



SPRINGFIELD TOWNSHIP
COMPREHENSIVE PLAN UPDATE
LUCAS COUNTY OHIO

April 2020

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Acknowledgements

Springfield Township’s Comprehensive Plan was developed under the guidance of a steering committee and a technical advisory group comprised of the following individuals and the organizations they represent:

Steering Committee Member	
Andy Glenn	Springfield Twp. Board of Trustees
Mike Hampton	Springfield Twp. Administrator
Jacob Barnes	Springfield Twp. Planning Director
Barry Cousino	Springfield Twp. Fire Chief
William Harbert	Toledo-Lucas County Plan Commission
Matt Geha	Springfield Local Schools
Josh Torres	Chamber of Commerce
Technical Advisory Members	
Keith Earley	Lucas County Engineer
Jim Shaw	Lucas County Sanitary Engineer
Gary Sommer	Springfield Twp. Legal Counsel
John Tharp	Lucas County Sheriff

This document was also prepared with the information gathered from numerous public and private organizations.

Consulting Team



ABOVE: This Plan recommends connecting the community with a variety of unique Identity and Design elements at key nodes and locations throughout the community.



Executive Summary

Executive Summary

Successful communities establish a clear vision for the future and identify steps to achieve that vision. The 2020 Springfield Township Comprehensive Plan does just that. It is the Township’s official document that outlines a plan of action to implement strategies and “themes” that surfaced during the planning process.

This Plan was developed by reviewing existing planning efforts for continued relevance, and overlaying these ideas on top of a fresh public outreach component, best practices, and current demographic and economic realities.

The development of this Master Plan update incorporated an active public component. It was prepared with active public involvement over the past year and integrates the ideas presented by over 1000 residents that participated in this effort. All layers of the community were involved including over 750 high school students. Like with the planning effort that generated the 2004 Master Plan, residents are still desirous for proactive planning solutions that promote a strong sense of place, manage traffic and conserve the rural areas of the community rather than retrofitting solutions to identified problems.

The Plan will assist the township trustees, the township zoning commission and the county planning commission to:

- Evaluate development and zoning proposals

- Enhance the built environment and connect it to vital assets
- Make capital improvement decisions
- Be a scorecard of community progress

Plan Themes and Initiatives

The planning process yielded a variety of ideas that were easy to blend into a variety of themes. These major Plan themes are:

Neighborhood Revitalization



The Plan supports the community’s desire to improve and revitalize neighborhoods, reduce property vacancies, and improve the general infrastructure including curbs, sidewalks and streets. Highlighted in this Plan are community development tools that are developed for this purpose. While a majority of Springfield Township is comprised of new neighborhoods, some areas adjacent to Holland and clustered along McCord are aging.

Those that participated during the planning process also indicated a desire to see their neighborhoods receive additional code enforcement attention to abate property maintenance and other nuisance issues.

Additional tools that the township officials could use to minimize property blight could be through the adoption of a property maintenance code (or sections of the

International Property Maintenance Code). Township officials could pursue becoming a limited home rule township like Perrysburg and Sylvania Township that would allow for additional tools that require all vacant and/or rental properties to be registered and inspected. Using these tools in unison with Lucas County Land Bank could be particularly useful.

Connectivity and Mobility Enhancements



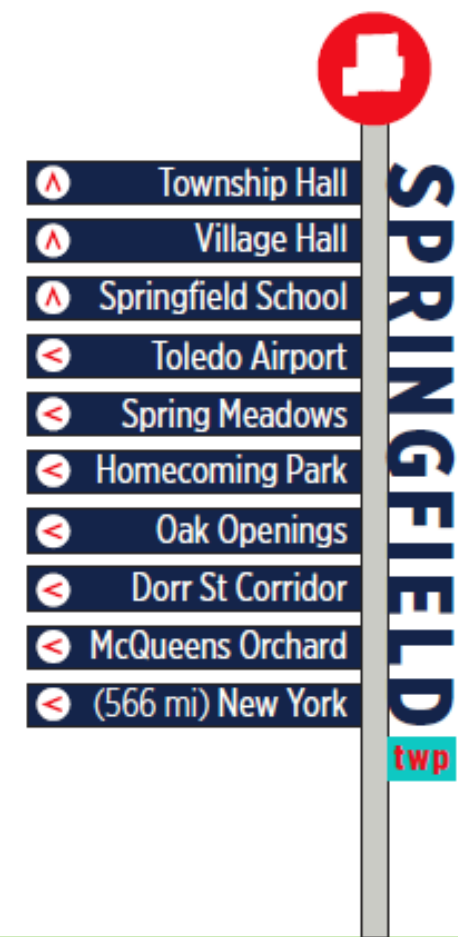
A majority of Springfield Township residents are dependent upon a vehicle to travel anywhere in the community. As a recent inventory of sidewalks revealed, connectivity by way of sidewalks and trails is extremely limited in Springfield Township due to the conditions under which the township developed. While most neighborhoods have sidewalks (except for South Hill Park), they are primarily disconnected because of the absence of sidewalks and trails along the road network. One major pinch point in the community is caused by I-475 that bisects the community. At the present time, no safe access exists along Airport Highway for pedestrians to get across the interchange.

A growing pool of young adults and millennials in the community is desirous that township officials will incrementally work with the schools, county and ODOT officials to improve these conditions. This plan identifies specific intersection locations and corridors for safety and non-motorized enhancements.

Opportunities exist to utilize existing rights-of-way along active and former railroad lines and for tactical property acquisition to promote new trail linkages.

Accentuate Community Identity and Appearance

Springfield Township provides its residents with unique amenities that fuse suburban commercial opportunities together with natural preserves on the Nature Conservancy “Top 200 Most Pristine Places on Earth” list. These amenities are failing to “connect” the community, however, as the lack of identity has appeared as a theme during the last two planning efforts.



To some residents, connecting the community takes on another version, and that is exposing residents and its visitors to its unique assets through a series of wayfinding and gateway elements. With the current commercial development concentrated along Airport Highway (and planned for the Dorr Street Interchange), having a “downtown” in Springfield Township may not be feasible. But what is feasible is making the

community more “cozy” by linking it together with a system of amenities like wayfinding and gateway signage, and landscaping at key intersections and along I-475.

Maximize Economic Development Opportunities



Because Townships in Ohio rely largely on property taxes, it is extremely important that Township officials take the necessary steps to promote land uses that generate a positive rate of return. To ensure future tax revenues remain sufficient, this Plan recommends commercial and industrial land uses along key corridors. This Plan also supports adaptive reuse and tactical densification where feasible to help generate additional property tax revenues. Concerted efforts should be made to address property nuisances at key neighborhood nodes along McCord Road (at Angola, Hill, Nebraska, and Dorr). Thriving local commercial uses at these nodes help to service the local population and help to reduce traffic congestion along other key commercial corridors.

Springfield Township is home to two economic development areas that capture the income taxes in these areas and redirect them to pay for infrastructure and other amenities. The Springfield/Holland Joint Economic Development Zone was created in 2014 to benefit the Spring Meadows and Springfield Commons commercial area, while the Dorr Street Joint Economic Development District was created in May 2019 to help promote the new interchange at Dorr and I-475. Township officials are

encouraged to work with these key stakeholders to further encourage economic growth and community development.

Expanded Community Recreational Outlets



Township residents and students voiced a desire for additional recreational amenities. While the township’s inventory of community parks is limited to Community Homecoming Park and three small neighborhood parks, its location adjacent to large regional parks and preserves is minimized from its lack of pedestrian connectivity elements to reach them conveniently. To help encourage the expansion of neighborhood parks, township officials could pursue the feasibility of amending their zoning and subdivision regulations in regard to parkland dedication and in the siting of new neighborhood parks.

To meet the need for additional recreational amenities, the Springfield Township Trustees purchased land adjacent to Homecoming Park in April 2019. Plans are currently underway to determine the best use for the site in a way that provides additional recreational amenities to the community and helps to accentuate the adjacent recreational facilities owned by Springfield Schools.

Improved Partnerships



Springfield Township is surrounded by a variety of assets that include natural preserves, parks, and the Toledo Express Airport. In the middle of the township sits

the Village of Holland. All of these entities have an interest for each other to thrive. Ideas and themes that circulate throughout this plan, like improved connectivity, neighborhoods revitalization, and expanded economic and recreational opportunities can be maximized through improved dialogue. All parties should have a good understanding of future initiatives so that mutually beneficial outcomes can be achieved.

Some of the issues that residents and students indicated during this planning effort, including revitalizing neighborhood and commercial corridors, improving recreational opportunities and providing cost effective community services may require additional due diligence between the Township, and public officials from Holland/Toledo, as well as other public/private sector groups.



Accommodating Demographics and Economic Trends

Unlike many communities in Northwest Ohio that are witnessing rapidly increasing median ages of their population, Springfield Township’s median age is actually declining as the community’s amenities are attractive to young professionals. While a portion of these new residents and families will be accommodated by single family detached housing, some may favor other options like apartments. The residents’ opinions gathered over the past two planning processes include concerns regarding additional higher density residential land uses.

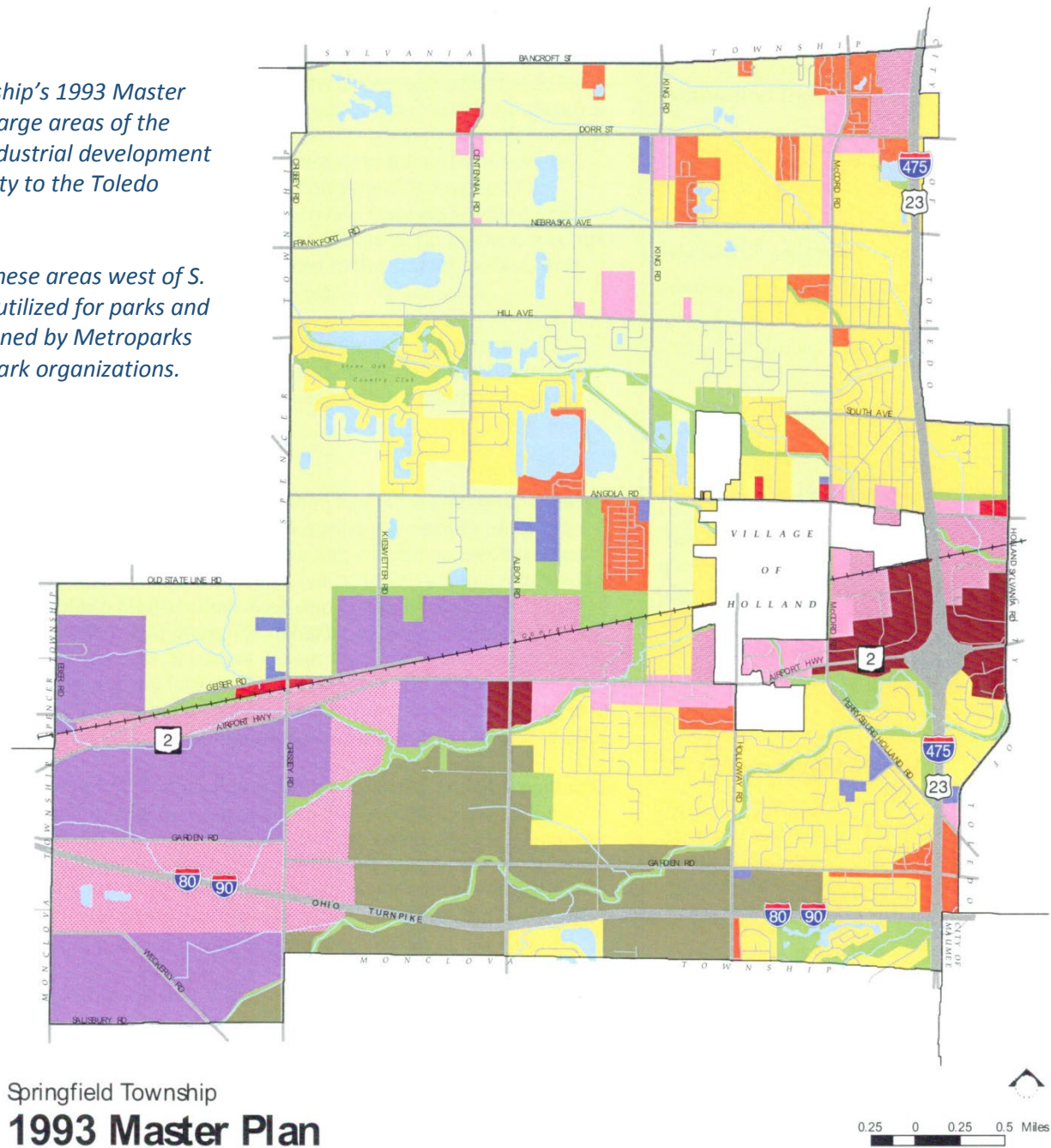
This Plan, and the future land use map, makes no distinction in regards to these residential types and to their specific placement. However, the future of the township will be based upon developing methods that maximize density where feasible in a manner that minimizes the impact on existing residents.

A portion of any community’s growth potential is dependent upon how it accommodates the lifestyle needs of young professionals and families. All of these decisions should be addressed through incremental and reasoned zoning decisions.

Past Planning Efforts

Springfield Township’s 1993 Master Plan designated large areas of the community for industrial development due to its proximity to the Toledo Express Airport.

Today, many of these areas west of S. Crissey Road are utilized for parks and preserves and owned by Metroparks Toledo or other park organizations.



Springfield Township
1993 Master Plan

Data Source: NBSJ Inc.: 1993 Community Master Plan

- | | |
|-----------------------------|-----------------------------|
| Open Space | Office/Residential Scale |
| Agriculture | Office Park |
| Single-Family (Low Density) | Office/Warehouse |
| Single-Family | Industrial Park |
| Multi-Family | Institutional |
| Neighborhood Commercial | Transportation Right-of-Way |
| Community Commercial | |

As the community developed with more residential uses, the 2004 Master Plan recommended a revised industrial land use footprint and suggested additional neighborhood parks and improvements to the corridors to promote additional pedestrian connectivity.

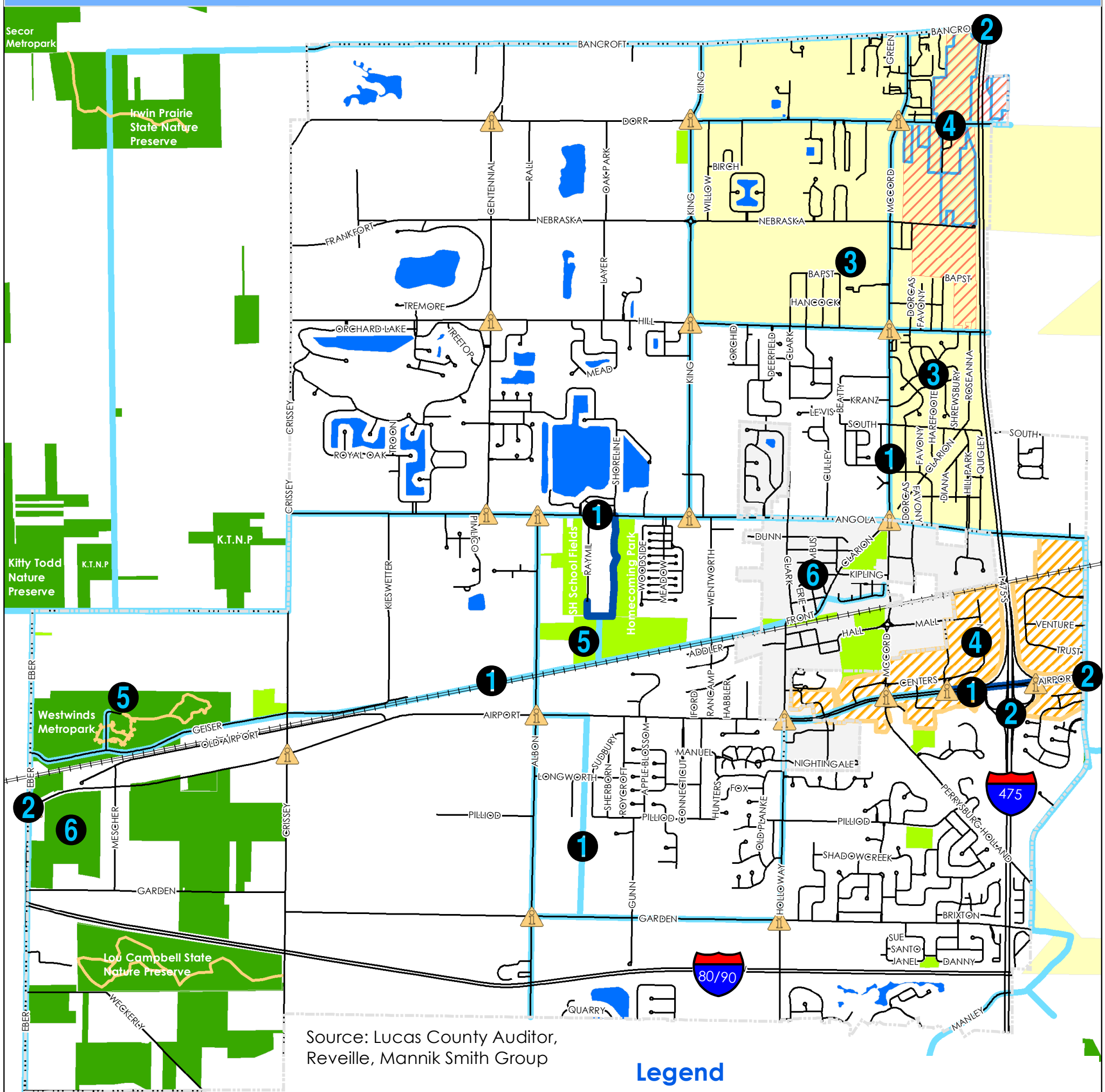


Springfield Township
Master Plan Implementation Recommendations

- Zoning Mechanisms:**
- Rural Road Preservation Overlay
 - Critical Oak Openings Overlay
 - Agricultural District
- Special Planning Areas:**
- Industrial Uses
 - Mixed Commercial/Residential Uses

- Infrastructure Improvements:**
- Design & Access Management Plan Corridor
 - Non-Motorized Pathway Route
 - Road Realignment
 - Major Intersection
 - Community Park Location Area

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



- 1 Connectivity Enhancements
- 2 Accentuate Community Identity and Appearance through Wayfinding, Gateways, and Landscaping
- 3 Neighborhood Revitalization
- 4 Maximize Economic Development Opportunities
- 5 Expanded Community Recreational Outlets
- 6 Improved Partnerships

- Legend**
- Springfield Township
 - Railroad
 - Wayfinding
 - Streets
 - Proposed Pedestrian Connectivity Improvements
 - Proposed Pedestrian Improvement Corridor
 - Dorr Tax Increment Finance Area
 - Joint Economic Development Zone
 - Joint Economic Development District
 - Potential CDBG-Eligible Areas
 - Metroparks/ODNR/Oak Openings Parks
 - Community Facilities (Twp Lands/Schools/Parks)
 - Village of Holland

0 0.25 0.5 1 1.5 2 Miles

Plan Themes
and Opportunities





Plan Participation

Plan Participation

This Plan Update was developed through an intensive public process that consisted of four primary elements: steering committee meetings, community forums, focus groups, and a year-long interactive community survey.

Steering Committee Meetings

Five steering committee meetings were held to help frame the Plan’s development. The committee consisted of township and school officials, and a representative from the Toledo-Lucas County Plan Commission. This diverse committee was tasked with guiding the planning process based on input gathered from the community. They were active during the process by informing their peers of the survey and events that were scheduled for public participation. See the Acknowledgments section for a complete list of these individuals.

Community and Student Surveys

Two interactive surveys were utilized during the planning process: an 18 question community survey and a 12 question student survey. The community surveys were made available online and in hard-copy beginning October 2018 and remained open through August 2019. The student survey was provided to all high school students during the spring of 2019. Snapshots of the community survey were analyzed at incremental periods during the planning process to help frame this Plan. Over 1,100 people- including 90% of all high-school students- participated in

the development of this Plan over the course of the year-long planning process.

The results of both surveys helped the consulting team to develop broad themes under which this plan was developed. These themes have a strong neighborhood revitalization undertone, with recommendations that improve connectivity and quality of elements throughout the community.

The infographics on the following page provide a detailed outline of the results.



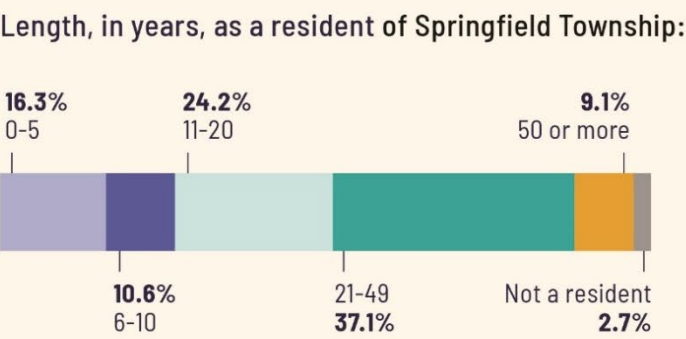
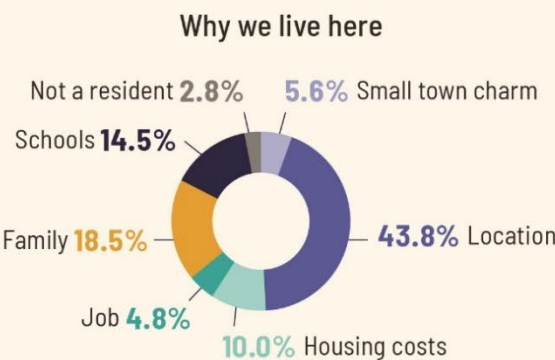
HELP PLAN

Springfield Township
Community Planning Forum

Wednesday, May 29th
6:00–7:30pm | Springfield High School Auditorium

Springfield Township

Community Survey Results



Gender



Age



Location of Employment



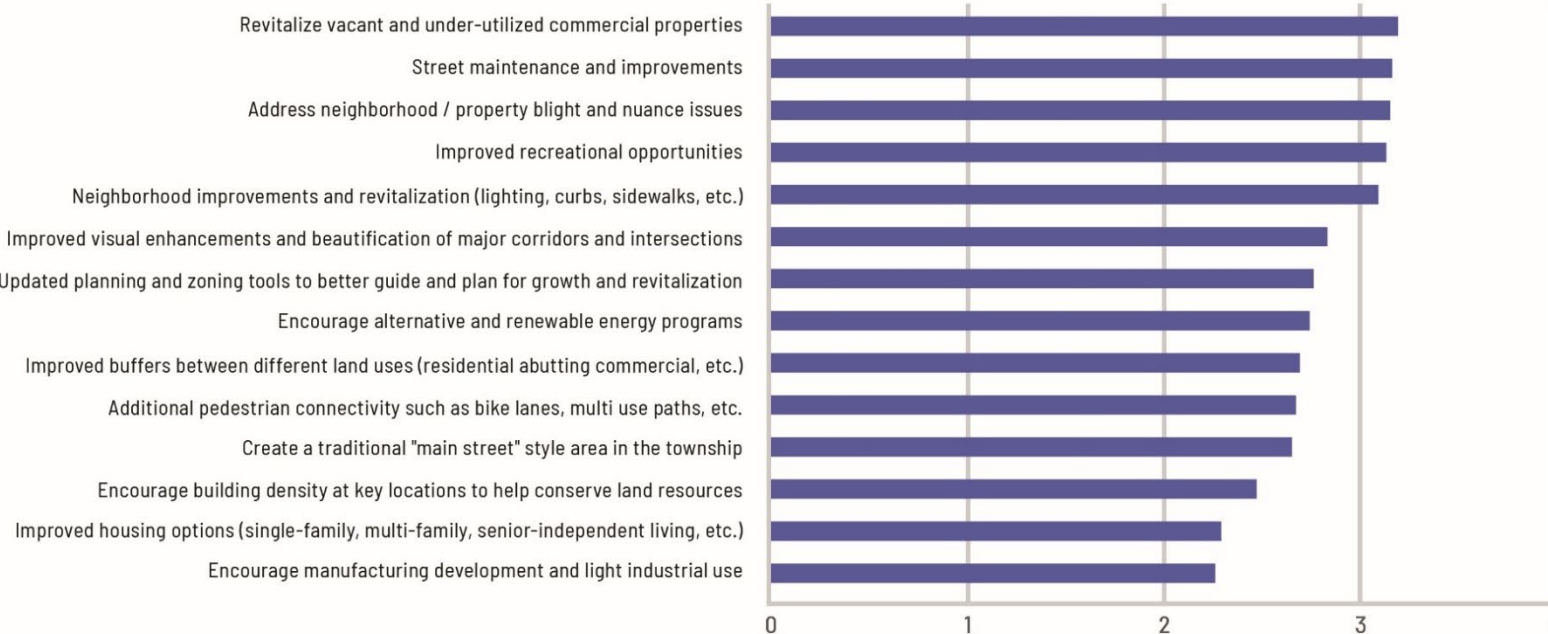
"Quality of Life" in Springfield Township?



Rank the land uses you'd like to see expanded in community



Rate your support for the following activities. Select your choice from 1 (no / low priority) to 4 (high priority).



What additional amenities would you like along Airport Highway?

- None, already too congested
- Niche/Family Restaurants
- Specialty grocery stores
- Parks and recreational areas

Top Improvement Ideas



Greater police presence



Improved pedestrian connectivity



Reduce community blight



Improved sense of community and identity



Improve streets and schools



Top future development ideas for planned I-475 Dorr Street Interchange



Community Services/ Amenities most in need



Biggest concern about the future of the community

Public safety

Maintaining neighborhoods, property values and good schools

High Taxes

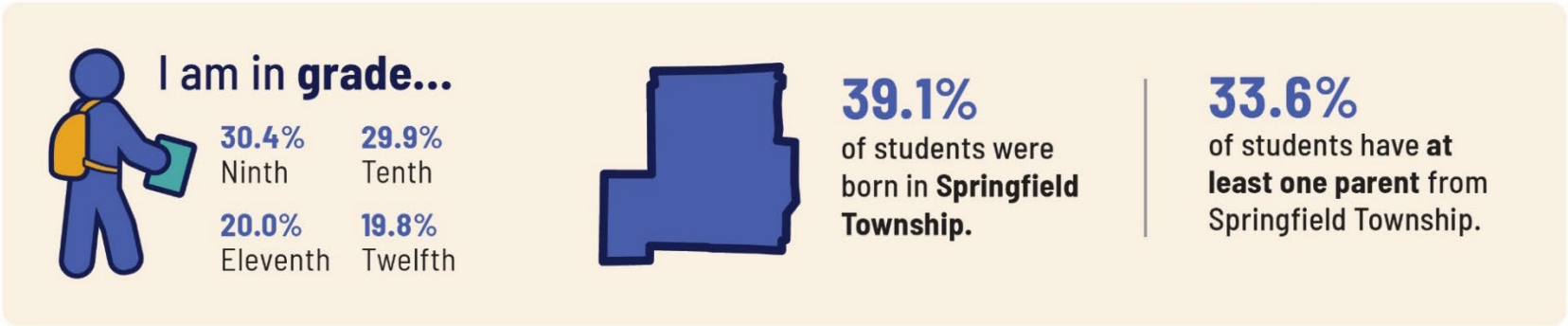
Uncontrolled retail sprawl; increased building vacancies


- Attractive, Mixed Uses
- Single Family Residential and Parks
- Nothing, no development needed

- Community Center with Pool
- Expanded police presence
- Improved connectivity and trash collection
- Nothing is needed, we're happy the way it is!

Springfield Township

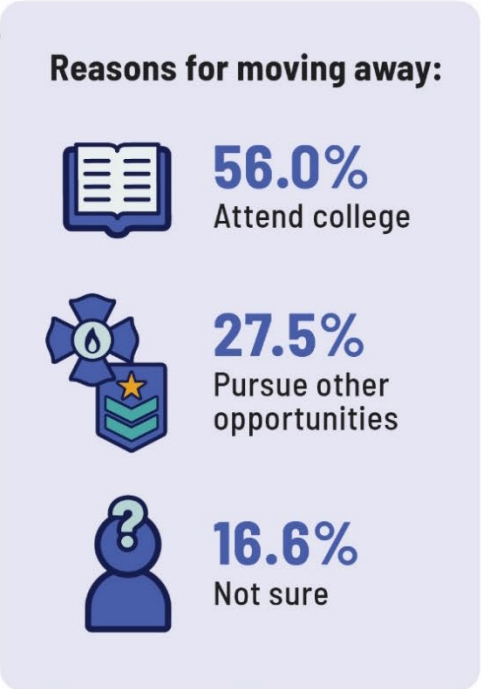
Student Survey Results



 **79.4%**
of students plan on moving away from the community after high school.

In twenty years,
Springfield Township will be:

33.4% / Better
20.3% / Worse
46.3% / Same



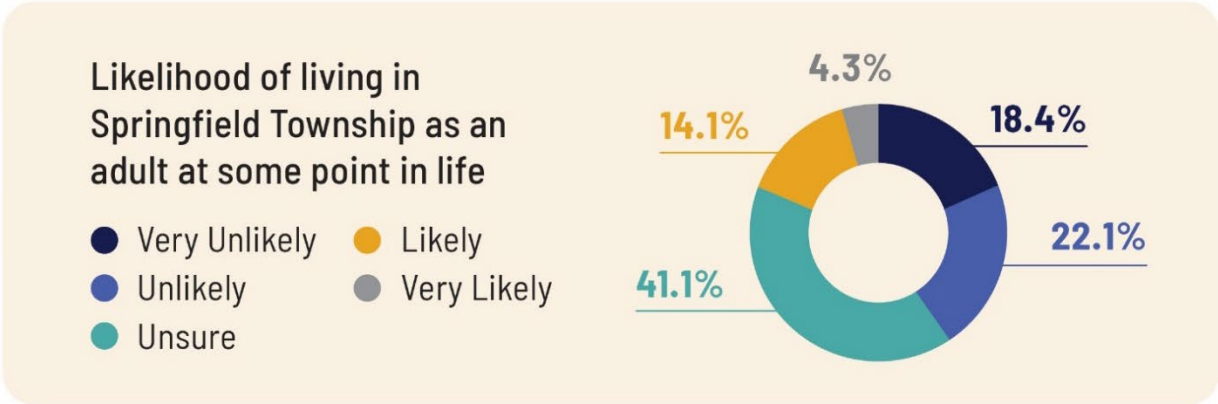
"Quality of Life" in Springfield Township?



