REGULAR CITY COUNCIL MEETING

Thursday, February 26, 2026 at 7:00 PM

Access meeting materials and information via the Northwood, Ohio Public Portal:
https://northwoodoh.portal.civicclerk.com/

Members of City Council

Council President, Michael Melnyk
Jim Barton
Andrew Dickey
Dean Edwards
Pat Huntermark
Terry Kretz
Patrick McGaharan

CALL TO ORDER:

PLEDGE OF ALLEGIANCE: *Mayor Schimmel*

ROLL CALL:

APPROVAL OF MINUTES:

- February 12, 2026 Meeting Minutes

PRESENTATION:

PUBLIC COMMENT:

COMMUNICATIONS:

COUNCIL COMMITTEE REPORTS:

Economic Development ~ *Councilor Barton*

Finance ~

Recreation Board ~ *Councilor Barton*

Safety ~ *Councilor Kretz - Next Meeting: 3/3/26 @ 4:30PM*

Tree Commission ~ *Council President Melnyk*

Service ~ *Councilor Edwards*

Parks, Rec & NCC ~ *Councilor Huntermark*

Committee Of The Whole ~ *Council President Melnyk - Next Meeting: 2/26/26 @ 6:30Pm*

MAYOR: *Mayor Schimmel*

- Mayor's Report

CITY ADMINISTRATOR: *Kevin Laughlin*

- City Administrator's Report

CITY FINANCIAL REPORT(S)

LIST OF EXPENDITURES OVER $10,000

INVOICE	DESCRIPTION	AMOUNT
COMMERCIAL GLAZING SYSTEMS, INC	COMPLETION OF STA 82 WINDOWS	$11,730.00
ANTHEM	HEALTH & VISION INSURANCE 3/1/26-4/1/26	$64,934.27
GEM INC	INSTALL MINI SPLITS	$48,695.00

NEW RESOLUTION:

PENDING RESOLUTION:

NEW LEGISLATION:

ORDINANCE 2026-10 ADOPTING THE 2026 COMPREHENSIVE PLAN UPDATE AS RECOMMENDED BY THE NORTHWOOD PLANNING COMMISSION, AND THE COMPREHENSIVE PLAN COMMITTEE; AND DECLARING AN EMERGENCY. *1st Reading.*

PENDING LEGISLATON:

ORDINANCE 2026-09 ADJUSTING THE 2026 CERTIFICATE OF ESTIMATED RESOURCES OF THE CITY OF NORTHWOOD ; AND DECLARING AN EMERGENCY *2nd Reading.*

ORDINANCE 2026-06 ESTABLISHING CHAPTER 477 TITLED LOW SPEED VEHICLES, TO TITLE TEN OF THE NORTHWOOD CODIFIED ORDINANCES; AND DECLARING AN EMERGENCY. *3rd Reading.*

ORDINANCE 2026-07 REALLOCATING THE DISTRIBUTION OF FUNDS RECEIVING INTEREST INCOME AND THE DISTRIBUTION THEREOF BY THE FINANCE AND REVENUE DIRECTOR. *3rd Reading.*

ORDINANCE 2026-08 AUTHORIZING SUPPLEMENTAL APPROPRIATIONS OF THE CITY OF NORTHWOOD FOR FISCAL YEAR 2026, AND DECLARING AN EMERGENCY. *3rd Reading.*

CITY ATTORNEY'S REPORT/DISCUSSION: *Brian Ballenger*

CITY ENGINEER'S REPORT/DISCUSSION: *Josh Auman*

- City Engineer's Report

NEW BUSINESS:

OLD BUSINESS:

PERSONS APPEARING BEFORE THE MAYOR AND COUNCIL:

EXECUTIVE SESSION:

ADJOURNMENT:

February 12, 2026

City of Northwood
Regular City Council Meeting Minutes

CALL TO ORDER

The Regular meeting of the Northwood City Council was called to order by Mayor Schimmel at 07:08 PM on February 12, 2026 in the Council Chambers and via Live Stream.

PLEDGE OF ALLEGIANCE Mayor Schimmel

Pledge of Allegiance was given.

ROLL CALL

The roll was called by Clerk of Council Popovitch and those in attendance were as follows: Mayor Schimmel, Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk City Administrator Kevin Laughlin, City Attorney Brian Ballenger and City Engineer Josh Auman.

APPROVAL OF MINUTES

January 22, 2026 Meeting Minutes

MOTION: Councilor Huntermark made a motion to **Approve;** seconded by Councilor Edwards. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

PRESENTATION

Comprehensive Plan

Glenn Grisdale presented the finalized Comprehensive Plan to Council and conducted the required public hearing. Mr. Grisdale explained that work on the Comprehensive Plan began in April 2024 and was completed in September 2025. The committee approved the plan and forwarded it to the Planning Commission. The Planning Commission reviewed the document on December 8 and subsequently forwarded the plan to Council for consideration. The plan has been included in Council packets since the January meeting. The purpose of this evening's hearing was to formally receive public input and request Council's approval to move forward with implementation.

Planning Process

Mr. Grisdale outlined a four-stage planning process that included extensive community outreach and stakeholder engagement. A project committee was formed consisting of representatives from City Council, the Planning Commission, local business owners, residents, and City staff.

The planning effort included:

Three separate surveys conducted throughout the process
A general community survey
A student survey
A community preferences survey addressing financing, innovation, and program priorities

Approximately 800 community responses were received throughout the duration of the planning process. Survey data was also reviewed alongside prior park and recreation survey results, which helped guide decisions regarding the community center and programming.

Plan Overview

The Comprehensive Plan is organized around three primary themes:
Community Growth and Revival – Encouraging new growth while revitalizing commercial corridors.
Sustaining Community Services – Maintaining and improving valued community services and facilities.
Connected Communities – Improving connectivity and infrastructure, including detailed strategies such as sidewalk and infrastructure improvements.

The plan includes 46 action items derived from public participation and survey results. It contains demographic data, maps, infrastructure analysis, neighborhood assessments, economic development information, and capital improvement considerations. The document also divides the City into planning areas, each with specific land use, infrastructure, and development recommendations. Mr. Grisdale stated the document is intended to serve as a comprehensive reference for the Planning Commission and Council when reviewing development proposals, helping ensure projects align with community priorities.

Implementation

The plan includes an implementation matrix identifying:
Specific strategies
Responsible departments
Proposed timelines

Mr. Grisdale noted that the timeline column is intentionally flexible, as the goal is to reconvene the committee

annually to evaluate progress, update priorities, and keep the plan active. The intent is for the Comprehensive Plan to align with the City's capital improvement programming and annual budgeting process.

Mr. Grisdale requested Council approval of the Comprehensive Plan and a recommendation for adoption by ordinance at an upcoming meeting so implementation may begin. Council thanked Mr. Grisdale for his presentation.

PUBLIC COMMENT

COMMUNICATIONS

COUNCIL COMMITTEE REPORTS

Economic Development Next Meeting: 2/12 @6PM

Finance Next Meeting: 2/26 @6PM

Recreation Board

Safety Next Meeting: 2/12 @6:45PM

MOTION: Councilor Kretz made a motion to **approve the purchase of a police cruiser from Reinke Ford for $41,829;** seconded by Councilor Barton. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

MOTION: Councilor Kretz made a motion to **approve the purchase of equipment for the cruiser from DR Ebel for $19,257.16**; seconded by Councilor Huntermark.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

MOTION: Councilor Kretz made a motion to **to approve the purchase of radars from MPH for $19,000**; seconded by Councilor Barton. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

Tree Commission

Chairman Melnyk reported that the City was notified by the Arbor Day Foundation that it has once again been designated as a Tree City USA community. This marks the City's 16th consecutive year receiving the Tree City USA designation.

Service

Parks, Rec & NCC

Chairman Huntermark reported that a meeting was held on Monday, February 9, during which several topics were discussed, including hours at the NCC, branded clothing, and weather policies. It was noted that the 11 Sunday hours were not included in the current budget. After discussion with Ken and review of the budget, it was confirmed that the 40 hours previously budgeted under Tiffani's position (Assistant Recreation Director) were never removed after the position was vacated, and those funds remain available. A request was made to approve 20 additional hours per week for the NCC. The additional hours would cover Sunday operations and provide scheduling flexibility during vacation time. This request does not create a new position and does not require additional funding, as the hours would be covered within the existing budget.
MOTION: Councilor Huntermark made a motion to **approve 20 extra hours per week at the NCC ;** seconded by Councilor Barton. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

The committee also discussed branded clothing, which Ken and Anthony are currently working on.

Discussion was held regarding the weather policy. It was noted that the policy will be distributed to Council for review. The current policy is a revision of Section 4.09 of the City of Northwood Policy Handbook, which is more than 20 years old and previously listed the AMA as the responsible agency for declaring snow emergencies. The policy has been updated to reflect current practices and changes that have occurred since its adoption. Under the revised policy, employees will be designated as essential, non-essential, or essential remote. Operational decisions during snow emergencies will be made based on the declared level and employee designation. It was clarified that implementation of the policy falls under the administrative purview of the City Administrator, who ultimately makes the determination regarding closures. Council was advised that formal re-approval is not necessary. Members were encouraged to review the revised policy once distributed. It was noted that a few complaints were received regarding NCC closures during two Level 2 snow emergency days. The committee also discussed bleachers and indicated a preference toward permanent bleachers, as they appear to be the most practical option. Operational updates were provided as follows: the NCC is averaging approximately 160 check-ins per day, rentals have been very busy, membership has exceeded 600 members, and Zumba classes have begun on Tuesdays.

February 12, 2026

Committee of the Whole Next Meeting: 2/26 @6:30PM

MAYOR Mayor Schimmel

Mayor's Report

MOTION: Councilor Edwards made a motion to **hire Cuyler Kepling as a part-time firefighter/paramedic;** seconded by Councilor Huntermark. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

MOTION: Councilor Edwards made a motion to **appoint Ken James to fill the vacant position on the Firefighter Indemnity Board**; seconded by Councilor Huntermark.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

CITY ADMINISTRATOR Kevin Laughlin

City Administrator's Report

City Administrator reported that a zoning officer agreement has been signed with Dave Kuhn, who will assist in the zoning office two days per week over the next several weeks to help address workload demands. Council inquired whether the position had been re-advertised; it was confirmed that it has not yet been posted. **MOTION:** Councilor Edwards made a motion to **begin nuisance abatement proceedings on the property located at 3002 Woodville Road;** seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

The next item concerned the property located at 3002 Woodville Road, formerly known as the Bergman Spanner building. The property has reportedly been vacant for approximately 15 years and has been subject to ongoing probate matters, IRS tax liens, and other legal and financial encumbrances. Due to these issues, it was stated that the private market has not produced a viable solution and a sheriff's sale alone would be unlikely to result in productive redevelopment.**MOTION:** Councilor Huntermark made a motion to **approve the zoning officer contract**; seconded by Councilor Barton.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

Lastly, the Administration reported ongoing discussions regarding the potential formation of a Charter Review Committee. It was noted that the last known review occurred in approximately 1994–1995. Council President Melnick has been consulted on the matter, and there was general consensus that a review would be appropriate. It was agreed that the topic will be placed on the agenda for discussion at the February 26 Committee of the Whole meeting.

CITY FINANCIAL REPORT(S)

MOTION: Councilor Edwards made a motion to **acknowledge the receipt of the 2026 January financial reports;** seconded by Councilor Dickey. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

2026 SUPER BLANKETS

MOTION: Councilor Barton made a motion to **approve the 2026 Super Blanket PO's;** seconded by Councilor Edwards. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

JANUARY 2026 EXPENDITURES

January bank reconciliation

January month end financials

LIST OF EXPENDITURES OVER $10,000

INVOICE	DESCRIPTION	AMOUNT
ANTHEM	EMPLOYEE HEALTH & VISION 2/1/26-3/1/26	$60,325.94

VC3	**JANUARY 2026 MONTHLY BILLING**	**$12,257.91**
GERKEN PAVING	**2025 PAVEMENT RESURFACING**	**$389,921.71**
DAVEY RESOURCE GROUP	**WM DRY CREEK RESTORATION**	**$130,058.14**
REINEKE FORD LINCOLN	**2026 POLICE CRUISER**	**$48,329.00**
ZOLL	**AUTOPULSE SERVICE CONTRACT 2/1/26-1/31/27**	**$10,198.00**

MOTION: Councilor Edwards made a motion to **approve the list of expenditures over $10,000;** seconded by Councilor Huntermark. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)*

NEW RESOLUTION

RESOLUTION 2026-01 AUTHORIZING THE MAYOR AND DIRECTOR OF FINANCE TO ENTER INTO A CUSTOMER SUPPLY AGREEMENT FOR THE PROVISION OF THIRD-PARTY ELECTRIC GENERATION FOR RESIDENTIAL AND SMALL COMMERCIAL AGGREGATION PARTICIPANTS WITHIN THE CITY OF NORTHWOOD; AND DECLARING AN EMERGENCY

MOTION: Councilor Edwards made a motion to **Suspend the rules;** seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Edwards made a motion to **Move on Emergency Clause**; seconded by Council President Melnyk.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Edwards made a motion to **Move on Final Adoption**; seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0) Effective Immediately*

RESOLUTION 2026-02 ACCEPTING THE PROPOSAL OF ARCHER ENERGY, LLC TO EXTEND AN AGREEMENT PROVIDING NATURAL GAS SUPPLIES THROUGH OPT-OUT AGGREGATION TO ELIGIBLE RESIDENTIAL AND SMALL BUSINESSES IN THE CITY OF NORTHWOOD; AND DECLARING AND EMERGENCY.

MOTION: Councilor Edwards made a motion to **Suspend the rules;** seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Edwards made a motion to **Move on Emergency Clause**; seconded by Council President Melnyk.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Edwards made a motion to **Move on Final Adoption**; seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)Effective Immediately*

PENDING RESOLUTION

NEW LEGISLATION

ORDINANCE 2026-09 ADJUSTING THE 2026 CERTIFICATE OF ESTIMATED RESOURCES OF THE CITY OF NORTHWOOD ; AND DECLARING AN EMERGENCY

1st Reading - Edwards

PENDING LEGISLATON

ORDINANCE 2026-06 ESTABLISHING CHAPTER 477 TITLED LOW SPEED VEHICLES, TO TITLE TEN OF THE NORTHWOOD CODIFIED ORDINANCES; AND DECLARING AN EMERGENCY.

2nd Reading - Edwards

ORDINANCE 2026-07 REALLOCATING THE DISTRIBUTION OF FUNDS RECEIVING INTEREST INCOME AND THE DISTRIBUTION THEREOF BY THE FINANCE AND REVENUE DIRECTOR.

2nd Reading - Huntermark

ORDINANCE 2026-08 AUTHORIZING SUPPLEMENTAL APPROPRIATIONS OF THE CITY OF NORTHWOOD FOR FISCAL YEAR 2026, AND DECLARING AN EMERGENCY.

2nd Reading - Huntermark

ORDINANCE 2026-02 PROVIDING FOR THE COMPENSATION OF NON-UNION MANAGEMENT PERSONNEL OF THE CITY OF NORTHWOOD; AND DECLARING AN EMERGENCY.

MOTION: Councilor Huntermark made a motion to **Move on Emergency Clause;** seconded by Council President Melnyk. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Huntermark made a motion to **Move on Final Adoption**; seconded by Councilor Dickey.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0)Effective Immediately*

ORDINANCE 2026-03 PROVIDING FOR THE COMPENSATION OF FULL TIME, NON-UNION, NON-MANAGEMENT PERSONNEL OF THE CITY OF NORTHWOOD; AND DECLARING AN EMERGENCY.

MOTION: Councilor Huntermark made a motion to **Move on Emergency Clause;** seconded by Councilor Edwards. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Huntermark made a motion to **Move on Final Adoption**; seconded by Councilor Edwards.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
RESULT: *Passed (7-0) Effective Immediately*

ORDINANCE 2026-04 PROVIDING FOR THE COMPENSATION OF PART TIME, NON-UNION, NON-MANAGEMENT PERSONNEL OF THE CITY OF NORTHWOOD; AND DECLARING AN EMERGENCY.

It was noted that in Section 2. In the original version, there was, a typo that was not caught until just recently. It listed a cost of living adjustment of 2.4%, and it should be 4.5.The math was correct. All the math in the ordinance was correct, this is just a typing error.
MOTION: Councilor Huntermark made a motion to **Move on Emergency Clause;** seconded by Councilor Barton. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Huntermark made a motion to **adopt;** Seconded by Councilor Barton.
MOTION: Councilor Huntermark made a motion to **amend section 2.** ; seconded by Councilor Barton.**ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Edwards, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** None
MOTION: Councilor Huntermark made a motion to **Adopt as Amended** ; seconded by Councilor Barton. **ROLL CALL: Yes:** Councilor Barton, Councilor Dickey, Councilor Huntermark, Councilor Kretz, Councilor McGaharan, Council President Melnyk; **No:** None; **Abstain:** Dean Edwards
RESULT: *Passed (6-0-1) Effective Immediately*

CITY ATTORNEY'S REPORT/DISCUSSION Brian Ballenger

CITY ENGINEER'S REPORT/DISCUSSION Josh Auman

City Engineer's Report

The City Engineer reported that there are no updates on the Curtice Road project, which remains close to submission to ODOT. There are also no changes to the Dry Creek Aquatic and Riparian Restoration Project, as work is pending improved weather conditions.

Regarding Dalling Drive, contracts have been fully executed, with signed copies held by the City, Kevin, and the contractor. The tentative start date remains early March, weather permitting. It was confirmed that construction access will be from East Plaza. Concerns were raised about mud and debris on East Plaza due to construction traffic. It was noted that the matter has been discussed with the contractor, including during the pre-construction meeting, and that measures such as maintaining a construction entrance and routine cleanup are being implemented. The situation will continue to be monitored, and additional action will be taken if necessary.

For West Andrus, sidewalk assessments are currently underway. The 2025 pavement resurfacing improvements are progressing, with Chantilly sidewalk assessments completed and Wolf Creek remaining to be finalized.

With respect to the 2026 pavement resurfacing improvements, topographic work remains scheduled. A correction was made to the prior report: curb will not be added along Drouillard to Oregon where none currently exists; the project will consist of resurfacing only.

A new project, NCC Parking Lot Phase 2, has been added. This phase involves the section of parking lot directly behind the community center. Topographic work has been completed, and design is underway. The Engineer anticipates presenting the project at the next Council meeting and requesting authorization to advertise for bids.

The Wales Road TrainFo sensor installation remains to be determined pending review and recommendation from the Service Committee.

It was also reported that Wales Road is expected to fully reopen around 4:00 p.m. tomorrow. A temporary one-lane closure may occur in March if patching is required, but the full closure is expected to conclude.

Additionally, approximately 200 feet of fencing has been installed along the south entryway to the community center, with the remaining 200 feet anticipated to be completed within the next week. Council briefly discussed the condition of East Plaza, noting increased wear due to construction traffic. The roadway will be monitored moving forward.

NEW BUSINESS

Council President Melnyk shared that TMACOG rebranded and are now known as the Lake Erie West Regional Council.

OLD BUSINESS

Councilor Melnyk asked for an update on the audit. An update was provided regarding the process. The City has joined WorkSpring and is continuing to work with them. Additional information is expected to be available at the next meeting.

It was noted that the proposal is currently being weighed against other administrative priorities, including the potential need to complete a strategic plan prior to proceeding, as well as the possibility of conducting a staff audit in conjunction with that process.

PERSONS APPEARING BEFORE THE MAYOR AND COUNCIL

1. Molly Tomaszewski 211 Earl - Invited everyone to next Wednesday's Block Watch Meeting at 6:30PM at Arturo's Pizza Kitchen for Pizza with the Cops.

EXECUTIVE SESSION

ADJOURNMENT

07:56 PM

ATTEST: _____

Council Clerk

APPROVED: _____

Mayor

MAYOR'S REPORT

REGULAR CITY COUNCIL MEETING ON: FEBRUARY 26, 2026

ADMINISTRATION:

POLICE:

Chief Zahradnik presented the resignation of Officer Padilla from the Northwood Police Department.

FIRE:

RECREATION:

STREETS/BUILDINGS & GROUNDS:

CITY ADMINISTRATOR'S REPORT

REGULAR CITY COUNCIL MEETING ON: FEBRUARY 26, 2026

TOPIC/ ITEM	DISCUSSION
Public Hearing for Proposed Zoning Amendment	Request to schedule a Public Hearing on March 12th at 7pm (prior to the Council Meeting) to discuss proposed zoning amendments regarding storage facilities.
Ord 2026-06	Ordinance 2026-06 is on its third reading — are there any questions?
Clock Tower	Last discussed with Council on September 25, 2025, when concepts were presented.all masonry, Option 1, was favored. Current proposal is to begin planning, design, and architecture. Proposal is $37,100.00. City administrator requests authorization to sign the proposal.
Service Committee	

COUNCIL FOLLOW UP (New & Old Business)

Item	Action Taken	Status: (complete, in progress)
Staff Audit	Meeting with WorkSpring scheduled for March 5, 2026.	In Progress

January 29, 2026

Mr. Kevin Laughlin
City Administrator
City of Northwood
6000 Wales Road
Northwood, Ohio 43619

Subject: Enclave clock tower – Construction Document Preparation
Proposal for Professional Engineering and Landscape Architecture Services
City of Northwood

Kevin,

EMH&T is pleased to provide our proposal for professional services for final engineering related to the clock tower and planted median, including landscaping, irrigation, and site lighting. This project is located on Enclave Boulevard in Northwood, Ohio.

Project Assumptions

The following assumptions are the basis for our scope of work and fee in this proposal.

- The City of Northwood intends to move forward with design and construction of various improvements within the clock tower median. Please see the attached concept plan for the features that are anticipated to be included.
- This proposal covers professional engineering and landscape architecture services for EMH&T (and appropriate subconsultants) to prepare detailed plans suitable for bidding and construction.
- EMH&T's responsibilities include coordination of the clock tower design and engineering, aesthetic elements such as street trees, crosswalk treatment, landscape items in the boulevard, selection of aesthetic light fixtures, decorative columns, wall features and irrigation.
- A registered structural engineer will review the decorative walls and the clock tower footer.
- After 60% design is complete, EMH&T will engage the services of a sub-consultant (The Verdin Company) to prepare all drawings suitable for construction and bidding relating to the clock tower, the clock tower exterior material, amenities (clock face, carillon, roof, etc.) and all clock tower specific structural engineering.
- EMH&T will engage the services of a sub-consultant (WC3 Design) to prepare an irrigation design suitable for construction and included in the bid set.
- We will prepare a preliminary opinion of probable construction costs for EMH&T items only.
- The City will coordinate subsurface geotechnical investigation that includes at least one soil boring in the specific location of the future clock tower.

Scope of Services

Based on the above assumptions, EMH&T proposes to provide the scope of services described as follows:

Task 1: Project Meetings

We will provide ongoing coordination with the City throughout the duration of the project, including participating in progress meetings, some of which will be used to review project deliverables associated with the various tasks outlined in this proposal.

- Project Coordination – EMH&T will conduct meetings via phone or web conference to coordinate with the project team, review the site design decisions, and adjust the plan during design and as final construction drawings are prepared.
- Project Meetings – This proposal includes up to four, two-hour meetings conducted in-person at the City's administration building or the project site or conducted via phone or web conference.

Task 2: Detailed Design and Engineering

A detailed set of construction plans will be developed for the understood scope of improvements. The design will follow a 60% and 100% final plan progression with deliverables provided to the City at each defined milestone. Coordination with the City's engineering consultant will also begin at the 60% design task.

Components of the engineering, design and permitting to be addressed at each milestone are described below.

Task 2.1: 60% Design – Walls and Landscape

The intent of the 60% design milestone is to provide draft engineering/architectural plans and specifications for the clock tower improvements. Deliverables will include a 60% level set of engineering plans, supporting specifications, and an itemized opinion of probable construction cost. Components of the engineering plans provided at this milestone include the following items:

- Title Sheet
- General notes/plan specifications
- Itemized quantities
- Site Plan and related details
- Grading for the various site improvements
- Landscape plan including planting palette
- Site lighting design

clock tower design development (60%) and cost estimate will be provided by The Verdin Company under a separate contract with the City of Northwood. For Final Engineering and preparation of plans suitable for bidding, The Verdin Company will perform these services as an EMH&T subconsultant under a change order agreement to this contract, to be prepared after the initial phase. This way one set of plans that includes the clock tower, landscape walls, plants, irrigation, and the clock tower foundations, will be part of one bid set.

The 60% design deliverables will be provided to the City for review and comment. A page-turn meeting will be conducted with you to receive review comments. Upon receiving comments, the 60% plans will then be submitted to the City for review and comment.

Note: Efforts to address review comments from either the Parks & Recreation Department or the review agencies after the review of the 60% engineering/architecture plans will be considered out-of-scope and may require modification to EMH&T's contract.

Task 2.2: 100% Design – Walls and Landscape

Comments received on the 60% design deliverables will be incorporated into the design and the engineering/architectural plans, specifications, and itemized opinion of probable construction cost will be finalized. The Final plans will be provided to any required review agencies for their signature/approval and then to the City for use in bidding and construction.

Task 2.3: Structural Engineering - clock tower

EMH&T's Structural Engineers will design and detail the foundation elements required to support a proposed clock tower. EMH&T's proposal assumes the use of shallow reinforced spread footings, or drilled shafts, and will evaluate the final configuration once the design loading is known. The foundation will be designed for applicable site and environmental load effects per ASCE 7-10.

All reinforced concrete foundations will be designed per ACI 318-14 and sized appropriate for vertical and lateral stability.

EMH&T's efforts include calculation of plan quantities and costs for items presented on EMH&T plan sheets. Design of unique and/or custom design elements other than those described in the scope are not included in the proposal.

Once final plans are approved, PE stamped details will be provided, if required.

EMH&T's fee for this task is based on the following assumptions:

1. Geotechnical and Subsurface Utility Investigations (SUE) to verify and design foundation elements and located buried infrastructure, respectively, are excluded from the scope. EMH&T has assumed the City of Northwood will contract with a qualified geotechnical consultant to complete site reconnaissance and design necessary to provide EMH&T with appropriate foundation design parameters. The design shall provide recommendation for soil composition/classification/properties, bearing, sliding, and lateral earth pressure.

2. EMH&T has assumed the load demands at the foundations will be provided by others (Veridin) to be used in the foundation design. Design, plan development, and vertical/lateral load determination associated with the clock tower components above the foundations, including equipment/MEP, brick/stone veneers, and structural framing of the supporting elements is excluded. If clock tower utilized bolted baseplates, the subconsultant team (others) shall provide reaction at each baseplate. Baseplate design is not included in EMH&T's efforts.

3. Reinforcing bar tables for any/all reinforced concrete elements design by EMH&T. Plan details will require the submittal of shop drawings by the contractor.

4. Public/private utility relocation design and/or plan development are excluded.

5. Permit coordination and development related to local building codes and efforts to attain approvals including all permit fees, plan review fees or submittal fees are excluded.

6. Construction-phase services including layout staking, shop drawing review, and Record Drawing ("As-Builts") Preparation are excluded.

Task 2.4: Structural Engineering - Landscape Walls

EMH&T's structural engineers will review plan and note details provided by EMH&T's landscape architects for the proposed walls adjacent to the clock tower. Walls are aesthetic in nature and are not anticipated to be of significant height or load demand.

The proposed walls will be constructed in a fill condition and are expected to vary from 0' in height to 4' maximum. EMH&T's structural team will review details and provide markups as appropriate based on plan intent, loading, and geometry. Once final plans are approved, PE stamped details will be provided, if required.

EMH&T's fee for this task is based on the following assumptions:

1. Geotechnical and Subsurface Utility Investigation (SUE) to verify and design foundation elements and located buried infrastructure, respectively, are excluded from the scope. EMH&T has assumed the City of Northwood will contract with a qualified geotechnical consultant to complete site reconnaissance and design necessary to provide EMH&T with appropriate foundation design parameters. The design shall provide recommendation for soil composition/classification/properties, bearing, sliding, and lateral earth pressure.

2. Reinforcing bar tables for any/all reinforced concrete elements design by EMH&T. Plan details will require the submittal of shop drawings by the contractor.

3. Public/private utility relocation design and/or plan development are excluded.

4. Permit coordination and development related to local building codes and efforts to attain approvals including all permit fees, plan review fees or submittal fees are excluded.

5. Construction-phase services including layout staking, shop drawing review, and Record Drawing ("As-Builts") Preparation are excluded.

Task 2.5: Irrigation Design

EMH&T shall engage the services of WC3 Design for the irrigation design and plan preparation for the clock tower median island. WC3 was the irrigation consultant and performed similar services for the streetscape project and Community Center. Services for the task include the following items:

1. Coordination with the design team, including the City, throughout documentation phase.

2. Collaboration with MEP and/or City regarding the sizing and location of irrigation water & power supplies and conduits.

3. Completion of 100% irrigation Construction Documents (CDs) (plans, notes, details).

4. Allowance for one submission of revisions if required due to changes after 100% CDs.

5. Production of specifications to complement irrigation design.

6. Submission of budget estimate for CD submission.

7. Review of and response to irrigation RFIs, submittals, & shop drawings.

8. Allowance for a single set of revisions to the irrigation plans due to base plan changes. Additional revisions, if required, will be performed as an additional service and only if authorized in advance by the City.

Task 3: 100% Design - clock tower:

Comments received on the clock tower 60% design deliverables will be incorporated into the design and the engineering/architectural plans, specifications, and itemized opinion of probable construction cost will be finalized. The final plans will be provided to any required review agencies for their signature/approval and then to the City for use in bidding and construction.

Fee for this service is not provided at this time, as it is dependent on the outcome of the 60% design phase. Fee for this service will be provided later in the process as a change order to this contract and will require authorization by the City before work can be performed by Verdin.

Task 4: Permitting

During this work step we will assist the City with preparing/submitting the following required permits for construction:

The Verdin Company, as part of their services as the clock tower vendor, will provide stamped building architectural and engineering plans to the selected contractor. The contractor will be responsible for submitting the plans to the City Building Department and The Verdin Company will be responsible for plan revisions arising for building department review comments.

Task 5: Bidding Support

It is understood the City will facilitate construction through a formal public bidding process. The City will prepare the contract documents and forms; post the advertisement on the City's Bid Postings internet web page; manage distribution of addenda; conduct a pre-bid meeting; open the bids and prepare a bid tabulation. EMH&T and our subconsultants will support the City during the bidding phase by answering Requests for Information (RFIs) submitted by the bidders. We will provide our technical RFI responses to the City for distribution to plan holders as addenda.

Base Scope of Services Fee

The professional design and engineering services described herein as part of the project scope of services will be completed for the following lump sum fee:

Task 1: Project Meeting: $1,200

Task 2: Design and Engineering
- Task 2.1: 60% Complete Walls and Landscape $7,000
- Task 2.2: 100% Complete Walls and Landscape $5,000
- Task 2.3: Structural Engineering – clock tower $17,500
- Task 2.4: Structural Engineering – Landscape Walls $2,500
- Task 2.5: Irrigation Design $1,200

Task 3: 100% Complete clock tower (To Be Included in Future Change Order) ..... To Be Determined

Task 4: Permitting $1,000

Task 5: Bidding Support $1,000

Reimbursable Expenses (Budgetary) $700

Total Base Scope of Services Fee $37,100

Exclusions

The following general items are not included as a part of this proposal:

- Revisions due to changes that are substantially different from the approved concept
- Geotechnical and subsurface analysis
- Construction phase services related to observation, inspection, or management.
- Permit application fees
- Boundary survey other than as described above
- Post-construction services
- As-built surveying
- Grading/drainage, underground utilities, pavement and roadway design.
- Additional meetings not described in this scope of services
- Preparation of SWPPP or NOI documentation

Additional Services

Upon authorization, any services that are not included under this work scope can be provided on an hourly basis in accordance with EMH&T's standard rate schedule, or under separate contract, as warranted. Additional services shall be performed only upon receipt of written authorization by the client.

Reimbursable Expenses

The foregoing fixed fees include a budget for the cost of reimbursable expenses such as, but not necessarily limited to the following: prints, filing fees, transportation, telephone, postage, special mailing, deliveries and plan walking. Reimbursable expenses for filing fees, permit fees and plan review fees will be incurred only with your specific approval and will be billed at the actual fee plus 10% for administration thereof.

Invoicing

Invoices for the aforementioned services shall be due and payable within thirty (30) days of issuance. In the event that payment is not made in a timely manner, the overdue balance shall bear interest at a rate of 1.5% per month.

Right-of-Entry

It is understood that the Client hereby grants EMH&T, Inc. or represents and warrants (if the site is not owned by the Client) that permission has been duly granted for a Right-of-Entry by our firm, agents, staff, consultants and subcontractors, for the purpose of obtaining field information pertinent to the subject project.

Terms and Conditions of Professional Service

The attached "Terms and Conditions of Professional Service" shall be considered a part of this proposal and is incorporated in full into this proposal. Unless expressly modified by the parties in writing, this proposal and the accompanying Terms and Conditions of Professional Service shall constitute the final agreement of the parties. By signing this proposal, you are affirming that you have received and reviewed EMH&T's Terms and Conditions of Professional Service and agree to be bound by the terms and conditions stated therein.

The receipt of a signed copy of this proposal will constitute authorization to begin work. If this proposal is not accepted and executed within ninety (90) days, EMH&T reserves the right to adjust the fee or withdraw the offer to perform the services described. Further, if the services are suspended for more than ninety (90) days, EMH&T shall be entitled to an equitable adjustment in the service fee and/or schedule.

EMH&T appreciates the opportunity to submit this proposal to you and looks forward to working with you on this project. EMH&T is prepared to commence work upon receipt of your acceptance.

Respectfully submitted,
EVANS, MECHWART, HAMBLETON & TILTON, INC.

Joseph E. Looby
Joe Looby, PLA, ASLA
Senior Landscape Architect

Acceptance and Authorization to Proceed

_____
Authorized Signature

_____
Print Name

_____
Print Title

_____
Print Company Name

_____
Date

Enclosures: EMH&T Terms and Conditions
Exhibit A: Preferred clock tower and Landscape Concepts
Exhibit B: clock tower Area Map

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Terms and Conditions of Professional Service

These terms and conditions together with any Proposal attached hereto constitute the entire agreement ("Agreement") between Evans, Mechwart, Hambleton & Tilton, Inc. ("EMH&T") and Client as if they were part of one and the same document.

Definitions: "EMH&T" shall refer to Evans, Mechwart, Hambleton, and Tilton, Inc. (D/B/A/ EMH&T, Inc.), an Ohio Corporation, and its employees, agents and subconsultants. "Client" shall refer to the individual person, firm, entity, corporation or municipal subdivision that has entered into a contractual relationship with EMH&T providing for the performance of professional services ("Services"). EMH&T and Client may herein be referred to individually as a "Party" or jointly as "Parties". "Proposal" shall refer to the written scope of services, unit prices, and/or fixed fee provided by EMH&T to Client describing, if applicable, the nature of the services to be performed by EMH&T or its subconsultants, and the amount and type of compensation to be paid for those services.

Authorization as Representative: Client authorizes EMH&T to take reasonable and appropriate actions on Client's behalf which are necessary and customary to perform the Services described herein and in the Proposal.

Access to Property and Site Conditions: Client shall obtain, without cost to EMH&T, free right of access for EMH&T to enter upon any land so long as such entry is reasonably necessary to perform said Services. Client understands that Services provided by EMH&T may require drilling, sampling, and other activities that may disrupt use of the property and may disturb, alter, or damage terrain, crops and/or vegetation. Client waives all claims against EMH&T for any losses or damages to the property that is required to perform the Services described herein and is caused by EMH&T's reasonable disturbance, alteration, or damage to the terrain, crops and/or vegetation. This waiver of claims includes, but is not limited to, the loss of crops, loss of use of the property and the cost to restore the property, unless the damage is caused by EMH&T's negligence or willful misconduct. EMH&T shall have no obligation to restore the site to its original condition unless the site is altered beyond the requirements necessary to perform the Services, under the Standard of Care.

Client shall make available, to EMH&T, project information and/or documents which would be considered pertinent to EMH&T's Services hereunder. This may include drawings, plans, specifications, schedules or specific information regarding the project site, the location of any underground utilities, utility services, structures, manholes, and underground storage tanks, etc. EMH&T shall be entitled to reasonably rely upon the accuracy and completeness of such information.

Standard of Care and Liability: EMH&T shall exercise the degree of skill and care ordinarily exercised by members of the same profession practicing under similar circumstances within the same locality at the time of its performance of Services under this Agreement ("Standard of Care"). EMH&T makes no other warranties or representations, whether express or implied, regarding the quality of its Services under this Agreement. Client agrees that the liability of EMH&T, and that of its officers, directors, employees, agents and subconsultants, arising out of EMH&T's performance hereunder shall be limited to the lesser of EMH&T's applicable insurance coverage available at the time of settlement or judgment, or the fee amount paid to EMH&T for services performed under this Agreement. Client must bring any cause of action arising under this Agreement within one year from the time the cause of action accrues.

EMH&T shall not be liable for the acts or omissions of any person (other than its employees, agents and subconsultants) who are performing work or services on the project site, nor for any instructions given by Client to any person who is performing work or services on the project site. EMH&T shall not be responsible for any construction means and methods or for job site safety of other parties excepting its agents and subconsultants

Confidentiality of Information: EMH&T shall utilize reasonable measures to maintain the confidentiality of Client's confidential or proprietary business and project information, including any work or materials created or derived from the information as it relates to services described in the Proposal. Client acknowledges that EMH&T may have past or present contractual relationships with individuals or entities practicing the same or related business in the same geographic area as Client, and/or with government agencies having regulatory authority over Client's project.

Ownership of Documents: Client agrees that all reports, plans, exhibits, specifications, logs, calculations, opinions of probable construction cost, test data, etc., prepared by EMH&T, its agents and subconsultants, including files in electronic media format are EMH&T's instruments of professional service ("Instruments of Service"). The Instruments of Service shall remain the sole and exclusive property of EMH&T. Notwithstanding the foregoing and provided Client meets all of its obligations including prompt payment of any undisputed EMH&T invoices, Client shall have a non-exclusive license to use the Instruments of Service for the intended purposes of the project under this Agreement. The Instruments of Service are not to be reused, in whole or in part, by Client on any other projects without the written consent of EMH&T. Client shall not permit or authorize a third party to use the Instruments of Service on another project without the written consent of EMH&T. The Parties agree that files in electronic media format which are produced and/or furnished are provided solely for convenience and use on the project. In the case of any discrepancy between any electronic files and hard copies of drawings or files, hard copies shall control. Due to the easily alterable nature of electronic files, the Parties make no warranties, either express or implied, with respect to electronic files if such files are provided. Each Party acknowledges the other Party has no liability for any damages or losses resulting from the use of the electronic files.

Indemnification: To the fullest extent permitted by applicable law, each Party agrees to, indemnify and hold harmless the other Party from and against claims, actions, demands, liabilities, costs and expenses (including reasonable legal fees) brought for, or on account of, any injuries, death or damages to any person, entity or property to the proportionate extent caused by, arising out of, or resulting from any negligence, willful misconduct or breach of this Agreement by the indemnifying party and its respective employees, agents and subconsultants. Absent gross negligence or willful misconduct and excluding losses covered under insurance, neither Party shall be liable for loss of profits or revenue, loss of use or opportunity, loss of goodwill, loss of capital or for any incidental, consequential, liquidated or exemplary damages.

Termination and Suspension: This Agreement may be terminated by either Party providing written notice to the other Party no less than ten (10) calendar days in advance of the effective date of the termination. If termination is for cause, the defaulting party shall receive written notice of the cause for such termination and shall have ten (10) calendar days, from receipt of the written notice, to cure such cause. Any undisputed fees, expenses, or amounts owed and due to EMH&T shall be payable immediately upon termination including such amounts reasonably incurred by EMH&T to cease its Services. If the project is suspended for more than ninety (90) calendar days in the aggregate, EMH&T shall be entitled to an equitable adjustment in compensation for any reasonable costs incurred in the resumption of its Services. In addition, EMH&T shall be entitled

to an equitable extension of time to perform its Services and the project schedule shall be adjusted to accommodate such extension based on the delay caused by the suspension.

Compensation and Payment: By accepting the Proposal, Client agrees to pay EMH&T, in the manner described therein, the full amount set forth in the Proposal, unless Proposal is terminated pursuant to the terms contained herein. In the event the Proposal does not provide for a fixed fee or hourly rate schedule for specific services provided, billing shall be on a value basis in accordance with EMH&T Billing Policy. Client shall be invoiced and all invoices shall be due and payable within thirty (30) days of issuance. Unless prior agreement is made in writing, Client is liable for timely payment of invoiced amounts without regard to whether Client has received financing, payments, or income from any source, including funds related to the project for which Services were provided by EMH&T. In the event payment of any undisputed invoice is not made in a timely manner, the overdue balance shall bear interest at a rate of one and one-half percent (1.5%) per month. If Client fails to make payments of undisputed invoices when due or otherwise is in breach of this Agreement, EMH&T may suspend or terminate performance of Services if the failure or breach is not sufficiently cured within ten (10) days after serving written notice to Client. EMH&T shall have no liability whatsoever to Client for any costs or damages as a result of such suspension or termination. In the event legal action is necessary to enforce the payment provisions of this Agreement, EMH&T shall be entitled to collect from Client its proportionate share of any judgment or settlement sums due, and reasonable attorney fees, court costs, interest charges, and other expenses incurred by EMH&T in connection therewith.

Hazardous Materials: Unless otherwise provided in the Proposal, both EMH&T and Client acknowledge that this Agreement does not contemplate the presence at the project site of any hazardous or regulated substances including asbestos. In the event that the presence becomes known of any hazardous or regulated substances on or near the project site, EMH&T may, at its option and without liability for consequential or any other damages, terminate or suspend performance of Services under this Agreement, upon written notice to Client.

Geotechnical Conditions: Unless specifically provided for in the Proposal, EMH&T does not provide geotechnical assessment of soil conditions and shall not be liable to Client for damages or losses related to the soil conditions, design of pavement sections, subgrade, underdrainage, backfill, and related items, whether shown or not shown on a plan prepared by EMH&T.

Americans with Disabilities Act (ADA) Requirements: Client acknowledges that ADA requirements and implementation guidelines change over time and may vary by jurisdiction. Client also acknowledges that ADA compliance involves fine tolerances that are governed by the means and methods of construction. Client further acknowledges EMH&T shall not be responsible for verification or compliance with applicable ADA requirements of the constructed improvements, unless otherwise set forth in the Proposal. EMH&T shall comport to the Standard of Care in the specification of ADA compliant facilities subject to local standards and requirements. EMH&T makes no warranty or representation, either express or implied, that either public or non-public improvements will satisfy ADA requirements, implementation guidelines, and/or local requirements.

Opinions of Probable Construction Cost (OPCC): The Client recognizes EMH&T has no control over the costs of labor, equipment, materials, market conditions, competitive bidding environment or Contractor's methods for pricing. The OPCC is based on EMH&T's reasonable judgment and experience and does not constitute a warranty or guarantee that the Contractor's bid (or price of the work) will not vary from the OPCC. The Parties further acknowledge the OPCC does not include other related project costs including but not limited to the value and cost of professional services, land, rights of way, interest and financing.

Project Submittals: EMH&T's review of submittals, substitutions, and proposed changes and modifications shall be solely for the purpose of confirming that the submitted information is in general conformance with the design and the project objectives. EMH&T shall not be responsible for variations proposed or implemented by Client or any unaffiliated third-party, unless EMH&T consents to such variations in writing. Client shall remain responsible for satisfaction of all project objectives, codes and criteria.

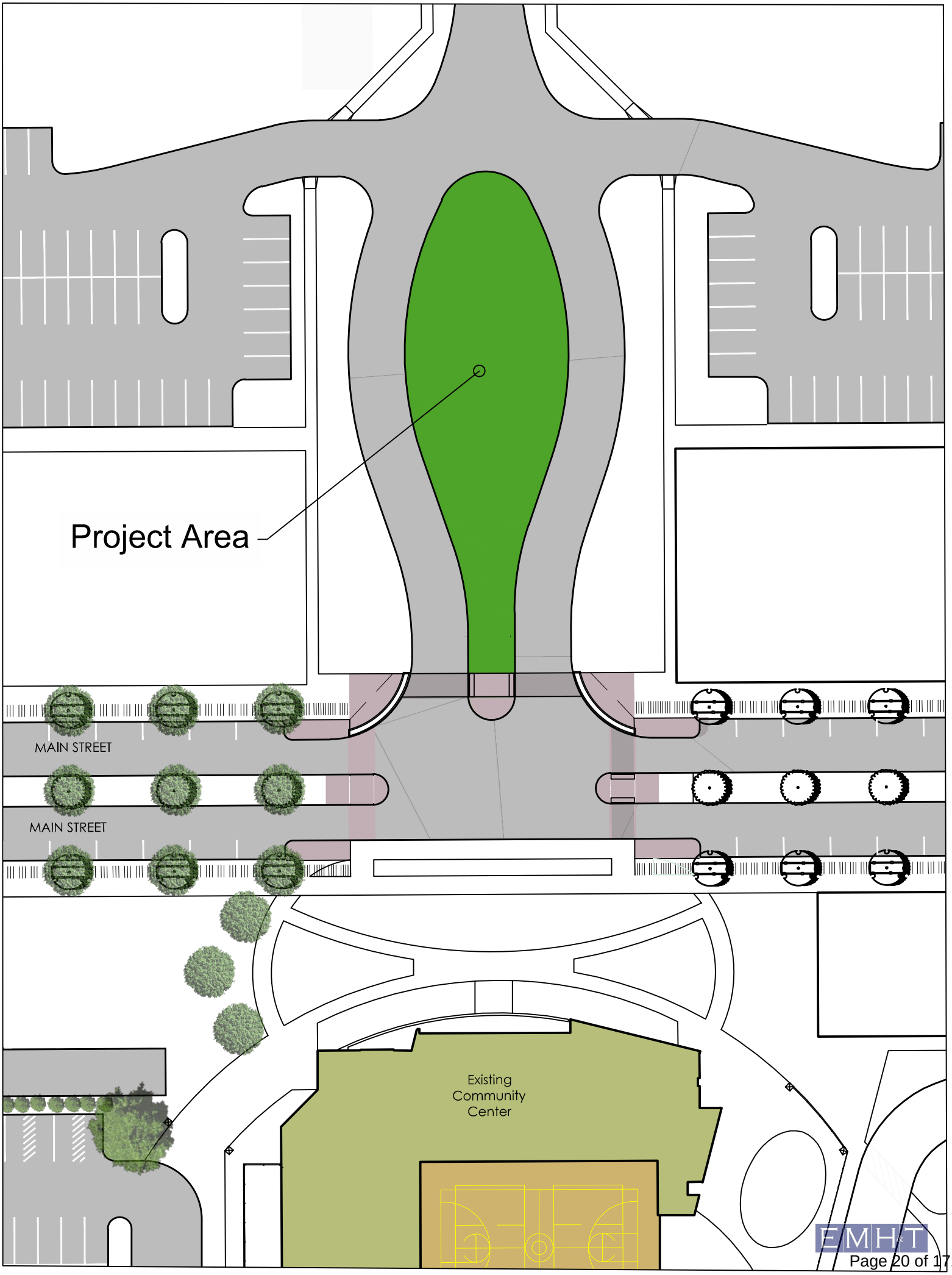
Performance, Delay, and Force Majeure: If a schedule is set forth in the Proposal and agreed upon by the Parties, then EMH&T shall use reasonable efforts to perform according to said schedule. Client acknowledges that EMH&T's performance often involves public agencies and other parties that can have substantial impact on the project schedule, including delayed or excessive reviews of project documents. Client further acknowledges delay(s) in performance caused by these events are beyond the reasonable control of EMH&T. Neither Party shall be liable to the other Party for delay(s) in performance, or for direct or indirect costs, that may result from acts or events including but not be limited to acts of God, acts of governmental authorities acting under emergency powers, unusual weather, floods, epidemics, strikes, lockouts, protest demonstrations, and unanticipated site conditions or other causes beyond the reasonable control of either Party.

Notice, Disputes, Jurisdiction and Venue: Any notice to be given under this Agreement shall be in writing and shall be deemed duly given when delivered personally, or three (3) business days after transmission by email or deposit in the United States mail (certified or registered mail) with postage prepaid and return receipt requested or one (1) business day after deposit via overnight mail with a nationally recognized courier service. The notice shall be addressed to EMH&T or Client agent that signed the Proposal. Disputes that cannot be resolved, through a mutual good faith effort by the Parties, shall be submitted to mediation prior to the initiation of litigation by either Party. Client and EMH&T agree to the exclusive jurisdiction of Ohio courts and specifically to venue in the applicable court of Franklin County, Ohio for all actions, proceedings or disputes arising from, relating to, or in connection with this Agreement.

Applicable Law and Survival: The validity, performance, and interpretation of this Agreement shall be according to the laws of the State of Ohio. All obligations arising prior to the completion or termination of this Agreement and all provisions of this Agreement allocating responsibility or liability between EMH&T and Client shall survive the completion of Services and the termination of this Agreement.

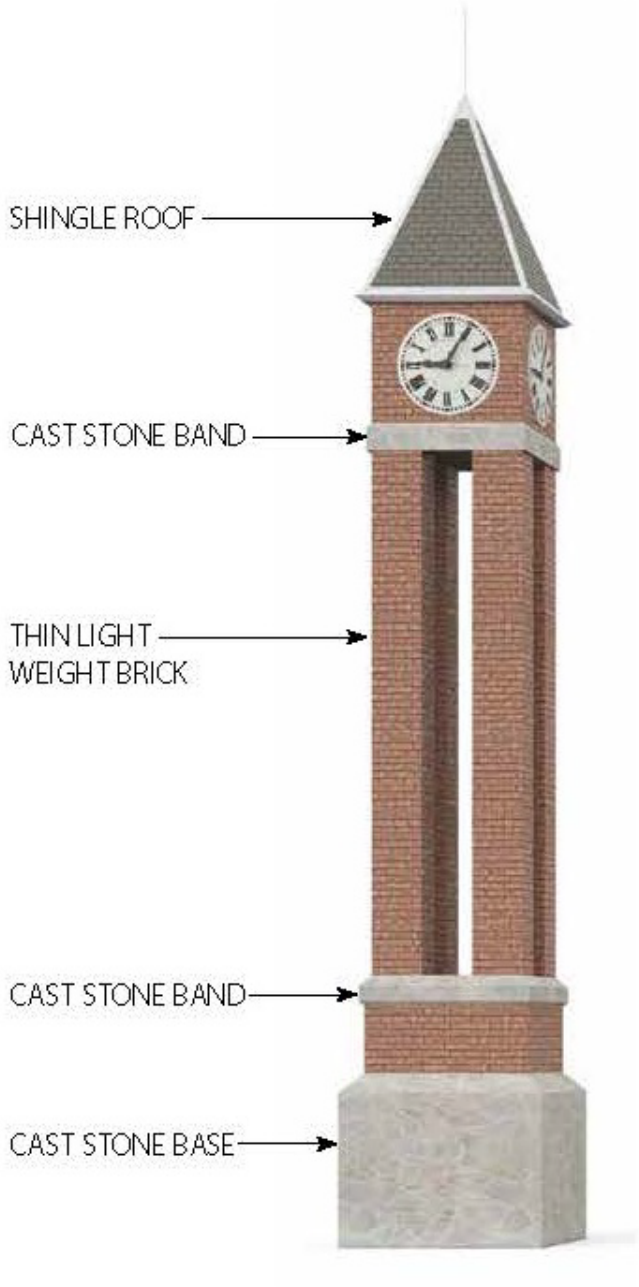
Assignment and Addendum: Neither Party shall assign or transfer its interest in this Agreement without the written consent of the other Party. Consent to such assignment or transfer shall not be unreasonably withheld. This Agreement may not be amended except in a writing executed by both EMH&T and Client. No alterations or modifications to the Proposal or these terms and conditions shall be effective unless affirmatively agreed to in writing by both Parties.

Binding Effect of Agreement: This Agreement shall be binding upon and inure to the benefit of the Parties thereto, their successors and assigns. If and to the extent that any court of competent jurisdiction holds any provisions or part thereof of this Agreement to be invalid or unenforceable as a final non- appealable order, then the remainder of this Agreement shall not be affected and each provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.


Project Area
MAIN STREET
MAIN STREET
Existing
Community
Center

PREFERRED CONCEPT

CLOCK TOWER



Option 1: All Masonry

- Large Stone Base with stone banding
- Pillars made with mortared brick, stone accent bands
- Open voids within the tower to allow transparency and views through the structure
- Shingled roof with white trim

Est. Cost - $322,000 (w/ 20% contingency)

Enclave Boulevard
Clock Tower and Landscape Concepts

PREFERRED CONCEPT WALLS & LANDSCAPE

ENTRY EXPERIENCE | WALL AND LANDSCAPE OPTIONS

Option 4: Rectangular Wall Base with Minimal Plantings

- Rectangular wall to create a base for the clock tower to sit upon. It also creates a terraced planting space to add depth to plantings
- Brick pillars used to end the walls and the corners of the rectangular wall base
- Maximizing lawn and minimalizing plantings highlights the clock tower and gives a clean look to the median

Preliminary Cost Breakdown (Excluding Clock Tower)

- Hardscape - $92,920
- Landscape - $14,616
- Irrigation - $4,333
- Total = ~$123,055 (w/ 10% contengency)







Not to Scale

VERDIN
BELLS & CLOCKS
SINCE 1842

Design Services Agreement

This Design Services Agreement (this "Agreement") is made and effective this 9th day of January 2026 (the Effective Date) by and between THE VERDIN COMPANY, an Ohio corporation located at 444 Reading Road, Cincinnati, Ohio 45202 ("Verdin") and The City of Northwood, Northwood, OH ("Purchaser").

BETWEEN The Verdin Company ("Verdin"), a company organized and existing under the laws of the State of Ohio, with its head office located at:

444 Reading Road
Cincinnati, OH 45202
800-543-0844

AND The City of Northwood ("Purchaser"), a city organized and existing under the laws of the State of Ohio, located at 6000 Wales Road Northwood, OH 43619

In consideration of the mutual covenants and promises set forth in this agreement, Verdin and Purchaser agree as follows:

1. **Design Services**. Phase 1: Verdin will agree to work with the purchaser to provide a concept design for the construction of a structural steel clock tower. The design of the clock tower will be based on the renderings provided by EMH&T, Verdin will provide one concept for Purchaser to review and two revisions at the Purchasers request. Once the design is accepted by the Purchaser, Verdin will provide an accurate cost estimate for the construction of the steel tower with roof, (4) four clocks, clock controller, packing, freight and installation.

2. **Payment Terms**. Verdin will provide its Phase 1 design services for a fee of $9,995.00. This fee will be applied to the cost of fabricating the bell tower, provided Purchaser engages Verdin to fabricate such clock tower. Fifty percent of the design services fee ($4,997.50) shall be paid upon the execution of this agreement with the balance due upon the delivery of the drawings to the Purchaser.

3. **Term and Termination.** The term of this agreement shall continue until terminated by either party for any reason. Upon termination of this agreement for any reason, neither party shall have any further liability to the other, except that the Purchaser will pay Verdin the balance of the Design Service Fee.

4. **Governing Law.** The parties agree that any dispute or default arising from this Agreement shall be governed by the laws of the State of Ohio.

5. **Fee.** The total cost for this part of the project will be $9,995.00 (excluding taxes) and shall be paid to Verdin in U.S. Dollars.

