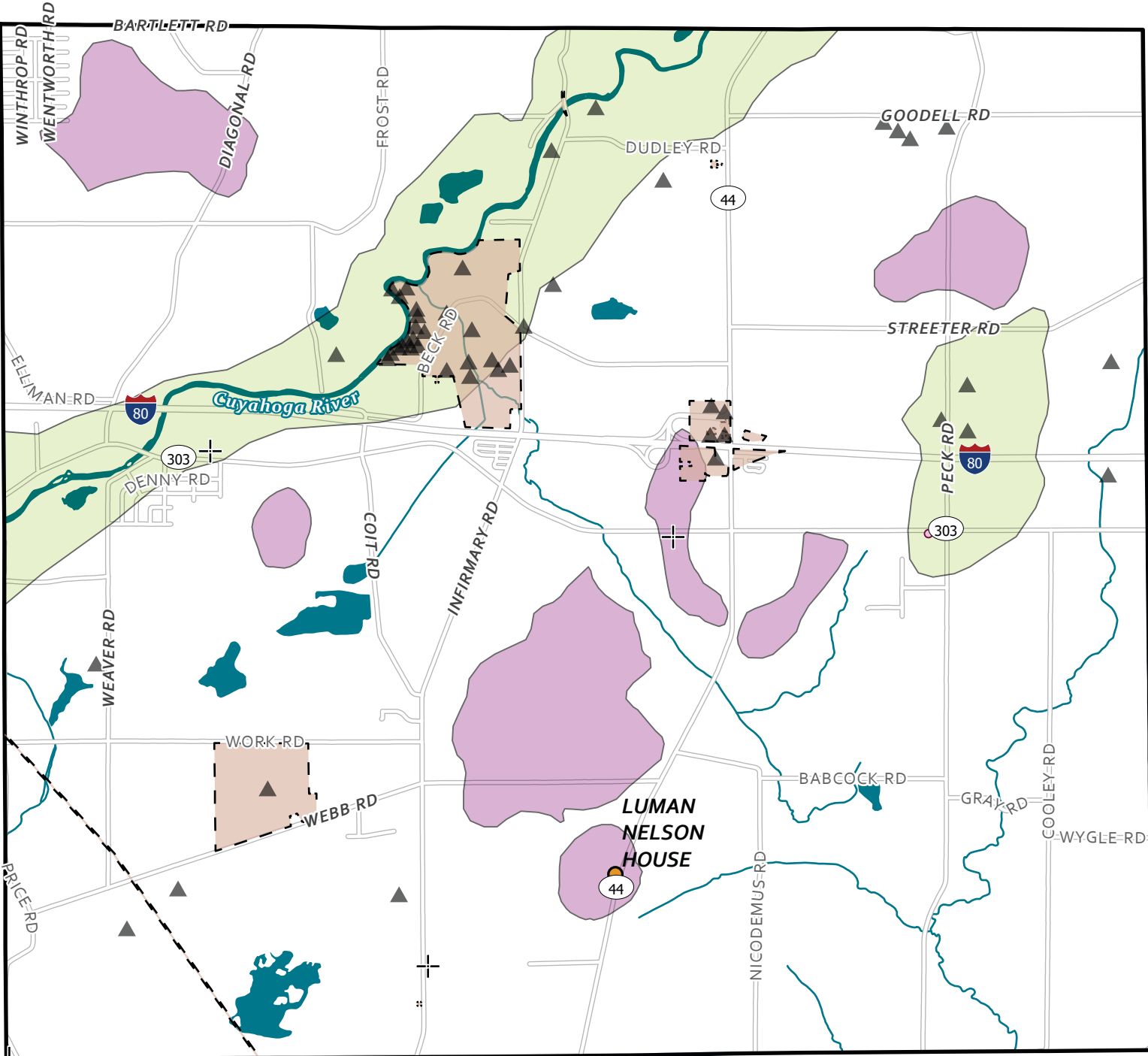
ways of the past were no longer needed since a consistent amount of nourishment was ample in one area. The entire prehistoric progression concludes with European colonization.

Individual sites identified on the Historic Assets map are from the Ohio Archaeological Inventory. Many sites have not had any artifacts uncovered, but display features associated with certain prehistoric camps or other settings. If or when development or excavation is imminent in an area with possible archaeological significance, the Ohio Historic Preservation Office must be contacted before construction activity begins.

Historic Structures

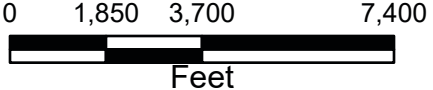
There is one historic building on the National Register of Historic Places in the Township. It is the Luman Nelson House also known as the Hugebeck House which was listed in 1993 for its architectural significance. It was built in 1877 in the Second Empire style. Cemeteries shown on the Historic Assets map are from the Ohio Genealogical Society records dating from 1803 to 2003.

Historic Assets



- National Register of Historic Places
- Archaeology Inventory
- Ohio Historic Inventory
- Cemeteries (1803-2003)
- Boundaries
- Water
- Previous Archeological Surveys
- Archeological Priority**
- Primary Archeological Concern
- Secondary Archeological Concern

Sources: Roads, Portage County GIS, 2023; Archeological Priority, digitized by PCRPC, 2019; NRHP Buildings, NPS, 2021; OHI/OAI Points, Cemeteries, & Previously Surveyed Areas, Ohio History Connection-SHPO, 2023.



5

TRANSPORTATION

As a rural community, Shalersville Township is marked by several types of transportation. Though Shalersville does not have any railroads, there are two state routes perpendicular to one another in the township (SR 44 and SR 303). SR 44 enters the township from Ravenna and connects to the Village of Mantua. SR 303 runs from East to West. Exit 193 from I-80 is just north of where these state routes intersect.

Located east of Streetsboro and north of Ravenna, Shalersville Township has the opportunity to develop but needs to balance development with rural character.

Roads

Federal Functional Class

The Federal Functional Classification of Highways is an effort to group streets and highways based on their general characteristics. The Ohio Department of Transportation (ODOT) updates functional classes annually in January. The Akron Metropolitan Area Transportation Study (AMATS) controls the allocation of federal transportation funds to the Akron region making open communication with them very important in receiving improvement funds. As shown on the Functional Class map, designated roads in Shalersville Township are part of the following categories:

- **Interstate** – I-80 (Ohio Turnpike)
- **Principal arterials** - SR 14
- **Minor arterials** - SR 44
- **Major collectors** – SR 303, Infirmary Road

Traffic Levels

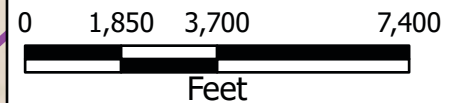
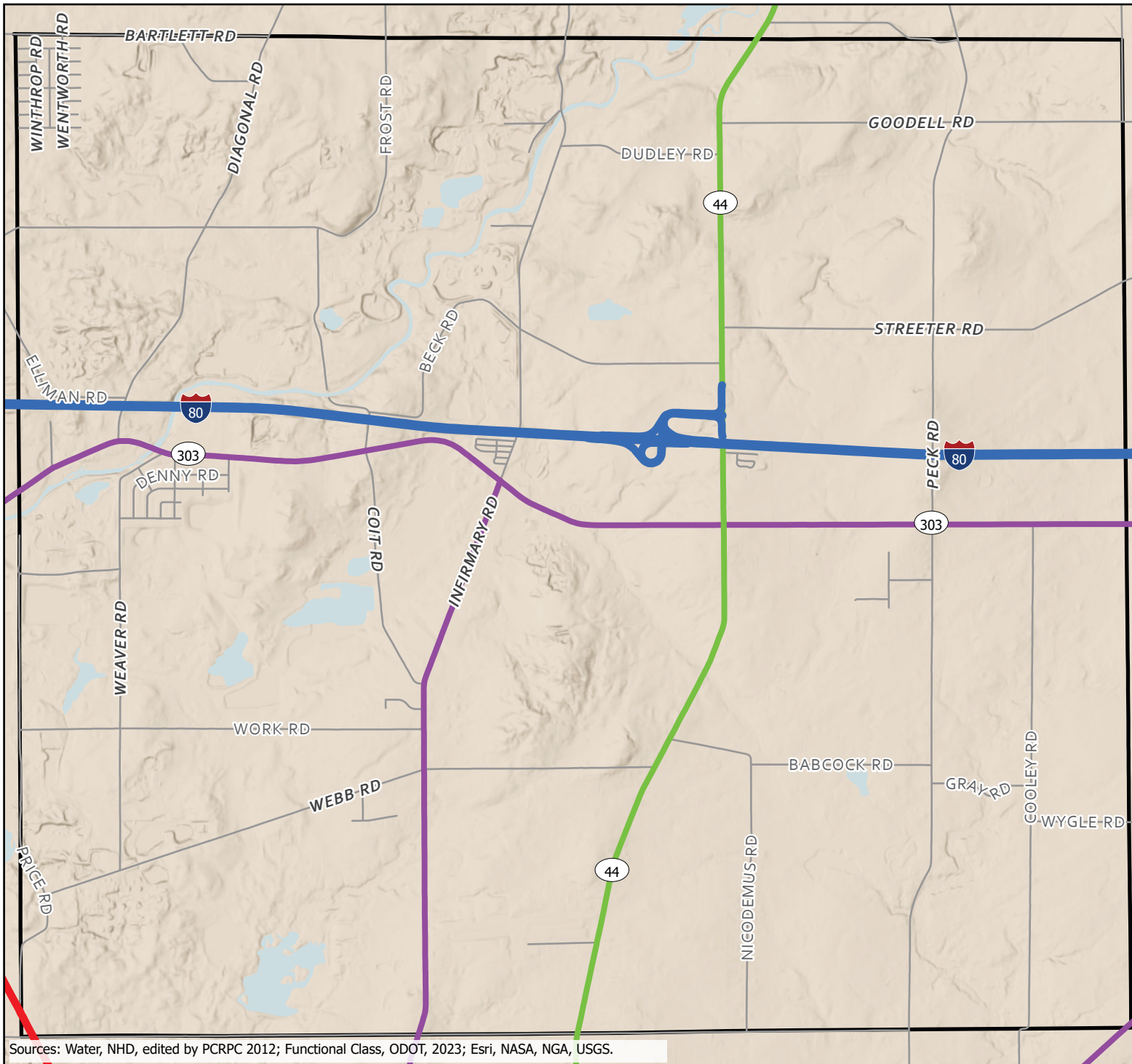
Traffic congestion is shown on the Transportation map. The most recent collection from AMATS shows the Level of Service (LOS). The LOS is a grade from A to F – with A being free flow and F being very congested – that indicates how well the roadway or intersection is serving its intended traffic. LOS is based on a volume-to-capacity ratio and has long been used as the primary measure of congestion for planning purposes. As shown on the map, SR 44 is at Level D, where the flow of vehicles has reached a notable slowdown, causing moderate delays for commuters, indicating a substantial volume of cars on the road. The Township can benefit from coordination between the County Engineer, ODOT, and AMATS to



Functional Class



- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Local Roads



Sources: Water, NHD, edited by PCRPC 2012; Functional Class, ODOT, 2023; Esri, NASA, NGA, USGS.

decrease congestion.

Turnpike Exit 193 on SR 44 experiences free flow because of the turn lane and 4 lanes. With the new Turnpike Commerce Center coming to the Township, traffic levels are expected to increase near Beck Road and SR 44. A traffic study has been performed and the early construction will not have a giant impact on congestion levels. Additional traffic studies will be done with each new building constructed in the Turnpike Commerce Center to address potential traffic issues.

According to the 2022 Ohio Department of Transportation (ODOT) Transportation Data Management System, SR 44 and SR 303 experience over 5,000 trips per day (see map, Transportation and Traffic). Interstate 80 experiences over 30,000 annual average daily trips (AADT). The exit off I-80 (Exit 193) has 1,200 trips. Trips are anticipated to increase because of the new industrial development.

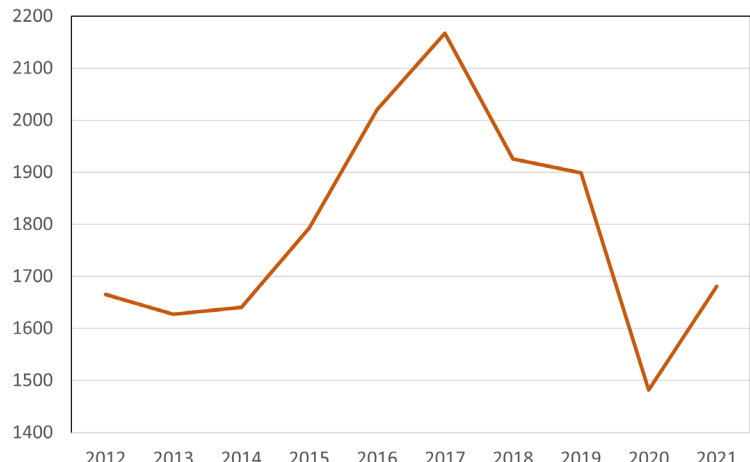


Figure 5.1 Exit 193 interchange activity by trips per day.

High Crash Areas

AMATS maintains a list of high crash areas in Shalersville Township. Between 2013 and 2018 there were six fatal crashes, most of which were on SR 44 and Infirmiry Road (see map, Transportation). One fatal crash occurred on the off-ramp of I-80. From 2012 to 2018, there were 233 injury crashes excluding those that occurred on I-80. Two accidents out of 233 injury crashes involved pedestrians.