 **How does Springfield Township compare to other communities visited**



Quality and level of youth and teen activities in the community



Improvements that are Needed the Most



Upgrades to schools and parks



Create sidewalks and paths, fix the roads



More community activities and connectivity

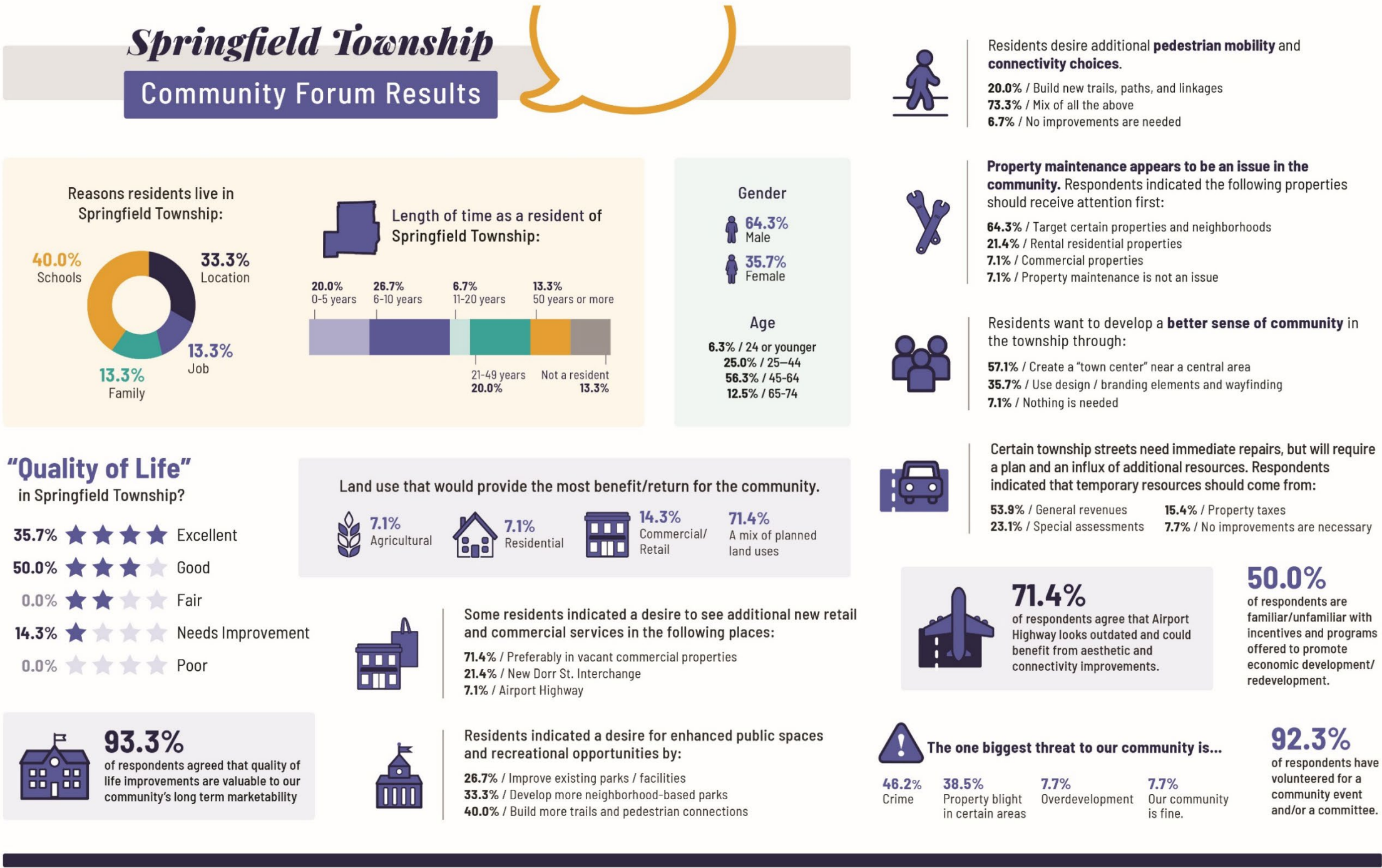


Add nothing

Community Forums

Community forums were held during the planning process. At the first community forum held on March 21, 2019, residents and community stakeholders were provided an overview of the planning process, a snapshot of the survey results, and were able to provide ideas and information to the planning team.

The second community forum was held on May 29, 2019 with attendees participating in interactive visioning exercises. This community forum was primarily an exercise in visioning for the future of the Township. The audience received anonymous voting devices and was asked to weigh in on various questions and ideas. This visioning exercise helped to formulate and frame many of the Plan’s strategies and the implementation table presented in this Plan. An overview of the results of the visioning exercise can be found in the following Infographics.





Planning Conditions

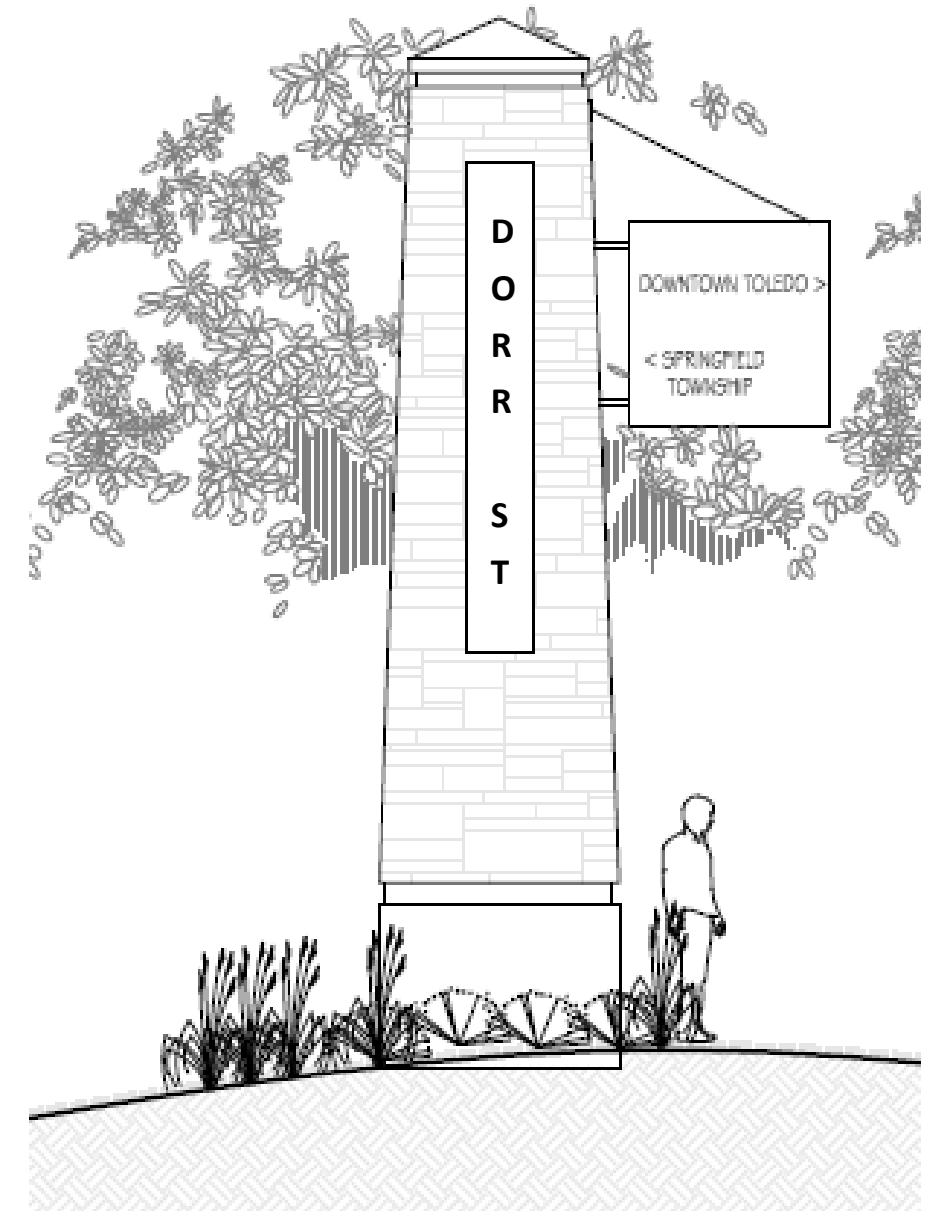
Planning Conditions

The Community's planning conditions are important to understand as they often work alone, or in unison, to make the community attractive to existing and new residents and economic investment.

Some of the key planning issues that engulf Springfield Township include:

- The last few years have witnessed increased residential development with new residential development permits in 2018 (77) closely mirroring residential permits from 2006 (84).
- While growth opportunities may be in store for the new Dorr Street Interchange, residents expressed concern during the community survey to ensure that this growth does not come at a cost to the existing commercial areas along Airport Highway. Many residents noted a desire to ensure vacant commercial buildings are occupied to minimize what appears to be property blight.
- While industrial land uses account for only 1.7% of the township's total land uses, a majority of these land uses are located in near the Airport but adjacent to park lands and natural preserves. Township officials should continue to work with county economic development officials and property owners to ensure both these often incompatible land uses can coexist in a manner beneficial to public good.

- A need for improved pedestrian connectivity, bikeways and neighborhood recreational opportunities. Many of the township's roads are without sidewalks, but opportunities currently exist to utilize existing rights-of-way and tactical property acquisition to promote new trail linkages.
- A need for revitalization in some of the township's older neighborhoods in the Hill/McCord Planning Area and Dorr Street Interchange Planning Area (see *Map: Planning Areas*). Some of these neighborhoods are adjacent to older multi-family housing developments.
- The need to deploy improved setbacks to buffer residential areas from commercial development along Airport Highway, and from new development in the Dorr Joint Economic Development District (see *Map: Incentive Areas*). In some cases, it may even be appropriate to buffer existing residential uses from new residential uses.
- Although Lucas County, on average, is aging the median age since 2010 in the township has actually declined 3.6% while the median age countywide increased 3.6%.
- Springfield Township grew at higher percentages than Lucas County and Ohio, and is one of only a few communities in Lucas County that recorded population gains, especially with younger age cohorts. Since 2010, more 18-34 age cohorts called the Springfield Township home.



Above: The Dorr Street Interchange is anticipated to open new opportunities for development, which includes Springfield Crossing- a 37 acre mixed use development. Design elements are the new interchange will include improved wayfinding and monument signage.

Demographics

A portion of this Plan Section is based upon a separate Demographics Benchmarks Report that was prepared as part of the planning process. Some notable benchmark indicators that are favorable to Springfield Township include:

- ➔ According to the 2016 Census Estimates, Springfield Township’s population was 26,193, an increase of 1% since the previous decennial census.
- ➔ Springfield Township is only one of a few communities in Lucas County that recorded population gains with younger age cohorts. While the median age in the township has declined 3.6%, the median age countywide increased 3.6%. Since 2010, more 18-34 age cohorts called the township home.
- ➔ A higher percentage of township residents are in professional occupations (40.3%) than in the county, state and US. The township’s workforce is also more productive in weeks and hours worked than county, state and the national workforce.
- ➔ Per capita income and median household incomes are higher than that of county, state and national households. Springfield Township has over 100% more households earning over \$150K when compared to Lucas County.
- ➔ Springfield Township has fewer families in poverty than in the rest of the county (8.7% compared to 16.1% of households in Lucas County).

- ➔ Springfield Township has a higher percentage of residents over 25 with Bachelor degrees or higher (50%). They generally spend less on mortgages and rent, on average, and live in newer housing stock.
- ➔ Residents spend less on owner-occupied and rental-occupied homes, on average, than county, state and national median averages. This provides for more disposable income for consuming goods and services in the township’s commercial areas.

How does Springfield Township compare local, statewide and nationally?

Indicators		Springfield Township	Lucas County	Ohio	U.S.
Demographics	Population Growth (% change, 2010*-2016*)	1.0%	-2.1%	0.6%	4.8%
	Median Age (2016*)	37.8	37.9	39.3	37.7
	Percent Population White Alone (2016*)	80.4%	72.8%	82.2%	73.3%
	Percent Population Hispanic or Latino (2016*)	5.3%	6.7%	3.5%	17.3%
	Percent of Population 'Baby Boomers' (2016*)	27.9%	25.5%	25.9%	24.4%
Income	Median Household Income (2016*)	\$60,417	\$42,917	\$50,674	\$55,322
	Per Capita Income (2016*)	\$33,018	\$25,977	\$27,800	\$29,829
	Percent Individuals Below Poverty (2016*)	13.1%	20.7%	15.4%	15.1%
	Percent Families Below Poverty (2016*)	8.7%	16.1%	11.2%	11.0%
	Percent of Households with Retirement and Social Security Income (2016*)	50.8%	50.6%	52.4%	48.5%
	Percent of Households with Public Assistance Income (2016*)	20.2%	31.8%	23.8%	21.1%
Structure	Percent Population 25 Years or Older without High School Degree (2016*)	6.7%	11.2%	10.5%	13.0%
	Percent Population 25 Years or Older with Bachelor's Degree or Higher (2016*)	36.4%	25.1%	26.7%	30.3%
	Percent Population That Speak English Less Than 'Very Well' (2016*)	1.4%	2.0%	2.4%	8.5%
	Owner-Occupied Homes where > 30% of Household Income Spent on Mortgage (2016*)	21.7%	25.2%	24.6%	30.6%
	Renter-Occupied Homes where > 30% of Household Income Spent on Rent (2016*)	42.9%	46.9%	44.0%	47.3%

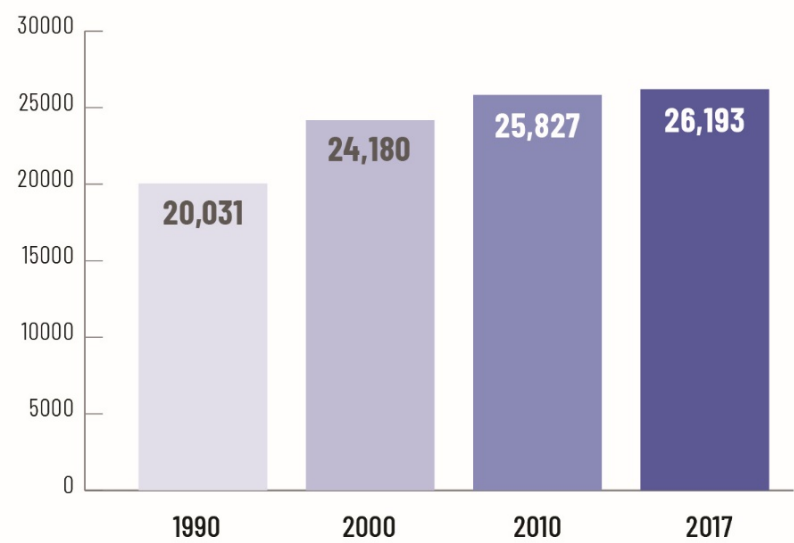
Source: American Community Survey (5 Year Estimates- 2012-2016)

Population Trends

Over the past several decades Springfield Township has witnessed modest residential growth, with a greatest percentage of the township’s housing (24%) being constructed during the 1990’s. It is anticipated that the upcoming 2020 Census will illustrate an annual residential growth trend of 1.4-2%. However, according to projections prepared by Ohio Development Services Agency’s Office of Research, Lucas County is anticipated to decline in population through 2040, as is most of Northwest Ohio.

POPULATION

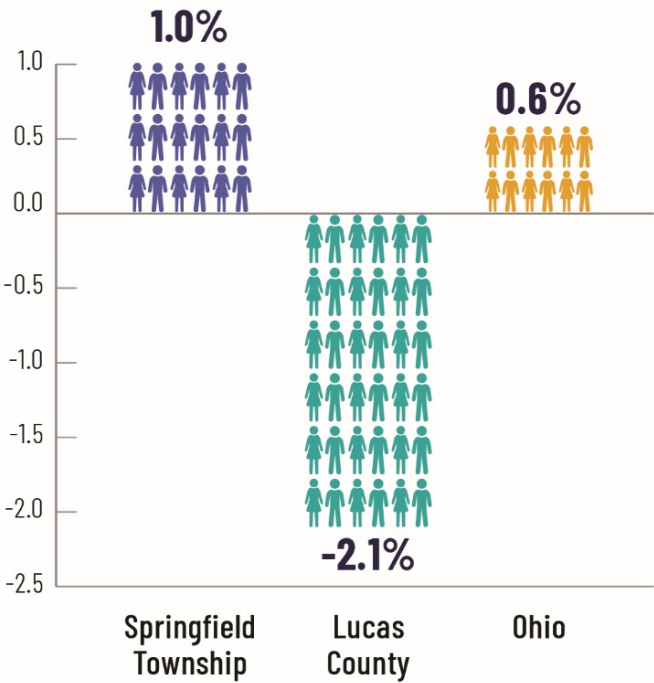
Springfield Township Population Trends



Source: American Community Survey, 2012-2016

POPULATION

Population Change Since 2010



Source: American Community Survey, 2012-2016

Housing Affordability

Housing costs, as a percentage of household income, are less burdensome to Springfield Township residents. According to Census Bureau estimates, 21.7% of owner-occupied households spent more than 30% of their income on housing costs, whereas Lucas County, Ohio and U.S. residents of owner-occupied units, on average, spent more income on housing costs. Renter-occupied households in the township also had lower housing burdens: in 2016, 42.9% spent more than 30% of their income on gross rent.

However, monthly mortgage costs for owner occupied homes in Springfield Township (\$1,461) are higher than Lucas County and Ohio median monthly costs, and closely resemble national costs (\$1,491).

Housing Affordability

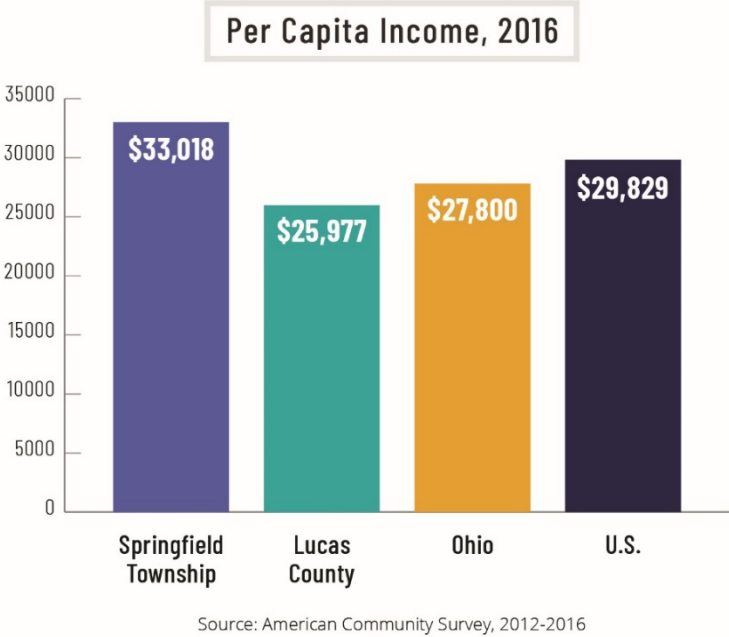
	Springfield Township	Lucas County	Ohio	U.S.
Owner-occupied mortgaged homes, 2016*	4,623	69,345	1,954,752	48,016,540
- Cost >30% of household income	1,004	17,503	480,413	14,700,932
Specified renter-occupied units, 2016*	3,683	71,018	1,565,964	42,835,169
- Rent >30% of household income	1,581	33,340	688,393	20,246,745
Median monthly mortgage cost^, 2016*	\$1,461	\$1,185	\$1,238	\$1,491
Median gross rent^, 2016*	\$810	\$674	\$743	\$949
Percent of Total				
Cost >30% of household income	21.7%	25.2%	24.6%	30.6%
Rent >30% of household income	42.9%	46.9%	44.0%	47.3%

Source: American Community Survey, 2012-2016

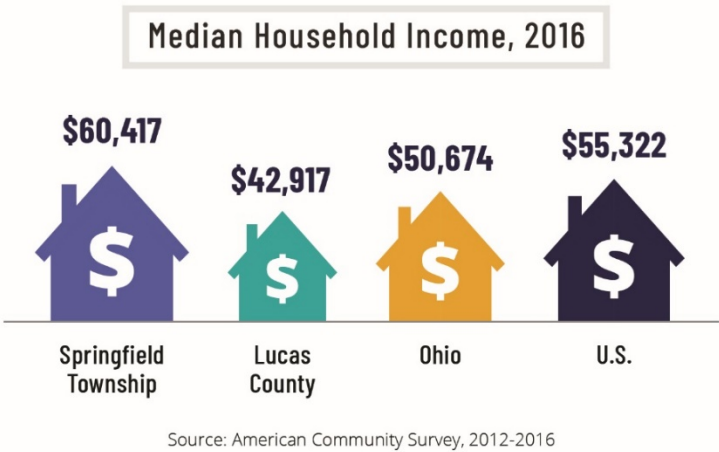
Income

According to 2012-2016 estimates from American Community Survey, Springfield Township’s median household income was \$60,417, which exceeds the median income of Lucas County (\$42,917), Ohio (\$50,674) and US (\$55,322) The township’s per capita income, at \$33,018 is also higher than the median incomes of the county, state, and US.

\$ INCOME



\$ INCOME



Employment / Occupations

Springfield Township has a high percentage of residents employed in professional / management positions, as over 40% of working township residents are employed in these positions. Approximately 23% are employed in sales and office positions, with 16% employed in service fields, 14.5% are employed in the production, transportation and material moving sector. Less than 0.1% of employed residents worked in the construction or in farming.

Occupations

	Springfield Township	Lucas County	Ohio	U.S.
Civilian employees > 16 years in 2016*	13,313	196,527	5,425,647	148,001,326
Management, professional & related	5,362	65,033	1,921,401	54,751,318
Service	2,118	38,482	948,351	26,765,182
Sales and office	3,072	46,299	1,284,064	35,282,759
Farming, fishing & forestry	10	459	17,544	1,057,193
Construction, extract, maintenance & repair	445	7,557	220,674	7,404,356
Production, transportation	1,924	33,092	859,096	18,030,435
Percent of Total				
Management, professional & related	40.3%	33.1%	35.4%	37.0%
Service	15.9%	19.6%	17.5%	18.1%
Sales and office	23.1%	23.6%	23.7%	23.8%
Farming, fishing, and forestry	0.1%	0.2%	0.3%	0.7%
Construction, extract, maintenance & repair	3.3%	3.8%	4.1%	5.0%
Production, transportation	14.5%	16.8%	15.8%	12.2%

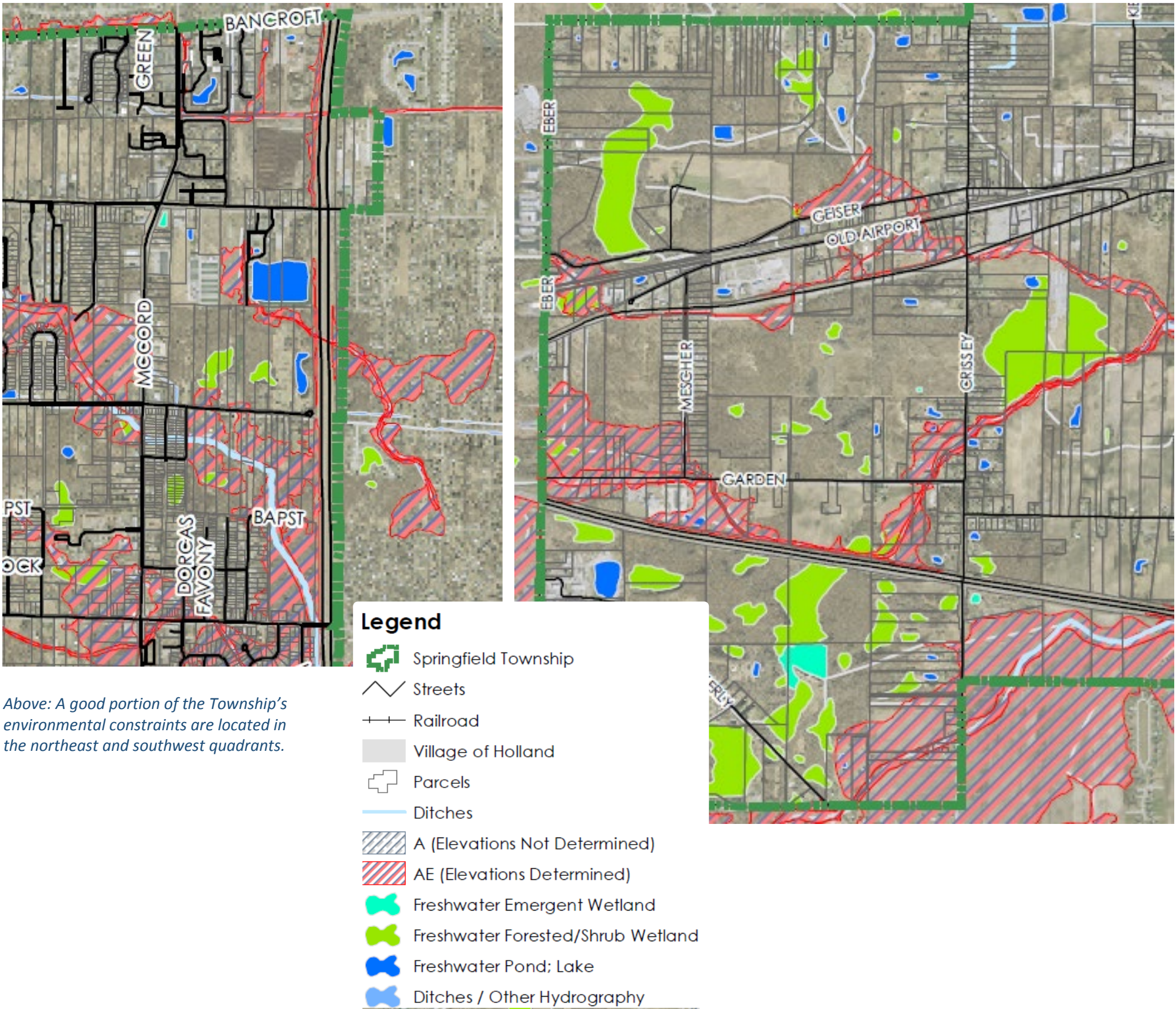
Source: American Community Survey, 2012-2016

Development Conditions

Springfield Township’s ability to grow and revitalize is linked to several variables that include its existing physical setting and infrastructure, community programs, development regulations, and land resources.

Environmental Considerations

Springfield Township has its share of environmental issues that should be considered during the planning and development process. Floodplains, hydric soils, wetlands, and diverse ecosystems of the Oak Openings region are all present in the community. Some of these environmental features have been lost over the years like the wetlands that once existed where the Stone Oak Country Club subdivision now stands. While policies concerning these assets (wetlands/floodplains) have become more stringent since the development of this subdivision, other environmental assets like woodlands and greenspaces remain open to be developed. Public opinions shared during this (and previous) planning processes indicate a desire by residents for these assets to be appreciated and utilized better for use of active and passive recreational opportunities, and to promote the visual character of the community. In May 2019, township trustees purchased over 100 acres of undeveloped woodlands south of Homecoming Park for future public uses. For a better understanding of these environmental conditions, see *Map: Planning Areas*.



Above: A good portion of the Township’s environmental constraints are located in the northeast and southwest quadrants.

Existing Land Use Conditions

The predominant land use in Springfield Township is single-family residential. This single-family residential development includes a mix of older, established neighborhoods developed prior to modern subdivision regulations (primarily in the Hill/McCord area), newer subdivisions, and rural residential parcels. The single-family residential development encompasses a wide range of development types and price ranges, from modest affordable housing to estate-type developments. Attached and detached villa-type residential developments are also located throughout the township. A fair number of multi-family residential developments are located in the township, primarily along the McCord Road corridor, in the Spring Meadows area, and along Garden Road near U.S. 23/I-475.

In terms of commercial land uses, the township includes a major commercial corridor along Airport Highway, extending from Holland-Sylvania Road to Albon Road centered on the Spring Meadows Shopping Center, along with additional commercial uses farther west on Airport Highway, at major intersections along McCord Road, along portions of Angola Road, and at several other locations. While the commercial uses are primarily retail stores and restaurants, there are a number of mixed-use (office and light industrial) business parks located along the Airport Highway corridor, including Wolf Creek Business Park (located north of Airport Highway, east of Albon Road), Airport Executive Park (located south of Airport Highway,

west of Holloway Road) and Commerce Executive Park (located north of Airport Highway between Holland-Sylvania Road and U.S. 23/I-475). A mixed-use commercial development, Springfield Crossing, is planned for a site along Dorr Street between McCord Road and U.S. 23/I-475 in conjunction with the new interchange to be constructed at Dorr Street and U.S. 23/I-475.

Industrial uses in Springfield Township are concentrated along both sides of the Norfolk-Southern railroad tracks, north of Airport Highway, with a few industrial uses also located east of Eber Road near Toledo Express Airport. Other than the previously mentioned business parks, there are not any dedicated industrial parks located in the township. However, the township's proximity to Toledo Express Airport, West Winds Business Park in Spencer Township, Land Air Business Park in Swanton Township, and interchanges with U.S. 23/I-475 (in the township) and the Ohio Turnpike (just west of the township) may represent opportunities for future industrial development.

Agricultural and large acreage residential uses are somewhat limited in Springfield Township and are located mainly in the southwest portion of the Township between Airport Highway and the southern township boundary. This agricultural area includes several significant agricultural operations, including MacQueen's Orchards.

Active and passive recreational areas in Springfield Township includes three township parks (including

Community Homecoming Park), some large parcels recently acquired by Metroparks Toledo, Ohio Department of Natural Resources (Lou Campbell State Nature Preserve) and other organizations for park and conservation purposes, Stone Oak golf course (as well as a portion of Brandywine golf course), the Wolf Creek YMCA, and a number of small lakes and ponds.