The Verdin Company
Accepted by:



By: Robert J. Verdin III
CEO

The City of Northwood
Accepted by:

Signature: _____

Title:_____

Date:_____

2026-10

ORDINANCE 2026-10 ADOPTING THE 2026 COMPREHENSIVE PLAN UPDATE AS RECOMMENDED BY THE NORTHWOOD PLANNING COMMISSION, AND THE COMPREHENSIVE PLAN COMMITTEE; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Northwood previously adopted a Comprehensive Plan to guide long-range planning, land use, development, infrastructure improvements, and community growth; and

WHEREAS, the City initiated an update to its Comprehensive Plan to reflect current conditions, community input, economic development goals, infrastructure needs, and long-term policy objectives; and

WHEREAS, the Northwood Planning Commission and the Comprehensive Plan Committee have reviewed the proposed 2026 Northwood Comprehensive Plan and formally recommended its adoption to City Council; and

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTHWOOD, WOOD COUNTY, OHIO THAT:

SECTION 1. That the recommendation of the Northwood Planning Commission for the update of the Comprehensive Plan is hereby approved and adopted as provided in the 2026 Comprehensive Plan attached hereto as Exhibit A.

SECTION 2. It is found and determined that all formal actions of council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Northwood and the State of Ohio.

SECTION 3. This Ordinance is hereby declared an emergency measure necessary for the immediate preservation of the public peace, safety, and welfare of our citizens and for the future reason that it is necessary to have an up-to-date Comprehensive Plan, with which to promote land development in the City of Northwood. This Ordinance shall be in full force and effect immediately after its passage by Council and approval by the Mayor.

Vote to suspend rules:	For:____	Against:____ Abstain:____
Vote on emergency clause:	For:____	Against:____ Abstain:____
Vote on final adoption:	For:____	Against:____ Abstain:____

Adopted this _____ day of _____, 2026. **In Effect: _____**

ATTEST:

_____ _____

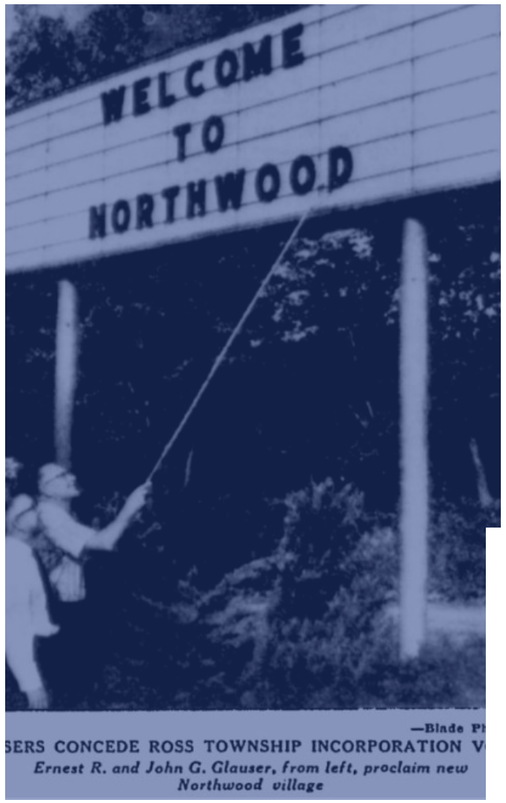
Clerk of Council President of Council

APPROVED AS TO FORM: **APPROVED:**

_____ _____

City Attorney Mayor





—Blade P
SERS CONCEDE ROSS TOWNSHIP INCORPORATION V
Ernest R. and John G. Glauser, from left, proclaim new Northwood village



City of NORTHWOOD
OHIO

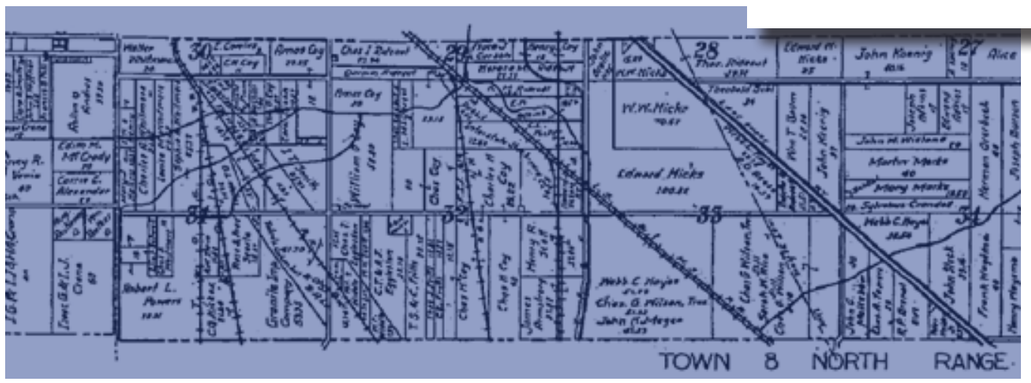
COMPREHENSIVE COMMUNITY PLAN

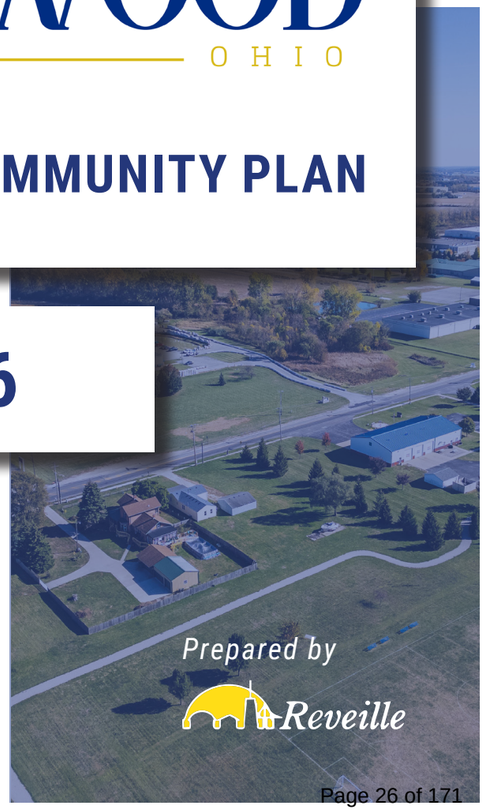
2026











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ACKNOWLEDGEMENTS

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The Reveille Team includes the following firms which assisted in the development of the plan: EMH&T; Hoff Consulting Services, LLC; and The Mannik & Smith Group (MSG).

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1. EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

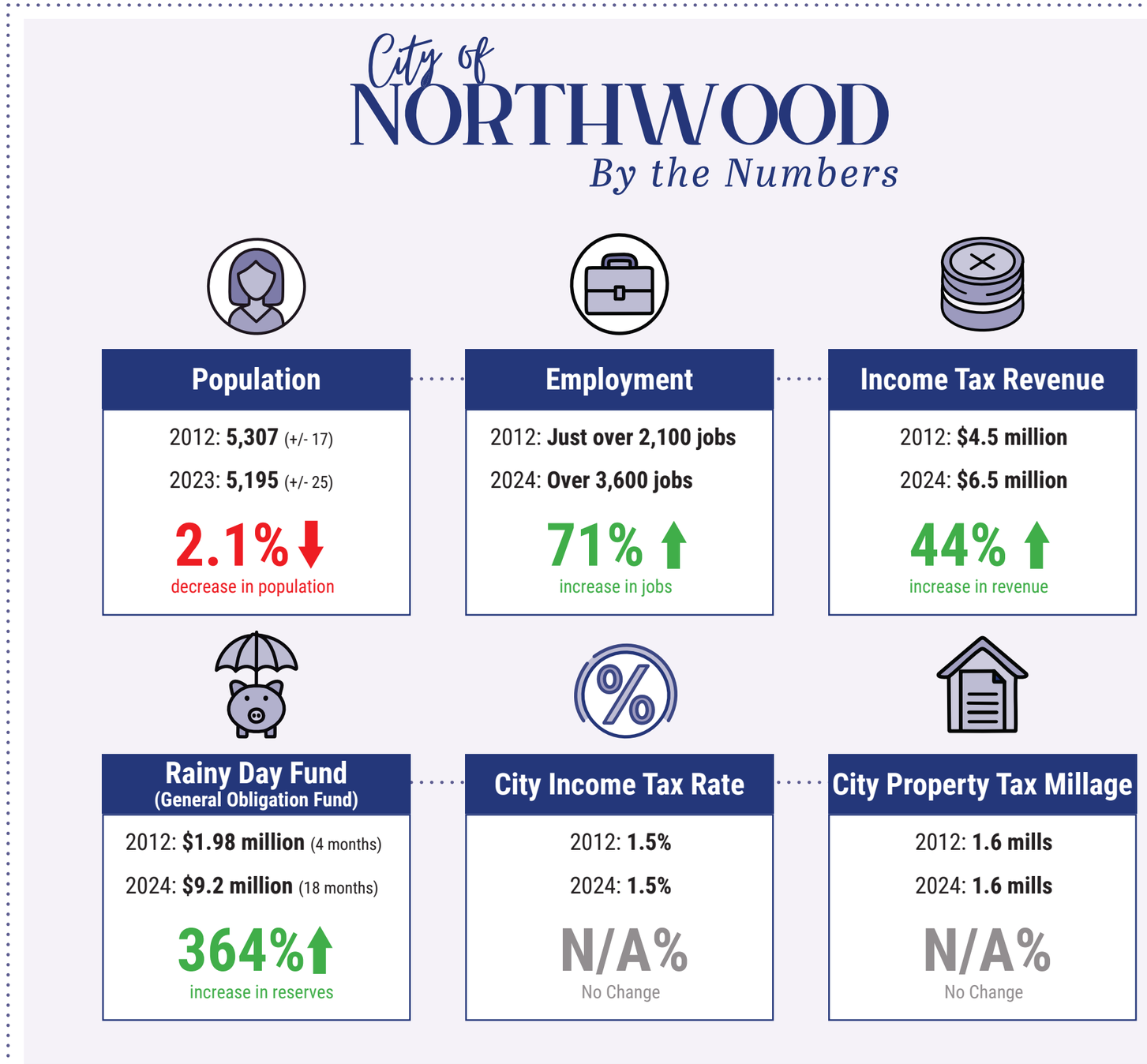
The 2026 Northwood Comprehensive Plan is a forward-thinking document that highlights the vision for the community's future. It is the City of Northwood's official document that outlines a plan of action to implement strategies in several areas such as land use, economic development, connectivity, neighborhood revitalization, and quality of life amenities. It integrates the ideas presented by over 600 residents that participated in this effort.

The community envisions Northwood as a highly desirable place to live, do business, and visit; one that successfully balances the preservation of its neighborhoods and institutions with a forward-looking approach to progress. The Plan has several roles in shaping the community's quality of life by acting as:

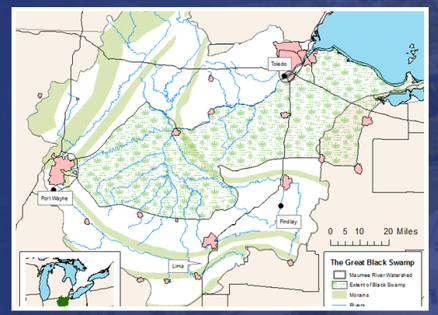
- A reference guide used by City officials, department heads, residents, and local and national investors to coordinate efforts to improve the City's physical and social environments
- A scorecard of community progress

This Plan update was developed by reviewing the City's 2004 Master Plan for continued relevance and overlaying them on top of a fresh public outreach component, best practices, and current demographic and economic realities. It was forged over a 14-month period that was guided by residents, City officials and stakeholders.

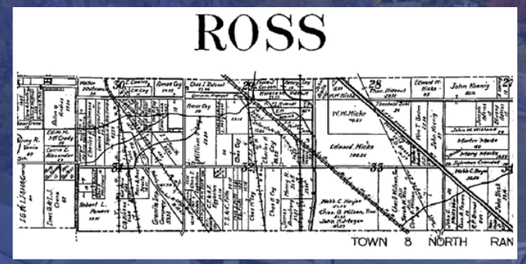
The Plan will be used to build coordinated efforts to complete major initiatives and tasks, and used by City officials to evaluate development proposals, land use / zoning changes, create and enhance programs, and to make capital improvement decisions. And it is encouraged that this Plan be used by citizens, neighborhood groups and developers to help in connecting their own interests to ideas presented in this Plan.



HISTORICAL TIMELINE



Extent of the Great Black Swamp in the first half of the 19th century. The swamp covered roughly 1,500 square miles from Fort Wayne, Indiana to the western Lake Erie basin. Map courtesy of Panozzo, Kimberly. (2016). A Validation of NASS Crop Data Layer in the Maumee River Watershed.



A plat map of Ross Township from "An Atlas of Wood County, Ohio", published by the Maumee Valley Map Company, Bowling Green, OH. (1912). Compared to the 1886 map, the township experienced only a handful of parcel splits, suggesting the land remained largely agricultural despite substantial urban development nearby on the Lucas County side.



A 1938 photo of the Olney High School located on the site of the current Northwood Local School District campus. The building was torn down in 2013. At the time, the local school district was known as the Ross Township School District, which became Northwood Local Schools following the incorporation of the village. Image courtesy of Ohio Memory.



A 1956 aerial photograph of the I-280 interchange at Woodville Road. Goodrich Avenue can be seen to the west, Wales Road to the south, and Lemoyne Road to the east. Image courtesy of ODOT Aerial Imagery Archive.



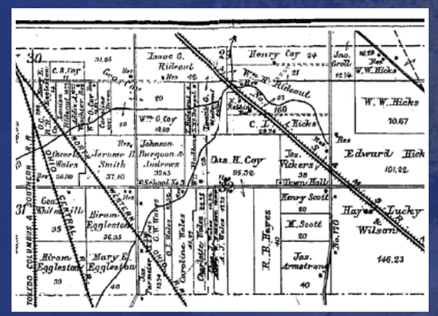
A full-page advertisement in the Toledo Blade invited area shoppers to the grand opening of the Great Eastern Shopping City. Image courtesy of the East Toledo Historical Society.

Early settler John Mossler built a log cabin on the east side of a plank road (modern-day East Broadway Street). As the region was part of the Great Black Swamp, plank roads were an early mode of transportation through the often flooded and muddy terrain. From 1850 to the 1880s, the swamp was largely drained by the construction of ditches, which opened the land to agricultural development.

1846

Ross Township is established in Wood County. Farms, gardens, orchards, and railroads leading to the rapidly growing City of Toledo quickly consumed much of the area.

1874



A plat map of Ross Township from "An Atlas of Wood County, Ohio", published by Griffing, Gordon, & Co., Philadelphia, PA. 1886. The railroads that crisscross the community leading northwest to Toledo were laid down beginning in the 1870s and many remain active today.

Carl Hirzel, a Swiss immigrant and brewmaster by trade, found himself in need of a new profession following the passage of Prohibition and purchased 60 acres of farmland in Ross Township. Combining his brewing skills with farming, Hirzel grew cabbage to ferment into sauerkraut. In the following year, Hirzel began growing and canning tomatoes. Today, Hirzel Canning Company and Farms is still based in Northwood and their products such as Dei Fratelli are grown in Northwest Ohio and Southeast Michigan.

1923

The Village of Rossford was established in the western part of Ross Township and separates from the rest of the township.



Carl and Lena Hirzel and their children in a 1920s family photo. Image courtesy of BG Independent Media.

1939



An aerial view of the former Libbey-Owens-Ford Glass Company Plant on East Broadway Street in the early 1950s. The company was instrumental in Toledo becoming known as "Glass City" and provided the Ross Township/Northwood community with fire, rescue and dispatch services into the 1980s. In 1986, the company was bought by Pilkington, which maintains a research facility on the southern end of the former Libbey-Owens-Ford footprint. Image courtesy of Ohio Memory.

November – Great Eastern Shopping City is opened for business. According to archival research by the Toledo Blade, the complex cost $10 million to construct and the grand opening was attended by thousands of area residents. In the post-WWII era of new housing, highways, and retail construction, Ross Township's largely open agricultural land and proximity to downtown Toledo made it a key location for new development in the metropolitan area.

1956

The route now known as Interstate 280 was completed through Lucas and Wood counties, linking the Ross Township to much of the surrounding region. According to a Toledo Blade article by Hank Harvey in 2000, several at-grade intersections with the highway remained and stretches were not upgraded to interstate standards until 1990.

1957

1962

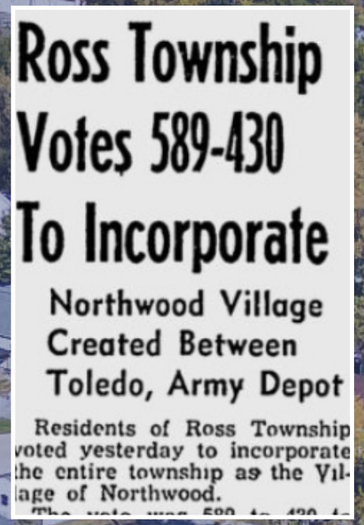
Interstate 75 was completed through Lucas and Wood counties, increasing Northwood's access to the surrounding region.



An aerial photograph of the Great Eastern Plaza taken in the early 1960s. At the time, Old Curtice Road and Wheeling Street converged at the intersection with Woodville Road and much of the surrounding land was still agricultural. Image courtesy of Ohio Memory.

In a special August election, Ross Township residents voted 589 to 430 to incorporate. On September 8th, the township officially became the Village of Northwood. Larry Brough, editor of the Ross Township News, suggested the name "Northwood" because the village was located in the northernmost part of Wood County. George Dalling served as the village's first mayor until his retirement in 1979.

1965-70



Ross Township Votes 589-430 To Incorporate

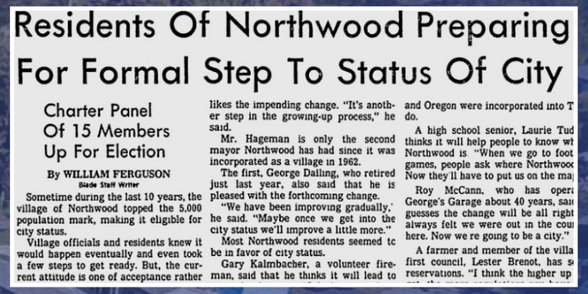
Northwood Village Created Between Toledo, Army Depot

Residents of Ross Township voted yesterday to incorporate the entire township as the Village of Northwood.

The front page of the Toledo Blade on August 2, 1962 reported on the special election that incorporated the township into the Village of Northwood. The article included a photo of officials changing the sign at the township hall.



Interstate 75 under construction at the Wales Road intersection in 1965. Residential streets to the west of today's Brentwood Park are visible while much of the rest of the City's currently developed land was agricultural. Image courtesy of ODOT Aerial Imagery Archive.



Residents Of Northwood Preparing For Formal Step To Status Of City

Charter Panel Of 15 Members Up For Election

By WILLIAM FERGUSON
Blade Staff Writer

Sometime during the last 10 years, the village of Northwood topped the 5,000 population mark, making it eligible for city status.

Village officials and residents knew it would happen eventually and even took a few steps to get ready. But, the current attitude is one of acceptance rather likes the impending change. "It's another step in the growing-up process," he said.

Mr. Hageman is only the second mayor Northwood has had since it was incorporated as a village in 1962.

The first, George Dalling, who retired just last year, also said that he is pleased with the forthcoming change.

"We have been improving gradually," he said. "Maybe once we get into the city status we'll improve a little more."

Most Northwood residents seemed to be in favor of city status.

Gary Kalmbacher, a volunteer fireman, said that he thinks it will lead to and Oregon were incorporated into T do.

A high school senior, Laurie Tud thinks it will help people to know wt Northwood is. "When we go to foot games, people ask where Northwoo Now they'll have to put us on the ma

Roy McCann, who has opera George's Garage about 40 years, sai guesses the change will be all right always felt we were out in the cou here. Now we're going to be a city."

A farmer and member of the villa first council, Lester Brenot, has s reservations. "I think the higher up

A Toledo Blade article from October 28, 1980, noted that the preliminary counts of the 1980 Census indicated that the village had surpassed 5,000 residents and was eligible for city status under Ohio Revised Code.



An image of the demolition of the Woodville Mall in February 2014. Image courtesy of the East Toledo Historical Society.



County commissioners and city officials at the official groundbreaking of the Enclave site in May 2021.

The Woodville Mall opens. The mall was Northwest Ohio's first enclosed shopping mall. Within a few years, Franklin Park Mall (1971), Southwyck Mall (1972), and North Towne Square Mall (1981) opened in the Toledo area which competed for business. Following national changes in consumer patterns and market conditions, all the malls in the area with exception of Franklin Park Mall closed and were demolished by the mid-2010s.

City officials paved the way for future economic development with the construction of Caple Boulevard between I-75 and Oregon Road. The industrial park is now home to some of the region's largest manufacturing employers, including Norplass and Thyssen-Krupp.

The City breaks ground at the Enclave and received $1 million from the Ohio legislature's State Capital Budget to develop the Northwood Community Center.

The 24,000 square foot Northwood Community Center opens to the public. The center features a gymnasium, fitness areas, locker rooms, a running track, meeting rooms, administrative offices and a splash pad. New housing construction at the Enclave site began in 2023 and is ongoing.

1969

1980

The 1980 Census identified that the village had exceed 5,000 residents, making the village eligible for city status under Ohio Revised Code. On November 3, 1981, residents voted to establish the Charter of the Municipality of Northwood, Ohio. On New Year's Day 1982, the village officially became the City of Northwood. The new city would consist of an elected seven-member legislative Council, an elected Mayor with executive authority, and an appointed Municipal Administrator directly responsible to the Mayor.

1992

2014

Following years of deterioration and foreclosure, the City acquired the properties located on site of the former Woodville Mall and began demolishing the mall. Following several years of resident surveys and planning, the site was designated as "The Enclave" – a mixed-use development footprint for a mixture of new homes, "age-in-place" senior housing and new commercial spaces centered around a community center.

2021

2023

The city forms a Community Investment Corporation (CIC).

2024



Lark Elementary School in the 1960s. The school was part of the Ross Township, and later Northwood Local Schools. The building was located in the northwest corner of Brentwood Park and was torn down in 2013 as a part of the district's unified campus plan. Image courtesy of Ohio Memory.



Merchants Rush To Get Started

Woodville Mall Prepares For Grand Opening

But, before the grand opening takes place Wednesday morning, work has to be done so that the stores like the one above will be as ready for business as the furniture store on the left.

Edward J. Falter, mall manager, says most of the stores are nearly ready for business now, and on opening day, all 35 shops and the J. C. Penney Co.'s full-line department store will be doing business.

Another 50 stores plan to open later this year in the huge shopping center at Wood-

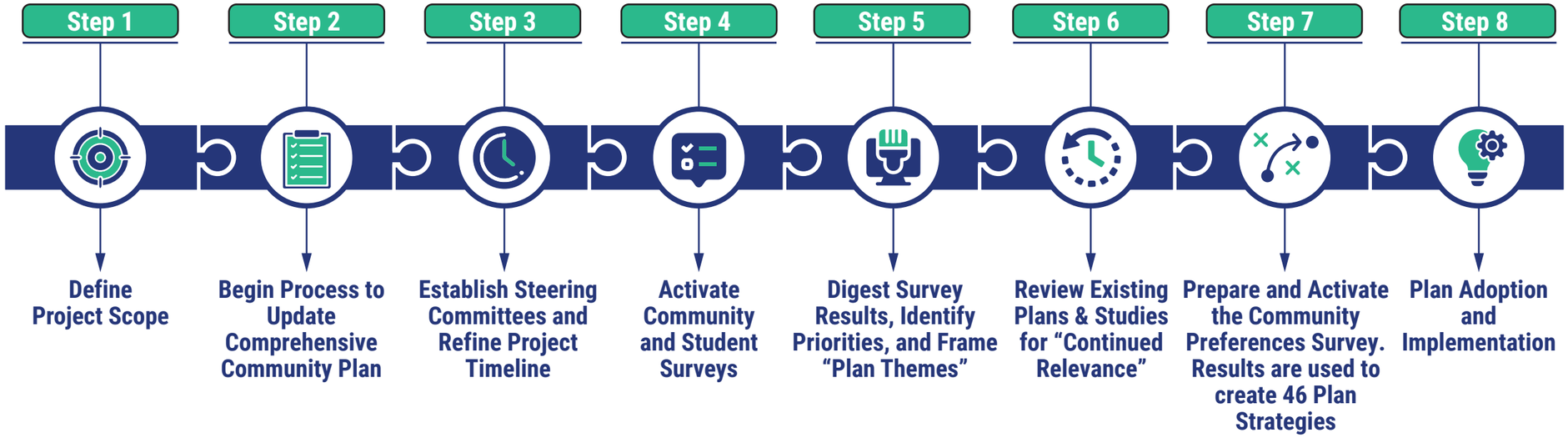
A Toledo Blade article on the opening of the Woodville Mall in April 1969. The mall was Northwest Ohio's first enclosed shopping mall.



Industrial businesses located on Caple Road in October 2024.



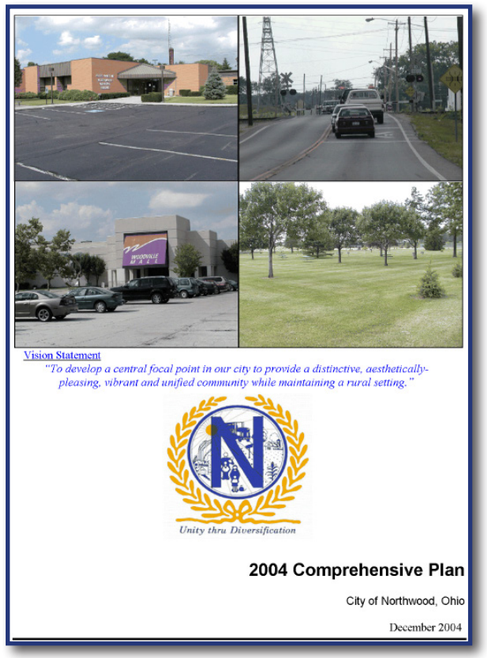
PLAN DEVELOPMENT PROCESS



PAST PLANNING EFFORTS

Over the years, Northwood has engaged in several planning efforts. The city first engaged in comprehensive planning efforts in the 1990s, and again in 2004. The 2004 plan laid the foundation for planned growth and improvements and presented a total of 36 strategies across chapters covering transportation; utilities; parks, recreation, and open spaces; community services, development, and future land uses. In 2017, following years of deterioration and the demolition of the former Woodville Mall, the City engaged in community planning efforts to figure out the best uses for the site. Following several rounds of surveys and public forums, residents who took part in these efforts overwhelmingly preferred a mixed-use type of development that would include residential, retail, public and open space land uses, which led to the development of the Enclave. In 2018, the City partnered with Northwood Local Schools to develop an ODOT-funded School Travel Plan, which analyzed safety concerns and presented 11 infrastructure improvements and 30 non-infrastructure strategies to improve pedestrian safety for school children and the community as a whole. In 2022, the City partnered with the City of Oregon to develop a shared vision for future pedestrian and bike improvements to connect to the area's unique natural features and parks. Throughout this period, the City has worked to ensure a vibrant local economy by partnering closely with major manufacturers and businesses and by utilizing a variety of economic incentives to encourage business development, expansion, and retention. Most recently, the City created a community improvement corporation (CIC) in 2023. The CIC functions as a non-profit organization promoting development and civic improvement within a community, works to enhance local business environments, support job creation, and improve the overall quality of life for residents.

2004 Comprehensive Plan



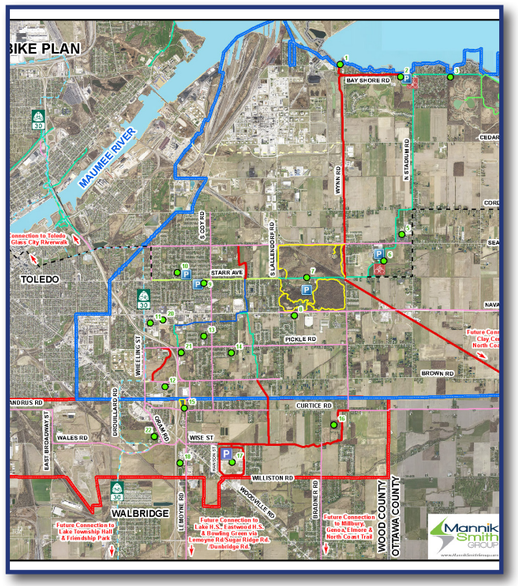
2017 Planning Efforts to Revitalize the Former Woodville Mall



2018 School Travel Plan



2022 Northwood-Oregon Pedestrian Connectivity Plan



MAJOR PLANNING THEMES AND ASPIRATIONS

Three Plan Themes and common stories emerged over the course of the 14-month planning process that included 3 surveys and numerous planning exercises. These three themes, Vibrant Community, Community Services and Infrastructure, and Connected Community help to form the foundation of this Plan and are the basis for the 46 strategies found in this Plan. Common stories that emerged during the planning process include:

1

Optimize land uses

Because communities generate value from certain land uses, this Plan supports a development pattern that promotes the greatest return and density that can be adequately serviced by the community. As a city 8.57 square miles in size, much of city's approximate 5,485 acres have been developed or are unable to be developed, with the exception of planning areas east of I-280 which holds most of the city remaining undeveloped 1,341 acres of agricultural lands. As of September 2026, 277.50 acres are currently zoned for suburban residential development. To optimize the development pattern of these undeveloped areas, city officials will need to:

- Work closely with the school district to provide for a residential development pattern that aligns with the school district's facilities and resources.
- Optimize utility costs. At the present time, water and sewer services are provided by the Northwestern Water and Sewer District (NWWSD) and the service fees and utility charges are many times higher than the surrounding communities. According to some developers, this is a disincentive to residential development. This Plan discusses strategies to work with NWWSD or other parties to develop optimal utility rate structures.
- Update the Zoning Code to provide for a residential zoning district that aligns with current market conditions. At the present time, the densest single family residential zoning district is 12,000 square feet or quarter acre lots. The planned unit development section of the zoning code could also be revised to provide improved density allowances.

2

Promote a sense of community

Northwood residents desire certain refinements like improved identity within the community, along key entryways and within the Enclave. Residents that participated in the planning process indicated a desire to see improved spaces that residents could enjoy for community events, farmer's markets, concerts, and neighborhood convenience shopping. The Enclave and spaces within it like the community center are shaping up to be these places, but more can be done, and this Plan discusses these opportunities.

3

Nurture economic development and revitalization efforts

City officials are desirous to maximize economic development potential within its borders while unlocking the growth opportunities by working with adjacent communities on mutually beneficial outcomes through vehicles like Joint Economic Development Districts. This Plan recommends adaptive reuse of the former Great Eastern Shopping Center and tactical densification and continued beautification of Woodville Road working in conjunction with Oregon and Lake Township.

4

Neighborhood revitalization

City residents have a desire to see additional code enforcement attention in their neighborhoods to abate property maintenance and nuisance issues. To improve this situation, City officials may want to allocate additional resources to enforce existing property maintenance codes to minimize complaints. Using these tools in unison with the newly formed Northwood Community Improvement Corporation could be particularly useful.

5

Enhance recreational opportunities and healthy living opportunities

Residents indicated in the community survey a desire for additional land uses for parks and community spaces and for more recreational amenities like an improved recreational programming. There has been a lot of progress on the advancement of new recreation programs with the development of the community center, but more is desired. At the present time, public-private sector efforts are underway to develop a multipurpose hockey rink facility at the Enclave. Enhancing these opportunities will require close coordination with interested community groups, school districts and partnerships.

6

Promote pedestrian connectivity

To some residents, the key to improving the quality of life is though the improvement of "movement" infrastructure like bike and walking paths / trails. While the City has a codified policy that requires all developments to have sidewalks, the "east" and "west" sides of Northwood remain disconnected or in need of sidewalk repairs. Connectivity can be improved by repairing existing sidewalks, reducing existing sidewalk gaps, utilizing other multi-use path systems, and by simply providing more bike racks in key areas. The City should continue to improve walkability locally by using this Plan, and regionally by utilizing the Northwood-Oregon Pedestrian Connectivity Plan. City officials could also pursue riparian setbacks for a trail system along portions of Dry Creek as a method to improve east-west connectivity.

7

Continued infrastructure improvements

Some parts of the City's infrastructure require repair or replacement, but costs are rising as resources shrink. According to the community survey, one of the most important items on the minds of residents is the continual improvement of City roads and the cost of utilities. At the present time, the city has no street levy, so capital improvements come from the general revenues, and water and sewer improvements are handled independently by Northwestern Water and Sewer District (NWWSD) because the city does not own or operate these facilities. City officials should take a coordinated and planned approach to advance a community dialogue on the most effective strategy to improve its infrastructure, either by an income tax increase, temporary levy or by special assessments.

8

Maintain fiscal resources and capital planning

One of the primary responsibilities of Northwood's elected officials is to ensure that the city has the fiscal resources (revenue) to provide services to residents and visitors, and to make capital improvements that sustain the community. Northwood primarily relies on municipal income taxes, which account for close to 80% of total revenues.

9

Evaluate development and zoning proposals

This Plan should be used to nurture, review and implement development plans with interested parties to ensure future development aligns in the best interests of the community.

10

Be a scorecard of community progress

This Plan outlines 46 strategies addressing issues identified in the planning process, with a table tracking each action item's progress. The Plan should be used to organize and schedule community initiatives and capital projects with stakeholders.





2. PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

The 2026 Northwood Comprehensive Plan Update was formed with the assistance of more than 600 responses gathered through the deployment of three surveys: a community-wide survey, a survey for Northwood high school students, and a second community-wide survey. The planning team also interviewed department officials with the City, county, neighboring municipalities, non-profit organizations, and other stakeholders. A detailed breakdown of the results of the three surveys can be found on the following pages. For summaries of the key conditions and issues identified by departments, organizations, and area stakeholders, see Chapter: Planning Conditions.

STEERING COMMITTEE

A group of residents representing an array of knowledge, interests, and occupations assisted the planning consultants in guiding these planning effort. Several meetings were held over the course of 2024 and 2025 and were geared toward accomplishing two objectives: (1) Educating the committee members on the basics of local government land and resource planning; and (2) Establishing general goals and defined objectives to serve as a foundation of the Plan.

A multi-tiered public participation process was created to help the steering committee best address the many opportunities and challenges currently affecting the city. The structure for public input was organized at a variety of distinctive levels of involvement. First, a community survey and a student survey for high school students were developed and sent out to the public via local press publications and social media. Next, a community preferences survey was developed with input received from the previous surveys and administered.

COMMUNITY SURVEY

A total of 290 area residents participated in the community survey between August 2024 and April 2025. Respondents' ages ranged from 18 to over 75 with a median age category of 45-54 years. 61% were female, 37% were male, and 2% chose other or preferred not to say. 93% of survey respondents were homeowners, 5% were renters, 1% were business owners, 2% were non-residents employed in the city, and 1% were visiting shoppers.





Over the course of 14 months, the comprehensive plan steering committee held 6 meetings, contributed their expertise to developing strategies, and helped develop and deploy the public and student surveys.

90% of respondents reported that they lived in the City of Northwood, 7% reported that they lived in Lake Township, 2% reported that they lived in Lucas County, and 1% responded "Other".

14% of respondents had resided in Northwood for 5 years or less, 13% had resided in the city for 6 to 10 years, 19% had resided in the city for 11 to 20 years, 18% had resided in the city for 21 to 30 years, 26% had resided in the city for 31 to 49 years, and 8% had resided in the city for 50 years or more. 2% identified as non-residents.

Regarding employment, 32% of respondents worked in Lucas County, 32% were retired or stay-at-home parents, 17% were employed in Northwood, 11% were employed elsewhere in Wood County, 2% were employed in Ottawa County, and 6% reported "Other", primarily those who worked in Michigan and those who worked from home.

Respondents were asked to rate their quality of life in Northwood. 16% of respondents rated their quality of life in the community as "excellent", 56% rated it as "good", 20% rated it as "adequate", and 8% rated it as "needs improvement" or poor".

Respondents were asked "If you could make one improvement in the community, what would it be?" Out of 290 total respondents, 235 gave individual responses whereas 55 skipped the question. Respondents identified several main improvements they would like to see in the city. The top five responses centered around:

1. **Attracting New Business:** The most frequent category of feedback was an emphatic call for more businesses, including specific demands for retail stores, quality restaurants, and a grocery store.
2. **Revitalize or Demolish Great Eastern Shopping Center:** The single most-mentioned issue was the dilapidated and vacant Great Eastern property, with

residents overwhelmingly demanding it be torn down and redeveloped.

3. **Infrastructure Improvements:** A high number of comments focused on improving the city's physical infrastructure, particularly by adding and connecting sidewalks and bike paths, upgrading parks, and managing road traffic.

4. **Community Standards & Property Upkeep:** Residents expressed significant frustration with the appearance of the community, calling for stricter zoning enforcement and for homeowners and landlords to better maintain their properties.

5. **Public Services & Governance:** Concerns were raised about the availability and effectiveness of public services like transportation and 911, as well as the performance of city government in attracting desirable businesses.

Respondents ranked their support for several potential activities that the city could pursue from 1 "low priority" to 4 "high priority". The top five priorities identified based on mean scores were:

1. Revitalize vacant and under-utilized commercial properties (mean score of 3.52).
2. Neighborhood commercial businesses (restaurants, etc.) (mean score of 3.50).
3. Improved park and recreational opportunities (mean score of 3.09).
4. Improved beautification, branding, and visual enhancements of the community (mean score of 3.06).
5. Neighborhood improvements and revitalization (lighting, curbs, etc.) (mean score of 3.00).

Highest Priority Activities

- Revitalize vacant and underutilized commercial properties
- Neighborhood commercial business (e.g., restaurants)
- Improved park and recreational opportunities
- Improved beautification, branding, and visual enhancements
- Address neighborhood / property blight and nuisance

"Update and bring new business and restaurants to the Great Eastern complex and buildings in front of the new community center."

"The Rec Center is nice, but there still needs to something that will bring people to Northwood and want to spend their money."

"Walkability. We have sidewalks to nowhere. We should have a walkable/runnable trail that connects all the parks and to the City of Oregon."

Respondents were asked “What land uses would you like to see expanded in the community?” and provided a range of different types of housing, commercial, industrial, and public spaces to choose from. The types of land uses that received the highest levels of support from survey respondents were:

- Parks and Recreation (77% yes, 10% no, 13% unsure)
- Community Public Spaces (72% yes, 11% no, 17% unsure)
- Commercial (70% yes, 14% no, 15% unsure)
- Residential, single-family (64% yes, 17% no, 19% unsure)
- Residential, senior living opportunities (52% yes, 30% no, 18% unsure

The types of land uses that received the lowest levels of support from survey respondents were:

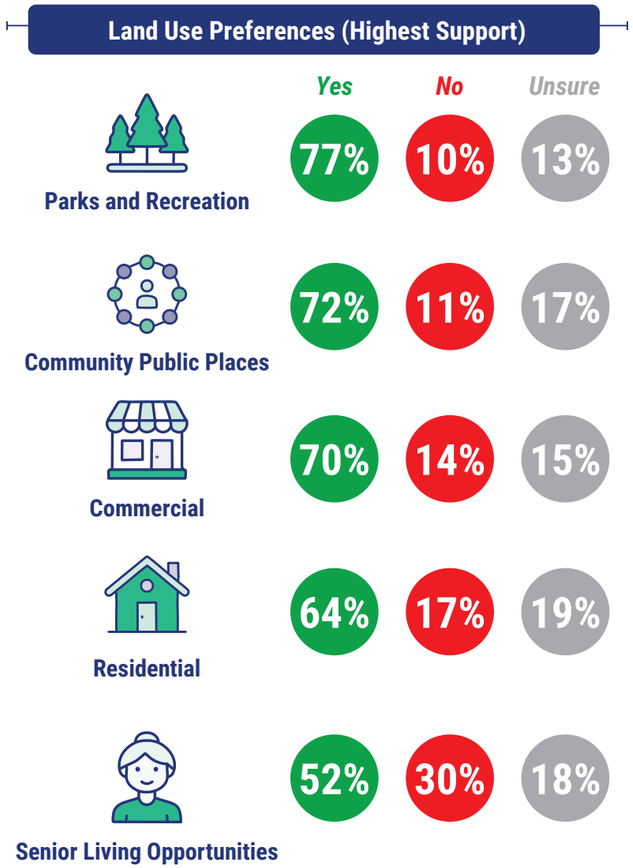
- Residential, apartments (15% yes, 72% no, 12% unsure)
- Industrial (26% yes, 53% no, 21% unsure)

Other types of land uses had more mixed levels of support, with a lack of majority support or opposition. These were:

- Residential, condominiums/townhomes (39% yes, 42% no, 19% unsure)
- Offices (40% yes, 32% no, 29% unsure)

In an open-ended question, respondents were asked to identify what enhancements and amenities they would like to see in the community. Out of 290 total respondents, 185 answered and 105 skipped. Among those who answered, the top five types of enhancements and amenities were:

1. **Recreational Facilities & Community Activities:** The most frequent category of feedback was a desire for more things to do, with specific wishes for a community pool, an ice/skating rink, more pickleball courts, and more family-friendly events.
2. **Infrastructure & Connectivity:** A high number of comments focused on the need to connect the community, primarily through a comprehensive network of walking trails, bike paths, and sidewalks linking neighborhoods to parks and businesses.
3. **Economic Development & New Business:** Many respondents wished to have more local businesses located within Northwood, including restaurants, unique shopping, and entertainment venues, often with the goal of creating a centralized “downtown” area.
4. **Redevelopment or Demolition of Great Eastern Shopping Center:** The redevelopment or demolition of this property remains a significant and specific point of frustration for the community, seen as a key to improving the city’s image and economic prospects.
5. **Public Services & Governance:** A cluster of respondents called for improvements to city services, with a focus on senior services (transportation, senior center), public safety, and leadership.



“The Rec Center is nice, but “I would like the city to install more sidewalks/ walk paths that connect our parks/ businesses to neighborhoods.”that will bring people to Northwood and want to spend their money.”

“Having a more definitive downtown would be a great asset. I believe Northwood’s identity suffers because there isn’t one currently.”

“I’d like to see more park improvements at Brentwood Park and for something to be done about the old Great Eastern Plaza.”

In an open-ended question, respondents were asked to identify additional types of businesses they would like to see in the community. Out of 290 total respondents, 221 answered and 69 skipped. Among those who answered, the top five types of additional businesses were:

1. **Restaurants (Sit-Down, Casual, & Fast Food):** The single most desired category was a greater variety of places to eat. This included calls for both well-known national chains and locally owned, family-type establishments.

> *"A lot of neighboring communities have fast food that is not far for Northwood to use, but what they lack is some nice sit -own restaurants. It would be great if we could attract a few more of those."*

2. **Retail - Big Box & Department/Apparel Stores:** The second most frequent demand was for large-scale retail, with residents repeatedly naming specific stores like Target, Kohl's, and TJ Maxx, expressing a clear desire for local options for clothing and general merchandise rather than having to travel to other communities for their shopping needs.

> *"Shopping that is more than a dollar store or flea market. TJ Maxx, Target, Shoe Carnival. Everyone is tired of driving to make purchases."*

3. **Retail - Grocery Stores:** Another prominent category that emerged was the desire for another local grocery store—ranging from discount models to specialty markets like Monnette's or Trader Joe's.

4. **Revitalize Great Eastern / Woodville Rd as a Business Location:** Many residents explicitly tied their desire for new businesses to their wish to demolish, clean up, or completely redevelop the former Great Eastern shopping center and the surrounding Woodville Road corridor, viewing it as akin to the community's "main street" and as the primary location for new growth and redevelopment.

5. **Entertainment & Activities:** Beyond basic shopping and dining, there was a strong call for "things to do," including family entertainment centers, a movie theater, sports-related activities like Topgolf, and creative studios.

> *"As Northwood residents, we have to travel outside of the city for most goods and services. We'd like to keep the revenue here. We need to find reasons for Northwood taxpayers to keep spending here and bring outside the city business/ customers here."*

Survey respondents were asked to identify other community services or amenities they would like to see in Northwood. Of the 290 total respondents, 145 answered and 145 skipped the question. Among those that answered, the main types of community services and amenities respondents would like to see were:

1. **Recreation, Parks & Youth Activities:** This was the most frequent category, dominated by requests for a community pool, a comprehensive sports complex, and improvements to local parks and youth programs.

2. **Public Safety & Services:** A very high number of residents expressed concern for public safety, with calls for a full-time, fully staffed fire department as well as the to have the city explore new options for a city-wide recycling program.

3. **Senior Services & Programs:** The need for dedicated services for the senior population was a major theme, including consistent requests for a senior center, targeted programs, and transportation options.

4. **Community Programs, Education & Facilities:** A significant number of responses highlighted the need for more general community services, with a particular emphasis on more options for childcare and the creation of a local library or post office.

Respondents were asked about locations in the community in need of improved access, or better pedestrian connectivity. Of the 290 total respondents, 149 answered and 141 skipped. Among those that responded, the most prominent of these responses centered around:

1. **Sidewalks & Pedestrian/Bike Connectivity:** This was the most frequent category, with respondents identifying locations where connections are needed to improve safety and link neighborhoods, schools, and parks. Frequently cited were connecting gaps in the sidewalk network along Curtice Road, Lemoyne Road, connecting the neighborhoods located off East Plaza Boulevard to the Enclave and Brighton Gardens).

> *"Our neighborhood has walkable sidewalks, but they do not connect to anything outside of the neighborhood. It isn't safe to walk from our neighborhood to parks in our area because of traffic on the roads. Adding walking paths or sidewalks would be a huge livability improvement."*

2. **Road & Traffic Management:** A very close second, many respondents highlighted their concerns over specific dangerous intersections (Woodville Road and Lemoyne Road, Williston Road intersections), the need for railroad overpasses, and general traffic flow and safety issues.

3. **Redevelopment of Great Eastern:** The single most-mentioned property issue, many comments identified the former Great Eastern Shopping Center as a safety hazard, citing broken windows and doors and the crumbling parking lot.

4. **Public Safety & Code Enforcement:** A significant number of comments focused on the need for better enforcement of traffic laws and addressing community nuisances like the landfill odor and unkempt properties.

> *"Sidewalks along Curtice Road and Coy Road would be nice, there are some but they're not continuous."*

5. **Infrastructure:** Additional comments highlighted the desire for infrastructure improvements, specifically a third overpass over Wales Road to solve blocked rail lines and better street lighting in neighborhoods.

Respondents were asked to identify the biggest concerns they had for the future of Northwood. The feedback from residents reveals a community concerned about its future, fearing a trajectory of decline driven by economic stagnation and visible community blight. The most significant concerns are the persistent lack of business growth and the deterioration of properties, most notably the former Great Eastern Shopping Center.

Despite the concerns voiced, a majority of residents who participated in the survey still felt that Northwood would be a better place in the future. Respondents were asked "By 2045, Northwood will be a) better, b) worse, or c) the same. 58.9% of respondents felt that Northwood would be better by 2045. 10.9% of respondents felt that it would be worse, and 30.2% of respondents felt that it would be the same.

STUDENT SURVEY

Students at Northwood High School participated in a student survey in the Autumn of 2024. In total, 95 students in grades 9 through 12 responded. 72% of students surveyed lived in the City of Northwood while 28% were open-enrollment students who lived in neighboring or nearby areas. 33% reported that one or more of their parents and/or guardians were originally from Northwood and 67% reported that none of their parents and/or guardians were originally from Northwood.

63% of student survey takers rated their quality of life in Northwood as "good" or "excellent", 21% rated their quality of life "adequate", and 13% rated their quality of life as "needs improvement" or "poor". When asked to compare Northwood to other communities they've lived in or visited, 75% rated Northwood as "good" or "excellent", 15% rated Northwood as "adequate", and 11% rated Northwood as "needs improvement" or "poor".

77% said that they planned to move away after high school. Of those, 57% said they planned to leave for college, 28% said that they planned to leave for a job or military service, and 15% said that they were leaving to attend trade school or to pursue other opportunities. Students were asked how likely they would live in Northwood as an adult at some point later in life, with 23% reporting that it was "very likely" or "likely" that they would return, 28% reporting that it was "unlikely" or "very unlikely", and a plurality (49%) reporting that they were unsure.

Students were asked if they thought Northwood would be better, the same, or worse by 2040. 44% of those surveyed reported "better", 31% reported "the same", and 26% reported "worse".

Students were asked to rate the quality of youth and teen activities in Northwood. 7% of students surveyed rated the level and quality of such activities as "excellent", 32% rated them as "good", 26% rated them as "adequate", 26% rated them as "needs improvement", and 8% rated them as "poor".

Students were asked in an open-ended question what additional activities they would like to see more of in Northwood. Responses centered on having more recreational facilities and sports, more community events, and more opportunities for volunteering and community service.

"I'd like to see more festivals and events that can bring the community together."

"I would like to see more community service done throughout Northwood, especially during the holidays."

"Create more bike trails around the city such as down Curtice Road and north to connect Maumee Bay State Park with Northwood."

"I wish there were just more crosswalks for the students who can't drive and are trying to get to burger king or to the gas station/other stores to wait for parents after school"

Students were asked if there were any areas in Northwood or the area that could be better connected with sidewalks, bike paths, or trails. Generally, respondents identified the need for sidewalks repairs in older neighborhoods, near the schools, along Curtice Road, and connections north to Oregon bike trails and Lake Erie as in need of better cycling and pedestrian infrastructure.

Students were asked to identify one improvement they would make to the community if they were in charge. Responses included items such as a desire to have improvements to the community's infrastructure and appearance of some businesses, more restaurants and retail variety, more youth-oriented activities and facilities like a swimming pool.

COMMUNITY PREFERENCES SURVEY

Following the completion of the community survey and student survey, a follow-up "community preferences" survey was conducted where more specific questions were created based on the results of the community survey, the student survey, and interviews with city departments, agencies, and other community stakeholders. Many of these questions were designed to gauge the local community's vision of itself, what it would like to be, and the strategies they think city officials should pursue. 225 responses were collected between May and August 2025. 15% of respondents had been residents for less than 5 years, 12% had been residents for 6 to 10 years, 21% had been residents for 11 to 20 years, 20% had been residents for for 21 to 30 years, and 27% had been residents for 30 years or more. 3% were non-residents. 64% of the community preferences survey respondents were female, 33% were male, and 3% reported "Other" or "Prefer Not to Say".

Participants were asked "Why do you live in Northwood?" and asked to choose one primary reason. 33% answered "location", 23% answered "family", 17% answered "small town charm", 11% answered "housing". 9% answered "schools", and 4% answered "job"

Participants were surveyed on the types of pedestrian safety and connectivity improvements they would like to see pursued by the city and given a list of options including a mixture of all the above. 13% wished to see a "focus on improving pedestrian connectivity along key corridors and destinations like the Enclave, schools, and parks", 11% wished to "build new trails, paths, and pedestrian connections", and 11% wished to "improve/fix the existing sidewalk network". Most respondents (57%) identified "a mixture of all the above" and 8% reported that "no improvements are needed".

Participants were asked "Should the City invest in the necessary resources to join TARTA to assist workforce mobility to our industrial areas?" 67% of respondents said "No" and 33% said "Yes".

Participants were given a question regarding financing for parks and recreation with some explanatory context, stating "Unlike all other cities in Wood County, Northwood does not have a parks levy. Would you support a City parks and recreation levy to generate additional resources to support park facilities, paths, and programming at the Northwood Community Center?". 66% of respondents said "Yes" and 34% said "No".

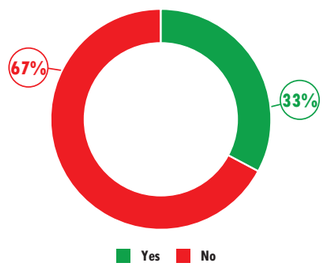
"Add more sidewalks for the students to be safe while crossing the busy roads after school, or for students to grab something to eat before a practice or a game or band or choir!"

NORTHWOOD STUDENTS IN THEIR OWN WORDS

Residents noted a desire for improved and safe pedestrian mobility and connectivity choices. How would you like to see this happen?

- 57% A mixture of all options
- 13% Focus on improving pedestrian connectivity along key corridors and destinations like the Enclave, schools, and parks
- 11% Build new trails, paths and pedestrian connections
- 11% Improve/fix the existing sidewalk network
- 8% No improvements are needed

Should the City invest in the necessary resources to join TARTA to assist workforce mobility to our industrial employment areas?



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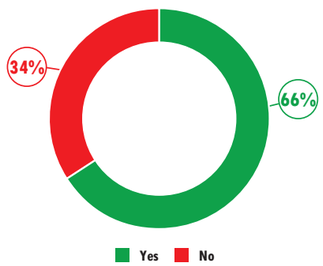


45% **Generally feel that they do not know what's going on in the community and feel that the level and outlets of communication provided by the City of Northwood should be improved.**

The City currently pays for all services out of the general fund and has no levies. With that said, how satisfied are you with the level of city services in Northwood?

30%	35%	27%	7%	1%
Very Satisfied	Somewhat Satisfied	Neutral	Somewhat Dissatisfied	Very Dissatisfied

Participants were asked to identify what they felt was the biggest impediment to marketability of the community and given a range of options to select one primary reason. 63% of respondents identified a lack of “quality of life” amenities like parks and diverse shopping, 14% identified a lack of resources to update infrastructure and implement plans, 14% identified a lack of sense of community and plan for the future, 6% identified a lack of new/updated housing stock, and 3% identified “other”.

Participants were asked to choose to identify with one of two statements regarding their awareness of what’s happening in the community and the city’s effectiveness in communicating with the public. 55% identified with the statement “I generally feel that I know about what’s going on in the community and am comfortable with the level of communication provided by the city of Northwood (e.g. website, newsletters, etc.)”. 45% identified with the statement “I generally feel that I do not know about what’s going on in the community and feel that the level and outlets of communication provided by the City of Northwood should be improved”.

Participants were then asked a question regarding their satisfaction with city services, given that the city does not have a dedicated revenue stream (like a levy) for particular services and pays for services through their general fund. 30% of respondents reported that they were very satisfied with the level of city services, 35% reported that they were “somewhat satisfied”, 27% reported that they were “neutral”, and 8% reported that they were “somewhat dissatisfied” or “very dissatisfied”.

A large number residents who completed the first community survey expressed substantial concerns regarding the former Great Eastern Shopping Center on Woodville Road. Given that these concerns were so widespread, a question was generated to reflect residents’ awareness and present a few potential avenues that the city could pursue to improve the property.

Participants were asked “A majority of residents that completed the comprehensive plan community survey indicated that the former Great Eastern Plaza is Northwood’s biggest challenge. While city officials have taken court action against the current owners, it may not be enough to re-activate the property quickly. What approach are you most supportive of the city using?”

61% identified using “The same approach the city used to remediate the former Woodville Mall even if it means using city revenues to the potential detriment of city services”, 32% identified “Continue using the property maintenance and zoning code to ensure compliance”, and 7% identified “Leave it up to the market to decide”.

COMMUNITY SURVEY RESULTS

Respondent Characteristics

37% 61%

2% responded 'Other' or 'Prefer not to say'

Age

3%	18-24	19%	55-64
9%	25-34	25%	65-74
21%	35-44	4%	75+
19%	45-54		

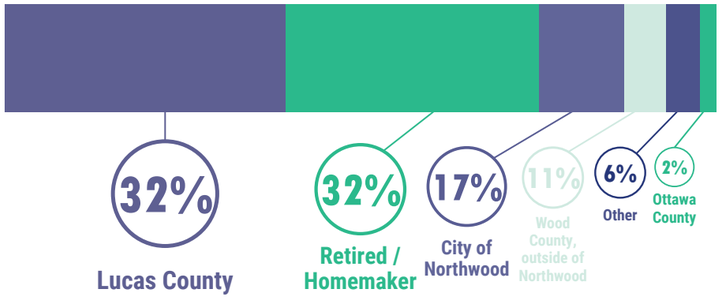
71% *have been a resident for more than 11 years*

I live in...