Intersections

From 2016 to 2018, one crash occurred at the SR 44 and SR 303 intersection. From 2016 to 2018 there were 13 total crashes and 0 fatalities. From 2019 to 2021, there were 45 crashes with at least one crash ending in a fatality. Other intersections that ended in the high crash category were Diagonal Road and SR 303, which had 46 crashes from 2016 to 2021. Those crashes did not include bikes or pedestrians nor result in any fatalities.

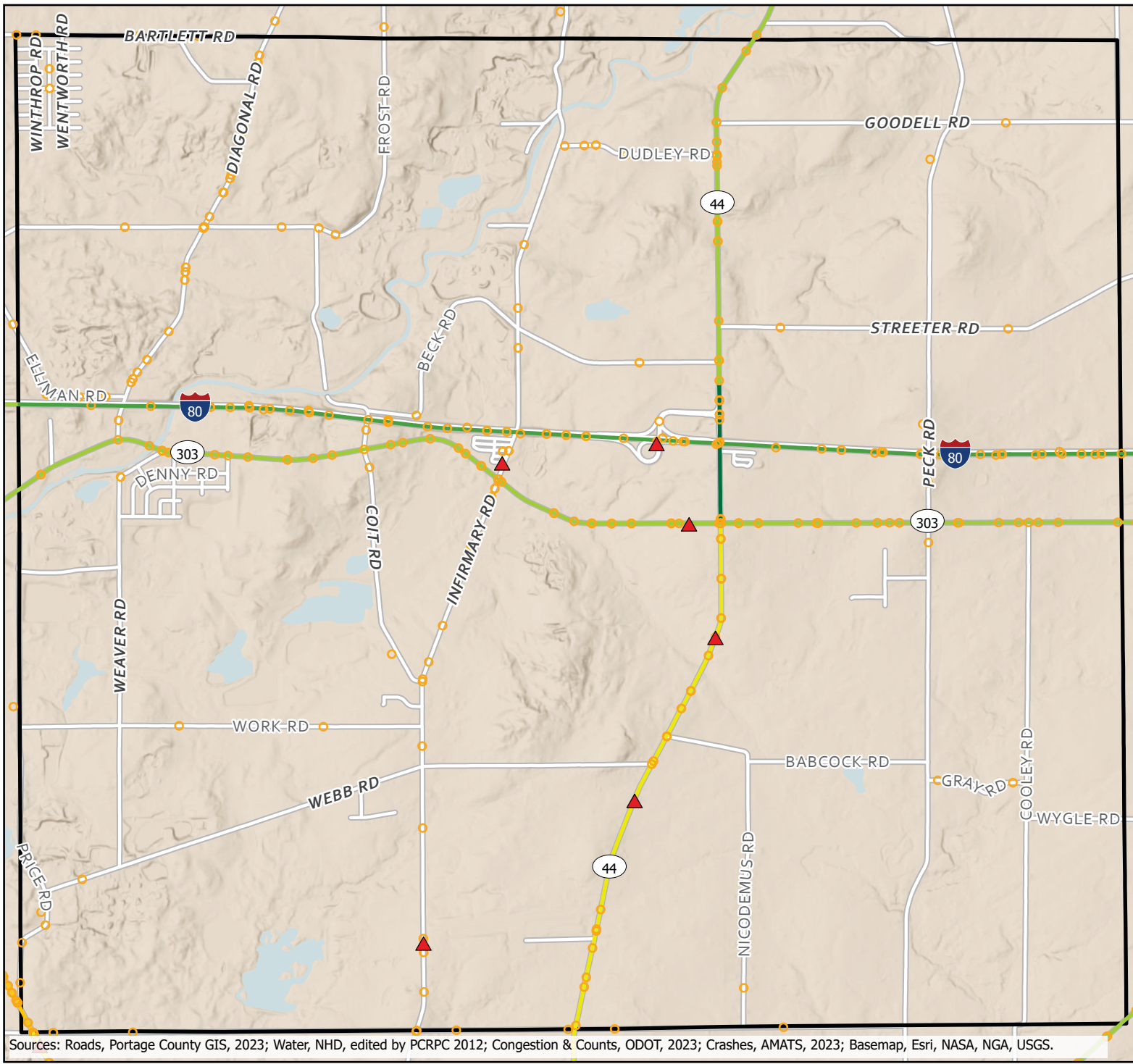
With the Turnpike Commerce Center development, the addition of more traffic can mean more issues for those not in a car. The infrastructure put in place for the community needs to adapt around these developments to make the community safer while holding the rural feel.

Turnpike Information & Connectivity

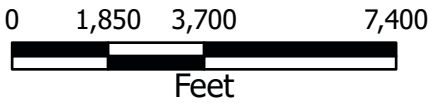
Interstate 80 is a major transcontinental corridor connecting California to New Jersey. Shalersville Township has one of 30 interchanges in Ohio. Exit 193 connects Shalersville to other northern Ohio transit routes



Transportation & Traffic



- Roads
- Crashes**
 - Fatal Crash
 - Injury Crash
- Level of Service**
 - A
 - B
 - C
 - D
 - E
- Average Annual Daily Trips



Sources: Roads, Portage County GIS, 2023; Water, NHD, edited by PCRPC 2012; Congestion & Counts, ODOT, 2023; Crashes, AMATS, 2023; Basemap, Esri, NASA, NGA, USGS.

as well as destinations such as Chicago and the New York City metro area, providing easy access to the state and the rest of the country. From a logistics standpoint, with easy access to I-80, the Cleveland and Chicago markets, this makes Shalersville an attractive place for industrial development, creating opportunities for business to grow and expand. According to the Ohio Turnpike and Infrastructure Commission, the I-80 sees around 2,400 combined AADT for exit/enter. As the commerce center is built out, Exit 193 may have an increased number of trips. The Turnpike Commerce Center will bring more people to the Township which ultimately means more traffic on the roads.

Capital Improvements Program

Every five years the Metropolitan Planning Organizations (MPO) update and submit a Transportation Improvement Plan (TIP) to ODOT. These plans include bridge repairs and replacements, operational

Table 5.1 Capital Improvements on State Highways in Shalersville Township.

Route	Location	Type of Work	Fiscal Year
SR 44	From SR 303 north to Geauga County Line	Minor Resurfacing	2027
SR 44	Streeter Road to Mantua Village	Traffic Control (Safety)	2024
SR 303	SR 44 west to Streetsboro	Minor Roadway Rehab	2028
SR 303	SR 44 east to Freedom Township	Traffic Control (Safety)	2024

District Work Plan (June 2023). ODOT: Transportation Information Mapping System. Retrieved July 2023, <https://gis.dot.state.oh.us/tims/>.

improvements, safety improvements, capacity projects, preservation projects, and alternative transportation projects. There are four pending capital improvements in Shalersville Township (see Table 5.1). Several culverts are also being replaced along state routes.

Alternative Transportation Strategies

Complete Streets

Complete streets are alternative transportation strategies that prioritize safety. These streets are designed and operated to enable safe use for all modes of transportation and users, including pedestrians, bicyclists, motorists, and transit riders of all abilities and ages. Policies implementing complete streets may be set at the state, regional, and local levels and are often included as part of roadway design guidelines. Approaches vary by community context, meaning that a complete street in a rural area such as Shalersville Township may look very different from a complete street in a city.

Policies and Funding

Ohio is one of few states that does not have a complete streets or alternative transportation strategy policy. ODOT encourages complete

ODOT
Statewide Bike & Pedestrian Plan
 (www.transportation.ohio.gov/programs/walkbikeohio)

Federal Highway Administration
Complete Streets
 (https://highways.dot.gov/complete-streets)

streets via the active transportation program which includes alternative transportation project funding through MPOs. As part of the active transportation program, the state developed its first plan with a focus on bicyclists and pedestrians, Walk.Bike.Ohio. It is meant to guide Ohio's pedestrian and bicyclist transportation policies, investments in infrastructure, and investments in programs. The state plan provides design suggestions and guidance which can be applied to a range of environments from urban to suburban to rural. Among the suggestions are the following for improvements in rural areas:

- Wider, advisory, or paved shoulders
- Bicycle route signs
- Yield roadways
- Shared use paths

These suggestions follow the recommendations from the Federal Highway Administration as published in Small Town and Rural Multimodal Networks. Funding for complete streets can be obtained through AMATS via the Connecting Communities grants.

Peck Road features an on-road trail, the Buckeye Trail, that goes through several townships in the county while connecting parks along the way. Peck Road is a great starting point implement complete streets. Peck Road connects Morgan Park, Shalersville Community Park, to Mantua Village's wetland preserves and downtown.

Emerging Trends

In 2018, DriveOhio, an initiative of the Ohio Department of Transportation, was created to advance smart mobility throughout the state by bringing together public and private organizations under one umbrella to support the development of autonomous and connected technologies. DriveOhio tracks new alternative fuel vehicle registrations to determine growing trends. In 2019 when tracking began, Portage County had 73 new alternative fuel vehicle registrations. As of August 2023, there were 205 new alternative fuel vehicles registrations in Portage County for a total of 719 vehicles. This section will focus on two emerging technologies likely to impact Shalersville Township over the next five to 30 years.

Autonomous Vehicle

Autonomous vehicles are expected to change every aspect of our lives impacting not just how we travel but the economy and development of our communities. Driverless vehicles are expected to impact four main areas:

- **Traffic Systems**- once autonomous vehicles are common everywhere with the infrastructure to support them, commute times and congestion could greatly decrease due to increased efficiency. In the meantime, congestion could increase due to lack of infrastructure and more cars on the road.
- **Road Infrastructure**- reduced need for parking space due to cars

being sent back home after dropping workers off for the day. Current parking areas may be redeveloped into parks, playgrounds, etc. Road construction and design will also change due to cars communicating to each other electronically.

- **Logistics Industry**- supply chain companies may adopt autonomous vehicle technologies for long-haul freight either as completely autonomous options or as a driver switching between auto and manual modes.
- **Human Health**- increase accessibility to transportation and reduce injuries due to accidents (Yeruva, 2022).

Ohio has begun installing infrastructure for autonomous vehicle and connected vehicle systems around the state. Youngstown, East Liberty, Columbus and several roadway stretches are testing areas for autonomous vehicles. The Ohio Turnpike, which passes through Shalersville Township, has fiber optic cable running end to end and has already been a test site for self-driving trucks. Roadside units have also been installed along a 60-mile stretch to manage connected vehicles.

Electric Vehicle

The National Electric Vehicle Infrastructure (NEVI) formula program, created under the Bipartisan Infrastructure Law, intends to establish a national network of electric vehicle (EV) chargers that support access and reliability for all users. The adoption of EV technology is expected to reduce emissions, improve air quality, and create jobs. Over the next five years, Ohio will receive 100 million dollars to install direct current fast chargers along alternative fuel corridors. Ohio submitted its NEVI Plan to the Federal Highway Administration and is working to establish chargers along major routes. I-80 already has chargers at the service stations. Between the state plan to implement charging stations within the next five years, the available funds from the Bipartisan Infrastructure Law, and increasing alternative fuel vehicle purchases, Shalersville Township will see an increasing demand for electric vehicle infrastructure over the short term. By the planning horizon of 2050, electric vehicles will likely be commonplace throughout the Township.

Airport

The Portage County Regional Airport is a general aviation airport in Shalersville between SR 44 and Infirmary Road. General aviation airports do not have scheduled services or have less than 2,500 annual passenger boardings. The nearest general aviation airports include Kent State University Airport, approximately 12 miles southwest in Stow; and Burke Lakefront Airport, approximately 45 miles northwest in Cleveland. Cuyahoga County Airport is approximately 35 miles northwest in Richmond Heights and is a reliever airport for Cleveland Hopkins. The Portage County Airport is a 242-acre facility that services small (light) aircraft. Aircraft in this category have runway approach speeds between 91 and 120 knots, wingspans between 49 and 79 feet, tail



Portage County Regional Airport. Photo courtesy of flykpov.com

heights less than 30 feet, and maximum certificated takeoff weights of 12,500 pounds or less. A representative aircraft of this classification is the Raytheon F90 King Air currently based at the airport. This is a twin-engine turboprop aircraft that typically seats ten to 12 people, including the flight crew.

In the Portage County Regional Airport Master Plan, there are several updates proposed for the airport:

- Helicopter utilization and infrastructure may be built to service local hospitals.
- Expand the footprint of its property to be utilized by larger aircraft.

The proposed expansion requires increasing the runway length; however, because of the surrounding state routes and country roads, the potential alternatives addressed changes to the transportation patterns (see Figure 5.2).

- **Alternative A** – Ending Infirmery Road by applying for cut access with cul-de-sacs.
- **Alternative B** – Rerouting Infirmery Road and SR 44 to Lake Rockwell Road.
- **Alternative C** – Constructing tunnels for SR 44 and Infirmery Road.

Figure 5.2. Airport runway expansion alternatives courtesy of the Draft-Airport Master Plan Update Technical Report for the Portage County Regional Airport, January 2023.

