



HARRISON TOWNSHIP

COMPREHENSIVE
PLAN

ADOPTED: 08/01/2022
EFFECTIVE: 08/01/2022



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Plan Prepared by Neighborhood Strategies, LLC

Graphic Design by Nicole Dabbs • Community Photographs by Jennifer Noble



1 INTRODUCTION

1.01 | EXECUTIVE SUMMARY

Knowing the housing and development pressure upon central Ohio, this plan aims to identify tactical ways in which the Township Trustees, Zoning Commission and Board of Zoning Appeals should consider applications for development.

Understanding how the community would like to develop is critical to maintaining the rural nature of the Township while allowing landowners to exercise their private property rights. It is critical to the orderly development of new housing to be contained to property that has readily available access to central water and central sewer infrastructure. See Appendix for identified properties fitting these criteria. By utilizing a conservation design or similar development techniques, the Township will reduce the infrastructure it must maintain, and the private property owners still has access to housing density at identified on the future land use map and/or the Township zoning resolution.

It is also important to recognize the current situation in and around the Village of Kirkersville. There has been one, and there may be more, property owner who has petitioned the

court system to be removed from the Village boundary. The future of the Village of Kirkersville should be monitored carefully as it could impact the Township in many ways.

Opportunity for developing specific areas plans focusing on development (Railroad Overlay and Broad Street) and redevelopment (Happy Homes) exist within the Township. Limiting development to specific areas allows the Township to understand where their resources will be needed and prevents leapfrog development. This also ensures the active farming and agricultural community may continue to operate by reducing the development pressure and uncertainty on prime agricultural property.

During the development of this plan, Intel announced a \$20 billion investment in northern Monroe Township which will be annexed into the City of New Albany. This plan aims to take advantage of the ancillary manufacturing businesses designated within certain areas of the Township that make reasonable accommodations for that type of land use.

1. INTRODUCTION

1.02 | INTRODUCTION TO HARRISON TOWNSHIP

Harrison Township is in southwest Licking County. Founded in 1816, the Township is predominately farmland, large lot homes and scattered areas of suburban subdivisions. Portions of the

City of Pataskala and the Village of Kirkersville are located within the Township.

1.03 | HARRISON IS HOME

For the longest time, the residents of Harrison Township have prided themselves on a

**slow-paced lifestyle,
safe neighborhoods,
& well-maintained roadways.**

Civic pride is prevalent in Harrison Township. Family friendly activities occur throughout the year, at little to no cost to the residents. This is in addition to all the services and events, which are provided for the appreciative citizens of the community. Thus, with a generous helping and understanding of our past, the vision to provide a stable future, and community mindedness, Harrison Township is providing an attractive place for many to call home.

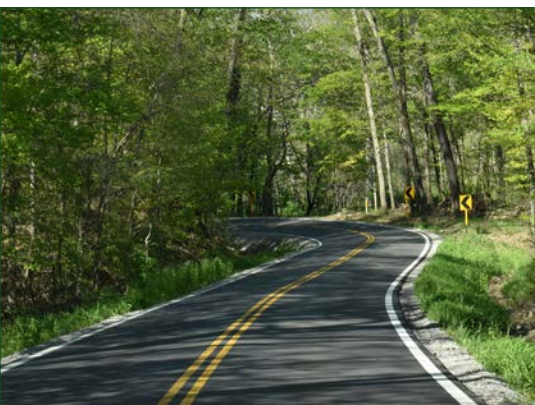
1.04 | PREPARATION BEGINS NOW

Knowing Harrison Township is an attractive option for growing families and others looking for a rural lifestyle, the Harrison Township Board of Trustees began the process of updating their comprehensive plan in the winter of 2021.

Continued regional economic success will play a role on the pressures faced by Harrison Township.

This document will provide local and regional policy makers, business leaders, developers, and public stakeholders with a clear and objective understanding of the impacts of varying growth and public investment decisions.

The Township is part of the Columbus (OH) metro region, a region expected to grow by
MORE THAN 500,000 PEOPLE
and an additional
300,000 JOBS BY 2050.



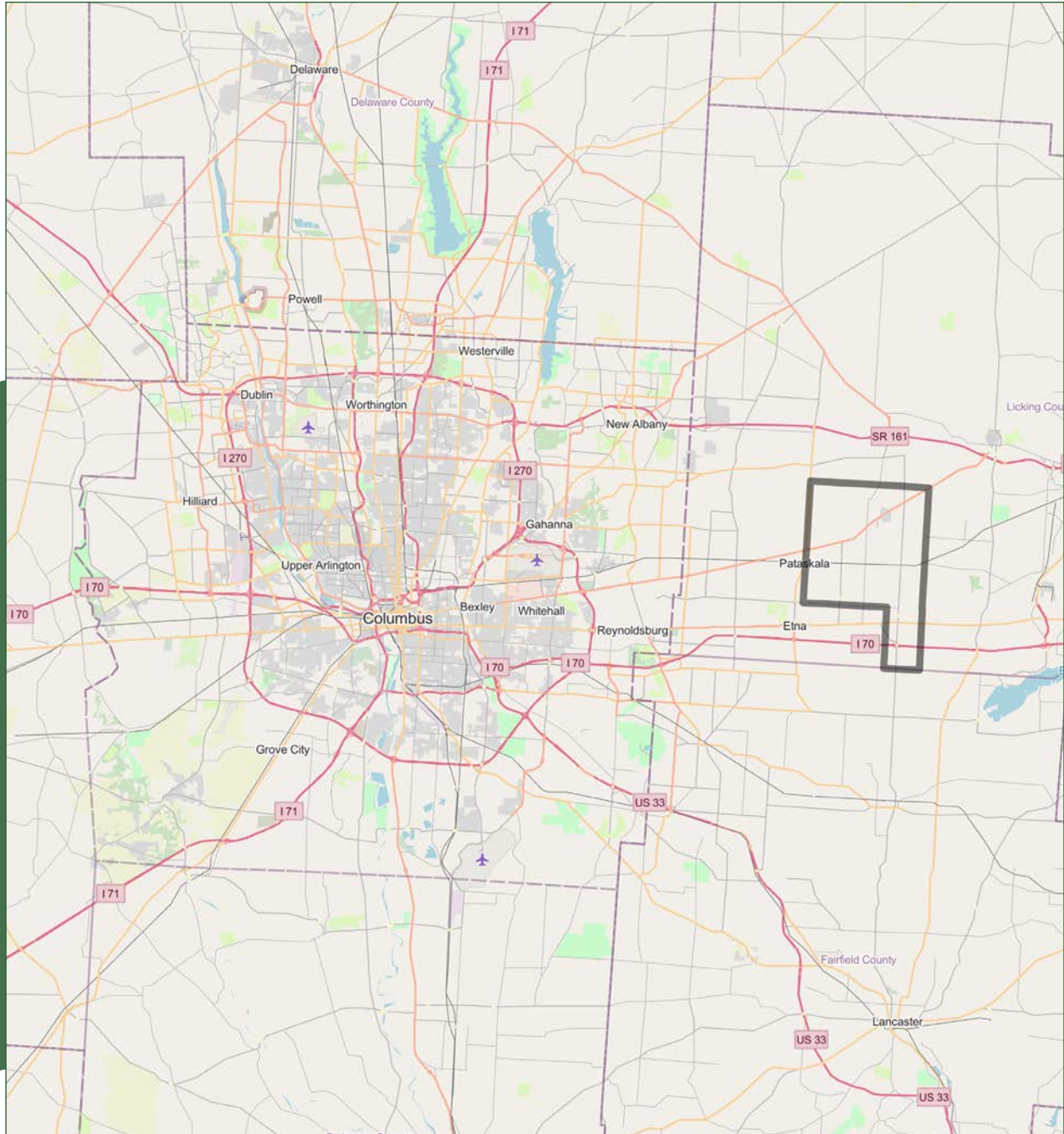
1.05 | ABOUT HARRISON TOWNSHIP

Considered part of the Columbus, Ohio metro region, Harrison Township is located in southwest Licking County. Bordered to the west by the City of Pataskala, to the north by St. Albans Township, to the south by the Village of Kirkersville and Etna Township and to the east by Union Township.

The Township has direct access I-70, SR-16 and SR-310. An active rail line traverses the Township connecting the City of

Columbus to the City of Newark and beyond. Portions of the Township are served by Southwest Licking Community Water and Sewer District.

Harrison Township lies primarily within the Southwest Licking Local School District commonly referred to as Watkins Memorial. A portion of Northridge Local School District lies within the very northern area of Harrison Township.



1.06 | THE PURPOSE AND USE OF A COMPREHENSIVE PLAN

PURPOSE

The comprehensive plan should be used as a guide for public decisions that affect the physical development and maintenance of the Township. For example, the plan may be used as a basis for:

- 1** Development of detailed physical plans for sub-areas of the Township;
- 2** Analysis of subdivision regulations, zoning standards and maps, and other implementation tools;
- 3** The location and design of thoroughfares and implementation of other major transportation facilities and programs;
- 4** Identification of areas to be served with utility development or extensions;
- 5** The acquisition and development of sites for community facilities;
- 6** The acquisition and protection of major open space;
- 7** Provision of a framework by which short-range plans (zoning requests, subdivision review, site plan analysis), and day-to-day decisions can be evaluated with regard to their long-range benefit to the community; and,
- 8** Preparation of zoning regulations so that they can be adopted in accordance with a comprehensive plan.

USE

The maps and figures that describe the recommended locations of various land uses and facilities should not be assumed to be the entirety of the plan. They are only one component of the comprehensive plan. Their primary role is to show how policies and standards are to be applied to the actual physical form of the community. Recognize, however, that commitment of citizens to planning is fundamental to the implementation of the recommendations made by maps, figures, and other components in of the plan. Keeping in mind the welfare of the total community in the decision-making process, a user of the comprehensive plan is encouraged to consider the following procedural steps:

- STEP 1** Refer to the future land use plan text and map to ensure over-all consistency of pending decisions with the plan;
- STEP 2** Refer to the other elements of the plan (i.e., residential, commercial, transportation, etc.) for appropriate goals, objectives, and policies;
- STEP 3** Refer to related plans, technical information and/or individualized characteristics of the issue under study;
- STEP 4** Assess the public interests, the technical nature and/or time constraint of the issue under study; and,
- STEP 5** Evaluate information and take appropriate planning and decision-making action. Used in this manner, the community's comprehensive plan will aid in implementing a sound growth-management program.

1.07 | WHY ADOPT A COMPREHENSIVE PLAN?

With or without a comprehensive plan, local officials should base their decisions on what they perceive to be best for the community's future. But how can officials demonstrate that these decisions are neither arbitrary nor biased, and that they do in fact represent the community's best interest? A comprehensive plan is a legally and locally adopted document, and a committee of residents using public input formulates it. As such, courts have consistently upheld decisions that are based on the recommendations of a comprehensive plan. In fact, Ohio law goes as far as to necessitate comprehensive planning for townships that implement zoning.

According to Chapter 519.02 of the Ohio Revised Code,

“For the purpose of promoting the public health, safety, and morals, the board of township trustees may in accordance with a comprehensive plan regulate by resolu-

tion the...uses of land for trade, industry, residence, recreation, or other purposes in the unincorporated territory of such township...”

Many communities regard comprehensive planning as unnecessary until there is some evidence that change is imminent. In doing so, they fail to realize that the very purpose of comprehensive planning is to be proactive in influencing the community's future. Harrison Township is facing both immediate and future growth pressure. The widening of State Route 161, logistics growth in Etna Township and regional economic successes, plus the attractive rural and small-town character of the area are likely to result in significant growth within the next five years. As growth and development occur, township residents will benefit from an established plan that was designed to protect the community in the face of change.

1.08 | STEERING COMMITTEE

To guide the planning process, the Harrison Township Trustees chose five individuals to assist in the development of the draft comprehensive plan.

RYAN BAILEY

GERALD ARNOTT

TOM WHEELER

DEBRA MOORE

ERIC SMITH

VALERIE HANS (staff assistance)

Monthly meetings were held to discuss the chapters found in the plan in addition to offering suggestions and debating the future land use map. Each meeting was advertised on the Township bulletin board and website as with all other public meetings.

The committee believes that this plan reflects the CURRENT INTERESTS & DESIRES of residents for managing GROWTH and FUTURE LAND USE in the Township.

This Comprehensive Plan is the first step in managing the development process. As Harrison Township evolves and changes, this plan should be revisited and modified such that its timeliness and ability to guide Township Trustees, Planning Commission and Board of Zoning Appeals is always reflective of the current state of the township.





1.09 | GUIDING PRINCIPLES

The vision and goals in the following chapters are the foundation for the Land Use Plan, which is the central element of this Comprehensive Plan.

The designation of each parcel within unincorporated Harrison Township into a specific land use category, as expressed on the Future Land Use map is intended to provide the framework for the continuing sustainable development and redevelopment of the community, and for the coordination between the Township and its neighboring cities.

In general, the community planning decision-making process should, first and foremost, be concerned with the long-term sustainability of our communities, environment, and economy. Physical solutions by themselves will not solve all problems. A coherent and supportive physical framework should be established to provide economic vitality, community stability, and environmental health. Below are the general guiding principles that are woven through the Harrison Township Comprehensive Plan. These principles should be challenged against any new development within the Township.

PLANS & IMPLEMENTATION

1. Township planning decisions which affect neighboring communities should consider multi-jurisdictional impacts.

2. Township comprehensive plan should be reviewed periodically and updated as necessary to remain viable documents.

3. Township zoning resolution should be reviewed periodically and updated as necessary to ensure they are consistent with the comprehensive plan.

4. Township zoning resolution should be consistent with the Township comprehensive plan.

5. Township zoning decisions should be consistent with the current Township comprehensive plan.

6. The Township comprehensive plan should be accompanied by an action strategy that specifies individual tasks, timing, and responsibilities for implementation.

7. The Township comprehensive plan and zoning resolution should include interpretive graphics conveying standards and design guidelines.

COMMUNITY

1. Historic city, village and township centers should be preserved.

2. New development or redevelopment in existing communities should respect local historical patterns, precedents, and boundaries.

3. Civic buildings and public gathering places are important and require prominent accessible sites.

4. The scale and configuration of streets and open spaces (parks, greens, squares should be attractive and comfortable to pedestrians.

5. The design of streets and buildings should result in safety and security, as well as be accessible and open to the public.

6. Architecture, building placement and landscaping should result in the physical definition of streets and other public spaces.

7. Neighborhoods should include a variety of public spaces (tot-lots, village greens, ballfields, community gardens, etc.) that are strategically distributed and physically well defined.

8. New investment along highway corridors should complement investment in existing community business centers.

9. New development should be seamlessly woven into the physical fabric of its surroundings, regardless of differences in size or architectural style.

10. Design is important and should contribute to the community's safety, security and attractiveness.

11. Community planning should involve balances between physical, environmental, economic, social, and cultural conditions within the Township.

12. Strategies encouraging development and redevelopment of communities should include previously developed sites (brownfields), infill development and reuse of existing facilities rather than continuing outward expansion.

13. Community planning should create an efficient and cost-effective system of public services, transportation, recreation, cultural institutions, and housing to achieve a viable, sustainable region.

14. Intergovernmental cooperation is necessary for achieving a viable, sustainable region.

ENVIRONMENT

1. Community planning should recognize that natural resources are system-dependent, not limited to jurisdictional boundaries.

2. Lands with unique or sensitive resources should be preserved in their natural state.

3. The health and quality of the natural resource base are directly related to public health, welfare, and economic growth.

4. Natural resource areas, farmlands and open space characterize the rural landscape. They are important and useful in shaping development and maintaining and establishing a rural community character.

5. To preserve rural community character, site design should encourage clustering of development and preservation of open space.

6. To preserve rural community character, site design should include desirable views and vistas across water features and farmlands.

7. Natural resources are limited in their ability to accommodate development without incurring damage. Development within our natural environments should occur in a balanced and sustainable manner.

8. Sensitive and fragile lands should be protected from degradation. .

9. Wildlife habitat corridors should be interwoven with development to achieve environmental balance and maintain biodiversity.

INFRASTRUCTURE

1. Development should be directed to areas serviced by adequate roads, water, sewers, and utilities.

2. Expansion and upgrading of public roads, water and sewer services should be planned to strategically direct growth.

3. Public transportation should connect homes to jobs, community center and cultural, recreational, educational and institutional facilities.

4. A comprehensive transportation plan should support a unified, long-term vision of how the land is to be used.

5. Non-motorized transportation should be accommodated in new road corridors and strategically retrofitted into existing transit corridors and greenway linkages.

6. The number and frequency of automobile access driveways along road corridors should be minimized.

1.10 | COMMUNITY ENGAGEMENT, SURVEY & MEETINGS

The Steering Committee developed a short, direct online survey to gauge the perspectives of Township residents, businesses and interested parties. The survey was widely circulated through social media and available on the Township's website. Hard copies were made available at the Township office. The survey was open for four (4) weeks from January 17, 2022 to February 21, 2022. The survey results were tabulated and presented to the Steering Committee for consideration.

The Harrison Township Zoning Commission held a public meeting on June, 2022. The purpose of the meeting was to hear compliments, comments and concerns from the residents of Harrison Township pertaining to the draft comprehensive plan.

During the completion of the Harrison Township Comprehensive Plan process, the Township was notified by the Licking County Planning Commission (LCPC) that they no longer review comprehensive plans for non-binding recommendations.

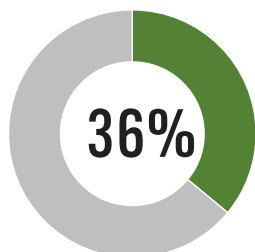
As such, the Harrison Township Zoning Commission voted 5-0 to recommend approval of the Comprehensive Plan to the Trustees on June 21, 2022.

Similarly, The Harrison Township Trustees held a public meeting and hearing on August 1, 2022. Like previous meetings, the purpose was to hear feedback from the residents of Harrison Township pertaining to the draft comprehensive plan. **On August 1, 2022, the Harrison Township Board of Trustees voted 3-0 to approve the Comprehensive Plan.**

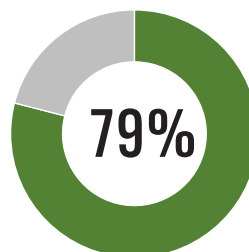
1.11 | SURVEY RESULT SUMMARY



385 RESPONDENTS - OR -
4% OF THE TOWNSHIP
POPULATION

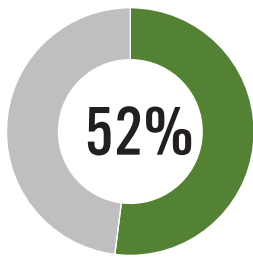


36% agree or strongly agree the Township should attract **light manufacturing businesses**.

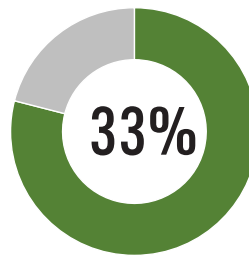


79% agree or strongly agree the Township has **adequate residential development**.

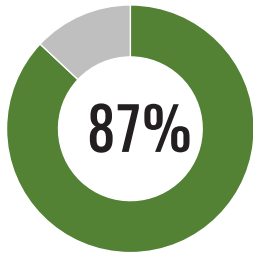
1. INTRODUCTION



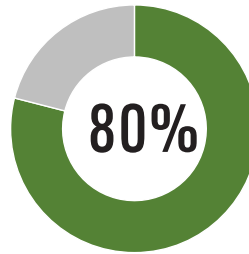
52% agree or strongly agree the Township has **adequate commercial/retail development.**



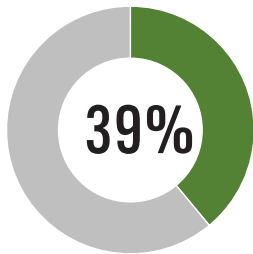
33% agree or strongly agree the Township has **adequate park and/or open space.**



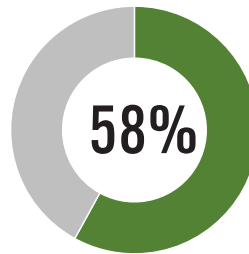
87% agree or strongly agree the Township should promote **conservation of agricultural land.**



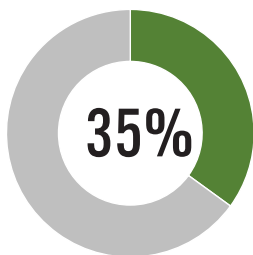
80% agree or strongly agree the Township should promote the **redevelopment of dilapidated properties.**



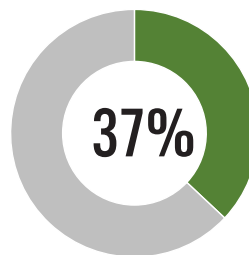
39% agree or strongly agree the Township has **adequate broadband internet service.**



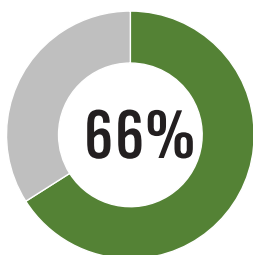
58% agree or strongly agree the Township has **adequate cellular phone service.**



35% agree or strongly agree the Township should promote **expansion of central water and sewer services.**



37% agree or strongly agree the Township should regulate the **appearance of residential buildings.**



66% agree or strongly agree the Township should regulate the **appearance of commercial buildings.**

2

HARRISON TOWNSHIP DEMOGRAPHICS¹

2.01 | POPULATION AND HOUSING UNITS



Harrison Township
has seen
31%
population growth
since 2000.

Since 2010,
population growth has
**increased at
12.6%.**



As of the 2020 census,
the population of
Harrison Township was
8,520.

This increased
since the 2010 census
when the population was
7,561, and up from
6,494 at the 2000
census.



The median gross rent
in Harrison Township is
**\$1,111 compared
to \$838**
in Licking County.

69% of renters
pay between
\$1,500 and \$1,999.



Due to the development
of a few residential
neighborhoods and
scattered site single
family dwellings, the
number of housing units
grew from

2,885 to 3,132
from 2010 to 2020.

This represents a
7.8% increase
in the last decade.

¹2019 ACS 5-Year Estimates Data Profiles

2.02 | INCOME AND POVERTY



MEDIAN HOUSEHOLD INCOME

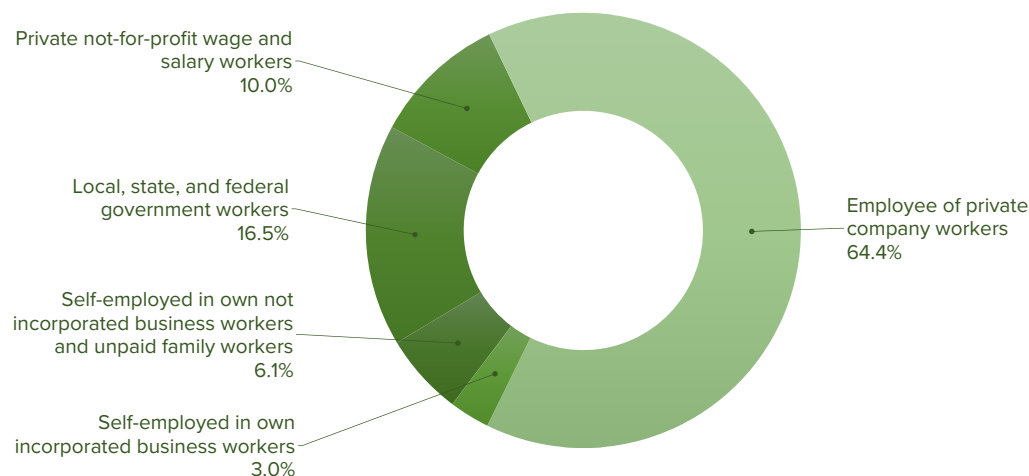
Harrison Township has a median household income of \$98,694 as of the 2020 census. This is above average compared to Licking County which has a median household income of \$66,013.

POVERTY RATE

The poverty rate in Harrison Township is significantly lower than other communities in Licking County. Harrison Township has a poverty rate of 1.2% while Licking County's rate is 9.3% according to the 2020 census. Looking at poverty by age, Harrison Township's youth (under 18 years old) experience a 2.0% poverty rate while the older populations (+65 years old) experience a 1.4% poverty rate.

2.03 | EMPLOYMENT

Due to COVID-19 pandemic, employment statistics have been skewed due to the high number of individuals quitting their jobs, unable to work or choosing to switch professions. According to the 2020 census, the class of worker in Harrison Township is broken down into the following categories:



2.04 | COMMUTING



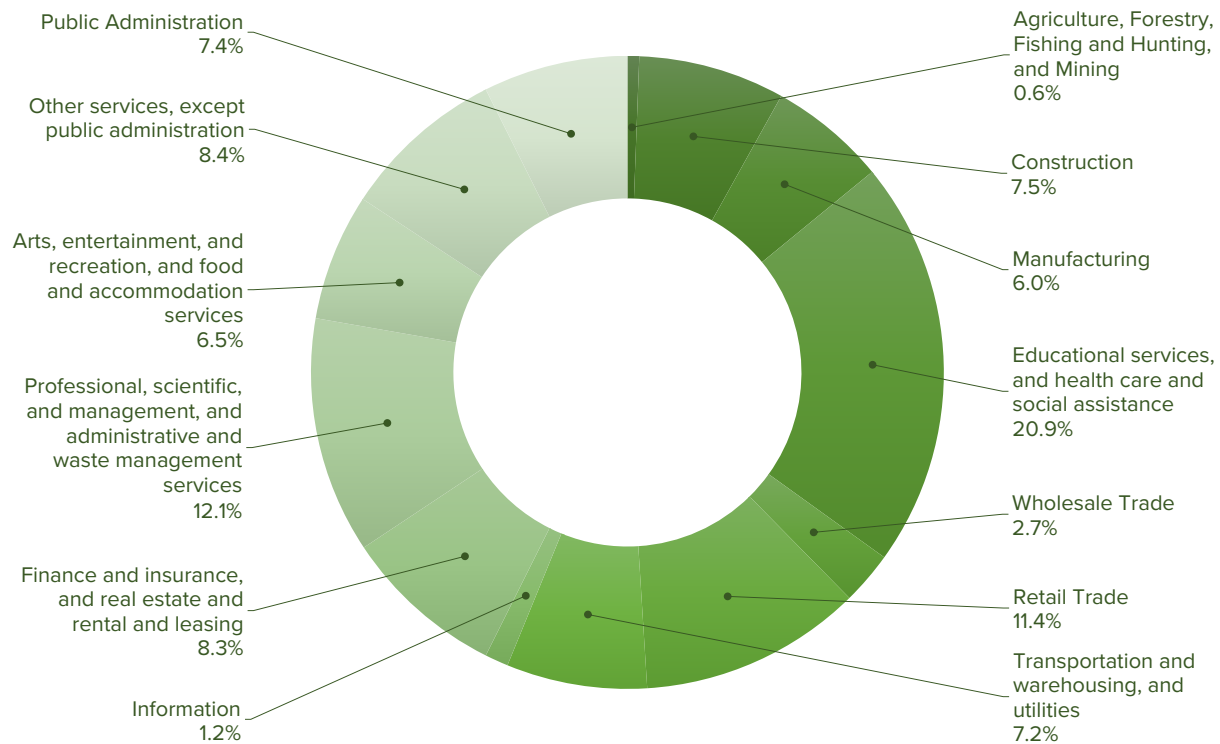
Due to the rural nature of Harrison Township, most people commute to and from work by themselves. Over 82% drove to work alone while 11.3% used a carpool. 0% of workers used public transportation as an alternative to single use vehicles.

The average travel time to work is 32 minutes compared to Licking County's travel time of 27 minutes.

2.05 | INDUSTRY & OCCUPATION

Residents (over age 16) of Harrison Township are employed in a wide variety of industry. The largest industry of those residents of Harrison Township include education, health care and social assistance. Occupations of residents (over age 16) include management, business and sciences (1,645) as well as sales and office occupations (910).

INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER



OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER





3

LAND USE & GROWTH MANAGEMENT

The most common theme guiding the Harrison Township Comprehensive Plan is the desire to **PRESERVE THE LAND** and the **RURAL CHARACTER** of the community.

To accomplish this, growth must be carefully managed. Expansion of public services and facilities needs to be planned to keep pace with growth. This will not only allow the community to grow, but it will also improve the quality of life for current residents.

An overall land use plan is necessary to coordinate activity and function between land uses. Uses should be arranged to avoid traffic and noise conflicts and to make service provision easy and economical. Projected land uses should also be designated according to the road classification, land capability, current land use and zoning, anticipated central service provision, and community desires.