- **90%** City of Northwood
- **7%** Lake Township/ Walbridge
- **2%** Lucas County
- **1%** Other

'Other' responses include Toledo, Maumee, and other locations

Location of Employment



I am a...



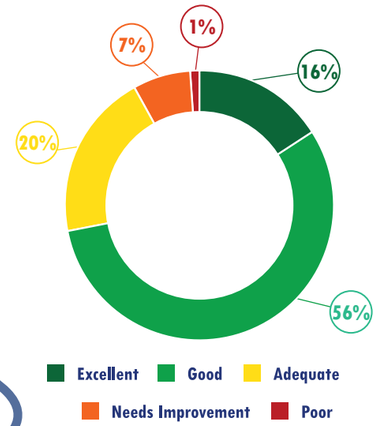
'Other' responses include or live with family

Respondents selected 'all that apply'. Totals may not equall 100

"Very happy with what the city is doing. We just need to keep pushing and striving to become a city people want to come."

"Northwood has a lot of potential but it will take time and money."

Quality of Life in Northwood



"Northwood is doing good. Please look to the future and entice businesses to keep residents in town, like nice sit-down restaurants, nightlife, parks and recreation."

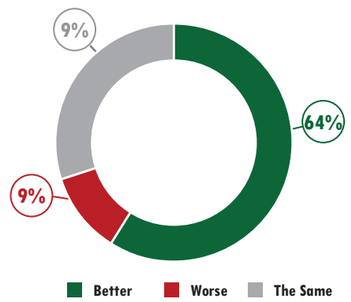
Land Use Preferences

Most Preferred	*Least Preferred*
Parks and Recreation	Apartments
Community Public Places	Industrial
Commercial	Condos

Biggest Concerns for the Community

- Economic Stagnation & Lack of Business
- Community Blight
- Governance, Leadership, & Fiscal Management
- Development, Housing, & Community Character
- Crime, Safety, & Negative Social Influence

By 2045, Northwood will be:



Specific Areas in Need of Improved Access, Safety, or Pedestrian Connectivity Linkages

1. Street lights in East Gardens neighborhood
2. Sidewalk connecting the Enclave to Bradner Road, ending at Cedar Creek Woods
3. Street lights at 579/ East Plaza
4. Sidewalks along Curtice Road and Coy Road

"I would only hope in the future that the city will have more residents and more economic development."

"The Northwood Community Center is a big step in the right direction."

"As Northwood residents, we have to travel outside of the city for most goods and services. We'd like to keep the revenue here. We need to find reasons for Northwood taxpayers to keep spending here and bring outside the city business/customers here."

Other Community Services Needed in the Community

- Public Safety & Services
- Senior Services & Programs
- Community Programs, Education & Facilities

Top 5 Improvements to the Community

- Economic Development & New Business
- Revitalize or Demolish Great Eastern Shopping Center
- Infrastructure Improvements
- Community Standards & Property Upkeep
- Public Services & Governance

Resident Priorities

Highest Priority

- Revitalize vacant and underutilized commercial properties
- Neighborhood commercial business (e.g., restaurants)
- Improved park and recreational opportunities
- Address neighborhood / property blight and nuisance
- Improved beautification, branding, and visual enhancements

Lowest Priority

- Improved housing options
- Community festivals and events
- Additional senior citizen activities
- Encourage alternative and renewable energy
- Recreational marijuana dispensaries

"Increase police and fire department staffing levels. Woodville Road is a drag strip for speeding cars, especially during school hours. But overall, the city is a beautiful place to live and has many opportunities for families to thrive here."

"Since I've been here, Northwood has been a very nice place to live. Really happy about the improvements that have been happening. I think things are headed in a good direction "

Top 5 Businesses Residents Want in the Community

- Restaurants (Sit-Down, Casual, & Fast Food)
- Retail - Big Box & Department/Apparel Stores
- Retail - Grocery Stores
- Revitalize Great Eastern / Woodville Rd as a Business Location
- Entertainment & Activities

STUDENT SURVEY RESULTS

Student Characteristics

Grade

- 41% 9th
- 31% 10th
- 21% 11th
- 7% 12th

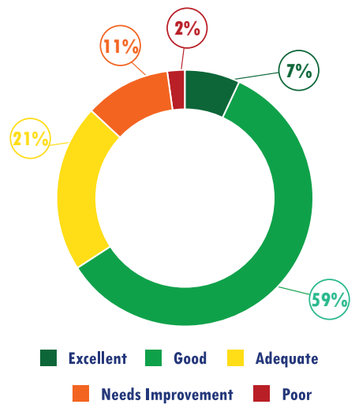
33% *have a parent or guardian that is originally from Northwood*

77% *plan on moving away from the community after high school?*

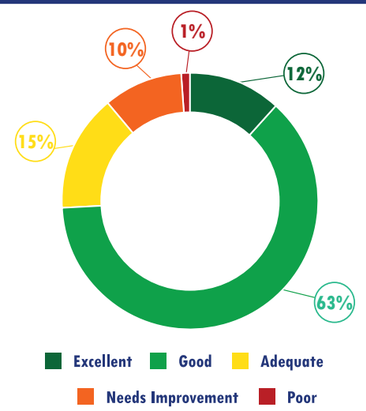
Status

- 72% Northwood Resident
- 28% Open-Enrollment Student

Quality of Life in Northwood



How would you rate Northwood when compared to other communities you lived in or visited?



Additional community activities students would like to see

- Recreational Facilities & Sports
- Community Events
- Volunteering & Community Service

Are there any places in this community that you wish were improved or better connected with sidewalks, bike paths, or trails?

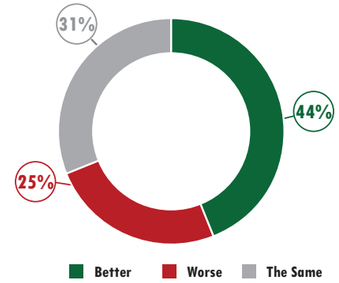
1. Crosswalk signs near Burger King
2. More sidewalks and crosswalks near the school
3. Curtice Road and connection to Maumee Bay State Park
4. General areas around the community lack sidewalks

If you plan on moving away, why?

- 57% *Attend College*
- 21% *Job*
- 8% *Attend Trade School*
- 7% *Enter Military Service*
- 7% *Pursue Other Opportunities*

"Northwood is a nice quiet place, but I think some more activities for the community to come together for would be amazing."

By 2045, Northwood will be:



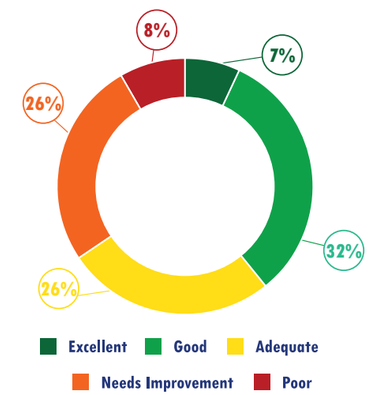
Top 3 Improvements students would make if they were in charge.

- Community Infrastructure & Facilities
- School-Related Improvements
- New Businesses and "Things to do"

How likely is it that you'll live in this community as an adult sometime in your life?

Very Likely	Likely	Unsure	Unlikely	Very Unlikely
3%	20%	49%	16%	12%

How would you rate the level and quality of youth and teen activities in this community?



"Add more sidewalks for the students to be safe while crossing the busy roads after school, or for students to grab something to eat before a practice or a game or band or choir!"

"I would like to see the community have more volunteer opportunities."

COMMUNITY PREFERENCES SURVEY RESULTS

Respondent Characteristics

37% 61%

2% responded 'Other' or 'Prefer not to say'

73% *have been a resident for more than 11 years*

Residents noted a desire for improved and safe pedestrian mobility and connectivity choices. How would you like to see this happen?

- 57% A mixture of all options
- 13% Focus on improving pedestrian connectivity along key corridors and destinations like the Enclave, schools, and parks
- 11% Build new trails, paths and pedestrian connections
- 11% Improve/fix the existing sidewalk network
- 8% No improvements are needed

What is the biggest impediment to the marketability of this community?

- 63% Lack of "Quality of Life" and lifestyle amenities like parks, diverse shopping, etc
- 14% Lack of resources to update infrastructure and implement plans
- 14% Lack of a sense of community and plan for the future
- 6% Lack of new/updated housing stock
- 3% Other

Which statement do you identify with the most?

- 45% I generally feel that I do not know what's going on in the community and feel that the level and outlets of communication provided by the City of Northwood should be improved.
- 55% I generally feel that I know what's going on in the community and am comfortable with the level of communication provided by the City of Northwood (e.g., website, newsletters, etc.)

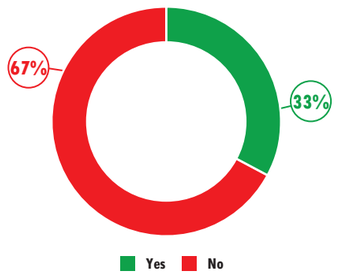
The City currently pays for all services out of the general fund and has no levies. With that said, how satisfied are you with the level of city services in Northwood?

30%	35%	27%	7%	1%
Very Satisfied	Somewhat Satisfied	Neutral	Somewhat Dissatisfied	Very Dissatisfied

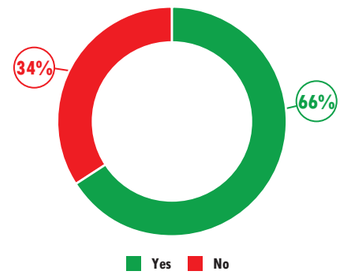
A majority of residents that completed the comprehensive plan community survey indicated that the former Great Eastern Plaza is Northwood's biggest challenge. While city officials have taken court action against the current owners, it may not be enough to re-activate the property quickly. What approach are you most supportive of the city using?

- 61% The same approach the city used to remediate the former Woodville Mall even if it means using city revenues to the potential detriment of city services
- 31% Continue using the property maintenance and zoning code to ensure compliance
- 7% Leave it up to the market to decide

Should the City invest in the necessary resources to join TARTA to assist workforce mobility to our industrial employment areas?



Unlike all other cities in Wood County, Northwood does not have a parks levy. Would you support a City parks and recreation levy to generate additional resources to support park facilities, paths, and programming at the Northwood Community Center?



"The city needs to spend money to make improvements to the city. The Rec Center is amazing and a great start. We need to improve the streets, sidewalks, parks and get bike trails. We have too much money in the bank and we need to make improvements. We also need to set term limits for council."

Why do you live in Northwood?

33%	Location	9%	Schools
23%	Family	4%	Job
17%	Small town charm	4%	N/A
11%	Housing		



3. PLANNING CONDITIONS

DEMOGRAPHICS

Demographic information is the foundation of good planning initiatives. Using the most recent available data is necessary to understand what forces drive the current policies and help guide future changes.

Socio-economic and demographic data for the City of Northwood was compiled from the U.S. Census Bureau's American Community Survey (ACS) 5-year estimates for 2023. These are used to draw general conclusions about the city over time and in comparison with county, state, and national figures. The Census Bureau continually samples different geographic areas for detailed socio-economic and demographic data. The estimates produced create a moving estimate of local conditions over the past 5 years. It should be noted that for smaller populations, a relatively wide margin of error can exist. Data for the total population were drawn from decennial censuses for comparison purposes. Unlike the ACS, decennial censuses are a physical count of residents every ten years by the federal government.

POPULATION TRENDS

Following Ross Township's incorporation as the Village of Northwood in 1962, the community grew through the 1980s, reaching a peak of 5,506 residents in the 1990 Census. Since 1990, the population has declined slightly, and the rate of population decline has increased. In 2000, the Census recorded 5,471 residents, a decline of -0.6% from 1990. In 2020, the Census recorded 5,160 residents, a decline of 5.7% from 2010. The 2023 ACS 5-Year data estimates the city's population at 5,195 residents, with a margin of error of +/-25.

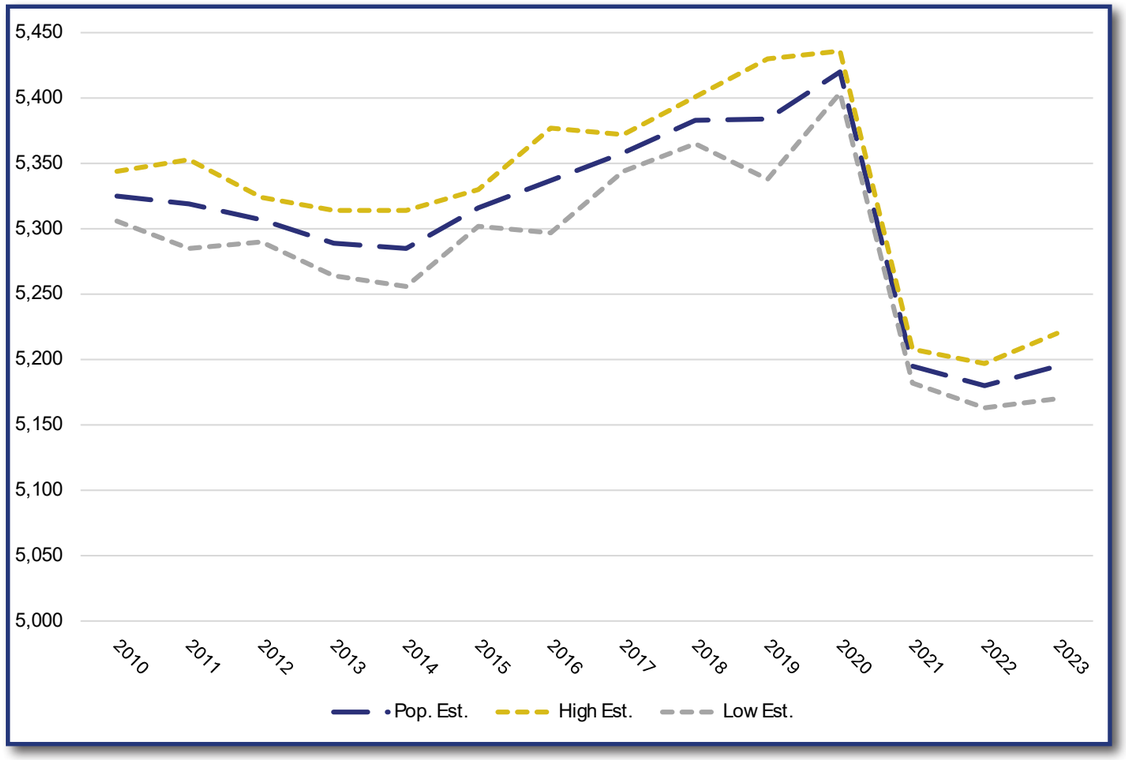
Figure 1: Population Trends presents the decennial counts of the city's population from 1970 to 2020 as well as the most recent ACS estimates for 2023. Since 2010, the ACS has provided annual 1 and 5-year estimates for municipalities for many social, economic, and demographic topics. Figure 2 presents the estimated population totals for the city from 2010 to 2023 (the most recent year available). The sharp decline observed from 2020 to 2021 reflects the physical count in the 2020 Census,

Figure 1. Population Trends

Population		
Year	Population	%+/-
1950	2,716	
1960	3,660	34.8%
1970	4,222	15.4%
1980	5,495	30.2%
1990	5,506	0.2%
2000	5,471	-0.6%
2010	5,265	-3.8%
2020	5,160	-5.7%
2023	5,195	0.7%

Note: 2023 margin of error +/- 25. 1950 and 1960 figures are for Ross Township (excl. Rossford village).

Figure 2. Population Estimates, 2010-2023



meaning that prior to 2020 the ACS was overestimating the city's population by approximately 5%.

AGE

In 2023, the median age of Northwood's residents was 43.4 (+/- 5 years), higher than the Toledo Metropolitan Statistical Area (MSA) (38.0), the state (39.6), and the national average (38.5). Approximately 21.4% of the city's residents are under the age of 18, whereas 17.6% are aged 65 or older. Like many communities throughout the state and the nation, Northwood's population has been aging over time. Figure 3. Population Change by Age Groups, 1970-2020 shows Northwood's changing age structure by showing the percentage of residents under 18, those aged18-64, and those aged 65+ at each decennial census from 1970 to 2020. We can see that while the share of Northwood's population of working-age adults (18-64) has stayed between 55% and 65% of the total population, the share of children (under 18) has decreased from 35.9% in 1970 to 21.4% in 2020, while the share of older adults (65+) has increased from 8.0% in 1970 to 17.6% in 2020.

Another way of presenting these changes is with an age and sex structure diagram or "population pyramid" for the city in 2020 and 1970. Figure 4. Population Pyramid of Northwood, 1970 and 2020 presents these figures with each bar representing the share of the population of males and females in 5-year age categories (0-5, 6-10, etc.). In the 1970 figure, we see that the diagram resembles a pyramid where the largest age categories are clustered in the younger years in the lower portion of the

Figure 3. Population Change by Age Groups, 1970-2020

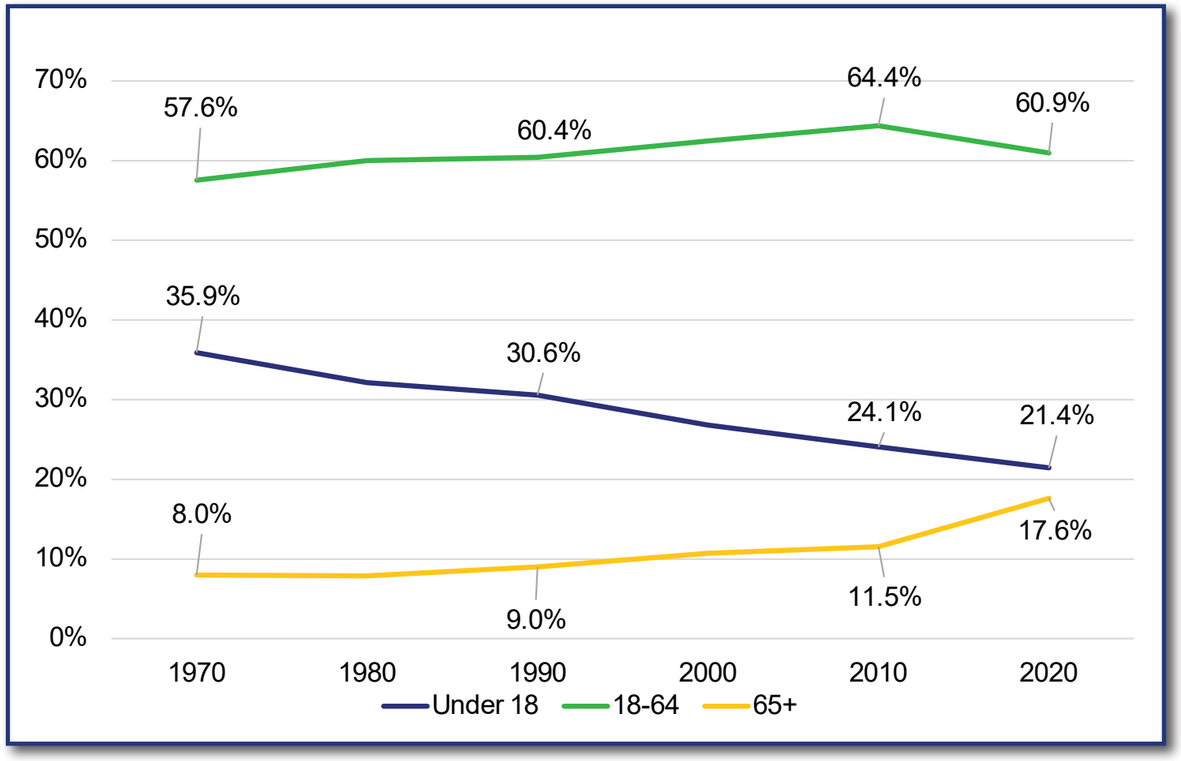
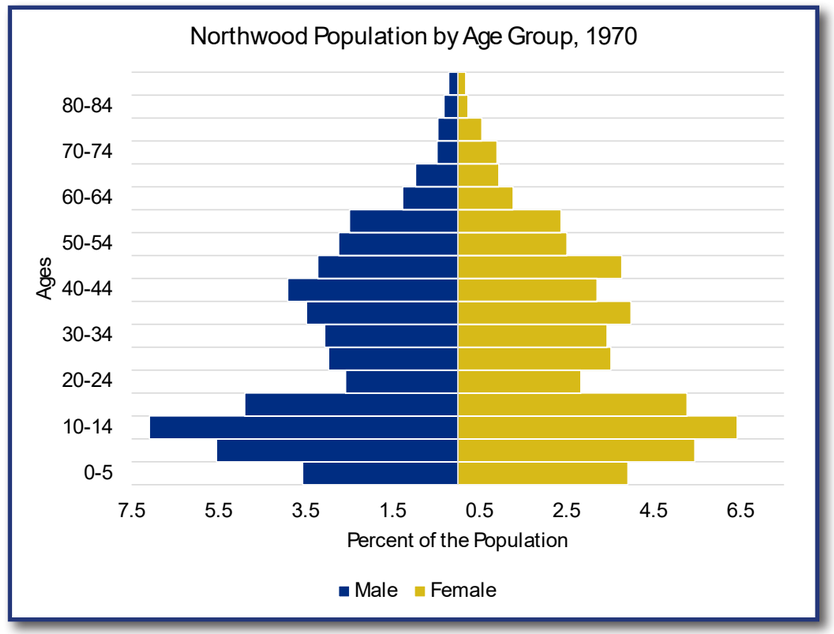


Figure 4. Population Pyramid of Northwood, 1970 and 2020



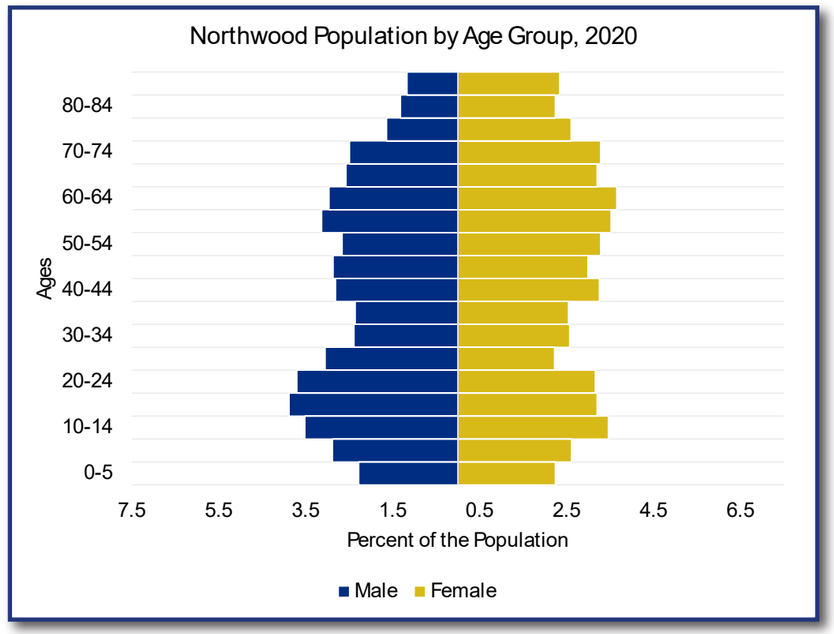


diagram. In 1970, nearly 40% of Northwood's population was under 20 years old. Looking at the 2020 figure, we see that the figure no longer resembles a "pyramid" as the percentage of males and females are much more evenly spread out across older age categories. In this more recent figure, less than one-quarter of the population (23.7%) was under 20 years old.

Comparing Northwood's socio-economic and demographic conditions with those of the wider metropolitan area, state, and national averages is important for understanding regional/national trends and informing policy and strategic development. For that purpose, Figure 5. Northwood, Toledo Metro, Ohio, and US Indicators present several key socio-economic and demographic data for each level of geography, starting with the city, then the Toledo Metropolitan Statistical Area (MSA) which includes Lucas, Wood, and Fulton counties, the State of Ohio, and the United States as a whole (50 states, the District of Columbia, and Puerto Rico, excluding other territories and dependencies).

Figure 5. Northwood, Toledo Metro, Ohio, and US Indicators

Indicators		Northwood	Toledo MSA	Ohio	U.S.
Demographics	Population (2020)	5,160	606,240	11,799,448	332,387,540
	Pct. Population Change (2010-2020)	-2.0%	-0.6%	2.3%	7.4%
	Pct. Population Change (2000-2020)	-5.7%	-1.9%	3.9%	17.8%
	Median Age	43.4	38.0	39.6	38.5
	Pct. of Population 65+	17.1%	17.0%	17.9%	16.8%
	Pct. Hispanic or Latino	7.7%	7.5%	4.6%	19.0%
	Pct. Asian	2.0%	1.7%	2.4%	3.0%
	Pct. Black	1.2%	14.0%	12.1%	12.0%
	Pct. White	84.1%	72.4%	76.5%	58.2%
	Pct. Native American & Pacific Islander	0.0%	0.1%	0.1%	0.7%
	Pct. 2+ Races or Other Race	6.2%	4.2%	6.4%	3.9%
Income & Education	Median Household Income	$76,332	$63,749	$69,680	$78,538
	Per Capita Income	$43,622	$37,638	$39,455	$43,313
	Pct. Individuals Below Poverty	13.5%	15.9%	13.2%	12.4%
	Pct. Families Below Poverty	11.1%	11.1%	9.2%	8.7%
	Labor Force Participation Rate	70.2%	64.0%	63.3%	63.5%
	Unemployment Rate	0.1%	3.9%	3.1%	3.3%
	Pct. Population 25 Years or Older without a High School Degree	8.0%	7.9%	8.4%	10.6%
	Pct. Population 25 Years or Older with Bachelor's Degree or Higher	30.8%	29.6%	31.0%	35.0%
Housing	Median Year Structure Built	1974	1967	1970	1980
	Median House Value (Owner-Occupied Units)	$168,400	$168,500	$199,200	$303,400
	Pct. Vacant Housing Units	6.9%	8.2%	8.4%	10.8%
	Pct. Owner-Occupied Housing Units	81.6%	63.6%	67.0%	67.8%
	Pct. Renter-Occupied Housing Units	18.4%	36.4%	33.0%	32.2%
	Median Monthly Housing Costs (with a Mortgage)	$1,177	$1,414	$1,472	$1,902
	Median Rent (Renter-Occupied Units)	$964	$917	$988	$1,268
	Pct. Of Homeowners with a Mortage Paying 30% or More of Monthly Household Income on Ownership Expenses	7.2%	20.2%	20.4%	27.4%
	Pct. of Renters Paying 30% or More of Monthly Household Income on Rent	48.6%	40.5%	41.7%	50.4%

Note: All data derived from the 2023 American Community Survey (5-Year Estimates), unless noted as 2020 or 2010 (Decennial Censuses). Toledo MSA refers to the Toledo Metropolitan Statistical Area, containing all of Fulton, Lucas, and Wood counties.

INCOME & POVERTY

In 2023, the estimated median household income in Northwood was $76,332, compared to $63,749 in the Toledo MSA, $69,680 in the state, and $78,538 in the nation as a whole. 13.5% of residents were estimated to be living below the poverty line, compared to 15.9% for the Toledo MSA, 13.2% for the state of Ohio, and 12.4% nationally.

EMPLOYMENT

Based on 2023 ACS estimates, 2,886 or 70.2% of Northwood residents over age 16 were in the labor force. In terms of occupational categories, 34.6% were employed in management, business, science, and arts occupations, 29.8% were employed in production, transportation, and material moving occupations, 20.4% were employed in sales and office occupations, 11.2% were employed in service occupations, and 4.1% were employed in natural resources, construction, and maintenance occupations. The top five industries Northwood's resident workers are employed in are educational services, health care, and social assistance (33.4%), followed by manufacturing (19.8%), professional, scientific, and management, and administrative and waste management services (8.9%), transportation and warehousing, and utilities (8.9%), and retail trade (6.9%).

WORKFORCE AND COMMUTING PATTERNS

Many of Northwood's residents work in nearby communities in Lucas County and Wood County in Ohio, as well as Southeast Michigan. An estimated 39.6% of the city's resident workforce was employed in Wood County, 56.6% worked outside of Wood County (primarily Lucas County) and 3.8% worked in another state (primarily Michigan). 89.9% of workers drove alone to work, 3.8% worked from home, 3.4% carpooled, 2.9% commuted by taxi or motorcycle, 0.0% commuted by public transportation, and 0.0% walked.

Based on analysis from the Census Bureau's Center for Economic

Studies, Northwood's daytime workforce has grown by 65% from 4,536 total jobs in the city in 2002 (the first-year data was available) to 7,470 jobs in 2022 (the most recent year available). Over that time, the city's total workforce (including residents who commute out of the city) increased by 34.0% from 7,249 jobs to 9,714 jobs. With a longstanding base of manufacturers and other industrial employers, Northwood has a large daytime population of workers who live outside the city. In 2002, 59.4% of the city's total workforce was comprised of workers who commuted in from elsewhere, 37.4% were city residents who commuted outside of the city, and 3.2% lived and worked in the city. In 2022, 74.9% of the city's total workforce was comprised of workers who commuted in from elsewhere, 23.1% were city residents who commuted outside of the city, and 2.0% lived and worked in the city.

EDUCATIONAL ATTAINMENT

Mirroring regional and national trends, rates of educational attainment in Northwood have increased over time. In 2023, 92.0% of the population over 25 years of age had at least a high school diploma or equivalent, compared to 85.6% in 2010 and 83.8% in 2000. The percentage of adults over 25 with a bachelor's degree was 30.8%, compared to 15.0% in 2010 and 12.5% in 2000.

HOUSING

Prior to its incorporation as the Village of Northwood in 1962, the community was part of Ross Township and largely rural in nature. Some of the oldest homes in residential neighborhoods date from the 1920s to the west of Brentwood Park. Following World War II, more residential streets were platted and housing was constructed along Woodville Road (Mound View, Hayes Place, East Gardens, Brighton Gardens, and Biltmore Gardens). Beginning in the 1970s, residential subdivisions were platted along Curtice Road (Bordeaux Rue, Aztec Subdivision, West Pointe) and along Williston Road (Wolf Creek Addition and Turnberry Estates).

Since 2000, newer residential subdivisions have been built in the eastern portion of the city (Applewood Lane and Cedar Creek Woods), and beginning in 2023, new housing developments have come online at The Enclave, including the Bridges of Northwood (with 114 planned multi-family units) and the Wallick Senior Living Community (with 110 planned senior living units).

The 2023 ACS estimates that 13.9% of the city's housing units were built before 1950, 21.8% were built between 1950 and 1969, 44.2% were built between 1970 and 1989, 17.0% were built between 1990 and 2009, and 3.1% have been built since 2010. The median year for homes built in the city is 1974.

The 2020 Census identified 2,415 housing units, of which 93.1% were occupied and 6.9% were unoccupied. The 2023 ACS estimates that 81.6% of the city's residents lived in owner-occupied housing units, whereas 18.4% of residents lived in renter-occupied housing units. The average household size was 2.30. Among owner-occupied households that had a mortgage, median monthly housing costs are estimated to be $1,177 and 16.7% had housing costs that were greater than 30% of their household income. Among renter-occupied households, median rent is estimated to be $964 (not including other housing costs such as utilities) and 23% had housing costs greater than 30% of their household income.

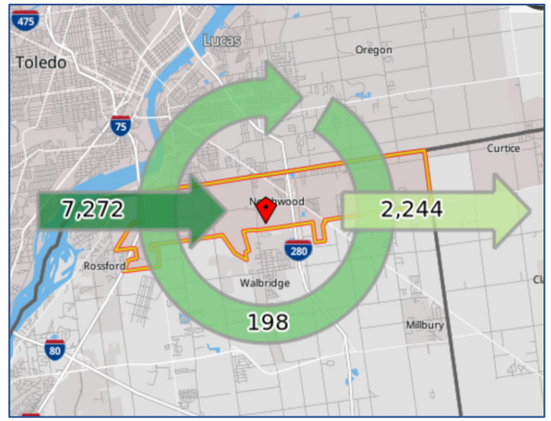
An estimated 27.1% of Northwood's households have children under the age of 18 present and 27.1% have someone aged 65 or older. 29.5% of households were occupied by one individual living alone, and 7.9% were occupied by someone aged 65 or older living alone.

Figure 6. Commuting Patterns

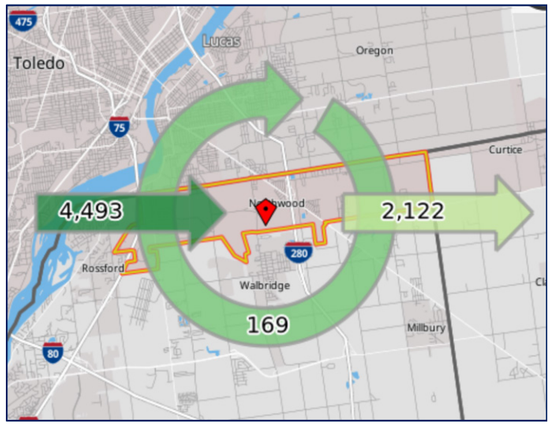
Northwood Workforce Data, 2002-2022					
Year	Total Workforce	Workforce in City	Non-Residents Commuting In	Residents Living and Working	Residents Commuting Out
2022	9,714	7,470	7,272	198	2,244
2012	6,784	4,662	4,493	169	2,122
2002	7,249	4,536	4,307	229	2,713

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics.

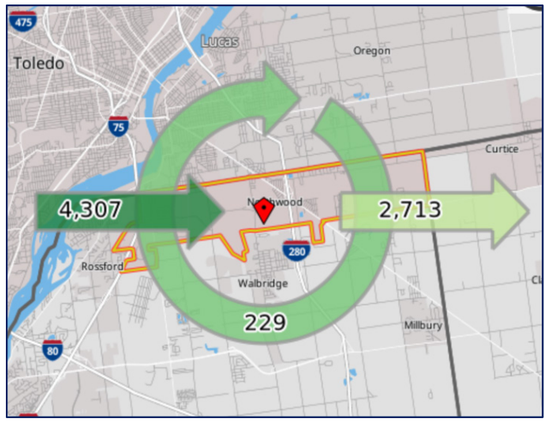
Figure 7. Northwood Commuting Patterns



2022



2012



2002

EXISTING LAND USES

In contrast to many communities where single-family residential properties constitute the primary land use, the City of Northwood is characterized by a predominance of industrial and commercial activities. This is primarily due to the city's key location being a "mile in the middle" of two key interstates that has shaped much of Northwood's development since their completion in the 1960s.

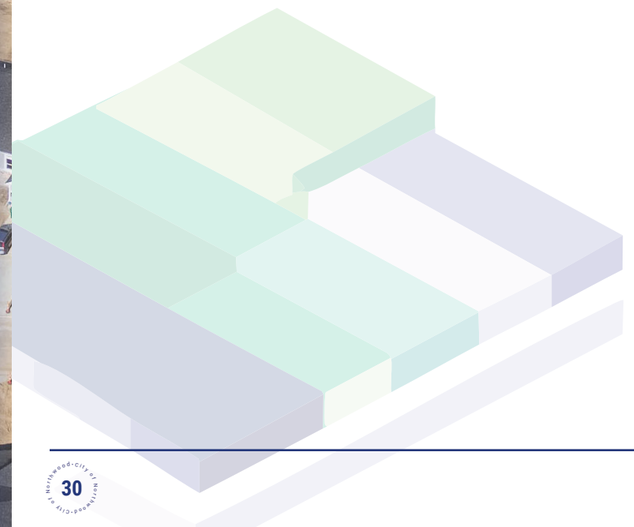
For a better illustration of Northwood's existing land uses, see *Map: Existing Land Use Conditions*.

FIGURE 8. PROPERTY VALUATION BY LAND USE, 2014-2024

Property Valuation by Land Use, 2014-2024

Land Use Category	Total Value	Total Acreage	Valuation per Acre	Change in Total Value Since 2014
Agricultural	$1,763,620	1,708	$1,032	*-0.5%*
Commercial	$43,012,300	899	$47,862	*38.4%*
Industrial	$33,773,620	1,444	$23,386	*21.2%*
Residential	$106,493,590	873	$122,046	*55.5%*

Source: DTE-93 (2014 and 2024), Wood County Auditor. Total Value (100%).





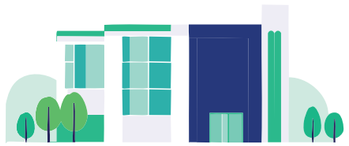
Agricultural Land Uses

Agricultural uses are located within the city boundaries, a majority of which are in the Rural Reserve Planning Area in the east of the city, including some undeveloped acreage and areas within the floodplain.



Residential Land Uses

Northwood's residential land uses are predominantly single-family residential, with a mixture of established, medium density neighborhoods and newer low-density subdivisions. Multi-family residential uses are clustered at Woodhurst Apartments on Curtice Road and on Applewood Lane at Cross Creek Meadows off Bradner Road. The city has two mobile home parks: Northwood Estates and Eastlane Mobile Manor, located in the north of the Brentwood Planning Area along East Andrus Road. According to the city's zoning department, 91 single family or two-family residential structures were constructed since 2010, the bulk of which are located at Birchwood Hollow, Crosscreek Meadows, and on East Plaza Boulevard.



Commercial Land Uses

Commercial uses in the city are concentrated in the west of the city along Wales Road, Oregon Road, and Tracy Road, as well as along Woodville Road in the center of the city. While most commercial businesses are located along the Woodville Road and Oregon Road corridors, small neighborhood commercial nodes exist throughout the community, along Andrus Road and Wales Road. Medical uses, although not located in Northwood, include Bay Park Hospital to the immediate north in the City of Oregon.



Industrial Land Uses

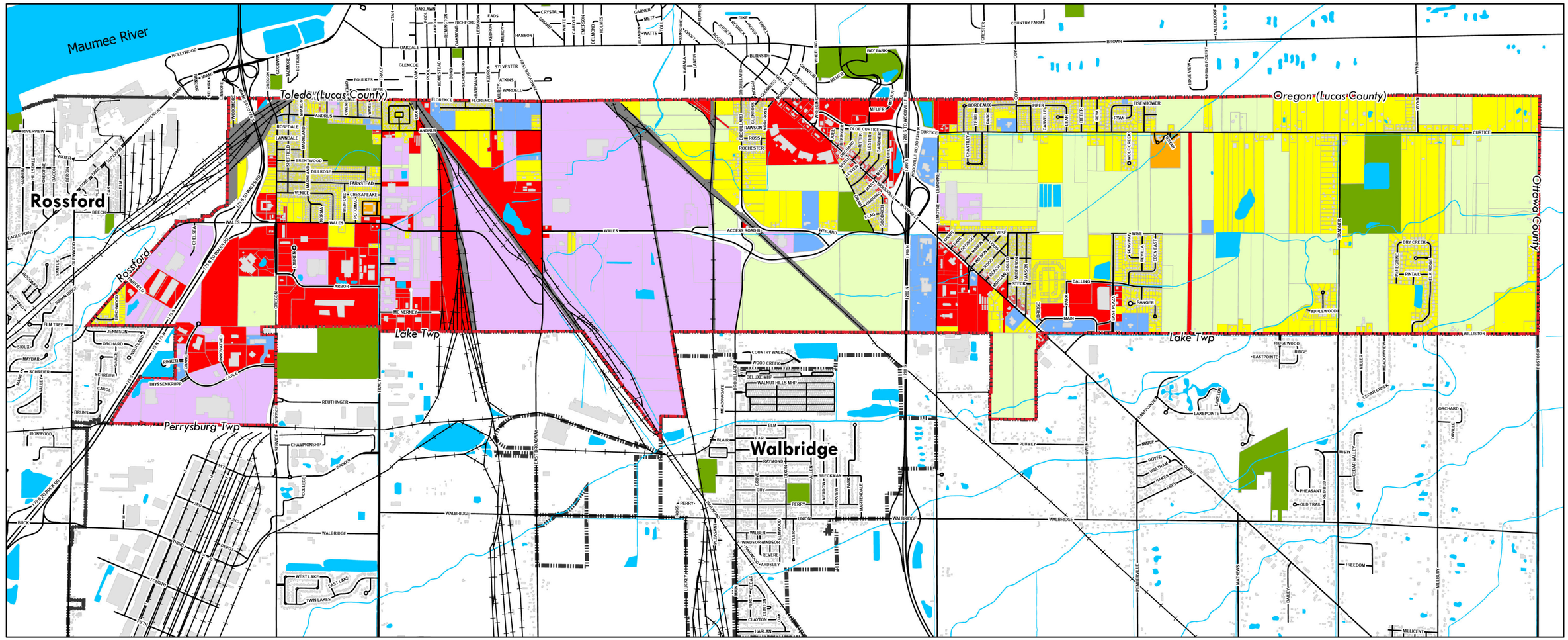
Industrial uses are clustered in the west and center of the city, along Wales Road west of I-75, in the business park located on Caple Road, along Tracy Road, and along Lemoyne Road. Much of the city's industrial acreage is occupied by the Evergreen Landfill and the former Libbey-Owens-Ford sites along East Broadway and Wales Road



Public / Institutional (Exempt) Land Uses

Public/Institutional land uses account for a relatively small portion of the city's total land use. The largest public/institutional footprints are the city-owned parks and administrative offices and Northwood Local Schools, followed by the Ohio Department of Transportation (ODOT), churches, and non-profit organizations. Active and passive recreational areas in the city include several city parks and a nature reserve owned by Northwood schools adjacent to Nature Trails Park.

MAP: EXISTING LAND USE CONDITIONS



Legend

- Northwood Corp Limits
- Streets
- Open Water / Hydrography
- Parks
- Agriculture
- Residential
- Multi-Family Residential
- Commercial
- Mobile Home Park
- Industrial
- Public / Institutional
- Utility
- Municipality
- Building Footprints

NORTH

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ENVIRONMENTAL CONDITIONS

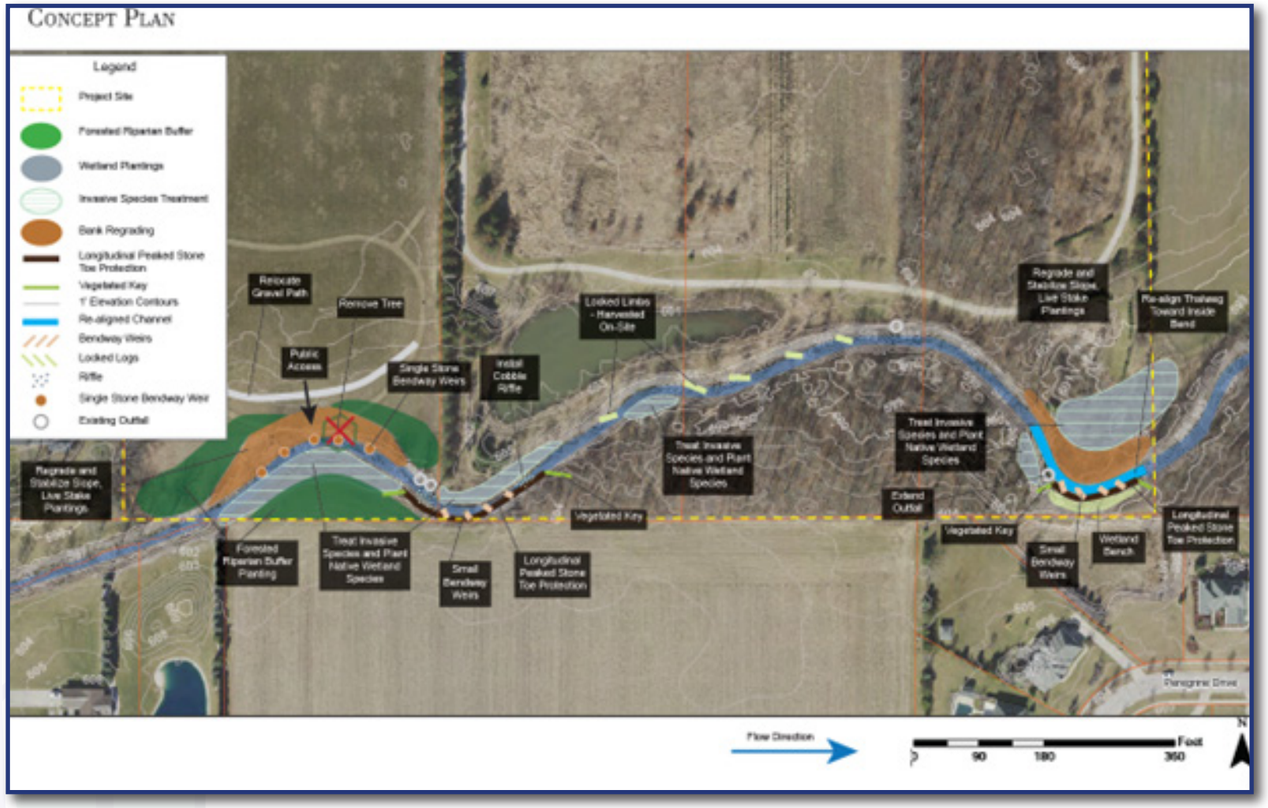
Northwood's environment has a rich ecological history. The area experienced three periods of glaciation from 300,000 years ago to roughly 11,600 years ago at the end of the last Ice Age. Retreating glaciers carved what became the Great Lakes and "The Great Black Swamp" – a 1,500 square mile wetland region stretching from the mouth of the Maumee River to modern-day Fort Wayne, Indiana. Beginning in the 1850s, settlers drained the swamp with a network of drainage ditches that remain present to this day. The nutrient-rich soils of the former swamp made the region one of the most agriculturally productive in the world.

Hydrological assets are primarily creeks and ditches that drain towards Lake Erie. These creeks and ditches include Otter Creek, Wolf Creek, Cedar Creek, and Dry Creek. Wetlands are generally limited to forested areas, and floodplains (Zone A) are limited to the far eastern portion of the city along Dry Creek near SR 579 (Williston Road) and Bradner Road, and Cedar Creek near SR 579 (Williston Road) and Fostoria Road (*See Map: Land Conditions*).

In 2020, the City worked with the Maumee Area of Concern (AOC) on a $357,000 funding request for Riparian Restoration and Wetland Creation at Nature Trails Park. Money for the study came from a $37m grant to the Great Lakes Restoration Initiative. The project stabilized 1,400 feet of eroding streambank by installing longitudinal peaked stone protection, creating locked logs and bendway weirs, creating 50 feet of riffle habitat, and creating 350 feet (0.45 acre) of riparian buffer.



Bradner Road Bridge over Dry Creek.



ECONOMIC DEVELOPMENT

Economic development is embraced by the City of Northwood and Northwood's Community Improvement Corporation, which was established in 2023. These entities work in collaboration with the Eastern Maumee Bay Regional Chamber of Commerce, Wood County Economic Development Commission, Port Authority and the Regional Growth Partnership in its efforts to support businesses and promote economic development activities.

The City of Northwood utilizes incentive programs to maximize development and revitalization efforts. This includes the property tax programs such as the Community Reinvestment Area (CRA) program and Enterprise Zone (EZ) program, a jobs grant program, revitalization district, and flexible zoning. The city is also located in the Energy Special Improvement District (ESID). The city is also located in an Enterprise Zone, although the preferred property tax incentive program is the CRA program. For a better understanding of the location of these incentive programs, see *Map: Economic Development Areas*.

For a better understanding of these incentives, See Plan Strategy CGR-13, Leverage Resources for Growth and Revitalization Efforts.

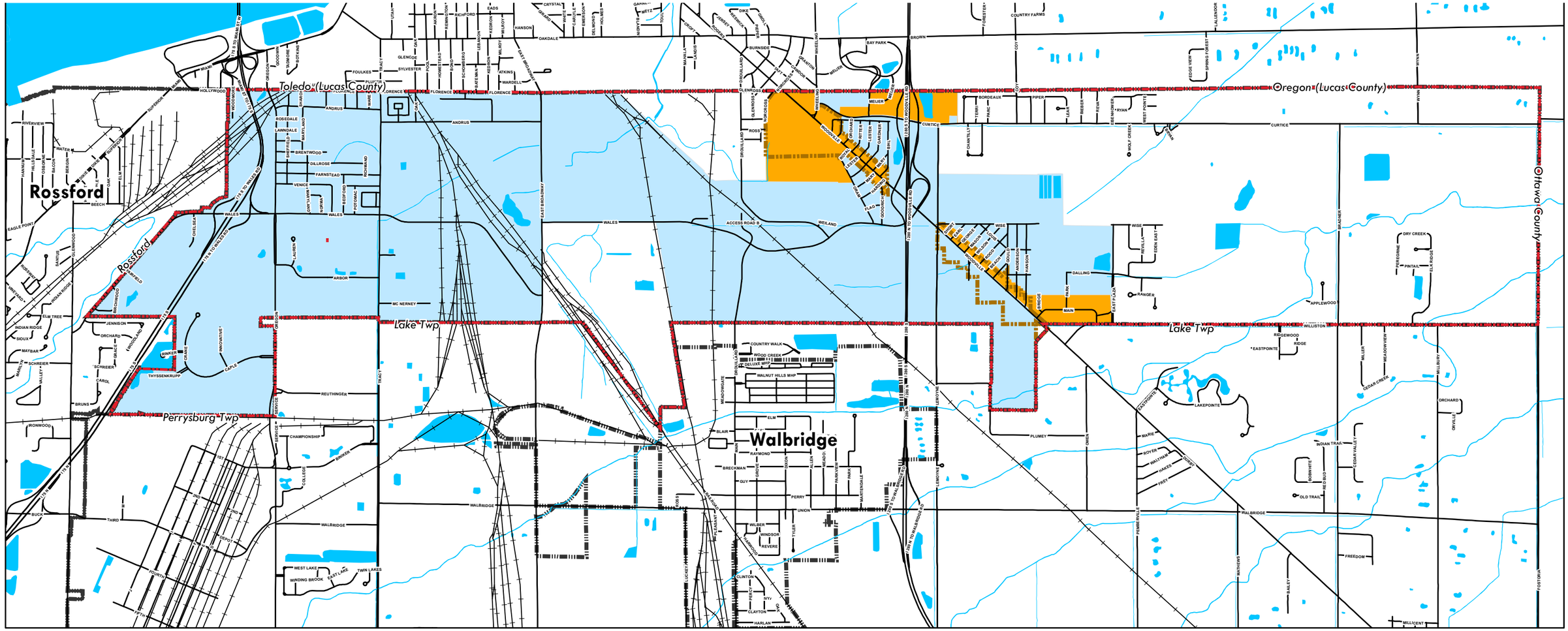
The city has attracted substantial economic development in the years since the adoption of the City's last comprehensive plan in 2004. This includes Buckeye Broadband locating their headquarters in the former National Family Opinion (NFO) property along Oregon Road, landing Adient, FedEx, Treu House of Munch, and RISE Commercial along Arbor Drive, McNerney Business Park expansion, and business expansion of Magna Norplas, Campbell Mechanical Services and ThyssenKrupp Materials Services along and off Caple Boulevard.

While development has occurred easily in areas along I-75 primarily in the Interstate Commerce Planning Area, the commercial legacy areas of Northwood along Woodville Road are suffering from years of disinvestment. This includes the former Great Eastern Shopping Plaza and Woodville Road.

Since acquiring the former Woodville Mall site at Sheriff's sale in 2014, city officials have worked closely with the public to develop the region's first mixed use development at the site of the former Woodville Mall has seen extensive redevelopment efforts spearheaded by the city. In recent years the site has seen:

- Construction on The Enclave's infrastructure including Main Street, Park Avenue, and Dalling Drive..
- Construction of the Northwood Community Center (NCC). The facility opened in 2024 and close to 1000 members as of 2025.
- Construction continues at The Bridges, a $32MM, 114 townhome residential development located on 24 acres. The four-phase project, complete with amenities like a lake and walking trail, is expected to be finalized in 2026.
- Construction of $35M senior living 112-unit development along Main Street.
- Planning and refinement of additional public spaces and activity centers, to potentially include a hockey arena and additional NCC refinements.

MAP: ECONOMIC DEVELOPMENT AREAS



Legend

- Northwood Corp Limits
- Streets
- Open Water / Wetlands
- Municipalities
- Jobs Grant- Retail
- Revitalization District
- Community Reinvestment Area

Note: Entire City is located in an Enterprise Zone

NORTH

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ZONING

Northwood's built environment is guided through a zoning ordinance and code that has 12 zoning districts covering agriculture, commercial, manufacturing, residential, and public uses.

AGRICULTURAL

The city's zoning code features one agricultural district: A-1 (Agricultural District). Most agriculturally zoned land is in the eastern portion of the city, to the east of Lemoyne Road, with additional parcels located along the Norfolk Southern Railroad and Drouillard Road in the geographic center of the city.

RESIDENTIAL

Northwood's zoning code features 5 residential zoning districts: RA (Rural Residential), R (Suburban Residential), R-OA-1 (Older Area Residential), R-OA-2 (Older Area Residential), and R-4 (Multifamily Residential). The RA (Rural Residential) zoning district is located primarily in the eastern portion of the city, covering residential properties along portions of Drouillard Road, Curtice Road, Bradner Road, Williston Road, Wynn Road, and Fostoria Road. The R (Suburban Residential) zoning district is located primarily in the eastern portion of the city covering neighborhoods largely built after 1990, such as Cedar Creek Woods, but also includes some pre-1990 neighborhoods located off Curtice Road and East Plaza Boulevard. The city has two older area residential zoning districts: R-0A-1 and R-0A-2. R-0A-1 primarily covers neighborhoods built in the 1970s to the south of Brentwood Park, neighborhoods built in the 1970s along Curtice Road, and neighborhoods built in the 1970s along East Plaza Boulevard. R-0A-2 covers the oldest residential neighborhoods in the city, where homes largely predate the 1960s. These include the oldest areas near Brentwood Park, and the neighborhoods tucked in behind the commercial properties along Woodville Road (Mound View, Hayes Place, East Gardens, Brighton Gardens, and Biltmore Gardens).

COMMERCIAL

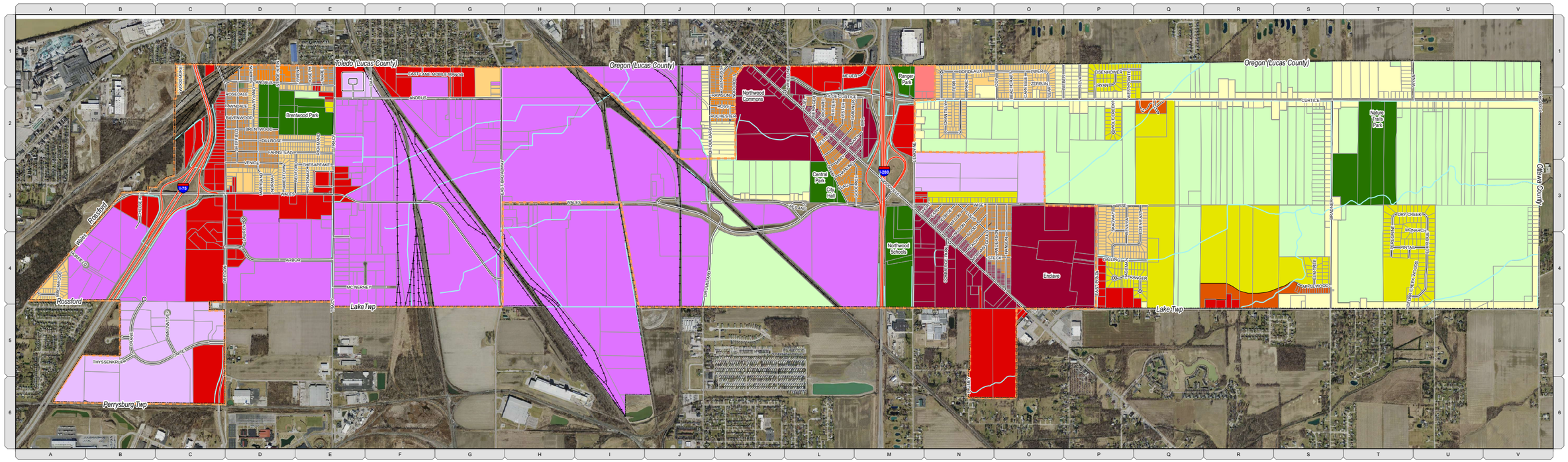
The city's zoning code features three commercial zoning districts: NCO (Neighborhood Commercial and Office District), C (Commercial District), and CBD (Central Business District). At present, the Neighborhood Commercial District is the smallest of the commercial zoning districts, covering a portion adjacent to Ridi's S&G gas station on Wales Road, and currently vacant land east of Ranger Park owned by Menard's. The city's Commercial District encompasses much of Oregon Road and western portions of Wales Road. The city's Central Business District largely covers the Woodville Road corridor on both sides of I-280, as well as the Enclave footprint.