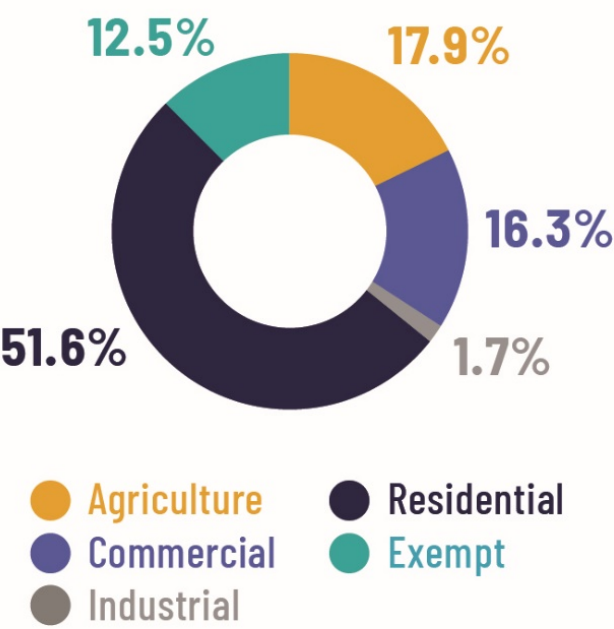
Above: MacQueen Orchards is home to the Township's Apple Butter Stir Festival, a two day event that takes place in October. The orchard is located in the southern portion of the township along Garden Road, adjacent to some of the township's remaining large agricultural tracts.

Existing Land Use and Property Valuations

Residential land uses occupy 6,150 acres and comprise 51.6% of the Township’s assessed land use; however its taxable assessed value comprises almost 75.9% of the Township’s total valuation. Residential land uses yield the most property valuation at \$73,684 per acre. For better understanding of the Township’s existing land use patterns, see *Map: Existing Land Use*.





LAND USE

Existing Land Use



LAND USE

Property Valuation by Land Use

	 Agriculture	 Commercial	 Industrial	 Residential
Total Value	\$5,195,410	\$128,051,920	\$10,492,260	\$453,155,100
Total Acreage	2,138	1,947	198	6,150
Per Acre Value	\$2,430	\$65,769	\$52,991	\$73,684

Source: 2018 DTE 93, Lucas County Auditor

The township’s commercial land uses that are primarily located along Airport Highway occupy 1,947 acres, or 16.3% of the Township’s assessed land usage. Its taxable assessed value comprises 21.5% of the Township’s total valuation. In 2018, commercial land uses generated \$65,769 per acre.

taxable assessed value in 2018 comprised only 1.8% of the Township’s total valuation. Industrial land uses yield \$52,991 in valuation per acre.

Land utilized for industrial purposes consume only 1.7% of the township’s acreage or approximately 198 acres. Its

Approximately 2,430 acres or 17.9% of the Township is occupied by agricultural land uses, most of which is enrolled in the Current Agricultural Use Value (CAUV) program. Its taxable assessed value in 2018 comprised less than one percent (0.008%) of the Township's total valuation. Agricultural land uses generated \$2,430 per acre in property valuation.

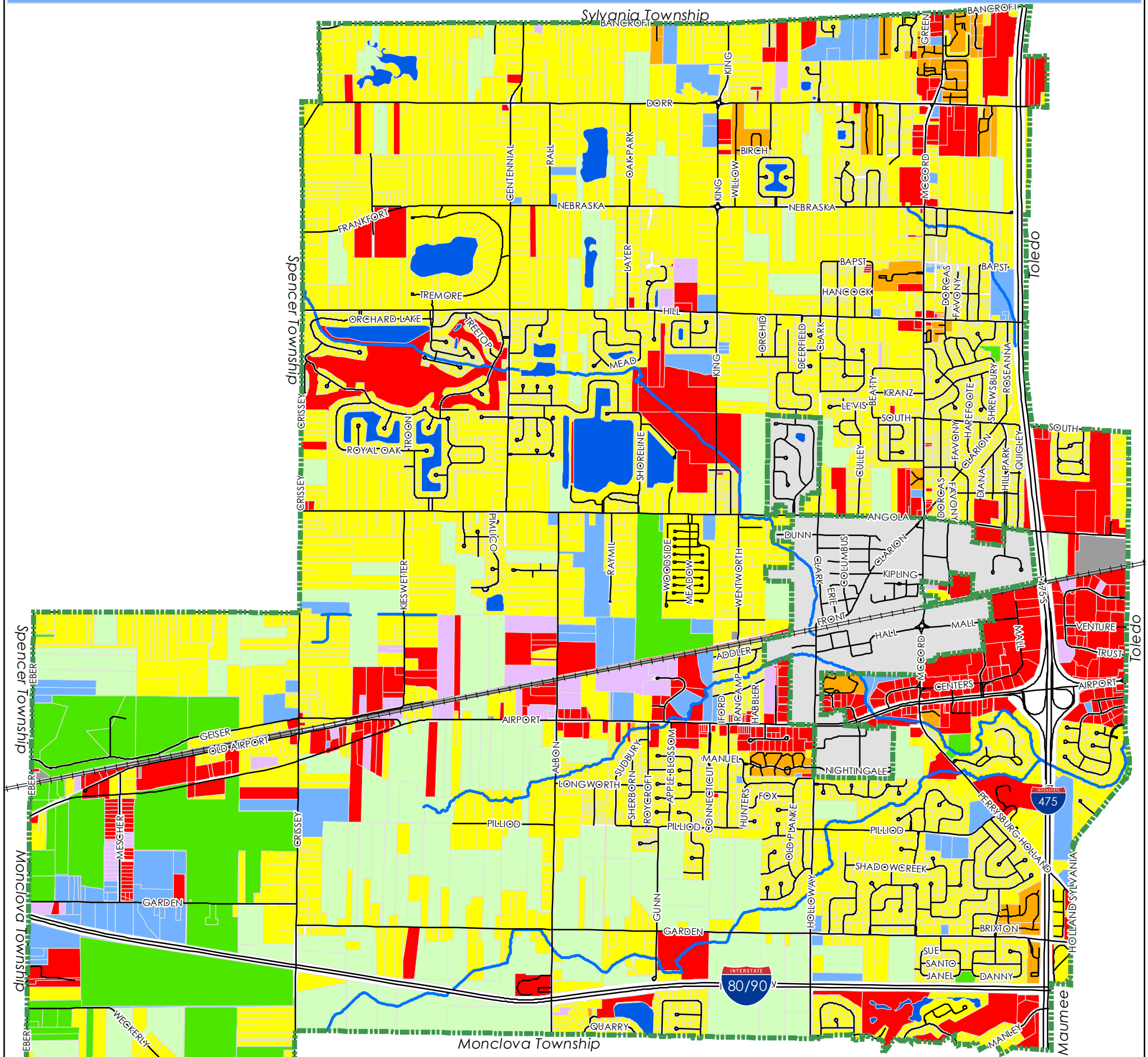
Springfield Township, like Sylvania Township to the north, has a notable footprint of land utilized for public and institutional uses (1,475 acres). These land uses, although taxable valuable is recorded, do not pay property taxes, but do pay special assessments in certain situations.

Areas designated as public are either owned by government, quasi-government, or non-profit entities with a mission defined by the IRS to serve a public purpose. Activities included in this category are park and recreational lands and facilities (e.g. Toledo Metroparks), churches, government properties, cemeteries, firehouses, post offices, public hospitals, libraries, museums, and public and private schools. Land dedicated to these uses amounted to 1674 acres, or 12.5% of the Township's assessed land usage.



Above: Springfield Township has a sizeable footprint of land resources allocated for non-taxable uses for recreational uses. Much of this acreage is located adjacent to the Toledo Express Airport.

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor,
Engineer, Reveille

Note: Land Uses are based upon taxes use
determined by the County Auditor and property
owner. As of May 2019.

Legend

- Springfield Township
- Streets
- Railroad
- Ponds
- Hydrography
- Village of Holland
- Parks
- Agriculture
- Industrial
- Commercial
- Multi-Family Residential / Mobile Homes
- Single-Family Residential
- Public / Institutional
- Utility



Existing Land Use

Zoning Conditions

The Springfield Township Zoning Resolution includes six residential zoning districts ranging from “RA-3” (large lot rural residential, intended for rural residential uses on lots one acre in size and larger and agricultural uses) to “R-3” (multi-family residential) with varying minimum lot areas, two commercial zoning districts (neighborhood commercial and general commercial), an office and research zoning district, two industrial zoning districts (limited industrial and heavy industrial), a manufactured home park zoning district, a public and open space zoning district, a planned unit development overlay district and three other overlay zoning districts (Airport Highway Overlay District, Dorr Street Interchange Overlay District, and Spring Meadows Overlay District).

The Springfield Township Zoning Map shows the zoning classification for every parcel in the township, with most of the township zoned residential, primarily single-family residential, consistent with the predominant land use. There are relatively few areas zoned for multi-family residential, comprised of multi-family developments that are existing or under construction, and there does not appear to be any vacant land zoned multi-family residential. Much of the northwest portion of the township is zoned RA-4 and contains many acreage residential parcels, while much of the southwest portion of the township is zoned RA-3 and contains most of the township’s agricultural land uses. Suburban residential development and zoning (RA-5, R-A, and R-1) is located primarily in the southeast portion of

the township and in the corridor between Angola Road and Hill Avenue.

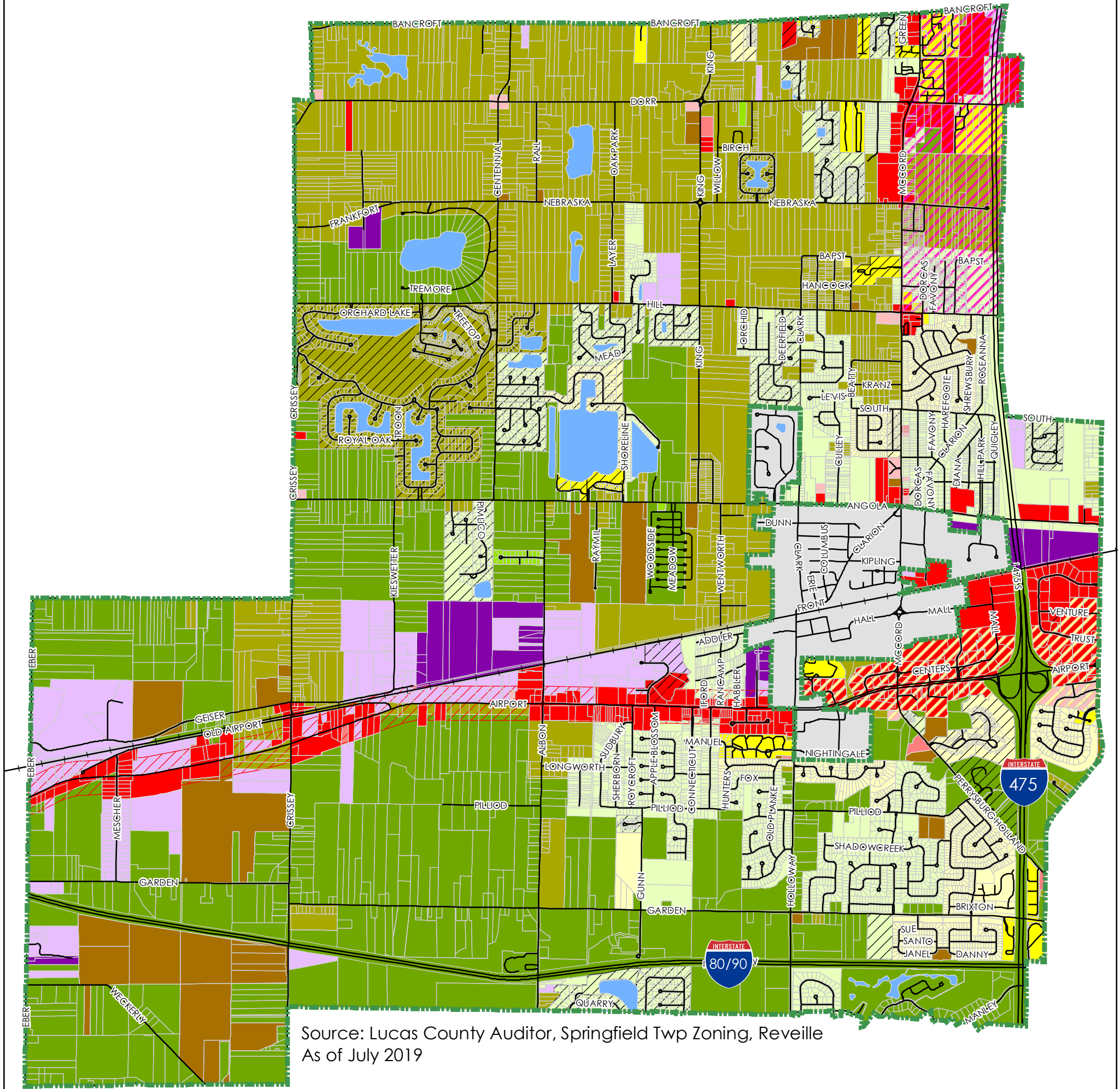
Commercial zoning lines most of the Airport Highway frontage extending from Holland-Sylvania Road west to Albon Road, including the Spring Meadows area, with additional commercial zoning along some of the Airport Highway frontage west of Albon Road. Commercial zoning is also found along portions of Angola Road between Holland-Sylvania Road and Clark Street, along McCord Road (typically near major intersections), and on Dorr Street near the planned U.S. 23/I-475 interchange. The Airport Highway, Dorr Street Interchange, and Spring Meadows overlay districts include most of the commercially-zoned parcels in the township. Industrial zoning is limited in the township, with the largest area of industrial zoning located north of Airport Highway extending from Timberwolf Drive west to Eber Road. Smaller areas of industrial zoning are located along Eber Road south of the Ohio Turnpike, near Angola Road on the east side of U.S. 23/I-475, and on the north side of Hill Avenue west of King Road.

The Springfield Township Zoning Resolution includes a “P/O” public/open space zoning district intended to preserve and protect significant natural areas and to designate land for public use in the township, such as parks, schools and government buildings. This zoning district has been applied to a number of parks and natural areas, schools, and the township administration building but several parcels currently owned by the various park organizations currently have zoning designations other than P/O that should be rezoned to properly reflect current and future development realities.

Below: Township officials could work with the Village of Holland and developers to develop optimal buffer zones and setbacks between residential and non-residential development. The residential development below along Nightingale is buffered from the commercial development solely by distance and not landscaping or mounding.



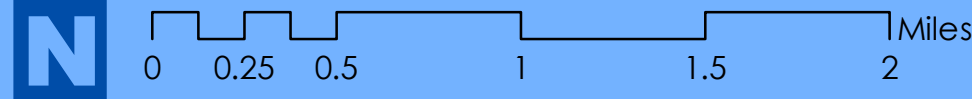
SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor, Springfield Twp Zoning, Reveille
As of July 2019

Legend

- Springfield Township
- Streets
- Railroad
- Ponds
- Village of Holland
- Parcels
- Springfield Overlay Districts**
 - Airport Highway Overlay District
 - Dorr Street Interchange Overlay District
 - Spring Meadows Overlay District
 - Planned Unit Development
- Zoning**
 - RA-3: Large Lot Rural Residential
 - RA-4: Rural Residential
 - RA-5: Large Lot Residential
 - R-A: Suburban Residential
 - R-1: Single Family Residential
 - R-3: Multi Family Residential
 - C-1: Neighborhood Commercial
 - C-2: General Commercial
 - M-1: Limited Industrial
 - M-3: Heavy Industrial
 - O/R: Office / Research
 - P/O: Public / Open Space



Zoning

Parks and Recreation

Springfield Township has its share of recreational assets in way of Homecoming Park, Lincoln Green and Carmella Garden neighborhood parks, Bear Creek Park, and the facilities owned and operated by the Metroparks (Westwinds), Springfield Schools, Holland (Strawberry Acres/Rail Park), or the Ohio Department of Natural Resources (Lou Campbell State Nature Preserve). While Springfield Township is similar to its northern neighbor Sylvania Township when it comes to having a limited number of “neighborhood parks” located within a half mile of each other, several active and passive recreational assets are located near to Springfield Township. These assets would include several sites owned by the Metroparks (Secor Park), Nature Conservancy (Kitty Todd Nature Preserve) and ODNR-owned Irwin Prairie State Nature Preserve, which consists of 207 acres of the finest example of sedge meadow in the state.

Springfield Local Schools

The Springfield Local School District provides PK-12 educational opportunities for school-age children who live in Springfield Township, the village of Holland, and portions of the cities of Maumee and Toledo. Penta Career Center, the region's joint vocational school, also services students that are interested in vocational career.

The school district's current enrollment is 3,700 which is 100 more students that were enrolled in the district since the penning of the last master plan in 2004.

The student body is one of the most diverse in Northwest Ohio and educators feel this diversity is a positive experience for students and gives them appreciation for cultural differences.

There are seven schools that comprise the District: Springfield High School, Springfield Middle School, and four elementary schools – Crissey, Dorr, Holland, and Holloway. The District’s leadership recently established the Springfield “Opportunity” School as an on-line learning alternative for students who reside in the Springfield Local Schools district but prefer to take their education through an on-line format. Beginning in 2019, the school district will take responsibility for the county-operated Pre-K program at Dorr Elementary.

In order to plan for the future, the district has purchased property on Angola road near Albon Road. At the present time, this land services the recreational needs for the school district which includes several ball and soccer fields. With nearly 400 employees, the school district has a budget of \$44 Million, 64% of which comes from local tax dollars.

Because of the township’s large base of rental properties it is believed that less than 50% of Springfield graduates spend their entire K-12 education within the district. In

addition, the District has a growing population of empty-nesters that have no connection to the school district and may be less than likely to invest in school-initiated millage requests. This may place additional burdens on future school planning.

Safety Services

Fire Department and EMS

The Township’s residents are served by professional fire staff operating out of facilities located in different sections of the township. These facilities are located at: 802 S. McCord Road, 1534 S. Crissey Road, 7145 Garden Road, and 9445 Frankfort Road (in Spencer Township). The department is currently funded by a 2.5 mil levy that generates \$1,363,298 annually.

In 2018, the Springfield Fire Department conducted 532 fire runs and 3442 EMS runs. According to the township’s fire leadership, Fire and EMS runs have increased roughly 3% annually for the past several years, and they believe the trend will continue as the population continues to mature. Springfield Township Fire Department also operates one of the 10 Lucas County EMS life squads that include an advanced life support unit.

The Springfield Township Fire Department operates on the National Standards for Fire Suppression (NFPA 1710) which raises the performance standards related to response time and the number of personnel responding. A

recommendation in the 2004 Master Plan called for all areas of the township to be serviced, and as of 2018 all areas of the township are now covered within a 6-minute drive from any of the township’s fire stations.

The fire department supplements normal firefighting and EMS operations with community outreach programs, children's programs, and fire inspections.

Police Protection

The Lucas County Sheriff's Department is the Township’s official law enforcement agency in charge of safety and protection. These services are paid from the Township General Fund and not from a dedicated police levy. Up until 2019, the township trustees budgeted around \$700,000 per year for services that provides for two additional deputies 24 hours a day, seven days a week that includes equipment such as police cars and a substation directly behind the Township Hall. Due to budgetary concerns, Township officials executed an amended contract with the Sheriff’s Department for \$300,000 in April 2019.

In addition to the police protection provided by the Sheriff's Department, the Ohio State Highway Patrol also serves Springfield Township with a post along Airport Highway. Also nearby is Holland's Police Department, which can help to service Township residents on a case-by-case basis. All of these law enforcement agencies cooperating with mutual aid agreements to provide comprehensive police protection for Township residents.



Above: The overpass on McCord Road and the roundabout were initiatives that were born out the 2004 Master Plan and have helped to improve traffic flow along the major corridor. New roundabouts are planned at key nodes over the next several years.

Transportation and Connectivity

Transportation and land use patterns are linked together as development often follows transportation corridors and investments. This pattern is evident with the commercial and industrial development found along Airport Highway (State Route 2), which is a principal arterial road. The township’s location at the crossroads of two major interstate freeways (I-90/90 and I-475) has helped make it a magnet for commercial development as evidenced by

Spring Meadows Shopping Plaza and Springfield Commons. It is anticipated that the additional interchange at Dorr Street in 2021 will bring with it additional development that will benefit the township and region. Additional roundabouts are also planned for new locations around the township over the next several years.

While the township’s road network is solid, its pedestrian connectivity network is lacking and sidewalk gaps exist in numerous areas around the community, with I-475 being a major pedestrian mobility “pinch point”.

Existing Transportation Issues

The community survey conducted for the plan update provided great input from respondents on the various traffic issues and problematic locations within Springfield Township. The most frequently mentioned transportation issues from the survey were:

- ➔ Railroad crossings are rough and stopped trains/frequent trains cause delays
- ➔ McCord Road corridor is congested and lacks consistent sidewalks north of Angola Road
- ➔ Retiming of traffic signals along Airport Highway needed
- ➔ King Road and Angola Road intersection
- ➔ Need more sidewalks and bike facilities

Pedestrian/Bike Connectivity Issues (per survey responses):

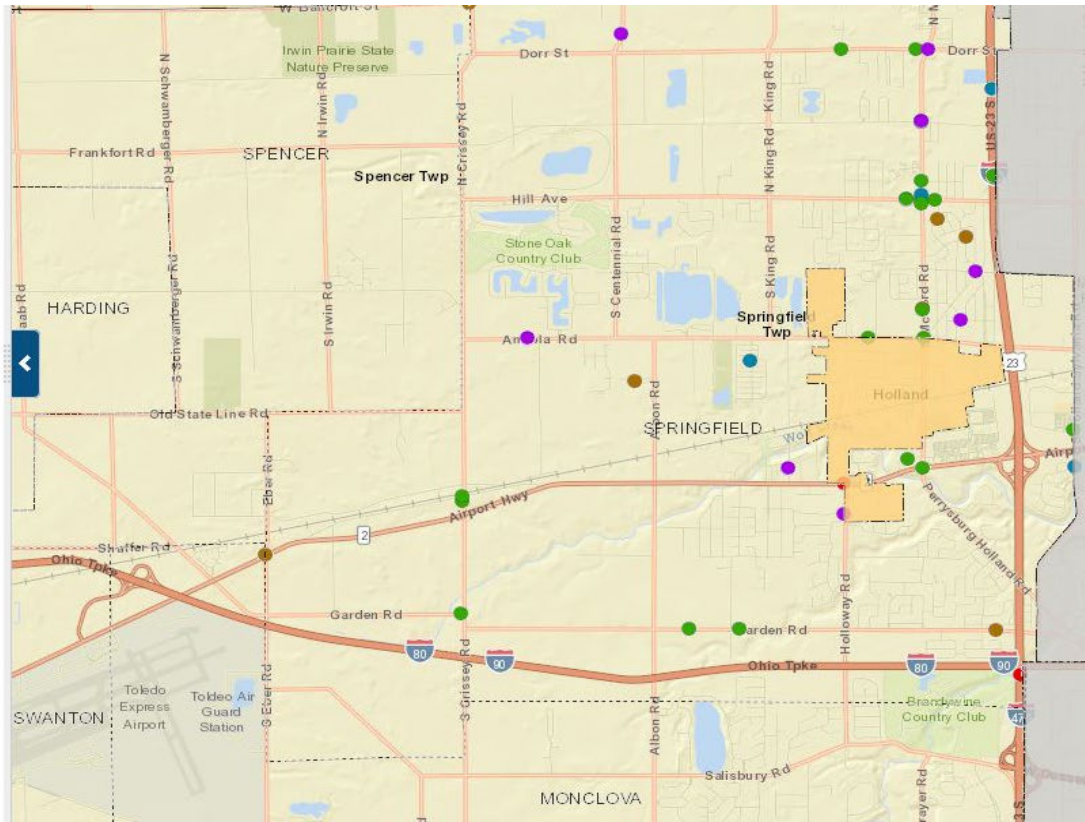
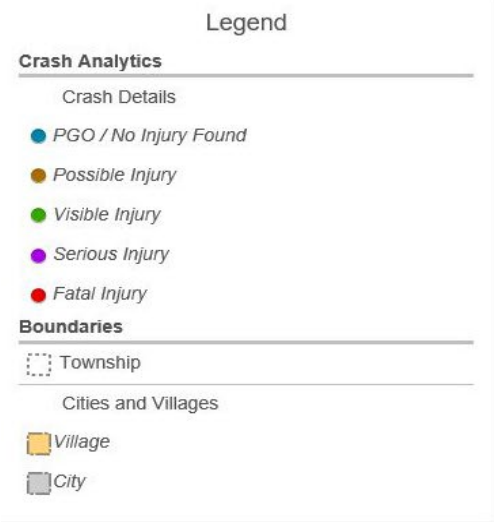
- ➔ Need sidewalks along Airport Highway from McCord Road to Holland-Sylvania Road
- ➔ McCord Road sidewalks from Angola Road to Bancroft Street
- ➔ Safer pedestrian crossings needed at many intersections

- ➔ Improve sidewalks and bike path connectivity to Homecoming Park and Blue Devil’s Fields from surrounding neighborhoods & roadways
- ➔ Township overall needs improved sidewalks and bike path facilities to fill in gaps

In addition to the community survey results, the Ohio Department of Transportation (ODOT) crash listing for local roadways was reviewed for high crash locations within the Springfield Township boundaries (see map below).

According to ODOT, high crash intersections in Springfield Township include:

- ➔ McCord & Spring Valley Dr. | Centers Dr.
- ➔ Holloway Rd. & Garden Rd.
- ➔ Pilliod Rd. & Perrysburg-Holland Rd.
- ➔ Angola Rd. & King Rd.
- ➔ Angola Rd. & McCord Rd.
- ➔ Angola Rd. & Crissey Rd.
- ➔ McCord Rd. & Bancroft St.
- ➔ McCord Rd. & Dorr St.
- ➔ McCord Rd. & Hancock Ave.
- ➔ McCord Rd. & Hill Ave.



Source: ODOT GIMS

High Crash Sections on Local Roadways (per ODOT data):

- ➔ McCord Rd. (Airport Hwy. to Bancroft St.)
- ➔ Bancroft St. (King Rd. to McCord Rd.)
- ➔ Dorr St. (Crissey Rd. south leg to Crissey Rd. north leg)
- ➔ Dorr St. (Centennial Rd. to McCord Rd.)
- ➔ Hill Ave. (Centennial Rd. to Twp. Limit near I-475/US23)
- ➔ Angola Rd. (King Rd. to Holland-Sylvania Rd.)
- ➔ Crissey Rd. (Angola Rd. to Old State Line Rd.)
- ➔ Albon Rd. (Angola Rd. to RR Crossing)
- ➔ Holloway Rd. (Hall St. to Garden Rd.)
- ➔ Perrysburg-Holland Rd. (Wolf Ridge Rd. to Twp. Limit)
- ➔ Eber Rd. (Airport Hwy. to southern Twp. Limits)
- ➔ Crissey Rd. (Angola Rd. to southern Twp. Limits)
- ➔ Garden Rd. (Holloway Rd. to eastern Twp. Limits)

Pedestrian Connectivity

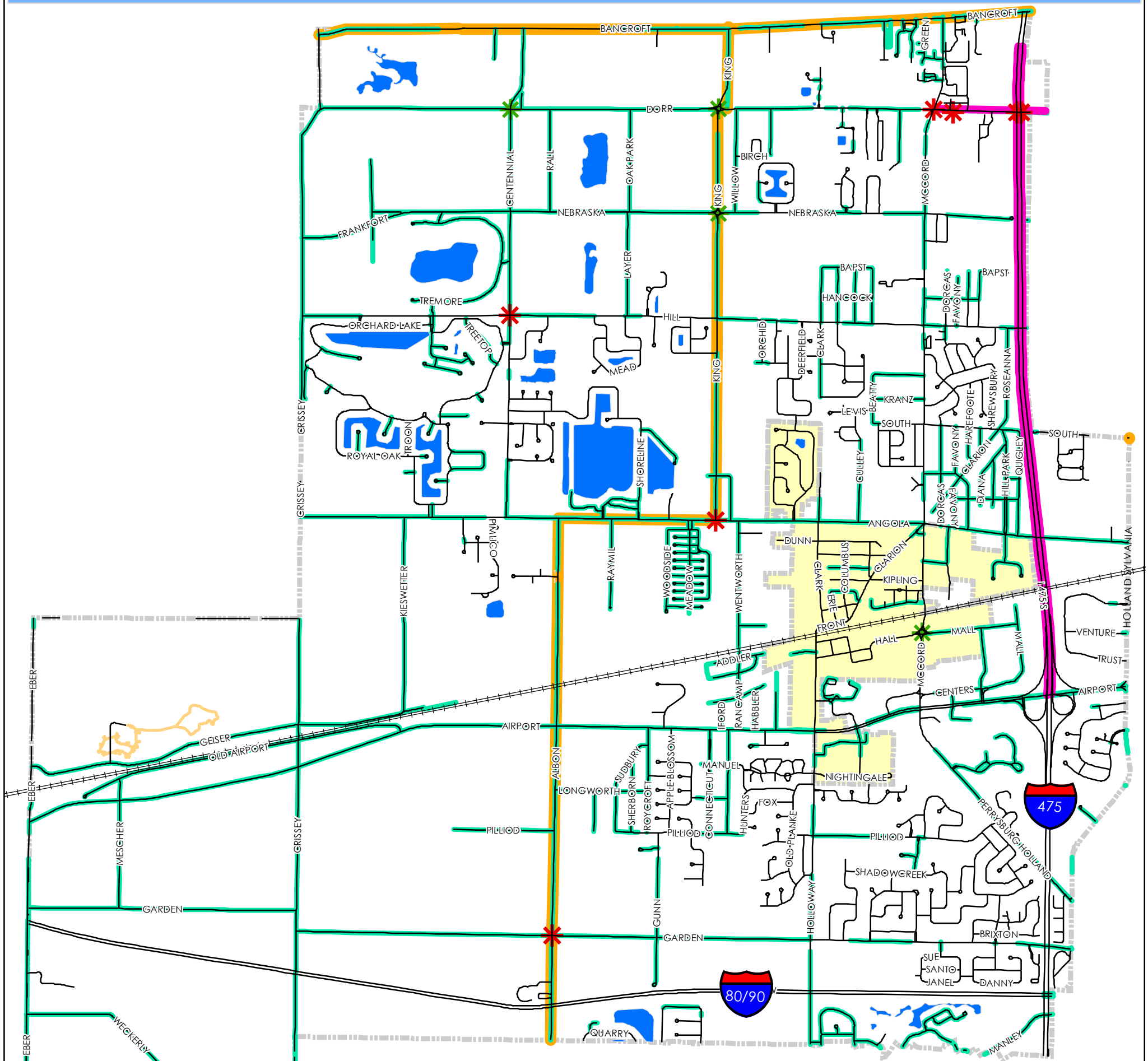
An inventory of existing sidewalks and bike paths shows a lack of connectivity throughout Springfield Township (See *Map: Pedestrian Connectivity*). While most subdivisions have sidewalks, connectivity between most neighborhoods and along most main thoroughfares is missing, forcing residents in the community to be vehicle dependent. According to Walkscore.com, Springfield Township and the Village of Holland have walkability scores less than 30/100.