The land use plan depends on zoning to accomplish these goals, therefore zoning must be carefully developed and enforced. Both the land use plan and the zoning resolution should be updated regularly to keep pace with changes in the community.

Most of the planning area may be considered prime farmland. The areas where agricultural land may most appropriately be preserved are those areas where central water and sewer are not expected soon and where rapid development is not

expected and not projected. Such areas should be protected from scattered residential development which often conflicts with normal agricultural operations.

Industrial and commercial activity in the planning area is limited. While more concentrated commercial uses are in the Village of Kirkersville, other uses are scattered widely throughout the community. Locations for future commercial and industrial development should be carefully selected to provide the most activity for the businesses and at the same time to limit potential conflicts with surrounding uses such as residential subdivisions or farms. Township residents have expressed the desire to avoid heavy industry, and this is appropriate given the scattered residential developments throughout the planning area.

Many of the community residents work in the Columbus area. Although a bedroom community can be quiet, pleasant, and safe, it is also likely to suffer from a lack of funds to maintain infrastructure and to provide public services due to low tax revenues. Additional business and light industry in the community may be needed to add to the tax base and to provide local jobs. To attract business and light industry to the area, the community can provide a number of enticements. For example, a skilled labor force may be developed through the school system. Also, locations may be set aside and serviced with utilities and roads. Amenities such as parks, good schools, and attractive residential building site are also sought by business interested in locating in a community.

3.01 | COST OF COMMUNITY SERVICES

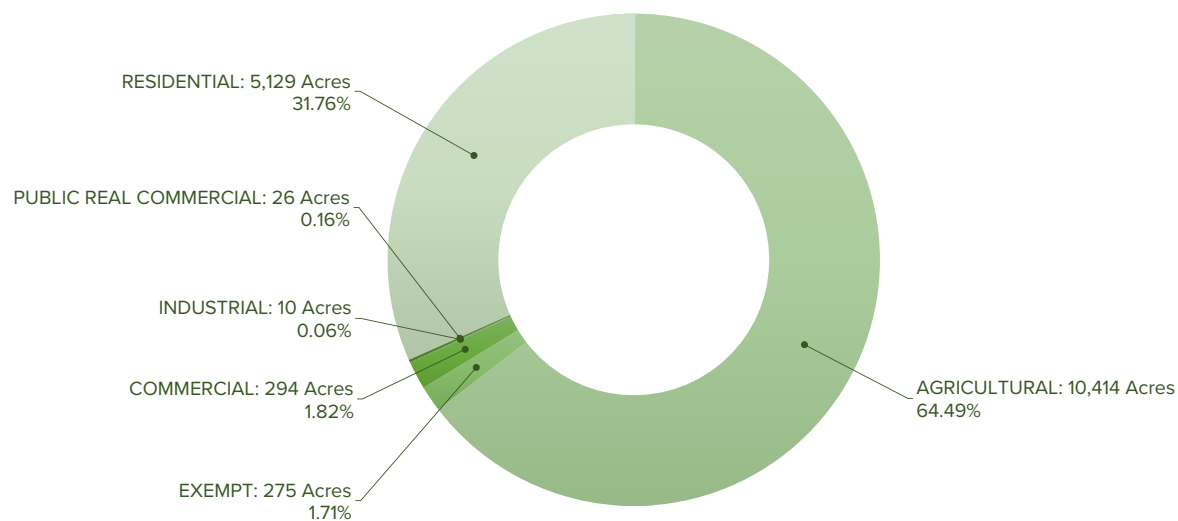
Cost of community services studies from 25 states show that, on average, the median cost per dollar of revenue raised to provide public services for commercial and industrial lands

was \$0.30, for working and open space lands was \$0.37, and for residential lands was \$1.16.²

3.02 | EXISTING LAND USE³

There are two predominate land uses in Harrison Township. Agricultural makes up most of the existing land use by occupying almost 65% of land in the township. Residential is the other major land use at almost 32%. All other land uses are below 2%.

Most of the residential land use is adjacent to the City of Pataskala with scattered single family residential subdivisions throughout the township.



3.03 | FUTURE LAND USE

A good plan seeks a balance in land uses that have potential for conflict, sustains quality growth, and is broad enough to anticipate a wide array of situations.

Comprehensive land use plans of decades past relied heavily on maps, showing where various land uses were allowed. But this was found to be a rigid method of planning, not responsive to market forces and environmental conditions. Today, principles upon which decisions can be made provide more flexibility, self-determination, and transparent values.

Developers are encouraged to work with the Township, the school district, and other public bodies, so that appropriate decisions are made in concert with the timing of new development. This process ensures that new development and ex-

isting development can be served by adequate roads, septic sewer systems, schools, and public services. Thus, new development can proceed without over-extending the existing infrastructure and educational and public service systems which benefit existing residents and businesses.

A creative partnership between
government and the **private sector**
can provide the **physical, social** and
government structure needed to ensure
a well-run, pleasant community in the future.

² Source: American Farmland Trust

³ Source: 2021 Licking County Auditor Tax Records

3. LAND USE & GROWTH MANAGEMENT

The recommendations for land use within the Harrison Township Comprehensive Plan, and more specifically the Harrison Township Future Land Use Map, are based upon

**physical characteristics,
existing land uses and infrastructure,
and most importantly, the opinions
expressed in the Community Survey
and community visioning.**

The Future Land Use Map and this text should be considered and consulted in matters that affect land use in the future. These include, but are not limited to, zoning map and text amendments, variance requests, and development review.

While the comprehensive plan is the vehicle by which land use can be legally regulated, it need not be adhered to rigidly. In order for local governments to remain proactive in planning, they sometimes have to be flexible. This means making decisions based on how they affect the community as a whole, not just one particular parcel. But by the same token, the comprehensive plan is a locally and legally adopted document, and substantial and/or unjustified deviations from the plan can render it ineffective.

The following paragraphs provide general descriptions of the various land uses that are provided for on the Future Land Use Map. These descriptions should be considered in conjunction with the Future Land Use Map, as the name of each proposed land use classification may not be entirely representative of the intent of the plan.



AGRICULTURAL

The large area of the Township that remains as active farmland. Includes agricultural and rural activities, farmsteads, home occupations, scattered ag-related facilities or businesses. Little new residential development is anticipated in this area, although small residential clusters may be allowed under some circumstances in areas not well-suited for farming.

Recommended Housing Density
1 unit per 35 acres (gross)



RESIDENTIAL

This district is intended to provide for very low-density residential development, with on-site septic systems. There is an emphasis on retaining natural features and creating a connected network of open space. The district retains the existing residential estate zoning pattern, but with an increased emphasis on conservation (cluster) development, which may be required in some areas.

Recommended Housing Density
1 unit per 5 acres (gross); incentives for preservation of natural features.



NEIGHBORHOOD COMMERCIAL

Commercial, office, service development, at a scale that serves the immediate neighborhood rather than a highway corridor or larger region. This category encompasses older commercial nodes and new areas that may be developed to serve new residential development.

Typical intensity measure is floor-to-area ratio, typically ranging from 0.3 to 0.5. Design guidelines should be considered for access management, internal circulation, and aesthetics.



HIGHWAY COMMERCIAL

Commercial, office, service development, along with limited production in some settings. This category will apply primarily to existing commercial corridors along major highways or new commercial nodes proposed around the edges of cities in municipal land use plans.

Typical intensity measure is floor-to-area ratio, typically around 1.0. Design guidelines may be considered for access management, internal circulation, improved aesthetics and buffering.



PUBLIC UTILITY

Intended for electrical power generating facilities which includes solar fields and related facilities. This public service use includes directly related facilities for the production of electricity.



INSTITUTIONAL

Applicable to schools, camps, cemeteries, larger religious or governmental facilities, etc. Will apply primarily to existing facilities and their planned expansions.



MANUFACTURING

Light manufacturing, assembly and whole-sale uses; office and research facilities, limited retail and services. Most activities (except for limited outdoor storage) take place within enclosed buildings.

Performance standards should include restrictions on outdoor activities and buffering from less intense land uses.

3.04 | FLOOR-TO-AREA RATIO (FAR)

A floor-to-area ratio is obtained by the following simple formula:

$$\text{FAR} = \frac{\text{floor area}}{\text{lot area}}$$

In practice, this ratio is constant for a zone. A floor area ratio of 1.0 means that floor area may equal lot area. FAR 5.0 means that the floor area may be up to five times as large as the lot area; and FAR 0.5 that it may be no more than half the lot area.

Though a floor area ratio affects volume, shape, and spacing of buildings on the land, it does not determine a particular shape or spacing. Rather, it permits a choice. Image 1 shows multiple examples of FAR and demonstrates that shape, height, and arrangement on a lot may vary widely within their confines.

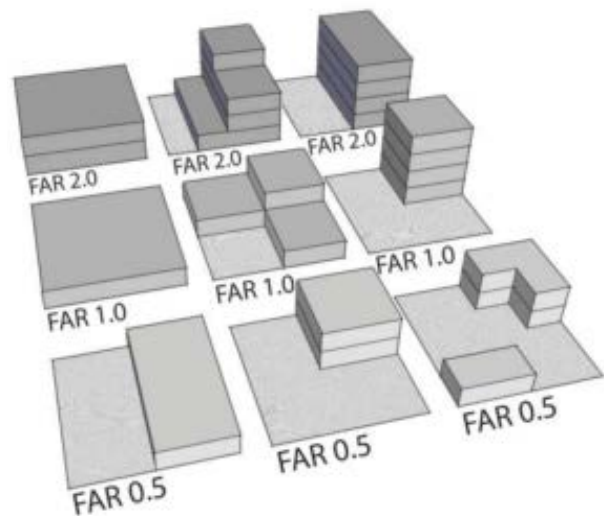


IMAGE 1: FAR Sample

3.05 | PLANNED FUTURE DEVELOPMENT LOCATIONS

Appendix O identifies properties that are currently served by central water and wastewater infrastructure. Development should be directed to these properties to limit the further

expansion of water and wastewater infrastructure within the Township which causes a fiscal burden to the residents of the water and wastewater district.

3.06 | ALTERNATIVE DESIGN FOR RESIDENTIAL DEVELOPMENT

CONSERVATION DEVELOPMENT

Conservation development is a technique for open space preservation on a parcel-by-parcel basis. In a conservation subdivision, houses are clustered on relatively small lots, while the remainder of the site is protected as open space. Essentially, conservation development concentrates allowed density on the most suitable portions of a site, while protecting sensitive natural features and, in some cases, productive farmland.

ADVANTAGES

Advantages of conservation development include:

- 1 Greater design flexibility in siting houses and other development features such as roads and utilities. Frequently the length of roads and utility runs can be reduced, and the amount of site clearance minimized.
- 2 Preserving scenic views and reducing the visual impact of new development by maintaining landscaped buffer areas along roads.
- 3 Providing housing units with direct visual and physical access to common open space.
- 4 Creating environmental corridors by connecting open space between adjacent properties.
- 5 Allowing for continuation of agricultural uses, where these can be adequately buffered from nearby residential uses.
- 6 Allowing active and passive recreational use of common open space by residents and/or the public.

Harrison Township's zoning resolution already allows conservation development in all residential through a planned unit development process. However, conservation development has not been utilized in the past in Harrison Township. Most, if not all, subdivisions are developed using conventional development methods.

The land use plan identifies one area where conservation design should be mandatory for all development. These areas are identified as parcels that are

over **50 ACRES** in size and have readily available access to **WATER** and/or **SEWER**

from Southwest Licking Community Water & Sewer District and included in the Appendix.

In other rural areas, conservation design will be encouraged by means of incentives such as density bonuses, in order to

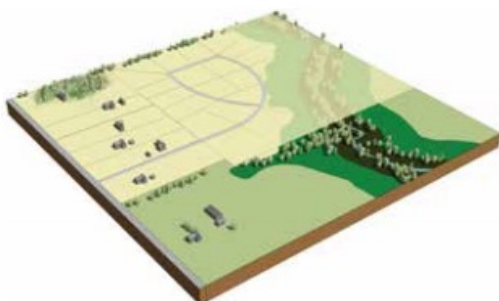
protect **NATURAL** and **SCENIC LANDSCAPE** features and allow the continuance of **SMALL-SCALE AGRICULTURE**.

3. LAND USE & GROWTH MANAGEMENT

Original Rural/Agricultural Parcel



Minor Subdivision*



* Development that can occur with well and septic.

Typical Subdivision **



Conservation Subdivision **



** Occurs only with central water and sewer service.
** These scenarios contain the same number of lots.

IMAGE 2: Four Growth Scenarios
(Image credit: Western Licking Accord)

The diagrams to the left show four scenarios of growth on a hypothetical farm parcel. A typical minor subdivision with well and septic-served lots will divide the land into large parcels, segment the rural corridor frontage and privatize open space. A typical subdivision with water and sewer connection will maximize development and divide all buildable land into parcels, segment the rural corridor frontage, and privatize open space. A conservation subdivision with water and sewer connection enables the same number of lots to be created, but divides a smaller amount of land into smaller lots, thus preserving the rural corridor frontage and contiguous open space.

This plan recommends implementing standards for conservation subdivision design so Harrison Township is prepared when central water and sewer services are extended past their present location. Having these mechanisms in place is an essential planning exercise to ensure the continued preservation of rural character in this area. Along with the continued growth pressure in the region, housing preferences are changing. The population demographics that are and will demand housing during the next 20–30 years—baby boomers, millennials and the upcoming generation—tend to prefer smaller homes on smaller lots than was normal in the 1970s – 1990s. Conservation Subdivision regulations would fit this demand in the case that housing demand increases in the Township while protecting the rural character that current residents want to preserve. Standards should be written to encourage the preservation of contiguous open space and rural frontage along the road corridors, as illustrated by the map and diagram.



IMAGE 3: Benefits of a Conservation Subdivision

CONSERVATION BY DESIGN

By making straightforward changes to land-use resolutions, Conservation by Design helps communities **PROTECT OPEN SPACE and NATURAL RESOURCES** at essentially **NO COST** and **WITHOUT REDUCING THE RIGHTS** of landowners and developers to develop their land.

By making several small but significant changes to three planning documents—the **comprehensive plan, zoning resolution, and subdivision and land development ordinance (SALDO)**—Conservation by Design ensures that conserva-

tion becomes institutionalized in the development process. Conservation by Design rearranges the development on each parcel as it is being planned so that half or more of the buildable land is set aside as open space. **Without controversial downzoning, the same number of homes can be built in a less land-consumptive manner, allowing the balance of the property to be permanently protected and added to an interconnected network of community green spaces.** This density-neutral approach provides fair and equitable treatment to landowners and developers. Conservation by Design can apply to a range of residential development options, from single-family homes to mixed-use communities.

Conservation by Design differs from traditional cluster developments in that it **establishes higher standards for both the quantity and quality of open space.** It does so through open space requirements in zoning for useable land (as well as undevelopable, constrained land), and through a SALDO that places conservation planning at the beginning of the development process rather than at the end.

PLANNING

Bringing Conservation by Design to a community typically involves four major planning steps:

- ➔ COMMUNITY ASSESSMENT
- ➔ CONSERVATION PLANNING
- ➔ CHANGES TO THE SALDO
- ➔ CHANGES TO THE ZONING RESOLUTION
- ➔ IMPLEMENTATION

➔ Community Assessment

A community assessment helps township leaders clearly see the long-term effects of continuing with their land-use resolution as currently written; in most cases, the resolution provisions will over time lead to far more land being developed for commercial and residential uses than most people ever contemplated. This step examines the adequacy of current plans, zoning and resolution to shape future growth in a way that fosters healthy and safe communities, higher quality of life, open space protection, scenic view protection, and other goals of the township's comprehensive plan.

→ **Conservation Planning**

Identifying potential conservation lands and developing a map that shows these lands—as well as lands that are already protected or developed, and lands that are unprotected and likely to be developed—ensures that a community has a good understanding of its natural and cultural resources. Under Conservation by Design, such mapping is incorporated into the township comprehensive plan. Townships can engage the public in determining which portions of undeveloped land could be added to an interconnected open space network, thereby guiding the location of open space in new subdivisions.

→ **Changes to the SALDO**

Under Conservation by Design, the usual sequence of steps in the subdivision process is reversed: the SALDO requires boundaries of protected open space to be defined first, prior to road, house, and lot-line layouts. The greenlining process identifies conservation areas for protection, including both unprotected features and those protected by current regulation (such as floodplains, wetlands, or steep slopes). By defining the conservation areas first, this process virtually guarantees superior land-use outcomes as compared to conventional practices. Other critical components of the SALDO include a site visit, context map, greenway design standards, and site-analysis plan.

→ **Changes to the Zoning Resolution**

Conservation by Design creates a menu of development options that support the conservation and development goals of a township's comprehensive plan. Under Conservation by Design, the zoning resolution provides for maximum density only when open space has been protected, and includes disincentives (in the form of density penalties) to discourage conventional land-consumptive development patterns. This helps communities build a network of protected lands comprised of natural, cultural, and scenic areas that residents most want preserved.

→ **Implementation**

Adoption

A township can access the Conservation by Design model land-use regulations at no cost. As with any amendment to local land-use regulations, an experienced land-use planner can help a township adapt the model regulations into local codes, as well as assist with public education and input. Conservation organizations and local environmental advisory council members can be excellent partners in identifying land worth protecting.

Administration

A township can maximize the benefits of Conservation by Design by retaining the services of a landscape architect or physical-site planner to help review subdivision applications; such reviews supplement the municipal engineer's expertise in designing sewage, stormwater, and road systems. Township resolution allows these review costs to be passed along to the applicant, a practice often followed for engineering reviews.

Impact

Once a community has enacted the Conservation by Design land-use regulations, open space can be added to a network of conserved lands each time development occurs. The model zoning resolution provide a range of options for the protected open space. In many instances the open space is owned and managed by a homeowner association for use by residents of the development; these subdivisions sometimes include public trail access. Alternatively, the land may be owned by a local government or land trust and managed as a public park or preserve. The land can also be used as a farm or other working landscape.

3.07 | AMENDMENTS TO THE FUTURE LAND USE MAP

Anyone wishing to change the future land use map designation of a property shall have the burden for justifying the amendment including identifying specific reasons warranting the amendment. Therefore, unless waived by the Board of Trustees, as part of the Future Land Use Map (FLUM) change request, anyone wishing to amend the future land use map shall provide justification for the proposed change by providing the following required items along with any supporting data and information:

- 1 Describe why the proposed change is needed, including any change in circumstances to the property or the neighborhood/area in which the property is located that warrant a change in the FLUM designation.
- 2 Describe how the proposed amendment to the FLUM is compatible with the goals, objectives, and policies of the Land Use Element and other affected elements of the Comprehensive Plan.
- 3 Describe how the proposed amendment is compatible with the FLUM designations within the immediate vicinity of the property subject to the proposed change and will not lead to undesirable changes to established residential neighborhoods.
- 4 Provide School Impact Analysis, if allowable residential density is increased, indicating number of potential dwelling units by type.
- 5 Provide data and analysis of the impacts on non-educational school facilities and services subject to the concurrency requirements of the Transportation and Water/Wastewater Element of the Comprehensive Plan. This analysis should show the availability of and demand on the following: sanitary sewer, solid waste, drainage, potable water, roads, and recreation, as appropriate. The demand estimates should be based on the change in demand over the current land use designation for the property and clearly spell out the assumptions used in the demand and availability analysis.



3.08 | LAND USE POLICY & OBJECTIVES



GOAL 1

Provide land use policy and guidance that maintains and promotes environmental stewardship while supporting a healthy and thriving community for all citizens of Harrison Township.

OBJECTIVE 1.1

SUPPORT AGRICULTURE AND FORESTRY IN HARRISON TOWNSHIP.

Policy 1.1.1 – Identify prime agricultural farmlands to preserve agricultural productivity.

Policy 1.1.2 – Partner with local, state and federal agencies and organizations to improve the economic viability and resiliency of agricultural lands.

Policy 1.1.3 – Explore creating an Agriculture Development Board (ADB) to support and enhance agribusiness, agricultural activities, and expanding markets for Harrison Township producers.

Policy 1.1.4 – Consider partnering with organizations to utilize Township owned undevelopable or surplus lands for community gardens or other types of creative uses that foster a sense of community while also supporting local food and agriculture.

Policy 1.1.5 – Erect “Zoning Enforced” signs at major entry points of the Township.

OBJECTIVE 1.2

CREATE SMALL AREA PLANS FOR PLACES WITH UNIQUE CHARACTER AND NEEDS.

Policy 1.2.1 – Evaluate areas such as Broad Street corridor, village of Kirkersville (see [Section 11.02](#)) and surrounding area and the Sunshine Park/Happy Homes neighborhood for small area plans.

Policy 1.2.2 – Develop small area plans that protect the distinctive character of these communities and that enhance economic, social, cultural and community activities.

Policy 1.2.3 – Support the maintenance of these small area plans by incorporating policy in land use guidance documents and identify these areas as unique in planning maps.

OBJECTIVE 1.3

IMPROVE FUTURE LAND USE MAP AND ZONING MAP.

Policy 1.3.1 – Include descriptions, densities, and intensities of various land use categories in the Future Land Use Map.

Policy 1.3.2 – Evaluate zoning districts to ensure the current uses align with the future land use map. Revise the Zoning Map where deemed necessary and when compatible with the surrounding areas.



4 TRANSPORTATION

Harrison Township has a long-standing commitment to maintenance of their roadway system. The community has stood firmly behind the Township in this endeavor by regularly voting to impose a road and bridge levy to provide funding for road improvements. In addition to Township roads, the Licking County Engineer and State of Ohio maintain roads with the boundary of Harrison Township.

The main traffic corridors within Harrison Township include I-70, US-40, SR-16 and SR-310. Other heavily used roads include Outville Road, York, Road and Watkins Road.

Most vehicle travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role a particular roadway segment plays in serving this flow of traffic. Roadways are assigned to one of the six (6) classifications within a hierarchy, as shown in Table 1 according to the character of travel service each roadway provides.

 INTERSTATES
Other Freeways or Expressways
Major Arterial Roads
Minor Arterial Roads
Major Collector Roads
Minor Collector Roads
Local Roads

TABLE 1: Highway Functional Classification Identification

Local roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel due to their provision of direct access to abutting land. They are often designed to discourage through traffic. Harrison Township currently has 47 miles of roadway for which they are responsible.

4.01 | OUTVILLE TRAIN STATION

One of the first means of travel in Harrison Township was by train. Arriving in 1853, the Central Ohio Railroad called this place "Kirkersville Station," and it was later changed by stationmaster James Outcalt, who renamed the town Outville after himself. As rail traffic increased in Ohio, a successor company, the Baltimore and Ohio Railroad, built numerous rural depots, this one in 1899. After 1940, the depot was closed and then sold and moved from town in 1963. The Harrison Town-

ship Trustees arranged for the return of the depot to Outville in 1993. Today, it stands as the only one of its types remaining on this line, and one of only a handful of original railroad buildings extant between Columbus and Pittsburgh. It serves as a reminder of local railroad and transportation history. The Queen Anne, Stick/Eastlake architectural style depot was listed on the National Register of Historic Places in 1995.



4.02 | ROADWAY CAPITAL IMPROVEMENTS

A capital improvement plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing and financing of capital improvements over a multi-year period — usually 4-6 years. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities.

The CIP helps to keep the public informed about future public improvements, thus providing a level of certainty to residents, developers and business owners regarding community vitality, tax burdens, and service costs.

Through the comprehensive planning process, many roads and intersections were mentioned as either inadequate to handle the traffic or dangerous for various reasons.

Although the Township does not have a formal capital improvement plan, this comprehensive plan acknowledges the need to develop such a plan.

4. TRANSPORTATION

The following road segments and intersections should be considered for improvement.

INTERSECTIONS	IMPROVEMENTS
Outville and Broad	Realignment
York and Broad	Realignment
Beecher and Broad	Realignment
Watkins and Broad	Realignment
York and Hollow	Realignment
Watkins and Refugee	Realignment
York and Refugee	Realignment

ROADWAYS	IMPROVEMENTS
Outville Road	Widening
Refugee Road	Widening
Watkins Road	Widening

Aerial images of the proposed road segments and intersections that are in need of improvement.

(These images were taken from the Licking County GIS system with image date of November 2021.)



IMAGE 4: Outville Road at Broad Street



IMAGE 5: York Road at Broad Street

4. TRANSPORTATION



IMAGE 6: Beecher Road at Broad Street



IMAGE 7: Watkins Road at Broad Street

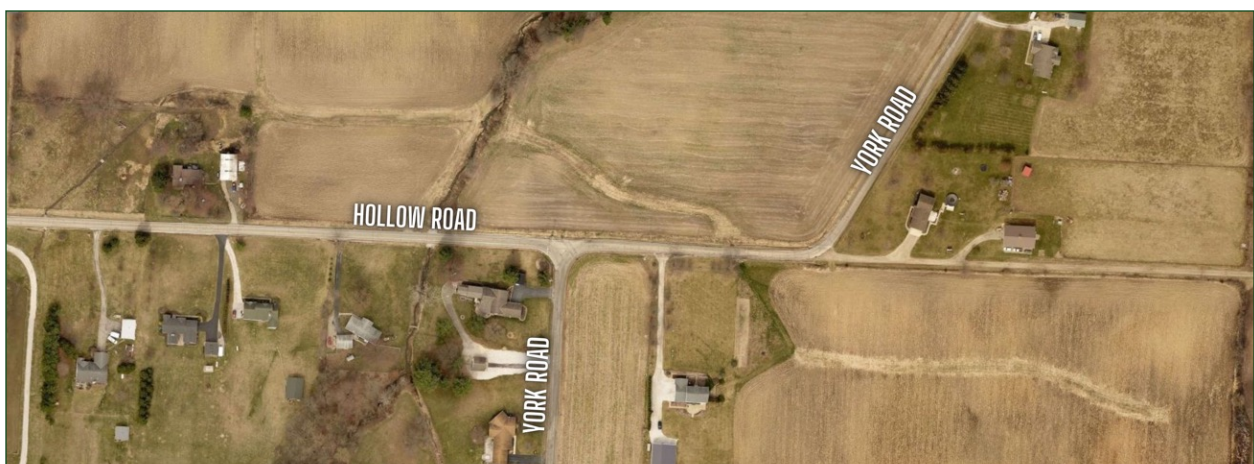


IMAGE 8: Hollow Road at York Road

4. TRANSPORTATION



IMAGE 9: Refugee Road at Watkins Road



IMAGE 10: York Road at Refugee Road

4.03 | TRANSPORTATION POLICY & OBJECTIVES



GOAL 2

Provide a safe transportation system, which optimizes mobility and access, sustains quality of life, strengthens the economy, and protects the environment.

OBJECTIVE 2.1

ENSURE PRIVATE DEVELOPMENT DOES NOT OVERBURDEN EXISTING TRANSPORTATION INFRASTRUCTURE.

Policy 2.1.1 — All new development must be properly designed and constructed with adequate transportation infrastructure that will support the current and future needs of the Township.

Policy 2.1.2 — Prepare for future growth by adopting a capital improvement plan.

OBJECTIVE 2.2

CREATE A TRANSPORTATION SYSTEM THAT SERVES EXISTING AND ANTICIPATED TRAVEL DEMANDS.

Policy 2.2.1 — To facilitate traffic flow, consider limiting access points to avoid excessive numbers of entrances on major corridors.

Policy 2.2.2 — Study and plan for economic development corridors that serve industrial parks and large vehicle generators.



GOAL 3

Improve transportation connectivity for efficient access to jobs, services, activity centers, and distribution hubs.

OBJECTIVE 3.1

ENHANCE THE LINKS AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM THROUGHOUT THE COUNTY, ACROSS AND BETWEEN MODES FOR BOTH PEOPLE AND FREIGHT.

Policy 3.1.1 — Partner with Licking County Transit to explore public and private transit options, particularly with respect to disadvantaged populations within the County, including, but not limited to elderly, handicapped, low income, and unemployed.

Policy 3.1.2 — Work with Licking County Transit to identify new population and employment growth areas ideal for public transit service connections.

Policy 3.1.3 — Partner with Licking County Transit to ensure that higher-volume public transit stops are handicapped accessible and connect with surrounding bicycle and pedestrian infrastructure within a half-mile radius.

Policy 3.1.4 — Encourage the installation of alternative transportation measures within ODOT right-of-way. Incorporate new measures as part of roadway maintenance and new construction when feasible.



GOAL 4

Provide a safe transportation system for passengers and goods on all travel modes.

OBJECTIVE 4.1

ADDRESS GEOMETRIC DEFICIENCIES AND IMPROVE SAFETY ALONG HIGHER-VOLUME LOCAL CORRIDORS.