INDUSTRIAL

The city's zoning code features two industrial zoning districts: M1 (Light Industrial) and M2 (Heavy Industrial). At present, the Light Industrial District covers properties located in the Caple Boulevard business park, as well as the Hirzel Canning Company and Farms property located off Lemoyne Road. The Heavy Industrial District encompasses a wide swath of the city's acreage, including properties located on the western side of Interstate 75, most properties located along Arbor Drive, and most of the city's acreage between Tracy Road east to Drouillard Road.

For a visual representation of the city's zoning districts, *see Map: Zoning Districts*.

MAP: ZONING DISTRICTS



Prepared by Reveille. May 2021

Feet
0 2,000 4,000 8,000

1 inch = 1,000 feet

ZONING MAP
for the
City of
NORTHWOOD
Wood County, Ohio

ZONING DISTRICTS
- Rail
- RA = Rural Residential
- R = Suburban Residential
- ROA-1 = Residential Older Area-1
- ROA-2 = Residential Older Area-2
- R4 = Multifamily Residential
- CBD = Central Business District
- NCO = Neighborhood Commercial Office
- C = Commercial
- M1 = Light Industrial
- M2 = Heavy Industrial
- P = Public Owned
- A-1 = Agricultural

SPECIAL AREAS
- Community Reinvestment Area (CRA)
- Ditch/Hydrography

TRANSPORTATION

TRANSPORTATION IMPROVEMENTS

WOODVILLE ROAD SAFETY STUDY

Woodville Road has a history of vehicular crashes due to high traffic volume and poor access management. The TMACOG Safety Locations Report (June 2018) listed the segment of Woodville Road from Wheeling Street to Wales Road as the #4 ranked "Other Locations" within the TMACOG region, as well as listing the intersection of Lemoyne Road & Woodville Road as ranked #214 in the region for high crash locations.

The Mannik & Smith Group conducted a safety study of SR 51 (Woodville Road) and recommended several enhancements to improve safety and pedestrian connectivity. This included the following locations and recommendations:

- **Curved section approach of SR 579 (Williston Road) to SR 51:** Implement road diet to reduce the 5-lane facility to a 3-lane facility; provide multi-use path on north side of road and a 6-FT sidewalk on south side of road; install pedestrian count down signal heads & pushbuttons at the SR 51 & SR 579 signalized intersection along with crosswalks and ADA curb ramps.
- **Complex Intersection of Lemoyne Road, Wise Street, and SR 51:** Construct a roundabout to replace signalized intersection and to address the complex skewed alignment; revise access of Wise Street to Lemoyne Road; construct sidewalks and enhanced crosswalks for non-motorized users. A separate CMAQ application was submitted to TMACOG for consideration of construction costs for the roundabout.
- **Interchange of I-280 with SR 51:** Update existing crosswalks with enhanced visibility markings at both signalized intersection ramps with SR 51. Coordinate timing/phasing/progression of signals along the SR 51 corridor.
- **Closely Spaced Intersections of Wheeling Street/SR 51, and Wheeling Street/Curtice Road:** Full upgrade of traffic signals to include latest technologies for improved efficiencies & coordination, back plates, pedestrian countdown signals, pushbuttons and ADA curb ramps and enhance visibility crosswalks. Revise complex geometry of approaches on side street/commercial entrance at SR 51. Coordinate timing/progression of signals along the SR 51 corridor.

Additional transportation improvements since the last comprehensive plan include:

- Study and completion of the Wales Road Overpass (2014)
- Safety Study for Oregon Road from Wales Road to the Ohio Turnpike (Road Diet) (2016). The project included a Shared Use Path (SUP) along Oregon Road. The City worked with the Wood County Engineer on the design and implementation of the project.
- Tracy Road and Wales Road Intersection Widening Project (2017)
- Northwood School Travel Plan (2018)
- Oregon-Northwood Pedestrian and Bicycle Plan (2022)

FUNCTIONAL CLASS

The function of roadways and the pedestrian connectivity grid in Northwood is important to consider when planning future land use locations and street expansions. Northwood's key location along I-75 and I-280 that connects to both the Ohio Turnpike is beneficial for transportation dependent developments.

Northwood's roadways have five (5) of the seven federal functional classification categories within the corporation limits, including Principal Arterial Interstate, Principle Arterial Other, Minor Arterial, Major Collector, and Local Roads.

The Principal Arterial Freeway classification refers to roadways that provide interstate access, resulting in a portion of the volume being the result of through traffic. The roadways designated as a Principal Arterial Interstate within the City of Northwood are I-75 and I-280.

The Principal Arterial Other classification refers to roadways that can serve major centers of metropolitan areas and provide a high degree of mobility, but unlike freeways which have controlled access (entrances and exits), these roadways have neighboring land uses that can be accessed directly. The roadway designated as Principal Arterial Other within the City of Northwood is Woodville Road (SR 51).

The Minor Arterial classification refers to roadways that service for trips of moderate length and offer connectivity to the higher Principal Arterial facilities. The roadways designated as Minor Arterial within the City of Northwood are:

- Oregon Road (from the northern to southern corporation limits)
- East Broadway Street (from the northern corporation limits to Wales Road)
- Wales Road (from East Broadway Street to Woodville Road/SR 51)
- Drouillard Road (from Woodville Road/SR 51 to the southern corporation limits)
- Wheeling Street (from the northern corporation limits to Woodville Road/SR 51).

Major and Minor Collectors serve an important role in collecting traffic from Local Roads and channeling it to the Arterial network. Collectors are broken into Major and Minor categories. Generally, a Major Collector is a longer route that has fewer connecting driveways and has higher posted speed limits and traffic volumes than Minor Collectors.

The Major Collectors within the City of Northwood include:

- Wales Road (from Oregon Road to East Broadway Street)
- Tracy Road (from the northern corporation limits to the southern corporation limits)
- East Broadway Street (from the northern segment of Wales Road to the southern corporation limits)
- Curtice Road (from Wheeling Street to the eastern corporation limits
- Lemoyne Road (from Curtice Road to Woodville Road/SR 51)
- Coy Road (from the northern corporation limits to Curtice Road)
- Wynn Road (from the northern corporation limits to Curtice Road)
- Williston Road/SR 579 (along municipal boundary)
- Fostoria Road (along municipal boundary)

The remainder of Northwood's roadways are Local Roads that service adjacent land parcels found in the community. The Local Roads are those facilities not listed previously with the other higher classifications of roadways.

TRAFFIC VOLUME AND SAFETY

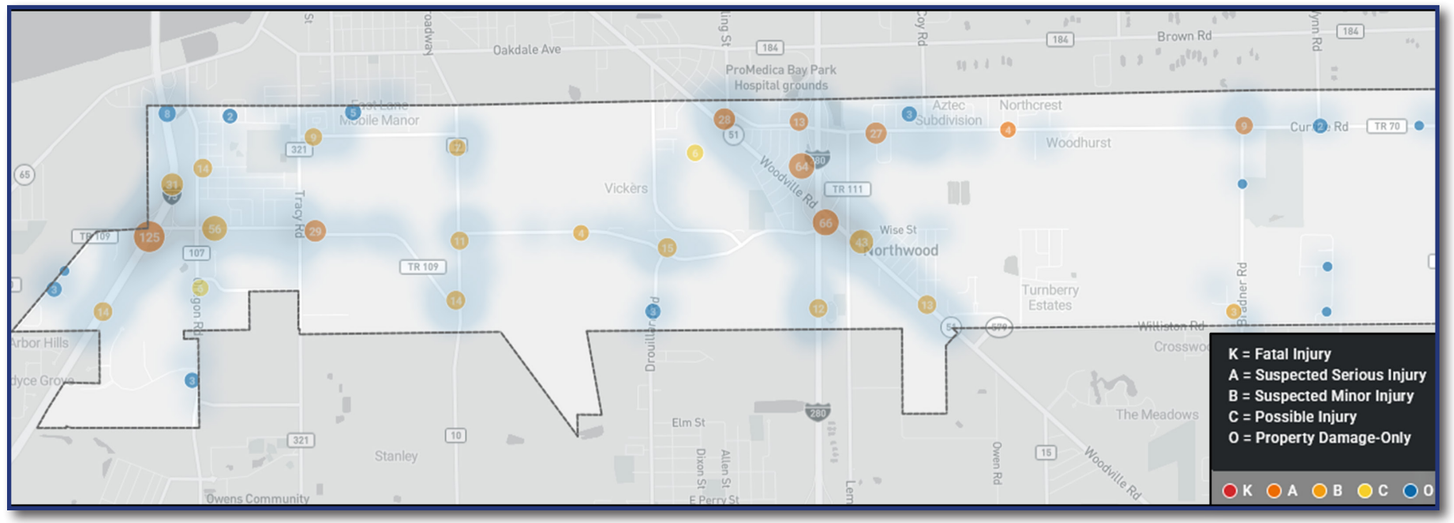
Traffic volumes in the city were reviewed using the ODOT online database provided by the TIMS (Transportation Information Mapping System) that measures active daily traffic (ADT) volumes. The TIMS traffic data reveal that the highest traffic volume corridors are I-75 (50,001-100,000 ADT) and I-280 (25,001-50,000 ADT). Additional roadways with ADT volumes between 5,001 and 25,000 are:

- Wales Road (from I-75 to Woodville Road)
- Oregon Road (from southern municipal boundary to Wales Road)
- Tracy Road (from southern municipal boundary to West Andrus Road)
- Woodville Road (from northern to southern municipal boundary)
- Lemoyne Road (from Curtice Road to Woodville Road)
- Curtice Road (from I-280 to Coy Road)
- Coy Road (from northern municipal boundary to Curtice Road)

An analysis of crash mapping from AASHTOWare Safety provided by ODOT reveal that between December 31, 2021 and December 31, 2024, there were 658 motor vehicle accidents within Northwood's city boundaries, 221 or 34% of which occurred on I-75 and I-280. 79% of accidents were property damage only (motor vehicle damage), while 10% had a minor injury suspected, 10% had an injury possible, and 2% had a serious injury suspected. No reported crashes over the three-year period resulted in a fatality.

On non-interstate roadways, the key concerns in Northwood include the road segments and intersections of:

- Woodville Road and Lemoyne Road (with 38 crashes)
- Woodville Road and Wales Road (with 33 crashes)
- Wales Road and Oregon Road (with 33 crashes)
- Woodville Road and Wheeling Street (with 25 crashes)
- Wales Road and Tracy Road (with 19 crashes)
- Curtice Road between I-280 entrance and exit ramps (with 18 crashes)
- Curtice Road and Lemoyne Road (with 17 crashes)



Aside from several intersections and roadway segments considered to be high crash locations based on data from ODOT, an overall safety and transportation concern is having additional railroad overpasses along Wales Road. Currently, there are two at-grade railroad crossings, one between East Broadway Street and Drouillard Road, and a second between Drouillard Road and Woodville Road. Many residents who completed the survey noted that when train traffic backs up on rail lines, it is impossible to travel east-west without travelling north into Toledo/Lucas County or south into Lake Township.

PEDESTRIAN CONNECTIVITY

A variety of connectivity challenges exist in Northwood that work to constrain movements within the community (See *Map: Pedestrian Connectivity*). To this end, City officials worked collectively with the City of Oregon in developing a Pedestrian Connectivity Plan with a goal of improving movement to key regional destinations like Lake Erie and the city's two "Town Centers".

During the planning process, a majority of the survey respondents indicated a strong desire to improve pedestrian connectivity and existing roads and provide new growth areas with a full range of transportation and mobility choices.

Areas in the community that residents indicated need better connectivity for sidewalks, bike paths, or shared use paths (SUP) include:

- Sidewalks along Curtice Road and Lemoyne Road to better connect neighborhoods to the Northwood Local Schools campus.
- Sidewalks and/or bike paths along Wales Road and Curtice Road to make it possible to travel from the city's parks on both sides of I-280.
- Sidewalks along Oregon Road to connect to Owens Community College in Perrysburg Township.
- Bike trail connections from Northwood's parks, particularly Nature Trails Park, to the Oregon bike network.

These ideas from residents were incorporated along with existing planning efforts (such as the Oregon-Northwood Pedestrian and Bicycle Plan) in the Connected Community strategies in the Plan Themes and Strategies Chapter.

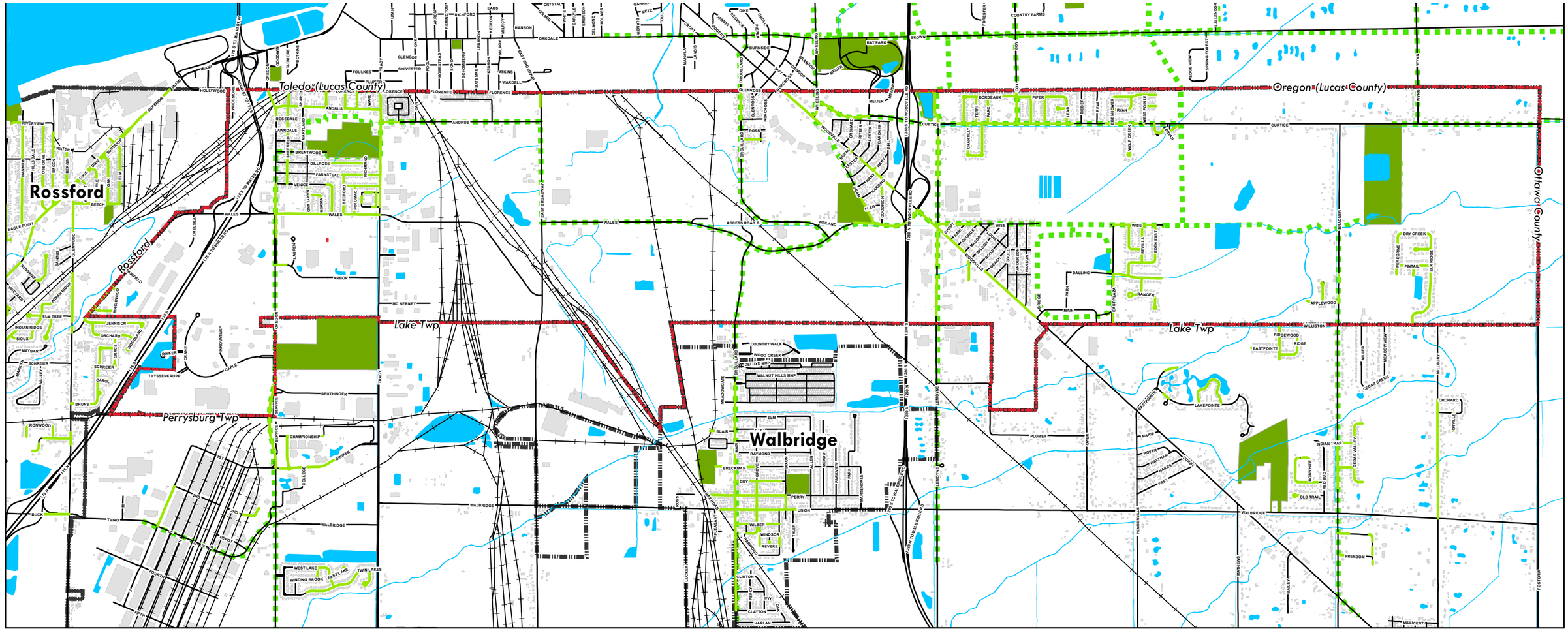




Many residents who completed the community surveys expressed a wish to fill in the sidewalk gaps in their neighborhoods to more safely walk and bike to nearby destinations.



MAP: PEDESTRIAN CONNECTIVITY



Legend

- Northwood Corp Limits
- Streets
- Open Water / Wetlands
- Parks
- Municipalities
- Sidewalks
- Pedestrian Connectivity
- Building Footprints

NORTH

City of NORTHWOOD OHIO

Reveille PLANNING + GIS + ECONOMIC DEVELOPMENT

PARKS AND RECREATION

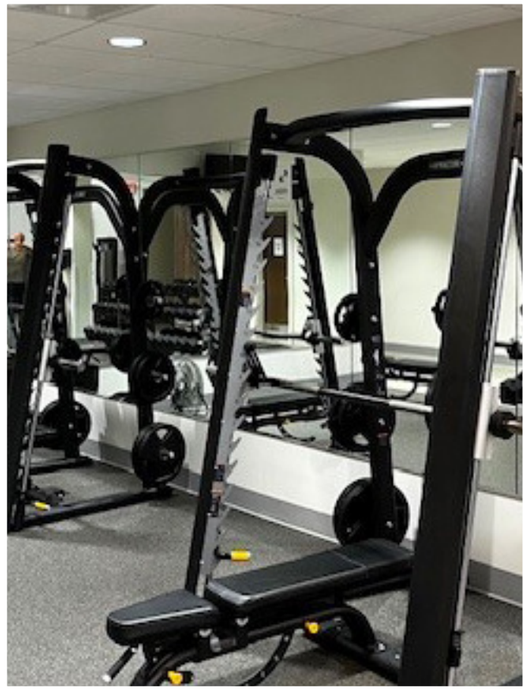
The City of Northwood is home to several municipal and school-maintained parks and recreational opportunities. Additionally, the city is near numerous county parks (Wood County Park District and Metroparks Toledo) and close to substantial bike facilities such as the Oregon Bike Trails.

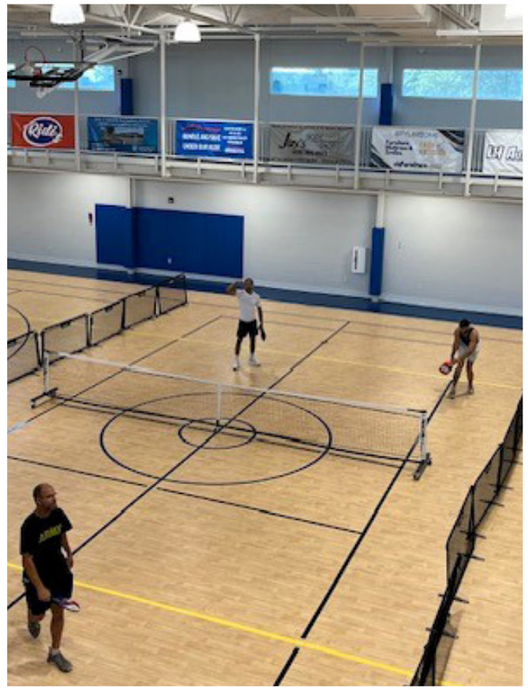
CITY PARKS AND RECREATION

The city's Recreation Department, working closely with the public service department, actively supports community engagement by organizing a range of programs and events throughout the year. These include youth sports leagues, fitness classes for adults, and activities tailored for senior citizens. The city offers a variety of parks and recreational opportunities centered around the Northwood Community Center (NCC), which was completed in 2024. This facility serves as the primary hub for year-round fitness and activity, featuring a well-equipped fitness center, an indoor walking and running track, and a full-size gymnasium used for basketball, pickleball, and volleyball. During the warmer months, the center's outdoor splash pad becomes a popular destination for families with young children. The NCC also provides multi-purpose rooms that host various fitness classes, programs, and community rentals, making it a central gathering place for residents of all ages.

Additionally, the city maintains several parks that cater to numerous interests, including Brentwood Park, Central Park, Ranger Park, and Nature Trails Park.







BRENTWOOD PARK

Located in the northwest of the city, Brentwood Park is the city's largest athletic complex, featuring numerous baseball and softball diamonds, disc golf, pickleball courts, a basketball court, soccer fields, an outdoor shelter house, a walking path, and a playground. The park also features a rubberized baseball field managed by The Miracle League of Northwest Ohio, which provides the opportunity for children of all abilities to learn and play baseball. The park is the primary location for youth sports leagues and hosts several community-wide events such as the annual Brentwood Bash.







CENTRAL PARK

Located near the city's police, fire/EMS, and administrative offices on Oram Road, Central Park features new playground equipment, basketball court, pickleball court, a baseball diamond, a shelter house, and substantial open green space ideal for picnics and casual recreation. The park is home to the annual Fall Festival and Palooza in the Park.









RANGER PARK

Located off Curtice Road near I-280 and Menard's is Ranger Park, which features the 5-acre Stoner Pond and a 0.4 mile walking path with picnic tables. The park provides access for fishing and was most recently upgraded with a covered fishing dock in 2024.





NATURE TRAILS PARK

In the eastern portion of the city, Nature Trails Park provides a wooded and open prairie area for hiking and walking. The park features a 1-mile trail equipped with exercise stations. Part of the park is maintained by Northwood Local Schools, which uses the site for environmental education.

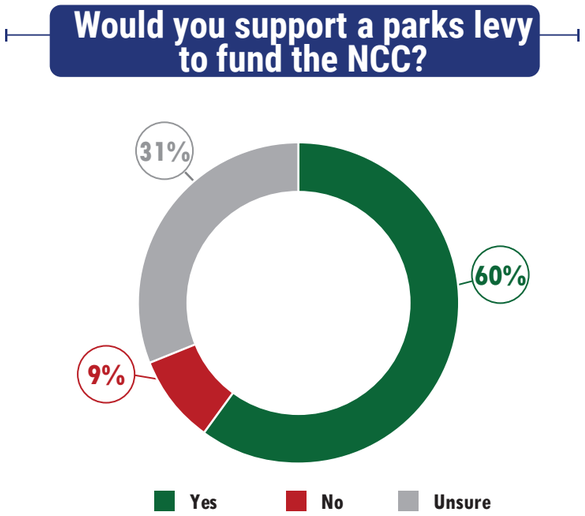








City officials conducted two park and recreation surveys over the past decade, one in 2017 that received 237 responses and another in 2021 that was used to help frame in the Northwood Community Center and gathered 337 responses. One notable result of this survey is that 60% of the respondents indicated support for a parks levy to fund the NCC.



WOOD COUNTY PARK DISTRICT

Located just to the south of the city limits on Oregon Road is the JC Reuthinger Memorial Preserve. The preserve was donated to the Wood County Park District in 2005 and is home to the park district's stewardship department and features two greenhouses, a native plant nursery, and a natural wetland that was restored through a grant from the North Coast Regional Council.



SCHOOL DISTRICT

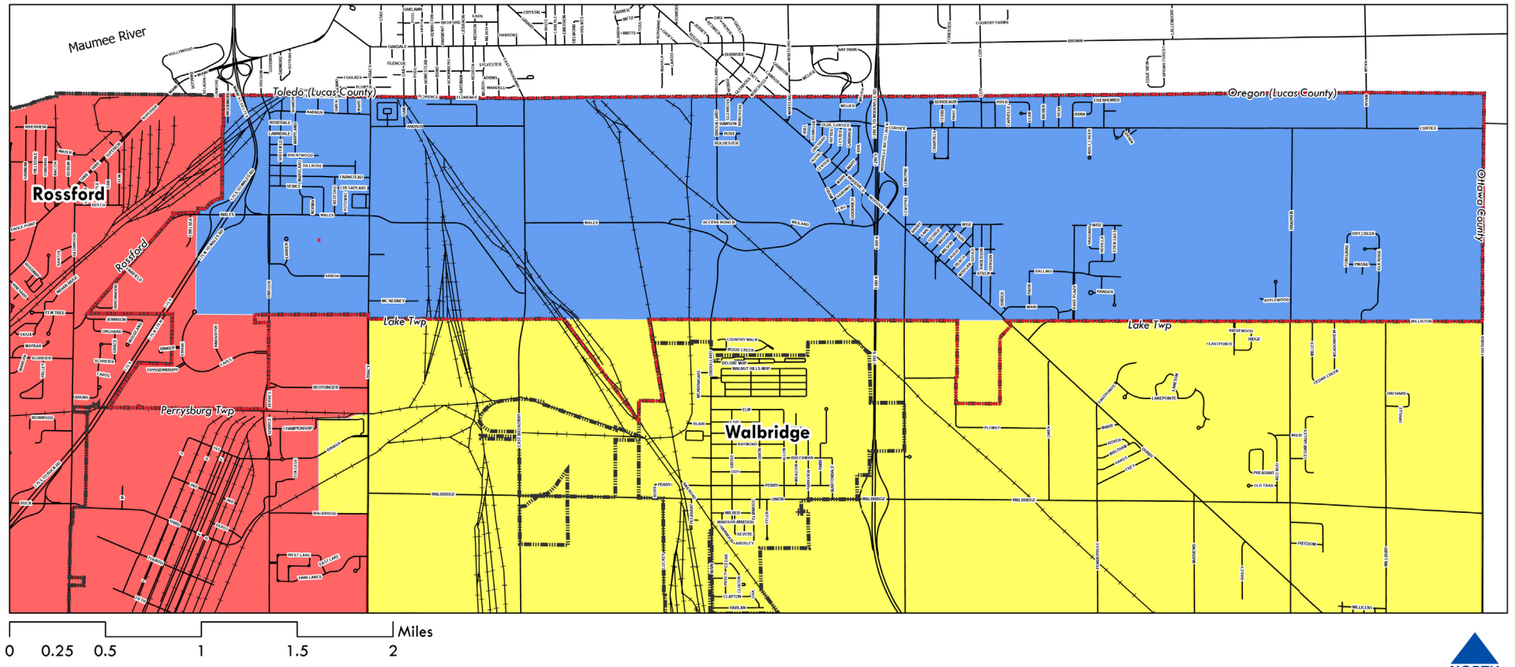
Public K-12 education is provided by the Northwood Local School District. The district's schools and administrative offices are located on a unified campus that houses all grades. The combined PreK-12 building was built in 2017 and following its construction, the district's administrative offices moved to the old high school located on the same school complex. The district has an enrollment of approximately 950 students, 500 of which in pre-K to 6th grade and 450 of which are in high school (grades 7 to 12). According to school officials, enrollment has declined slightly in the past ten years, with grades Pre-K to 6 approximately 85% capacity and grades 7 to 12 at approximately 90% capacity. Current policy allows for the busing of all students located within the district (not including open-enrollment).

Students have access to a range of programs designed to prepare them for future success in college and careers. Through partnerships with area colleges, Northwood High School provides robust College Credit Plus (CCP) opportunities, allowing students to earn college credits while still in high school. Furthermore, the district maintains a strong relationship with Penta Career Center, giving students access to dozens of career-technical programs, from advanced manufacturing and construction to culinary arts and medical technologies.

In athletics, the school competes as the Northwood Rangers in the Sandusky Bay Conference (SBC) in sports such as football, basketball, volleyball, baseball, softball, and track and field. Beyond athletics, students can participate in a variety of activities including marching band, choir, drama club, student government, and the National Honor Society.

Some portions of the city are located outside of Northwood Local Schools, these include the areas west of I-75 and along Caple Boulevard in the southwest that are a part of Rossford Local Schools, and several parcels that are currently agricultural and industrial located south of the original Ross Township boundary. At present, only one residential neighborhood is located outside of the Northwood Local School District boundaries: Birchwood Lane.

MAP: SCHOOL DISTRICTS











SAFETY SERVICES

POLICE

Public safety is provided by the Northwood Police Department, which has served the community since the community was incorporated in 1962. Based on information provided, the department is staffed by 19 full-time officers, 1 part-time officer, and 1 police secretary, who maintain an average emergency response time of 3 minutes and 32 seconds. As of 2024, the department had an operating budget of $3.1 million from the city's general fund. Analysis of 2024 service calls reveal that traffic-related incidents were the most significant public safety issue, with department responding 307 crashes and 83 OVI incidents reported, followed by thefts (147), disorderly conduct (110), domestic violence and disputes (56), assaults (9), and burglaries (5). The department specifically identifies the intersection of Woodville Road and Lemoyne Road near I-280 as a location with higher safety risks due to the heavy volume of daily traffic.

In terms of future planning and community improvements, the Police Department offers several key recommendations. To enhance pedestrian safety and connectivity, they strongly support connecting the sidewalks along Curtice Road from Lemoyne Road to the Woodhurst development. They also advise the installation of a new crosswalk on Lemoyne Road in front of the school to provide a safe crossing for students. For future growth and revitalization, the department emphatically states that the dilapidated Great Eastern property needs to be addressed, suggesting it be demolished and replaced with a central entertainment district. Attracting new retail stores is also seen as crucial for drawing customers to the city. The department enjoys a strong relationship with the community through initiatives like daily foot patrols, the Ohio Public Safety Department's Third Grade Safety Belt Program, D.A.R.E. program, and bike patrols and believes it is well-positioned to adapt to future challenges.

FIRE/EMS

Fire and emergency medical services (EMS) are provided by the Northwood Fire Department, which operates from 2 stations, with Station #82 located on Wales Road and Station #83 located on Tracy Road. The department has a Part-Time City Fire Chief who oversees all operations of the Fire Department. The chief is assisted by a group of highly trained and dedicated officers including a Deputy Chief, a District Chief, a Captain, and seven Lieutenants. The Deputy Chief oversees all department training. The District Chief oversees operations at Station 83 and our EMS supply inventory. The Captain oversees operations at Station 82. The lieutenants each oversee an aspect of the department including training, fleet maintenance, small engine repairs, fire prevention inspections, shift scheduling, public CPR/First Aid training, and our probationary mentorship program.

The department provides staffing of four firefighters/EMT's on duty at the station 24 hours a day/seven days to immediately respond to any type of emergency. The average response time to any emergency in city is 5 minutes and 37 seconds. The fire department has a roster of fifty-two members on staff through a combination of full-time, part-time, and part-paid personnel. The fire department provides the best possible equipment and apparatus for its personnel. The fleet of apparatus consists of an aerial ladder, two engines, a mini-pumper, three medic units, two chief vehicles, two utility vehicles and a UTV.

As of 2025, the department had a general operating budget of $1.7 million generated by the city's general fund. The fire department received a SAFER grant from FEMA in 2024 to cover the costs of three career personnel. In 2024, based on information provided, the department responded to a total of 1,279 runs in 2024, of which 72% were for EMS, 28% were for fire, and 18% were for mutual aid given.

The fire department will continue to evaluate the growth of the city and its emergency response numbers to plan effectively for future community needs. This assessment involves analyzing response times, call volumes, staffing levels, and equipment readiness to identify areas for improvement. As the population increases and new developments emerge, the department aims to ensure that resources are available to maintain quick and efficient service. This proactive approach will help sustain high-quality emergency response and enhance public safety as the community continues to grow.





UTILITIES

WATER DISTRIBUTION & SANITARY SEWERS

The City of Northwood receives potable water and sanitary sewer services from the Cities of Oregon and Toledo through legacy service agreements held by the Northwestern Water & Sewer District (NWWSD) that pre-dated the incorporation of the City in 1962. Generally, the City of Oregon water and sewer system serves the areas east of the CSX Railroad located just west of Drouillard Road and encompasses roughly two-thirds of the City, including most of the undeveloped agricultural lands. The City of Toledo systems serve to the west of the same CSX Railroad and encompasses significant industrial and commercial sites, as well as the densely developed residential developments north of Wales Road (e.g. – Homecraft Area). The service areas for each of the water and sewer systems are physically independent and are billed at differing respective rates through the NWWSD. Figures representing the existing water and sanitary sewer infrastructure and showing the service area boundaries are provided on the following pages.

As noted below, the City's Public Service Department and City Engineer have an excellent report with NWWSD staff that has served the community well. However, the City is not formally a member of the District and does not have direct representation for decisions related to capital planning. Membership with the NWWSD would enhance access and opportunity for greater representation to the City of Northwood to influence policies and strategies affecting local residents and the business community, as well as planning for capital improvement projects.

OREGON WATER & SEWER SERVICE AREA

The Oregon water service area (NWWSD WL #200) has three (3) primary points of connection at the north corporation line of the City of Rossford, forming a loop of transmission (12" and larger) and distribution (10" and smaller) mains that serve the easterly two-thirds of the City. The transmission mains continue south and east to service the Village of Walbridge and easterly Lake Township for water supply. A small section of the system along Drouillard Road is a dead-end section of 6" distribution mains connected to the private mains serving the Great Eastern Shopping Center site.

The water mains in the Oregon Service Area are generally in good condition, except for the 6" and 8" mains near the Great Eastern site. The NWWSD has collaborated with the Public Service Department and City Engineer to define water main replacement projects in these residential areas, as well as planned improvements along Woodville Road to enhance long-term resiliency and improve capacity for future development. Overall, the Oregon water service is capable of supporting all existing development and nominal residential and commercial growth. Based upon discussion with NWWSD staff, significant additional economic development and industrial consumptions added within Northwood or within the extended service areas to the south may require the addition of a booster pumping station and elevated storage to support such new demands on the system.

The Oregon sewer service area outlets into a 48" trunk interceptor sewer running cross-country through the agricultural fields slightly more than 1/2-mile west of Bradner Road. The sanitary collector and interceptor sewers and local pumping stations that were previously owned and maintained by the City are now maintained and operated by the NWWSD. The system west of the 48" trunk interceptor are older and have been prone to inflow and infiltration (I/I), as well as issues due to root intrusion and accumulation of solids. At the request of the City of Oregon, the NWWSD constructed a 2.0 million gallon (MG) flow equalization basin off the easterly end of Wise Street to enable storage of wet weather peak flows caused by excessive I/I.

While efforts continue to locate and reduce the sources of I/I entering the sanitary collection system, the sanitary sewers are sufficient to support existing development and capacity is available for planned long-term growth within the City. Significant debt service was incurred by the NWWSD when the 48" trunk interceptor and the branch interceptor to the east were constructed. Some of the debt was assessed directly to the benefiting properties and has been recouped by the District. However, large tracts of undeveloped agricultural parcels were not directly assessed as that portion of the costs for design and construction were incorporated into a Rotary Commission Loan and deferred until development occurs. Detailed communication and coordination with the NWWSD will be required to ascertain the value of the outstanding assessments and other system development fees required prior to expansion of the collection system to support future development areas.

Several residences in the northeasterly-most portions of the City, along Bradner, Curtice, Fostoria and Wynn Roads and including the Nature Trails Park, do not have access to sanitary sewer service. These residential properties are currently served by home septic treatment systems (HSTS's). It is anticipated that several of the older HSTS's are likely at or near the point of failure and may be discharging untreated waste to the local receiving streams. It is recommended that the City of Northwood collaborate closely with the Wood County Health Department and NWWSD to either work with the landowners to update their individual onsite HSTS's to current standards or develop a strategy for the connection of these properties to the sanitary collection system. Options for such connections could include the extension of gravity sewers that would also opportunity for residential development on smaller lots to aid in preserving the rural nature of the Rural Reserve Planning Area.

TOLEDO WATER & SEWER SERVICE AREA

Many of the transmission and distribution water mains served by the City of Toledo within Northwood pre-existed prior to the incorporation of the City in 1962. The Homecraft residential area near Brentwood Park and adjacent to East Toledo grew rapidly during post-WWII development. The NWWSD identified locations of over 100 lead service connections within the Homecraft area and successfully replaced those services in recent years. The Toledo water transmission system (NWWSD #100) continues south into westerly Lake Township and Perrysburg Township, as well as serving the Village of Walbridge. The 30" transmission

main is supported by a booster pumping station and ground-level storage on East Broadway, just north of Wales Road, to increase pressures to the south.

The water mains in the Toledo Service Area are generally in good condition, with the exception of the 6” and 8” mains in the Homecraft Area. The NWWSD continues to collaborate with the Public Service Department and City Engineer to define water main replacement projects in these residential areas, as well as other planned improvements to enhance long-term resiliency and improve capacity for future commercial and industrial growth. Overall, the Toledo water service is able to support all existing development and planned growth within the Service Area.

The Toledo sewer service area is served by multiple sewers connected directly to the City of Toledo, as well as through smaller collector sewers passing through Rossford and Perrysburg Township. The primary interceptor sewer is a 60” along Tracy Road that collects flow from the industrial and heavy commercial facilities from Tracy Road west to I-75, including the FedEx logistics centers and Crane Business Center. A 12” and 18” collector sewer serves Pilkington and the Evergreen sites from East Broadway and Wales Road. Capacity and depth for gravity sewer extensions are available to provide service to undeveloped parcels within the Interstate Commerce Planning Area. Consultation with NWWSD will be required to confirm any outstanding assessments and system development fees for these properties. Extension to the east on Wales Road is also possible but would require permitting through the CSX Railroad.

The sewers within the Brentwood Residential Planning Area (Homecraft Area) are older sewers that are very prone to root intrusion and I/I that can result in surcharging in the collection system. The NWWSD has been working with the Department of Public Service and the City Engineer to coordinate efforts to locate and eliminate sources of clean water entering the system by lining and replacing these sewers, as well as addressing manholes. It is anticipated that these efforts will continue for several more years. Once the I/I reduction efforts are completed, the local sewers will have sufficient capacity to serve the existing and planned development.

STORM DRAINAGE & PAVEMENTS

The local storm drainage system serving the City of Northwood consists of over 40 miles of pipe, ranging in size from 4” to 66” for sewer mains and culverts, plus several miles of ditches and swales, collecting flows from over 47 centerline miles of roadway and abutting properties. The City owns and maintains five (5) stormwater pumping stations and five (5) detention and retention ponds. The City’s storm outfalls discharge directly to local receiving streams and drainage ditches that pass into other local jurisdictions, including Cedar & Dry Creeks into Ottawa County and Otter & Wolf Creeks into Oregon. Additional storm outlets are also connected to the City of Rossford on Wales Road west of I-75, the City of Toledo from Florence Avenue, the City of Oregon from Woodville Road, and Lake Township from Drouillard Road. A 42” tile along Oregon Road conveys flows from Perrysburg Township and outlets to the drainage of I-75 north of Wales Road, and ultimately to Grassy Creek. A map representing the locations of storm sewers and drainageways throughout the City of Northwood is provided on the following pages, *see Map: Sewer Service Areas*.

Isolated areas of surface flooding may occur during large rain events in various portions of the system. Based upon information provided by the Department of Public Service, poor past practices and enforcement of zoning regulations enabled the placement of fill materials and structures in drainageways, blocking the flow of runoff in some locations. Some of the older subdivisions were constructed with vitrified clay tile storm sewers that are now in very poor condition and nominally undersized, resulting in localized flooding as well.

The City adopted local subdivision regulations in 2002 and have completed amendments to the regulations as recently as 2023. Chapter 1222.05 of the City Codified Ordinances provides standards for subdivision design, including a general reference to stormwater detention requirements for new subdivisions and site plans. The City also adopted the general regulations and best-management practices (BMPs) for meeting the current Construction Stormwater General NPDES permit for the State of Ohio. Plans for new construction and redevelopment are reviewed by the City Engineer, and the current regulations allow for some latitude for design of the stormwater systems.

The development of a City-wide Stormwater Master Plan should be considered to assess community-wide concerns and develop a long-range plan for prioritization of capital programs, including coordination with abutting agencies for cleaning and maintaining ditches and creeks downstream of Northwood. Additional consideration should also be given for a review and update of the local Engineering Rules and Design Standards, including creation of well-defined stormwater detention and retention calculations, to reflect current design and construction best practices. Modification to the local rules should incorporate low-impact design (LID) solutions to reduce direct runoff and improve water quality.

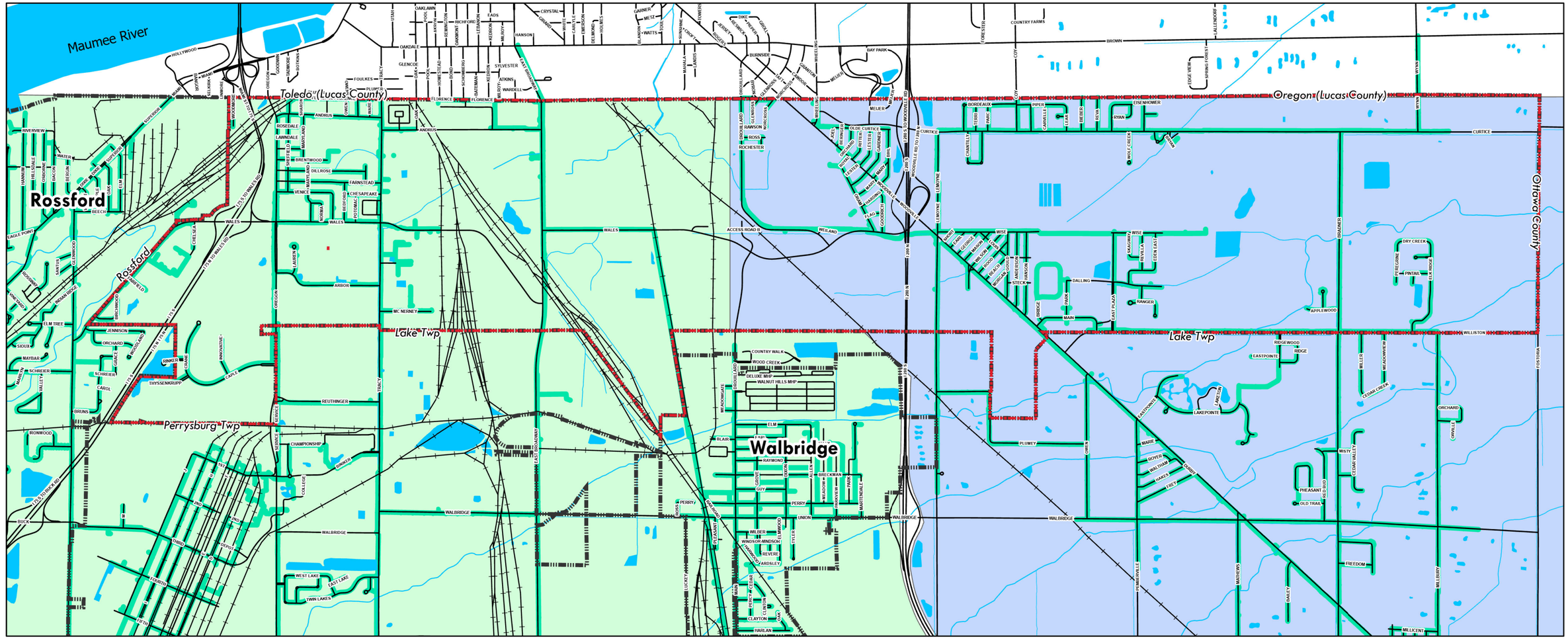
The City established a local Stormwater Utility and implemented an equivalent residential unit (ERU) rate of $3.16 per month in 1995 to provide a source of revenue to aid in funding local stormwater improvements. The Stormwater Utility currently generates approximately $130,000 per year for the Storm Drainage Fund and may be used for the maintenance and improvements of the stormwater conveyance systems throughout the City, including debt service. As noted, the Stormwater Utility rate was implemented in 1995 and has not been updated since. The rate structure and overall basis for the charges should be re-evaluated and indexed to reflect current costs of service to the community within the context of the proposed Stormwater Master Plan. The increased revenues from an updated stormwater utility could also aid the City in offsetting potential private assessments from ditch cleaning and maintenance programs.

Another key item identified is that the local street resurfacing and reconstruction program priorities are developed through a

committee of Council. Creation of a Pavement Rating System, including an asset inventory, would assist the administration and staff in developing data-driven plans for capital improvements to efficiently leverage available resources and create a paving program that can proactively address issues before the streets deteriorate too far for simple resurfacing to be effective. In addition, a specific challenge of being a statutory city is that ODOT participation and funding for local state routes under their Urban Paving Program requires 20% match from the City, as well as additional costs for improvements at intersections and approaches. The sizeable lengths of state routes through the City can cause significant pressure on the budgeting process when ODOT paving improvements occur. The Pavement Rating System would aid in planning and timing local street projects to enable dedicated revenues collected from the local income tax to normalize available budget resources and ensure funds for future collaborative projects with ODOT.

Following completion of the Pavement Rating System, the City should review alternative funding solutions to cover the costs of planned improvements, including assessing the feasibility of creating a Street Improvement Levy.

MAP: WATER SERVICE AREAS



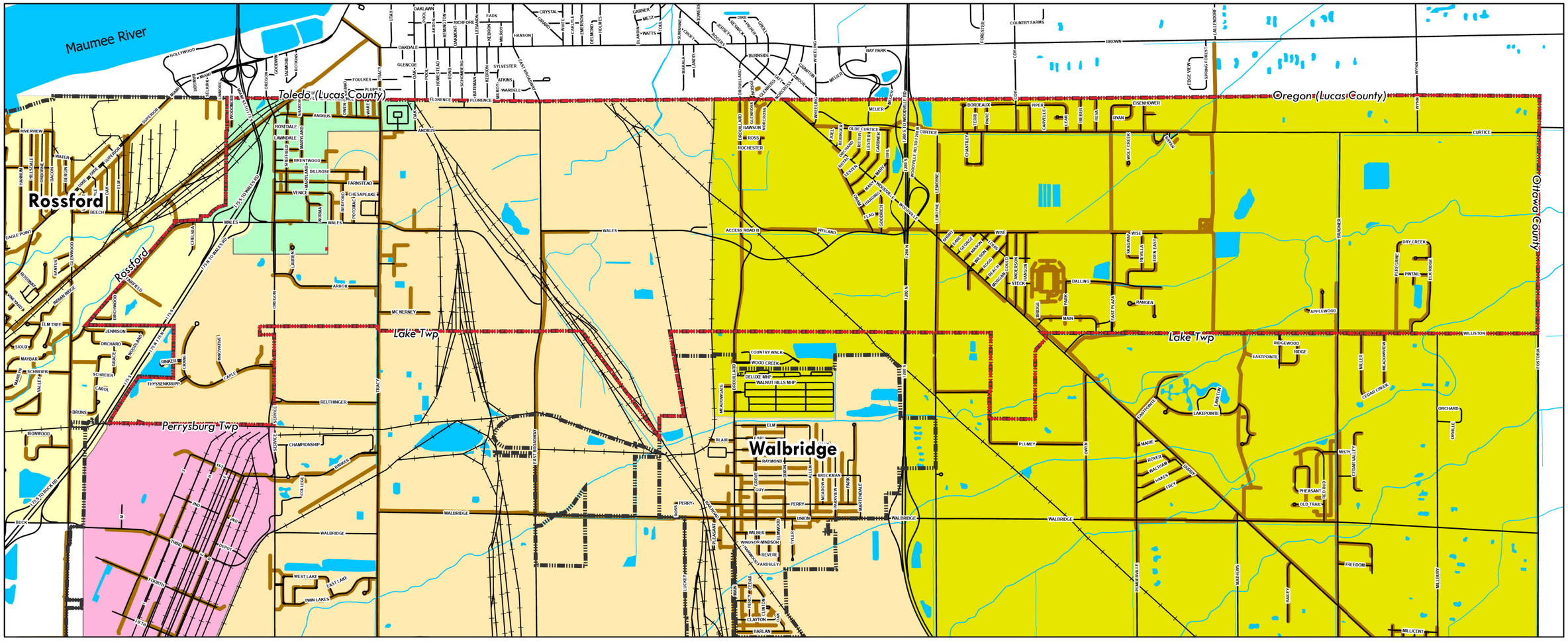
Legend

- Northwood Corp Limits
- Streets
- Open Water / Hydrography
- Municipality
- Water Lines
- Toledo Water/NWWSD Water Lines
- Oregon Water/NWWSD Water Lines

City of NORTHWOOD OHIO

Reveille PLANNING + GIS + ECONOMIC DEVELOPMENT

MAP: SEWER SERVICE AREAS



Legend

- Northwood Corp Limits
- Streets
- Open Water / Hydrography
- Municipality
- Sewer Lines
- Oregon Northeast Area Sewerage System
- Toledo Service Area 1 (1985 Agreement)
- Toledo-Northwood Service Area (Serviced by NWWSD)
- Rossford
- Toledo Pburg TWP Area

City of NORTHWOOD OHIO

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4. PLANNING AREAS

City of NORTHWOOD
Planning Areas

This 2026 Northwood Comprehensive Community Plan promotes the use of broad planning areas to guide the community with variety of issues like growth, revitalization, capital improvements, environmental considerations, parks, pedestrian connectivity, and many other areas. Northwood was placed into six planning areas based upon their unique characteristics in an effort to assist stakeholders in making more informed decisions.

Planning Areas were developed by using similarities in land use, zoning and infrastructure conditions, geography and connectivity, geographic information systems data, public surveys, and best practices. Each area is described by its current conditions that describe the preferred or required features of development, the focus priorities within each area, and the appropriate land uses. This approach places greater emphasis on the quality of development and its connection to the surrounding area rather than on recommending uses for individual parcels.

City officials will use zoning, regulatory and other planning tools in determining the exact land uses within each of these planning areas.

INTERSTATE COMMERCE



WOODVILLE WEST



BRENTWOOD RESIDENTIAL



WOODVILLE EAST



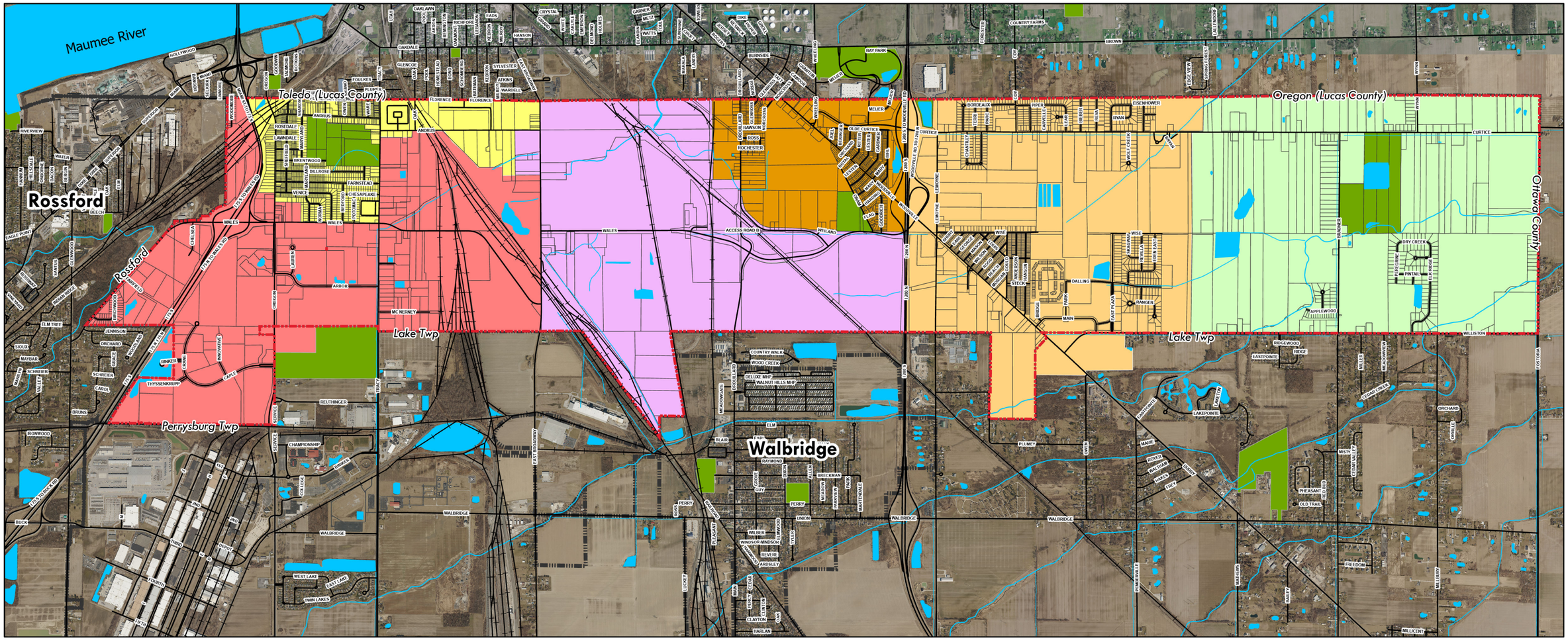
INDUSTRIAL CORE



RURAL RESERVE



MAP: PLANNING AREAS



0 0.25 0.5 1 1.5 2 Miles

Legend

- Northwood Corp Limits
- Streets
- Open Water / Hydrography
- Parcels
- Parks
- Interstate Commerce Planning Area
- Brentwood Residential Planning Area
- Industrial Core Planning Area
- Woodville West Planning Area
- Woodville East Planning Area
- Rural Reserve Planning Area
- Municipality

NORTH

City of NORTHWOOD OHIO

Reveille PLANNING + GIS + ECONOMIC DEVELOPMENT

INTERSTATE COMMERCE *Planning Area*

The Interstate Commerce Planning Area covers approximately 1,170 acres across much of the western portion of the city, bounded by the City of Rossford to the west, the City of Toledo to the north, and Perrysburg and Lake townships to the south. Located off I-75 and the Wales Road interchange, the planning area serves as a major gateway into the community and is the city's the primary commercial hub and a major industrial hub. The planning area is overwhelmingly commercial and industrial with some small pockets of residences and the potential for future commercial expansion on undeveloped acreage.



PLANNING ISSUES

- Wales Road serves as a front door into the city from I-75 but there is limited gateway signage that welcomes residents, workers, and visitors to the community. This Plan makes recommendations in ways to beautify this entryway working in conjunction with ODOT.
- While this area generates some of the city's highest commercial property valuations. At the present time, approximately 407 acres remain undeveloped and zoned for commercial and industrial uses While this presents opportunities for new commercial and industrial development, the size of the parcels and current ownership presents challenges in terms of finding the right end-users.
- Working with railroad and utility companies to unlock economic development on parcels under their ownership. At the present time, the largest undeveloped parcels are owned by Waste Management and the railroads.
- Working with Rossford in developing optimal solutions for the 8.3 acres of undeveloped parcels in the Caple Boulevard Business Park and two residential streets (Woodmore Street and Birchwood Lane) in Northwood that are isolated from the rest of the city by I-75.

EXISTING LAND USES AND ZONING

- Existing land uses are almost entirely commercial and industrial, apart from two residential streets located on the western side of I-75 and a few large lot residential parcels that predate incorporation.
- Zoning districts include C – Commercial, M1 – Light Industrial, M2 – Heavy Industrial, ROA-1 – Older Residential Area

ENVIRONMENTAL CONSIDERATIONS

- This planning area contains pockets of isolated wetlands as defined on the National Wetland Inventory (NWI) Maps and may require permitting through the US Army Corp of Engineers if impacted by utility projects and/or development.
- Otter Creek open channel needs continual clearing and sediment removal.

INFRASTRUCTURE CONSIDERATIONS

- Capacity is available from the Toledo Service Area for potable water consumption and sanitary sewer discharge. Extensive coordination with NWWSD is required to confirm applicable tap fees, development charges, and deferred assessments.
- Stormwater detention/retention will be necessary to facilitate additional development.
- Utility extensions for in-fill development may require railroad permitting and coordination.
- Dead-end water main serving Wales Road, west of I-75. Suggest evaluation of looping to Oregon Road from south end of Chelsea Drive with NWWSD.









TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- Tracy Road widening to allow for heavy industrial traffic
- Wales Road realignment
- Wales Road and Oregon Road intersection improvements
- I-75 interchange improvements

FUTURE CAPITAL IMPROVEMENTS

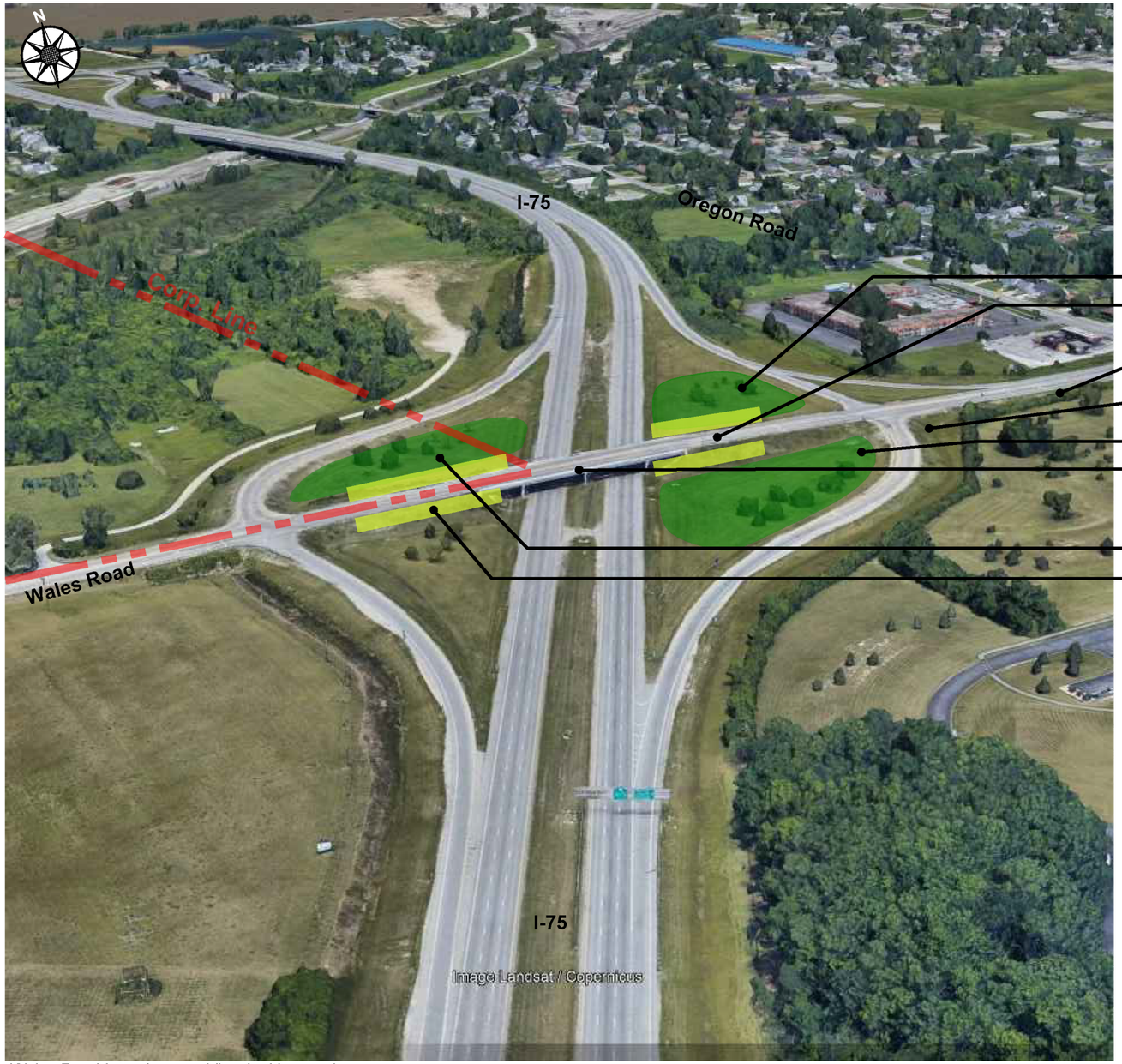
- Tracy Road Ditch Enclosure (2 Phases)
- Oregon Road Resurfacing (West Andrus Road to the the northern corporation limits)
- East Broadway Avenue Resurfacing
- Caple Boulevard Resurfacing
- Innovative Drive Resurfacing

PREFERRED LAND USES

- Commercial
- Industrial

RECOMMENDATIONS

- Optimize the gateway and aesthetics at the I-75 and Wales Road interchange (see illustrations on following pages for potential gateway improvements).
- Continue to work with property owners to fully absorb the business parks along Caple Blvd., McNerney Drive, Chelsea Drive and along Oregon Road.
- Pursue the development of a Joint Economic Development District (JEDD) with Perrysburg Township to optimize service delivery and economic development potential of key areas along the Oregon Road corridor.
- Optimize the use of tax increment financing (TIF) to improve vital infrastructure and public amenities by using the proceeds from new development. Special improvement district could also be used along Oregon Road to improve public amenities.
- Continue collaboration with neighboring municipalities regarding service delivery to enclave/exclave areas.
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-5:** Conduct a Business Retention and Expansion (BRE) Program
  - **CGR-7:** Optimize the Economic Development Toolbox
  - **CGR-11:** Improve the Public Realm
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-3:** Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Tracy Road
  - **CC-5:** Grade Separation Feasibility Study at Wales Road and Norfolk Southern Railroad, including relocation of Wales Road to align with E. Broadway Street & N. Wales intersection
  - **CC-11:** Develop bike facility (type to be determined) along Oregon Road from Wales Road to Brentwood Drive, then along Brentwood Drive to Brentwood Park



Wales Road Interchange - View looking north





1. Trees with no-mow understory - see note this sheet
2. Line of tall shrubs
3. Gateway sign, decorative right-of-way fence and landscaping
   See Sheet 5
4. Wayfinding signs and landscaping
   See Sheet 10
5. Trees with no-mow understory - see note this sheet
6. Wales Road Bridge
   'Northwood' (Option B) south side
   'Northwood' and 'Wood County' (Option C) north side
7. Trees with no-mow understory - see note this sheet
8. Line of tall shrubs



Trees with no-mow understrory consisting of native deciduous trees randomly and naturally spaced, approximately 60'x60' throughout the area allowed by ODOT. Understroy shall be mowed one or two times a year to reduce honeysuckle and other undesirable vegetation from establishing. Existing healthy trees to remain.

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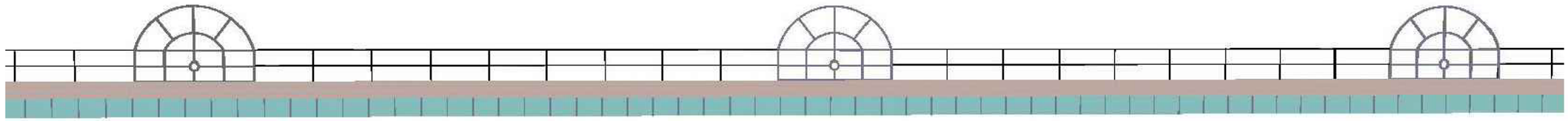
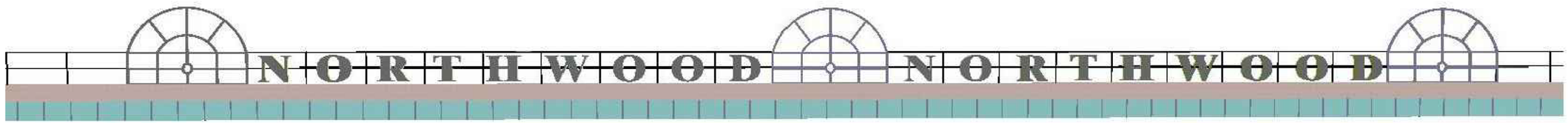
View of Bridge Railing from I-280 and I-75



OPTION A - No Letters



OPTION B - Northwood Letters



OPTION C - Northwood and Wood County Letters

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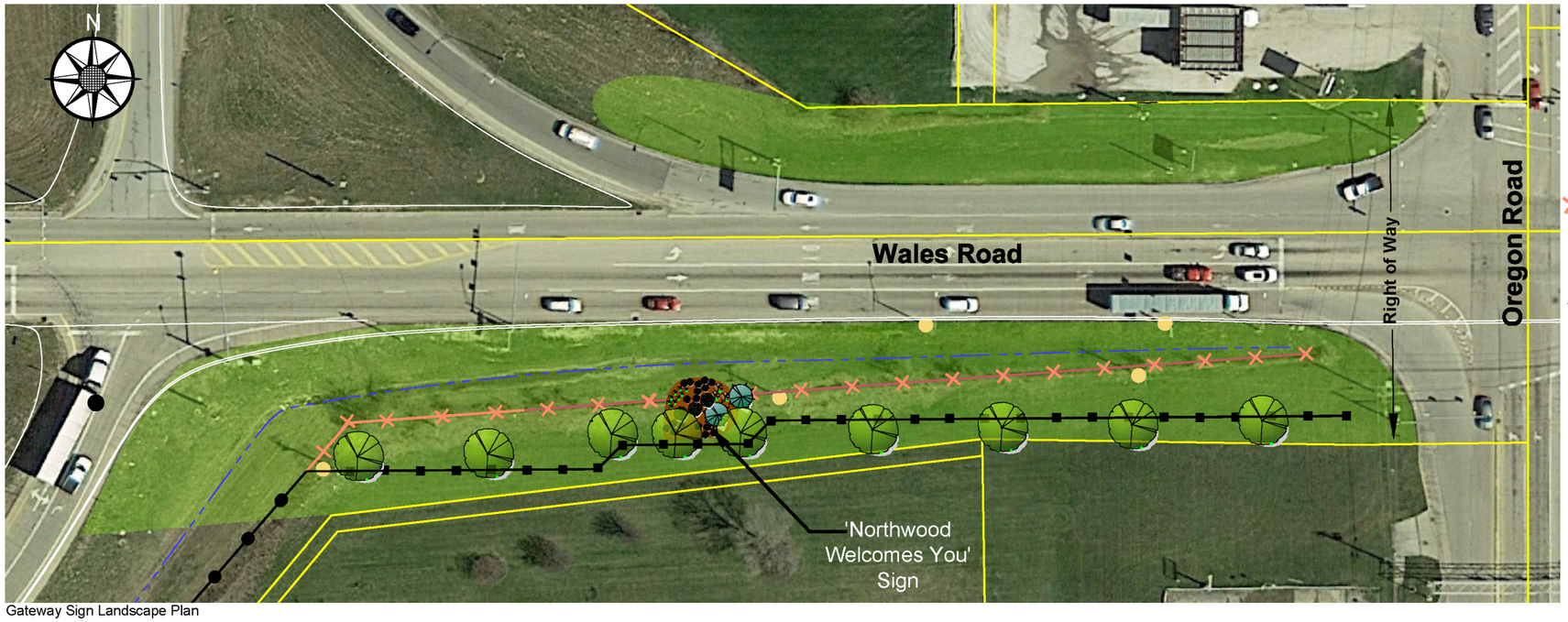


Gateway Sign Landscape Plan
Scale: 1"=60'

- 6,000 sy Turf Area
  - Remove existing weedy and undesirable vegetation.
  - Renovate existing turf: topdress with high quality top soil, slice seed, aerate, apply fertilizer and Ortho Weed B Gone plus crabgrass (or equal).
  - City to begin regular maintenance of turf area including fertilization, weed control and mowing
- Existing right-of-way fence to remain
- Existing right-of-way fence to be removed
- New, decorative right-of-way fence
- Existing power pole, cobra head light, or highway sign
- Existing road side ditch

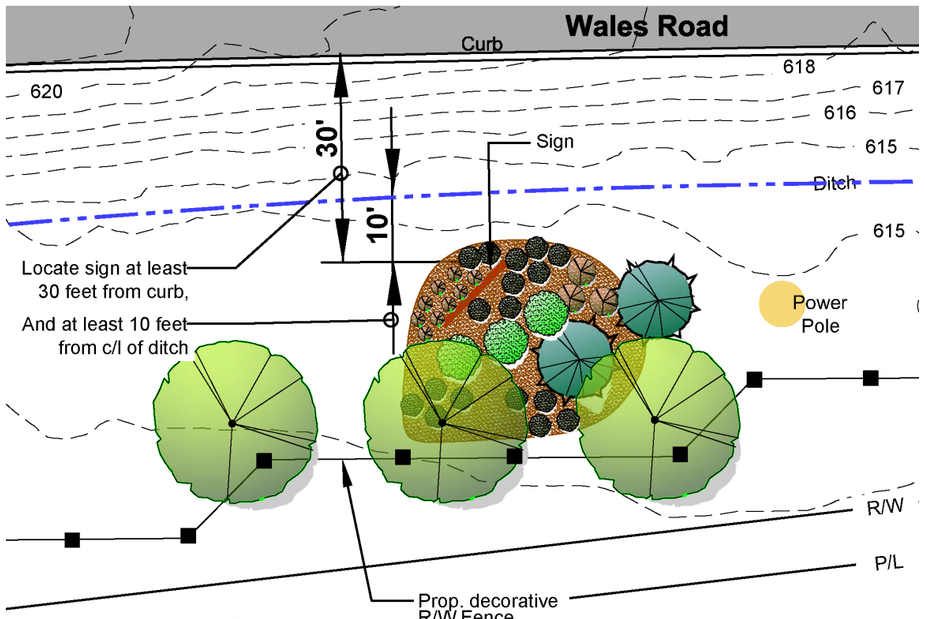
Summary of Facts:

1. Posted speed limit of Wales Road is 35 mph with curb and gutter
2. No sidewalks present
3. No driveways present between exit ramp and Oregon Road
4. Not on a curve or a merge point
5. Foreslope is less than 4:1, recoverable (per GIS contours). Area meets the criteria of a Clear Zone Graded Section, 600-2.
6. Right-of-way fence is not on the right-of-way line.

ODOT Criteria:

905.1.2 Clear Zone Graded Sections

- Trees, large shrubs or fixed objects shall not be located within 30 feet of the edge of traveled way.
- Trees, large shrubs or fixed objects shall not be located on foreslopes, nor located within a ditch or on a backslope within 10 feet of the ditch flow line.
- Plants that can be safely driven over and are less than 18 inches tall shall be permitted within the setback area.



Gateway Sign Landscape Plan - Enlargement
Scale: 1"=20'



Proposed Gateway Sign



Vicinity Map

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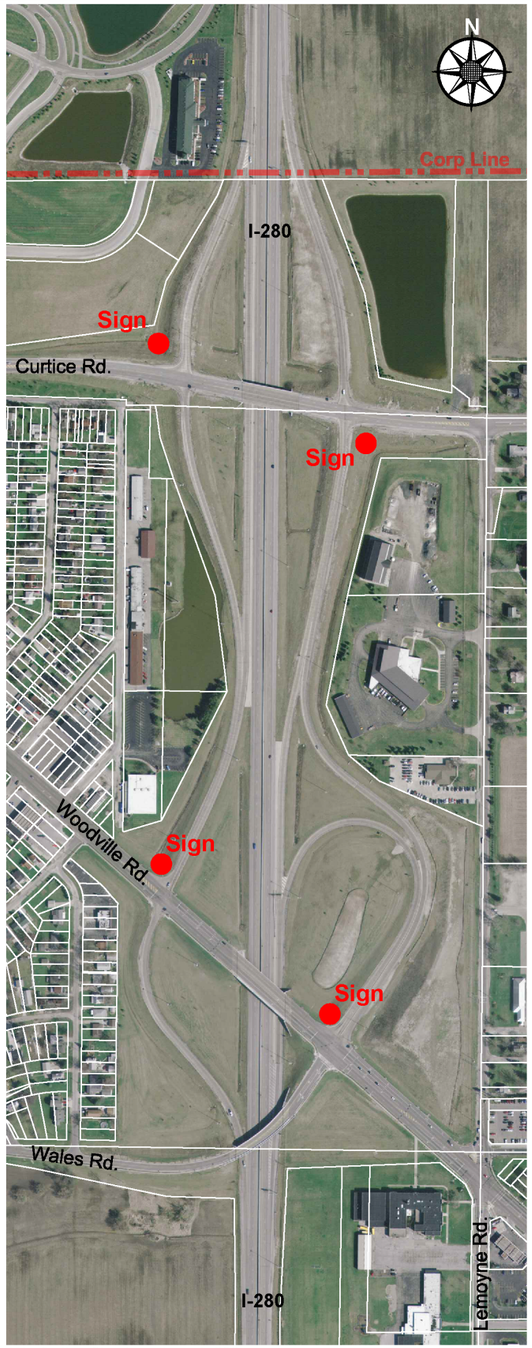
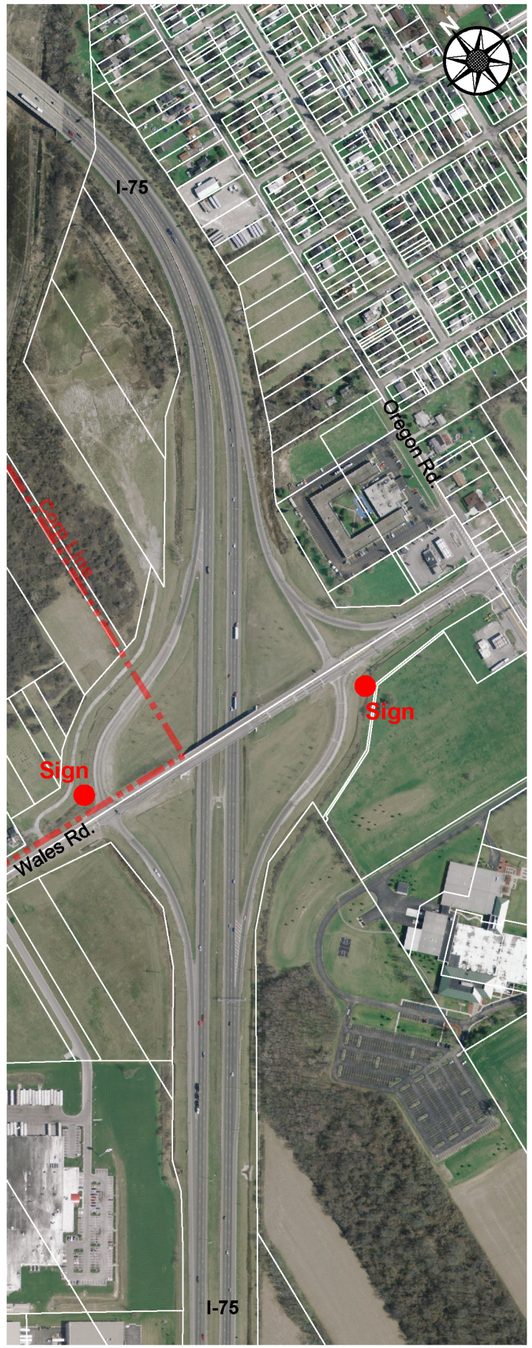


Wayfinding Sign Locations: I- 280

Scale: 1"=500'



Wayfinding Sign Locations: I- 75

Scale: 1"=500'



Wayfinding Sign Concept



Wayfinding Sign Concept with site context

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BRENTWOOD RESIDENTIAL *Planning Area*

The Brentwood Residential Planning Area covers approximately 360 acres in the northwest and western portions of the city, partially bounded by I-75 to the west and the City of Toledo/Lucas County to the north. The planning area is primarily residential supported by neighborhood commercial uses along Andrus and centered around Brentwood Park and including mobile home parks and vacant lands along East Andrus Road. Some of the city's oldest residential neighborhoods are located in the planning area.

PLANNING ISSUES

- Continually working with neighborhood groups in prioritizing capital improvements and property maintenance issues.
- Several streets in older residential neighborhoods lack curbs and sidewalks that could be improved utilizing community development block grant (CDBG) funds. In 2017, the city worked with the Wood County Planning Commission and Ohio Department of Development to improve roads and sidewalks along Maryland Place.
- Improving the built environment, aesthetics, and pedestrian connectivity along Andrus Road corridor between Tracy and E. Broadway due to its importance as an east-west city connector.
- Developing appropriate uses for the eastern portions of the planning area that are adjacent to railroads and undeveloped.
- Establishing the most optimal use for vacant parcels located on the west side of Oregon Road, north of Venice Street. At the present time, these parcels are zoned for commercial but may be better utilized for residential use.
- Optimizing buffers and transitions between residential and commercial/ industrial land uses.
- The northwestern portion of Brentwood Park is the site of the former Lark Elementary School is still owned by the school district.









EXISTING LAND USES AND ZONING

- Existing land uses are residential, public/institutional, industrial, and commercial
- Zoning districts include ROA-1 – Older Residential Area, ROA-2 – Older Residential Area, P – Publicly Owned, C – Commercial, and M2 – Heavy Industrial

ENVIRONMENTAL CONSIDERATIONS

- None

INFRASTRUCTURE CONSIDERATIONS

- Older sanitary sewers in residential areas are prone to significant inflow & infiltration (I/I) during heavy storm events.
- Vitrified clay storm sewers in need of replacement in Homecraft Area will aid in reducing inflow & infiltration (I/I) in sanitary sewer system.
- Planned water and sewer upgrades through NWWSD may impact planned resurfacing projects.



Several streets in older residential neighborhoods lack curbs and sidewalks that could be improved utilizing community development block grant (CDBG) funds.

TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- Andrus Road improvements
- Wales Road realignment
- Promoting regional pedestrian connectivity with Oregon and Wood County in accordance with the Oregon-Northwood Pedestrian Connectivity Plan.

FUTURE CAPITAL IMPROVEMENTS

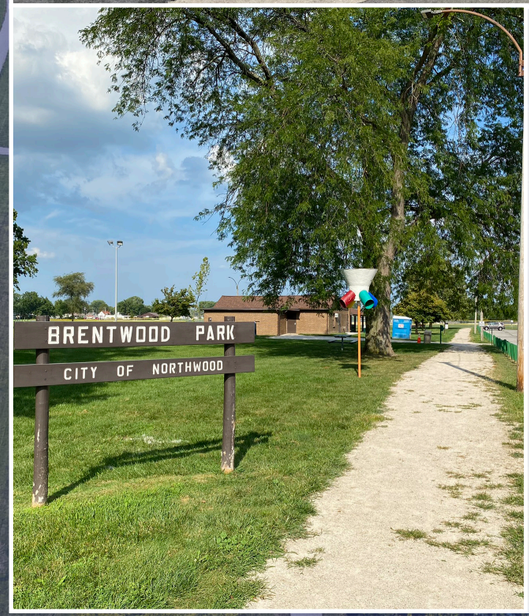
- Richmond Drive and Dillrose Street Resurfacing
- Stroehlein Avenue Resurfacing

PREFERRED LAND USES

- Residential
- Public/Institutional
- Neighborhood Commercial
- Mixed Uses, especially higher density residential along the portion of Andrus Road between Tracy and E. Broadway.











RECOMMENTATIONS

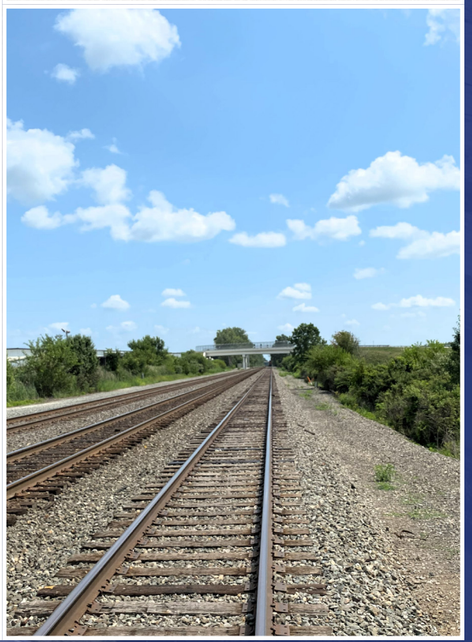
- Maximize the use of community development block group (CDBG) formula and competitive program funding (neighborhood revitalization and critical infrastructure) to augment capital program funds for infrastructure improvements.
- Pursue mixed uses along Andrus Road to better connect the eastern and western portions of the city divided by current rail lines.
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-6:** Review Nuisance and Property Maintenance and Inspection Standards
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-3:** Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Tracy Road
  - **CC-4:** Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Oregon Road
  - **CC-11:** Develop bike facility (type to be determined) along Oregon Road from Wales Road to Brentwood Drive, then along Brentwood Drive to Brentwood Park
  - **CC-12:** Develop bike facility (type to be determined) along Tracy Road from Brentwood Park entrance northward to East Andrus Road and then eastward to East Broadway Street
  - **CC-20:** Construct sidewalks along Oregon Road from Caple Boulevard northward to Arbor Drive

INDUSTRIAL CORE *Planning Area*

The Industrial Core Planning Area covers approximately 1,097 acres in the center of the city, bounded by the City of Toledo and the City of Oregon to the north, Lake Township to the south, East Broadway Street to the west and I-280 to the east. The area has a large industrial footprint with Waste Management of Ohio, Inc., Pilkington (LOF Glass Inc.), and Trump Industrial Properties LLC. A majority of this planning area is utilized as or zoned for industrial uses.







PLANNING ISSUES

- A majority of this planning area is utilized for industrial uses and occupied by Libbey Owens Ford, Waste Management and/or railroad companies.
- The planning area has a large number of both active and abandoned rail lines.
- Abandoned rail lines have potential for adaptive reuses (ex. Rails to Trails).
- Working with property owners (LOF and Waste Management), ODOT and other stakeholders on pursuing the feasibility of a second railroad overpass.

EXISTING LAND USES AND ZONING

- Existing land uses are predominately industrial, followed by agricultural uses with a smaller residential and public/institutional footprint.
- Zoning districts include M2 – Heavy Industrial, A1 – Agricultural, RA – Rural Residential, and C – Commercial.

ENVIRONMENTAL CONSIDERATIONS

- Pockets of isolated wetlands are defined on the National Wetland Inventory (NWI) Maps and may require permitting through the US Army Corp of Engineers if impacted by utility projects and/or development.
- Otter Creek and its branches and Reed Creek. Otter Creek open channel needs routine clearing and sediment removal.
- The landfill site requires long-term EPA monitoring and substantially limits redevelopment and nearby development.

INFRASTRUCTURE CONSIDERATIONS

- Capacity is available from Toledo Service Area (west of Drouillard Road) and Oregon Service Area (Drouillard to I-280) for potable water consumption and sanitary sewer discharge. Extensive coordination with NWWSD is required to confirm applicable tap fees, development charges and deferred assessments.
- Stormwater detention/retention will be necessary to facilitate additional development.
- Utility extensions for in-fill development may require railroad permitting and coordination.







TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- Additional railroad overpass
- Shared Use Path (SUP) along Wales Road

FUTURE CAPITAL IMPROVEMENTS

- Wales Road Resurfacing (East Broadway to RR Bridges)

PREFERRED LAND USES

- M2 – Heavy Industrial

RECOMMENTATIONS

- Work with current landowners to facilitate the framing in a future 2nd railroad overpass. At the present time, the primary two landowners to work with along this alignment are LOF and Waste Management Inc.
- Working with railroad companies and Waste Management Inc., on long-term adaptive reuse strategies, e.g., abandoned rail lines have potential for adaptive reuses (ex. Rails to Trails).
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-5:** Conduct a Business Retention and Expansion (BRE) Program
  - **CGR-6:** Review Nuisance and Property Maintenance and Inspection Standards
  - **CGR-7:** Optimize the Economic Development Toolbox
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-13:** Develop bike facility (type to be determined) along East Broadway Street from East Andrus Road southward to Wales Road
  - **CC-14:** Develop bike facility (type to be determined) along Wales Road from East Broadway Street eastward to SR 51 (Woodville Road)

WOODVILLE WEST *Planning Area*

The Woodville West Planning Area covers approximately 385 acres in the center of the city, largely bounded by existing rail lines in the west and I-280 in the east. The planning area is home to portions of the city's main commercial corridor along Woodville Road and older residential neighborhoods.

PLANNING ISSUES

- Addressing vacant, distressed, and/or under-utilized commercial properties (ex. Great Eastern Plaza, Office Max, etc.) with the most aggressive combination of enforcement tools and economic incentives.
- Optimize the gateway and aesthetics along Woodville Road and at the I-280 and Woodville / Curtice Road interchange (see illustrations in this Plan for more information).
- Coordinating with the City of Oregon on revitalization strategies and service delivery solutions.
- Improving access management along Woodville Road.
- The central business zoning district (CBD) extends into residential streets along Woodville Road and future commercial growth along the corridor may require the land assembly (lot consolidation).













EXISTING LAND USES AND ZONING

- Existing land uses are primarily commercial and residential, with a smaller agricultural and public/institutional footprint
- Zoning districts include CBD – Central Business District, ROA-1 – Older Area Residential, C – Commercial, and RA – Rural Residential

ENVIRONMENTAL CONSIDERATIONS

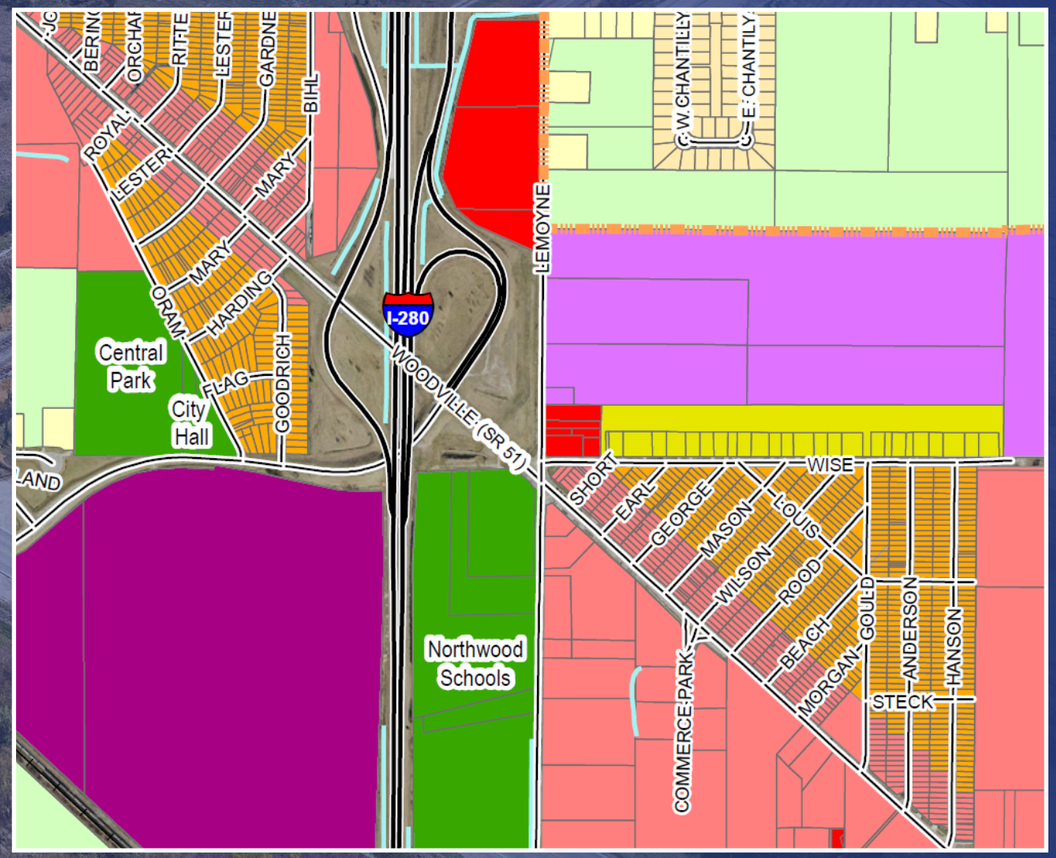
- Pockets of isolated wetlands and hydric woodlands are located in this area (as defined on the National Wetland Inventory (NWI) Maps and may require permitting through the US Army Corp of Engineers if impacted by utility projects and/or development.

INFRASTRUCTURE CONSIDERATIONS

- Private water mains in Great Eastern Shopping Center may cause isolation of Moundview Subdivision as a dead-end connection along Drouillard Road if a main fails. Suggest coordination with NWWSD to connect along Woodville Road from Norcross to Wheeling.
- Older sanitary sewers in residential areas are prone to significant inflow & infiltration (I/I).
- NWWSD planning to replace the existing 8” water main on Woodville Road from Lemoyne Road to Hanson Street to connect to the existing 16” water main.



Many residents view Woodville Road as Northwood’s “Main Street”, with its history of commercial properties that have drawn shoppers and visitors from the region. Commercial revitalization efforts and aesthetic improvements along the corridor were cited by many survey participants.



In both the Woodville East and Woodville West Planning Areas, the central business district extends into residential streets. Future commercial developments that extend into these residential areas may require land assembly (lot consolidation).

TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- East-West road from Drouillard Road to Oram Road, to connect to Gardner Avenue.
- Reducing access points onto Woodville Road to improve safety.

FUTURE CAPITAL IMPROVEMENTS

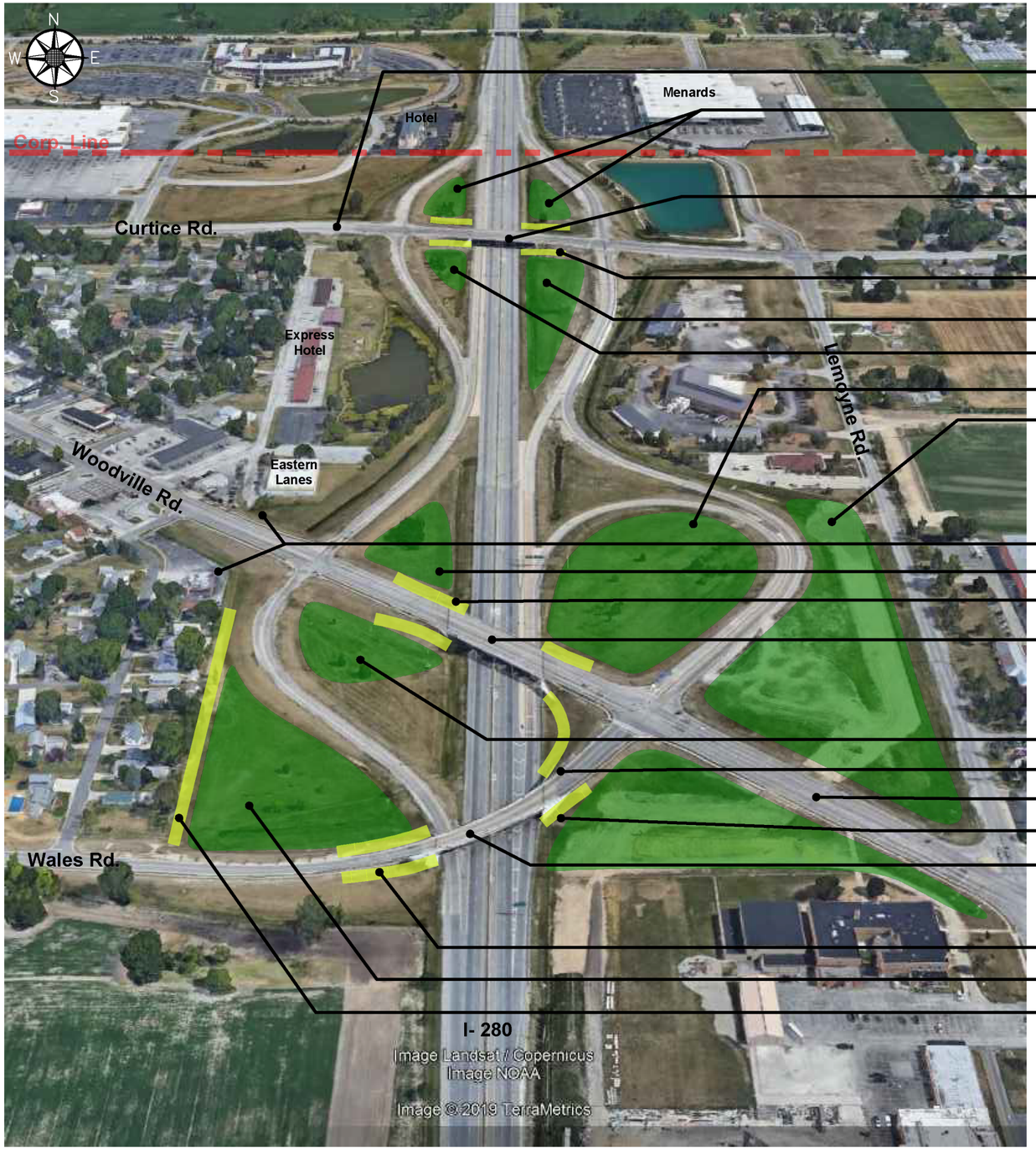
- Dalling Drive Extension into The Enclave
- Moundview Resurfacing (Rawson, Glenross & Norcross)
- Resurfacing Dalling Drive east of East Plaza Boulevard

PREFERRED LAND USES

- Highway Commercial
- Residential
- Mixed-Use

RECOMMENDATIONS

- Allocate sufficient resources to proactively plan for the redevelopment of the Great Eastern Shopping Plaza. Attempts by the current owner to reactivate are less than adequate to city officials and Northwood residents, who believe its repair is one of the city's biggest priorities. See Plan Strategy CGR 2: Revive the Former Great Plaza Footprint for more information on a redevelopment plan that better reflects current market realities.
- Minimize property vacancies through the use of the vacant property registration ordinance and heightened property nuisance enforcement. Some properties in this planning area, such as the former Office Max, have been vacant for over two years.
- Maximize the use of community development block group (CDBG) formula and competitive program funding (neighborhood revitalization and critical infrastructure) to augment capital program funds for infrastructure improvements in the East Garden and Hayes Place neighborhoods and the revitalization of the Great Eastern Shopping Center.
- Work with the Northwood Community Improvement Corporation (CIC) to revitalize the former Great Eastern Shopping Center and for other revitalization and development efforts in this planning area.
- Optimizing stormwater management solutions through the reduction of impervious surfaces and other methods were feasible.
- Optimize the gateway and aesthetics at the I-280 and Woodville Road / Curtice Road interchange (see illustrations in this Plan for more information).
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-2:** Revive the Former Great Eastern Plaza Footprint
  - **CGR-4:** Woodville Road Corridor Planning
  - **CGR-5:** Conduct a Business Retention and Expansion (BRE) Program
  - **CGR-6:** Review Nuisance and Property Maintenance and Inspection Standards
  - **CGR-7:** Optimize the Economic Development Toolbox
  - **CGR-11:** Improve the Public Realm
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-14:** Develop bike facility (type to be determined) along Wales Road from East Broadway Street eastward to SR 51 (Woodville Road)
  - **CC-15:** Develop bike facility (type to be determined) along Oram Road from Wales Road northward to Great Eastern Plaza, then northward along Wheeling Street into Oregon.
  - **CC-16:** Develop bike facility (type to be determined) along Curtice Road from Wheeling Street eastward to Wynn Road, and to eastern Corporation Limits
  - **CC-21:** Conduct a Safety Study of Curtice Road from Wheeling Street to Bradner Road



Wales • Woodville • Curtice Interchanges - View looking north

1. Street Trees - north side
2. Trees with no-mow understory
   See note this sheet
3. Curtice Road Bridge
   'Northwood' (Option B) south side
   'Northwood' and 'Wood County' (Option C) north side
4. Line of tall shrubs
5. Trees with no-mow understory - see note this sheet
6. Trees with no-mow understory - see note this sheet
7. Trees with no-mow understory - see note this sheet
8. Trees with no-mow understory - see note this sheet
9. Street Trees
10. Trees with no-mow understory - see note this sheet
11. Line of tall shrubs at bridge abutments
12. Woodville Road Bridge
    No letters (option A) both sides
13. Tall native deciduous trees with no-mow understory
14. Line of tall shrubs. See Sheet 9
15. Street Trees - both sides
16. Trees with no-mow understory
17. Wales Road Bridge
    'Northwood' (Option B) south side
    No letters (Option A) north side
18. Line of tall shrubs at bridge abutments
19. Trees with no-mow understory
20. Line of tall shrubs adjacent residential, not adjacent commercial property


Trees with no-mow understory

Trees with no-mow understrory consisting of native deciduous trees randomly and naturally spaced, approximately 60'x60' throughout the area allowed by ODOT. Understroy shall be mowed one or two times a year to reduce honeysuckle and other undesirable vegetation from establishing. Existing healthy trees to remain.

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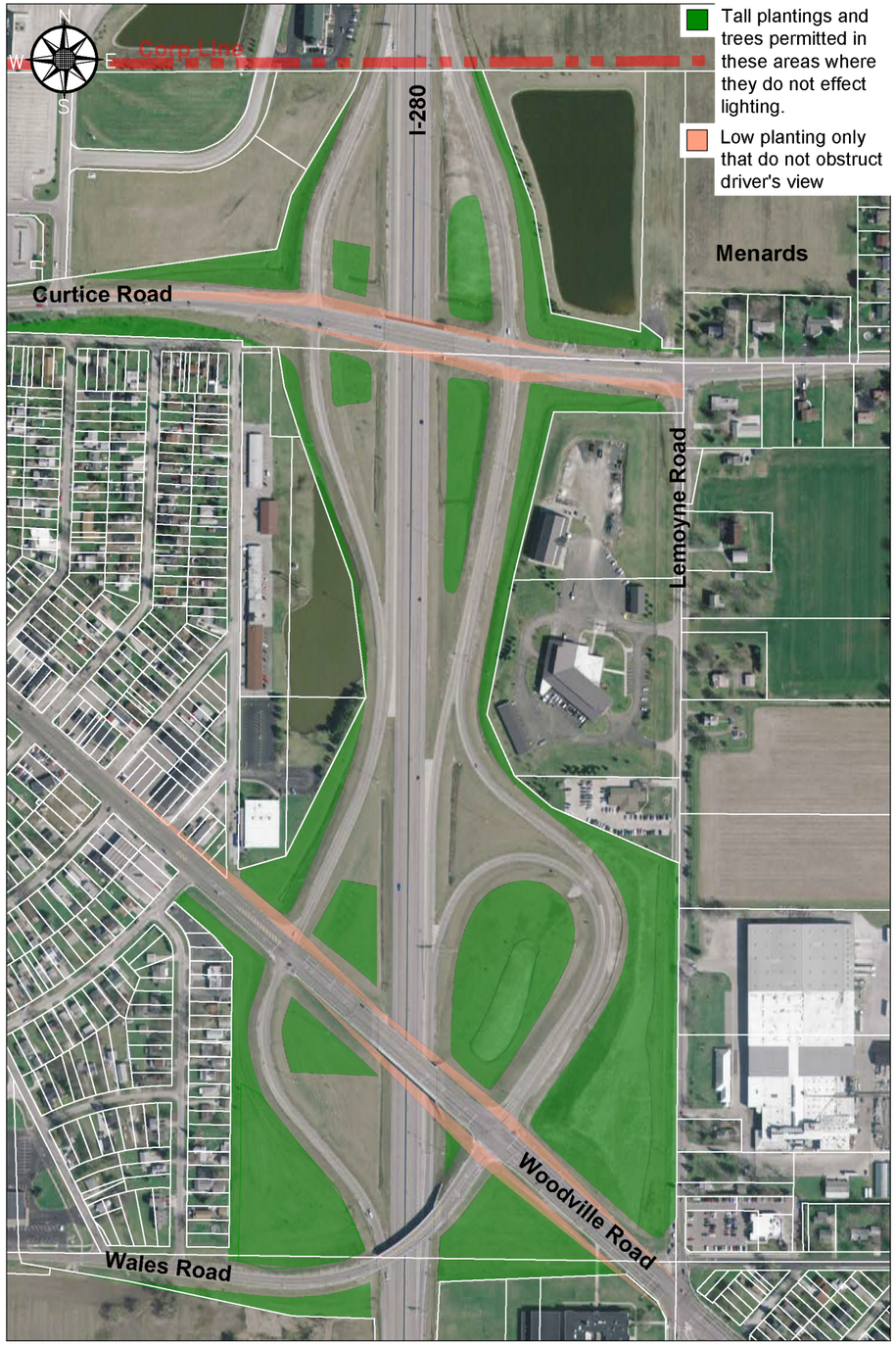
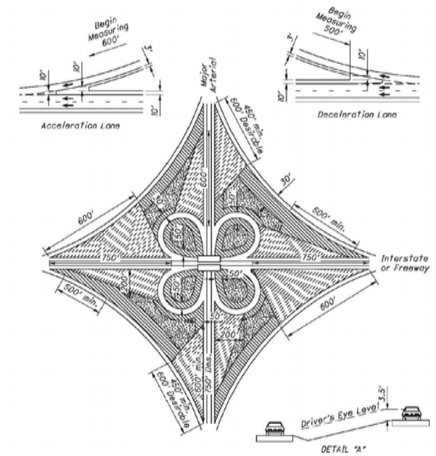


Tall plantings and trees permitted in these areas where they do not effect lighting.

Low planting only that do not obstruct driver's view

GUIDE FOR LANDSCAPE PLANTING AT CLOVERLEAF INTERCHANGES FIGURE 3	905-2 REFERENCE SECTIONS 905.3.1, 906.1.2



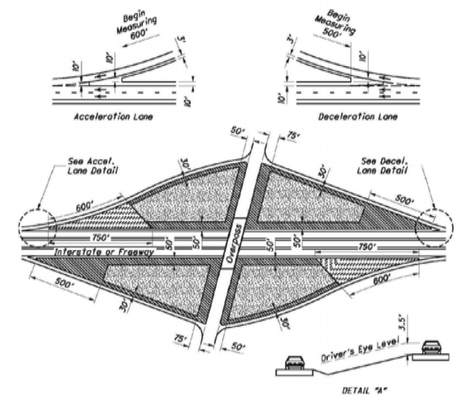
Tall Plantings and Trees Permitted in These Areas Where They Do Not Effect Lighting

Low Plantings Not to Obstruct Driver's View Permitted in These Areas, Except on Shoulders and Ditches

Low Plantings Not to Obstruct Driver's View of the Pavement on Shoulders and Ditches (See Detail A)

July 2014

GUIDE FOR LANDSCAPE PLANTING AT DIAMOND INTERCHANGES FIGURE 4	905-3 REFERENCE SECTIONS 905.3.1, 906.1.2



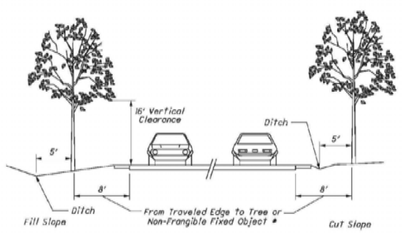
Tall Plantings and Trees Permitted in These Areas Where They Do Not Effect Lighting

Low Plantings Not to Obstruct Driver's View Permitted in These Areas, Except on Shoulders and Ditches

Low Plantings Not to Obstruct Driver's View of the Pavement on Shoulders and Ditches (See Detail A)

July 2014

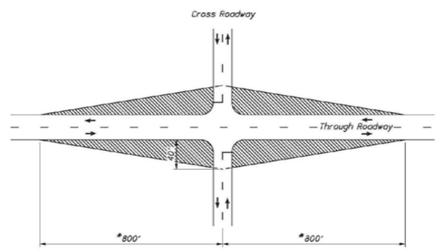
URBAN LANDSCAPE TYPICAL UNCURBED SECTION 45 MPH OR LESS	904-3 REFERENCE SECTIONS 905.2



* 12' min. in high risk areas such as outside of curves

NOTE:
When the widths of the shoulders and ditches do not conform with these typical sections, the 2' min. distance behind the ditch and 2' min. distance outside the shoulder break shall govern.

July 2014



* these distances apply where speeds do not exceed 55 MPH

Low plantings not to obstruct driver's view permitted in these areas, except on shoulders and ditches

ODOT Section 900:

904.1:Highway landscaping should result in designs that do not require extensive maintenance. In fact, at the end of the five year maintenance period described in Section 908.1, landscaped areas should not require any more maintenance than the natural roadside. Therefore, plant materials noninvasive to the area should be used whenever practical.

Adjacent Roadway:

- No obstructions within 50 feet of edge line. ODOT's standard setback requirement.
- No obstructions within 30 feet of edge line for clear zone grading - 4:1 side slopes, verify with ODOT, Figure 307-3
- No obstructions within 4 feet of ditch line in cut, or 2 feet of shoulder break for fills, on common graded sections. Figure 307-4
- No obstructions within 15 feet of guardrail. End sections of guardrail require 75 feet or more setback from obstructions. Figure 905-1.

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WOODVILLE EAST *Planning Area*

The Woodville East Planning Area covers approximately 1,200 acres centered on the Woodville Road commercial corridor and adjacent lands east of I-280. The planning area has a mix of commercial properties and older residential areas and was home to the former Woodville Mall, which has been redeveloped into The Enclave mixed-use neighborhood, centered on the new municipally owned and operated Northwood Community Center.

At the present time the Woodville East Planning Area has approximately 475 undeveloped acres, with 132.5 acres zoned for suburban residential and over 40 acres readily available for higher density residential development at the Enclave.



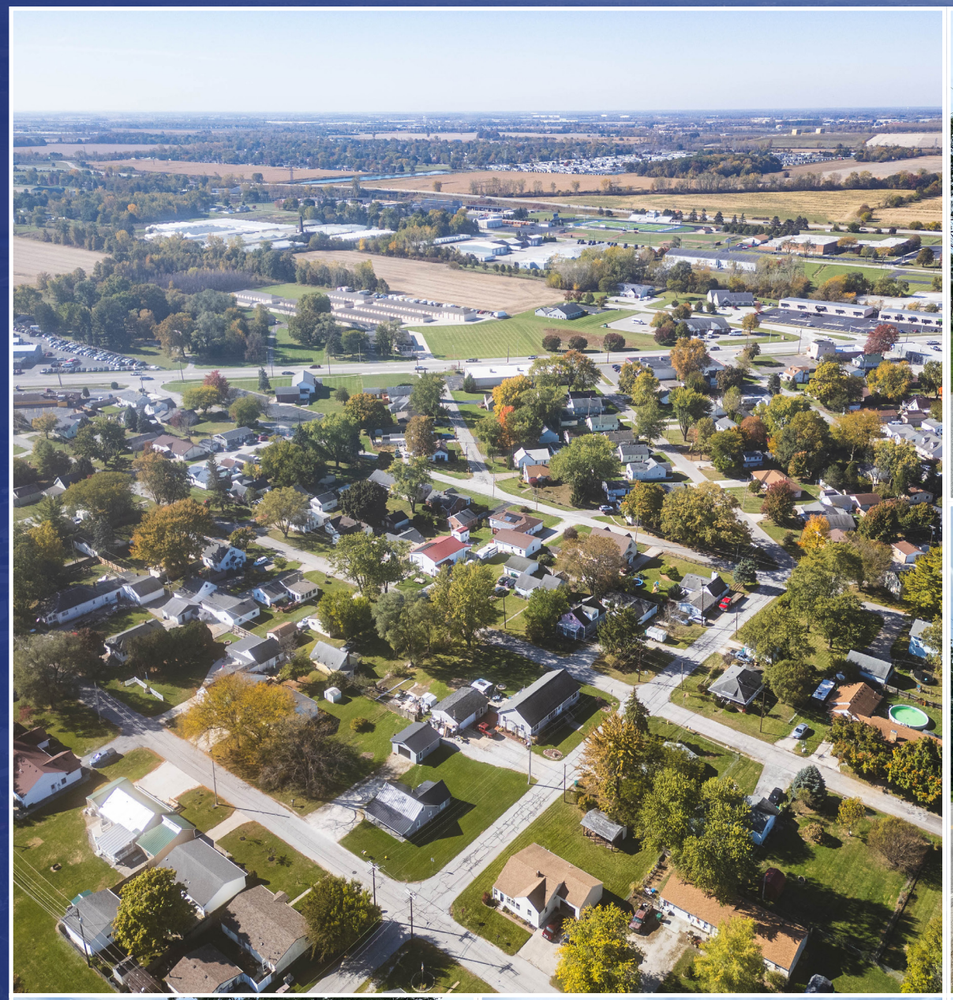






PLANNING ISSUES

- Optimize the gateway and aesthetics at the I-280 and Woodville Road / Curtice Road interchange (see illustrations at the end of the Woodville West Planning Area section).
- Promoting the continued residential and commercial development at The Enclave.
- Encouraging the commercial revitalization of the Woodville Road corridor.
- Working with Lake Township on a long-term strategy and potential joint economic development district (JEDD) to improve the commercial areas in the township immediately adjacent to the Enclave and city.
- The central business zoning district (CBD) extends into residential streets along Woodville Road and future commercial growth along the corridor may require the land assembly (lot consolidation).













EXISTING LAND USES AND ZONING

- Existing land uses are predominantly residential, commercial, and agricultural, with a smaller public/institutional footprint.
- Zoning districts include CBD – Central Business District, C – Commercial, NCO – Neighborhood Commercial and Office, ROA-1 – Older Area Residential, ROA-2 – Older Area Residential, RA – Rural Residential, R-4 – Multi-Family Residential, and A-1 – Agricultural.

ENVIRONMENTAL CONSIDERATIONS

- Dry and Wolf Creeks
- This planning area contains pockets of isolated wetlands and hydric forested areas as defined on the National Wetland Inventory (NWI) Maps and may require permitting through the US Army Corp of Engineers if impacted by utility projects and/or development.

INFRASTRUCTURE CONSIDERATIONS

- Older sanitary sewers in residential areas are prone to significant inflow & infiltration (I/I).

TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- Improving pedestrian connectivity along Curtice Road.
- Wise Street Extensions (Wise Streets east to west connector, East Plaza to Curtice Road, and Curtice Road access drives).

FUTURE CAPITAL IMPROVEMENTS

- Northcrest Storm Pumping Station Replacement
- Enclave Storm Pumping Station Replacement
- Curtice Road Resurfacing – Woodhurst Apartments to Bradner Road
- Turnberry Estates Resurfacing (Ranger, Hagman & Dalling)
- Curtice Road Ditch Enclosure

PREFERRED LAND USES

- Residential
- Commercial
- Mixed Use
- Public/Institutional

RECOMMENDATIONS

- Work with the Northwood Community Improvement Corporation (CIC) on ongoing development efforts at the Enclave and along the Woodville Road corridor.
- Maximize the use of community development block group (CDBG) formula and competitive program funding (neighborhood revitalization and critical infrastructure) to augment capital program funds for infrastructure improvements.
- Pursue the feasibility to developing a community reinvestment area in the planning area to encourage an optimal residential development pattern and to help in offsetting development costs pertaining to the 132.50 acres currently zoned for suburban residential.
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-3:** Develop the Enclave Mixed Use Neighborhood
  - **CGR-4:** Woodville Road Corridor Planning
  - **CGR-5:** Conduct a Business Retention and Expansion (BRE) Program
  - **CGR-6:** Review Nuisance and Property Maintenance and Inspection Standards
  - **CGR-7:** Optimize the Economic Development Toolbox
  - **CGR-11:** Improve the Public Realm
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-6:** Coordinate with Lake Twp. on Grade Separation Feasibility Study at Lemoyne Road and Norfolk Southern Railroad
  - **CC-7:** Develop Shared Use Path from end of Wise Street east to Nature Trails Park as shown in the Northwood-Oregon Bike Plan - following alongside Dry Creek for part of alignment
  - **CC-8:** Develop Shared Use Path (SUP) from Wise Street where the transmission tower easement crosses and heads northward to Curtice Road, and then northward to Brown Road in Oregon where the existing SUP is found, following the transmission tower easements the entire way - as shown in the Northwood-Oregon Bike Plan.
  - **CC-9:** Complete sidewalk coverage gaps along Curtice Road from West Point Drive to Lemoyne Road and then along Lemoyne Road southward to SR51 (Woodville Road)
  - **CC-10:** Enhance pedestrian safety at the intersection of Lemoyne Road and SR 51 (Woodville Road)
  - **CC-14:** Develop bike facility (type to be determined) along Wales Road from East Broadway Street eastward to SR 51 (Woodville Road)
  - **CC-16:** Develop bike facility (type to be determined) along Curtice Road from Wheeling Street eastward to Wynn Road, and to eastern Corporation Limits
  - **CC-18:** Develop bike facility (type to be determined) along Wise Street from Lemoyne Road eastward to end of Wise Street where the proposed Shared Use Path will begin
  - **CC-19:** Develop bike facility (type to be determined) along Lemoyne Road from Curtice Road (at Ranger Park) southward to southern Corporation Limits
  - **CC-21:** Conduct a Safety Study of Curtice Road from Wheeling Street to Bradner Road

RURAL RESERVE *Planning Area*

The Rural Reserve Planning Area covers approximately 1,320 acres in the eastern quarter of the city. The planning area is largely rural, with large-lot homes, two residential subdivisions, and a large parks footprint from the city and school district's Nature Trails Park. While much of the Rural Reserve Planning Area appears to be agricultural lands, many of these parcels are large lot, 5.01+ acre residential plots. Of the 1312 acres in the planning area, only 866 acres, or 66% remains available to accommodate subdivisions and 145 acres are currently zoned suburban residential. Many of these agricultural parcels have special assessments (water and sewer) that will need to be paid for prior to development occurring.