The lack of pedestrian and bike facilities was a common concern listed by respondents to the community survey conducted for this plan update. A review of pedestrian and bicycle related crashes for the period of 2009-2018 revealed 45 crashes. This involved 24 pedestrian crashes and 21 bicycle crashes. These 45 crashes resulted in 3 fatal crashes and 38 injury crashes. The steering committee expressed an interest to improve non-motorized facilities given the data and comments by residents of the township.

Above: Pedestrian connectivity in Springfield Township is very limited outside of existing subdivisions. Sidewalks exist along major corridors within the village of Holland but nowhere else in the township. Township officials should work with TMACOG, ODOT and the Lucas County Engineer on a phased approach to vastly improve connectivity elements through sidewalks, bike lanes, and sharrows. signage and by other means.

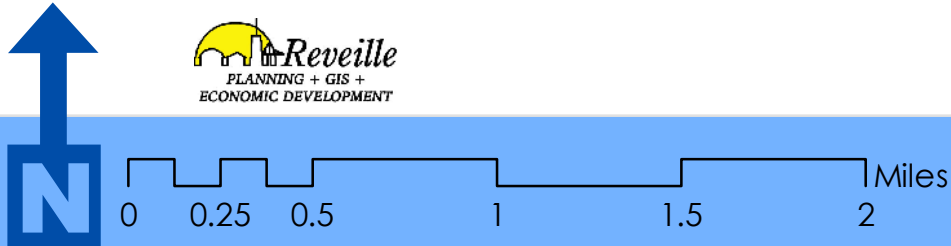
SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor, TMACOG, Mannik Smith Group, Reville. Sidewalk gaps accurate as of 2018.

Legend

- Streets
- Railroad
- Ponds
- Existing Roundabouts
- Planned Roundabouts
- Planned TMACOG 2020-2021 Project
- Sidewalk Gap Areas
- Metropark Trails
- Existing Bike Routes
- Springfield Township
- Village of Holland



Functional Classification System

All roadways in the State of Ohio and nationwide carry a designated functional classification based on the types of traffic and the volumes the roadway services as well as the intended access to adjacent land uses. The National Functional Classification (NFC) is a planning tool that federal, state, and local transportation agencies use as the basis for funding roadway maintenance and improvements. The current Functional Class Map of Springfield Township and the Average Daily Traffic (ADT) Map are provided herein (See *Map: Functional Classification and Average Daily Traffic*).

There are five general highway functional classifications that all streets and highways are grouped: Interstates; Other Freeways; Arterials; Collectors; and Local Roads. There are two Interstate facilities that pass through Springfield Township which are the Ohio Turnpike (I-80/90) and I-475/US23. Every 10 years following the census and Federal Highway Administration (FHWA) urbanized area boundary update, this network is updated which aids in designating roadways eligible to receive federal funding from Metropolitan Planning Organizations (such as TMACOG), ODOT, and FHWA. The road types in Springfield Township are:

Arterials (Principal and Minor)

Principal Arterials generally carry long distance, through-travel movements and typically have heavier traffic volumes. They also provide access to important traffic

generators, such as major airports or regional shopping centers. Portions of roadways in Springfield Township designated as a Principal Arterial include Airport Highway; Portions of roadways designated as Minor Arterials include McCord Road; King Road; Bancroft Street; Hill Avenue; Perrysburg-Holland Road; and Holland-Sylvania Road.

Collectors (Major and Minor)

Major and minor collector roads tend to provide more access to property than arterials and generally have lower traffic volumes. Collectors also funnel traffic from residential areas to arterials. Road segments in Springfield Township that have a portion of them classified as Major Collectors include Bancroft Street; Dorr Street; Hill Avenue; Angola Road; Old State Line Road; Garden Road; Eber Road; Crissey Road; Albon Road; Holloway Road; Manley Road; McCord Road; Centennial Road; and King Road. There are no minor collector roadways within Springfield Township.

Local

All other roads in Springfield Township are classified as Local Roads and are generally the responsibility of the township and villages. These Local Roads primarily provide access to neighborhoods and commercial/industrial/office parks.

Transit Services

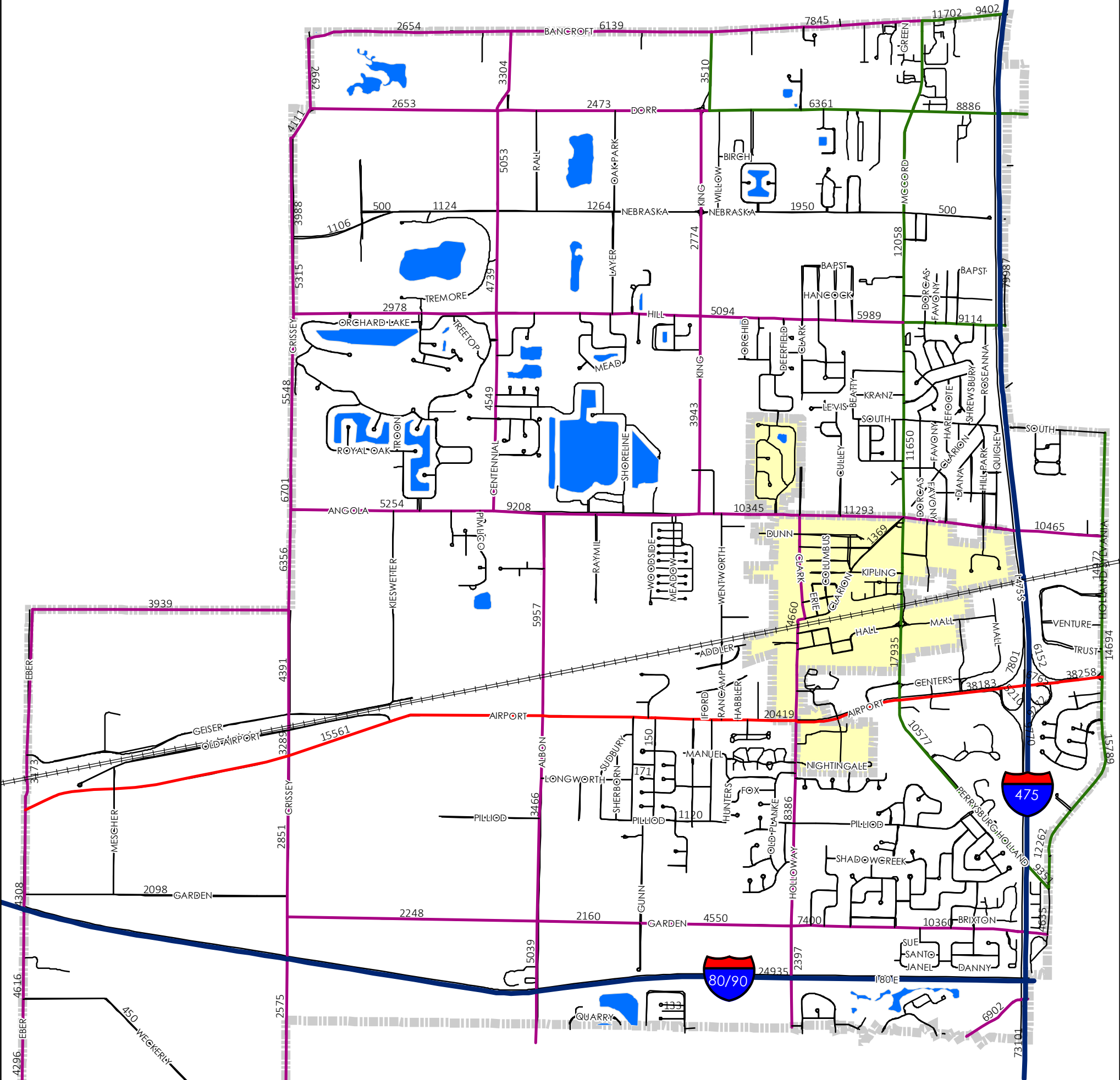
The Toledo Area Regional Transportation Agency (TARTA) operates a fixed-route scheduled service throughout much of Lucas County, including five fixed routes that service

Sylvania Township to the north and the City of Toledo to the east. At the present time, Springfield Township is not part of TARTA. The closest TARTA route (32H) drops off is in Toledo near Springfield Commons and St. John’s Jesuit High School.

Transportation Resources

TMACOG is the Metropolitan Planning Organization (MPO) designated by the Governor of the State of Ohio for those localities in all urbanized areas with populations over 50,000 as determined by the U.S. Census. Major transportation projects receiving state or federal funding should be included in the Long Range Transportation Plan (LRTP) to improve funding program competitiveness. It is possible to receive funding and not be included in the LRTP; however the projects listed in the LRTP usually receive additional ranking points in funding applications to get funded if they are listed in the LRTP. Projects that do receive state or federal funding must be listed in the TIP (Transportation Improvement Plan) and in the State Transportation Improvement Plan (STIP). In this capacity, TMACOG serves as the County’s clearinghouse for federal funding and most state funding for transportation improvements. TMACOG is responsible for working with local officials in the development of, and periodic updates to the LRTP and the TIP.

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor, ODOT (2017), Mannik Smith Group, Reville.

Legend

- Railroad
- Ponds
- Interstate Highway
- Principal Arterial
- Minor Arterial
- Collector
- Local Road
- Streets
- Springfield Township
- Village of Holland



0 0.25 0.5 1 1.5 2 Miles

Functional Classification & Average Daily Traffic

Water Distribution and Sanitary Sewer Conditions

Springfield Township is provided drinking water distribution and sanitary sewer services through the Lucas County Water and Sewer District established under Section 6117 of the Ohio Revised Code (ORC 6117) and administered by the Lucas County Commissioners and Sanitary Engineering Department. Potable water for the system is supplied to the County by the City of Toledo under an agreement between the County and City signed in 2005 and set to expire in 2024. Wastewater collected is treated at the County-owned Maumee River Water Resource Recovery Facility located on River Road, just NE of the City of Waterville. All individual taps and system extensions and upgrades to the water distribution and sanitary sewer systems are managed and approved through the Sanitary Engineering Department. Currently, projects undertaken to extend water and sewer services are “development-driven” and occur only with the creation of new residential or commercial/industrial lots. For a better understanding of the water and sewer systems and service areas in the Township, see *Maps: Water Service Areas and Sanitary Service Areas*.

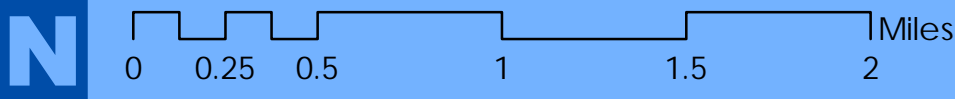
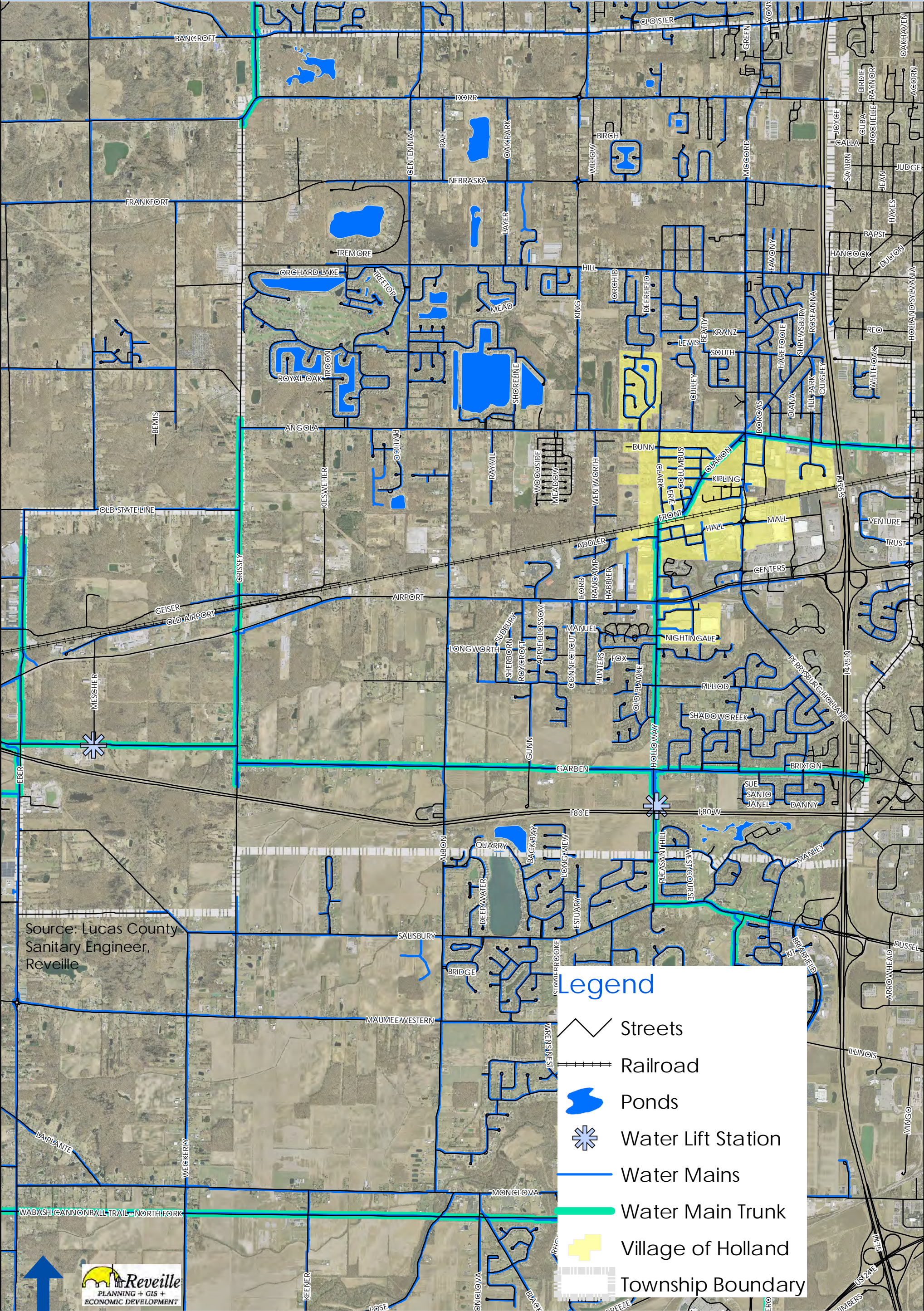
Wayfinding

Wayfinding is not utilized in Springfield Township to expose residents and visitors to key landmarks and destinations. A comprehensive wayfinding system is recommended to improve site accessibility and to improve community branding (*See Chapter: General Recommendations*).



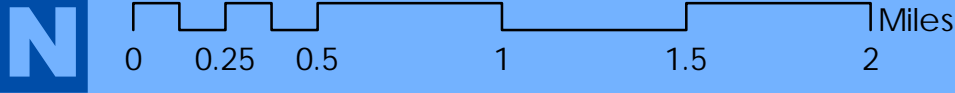
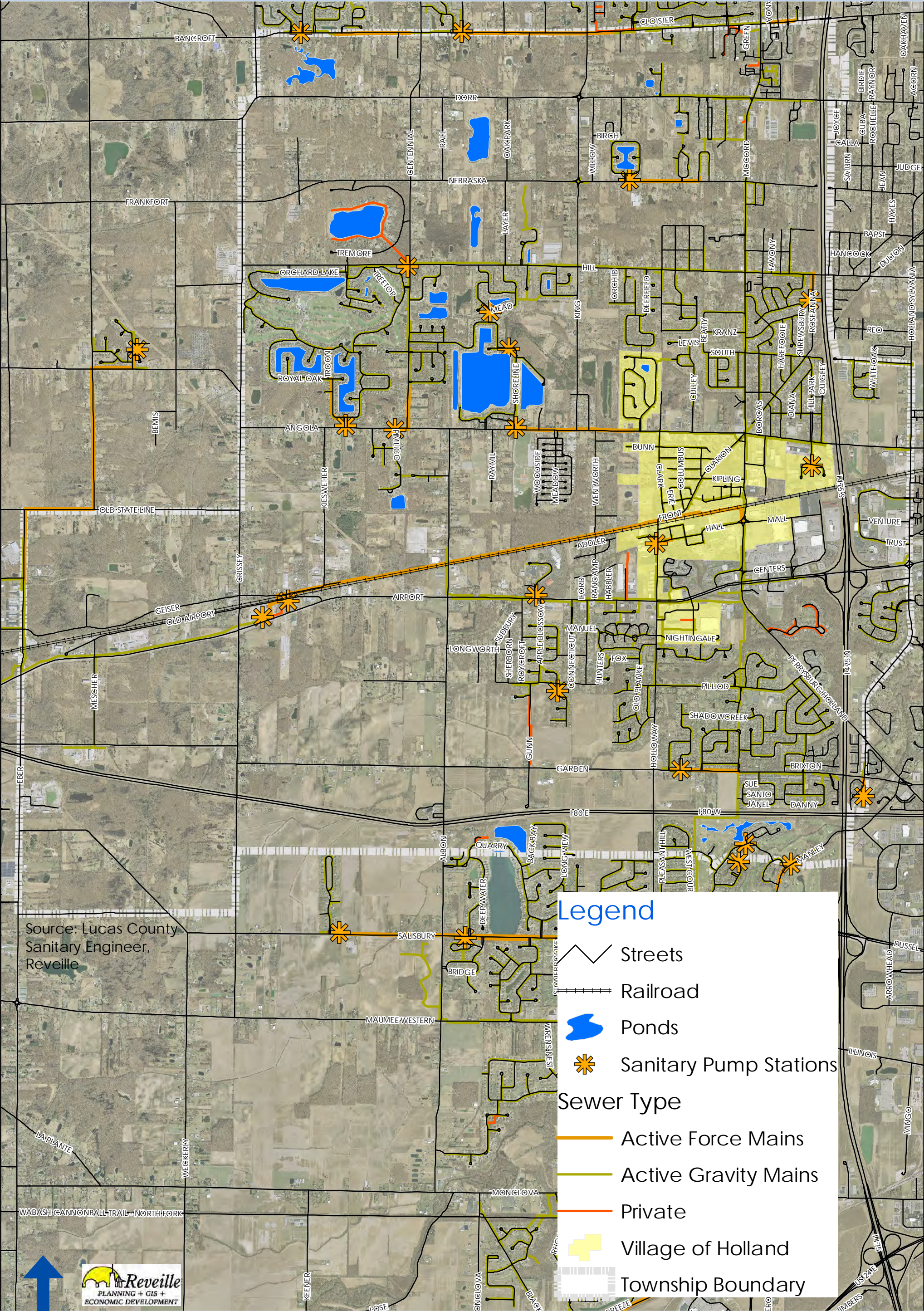
Above: Springfield Township deploys standard ODOT green signs to delineate their corporation limits. In 2020, township leadership will undertake efforts to rebrand the community with vastly improved wayfinding and gateway signage.

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Water Service Areas

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Sanitary Service Areas



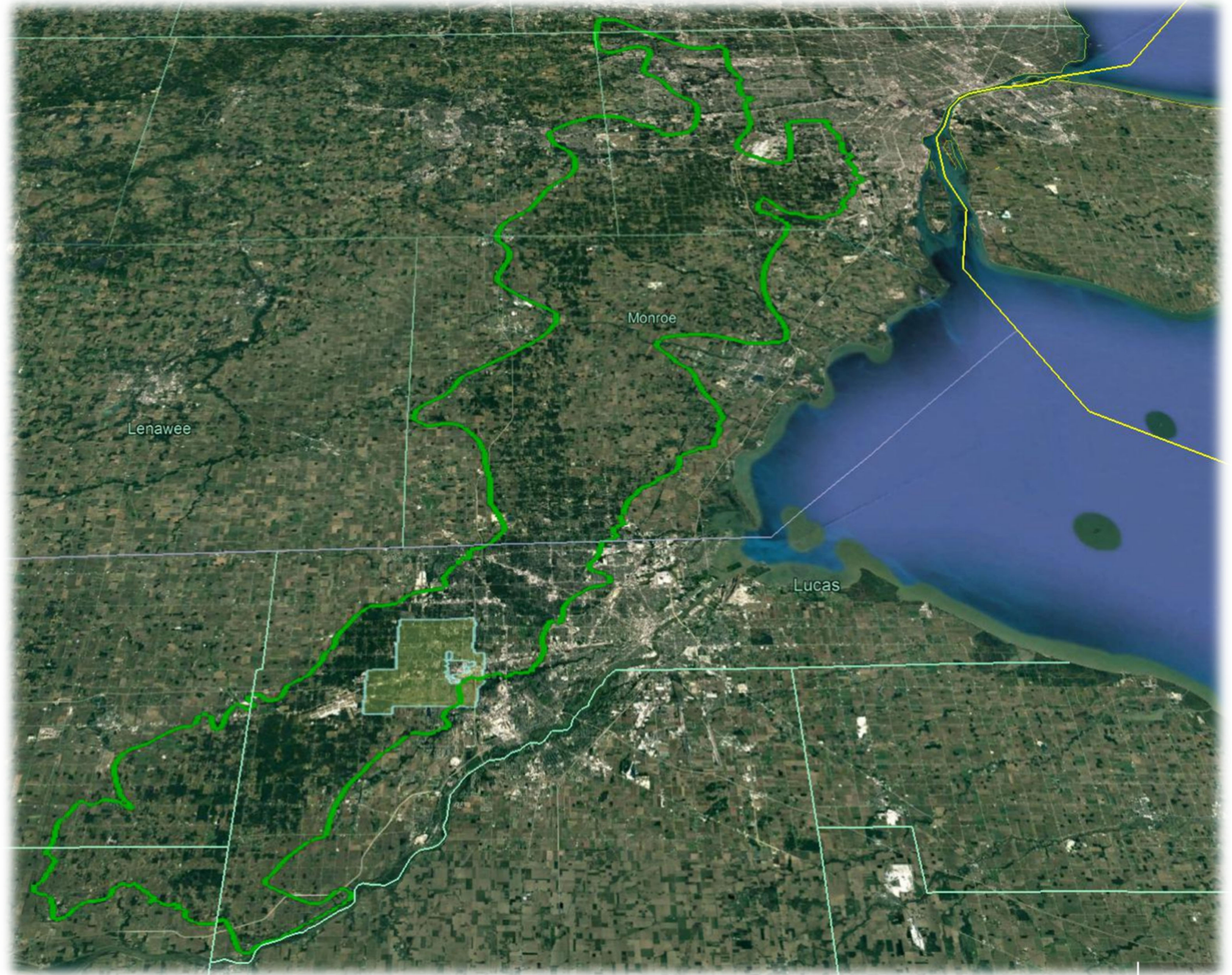
Planning Area Issues and Recommendations

Planning Area Issues and Recommendations

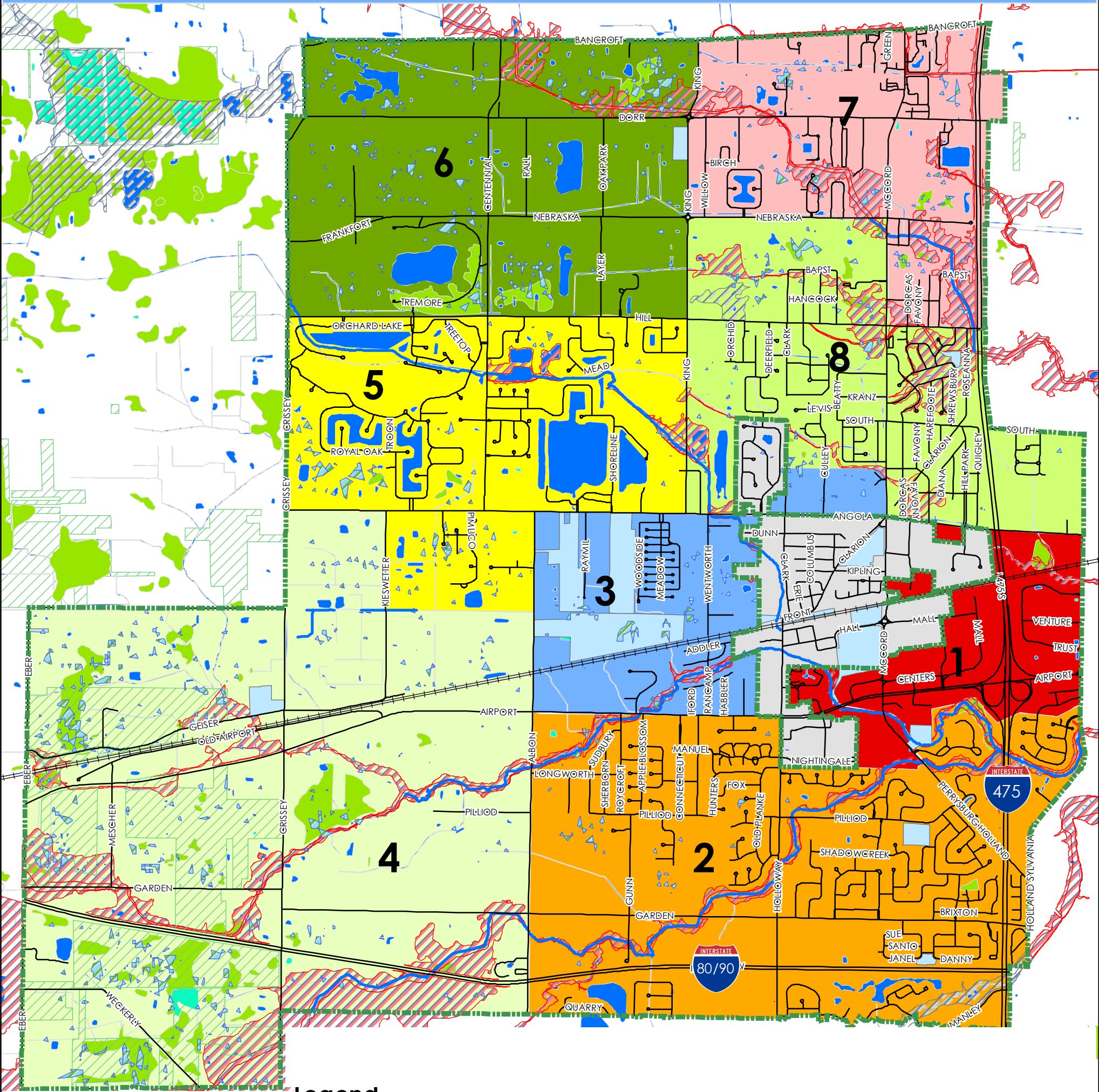
The planning team divided the Township into eight "planning areas" to help community officials better relate to the Plan, identify and address issues specific to particular areas, and organize/manage recommendations.

The *Planning Areas Map* can be found on the following page. It is meant to be used in conjunction with the planning issues narrative, and used as a reference when reviewing development proposals, zoning changes and amendments, and when planning for capital improvement projects.

Right: Over 90% of Springfield Township is located in the Oak Openings Region, a globally rare ecosystem of over 130 square miles in Northwest Ohio that's part of a larger sand belt that extends 120 miles from northwest Napoleon, Ohio to west of Detroit. The Nature Conservancy lists the Oak Openings Region as one of the 200 "Last Great Places of Earth."



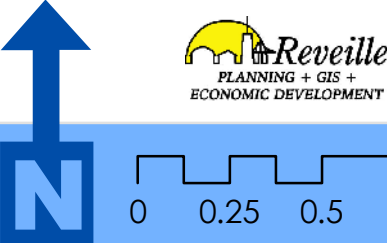
SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Legend

- Springfield Township
- Streets
- Railroad
- Hydrography
- Wetlands
- Toledo Metroparks / Recreational Areas
- Springfield/Holland Facilities (Schools/Parks)
- Village of Holland
- A (Elevations Not Determined)
- AE (Elevations Determined)
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond/Lake; Other Hydrography
- 1) Spring Meadows Planning Area
- 2) Garden / Holloway Planning Area
- 3) Township Center Planning Area
- 4) Southwest Planning Area
- 5) Stone Oak Planning Area
- 6) Northwest Planning Area
- 7) Dorr Street Interchange Planning Area
- 8) Hill / McCord Planning Area

Source: Lucas County Auditor, ODNR, FEMA, Reveille



Planning Areas

1) Spring Meadows Planning Area

The Spring Meadows Planning Area is a predominantly commercial area located on both sides of the U.S. 23/I-475/Airport Highway interchange. This area includes two large retail centers (Spring Meadows and Springfield Commons) and several smaller retail centers fronting on Airport Highway and Holland-Sylvania Road, several business parks, and a large apartment complex. Most of the Spring Meadows Planning Area is located in the Holland Springfield Township Joint Economic Development Zone (JEDZ). The area is largely built-out but has a few remaining commercial sites and undeveloped parcels.