Policy 4.1.1 – Seek funding to improve and maintain roads by using State and Federal funding opportunities.

Policy 4.1.2 – Partner with the Ohio Department of Transportation and Licking County Engineer's office to identify and prioritize safety improvements with potential to reduce injuries and fatalities throughout the Township.

Policy 4.1.3 – Conduct in-depth review of the transportation issues identified by the community.



GOAL 5

Maintain the existing transportation system and leverage technology to optimize infrastructure.

OBJECTIVE 5.1

ALIGN ROADWAY IMPROVEMENTS WITH TRANSPORTATION PROGRAMS FUNDING.

Policy 5.1.1 – Support interagency cooperation to improve corridors that connect localities.

Policy 5.1.2 – Prioritize list of County projects that correlate with state and federal transportation plans and programs such as Long-Range Transportation Plan.

OBJECTIVE 5.2

USE TECHNOLOGY TO OPTIMIZE TRANSPORTATION INFRASTRUCTURE CAPACITY.

Policy 5.2.1 – Communicate with GPS direction providers to ensure route accuracy and prevent the use of certain secondary roads. .

Policy 5.2.2 – Partner with the Ohio Department of Transportation to support connected, autonomous, share and electric (CASE) vehicle technology research – particularly to explore how the technology can benefit the Township's rural area.

Policy 5.2.3 – Understand potential future needs of technology driven transportation and incorporate the needs in future planning.

5 HOUSING

According to Mid-Ohio Regional Planning Commission (MORPC), the 7-county Columbus metro region will grow by

**about 1 MILLION PEOPLE and
300,000 JOBS between 2010 and 2050;
about 300,000 NEW HOUSING UNITS**
will be needed to accommodate population growth.

This rate of growth is roughly on pace with national growth rates, and far exceeds that of other cities in Ohio.

Quality housing is needed to attract new residents and provide existing residents options for change. Housing is also very important to provide a local labor force for existing and incoming businesses. Harrison Township is made up of mostly single-family homes located on large lots. The neighboring City of Pataskala has several more densely populated multi-family units as well as senior housing options. Quality construction and maintenance of homes is important to hold property values and marketability.

The total number of housing units (ACS 2019) in the Township is 2,801. Of that, only 6% of the units are renter occupied. This percentage is significantly lower than Licking County, Ohio and the United States.

	UNITED STATES		OHIO		LICKING COUNTY		HARRISON TOWNSHIP	
TOTAL	120,756,048 Units	100%	4,676,358 Units	100%	64,035 Units	100%	2,801 Units	100%
OWNER OCCUPIED	77,274,381 Units	64%	3,089,046 Units	66%	46,688 Units	73%	2,644 Units	94%
RENTER OCCUPIED	43,481,667 Units	56%	1,587,312 Units	51%	17,347 Units	37%	157 Units	6%

TABLE 2: Harrison Township Housing Units (2019 ACS)

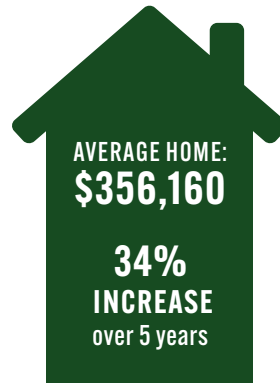
5.01 | NATIONAL HOUSING TRENDS ⁴

Housing starts have slowed, with an average of 0.8 million units built annually from 2010 through 2016 compared to a 1.1 million average previously. The percentages of unit types in the national housing supply varied slightly:

The number of single-unit structures rose from 67% to 67.4%;
multiunit structures were constant at 26%;
and mobile homes declined from seven to 6.3%.

According to the U.S. Census Bureau's Characteristics of New Single-Family Houses Completed, the average size of single-family homes constructed nationally declined during the Great Recession from a high of 2,528 square feet in 2008 to a low of 2,402 in 2009, then steadily increased to 2,637 square feet in 2016. Beyond increased space, most of these new homes contain additional amenities such as multiple bathrooms.

The national average single-family home price was \$356,160 in 2016, increasing 34 percent over a five-year period. While there are variations in household income, cost burden is measured as not paying more than 30 percent on housing costs.



For an average owner not to be cost burdened, their income would have to be \$103,200 ANNUALLY to have afforded the "average" single-family home constructed in 2016.

Renters can face an even higher burden. Average home lot sizes decreased from a high of 18,871 square feet in 2009 to a low of 15,167 in 2013, rising the following years to 16,381 in 2015 and dropping to 15,641 in 2016. The National Association of Home Builders/Wells Fargo Housing Market Index found that the percentage of builders reporting a low or very-low supply of lots in their markets rose to 64 percent in 2017 from nine percent in 2009.

5.02 | SUBURBAN STYLE HOUSING CHALLENGES

New residential subdivisions present challenges to the Township that larger, more densely populated cities and townships don't face. Harrison Township relies on property tax revenue as well as a separate road and bridge levy to fund road maintenance operations.

Anytime a new road is constructed, the Township is faced with a financial burden to maintain, in perpetuity, the road, ditch/curb & gutter and other infrastructure associated with the road.

Also, typical suburban development patterns often utilize cul-de-sac design that presents challenges during winter months with snow removal. Cul-de-sacs also force one or two inter-sections to handle an abundance of vehicular traffic.



⁴American Planning Association Housing Policy Guide (2019)

5.03 | HOUSING EFFECTS ON SCHOOL DISTRICT

Having a highly regarded school district is a blessing and a curse at the same time. When a school district is highly coveted, parents desire to have their child in the school district. When new families move into a school district, the school buildings become full, and residents are asked to fund the construction of new facilities.

School districts conduct forecasting to determine future facility needs. Although each school district is different, a majority assume 2.5 children per every new single-family home constructed.

5.04 | SOUTHWEST LICKING SCHOOL DISTRICT

The Southwest Licking Local School District began operations on September 19, 1953, after a consolidation of the Etna, Kirkersville, and Pataskala school districts was approved by voters in all three districts. Fully operational by 1954, it was the first district of its type in Licking County.

Current emphases in the growing district are the improvement of curricula and teacher education in all buildings and the planning for additional educational space.

FACILITY	YEAR OPENED/ RENOVATED	STUDENTS ENROLLED*	CAPACITY
WMHS	2021	1,406	1,600
WMS	2021	730	800
Etna Elementary	2022	476	600
Kirkersville Elementary	2024	479	600
Pataskala Elementary	TBD	473	500

TABLE 3: Student Enrollment February 2022



SOUTHWEST LICKING SCHOOL DISTRICT TOTAL ENROLLMENT (1978 - 2019)

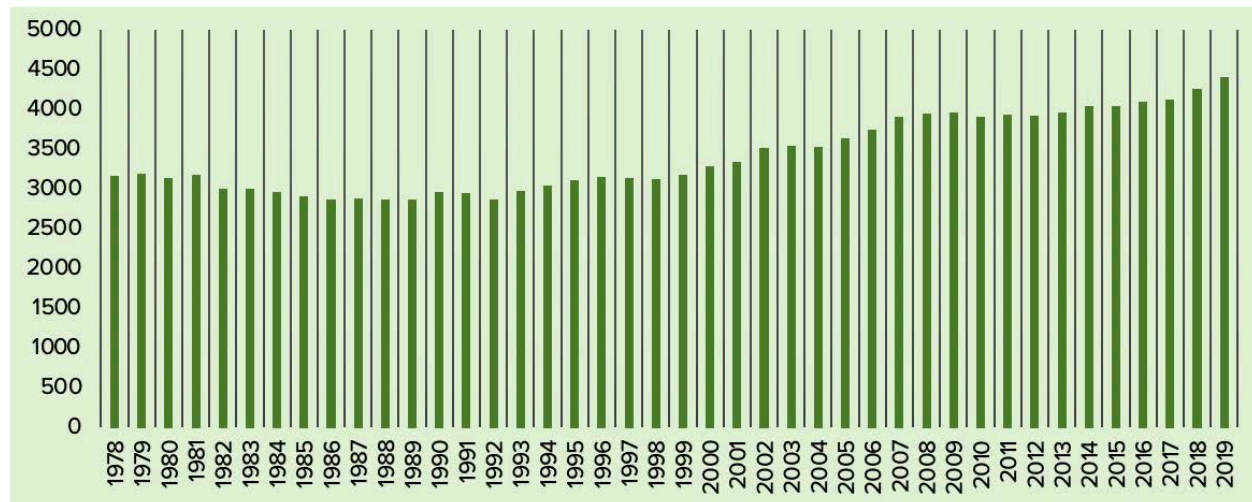


FIGURE 2: Southwest Licking School District Historic Enrollment

YEAR OVER YEAR ENROLLMENT CHANGE 1999-2000 TO 2019-2020

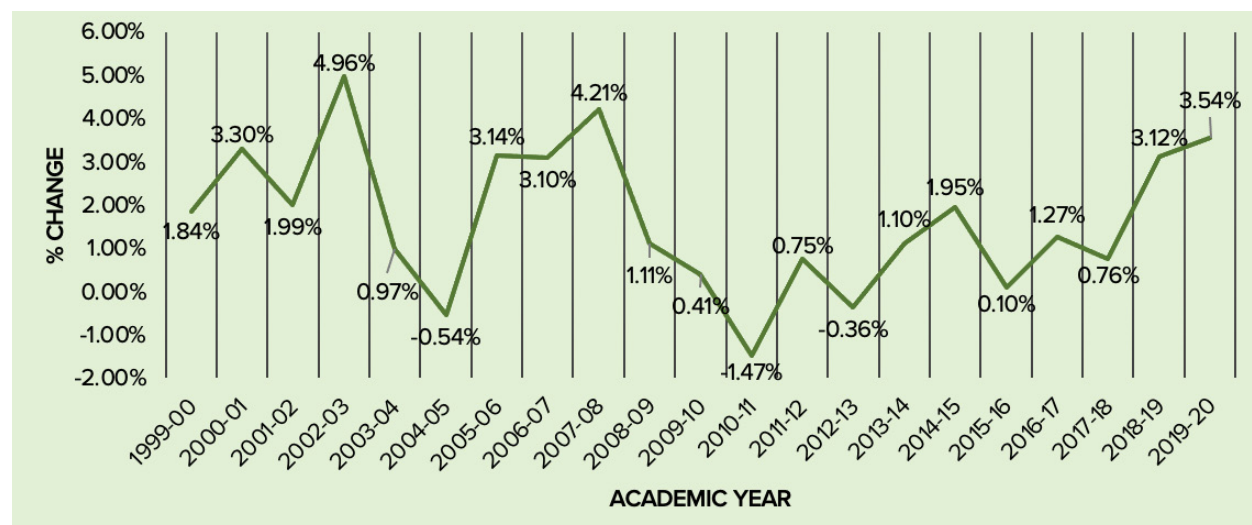


FIGURE 3: Percent Change of Enrollment

Image Credit: 10tv.com



5.05 | VACANCY RATE

According to the 2020 census, Harrison Township's vacancy rate is 2.5%. In 2014 the rate was 9.6% and has fallen each year since.

There were 92 vacant housing units in the Township in 2020.

VACANCY RATE IN HARRISTON TOWNSHIP

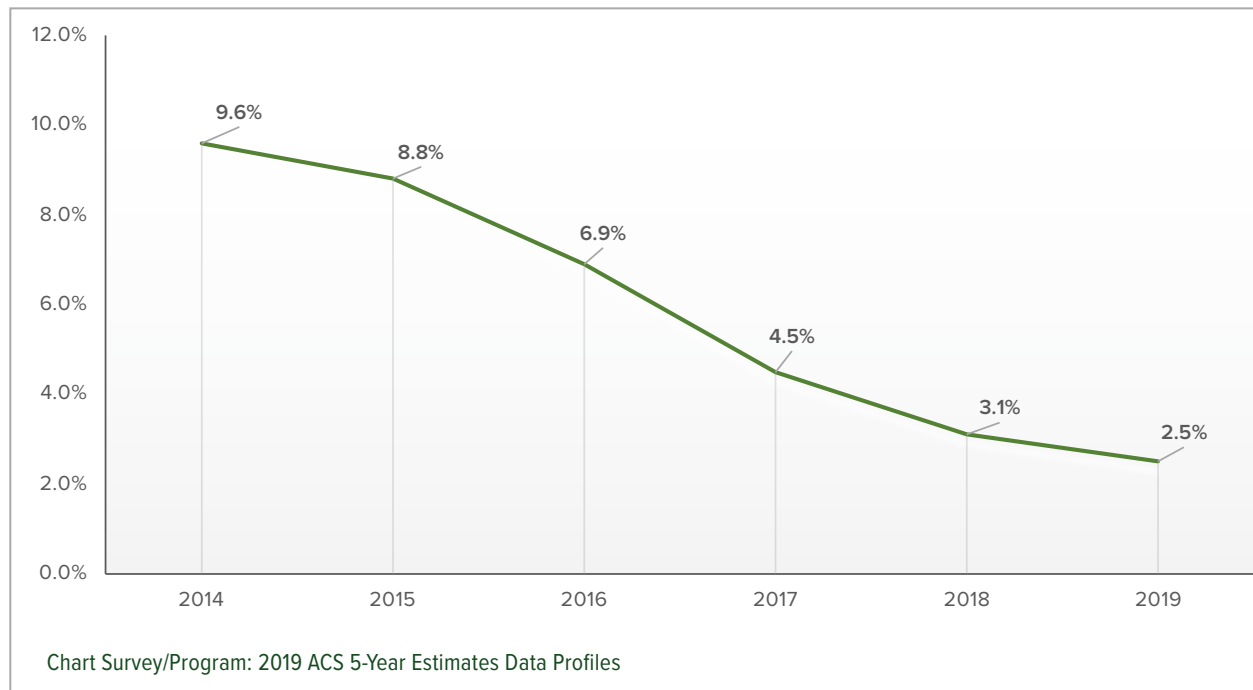


FIGURE 4: Vacancy rate in Harrison Township (Census 2020)



5.06 | HOUSING POLICY & OBJECTIVES

**GOAL 6**

Provide land use policy and guidance that maintains and promotes environmental stewardship while supporting a healthy and thriving community for all citizens of Harrison Township.

OBJECTIVE 6.1**PRESERVE AND IMPROVE QUALITY OF EXISTING HOUSING.**

Policy 6.1.1 – Support the Zoning Department and County Building Code Department in their code compliance efforts.

Policy 6.1.2 – Support building trades workforce development and workforce retention for those critical trades needed for housing rehab, repair and construction, such as: electricians, plumbers, mechanical/HVAC, carpenters etc. Encourage youth to pursue building trades occupation paths and encourage training for the next generation of contractors.

Policy 6.1.3 – Conduct a conditions inventory of housing stock within target areas.

Policy 6.1.4 – Pursue federal, state and local funding for demolition or rehabilitation of substandard housing.

OBJECTIVE 6.2**COORDINATE RESIDENTIAL DEVELOPMENT TYPES AND LOCATIONS WITH AVAILABILITY AND CAPACITY OF ROADWAYS, WATER, SEWER AND OTHER INFRASTRUCTURE.**

Policy 6.2.1 – Encourage residential development in areas where water and/or sewer infrastructure is available or can be made easily available.

Policy 6.2.2 – Residential development type and density shall be compatible to adjacent roadway capacity and classification.

Policy 6.2.3 – Support infill development by prioritizing public infrastructure in and around existing developed areas.

Policy 6.2.4 – Ensure housing types and densities are designed in a manner compatible with the overall rural character of the community.

Policy 6.2.5 – Promote housing options to meet the needs of many while not overburdening the Township's fiscal ability to maintain infrastructure.

Policy 6.2.6 – Update Township zoning resolution to identify proper house size area and aesthetic look.



6 PARKS & RECREATION

Image Credit: dawesarb.org

People who have more access to green environments, such as parks and trails, tend to walk and be more physically active than those with limited access.

The closer people live to a park and the safer they feel in the park, the more likely they are to walk or bike to those places and use the park for physical activity.

But less than half of people in the United States live within half a mile of a park. Even fewer people live in a community that has both safe streets for walking and access to places for physical activity like parks.

Parks and trails that are well-designed offer many benefits. They provide a place where people can be physically active

to reduce stress, which can improve their mental health. They also provide a place where neighbors can meet, which improves community connections. Parks can provide environmental benefits as well, by reducing air and water pollution, protecting areas from inappropriate development, and mitigating urban heat islands. They help people reduce their risk of illness and injury by providing safe spaces where people can play and exercise away from busy streets and commercial zones.

The positive benefits mentioned above can be found in a rural community setting as well. Large home sites provide places for gardening, agriculture, and recreation within and around the home. While parks and recreation opportunities are highly sought after in urban settings, rural communities have an inherent advantage by being sparsely populated while maintaining an abundance of open space.



PARKS & TRAILS BENEFITS

- Increased physical activity
- Decreased stress
- Improvement of mental health
- Creation of community connections
- Reduction of air and water pollution
- Protection of land from inappropriate development
- Mitigation of urban heat islands
- Protection of people from busy streets and commercial zones

6. PARKS & RECREATION

Residents of Harrison Township have access to the programming and opportunities provided by the Licking Park District (See Section 5.01), West Licking County Family YMCA, Beechwood Trails Public Pool and City of Pataskala Parks and Recreation. The City of Pataskala boasts seven community parks which feature a wide variety of outdoor amenities including playgrounds, shelters, multiple sport courts and a municipal pool.

AREA PARK AND RECREATION AMENITIES	
Licking Park District	Manages 1,600+ acres on 11 sites throughout Licking County. Maintains 46 miles of multi-use trails and 30 miles of natural surface trails
City of Pataskala	7 community parks. Wide variety of outdoor amenities including playgrounds, shelters, multiple sport courts and a municipal pool. Youth and adult programming.
West Licking County Family YMCA	Part of the County YMCA Network
Beechwood Trails Pool	7-acre park and pool facility

TABLE 4: Area park and recreation amenities

6.01 | NEWARK EARTHWORKS

Located just minutes from Harrison Township, the Newark Earthworks are the largest set of geometric earthen enclosures in the world. Already a National Historic Landmark, in 2006, the State of Ohio designated the Newark Earthworks as "the official prehistoric monument of the state." Interpretive signage around the park will help to explain the significance of the site and why American Indians regard the Newark Earthworks as a sacred site.

Built by people of the ancient Hopewell Culture between 100 B.C. and 500 A.D., this architectural wonder of ancient America was part cathedral, part cemetery and part astronomical observatory. The entire Newark Earthworks originally encompassed more than four square miles.

The Newark Earthworks are one step closer to becoming part of Ohio's first World Heritage site. The site is one of seven Ohio sites in a serial nomination of Hopewell Ceremonial Earthworks.



Image Credit: The Associated Press

6.02 | FLINT RIDGE ANCIENT QUARRIES & NATURE PRESERVE

Hiking trails through the 533-acre preserve and see ancient pits left by America Indians who came from the surrounding area to quarry flint. The unique rainbow-colored flint was used as an item of trade, tools and weapons. Within the museum, learn about Ohio's official gemstone and the shaping of flint into tools, known as knapping.

A picnic area with tables, grills, drinking water and restrooms is available for visitors to the quarry.

Flint Ridge is a nearly eight-mile-long vein of high-quality flint located in Licking and Muskingum counties of eastern Ohio. Hundreds of quarry pits and workshop sites are scattered across more than 2,000 acres of ridge top in these Appalachian foothills. It has been called the "Great Indian Quarry of Ohio."

Flint Ridge seems to have been well known in the ancient world, as small amounts of it have been found at American

Indian sites across the present-day eastern United States. Because of this flint's great beauty, it has been respected throughout the ages in the tools, weapons and ceremonial objects of native cultures and in modern times in the production of jewelry.



Image Credit: Rockngem.com

6.03 | BUCKEYE LAKE STATE PARK

Ohio's oldest state park remains a beloved day-use destination. Buckeye Lake first served as a feeder lake for Ohio's canal system during the early 1800s. After the canal era, the new parklands began drawing tourists from around central Ohio. During the mid-20th century, visitors flocked to the park's amusement park and dance hall, now closed. Today, the park's largest draw is the 3,100-acre lake which provides wonderful boating and fishing opportunities. A 4-mile shoreline path connects the North Shore to Lieb's Island and offers a variety of areas for fishing and relaxation.

Cranberry Bog State Nature Preserve, which is also a National Natural Landmark, is a small and shrinking remnant of

this bog. When the lake was impounded in 1826, Cranberry Bog broke loose from the bottom and became a floating island which may conceivably be the only one of its kind in the world. Most of the island is an open sphagnum moss meadow with an abundance of cranberries and pitcher plants making the area a naturalist's delight. Due to the fragile nature of the bog remnant, access to the island is by permit only from the ODNR Division of Natural Areas and Preserves.

Buckeye Lake's shoreline offers excellent habitat for waterfowl. Good bird-watching opportunities exist especially during the spring and fall migrations. One of the state's largest great blue heron rookeries is situated on adjacent private land, but the birds can often be seen in the park.

Image Credit: Columbus Navigator



6.04 | REGIONAL RECREATIONAL OPPORTUNITIES

Dawes Arboretum is easily accessible; the park consists of 1149 acres including nature trails, private fishing, picnic areas, and a nature center. The arboretum offers unique bird habitats, beautiful trees, and well-manicured gardens.

The **T.J. Evans Foundation Bike Path** runs from Johnstown to Newark and into Madison Township. It is utilized year round for hiking, jogging, skating and biking. The trail is well maintained and easily accessible.

Other recreational sites include **Infirmary Mound Park** on State Route 37, which is operated by the Licking Park District;

the **Hebron Fish Hatchery**; **Licking County Family YMCA**; and **The Wilds**, located in nearby Muskingum County.

The **Evans Athletic Complex**, Sharon Valley Road in Newark has an outdoor jogging track and fields for soccer and football. Adjacent to the Evans Athletic Complex is the location of the **Newark Outdoor Ice Skating Rink**.

The **WORKS** in downtown Newark is dedicated to the interpretation, education, and preservation of Licking County's industrial history from the 19th century to today's latest technology.



Image Credits: traillink.com; dawesarb.org; columbuszoo.org

6.05 | PARKS & RECREATION POLICY & OBJECTIVES



GOAL 7

Enhance the quality, availability and access of parks, trails and recreational opportunities for the community's well-being.

OBJECTIVE 7.1

PROTECT NATURAL ASSETS, RECREATIONAL AREAS AND SCENIC VISTAS.

Policy 7.1.1 — Identify natural areas and ensure adjacent uses are compatible.

OBJECTIVE 7.2

PROMOTE EXISTING PROGRAMING AND OPEN SPACE ALREADY LOCATED NEAR HARRISON TOWNSHIP.

Policy 7.2.1 — Partner with Licking Parks District and Ohio History Connection to promote recreational assets such as the TJ Evans Trail, Infirmary Mound Park, Flint Ridge and Newark Earthworks.



7 ECONOMIC DEVELOPMENT

Image Credit: lickingcountyworks.com

7.01 | COLUMBUS REGION SUCCESS

The thriving 11-county area in Central Ohio isn't just home to 2.2 million people. It's also home to some of the world's most **recognizable brands, innovative small businesses, powerhouse research hubs, and academic institutions.**

The Columbus Region is home to a population of 2.2 million, and a potential workforce of 1.2 million. With one of the youngest and most-educated populations in the country – the median age is 35.9 and 36% of residents 25+ holds a bachelor's degree or higher. The Region offers a steady pipeline of young talent with one of the highest populations of millennials in the nation.

Centrally located between Chicago and New York, the Columbus Region boasts the greatest market access of any major metro—with 46% of the United States population within a 10-hour drive.

The Columbus metro ranks first among large Midwest metro areas for population and job growth since 2010 and is among the fastest growing metros in the country.

Licking County is home to 17 public schools, four private schools, three universities, and two technical schools. Unsurprisingly, the workforce is stable, diverse, talented and highly motivated.

Unsurprisingly, the success of Licking County and the Columbus region has led to the growth of 6,000 new jobs, retention of 2,100 existing jobs, and facilitation of over \$3.06 billion in direct investment throughout Licking County. These numbers do not include Intel's latest commitment to build a semi-conductor 'mini city' or Union Ridge Solar's investment in Harrison Township. Both of which are explained in detail on the next page.



1.2 Million
potential workforce



46%
of U.S. population
within a 10-hour drive



large Midwest metro area for
**population
& job growth**



\$3.06 Billion
indirect investment
throughout Licking County

INTEL



In January 2022, Intel announced that it has selected the Licking County portion of the New Albany International Business Park as the location for a **\$20 billion+ chip manufacturing project**. The company plans to build two state-of-the-art factories by 2025.

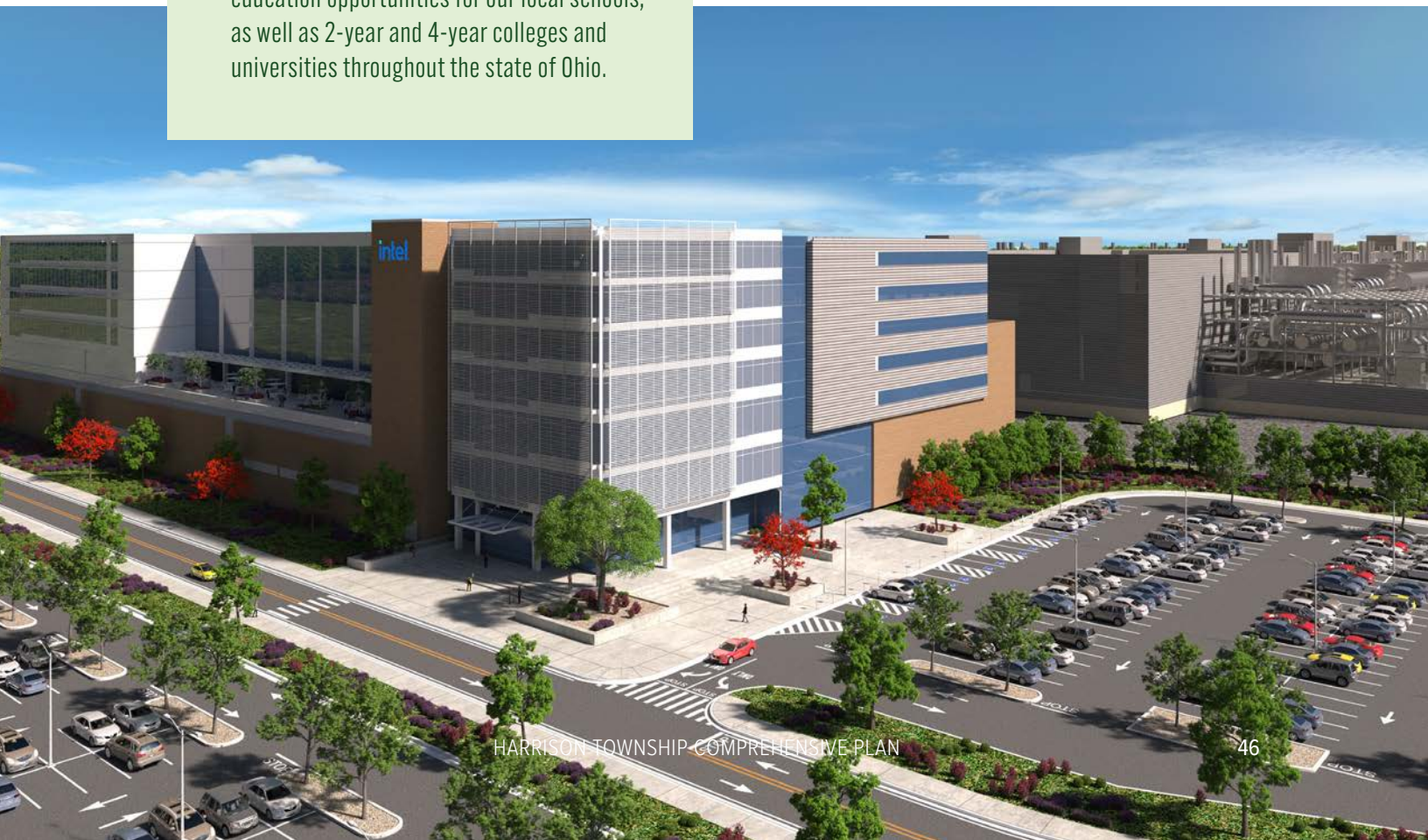
Intel's selection of Ohio and Licking County will create many opportunities for the region and the entire state, including:

- Thousands of new manufacturing and construction jobs;
- New infrastructure in and around New Albany to support the project, including state funding to widen State Route 161; and
- An even stronger emphasis on STEM education opportunities for our local schools, as well as 2-year and 4-year colleges and universities throughout the state of Ohio.