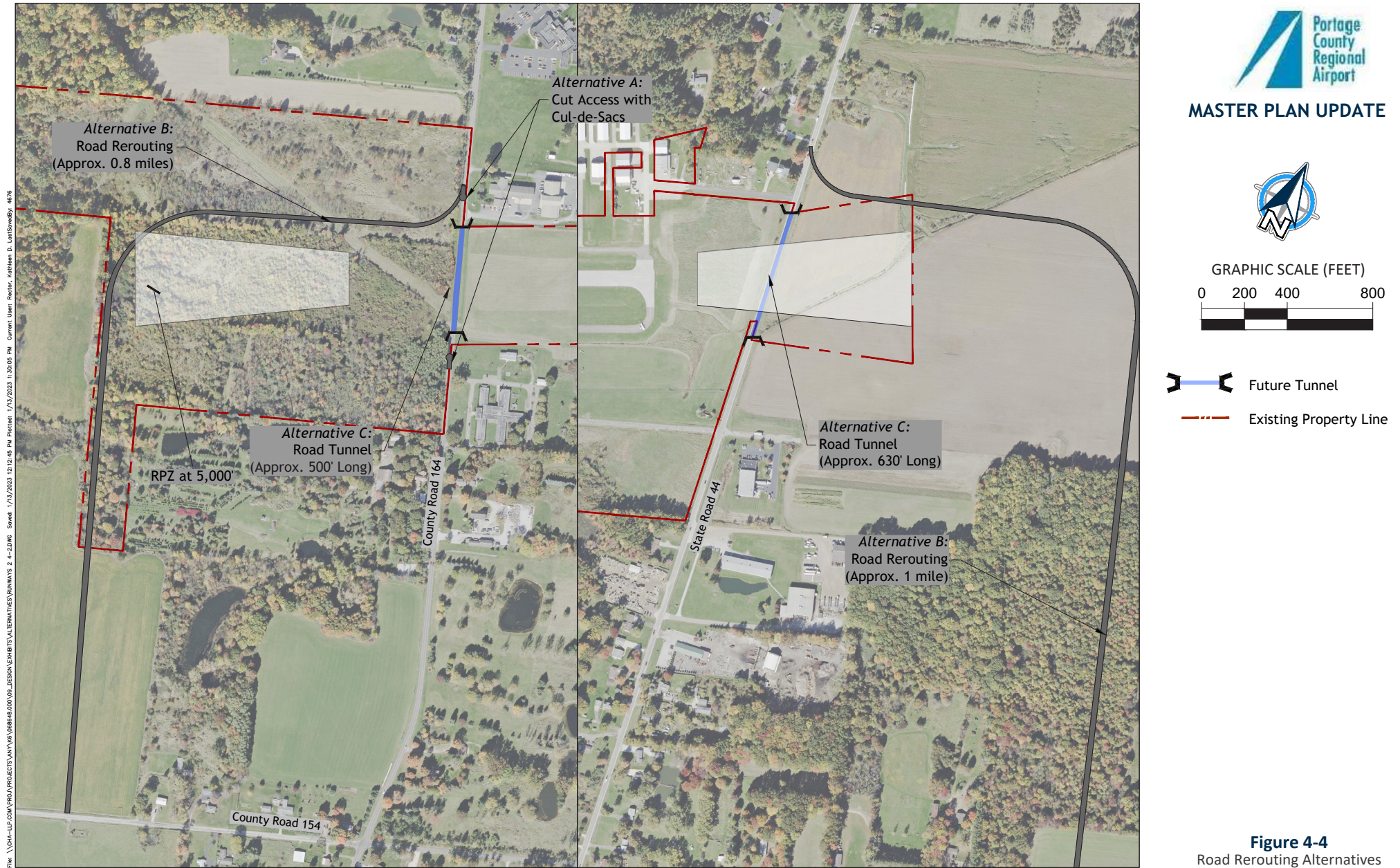


Figure 4-4
Road Rerouting Alternatives

6 ECONOMIC DEVELOPMENT

Community economic development is a process where communities identify and initiate their solutions to economic, social, and environmental issues to build healthy, economically vibrant communities. A stable economy put together by small and large businesses is essential to creating a tax base. The taxes provide for local government programs and services. Shalersville Township aims to keep a rural feel while promoting economic stability.

Shalersville has and will continue to have a strong impact on the county with its economic development. From the sand & gravel operations to several Portage County Agencies, the Township has strong lasting businesses to serve the area. The development of the Turnpike Commerce Center will not only serve the area but reach markets outside this County.

Location, Access, and Transportation

Shalersville is regionally situated in northeast Ohio with four major cities: Cleveland, Youngstown, Canton, and Akron within an hour drive. Like other communities in Portage County, Shalersville is located within 300 miles of places like Detroit, Washington D.C., and Buffalo. By being one of two interchanges for I-80 in the county, Shalersville's access to the country is unique. The ability to travel from New York or the Western United States is a strong logistics tool for the Township's economy.

There are two major commercial corridors connecting Shalersville's employment centers:

1. SR 44 runs north to south to Geauga County and to Ravenna. It has several businesses along the route that range from transportation, manufacturing, automotive, and retail. The Turnpike Commerce Center is also off SR 44. SR 44 is a vital corridor to the Township, connecting businesses to the County, I-80, and larger population centers.
2. Infirmary Road runs north to south from Ravenna Township and Lake Rockwell Road into Mantua Township. Infirmary Road has several government entities and private-sector businesses.

As the corridors are developed, they will bring more jobs, contribute to the tax base, and lead to more visitors. Truck drivers, workers, and families will need places to go like restaurants, hotels, and gas or charging stations. While Streetsboro and Mantua Village may be able to accommodate some of the needs of new residents and employees, the Township is likely to see pressure to develop a few amenities as well.

Employment Centers

The Economic Activity Map shows the locations of employment centers in Shalersville Township. Two different entities that attract a lot of business and are consistently providing jobs are County government and manufacturing entities. Places like Bruggmans, Shelly, and Lakeside Sand and Gravel (shown on the map in light purple with black hash marks) all provide quality products for other area businesses.

Area 1. Turnpike Commerce Center. Geis is projecting more than 1,000 jobs at the industrial development located on SR 44 and Beck Road. This will have a significant economic impact on the local community and the broader region. The Turnpike Commerce Center project is poised to become a potential major employment hub, offering a wide range of opportunities across various sectors and cause cascading development in Shalersville and surrounding communities to support the new workers and their families.



First building constructed at the Turnpike Commerce Center.

Area 2. County Government Center and Portage County Airport. The Portage County Sheriff's Office and Juvenile Court, Water Resources, and Dog Warden are located off Infirmary Road. The Portage County Airport is south of the government center. An updated airport master plan was completed in 2023. As part of the airport master plan, three runway expansion alternatives are shown to allow bigger planes to land. There are currently no plans to develop the airport further; however, if the airport expands in the future, a small amount of growth to business surrounding the airport is anticipated.

Town Center. The Town Center will likely be affected by growth north of I-80. Due to its key location at the main intersection in the Township, mixed use zoning, and nearby services, it is an ideal place for restaurants and small shops. The Township should be prepared for more development requests in this area to support any population growth that happens because of development in Areas 1 and 2.

Economic Projections

Portage and Summit Counties comprise the Akron Metropolitan Statistical Area (MSA). Information available at the MSA level through the 2030 Job Outlook predicted creating 13,766 jobs by 2030 which would be an increase of 4.2 percent from 2020. The greatest gains are expected to be in the food preparation and serving, healthcare, and computer and mathematical occupations which are each predicted to increase jobs by over ten percent. New industrial development within the Township will also bring more manufacturing and warehousing jobs. Growth in educational attainment may also affect the Township's future workforce and type of businesses it attracts (see Chapter 2, Education). Since 2010, the percentage of those graduating from high school and college has been rising. Residents with a high school diploma or higher has risen by five percent to 90.7% in 2021.

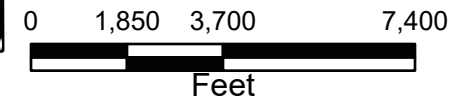
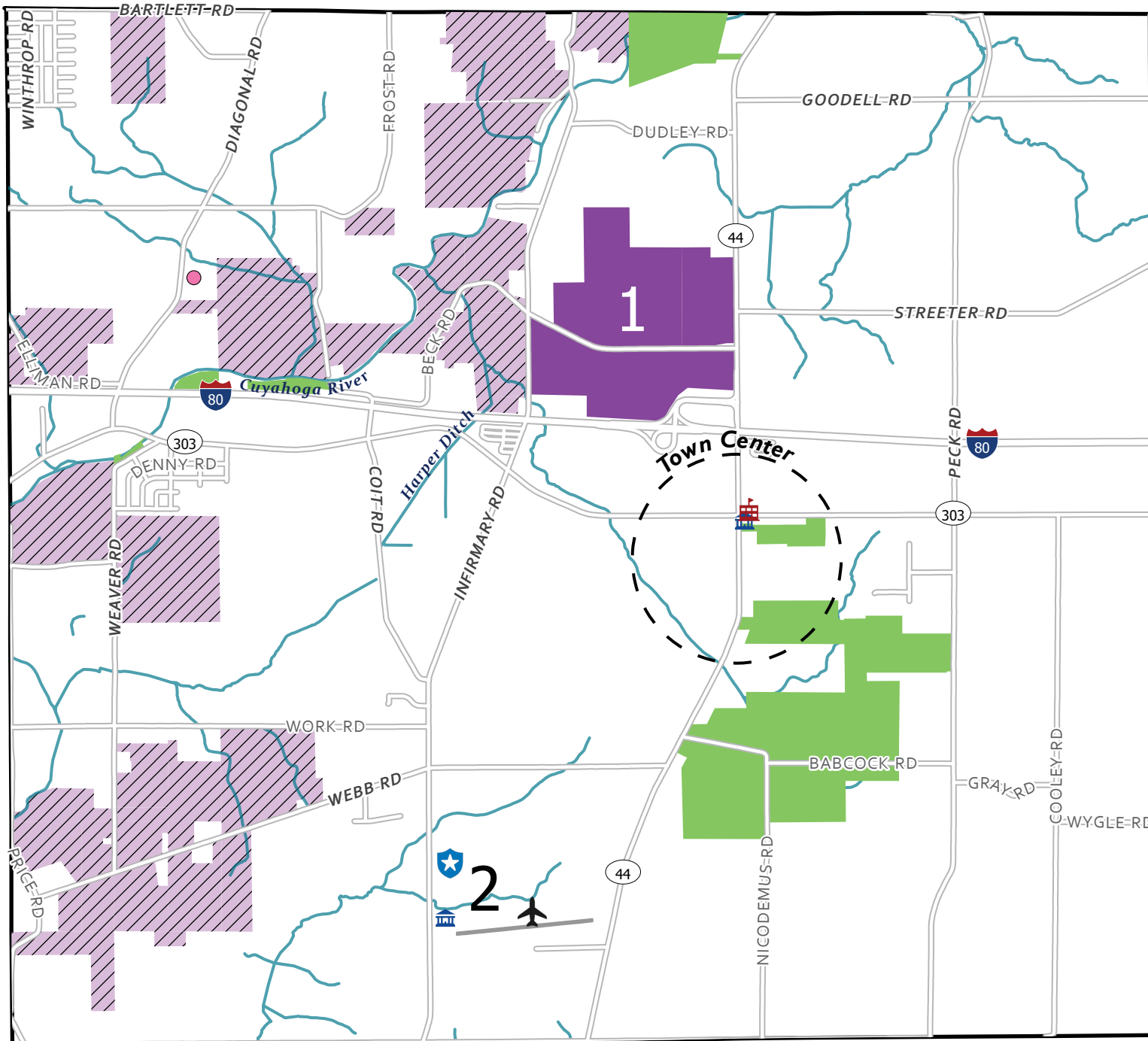
JEDD with Streetsboro

A joint economic development district (JEDD) is an agreement between a city or village and a township for the purpose of facilitating economic development, improving local revenues, and reducing annexation pressures. In 2022, Shalersville Township and Streetsboro entered into a 15-year JEDD covering the first building site at the Turnpike Commerce Center (77 acres). As businesses locate at the site, they may apply to join the JEDD. The JEDD is expected to slowly expand to cover the entire 450-acre development. The Township will use revenues generated through the JEDD to help fund road projects and the fire department.

Economic Activity



-  Charity
-  Education
-  Government
-  Sheriff & Jail
-  Airport
-  Streams
-  Parks
-  Industrial Development
-  Sand & Gravel Operations
-  Runway



Sources: Community Facilities, PCRPC, 2023; Parks, PCRPC & Various Parks Departments, 2022; Land Use, PCRPC, 2023; Roads & Boundaries, Portage County GIS, 2023

7 AGRICULTURE

Agriculture and food are a \$124 billion industry in Ohio which supports one in eight jobs. It provides jobs both on the farm and through related businesses like farm equipment, supply dealers, and feed dealers. Farms contribute to the local tax base more than they require in services. In Shalersville, farmland is a vital part of the community and its character.

Existing Farmland

In 1973, the State of Ohio enacted the Current Agricultural Use Valuation (CAUV) Law. This allows for farmland devoted to commercial agriculture to be valued according to its current use rather than its highest and best potential use. This typically sets the farmland value much lower than the market value resulting in lower tax bills for farmers. The CAUV program is administered by the Portage County Auditor's Office.

Calculating the amount of farmland in the Township is not exact. The amount of farmland may vary depending on the data source and the way farmland is defined. Farms were identified in two separate ways on the Farmland Map.

1. Using the Portage County Auditor's classification system, farms were identified by type. This is a general list and is only as accurate as the Auditor's data.
2. Using the CAUV Value, all CAUV parcels were identified with a value over zero.