Existing Land Uses

- ➔ Commercial
- ➔ Business park/office
- ➔ Multi-family residential

Environmental Considerations

- ➔ Wolf Creek drainage corridor, including floodplain and floodway designations.
- ➔ Wetlands are identified on National Wetlands Inventory (NWI) mapping south of Airport Highway, adjacent to US-23/I-475.
- ➔ Potable water and sanitary sewer systems are available to all developed parcels.
- ➔ Areas east of I-475 on Trust Drive, Merger Drive & Corporate Avenue have been identified as areas of

potentially low water pressure. Coordination with the Lucas County Sanitary Engineer and City of Toledo should occur prior to consideration of additional development within this development.

Transportation Considerations

General Issues:

- ➔ Congestion
- ➔ Pedestrian connectivity and transit/accessibility for employees
- ➔ Lack of pedestrian & bike facilities along Airport Highway, difficulty in pedestrian crossing over U.S. 23/I-475
- ➔ Absence of wayfinding signs

Intersection Issues:

- ➔ McCord & Spring Valley Dr.-Centers Dr.
- ➔ Spring Meadows Dr. & Centers Dr.
- ➔ Centers Dr. & E. Mall Dr. (Target driveway)
- ➔ Angola Rd. & Holland-Sylvania Rd.

Corridor Issues:

- ➔ Airport Hwy. (McCord Rd. to Holland-Sylvania Rd.)
- ➔ Holland-Sylvania Ave. (Angola Rd. to Airport Hwy.)

- ➔ Non-contiguous access road behind businesses along south side of Airport Hwy. from Perrysburg-Holland Rd. east to near I-475/US23 interchange



Above: Opportunities exist within this planning area to improve the public realm and pedestrian connectivity. At the present time, I-475 remains a connectivity barrier.

Non-motorized Facility Issues:

- ➔ Lack of contiguous non-motorized facilities throughout planning area
- ➔ Key specific locations lacking non-motorized facilities:
 - No pedestrian facilities from Holland-Sylvania Rd. to McCord Rd. including the overpass of I-475/US23 interchange
 - No pedestrian facilities from McCord to Holloway Rd.

High Crash Listings:

- ➔ Airport Hwy. corridor
- ➔ Angola Rd. corridor
- ➔ Intersection of McCord & Spring Valley Dr.-Centers Dr.

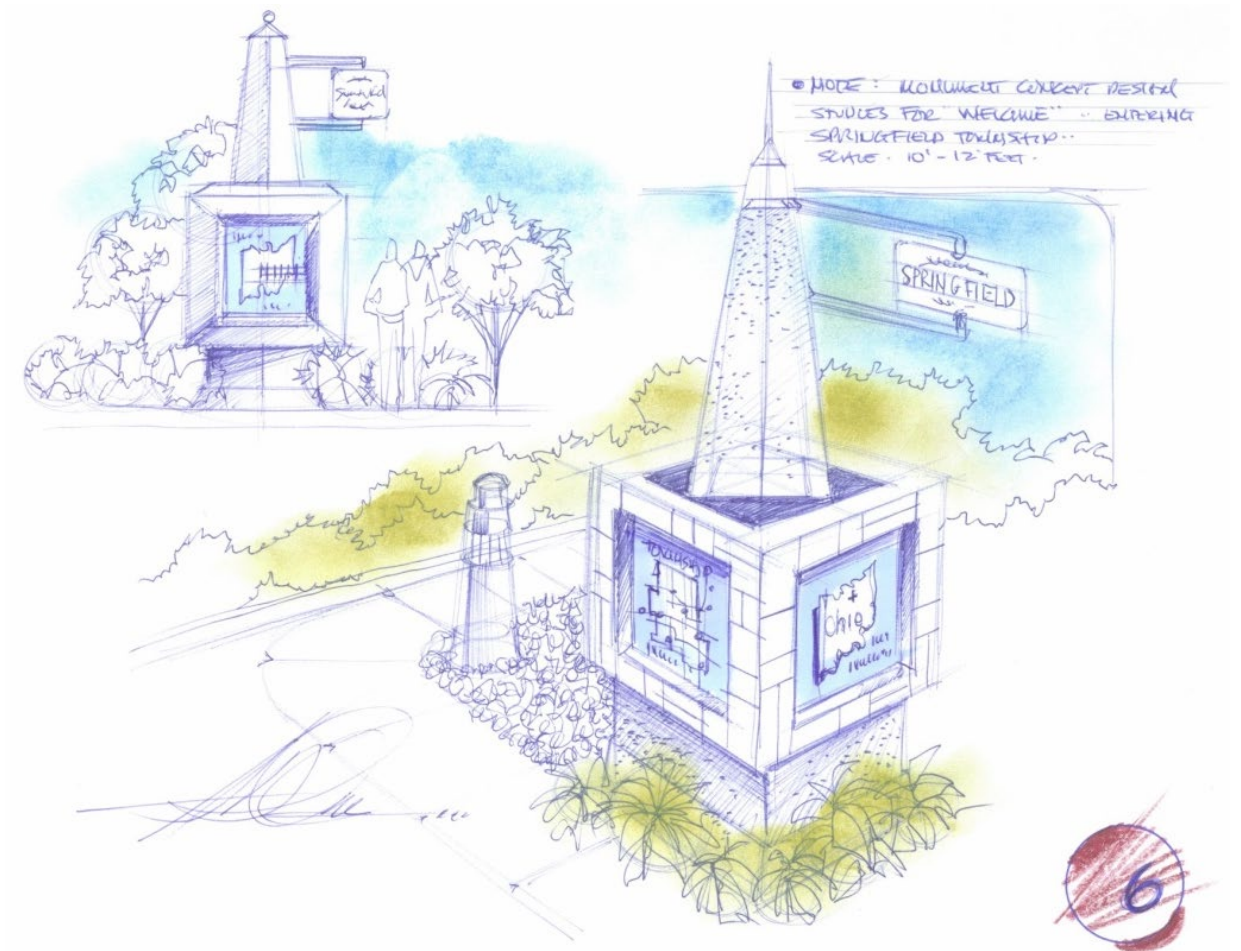
Planning Issues and Areas of Concern

- ➔ Limited sidewalks within the planning area, with only pockets of sidewalks located at various locations
- ➔ Access management and coordination of commercial development on Airport Highway
- ➔ Tax base and employment opportunities
- ➔ Maintaining optimal buffers between established residential and commercial areas.



Land Use and Zoning Recommendations

1. Concentrate regional commercial development within the Spring Meadows area and limit the expansion of strip commercial development along Airport Highway.
2. Improve interchange aesthetics and pedestrian connectivity, including along Airport Highway across U.S. 23/I-475.
3. Continue to work with Spring Meadows business advisory council to develop options to address transit, accessibility, and aesthetic issues.
4. Develop Spring Meadows area gateways and a unified signage program.



Above: Township officials should improve the aesthetics at the I-475/Airport Highway Interchange to include decorative bridge, gateway, wayfinding and connectivity enhancements.

2) Garden/Holloway Planning Area

The Garden/Holloway Planning Area is a predominantly single-family residential area located in the area bounded by Airport Highway (excluding the commercially developed area along Airport Highway included in the Spring Meadows Planning Area), Holland-Sylvania Road, the eastern and southern township boundaries, and Albon Road. The Ohio Turnpike cuts across this area near the southern township boundary. This area includes many relatively new single-family subdivisions, an older residential area west of Roycroft Drive, the Wolf Creek YMCA, Wolf Creek Senior Village, Carmella Garden Park, and some apartments and condominiums. This area also includes MacQueen’s Orchards and other agricultural land.

Existing Land Uses

- Single-family residential
- Apartments and condominiums
- Agricultural
- An office park and several commercial uses abutting south side of Airport Highway

Environmental Considerations

- Karl Ditch & Wolf Creek drainage corridors, including floodplain and floodway designations.
- No wetlands are identified on National Wetlands Inventory (NWI) mapping.
- Potable water and sanitary sewer systems are available to developed parcels, with extensions

required to provide service to in-fill development as it occurs.

- Sanitary pump stations at Garden Road & Garden Creek Drive and Macintosh Drive, south of Pilliod Road, may likely require modification prior to further development within their respective service areas.

Transportation Considerations

- General Issues:
 - Lack of pedestrian & bike facilities
 - Absence of wayfinding signs
- Intersection Issues:
 - Holloway Rd. & Garden Rd.
 - Perrysburg-Holland Rd. & Pilliod Rd.
 - Spring Meadows Dr. & Centers Dr. (4-Way Stop) just north of Airport Hwy.
 - Centers Dr./E. Mall Dr. & Target drive (located on a curved roadway)
- Corridor Issues:
 - Holloway Rd. (Airport Hwy. to Garden Rd.)
 - Garden Rd. (Holloway Rd. to Twp. Limits)
 - Perrysburg-Holland Rd. (Wolf Ridge Dr. to Twp. Limits)
- Non-motorized Facility Issues:
 - Lack of contiguous non-motorized facilities throughout planning area
 - Key specific locations lacking non-motorized facilities:

- Garden Rd. (Albon Rd. to Holloway Rd.)
- Holloway Rd. (Garden Rd. to Airport Hwy.)
- Albon Rd. (Airport Hwy. to Turnpike overpass/ Twp. Limit)

➤ High Crash Listings:

- Holloway Rd. (Garden Rd. to Airport Hwy.)
- Garden Rd. (Holloway Rd. to Twp. Limit)
- Perrysburg-Holland Rd. (Wolf Ridge Rd. to Twp. Limit)
- Intersection of Holloway Rd. & Garden Rd.
- Intersection of Pilliod Rd. & Perrysburg-Holland Rd.

Planning Issues and Areas of Concern

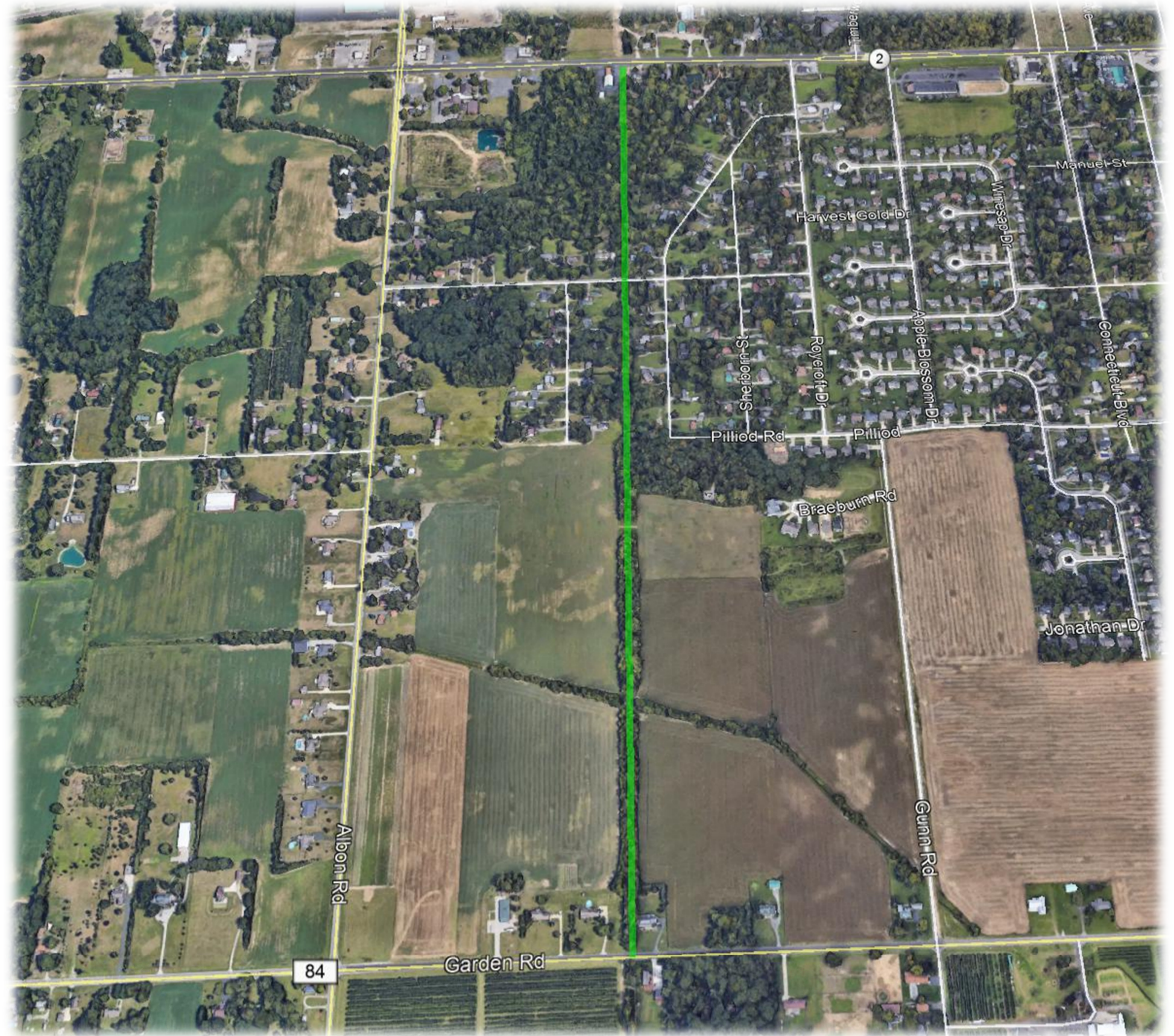
- Limited sidewalks within the planning area, with only pockets of sidewalks located at various locations
- Planned roundabout at Garden Road and Albon Road
- Expansion of single-family subdivisions into adjacent agricultural parcels/agricultural preservation
- Property maintenance may be a concern with some of the apartment and condominium complexes

Land Use and Zoning Recommendations

1. In reviewing new residential development and expansions of existing developments, allow for a range of housing types for residents of different ages.
2. Institute a township program to install sidewalks in areas with sidewalk gaps, especially along major roadways.

3. Establish a stronger zoning code enforcement and property maintenance program.
4. Establish active park and recreational uses within walking distance of residential neighborhoods.
5. Pursue the feasibility to acquiring two former rail easement parcels (parcel ID: 6522871) to build a new trail that links Airport Highway to Garden Road near MacQueen Orchard.
6. Plan new residential developments that promote vehicular and pedestrian connections between neighborhoods.
7. Consider agricultural preservation program for key agricultural areas such as MacQueen Orchard.
8. Develop a Garden Road overlay district to ensure high quality development and safe access along this key residential corridor.

Right: Opportunities exist within this planning area to connect Airport Highway with Garden Road through former railroad easements (illustrated in green).



3) Township Center Planning Area

The Township Center Planning Area is a mixed-use area abutting the Village of Holland’s western boundary, bounded by Airport Highway, Albon Road, Angola Road and the village boundary. This area includes a variety of public and community uses, including the township administration building, township cemetery, and Community Homecoming Park. Other community uses, including the post office, library, middle school and high school, and Strawberry Acres Park, are located nearby in the village. This area also includes the Wolf Creek Business Park (which is part of the township’s JEDZ), a large mobile home park, and some single-family residences. There are a few commercial uses along Angola Road.

Existing Land Uses

- ➔ Public and community uses
- ➔ Office and commercial uses
- ➔ Mobile home park
- ➔ Scattered single-family uses

Environmental Considerations

- ➔ Wolf Creek drainage corridor, including floodplain and floodway designations.
- ➔ No wetlands are identified on National Wetlands Inventory (NWI) mapping.
- ➔ Potable water and sanitary sewer systems are available to developed parcels, with extensions

required to provide service to in-fill development as it occurs.

- ➔ Sanitary pump station at Airport Highway & Timberwolf Drive will likely require modification prior to further development within its service area, including portions of the Garden/Holloway Planning Area along Airport Highway.

Transportation Considerations

- ➔ General Issues:
 - Lack of pedestrian & bike facilities
 - Absence of wayfinding signs
- ➔ Intersection Issues:
 - Angola Rd. & King Rd.
 - Angola Rd. & Albon Rd.
- ➔ Corridor Issues:
 - Albon Rd. (Angola Rd. to Airport Hwy.)
 - Angola Rd. (Albon Rd. to McCord Rd.)
- ➔ Non-motorized Facility Issues:
 - Lack of contiguous non-motorized facilities throughout planning area
 - Key specific locations lacking non-motorized facilities:
 - Angola Rd. (Albon Rd. to Clark St.)
 - Albon Rd. (Angola Rd. to Airport Hwy.)
 - Connection of Homecoming Park to Blue Devils Fields

- ➔ High Crash Listings:
 - Angola Rd. (King Rd. to McCord Rd.)
 - Albon Rd. (Angola Rd. to Railroad Crossing)
 - Intersection of Angola Rd. & King Rd.
 - Intersection of Angola Rd. & McCord Rd.

Planning Issues and Areas of Concern

- ➔ Develop area in conjunction with the Village of Holland as a mixed-use “town center” area to serve as focal point for Springfield Township/Holland community and build upon the existing community uses and facilities located in close proximity
- ➔ Consider Angola Road / McCord Road as “main street” for town center area
- ➔ The need for pedestrian linkages between the several nearby existing and planned recreational uses in the area bounded by Angola Road, Albon Road, the Norfolk-Southern railroad tracks and Wentworth Avenue (Community Homecoming Park, ball fields located between Albon Road and Raymill Road, and a planned recreational area located on the east side of Albon Road north of the railroad tracks)
- ➔ Development/redevelopment potential for acreage parcels on Raymill Road, Wentworth Avenue, and east side of Albon Road
- ➔ Potential expansion of Wolf Creek Business Park to the west
- ➔ Planned roundabout at Angola Road and King Road

Land Use and Zoning Recommendations

1. Work with the village of Holland to develop a stronger neighborhood retail core and “town center” while allowing existing non-retail uses to remain.
2. Standardize public infrastructure elements such as street signage, entry signs, and way-finding directional signage (to library, post office, parks, schools, etc.) to promote community “branding” and identification.
3. Develop a mixed use zoning district to encourage development of a range of uses in “town center” area and other mixed use activity nodes including proposed Springfield Crossing development.
4. Promote implementation of a township-wide pathway system which connects mixed use activity nodes to other areas of the township.
5. Develop pedestrian linkages between the nearby existing and planned recreational uses in the Township Center Planning Area.



Above: Further planning should take place to connect township, school and village-owned community facilities in this planning area. Officials should work with First Energy to convert their maintenance right of way adjacent to the railroad tracks into a public trail. University Trails was developed under a similar arrangement.

4) Southwest Planning Area

The Southwest Planning Area is a largely rural area located in the southwest corner of the township, west of Albon Road. This area includes frontage on both sides of Airport Highway, abuts Toledo Express Airport to the west, is bisected by a rail line and the Ohio Turnpike, and includes some scattered industrial uses as well as rural residential uses. The large amount of undeveloped land located in this area, coupled with its proximity to the airport, may represent significant economic development potential for the township.

Existing Land Uses

- Rural residential
- Scattered industrial
- Agricultural

Environmental Considerations

- Wolf Creek, Butler Ditch and Zaleski Ditch drainage corridors, including floodplain and floodway designations.
- Numerous wetlands are identified on National Wetlands Inventory (NWI) mapping.
- Louis Campbell State Nature Preserve and Westwinds Metropark and several parcels purchased as part of the Oak Openings/Secor Corridor.
- Potable water sewer systems are available on perimeter of Planning Area. Extensions required to service in-fill development as it occurs.

- Sanitary sewer service is generally limited to Airport Highway, west of Crissey Road. Septic conditions occur within the systems outletting to the McCord Road Interceptor due to long residence time.
- Upgrades to the sanitary pump station at Airport Highway, east of Crissey Road, will likely require modification prior to further development within its service area, including the Westwinds Business Park and on Mescher Drive.

Transportation Considerations

- General Issues:
 - Lack of pedestrian & bike facilities
 - Absence of wayfinding signs
 - Delays from trains at various at-grade crossings
- Intersection Issues:
 - Crissey Rd. & Angola Rd.
- Corridor Issues:
 - Eber Rd. (Airport Hwy. to southern Twp. Limit)
 - Crissey Rd. (Angola Rd. to southern Twp. Limit)
- Non-motorized Facility Issues:
 - Lack of contiguous non-motorized facilities throughout planning area
 - Key specific locations lacking non-motorized facilities:
 - Albon Rd. (Angola Rd. to southern Twp. Limits)
 - Angola Rd. (Crissey Rd. to Albon Rd.)

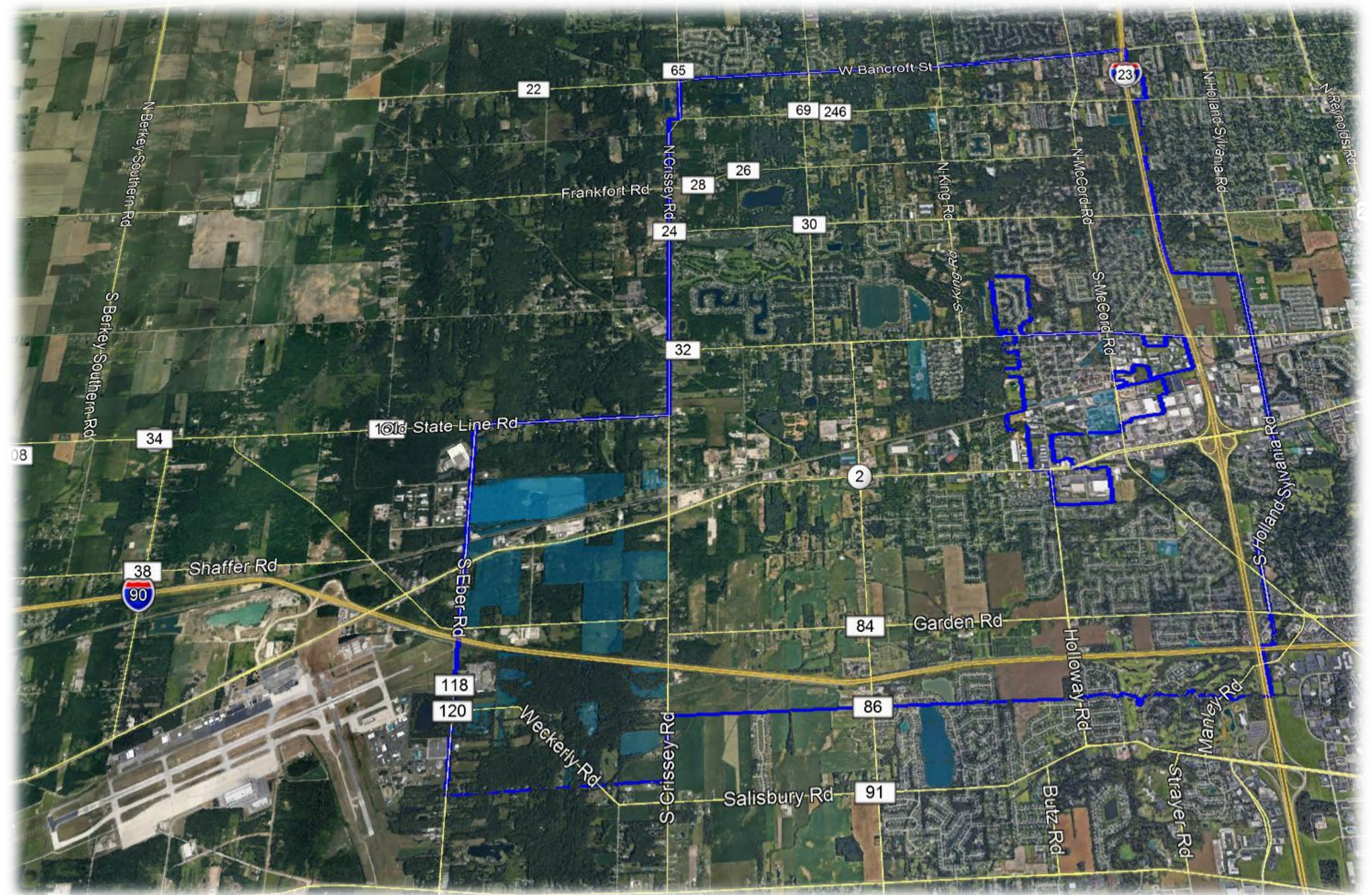
- High Crash Listings:
 - Eber Rd. (Airport Hwy. to southern Twp. Limits)
 - Crissey Rd. (Angola Rd. to southern Twp. Limits)
 - Intersection of Angola Rd. & Crissey Rd.

Planning Issues and Areas of Concern

- A large footprint of parks and preserves adjacent to parcels with economic development potential for airport-related commercial and industrial uses
- Airport Highway frontage
- Maintenance and appearance of existing industrial and extraction uses
- Buffering between industrial uses and rural residential uses
- Development of 250 acre Land Air Business Park in adjacent area of Swanton Township
- Enhance safety of designated bike route that is designated along Albon Road from the southern Twp. Limits northward to Angola Road

Land Use and Zoning Recommendations

1. Create plans for a business park north of Airport Highway between an area bounded by Old State Line Road, Eber Road, Garden Road, and Crissey Road and Albon Road. Township officials could work in conjunction with the Toledo-Lucas County Port Authority to compliment ongoing development near Toledo Express Airport in nearby West Winds Business Park in Spencer Township and Land Air Business Park in Swanton Township. (The previous Springfield Township Master Plan recommended a business park west of Crissey Road but most of that area has been acquired for park and open space purposes by Metroparks Toledo.)
2. Update township zoning resolution with enhanced building design and landscape standards for industrial and extraction uses, and enhanced buffer and screening requirements for industrial uses near residential uses.
3. Promote increased dialog and coordination between the Toledo-Lucas County Port Authority, Metroparks Toledo and township officials regarding the ongoing acquisition of land for park purposes in areas adjacent to, or surrounded by, land owned by the Port Authority intended for future industrial development.



Above: Metroparks Toledo and Ohio Department of Natural Resources (areas in light blue) own a significant footprint of land bounded by Old State Line Road (north), S. Crissey Road (east), Salisbury Road (south) and Eber Road (west). This area is part of the Oak Openings Region, a globally rare ecosystem comprised of over 130 square miles.

5) Stone Oak Planning Area

The Stone Oak Planning Area is a predominantly single-family residential area located south of Hill Avenue, west of King Road. The area includes a number of large, relatively new single-family subdivisions, including the Stone Oak and Hidden Harbor developments, the Stone Oak golf course, many small lakes and ponds, and acreage residential parcels. The area is largely built-out but has room for some additional residential development.

Existing Land Uses

- ➡ Almost exclusively single-family residential with some condominiums
- ➡ Golf course
- ➡ Small lakes, ponds, and wooded areas

Environmental Considerations

- ➡ Drennan Ditch drainage corridor, including floodplain and floodway designations.
- ➡ No wetlands are identified on National Wetlands Inventory (NWI) mapping.
- ➡ Potable water and sanitary sewer systems are available to developed parcels, with extensions required to provide service to in-fill development as it occurs.
- ➡ Multiple sanitary pump stations within this Planning Area will likely require modification prior to further development. Alternatively, deeper sanitary sewers may be extended along Angola Road to eliminate the

pump stations at Pimlico Park Trail and the southerly entrance into the Stone Oak Development.

Transportation Considerations

- ➡ General Issues:
 - Lack of pedestrian & bike facilities
 - Absence of wayfinding signs
- ➡ Intersection Issues:
 - Centennial Rd. & Hill Ave.
 - Albon Rd. & Angola Rd.
- ➡ Corridor Issues:
 - Hill Ave. (Centennial Rd. to King Rd.)
 - Angola Rd. (Crissey Rd. to King Rd.)
- ➡ Non-motorized Facility Issues:
 - Lack of contiguous non-motorized facilities throughout planning area
 - Key specific locations lacking non-motorized facilities:
 - Angola Rd. (Crissey Rd. to King Rd.)
 - Albon Rd. (Angola Rd. to just south of Sycamore Woods Ln.)
- ➡ High Crash Listings:
 - Hill Ave. (Centennial Rd. to King Rd.)
 - Intersection of Crissey Rd. & Angola Rd.



Above: Many of Springfield Township’s planned subdivisions are built are environmental features or green spaces. Stone Oak’s development is complete with an 18-hole golf course nestled along water features.

Planning Issues and Areas of Concern

- ➡ Maintaining buffers between residential developments and non-residential uses to the west in Spencer Township (scrap yards, etc.)
- ➡ Pedestrian connectivity
- ➡ Enhance safety of the bike route that is designated along Albon Road; along Angola Road from Albon to King; and then along King Road to Hill Avenue

Land Use and Zoning Recommendations

1. Institute a township program to install sidewalks in areas with sidewalk gaps, especially along major roadways.
2. Develop an overlay district for the portion of Angola Road in this area to ensure high quality development and safe access along this key residential corridor.

6) Northwest Planning Area

The Northwest Planning Area is a largely rural residential area located in the northwest corner of the township, north of Hill Avenue and west of King Road. The single-family homes in this area are located primarily on acreage parcels, including the large-lot Tremore development, and only one subdivision has been approved in this area to date (Hidden Village/Hiddenwood). Most of the vacant land is wooded rather than agricultural and includes sensitive environmental features such as wetlands. This area maintains a uniquely rural and scenic character.