The megaproject, which will be the largest single private sector company investment in Ohio's history, is expected to ultimately generate **more than 20,000 jobs** in the state, including **3,000 direct Intel jobs earning an average of \$135,000 per year** (plus benefits), **7,000 construction jobs** over the course of the build, and **tens of thousands of additional indirect and support jobs** including contracted positions, electricians, engineers, and jobs in restaurants, healthcare, housing, entertainment and more. **The project is expected to add \$2.8 billion to Ohio's annual gross state product.**

To support the development of the new site, Intel pledged an additional **\$100 million toward partnerships with educational institutions** to build a pipeline of talent and bolster research programs in the region.

As reported by *Time*, the state has agreed to invest **\$1 billion in infrastructure improvements**, including widening State Route 161, to support the factory and the nearby community.

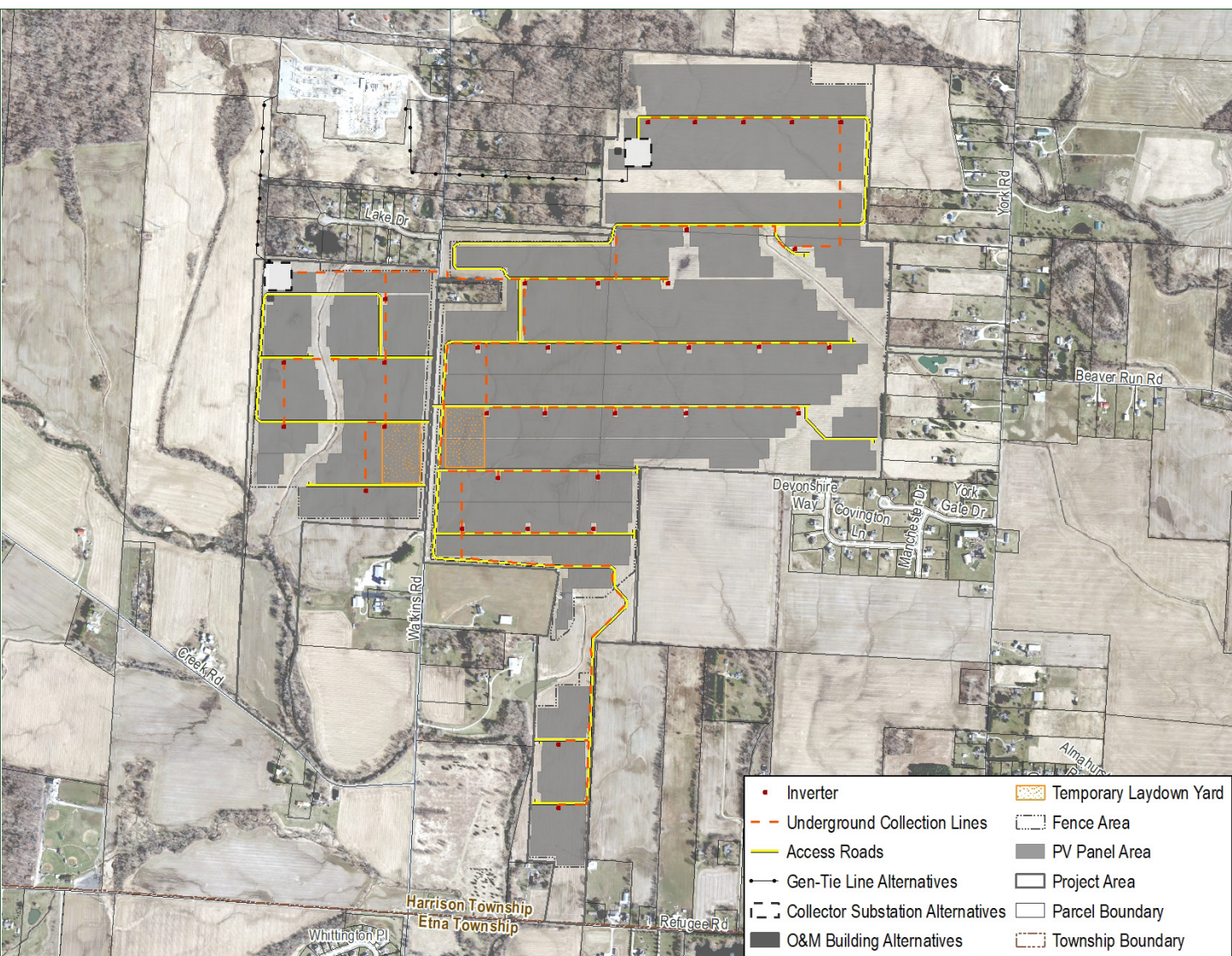


UNION RIDGE SOLAR



Union Ridge Solar, LLC (Union Ridge) has received approval for the development of a **107.7 megawatt (MW), single-axis tracking, photovoltaic solar facility (Project)**, on approximately 512 acres of privately-owned land in Harrison Township. The Project site is located to the south of American Electric Power's 138 kilovolt (kV) Kirk substation, where the electricity generated by the Facility will be transferred to the transmission grid.

The solar facility will be developed, owned, and operated by Union Ridge. The Project is expected to operate for 30+ years, providing **significant economic investment** to the community and generating **clean, local energy**, which would be provided to the bulk power transmission system in Ohio, in order to meet the electricity needs of the region. Project construction is anticipated to begin in 2022, bringing an **influx of new construction jobs** to the community. The Project is planned to achieve operation by the fourth quarter of 2022.



7.02 | ENTERPRISE ZONE - 091

The entirety of Harrison Township is located within Enterprise Zone 091C along with City of Pataskala, City of Reynoldsburg, Etna Township, Granville Township and Union Township.

The Ohio Enterprise Zone Program is an economic development tool administered by municipal and county governments that provides real and personal property tax exemptions to businesses making investments in Ohio.

Enterprise zones are designated areas of land in which businesses can receive TAX INCENTIVES in the form of TAX EXEMPTIONS on eligible new investment.

The Enterprise Zone Program can provide tax exemptions for a portion of the value of new real and personal property investment (when that personal property is still taxable) when the investment is made in conjunction with a project that includes job creation. Existing land values and existing building values are not eligible (except as noted within rare circumstances).

Local communities may offer tax incentives for non-retail projects that are establishing or expanding operations in the State of Ohio. Real property investments are eligible for tax incentives, as well as personal property investments for those entities that continue to pay personal property tax.

7.03 | POTENTIAL FINANCING

Under state law, port authorities are granted a variety of financing tools to aide economic development projects. Ohio law allows Port Authorities to issue revenue bonds for economic development purposes. The Heath-Newark-Licking

County Port Authority is able and willing to be a partner in such financings having signed over \$823 million in financings since its first one in 2002.



INTERGOVERNMENT PROJECTS

The Port Authority is uniquely positioned to issue debt for multi-jurisdictional projects. When two or more governmental entities are providing a revenue stream to a project or, in the case of pooled bonds, providing multiple sources of revenue, a port authority is often seen as a logical issuer.



NON-PROFITS

Up to \$10 million a year in Port Authority capacity for bank-qualified debt is available for non-profit capital projects. The debt, usually held by a single lending institution, can be at a negotiated rate and terms while taking advantage of tax exempt status. Recent state law changes make this financing vehicle even more attractive for non-profits.



CONDUIT FINANCING

The Port Authority can serve as the conduit for financing of certain private, job-creating projects. The advantages of such financings are sales tax exemption on building materials and a slightly lower interest rate. Under certain circumstances, the debt may even be eligible for tax exempt status. The Port Authority seeks to monetize a portion of the savings for infrastructure investments. Over \$10.1 million has been converted to local infrastructure investment through this initiative.

7.04 | ECONOMIC DEVELOPMENT POLICY & OBJECTIVES



GOAL 8

Support economic growth and maintain a stable, diverse and competitive business climate.

OBJECTIVE 8.1

DIVERSIFY THE ECONOMIC BASE OF HARRISON TOWNSHIP.

Policy 8.1.1 – Explore emerging trends in technology-based industries and foster a Township environment that supports attracting technology companies.

Policy 8.1.2 – Partner with local economic development organizations to develop a shortlist of desired and needed businesses. Establish an incentive-based program to attract these businesses to the Township.

Policy 8.1.3 – Capitalize on the unique nature of the rail corridor and attract industries that are reliant on rail infrastructure.

Policy 8.1.4 – Create an economic development policy that promotes Green Business/Sustainable Economy and other market sectors that create products, develop solutions and advance technology around sustainability.

Policy 8.1.5 – Promote new economic development initiatives to attract renewable energy companies and investments. Use the positive asset of renewable energy production to attract affiliated industry such as data and technology companies.

Policy 8.1.6 – Connect prospective entrepreneurs and existing small businesses to technical assistance resources, incentives and financing programs.

Policy 8.1.7 – Support efforts led by local economic development organizations to manage and market existing Township properties in a way that supports a wide range of economic development initiatives. Consider new properties to maintain a diverse stock of prospective sites.

Policy 8.1.8 – Establish initiatives to expand broadband telecommunications and internet availability to support home based, creative economy and high-tech business enterprises.



OBJECTIVE 8.2

RETAIN AND EXPAND EXISTING BUSINESS & INDUSTRY WHILE ATTRACTING NEW BUSINESS & INDUSTRY.

Policy 8.2.1 – Support local economic development organizations in their efforts to attract and support industry and business in Harrison Township.

Policy 8.2.2 – Establish a pathway for existing business and industry to communicate challenges, needs and future opportunity to local government.

Policy 8.2.3 – Examine challenges and “missing links” that inhibit industry relocation to Harrison Township. Work to fill those gaps.

Policy 8.2.4 – Create a Township fact sheet for local, state and federal business support resources and make this available on the County website.

Policy 8.2.5 – Examine infrastructure system capacity of existing and proposed industrial and business sites and identify limitations. Establish a plan for completing needed infrastructure improvements.

Policy 8.2.6 – Support efforts to redevelop and revitalize existing underutilized industrial and business sites into prospective site locations for new businesses. Work with private developers, funding resources and Licking County to further this goal.

Policy 8.2.7 – Encourage public and private initiatives that support the local agriculture industry, local foods programs, agricultural education, and incentives for local farmers to continue active production.

Policy 8.2.8 – Prevent loss of prime farmland and promote viable agriculture by concentrating higher intensity or density development in more suitable areas that are compatible to surrounding land uses and/or along existing and planned transportation corridors.



Image Credit: harrisontownship.net



8

WATER & WASTEWATER

Image Credit: swlcws.com

Infrastructure refers to the facilities and services needed to sustain industrial, residential, commercial, and all other land use activities. These facilities **include roads, power plants, transmission lines, water & sewer lines, communication systems, and public facilities.** Infrastructure plays a valuable role in the development of an area. If there is no nearby infrastructure, or if it would be cost-prohibitive to access or extend existing infrastructure, then development cannot occur on a large scale.

A prime example of the impact infrastructure has on development is the fact that **urbanization follows water and sewer lines.** Here in Licking County, in the unincorporated areas where no central water and sewer is available, the Licking County Health Department currently requires a soil scientist report to determine the amount of usable ground for building sites. Developers make less money on these large-lot residential subdivisions, and commercial and industrial users that are heavy water consumers cannot locate in these areas. Therefore, areas that have centralized water and sewer lines tend to develop before areas with no infrastructure in place.

8.01 | CENTRAL WATER AND SEWER SERVICE

It is extremely important in land use planning to understand the **capabilities of existing central water and sewer systems** and to determine the possibilities for **expansion of these sys-**

tems or the feasibility of new systems. As stated above, urbanization generally follows the path of central water and sewer facilities, and quite often, vice versa.

8.02 | SOUTHWEST LICKING COMMUNITY WATER AND SEWER DISTRICT

The Southwest Licking Community Water and Sewer District was established in 1989 to eliminate environmental pollution problems present in Etna Township, Harrison Township and Lima Township (currently the City of Pataskala). The District provides centralized water and wastewater services to residential and commercial customers in these areas. The District has experienced rapid growth since it was established in 1989 as we currently serve over 5,900 water customers and 7,000 wastewater customers. Future projections indicate that similar growth is anticipated for the foreseeable future.



OVER **5,900**
WATER
CUSTOMERS

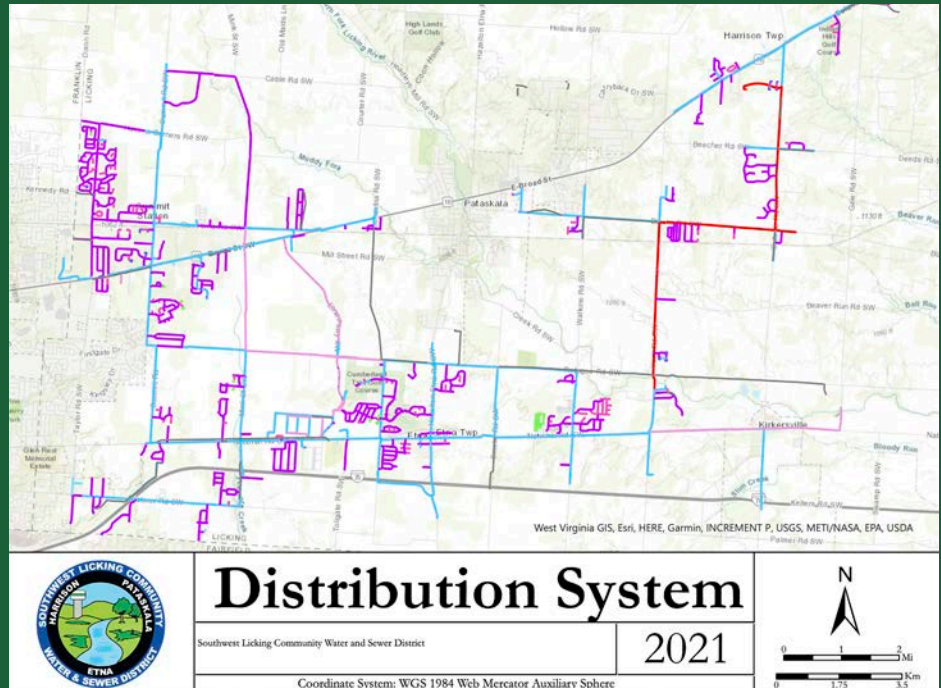


OVER **7,000**
WASTEWATER
CUSTOMERS

The district has identified the following capital improvements for completion in the next decade.

WATER

- Outville Road Water Booster Station Replacement Project – 2025
- Outville Road Water Main Extension Project (Blacks Road to Kirkersville) – 2026
- Watkins Road Water Main Extension Project (Blacks Road to Refugee Road) – 2029
- Outville (Lexington Woods) Water Tower Expansion Project – 2030
- National Road Wellfield & Raw Water Main Project – 2023



WASTEWATER

- York Road Trunk Sewer Replacement Project (Blacks Road to Refugee Road) – 2029
- ECF Phase 1A/1B Rehabilitation Project – 2023
- ECF Total Phosphorus Compliance Project – 202



8.03 | WATER & SEWER POLICY & OBJECTIVES



GOAL 9

Support adequate public water supply to meet the needs of existing and new residential, commercial and industrial developments in designated growth areas.

OBJECTIVE 9.1

PROMOTE THE AVAILABILITY OF ADEQUATE WATER SUPPLY IN HARRISON TOWNSHIP.

Policy 9.1.1 — Support Southwest Licking Community Water and Sewer District to extend water and wastewater infrastructure to designated growth areas.



GOAL 10

Support adequate public wastewater collection to meet the needs of existing and new residential, commercial and industrial developments in designated growth areas.

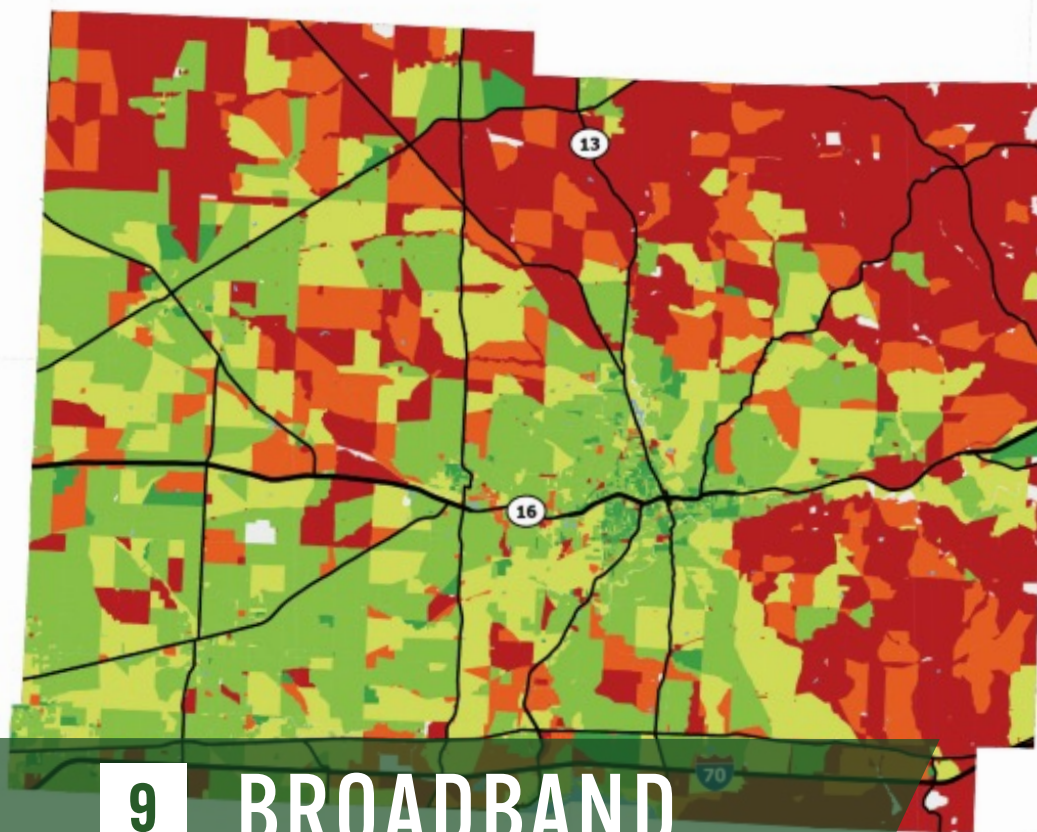
OBJECTIVE 10.1

PROMOTE THE AVAILABILITY OF ADEQUATE WASTEWATER COLLECTION INFRASTRUCTURE IN HARRISON TOWNSHIP.

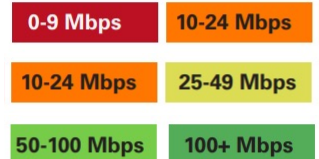
Policy 10.1.1 — Support Southwest Licking Community Water and Sewer District to extend wastewater infrastructure to designated growth areas.



Image Credit: swlcws.com



LICKING COUNTY BROADBAND PROFILE⁵



 State Route

 bodies of water

9 BROADBAND

Across Ohio, there are places that have easy access to high-speed internet at speeds that allow people to browse the internet, watch streaming movies, run a small business, and learn and work from home. Other places in Ohio do not.

UP TO 1 MILLION OHIOANS
do not have access to
HIGH-SPEED INTERNET.

There are two main issues that keep people from being connected: **ONE OF AVAILABILITY** and **one of ADOPTION**.

Availability is having a provider that offers internet access to your home. Large parts of Appalachia do not have anyone that can give a customer the federal definition of high-speed internet, but this problem also impacts some urban and sub-urban areas as well.

Adoption has two parts: the first is **digital literacy**, which includes everything from having a device to connect to the internet to

understanding how to use it. The second is **affordability**. Many places have availability, but the price of the service keeps it out of reach for many Ohioans.

For more than 300,000 HOUSEHOLDS in Ohio representing close to 1 MILLION OHIOANS, a lack of access to high-speed internet is a CRITICAL BARRIER.

In some parts of Ohio, the connectivity required for children to do computer-based homework and for adults to look for a new job or access online education or training programs does not exist.

Ohio's most recent mapping efforts demonstrates that many Ohioans, particularly in rural areas, face connectivity issues. These maps are based on the most recently available data from the Federal Communications Commission and can be found at InnovateOhio.gov/Broadband.

Ohio communities with limited or no access to high-speed internet now clearly suffer from a competitive disadvantage in today's technology-infused and global economy.

⁵SOURCE: BroadbandOhio. This map is based on a rating system developed by Reid Consulting Group, LLC. Data sources include Ookla Speedtest Intelligence® data licensed by InnovateOhio from the State of Ohio for the months of February 2020 through August 2021, carrier filings of available speeds with the FCC (Form 477), carrier reports of actual broadband deployments to USAC (HUBB), RDOF Phase 1 eligibility and E-911/LBRS household locations.

9.01 | LAUNCH OF BROADBANDOHIO

BroadbandOhio

In March of 2020, Governor Mike DeWine announced the creation of BroadbandOhio, an office dedicated to **tackling the problem and improving access to high-speed internet**

across Ohio. As part of the Ohio Broadband Strategy, BroadbandOhio is the point of contact for all broadband projects in Ohio. The office identifies high-priority initiatives and works to implement the goals of the state in expanding access to Ohioans who have been left without access to the modern economy, education system, and healthcare system due to their lack of high-speed connectivity. BroadbandOhio is a resource for local governments and private industry as they undergo their own expansion efforts.



9.02 | BROADBAND POLICY & OBJECTIVES



GOAL 11

Achieve universal broadband coverage for all residents, businesses, employment centers, educational institutions and service organizations.

OBJECTIVE 11.1

INCREASE THE TOWNSHIP'S FIXED AND MOBILE BROADBAND (HIGH SPEED INTERNET) FOOTPRINT.

Policy 11.1.1 — Improve broadband access to enable businesses to innovate.

Policy 11.1.2 — Promote broadband in residential areas to improve the quality of life, to provide educational opportunities and to enable telework opportunities.

Policy 11.1.3 — Continue to identify those areas where broadband coverage is lacking or inadequate and improve broadband access in these areas

Policy 11.1.4 — Participate, when reasonable, in solutions that bring adequate middle-mile and last mile connectivity to communities.



10 ENVIRONMENT

This chapter addresses the natural environment of Harrison Township. The natural environment element includes topics such as **rivers, wetlands, the urban forest, nature areas, the aquifer, clean air, shorelines, trails, energy, agricultural lands, the economy, and wildlife.**

Goals and policies address RESTORATION, PROTECTION, and ENHANCEMENT of the natural environment, as well as guiding INCENTIVES, REGULATIONS, FUTURE PLANS, and PUBLIC INVESTMENTS.

10.01 | FLOODPLAINS

A floodplain is any land area susceptible to inundation by floodwaters from any source. Floodplains are measured in terms of the amount of storm water that it takes to cover them. Storm events are measured in years such as 5-year, 10-year, 20-year, 50-year, 100-year, and 500-year. The standard measurement is the 100-year storm and floodplain. A 100-year floodplain is the land area having a 1 in 100 chance of flooding in any given year. However, the 100-year floodplain is somewhat of a misnomer because an area could have a 100-year flood two years in a row -- unlikely, but it is possible.

The following Floodplain Map shows the 100-year, or base, flood plains of Harrison Township as identified by the Federal Emergency Management Agency (FEMA) on their Flood Insurance Rate Map (FIRM). Lending institutions uses these FIRM maps to determine the need for flood insurance for structures.

Because floodplains were carved by streams and rivers and are prone to flooding, they are an important planning consideration.

Any development within floodplains can impact the DIRECTION, FLOW, and LEVEL OF THE WATERCOURSE during periods of high water or flooding.

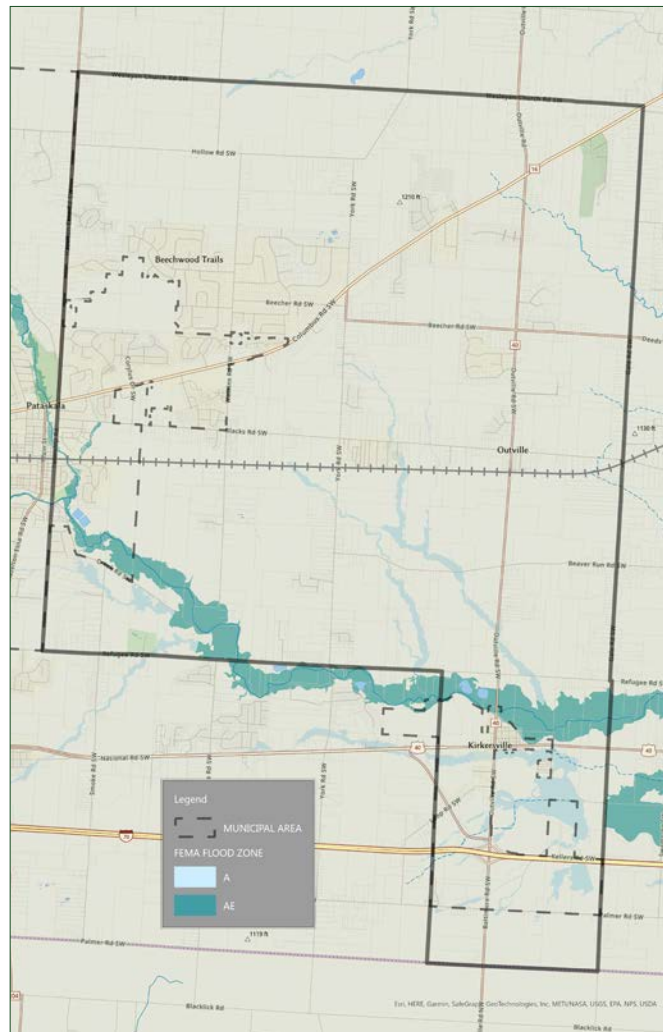
In other words, if fill material is placed or a house constructed in a flood plain, it will alter the boundaries of the flood plain downstream. This is because structures or fill utilize valuable space that would otherwise act as a natural retaining area for floodwaters to spread and slow. **Enough fill or development could change the probability of flooding downstream from 1 in 100 each year, to 1 in 75 or less.** Development and careless filling of flood plains has increased flooding in this nation, as seen in many parts of the country including the Great Mississippi Flood of 1993. Not only does development in the flood plain increase dangers downstream, developments within the flood plain are at higher risk of damage due to flooding. This damage includes fill material and debris from destroyed structures upstream colliding with structures in the flood plain downstream. Many bridges are washed out in floods because house and/or construction de-

bris clog their free-flow area, compromising their structural integrity.

Because the potential for public and private damage, the loss of life, and affected insurance rate decisions all are affected by materials and structures in flood plains, Licking County has recently tightened regulations for floodplains. Permits must be obtained from the Licking County Planning Commission before any development, including filling and excavating, can take

place in an identified 100-year floodplain. In addition, no new lots may be created that have less than 1.6 acres of land lying outside of a 100-year floodplain. Further protection of the flood plains through township and village zoning will assist in protecting unsuspecting residents from personal danger and loss of property.

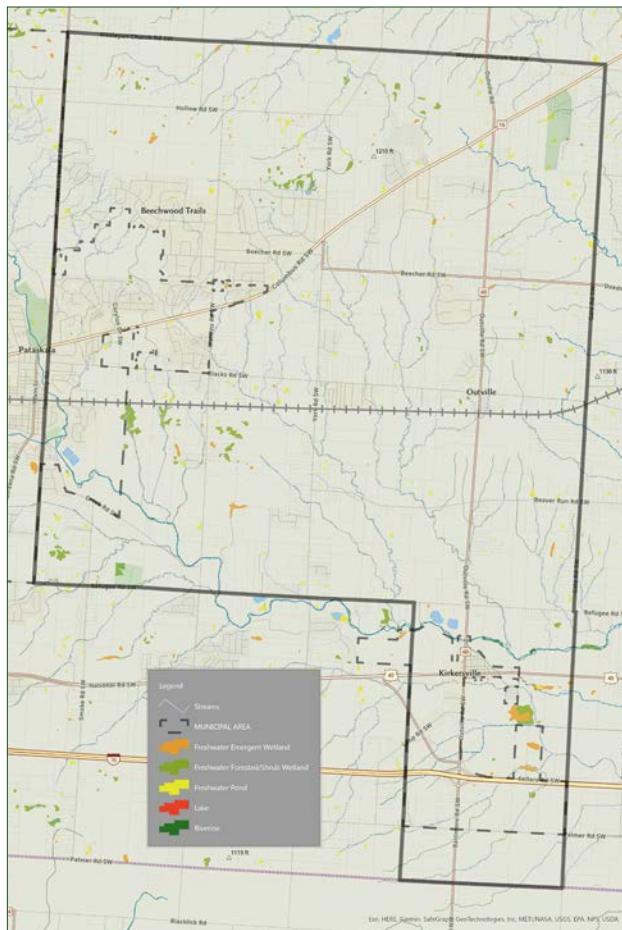
Protecting floodplains from development offers several benefits in addition to reducing the risk of loss of property and life. Floodplains are natural floodwater storage areas. They reduce the impact of any given storm, slowing the water so that it does not become a flash flood. In addition, floodplains are prime areas where groundwater is replenished. Thus the type of land use activity that occurs in these areas must not pollute the surface water, as it will serve as a source of aquifer replenishment.