PLANNING ISSUES

- The planning area features the greatest opportunity for accommodating future residential growth at a development pattern that aligns with market realities. At the present time, the densest single family residential zoning district is 12,000 square feet or quarter acre lots.
- Existing residential subdivisions feature sidewalks but are residential islands that are isolated from the rest of the city.
- Best utilizing riparian areas and creeks (Cedar and Dry Creeks) as part of a potential trail system connecting Nature Trails park to new residential subdivisions and to the Enclave.
- Coordinating with NWWSD on improving water and sewer infrastructure along Curtice Road, east of W. Pointe Drive.
- Coordinating with ODOT on future road improvements along SR 579 to include the planned roundabout at Bradner Road and northbound turn lanes into existing residential developments (Cedar Creek Woods) and new residential developments.
- Improving the east-west connectivity of the planning area through future transportation improvements.








EXISTING LAND USES AND ZONING

- Existing land uses are primarily agricultural and residential, with a smaller public/institutional and parks footprint.
- Zoning districts include A-1 – Agricultural, RA – Rural Residential, R – Suburban Residential, P – Publicly Owned, R-4 Multi-Family Residential, and C – Commercial.

ENVIRONMENTAL CONSIDERATIONS

- Failing home septic treatment systems (HSTSs) creating water quality issues in receiving streams.
- Dry Creek and Cedar Creek open channels in need of routine clearing and sediment removal.
- This planning area contains pockets of isolated wetlands and hydric forested areas as defined on the National Wetland Inventory (NWI) Maps and may require permitting through the US Army Corp of Engineers if impacted by utility projects and/or development.

INFRASTRUCTURE CONSIDERATIONS

- Recommend coordination with Wood County Health Department, Ohio EPA and NWWSD to extend sanitary sewers to reach unserved properties along Curtice, Bradner, Fostoria and Williston Roads.
- Recommend coordination with NWWSD for future water main extensions to create loops.
- Many of these agricultural parcels have special assessments (water and sewer) that will need to be paid prior to new development occurring.



Trails along Dry Creek (pictured here) would help connect new residential subdivisions in the east of the city to Nature Trails Park, other neighborhoods, and other assets in the more developed, central and western portions of the community.



Parcels highlighted in purple have special agricultural assessments/deferments that would need to be paid prior to development.

TRANSPORTATION / CONNECTIVITY CONSIDERATIONS

- Williston Road (SR 579) and Bradner Road roundabout
- See 2023 Bike and Pedestrian Plan

FUTURE CAPITAL IMPROVEMENTS

- Cedar Creek Woods Resurfacing
- Curtice Road Resurfacing – Bradner Road and Wynn to Fostoria Road
- Curtice Road Ditch Enclosure

PREFERRED LAND USES

- Residential (Single-Family, X-units per acre)
- Agricultural
- Parks and Public/Institutional





RECOMMENDATIONS

- Pursue the feasibility to developing a community reinvestment area in the planning area to encourage an optimal residential development pattern and to help in offsetting development costs (e.g., utility serving).
- Work closely with the school district to provide for a residential development pattern that aligns with the school district's facilities and resources.
- Work with Northwest Water and Sewer District (NWWSD) to optimize utility costs that may pertain to new residential development.
- Update the Zoning Code to provide for a residential zoning district that aligns with current market conditions.
- Community Growth and Revival (**CGR**) strategies in this planning area include:
  - **CGR-1:** Zoning Code Updates
  - **CGR-8:** Embrace Sustainable Land Use Policies and Practices
  - **CGR-12:** Leverage Resources for Growth and Revitalization Efforts
- Community Services and Infrastructure (**CSI**) strategies in this planning area include:
  - **CSI-4**: Pursue Inclusion in Petition Ditch Programs to Improve Stormwater Capacity
  - **CSI-9**: Pursue Feasibility of Extending Sanitary Sewers to Eliminate Failing Septic Systems
- Connected Community (**CC**) strategies in this planning area include:
  - **CC-7:** Develop Shared Use Path from end of Wise Street east to Nature Trails Park as shown in the Northwood-Oregon Bike Plan - following alongside Dry Creek for part of alignment
  - **CC-16:** Develop bike facility (type to be determined) along Curtice Road from Wheeling Street eastward to Wynn Road, and to eastern Corporation Limits
  - **CC-17:** Develop bike facility (type to be determined) along Bradner Road from proposed Shared Use Path near Dry Creek, southward to Corporation Limits
  - **CC-21:** Conduct a Safety Study of Curtice Road from Wheeling Street to Bradner Road
  - **CC-22:** Construct roundabout at SR 579 (Williston Road) and Fostoria Road - Project is funded by ODOT for construction in 2029 via safety funds

5. PLAN THEMES AND STRATEGIES

City of NORTHWOOD
Plan Themes



COMMUNITY GROWTH AND REVIVAL

CGR



CONNECTED COMMUNITY

CC



COMMUNITY SERVICES AND INFRASTRUCTURE

CSI

COMMUNITY GROWTH AND REVIVAL

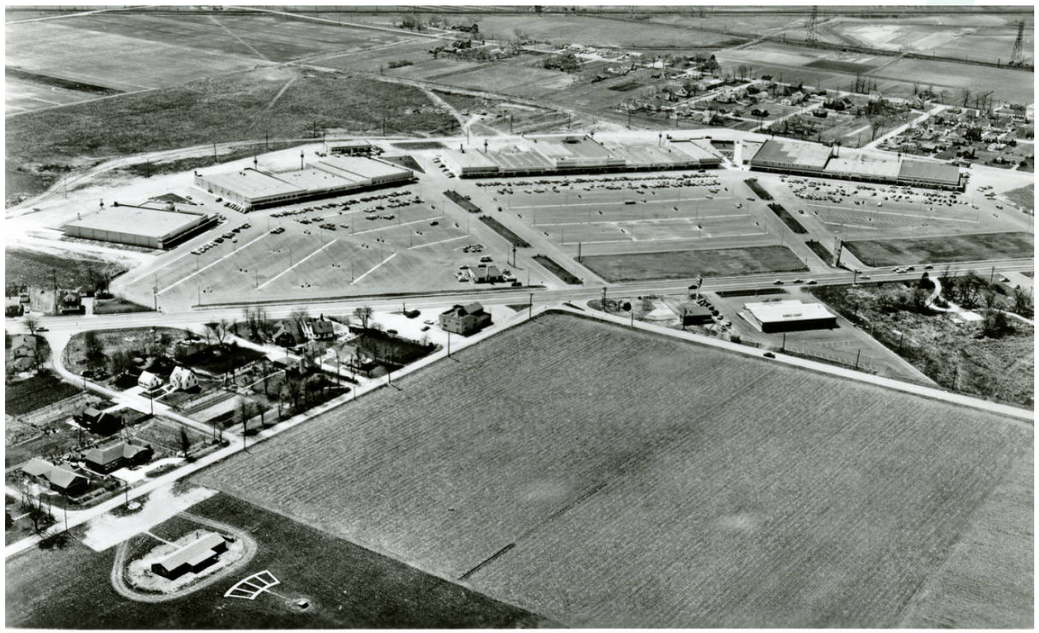
CGR-1 Zoning Code Updates

A key part of a community's comprehensive plan is matching the built environment with residents' goals. Updating zoning and development regulations will help implement this Plan, reflect survey input, and follow best practices. Possible recommendations to improve the zoning ordinance could include:

- Update the definitions in Chapter 1240.
- Create a mixed-use district zoning classification. The city's code allows for planned unit developments (PUD) but has no mixed-use zoning district that allows for a "by-right" deployment of various land uses. This zoning option would allow for residential uses and other complimentary uses to be comingled with commercial uses. Northwood is dominated with single-oriented land uses (Except for the Enclave) and providing for mixed uses can help to improve property valuations and improve synergy.
- Create a Permissible Use Table and update permitted and conditional uses allowable in all zoning districts and develop a permissible use table highlighting permitted and conditional uses of all zoning districts.
- Improve the site plan review process (Chapter 1250) that outlines the submission requirements and encourages site planning dialogue with prospective developers.
- Pursue the feasibility of consolidating the responsibilities of the Board of Zoning Appeals (Chapter 1246) into the Planning Commission.
- Review Chapter 1247 concerning the roles and responsibilities of the architectural review committee (ARC) and modify accordingly.
- Update Chapter 1250.10 (Landscaping and Buffering) to improve landscaping requirements, buffering and transitions between land uses.
- Update Chapter 1282.05 parking requirements to remove parking minimums. Reducing or removing parking minimum requirements can result in considerable cost savings for developers by decreasing reliance on costly parking structures. This approach also enables more land to be allocated for development and reduces overall construction expenses. In addition, integrating green infrastructure practices into parking design standards, landscaping guidelines, and other relevant sections of the zoning code will help minimize inflow and infiltration (I/I), reduce runoff, and enhance water quality.
- Review Chapter 1282 (Signs) to comply with best practices.
- Review Chapter 1280 (Planned Unit Development) to improve the submittal requirements, maximize density and streamline the review and approval process.
- Update the permits and fee structure to meet best practices. Northwood's permit fees are low when compared to most Ohio communities.
- Update the Subdivision Regulations from the Planning and Zoning Code (Part Twelve, Title Two of the Codified Ordinance).

CGR-2 Revive the Former Great Eastern Plaza Footprint

Built in 1956, the Great Eastern Shopping City (as it was originally called) was a significant shopping destination for Toledo's east side and the surrounding area. Situated on 87 acres, the plaza over the years housed major anchor stores like JCPenney, Value City, Kroger, Sears, and others, along with 60 other shops and services. By the late 60's Great Eastern Plaza began to decline as it lost some of its key tenants like Sears, JCPenney, and Woolworth's to the nearby Woodville Mall.



TOLEDO GREAT EASTERN SHOPPERS' CITY, TOLEDO, OHIO
DON M. CASTO, DON M. CASTO, JR. DEVELOPERS 42 S. FOURTH ST., COLUMBUS, OHIO
W. B. GIBSON CO. ASSOCIATES & CONTRACTORS 200 N. CHESTNUT ST., WARREN, OHIO

In more recent years, the plaza has faced significant deterioration, with roof issues, poor lighting, and general dilapidation leading the City of Northwood to deem it a public nuisance.

The former Great Eastern shopping center is currently owned by Northwood Dhaliwal Plaza, LLC, which purchased it in December 2022 from a Long Island, NY-based developer. The current property owner has been trying to remediate the property as a "value-add shopping center" but the center is less than 45% occupied by a mix of local tenants.

While the owner has made plans for improvements, progress has been slow and the city has filed lawsuits to push for repairs. For significant investment to occur a new owner may be needed to acquire the property and work with the city to execute a redevelopment plan.

The site's strategic location along Woodville Road and proximity to Interstate 280 makes it a highly desirable site. Revitalizing this site is a complex and multi-faceted process that will require careful planning, community engagement, and a clear vision. Here are the key steps that may be taken:

1. COMMUNITY ENGAGEMENT

If and when the time arises, city officials should engage with residents to get their input on what they would like to see in the redevelopment. This is a crucial step to developing successful public/private partnerships to deliver a project that meets the needs and desires of the community. A majority of residents that completed the comprehensive plan surveys believe city officials should embrace the redevelopment of the site in the same manner that culminated in the development of the Enclave at the former Woodville Mall site.

What approach are you most supportive of the city using to re-activatge the former Great Eastern Plaza??

- **61%** The same approach the city used to remediate the former Woodville Mall even if it means using city revenues to the potential detriment of city services
- **31%** Continue using the property maintenance and zoning code to ensure compliance
- **7%** Leave it up to the market to decide

2. SITE ASSESSMENT

Before any redevelopment plan is developed, a thorough assessment of the site is crucial. At the present time, only 16 of 39 suites located in seven buildings are occupied and 22 properties have infractions and cannot be occupied until

CGR-2 Revive the Former Great Eastern Plaza Footprint (con't)

remediated. Before developing an appropriate vision for the site, additional due diligence of the physical integrity of the existing structures will be required before developing a vision for the site.

3. ESTABLISH A VISION AND REUSE PLAN

The site's current conditions will likely set the tone for the highest and best use for the property, as well as ensuring future uses at the site complement the community and the city's plans at the Enclave. A major redesign of the footprint, including outparceling opportunities, internal circulation improvements, access management along Woodville, and the retrofitting and beautification of the remaining adequate facilities and buildings will need to be planned. It is likely that existing public infrastructure that serves the site will need to be improved and upgraded to accommodate new development.

At the present time, several properties are under court order to repair or demolish and cannot be occupied. An evaluation to determine which parts of the existing mall can be repurposed could likely set the tone for two paths:

- Demolish selected properties and repair/reinvest in existing buildings, along with site plan improvements; or
- Demolish and repurpose entire site for new end users. Industrial users could be possible if the end user is a data center, light industrial or logistics hub and is well-buffered from existing residential and commercial land uses.

4. ALIGN THE VISON WITH THE CITY'S CURRENT PLANNING AND REGULATORY FRAMEWORK

The Great Eastern property is currently zoned as "Central Business District" (CBD), which allows for a wide range of retail and business uses. However, a major redevelopment project like The Enclave may require a Planned-Unit Development (PUD) designation to create a unified, mixed-use plan that may include residential, commercial, and industrial uses, and provide for out lots to aid in site density. The trend of converting unused parking lots is accelerating, and approximately 10.5 acres of parking at the site currently exists. As consumer behaviors continue to evolve and demand for in-person experiences shifts, shopping center owners will keep exploring innovative ways to repurpose their properties. This may involve converting more space to residential, office, and green space to create vibrant mixed-use developments that serve as community hubs.

5. INCENTIVES AND PUBLIC-PRIVATE PARTNERSHIPS

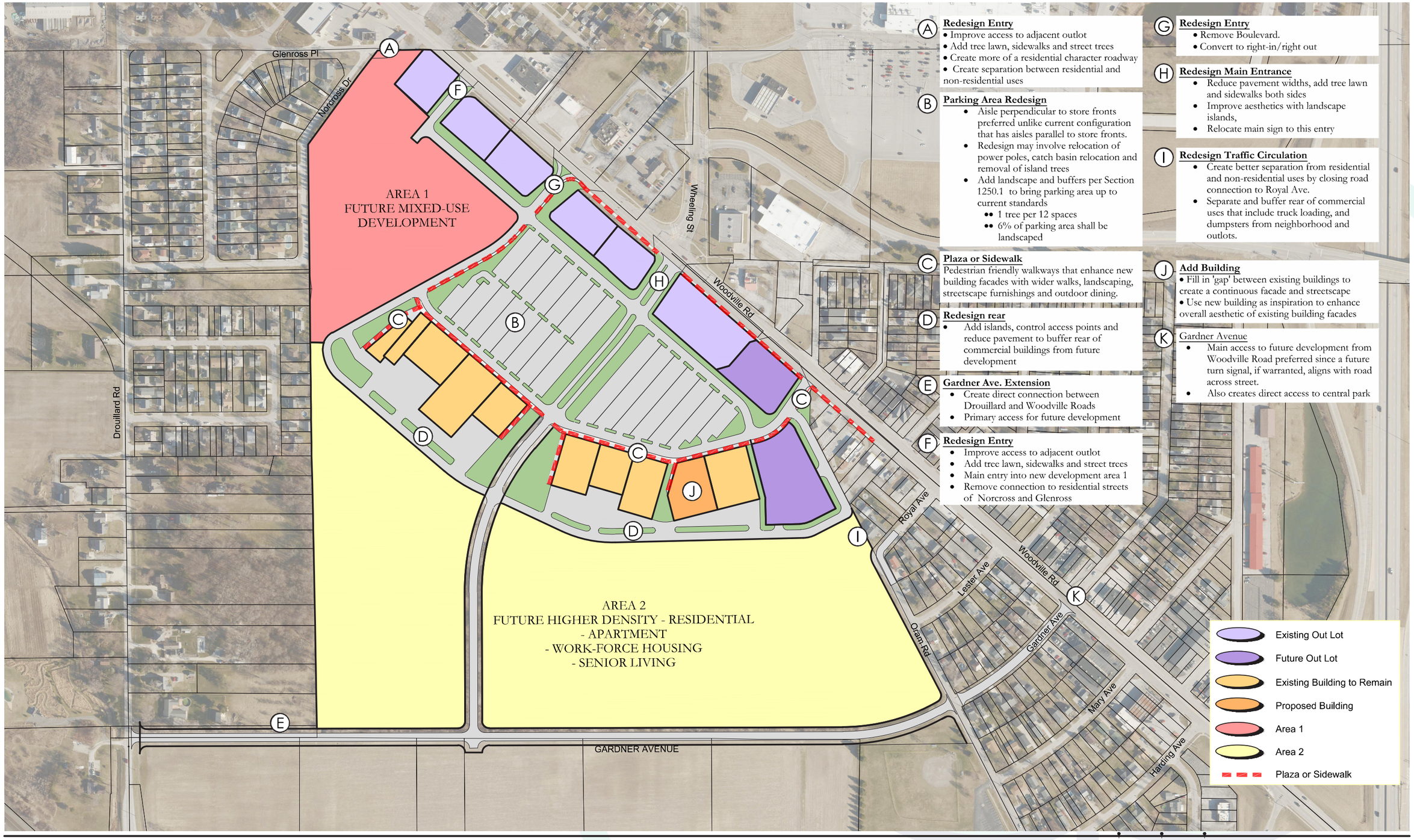
Redeveloping a large-scale property requires significant capital. The City of Northwood is well-positioned to support various redevelopment scenarios through property tax incentives (CRA program), fast-track zoning and permitting, job grants, and public financing options, like tax-increment financing (TIF). Public-private partnerships are often key to navigating the complexities of these projects, and the Northwood Community Improvement Corporation, Toledo-Lucas County Port Authority, and Wood County Port Authority are available to assist. Additionally, Community Development Block Grant funding through the Ohio Department of Development could be available to alleviate blight conditions, improve public infrastructure and to support job creation.

6. MARKETING AND OPERATIONS

Once the site is redeveloped and owned by another single entity, it will require continuous management to ensure its vitality. This includes property management, event programming, and community engagement to keep the area active and vibrant long-term.



The former Great Eastern Shopping Plaza has excess, underutilized parking that offers significant outlotting potential. Reappropriating a portion of the 10.5 acres of parking into other uses can generate new revenue streams, attract different types of tenants, and help in the site's revitalization.



A Redesign Entry
- Improve access to adjacent outlot
- Add tree lawn, sidewalks and street trees
- Create more of a residential character roadway
- Create separation between residential and non-residential uses

B Parking Area Redesign
- Aisle perpendicular to store fronts preferred unlike current configuration that has aisles parallel to store fronts.
- Redesign may involve relocation of power poles, catch basin relocation and removal of island trees
- Add landscape and buffers per Section 1250.1 to bring parking area up to current standards
  - 1 tree per 12 spaces
  - 6% of parking area shall be landscaped

C Plaza or Sidewalk
Pedestrian friendly walkways that enhance new building facades with wider walks, landscaping, streetscape furnishings and outdoor dining.

D Redesign rear
- Add islands, control access points and reduce pavement to buffer rear of commercial buildings from future development

E Gardner Ave. Extension
- Create direct connection between Drouillard and Woodville Roads
- Primary access for future development

F Redesign Entry
- Improve access to adjacent outlot
- Add tree lawn, sidewalks and street trees
- Main entry into new development area 1
- Remove connection to residential streets of Norcross and Glenross

G Redesign Entry
- Remove Boulevard.
- Convert to right-in/right out

H Redesign Main Entrance
- Reduce pavement widths, add tree lawn and sidewalks both sides
- Improve aesthetics with landscape islands,
- Relocate main sign to this entry

I Redesign Traffic Circulation
- Create better separation from residential and non-residential uses by closing road connection to Royal Ave.
- Separate and buffer rear of commercial uses that include truck loading, and dumpsters from neighborhood and outlots.

J Add Building
- Fill in 'gap' between existing buildings to create a continuous facade and streetscape
- Use new building as inspiration to enhance overall aesthetic of existing building facades

K Gardner Avenue
- Main access to future development from Woodville Road preferred since a future turn signal, if warranted, aligns with road across street.
- Also creates direct access to central park

CGR-3 Develop the Enclave Mixed Use Neighborhood

Situated on the location of the former Woodville Mall—the first mall in northwest Ohio—the "Enclave" represents a public initiative driven by community interest to establish a space that serves local needs.

There is an increasing trend of people working in Northwood but living elsewhere, as the city's daytime population balloons by 2.5 times with workers taking their earnings and spending power outside of the city. According to current demographic trends, the City's population is aging, yet there are limited newer housing opportunities for seniors. The future of tomorrow's workforce is dependent upon young professionals, yet the City's housing market offers few updated housing opportunities for this particular group. Efforts are underway, however, by local and regional developers to help meet these needs at the Enclave.



Public realm refinements to the Enclave could include amenities such as a clock tower that will aid in the branding the site as a community space. Renderings provided courtesy of EMH&T.

As Northwest Ohio's first and only "Age-in-Place" neighborhood, the 110-acre site includes a "Main Street" with mixed uses, community center, park, and residential uses at various densities connected by 1.5 miles of walking trails. Sustainability and green energy technologies will be integral to the footprint, and the zoning has been completely retooled to allow for an architectural review committee (ARC) to give fast track approval for projects that align with the master plan.





CGR-3 Develop the Enclave Mixed Use Neighborhood (con't)

In making the Enclave "Site-Site" Ready, a whole host of incentives and zoning flexibility have been created to spur the greatest amount of reinvestment and return on investment for the private sector. Some of the key incentives that are available to develop the Enclave include:

Potential Land Grants: City Council, working in conjunction with the Northwood Community Improvement Corporation, have the flexibility to grant land to developers of projects of interest to the city. This would include medical offices and other land uses that are located in key areas of the Enclave, like Main Street.

Community Reinvestment Area (CRA): This economic development tool provides up to 100%, 15-year abatement for new real property valuation in conjunction with residential, commercial and industrial projects. A huge benefit of the program is with residential CRA projects as school district taxes are not required, and the developer & property owner can enjoy the full 100% tax abatement for 15 years.

Tax Increment Financing (TIF): A 100%, 30-year TIF is overlaid on the southern portion of the Enclave (Main Street area) to help finance the construction of public infrastructure projects on the Enclave that may include a multipurpose hockey facility and aquatic center onto or near the community center footprint.

Revitalization District: The Enclave is currently located in a Revitalization District which allows investors looking to open restaurants to be eligible for one of up to additional 15 D-5 liquor licenses.

Energy Special Improvement District: As a member of the "Special Energy District", eligible property owners are able to participate in the Toledo-Lucas County Port Authority's Better Buildings Program. The program offers financing for projects that focus on conserving energy and generate savings through equipment upgrades to existing facilities, with lighting and building controls, HVAC, boilers and chillers, compressor, motors/drives, refrigeration, waste energy recovery, and electrical distribution being among the systems eligible for financing. Up to 100%- 15-year full-cycle flexible financing is available, with the loans repaid by special assessments tagged to the property. New development projects may be available for this Port financing.

Job Creation Grant Program: Retail businesses that are located at the Enclave with a payroll of a minimum of $500,000 may be eligible. The amount granted is an equivalent to one-third of the amount paid in municipal income taxes in the first year after the project is completed. The grant program can be requested for up to 10 years.

Sales Tax Exemptions: The Wood County Port Authority can assist private developers in avoiding sales tax on their materials.



The Enclave is currently anchored by the Northwood Community Center and Splash Pad. Additional public spaces like a multipurpose hockey arena and other community spaces are currently being pursued.

CGR-4 Woodville Road Corridor Planning

Woodville Road is a significant four lane state highway (SR 51) in Northwood. Located on the corridor is most of the region's legacy commercial uses that include the former Great Eastern Shopping Center, Northwood unified school complex and the Enclave and Northwood Community Center.

Improving the sightlines and property values on the Woodville Road corridor is an important goal for the community. To this end, city officials have worked to demolish abandoned gas stations and incentivize property owners to improve building exteriors through the development of a façade grant program that was created in 2016.

Woodville Road has a history of vehicular crashes due to high traffic volume and poor access management. The TMACOG Safety Locations Report (June 2018) listed the segment of Woodville Road from Wheeling Street to Wales Road as the #4 ranked "Other Locations" within the TMACOG region, as well as listing the intersection of Lemoyne Road & Woodville Road as ranked #214 in the region for high crash locations.

The Mannik & Smith Group conducted a Safety Study of Woodville Road and recommended several enhancements to improve safety and pedestrian connectivity. Funding was attained to complete pedestrian connectivity improvements along Woodville Road between Lemoyne Road and the Enclave.

Several recommendations in the study have not yet been completed and should be considered until completed. These improvements include:

- Construct a roundabout at Lemoyne Road/Wise Street at SR 51 (Woodville Road) to replace signalized intersection and to address the complex skewed alignment; revise access of Wise Street to Lemoyne Road; construct sidewalks and enhanced crosswalks for non-motorized users. A separate CMAQ application was successfully submitted to TMACOG for consideration of construction costs for the roundabout, but city officials eventually voted to not advance the project.
- Implement road diet to reduce the 5-lane facility to a 3-lane facility at SR 579 (Williston Road) Curved Section Approach to SR 51 (Woodville Road) to provide multi-use path on north side of road and a 6-FT sidewalk on south side of road; install pedestrian count down signal heads & pushbuttons at the SR 51 & SR 579 signalized intersection along with crosswalks and ADA curb ramps.
- Pedestrian Connectivity Improvements at the Interchange of I-280 with SR 51: Update existing crosswalks with enhanced visibility markings at both signalized intersection ramps with SR 51. Coordinate timing/phasing/progression of signals along the SR 51 corridor.
- Signalization Improvements at Intersections at Wheeling St. & SR 51 and Wheeling St. & Curtice Road: Full upgrade of traffic signals to include latest technologies for improved efficiencies & coordination, back plates, pedestrian countdown signals, pushbuttons and ADA curb ramps and enhance visibility crosswalks. Revise complex geometry of approaches on side street/commercial entrance at SR 51. Coordinate timing/progression of signals along the SR 51 corridor.
- Signalization Improvements at Main Street and Woodville Road.

The City of Northwood should work with the City of Oregon on a long-range plan to improve Woodville Road to reduce the frequency and severity of crashes at key intersections and roadway segments, and pedestrian connectivity and overall visual aesthetics and property values along the corridor.



A roundabout at Lemoyne and Woodville Road was planned to improve safety and pedestrian connectivity.

CGR-5 Conduct a Business Retention and Expansion (BRE) Program

Northwood's location as a "Mile in the Middle" of two key interstates makes it a prime location for commerce and industry, the city's coffers depend on the well-being of these local businesses. While attraction of new businesses is a highly visible aspect of most economic development programs, studies developed by OSU have shown that businesses that already exist in a community account for up to 70% of all net change in local employment, and up to 86% in rural areas

To this end, Northwood officials have a history of embracing its base of existing businesses, doing so during the COVID-19 pandemic. The survey instrument was developed by Ohio State University Extension and Ohio Sea Grant and consisted of 21 questions with 76 local businesses responding. The survey was administered to the local business community via the city's website from April-June 2020.

This Plan recommends Northwood participate in another community-led Business Retention and Expansion (BRE) Program led by community development representatives from The Ohio State University Extension Office to follow up on the concerns and issues that may have surfaced as a result of the pandemic. The program will enable local leaders and leadership of Northwood's Community Improvement Corporation to identify economic development strategies informed by local businesses as well as inform the community at large about individual and community-wide business concerns.

Beyond strengthening community capacity to address important local issues, community engagement can also inform businesses about available economic development incentives and programs. It contributes to developing an efficient BRE process that helps local leaders compile a database of business information, supporting the formation of public-private partnerships with benefits for both the community and Northwood's Community Improvement Corporation.

CGR-6 Review Nuisance and Property Maintenance and Inspection Standards

Results from the community surveys show that residents consider the reduction of nuisances and property blight important in their neighborhoods. Some concerns are related to property maintenance, which may require updates to city codes, while other residents suggest allocating additional resources to enforce current nuisance regulations.

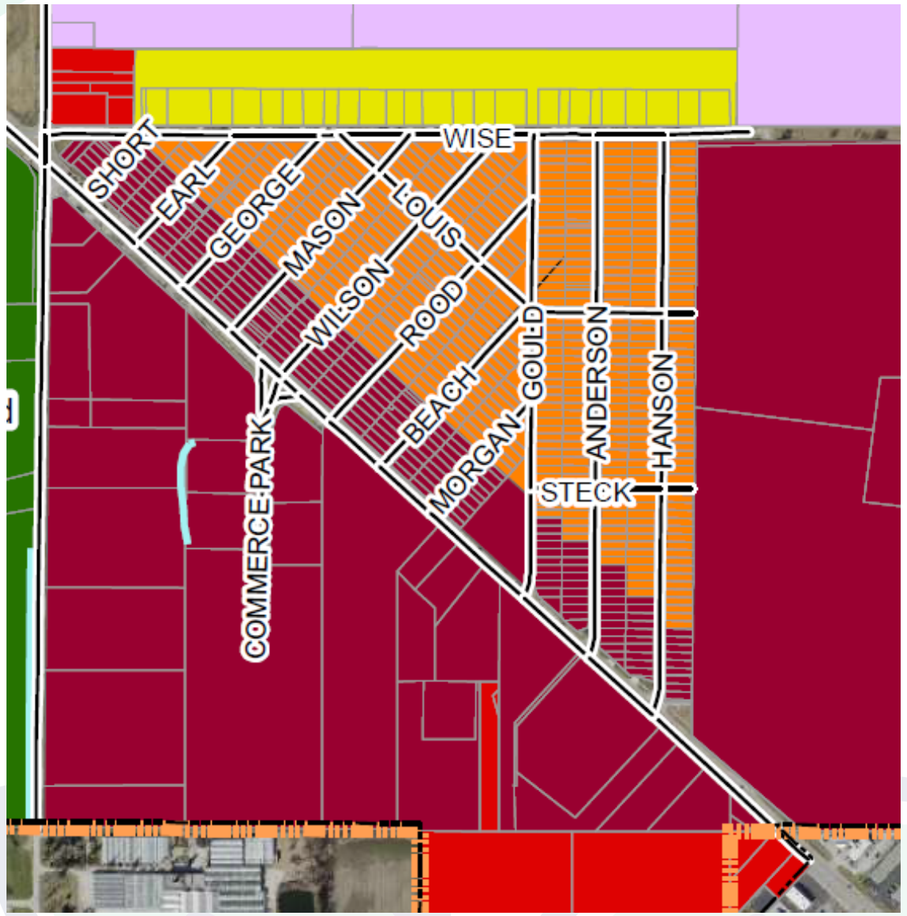
Over the past decade, city officials have passed various ordinances aimed at minimizing neighborhood nuisances. This includes the development of an exterior property maintenance code and adoption of a vacant property registration ordinance (VPRO) in 2017.

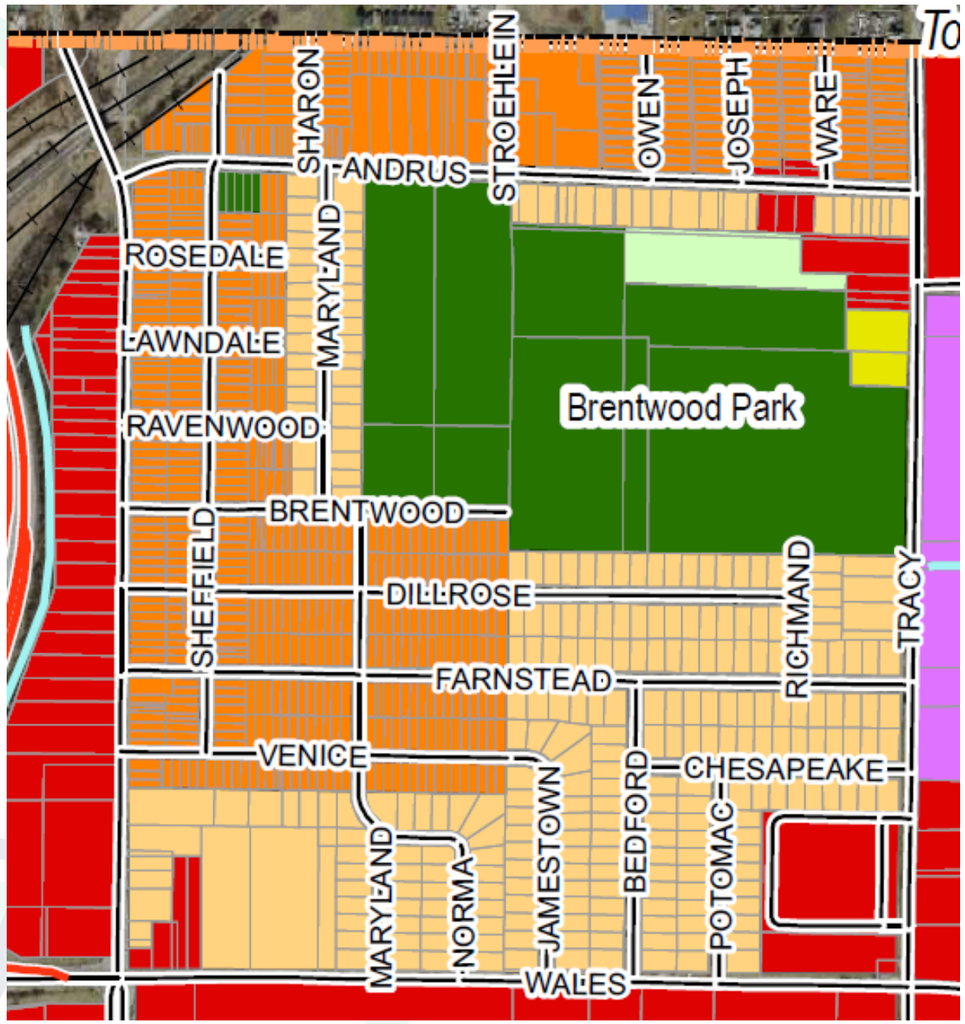
Chapter 1428 of Northwood's codified ordinance requires exterior components of all structures to be properly maintained. At the present time, the neighborhoods that appear to have the most infractions include the neighborhoods north of Wales Road in the R-OA-2 zoned areas along Farnstead, Dillrose, Ravenwood, Joseph, and Owen Ware streets, and properties in the Brighton/Biltmore Gardens neighborhoods along Hanson, Anderson, Wise, Gould, Rood streets. The City's zoning department is responsible for exterior property inspections and nuisance abatement, but the caseload and available resources often limit their ability to take a proactive approach.

To better address these nuisances, city officials could aim to allocate additional resources to enforcement activities, team with the fire department, adopt more severe penalties for infractions, and even look to the private sector to perform to enforce property maintenance codes, reducing complaints about high grass and abandoned vehicles.

"I'd like to see more enforcement by zoning to clean up yards, driveways, side yards, back yards, cars parking over sidewalks that block walking."

CGR-6 Review Nuisance and Property Maintenance and Inspection Standards (con't)





Older neighborhoods in areas Zone R-OA-2 in orange, according to Northwood's planning and zoning department represent areas in the community with the most property infractions.

CGR-7 Optimize the Economic Development Toolbox

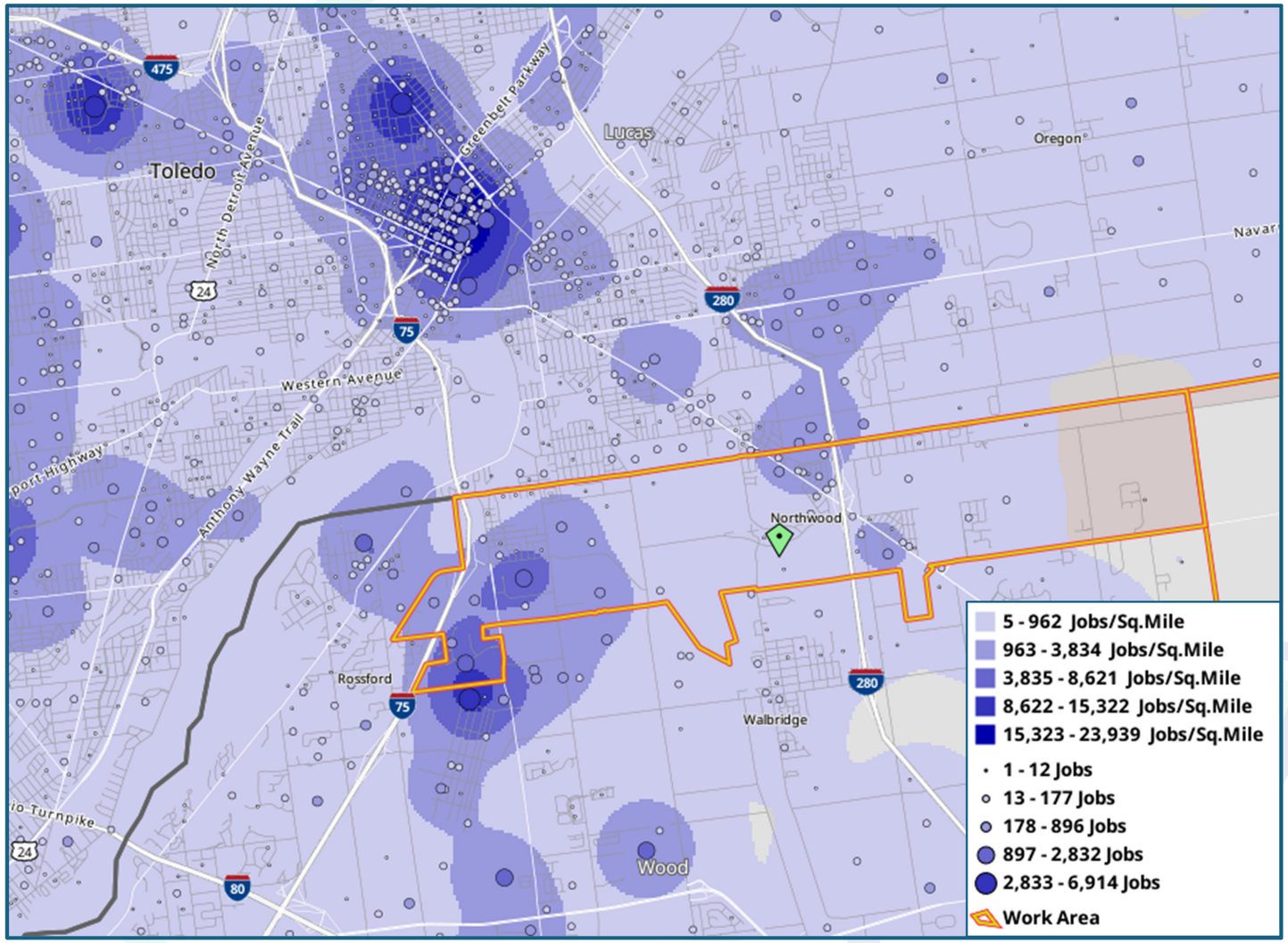
Over the last decade, city officials have developed and adopted every economic development tool available to its disposal under Ohio Revised Code (with the exception of a New Community Authority). This includes property tax abatement programs, jobs grant and façade grant programs, tax increment financing, a revitalization district for restaurants in the central business district, and flexible, same day approval for development at the city's Enclave through an Architectural Review Committee.

Northwood's location along key thoroughfares like I-75 and I-280 provide it with an excellent opportunity to team with the Oregon, Perrysburg Township and Lake Township to promote economic development and discuss the sharing of services. Northwood shares key assets like the I-75 corridor and Oregon Road with Perrysburg Twp and I-280, SR-51 corridors with Lake Township and Oregon. Northwood also shares some of the same concerns with Perrysburg and Lake Townships regarding the establishment of cost-effective ways for the delivery of services. Pursuing a joint economic development district (JEDD) or Cooperative Economic Development Agreement (CEDA) with these communities, individually or jointly, would be advantageous in that it would help to better coordinate service delivery and development in the key areas, while protecting the integrity of the townships' borders.

Other equally important economic development tools Northwood could pursue would be a creating a revolving loan for to help employers tap into low interest "gap" financing and continuing the workforce mobility discussion to help reduce employers retain and attract employees and as well as to help young adults and seniors with mobility challenges. The retention of residents is also a vital component of community development.

Joint Economic Development Districts

Joint economic development districts (JEDDs) are special purpose districts that are created by a contract between a combination of municipal corporations and townships. Under Ohio Revised Code Section 715.71-72, one or more municipal corporations and one or more townships may enter into a contract to create a JEDD for the purpose of facilitating economic development. To that end, JEDDs allow for the levying of a district-wide income tax and the provision of municipal services in unincorporated areas.



CGR-7 Optimize the Economic Development Toolbox (con't)

Except in limited circumstances, each contracting party must be contiguous to at least one other contracting party. In addition, the territory included in the JEDD must meet statutory requirements, including that it be within the territory of one or more of the contracting parties and that it may not include existing residential areas or areas zoned for residential use (unless it is part of a mixed-use development).

Cooperative Economic Development Agreements (CEDA)

Political subdivisions are enabled under section 701.07 of the Ohio Revised Code to enter into agreements for the purpose of addressing service delivery, permanent improvements and development in specific incorporated and unincorporated areas. One or more Municipalities and one or more townships may enter the CEDA. Upon the consent of all municipal and township participants, counties and state agency may also become party to the cooperative economic development agreement.

Create a Revolving Loan Fund

City officials should consider working with the Northwood Community Improvement Corporation (CIC) to develop a revolving loan fund to assist new and existing businesses or industries (private, for-profit) located or locating within the community with low-interest loans as part of project financing. The city could utilize general revenues to initially fuel the revolving loan fund program or chose to work with an eligible business to tap into the Ohio Department of Development's CDBG Economic Development Loan program. Once established the city could, through city ordinance, authorize the CIC to be the administrative agent of the program.

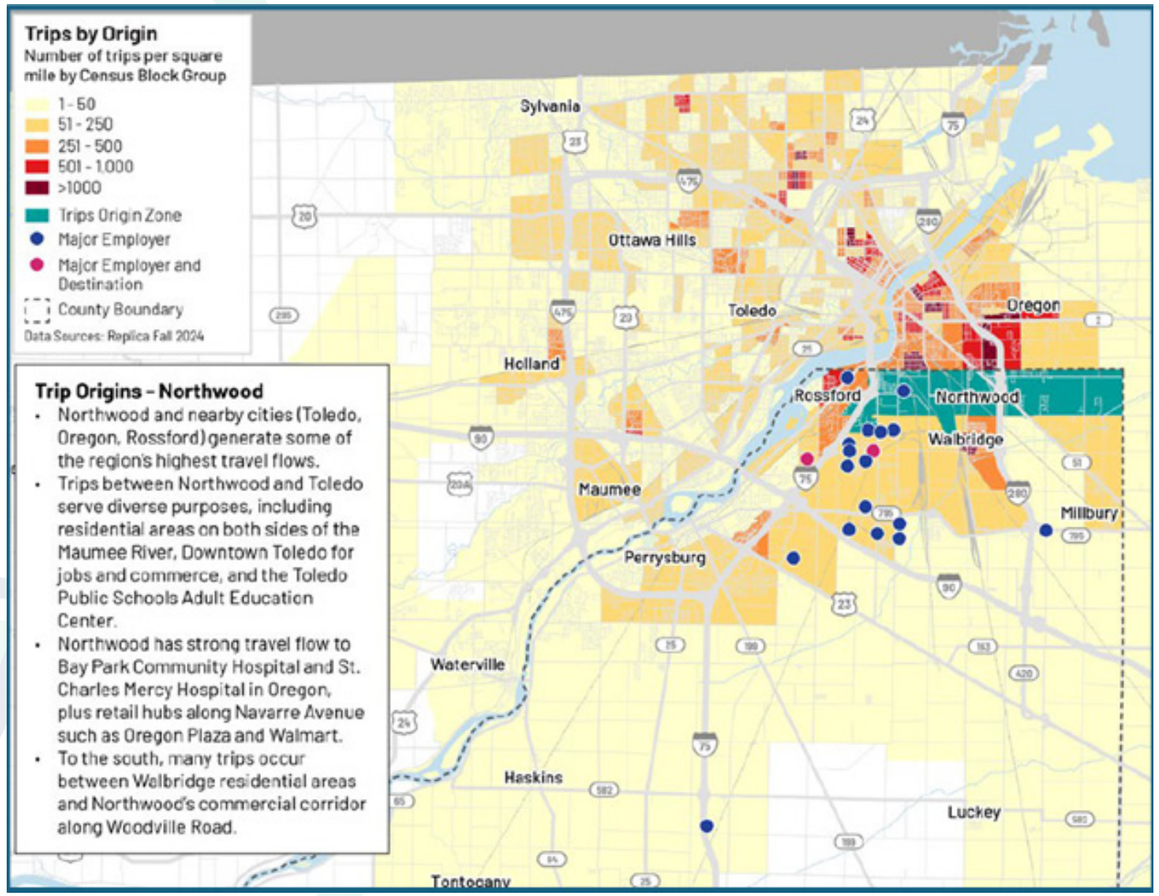
Continue the Transit Discussion

One of the greatest issues facing some of the City's largest employers is employee attraction and retention. Employers located along transit lines generally have an easier time attracting and retaining employees. This is because it expands the potential talent pool, reduces employee commuter stress, and lowers their household costs.

According to the Wood County 2025 Workforce Mobility Study areas in and around Northwood generate some of the highest travel flows in the region due to having the highest employment densities. The county's largest employers like Amazon Fulfillment Center, FedEx Ground, First Solar Warehouse, Norplas, Target, The Home Depot, Meijer, Walmart Supercenter, and others, are concentrated in or around Northwood, Perrysburg Township, and Rossford.

Additional transit opportunities may also be beneficial to residents in general, especially younger and older residents, as a large number of trips generated in Northwood flow toward Downtown Toledo, which serves as a key commercial and employment hub. The Toledo Public Schools Adult Education Center (northwest of downtown Toledo) is a key destination for education-related travel between Northwood and Toledo, and higher travel flow toward Bay Park Community Hospital and St. Charles Mercy Hospital in Oregon indicates that healthcare facilities are major destinations for both city residents and employees.

It is recommended the city officials continue to monitor the need for transit services and explore transit opportunities with key employers, service providers, residents and key stakeholders.



CGR-8 Embrace Sustainable Land Use Policies and Practices

The 2025 Northwood Comprehensive Community Plan helps to set in motion recommendations and practices to guide Northwood's built environment and to make the community more prosperous and enjoyable. For most communities, this prosperity is a byproduct of resources that are generated from its various land uses and from its land use policies as largely defined by the zoning code.

A majority of residents that participated in the comprehensive planning process indicated support for parks and recreation and community public spaces, commercial, single family residential, and senior living residential land uses opportunities.

What land uses would you like to see expanded in the community?

Most Preferred	Least Preferred
Parks and Recreation	Apartments
Community Public Places	Industrial
Commercial	Condos

Because communities generate value from certain land uses, this Plan supports a development pattern that promotes the greatest return and density that can be adequately serviced by the community. As a city 8.57 square miles in size, much of city's approximate 5485 acres have been developed or are unable to be developed, with the exception of planning areas east of I-280. At the present time the Woodville East Planning Area has approximately 475 undeveloped acres, with 132.50 acres zoned for suburban residential.

While much of the Rural Reserve Planning Area appears to be agricultural lands, many of these parcels are large lot, 5.01+ acre residential plots. Of the 1312 acres in the planning area, only 866 acres, or 66% remains available to accommodate subdivisions and 145 acres are currently zoned suburban residential.

To optimize the development pattern of these undeveloped areas, city officials will need to:

- Work closely with the school district to provide for a residential development pattern that aligns with the school district's facilities and resources.
- Optimize utility costs. At the present time, water and sewer services are provided by the Northwest Water and Sewer District (NWWSD) and the service fees and utility charges are many times higher than the surrounding communities. According to some developers, this is a disincentive to residential development. This Plan discusses strategies to work with NWWSD or other parties to develop optimal utility rate structures.
- Update the Zoning Code to provide for a residential zoning district that aligns with current market conditions. At the present time, the densest single family residential zoning district is 12,000 square feet or quarter acre lots.

While the primary tool to preserve riparian corridors is Northwood's zoning code, other tools including conservation easements (using an organization like Black Swamp Conservancy) or state and federal grant programs can be utilized. This includes the Water Resource Restoration Sponsor Program (WRRSP) administered by the Ohio Environmental Protection Agency (EPA), the Clean Ohio Green Space Conservation Program managed by the Ohio Public Works Commission, and Wood County's Soil and Water Conservation District.

Other programs that protect and conserve land resources include:

Riparian Corridors and Setbacks

While Northwood is absent rivers and other large waterways, it does contain small creeks and drainage ditches, such as Otter Creek, Wolf Ditch, Cedar Creek, Dry Creek. These hydrological assets present themselves as riparian corridors that could be better utilized protected and enhanced to improve stormwater management and water quality, manage flooding, and provide wildlife habitat by:

Setback ordinances: Northwood, like many municipalities, can create their own setback regulation within the zoning code that creates "no-build" zones of varying widths along key hydrological assets like Dry Creek and Cedar Creek and wetlands. Setback distances typically increase with the drainage area of the watercourse.

Riparian buffers: Local SWCDs and watershed groups, such as the Wood County SWCD, provide landowners with guidance and resources for establishing healthy riparian buffers using native trees, shrubs, and grasses. These riparian buffers will also help the city address and improve its stormwater management as an MS4 community (See Strategy CSI 5: Improve Stormwater

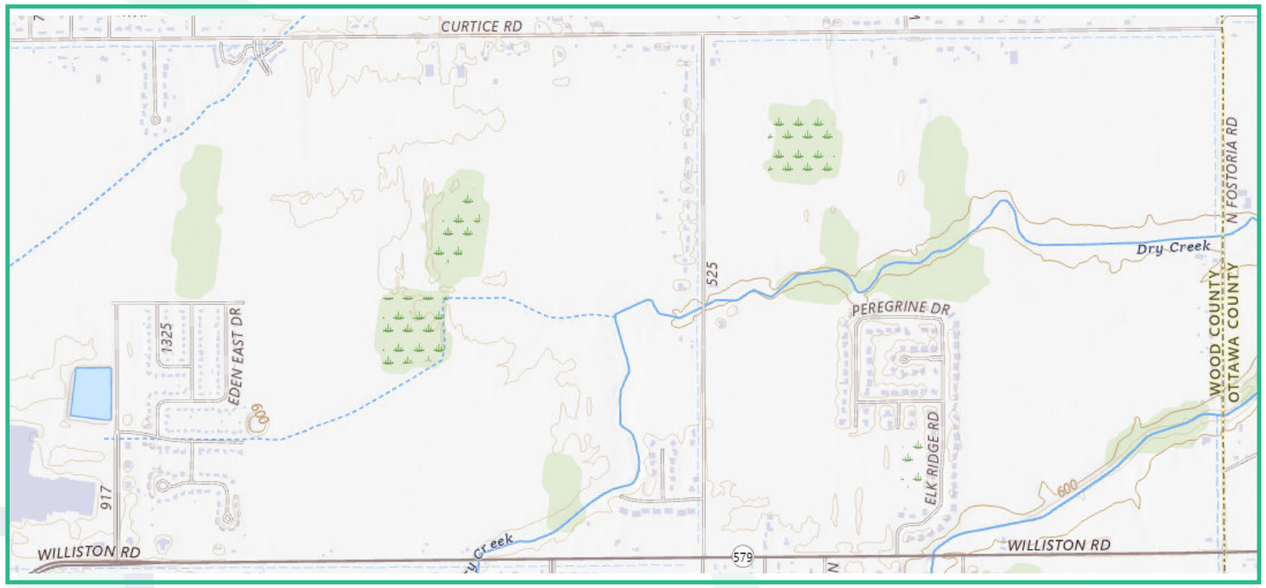
CGR-8 Embrace Sustainable Land Use Policies and Practices (con't)

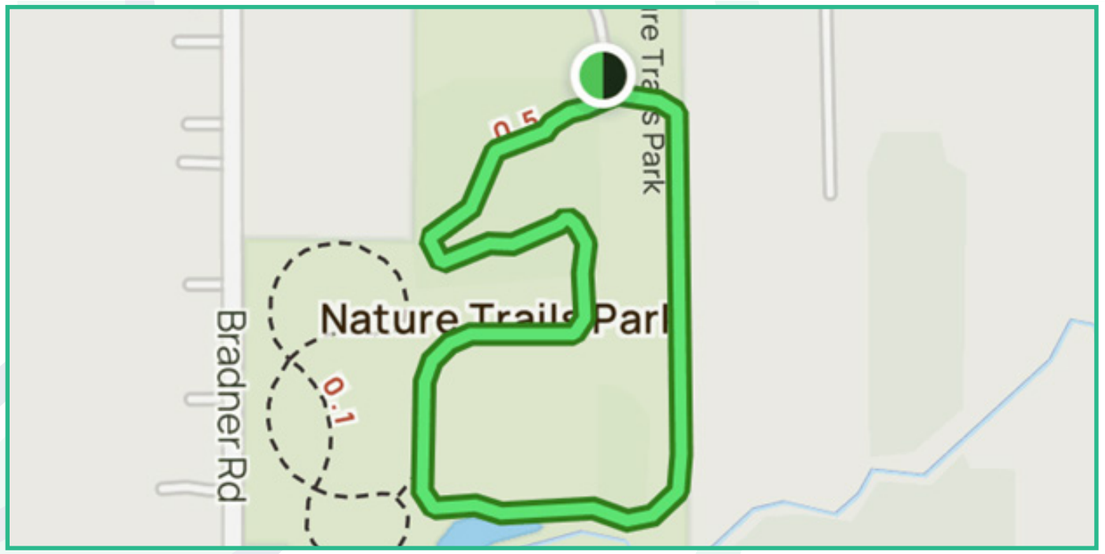
Management). In 2023, city officials worked with the Maumee Area of Concern organization on an aquatic restoration project in the Nature Trails Park including the stabilizing 1,400 foot of eroding streambank, installing locked and bendway weir and other miscellaneous items.

Northwood Tree Grant Program and Tree Preservation Ordinance

In an effort to increase the City's Urban Tree Canopy, City officials adopted a residential tree Grant program that provides reimbursement to Northwood residents for up to two trees planted annually on their property, outside of the right of way. Species of tree must be from on the City of Northwood's Suggested Tree List provided by the Tree Commission.

To help bolster the protection of trees during the development process, city officials could also pass a tree preservation ordinance that requires developers to submit a detailed plan, prepared by a certified arborist, that identifies all trees on the site, designates protection zones, and details protection methods.





Nature Trails Park has trails near Dry Creek, though the trails primarily feature a riparian restoration project and a scenic, one-mile loop trail that includes various exercise stations and benches. This trail system could continue west along Dry Creek and its tributaries to Williston Road and to Dalling Drive to connect to the City's Enclave development.