Existing Land Uses

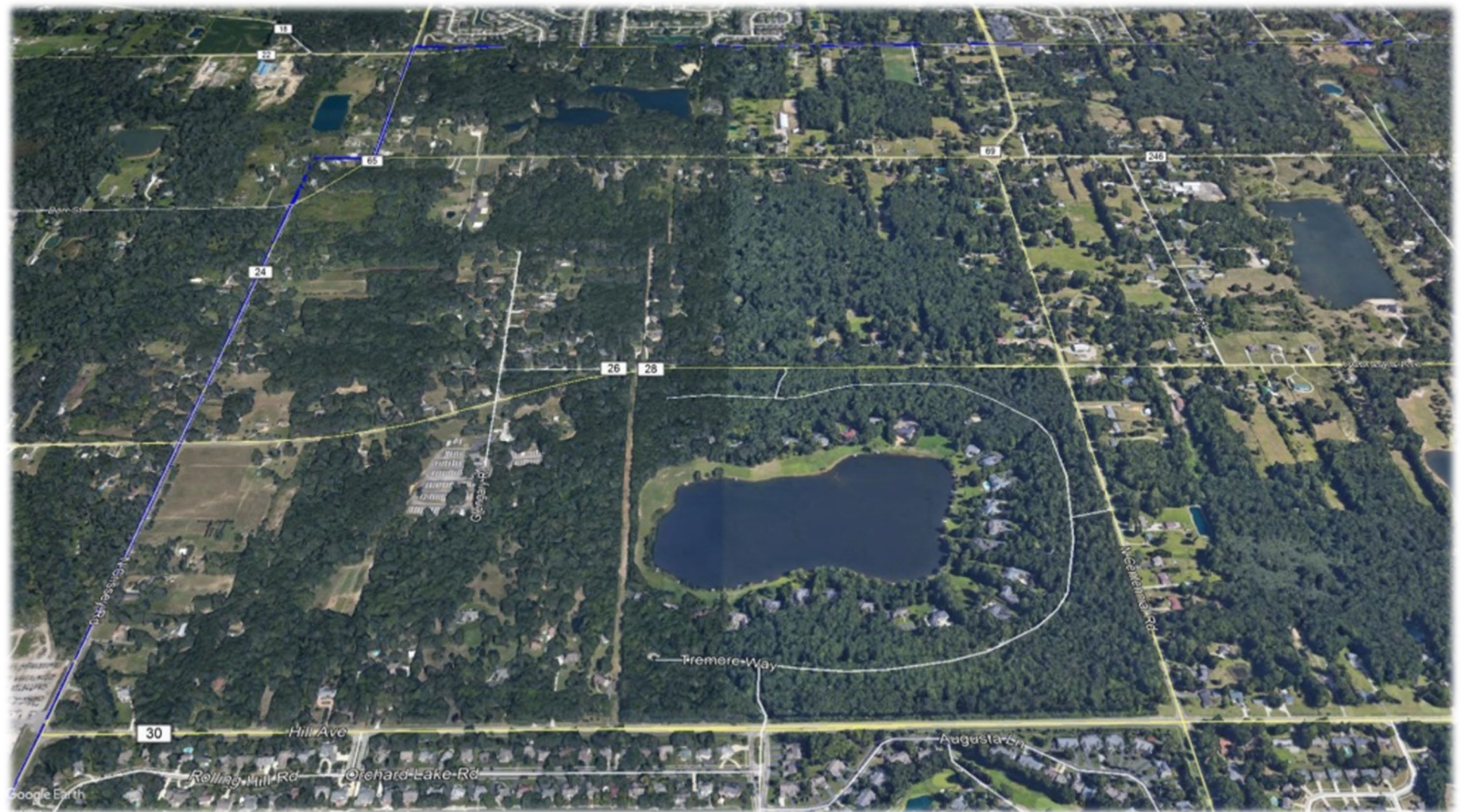
- ➡ Single-family residential on acreage parcels
- ➡ A few non-residential uses on Hill Avenue
- ➡ Several large ponds

Environmental Considerations:

- ➡ Zink Ditch drainage corridor, including floodplain and floodway designations.
- ➡ Wetlands are identified on National Wetlands Inventory (NWI) mapping.
- ➡ Potable water system is available on perimeter of Planning Area. Extensions required to provide service to in-fill development as it occurs.
- ➡ Sanitary sewer service is generally limited to parcels adjacent to Hill Avenue. Placement of new sanitary pump stations and/or extension of sanitary sewers

will be required to provide service to in-fill development as it occurs.

- ➡ Sanitary sewer extensions west from the McCord Interceptor to serve the Dorr Street Interchange Planning Area should be placed deep enough to allow extension westerly into the Northwest Planning Area.



Above: Large lot single family residential land uses exist in this planning area that could be assembled for higher density residential opportunities or demolished for new residential structures. It is recommended that future development in this area receive additional development review to protect and preserve the various environmental conditions present.

Transportation Considerations:

➔ General Issues:

- Lack of pedestrian & bike facilities
- Absence of wayfinding signs
- Access management issues due to large lot residential curb cuts

➔ Intersection Issues:

- Centennial Rd. & Hill Ave.
- Centennial Rd. & Nebraska Ave.
- Dorr St. & Crissey Rd. (south leg + north leg intersections)

➔ Corridor Issues:

- Hill Ave. (Centennial Rd. to King Rd.)
- Dorr St. (Centennial Rd. to King Rd.)

➔ Non-motorized Facility Issues:

- Lack of contiguous non-motorized facilities throughout planning area
- Key specific locations lacking non-motorized facilities:
 - Bancroft St. (Crissey Rd. to King Rd.)
 - King Rd. (Hill Ave. to Bancroft St.)

➔ High Crash Listings:

- Dorr St. (Centennial Rd. to King Rd.)
- Hill Ave. (Centennial Rd. to King Rd.)
- Dorr St. (Crissey Rd. south leg to Crissey Rd. north leg)

Planning Issues and Areas of Concern

- ➔ Potential redevelopment for acreage parcels when assembled for more intense residential development, or the gentrification and reconstruction of new residential structures on existing lots.
- ➔ Enhance safety of designated bike route that is designated along King Road; and along Bancroft Street.
- ➔ Planned roundabout at Centennial Rd. & Hill Ave.

Land Use and Zoning Recommendations

1. Consider utilizing access management and a scenic preservation overlay for roadways in this area.
2. Some of this area, like much of the township, is located in the Oak Openings Region and measures to protect and preserve the Oak Openings habitat should be encouraged.



Above: Large lot single family residential land uses exist in this planning area that could be assembled for higher density residential opportunities or demolished for new residential structures. It is recommended that future development in this area receive additional development review to protect and preserve the various environmental conditions present.

7) Dorr Street Interchange Planning Area

The Dorr Street Interchange Planning Area includes the planned U.S. 23/I-475/Dorr Street interchange and is located in the northeast corner of the township, north of Nebraska Avenue and east of King Road, extending south to Hill Avenue east of McCord Road. This area includes some newer, villa-style condominiums and single-family subdivisions, several apartment complexes, a mobile home park, and a variety of commercial uses typically located at major intersections along McCord Road, Dorr Street and Bancroft Street. The area near the planned interchange includes some vacant land as well as land that may have potential for redevelopment related to the new interchange.

The eastern portion of the Dorr Street Interchange Planning Area, including the entire area located between Bancroft Street and Hill Avenue, from the east right-of-way of McCord Road to the eastern township boundary, comprises the Dorr Street Interchange Overlay Zoning District. The purpose of this district is to promote high quality development and redevelopment of this area, with attractive building design, landscaping and pedestrian access. The majority of the overlay district is included in the Tax Increment Financing District/Joint Economic Development District established in conjunction with the planned new interchange.

Existing Land Uses

- Residential (single-family and villa-style subdivisions, acreage residential, multi-family)
- Commercial uses at major intersections
- Mobile home park
- Topsoil and recycling operation
- Wooded vacant land

Environmental Considerations

- Haffner Ditch and Heldman Ditch drainage corridors, including floodplain and floodway designations.
- Wetlands are identified on National Wetlands Inventory (NWI) mapping.
- Potable water system is available on perimeter of Planning Area and within the residential development just north of Hill Avenue. Extensions will be required to provide service to in-fill development as it occurs.
- Sanitary sewer service is limited to existing developments, with the large McCord Road Interceptor bisecting the service area. Extension of deeper gravity sewers east and west from McCord Road should be completed to facilitate development and eliminate existing pump stations.
- Sanitary sewer extensions west from the McCord Interceptor should be placed deep enough to allow extension westerly into the Northwest Planning Area.

Transportation Considerations

- General Issues:
 - Lack of pedestrian & bike facilities
 - Absence of wayfinding signs
 - Congestion at various intersections
- Intersection Issues:
 - McCord Rd. & Bancroft St.
 - McCord Rd. & Dorr St.
 - McCord Rd. & Hancock Ave.
 - McCord Rd. & Hill Ave.
- Corridor Issues:
 - McCord Rd. (Hill Ave. to Bancroft St.)
 - Dorr St. (King Rd. to McCord Rd.)
 - Bancroft St. (King Rd. to Bancroft St.)
- Non-motorized Facility Issues:
 - Lack of contiguous non-motorized facilities throughout planning area
 - Key specific locations lacking non-motorized facilities:
 - Bancroft St. (King Rd. to eastern Twp. Limit)
 - Dorr St. (King Rd. to McCord Rd.)
 - McCord Rd. (Hill Ave. to Bancroft St.)
 - King Rd. (Nebraska Ave. to Bancroft St.)
- High Crash Listings:
 - Bancroft St. (King Rd. to McCord Rd.)
 - Dorr St. (King Rd. to McCord Rd.)
 - McCord Rd. (Hill Ave. to Bancroft St.)

- Intersection of McCord Rd. & Bancroft St.
- Intersection of McCord Rd. & Dorr St.
- Intersection of McCord Rd. & Hancock Ave.
- Intersection of McCord Rd. & Hill Ave.

Planning Issues and Areas of Concern

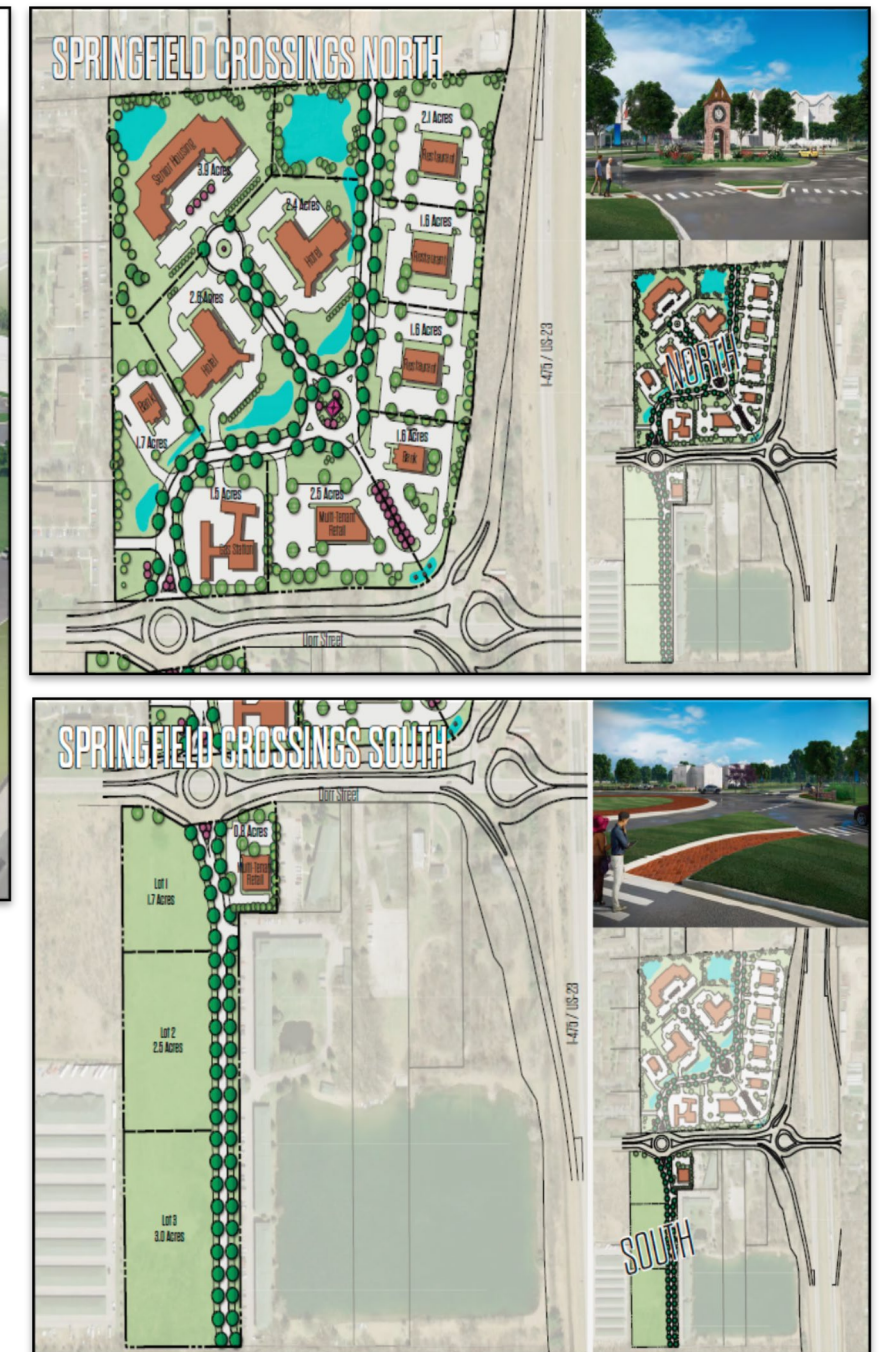
- ➔ Land uses and road improvements around planned Dorr Street interchange including proposed Springfield Crossing development
- ➔ Infill residential development
- ➔ Establishing boundaries for commercial nodes near intersections
- ➔ Roundabouts are planned at Dorr Street & McCord Road; at Dorr Street and Springfield Crossing development; and roundabouts at the future interchange ramp intersections of Dorr Street with I-475/US23
- ➔ Infill missing sidewalk links from Hill Ave. northward to Bancroft St. as this is a major pedestrian corridor that has a history of crashes involving pedestrians

Land Use and Zoning Recommendations

1. Create a detailed roadway and land development plan for the area near the planned Dorr Street interchange, specifically for the area bounded by U.S. 23/I-475, Bancroft Street, McCord Road and Hill Avenue.
2. Establish connectivity (vehicular and pedestrian) and buffering guidelines and policies to ensure that existing residential developments are not isolated in



Above and Right: Local developers are proposing the Springfield Crossing development adjacent to the new Dorr Street Interchange. Opening in the summer of 2021, Springfield Crossing will serve as a gateway to the University of Toledo, western Lucas County and even Downtown Toledo.



future development plans for the planned Dorr Street interchange area.

3. Incorporate gateways and a unified signage program into plans for the Dorr Street interchange area.
4. Encourage a mixture of compatible commercial and residential uses with pedestrian connections and community amenities in the area shown as Interchange mixed use on the Future Land Use Map.

8) Hill/McCord Planning Area

The Hill/McCord Planning Area is a largely single-family residential area containing most of the area bounded by King Road, Angola Road, Holland-Sylvania Road, South Avenue, U.S 23/I-475, Hill Avenue, McCord Road and Nebraska Avenue. The area includes a mix of older and newer single-family subdivisions, acreage residential parcels, and apartments. There are small commercial nodes at the Hill/McCord and Nebraska/McCord intersections, and an agricultural area between U.S. 23/I-475 and Holland-Sylvania Road. Most of the remaining vacant land is wooded rather than agricultural.

Existing Land Uses

- ➔ Residential (predominantly single-family with some multi-family)
- ➔ Commercial (several small commercial nodes at intersections)
- ➔ Wooded vacant land
- ➔ Agricultural

Environmental Considerations

- ➔ Drennan Ditch and Heldman Ditch drainage corridors, as well as the open drain east of McCord between Burnham Green and Lincoln Green Roads, including floodplain and floodway designations.
- ➔ Wetlands are identified on National Wetlands Inventory (NWI) mapping.



Above: Unlocking the development and redevelopment potential in this planning area will be contingent on incrementally working to revitalize the older neighborhoods and connecting new subdivisions.

- ➔ Potable water and sanitary sewer systems are available to developed parcels, with extensions required to provide service to in-fill development as it occurs.
- ➔ Sanitary sewer extensions west along Angola Road to King Road from the McCord Interceptor should be placed deep enough to allow extension westerly into the Stone Oak Planning Area.

Transportation Considerations

➔ General Issues:

- Lack of pedestrian & bike facilities
- Absence of wayfinding signs
- Congestion at various intersections

➔ Intersection Issues:

- McCord Rd. & Hill Ave.
- McCord Rd. & Hancock Ave.

➔ Corridor Issues:

- McCord Rd. (Angola Rd. to Nebraska Ave.)
- Hill Ave. (King Rd. to eastern Twp. Limit)
- Angola Rd. (King Rd. to Holland-Sylvania Rd.)

➔ Non-motorized Facility Issues:

- Lack of contiguous non-motorized facilities throughout planning area
- Key specific locations lacking non-motorized facilities:
 - Hill Ave. (King Rd. to eastern Twp. Limit)
 - Angola Rd. (King Rd. to Whisperwood Pkwy.)
 - Angola Rd. (McCord Rd. to Holland-Sylvania Rd.)
 - McCord Rd. (Angola Rd. to Nebraska Ave.)
 - King Rd. (Angola Rd. to Nebraska Ave.)

➔ High Crash Listings:

- McCord Rd. (Angola Rd. to Nebraska Ave.)
- Hill Ave. (King Rd. to eastern Twp. Limits)
- Angola Rd. (McCord Rd. to Holland-Sylvania Rd.)

- Intersection of King Rd. & Angola Rd.
- Intersection of Angola Rd. & McCord Rd.
- Intersection of Hill Ave. & McCord Rd.

Planning Issues and Areas of Concern

- ➔ Infill residential development
- ➔ Establishing boundaries for commercial nodes near intersections
- ➔ Property maintenance and unimproved streets may be issues in some areas
- ➔ Pedestrian connectivity
- ➔ Roundabout planned at Angola Rd. & King Rd.

Land Use and Zoning Recommendations

1. Encourage infill residential development with medium density residential zoning in areas near existing residential subdivisions.
2. Concentrate commercial and mixed use development near existing commercial activity nodes at the McCord/Hill and McCord/Nebraska intersections.
3. Institute a township program to install sidewalks in areas with sidewalk gaps, especially along major roadways.
4. Establish a stronger zoning code enforcement and property maintenance program.
5. Establish active park and recreational uses within walking distance of residential neighborhoods. At the present time, the only neighborhood park in this area

is the 3-acre Lincoln Green Park in the Lincoln Green Subdivision.

6. Create a plan for business park development for the undeveloped acreage east of U.S. 23/I-475 between Angola Road and South Avenue.



Above: This planning area contains the highest portion of the township’s LMHA housing and multi-family residential uses. Township officials should work with LMHA officials to improve the aesthetics on many of these properties.



General Recommendations

General Recommendations

The 2019 Springfield Township Master Plan’s Strategies are categorized and guided by three primary themes that emerged during the planning process:

- ➡ Neighborhoods First
- ➡ Connected Community
- ➡ Economic Prosperity

Neighborhoods First

1. Update the Zoning Resolution

Township officials could pursue an update the zoning resolution. Possible action items could include:

- A. Township Officials could update the zoning map to reflect current land use patterns. At the present time, Metropark-owned parcels west of Crissey Road are zoned industrial but utilized as Public/Open Spaces. Conversely, areas that make the best sense for industrial development could be zoned as such rather than rural residential. Township officials could meet with property owners, Metroparks and Lucas County Planning and Development officials to establish a zoning footprint that’s reflective of current and future realities and desires.
- B. Develop a permissible use chart showing on one master table the permitted and condition uses of all zoning districts.
- C. Create an agricultural zoning district to help provide additional protection to landowners. Such a

designation would permit farms, dwellings, orchards, farmers markets, and other farming-related uses but prohibit other types of development without special approval by the township. At the present time agricultural related operations are zoned RA-3 but agricultural related uses are not specifically listed as permitted uses.

- D. Develop a Mixed Use Zoning District to promote higher density residential and commercial uses. Currently, no zoning district provides for the innovative deployment of both land uses except for the Planned Unit Development (PUD) section that permits some mixture of uses but provides minimal guidance, stating simply that "any additional uses proposed in an overlay (PUD) may not make up more than 40% of the overall proposal” and density remains to be established by each underlying zone district's requirement.
- E. Review and modify the buffer yards and setback requirements for multi-family and non-residential zoning districts to provide for increased buffers between certain land uses. At the present time, Section 1914 (Supplemental Yard Regulations), only require non-residential land uses to be buffered “twice” the normal standard, which in certain cases would only be 20 ft.
- F. Update Section 19 (Supplementary Regulations) to include riparian setbacks or create a riparian overlay district.

- G. Pursue the feasibility of developing an architectural review board (ORC 519.171) to promote better landscaping, screening and architectural standards in targeted overlay zones like the Airport Highway Overlay District and the newly developed Dorr Street Overlay District. This board would consist of five residents, one member of which would be a licensed landscape architect or engineer. Sections 22 and 23 already require that landscape plans and architectural review for all non-residential buildings but these reviews are not performed by licensed landscape architects and architects. Update Section 22 (Site Plan Review) to require developments of a certain acreage to provide an existing tree inventory plan with a goal to protect and preserve trees with a DBH (diameter at breast height) of 18” or more as well as other woodlands critical to the Oak Openings habitats.
- H. Update Section 1910 to include additional nuisance enforcement to include areas other than junk vehicles.
- I. Review Section 21 to ensure the sign restrictions align properly with current sign code regulations in Reed v. Town of Gilbert. In addition, review the subsection of Section 1910 regarding the enforcement of certain signs deemed nuisances.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Zoning Department

2. Create Overlay Zoning Districts

Past planning efforts discussed the development of new overlay districts to help promote and preserve aspects of the community sought after by the public. The tools include:

- A. Riparian Overlay Districts: Pursue the feasibility of adopting the county model riparian setbacks zoning guidelines. County officials currently enforce riparian setbacks along certain waterways per Section 4.13 of the Lucas County Floodplain Damage Prevention Regulations. Similar, but enhanced development and setback requirements could be established for riparian areas along other floodway areas of the township.
- B. Oak Openings Preservation Overlay District: Over 94% of residents that participated in the 2004 planning process supported preserving the native Oak Openings preserves, and the Plan identified specific boundaries for this preservation district. Township officials could continue to follow these recommendations or simply update Section 23 (Landscape Plan) to require a certified landscape architect to prepare plans that preserve existing native Oak Openings vegetation.

These overlay districts will help improve aesthetics, accessibility, buffer zones, and minimize land use conflicts.

- ➡ Timeframe: Medium Term
- ➡ Lead Party: Administration

3. Increase Code Enforcement

Residents indicated on the community survey the importance to reduce nuisances and property blight. While some of their concerns revolve around property maintenance issues that would be best served by the adoption and enforcement of a property maintenance code, a variety of residents voiced their concern about township officials simply allocating more resources to enforcing existing nuisance regulations (Section 1910) that addresses weeds and abandoned vehicles. At the present time, the township has one full-time nuisance officer.

In addition, Township officials could encourage the development of neighborhood associations and organize community forums to address neighborhood-related property blight issues.



Above: Unsightly properties are scattered along S. Crissey Road near the elementary school. Township officials should utilize additional enforcement actions in conjunction with Land Bank to address property blight.

Private, more localized, efforts could help make the job a bit easier and result in greater impact and more successful enforcement. These groups could ensure that the rental and other property owners in their neighborhoods are abiding by the law.

- ➡ Timeframe: Medium Term
- ➡ Lead Party: Township Administration and Zoning Department

4. Pursue the feasibility of adopting a Vacant Property Registration Resolution (VPRR)

Another tool that Township officials could pursue is the development of a vacant property registration resolution that could minimize neighborhood issues that arise from unkempt and vacant properties, many of which may have delinquent taxes. Township officials could work with the Lucas County Land Bank to help address delinquent properties. The benefits of the Land Bank will help to:

- ➡ Reduce the time it takes to take control of vacant, abandoned and tax delinquent properties
- ➡ Reduce flipping
- ➡ Repurpose properties through demolition or rehabilitation
- ➡ Put properties back on the tax rolls

Many of the State’s limited home rule authority townships have VPRRs that have helped to contain the spread of property disinvestment.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Zoning Department

5. Pursue the feasibility of adopting the Exterior Property Maintenance Resolution (or the International Property Maintenance Code)

Township officials could, like Perrysburg Township, adopt the International Property Maintenance Code, or work with their zoning board to adopt a hybrid form of this code.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Zoning Department

6. Pursue the Development of Community Improvement Corporation

Township officials should pursue the feasibility to develop a community improvement corporation that could help spearhead broad initiatives and the implementation of this Plan. In doing so, the newly developed CIC could work closely with Springfield Township, the Village of Holland, Springfield Local Schools, Springfield Holland Chamber of Commerce, the Springfield-Holland Joint Economic Development Zone business advisory council, the Dorr Street Joint Economic Development District, and the various county stakeholders like the Metroparks, Port Authority, and Lucas County Planning and Development. All of these organizations could benefit from one entity spearheading the Plan’s strategies and community initiatives that some organizations simply cannot address due to the lack of personnel or resources. This organization

could be funded with proceeds of Springfield/Holland JEDZ and Dorr JEDD and also be able to tap into funds from Ohio Development Services Community Development Corporation Economic Development Program.

- ➡ Timeframe: Medium Term
- ➡ Lead Party: Administration

7. Embrace Public Safety Planning

Improved police protection was a common issue raised by township residents and businesses within the Springfield Holland JEDZ during the planning process. Springfield Township enters into annual service agreements with the Lucas County Sheriff’s Department for these services, with the Springfield Holland JEDZ paying separately for increased services. Because the township’s future growth potential could be hamstrung by this issue, it is important that the Township Trustees continue this dialogue until the formal solution acceptable to township residents and businesses is formulated.

- ➡ Timeframe: Ongoing
- ➡ Lead Party: Administration

8. Implement a community-wide waste management and recycling program

One improvement that residents feel the township could improve is in the area of waste management. At the present time, Springfield Township does not offer its residents refuse and recycling services. Residents must coordinate

with the private sector for these services. It is recommended that Springfield Township Trustees pursue the feasibility of adding a refuse levy on the ballot at some time in the future to let the township voters decide this issue.

- ➡ Timeframe: Medium Term
- ➡ Lead Party: Administration

9. Pursue becoming a Limited Home Rule Township

Many of the comments generated by residents on the community survey pertained to issues that could be addressed by tools that the township could adopt if it became a limited home rule township. These areas include:

- Broader powers to enforce zoning and property maintenance regulations, and address nuisances like junk vehicles and weeds.
- Improving police protection
- Instituting recycling measures and better address trash services
- Establishing speed limits on township roads

As a limited home rule township, township officials would be authorized under ORC 504.01 to adopt additional tools to minimize these issues. Approximately, 75% of the 30 urban home rule townships in Ohio have adopted some level of property maintenance standards which have helped tremendously to improve neighborhoods and improve the overall quality of life of their communities.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Administration

Connected Community Solutions

1. Improve The Township’s Transportation Infrastructure

Based on data research, public/stakeholder input, steering committee input, and documented high crash locations within Springfield Township, the following locations listed in this section should be explored for further analyses to determine specific improvements needed. Once specific improvements are identified, various funding programs and sources can be pursued to secure State and Federal funds to enhance safety and operational conditions for both motorized and non-motorized modes of transportation within Springfield Township.

Potential Locations for Intersection Safety/Operational Enhancements:

- McCord Rd. & Bancroft St.
- McCord Rd. & Dorr St.
- McCord Rd. & Hancock Ave.
- McCord Rd. & Hill Ave.
- McCord Rd. & Angola Rd.
- McCord & Spring Valley Dr. | Centers Dr.
- Spring Meadows Dr. & Centers Dr.
- Centers Dr. & E. Mall Dr. (near Target access)
- Pilliod Rd. & Perrysburg-Holland Rd.
- Holloway Rd. & Garden Rd.

- Angola Rd. & King Rd.
- Angola Rd. & Crissey Rd.

Potential Locations for Corridor Safety/Operational Enhancements:

- Bancroft St. (King Rd. to McCord Rd.)
- Dorr St. (Crissey Rd. south leg to Crissey Rd. north leg)
- Dorr St. (Centennial Rd. to I-475/US23)
- Hill Ave. (Centennial Rd. to I-475/US23)
- Angola Rd. (Albon Rd. to Holland-Sylvania Rd.)
- Garden Rd. (Holloway Rd. to I-475/US23)
- McCord Rd. (Bancroft St. to Airport Hwy.)
- Perrysburg-Holland Rd. (Wolf Ridge Rd. to Holland-Sylvania Rd.)
- Holloway Rd. (Garden Rd. to Hall St.)
- Albon Rd. (Angola Rd. to Airport Hwy.)
- Eber Rd. (Airport Hwy. to southern Twp. Limit)
- Crissey Rd. (Angola Rd. to southern Twp. Limit)

Potential Non-Motorized Enhancement Corridors:

- Bancroft St. (Crissey Rd. to I-475/US23)
- Dorr St. (King Rd. to McCord Rd.)
- Hill Ave. (King Rd. to I-475/US23)
- Angola Rd. (Crissey Rd. to Holland-Sylvania Rd.)
- Airport Hwy. (Holloway Rd. to Holland-Sylvania Rd.)
- Garden Rd. (Albon Rd. to Holloway Rd.)
- McCord Rd. (Bancroft St. to Angola Rd.)
- King Rd. (Bancroft St. to Angola Rd.)
- Holloway Rd. (Airport Hwy. to Garden Rd.)

- Albon Rd. (Angola Rd. to southern Twp. Limits)
- ➡ Timeframe: Ongoing
- ➡ Lead Party: Township Administration

2. Develop a Complete Streets Policy

The community survey, stakeholders, and the public meeting input all indicated a desire to have a more comprehensive approach to providing pedestrian and bicycle connectivity throughout Springfield Township. One way to assist in accomplishing this is to adopt a Complete Streets Policy. The Complete Street Policy takes into consideration various modes of transportation such as pedestrians, bicyclists, motorists, and transit riders of all ages and abilities within the context of their location.

A Complete Street Policy does not have to include all modes. It can simply evaluate what can feasibly be incorporated into a roadway when improvements are being planned (resurfacing, rehabilitation, etc.). Township officials could pursue many routes toward this strategy: Adopt TMACOG’s Complete Street Policy; or develop a hybrid policy using best practice models.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Road Department

3. Adopt Local Access Management Guidelines

Springfield Township is covered by the Lucas County Access Management Regulations (recently updated in 2018). However, the township is empowered as an Urban

Township under Ohio Revised Code (ORC) 5552 to pursue their own local access management guidelines to consolidate multiple access points/curb cuts and promote safety along corridors.

If Township leaders decide they prefer to develop their own access management policies they have the option of doing so. However, any township access management policies would only apply and supersede township roadways and would not cover County Road or State/Federal designated roadways.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Administration

4. Develop a Pedestrian Connectivity Plan

Linking the community together through pedestrian mobility infrastructure has been an ongoing theme since the adoption of the Township’s last Master Plan.