10.02 | WETLANDS

These same floodplains and adjacent land also provide a habitat for a wide variety of plants and animals. Floodplains also have important scenic and aesthetic value, providing a natural area for passive recreation activities such as nature trails or hiking paths. In more urban and suburban areas, floodplains provide the single best place for trails and recreation because they are linear, visually interesting, close to nature, and undeveloped.

Aside from the floodplain, there are various wetland areas in Harrison Township. Wetland areas are defined in a number of ways, depending on the agency involved. Methods of identifying wetlands include examining the plant species present, checking for standing water, and identifying characteristic soil types. Wetlands in the Harrison Township identified by the Ohio Department of Natural Resources are shown on the Wetlands Map.



WETLANDS ARE IMPORTANT RESOURCES FOR SEVERAL REASONS.

- 1 First, there are many unique plants and animals that make their homes in these areas.
- 2 Second, wetlands provide valuable groundwater recharge by acting as filters for surface runoff percolating back into the aquifers below.
- 3 Third, wetlands are an important resource because they serve to join surface and groundwater sources, which can improve stream flow during drought periods.
- 4 Fourth, during rainy periods, wetlands can absorb excess water and then let it slowly back into the surrounding land, averting potential flood damage. Finally, wetlands provide a valuable recreation resource.

Depending on the size and location of a wetland, various types of permits may be required for fill or development of the wetland.

10.03 | GROUNDWATER YIELD

The average minimum daily household demand for groundwater is approximately **five to eight gallons per minute (GPM)**. For commercial and industrial uses, there is no standard minimum demand. This is due to the varying nature and water needs of different commercial and industrial uses. Evaluation of groundwater for such uses should be made on an individual use and site basis.

ODNR Division of Water based upon interpretations of over 8,000 well records and the local geology and hydrology has mapped the ground-water characteristics of Licking County regionally. A highly generalized interpretation of potential water well yield in Harrison Township is presented on the Groundwater Yield Map. ODNR Division of Water should be contacted for site-specific well data and logs.

10.04 | WATERSHED

Harrison Township lies within the Licking River watershed. **Within a watershed, activities on the land interact with the natural hydrologic cycle.** Important nutrients and chemicals are circulated throughout the watershed's system and supply a basic nutritional source for both aquatic (fish, aquatic insects, etc.) and terrestrial (birds, small mammals, etc.) species.

People also use these environments to grow food, build their homes and businesses, and travel from one place to another. Where and how these human activities occur have major impacts on the **movement of water, water quality,** and the **quality of the natural habitat** which remains.

10.05 | ENVIRONMENT POLICY & OBJECTIVES

**GOAL 12**

Protect water resources, wetlands, floodplains and woodlands, balancing environmental values and the built environment.

OBJECTIVE 12.1

DIRECT DEVELOPMENT TO AREAS OF MINIMUM ENVIRONMENTAL SENSITIVITY-PROTECTING WETLANDS, FLOODWAY, STEEP SLOPES AND WILDLIFE HABITAT. THESE AREAS SHALL HAVE A "PROTECTION AREA" DESIGNATION ON FUTURE LAND USE MAPPING.

Policy 12.1.1 – Intense development should be discouraged in areas sloped greater than 12 percent, as identified in the Soil Survey of Licking County, Ohio.

Policy 12.1.2 – Areas designated as floodway by the Federal Emergency Management Agency (FEMA) shall remain undeveloped.

Policy 12.1.3 – Hydric soils, as identified by the Licking County Soil & Water Conservation District through the development review process, shall be protected or appropriately mitigated.

Policy 12.1.4 – Encourage the dedication of conservation easements to protect mature vegetation and maintain existing wildlife corridors outside minimum building setbacks (i.e., building envelope).

Policy 12.1.5 – Implement a tree replacement policy (e.g., for every mature tree eliminated through the development process, two (2) of selected species should be planted).

**GOAL 13**

Establish a balance between development and growth management, maintaining the desired community character.

OBJECTIVE 13.1

MODIFY DEVELOPMENT REGULATIONS TO ASSURE THE RETENTION OF RURAL CHARACTER OUTSIDE ESTABLISHED URBAN SERVICE AREAS.

Policy 13.1.1 – Encourage types of residential development which by their nature incorporate the preservation of private or public open space. Common labels include conservation design, cluster option, rural by design, livable landscapes, equestrian or estate subdivision, etc.

Policy 13.1.2 – Encourage the protection and perpetuation of rural icons (e.g., barns, homes surrounded by open space, fence rows, etc.) and density, through a rural density minimum lot size contributing to the quality of life. Adopt appropriate incentives to encourage conservation development, with a lot size reduction of no less than that recommended by the Licking County Health District.

Policy 13.1.3 – Identify and retain scenic views, such as hills and rolling fields through bequests, purchase of development rights, agricultural easements or acquisition.

Policy 13.1.4 – Encourage the retention of large, contiguous agricultural holdings to maintain a rural sense of place and appearance from public rights-of-way, through bequests, purchase of development rights, agricultural easements or acquisition.

Policy 13.1.5 – To prevent the proliferation of unsightly off-premises signage (i.e., billboards), explore Scenic Highway status through the Ohio Department of Transportation (ODOT) along State and Federal routes warranting such consideration.

11

SPECIAL PLANNING CONSIDERATIONS

11.01 | VILLAGE OF KIRKERSVILLE

The Village of Kirkersville is located in southern Harrison Township at the intersection of Outville Road and US-40 (National Road). **The Village is small both in population (471) and area (2.2 sq. mi.).** Land that is within the municipal boundary of the Village corporation limits is also within Harrison Township.

In 2021, a 281-acre property, commonly known as the Riddle property, was detached from the Village of Kirkersville after proceedings in Licking County Common Pleas Court. On October 21, 2021, the property was officially removed from the Village and became the jurisdictional responsibility of Harrison Township.

As of January 2022, the property owner is in the process of rezoning the property to Planned Unit Development (PUD).

The Harrison Township community should be mindful of the dealings within the Village of Kirkersville as it could have an IMPACT ON THE OPERATIONS of the Township.

For example, roads that fall within the Village are the responsibility of the Village. However, when a property owner removes their property from the Village and places it solely

in the Township, the maintenance responsibility for the roads becomes that of the Township.

The future land use map has designated property within the Village in the event more property is removed from the Village.



11.02 | AREA PLANS

Area Plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas, streets and access points will be determined through the public review process for individual development proposals. Properties retain all existing rights.

While the future land use plan ensures compatible and coordinated growth throughout the community, key areas of the Township will undergo significant change. **In those areas where substantial development and redevelopment activity is likely, special area plans provide an illustrative framework to guide development in a way that fosters a sense of place and establishes community identity in key locations.**

The plans provide schematic representations of potential development areas at a variety of scales and levels of detail, and may include illustrative configurations for new streets, buildings, parking, open space and circulation as may be appropriate to the area. They are accompanied by descriptive text that explains existing site characteristics, planning challenges, design considerations, and planning goals for each area. These plans are to be used as a general guide for site planning concepts and should not necessarily be interpreted or applied literally. The actual mix of land uses, locations and configurations of buildings, parking areas, thoroughfares and access points will be determined on a case-by-case basis through development impact studies and the development review process.

In some cases, existing land uses, and structures are not included in the future land use concepts. However, existing uses and underlying zoning will continue to be respected for

all properties. In the event that circumstances change in the future, these plans are intended to provide clear direction to Township staff and decision-makers so that development and redevelopment may occur in a well-planned and cohesive manner.

The level of detail provided for each special planning area depends on a number of factors, including:

- its location within the Township's overall land use planning area and its relationship to other areas of the Township;
- its geographic scale and existing land ownership patterns;
- the degree to which the area is already developed and/or is expected to redevelop; and
- the complexity of planning, transportation, or economic development issues relevant to the area.

Three areas have been designated as future opportunities for area plans. This includes the area surrounding and including the **Village of Kirkersville, SR 16/Broad Street Corridor and Happy Homes neighborhood.**

VILLAGE OF KIRKERSVILLE

As noted in Section 11.01, the Village of Kirkersville may undergo significant changes in boundaries. The Township will be responsible for any property that is removed from the Village. By proactively preparing now, the Township will be able to better adjust to the increased responsibility of property being removed from the Village.



BROAD STREET CORRIDOR

The SR 16/Broad Street Corridor is projected to see the most commercial development pressure due to easy access to the City of Columbus and City of Newark. The corridor is heavily used by single use vehicles as well as commercial truck traffic. An area plan targeting the safe and convenient access to and from the road should be a high priority.

Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways.

THESE TECHNIQUES INCLUDE



1. ACCESS SPACING

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.



2. DRIVEWAY SPACING

Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers.



4. MEDIAN TREATMENTS

Two-way left-turn lanes (TWLTL) and nontraversable, raised medians are examples of some of the most effective means to regulate access and reduce crashes.



3. SAFE TURNING LANES

Dedicated left- and right-turn, indirect left-turns and U-turns, and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.



5. RIGHT-OF-WAY MANAGEMENT

As it pertains to R/W reservation for future widenings, good sight distance, access location, and other access-related issues.

HAPPY HOMES

The Happy Homes neighborhood, with its already patted, small lots, has received interest in redevelopment. Any redevelopment should be done in a coordinated manner with emphasis on house spacing, build-to lines and other devel-

opment-specific criteria. Area plans are intended to provide detailed information and solutions to guide the future physical and regulatory characteristics for a particular area of a city.

THE HAPPY HOMES AREA PLAN SHOULD SEEK TO:

- 1 Involve the community in developing a long-term vision for that area.
- 2 Define policies and actions that will guide how the area should be maintained or changed in the future.
- 3 Identify future land uses in an overall community-wide context. Is housing a need? Are park spaces adequate? These are the kinds of questions to consider.
- 4 Recommend future infrastructure improvements to sidewalks and the street network. Are there street connections that can be made? Is widening an option? Can the area be safer and more comfortable for people walking, taking transit, or riding a bike?
- 5 Provide urban design guidance. Should buildings be close to the street or should parking line the street? How wide should sidewalks be, and how many street trees?
- 6 Provide implementation guidance for private and public investments and strategies that should be pursued to realize the vision for the area.
- 7 More specifically, an area plan will lead to a series of recommendations that will be presented to the Township Trustees.

THE RECOMMENDATIONS OF AN AREA PLAN MAY TAKE THE FORM OF:

- Land use amendments
- Zoning amendments
- Plans for open space
- Transportation projects and future studies
- Capital projects
- Renderings and sketches depicting urban design guidelines for the area
- Items requiring further study

11.03 | RAILROAD OVERLAY

Harrison Township is bisected by an active commercial rail line. Due to the unique capabilities of the rail line, it is often a desired criteria for site selectors looking to locate in an area. Although there are no active connections to the rail line in the Township, the area directly south of the rail line may prove beneficial to commercial entities looking for access to the rail line. The Ohio Rail Commission should be utilized to de-

termine the ability to establish a connection/spur in Harrison Township.

The Railroad Overlay give property owners the option to utilize their property as currently allowed or, in the event of rail line connection, a higher, commercial use.



Below are the results of the online public survey.
Comments have not been edited for grammar, punctuation, or spelling.

WHAT ARE THE TOWNSHIP'S STRENGTHS?

1. Trustees are great to work with
2. A rural feel keeping infrastructure a top priority
3. Good basic infrastructure
4. Active
5. Rural with some subdivisions
6. Timely Service, maintaining rural character, outstanding maintenance of township properties and roads
7. Quick response to service calls
8. Road Maintenance
9. Community
10. LOCATION
11. The mix of executive style housing with large building lots combined with a few mid level style communities is a great mix. Couple that with our location being 20 minutes to 270, 10 minutes to Granville and Pataskala and 15 minutes to Newark and we are in a perfect spot for families and young professionals to establish their residences.
12. Rural character and atmosphere.
13. Services, road repairs-snow removal-garbage contract
14. A rural agricultural area with close proximity to the metropolitan Columbus area
15. Communication, road maintenance, and snow removal.
16. It's rural nature
17. Snow removal
18. I enjoy that we have more agricultural areas, and residential have large lots.
19. Rural character
20. road maintenance, trustee's communications with residents, willingness to control urban sprawl
21. balance of rural and residential
22. Snow removal
23. Road maintenance & winter weather response and staying on top of the roads during winter conditions.
24. Peaceful, not over crowded.
25. The people
26. Country setting
27. People, road maintenance. Small town feel,
28. Rural Area, road services,
29. Good roads and service
30. Leadership, keeping growth limited
31. Very clean and do a great jobs taking care of the roads.
32. Farmland and farmers
33. Ran very well with little oversight to maintain the agricultural, but allow commercial businesses that make sense do business within the same area....

34. Small friendly, agricultural and residential community Controlling growth is a positive so we can adapt and have proper resources with the growth.
35. Rural community
36. Snow removal and road repairs
37. Has the feel of a community more rural than it actually is. And i hope it retains that atmosphere.
38. Wonderful farming community
39. Reactive to township citizen needs, open and up front insofar as possible.
40. Maintaining infrastructure
41. Maintaining appropriate zoning
42. They do a great job clearing the roads.
43. Maintaining township.
44. Semi-rural appeal; road maintenance -excellent; township trustees responsiveness to residents concerns - superior.
45. Rural
46. Excellent road and infrastructure service.
47. snow removal, nice people to talk to when I call, take good care of roads in general.
48. Plowing roads and taking care of our roads
49. Small town feel.
50. Roads.
51. Road maintenance
52. Road services
53. Snow Plowing and low amount of commercial activity
54. space/environment and people
55. A tri-community gem (Kirkersville, Outville, and Beechwood Trails) with rural heritage and quiet serenity with many creeks and wildlife.
56. Harrison township does a nice job educating & assisting residents with flood zone property concerns.
57. Communication, Maintaining roads, Promoting positivity in the community
58. Ability to work with the residents
59. Ability to use our property for such things as burning yard waste such as tree limbs etc. The trustees are always quick to respond to concerns. We still maintain that country living feel. We don't have parked cars on the roads in beechwood trails and homeowners here basically take good care of their properties.
60. Rural with small town feel
61. Small
62. Rural feel
63. Small town feel
64. Road maintenance.
65. Low density safe place to raise children.
66. Still enough space for privacy.
67. Balanced planning and excellent road services.
68. Rural
69. It is rural, and friendly, well cared for by the crews..land and trees to still see

70. Nice balance of residential and rural, spread out homes and well kept roads.
71. Road crew
72. Great roads.
73. Still rural and road care is great.
74. Just right for me. Not too much business
75. Close to Columbus, love the rural area, small community.
76. Keeping roads in good condition during the winter.
77. agriculture
78. I like the lean towards larger lots and less density
79. A good mix between rural & farm/country
80. Proximity to work, shopping, conveniences
81. Closeness and small town unity
82. Trustees seem to recognize that the citizens need a say in the process and actively seek out input.
83. Rural land
84. Lack of over industrialization like Etna and new Albany
85. Larger lot sizes in neighborhoods
86. Roads and street repair
87. Agricultural spaces and open space.
88. Quick response to issues/concerns.
89. Open land spaces
90. Desirable rural atmosphere. Plenty of dining and shopping available within short distances.
91. Openness of area not all cluttered up with business and apartments
92. Nice, large residential properties surrounded by farmland. Close to amenities in Newark, Heath, and Columbus.
93. It's still feels like we live more in the Country in the city
94. Open space and low congestion
95. Adequate amount of open spaces. Up to date fire and EMT services.
96. Utilities in rural setting
97. Very little commercial and business, no large mass neighborhoods
98. The majority is farm land, that's why we moved here.
99. Rural areas
100. Green space,minimal housing developments,small businesses,and friendly Township Employees.
101. Taking care of the roads
102. Small town feel, love this area
103. Strong ties to agriculture, especially small farms
104. They keep the streets in good shape in winter and summer.
105. rural, and the culture and simplicity which goes along with that
106. Snow removal
107. Agriculture, development
108. Snow removal, responsiveness to concerns
109. Great community. Mix of residential land/businesses/farmland

110. keep roads in good condition
111. I love it just the way it is
112. The road crews are Rock Stars, especially in the winter!!!
113. easy to work with
114. Rural atmosphere, great schools, snow removal
115. While a small township, the road crews are off the charts! Also I appreciate the email updates and notifications.
116. Good job taking care of the roads
117. Low density in most areas, people don't try to make other people live their way
118. Location. Roads. Leadership.
119. They take care of the residents.
120. Street repairs, snow removal, good representation.
121. Harrison Township has always cared for its residents when it comes to the roads.
122. The township's road are well maintained and adequately sized for needed travel
123. We moved here a little over a year ago specifically for the rural environment. I hope the township remains that way. We love having our little homestead here.
124. Common activities, rural setting
125. Road clearing and other general laintenance
126. rural community
127. Easy access to main routes and highways. Rural planning with some commercial and residential mixed in was a main reason I moved to the township. This township does not need to follow the mixed-use pmud development disaster that has happened with Etna. Roads and maintenance have always seemed in good condition and up to date, especially in winter. The trustees seem to have a solid understanding on what is necessary to keep things running pretty smoothly.
128. Sense of community and the responsiveness of our elected township trustees
129. Leadership seems to be sound, competition and seeking residents feedback.
130. rural charm
131. It's natural beauty and close community.
132. Fantastic quality of life
133. Great leadership
134. Streets
135. The value of open spaces and keeping the area rural.
136. Community programs (truck pull, Christmas parade, etc
137. Good mix of agriculture and residential. Not too crowded.
138. Strong responsible leadership keeping our Township a place that we want to live and raise families.
139. Rural feel, controlled growth
140. Great road crews, love that it's not in town but so close, great trustees, everyone has a voice, more land than in town
141. The desire to keep it as rural as possible this day and age.
142. There maintaining of roads .
143. Rural community Township employees
144. Small

145. Small town community
146. trying to be responsible in guiding the type of development happening here!
147. Parks, road crew, zoning office employees, and green space.
148. Roads
149. Land
150. Roads are in great shape, snow removal is fantastic, trustees are good at responding to questions
151. Road maintenance
152. Keeping up with the growth in regards to street conditions
153. Open country still, rural...great road crews
154. Peaceful, close knit feeling, good road maintenance especially during the winter
155. Beautiful stress free community
156. Rural population,, single family residential.
157. Rural character that is quickly vanishing
158. Communication
159. Employees are very responsive if you need help, we love living in Harrison township
160. Snow removal
161. We have always been very pleased with the snow removal, and cellular service in our neighborhood.
162. Rural, un-developed land that gives our residents and our children room to breathe.
163. We moved from a large, thriving suburb in Columbus to this area primarily seeking a community and the space (not ours specifically, but as a whole) that cultivates a kind of connected engagement with our neighbors and our physical land. "
164. road crew - protecting property values with no apartments
165. Small and personable
166. Flexibility
167. Great road maintenance! Especially the snow plow drivers!
168. Road maintenance
169. Do a great job on keeping our streets well maintained
170. Quite, remote,feel the space to breathe
171. Rural community
172. Slow development -purposeful
173. Low taxes
174. Snow removal
175. rural environment, not overrun with more housing development
176. Not Etna
177. Road are always taken care of, nice park area
178. Small town
179. The rural nature of our community as well as services such as fire, road maintenance (township roads), etc.
180. Small community
181. Maintaining the "country" atmosphere
182. The rural feel and people

183. Township meetings
184. Not being Etna
185. Services
186. Township does an outstanding job with roads and maintaining infrastructure. Township does outstanding job of keeping Harrison township rural.
187. Roads
188. The rural feel, lower taxes, nice homes with land. No multi family. Road crew
189. Quiet, farm
190. Small town feel - excellent services
191. Great services , ag community , rural
192. You get the country feel and lower costs. Larger lot sizes, no Rita.
193. Clean and pretty safe community
194. Keeping Farming industry here. Away from it all, country setting. If farm land is sold. Should be big lots at least an acre or more.
195. Keeping the roads safe during snowstorms
196. Keeping clear logical mindset of the township and the rural growth.
197. Communication
198. High quality farm land and so far decent efforts to protect farming. My general opinion is do everything possible to keep our township rural and keep production agriculture at the forefront of decisions. There has been way too much development and ground lost in surrounding areas in the last decade. Would like to see our township continue to stand firm and not just give in to the development pressure for more tax dollars.
199. It's a quiet, quaint, close township.
200. Trustees, road maintenance, the park at the township building
201. Road Department
202. Rural
203. Roads department.
204. Great job with snow clean up, listening to residents, and keeping the township rural.
205. Small town feel
206. Rural living, large trees, close proximity to Paskala yet still separated from. The road cleaning crews during snowy weather are awesome! Respected privacy from others residents of this area. Long time home owners & residents. I love the animals that we get in our yard & it's wonderful for my grandbabies to get to experience them also!!
207. The way the roads are taken care of.
208. Small town feel
209. Road crews are great: plowing, mowing, maintenance, etc.
210. Rural residences and roads and snow removal
211. Rural residences and roads and snow removal
212. Road crew
213. Slowing the progression of housing developments, preserving farmland
214. Park, snow removal, street maintenance
215. Small town feel

- 216. Certain restrictions on building, how the land is used, and the road maintenance
- 217. Road Maintenance
- 218. Snow removal team; trench digging; we've had a great experience with the building permit group; support our ability to have chickens or other light agricultural desires
- 219. Rural character
- 220. Sense of community
- 221. Leadership, easy to contact, nice complex
- 222. rural/residential character; non-ag/residential development restricted to reasonable areas (not what Etna is starting to look like)
- 223. Roads, population density, agriculture
- 224. Good home town feel, it feels country not city
- 225. Large plots, houses not too close, farm land remains
- 226. Lots of land
- 227. Always responsive and working to to best for the township and the residents
- 228. The land. The surrounding communities. The parks. The schools.
- 229. Rural community & great road maintenance
- 230. Low population
- 231. Rural flavor
- 232. quiet, low cost, low tax
- 233. Small community feel
- 234. Keep roads clear and available when needed
- 235. Street clearing
- 236. Road maintenance
- 237. Park and agriculture
- 238. Small town feel
- 239. Land
- 240. The township itself, as is.
- 241. Agriculture
- 242. Quality trustee leadership, the churches, close enough to necessities, but far enough out to be peaceful
- 243. Preserving land
- 244. Snow removal and road maintenance
- 245. The peace and quiet while taking in the beautifully view of nature and crops.
- 246. Always trying to make township better
- 247. Open land
- 248. Great road crew
- 249. Good road maintenance services. Lower taxes
- 250. Residents and lack of commercial prop.
- 251. Rural feel.
- 252. Maintaining roads.
- 253. Road maintenance and snow removal are fantastic. Harrison Park is also really nice and has been convenient for our Cub Scout Pack to camp and hold other activities.

- 254. I think the roads are in great condition.
- 255. Quick actions on issues that arise without warning
- 256. Roads
- 257. Snow removal
- 258. Keeping the community urban
- 259. Accessibility and Communication
- 260. Road crew and snow removal are excellent. So far keeping Harrison Twp small and residential for the most part
- 261. Right now it is still rural, but the areas around us are caving to growth.
- 262. Road maintenance
- 263. Peaceful, good snow removal
- 264. Upkeep on roads is excellent
- 265. Snow removal, trustee's who care about the needs of the residents, emergency response time even though they are not directly in town
- 266. Road crews do good job.
- 267. Clearing roads of snow

WHAT ARE TOWNSHIP'S WEAKNESSES?

- 1. Don't see too much. It's hard to keep pataskala and new Albany at bay when the county doesn't help western licking county much.
- 2. Unwillingness to adapt to changing times
- 3. None
- 4. Communications
- 5. Better communication using current technology and more comprehensive/detailed rather than just dates of meeting
- 6. Letting south west sewer do what ever they want putting manholes in ditches that block water run off stop letting Pataskala take township land.
- 7. Communications - if you do not have access to the internet or do not know you can sign up for your email blast, you have no ideal what is happening in this township.
- 8. Zoning - I believe there should not be ANY retail businesses in a residential area i.e. Joe's Nursery (or what ever it is called) in BWT proper. "
- 9. Location
- 10. Our biggest weakness at this point is not what's happening in our Township, but what's happening around us. With the explosion of non-desirable warehousing in Etna, we need to keep our zoning and planning strong to insure that we grow in the correct manner.
- 11. Readiness for development demand.
- 12. none
- 13. Rising population overtaxing the school system
- 14. Inability to influence types of development just outside of the township boundaries.
- 15. Too much development
- 16. Could offer more parks

17. Blocking Pataskala from approving dense housing
18. That impacts our township and roads "
19. lack of infrastructure for future growth
20. Potholes
21. Maybe communication, bit I do not receive any newspapers.
22. Lack of animal control, maybe a few more police cars.
23. Potential over development.
24. Not enough restaurants
25. Water cost
26. Price of water and sewer
27. Lack of cellular towers with growing population (I work for Verizon)
28. Would like to see more police presence in Beechwood Trails.
29. Not a weakness yet but future possibility of allowing too many condominium / apartment development.
30. Too many houses
31. Building better relation ships to work together with other townships and the capability to get info to the township residents better
32. Need some light business to add to our tax income, would like to see more commercial and restaurant development
33. Plowing, constantly harassing residents about violations
34. Communication
35. Unrestricted residential development.
36. Too much growth too fast.
37. Managing development
38. Infrastructure, but have seen some improvement
39. None. I hope they work hard to keep the area as rural as possible. The farmland is what draws people here.
40. None I'm aware of.
41. Additional traffic
42. We don't have alot of say about the development moving east.
43. Please slow the development. People move here to get away from the hustle, bustle, traffic. Too many houses being built in subdivisions and no more apartment complexes. They bring crime.
44. Allowing homes to be built where we don't want them near Beechwood trails.
45. Roads are deteriorating.
46. Too much development (residential & commerical). Demolishing agriculture.
47. Need more restaurants
48. More communication
49. Increased crime lately and need a traffic light at Black's and Outville Road
50. development and traffic
51. Vulnerability to negative growth in example Jersey TWP
52. Culverts/Drainage
53. Inability to restrict large residential construction

54. Addressing drainage and water runoff into properties.
55. Ability to say no to money.
56. New development is too dense.
57. Traffic
58. Not aware of any with exception of allowing solar panels to take agricultural land out of production.
59. I would love to see more organized social events, like music in park events.
60. Growth is stressing everything from grocery stores to school system.
61. Development
62. Don't be bullied by developers..listen to the residents
63. Lack of businesses, restaurants etc.
64. ?
65. Allowing too many changes to codes and variances.
66. I have no issues
67. Being taken advantage of by Pataskala. Entrance in bwt to New housing in Pataskala.
68. Need for updates to village center in Kirksville.
69. No dog park, walking trails, or walking path close by; don't feel residents are adequately informed when land is sold and has proposed a re-zoning (ag to residential for example), and some properties look trashy with junk and junk cars in the front or side yard while visible from the road. Lack of natural gas : the gas lines stop about 1/4 mile from my house and because of that natural gas isn't an option for my home outside of Outville.
70. Poor road quality in general. Too many potholes and roads with sides missing
71. variety of retail
72. Unfortunately several of the bza members vote based on emotions and the engineer is inconsistent.
73. Land going up for sale everywhere
74. Township zoning staff
75. Not having a choice in waste companies. Waste Management is awful.
76. Winter road clearing
77. Water district. It's corrupt and run by people lining their own pockets. This township needs to lead the charge in clearing out the corruption.
78. No strong environmental protection
79. Deteriorating roadways
80. 20 minute drive to most retail and restaurants
81. The need for permits for small sheds .
82. Growing too fast without updates to roads.
83. Flooding
84. Minimal. It would be nice to see some open spaces/parks for kids and families to enjoy.
85. Not supplying reasonable water prices one month bill here is equal to a 3 month bill in other areas
86. None
87. Road repair
88. Poor Broadband service! Too many storage businesses along 161.
89. None
90. None

91. Growth especially large cookie cutter subdivisions
92. Allowing residential homes/ properties to look like trash. Violations should be given to people who do not take care of their properties
93. 35mph leaving kirkersville. No dog park
94. Lack of parks
95. Need to preserve the farm land and stop the solar panels and warehouses. There are some residential buildings that should be torn down before debris hurts an innocent passer by.
96. N/A
97. Drainage/ having to pay for recycling
98. Road plowing, water drainage, park/recreation space, cell phone coverage, availability to other broadband internet
99. None
100. let swlw tear up everything and not make them put it back like they found it.
101. Culvert drainage on York Rd SW between Broad and Hollow
102. relationship with Pataskala
103. Roads
104. None really... I think we need to bring in another grocery store, but I assume Pataskala would actually work for that development.
105. Not enforcing zoning within sub-divisions or not having zoning restrictions; for example; house on out-ville road, just before Brandon that looks like a junkyard with all of the buildings behind, boats; trucks in yard, etc
106. None that I know of. Our infrastructure is well maintained, most people are great
107. There is resistance to change and growth with some residents.
108. I am saddened that the attempt to prevent the apartments from being built on Watkins and Broad failed. We don't want them here.
109. I do not feel like the township has a strong identity of what it is exactly
110. I haven't observed any as of this time.
111. Biggest concern is the Etna mess working its way north of Refugee. Some see the Watkins Rd Solar Development as a first step to that disaster. Unfortunately, the shared proximity to Etna, and the current problems with new development that creates more necessary student space, while commercial development seems to receive huge tax breaks, has put pressure on SWL School Board (and though that is not a direct Trustee concern, it's a direct concern of the township property owners who will pay for the abatements with higher mil tax per home.
112. Location- We have some prime real estate in the urban sprawl
113. None at this time
114. too much new housing development
115. Growth seems random.
116. Recent proposals of allowing more neighborhood development.
117. Road management
118. An hour 32 years of living in Harrison Township I can't really say that we have any weakness in our Township.
119. Lack of desire to control growth of housing developments
120. Outside forces that will continue to pressure change.

