

INTRODUCTION TO PLANNING AND GRANVILLE

I. The Core Values of Good Planning in Granville

Over generations, the Granville community has recognized that good planning is a significant contributor to a quality community. Therefore, it is no coincidence that Granville is successful in preserving its valuable historic community character and heritage while creating a vibrant and livable community.

The contents and recommendations of this Comprehensive Plan are a reflection of the following long standing core values exhibited in the community:

- Good planning is an ongoing exercise, not a singular event. This planning process is an update to previous efforts, not a stand-alone endeavor.
- Good planning must be multi-jurisdictional. Many community issues transcend political boundaries.
- Good planning must involve citizens. It is accomplished by and through the involvement of the citizens in evaluating information and making informed recommendations.

II. The Purpose of This Comprehensive Plan

The Comprehensive Plan update is designed to provide guidance for the community for the next five to ten years as it shapes a future that the community envisions for itself. It is intended to provide a framework through which the Granville community can address current and future issues, which may impact the character of the community and its quality of life.

Using previous plans as guides, this update addresses the range of needs among the different age and income groups that make up the community at large by:

- Looking at changes and new information regarding the community to help Granville citizens meet the realization of their vision for the future, enhance property values and the appearance of the Village, and improve the quality to life it offers.
- Responding to the need to prepare for the changes that improvements to State Routes 37/161 may bring to the area.
- Addressing diversification and expansion of the tax base, while preserving the character of the community.

III. The Planning Area

While Granville Township and the Village of Granville must, by law, address the Comprehensive Plan as independent political entities, the development of the Plan is a joint undertaking. Since the township and the Village regard themselves as a single planning unit for the purpose of this plan, the terms Granville and Community” as used in the Plan refer to both the township and the Village unless otherwise noted.

It was agreed that for planning purposes Granville Township, including the Village of Granville, would be used as the boundary for the study area for the Comprehensive Plan. Please refer to Plate 7, Aerial Photograph.

IV. The Planning Process

Background

- **1964** – First comprehensive plan completed by Ladislav Segoe and Associates.
- **1990** – A joint undertaking of Granville Township and the Village of Granville to strengthen Granville's identity as a strong, active community with a clear vision of its future which would reinforce the New England town style of Granville. The purpose was to establish a logical, well-thought-out set of land use and community development policies that would guide public and private decision making in Granville.
- **1998** – A strategic update with more specific residential and commercial development goals and guidelines. Whereas, the 1990 strategy was to absorb and accommodate growth. The 1998 strategy specifically addressed the problem of controlling and shaping growth, and placed a greater emphasis on preserving farmland, open space, and natural land features. The 1998 strategy proposed to manage growth by:
 - 1) Raising the standards of residential and commercial development;
 - 2) Encouraging the set aside of contiguous open space for pedestrian and bicycle use;
 - 3) Mandating consideration of the existing rural character of the Township and small town character of the Village; and
 - 4) Setting higher, clearer and more thoughtful design standards.
- **2001** – Supported the 1998 Comprehensive Plan in its further refinement of the community's vision and continued encouragement of innovative land use practices.
- **2011** – (Current Plan) The process for the current plan began in 2006.

Participants

The document was the result of input and research by the following volunteers and professionals in specific fields including:

1. Comprehensive Plan Steering Committee

A volunteer committee was appointed by the Village Council and the Granville Township Trustees to work with Poggemeyer Design Group during the initial planning period. This Committee consisted of the following individuals:

- Constance Barsky, Steering Committee Chair/Village Councilmember
- Fred Abraham, Former Township Trustee
- Jeff Brown, Superintendent, Granville Exempted Village Schools (Ex-Officio member)
- Bill Habig, Former Township Trustee
- Jim Havens, Former Township Trustee
- Don Holycross, Former Village Manager
- Paul Jenks, Township Trustee
- Bill Mason, Township Trustee
- Steve Mershon, Village Councilmember

- Jim Murr, Township Board of Zoning Appeals
- Jacqueline O'Keefe, Village Councilmember
- Seth Patton, Denison University (Ex-Officio member)
- Scot Prebles, Former Superintendent, Granville Exempted Village School (Ex-Officio member)
- Chris Strayer, Former Village Planner
- Alison Terry, Village Planner
- Dan VanNess, Township Trustee

2. Community Stakeholders

The following twelve individuals were selected to participate in Stakeholder Interviews for the Comprehensive Plan to gauge and understand local attitudes and insights about community development:

- Ben Barton, Former President of the Granville Area Chamber of Commerce
- Kevin Bennett, Granville Historical Society
- Clarke Berdan, Research Executive, Owens Corning and Former Granville School Board member
- Jerry Brems, Director of the Licking County Planning Commission
- Jim Eckert, Executive of Owens Corning
- Julie Gwinn, Former Planning Administrator, ODOT District 5
- Abram Kaplan, Associate Professor, Denison University
- Dale Knobel, President of Denison University
- Marcia Phelps, Former Licking County Commissioner
- Steve Schneider, Former Granville Recreation Commission Member
- David Trautman, Licking County Chamber of Commerce
- Don Wiper, Licking Land Trust

3. Professional Consultants

- Poggemeyer Design Group, Inc. (PDG) retained in 2006 by Granville Township and the Village of Granville to facilitate an update of the Granville Comprehensive Plan
- Benjamin D. Rickey & Co. provided the expertise in the fields of historic preservation
- EnviroScience, Inc. served as part of the planning team, as sub-consultants to PDG
- Stanford H. Odesky and Associates (SHOA) conducted the community survey

Timeline

1. A kick-off meeting was held in July of 2006 to define and discuss the major issues facing the community and to ensure that participants understood the expectations, schedule, and budget for the project.
2. Objective information and relevant hard data were collected and analyzed to blend existing information and data with fresh insights into how the Granville community is changing locally and in the context of state and national trends.
3. Stakeholder interviews were conducted with local community leaders who are particularly knowledgeable about local economic and physical conditions, challenges and opportunities. This activity provided considerable insight into:
 - General perceptions about the current state of the community,
 - Critical issues to be addressed to ensure that the community reaches its full potential,
 - Current economic and quality of life conditions,

- Important trends that are now shaping and will continue to shape the community,
 - Fully examine and analyze the component layers of Granville’s unique identity,
 - Isolate the field of specific qualities and environmental attributes that constitute Granville’s unique character, and
 - Identify key community issues and challenges with respect to community growth and change.
4. A Community Design Workshop was held that focused on the primary design systems that make-up the community. Of particular interest were elements that residents encounter in the community when driving, walking, working, shopping or wandering. Primary entries and gateways, circulation routes, signage, landscape cues, parking, pedestrian routes and linkages, architectural systems, business signs, and public spaces were addressed and reviewed for strengths, weakness, and the quality of interaction between place and resident.
 5. Goals and objectives were developed to address key issues and specific development scenarios were formed from visioning exercises carried out with the Steering Committee and the public.
 6. A development scenario workshop was conducted to review various scenarios for the community. Options such as alternative growth patterns, residential density, balance between local employment and numbers of residents and related matters were presented as a basis for constructive and interactive discussion.
 7. From 2006-2010, there was a process of community and committee review whereby concerns were considered and input and recommendations were evaluated and incorporated.

Community and Committee Review Results

Out of the interview and committee review process, key quality of life issues were identified as:

- Preservation and Aesthetic Quality
- Natural Environment
- Transportation and Infrastructure
- Future Land Use
- Economic Development
- Community Utilities
- Parks and Recreation

NOTE: For results of the Community Survey and Stakeholder Survey, please see Appendix A

V. History of the Granville Community¹

The Village of Granville is located in Licking County on the western edge of the Appalachian Plateau. Surrounding the Village on three sides is Granville Township, with its rolling hills, farmland and pleasant residential subdivisions. The City of Newark lies on Granville’s eastern border.

The Village of Granville was settled in 1805 by New Englanders from Granville, Massachusetts and Granby, Connecticut, who sought more fertile farmland. They followed a group of Welsh settlers who, in 1803, had settled in the hills to the northeast of Granville’s plat. Before leaving New England, the village design was planned in great detail. The favorable report of the advance surveying scouts

¹ www.granville.oh.us
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encouraged 107 families of The Licking Company to buy and settle 28,000 acres of Ohio land. Advance parties came westward early in 1805 to plant corn for the fall harvest and to erect a mill for sawing lumber and grinding corn. They also laid out the farm and village plats. The families left New England in September 1805 and arrived in their new homeland in December.