This may leave out areas with farms where the farm is a secondary use such as a mining operation which leases their unmined lands to a farmer. Using the system identified above approximately 8,384.88 acres have an active CAUV classification, up from 7,311 acres in 2008.

Figure 7.1 shows the percentage of land by type of agriculture. General farms and fallow or vacant farmland comprise over 70% of farmland in



CAUV land increased by 14%

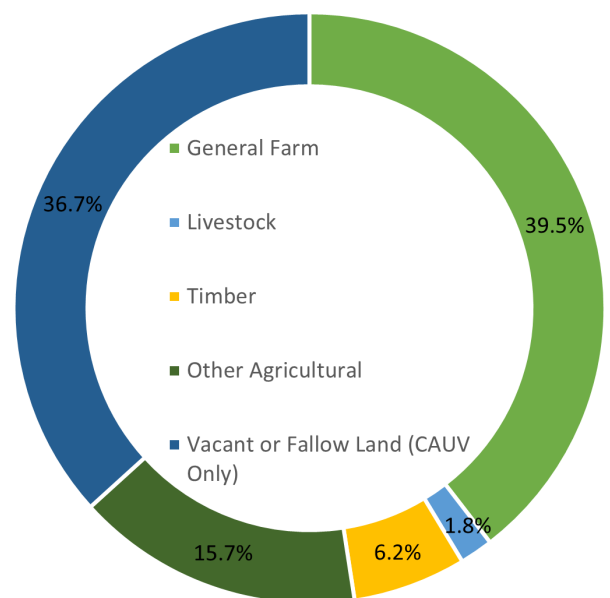


Figure 7.1 Agricultural land by type of use based on parcel data from the Portage County Auditor.

Shalersville. Vacant or fallow agricultural land may either be in transition or being left fallow to allow the soil to recover and rebuild nutrients. The Farmland map, shows three areas in transition between farming and developed uses.

1. Turnpike Commerce Center. Although over 382 acres of this area is shown as an active general farm, it has been slated for industrial development which will be built out over the next ten years.
2. Subdivisions and commercial warehousing.
3. CAUV parcels without an associated farm type. These lands are mostly taken up by mining activities with a small portion of the land being leased to farmers.

These parcels represent a potential minimum loss of 556 acres of farmland over the next decade. In addition, one area is identified as experiencing increasing development pressure.

4. This area is primarily farmland and contains an Ohio historic farm. This area is within the primary service area of the Shalersville-Mantua fire station which will have the effect of lowering home insurance rates. As the Turnpike Commerce Center is built out, it will also have ready access to sewer and water within 1/4-mile or less making it less expensive to extend utilities to develop compared to the remainder of the Township. The removal of the TDR, which froze parcels at their 2014 development pattern, reduces the ability to protect this area.

Soils

Prime farmland and locally important soils extend from northeast to southwest through Shalersville Township according to the Farmland Soils map. Shades of green represent areas most likely suited to farming, while blue areas are located along drainageways and are only suitable if drained or protected from flooding.

Historic Family Farms

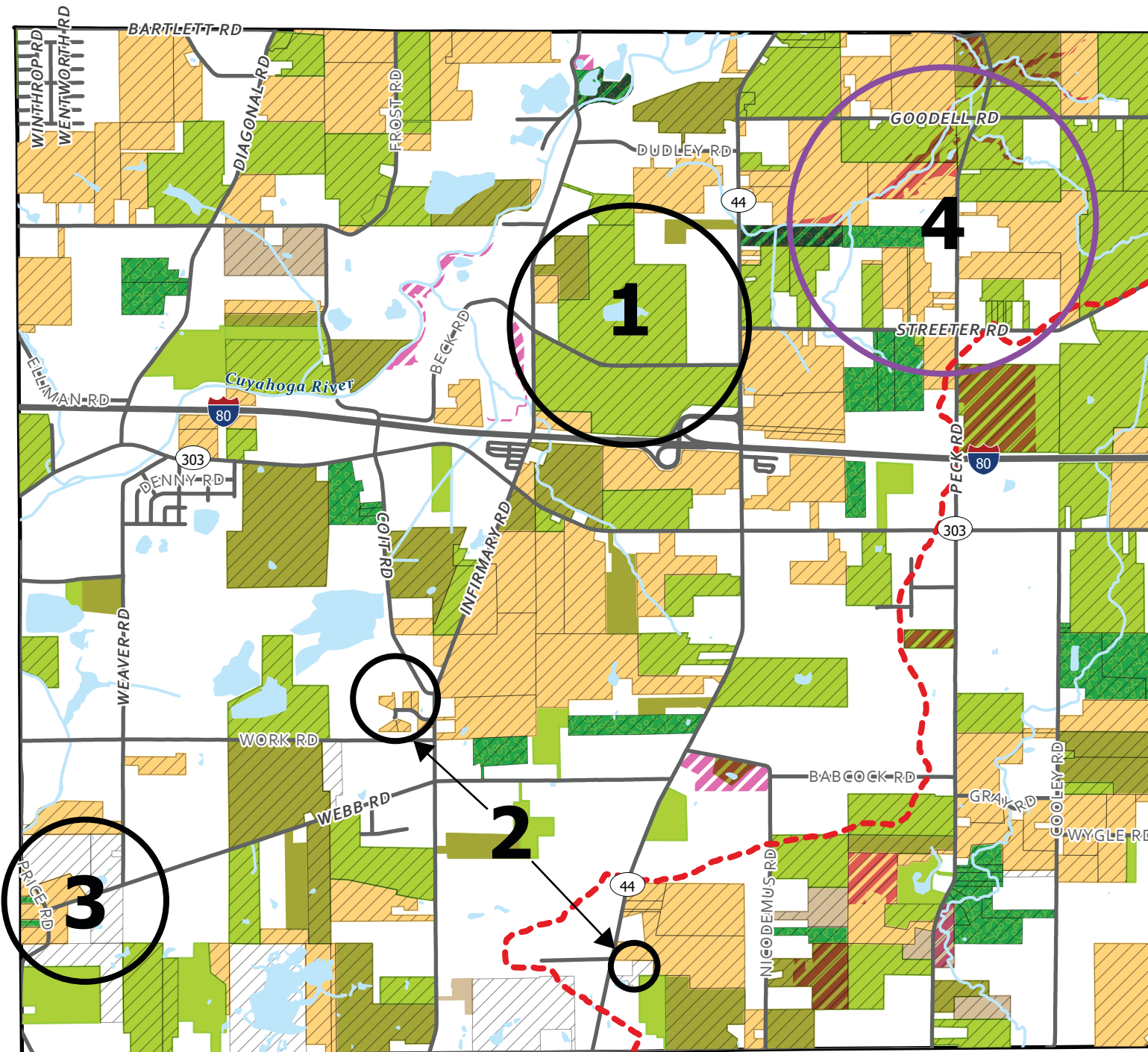
Shalersville has one historic family farm, Goodell Family Farms, established in 1825 and located in the northeast portion of the Township. It has been recognized by the Ohio Department of Agriculture as an Ohio Sesquicentennial Farm.

Preservation

Rural living and the country feel of the Township is very important to Shalersville residents according to the community survey. Farmland preservation is the key to maintaining rural character. Within Shalersville Township, the Portage County Soil and Water Conservation District (SWCD) and Western Reserve Land Conservancy are actively involved in preservation efforts. The SWCD provides planning and technical assistance to farmers, maintains an equipment rental program, and maintains a list of crops grown within Portage County.



Farmland



--- Ohio River-Lake Erie Divide

CAUV Farm

Water

Farmland by Type

General Farm

Livestock

Timber

Other Agricultural Use

Vacant or Fallow Farmland

Conservation Easement

Known Areas in Transition

Area of Future Development Pressure

0 1,850 3,700 7,400




Feet

Sources: Water, NHDPlus HR, 2020; Farmland & CAUV, Portage County Auditor parcel data, 2023; Roads, Portage County GIS, 2023; Easements, PCRPC/USDA-NRCS, 2022.

Farmland Soils





--- Ohio River-Lake Erie Divide


 Conservation Easement


 Water

Farmland Soils Classification

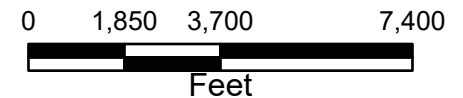
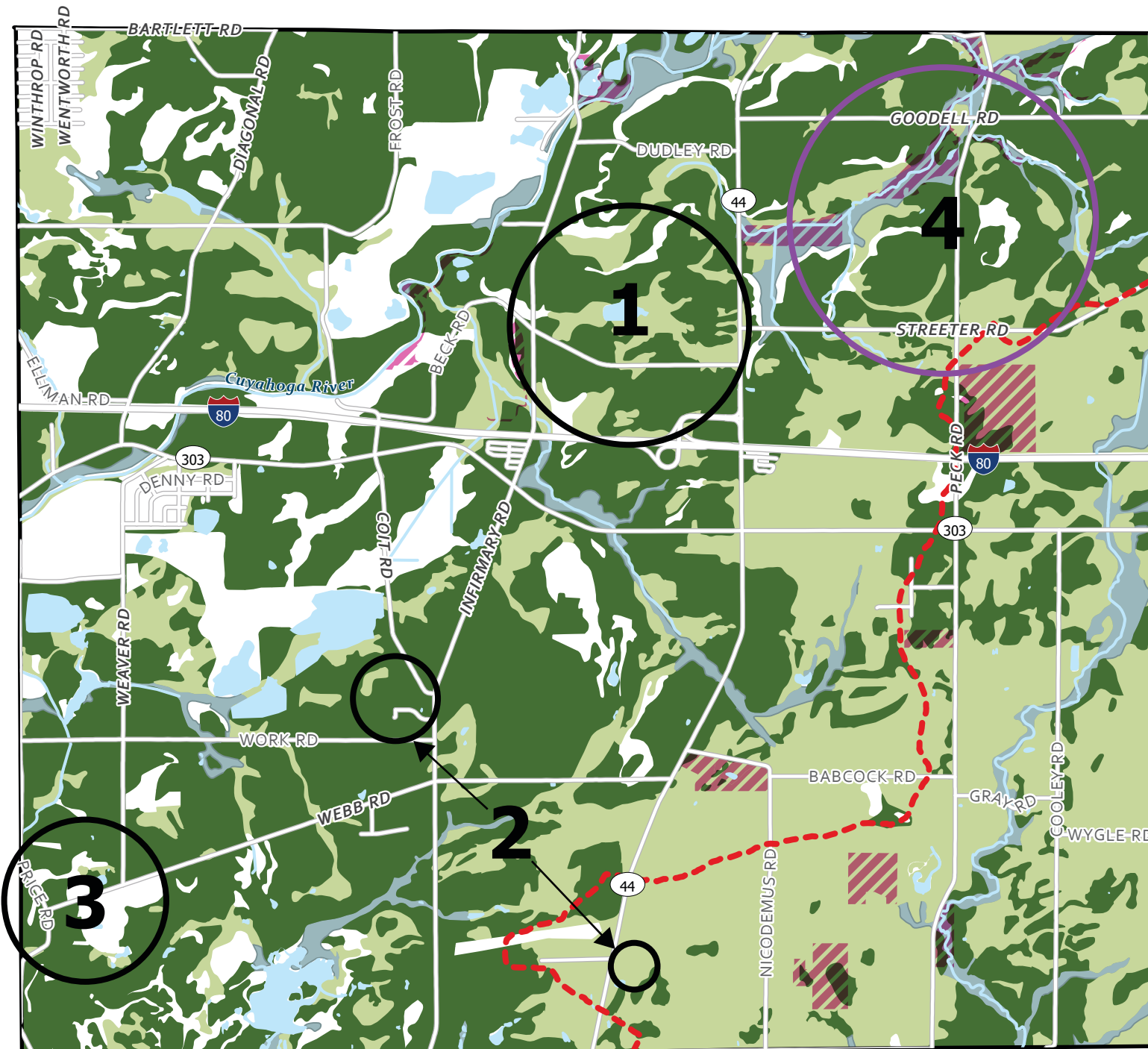
 Prime farmland or locally important farmland

 Prime farmland if drained

 Prime farmland if drained or protected from flooding

 Known Areas in Transition

 Area of Future Development Pressure



Sources: Water, NHDPlus HR, 2020; CAUV, Portage County Auditor parcel data, 2023; Roads, Portage County GIS, 2023; Easements, PCRPC/USDA-NRCS, 2022; Soils, Portage County Soil Survey digital version, 2021.

Current Conservation Efforts

Agricultural and conservation easements

An agricultural or conservation easement is a voluntary, legally binding restriction placed on the land. Agricultural easements limit the use of land to largely agricultural activities. It keeps the land in private ownership and ensures it stays in agricultural production by limiting development even if the farmland is sold or gifted to a new owner. In Shalersville, there are no farmland easements; however, there are multiple conservation easements totaling 443.87 acres.

State, Federal, and Local Programs

There are many federal, state, local and non-profit programs to aid farmers and preserve farmland for future generations. Several of these programs or agencies are listed below; however, this is not a complete list.