- 121. N/A
- 122. No real amenities
- 123. Poor planning on expansion
- 124. None
- 125. I have no complaints, except the ground water issues in beechwood trails. I'm on the fence about whether or not it's a TWP issue, but the grade down our street is incorrect and does not direct water toward the creek, resulting in a lot of standing water, even though we've installed drainage at the road/ditch and around our house.
- 126. A park or two would be nice for recreation
- 127. Cell coverage
- 128. Snow removal
- 129. ?
- 130. Water bill is high in this township
- 131. New developments
- 132. Drainage
- 133. Drainage for rainwater in beechwood trails
- 134. Water and sewer has always been the biggest weakness in this area. Our water pressure 12 years ago when we moved in was low and prices were high and it has slowly gotten worse as more houses were being built. Recently it has gotten better but I would love for it to be monitored as many more houses are being built in the area. I would also love to see more restaurant options in the area.
- 135. The horrible drainage around beach wood trails. Little rain storm and it's flooded bad.
- 136. zoning codes - Flag lots should not be allowed in subdivisions
- 137. Getting to big too fast
- 138. ?
- 139. Stop these developers from building more houses. Live on blacks rd which can't accommodate lots of traffic. Most of us moved wanting to live in the country.
- 140. Lack of light manufacturing
- 141. Not sure
- 142. In danger of too much development and loss of farmland
- 143. Communications
- 144. Road maintenance
- 145. Communication within community
- 146. too many developers wanting to take farmland and wooded and greenspaces
- 147. Wish there was a gravel walking trail around the park, cellular service is BAD on Gale between Refugee all the way to 16.
- 148. Zoning restrictions on personal properties such as having guest houses or secondary structures and regulations on pools. Residential growth resulting in additional school district taxes that make it difficult to afford living where we love.
- 149. Fixing the roads
- 150. Risk of dense residential growth, rosh of commercial and industrial growth.
- 151. Too many people moving in. Traffic
- 152. Communication

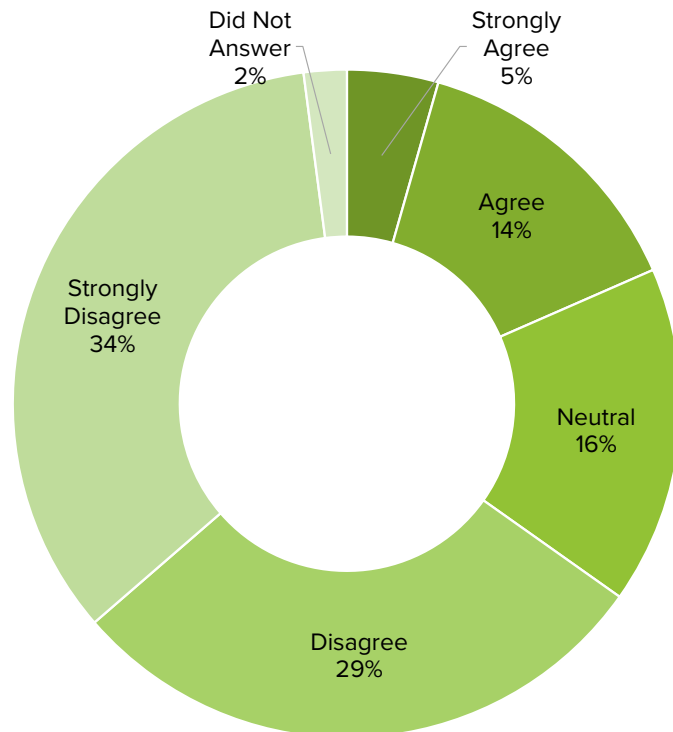
153. Regulating dilapidated properties
154. Lack of parks public grounds
155. Rezoning for multi home neighborhoods
156. Cellular service
157. Too much of giving up the green space, farm fields, agricultural land, etc for overdevelopment of residential communities (seriously, these communities are popping up everywhere, destroying the rural feel of Harrison Township).
158. The Township needs to encourage rural growth, not (sub)urban growth."
159. Lack of cell service, parks, general business
160. Deciding to open more manufacturing or subdivisions
161. None I can think of
162. Communication
163. Weak to holding back development,
164. Allowing crappy developments
165. Let in to much housing development
166. Not much now. But bring in businesses, solar farm are weaknesses. No cookie cutter developments if farm land is sold.
167. A lack of outdoor warning devices
168. Being able to stand up against Pataskala city plans impacting Township residents
169. Im sure there is something but i dont know right off
170. Lots of pressure to develop. Also in regards to zoning I think there are too many restrictions and some don't make a lot of sense from a land preservation stand point. Large house and multi acre minimums limit number of people but eat up more ground as well. It's not stopping development just pushing taxes higher. Solar farms are also a risk to lose a lot of farm ground in a hurry. Another option is to locate them on top of or over parking lots of the big warehouses in the area.
171. I would love to see more parks/green space with a focus on preservation.
172. {comment removed due to inappropriate nature}
173. None
174. Not having a community center. Not having paved walking/bike trails that connect to the Licking County route.
175. Preserving the farm land. Stop building mega neighborhoods everywhere! Also, we need another grocery store badly!
176. Growth!!! I believe that the residents of this area moved here for the rural attributes that we love but feel like we are losing the very reason we chose to buy forever homes here & slowly being encroached by the city! There are existing buildings that should be utilized already sitting in town instead of building new things up! The residents love our nature & the animals that are losing their homes as well!
177. Since there are so many trees in my neighborhood and you are not suppose to burn them unless you willing to risk a \$500.00 fine, it would be nice to get them picked up.
178. Room for warehouse's to look like Etna now and Brice road in 20-30 years
179. Limited natural gas lines on roads; limited high-speed internet; would like to see flashing stop signs at some at Blacks/York, Blacks/Watkins, and Blacks/Outville; better cell reception T-Mobile/Verizon/AT&T are barely 1 bar at my house. Would like a few more Tornado sirens - I barely hear can hear the one on Outville.
180. Too much new residential development.

181. Building codes/permits
182. I think everything is good so far.
183. N/A
184. No parks; few internet services
185. Enforcing zoning regulations
186. No natural gas available on our street; property taxes significantly increased this year
187. Roads
188. Drainage system after rain
189. no major weaknesses currently; if there is future substantial growth, some roads will need upgraded
190. To many housing projects coming in, and warehouses.
191. Trying to add more housing
192. It is thinking of adding manufacturing business there is enough growth in the pataskala area we don't want our country living to change.
193. Greed and money will destroy the town
194. Encroaching development
195. don't fall for doing more - the questions below related to "regulate" this or that - please don't do it - increasing the scope of the township is the wrong direction to go, more regulation of anything is going to cost more money and increase taxes, just stop please stop.
196. So far...none. We have only lived here 7 months.
197. Parks and recreation
198. Nothing
199. Roads
200. None known
201. At this point, we're going to eventually get busy, too close to pataskala and etna
202. Dealing with the water and sewer district. That assessment should have been paid off! It was a 26 year assessment. Our payments started in 1993! The township should be fighting for their residents with regards to this issue and deal with the water and sewer people.
203. Condition of the roads
204. Haven't noticed any
205. To much building
206. Limited restrictions for property maintenance and upkeep
207. Willingness to move in commercial business .
208. No solid plan to prevent urban sprawl causing all sorts of problems, traffic congestion, roadway upkeep, school overcrowding, loss of community etc.
209. Getting rid of farm land and open space. Too much residential development, manufacturing development, and not enough agricultural development.
210. Spectrum sucks and I work from home ..let's do municipal broadband!
211. Lack of bike paths/running/walking trails to keep bikers/runners/walkers safe while outside exercising. A connection to the trail in Granville would be nice as well.
212. They have allowed too much building to happen and have no planned enough for the bump in population.
213. Water and sewer

- 214. Roads
- 215. Difficulties in solving drainage issues; poor service contracts (e.g. internet service, etc.)
- 216. Need for parks and green spaces.
- 217. Consistent Zoning enforcement
- 218. Not sure
- 219. Water pressure,
- 220. Issues with the Watkins & broad intersection; sidewalks in BWT,I; crosswalk @ Watkins between Citation & Needles & Middleground to support safety for kids traveling to the park/pool
- 221. Water mitigation
- 222. Utility costs

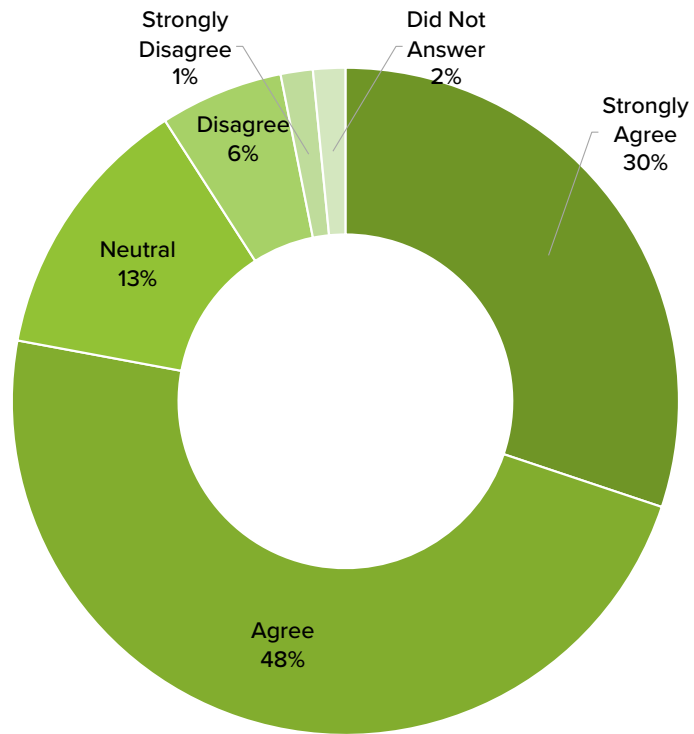
QUESTION 1 | THE TOWNSHIP SHOULD WORK TO ATTRACT LIGHT MANUFACTURING BUSINESSES.

ANSWER	COUNT
Strongly Agree	120
Agree	185
Neutral	51
Disagree	14
Strongly Disagree	10
Did Not Answer	5

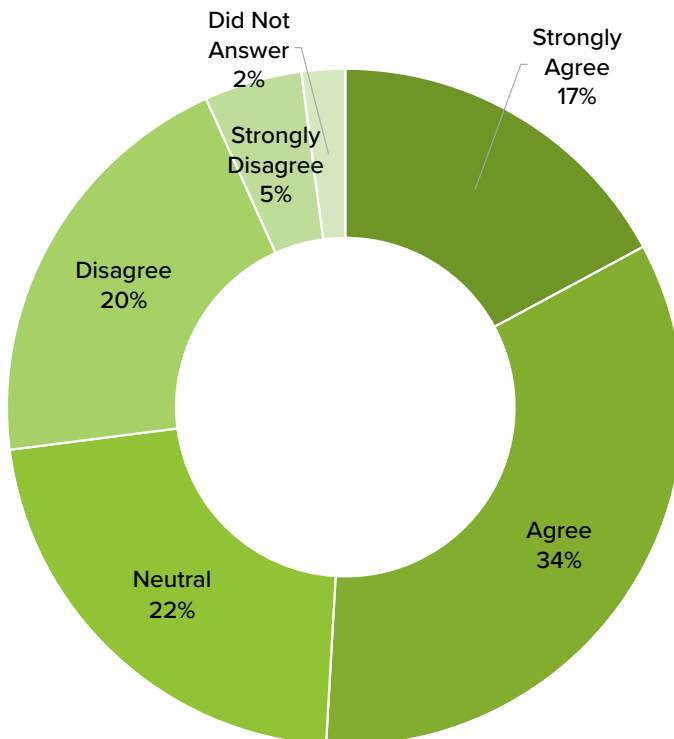


QUESTION 2 | THE TOWNSHIP HAS ADEQUATE RESIDENTIAL DEVELOPMENT.

ANSWER	COUNT
Strongly Agree	116
Agree	184
Neutral	50
Disagree	23
Strongly Disagree	6
Did Not Answer	6

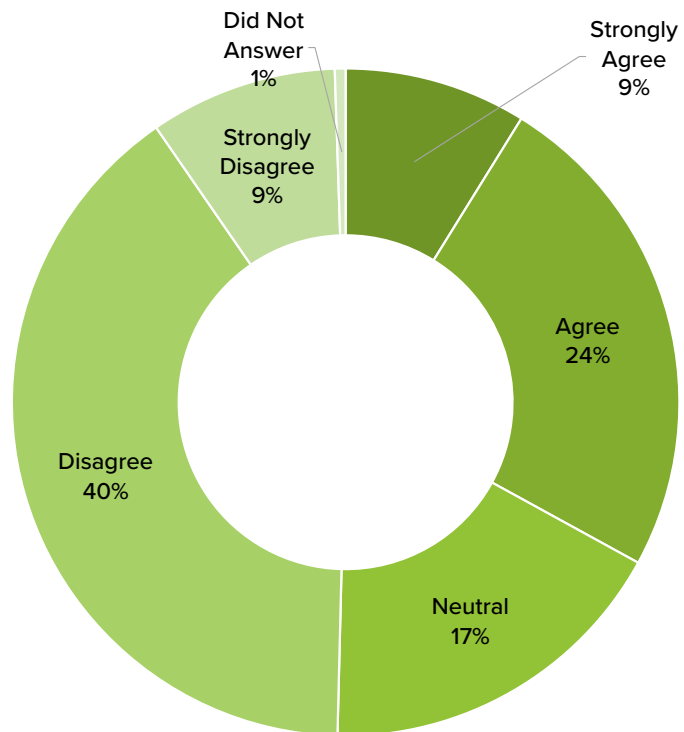
**QUESTION 3 | THE TOWNSHIP HAS ADEQUATE COMMERCIAL AND/OR RETAIL DEVELOPMENT.**

ANSWER	COUNT
Strongly Agree	66
Agree	130
Neutral	85
Disagree	78
Strongly Disagree	18
Did Not Answer	8

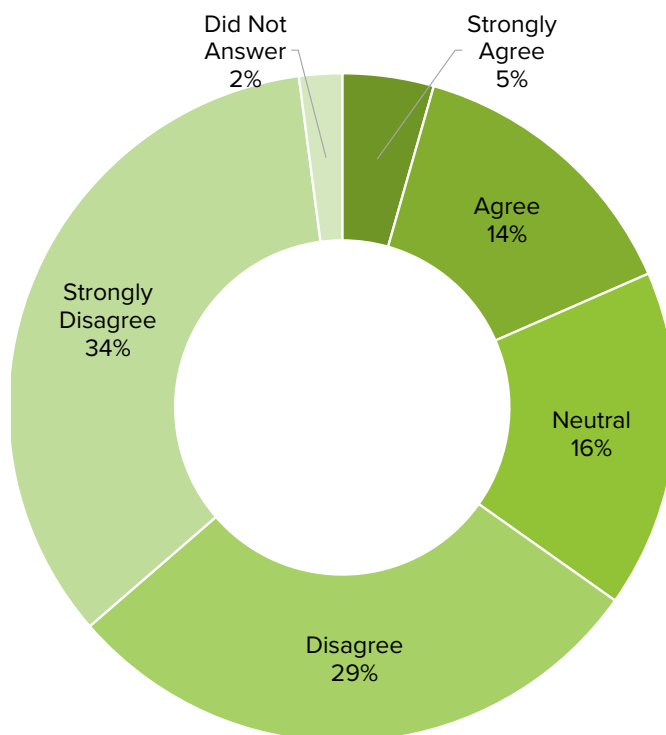


QUESTION 4 | THE TOWNSHIP HAS ADEQUATE PARK AND/OR OPEN SPACE.

ANSWER	COUNT
Strongly Agree	66
Agree	130
Neutral	85
Disagree	78
Strongly Disagree	18
Did Not Answer	8

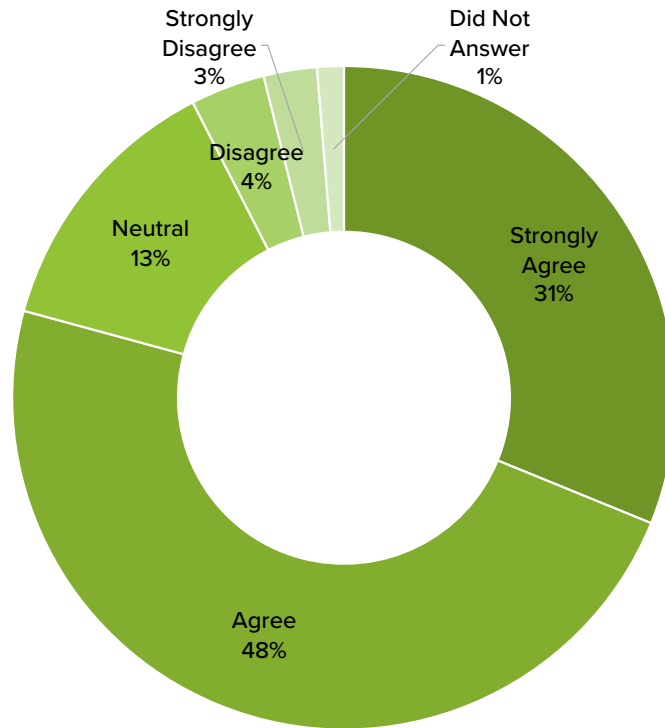
**QUESTION 5 | THE TOWNSHIP SHOULD PROMOTE CONSERVATION OF AGRICULTURAL LAND.**

ANSWER	COUNT
Strongly Agree	220
Agree	115
Neutral	29
Disagree	13
Strongly Disagree	6
Did Not Answer	2

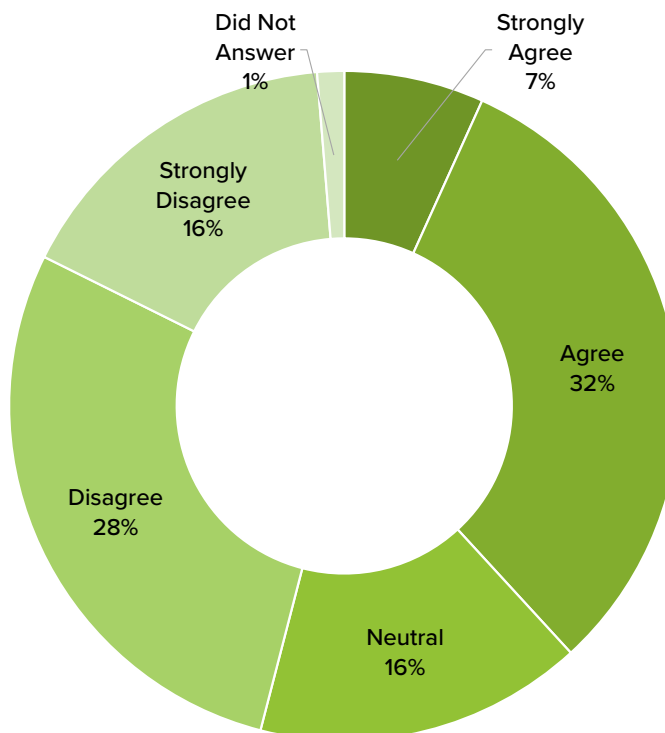


QUESTION 6 | THE TOWNSHIP SHOULD PROMOTE THE REDEVELOPMENT OF DILAPIDATED PROPERTIES.

ANSWER	COUNT
Strongly Agree	120
Agree	185
Neutral	51
Disagree	14
Strongly Disagree	10
Did Not Answer	5

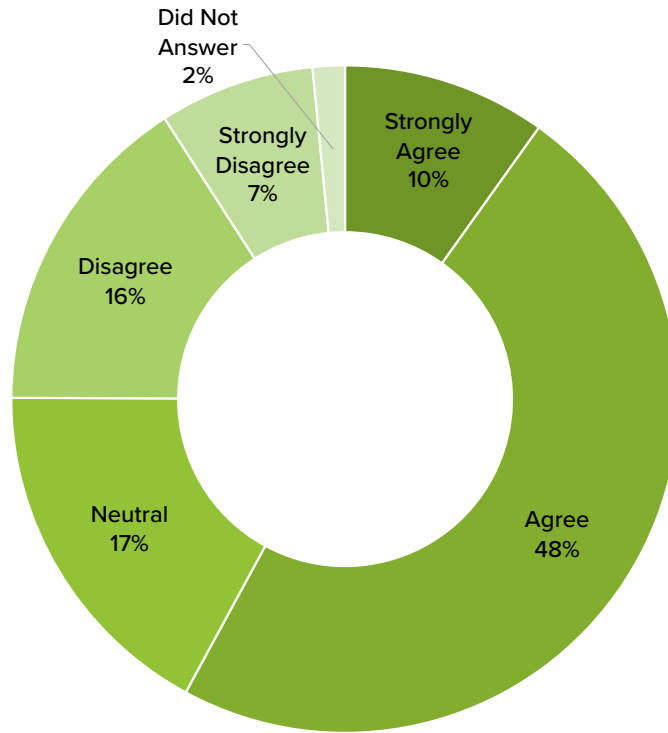
**QUESTION 7 | THE TOWNSHIP HAS ADEQUATE ACCESS TO BROADBAND INTERNET SERVICES.**

ANSWER	COUNT
Strongly Agree	26
Agree	121
Neutral	61
Disagree	109
Strongly Disagree	63
Did Not Answer	5

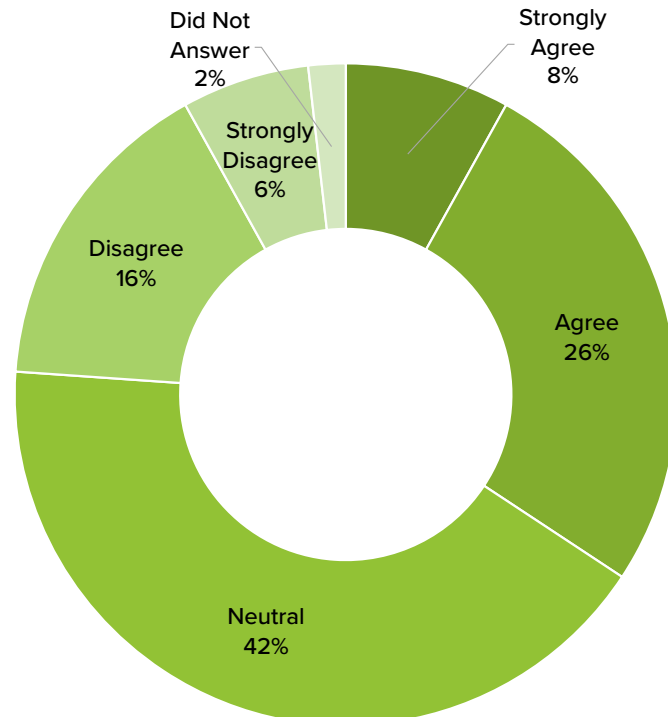


QUESTION 8 | THE TOWNSHIP HAS ADEQUATE CELLULAR PHONE SERVICE.