The first settlers planned Granville to closely resemble a New England town set down in the middle of Ohio. They began with two main and wide thoroughfares that intersected at the town square with churches on its corners. The plat continued with 24 blocks of 288 rectangular lots on the original plateau situated a safe 70 feet above the Raccoon Creek floodplain to the south. Nestled there between the three hills (Sugar Loaf rising 55 feet above the plateau on the west; College Hill at 135 feet high to the north; and Mt. Parnassus at 105 feet high on the east); these New Englanders constructed the main thoroughfare streets called Broad Way, Water and Bowery (now West and East College) as well as Fair and Equality (now West and East Elm).

The Village began to prosper and achieved early maturity in the first part of the 19th century. The Ohio Canal (Cleveland to Portsmouth) was begun in 1825 and passed through Licking County several miles east of Granville. A feeder canal was constructed and the commerce that resulted made Granville a thriving community. In 1880, the Ohio Central Railroad came to Granville. Ten years later, an inter-urban street railway connected the Village to nearby Newark.

Schools also prospered. Academies and colleges were founded and flourished. Education eventually became the Village's main business. The Granville Literary and Theological Institution (1831) later became Granville College (1845) and then Denison University (1856). It is now one of the most outstanding private liberal arts colleges in the country.

For decades, there was no major industry in Granville. In 1960, however, Owens Corning located a research center in Granville Township along the north side of State Route 16. Another research center constructed on the south side of State Route 16 by Dow Chemical has become an office park and is currently the site of another 95,000-Square-foot building constructed by Paramount Financial Group.

VI. Demographic Information²

The purpose of this section is to assemble objective information and hard data necessary to form the planning process. Of particular importance is to update data from prior planning efforts and offer fresh insights into how the Granville community has changed and will change.

1. General Demographic Changes and Projections

When the 1998 Strategic Update of the Granville Comprehensive Plan was completed, it was estimated that 6,225 people collectively had resided in the Village and Township in 1994. Since the combined area of the Township and Village is 17,350 acres or 27.11 square miles, the density of residents was 230 per square mile. Today, population growth has made the Granville Community more urbanized. (According to the U.S. Census Bureau, an urban area is where a

² Unless noted otherwise, the demographic data comes from the 2009 US Census Bureau's American Community Survey Estimates, the 2010 US Decennial Census, or Denison University
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census block or a group of census blocks have a population density of at least 1000 people per square mile.)

Data from the adjusted 2000 Census indicated that the combined Village and Township population was nearly 9,000 people, while the most recent 2010 Census data placed the population at 9,773 including approximately 2,146 Denison University students. The population of the Granville area was estimated to have grown by 9.27% between 2000 and 2010. Given this growth, the estimated density of residents has now reached 360 per square mile. More simply stated, for every two residents present in 1994, there is now one additional resident. Data from the 2010 Census shows that the Village of Granville's population is exactly 3,500, an increase of 333 from the 2000 Census. The Granville Township population is 4,127, an increase of 279 from the 2000 Census. The following chart indicates how the population estimates for the Village and Township have changed since 2000.

Population Estimates by Geographic Area 2000-2010 (*Includes Denison University student population)										Base Population
Area	April 2010	July 2008	July 2007	July 2006	July 2005	July 2004	July 2003	July 2002	July 2001	April 2000
Village*	5,646	5,382	5,370	5,377	5,341	5,219	5,212	5,129	5,130	5,101
% Change from 2000		5.51%								
Township (outside Village)	4,127	4,203	4,152	4,109	4,069	3,956	3,858	3,853	3,861	3,848
% Change from 2000		9.23%								
Total Township & Village	9,773	9,585	9,522	9,486	9,410	9,175	9,070	8,982	8,991	8,949
% Change from 2000		7.11%								
Licking County	166,492	157,721	156,734	155,315	153,974	152,125	150,194	148,439	147,326	145,625
% Change from 2000	10.4%	8.31%	7.7%	6.6%	5.7%	4.5%	3.1%	1.95%	1.2%	
State of Ohio	11,536,504	11,485,910	11,477,641	11,458,390	11,450,954	11,445,095	11,430,306	11,410,582	11,391,298	11,353,140
% Change from 2000	1.62%	1.17%	1.1%	0.93%	0.86%	0.81%	0.68%	0.51%	0.34%	

2. Age

Apart from overall population change, it is also important to examine the structure of age groups populations such as children, the working population, and older residents. The following chart compares the age groups of Granville Township, the Village of Granville, and the State, based on 2010 US Census information and data from Denison University. The value with a star (*) is a statistically estimated guess using midpoints of the age groups and frequency of population in each age group to determine the median age; it was assumed nobody was older than 100 years old.

	Granville Township	Village of Granville (including Denison University)	Village of Granville (excluding Denison University)	State of Ohio
Median Age (2010)	33.9	22.0	*42.0	38.8
14 and younger	16.7%	14.1%	23.6%	19.4%
15-24 age group	29.5%	42.7%	5.0%	13.7%
25-39 age group	8.6%	7.5%	12.3%	18.4%
40-49 age group	13.1%	10.9%	18.2%	14.0%
50-64 age group	19.1%	15.1%	24.9%	20.3%
65 and older	12.9%	9.6%	15.9%	14.1%

3. Income

Estimated Per Capita Income and Median Household Income, 2009; Source: US Census Bureau's American Community Survey		
Area	Per Capita Income	Median Household Income
Village of Granville (including Denison University)	\$26,578	\$106,033
Licking County	\$25,593	\$53,200
State of Ohio	\$24,830	\$47,144
USA	\$27,041	\$51,425

COMMUNITY CAPACITY

I. Introduction

The purpose of this chapter is to outline the community capacity to maintain the high quality of the school system, public services, facilities, infrastructure, and recreation.

II. Public Facilities, Services, and Infrastructure

1. Government Organization

Granville Township is a political subdivision of the State of Ohio organized in 1805. Township officials govern the approximately 13,850 acres of unincorporated area. The

Village of Granville is located within the Township but is operated under a separate method of governance that is independent of the Township.

a. Village Government

The Village of Granville is a home rule municipal corporation that has been organized in accordance with the provisions of the Ohio Revised Code. The Village has adopted a Charter, which gives it broader authority to manage its own municipal affairs. The Charter provides for a Council-Manager form of government.

b. Township Government

Granville Township is a political subdivision of the State of Ohio organized in 1805. Like all townships in Ohio, it has four elected officials consisting of three trustees and a fiscal officer. Each official is elected to a four-year term. Elections occur in odd-numbered years, and two officials are elected or re-elected every other election.

c. Granville Exempted Village School District

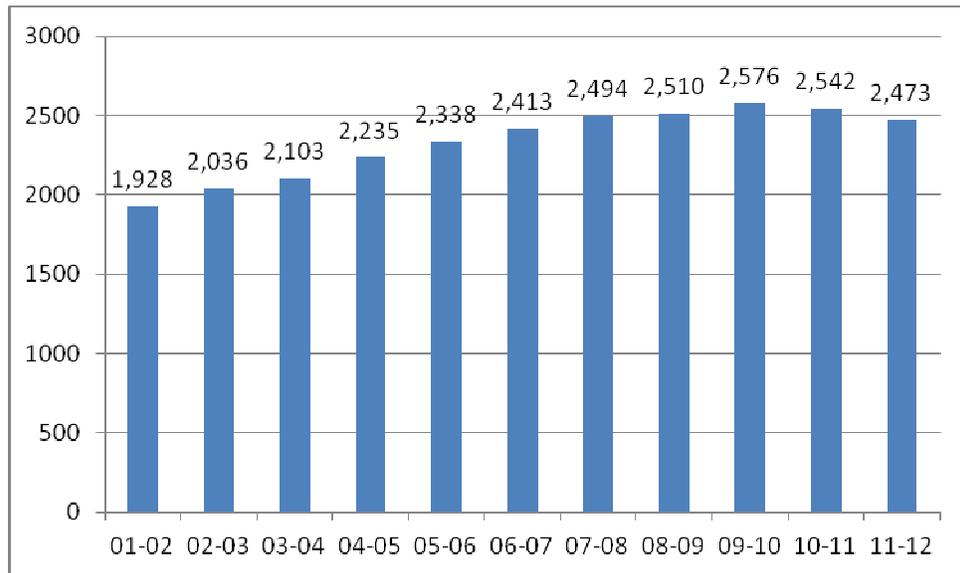
Granville's kindergarten through high school students are served by the Granville Exempted Village School District,³ as well as by other private and parochial schools. The District operates six school-related buildings (high school, middle school, intermediate school, elementary school, District office, and transportation office/garage). The high school/middle school facilities also include a sports complex, which is used for a number of team sports. In addition, the Career and Technical Education Center of Licking County (C-Tec), is located in Newark and provides training for high school students and adult learners.