Table 7.1 Preservation Programs Sample List

Program	Description
USDA-NRCS	
Environmental Quality Incentives Program (EQIP) USDA-NRCS	Provides technical and financial assistance to agricultural producers and forest landowners to address natural resource concerns and deliver environmental benefits. https://www.nrcs.usda.gov/programs-initiatives/eqip-environmental-quality-incentives
Conservation Stewardship Program (CSP) USDA-NRCS	Provides technical and financial assistance to agricultural and forest producers to increase conservation efforts to address priority resource concerns. https://www.nrcs.usda.gov/programs-initiatives/csp-conservation-stewardship-program
Regional Conservation Partnership Program (RCPP) USDA-NRCS	Partner-driven approach to conservation that funds solutions to natural resources challenges on agricultural lands. https://www.nrcs.usda.gov/programs-initiatives/rcpp-regional-conservation-partnership-program
Healthy Forests Reserve Program (HFRP) USDA-NRCS	Helps landowners restore, enhance, and protect forests through easements and financial assistance. These are 10-year restoration agreements and 30-year or permanent easement for conservation activities. https://www.nrcs.usda.gov/programs-initiatives/hfrp-healthy-forests-reserve-program

<p>Agricultural Conservation Easement Program (ACEP) USDA-NRCS</p>	<p>Helps landowners, land trusts, and other entities protect, restore, and enhance wetlands or farms through conservation easements. There are two components to ACEP: agricultural land easements and wetland reserve easements.</p> <p>https://www.nrcs.usda.gov/programs-initiatives/acep-agricultural-conservation-easement-program</p>
<p>Ohio Department of Agriculture (ODA)</p>	
<p>Beginning Farmer Tax Credit ODA</p>	<p>This is a tax credit starting January 2023 and ending January 2028 for qualifying beginning farmers who attend a financial management program and for individuals or business that sell or rent farmland, livestock, buildings, or equipment to beginning farmers. There is a total of \$10 million available.</p> <p>https://agri.ohio.gov/programs/farmland-preservation-office/Beginning-Farmer-Tax-Credit-Program/Beginning-Farmer-Tax-Credit</p>
<p>Agricultural Easement Donation Program (AEDP)</p>	<p>The AEDP provides landowners the opportunity to donate easement rights to viable farmland to the ODA. Its goal is to protect the participating farm’s soil, natural resources, and open space in perpetuity. This program records the easement on the property deed, and it transfers with the land through successive owners.</p> <p>https://agri.ohio.gov/programs/farmland-preservation-office/farmland-preservation-toolkit</p>
<p>Clean Ohio Local Agricultural Easement Purchase Program (LAEPP)</p>	<p>The LAEPP provides funding to farmers for placing an agricultural easement on their property. The ODA issues monies up to 75 percent of the appraised value of the farm’s development rights. There is a payment cap of \$2,000 per acre up to a maximum of \$500,000 per farm. The easement is in perpetuity.</p> <p>https://agri.ohio.gov/programs/farmland-preservation-office/farmland-preservation-toolkit</p>
<p>Agricultural Security Area (ASA) Program</p>	<p>The ASA program promotes agricultural retention by creating areas in which agriculture is encouraged and promoted. This program authorizes one or more landowners with at least 500 contiguous acres of farmland to request enrollment into an ASA for a ten-year period from the county commissioners and township trustees.</p> <p>https://agri.ohio.gov/programs/farmland-preservation-office/resources/resource-agricultural-security-area-program</p>

Strategies to Maintain Rural Character

Shalersville Township has experienced a population decline of 12% over the last 20 years; however, its development pattern has changed to become more fragmented with new housing along county roads.

Over the past year, Shalersville has had increasing interest from companies attracted to the industrial zoned area along SR44 and Beck Road with ready access to I-80. As companies construct and establish their businesses over the next ten years, workers and their families may relocate close to their new jobs causing new commercial and residential construction in the Township. The amount of change to the Township and its character will be dependent on the type of businesses which are located at the site and the size of the workforce. There are several things the township can implement before growth occurs to maintain its rural heritage¹.

Revise Zoning

Zoning is a way of regulating how land can be developed in certain locations. It sets the minimum standards for development in an area. To ensure agricultural remains in agricultural areas, examine the zoning code for how it affects working lands including how it encourages or discourages agricultural production. A couple items to address are listed below.

1. Decrease the density of dwelling units per acre in agricultural zoning districts. The minimum dwelling unit per acre should be sized appropriately to encourage the continuation of agriculture even if the lot is split. In Ohio, under the Beginning Farmer Tax Credit, a farm must be 10 acres to qualify. This might be a good size to consider for dwelling units per acre.
2. Remove Planned Unit Developments (PUD) including condominiums from the agricultural zoning districts. Allowing development of subdivisions within agricultural areas contributes to urban sprawl and loss of farmland. Shalersville has removed PUDs from the Agricultural/Rural-Residential zoning district; however, condominiums remain.
 - a. Having PUDs allowable throughout the township can have adverse impacts on agricultural operations and strain township operations and resources.
 - b. PUDs are often a reactive way of managing development as opposed to planned vision and should be permitted in area consistent with the land use plan.

1. The US EPA maintains a guide which details several of these items and can be used to help maintain rural character: Essential Smart Growth Fixes for Rural Planning, Zoning, and Development Codes. <https://www.epa.gov/smartgrowth/essential-smart-growth-fixes-communities>

Determine Growth Areas

Even though Shalersville Township has experience population loss over the past 20 years, there are still lot splits occurring and changes in the parcel fabric as people move away from the city or farms and carve out smaller pieces of property fronting on the main roads. Shalersville Township should designate growth areas which growth should be directed towards. The growth area should be defined on a map, making it clear to developers where growth is to occur in the Township. Keeping compact growth in one area will encourage a walkable town center, reduce sprawl, and preserve prime agriculture lands and sensitive environmental areas. Larger lots, i.e., 2 acre and larger, should be regulated to the periphery of these areas.

Establish a Functional Transfer of Development Rights Program if Development Pressures is High

Transfer of Development Rights (TDR) is a conservation and growth management tool that often conserves sensitive environmental lands, open space, or farmland by redirecting development that would otherwise occur on the land (sending area) to a receiving area projected to grow or densify (receiving area). Owners in the sending area are compensated for their redirected rights while the landowner in the receiving area may then develop their land to a denser standard than would normally be permissible. Successful TDR programs must be designed and implemented with, among other things, the following in mind.

- Tailored to market forces. Buyers must want what a developer can develop using a TDR. Developers must want to buy TDRs and transfer them to the receiving area and landowners must be willing to sell. This often means there must be infrastructure in the receiving area with enough capacity to make the TDR feasible.
- TDRs are voluntary so it must be made more attractive to sending area owners than a conventional subdivision.
- TDRs must be marketed and easily understandable. They should be on the zoning map and listed as a potential tool for conservation and growth in designated growth areas.

Shalersville Township had a TDR program that was taken out of the zoning code in August 2023 due to lack of use which was likely in part from lack of buyer and seller awareness. The Township may still benefit from a functional TDR program if development pressures increase, especially in the northeastern corner of the Township.

Determine Cost of Extending Services (fiscal analysis)

Extending utilities into rural areas is costly. Maintenance of the utilities and increased road miles builds up over time and becomes an expensive endeavor for a small Township to maintain. Many Townships must allocate most of their budgets to maintaining the roads. As part of the application for a new commercial, industrial, or residential subdivision,

the Township could ask for a fiscal impact analysis. This will help the Township better understand the impact of the development, including which developments should be encouraged or discouraged via the zoning code. A fiscal analysis might consist of the following four steps.

1. Estimating the population generated by the development including new residents, school-age children, and employees.
2. Translate the population into public service costs (roads, schools, emergency services, utilities, etc.)
3. Project the tax and other revenues generated by the development.
4. Compare the development-induced costs to projected revenues. If a gap exists, determine how to address the shortfall.

In 1997, a cost of services analysis was conducted for Shalersville Township by the Portage County Regional Planning Commission. The analysis proposed here would build off that study and provide more detail for each proposed development.

8

IMPLEMENTATION

Over the next several decades, Shalersville Township will face increasing development pressures. Based on community meetings, online comments, and the Land Use Plan survey, resident's top five primary concerns are:

1. Traffic and safety especially on the state routes.
2. Potential for increased crime if the population increases.
3. Loss of rural character, farmland, and scenic views.
4. Degradation of the environment.
5. Changes to the Town Center area (SR 44/SR 303 intersection).

There is an overarching concern that development will negatively impact quality of life. During the community meetings three focus areas were identified based on expected development pressures

1. East of SR 44 north of I-80. The community has cited the large amount of high-quality farmland in this area north of Streeter Road and has expressed the desire to preserve farmland north of Streeter Road. Just north of I-80, residents identified an area that could be a truck stop or gas station in the future if demand warranted.
2. Town Center (SR 44 and SR 303 intersection). As the government center with active recreation and mixed-use zoning, this is a prime development location. Residents expressed the desire to keep this location much the same as it is now. If it develops, it should develop slowly as a small-scale town center with local businesses, shops, and restaurants.
3. County Government Center and Portage County Regional Airport. Residents were adamantly opposed to further development at this location unless development is very slow and controlled.

The update to the Land Use Plan was initiated due to the creation of the Turnpike Commerce Center and its subsequent economic and population growth. The Township Trustees and Zoning Commission began the effort with the Portage County Regional Planning Commission with the knowledge that growth is coming to the Township. Getting out in front of the anticipated growth and determining community needs, desires and appropriate locations for growth and preservation are the key to ensuring the Township retains its character and develops in a manner aligning with residents' interests.

Findings from the previous sections are summarized below:


- Continue emphasizing rural character.
- The Town Center should be a small-scale development consistent with the rural charm.
- Subdivisions should develop with an open space plan as well as more compactly close to the Town


Center to preserve farmland and open space consistent with the rural character of the Township.


- The Township has many natural amenities which are unique and should be protected.
- The build-out of the Turnpike Commerce Center north of I-80, east of SR 44 may open this area of the Township to added residential development pressure.
- If development pressure begins, the Design Guidelines may need to be more specific to ensure a cohesive approach to development style in the interest of retaining the community's character.
- The Airport area should consider a local area plan to further address concerns raised by residents allowing for more community input on the short and long-term aspects of the airport. A local area plan would help integrate the airport's future plans with the desires of residents.

Development Pressure & Opportunities

Establishment of the Turnpike Commerce Center and subsequent interest by companies in building manufacturing, warehousing, office and/or research and development has caused increasing development pressure in the Township as shown on the Development Pressures map.

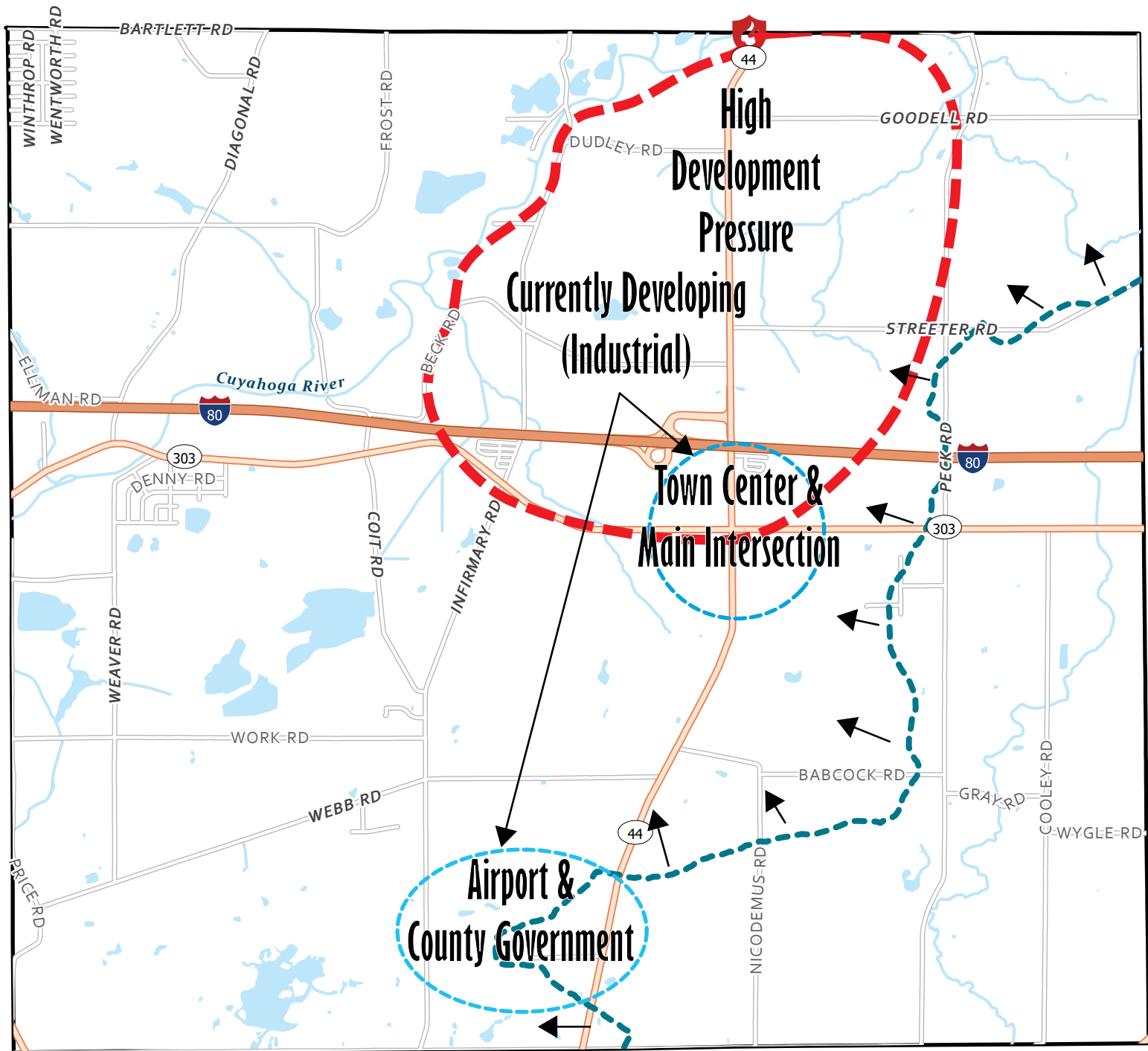
 **Area of High Development Pressure.** As businesses move to the Township and hire workers, this area is expected to develop further residential units to meet the housing needs of the workforce. According to Chapter 2, Economic and Demographic Trends, the Township does not have enough unemployed residents in the workforce to meet the needs of the workforce demand created by the Turnpike Commerce Center. This area may also face mounting pressure to develop additional industrial businesses connected to the original industrial park.