Although new developments are guided by the Lucas County Subdivision Regulations Sec. 518.a, that requires sidewalks to be constructed on both sides of all streets, many parts of the township have large linkage gaps and are in need of pedestrian connectivity improvements. These transportation issues surfaced during the planning process. Issues in need of further planning include:

- A. Connecting the east and west sides of Airport Highway (disconnected by I-475).

- B. Improving the connectivity to various areas in the community like Springfield Local School facilities (Dorr Elementary along Dorr and King Streets and at Crissey Elementary along Crissey Road), Homecoming Park, and the Metroparks. Existing rail right of ways could be utilized to develop new trails.
- C. Connecting the township, county and state parks and nature preserves through better signage and dedicated infrastructure.

These connectivity issues were some of the more consistent comments made in the community survey responses. Residents indicated a strong desire to better connect the existing facilities by filling in gaps in sidewalk coverage areas, connecting bike path/lane facilities, and developing a network to promote healthy transportation alternatives.

Township and school officials could work with neighborhood groups to develop a school travel plan (STP) to identify barriers to walking and cycling within neighborhoods and identify specific improvements that would make routes more attractive and useful. ODOT has grant funding available for communities with STPs to improve pedestrian connectivity to schools.

- ➡ Timeframe: Short Term
- ➡ Lead Party: Administration

5. Implement Short Term Non-Motorized Enhancement Projects

Two pedestrian connectivity projects were determined by the steering committee to be pursued. These projects are:

- A. Airport Highway (Holland-Sylvania Road to Spring Meadows Drive) – Work with ODOT to implement non-motorized facilities (such as sidewalks) to provide safer travel for pedestrians that are passing over the I-475/ US 23 overpass on this heavy traffic volume stretch of roadway.
- B. Connect Home Coming Park to Blue Devil’s Fields – Construct a multi-use path that would connect these two recreational facilities together. Recently purchased property by Springfield Township on the southern boundary of both recreational facilities would facilitate implementing this improvement.
- C. Various sidewalk gap projects along McCord and Angola Roads

- Timeframe: Medium Term
- Lead Party: Administration

6. Expand the Recreation Footprint

Similar to Sylvania Township to the north, many of the large regional parks that exist in Springfield Township require residents to use a vehicle to the access them. Although township resources to promote these activities are limited, officials indicated a desire to work with the school district and area developers to improve their existing inventory of

neighborhood parks. At the present time only three neighborhood parks exist.

- Timeframe: Ongoing
- Lead Party: Administration

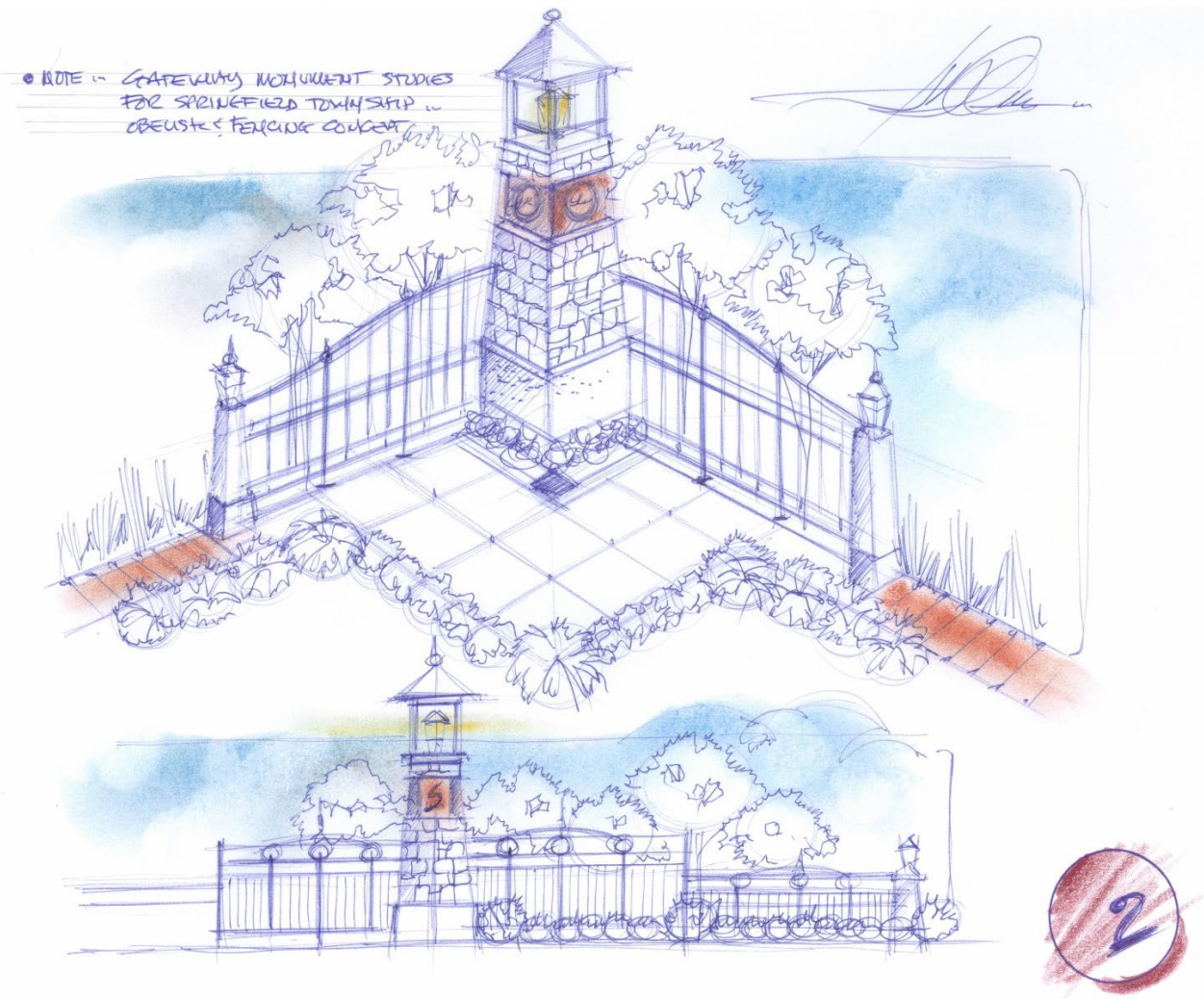
7. Deploy Branding and Identity Elements

Springfield Township has an identity problem according to residents that have participated in the last two planning efforts. While a portion of the problem is structural because the township doesn’t have a “Downtown” others believe it’s because the township looks bland and milquetoast like most suburban townships in Ohio.

Creating community identity is dependent upon image and building upon momentum. While the short-term benefits of deploying a unifying identity theme around the community may be slow to recognize, there are several long term benefits that derive from consistency and a consistent message.

A wayfinding signage system would allow for residents and visitors to easily locate shopping centers, schools, Township and Village

public offices, parks, bike paths, recreational facilities, libraries, and key industries/businesses, etc. In addition to the wayfinding signage, the development of aesthetic primary gateways and secondary monument-style gateways coming into the Township would assist in branding the community. For a better idea of specific locations for these identity elements, see Map: Wayfinding and Gateways.



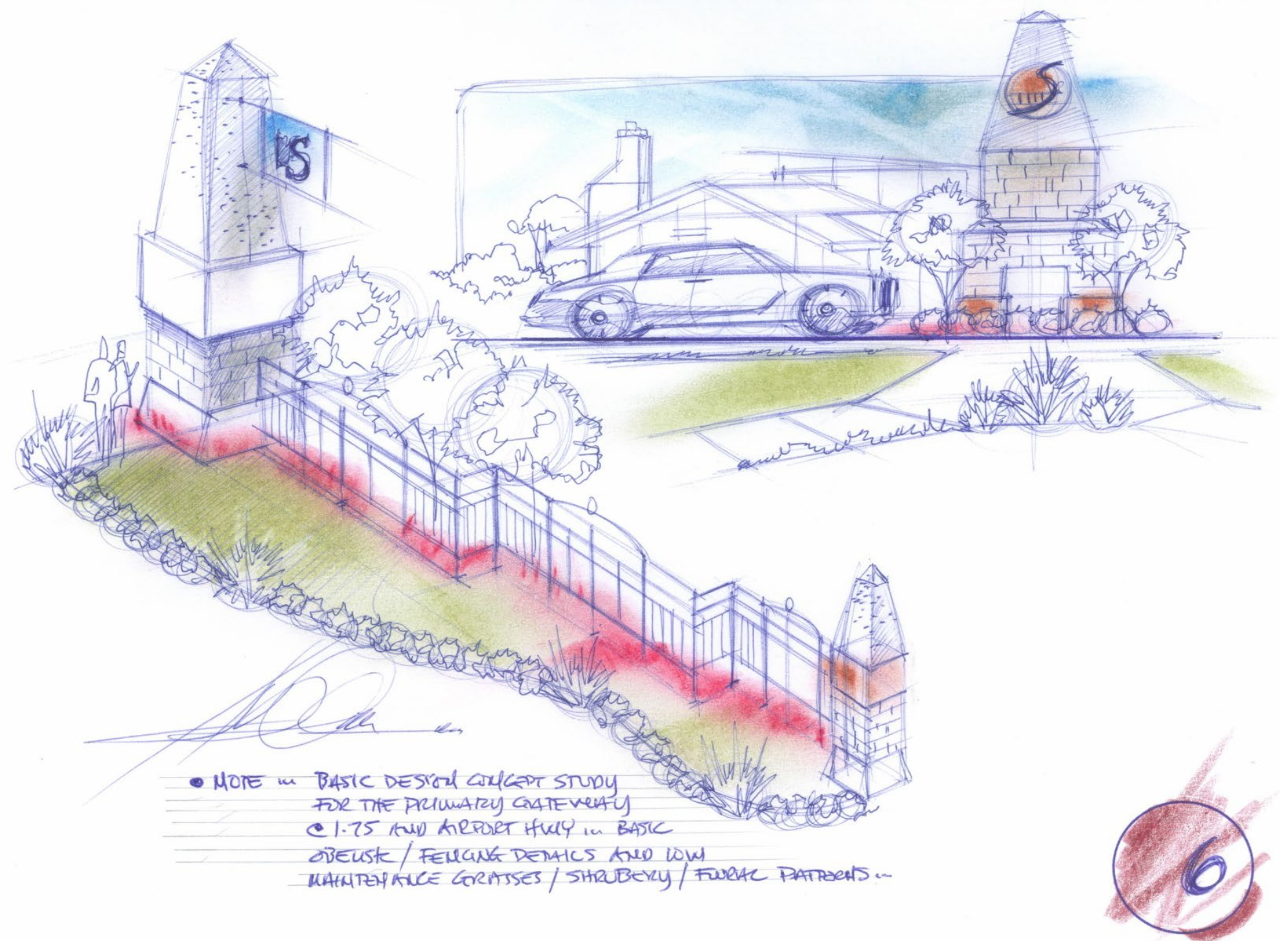
Examples of these identity elements include:

Gateways

First impressions are extremely important, especially when entering a Township. Gateways provide a sense of place and set the tone for the entire community. The visual appearance of routes leading into the Township is vitally important. Springfield Township needs to look visually appealing and give a good first impression to encourage investment, shoppers, and visitors as well as providing an attractive and pleasant environment for its residents.

At the present time, the township's gateways are delineated by standard ODOT green signage or are absent. New gateway features are a key component to promoting a refined image. These gateways must be strategically placed in high visibility areas on major thoroughfares near the Township's borders. This could prove especially effective for the two economic development areas (JEDD and JEDZ).

Each potential gateway location will need detailed analysis to ensure driver's sight lines are not blocked, vehicle safe zones are respected, and existing utilities are avoided.



Wayfinding and Monuments

Wayfinding signs provide visitors, as well as local residents, a pleasant experience while visiting Howland. Whether shopping on Airport Highway, visiting a nearby park, or driving through the Township, wayfinding signs can become very helpful when navigating throughout Springfield Township. There are many different options when it comes to way-finding signs. These options include kiosks, columns, banners, and pole signs.

Medium-scale monuments could be placed at key entry points into key areas and nodes. These provide a consistent architectural theme and help give each neighborhood a sense of identity. They are also useful wayfinding signs for visitors.

Small-scale monuments, such as address markers, could be placed throughout the community and along Airport Highway and JEDD/JEDZ areas to provide useful wayfinding information to visitors. Their style should be consistent with the large-and-medium scale monuments.

Banners

Township banners also promote community pride and create visual appeal to the streetscape. Banners are most effective when defining key nodes and intersections in the Township.

In an effort to help inspire community identity, and to market and brand Springfield Township, Township officials

should collaborate with the community stakeholders to link and connect community assets through these identity building techniques.

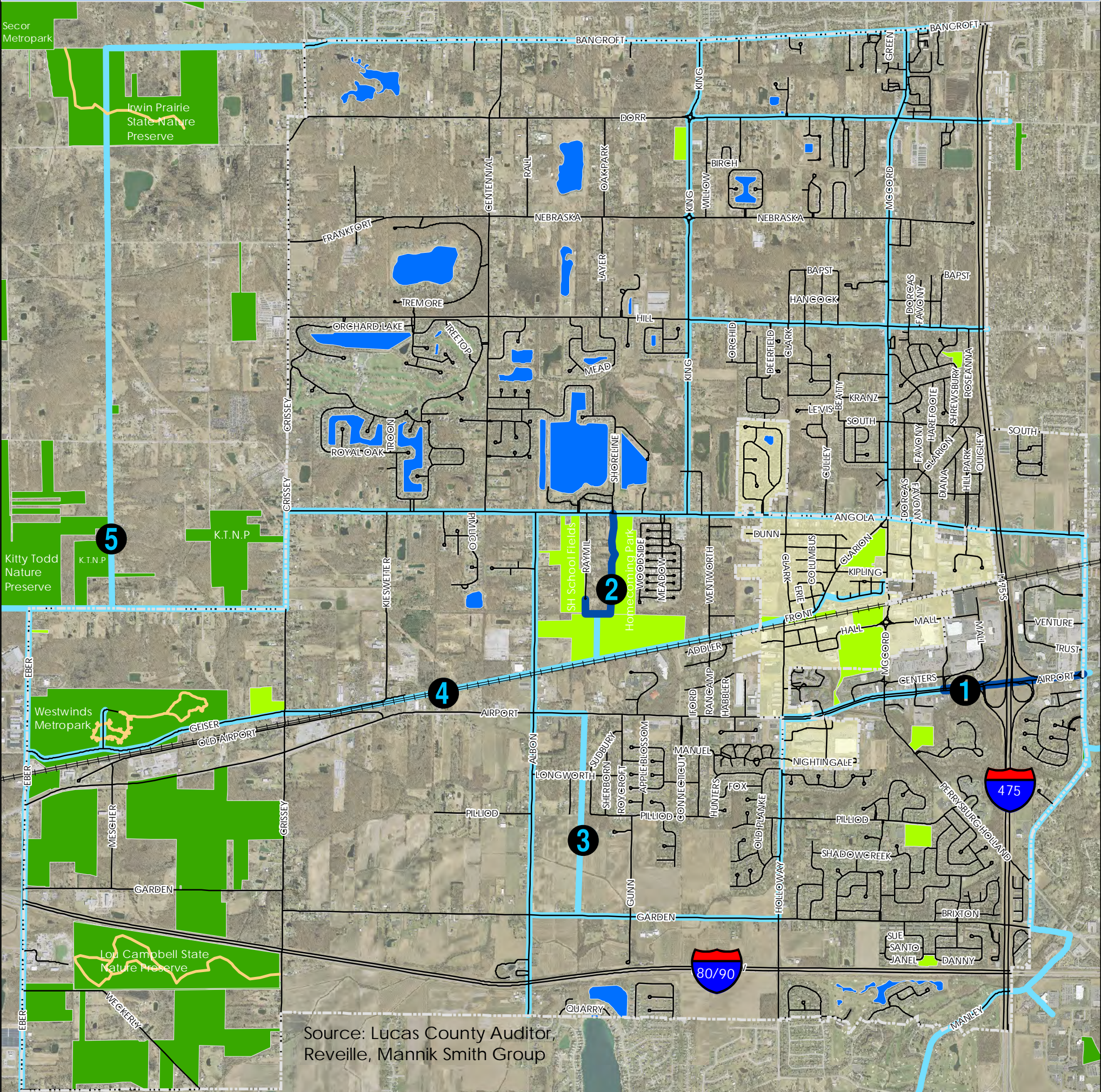
- ➡ Timeframe: Ongoing
- ➡ Lead Party: Administration

8. Establish a dedicated capital improvement fund

Springfield Township funds all road improvements out of their general fund and does not have a separate fund created. The leadership concluded that the implementation of transportation planning efforts and the improvement of the Township’s transportation and pedestrian connectivity systems will be best served by the establishment of a dedicated capital improvement fund (see *Map: Potential Transportation Improvement Areas*).

- ➡ Timeframe: Short Term
- ➡ Lead Party: Administration, Fiscal Department and Road Department

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



- 1** Create safe pedestrian connectivity between Holland/Sylvania Road and Spring Meadows Place across I-475.
- 2** Connect Homecoming Park and other township-owned land to school recreation fields.
- 3** Create a north/south trail between Airport Highway and Garden Road using former R/R ROW. Connect to community assets like MacQueen Apple Orchard.
- 4** Connect Township Parks to Toledo Metroparks using Toledo Edison ROW and share the road signage along Geiser Road.
- 5** Coordinate with agencies / organizations to connect trails and parks via wayfinding and "share the road" signage. Secor / Winegrass Metroparks and Kitty Todd / Irwin Prairie State Nature Preserves are a mile or less away from the Township.

Legend

Springfield Township

Railroad

Streets

Metropark / ODNR Trails

Proposed Pedestrian Connectivity Improvements

Proposed Pedestrian Improvement Corridor

Ponds

Metroparks/ODNR/Oak Openings Parks

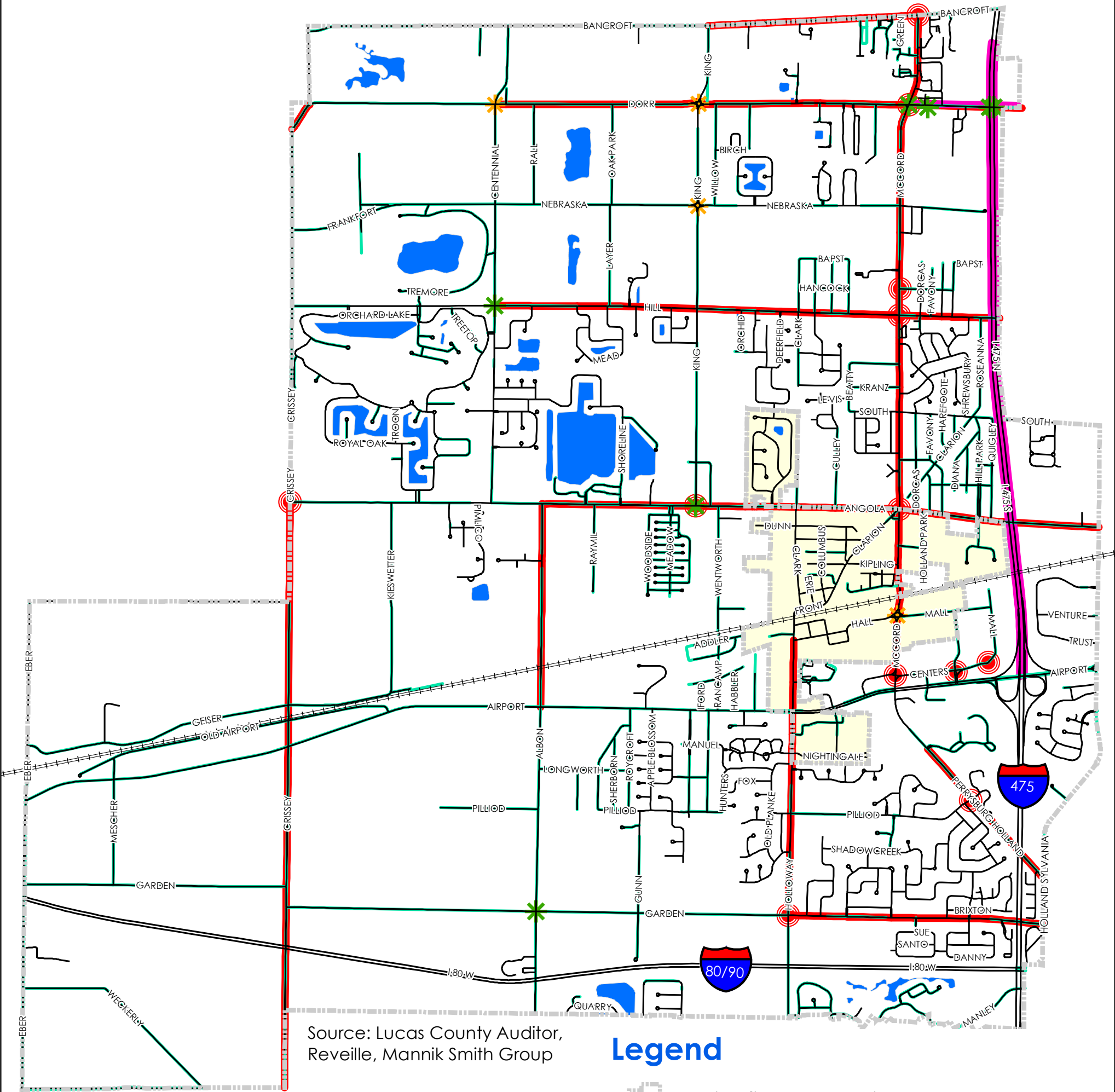
Community Facilities (Twp Lands/Schools/Parks)

Village of Holland



Proposed Pedestrian Connectivity Improvements

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor,
Reveille, Mannik Smith Group

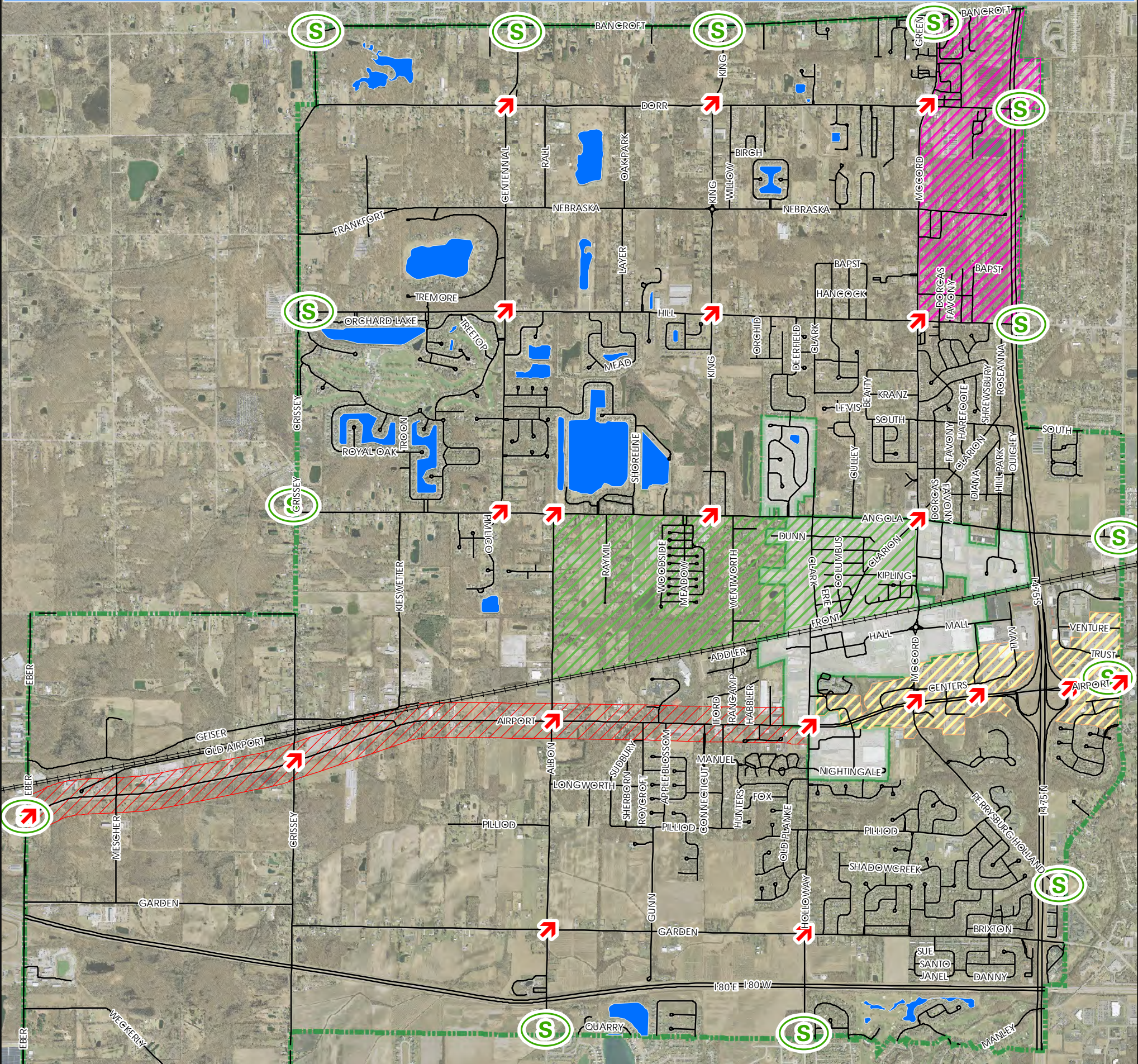
Legend

- Springfield Township
- Railroad
- Streets
- Existing Roundabouts
- Planned Roundabouts
- Sidewalk Gap Areas
- Planned TMACOG 2020-2021 Project
- Potential Safety Intersection Project
- Potential Safety Corridor Project
- Ponds
- Village of Holland




Future Transportation
Improvement Areas

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor, Reville, MEP Design



SPRINGFIELD
twp

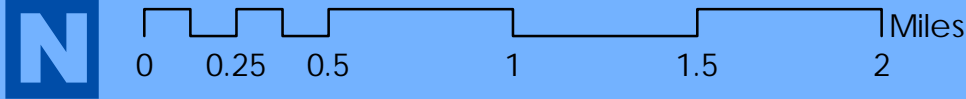
Legend

- Wayfinding
- Gateways
- Streets
- Railroad
- Ponds

Focus Areas

- Airport Highway District
- Dorr Street District
- Spring Meadows District
- Core District
- Village of Holland
- Springfield Township

- Township Hall
- Village Hall
- Springfield School
- Toledo Airport
- Spring Meadows
- Homecoming Park
- Oak Openings
- Dorr St Corridor
- McQueens Orchard
- (566 mi) New York



Wayfinding / Gateways

Prosperity Solutions

1. Expand community reinvestment area (CRA) Program

A CRA area was created in an area of Springfield Township in 1998 with the assistance of Lucas County officials to help advance an economic development project. Since that time, the CRA program was only used twice, most recently for Honeybaked Ham (this abatement expired in 2015).

Under Ohio Revised Code, final approval for CRA abatements must be done by the Board of County Commissioners. Township officials could work with County Commissioners and Springfield Local Schools to develop a mutually-beneficial incentive structure. This program could be used not only to help promote growth and revitalize key commerce corridors but to encourage the revitalization / reinvestment in neighborhoods where there is blight or to promote missing segments of the residential market like “green” or age-friendly developments.

To get the most benefit of the program, Township officials should amend its existing CRA resolution to encompass the entire township.

- ➔ Timeframe: Short Term
- ➔ Lead Party: Township Administration

2. Encourage Balanced Growth

Throughout the development of this Plan there was a strong public desire to ensure that future development does not affect traffic safety and the existing quality of life. The desire to curb commercial sprawl was a common theme during this planning process, just as it was during the 2004 planning process. Striking a balance between allocating resources to promote growth, as opposed to servicing existing development and residents is often a delicate situation.

- ➔ Timeframe: Ongoing
- ➔ Lead Party: Township Administration



Left: Springfield Township’s location is completely located within the Oak Openings Region. This Plan recommends methods that work to minimize the impact new development places on these resources.

3. Access Community Development Block Grant (CDBG) program funding for eligible target areas.

There are areas within in Springfield Township that could benefit from additional elements of neighborhood revitalization due to the age of the infrastructure or property blight. Community development block grants (CDBG) program funds could be utilized to improve these conditions. According to data from the 2015 American Community Survey, three of the township's census tracts meet income eligibility guidelines without having to perform additional income surveys. These eligible CDBG Target Areas include: Census Tract 87, Block Groups 3 (91.67% LMI), Census Tract 87, Block Group 4 (61.84%); Census Tract 87, Block Group 5 (63.24%).

Township officials could work with the Lucas County Planning and Development staff and neighborhood stakeholders within these eligible census tracts to frame an eligible project. Other areas of the community where blight and poor infrastructure is present could also qualify for CDBG funds if income surveys determine that over 50% of the households in the census tract (s) are low-to-moderate (LMI) income.

- ➡ Timeframe: Ongoing
- ➡ Lead Party: Administration



4. Improve the Commercial Corridors

Major corridors should be managed to minimize impacts, protect traffic flow and safety and enhance the Township's economic base and quality of life.

The Township's major corridors are important because they serve multiple functions and may be under pressure to accommodate new growth or revitalize. However, some locations on these corridors are currently in transition and have land uses, predominately residential, that may be incompatible with the surrounding commercial uses (See *Map: Existing Land Use*).

New development should be located adjacent to existing, similar development where access is appropriate, where utilities are present and with the intention of encouraging the creation of nodes of activity that can be properly managed. Wherever feasible joint access could be required, with cross-access easements to ensure adjacent properties can link with existing driveways.

It is recommended that residential development not be encouraged to front onto major corridors. Signs for commercial and industrial development should be subdued in design, such as monument-style signs designed to

complement the primary structure and externally illuminated.

Zoning officials could deploy the new mixed use zoning along key major corridors where higher density residential, commercial and office uses are preferred to promote best uses, and help to provide buffers to existing single family residential uses. Allowing for increased density in transitional and other compatible areas could help promote a better economy of scale.