The Granville Exempted Village School District continues a tradition of excellence by earning an Excellent with Distinction rating on the Local Report Card issued by the Ohio Department of Education. During the 2010-2011 school year, each of Granville's four schools also earned an Excellent or Excellent with Distinction ratings. This achievement marks the 12th consecutive year the district has been rated Excellent. Additionally, the district continues to provide a strong value for its residents as the expenditure per pupil for Granville Schools is lower than 55% of similar district's (as defined by the Ohio Department of Education) at \$10,339 per pupil.

In the 2010-2011 school year, the Granville Schools met all 26 State Indicators and made improvements on 10 of the 24 State Indicators related to testing. Districts and schools meet State Indicators by reaching performance targets for the Ohio Academic Achievement tests (OAA), the Ohio Graduation Tests (OGT), graduation rate and attendance rate. The district earned a Performance Index (PI) of 108.1. This is the highest PI score in the greater Central Ohio area, and in the top 3.4 percent of all Ohio school districts. The district and all four schools met the Adequate Yearly Progress (AYP) measure. This measure requires districts to reach achievement targets for

³ <http://www.granville.k12.oh.us/>
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reading and math for all subgroups of students. A map of the School District can be found on [Plate 13, Granville School District](#).



The graph shown above displays the Granville Exempted Village School District enrollment since the 2001-2002 school year and denotes the overall change in the student population. The school district's enrollment has increased by 545 students, although peak enrollment was 2,576 in the 2009-2010 school year. Enrollment grew by an average annual rate of 3.7 percent between the 2001-2002 school year and the 2009-2010 school year, but has declined at an average rate of two percent the last two years. Based on projections for the next four years, the district expects enrollment to grow slightly next year, followed by average annual declines of 1.8 percent for the three years after that.

2. Facilities and Services

Under the Ohio Constitution, a Village may exercise all powers of local self-government and may adopt police, sanitary, and similar regulations to the extent that they do not conflict with applicable general State laws. The following are services provided by the Village and Township.

a. Police Protection

In 1962, the Village Charter was adopted creating a Police Department. The department provides complete police services (24 hours a day, 7 days a week) to the entire Village. The department is comprised of 10 full-time officers, 6 part-time officers, 6 reserve officers, 3 full-time dispatchers, and 4 part-time dispatchers. The Granville Police Department provides a number of community related programs to enhance the services that it provides to the community. Some of those enhanced services include: Bike patrols, Safety talks, Department tours, Vehicle lock outs, Safety city, Special duty officers, Vacation house checks, and Business checks.

Granville Township is protected by the Licking County Sheriff's Office; they have a staff of 190 total employees of which 123 are sworn and 67 are civilian.

b. Fire Protection

Granville is served by the Granville Township Fire Department (GTFD), a public fire department operated by the Granville Township Board of Trustees. The GTFD operates from a single facility at 133 North Prospect Street in Granville. The fire station was constructed by the Village of Granville in 1974 and is leased to the Township at 10 year intervals for one dollar per year. Granville Township also owns an adjacent building at 135 East College Street, which is used for firefighter dormitories. The Township also owns the historic structure at 133 E. College, in which the Fire Department administrative offices are located. The GTFD serves Granville Township, including the Village of Granville and Denison University. It also serves 80% of McKean Township and 20% of Union Township under contractual agreement. The department is funded by a 4.8 mil Granville Township fire levy, as well as by contract fees from McKean and Union Townships.

The GTFD is staffed with a combination of career, intermittently scheduled, and volunteer members. Paid staffing is scheduled to maintain four personnel on duty at all times, 24 hours a day. There are currently 10 career firefighter/paramedics, 15 intermittent firefighter/ paramedics, and 25 volunteer firefighter/EMTs and paramedics. Fire code enforcement is handled by a part-time fire inspector under the direction of the Fire Chief.

The department fleet consists of a 1500 GPM (gallons per minute) CAFS (Compressed Air Foam System) pumper, a 1500 GPM rescue/pumper, a 93' aerial platform, and a 2000 gallon tanker/pumper. Additional apparatus consists of two advanced life support ambulances, a grass fire truck, and one staff vehicle.

The Department provides Advanced Life Support (ALS) emergency medical care and transport. Department members are also trained in technical rescue operations and hazardous materials responses. Select members participate in the Licking County technical rescue and hazmat teams.

Emergency calls are dispatched through the Licking County 911 Center. The Center is the primary answering point for all 911 calls in the county. All Licking County fire and EMS agencies are dispatched from the 911 Center.

c. Village Service Department

The Granville Service Department is responsible for approximately 26 miles of roadways in Granville. This includes repair, patching, sealing, and berm work. Most of that progress has come as a result of purchases of new equipment that allows maintenance crews to approximately double the number of miles maintained and improved each year.

The Service Department is responsible for the maintenance of roadways during the winter months. The Service Department has 3 trucks used for plowing and salting the roads. The Service Department maintains all storm sewers, open ditches, and culverts within the Village. This includes cleaning, replacing, repairing, and rebuilding structures as necessary. Each spring, the Village has a designated Clean-Up/Fix-Up week during which the Service Department places large dumpsters at the Service Department Building. Every fall, the Service Department spends approximately 1,000 personnel hours in a leaf pick-up program. During the last full work week of each month, except during leaf season or inclement weather, the Service Department picks up all brush and limbs (½" up to 6") that are piled between the sidewalk and curb by residents. The Village also provides a Christmas tree pick-up program.

The Service Department provides maintenance for Village-owned trees located in the public rights-of-way. The program consists of trimming, pruning, shaping, cabling, and removing deadwood from existing trees. When necessary, due to age, decay, or if unsafe conditions exist, the Village will remove such trees. In addition to the foregoing, the Service Department also maintains traffic signals and picks up trash three times a week from the Village containers in the downtown and park areas. During the warm months, the department mows grass on the Village rights-of-way. In addition, street signs are placed and maintained, and streets are swept once each week as weather permits.

d. Township Road Department

The Board of Granville Township Road District Trustees, which consists of the same individuals elected to the Board of Granville Township Trustees, is responsible for the maintenance of approximately 73.94 lane miles of Township roads located in the Granville Township Road District outside of the Village. The County and the State are responsible for the County roads and State highways within the Township Road District.

Maintenance includes the patching and crack sealing of roads, as well as the periodic repaving of the roads. The Road District also maintains the road side ditches, which carry water away from the road surface and subsurface, and culverts up to 36 inches in diameter under the roads. During the winter, the District removes snow from the District roadways. Most roads in the District have a right of way and the District is responsible for the trees located within this area. The District places traffic signs in accordance with the Ohio Uniform Traffic Marking system. The District also picks up dead deer along District roads within the right of way. The County and State are responsible for deer along their respective roads.

Operation of the Road District is funded by: (a) 5.05 mills of property tax paid only on property in the Township outside the Village of Granville; (b) a portion of the State gasoline tax as authorized by the State legislature (the Village receives its own gasoline tax from the State); and (c) a portion of motor vehicle license fees on cars registered in the District outside of the Village, again as authorized by the State legislature.

3. Managing Infrastructure

Provision of adequate infrastructure is imperative to preserving the quality of life within a community, as well as to attracting and retaining residents, businesses, and industries.

a. Utilities:

Company	Utility
The American Electric Power (AEP) Company and the Energy Cooperative	Electricity
Columbia Gas and the Energy Cooperative	Natural Gas
Windstream Communications	Telephone
Time-Warner	Cable Television/Fiber-optic connection
Multiple Providers (no company names given)	Internet service
Village of Granville	Sewage & Water

b. Water Supply and Water Treatment

The drinking water supply for the Village of Granville is supplied from a well field west of the treatment plant on Palmer Lane. Currently, 3 wells are in service. Any one of these wells is capable of supplying the current daily demand for water, which is roughly 650,000 gallons.

Granville's first water treatment plant was built in 1885. The project included the plant, a 93,000 gallon wooden storage tank on Denison University campus, and a 4" water main to convey water from the plant to the tank. The first water plant was located beside the viaduct that crosses Raccoon Creek (South Cherry Street). Water was pumped uphill by a steam pump. The entire project cost about \$15,000. That first plant was rebuilt in 1929. Revisions and additions were made to the plant in 1939, 1946, and 1960. In 1967, general plans for a proposed new water treatment plant were approved by the State of Ohio. In 1969, the present plant and well field were put into service.

The present plant and well field are located about 1,000 feet west of the original plant. The original plant was abandoned and sold, but many parts of it are still intact today. Over the years, the present plant has had many improvements, modifications, and additions to keep up with changes in technology. The present plant should be able to supply the Village's water supply needs well into the future.