 **Secondary Pressures.** As businesses move in and the workforce increases, these areas may field increasing numbers of development requests to establish small businesses, restaurants, and other amenities to meet growing demand.

 **Ohio River-Lake Erie Divide.** Due to the Great Lakes-St. Lawrence River Basin Water Resources Compact, development requiring water and sewer facilities is expected to remain in the Lake Erie Basin (Chapter 4, Natural Resources).

Future Land Use

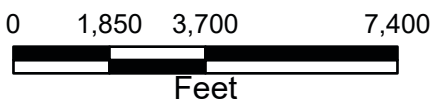
The future land use map was created using the community survey, input from the community land use plan website, the Township Zoning Commission, and Township Trustees. Two Future Land Use map were created for Shalersville Township, one showing how the Township may build out over 20 to 30 years if the sand and gravel mines continue



Development Pressure

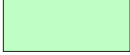


-  Fire Department
-  Ohio River-Lake Erie Divide
-  Area of High Development Pressure
-  Development Pressure in Lake Erie Basin
-  Areas of secondary development pressures




Sources: Water, NHDPlus HR, 2020; Roads, Portage County GIS, 2023; Development Pressure Areas, PCRPC, 2023; Fire Stations, PCRPC, 2021.


current operations and one that shows what the Township may look like if the sand and gravel mines reach the end of their life and close (see Future Land Use maps).

 **Farmland Preservation** covers areas where there are existing farms and prime soils for growing crops. These areas should be preserved as farmland through zoning and by taking advantage of programs available through the Portage County Soil and Water Conservation District and Western Reserve Land Conservancy. Utility extensions should not occur in this area unless required for public health purposes. Larger lot sizes are appropriate to retain rural character and agricultural heritage.

Recommendations:


- Maintain rural views and character.
- Promote local food production.
- Prohibit utility extensions.

 **Potential Conservation Area** represent locations with environmentally sensitive features. South of SR 303 between Weaver Road and Coit Road is the anticipated location of a new park and preserve that will be managed by the Portage Park District. Development should be limited in this area. Several conservation areas follow the course of the Cuyahoga River and are important for preserving its scenic quality, water quality, and wildlife habitat. If the Township implements the recommended riparian from Chapter 4 Natural Resources, Riparian Corridors, these areas will be predominantly within the riparian setback.

 **Protected Areas** are locations currently benefiting from park land or preserve designations, conservation easements or other restrictions on development. A long narrow protected area follows the Cuyahoga River and connects several current protected areas and potential conservation areas.

Recommendations:


- Creation of a Natural Corridor Connection following the course of the Upper Cuyahoga Scenic River connecting existing protected areas with potential conservation areas from the Mantua Village border to the border with Streetsboro.

 **Growth Area (Town Center)** covers the current Mixed Residential Commercial zoning district at the intersection of SR 44 and SR 303 minus Alger's Farm. To keep the Township's rural character, growth must have a place where it may occur to avoid haphazard growth that degrades the Township's character. Designating a location where restaurants, small shops, and service businesses can go will help coordinate development proposals with community goals and have more meaningful engagement with the community so that

the community gets what it wants. It adds predictability of development for both residents and developers and typically reduces the costs of infrastructure.


Recommendations:


- Small-town, small-scale development such as small local restaurants and small shops to serve the immediate needs of residents.
- Denser subdivisions may be suitable nearby.
- Maintain attractive design standards befitting Shalersville and work with the developer in workshops to ensure the Township's goals are met.
- Consider establishing pedestrian connections as growth coinciding with growth.


 **Residential** covers many of the existing subdivisions and housing in the Township. There is an area designated for possible residential expansion near the Bolingbrook Allotment north of Frost Road, west of Diagonal Road. Expansion of residential areas beyond those specifically designated on the future land use map must be carefully managed and reviewed to ensure preservation of rural character. This will also help reduce the cost of utility services and cost of maintenance over time.

Recommendations:

- Focus areas of development immediately adjacent to existing development in the Township and/or neighboring jurisdiction.
- Limit sprawl into farmland preservation areas.
- Preserve large unbroken tracts of farmland, habitat, and other sensitive areas.

 **Transitional** covers locations between residential and farmland preservation, residential and industrial and industrial and farmland preservation. This area can be used to soften the impact of development on the Township by providing a slower transition between low intensity uses to higher intensity uses. Agriculture, residential, and small commercial shops may be appropriate in these areas depending on the context of the existing land uses.

 **County Government Center** represents the location of the County Government campus and Portage County Regional Airport in Shalersville Township. This area is not anticipated to expand but will be a vital long-term role in shaping the Township.

 **Current Mining Activities** represents locations of sand and gravel mines currently under operation, permitted to begin operation, or undergoing reclamation.

 Industrial covers the Turnpike Commerce Center projected development area.

Recommendations:

- Buffer view from residential areas.
- Encourage transportation options like EV chargers.
- Incorporate green infrastructure especially in areas that would result in large stretches of impervious surfaces.

Goals

This section contains the plan’s goals, objectives, and strategies which are intended to guide the future of the Township. There are four goals which represent the highest and broadest level ideas for the future direction of the Township. Objectives are identified under each goal and strategies are assigned to each objective. Strategies are projects, programs, or tasks that can be implemented to accomplish the given objective and the broader goal.

Goal 1: Protect rural character.

Objective A: Emphasize the protection of rural character and farmland through the zoning resolution.

- Strategy 1: Decrease the density of agricultural zoning districts by increasing the minimum lot size.
- Strategy 2: Restrict water and sewer extension to MRC, R-2, and Industrial zoning districts.
- Strategy 3: Revise zoning to remove Planned Unit Developments (PUD) from agricultural zoning districts.

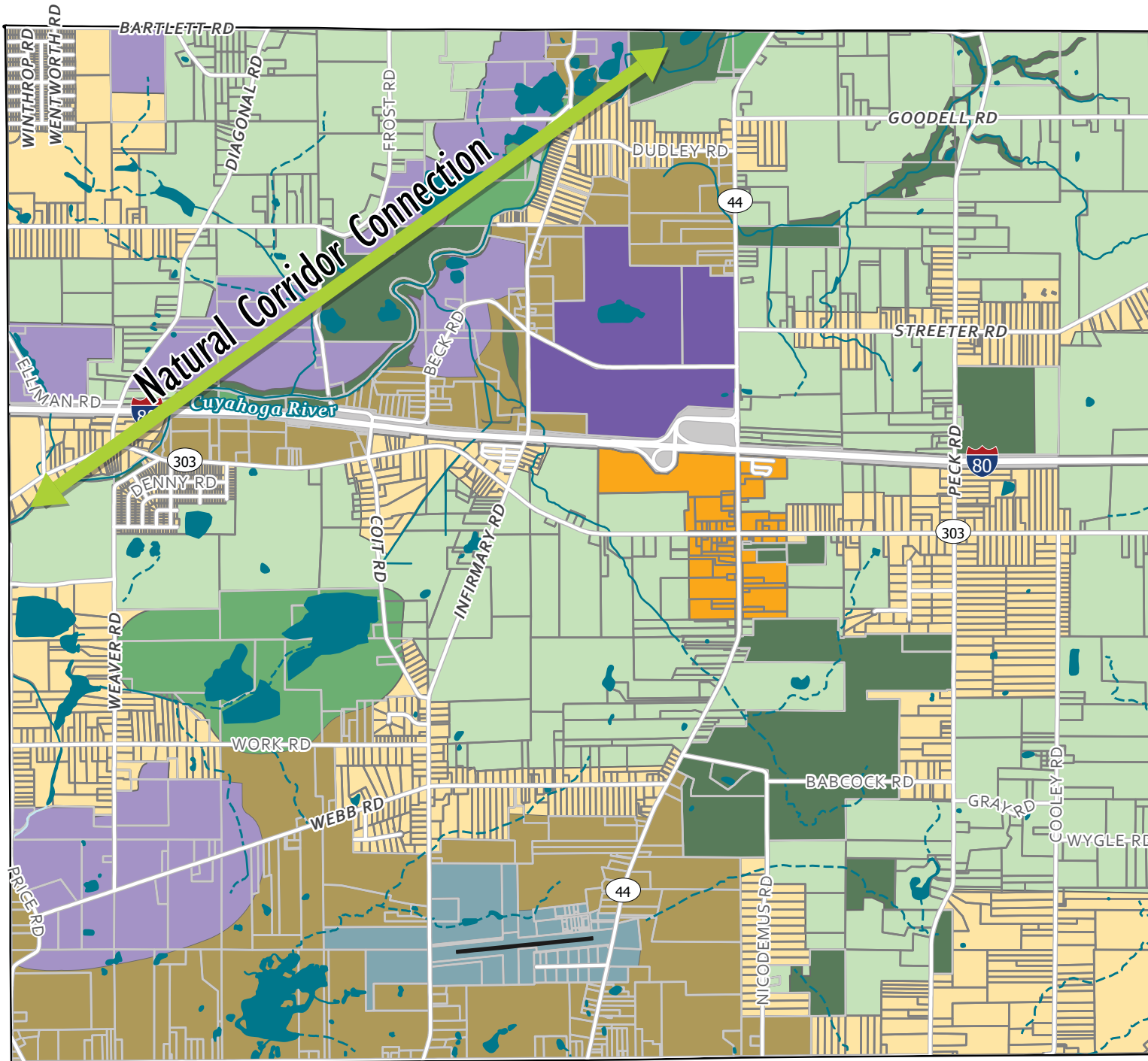
Objective B: Determine growth areas and agricultural preservation areas.

- Strategy 1: Use the future land use map to focus development away from designated areas for agricultural preservation.
- Strategy 2: Limit the extension of water and sewer into agricultural preservation areas, unless justified by health and safety.

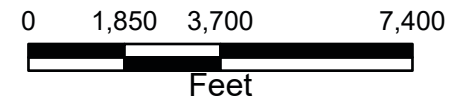
Objective C: Encourage agricultural activities within the township as an essential component of land use decisions.

- Strategy 1: Limit changes to areas designated as agriculture on the future land use map.
- Strategy 2: Consider the agricultural compatibility factor in determining new development.
- Strategy 3: Consider working with the Regional Planning Commission and Western Reserve Land Conservancy (WRLC) on land use decisions.

Future Land Use



- Parcels
- Future Land Use**
- Farmland Preservation
- Potential Conservation Area
- Protected Area
- Potential Growth Area (Town Center)
- Residential
- Transitional
- County Government Center
- Current Mining Activities
- Industrial
- Transportation