- ➔ Timeframe: Ongoing
- ➔ Lead Party: Zoning Commission

5. Maximize the Utilization of the Springfield – Holland Joint Economic Development Zone and Joint Economic Development District (JEDD)

Township and village officials, along with the private sector, created a joint economic development zone (JEDZ) in 2014 to improve the Springfield Meadows area. Officials also developed a joint economic development district (JEDD) in May 2019 to help improve and market the new Dorr Street interchange at I-475. Both tools allow for income taxes and other corporate taxes to be collected and redirected back to pay for services and infrastructure that benefit these footprints. Township officials also passed legislation that approved tax increment finance (TIF) for a larger area that encompasses the JEDD (see *Map: Incentive Areas*).

It is important the Township officials work closely with the both JEDZ / JEDD boards and private sector stakeholders to develop a transparent and implementable plan to improve the infrastructure and overall marketability of these areas.

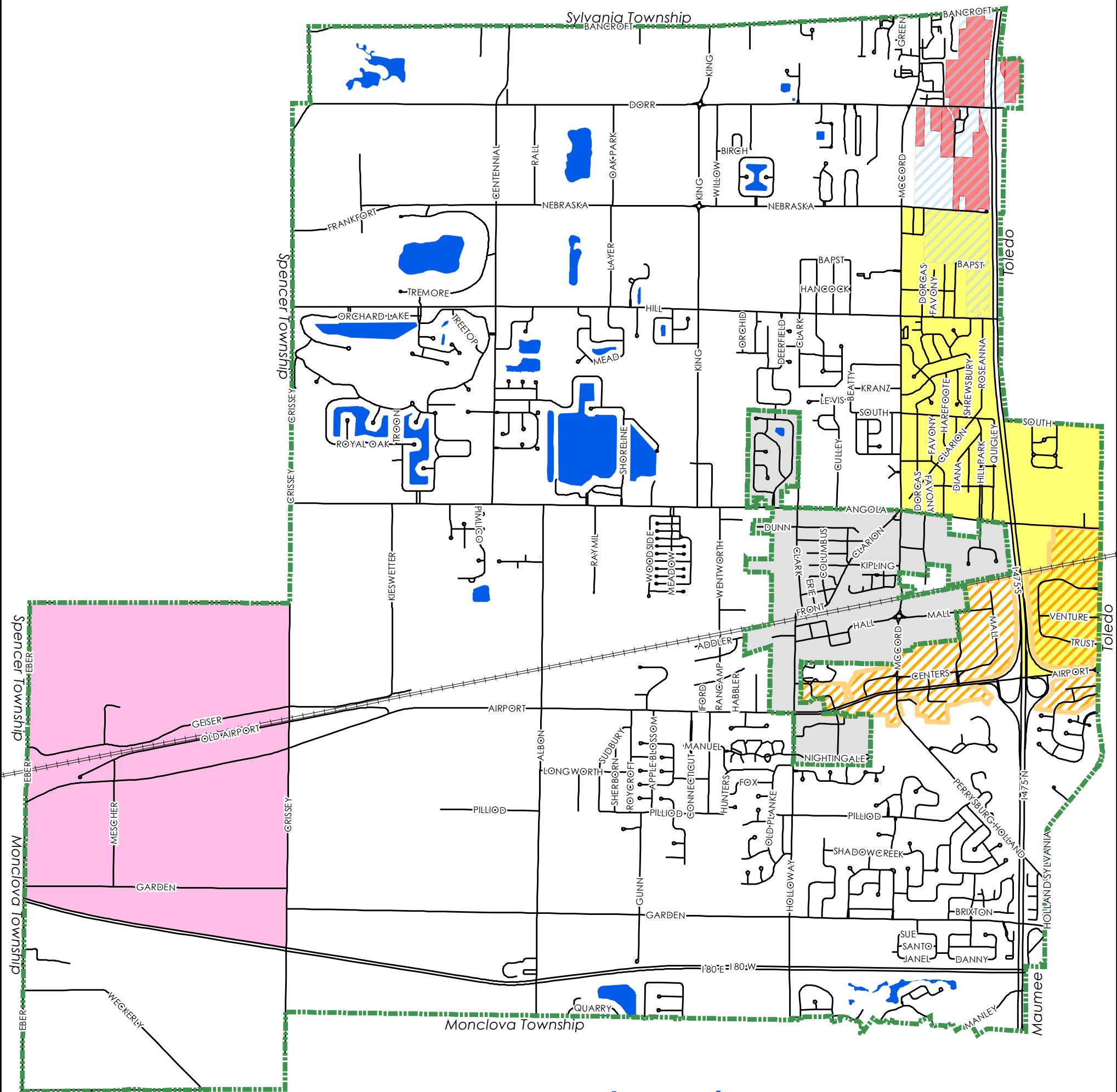
- ➔ Timeframe: Ongoing
- ➔ Lead Party: Administration

Top: Springfield Township Joint Economic Development Zone (JEDZ) was created in May of 2014 with the primary purpose to improve the shopping experience of the Springfield Meadows areas along Airport Highway.

Bottom: A Joint Economic Development District was created in 2019 to help advance growth opportunities at the new Dorr Street interchange of I-475.



SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN

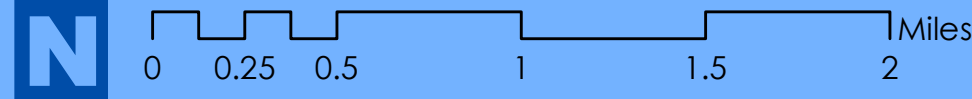


Source: Lucas County Auditor,
Engineer, Reveille

Note: The entire township is
part of Enterprise Zone 297C.

Legend

- Springfield Township
- Streets
- Railroad
- Ponds
- Tax Increment Financing Area
- Springfield Twp-Holland JEDD
- Springfield Twp-Holland JEDZ
- Airport-Springfield CRA (Pre-1994)
- Springfield CRA
- Village of Holland



Incentive Areas / JEDZ

Future Land Use Plan

The Future Land Use Plan is a key component of the planning process as it helps set the tone for future development and revitalization efforts, the preservation of natural resources, and the location of future infrastructure.

The Future Land Use Map helps to set the tone for the density and placement of various land use types within the community with this vision being implemented by the township zoning commission and administrative staff through tools such as the zoning resolution and subdivision regulations.

The Future Land Use Map is broken into several key land use areas that include:

Rural Residential/Agricultural

Springfield Township has prime agricultural land with significant agricultural operations in the southern portion of the township, centered near the intersection of Garden Road and Albon Road. This area includes agricultural land uses such as MacQueen’s Orchards that contribute to Springfield Township’s unique character. Residential subdivisions have not yet been developed in this area and agricultural preservation should be encouraged. This portion of the township is designated for rural residential/agricultural land uses on the future land use map.

The northwest corner of the township, north of Nebraska Avenue and west of King Road, has unique environmental characteristics and is primarily wooded rather than agricultural. This area maintains a uniquely rural and scenic character, has largely been developed with acreage residential parcels, and is designated for rural residential/agricultural uses on the future land use map. Similarly, the southwest corner of the township, west of Crissey Road, has unique environmental characteristics and much of this area has been acquired for parks and open space purposes. This area, as well as the nearby area along Kieswetter Road, is also in close proximity to the airport. Portions of these areas are also designated for rural residential/agricultural land uses, rather than more intense residential uses, on the future land use map.

Low/Medium Density Residential

Most of the existing residential subdivisions and other low/medium density residential developments are located in the southeast portion of the township, south of Airport Highway and east of Albon Road, and in a residential corridor between Angola Road and Hill Avenue, extending from U.S. 23/I-475 to the western township boundary. These existing subdivisions include a number of stub street connections to adjacent acreage and these areas are largely accessible to public water and sewer. These areas are designated for low/medium density residential uses on the future land use map. A number of single-family and villa-style residential subdivisions have also been developed between Hill Avenue and Nebraska Avenue extending

nearly to the western township boundary, and between Nebraska Avenue and Bancroft Street, east of King Road. These areas are also designated for low/medium density residential uses on the future land use map.

High Density Residential

The existing high density residential developments, primarily apartment complexes, are clustered along McCord Road from Hill Avenue to Bancroft Street, along U.S. 23/I-475 from Garden Road to Perrysburg-Holland Road, and in several large complexes near the intersection of Airport Highway and Holloway Road. The township appears to already have a significant number of apartment complexes and other affordable housing options, such as mobile home parks. Rather than designate specific additional areas for high density residential developments, it is anticipated that some high density residential land uses may be incorporated as components of mixed use developments where suitable in the areas designated for mixed use development on the future land use map.

Mixed Use Areas (Interchange and Township Center Areas)

There are two unique areas in the township that present opportunities for a well-planned mix of residential and commercial development as well as community uses and amenities: the Interchange Area (located between McCord Road and U.S. 23/I-475 near the planned Dorr Street interchange), and the Township Center Area (located on the north side of Angola Road, and along McCord Road, near

the Angola/McCord intersection). Development in the Interchange Area should be focused on uses that benefit from proximity to the highway interchange and visibility from the highway, and development in the Township Center Area should be focused on uses that help the area serve as focal point for the Springfield Township/Holland community and build upon the existing community uses and facilities located in close proximity. Both areas should include coordinated development with a mix of compatible commercial and residential uses with pedestrian connections and community amenities.

Neighborhood Commercial

Existing neighborhood commercial uses are concentrated along McCord Road at intersections with major roadways, along with several small neighborhood commercial uses at other locations in the township. Areas shown as neighborhood commercial on the future land use map primarily include existing commercial uses or zoning near major intersections (McCord/Bancroft, McCord/Dorr, McCord/Nebraska, McCord/Hill, Centennial/Dorr, Crissey/Angola, Holland-Sylvania/Angola) with some expansion to include abutting parcels where appropriate.

Office/Business Park

Springfield Township has a number of office/business park developments, some with primarily offices use and others with a mix of office, warehouse, and light industrial uses.

These include Wolf Creek Executive Park (Timberwolf Drive), Commerce Executive Park (north of Airport Highway, west of Holland-Sylvania Road, along US 23/I-475), Airport Executive Park (International Drive), Airport Business Center (Shanrock Drive), Spring Meadows West, Spring Valley Drive, and Henthorne Drive. These areas, along with an area along the east and west sides of Albon Road abutting the rail road and adjacent to Wolf Creek Executive Park, an area on the north and south sides of Angola Road abutting US 23/I-475 and a Toledo Edison facility, and an area on the west side of Perrysburg-Holland Road, south of Airport Highway abutting the Menard’s Store are designated for office/business park uses.

Modern business parks often include a mix of office, warehouse and light industrial uses. However, several of these areas are located in close proximity to residential zoning districts and, while suitable for office uses, would not be suitable for warehousing and light industrial uses. Areas shown as office/business park would thus only be suitable for M-1 Limited Industrial zoning if located at least 500 feet from a residential zoning district and if adequate buffering and separation were provided.

General Commercial

Springfield Township has two large shopping centers with a mix of general commercial uses located near the U.S. 23/I-475 interchange. The Spring Meadows Shopping Center, located west of the interchange, and the Springfield Commons Shopping Center, located east of the

interchange, include major retail anchors, a cluster of additional retail uses, and other general commercial uses such as restaurants and hotels. These areas provide visibility and accessibility well-suited for general commercial uses and comprise most of the area designated for general commercial uses on the future land use map.

Although much of the Airport Highway frontage extending west from the Spring Meadows area to the western township boundary is currently zoned C-2 General Commercial, the future land use map anticipates clustering future general commercial development in the most suitable locations rather than lining the entire length of Airport Highway with strip commercial development. Given the substantial amount of general commercial development already located in the Spring Meadows and Springfield Commons areas, and current national trends showing a lessening demand for retail space, much of the Airport Highway frontage in the western portion of the township, farther from residential areas and closer to the airport, is designated for industrial uses rather than general commercial uses.

Industrial

The previous township plan designated a large area roughly bounded by Airport Highway, Crissey Road, the Ohio Turnpike and the western township boundary, along with additional acreage between Airport Highway and Old State Line Road, for industrial land uses. However, most of this area was subsequently acquired for park and open space

purposes by Metroparks Toledo. This general area remains well-suited for industrial development due to its proximity to Toledo Express Airport and the turnpike interchange and its separation from intense residential development. The future land use map reflects the fact that much of this area will be preserved as parks and open space rather than being developed for industrial uses, but designates a smaller area for industrial uses centered on Mescher Road and Garden Road. The nearby areas designated for industrial uses on the south side of Airport Highway, east of Crissey Road, and on the north side of Airport Highway along Kieswetter Road adjacent to an area designated for business park/office commercial uses, were expanded somewhat to provide areas for future industrial development.

Public/Institutional

Areas designated for public/institutional uses include existing schools, community facilities, township facilities, and government buildings as well as two existing large residential complexes for special needs populations (the Lutheran Homes/Wolf Creek senior housing and care facility and the Anne Grady/Decem Center residential facility).

Parks/Open Space/Recreation

Areas designated for parks/open space/recreation uses include local and regional parks and reserves as well as public and private outdoor recreational areas.



Future Land Use Map Legend

Rural Residential & Agricultural
Agricultural activities and related uses, single-family generally on lots one (1) acre in size or larger and related uses (schools, churches, parks, etc.) permitted or conditional.
Corresponding zoning districts: RA-3, RA-4 (RA-4 only if served by public water lines and sanitary sewers).

Low/Medium Density Residential
Single-family and related uses (schools, churches, parks, etc.) permitted or conditional. Density generally ranges from two units per acre to six units per acre.
Corresponding zoning districts: RA-4, RA-5, R-A, R-1.

High Density Residential
Two-family and multi-family and related uses (schools, churches, parks, etc.) permitted or conditional. Density generally exceeds six units per acre.
Corresponding zoning district: R-3.

Interchange Area Mixed Uses
Coordinated development with a mix of compatible commercial and higher density residential uses with pedestrian connections and community amenities in close proximity to the planned Dorr Street interchange. Planned unit developments are encouraged.
Corresponding zoning districts: R-3, C-1, C-2, O/R.

Township Center Area Mixed Uses
Coordinated development with a mix of compatible commercial and higher density residential uses with pedestrian connections and community amenities to serve as a focal point for the Springfield Township/Holland community and build upon the existing community uses and facilities located in close proximity. Planned unit developments are encouraged.
Corresponding zoning districts: R-3, C-1, C-2, O/R.

Neighborhood Commercial
Small retail businesses with convenience-type goods, personal services, and office buildings. All uses and activities are inside buildings that typically do not exceed 10,000 square feet in size. Typically located at neighborhood activity nodes such as major street intersections.
Corresponding zoning district: C-1.

General Commercial
Generally larger commercial uses along major highways or thoroughfares, including retail uses, eating and drinking establishments, services and professional offices oriented to customers from a larger area.
Corresponding zoning districts: C-1, C-2.

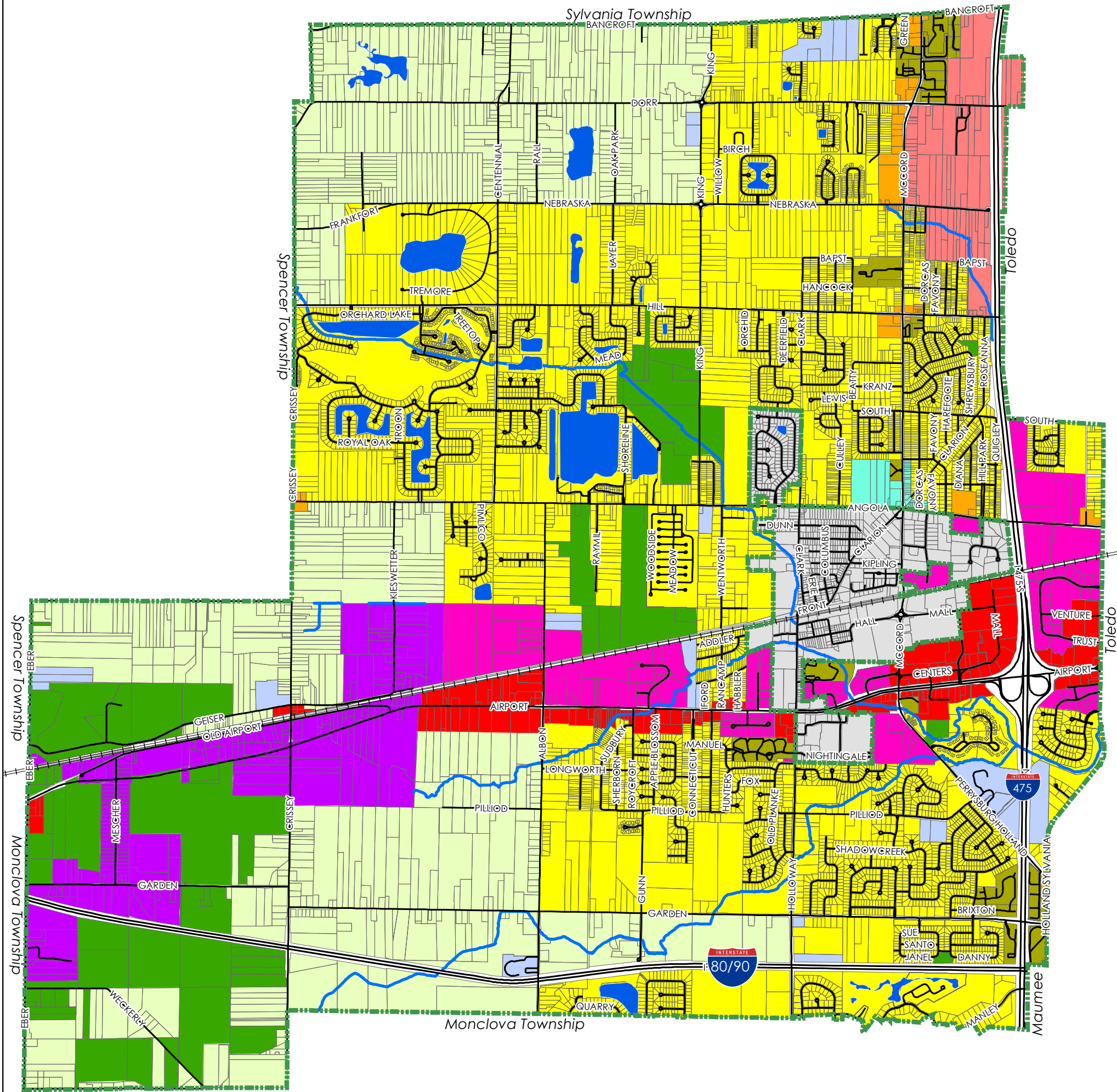
Office/Business Park/Light Industrial
Professional offices, research facilities, and related uses in individual buildings or office park/campus settings. May also include distribution centers, warehouses, light industrial uses, and supportive facilities provided that adequate buffering and separation are provided to nearby residential districts.
Corresponding zoning districts: O/R, M-1 (M-1 only if located at least 500 feet from a residential zoning district).

Industrial
Professional offices, research facilities, and related uses in individual buildings or office park/campus settings. May also include distribution centers, warehouses, light industrial uses and heavy industrial uses.
Corresponding zoning districts: O/R, M-1, M-3.

Public/Institutional
These uses generally include schools, community facilities, township facilities, large residential complexes for special needs populations, and government buildings.
Corresponding zoning districts: P/O and other districts with necessary approvals (conditional use permits, etc.).

Parks/Open Space/Recreation
Local and regional parks and reserves, public and private outdoor recreational areas.
Corresponding zoning district: P/O and other districts with necessary approvals (conditional use permits, etc.).

SPRINGFIELD TOWNSHIP COMPREHENSIVE PLAN



Source: Lucas County Auditor,
Engineer, Reveille

Version Date: 10/17/19

Legend

- Springfield Township
- Streets
- Railroad
- Ponds
- Hydrography
- Parcels
- Rural Residential / Agriculture
- Low / Medium Residential
- Higher Density Residential
- Interchange Area Mixed Use
- Township Center Area Mixed Use
- Neighborhood Commercial
- Office / Business Park
- General Commercial
- Industrial
- Public / Institutional
- Parks / Open Spaces / Recreation
- Village of Holland



Future Land Use



Plan Implementation

Plan Implementation

This Comprehensive Plan is intended to be a dynamic planning document – one that responds to changing needs and conditions. The Plan’s strategies are by no means completely exhaustive. They were developed in conjunction with public input, and take into account past, current and projected issues. Over time, each strategy may need to be revised or amended to reflect the current planning environment, and removed when accomplished.

Many of these recommendations will take several years to complete, but this plan will help the Township leaders to identify the “low-hanging fruit” and allocate funding in future budgets for the costlier projects.

How to Implement this Plan

This Implementation Section is structured into a coordinated action program so that Township leaders, staff, and other decision-makers can easily identify the steps that are necessary to achieve the vision described within this Plan. To this end, the Plan should be used in the following situations:

1. Planning and Zoning Affairs

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each zoning, development and subdivision decision should be evaluated and weighed

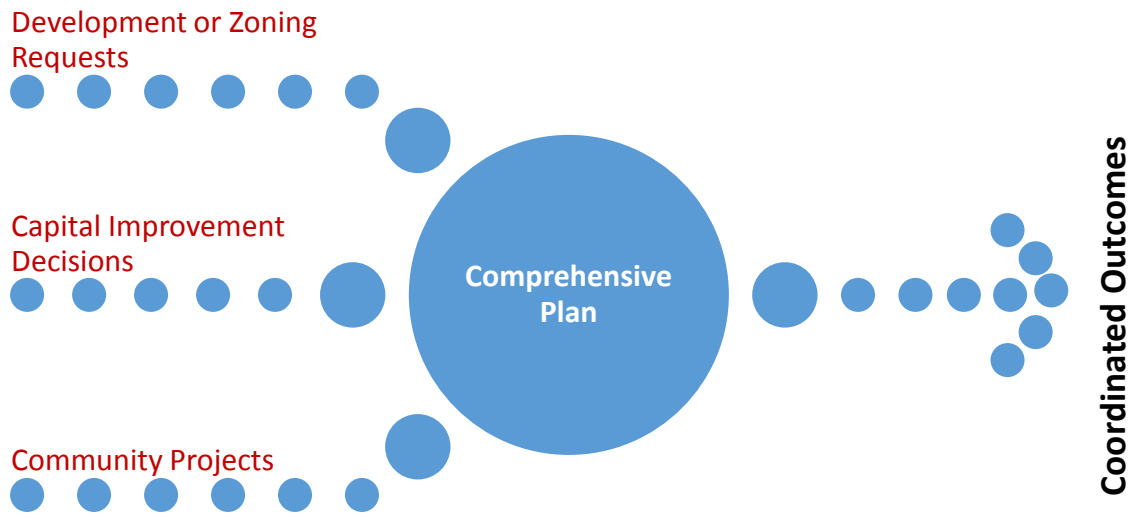
against applicable recommendations and policies contained within this Comprehensive Plan. Township officials will likely encounter development proposals that do not directly reflect the purpose and intent of the Comprehensive Plan and the land use pattern shown on the Future Land Use Plan. A consistent process should be utilized that allows developers and individuals to request an update to the Comprehensive Plan and the Future Land Use Plan.

2. Neighborhood and Capital Improvements

Due to the township’s limited resources, this Plan should be utilized when working to promote the overall quality of life in the community and in making capital improvement decisions. Whether it is the extension of pedestrian connectivity elements, the extension of infrastructure, or any other neighborhood improvements, it should be done in accordance with the Plan’s vision.

3. Intergovernmental Relations

Many of the initiatives in this Plan will require Township Officials to work with other political subdivisions and administrative bodies from the Village of Holland and Lucas County, to the Port Authority, Metroparks Toledo, to name a few. This Plan could be helpful to advance programs and initiatives that these entities could mutually benefit from.



4. Plan Review

It is imperative that this Plan is reviewed annually by the Planning Manager, Township Zoning Commission, and Township Trustees to ensure progress is being made. This discussion should identify the Plan’s beneficial impacts and recognize areas where the Plan may not have assisted in facilitating the visions and strategies. To further assist discussion, planning stakeholders can assign a “percentage complete” to each plan strategy (See: *Plan Implementation Table*). Major plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments.

Plan Implementation Table

Plan Element	Strategy	Collaborating Entity or Organization								
		Twp. Trustees	Zoning Commission	Twp. Departments	Parks / Rec Organizations	Springfield Local Schools	County Organizations	Local/Other Organizations	Time Frame	Percent Complete
Neighborhoods First	Update the Zoning Resolution	X	X	Administration Zoning*			Toledo Lucas County Plan Commission	Business and Property Owners	S	
	Develop new Overlay Zoning Districts (Ag Districts, INS/Public District, Riparian, and Oak Openings Preservation Overlays)	X	X	Administration Zoning*	MetroParks, Nature Conservancy, Oak Openings	X	Toledo Lucas County Plan Commission, Lucas County Soil and Water Conservation District, County Floodplain Manager	Property Owners, Farmers, Interested Stakeholders	M	
	Increase Code Enforcement	X	X	Administration* Zoning			Toledo Lucas County Plan Commission, Health Department	Twp Legal Counsel, Business and Property Owners, Private Sector Contractors	M	
	Pursue the feasibility of adopting a Vacant Property Registration Resolution	X		Administration* Zoning		X	Land Bank	Chamber of Commerce, Neighborhood Organizations, property owners	S	
	Pursue the feasibility of adopting the Exterior Property Maintenance Resolution (or the International Property Maintenance Code)	X	X	Administration* Zoning			Toledo Lucas County Plan Commission	Neighborhood Organizations, property owners	S	
	Pursue the Development of Community Improvement Corporation	X	X	Administration* Zoning			County Land Bank, Lucas County Planning and Development	Township Legal Counsel	M	
	Embrace Public Safety Planning	X		Administration* Fire Department		X	Sheriff	Neighborhood Groups, Property Owners, Holland/Springfield JEDZ Business Advisory Council	O	
	Implement a community-wide waste management and recycling program	X		Administration* Public Services		X	Lucas County Solid Waste Management District	Neighborhood Groups, Property Owners, Holland/Springfield JEDZ Business Advisory Council, Private Contractors	M	
	Pursue becoming a Limited Home Rule Township (ORC 504)	X	X	Administration*		X	County Commissioners, County Prosecutor	Twp Legal Counsel	S	

Implementation Timeframe: Short Term (S), Less than 2 years. Medium Term (M), 3-5 years. Long Term (L), 6-10 years. Ongoing (O)
* = Strategy Lead

Plan Element	Strategy	Collaborating Entity or Organization								
		Twp. Trustees	Zoning Commission	Twp. Departments	Parks / Rec Organizations	Springfield Local Schools	County Organizations	Local/Other Organizations	Time Frame	Percent Complete
Connected Community	Improve The Township’s Transportation Infrastructure	X		Administration* Road Department		X	County Engineer; TMACOG	ODOT, Village of Holland, Holland/Springfield JEDZ Business Advisory Council	O	
	Adopt a Complete Street Policy	X	X	Administration* Road Department			County Engineer; TMACOG	Village of Holland	S	
	Adopt Local Access Management Guidelines	X		Administration* Road Department		X	County Engineer	Interested Stakeholders	S	
	Develop a Pedestrian Connectivity Implementation Plan	X	X	Administration* Road Department	MetroParks	X	County Engineer, TMACOG, Toledo Lucas County Plan Commission	Holland/Springfield JEDZ Business Advisory Council, Village of Holland, Business Owners; Nonprofits	S	
	Implement Short Term Non-Motorized Enhancement Projects: 1. Airport Highway (Holland-Sylvania Road to Spring Meadows Drive) 2. Connect Home Coming Park to Blue Devil’s Fields	X		Administration* Road Department			County Engineer	ODOT, Holland/Springfield JEDZ Business Advisory Council	S	
	Expand the Recreation Footprint	X	X	Administration* Parks Department	MetroParks, Oak Openings	X	County Engineer, TMACOG, Toledo Lucas County Plan Commission	Neighborhood Groups, Developers, Property Owners, Holland/Springfield JEDZ Business Advisory Council	O	
	Deploy Branding Elements (Wayfinding and Gateway Signage)	X	X	Administration* Road Department	MetroParks, Oak Openings	X	County Engineer; Toledo Lucas County Library	Holland/Springfield JEDZ Business Advisory Council, Chamber of Commerce, Village of Holland, Businesses, Nonprofits, Toledo Port Authority	O	
	Establish a dedicated capital improvement fund	X		Administration* Road Department Fiscal Department*				Holland/Springfield JEDZ Business Advisory Council	M	

Implementation Timeframe: Short Term (S), Less than 2 years. Medium Term (M), 3-5 years. Long Term (L), 6-10 years. Ongoing (O)
* = Strategy Lead

Plan Element	Strategy	Collaborating Entity or Organization								
		Twp. Trustees	Zoning Commission	Twp. Departments	Parks / Rec Organizations	Springfield Local Schools	County Organizations	Local/Other Organizations	Time Frame	Percent Complete
Prosperity	Expand the Community Reinvestment Area (CRA) Program	X	X	Administration* Zoning		X	County Commissioners, Lucas County Planning and Development	Holland/Springfield JEDZ Business Advisory Council, Village of Holland Business Owners Property Owners	S	
	Encourage Balanced Growth	X*	X	Administration		X	Toledo Lucas County Planning Commission, County Commissioners, Sanitary Engineer	Property Owners, Farmers, Interested Stakeholders, Developers	O	
	Leverage incentives and tools for maintenance and improvement of housing and public infrastructure in CDBG-Eligible and targeted neighborhoods	X	X	Administration*			Lucas County Land Bank, Toledo Lucas County Planning Commission; Lucas County Planning and Development	Village of Holland, Property Owners, Neighborhood Groups	O	
	Improve the Commercial Corridors	X	X	Zoning*			County Engineer, Toledo Lucas County Plan Commission	Holland/Springfield JEDZ Business Advisory Council, Village of Holland Business Owners Property Owners, Utility Companies	O	
	Maximize the Utilization of the Dorr Street Joint Economic Development District (JEDD)	X	X	Administration*			County Engineer, Toledo Lucas County Plan Commission	Dorr JEDD Board, Village of Holland, Business Owners Property Owners,	O	

Implementation Timeframe: Short Term (S), Less than 2 years. Medium Term (M), 3-5 years. Long Term (L), 6-10 years. Ongoing (O)
* = Strategy Lead