The raw well water is aerated, lime softened, chlorinated, recarbonated, filtered, and fluoridated. Finished water is provided at 140 to 160 parts per million (8 to 9 grains per gallon of hardness) of total hardness, a fluoride level of 1.00ppm to promote dental health, and a free chlorine residual of at least 0.2ppm at all times at all points in the distribution system. (Chlorine is added to disinfect the water.)

The distribution system consists of 3 high service pumps at the plant, 3 pressure booster stations, 2 above ground water storage tanks on the Denison University campus, and about 33 miles of buried pipe to convey water to customers, including the Village itself, the Owens Corning Tech Center, Kendal, the Village of Alexandria, and Denison University.

c. Wastewater Treatment

Granville's current Wastewater Treatment Plant began operation as a new 1.224 million gallon per day facility in 1986. Aerobic digestion and lateral flow thickening systems were installed in 1996, and a belt filter press was added in 2002. The Wastewater Treatment Plant consists of raw wastewater screening and pumping, secondary biological treatment, secondary clarification, post aeration, and disinfection. Wastewater biosolids (also referred to as sludge) are treated by aerobic digestion and lime addition. The biosolids are then dewatered by a belt filter press and applied as a nitrogen supplement to farmland with the Department's environmental waste spreader. Average daily flow through the plant is roughly 400,000 gallons per day. The treated wastewater effluent is discharged to Raccoon Creek.

The Wastewater Division maintains approximately 22 miles of underground piping and 8 raw wastewater pump stations as part of the collection system that collects raw wastewater from homes and businesses. The Village's commitment to maintaining the sanitary sewer infrastructure is evidenced by the ownership of a 2002 Vac Con sewer cleaning machine for periodic cleaning of these lines.

III. Recreational Opportunities

1. Existing Facilities

In 1971, the Granville Recreation Commission was chartered "to establish, coordinate and implement a program of public recreation and recreational activities for the benefit of the citizens and residents of the Granville community."

In 2009, the Granville Recreation District ("GRD") was established by joint resolution of the Village of Granville, Granville Township, and the Granville Exempted Village School District to assume responsibility for governance of parks and recreation in the Granville community. The GRD borders are identical to those of the school district. The stated purpose of forming the GRD was to offer the Granville community an effective means of a) providing community programming in recreational, educational, social, cultural and athletics areas and b) acquiring property for, constructing, operating and maintaining parks, playgrounds, play field, gymnasiums, public baths, swimming pools, indoor recreation centers or community centers for governmental, civic, educational, or recreational activities for the benefit of all residents of the recreation district.

The GRD is a separate, independent political subdivision with the authority to levy taxes, issue bonds, and acquire, develop and maintain property. In November 2009, a one (1) mill operating levy was passed by the community to fund the district.

The Recreation District facilitates usage and helps maintain Raccoon Valley Park, McPeck Lodge, Wildwood Park, and the Spring Valley Nature Preserve. Raccoon Valley Park includes 8 baseball/softball diamonds, numerous multipurpose fields, and a handicap-accessible playground. Future development plans for the park include additional multipurpose fields and pathways. Wildwood Park is home to community gardens, a shelter house, a large wooden structure playground, a dog park and multiple sports fields. It is also a convenient access point to the TJ Evans Bike Trail. McPeck Lodge, newly renovated in 2007, is a modernized facility that can be rented for graduation parties, meetings, and cookouts. These are primarily community parks which typically contain a wide variety of recreation facilities to meet the diverse needs of the residents of Granville.

2. Trail System

A linear park is any area developed for one or more modes of recreation travel, such as hiking, bicycling, snowmobiling, cross country skiing, canoeing, horseback riding, and pleasure driving. The T.J. Evans Recreational Trail is the only linear park connected to Granville. The T.J. Evans trail covers 36 miles from Newark to Johnstown.

3. Bryn Du Mansion

The Bryn Du Mansion and grounds comprise a fifty-two acre estate in Granville, Ohio. The property is managed by a commission established by the Village of Granville with a mission of historic preservation and to provide program and event facilities for the benefit of the community.

The front field, known as the Polo Field, is 32.24 acres. There are a total of 7 buildings on the remaining acreage including the Federal style mansions, circa 1905, the 7,200 square foot field house, carriage house, pump house, gardener's cottage, laundry cottage, horse barn and landscaped patios and gardens.

Bryn Du Mansion is home to many community programs and annual events.

4. Granville Fellowship

The Granville Fellowship is a non-profit organization serving adults 60 and older in Licking County. The mission of the Granville Fellowship is to provide social, cultural and educational programs and activities in a meaningful and positive environment.

5. Denison Biological Reserve

Denison University also maintains the Biological Reserve which is a 350-acre tract located within the Village and Township on the northern edge of the Village. Its walking trails are open to the general public daily from dawn to dusk.

6. Other Recreational Opportunities

The Granville community is home to a plethora of recreational opportunities including golf courses, driving ranges, sports and fitness facilities, arts programs, senior citizen activities, and outdoor wilderness pursuits.

IV. Residential Housing in the Granville Area

1. Makeup of Housing Stock

Less than one-quarter of the housing units in the Granville area (22.3%) were built prior to 1939. However, within the Village, 503 units were constructed before 1939 and that represents thirty-six (36%) of the Village's housing stock. In comparison, twenty percent (20%) of the housing units in Licking County and twenty-two percent (22%) of the housing units in the State were built prior to 1939.

2. Affordable Housing

There may be a shortage of units at the low end of the housing market. Roughly nine percent (9%) of all households fall into this category. This group of households may include both young families and older residents on fixed incomes.

3. Trends

In 1990, the average household size for Granville was 2.34 persons, for Licking County it was 2.6 persons, and for Ohio it was 2.59 persons. In 2000, Granville's average household size was 2.42 persons, Licking County was 2.56 persons, and Ohio was 2.49 persons.

The Granville community continues to hold a strong appeal to the Columbus region as a bedroom community. As mobility increases, due to enhanced transportation corridors, demand for high quality residential areas with good schools will continue to be attractive to families with school age children, thereby increasing housing demand. Between 2000 and 2005, of the 34,445 people that moved into Licking County, 13,535 (39%) were from nearby Franklin County.⁴

A second trend is the longer life span being experienced by baby boomers, who are now in or approaching retirement. In 1950 in the United States, the average life expectancy for a person was 68.20 years of age. In 60 years (2010), the average life expectancy has increased to 78.42 years of age or about ten years. By 2050, the average life expectancy in the United States is projected to be at 83.86 years of age. Since they are living longer, more varieties of housing options will be needed.

4. Development Patterns throughout Granville

Like most other communities, residential uses are the predominant type of land use in Granville. Residential uses require more municipal services than industrial and office uses

⁴ Charlotte Observer analysis of IRS Data.
February 3, 2012

and are consequently more costly to a community. The Planning Area Plates are enlargements of the Future Land Use Plan and are outlined in further detail below.

a. Eastern Planning Area

The eastern planning area is roughly designated as those areas southeast of Welsh Hills Road to Newark Granville Road (see Plate 10, Eastern Planning Area). These areas are predominantly existing suburban residential uses with some commercial uses located along Newark Granville Road. Most of the newer residential development that has occurred in the Granville area has occurred in these neighborhoods, as evidenced in the curvilinear street design and layout versus the grid design of the traditional village core. While these areas are predominantly built-out, there is some potential for in-fill development.

Some conservation design has been identified as desirable southeast of Welsh Hills Road and along the bluff just south of Milner Road. At the intersection of Newark-Granville Road and Cherry Valley Road, to the north is a proposed mixed-use neighborhood area with Suburban Residential further north and beneath the bluff.

b. Western Planning Area

The western planning area is composed of the existing suburban residential developments directly west of the Village of Granville along Raccoon Valley Road, as well as the less intense residential areas further west and to the south of State Routes 37/161 (see Plate 11, Western Planning Area). This area is the primary western gateway into the community. If there is in-fill development in this area, it should be of a more rural character. Specific areas have been targeted for the conservation design concept as new residential development is proposed. Open space should be actively pursued for preservation in the areas identified in the Future Land Use Plan (see Plate 3, Future Land Use Plan).

c. Southern Planning Area

The existing suburban residential development south of Columbus Road (State Route 16) and State Route 37 has been designated as the southern planning area. (See Plate 12, Southern Planning Area) Much of this area is wooded. As a southern entrance and potential gateway for the community, this area has been targeted for conservation design once development is proposed. Open space should be actively pursued for preservation of this area as the primary southern gateway into the community to retain the rural character of the area.

d. Northern Planning Area (also see Maintaining Rural Character: Preserve Agriculture)

This northern planning area is predominantly farmland, and more specifically, the northwestern half of this area has been identified as having prime farmland soils as defined by the Licking County Soil and Water Conservation District. The eastern half of this area has been slowly developing as very low density, large lot rural

residences. The majority of the community's remaining intact woodlands and wetlands can be found in this area. (See Plate 9, Northern Planning Area)

GUIDING FUTURE LAND USES

I. Introduction

This section covers the goals for managing and influencing the types of development that will occur within the Granville community and where that development will be located. The goals are primarily accomplished through the establishment of a Future Land Use Plan. Land use planning establishes the general direction and preferred character of residential, commercial, office, research and technology, and institutional uses. Its objective is to assure that future growth is managed in a manner consistent with the public interest. A community's land use is determined by such factors as location, transportation access, infrastructure availability, the natural environment, natural resources. Land use planning, in essence, is used to protect the key assets of a community such as: residential neighborhoods, the downtown, natural areas, and historic resources, while promoting compatibility among various land uses such as: linking residential areas with parks, institutional uses, and neighborhood retail.