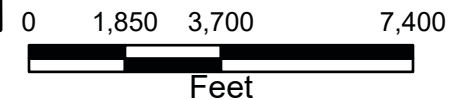
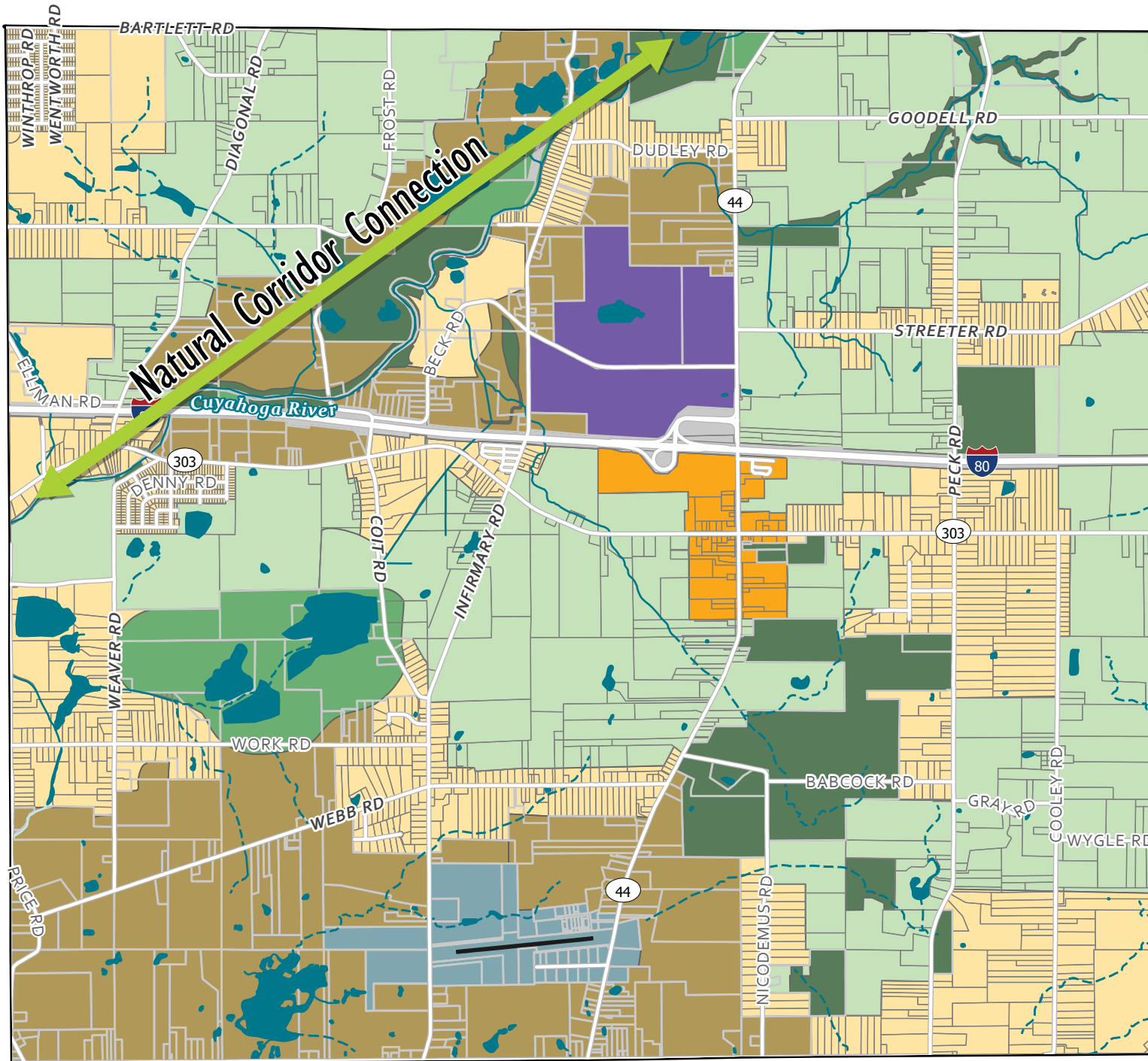
Sources: Water, NHDPlus HR, 2020; Parcels, Portage County, 2023; Roads, Portage County GIS, 2023; Future Land Use, PCRPC, 2023; Riparian Area, PCRPC, 2023.

Future Land Use (Post-Mining)



Future Land Use

- Farmland Preservation
- Potential Conservation Area
- Protected Area
- Residential
- Potential Growth Area (Town Center)
- Transportation
- Transitional
- County Government Center
- Industrial



Sources: Water, NHDPlus HR, 2020; Parcels, Portage County, 2023; Roads, Portage County GIS, 2023; Future Land Use, PCRPC, 2023; Riparian Area, PCRPC, 2023.

Objective D: Maintain and promote the retention of productive agricultural land.

Strategy 1: Encourage use of right-to-farm laws to protect farmers facing growing development pressures.

Strategy 2: Determine the cost of services for various types of development.

Strategy 3: Consider requesting a simple fiscal analysis as part of the development application.

Strategy 4: Collaborate with State, Federal, and local agencies as well as non-profits to aid farmers and preserve farmland.

Objective E: Identify and preserve rural viewsheds that depict the character of the township.

Strategy 1: Identify picturesque areas using a voluntary committee.

Strategy 2: Utilize the Regional Planning Commission's geospatial analysis toolkit to help identify viewsheds.

Strategy 3: Use viewshed locations to limit the impact of development to picturesque scenery.

Goal 2: Reduce urban sprawl and limit transition to a suburban style of development.***Objective A: Encourage growth in the town center to maintain a small village style of development.***

Strategy 1: Continue to work with property owners to help guide future development.

Strategy 2: Utilize Township design guidelines to ensure architectural continuity.

Strategy 3: Consider creating a cohesive design plan for the town center.

Objective B: Infill development in areas with higher concentrations of residential and commercial development

Strategy 1: Focus on infill development near the town center, airport (KPOV), and Turnpike Commerce Center.

Strategy 2: Promote infill development in areas with access to water and sewer.

Strategy 3: Use the design guidelines to ensure compatibility infill.

Objective C: Limit the extension of utilities into rural areas.

Strategy 1: Work with Portage County Water Resources to determine excess capacities.

Strategy 2: Consider a build-out plan of the Township that includes water and sewer services to growth areas designated on the future land use map.

Objective D: Determine the best housing types and use of the land to support Shalersville's population changes.

Strategy 1: Develop a plan to address housing needs to accommodate both an aging-in-place population as well as housing for younger families.

Strategy 2: Evaluate existing housing stock and the potential need for housing, i.e., single-family, duplex, apartments, and accessory dwelling units.

Strategy 3: Work with property owners and developers to encourage a mix of housing choices.

Objective E: Utilize the design guidelines to create a cohesive-looking community.

Strategy 1: Review the design guidelines to verify they are meeting community needs.

Strategy 2: Determine the elements of a cohesive community.

Strategy 3: Provide current design elements to landowners and developers.

Strategy 4: Create an architectural review board.

Goal 3: To provide a safe, efficient, and connected transportation network.

Objective A: Minimize traffic congestion.

Strategy: 1: Work with the County Engineer, ODOT, and AMATS to improve intersections and traffic safety features.

Strategy: 2: Collaborate with the County Engineer and developers to conduct traffic studies to determine the effects of the proposed development.

Objective B: Promote alternative forms of transportation in appropriate locations.

Strategy 1: Work with AMATS, ODOT, and the County Engineer to provide multimodal opportunities.

Strategy 2: Collaborate with regional agencies to integrate into the regional trail network.

Strategy 3: Utilize the Portage County Airport as an asset for the Township and encourage appropriate updates.

Strategy 4: Consider the Turnpike Commerce Center as a hub for future development.

Objective C: Explore opportunities for charging station access throughout the Township.

Strategy 1: Update the zoning regulations to include charging station availability within development.

Strategy 2: Determine if funding opportunities are available through ODOT or AMATS to provide charging stations.

Strategy 3: Evaluate opportunities for charging stations at township-owned properties, i.e., park or Town Hall.

Objective D: Promote future use of autonomous and connected vehicles.

Strategy 1: Monitor regulations and educational information for residential and commercial use for autonomous and connected vehicles.

Strategy 2: Utilize AMATS, ODOT, and the Regional Planning Commission for planning efforts toward autonomous and connected vehicles.

Goal 4: Preserve natural features and wildlife habitat.***Objective A: Continue to protect the flood hazard areas and natural drainage systems from development.***

Strategy 1: Maintain existing regulations on floodplains and drainage systems.

Strategy 2: Consider riparian setbacks from waterways, lakes, rivers, streams, and wetlands.

Objective B: Reduce runoff and the potential for flooding from development.

Strategy 1: Work with the Portage County Emergency Management Agency and the Portage County Building Department to identify unmapped flood-prone areas.

Strategy 2: Update the flood areas on the zoning map, to stay consistent with FEMA's National Flood Hazard Layer.

Objective C: Continue to preserve sensitive natural systems such as wetlands, high-quality woodlands, and pristine wildlife habitats.

Strategy 1: Identify areas that have sensitive natural systems.

Strategy 2: Consider working with environmental protection agencies and landowners on conservation efforts.

Action Tables

The following tables use the goals, objectives, and strategies listed above to develop a timeframe of implementation and assign a responsible party. This section prioritizes future actions of the Township in four stages.

- Ongoing: this is something the Township is currently doing and should continue to do.
- Short range actions are actions which should be completed within the next 5 years.
- Mid-range actions are actions that should be accomplished in the next 5 to 10 years.
- Long range actions should take 10 years or longer to accomplish.

Lead coordinators and secondary partners are identified to provide responsibility for each action. An anticipated measure for the actions, if feasible, are included so that the implementation of the plan may be evaluated.

Goal 1: Protect rural character.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
Objective A: Emphasize the protection of rural character and farmland through the zoning resolution.				
1.A.1. Decrease the density of agricultural zoning districts by increasing the minimum lot size.	Zoning Commission Zoning Inspector	PCRPC Township Trustees	Short Term	Options for to preserve farmland via the zoning code explored: increasing frontage and/or lot size.
1.A.2. Restrict water and sewer extension to MRC, R-2, and LI-D zoning districts.	Zoning Commission Board of Zoning Appeals	PCWR	Long-Term	No utility extensions outside of M-R-C, R-2, and LI-D unless ordered by the Portage County Health District.
1.A.3. Revise zoning to remove Planned Unit Developments (PUD) from agricultural zoning districts.	Zoning Commission Zoning Inspector	PCRPC Township Trustees	Ongoing	PUDs and condominiums removed from agricultural zoning districts.
Objective B: Determine growth areas and agricultural preservation areas.				
1.B.1. Use the future land use map to focus development away from designated areas for agricultural preservation.	Zoning Commission Zoning Inspector	PCRPC Township Trustees	Ongoing, Long-Term	Changes to farmland preservation areas minimized between 2023 and 2050.
1.B.2. Limit the extension of water and sewer into agricultural preservation areas, unless justified by health and safety.	Township Trustees Zoning Commission	PCWR PCRPC PDB	Long-Term	Petition changes to the 208 Plan to match Township build out desires. Agricultural lands remain at least 38% of the Township over 10 years or increase.
Objective C: Encourage agricultural activities within the Township as an essential component of land use decisions.				
1.C.1. Limit changes to areas designated as agriculture on the future land use map.	Zoning Commission Township Trustees	PCRPC	Long-Term	Changes to farmland preservation area limited in 2030 compared to 2023 map. Checked at 5-year intervals.
1.C.2. Consider the agricultural compatibility factor in determining new development.	PCRPC Zoning Commission	Township Trustees	Long-Term	Evaluation of setbacks, buffers, and land use types.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
1.C.3. Consider working with the Regional Planning Commission and Western Reserve Land Conservancy on land use decisions.	Township Trustees	PCRPC WRLC	Ongoing	
Objective D: Maintain and promote the retention of productive agricultural land.				
1.D.1. Encourage use of right-to-farm laws to protect farmers facing growing development pressures.	Soil and Water OSU Extension Township Trustees	PCRPC	Long-Term	Explore legal components and work with OSU Extension.
1.D.2. Determine the cost of services for various types of development.	PCRPC	OSU Extension	Short-Term	1997 cost of services study updated.
1.D.3. Consider requesting a simple fiscal analysis as part of the development application.	Zoning Commission Zoning Inspector		Mid-Term	A simplified fiscal analysis added to requirements of applications for PUDs and major subdivisions.
1.D.4. Collaborate with State, Federal, and local agencies as well as non-profits to aid farmers and preserve farmland.	Soil and Water WRLC	USDA-NRCS OSU Extension Farm Bureau Township Trustees	Long-Term	
Objective E: Identify and preserve rural viewsheds that depict the character of the Township.				
1.E.1. Identify picturesque areas using a voluntary committee.	Zoning Commission Community Volunteers	PCRPC Township Trustees	Short-Term	Important views identified.
1.E.2. Utilize the Regional Planning Commission's geospatial analysis toolkit to help identify viewsheds.	PCRPC	Zoning Commission	Short-Term	Viewsheds identified based on community's provided locations.
1.E.3. Use viewshed locations to limit the impact of development to picturesque scenery.	Zoning Inspector Zoning Commission	Township Trustees	Long-Term	Important views and viewsheds protected from incompatible development.

Goal 2: Reduce urban sprawl and limit transition to a suburban style of development.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
Objective A: Encourage growth in the town center to maintain a small village style of development.				
2.A.1. Continue to work with property owners to help guide future development.	Zoning Inspector Zoning Commission Township Trustees	PCRPC	Ongoing	
2.A.2. Utilize Township design guidelines to ensure architectural continuity.	Design Guidelines Board	Zoning Inspector Zoning Commission Board of Zoning Appeals	Ongoing	Industrial and commercial development matches the guidelines.
2.A.3. Consider creating a cohesive design plan for the town center.	Township Trustees	Zoning Commission	Mid-Term	Area plan for town center developed.
Objective B: Infill development in areas with higher concentrations of residential and commercial development.				
2.B.1. Focus on infill development near the town center, airport, and Turnpike Commerce Center.	Zoning Commission	Township Trustees	Long-Term	
2.B.2. Promote infill development in areas with access to water and sewer.	Zoning Commission	Township Trustees	Long-Term	
2.B.3. Use the design guidelines to ensure compatibility of infill.	Design Guidelines Board	Township Trustees	Ongoing	
Objective C: Limit the extension of utilities into rural areas.				
2.C.1. Work with Portage County Water Resources to determine excess capacities.	PCRPC	PCWR	Ongoing	
2.C.2. Consider a build-out plan of the Township that includes water and sewer services to growth areas designated on the future land use map.	Township Trustees Zoning Commission PCRPC	PCWR County Engineer	Long-Term	Scenario plan for future development created.
Objective D: Determine the best housing types and use of the land to support Shalersville's population changes.				
2.D.1. Develop a plan to address housing needs to accommodate both an aging-in-place population as well as housing for younger families.	NDS PCRPC Zoning Commission	Township Trustees	Mid-Term	

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
2.D.2. Evaluate existing housing stock and the potential need for housing, i.e., single family, duplex, apartments, and accessory dwelling units.	NDS PCRPC	Township Trustees	Short-Term	
2.D.3. Work with property owners and developers to encourage a mix of housing choices.	Zoning Inspector	PCRPC	Ongoing Long-Term	
Objective E: Utilize the design guidelines to create a cohesive-looking community.				
2.E.1. Review the design guidelines to verify they are meeting community needs.	Design Guidelines Board	Township Trustees	Ongoing	
2.E.2. Determine the elements of a cohesive community.	Design Guidelines Board	PCRPC Township Trustees		
2.E.3. Provide current design elements to landowners and developers.	Design Guidelines Board	PCRPC Township Trustees	Ongoing	Design elements provided during initial meetings concerning development.