CGR-9 Prepare a Parks and Recreation Master Plan

Developing a parks and recreation plan is crucial for a city like Northwood to properly plan and meet the growing need for enhanced recreational facilities and programs for all ages, especially seniors, youth and young families. While the recent opening of the community center and improvements to existing parks are commendable, a forward-looking plan is essential to ensure a vibrant and healthy community for decades to come. A parks and recreation master plan can ink a forward-looking strategy for setting long term goals, improving existing assets, expanding facilities and programming, and securing funding that coincides with the city's annual capital improvement process.

In addition to improving the health and quaility of life for residents and aligning with their interests (from recent surveys), refined park and recreational assets can aid to boost Northwood's economy by:

- **Positioning the Northwood Community Center:** This Plan will help to provide guidance to city officials in establishing strategic priorities for the new community center in way of programming, staffing and maintenance and expansion of facilities.
- **Increasing Property Values:** Properties located near well-maintained parks and green spaces often have a higher value, which in turn can increase the city's tax revenue.
- **Generating Revenue:** Parks and recreational facilities, especially a hockey facility at the Enclave, can be a major draw for tourists and visitors, especially if they host sports tournaments. This brings in revenue for local businesses like hotels, restaurants, and retail stores. According to the "contribution analysis" prepared using economic forecasting software IMPLAN, the facility will generate between $4,353,004 and $6.5MM per year (in the initial project years), which will increase as the development of



Northwood's Brentwood Park is home to a majority of the city's active recreational activities. A parks and recreation plan will help city and park officials in aligning park improvements to the city's capital planning process.

CGR-9 Prepare a Parks and Recreation Master Plan (con't)

the Enclave matures.

- **Attracting Businesses and Residents:** A high quality of life, which is often tied to accessible parks and recreational opportunities, is a key factor for both businesses and new residents when deciding where to locate. This can lead to job growth and a stronger economic base as new residents generate additional income taxes for the city.

The city's healthy reserve balance and forward-looking economic development initiatives provide a solid foundation for funding these improvements. The Recreation Department, led by the Director of Recreation, should oversee the implementation of this plan, working in conjunction with the Public Works Department for maintenance and the City Administrator's office for budget and long-term planning.



City officials are working with regional stakeholders in the development of a hockey facility at the Enclave.

CGR-10 Pursue the Feasibility of a Parks Levy or Joint Recreation District

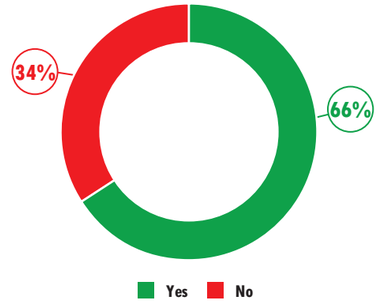
In 2021, city officials surveyed residents about preferred community center amenities, and a majority of respondents indicated support for a parks levy to help generate additional revenue to support the new community center.

While the city's new community center, which opened in 2024, is a major asset, residents and students involved in the planning process indicated interest in additional programming, enhancing pedestrian connectivity and park and recreational amenities in the community and the community center.

To support these improvements, city officials may need to allocate general revenues, seek approval for a parks levy from city residents, or even collaborate with Lake Township residents to establish a joint recreation district. Currently, Lake Township residents account for a significant number of new members at the Northwood Community Center.

Under the Ohio Revised Code, communities in Ohio may form joint recreation districts to generate funds for equipping, operating, and maintaining facilities such as parks, inclusive playgrounds, gymnasiums, swimming pools, or recreation centers. The purpose is to support recreational activities and preserve open spaces. These entities have the authority to issue bonds and repay debt through levies, sales, and other revenue sources. Additionally, joint recreation district boards can be involved in improving natural watercourses (ORC 755.28), which could contribute to the development of trail systems, including those that could be placed along Dry and/or Cedar Creeks if and when riparian setbacks are developed.

Unlike all other cities in Wood County, Northwood does not have a parks levy. Would you support a City parks and recreation levy to generate additional resources to support park facilities, paths, and programming at the Northwood Community Center?





CGR-11 Improve the Public Realm

Improving the city's sightlines and aesthetics through public realm space improvements like gateways, signage and public furniture (benches, etc.) can help to shape the community's economic trajectory, strengthen its identity, and make it magnetic to both residents and investors. In fact, community branding as a form of economic development and is the "emotional infrastructure" of a community—it's what makes people want to invest their time, money, and future there. Without it, even well-planned developments can feel disconnected or fail to reach their potential.

Over time these well maintained public amenities will help Northwood in creating a clear identity and sense of place. People choose where to live based not only on jobs or housing, but on whether they feel they "belong" there.

The Plan supports investments in branding elements deployed in key gateway locations. Major gateways into the City of Northwood include Woodville Road, I-280 at Curtice Road and Woodville Road and Wales Road at I-75. Secondary gateways located on the eastern side of Northwood include the intersection of Curtice Road and Fostoria Road, and the intersection of State Route 579 and Fostoria Road. These gateway areas should be targeted for enhancements such as, landscaping, sign regulations, and urban design standards that will provide visitors with a good impression of Northwood.



Further steps to accentuate key areas of the community could include:

1. City officials should continue to work with ODOT in regard to additional aesthetic improvements from the I-75 and I-280 interchanges. See renderings in Chapter: Plan Areas for ideas related to I-75 improvements in the Interstate Commerce Planning Area and Woodville Road East Planning Area for I-280 aesthetic improvements.

2. Locations for major landmark gateways and upgraded signage would include high trafficked roads such as:

- Woodville Road (SR 51)
- Wheeling Road
- Oregon Road
- SR 579 at North Fostoria Road

3. Other less-trafficked locations in Northwood could have standard gateway signage. These locations would include city entry points at:

- Tracy Road
- East Broadway Street
- South Coy Road
- South Wynn Road
- Curtice Road at North Fostoria Road
- Lemoyne Road
- Drouillard Road

4. City officials should continued to tie community branding into planning, infrastructure projects, new residential subdivisions, and into major redevelopment projects like the Enclave and the revitalization of the former Great Eastern shopping plaza.

CGR-12 Leverage Resources for Growth and Revitalization Efforts

Growth and revitalization are a top priority for city officials and residents. To help with this important endeavor, city officials should continue to pursue the appropriate resources to seek federal, state and local programs and resources to promote capital investments, development projects, pedestrian connectivity, and neighborhood revitalization. Northwood currently utilizes various economic development programs and tools in support of growth and redevelopment efforts. This Plan supports the deployment of these tools which include:

Community Reinvestment Area

City Officials have designated specific areas in the city as Community Reinvestment Areas to promote new development and revitalization. The program provides up to 100%, 15-year abatement for new real property valuation in conjunction with commercial and industrial projects that must be negotiated on a case- by-case basis in advance of construction occurring. Residential development is supported 100%, 15-year abatements that should be promoted to encourage new residential development or to encourage residential reinvestments in targeted neighborhoods (Homecraft, East Garden, Hayes Place and Biltmore Gardens).

Community Development Block Grants (Formula and Competitive Programs)

CDBG Community Development Program provides communities with flexible funding for housing and community development projects that address the needs of low-and moderate-income (LMI) individuals or the elimination of slum and blighted properties/infrastructure. Funds are allocated annually by the Ohio Department of Development and coordinated by Wood County Planning Commission.

Historically, no census tracts in Northwood's were determined to be "low-to-moderate" income due and it was ineligible to receive CDBG funds.

ODOD's competitive CDBG programs could possibly be used to promote neighborhood revitalization and critical infrastructure programs but would first require income surveys in the "target area" to substantiate need. In 2017, city officials received $199,000 in CBDG Critical Infrastructure (CI) program funds to improve 1,190 linear feet of streets, curbs and gutters along Maryland Place near Brentwood Park. One area the city officials could seek to utilize CDBG funding would be in the redevelopment of the Great Eastern footprint, and doing so would require the city to declare the property blighted by city ordinance.

Woodville Road Renewal Grant / Façade Improvement Program

The Facade Improvement Program is intended to encourage building renovations that address blighting conditions by offering financial incentives to property owners who improve the exterior appearance of their commercial buildings within the target area along Woodville Road. This program is designed to assist building owners committed to the stabilization and repair of existing structures for the long-term benefit of Northwood's central business district. Over 15 businesses have received matching grant funds from the program since its inception in 2017.

Jobs Creation and Retention Program

Businesses that intend to create and/or retain jobs with a minimum payroll of $500,000 may be eligible for Northwood's Jobs Grant program, for up to ten years. A preference will be given to corporate offices, manufacturers and critical-need businesses as determined by the city administration. Retail, restaurant, entertainment/hospitality-related businesses are also eligible for the jobs grant program but only in the "central business district" as noted in the Economic Development Incentives Map in the Planning Conditions Chapter.

To be eligible for the jobs grant, applicants must have their jobs grant application approved by Northwood City Council prior to the start of their project.

Better Buildings Program- Energy Special Improvement District (ESID)

Northwood's inclusion in the Northwest Ohio Advanced Energy Improvement District provides for owners of energy inefficient with an outlet of funding for repairs. Eligible property owners have the ability to tap into the Better Buildings Program for 100%- 15 year full-cycle flexible financing for projects that focus on conserving energy and generate savings through equipment upgrades to existing facilities, with lighting and building controls, HVAC, boilers and chillers, compressors, motors/drives, refrigeration, waste energy recovery, and electrical distribution. Many of Northwood's aging commercial buildings located along the Woodville Road corridor in Woodville West and Woodville East Planning Areas and along Tracy Road in the Interstate Commerce Planning Area could benefit from this program.

NatureWorks, Clean Ohio Trails, Recreation Trails (RTP), and Land & Water Conservation Programs (ODNR)

City officials could tap these grant programs to help activate the public spaces and other parks. These grant programs provide up to 75% (or 50% for LWCF) reimbursement assistance for local government subdivisions like townships, villages, cities, counties, park districts, joint recreation districts, and conservancy districts for the acquisition, development, and rehabilitation of recreational areas. The City of Northwood is currently designated (as of 2025) as a high need community and has priority for the Clean Ohio Trails program.

CGR-12 Leverage Resources for Growth and Revitalization Efforts (con't)



Main Street and related public infrastructure was constructed using tax increment financing proceeds.

Special Improvement Districts

City Officials and property owners could explore the opportunities of a Special Improvement District (SID) to raise revenues for commercial enhancements along Woodville Road and even Oregon Road. The advantages of SIDs authorized under Ohio Revised Code (Chapter 1710) allow property owners to create a plan for public redevelopment and services such as marketing and special events, streetscape improvements, maintenance, and security. Property owners vote to agree to incrementally assess themselves for implementation of the plan. The primary advantage of a SID is the localized control by property owners within the SID to determine how assessment funds are spent. Many central business districts in Ohio are promoted and maintained using SIDs.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is an economic development mechanism to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. A TIF works by locking in the taxable worth of real property at the value it holds at the time the authorizing legislation was approved. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance project elements as defined within the TIF legislation. Northwood has utilized TIFs twice; once to help court Alcoa to the community in 1995 and to help pay for infrastructure to support the Enclave. Other locations to deploy tax increment financing would be at I-75 and Wales Road and I-280 at Woodville Road.

Transportation Alternative Program (ODOT)

The Transportation Alternatives Program (TAP) provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.

Utility and Infrastructure Funding Programs

Northwood should continue to pursue all available funding sources, such as the Water Pollution Control Loan Fund (WPCLF), Water Supply Revolving Loan Account (WSRLA), Ohio Water Development Authority (OWDA), Ohio Department of Transportation (ODOT), Ohio Public Works Commission (OPWC), Economic Development Administration- Public Works Program (EDA), and Community Development Block Grant (CDBG), to fund utility projects. In addition, utility charges should be reviewed periodically to ensure a healthy operational budget and to offset the possibility of budget deficits with utility funds.

COMMUNITY SERVICES AND INFRASTRUCTURE

The local water and sanitary sewer systems serving the City of Northwood are operated by the Northwestern Water & Sewer District (NWWSD) and are generally able to support existing development, with on-going improvements to replace aging facilities and improve service. Future growth and development will require extensive collaboration with the NWWSD. Local streets and storm facilities are generally in a serviceable operating condition, with weaknesses identified by City staff within drainageways and for older subdivisions with clay tiles for storm drains. Open land is available for future development but will be nominally constrained due to costs for utility extensions and prior debt service incurred for trunk system extensions completed in the past. Further growth will need to be carefully evaluated to avoid placing undue financial stress on the community.

CSI-1 Pursue Formal Membership with Northwestern Water & Sewer District (NWWSD)

The City of Northwood receives water and sanitary sewer services from the City of Toledo and City of Oregon through the Northwestern Water & Sewer District (NWWSD). The City of Northwood does not currently have a formal working agreement with NWWSD and receives limited representation for decisions related to capital planning through the Lake Township Representative Member of the NWWSD Board and District Staff. Membership with the NWWSD would enhance access and opportunity for greater representation to the City of Northwood to influence policies and strategies affecting local residents and the business community, as well as planning for capital improvement projects.

NORTHWESTERN
THE DISTRICT
WATER & SEWER

CSI-2 Continue Collaboration in Planning Infrastructure Improvements with NWWSD

The City's Public Service Department and Engineer communicate regularly with NWWSD Staff to review capital improvement plans throughout the City. Continuation of such collaboration will aid in avoiding missteps in the implementation of public works projects and enable planning for phased programs to consolidate utility improvements for cost savings and attractive financing alternatives.



CSI-3 Update 2004 Stormwater Master Plan, including Review of Stormwater Utility Fees (City Code Sections 208.05(i) & 1046)

Efficient conveyance and management of stormwater and runoff within a community aids to protect private and public assets and improve water quality within local receiving streams. The 2004 Master Plan developed for the City included mapping for the local stormwater conveyance system, as well as a recommendation for the replacement of deteriorating storm sewers within older subdivisions that may be financed with revenues generated by the local Stormwater Utility Fees. A detailed review of long-term strategies for continued improvements to the stormwater conveyance systems and inclusion of detailed local stormwater detention requirements and funding strategies for re-evaluation of fees and rates for the stormwater utility should be undertaken.

Updating the City-Wide Stormwater Master Plan will identify existing deficiencies and potential opportunities to enhance stormwater drainage to help reduce I/I entering the sanitary and combined sewer systems. The Stormwater Master Plan should also include an assessment of open ditches and drainageways, as well as a detailed review planned capital improvement projects and the funding needed to accomplish them.

The City's stormwater utility was originally implemented in 1995 and should be evaluated within the context of the Stormwater Master Plan. Updates to the City's stormwater utility rates and methodology may be required to enable the City to pursue the funding necessary to complete the proposed capital improvement program.

CSI-4 Pursue Inclusion in Petition Ditch Programs to Improve Stormwater Capacity

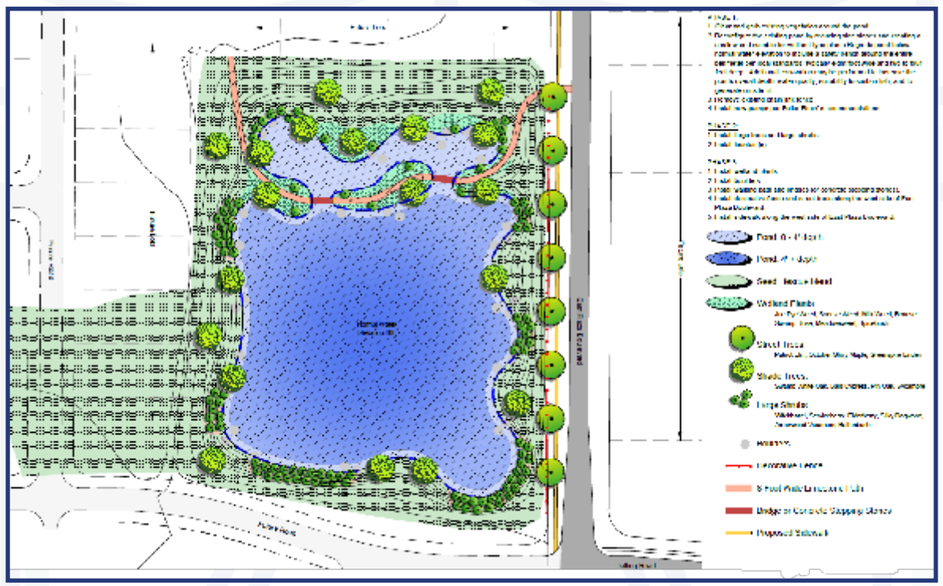
Primary storm outlets from the City of Northwood are predominantly into channels and ditches that pass through other communities and counties, including Otter Creek (Oregon & Toledo), Wolf Creek (Oregon) and Dry Creek & Cedar Creek (Ottawa & Lucas Counties). Downstream restrictions due to excessive sedimentation, logjams and other obstructions can cause backwater in the streams that result in localized flooding within the City. Coordination and cooperation with the other governmental entities to develop and support long-term maintenance petitions for the respective watersheds will aid the City of Northwood in reducing the impacts of severe rain events and allow for continued development within the community.



The ditch along Curtice Road is one of several in the city limits that could benefit from long-term maintenance provided by the petition ditch program.

CSI-5 Improve Storm Water Management, Including Low-Impact Design (LID) Solutions to Reduce Runoff and Improve Water Quality

The local subdivision design standards, adopted in 2002, currently provide requirements for stormwater conveyance but do not formally define stormwater detention requirements and the specific format for detention calculations, including reference to low-impact design (LID) solutions. The local stormwater regulations were adopted in 2001 to bring the City into compliance with Ohio EPA rules. The Ohio EPA Construction Stormwater General Permit provides requirements for control of sediment and nutrients discharging from private and public construction sites greater than 1.0-acres. While the Ohio EPA regulations are a significant driver for water quality, the volume of storage required to meet the regulations are generally limited to the "first flush" of runoff from a proposed site or subdivision. Development of detailed local standards for stormwater detention would aid to reduce localized flooding within the City of Northwood and in improving water quality within local streams. The City should consider amending the Zoning Code and modifying local design standards to encourage and, potentially, incentivize the use of LID solutions within the updated code sections to reduce the adverse impacts of proposed development to the stormwater systems and receiving streams.



The development of The Enclave site included a stormwater retention pond. These ponds can have the added benefit of providing habitat for a variety of plant and animal species.

CSI-6 Create Pavement Rating System to Prioritize Capital Improvements

Development of a local pavement rating system and database for the City of Northwood Public Works Department would enable City administration and staff to proactively plan and define budgets for pavement improvements as a data-driven, objective process. The City should pursue proposals from outside consultants to provide a detailed pavement management and rating system that can serve as the start and linked to a local GIS system.

CSI-7 Pursue Feasibility of Creating a Street Improvement Levy to Generate Revenue for Capital Programs

The maintenance and upgrades to local streets and roadways within the City of Northwood are currently funded through the General Fund and can be a very costly endeavor for the community. There is a significant benefit for those communities that have established a dedicated capital improvement fund for financing road and non-motorized facilities. These transportation-dedicated funds may be utilized to begin making improvements to roadways and pedestrian/bicycle facilities throughout the City. Additionally, the vast majority of state and federal funding programs require local matching funds of typically 10% to 50% of the costs of a project. Having a dedicated local funding source for transportation improvements would generate local matching funds to better-position the City when pursuing these state and federal funding programs.

CSI-8 Update/Modernize Engineering Rules & Local Design Standards, Including Annual Review & Update to Subdivision Regulations

The current rules and regulations established for new developments and site planning within the City of Northwood have been very effective, but many aspects of the local code were adopted in 2002 (or before) and have not received significant recent updates. Review and update to the local design standards should be completed to meet current best practices and regulations. The updated rules and standards can also become a valuable resource for developers and designers interested in completing local projects. Updated subdivision regulations and engineering standards should be created and amended periodically to also reflect the findings of the water and sewer modeling efforts and stormwater management, as well as other local policies developed for the benefit of the community.

A general set of standard construction drawings, notes and details, reflecting local preferences for acceptable materials and installation and other generally accepted standards through organizations such as ODOT and ASTM and incorporating details provided by the NWWSD should also be developed for local public capital improvement projects as well as for private developments connecting to or reliant upon City and NWWSD systems. Review and update of these local construction standards should occur at least annually, and the documents should evolve as issues are identified from project to project and to reflect current state and federal regulations. All documents should be compiled and readily available as downloads through the City of Northwood website. Such transparency and availability of City-wide standards can be a tremendous asset for continued economic development by ensuring consistency from project to project. These standards also aid in creating efficiencies by standardizing review processes and ensuring common materials are utilized to enable the respective departments to maintain reduced stock for maintenance.

CSI-9 Pursue Feasibility of Extending Sanitary Sewers to Eliminate Failing Septic Systems

Existing homes located along Bradner Road (south of Curtice Road) and Curtice Road (near the intersection of Wynn Road) are served by home septic treatment systems (HSTS) that discharge to local streams. Unfortunately, these HSTS's are beginning to fail and contribute to poor water quality and odors within the streams. The NWWSD has completed initial evaluation of concepts to capture the waste generated by these homes but have determined that the costs associated with serving the small number of homes is too high to pursue as a single project and would place an undue burden on the residents. Engagement with the Ohio EPA could aid the City and NWWSD to optimize the technical and financial resources to enable completion of sanitary sewer improvements to serve these homes and create additional opportunity for development within the easterly third of the City of Northwood.

CONNECTED COMMUNITY

CC-1 Develop Thoroughfare Plan with Access Management Strategies

In recent years, Northwood has made significant strides in overcoming long-standing east-west connectivity challenges, particularly those caused by railway crossings that historically divided the community.

A thoroughfare plan provides a long-term roadmap for a community's transportation network by identifying future roadway needs to meet anticipated growth and connectivity. Its purpose is to guide public and private investment, ensure system connectivity and uniformity, promote balanced transportation modes, maintain quality of life, and inform the public about future roadway development needs based on projected demands over the next 20 years related to potential land use changes and growth.

A Thoroughfare Plan should include the development of Access Management Strategies and Policies, with the focus being on balancing the competing needs of traffic mobility and land access. Access Management will protect the function, capacity, and safety of the roadway system, especially the arterial roadways, while providing adequate access to abutting properties. These Access Management policies will aim to improve traffic flow, reduce crashes, and shorten travel times by strategically managing the number, location, and design of driveways, intersections, and traffic signals within a community.

A Thoroughfare Plan will evaluate the common modes of transportation including vehicular traffic, truck traffic, transit (or demand-response services), and enhancing the roadway network for improved safety for vulnerable road users (pedestrians, bicycles, motorcycles, wheelchairs, and electric scooters. One significant benefit of having a Thoroughfare Plan is that many Federal and State funding programs rank funding applications higher for those communities that have the project they are applying for funding in a Thoroughfare Plan document.



The 2004 Thoroughfare Plan recommended several road extensions to include connecting Wise Street, extending East Plaza Boulevard to Curtice Road and improving east-west connectivity by realigning Wales Road and connecting existing and planned subdivisions to Bradner Road.

CC-2 Establish a Dedicated Capital Improvement Fund or Levy to Finance Road and Pedestrian/Bike Connectivity Improvements

Infrastructure is costly to maintain and to improve within a community. At the present time, Northwood allocates portions of its general fund to maintain and improve roadways and infrastructure in the city. There is a significant benefit for those communities that have established a dedicated capital improvement fund for financing road and non-motorized facilities. These dedicated transportation funds would be used to begin implementing systemic improvements to roadways and pedestrian/bicycle facilities within the City of Northwood. Having such a funding source dedicated to transportation improvements provides a local match that is needed for many of the state and federal funding programs that typically require anywhere from 10% to 50% of the costs of a project. Having a dedicated local funding source (e.g., street levy) for transportation improvements is very beneficial to chasing these state and federal funding programs to leverage these funds from outside sources.



Sidewalk improvements along Sheffield Place in August 2025.

CC-3 Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Tracy Road

The existing four-way stop control intersection of Tracy Road and Wales Road experiences traffic queues and delays during peak traffic periods of the day. This intersection contains significant truck traffic given the various manufacturing; industrial and warehousing facilities located in the vicinity. It is recommended that a feasibility study be conducted to assess geometric and traffic control improvements for the intersection (such as a roundabout or traffic signal).



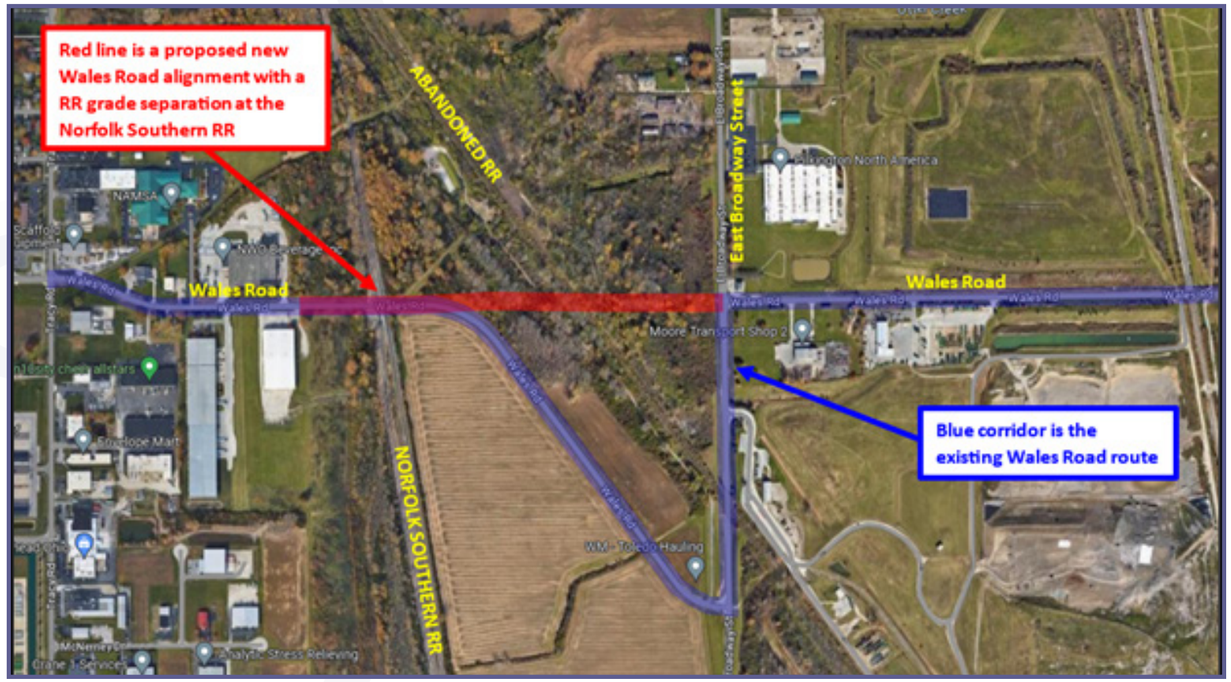
CC-4 Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Oregon Road

The intersection of Wales Road and Oregon Road is a gateway into the community of Northwood from the I-75 corridor with the interchange of Wales Road with I-75. The intersection of Oregon Road and Wales Road is immediately adjacent to this interchange, and experiences heavy truck traffic given all the nearby warehousing; distribution centers; logistical hubs; manufacturing; and industrial sites of the area. It is recommended that a feasibility study be conducted to assess geometric and traffic control improvements for the intersection (such as a roundabout) to improve the traffic flow and safety of this intersection. A detailed study once completed would be used to apply to applicable funding programs through agencies like TMACOG, ODOT, and OPWC.



CC-5 Grade Separation Feasibility Study at Wales Road and Norfolk Southern Railroad, including relocation of Wales Road to align with E. Broadway Street & N. Wales intersection

The existing at-grade railroad crossing on Wales Road in western Northwood has been a concern by residents and businesses for many years as trains tend to stop and block this crossing for lengthy periods of time. Wales Road also has a significant "jog" in the corridor as it traverses southward onto East Broadway Street instead of continuing directly east-west, as shown on the graphic below. In 2025, Northwood submitted a preliminary funding application to the Ohio Rail Development Commission (ORDC) for consideration of receiving funding to conduct a grade separation feasibility study to determine if a grade separation and roadway realignment would be feasible. If funding is secured, the feasibility study would begin to assess the need for the project and the type of grade separation facility that would best fit the location.



CC-6 Coordinate with Lake Twp. on Grade Separation Feasibility Study at Lemoyne Road and Norfolk Southern Railroad

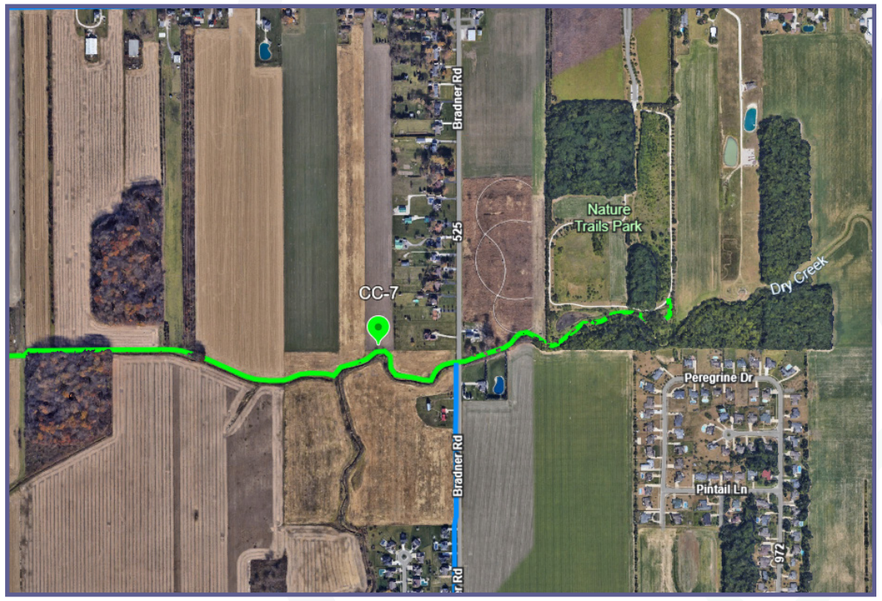
The existing at-grade railroad crossing on Lemoyne Road, located just south of the Northwood Schools campus, experiences frequent slow-moving trains and stopped trains, which causes significant delays and re-routing of traffic. The at-grade railroad crossing is located within Lake Township; however, the Northwood Corporation limit is located just 1,700' to the north of the railroad crossing. It is recommended that the City of Northwood and Lake Township collaborate on conducting a grade separation feasibility study to determine if a potential grade separation is feasible at this railroad crossing. A detailed feasibility study once completed, would be used to apply to applicable funding programs through agencies like TMACOG, ODOT, ORDC, Federal Railroad Administration, OPWC, and State Infrastructure Bank (SIB) loans.



Lemoyne Road facing north toward Northwood at the rail crossing.

CC-7 Develop Shared Use Path from end of Wise Street east to Nature Trails Park as shown in the Northwood-Oregon Bike Plan - following alongside Dry Creek for part of alignment

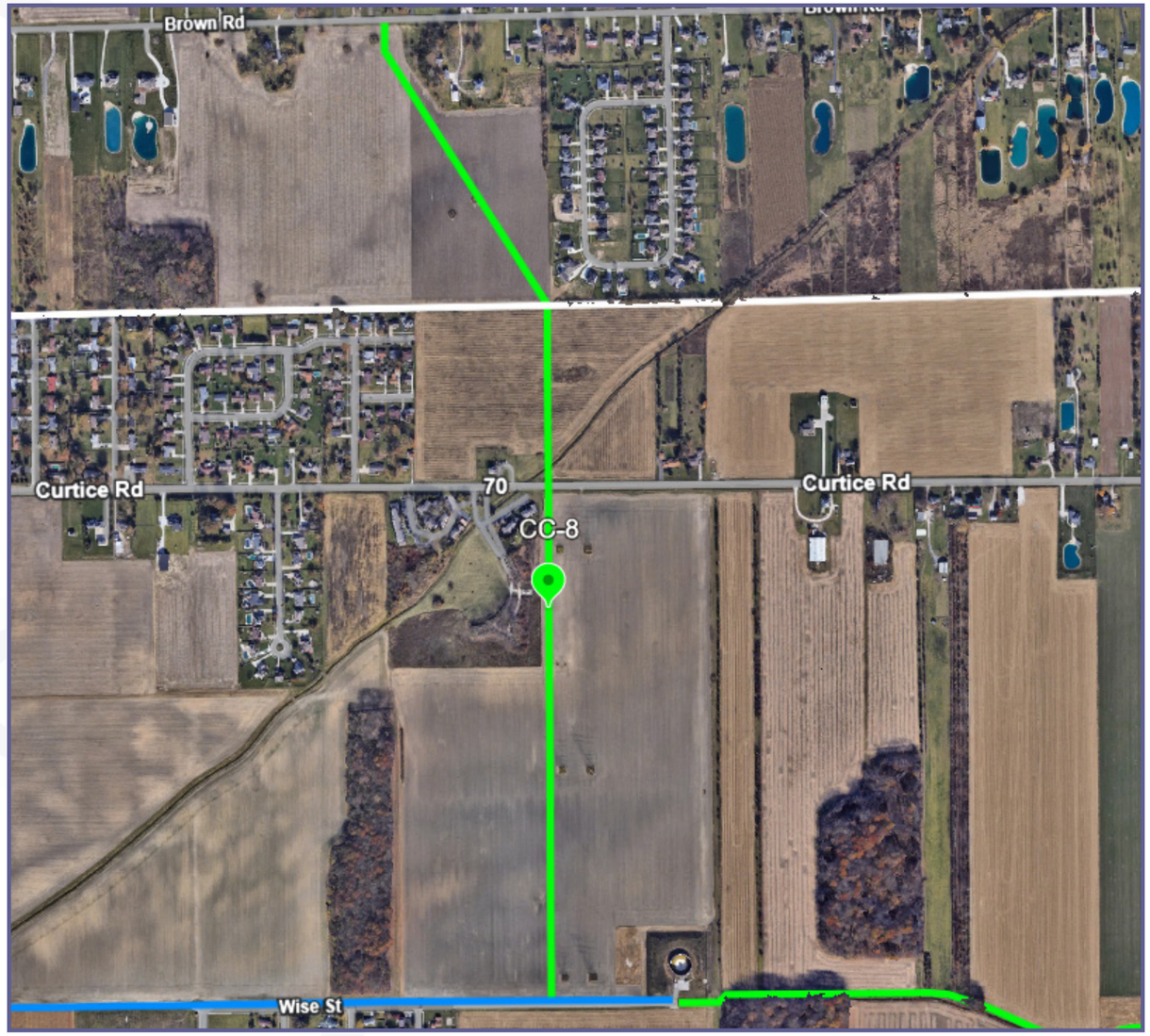
It is recommended that the City of Northwood begin implementing recommendations from the Northwood-Oregon Bike Plan in phases. One of the recommendations in the bike plan is to construct a Shared Use Path (SUP) from the end of Wise Street located north of the Enclave development, eastward to Nature Trails Park. A strategy to apply for various funding programs will be critical for implementing the construction of the SUP. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



Shared use path depicted in green.

CC-8 Develop Shared Use Path (SUP) from Wise Street where the transmission tower easement crosses and heads northward to Curtice Road, and then northward to Brown Road in Oregon where the existing SUP is found, following the transmission tower easements the entire way - as shown in the Northwood-Oregon Bike Plan

It is recommended that the City of Northwood begin implementing recommendations from the Northwood-Oregon Bike Plan in phases. One of the recommendations in the bike plan is to construct a Shared Use Path (SUP) from the end of Wise Street located north of the Enclave development, eastward to Nature Trails Park. A strategy to apply for various funding programs will be critical for implementing the construction of the SUP. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



Shared use path depicted in green.

CC-9 Complete sidewalk coverage gaps along Curtice Road from West Point Drive to Lemoyne Road and then along Lemoyne Road southward to SR51 (Woodville Road)

The City of Northwood submitted a funding application to TMACOG in 2025, to the Transportation Alternatives Program (TAP) and the Carbon Reduction Program to improve sidewalk connectivity of the area by filling in sidewalk coverage gaps and enhancing connectivity to other pedestrian facilities already in place.



Completing sidewalk gaps along Curtice Road and Lemoyne Road (highlighted in yellow, was noted by many residents who completed the surveys as an asset that would help students safely travel from neighborhoods in the north to the school complex located to the south.

CC-10 Enhance pedestrian safety at the intersection of Lemoyne Road and SR 51 (Woodville Road)

The City of Northwood submitted a funding application to TMACOG in 2025, to the Transportation Alternatives Program (TAP) and the Carbon Reduction Program to improve sidewalk connectivity through the intersection of Lemoyne Road and SR51. This would include enhanced crosswalks, improved pedestrian signal heads, ADA curb ramps and sidewalk extensions towards the north along the west side of Lemoyne Road to connect to an existing sidewalk that is in place.

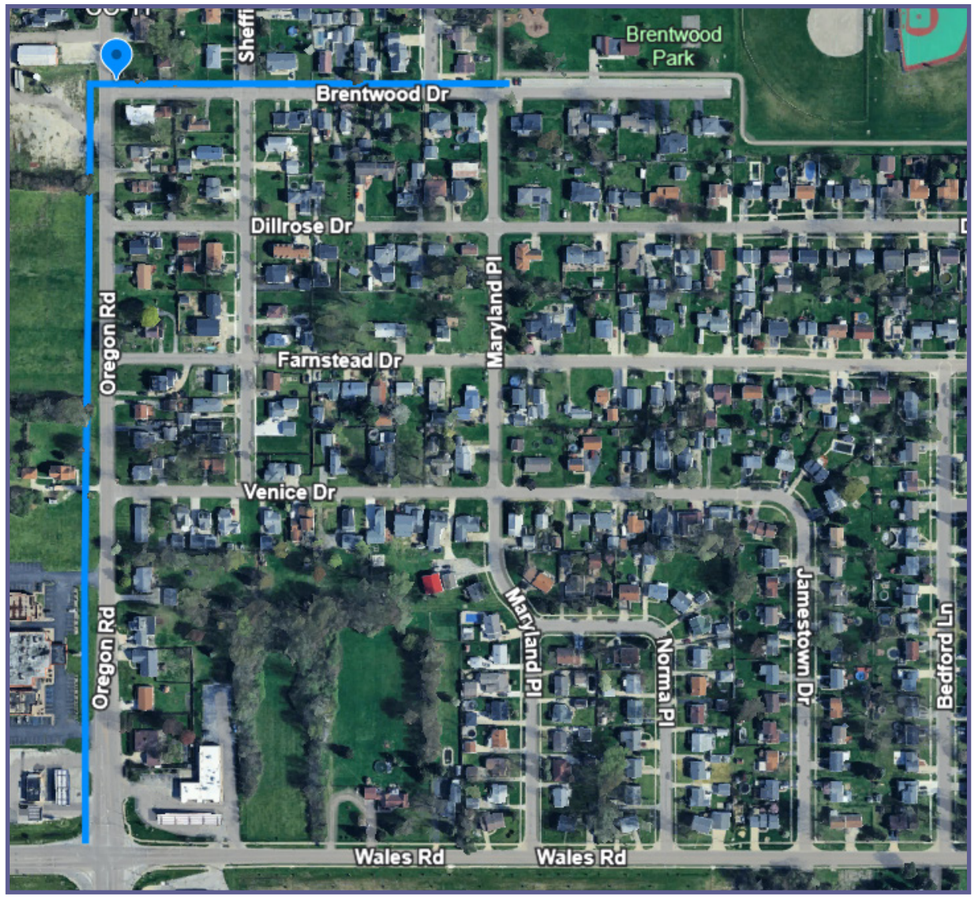


The intersection of Lemoyne Road and Woodville Road looking northeast.

CC-11 Develop bike facility (type to be determined) along Oregon Road from Wales Road to Brentwood Drive, then along Brentwood Drive to Brentwood Park

It is recommended that the City of Northwood begin implementing recommendations from the Northwood-Oregon Bike Plan in phases. One of the recommendations in the bike plan is to construct a bike facility (to be determined) along Oregon Road from Wales Road northward to Brentwood Drive, and east along Brentwood Drive to the Brentwood Park Path. The City has made substantial strides in improving the pedestrian connectivity of the area, completing sidewalks along the east side of Oregon Road from Wales Road to West Andrus Road in 2025, but bicycle-safe routes remain limited.

A strategy to apply for various funding programs will be critical for implementing the construction of the SUP. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



A potential bike facility is depicted in blue.

CC-12 Develop bike facility (type to be determined) along Tracy Road from Brentwood Park entrance northward to East Andrus Road and then eastward to East Broadway Street

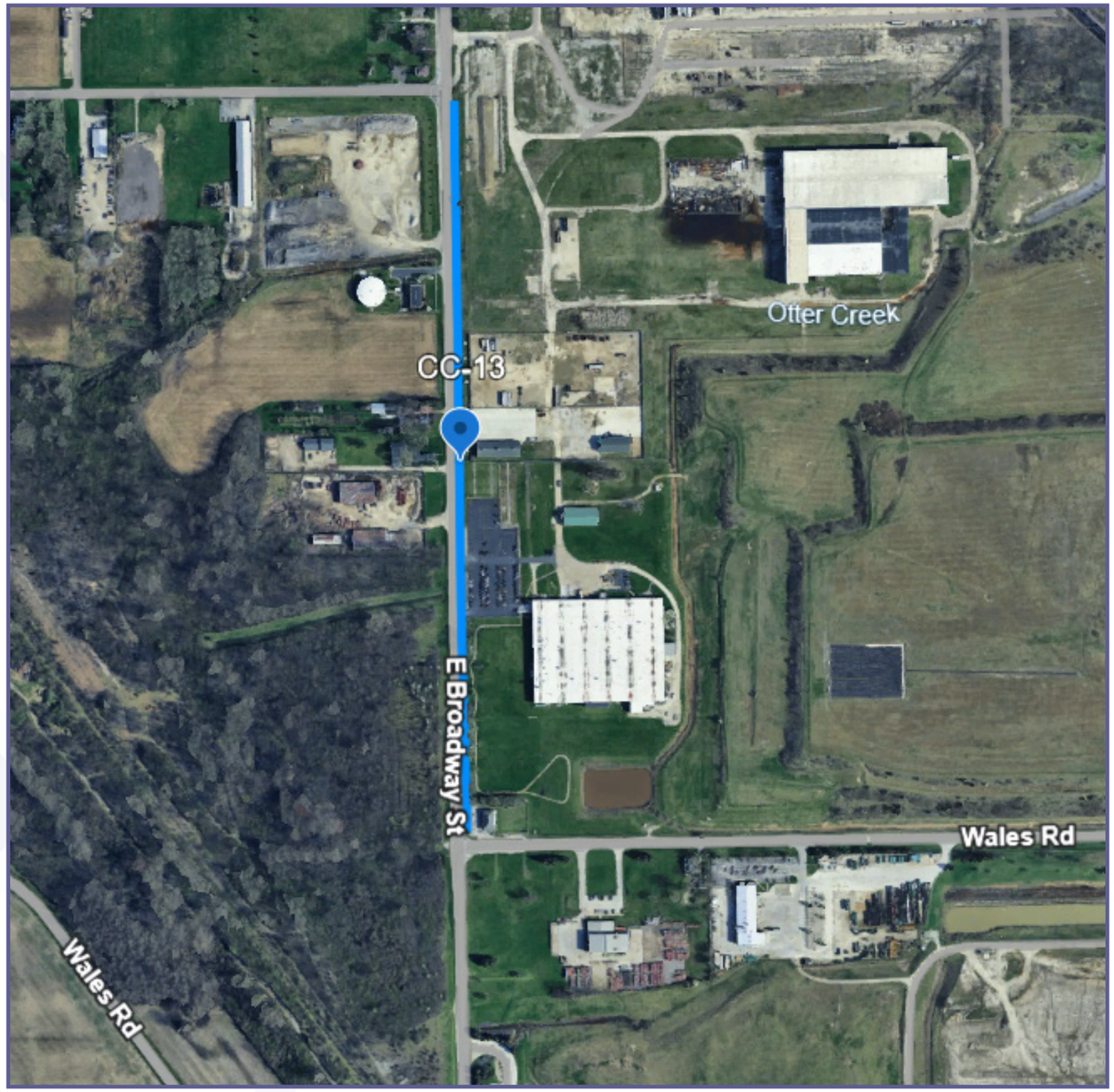
It is recommended that the City of Northwood begin implementing recommendations from the Northwood-Oregon Bike Plan in phases. One of the recommendations in the bike plan is to construct a bike facility (type to be determined) from Brentwood Park northward along Tracy Road to East Andrus Road to East Broadway Street. This bike facility connector would provide access to Brentwood Park from the surrounding neighborhoods. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program.



A potential bike facility is depicted in blue.

CC-13 Develop bike facility (type to be determined) along East Broadway Street from East Andrus Road southward to Wales Road

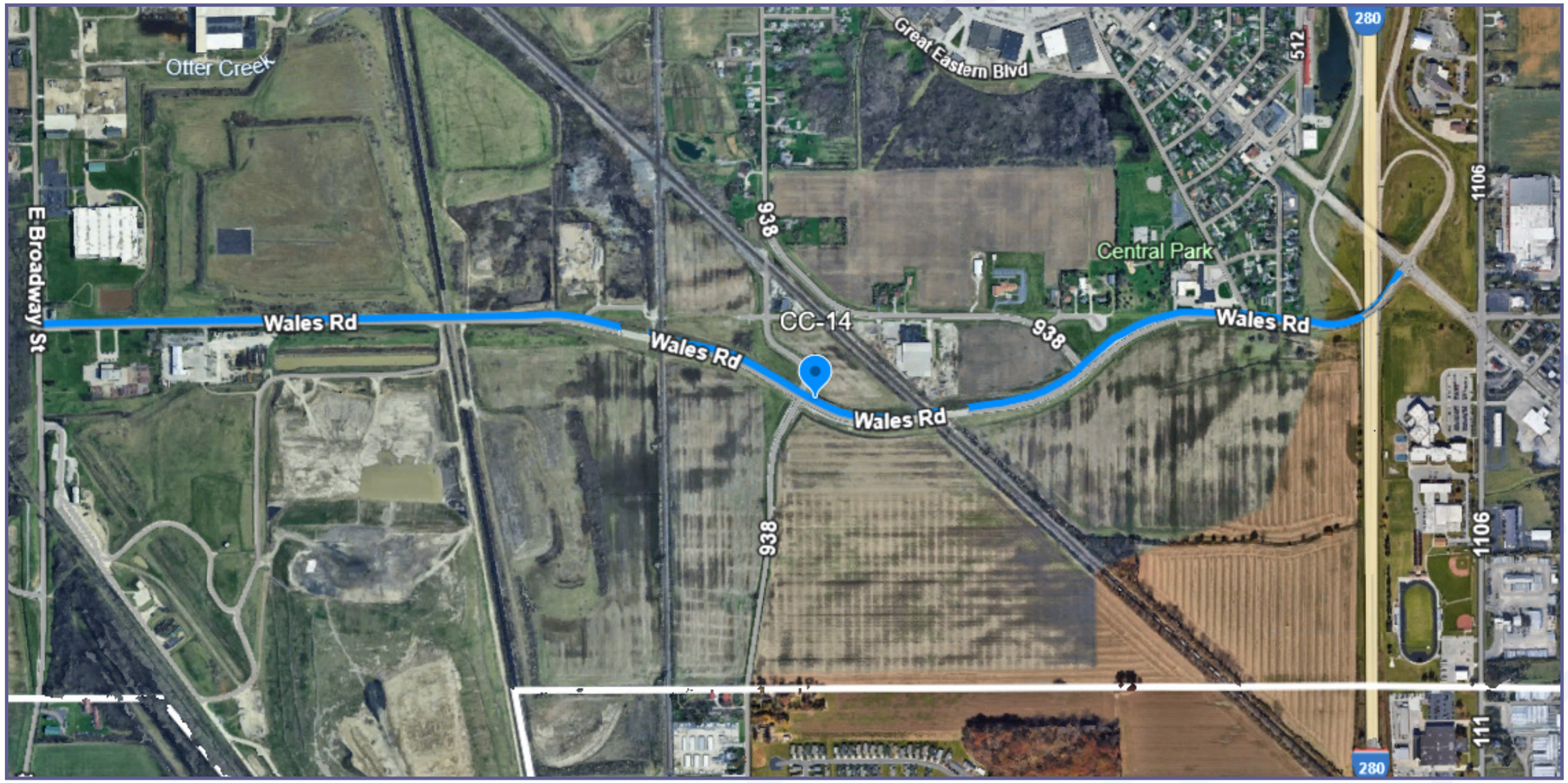
This section of a proposed bike facility would continue a bike facility along East Broadway Street to Wales Road. This bike facility is a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



A potential bike facility is depicted in blue.

CC-14 Develop bike facility (type to be determined) along Wales Road from East Broadway Street eastward to SR 51 (Woodville Road)southward to Wales Road

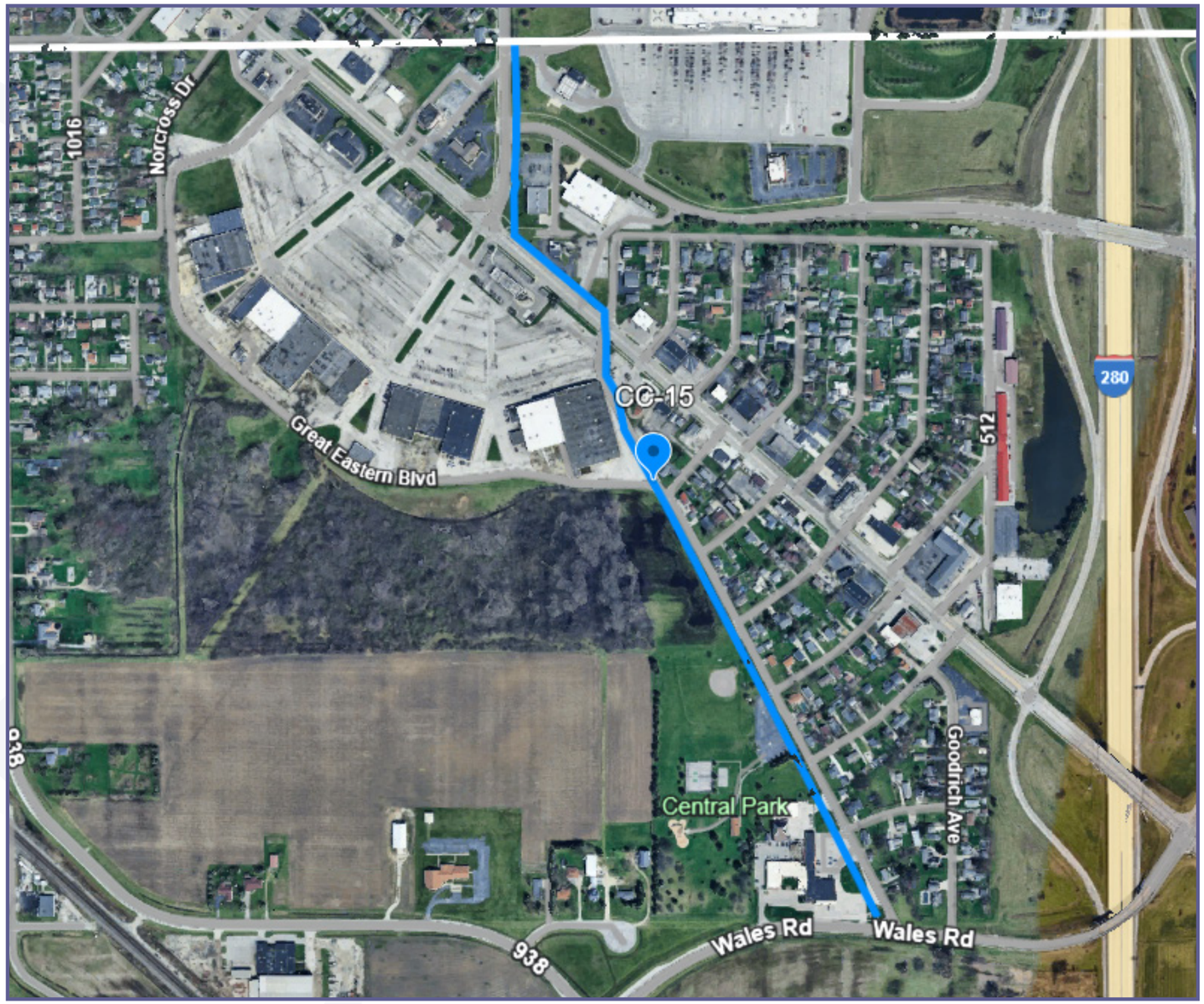
This section of a proposed bike facility would provide a continuous bike facility along Wales Road from East Broadway Street to SR51 (Woodville Road). This bike facility is a recommendation from the Northwood-Oregon Bike Plan. This key bike facility would connect the Northwood Schools complex to the residential areas in the western part of the city. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



A potential bike facility is depicted in blue.

CC-15 Develop bike facility (type to be determined) along Oram Road from Wales Road northward to Great Eastern Plaza, then northward along Wheeling Street into Oregon

This relatively short section of a proposed bike facility would provide bike access that would connect to the proposed Wales Road bike facility and allow bicyclists to Central Park and the commercial business area along SR51. This bike facility is a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.

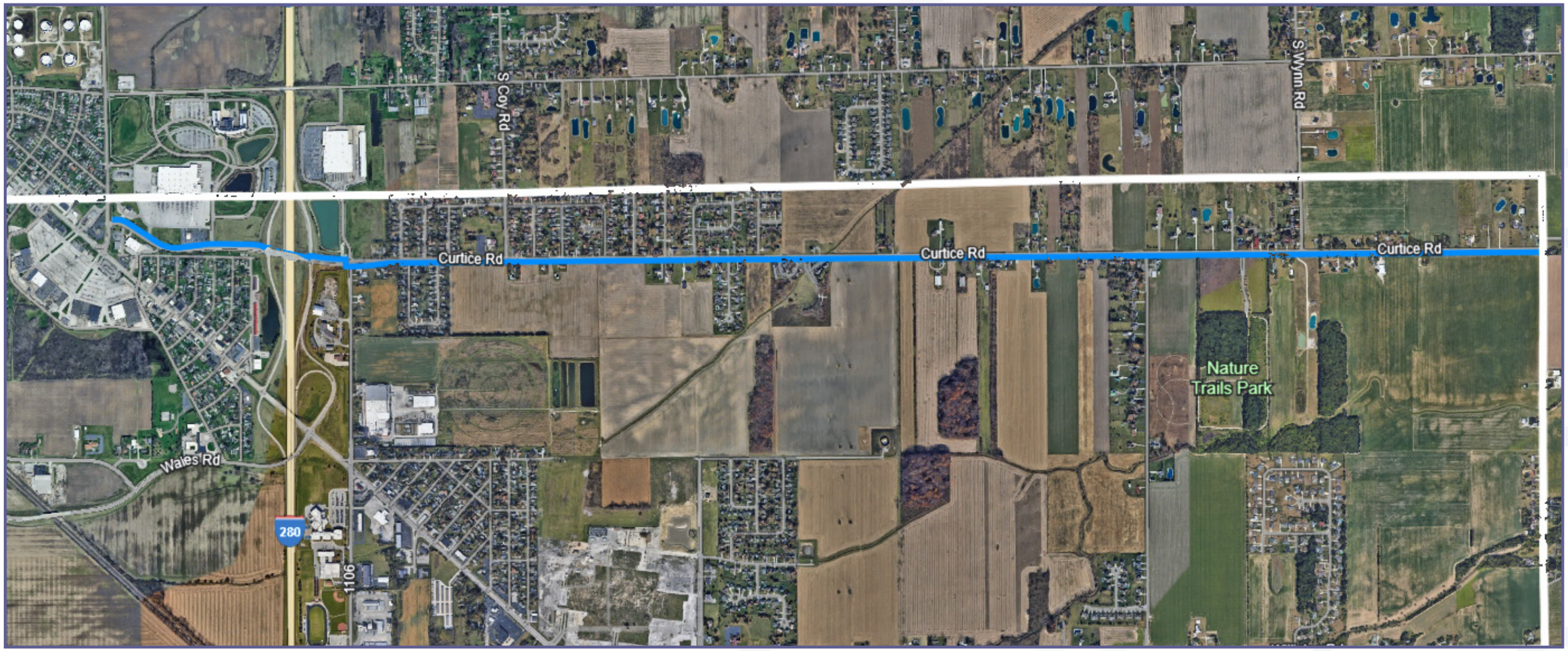


A potential bike facility is depicted in blue.