1. The Future Land Use Categories and Map

The Future Land Use Plan (Plate 3, Future Land Use Plan) covers the areas that lie within the current boundaries of Granville Township and the Village. For current land uses, please refer to the Existing Land Use Map (Plate 2, Existing Land Use Plan). Most of the land in the Village has been developed fully. The entire area is served by the Granville School District. Currently, the Granville study area is predominantly agricultural and residential, with relatively small commercial, office, and research and technology areas. The residential areas abut the downtown on the northeast, east southeast, southwest, and west. The commercial and office areas include the central downtown business district; the area south of downtown along Main Street (Lancaster Road), River Road, and Weaver Drive; the area of Weaver Drive and Columbus Road (Cherry Street); and Cherry Valley Road (from Newark-Granville Road to the south corporation line). Office and research and technology businesses are located along Columbus Road.

When preparing the future land use plan, differences between existing and proposed future uses were not distinguished because this plan outlines the desired direction for growth and land use. Existing uses remain intact and will not be modified at the time of adoption of this plan. The following categories were used to illustrate future land uses on the Future Land Use Plan (Plate 3, Future Land Use Plan):

a. Open Space

This land use category can be used to designate public or private lands where no development other than that specifically designated for passive recreation and/or retention in a natural state is desired. This land use category may include ecological preserves and public lands acquired specifically for open space uses. It may also include private lands held to maintain natural features within clustered conservation

developments where a percentage of open space is set aside or where a conservation easement has been granted.

The purpose of this designation is to identify areas that contain intact natural resources and to protect the viability of those resources, including ground and surface water protection, flood control, wetland habitat preservation and aesthetic quality control of the community. These areas may include forested areas, steep slopes, lakes and ponds, riparian corridors, wellhead protection areas, and areas where the encroachment of development would compromise these natural resource values.

b. Parks

Parks have been identified independent of those other areas denoted as open space, as defined above. Addressing the specific types of active recreational uses that may be appropriate for each park site is beyond the scope of this plan. Planning at the site level should be incorporated into the review of specific site use proposals.

c. Agricultural

Agricultural land may be defined broadly as land used primarily for the production of food and fiber. The number of buildings is smaller and the density of the road and highway network is much lower than what would be required for other land uses. The areas designated for future agricultural uses were based on existing agricultural land uses having prime farmland soils. Typical uses include crop land, farmhouses or other low density single-family residences, agricultural support structures, a full range of agricultural production uses, and recreational activities.

d. Conservation Design Residential (Overlay District)

The Granville community, including both the Village and the Township, is home to many natural assets. While much of the Village is currently built out, a significant amount of undeveloped land still exists within the Township. Through conservation design, residential development is clustered on smaller lots in areas of the tract that are not environmentally sensitive. The remainder of the tract (often 50% or more of the total tract) is preserved as open space. Conservation Design will be discussed in greater detail under Goal C – Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas.

e. Rural Residential

Areas of sparse residential land use, such as farmsteads, are included in this category. This land use designation establishes areas appropriate for large lot, very low-density residential development adjacent to agricultural land uses. These lands typically have limited infrastructure and public services and will remain for the most part in their natural state. Rural residential is comprised of larger lot single-family residential homes at a density of 1 unit per 5 or more acres. Most of the proposed Rural Residential areas also fall under the Conservation Design Overlay classification, which will require the clustering of residential units as a means of preserving large areas in their natural state or for agricultural production.

f. Suburban Residential

Within the Village, the Suburban Residential land use designation establishes areas for single-family residential development of a lesser density as a transition to the surrounding Township rural setting. Suburban Residential includes up to 2 single-family homes per acre, and possibly townhomes at 2 to 4 units per acre. Where municipal water and sewer are not available, the maximum density should be no more than one unit per 1.6 acres. Examples of this designation include the Bryn Du Woods, Erinwood, and Fern Hill subdivisions and some adjacent undeveloped acreage.

g. Urban Residential

Urban residential land uses range from high density, represented by the multiple-unit structures of urban cores, to medium density, where houses are on lots of less than ½ acre. This land use designation identifies those areas suitable for intensive single-family residential development at densities from one to five dwelling units per acre. Residential structure types include single-family attached and detached dwellings. Urban Residential areas include mixed density single-family homes, townhomes, and apartments ranging upward from 4 units per acre.

In the Township area, there is Kendal at Granville, a continuing care retirement community located on State Route 16/Columbus Road across from North Granview Road. This area is classified under the urban residential designation due to the higher density single-family, assisted living and continuing care facilities uses. It is recommended that any future development of the Kendal property be for continuing care residential type facilities and support services to those facilities.

h. Traditional Central Business District

This category is composed of areas of intensive land use, including downtown Granville and those commercial areas that were part of the grid system originally platted at the Village's inception. Central business districts commonly include some institutions, such as churches and schools and some residential units. As development progresses, land having less intensive uses may be located sporadically throughout this category. However, the majority of land use is a dense mixture of retail and service commercial enterprises, small office establishments, multi-family residential, and some high-density single-family residential land uses.

i. Mixed-Use Neighborhood Center (Hamlet Style Development)

This category offers a denser mix of housing types and prices neighborhood, commercial stores, professional offices, and other workplaces in a pedestrian-friendly design that provides a sense of community. While this type of development might include retail and services on a scale sufficient to accommodate those customers who would prefer to drive to the site, the major purpose of the development is to provide space for businesses that primarily serve the needs of the local neighborhood community. The mixed use neighborhood may have a recognizable center and clearly defined edges, but it will generally be no more than a quarter mile from center to edge.

j. Neighborhood Commercial

Neighborhood commercial areas are used predominantly for the sale of products and services to the local community. Such areas are comprised of smaller office, retail, and

services establishments that are oriented toward serving residents' day-to-day needs (such as groceries, dry cleaning, coffee, books, or haircuts). Most commercial uses in Granville are neighborhood in scale. They are often abutted by residential, agricultural, or other contrasting uses. These areas may include some non-commercial uses too small to be separated.

k. Institutional

Institutional land uses, include educational, governmental, religious, and health facilities. Public utilities may be components of this category. All buildings, grounds, and parking lots that comprise the facility are included within the institutional unit, but areas not specifically related to the purpose of the institution should be placed in a separate category, if appropriate. Larger public schools and Denison University lands have a unique impact on the community and are identified under this category. Smaller institutional units, such as churches and some secondary and elementary schools, may be included within another category.

l. Research and Technology

The purpose of this land use designation is to provide areas for the location of high technology or knowledge-based employment centers, non-polluting light manufacturing facilities, research and development facilities, and corporate or industrial offices. It also supports service facilities in a rural or campus-like setting, which ensures a high quality, aesthetic environment with distinct architectural design and planned site development. This designation is highly appropriate for the business park/employment center concept that seeks to achieve economic development that makes a significant contribution to the local tax base. While at the same time, it embraces the natural assets of the land, encouraging imaginative, innovative site planning, and arrangement of compatible commercial uses, which compliment and/or support, office, research, technology and related land uses. The Granville community is positioned to expand its activity in knowledge-based economic development. The research and technology classification is recommended along the Columbus Road corridor and includes the existing Owens Corning Science and Technology Center, the Granville Business Park, and the Paramount building.

m. Scenic Corridor (Overlay District)

The Scenic Corridor (Plate 8, Scenic Byways) covers the scenic transportation corridors throughout the Township and the Village as identified in the proposed Scenic Byway Plan. That plan identifies roads and pathways that possess intrinsic qualities of an archaeological, cultural, historical, recreational, or scenic nature; and over 40 miles of roads in the Village and Township may be eligible for scenic byway status. (See Appendix D, The Scenic Byways of Granville Township)

II. Goals for Guiding Future Land Uses

The goals to fulfill the needs and desires of the Granville community will be established in the following pages of the Comprehensive Plan. The goals of the Plan were established to:

- Maintain Rural Character
- Enhance Mobility

- Expand Housing Opportunities
- Preserve Small Town Character
- Strengthen the Tax Base
- Further Future Community Strategy and Participation

MAINTAINING RURAL CHARACTER

I. Introduction

While the preservation of the small-town New England feeling of the Village is of primary importance for the community, of equal significance is the preservation of the rural countryside and farmlands in the surrounding areas of Granville Township. Those areas, too, will be subjected to increasing development pressures as the Columbus metropolitan area moves eastward.