Goal 3: To provide a safe, efficient, and connected transportation network.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
Objective A: Minimize traffic congestion.				
3.A.1. Work with the County Engineer, ODOT, and AMATS to improve intersections and traffic safety features.	Township Trustees Township Roads Department	County Engineer ODOT AMATS	Ongoing	Maintain open communication about ongoing traffic issues and concerns.
3.A.2. Collaborate with the County Engineer and developers to conduct traffic studies to determine the effects of proposed development.	PCRPC Township Trustees	County Engineer	Ongoing	Traffic studies completed for all major developments.
Objective B: Promote alternative forms of transportation in appropriate locations.				
3.B.1. Work with AMATS, ODOT, and the County Engineer to provide multimodal opportunities.	Township Trustees	AMATS ODOT County Engineer	Ongoing	Open communication maintained about grants and needs.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
3.B.2. Collaborate with regional agencies to integrate into the regional trail network.	Township Trustees	Portage Park District WRLC AMATS	Long-Term	Open communication maintained about integrating local parks and trails into regional network.
Objective C: Explore opportunities for charging station access throughout the Township.				
3.C.1. Update the zoning regulations to include charging station availability within development.	Zoning Commission PCRPC	Township Trustees	Short-Term	EV policies included in zoning.
3.C.2. Determine if funding opportunities are available through ODOT or AMATS to provide charging stations.	Township Trustees PCRPC	AMATS ODOT	Short-Term	Funding through NEVI rounds explored.
3.C.3. Evaluate opportunities for charging stations at township-owned properties, i.e., the park or Town Hall.	PCRPC	Zoning Commission		
Objective D: Promote future use of autonomous and connected vehicles.				
3.D.1. Monitor regulations and educational information for residential and commercial use for autonomous and connected vehicles.	PCRPC AMATS County Engineer	Zoning Inspector	Ongoing	
3.D.2. Utilize AMATS, ODOT, and the Regional Planning Commission for planning efforts toward autonomous and connected vehicles.	Zoning Inspector Zoning Commission PCRPC	AMATS County Engineer	Ongoing Long-Term	Zoning code adapted to new technologies as it becomes needed.

Goal 4: Preserve natural features and wildlife habitat.

Strategy	Lead Partner	Secondary Partner	Timeframe	Measurement
Objective A: Continue to protect the flood hazard areas and natural drainage systems from development.				
4.A.1. Maintain existing regulations on floodplains and drainage systems.	Zoning Inspector Zoning Commission	Building Department	Ongoing	No development within flood hazard areas unless it is compatible (i.e., trail, park, etc)
4.A.2. Consider riparian setbacks from waterways, lakes, streams, and wetlands.	Zoning Commission	Township Trustees	Mid-Term	Riparian setbacks adopted into the zoning code.

Objective B: Reduce runoff and the potential for flooding from development				
4.B.1. Work with the Portage County Emergency Management Agency and the Portage County Building Department to identify unmapped flood-prone areas.	Township Trustees Zoning Commission	EMA Building Department	Ongoing	Unmapped flood areas identified.
4.B.2. Update the flood areas on the zoning map to stay consistent with FEMA's National Flood Hazard Layer.	PCRPC		Ongoing	Zoning Map updated when NFHL changes.
Objective C: Continue to preserve sensitive natural systems such as wetlands, high-quality woodlands, and pristine wildlife habitats.				
4.C.1. Identify areas that have sensitive natural systems.	PCRPC	PPD Soil and Water	Ongoing	Sensitive natural systems and areas of interest mapped.
4.C.2. Consider working with environmental protection agencies and landowners on conservation efforts.	Soil and Water	Township Trustees	Ongoing	

APPENDIX A: SURVEY

	Respondents	Percent
1. How long have you lived in Shalersville Township?		
0 to 5 years	30	10.6%
6 to 10 years	15	5.3%
11 to 20 years	48	16.9%
21 to 30 years	60	21.1%
31 to 40 years	61	21.5%
41 to 50 years	29	10.2%
Over 50 years	40	14.1%
I do not live or work in Shalersville (end survey)	1	0.4%
2. What size property do you own in acres?		
0 to 5 acres	190	66.7%
6 to 10 acres	37	13%
11 to 20 acres	12	4.2%
21 to 30 acres	8	2.8%
31 to 40 acres	4	1.4%
41 to 50 acres	3	1.1%
Over 50 acres	22	7.7%
I do not own property in Shalersville	9	3.2%
3. Do you rent?		
No	271	95.1%
Yes	14	4.9%

4. How old are you?

Less than 18 years old	0	0
18 to 24	2	0.7%
25 to 29	9	3.2%
30 to 39	37	12.9%
40 to 49	44	15.4%
50 to 59	64	22.4%
60 to 69	73	25.5%
Over 70	57	19.9%

5. What township, city, or county do you work in? (open-ended question, sampling of results provided)

- Retired
- Work from home (WFH), hybrid work
- Shalersville Township
- Other Portage County community
- Summit County, multiple communities
- Cuyahoga County, multiple communities
- Geauga County, multiple communities
- Stark County (Canton Area)
- Lake County
- Mahoning County
- Trumbull County, multiple communities

6. How long is your commute?

1 to 5 minutes	49	17.1%
6 to 10 minutes	30	10.5%
11 to 20 minutes	42	14.7%
21 to 30 minutes	28	9.8%
31 to 40 minutes	33	11.5%
41 to 50 minutes	11	3.9%
Over 50 minutes	9	3.2%
No answer (WFH, Retired, Unemployed)	84	29.4%

7. Rank in importance what you like or don't like about living or working in Shalersville.
(Question discounted. Directions not consistently followed to make this quantifiable)

8. Do you feel that efforts should be made to promote industrial and commercial development within existing zoning districts?

No	185	66.3%
Yes	75	26.9%
No opinion	19	6.8%

9. With new industrial development next to the turnpike, do you think the Township will change?

Yes	261	90.9%
No	18	6.3%
No opinion	8	2.8%

10. If you answered yes in question 9, how? (open-ended, sampling of common responses provided)

- Traffic
- Increased crime
- More people, busy and crowded
- Worse
- Cheap housing, more housing, low income housing
- More jobs and opportunities
- More development
- Utility improvements
- More pollution (noise, light, environment)
- Lose the rural feel, small town charm, rural way of life

11. If more housing were developed in the Township, what would you prefer to see?

Single family homes	50	72.5%
Duplexes	6	8.7%
Condominiums	5	7.2%
Accessory dwelling units (mother in law suites, granny flat, basement apartment)	7	10.1%
Multi-family (apartments)	1	1.4%

12. If the town center were to develop, what type of development would you like to see?

(Choose all that apply)

Small restaurants*	125	21.9%
Gas station	84	14.7%
Convenience store	31	5.4%
Bank	22	3.8%
Small Shops*	70	12.2%
Grocery	60	10.5%
Pharmacy	21	3.7%
No additional development	140	24.5%
Other	19	3.3%

(*small restuarants & shops were commented on as being okay if locally owned)

13. If the Portage County Airport expands, how would you like to see Infirmaroy Road rerouted?

I do not want to see the airport and runway expand.	184	65.5%
Infirmaroy Road stays where it is but becomes a tunnel under the runway.	78	27.8%
Infirmaroy Road becomes a perimeter road swinging wide to the west from where it currently is.	12	4.3%
Infirmaroy Road becomes a dead end to the north and south of the airport.	7	2.5%

14 & 15. Other comments (generalized summary of common comments)

- Keep the rural living, small town atmosphere and country feel
- Surrounded by bigger communities which provide everything necessary
- Limit, slow, and/or control development
- Don't allow development, changes and development are unnecessary
- No rezoning rural area & follow the current zoning
- Protect the environment
- If development happens, allow only small locally owned business
- Farmland is important
- Better roads
- Want to have more citizen input and transparency
- Don't expand the airport and/or get rid of the airport
- Keep out chain stores, chain restaurants, and big box stores (impersonal businesses)
- Less mining / no mining
- Parks (addition to township park, expansion of current parks, less parks)

GLOSSARY

208-FACILITIES PLAN: A plan intended to provide for the development of cost-effective, environmentally sound, and implementable sewage treatment works that will meet the objectives of the Clean Water Act. This plan is developed for Portage County by the Northeast Ohio Four County Regional Planning and Development Organization.

ACCESSORY DWELLING UNIT (ADU): An ADU is a second housing unit occupying the same building site as the principal use. ADUs can be converted portions of existing homes, new additions, or separate buildings. Also called granny flats, mother-in-law suites, basement apartments, carriage house, etc.

AMERICAN HERITAGE RIVER: American Heritage Rivers were designated in 1997 by President Bill Clinton to identify the cultural, environmental, and economic importance of the rivers and pave the way for efficient and effective use of federal resources for protection.

BASE FLOOD ELEVATION: The elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year. The BFE is shown on the Flood Insurance Rate Map. Clean Water Act of 1972- The Clean Water Act establishes the basic structure for regulating the discharge of pollutants into waters of the US and regulates the quality of surface waters.

COMPLETE STREETS: Streets designed and operated to enable safe access for all users, ages, and abilities including pedestrians, bicyclists, motorists and transit riders. Complete Street designs may include sidewalks, bike lanes, bus lanes, accessible public transportation stops, frequent pedestrian crossings, median islands, and narrower travel lanes. These designs vary from rural to urban areas and from city to city.

FLOOD HAZARD AREA: Also known as “areas of special flood hazard,” it is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. Special flood hazard areas are designated by the federal emergency management agency as zone A, AE, AH, AO, A1-30, and A99 on flood insurance rate maps, flood insurance studies, flood boundary and floodway maps and flood hazard boundary maps. Special flood hazard areas may also refer to areas that are flood prone and designated from other federal, state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood prone soils associated with a watercourse.

GREAT LAKES-ST. LAWRENCE RIVER BASIN WATER RESOURCES COMPACT: A legally binding compact among the states of Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin. The compact details how the states manage the use of the Great Lakes Basin's water supply and is the means by which the states implement the governors' commitments under the Great Lakes–St. Lawrence River Basin Sustainable Water Resources Agreement that includes Ontario and Quebec.

GREEN INFRASTRUCTURE: Refers to a network for solving climate and urban challenges through building with nature. Green infrastructure is often used to manage stormwater, reduce heat islands, improve air quality, produce energy and food and improve water quality. Examples of green infrastructure include rain gardens, bioswales, urban forests, and low-impact development.

JOINT ECONOMIC DEVELOPMENT DISTRICT: An agreement between a township and city where the city and township work to develop land within the township for commercial and industrial purposes. The city receives a portion of the taxes on the industrial and commercial development in the township without annexing the land. In return, the township collects the property taxes, a portion of the income tax generated, and may receive water and/or sewer from the municipality.

LOW IMPACT DEVELOPMENT: Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that storm water management should not be seen as storm water disposal. Instead of conveying and managing / treating storm water in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses storm water through small, cost-effective landscape features located at the lot level.

OVERLAY DISTRICT: An area with additional zoning requirements and standards placed on top of the existing zoning that is intended to protect natural resources, promote health or maintain the character of an area. Typically used in downtowns, historic areas, scenic corridors and floodplains.

RIPARIAN SETBACK: The area set back from each bank of a stream to protect the riparian area (lands adjacent to water bodies) and stream from impacts of development, and streamside residents from impacts of flooding and land loss through erosion.

SOURCE WATER PROTECTION AREA: (1 & 5-year travel times; see also corridor management zone and emergency management zones)

INNER MANAGEMENT ZONE: Surface and subsurface area surrounding a public water supply well that will provide water to the well within one year as delineated by the agency under the wellhead protections program and the source water and protection program. Also known as the one-year travel time.

DRINKING WATER SOURCE PROTECTION AREA: Surface and subsurface area surrounding a public water supply well that will provide water to the well within one year as delineated by the agency under the wellhead protection program and the source water protection program. Also known as the 5-year travel time.

CORRIDOR MANAGEMENT ZONE: Surface and subsurface water where the potential for drinking water contamination warrants delineation, inventory, and management because of its proximity to a public water system intake.

EMERGENCY MANAGEMENT ZONE: Surface and subsurface area in the immediate vicinity of a public water system intake.

STREETSCAPE: A street or sidewalk related enhancement for community identity and beautification in the public right of way, including streetlights, trees, crosswalks, street furniture, bus stops and landscape plantings.

SUSTAINABILITY: Refers to practices which balance the environment, economy, and equity without compromising the needs of the present and the ability of future generations to meet their needs.

TOTAL MAXIMUM DAILY LOAD: The maximum amount of a pollutant allowed to enter a water body and that continues to allow the water body to meet water quality standards for the particular pollutant. TMDLs must be developed for all waters identified on the state's 303(d) list of impaired waters according to their priority rankings.

URBAN SPRAWL: The spread of development over rural land characterized by low density housing, single use zoning, and car dependence. It is correlated with increased energy use, pollution, traffic congestion, and a decline in community distinctiveness.

WATERSHED: The land area that channels water into streams, creeks, and rivers and eventually to lakes, reservoirs, and oceans.

WETLAND: An area that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, and similar areas.

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