CC-16 Develop bike facility (type to be determined) along Curtice Road from Wheeling Street eastward to Wynn Road, and to eastern Corporation Limit

This section of a proposed bike facility would provide bike access that would connect numerous neighborhoods along Curtice Road to the commercial areas located near the Wheeling Street and SR 51 (Woodville Road) corridor. This bike facility is a recommendation from the Northwood-Oregon Bike Plan.

Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program.



A potential bike facility is depicted in blue.

CC-17 Develop bike facility (type to be determined) along Bradner Road from proposed Shared Use Path near Dry Creek, southward to Corporation Limits

This section of a proposed bike facility would provide bike access that would connect numerous neighborhoods along Bradner Road (south of Williston Road) to Nature Trails Park located south of Curtice Road. This bike facility would also provide future connections to Millbury, Genoa, Elmore, and the North Coast Inland Trail that is located further south on Bradner Road. This bike facility is a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



A potential bike facility is depicted in blue.

CC-18 Develop bike facility (type to be determined) along Wise Street from Lemoyne Road eastward to end of Wise Street where the proposed Shared Use Path will begin

This section of a proposed bike facility would allow the residential areas along Wise Street to connect to Lemoyne Road and to the proposed Shared Use Path (SUP) that would extend eastward to Nature Trails Park. This bike facility is a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program.



A potential bike facility is depicted in blue.

CC-19 Develop bike facility (type to be determined) along Lemoyne Road from Curtice Road (at Ranger Park) southward to southern Corporation Limits

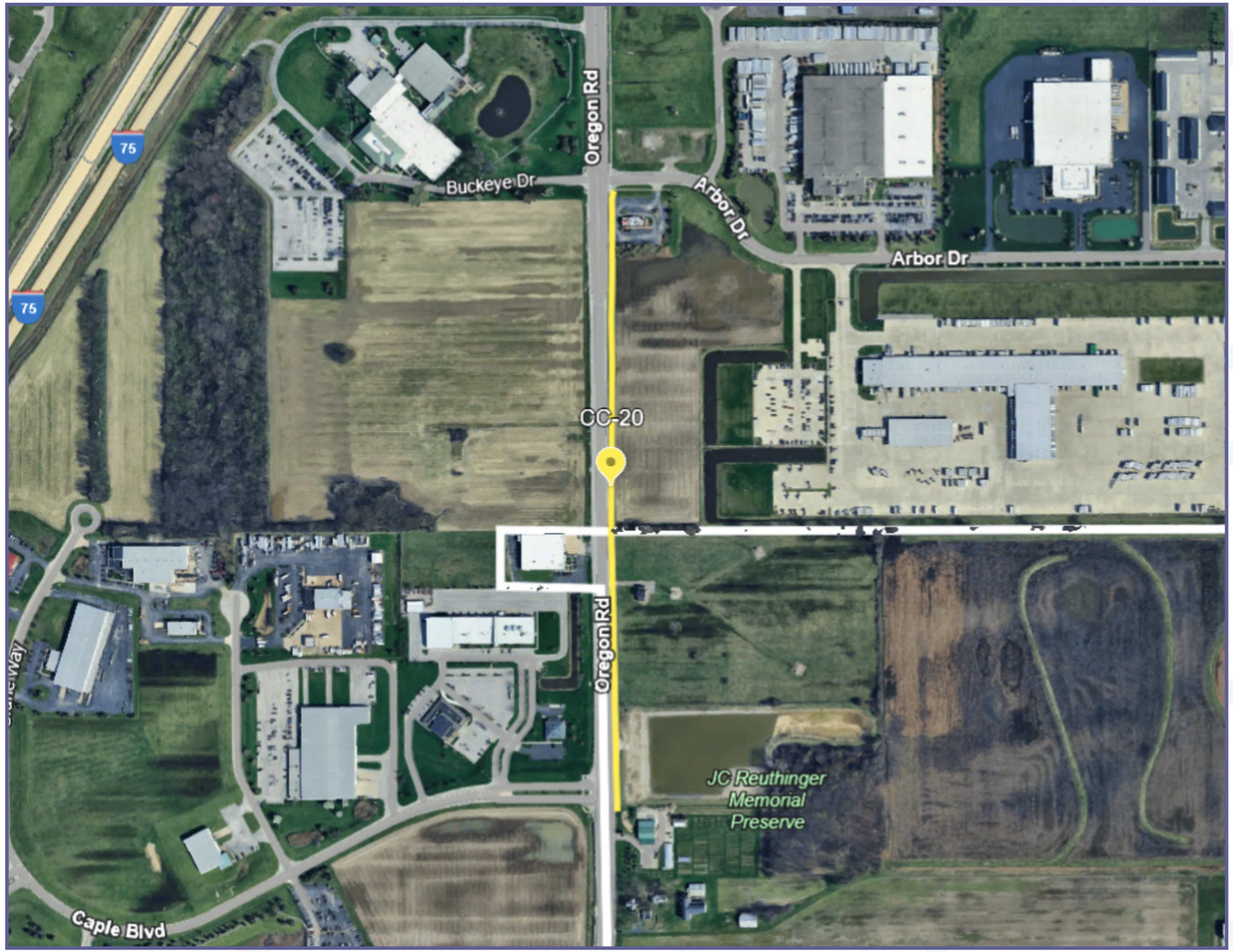
This section of a proposed bike facility would provide bike access that would connect numerous neighborhoods along Curtice Road to the Northwood Schools complex and would extend southward beyond Northwood Schools along Lemoyne Road. Continuing southward along Lemoyne Road would eventually allow connections to Lake High School, Eastwood High School, and the Bowling Green Area. This bike facility is a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



A potential bike facility is depicted in blue.

CC-20 Construct sidewalks along Oregon Road from Caple Boulevard northward to Arbor Drive

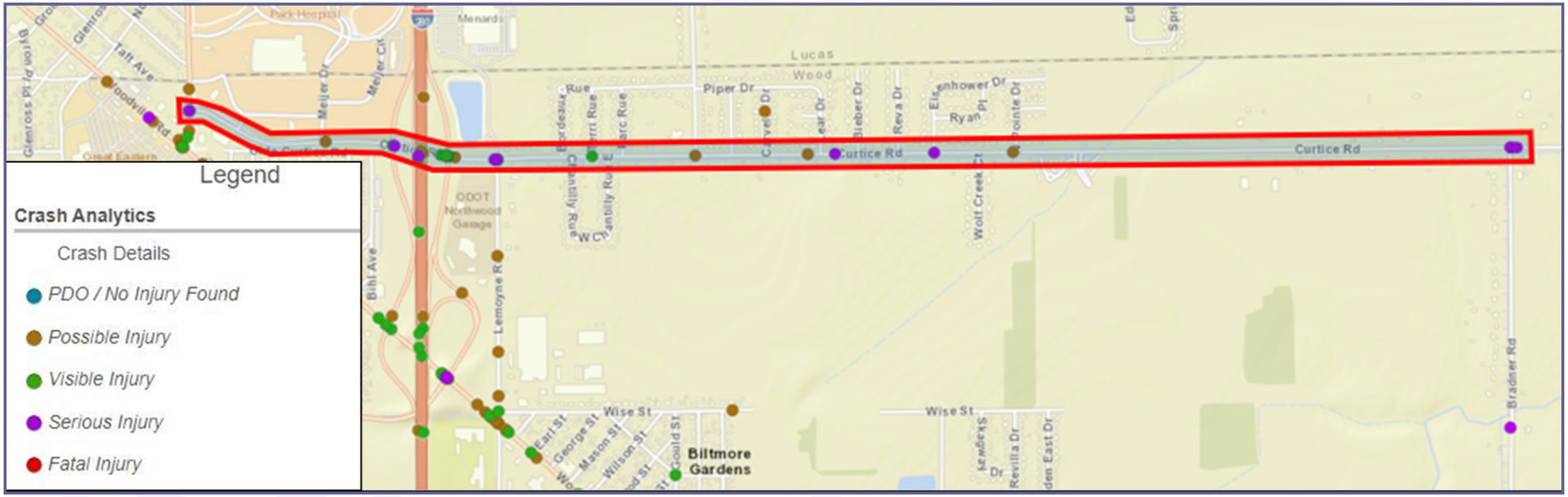
This improvement would fill in a coverage gap of sidewalks along Oregon Road. The Oregon Road corridor is a critical roadway as it connects neighborhoods in northern and western Northwood to numerous employment facilities along Oregon Road, as well as to the Owens Community College. The City installed a sidewalk on the east side of Oregon Road between Wales Road south to Arbor Drive in 2025. By connecting new sidewalks northward to connect at Arbor Drive, the City would fulfill a recommendation from the Northwood-Oregon Bike Plan. Potential funding programs to consider are the Transportation Alternatives Program; CMAQ Program; Carbon Reduction Program; ODOT Safety Systemic Pedestrian Program; ODOT Abbreviated Safety Program; ODNR Programs; and the Safe Routes to School (SRTS) program. Collaboration with adjacent jurisdictions is encouraged for those projects that are connected to an adjacent jurisdiction.



Proposed sidewalks are depicted in yellow.

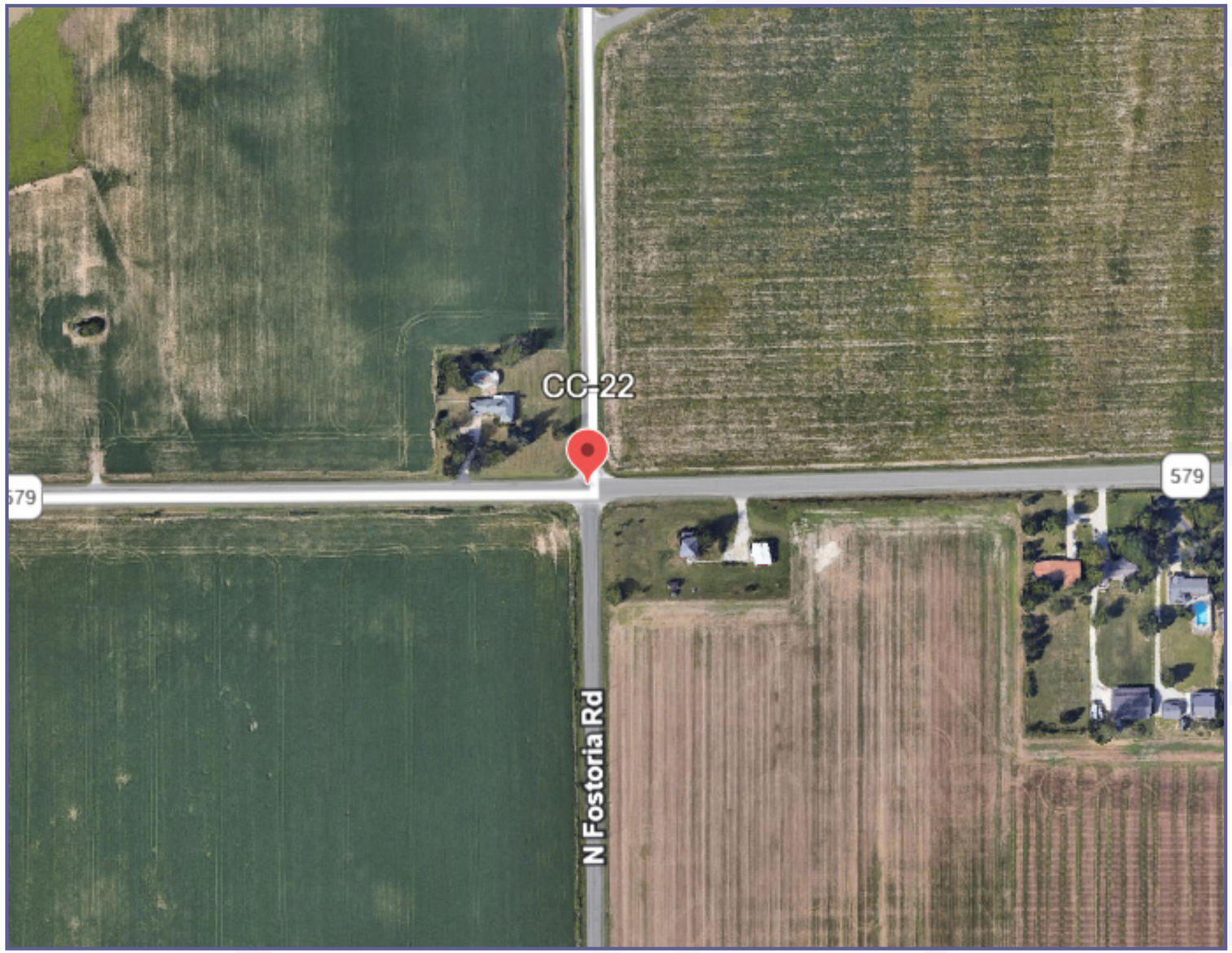
CC-21 Conduct a Safety Study of Curtice Road from Wheeling Street to Bradner Road

A cursory screening of the City of Northwood for crash problem areas revealed that Curtice Road from the period of 2020-2024 experienced several Serious Injury crashes along the corridor from Wheeling Street eastward to Bradner Road. It is recommended that a Safety Study be conducted of the Curtice Road corridor to determine the contributing factors to the Serious Injury and Injury crashes that are occurring along the roadway. Once completed, the Safety Study findings could be used to apply to various ODOT Safety programs.



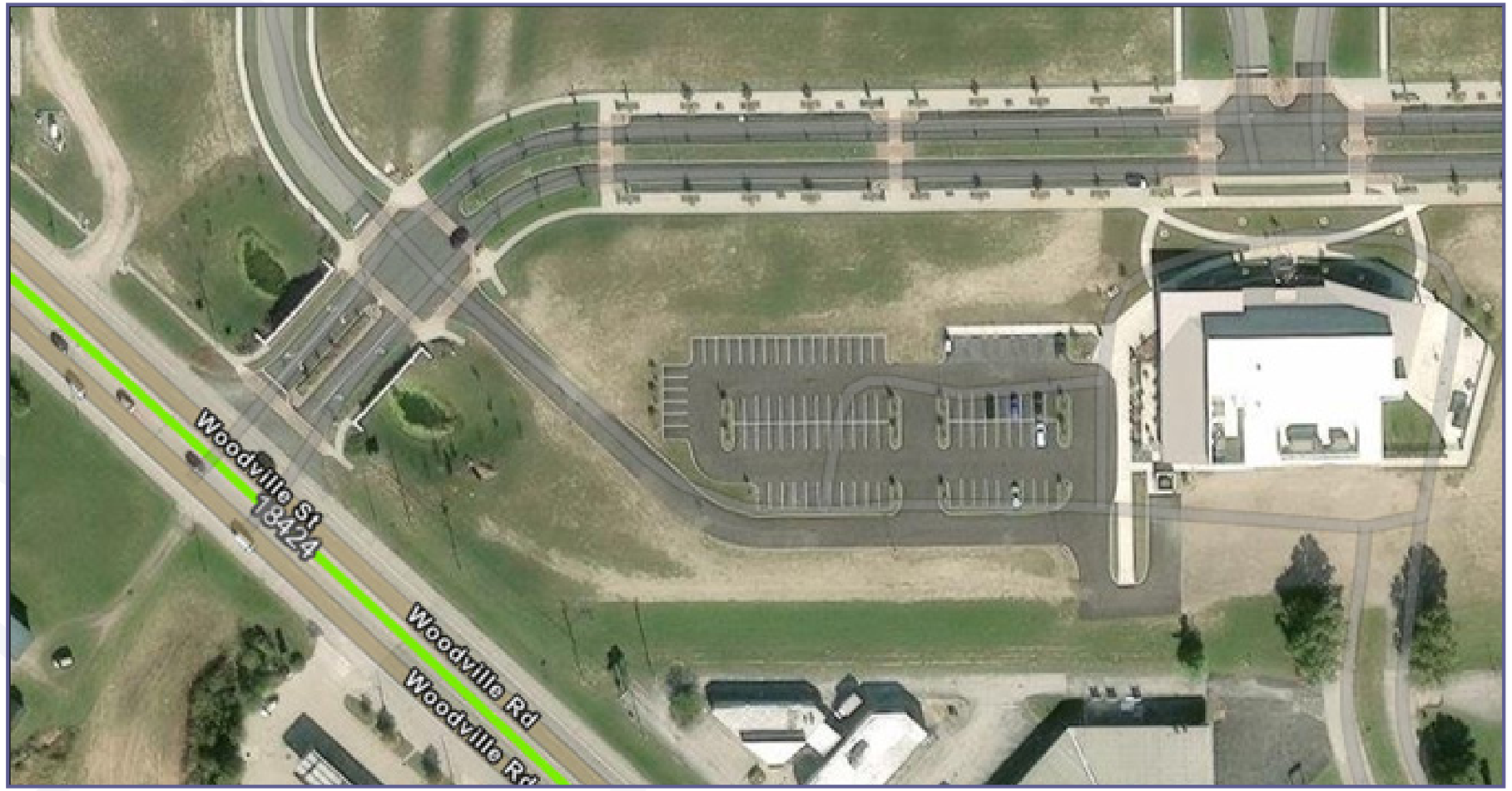
CC-22 Construct roundabout at SR579 (Williston Road) and Fostoria Road - Project is funded by ODOT for construction in 2029 via safety funds

ODOT awarded Safety Funds to construct a roundabout at the intersection of SR 579 (Williston road) and Fostoria Road. The project is anticipated to be constructed in 2029.



CC-23 Feasibility Study for a traffic signal and pedestrian crossing at the intersection of Main Street and Woodville Road

The boulevard roadway of Main Street, which is main entrance into the Enclave mixed use development (which includes the Northwood Community Center) would benefit from the installation of a traffic signal to safely enter vehicles onto the busy SR 51 corridor which is carrying over 18,400 vehicles per day according to ODOT TIMS data. A traffic signal would also enhance safety for pedestrians passing through this intersection that is headed to the Community Center. A traffic study is recommended to determine if any applicable traffic signal warrants are met to allow for a traffic signal to be installed.



CC-24 Coordinate with ODOT & Lake Township on a Feasibility Study for a potential roundabout at SR579 (Williston Road) and Main Street

The City of Northwood, Lake Township, and ODOT are encouraged to collaborate on transforming the intersection of SR 579 (Williston Road) and Main Street into a roundabout. The current intersection is located on a four-lane section of SR 579 that would be feasible to reduce the lanes to a two-lane roadway given the AADT for the roadway is 6,501 per ODOT TIMS data. The roundabout would also assist in calming traffic for the large sweeping curve located adjacent to the intersection to the west that has documented crash history problems.





6. PLAN IMPLEMENTATION TABLE

PLAN IMPLEMENTATION

The Northwood Comprehensive Community Plan serves as a dynamic planning document designed to adapt to evolving needs and circumstances. As conditions change, individual strategies may require revision or amendment and may be removed once fulfilled. The Plan Implementation Section is organized into an Action Matrix, providing decision-makers with a practical tool to realize the vision and recommendations established within this Plan.

This Plan will be used in the following situations:

PLANNING AND ZONING AFFAIRS

Standard review processes for development projects, subdivision plans, and zoning amendments offer key opportunities to implement this Plan. Planning decisions by the Planning Commission and City Council should be measured against relevant recommendations and policies.

When planning initiatives or proposals diverge from the Plan's vision, a consistent process should enable further dialogue and review of supporting evidence for such deviations. The Plan is intended to be flexible, with regular updates alongside its supporting regulatory tools such as the zoning resolution.

INTERGOVERNMENTAL RELATIONS

City officials may often need to work with various organizations and stakeholders to implement this Plan, including County Commissioners, Wood County Port Authority, Northwest Water/ Sewer District (NWWSD), Ohio Department of Transportation (ODOT), Wood County Park District, TMACOG, and other key county officials. The Plan can support programs and initiatives that benefit all involved parties.

CAPITAL IMPROVEMENTS

This Plan is intended to guide City Officials in capital improvement planning and to serve as a resource for initiatives aimed at enhancing the community's overall quality of life and advancing key infrastructure investments. Actions such as expanding pedestrian connectivity, extending public infrastructure, and fostering the development or revitalization of significant areas—including the Enclave and underutilized commercial properties—should be implemented in alignment with the Plan's vision.

PLAN REVIEW

The Planning and Zoning Department, City Council Members, and Plan Steering Committee should review the Northwood Comprehensive Community Plan annually to assess progress. Discussions should highlight successful impacts, note areas lacking progress, and assign a "percent complete" to each strategy (see Plan Implementation Table). Stakeholders should document where the Plan has helped or where it has not achieved its intended goals.



COMMUNITY GROWTH AND REVIVAL

Element No.	Strategy	Collaborating Entity or Organization						Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	NLS	Local Organizations	Other Organizations/Stakeholders		
CGR-1	Zoning Code Updates	✓	✓	Administrator, Engineer, Public Service, Zoning		Realtors, Businesses/Property Owners, Stakeholders	-	S	
CGR-2	Revive the Former Great Eastern Plaza Footprint	✓	✓	Administrator, Engineer, Public Service, Zoning		CIC, Realtors, Businesses/Property Owner, Stakeholders	Wood County Planning Commission, Co. Commissioners, Wood County TID, ODOD, ODOT	S/O	
CGR-3	Develop the Enclave Mixed Use Neighborhood	✓	✓	Administrator, Engineer, Public Service, Zoning	✓	CIC, Businesses, Property Owners	Developers, Realtors	O	
CGR-4	Woodville Road Corridor Planning	✓	✓	Administrator, Engineer, Police, Fire/EMS, Public Service, Zoning		CIC, Architectural Review Committee, Property Owners, Businesses	City of Oregon, Developers, Realtors	M/O	
CGR-5	Conduct a Business Retention and Expansion (BRE) Program			Mayor, Administrator		Businesses	Ohio State University Extension	S	
CGR-6	Review Nuisance and Property Maintenance and Inspection Standards	✓	✓	Mayor, Administrator, Zoning, Fire/EMS, Solicitor		Businesses, Property Owners, Neighborhood Groups	International Code Council, Wood County Building Inspection	S	
CGR-7	Optimize the Economic Development Toolbox	✓	✓	Administrator, Finance	✓	CIC	-	S/O	
CGR-8	Embrace Sustainable Land Use Policies and Practices		✓	Administrator, Engineer, Public Service, Zoning		-	-	O	
CGR-9	Prepare a Parks and Recreation Master Plan	✓		Administrator, Public Service, Recreation	✓	Miracle League	Wood County Parks District	S	
CGR-10	Pursue the Feasibility of a Parks Levy or Joint Recreation District	✓		Mayor, Administrator, Recreation	✓	Walbridge, Lake Twp, Fraternal Orgs, Stakeholders	Wood County Parks District, Wood County Auditor	M	
CGR-11	Improve the Public Realm	✓	✓	Administrator, Engineer, Public Service, Recreation		CIC, Businesses, Property Owners, Stakeholders	-	S/O	
CGR-12	Leverage Resources for Growth and Revitalization Efforts	✓	✓	Mayor, Administrator, Engineer, Public Service, Recreation		CIC	Wood County Planning Commission, Wood County Econ. Dev. Commission, Co. Commissioners, Co. Engineer, ODOD, ODOT	O	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing

COMMUNITY SERVICES AND INFRASTRUCTURE

Element No.	Strategy	Collaborating Entity or Organization: City Council	Planning Commission	City Departments	NLS	Local Organizations	Other Organizations/Stakeholders	Time Frame	Percent Complete
CSI-1	Pursue Formal Membership with Northwestern Water & Sewer District (NWWSD)	✓		Mayor, Administrator, Enginner, Public Service		NWWSD	Ohio EPA	L/O	
CSI-2	Continue Collaboration in Planning Infrastructure Improvements with NWWSD	✓		Mayor, Administrator, Enginner, Public Service		NWWSD	-	O	
CSI-3	Update 2004 Stormwater Master Plan, including Review of Stormwater Utility Fees (City Code Sections 208.05(i) & 1046)	✓		Mayor, Administrator, Enginner, Public Service		Co. Engineer	-	S	
CSI-4	Pursue Inclusion in Petition Ditch Programs to Improve Stormwater Capacity	✓		Mayor, Administrator, Enginner, Public Service		Co. Engineer	City of Oregon, Lucas County, Ottawa County	L	
CSI-5	Improve Storm Water Management, Including Low-Impact Design (LID) Solutions to Reduce Runoff and Improve Water Quality	✓	✓	Engineer, Public Service		Co. Engineer	Ohio EPA, Property Owners, Developers	M	
CSI-6	Create Pavement Rating System to Prioritize Capital Improvements	✓		Engineer, Public Service		Co. Engineer	ODOT	O	
CSI-7	Pursue Feasibility of Creating a Street Improvement Levy to Generate Revenue for Capital Programs	✓		Mayor, Administrator, Public Service		Co. Engineer	ODOT	S	
CSI-8	Update/Modernize Engineering Rules & Local Design Standards, Including Annual Review & Update to Subdivision Regulations	✓	✓	Administrator, Engineer, Public Service		Co. Engineer, NWWSD	-	M	
CSI-9	Pursue Feasibility of Extending Sanitary Sewers to Eliminate Failing Septic Systems	✓		Mayor, Administrator, Engineer, Public Service		NWWSD	Ohio EPA	L	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing

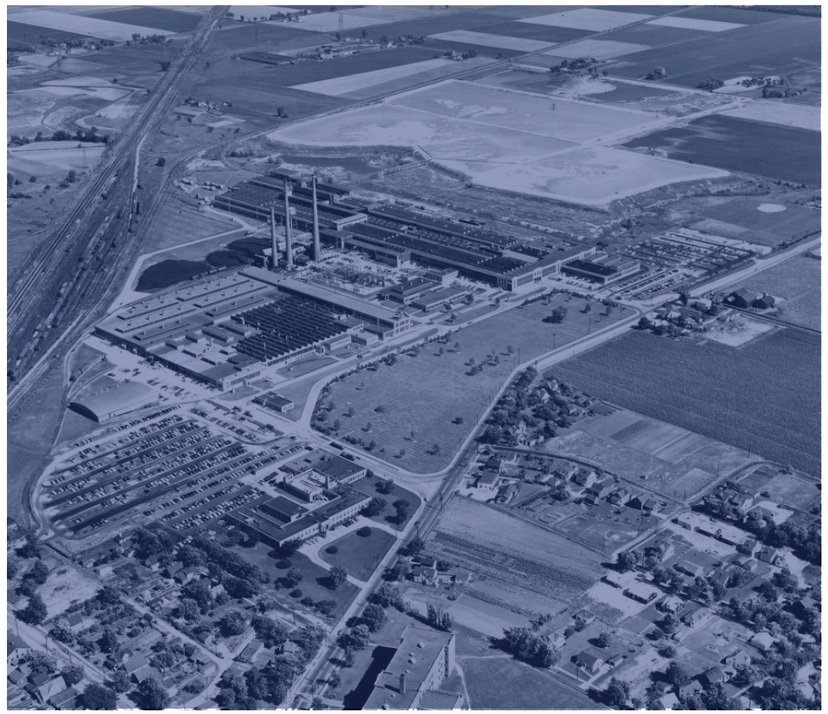
CONNECTED COMMUNITY

Element No.	Strategy	Collaborating Entity or Organization						Time Frame	Percent Complete
		City Council	Planning Commission	City Departments	NLS	Local Organizations	Other Organizations/Stakeholders		
CC-1	Develop Thoroughfare Plan with Access Management Strategies	✓	✓	Administrator, Engineer, Public Service, Finance, Fire/EMS, Police	✓	Neighborhood Groups	Lake Twp., Perrysburg Twp., Co. Commissioners, Co. Engineer, Port Authority, ODOT, and TMACOG	S	
CC-2	Establish a Dedicated Capital Improvement Fund or Levy to Finance Road and Pedestrian/Bike Connectivity Improvements	✓	✓	Mayor, Administrator, Engineer, Public Service, Finance, Recreation	✓	-	-	M	
CC-3	Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Tracy Road	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police		Businesses, Property Owners	ODOT and TMACOG	S	
CC-4	Feasibility Study for geometric improvements (such as a roundabout) at the intersection of Wales Road and Oregon Road	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police		Businesses, Property Owners	ODOT and TMACOG	S	
CC-5	Grade Separation Feasibility Study at Wales Road and Norfolk Southern Railroad, including relocation of Wales Road to align with E. Broadway Street & N. Wales intersection	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police		Businesses, Property Owners	Norfolk Southern Railroad, Ohio Rail Development Commission, TMACOG, and ODOT	O/S	
CC-6	Coordinate with Lake Twp. on Grade Separation Feasibility Study at Lemoyne Road and Norfolk Southern Railroad	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police	✓	Businesses, Property Owners	Norfolk Southern Railroad, Ohio Rail Development Commission, ODOT, Lake Twp., and TMACOG	L	
CC-7	Develop Shared Use Path from end of Wise Street east to Nature Trails Park as shown in the Northwood-Oregon Bike Plan - following alongside Dry Creek for part of alignment	✓		Administrator, Engineer, Public Service, Finance, Recreation	✓	Businesses, Property Owners, Neighborhood Groups	ODOT, TMACOG, ODNR, and First Energy	M	
CC-8	Develop Shared Use Path (SUP) from Wise Street where the transmission tower easement crosses and heads northward to Curtice Road, and then northward to Brown Road in Oregon where the existing SUP is found, following the transmission tower easements the entire way - as shown in the Northwood-Oregon Bike Plan	✓		Administrator, Engineer, Public Service, Finance, Recreation		Businesses, Property Owners, Neighborhood Groups	ODOT, TMACOG, ODNR, City of Oregon, and First Energy	L	
CC-9	Complete sidewalk coverage gaps along Curtice Road from West Point Drive to Lemoyne Road and then along Lemoyne Road southward to SR51 (Woodville Road)	✓		Administrator, Engineer, Public Service, Finance		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	O/S	
CC-10	Enhance pedestrian safety at the intersection of Lemoyne Road and SR 51 (Woodville Road)	✓		Administrator, Engineer, and Public Service	✓	-	ODOT and TMACOG	S	
CC-11	Develop bike facility (type to be determined) along Oregon Road from Wales Road to Brentwood Drive, then along Brentwood Drive to Brentwood Park	✓		Administrator, Engineer, Public Service, Finance, Recreation		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	M	
CC-12	Develop bike facility (type to be determined) along Tracy Road from Brentwood Park entrance northward to East Andrus Road and then eastward to East Broadway Street	✓		Administrator, Engineer, Public Service, Finance, Recreation		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	M	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing

Element No.	Strategy	Collaborating Entity or Organization: City Council	Planning Commission	City Departments	NLS	Local Organizations	Other Organizations/Stakeholders	Time Frame	Percent Complete
CC-13	Develop bike facility (type to be determined) along East Broadway Street from East Andrus Road southward to Wales Road	✓		Administrator, Engineer, Public Services, Finance		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	M	
CC-14	Develop bike facility (type to be determined) along Wales Road from East Broadway Street eastward to SR 51 (Woodville Road)	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police, Recreation		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	L	
CC-15	Develop bike facility (type to be determined) along Oram Road from Wales Road northward to Great Eastern Plaza, then northward along Wheeling Street into Oregon	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police, Recreation		Great Eastern Plaza, Property Owners, Neighborhood Groups	ODOT and TMACOG	S	
CC-16	Develop bike facility (type to be determined) along Curtice Road from Wheeling Street eastward to Wynn Road, and to eastern Corporation Limits	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police, Recreation		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	M	
CC-17	Develop bike facility (type to be determined) along Bradner Road from proposed Shared Use Path near Dry Creek, southward to Corporation Limits	✓		Administrator, Engineer, Public Service, Finance		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	L	
CC-18	Develop bike facility (type to be determined) along Wise Street from Lemoyne Road eastward to end of Wise Street where the proposed Shared Use Path will begin	✓		Administrator, Engineer, Public Service, Finance		The Enclave, Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	S	
CC-19	Develop bike facility (type to be determined) along Lemoyne Road from Curtice Road (at Ranger Park) southward to southern Corporation Limits	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police, Recreation	✓	Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	L	
CC-20	Construct sidewalks along Oregon Road from Caple Boulevard northward to Arbor Drive	✓		Administrator, Engineer, Public Service, Finance		Businesses, Property Owners, Neighborhood Groups	ODOT and TMACOG	M	
CC-21	Conduct a Safety Study of Curtice Road from Wheeling Street to Bradner Road	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police		Businesses, Property Owners	ODOT and TMACOG	S	
CC-22	Construct roundabout at SR579 (Williston Road) and Fostoria Road - Project is funded by ODOT for construction in 2029 via safety funds	✓		Administrator, Engineer, Public Service		Property Owners	ODOT and TMACOG	O	
CC-23	Feasibility Study for a traffic signal and pedestrian crossing at the intersection of Main Street and Woodville Road	✓	✓	Administrator, Engineer, Public Service, Finance, Fire/EMS, Police	✓	Businesses, Property Owners	ODOT and TMACOG	S	
CC-24	Coordinate with ODOT & Lake Township on a Feasibility Study for a potential roundabout at SR 579 (Williston Road) and Main Street	✓		Administrator, Engineer, Public Service, Finance, Fire/EMS, Police	✓	Businesses, Property Owners	ODOT, Lake Twp., and TMACOG	M	

S = Short (less than 2 years), M = Medium (3-5 years), L = Long (6-10 years), O = Ongoing



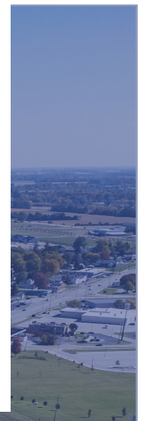








City of NORTHWOOD
OHIO











2026-9

ORDINANCE 2026-09 ADJUSTING THE 2026 CERTIFICATE OF ESTIMATED RESOURCES OF THE CITY OF NORTHWOOD ; AND DECLARING AN EMERGENCY

WHEREAS, the 2026 Budget Estimated Revenue passed on December 4, 2025 was adjusted from the Original 2026 Estimate of Revenues filed with Wood County on June 12, 2025; and

WHEREAS, it is necessary to adjust Estimated Resources and file with Wood County;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTHWOOD, WOOD COUNTY, OHIO THAT:

SECTION 1. That the Finance Director is hereby authorized to decrease estimated revenue in the SCMR Streets Fund by $153,500:

222-1400-41404 Transfer from General Fund ($153,500)

SECTION 2. That the Finance Director is hereby authorized to increase estimated revenue in the State Highway Fund by $4,000:

224-0400-40801 Interest Income $ 4,000

SECTION 3. That the Finance Director is hereby authorized to decrease estimated revenue in the Northwood Waste Fund by $25,000:

230-1400-41404 Transfer from General Fund ($25,000)

SECTION 4. That the Finance Director is hereby authorized to increase estimated revenue in the Firefighter Staffing Fund by $345,000:

231-0300-40303 SAFER Grant Fund $ 345,000

SECTION 5. That the Finance Director is hereby authorized to increase estimated revenue in the Economic Development Fund by $100,200:

240-0300-40930 TIF Payments $ 89,200
240-0700-40701 Vacant Property Registration 4,800
240-0800.40801 Interest Income 6,200

SECTION 6. That the Finance Director is hereby authorized to decrease estimated revenue in the Menards Debt Fund by $ 600:

333-0300-40930 TIF Payments ($ 600)

SECTION 7. That the Finance Director is hereby authorized to increase estimated revenue in the Capital Improvement Fund by $289,775:

401-0300-40303 Grants $ 192,775
401-0800-40801 Interest Income 97,000

SECTION 8. That the Finance Director is hereby authorized to increase estimated revenue in the Capital Replacement Fund by $100,000:

408-0800-40801 Interest Income $100,000

SECTION 9. That the Finance Director is hereby authorized to increase estimated revenue in the Storm Water Management Fund by $375,000:

701-0300-40303 State Grants $ 375,000

SECTION 10. That the Finance Director is hereby authorized to increase estimated revenue in the Northwood Civic Events Fund by $ 5,000:

705-1100-41101 Donation from City $ 5,000

SECTION 11. It is found and determined that all formal actions of council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Northwood and the State of Ohio.

SECTION 12. This Ordinance is hereby declared an emergency measure necessary for the immediate preservation of the public peace, safety, and welfare of our citizens. This Ordinance shall be in full force and effect immediately after its passage by Council and approval by the Mayor.

Vote to suspend rules: For:____ Against:____ Abstain:____

Vote on emergency clause: For:____ Against:____ Abstain:____

Vote on final adoption: For:____ Against:____ Abstain:____

Adopted this _____ day of _____, 2026. **In Effect: _____**

ATTEST:

_____ _____

Clerk of Council President of Council

APPROVED AS TO FORM: **APPROVED:**

_____ _____

City Attorney Mayor

2026-6

ORDINANCE 2026-06 ESTABLISHING CHAPTER 477 TITLED LOW SPEED VEHICLES, TO TITLE TEN OF THE NORTHWOOD CODIFIED ORDINANCES; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Northwood, Ohio is a municipality with home-rule powers, including regulating vehicle traffic on certain streets within the City; and,

WHEREAS, Chapter 723, 723.01 of the Ohio Revised Code states that the legislative authority of a municipal corporation shall have the care, supervision, and control of the public highways, streets, avenues, alleys, sidewalks, public grounds, bridges, aqueducts, and viaducts within the municipal corporation; and

WHEREAS, similar local communities have adopted ordinances related to the operation of low speed and under-speed vehicles (commonly referred to as golf carts) as defined under the Ohio Revised Code on public streets; and

WHEREAS, Northwood City Council has determined that it is in the interest of public safety to regulate such low speed and under-speed vehicle use and to ensure that they are safe and their use is limited to those streets on which they may be operated safely; and

WHEREAS, the proposed Chapter 477 affecting the Traffic Code (Title Ten) of the Northwood Codified Ordinances was reviewed by the City Administrator and Chief of Police.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTHWOOD, WOOD COUNTY, OHIO THAT:

SECTION 1. . That Chapter 477 titled Low Speed Vehicles of the Northwood Codified Ordinances read as follows:

CHAPTER 477
Low Speed Vehicles

477.01 Definitions
477.02 Inspections
477.03 Usage and Restrictions
477.04 Penalty

477.01 DEFINITIONS (AS USED IN THIS CHAPTER)

(a) "Motor vehicle" has the same meaning as set forth in Ohio R.C. 4501.01 (B).
(b) "Operator" has the same meaning as set forth in Ohio R.C. 4501.01 (X).
(c) "Vehicle" has the same meaning as set forth in Ohio R.C. 4501.01 (A).
(d) "Low-speed vehicle" has the same meaning as set forth in Ohio R.C. 4501.01 (WW).
(e) "Under-speed vehicle" has the same meaning as set forth in Ohio R.C. 4501.01 (XX).

477.02 INSPECTIONS

(a) No person shall operate a low-speed or under-speed vehicle on the streets within the City unless it has been inspected and approved by the Chief of Police, or his designee or by another agent designated and approved by the State of Ohio, for compliance with the applicable safety/equipment requirements of the State of Ohio relative to motor vehicles.

(b) If the Chief of Police, or his designee, or another agent designated and approved by the State of Ohio, determines that the low-speed or under-speed vehicle complies with the statutory requirements applicable to such vehicles, the Chief of Police shall issue the owner or operator a certificate of compliance entitling the owner or operator to operate the low-speed or under-speed vehicle on certain streets within the City. The owner or operator shall also show the Chief of Police or designee proof of liability insurance for the vehicle before a certificate of compliance is issued. The owner or operator of any such vehicle shall be required to pay a fee in the amount of twenty- five dollars ($25.00), or as listed in the most recent Fee Schedule for the City, to the City through the Police Department before such vehicle may be operated lawfully on certain streets of the City. Any certificate issued pursuant to this Section by the Chief of Police expires after 365 days and the Chief of Police will designate the issuing date and expiration date on each certificate. The owner shall keep a copy of each certificate issued pursuant to this section inside the vehicle. The Chief of Police shall issue a sticker or other similar device to the owner of such vehicle once it passes inspection. The sticker shall signify compliance with this

section and the expiration of the current inspection period. The owner of the vehicle shall display the sticker in a conspicuous place on the rear of the vehicle.

(c) The owner of a low-speed or under-speed vehicle shall also comply with all requirements of Ohio law regarding obtaining proper title, registration, and license plates prior to operating such vehicle on certain streets within the City. Compliance with this section shall be in addition to, rather than in lieu of, any applicable provisions of State law relative to the operation of motor vehicles.

477.03 USAGE AND RESTRICTIONS

(a) No low-speed or under-speed vehicle shall be permitted to travel on any City street where the speed limit is greater than 25 mph. Such vehicles will be permitted to cross intersections with higher speeds, so long as they remain on a street that has a speed limit of 25 mph or less.

(b) No low-speed or under-speed vehicle may be operated on any sections of any City of Northwood streets with speed limits greater than 25 mph.

(c) No low-speed or under-speed vehicle may be operated on lawns, sidewalks, trails, or pathways including Central Park, Brentwood Park, Nature Trails, Ranger Park and any other City facility. The use of low-speed or under-speed vehicles is restricted to roadways and parking lots.

(d) The operator of a low-speed or under-speed vehicle must be at least 16 years of age and have a valid driver's license.

(e) Any child who falls under the child restraint criteria set by R.C. 4511.81 is prohibited from being a passenger in a low-speed or under-speed vehicle. This includes children up to four years old and less than 40 pounds who are required to be in a child safety seat or any child who is eight years old or less and under four feet, nine inches in height who are required to be in a booster seat.

(f) Low-speed and under-speed vehicles must be operated in accordance with all State of Ohio traffic laws in addition to all applicable sections of the Northwood Municipal Code.

(g) City owned low-speed and under-speed vehicles performing City maintenance or related work or while being operated by a City employee while on duty are exempt from this Chapter.

(h) Emergency Support Utility Vehicles equipped with lights and sirens are exempt from this Chapter.

477.04 PENALTY

(a)Whoever violates any provision of this Chapter is guilty of a minor misdemeanor on a first offense; on a second offense within one year after the first offense, the person is guilty of a misdemeanor of the fourth degree; and each subsequent offense within one year after the first offense, the person is guilty of a misdemeanor of the third degree.

SECTION 2. It is found and determined that all formal actions of council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Northwood and the State of Ohio.

SECTION 3. This Ordinance is hereby declared an emergency measure necessary for the immediate preservation of the public peace, safety, and welfare of our citizens. This Ordinance shall be in full force and effect immediately after its passage by Council and approval by the Mayor.

Vote to suspend rules: For:____ Against:____ Abstain:____

Vote on emergency clause: For:____ Against:____ Abstain:____

Vote on final adoption: For:____ Against:____ Abstain:____

Adopted this _____ day of _____, 2026. **In Effect: _____**

ATTEST:

_____ _____

Clerk of Council President of Council

APPROVED AS TO FORM: **APPROVED:**

_____ _____

City Attorney Mayor

Memo

To: Administrator Laughlin

From: Chief Zahradnik

Date: January 13, 2026

Subject: Golf Cart Ordinance

Administrator Laughlin:

This is in response to the ***Golf Cart Ordinance*** being presented at council on January 22, 2026. I am not opposed to the ordinance and have taken steps in the past to be ready for the passage of such a law.

It should be noted that the golf carts will need to be titled at the BMV, pass an initial inspection by the Northwood PD, be issued a certificate, and then take this inspection certificate to the BMV to obtain their registration. The golf cart must display a registration plate issued by the BMV and the inspection sticker provided by my office. A fee for such an inspection will need to be added to the city's fee schedule. The prior Ordinance stated that a certificate issued by my office to operate will expire every 365 days. Since the owner is already required to display current registration on the vehicle, meaning they need to register annually, I would propose safety inspections and the issuance of a new certificate to occur every 3 or 5 years, council's choosing, in order to limit the time and financial burden to the citizens of Northwood.

Sincerely,

Jeff Zahradnik

Attachment: Golf Cart Inspection Form

(Application Year- #)

Northwood Police Department
Golf Cart Inspection Form

Name _____
Address _____
Phone Number _____ Email Address _____

Make _____ Model & Year _____
VIN _____ Color _____
Registration # _____ Power Source (battery/ gas) _____
Odometer/ Hour Reading _____ Braking System Type _____
(mechanical drum, hydraulic disc, regenerative/ motor)

Date of Inspection _____
Name/ Unit # of Officer Inspecting (printed) _____
Period that this Inspection is Good for: Start Date: _____ End Date: _____

☐ 1 **HEAD LIGHTS**

A. 2 present and in working order
B. One near each side of the front of the vehicle
C. Properly aimed
D. White in color

☐ 2 **TAIL LIGHTS**

A. At least 1 tail light mounted on the rear and in working order
B. Red in color

☐ 3 **LICENSE ILLUMINATION LIGHT**

A. White light in working order placed in such a manner as to illuminate the rear registration plate

☐ 4 **RED REFLECTORS**

A. 2 red reflectors at the rear of the vehicle (may be part of the tail lamps), maintained as to be visible at night from all distances within three hundred feet to fifty feet from the vehicle

☐ 5 **BRAKE LIGHTS**

A. 2 brake lights and in working order
B. Red in color
C. 1 near each side of the rear of the vehicle

☐ 6 **TURN SIGNALS**

A. Equipped with an electrical or mechanical directional signal device capable of clearly indicating an intention to turn either to the right or to the left, is visible from both the front and rear, and in working order

☐ 7 **NO UNAUTHORIZED LIGHTS**

A. No more than 1 spotlight attached
B. No more than 3 auxiliary driving lights mounted on the front of the vehicle
C. May have a light mounted on the side of the vehicle that is either white or amber light without emitting a glare
D. Back-up lights are permitted, but shall not be continuously activated when the vehicle is in a forward motion
E. No more than 5 lights activated at any one time from the front of the vehicle
F. No flashing lights other than turn indicators and hazard lights

☐ 8 **BRAKES**

A. Brake System Inspection
    1. Mechanical Drum Brakes
        a) No obvious damage or excessive wear to the system (check wires and other components)
    2. Hydraulic Brake System-
        a) Tested with vehicle in stopped position, maintained brake pedal height under moderate foot force (40 to 60 lbs) for 1 minute
        b) Tested for sufficient brake pedal reserve
            (1) Non-powered system
                (a) Stopped position, brake pedal depressed under moderate foot force (40 to 60 lbs), minimum of approximately 1/3 of total available pedal travel remaining
            (2) Power assisted systems
                (a) Motor running, stopped position, brake pedal depressed under moderate foot force (15 to 20 lbs), 1/5 or more of total available pedal travel remaining
        c) Brake cylinders inspected
            (1) No leakage observed
    3. Regenerative (Motor) Brakes
        a) No obvious signs of damage to accelerator pedal, wheels, or motor
    4. Emergency brake
        a) Tested by moderately pushing the vehicle with the emergency brake activated and the brake held the vehicle on a surface free from snow, ice, or loose material, and is adequate to stop the vehicle in the event that the service brake should fail

B. Stopping Distance (for all types of braking systems)
   1. Tested on a level, dry, smooth, hard surface, free of loose material, oil or grease, using the service brake only, or motor in the case of a regenerative braking system, to stop the vehicle
      a) Vehicles with brakes on all wheels
         (1) stopped within 30' from a speed of 20 mph.
      b) Vehicles not having brakes on all wheels
         (1) stopped within 40' from a speed of 20 mph

☐ 9 **STEERING WHEEL**

A. Operates normally
B. Play in Steering Wheel
   1. Power- 2" or less
   2. Manual- 3" or less

☐ 10 **HORN**

A. Equipped with a horn in good working order
   1. Capable of emitting sound audible, under normal conditions, for a distance of not less than 200'
   2. Not equipped with a siren, whistle, or bell (emergency vehicles only)

☐ 11 **REARVIEW MIRROR**

A. Equipped with a rear view mirror
   1. Located as to reflect to the operator a view of the roadway to the rear of the vehicle
   2. Clear and unobstructed view to the rear of the vehicle

☐ 12 **WINDSHIELD**

A. Equipped with safety glass, if glass is installed, or impact resistant acrylic/ polycarbonate material of sufficient thickness
   1. "Safety glass" means any product composed of glass so manufactured, fabricated, or treated as substantially to prevent shattering and flying of the glass when it is struck or broken, or such other or similar product as may be approved by the registrar of motor vehicles
B. Free from discoloration, diffusion, cracks, and unauthorized obstructions

☐ 13 **WINDSHIELD WIPERS**

A. Equipped with a device for cleaning rain, snow, or other moisture from the windshield
   1. Maintained in good working order and so constructed as to be controlled or operated by the operator of the vehicle
   2. Capable of cleaning the windshield in such a fashion as to leave the driver a clear view

☐ 14 **TIRES**

A. Properly inflated as to manufacturer's specifications
B. Minimum of 1/16" depth of tread
C. No major bumps, bulges, breaks, thrown tread, or other unsafe conditions

☐ 15 **SEATBELTS**

A. Equipped with proper seat belt assemblies
B. 1 seat belt assembly for every driver and passenger seating position, and in working order

☐ 16 **WHEELS/ RIMS**

A. No excessive bends, dents, or twists
B. Wheel bolts, nuts, studs, and lugs are not loose, missing, or damaged

☐ 17 **VEHICLE BODY CREATING DANGEROUS CONDITION**

A. Vehicle is not equipped with or has protruding objects or broken sharp edges on the body or other vehicle parts (dangerous to any person coming in contact with same)

☐ 18 **EXHAUST SYSTEM**

A. Internal combustion engines shall have a properly working and attached exhaust system
B. Not equipped with a device which would produce excessive smoke, gas, or chemical to flow into or upon the exhaust pipe, or equipped in any other way as to produce, or emit smoke or dangerous or annoying gases from any portion of the vehicle
C. Not equipped with an exhaust system which would produce any excessive, and/ or unusual noise
D. Not so loud as to disturb the normal peace and quiet of the city
    1. is of normal loudness considering the type of power used to propel the vehicle

☐ 19 **VEHICLE IDENTIFICATION NUMBER (VIN)**

☐ 20 **PROOF OF LIABILITY INSURANCE SHOWN (Current)**

☐ 21 **$25 INSPECTION FEE PAID TO THE CITY OF NORTHWOOD (cash or check, receipt provided)**

☐ Passed Inspection

☐ ***Certificate of Compliance*** issued to the owner or operator
☐ ***Inspection Sticker*** issued & placed onto the front lower left corner of the golf cart's windshield
☐ Advised owner that a title and registration are needed for this golf cart from the BMV before it may be driven on the roadway. A license plate must also be affixed to the rear of the vehicle.

☐ Failed Inspection

☐ Advised owner to make necessary repairs and return for an additional inspection *

* Repairs that are needed before this vehicle will pass inspection (If none required, write "N/A")

_____

_____

_____ _____
(Officer's Signature) (Date)

Original- File w/ Admin Copy- to Owner/ Operator

2026-7

ORDINANCE 2026-07 REALLOCATING THE DISTRIBUTION OF FUNDS RECEIVING INTEREST INCOME AND THE DISTRIBUTION THEREOF BY THE FINANCE AND REVENUE DIRECTOR.

WHEREAS, the Finance and Revenue Director has recalculated the percentage of total funds allocated for interest income distribution based on 12/31/2025 fund balances and it is necessary to reallocate interest earnings to various funds,

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTHWOOD, WOOD COUNTY, OHIO THAT:

SECTION 1. Effective January 1, 2026, the Finance and Revenue Director is hereby authorized to distribute interest income earned on all investment, savings and checking accounts to the following funds.

Fund 110	General Fund	26%
Fund 111	Budget Stabilization Fund	25%
Fund 222	SCMR	1%
Fund 224	State Hwy.	1%
Fund 240	Economic Development	1%
Fund 355	OWDA Brownfield Reserve	4%
Fund 401	Capital Improvement Fund	17%
Fund 408	Capital Replacement Fund	21%
Fund 701	Storm Water Mgmt. Fund	4%

SECTION 2. It is found and determined that all formal actions of council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Northwood and the State of Ohio.

SECTION 3. The effective date of this ordinance shall be the earliest date allowed by law.

Vote to suspend rules: For:____ Against:____ Abstain:____

Vote on emergency clause: For:____ Against:____ Abstain:____

Vote on final adoption: For:____ Against:____ Abstain:____

Adopted this _____ day of _____, 2026. **In Effect: _____**

ATTEST:

_____ _____

Clerk of Council President of Council

APPROVED AS TO FORM: **APPROVED:**

_____ _____

City Attorney Mayor

2026-8

ORDINANCE 2026-08 AUTHORIZING SUPPLEMENTAL APPROPRIATIONS OF THE CITY OF NORTHWOOD FOR FISCAL YEAR 2026, AND DECLARING AN EMERGENCY.

WHEREAS, the City has received a cost estimate of $76,000 for the replacement of railroad crossing detection equipment; and,

WHEREAS, funds need to be appropriated prior to contracting for this project;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTHWOOD, WOOD COUNTY, OHIO THAT:

SECTION 1. That the Finance Director is hereby authorized and directed to increase Supplemental Appropriations in the Capital Replacement Fund totaling $76,000 as follows:

408-7810-53535 General Admin Capital Replacement 76,000

SECTION 2. It is found and determined that all formal actions of council concerning or relating to the passage of this Ordinance were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees, that resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Northwood and the State of Ohio.

SECTION 3. The effective date of this ordinance shall be immediate by law

Vote to suspend rules:	For:____ Against:____ Abstain:____
Vote on emergency clause:	For:____ Against:____ Abstain:____
Vote on final adoption:	For:____ Against:____ Abstain:____

Adopted this _____ day of _____, 2026. **In Effect: _____**

ATTEST:

_____ _____

Clerk of Council President of Council

APPROVED AS TO FORM: **APPROVED:**

_____ _____

City Attorney Mayor

CITY ENGINEER'S REPORT

REGULAR CITY COUNCIL MEETING ON: FEBRUARY 26, 2026

PROJECT UPDATES

Project Name	Project Budget	Current Status	Key Changes Since Last Meeting
Curtice Rd. Resurfacing & Curbs over I-280	$195,600.00	Design	Plans have been submitted to ODOT for review and approval. Bid out after ODOT approval.
Dry Creek Aquatic and Riparian Restoration Project	$500,000.00	Construction	Seeding and site stabilization will tentatively be completed week of 2/23. Planting to be tentatively completed early April.
Dalling Drive Extension Improvements	$713,562.02	Construction	Contracts have been signed and distributed. Contractor to start tentatively May 4. Construction to run until July 31.
West Andrus Road Pavement Improvements	$405,060.12	Construction	Construction is complete. Waiting on contractor's invoice. Calculating sidewalk assessments
Northwood 2025 Pavement Resurfacing Improvements	$721,775.00	Construction	Construction is complete except for seeding along Oregon Rd. Waiting on contractor's invoice. Calculating sidewalk assessments
Northwood 2026 Pavement Resurfacing Improvements	$676,800.00	Design	Survey Crew will begin topographic survey as weather permits.
NCC Parking Lot - Phase 2	$324,400.00	Design	Finishing up design.

ISSUES REQUIRING COUNCIL ATTENTION

Motion to advertise for Bids

Project Name	Bid Opening Date
Wales Road Trainfo Sensor Installation	TBD

Motion to Award Contract

Project Name	Contractor	Bid Amount