This chapter covers the goals for maintaining the rural character of Granville Township. The goals for maintaining the rural character of the Township are:

- **Goal A** - Preserve Farmland
- **Goal B**- Protect the Natural Environment
- **Goal C** - Encourage Green Development
- **Goal D** – Promote Conservation Design
- **Goal E** - Maintain Open Space and Rural Vistas
- **Goal F** - Establish Scenic Byways and Protect the Scenic Corridors

II. Goals

Goal A - Preserve Farmland

Farms and farmland are an integral part of the fabric of the community. This acreage is valued not only for current agricultural production, but also for its wildlife, natural vegetation, woodlands, ground water recharge, and historical and natural landmarks. Its scenic vistas provide a natural escape from population, pollution, and noise. The productivity of farms adds vitality and purpose to the Granville area. Even agricultural space not used as working land is a key element of Granville’s character, adding to its rural charm, beauty and serenity.⁵ Farmland is one of the area’s most valuable resources. Agriculture is the principal land use in the region surrounding the Village of Granville. *Agriculture for Tomorrow: The Licking County Agriculture Preservation Plan* (2000) found that even though the number of farms in Licking County had been reduced by half during the period from 1959 to 1997, the value of farmland had nearly doubled from 1962 to 1997. This study suggested that the aging population is contributing to the loss of farmland; the majority of farmers are over 55 years of age. They may no longer want to farm and/or have no one to succeed them. The necessary capital expense and the required economies of scale make it exceedingly difficult for young farmers to get started.

⁵ Granville Comprehensive Plan, 2001
February 3, 2012

The Comprehensive Plan sets a high priority on protecting this land because it is a prime target for development.⁶ Strong support of farmland protection goals, for programs to strengthen agricultural industry, and for the preservation of rural character exist in the Granville community.

1. Prime Farmland

The potential productivity of farmland is primarily dependent on inherent soil quality and soil management, and it is often expressed in terms of land capability, suitability and expected yield. According to the Licking County Soil and Water Conservation District, soil prime for farming is abundantly located around the denser core of the Village and outside of the flood zones of Raccoon Creek and its tributaries.⁷ Nearly half (43%) of the soils in the Granville area meet the definition of prime farmland and are of high quality. As a result, the Granville area is dominated by important farmlands and areas of local and regional importance (Plate 5, Prime Farmland).

The northern area is predominately farmland, and more specifically, the northwestern half of this area has been identified as having prime farmland soils as defined by the Licking County Soil and Water Conservation District. The eastern half of this area has been slowly developing as very low density, large lot rural residences. The majority of the community's remaining intact woodlands and wetlands can be found in this area.

Goal B - Protect the Natural Environment

Environmental issues are important for any community, especially when looking at the quality of life within that community. This section discusses the natural environmental conditions within the Granville community to provide a basis for wise land use decisions. Information regarding soils, floodplains, wetlands, watercourses, aquifers, hillsides, and woodland areas is presented below. This overview provides a general analysis of existing natural environmental conditions in consideration of future land use development. This compilation of natural resource data is discussed and interpreted in terms of key issues for planning purposes. These resources are an important part of the quality of life in Granville (for additional information, see the Environmental Analysis Appendix C Prepared by Enviro-Science, Inc., July 2006).

1. Preservation and Restoration of Greenbelt Areas

The preservation and restoration of the greenbelt is important to maintaining the natural ecological processes. Greenbelt areas have been identified as those areas in and around Granville that are environmentally sensitive and acting as a network of the area's green infrastructure. Green infrastructure includes: trees and woodlands, streams and lakes, wetlands, meadows, inorganic habitat, living organisms, soil, water, and air.

In other words, these areas are often not suitable for development due to the existing natural features of the land such as ravines, creeks, streams, floodplains, wetlands, wellheads, or prime farmland soils. Granville's greenbelt consists of connected deep

⁶ Granville Comprehensive Plan, 2001

⁷ Granville Comprehensive Plan, 2001

patches of woodlands; healthy wide stream corridors, including healthy vegetation structure, natural channel alignment, intact floodplain and adjacent riparian slopes; large healthy connected wetlands; and naturalized meadows succeeding into hardwood forests. These areas are depicted on Plate 6, Natural Resource Map. Most of Granville Township is considered greenbelt or environmentally sensitive. To identify the greenbelt areas in the Granville region, it was important to look at: land cover, topography, floodplains, riparian corridors, woodlands, and wetlands.

a. Land Cover

General patterns of developed and undeveloped areas in the Granville community can be identified from aerial photography and satellite imagery. With certain limitations, land cover mapping has been used to generally identify canopy cover, significant wetland systems, remaining farmland resources, and other land features. A review of the recent aerial photography and satellite imagery (dating back to 1994) gives a snapshot of current conditions in Granville. Plate 7, Aerial Photograph, shows the most recent aerial photography flown in 2004 for the Village and 1990 for the Township.

b. Topography

When development takes place on or near steep slopes, vegetative cover is greatly reduced. Loss of this vegetative cover on steep terrain significantly increases soil instability and thus the risk of erosion. Soil erosion and sedimentation into waterways poses several threats to public health and safety, which are difficult and expensive to correct. Property damage is commonly associated with development on steep slopes. Soil erosion and sedimentation into nearby waters increase the potential for flooding.

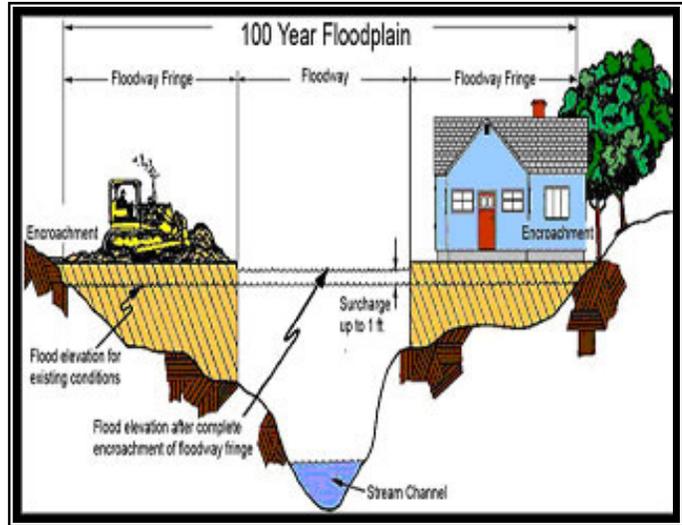
Consequently, steep slopes along stream valleys should be maintained with a vegetative cover to prevent soil loss and siltation. The need to protect these slopes is site specific. It should be subject to criteria based on percent slope, the length of that slope, soil erodibility, percent of vegetation, and proximity to streams or wetlands. Depending on the site, mitigation plans should be conducted to describe proposed additional protective measures. The maximum retention of natural topographical features such as natural drainage swales, slope ridge lines, and trees and other natural plant formations should be encouraged. This protection should focus on influencing the design of new subdivisions and the location of soil disturbing activities.

c. Floodplains

Floodplains are areas adjacent to rivers and streams that are subject to periodic or regular flooding. Flooding is an important function of streams and water bodies, providing important habitats, groundwater recharge, and sediment deposition areas. Floodplains and riparian corridors form unique habitats and support biotic communities that are adapted for occasional inundation. Floodplain wetlands absorb and contain large volumes of water during high flows, reducing downstream flooding and support a diverse assemblage of plant and animal life. It also serves an important role in water quality protection as stream bank vegetation filters pollutants from runoff