ANSWER	COUNT
Strongly Agree	38
Agree	185
Neutral	66
Disagree	61
Strongly Disagree	29
Did Not Answer	6

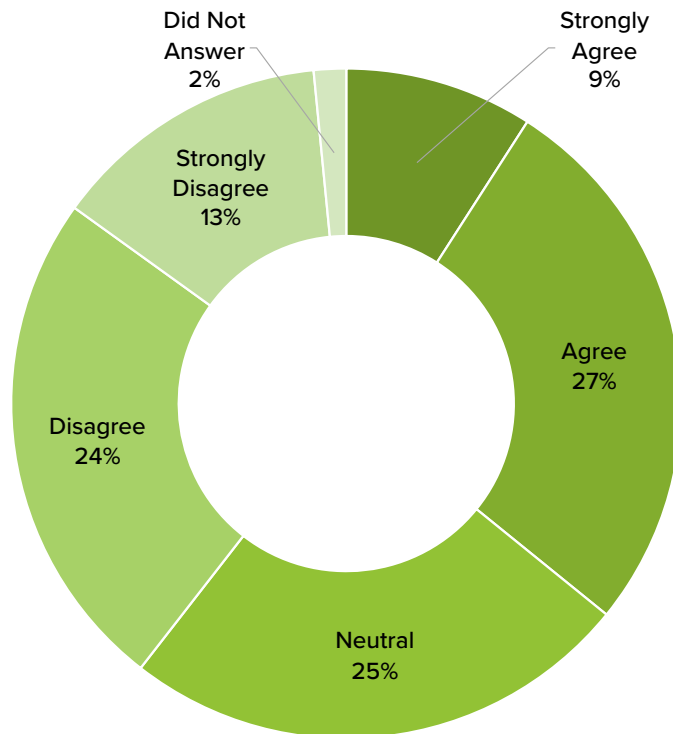
**QUESTION 9 | THE TOWNSHIP SHOULD PROMOTE EXPANSION OF CENTRAL WATER AND SEWER SERVICES.**

ANSWER	COUNT
Strongly Agree	31
Agree	101
Neutral	161
Disagree	61
Strongly Disagree	24
Did Not Answer	7

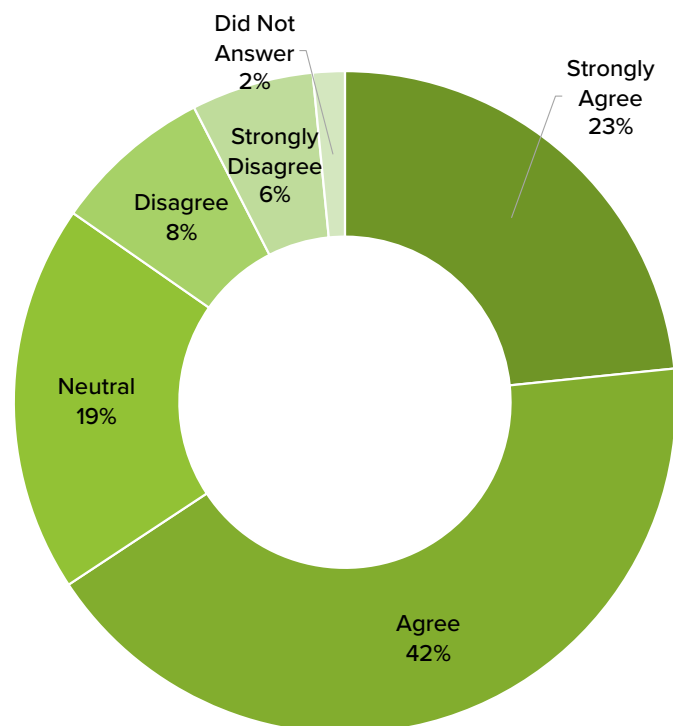


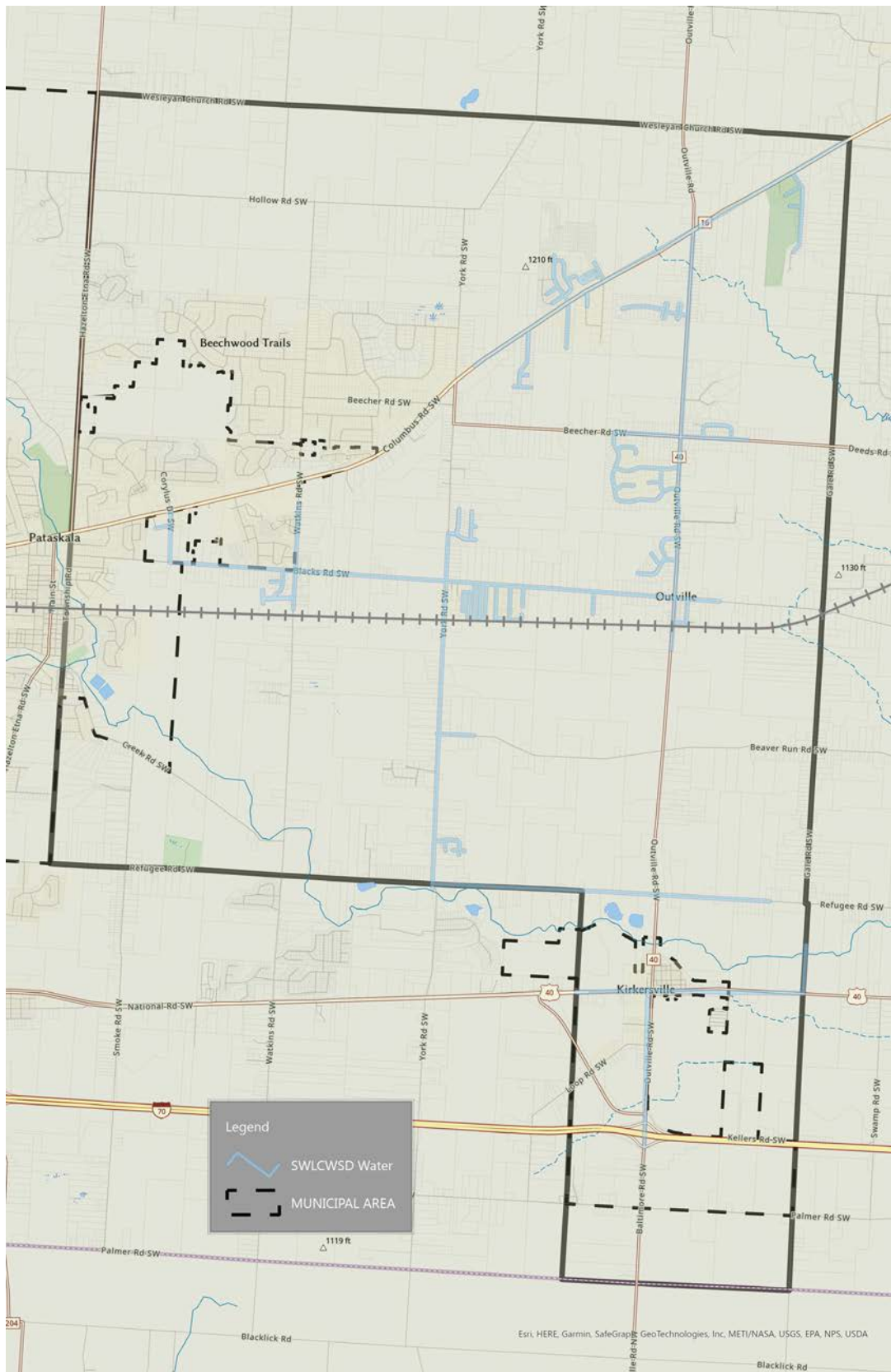
QUESTION 10 | THE TOWNSHIP SHOULD REGULATE THE APPEARANCE OF RESIDENTIAL BUILDINGS.

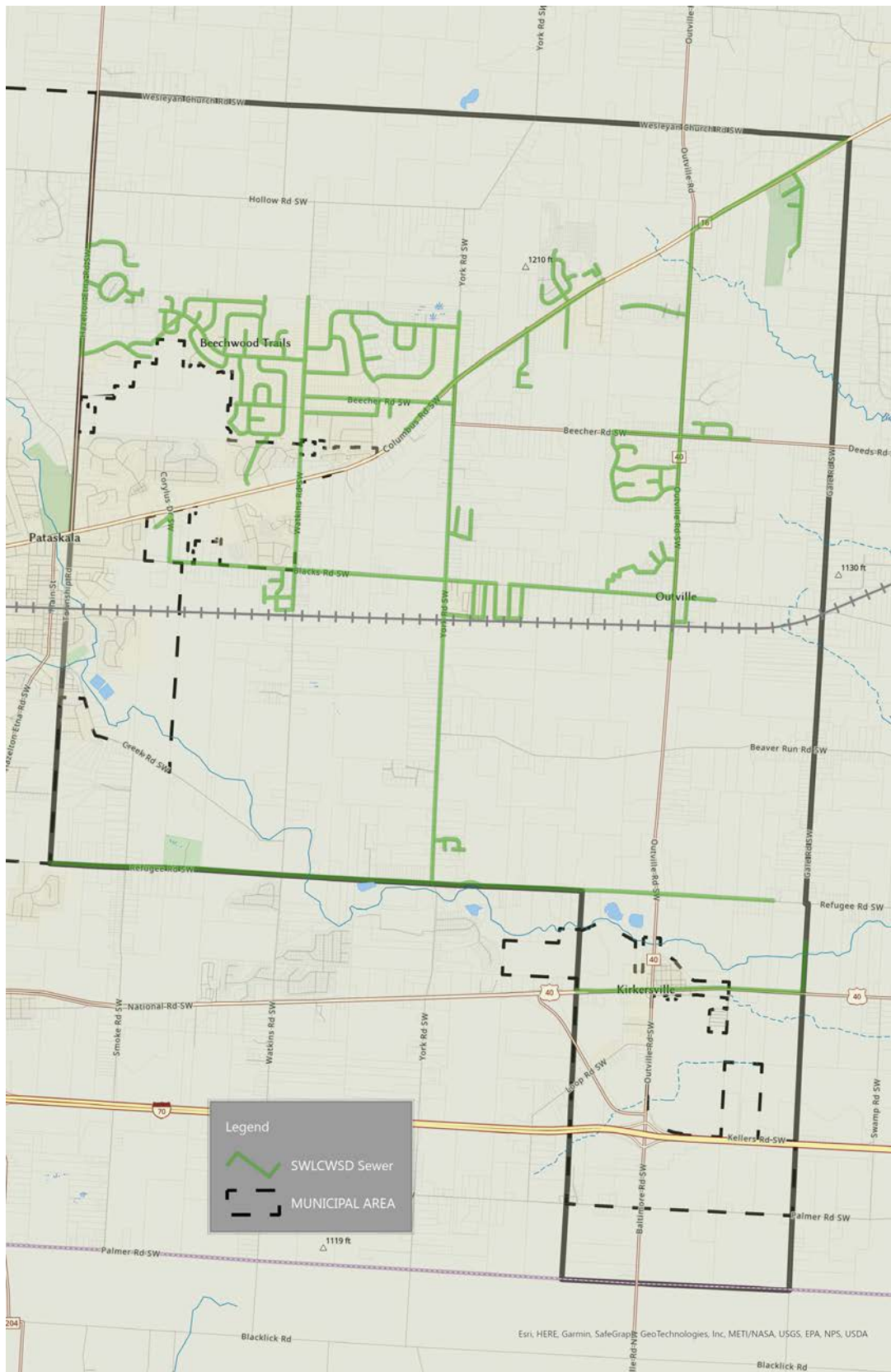
ANSWER	COUNT
Strongly Agree	35
Agree	103
Neutral	95
Disagree	94
Strongly Disagree	52
Did Not Answer	6

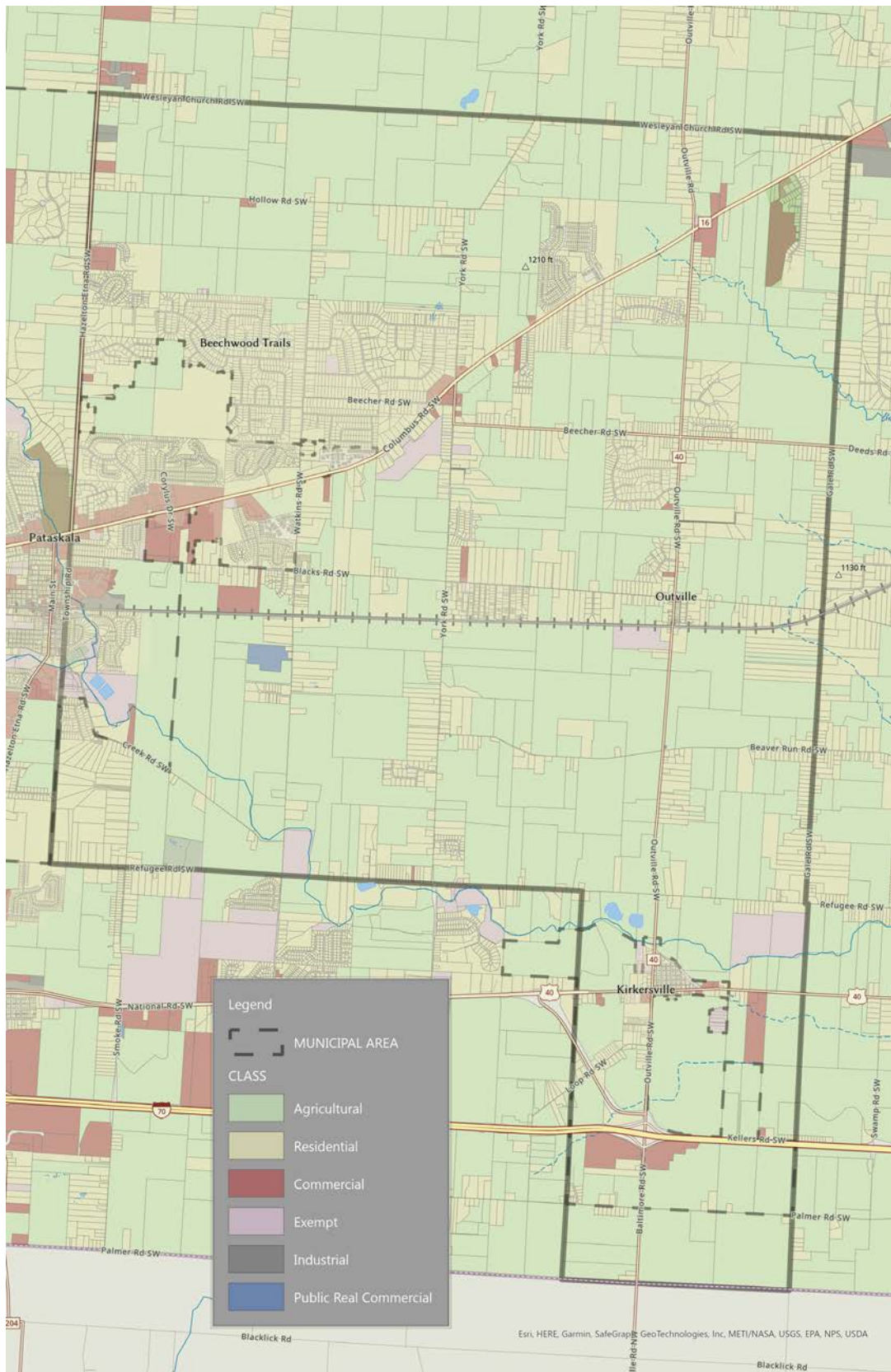
**QUESTION 11 | THE TOWNSHIP SHOULD REGULATE THE APPEARANCE OF COMMERCIAL/RETAIL BUILDINGS.**

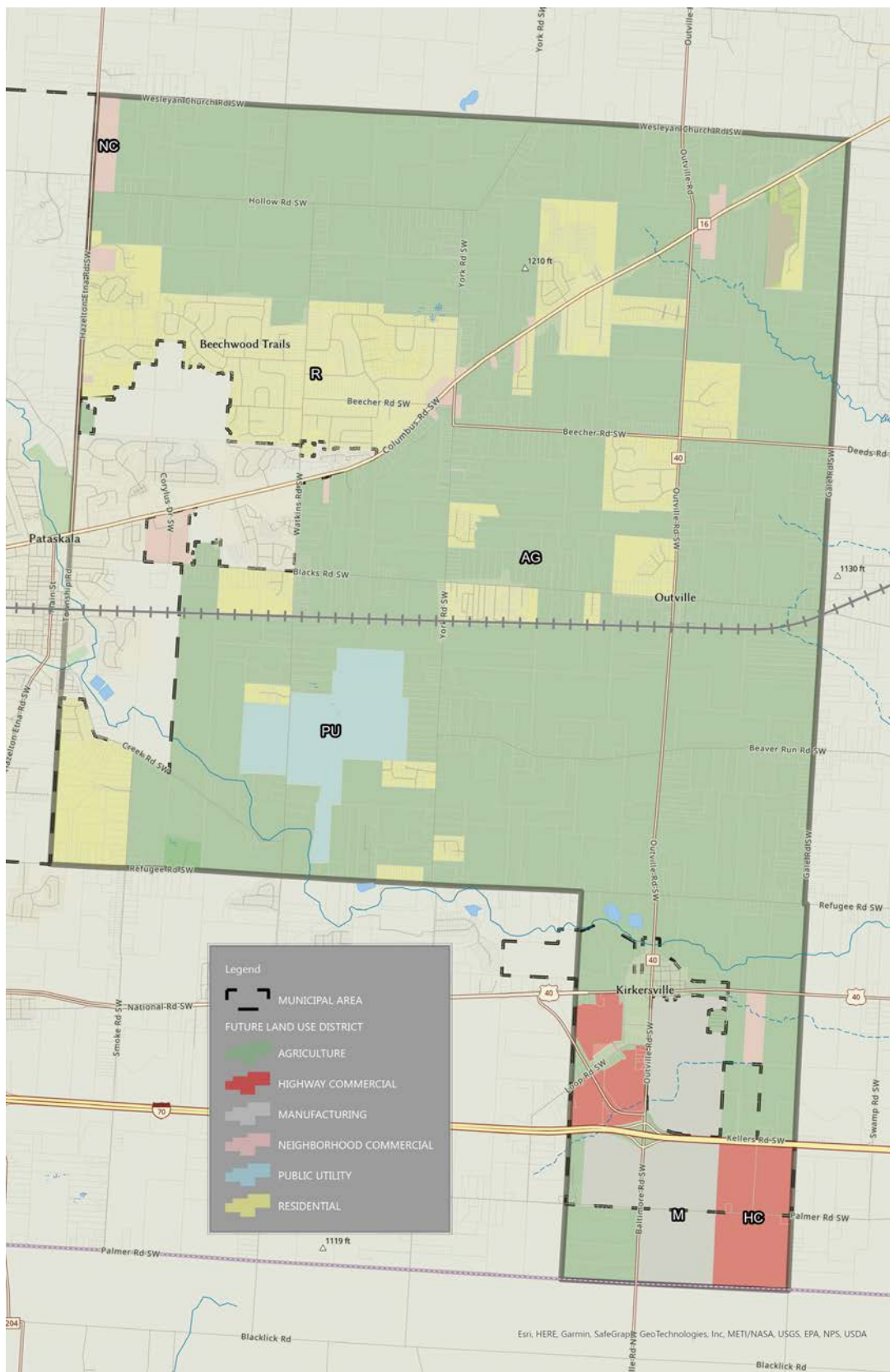
ANSWER	COUNT
Strongly Agree	90
Agree	163
Neutral	73
Disagree	30
Strongly Disagree	23
Did Not Answer	6