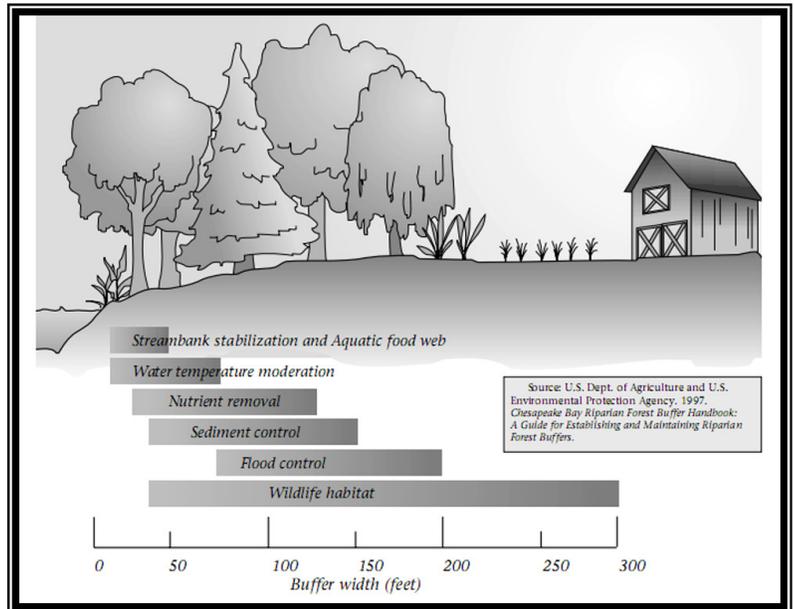
before entering waterways.

The Federal Emergency Management Agency (FEMA) provides maps indicating the 100-year flood zone, an area where there is theoretically a 1-in-100 chance that a flood will happen during any year; FEMA commissions modeling and mapping of the flood hazard areas for major storms. The floodplain map gives a general location of the floodplains and represents areas most likely to flood during the most severe storms.



According to FEMA, 8% of Granville or roughly 1,400 acres lie within the flood hazard zone (10% of the Village and 7% of the Township) and 3% in the floodway (less than 1% of the Village and 3% of the Township). This zone includes the Griffin Run floodplain between Loudon Street and Burg Street, a small area south of Sharon Valley Road, and the Raccoon Creek floodplain that runs parallel to State Routes 16 and 37.⁸ Flood insurance rates, paid by property owners, are based on risk levels affected by the relative location of the property to a mapped 100-year floodplain boundary (Plate 6, Natural Resource Map).

Under FEMA regulations, communities are required to develop appropriate standards for development in floodplains and floodways and may restrict development there to minimize safety hazards and preserve flood storage capacity. The Village of Granville restricts development in these areas to reduce the risk of flood damage and to preserve their flood-storage capacity. It should be noted that the FEMA map is a modest



representation of where flooding is likely to occur. Therefore, it is important to protect all lands adjacent to watercourses.

⁸ Granville Comprehensive Plan, 2001
February 3, 2012

d. Riparian Corridors^{9 10 11}

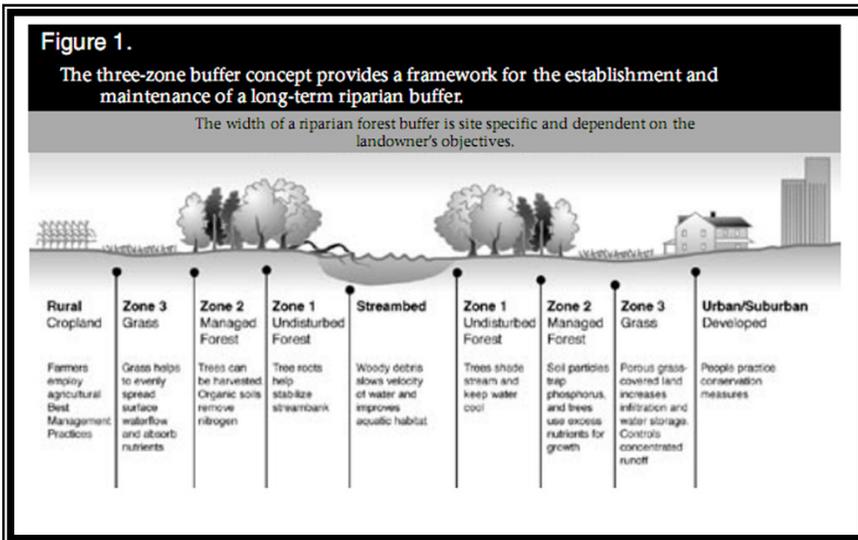
Riparian corridors include stream banks and associated areas adjacent to a flowing waterway. Riparian areas function as buffers for streams when vegetated. Protection of existing natural riparian corridors is critical to the long-term health of streams and

downstream receiving waters, and is also instrumental in adding aesthetic and economic well-being to the community. If a riparian area is developed or farmed to the water's edge, water quality degradation may occur.

In addition to environmental importance, riparian corridors may possess significant economic value, recreational and health benefits, cultural enhancement, increased property values, and an improved quality of life. Similarly, riparian woodlands

provide many benefits to nearby waterways through absorption and removal of pollutants from runoff, reduction in temperature extremes, and as a source of organic matter to provide carbon nutrients (the most basic link in the food chain of a river ecosystem). When these areas are biologically healthy, they provide the best option for stream or river system protection and riparian corridors should be protected.

Riparian corridors within Granville were delineated based on aerial photographs, topographic maps, and mapped water features. The riparian corridor includes all floodplains, steep slopes, and wetlands adjacent to streams or within the floodplains. The top of the valley slope was used as the riparian boundary in areas with well-defined topography. All small tributaries mapped as streams were included within the riparian corridor. In addition, other small, unmapped streams with obvious,



Riparian Filter Strips Riparian areas include water-loving trees and other plants that grow near the banks of streams and lakes. Riparian vegetation is not only luxurious and beautiful, but it plays many important roles in the ecosystem. A riparian filter strip may be natural or planted, but it can offer a landowner generous benefits in return for minimal expense and care. A healthy riparian strip is evidence of wise land management.

The Benefits of Riparian Trees

- Reduce Floods & Erosion**
Riparian strips slow water flow, reducing the likelihood of downstream flooding. They also filter and spread water, and help hold stream-bank soil during flooding. Grasses, trees and shrubs in the strip catch and hold sediments and attached pollutants from adjacent fields before they can wash into the stream.
- Trap Nutrients**
Recent studies show that riparian forests trap and retain significant amounts of nutrients in runoff from agricultural fields. More than 80 percent of nitrogen and phosphorus can be kept from entering the stream.
- Home for Wildlife**
Riparian areas are a home to a variety of birds and animals, who find food, cover, and relief from temperature extremes. Fish need healthy riparian areas for sustained water supply, cool water, aquatic vegetation and stream-bank shelters.
- Store Water**
The soils of riparian areas absorb excess water runoff. The absorbed water enters the groundwater, and is released at a later time and slower rate to maintain stream flow.
- A Place for People, Too**
Riparian areas produce an abundance of cool shade, natural beauty, wildlife viewing, and ample water for fishing or water activities. For a private landowner, a riparian forest can be a special sanctuary for the family and visitors.

⁹ Source: Maryland Cooperative Extension (www.extension.umd.edu)

¹⁰ Source: Maryland Cooperative Extension (www.extension.umd.edu)

¹¹ Source: Medina County Soil and Water Conservation District (www.medinaswcd.org)

well-defined valleys were included. Page 44 of Appendix C depicts the riparian corridors delineated for Granville. Riparian areas make up 26% of Granville. Due to the large amount of residential construction the Village has been experiencing, the protection of riparian corridors is particularly important.

e. Woodlands¹²

Woodlands resources are aesthetically pleasing and contribute significantly to the rural and scenic character of Granville. Forests support ecosystems of plants and animals. Severe problems can arise when natural woodland is developed without proper planning.

In natural settings, the most important role of forests is habitat for wildlife and biodiversity. Trees provide habitat for birds, reptiles, amphibians, and arboreal mammals. Woodlands also contribute to overall biodiversity by harboring bacteria, fungi, and many species of insects and other invertebrates. Vegetation includes many species of trees, shrubs, herbaceous plants (including wildflowers), and other understory plants such as ferns, mosses, liverworts, and lichens. It is the large tracts of woodlands that provide the most public health and safety benefits, as well as aesthetic and ecological benefits. Significant woodland resources were mapped using the aerial photography provided by Licking County.¹³

When building in natural wooded areas (recognizing that the forest environment involves close interaction between soil, plants, water, and wildlife) it is essential to successfully integrate the built and natural environment. Trees are a critical component of Granville's ecological health, environmental quality, aesthetics, and livability. Trees are a form of vegetative cover. Tree roots help keep soil in place and reduce soil erosion. Tree cover, especially in areas of steep slopes, helps to significantly reduce storm water runoff rates. Slowing runoff rates can reduce the incidence and severity of floods. As the trees simultaneously reduce runoff, soil erosion, flooding and increase groundwater recharge, a well-canopied area's ability to function as a buffer to protect water quality, is dramatically improved.