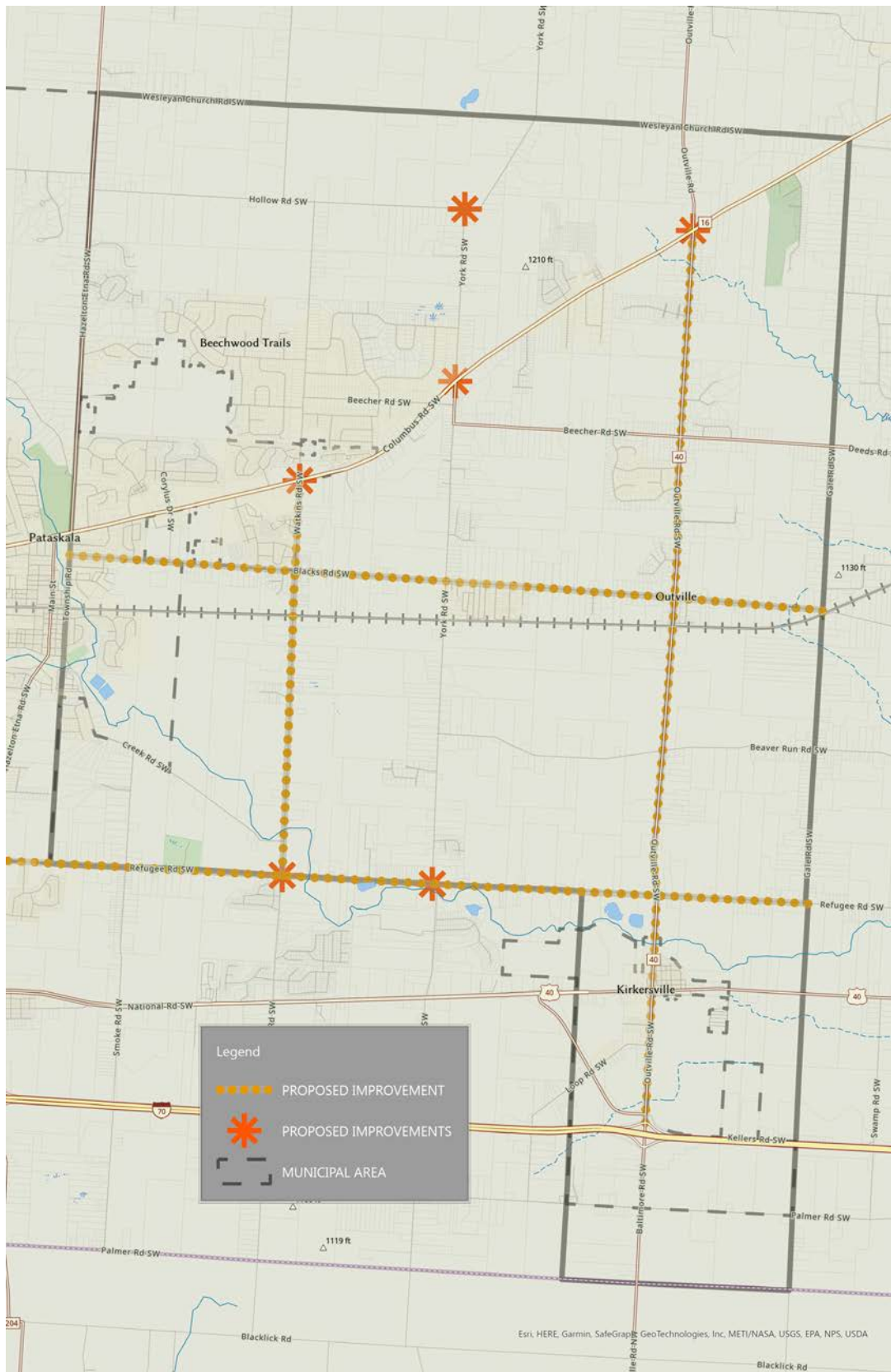


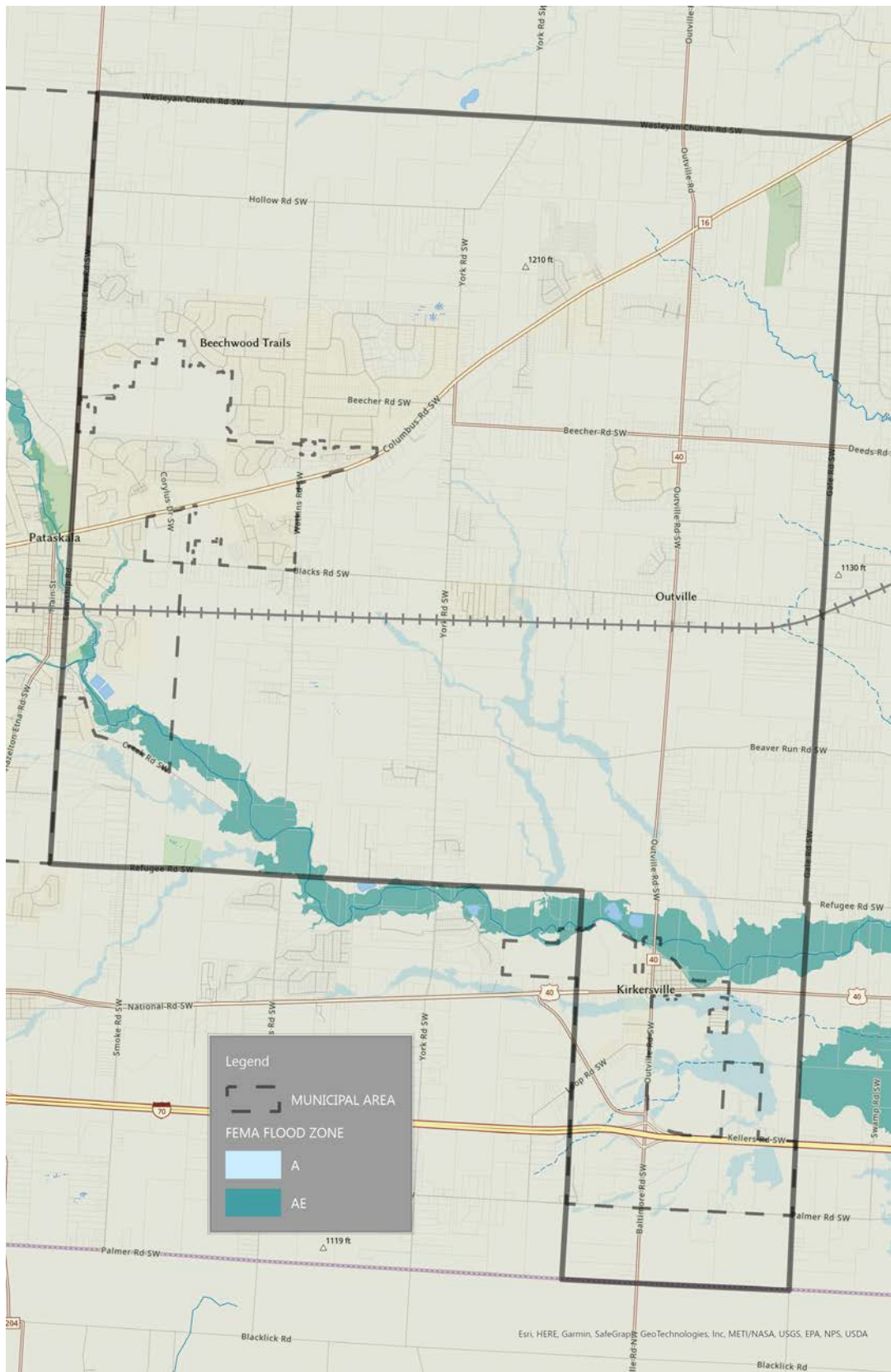


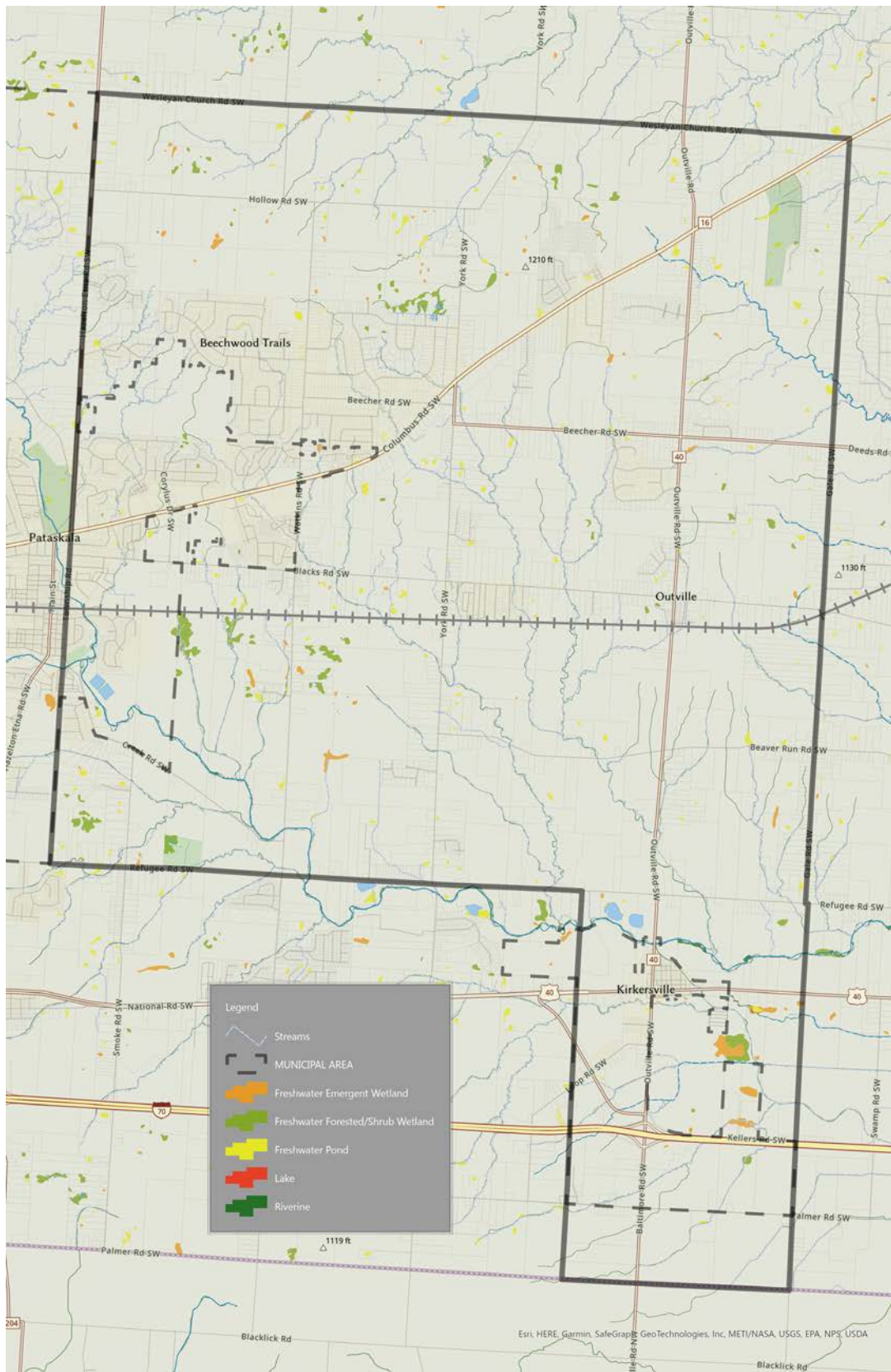


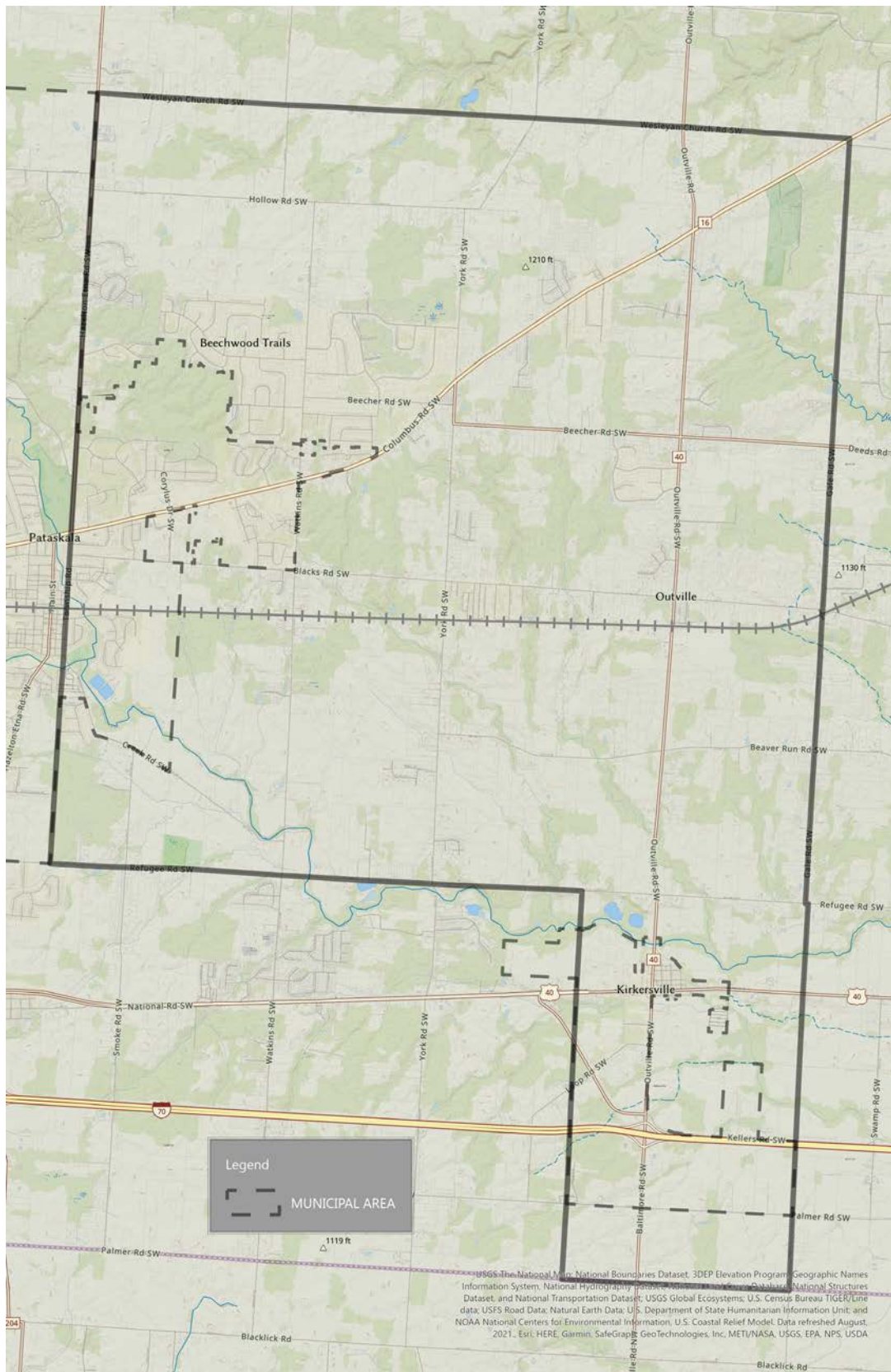


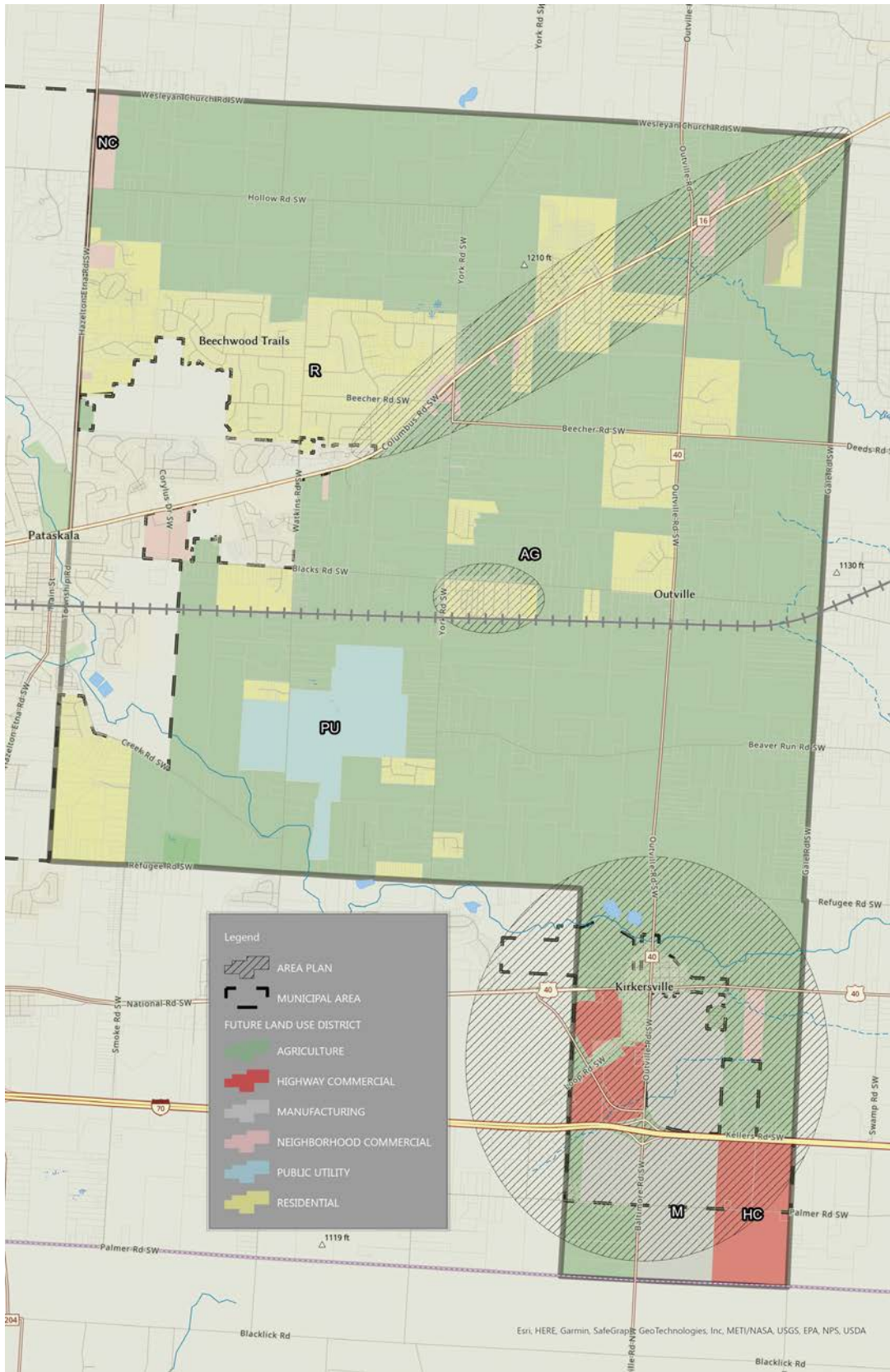


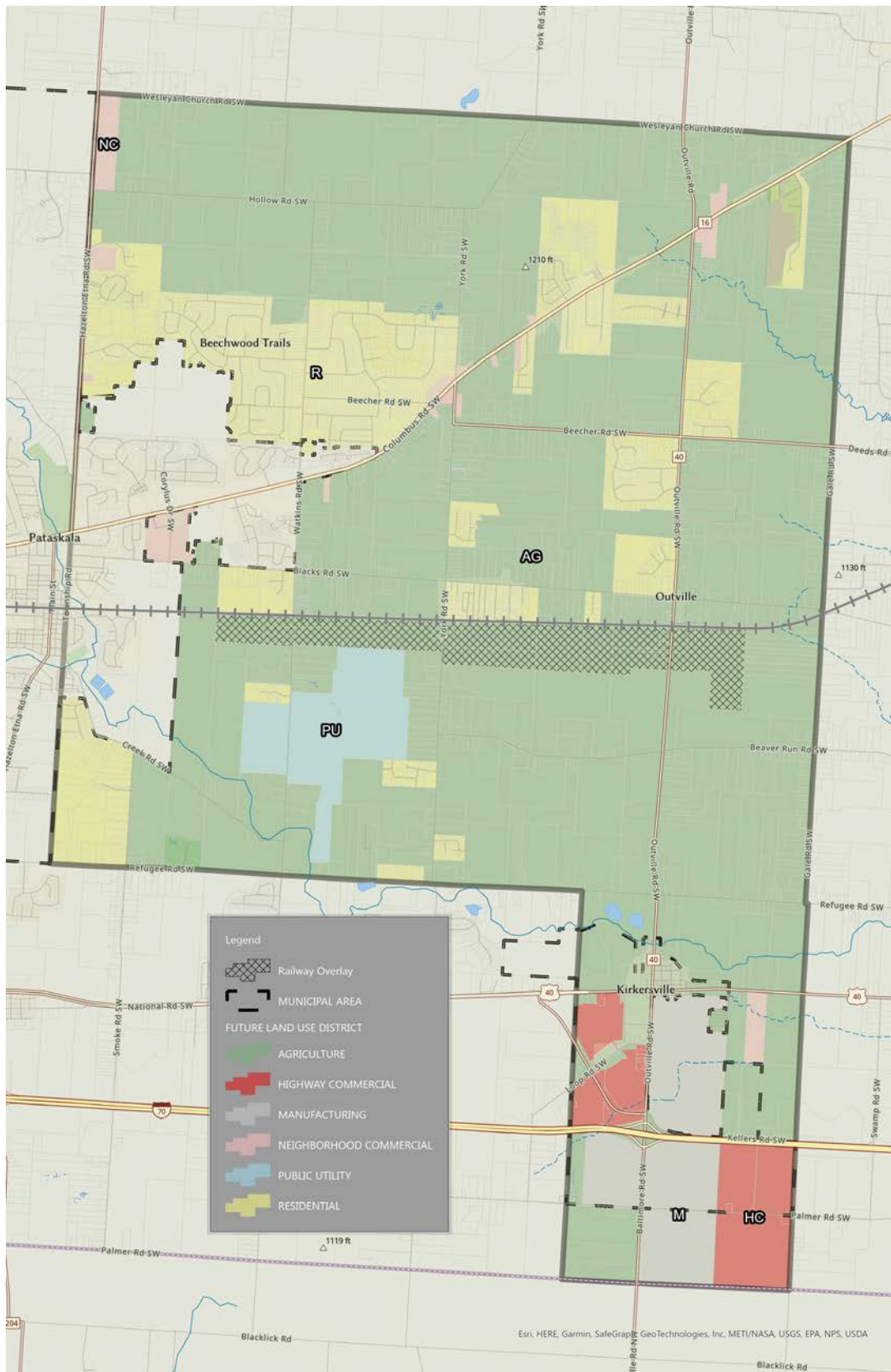


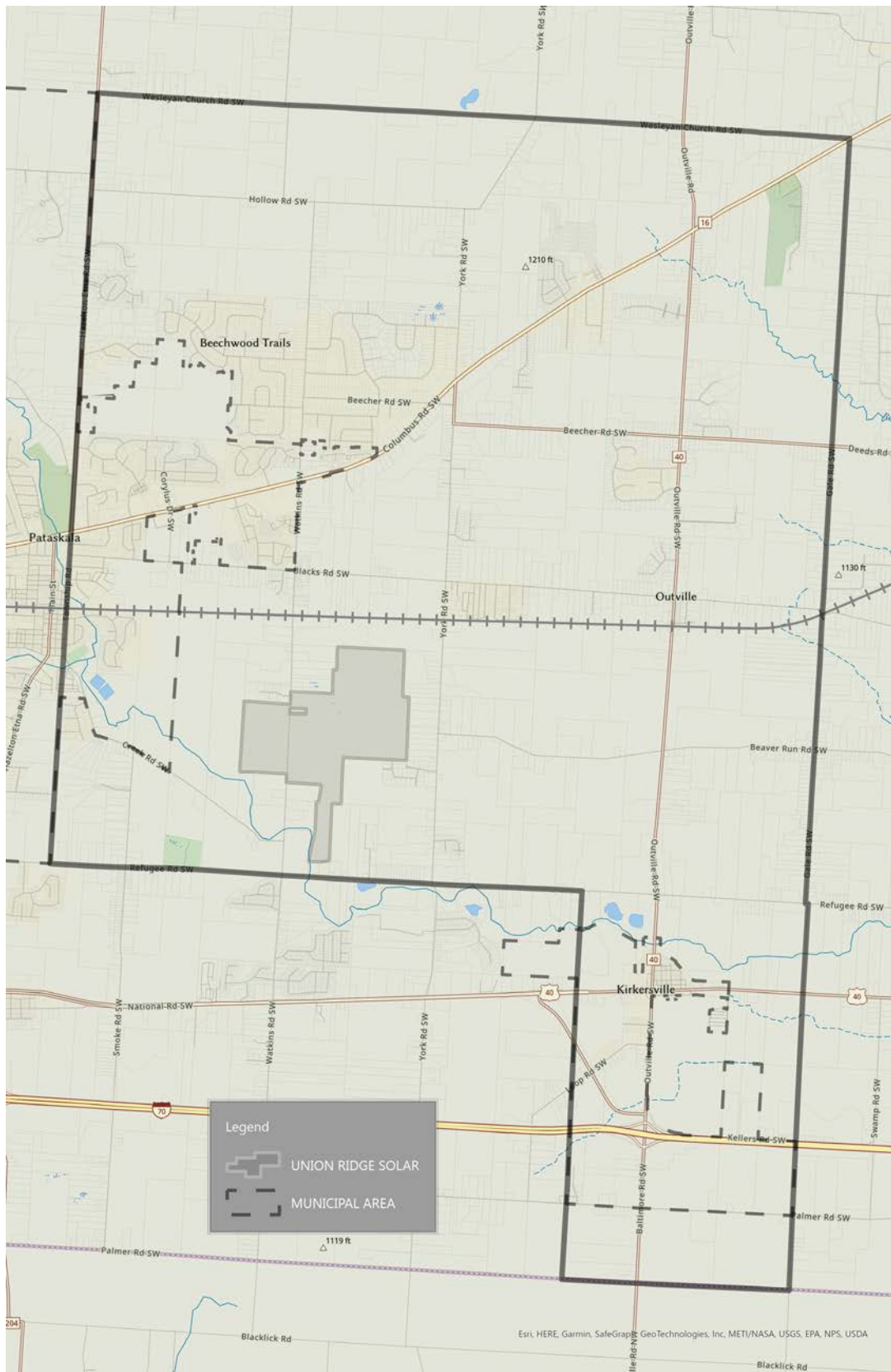


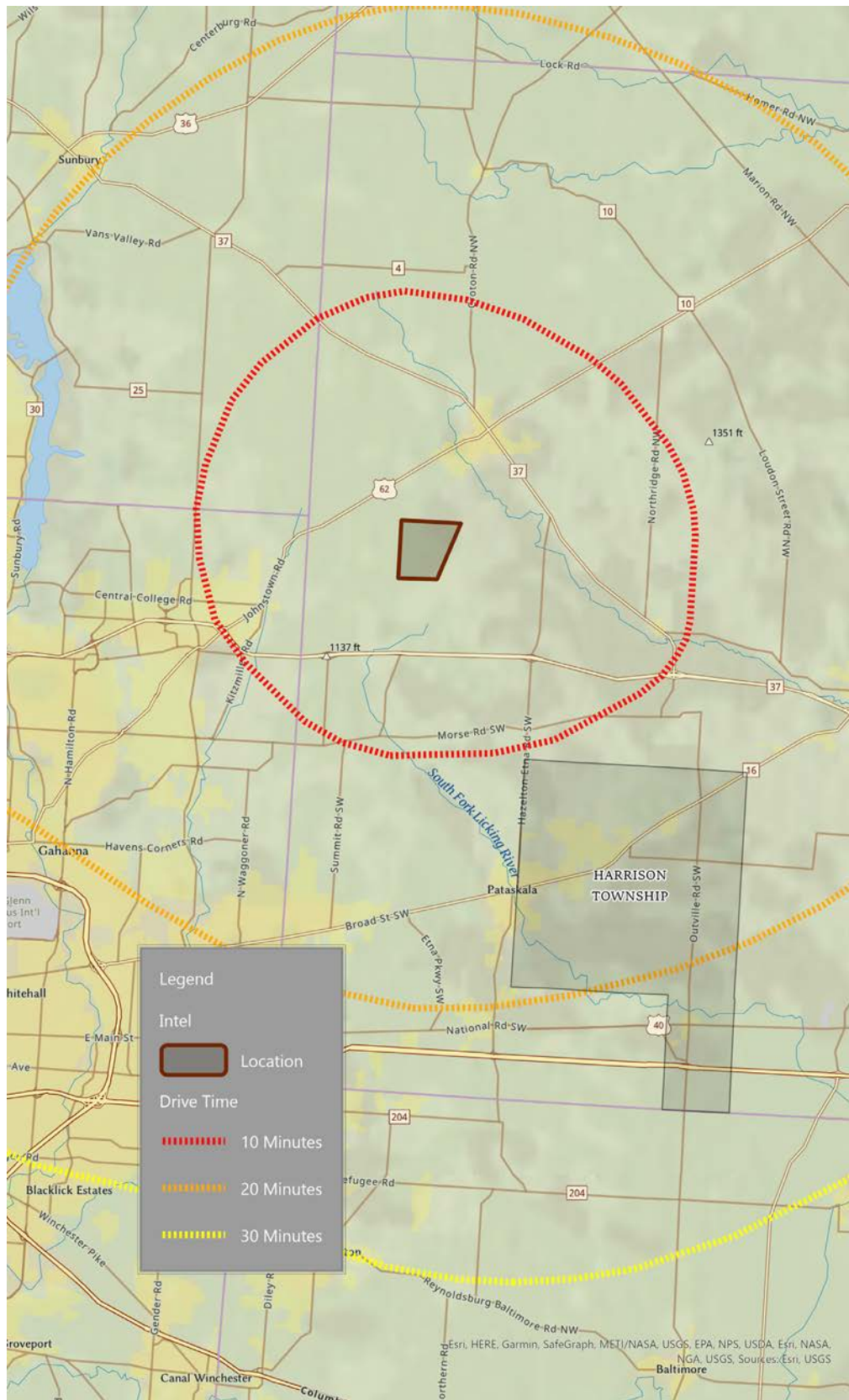


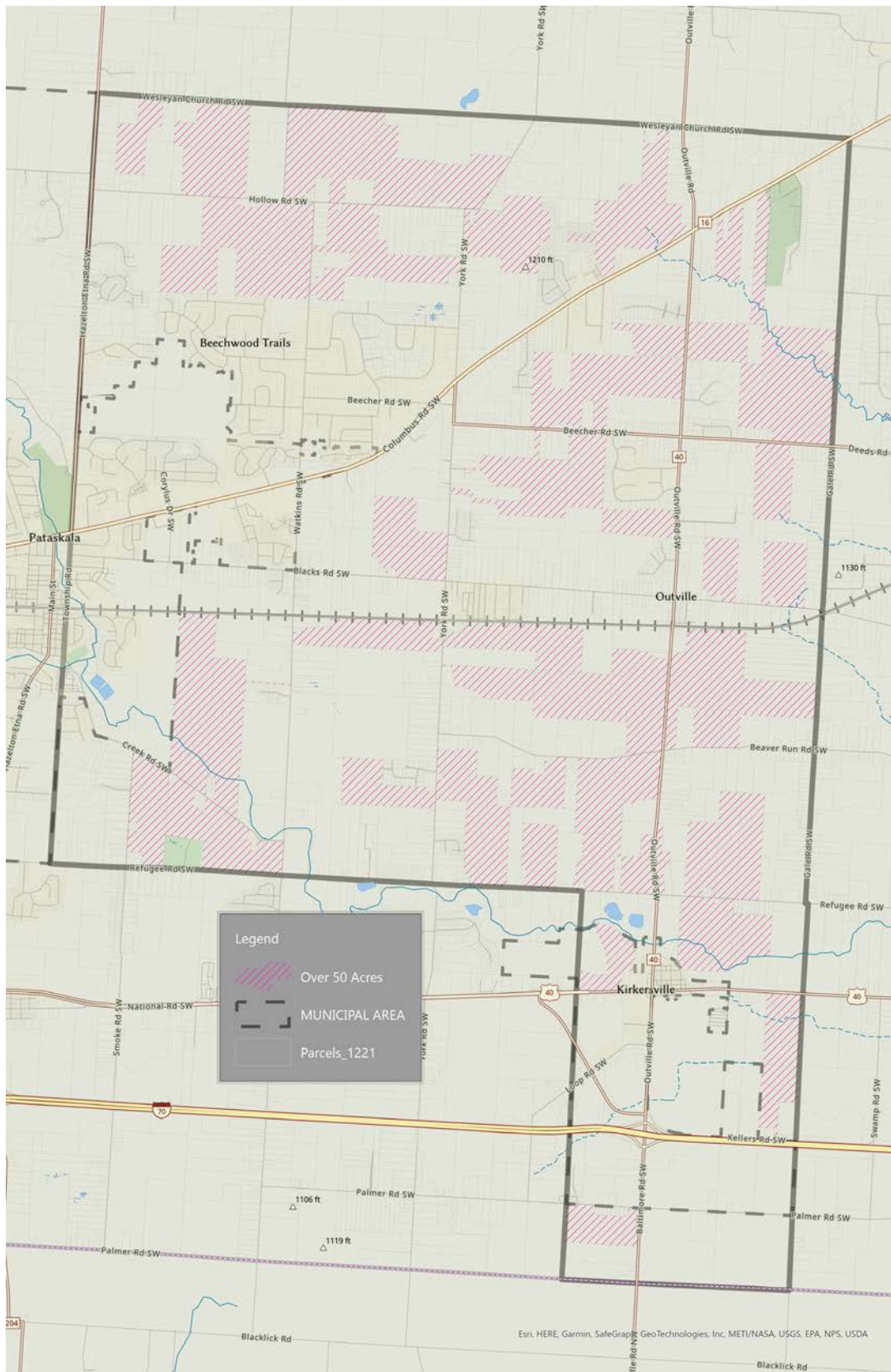


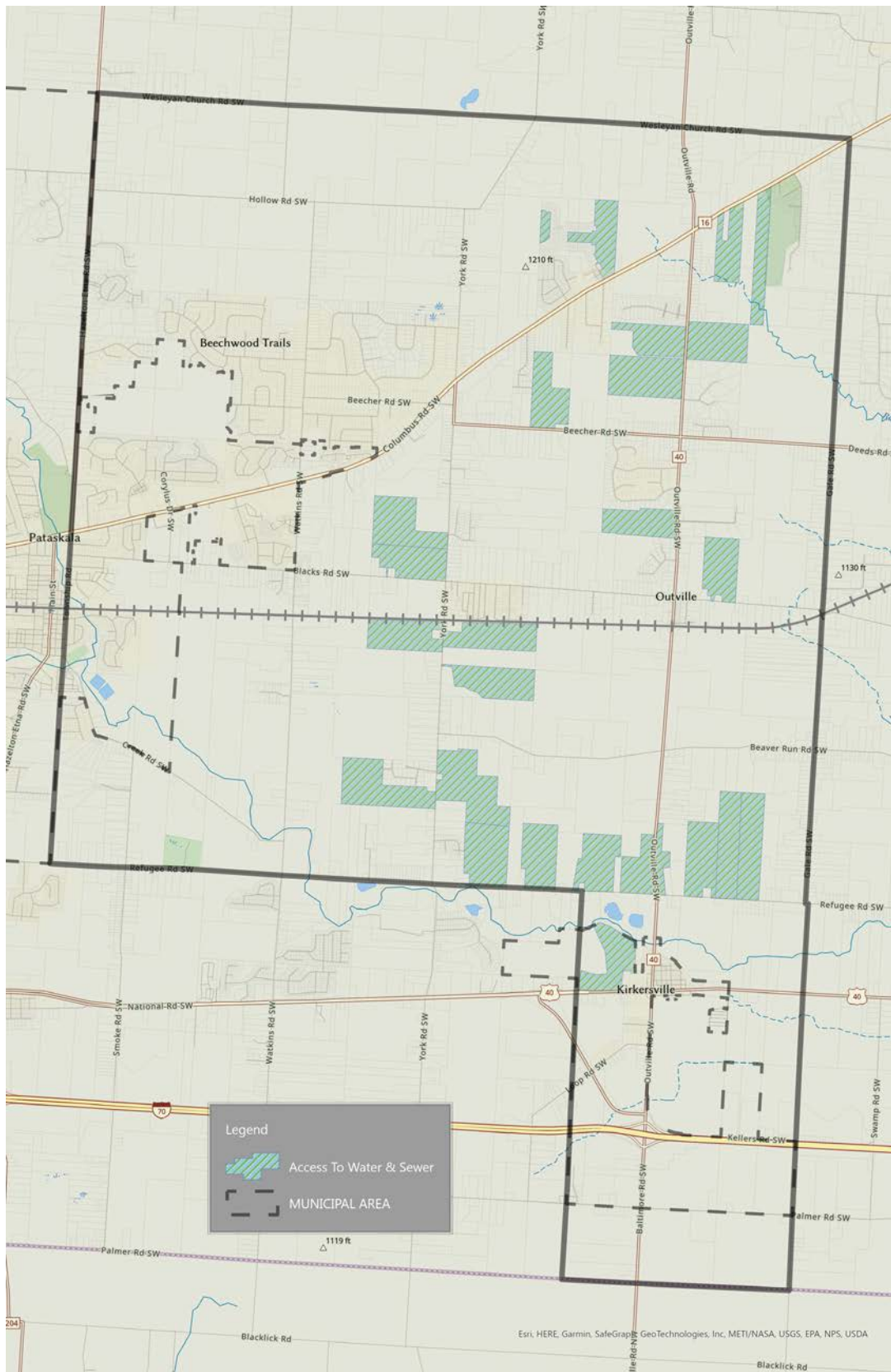












RESOLUTION 2022 08 01 02**RESOLUTION ADOPTING THE HARRISON TOWNSHIP COMPREHENSIVE PLAN**

The Board of Township Trustees of Harrison Township, Licking County, Ohio, held a public hearing on the 1st day of August, 2022 with the following members present:

Mark Van Buren

Eric Smith

Ray Foor

Eric Smith moved the adoption of the following:

RESOLUTION

WHEREAS, the Board of Trustees of Harrison Township, Licking County, Ohio adopted a Township Comprehensive Plan on November 1, 1993; and

WHEREAS, this Board of Township Trustees through powers granted by Chapter 519 of the Ohio Revised Code, believes it is important to adopt a new Harrison Township Comprehensive Plan, guiding development decisions and decision making activities, so as to maintain a high quality of life in the community; and,

WHEREAS, the Board appointed a 5-member Comprehensive Plan Steering Team, comprised of representatives from the Township, members of township boards, members of the community at large which began meeting in September of 2021 to guide the planning process and develop the Harrison Township Comprehensive Plan, with the assistance of Neighborhood Strategies, LLC; and,

WHEREAS, public feedback from the community was solicited on the township's website as well as through social media and survey; and,

WHEREAS, after receiving comments from persons throughout the community, the Comprehensive Planning Steering Team met an additional time in June of 2022 to discuss any

changes to the plan and made a final recommendation to the Township Zoning Commission without any additional changes for their consideration; and,

WHEREAS, the Zoning Commission of Harrison Township, Licking County, Ohio, discussed the Comprehensive Plan and made a recommendation of approval to the Board of the Harrison Township Trustees during their June 28, 2022 meeting; and,

WHEREAS, the Board of Trustees of Harrison Township, Licking County, Ohio, held a public hearing for the Comprehensive Plan on August 1, 2022, to hear additional comments.

BE IT FURTHER RESOLVED: that the Board of Trustees of Harrison Township, Licking County, Ohio hereby accepts the recommendation of the Steering Committee, which are incorporated in the Harrison Township Comprehensive Plan, which is attached hereto as Exhibit A and by this reference is made a part of this Resolution; and hereby initiates adoption of the 2022 Plan.

BE IT FURTHER RESOLVED: that it is hereby certified that all formal actions of the Board of Trustees of Harrison Township, Licking County, Ohio relating to the adoption of this Resolution were taken in an open meeting of the Board and that all deliberations of the Board were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

BE IT FURTHER RESOLVED: that this Resolution shall take effect and be enforced from and after the earliest period allowed by law.

Ray Foor seconded the Motion, and the roll being called upon its adoption, the vote resulted as follows:

Yea: Mark Van Buren

Eric Smith

Ray Foor

Nay: _____

Dated this 1st day of August, 2022



Carolyn I. Elder
Harrison Township Fiscal Officer

CERTIFICATION

I hereby certify that the foregoing is a true and accurate copy of the Resolution of the Board of Township Trustees of Harrison Township, Licking County, Ohio, adopted on the 1st day of August, 2022, at its public hearing.

Dated this 1st day of August, 2022



Carolyn I. Elder
Harrison Township Fiscal Officer

This appendix is meant to serve to keep track of any amendments made to the Comprehensive Plan including relevant information. Any details of the amendment can be found in the appropriate Township resolution.

[illegible]