Granville conducted a tree inventory in 2002 and catalogued 1,861 trees. Analysis of 1994 ODNR satellite imagery shows that 32% of Granville was forested or had a canopy cover to some degree. The American Forestry Association, through research and numerous studies, has determined that an average of 40% canopy cover should be achieved and maintained by most urban and suburban areas with 50% canopy cover in low-density residential areas, 25% canopy cover in high-density residential areas, and 15% cover in commercial urban corridors. These statistics are good goals and could be set as the benchmark to obtain the many benefits of urban forests.

The Village of Granville has achieved the Tree City USA designation. It has a tree commission engaged in the preservation, pruning, and removal of hazardous trees, including planning for the Emerald Ash Borer (EAB) due to the number of ash trees.

¹² See Appendix B. Prepared for: Poggemeyer Design Group by EnviroScience, Inc. (July 2006).

¹³ In general areas greater than an acre were mapped. Fencerows and very narrow strips of trees were not mapped, and urban forests with lawn and landscape plantings were not mapped.

The collective benefits that the Village of Granville receives from its urban forest can only be derived from careful planning, protection, and management of these valuable resources on all properties. Granville should protect and manage its rural woodlands and urban forest resources for future generations. The Village of Granville has regulations protecting the urban forest, but those regulations are primarily applicable to trees that are located on public property or in the public rights-of-way. Granville Township should consider adopting a Tree Resolution and a model example is available in Appendix C.

f. Wetlands

Wetlands are defined as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, fens, and similar areas. According to the accepted methods contained in the Army Corps of Engineers Wetland Delineation Manual, wetlands are delineated based upon three parameters: a predominance of hydrophytic (water loving) vegetation, wetlands hydrology, and hydric soils. Wetlands provide valuable environmental functions and social benefits that include filtration and purification of water, flood storage, ground water recharge, minimization of erosion, support for diverse communities of flora and fauna, and recreation (hunting and fishing) and commercial use (fur and fish harvesting).

To date, the State of Ohio has lost over 90% of its original wetlands. Significant wetland acreage has been lost or degraded in Ohio due to draining, dredging, filling, excavating, and other acts. ODNR provides data on wetlands in its Ohio Wetlands Inventory (OWI), which is a map depicting the general locations and concentrations of wetlands based on analysis of satellite data and existence of hydric soils. Hydric soils and non-hydric soils with hydric inclusions are often not suitable for building due to stability concerns, permeability characteristics that preclude septic tank use, and frequent association with wetlands. Soils that are poorly drained or that have high water tables are usually unsuitable for septic systems.

Eight percent (8%) of the Granville area has hydric soils and thirty-seven (37%) has non-hydric soils with hydric inclusions.¹⁴ The presence of wetlands often coincides with the occurrence of hydric soils and non-hydric soils with hydric inclusions. In Ohio, there are five general classifications of wetlands which depict the predominant types of vegetation:

1. Lowland woods wetlands are wooded areas on hydric soils,
2. Scrub/shrub wetlands are designated by emergent woody vegetation in water less than three feet deep,
3. Marsh wetlands are determined by emergent vegetation in water less than three feet deep,

4. Wet meadow wetlands are defined as grassy vegetation in water less than six inches deep,
5. Farmed wetlands are farm fields and pasture on hydric soils or open water.

The OWI data cannot be relied upon to indicate a precise inventory of individual wetlands on specific properties without field testing, and wetlands that are too small to be mapped may yet be present. However, it provides a general approximation of wetland locations and sizes. According to the OWI, the majority of wetland types found in Granville were woods on hydric soils. For preservation purposes, further analysis of the existing environmental conditions should be conducted prior to development. Most of the wetlands in Granville are scattered near adjacent flood areas (Plate 6, Natural Resource Areas). Some wetlands are an invaluable natural resource and should be preserved and protected.

These wetlands were more prevalent to the southwest around Kyber Run. Granville's wetlands comprise about 233 acres, or less than one percent of the Village and Township.¹⁵ Most of the wetlands in Granville are dominated by wetlands that include open water bodies such as ponds, lakes, and reservoirs which can have an abundance of aquatic macrophytes (e.g., pondweed, coontail, duckweed).

Goal C - Encourage Green Development

1. Benefits of Green Development

Green development seeks to produce high-performance, sustainable structures, neighborhoods, and communities through environmental responsiveness, resource efficiency, and community and cultural sensitivity. A number of principles, guidelines, practices, and design characteristics have been developed by integrating the principles of Smart Growth, New Urbanism, and green building to guide sustainable green development.¹⁶ Subdivisions are the development form most closely associated with sprawl, a negative land-use pattern that consumes inordinate amounts of land and resources. Urban sprawl is now recognized as a major threat to quality of life in America and other developed countries. Past practices run counter to the concept of Green Development.

2. Low Impact Development (LID)

Low Impact Development is a relatively new, comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds. LID site planning strategies and techniques provide the means to achieve storm water management goals and objectives; facilitate the development of site plans that are adapted to natural topographic constraints; maintain lot yield; maintain site hydrologic functions; and provide for

¹⁵ 1995 National Wetlands Inventory (NWI)

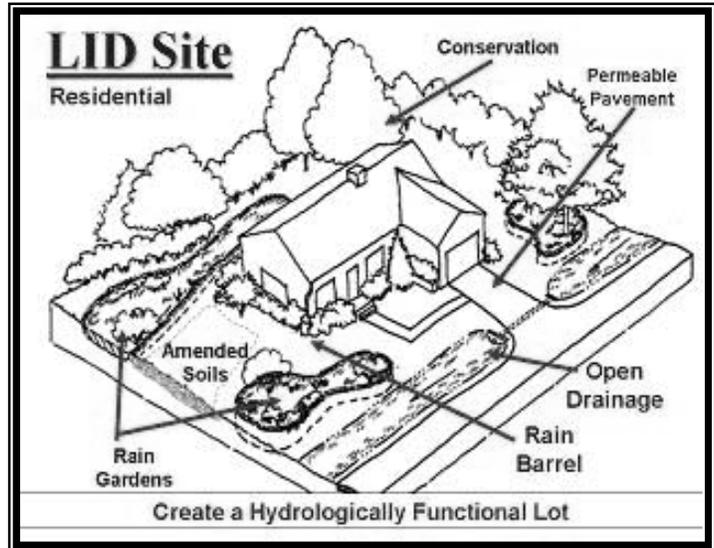
¹⁶ US Green Building Council's Leadership in Energy and Environmental Design (LEED) Standard is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. Members of the U.S. Green Building Council representing all segments of the building industry developed LEED and continue to contribute to its evolution. LEED standards will soon be available for neighborhood development.

aesthetically pleasing; and often less expensive storm water management controls.

The LID approach includes five basic tools:

1. Encourage conservation measures
2. Promote impact minimization techniques such as impervious surface reduction
3. Provide for strategic runoff timing by slowing flow using the landscape
4. Use an array of integrated management practices to reduce and cleanse runoff
5. Advocate pollution prevention measures to reduce the introduction of pollutants to the environment.

A common concern is that LID-based projects will be more expensive because they could require higher design and construction costs and a longer time to receive project approval. Costs are very site specific. Each project will be unique based on the site's existing conditions, topography, vegetation, land availability, etc. Despite these issues, experience has shown that LID still saves money over conventional approaches through reduced infrastructure and site preparation work. Case studies



and pilot programs show at least a twenty-five percent (25%) to thirty percent (30%) reduction in costs associated with site development, storm water fees, and maintenance for residential developments that use LID techniques. This savings is achieved by reductions in clearing, grading, pipes, ponds, inlets, curbs, and paving. Far outweighing any of the cost increases due to the use of LID, these infrastructure savings enable builders to add value-enhancing features to the property.

Goal D – Promote Conservation Design

The preservation of open space, farmland, natural beauty, and environmentally sensitive areas can have a profound impact on a community's quality of life and its economic prosperity as owners of small companies often give priority to recreational opportunities, parks, and open space when choosing a new location for their businesses.¹⁷ Networks of preserved open space can shape urban form, by directing new development to other locations where roads, sewers, waterlines, and other utilities already exist, and can create wildlife corridors, preserve water quality, reduce flood damage, and maintain economically viable farmland.¹⁸ Open space can increase local property values, attract tourism dollars, and reduce the need for local tax expenditures by reducing the need for new infrastructure. Open space preservation also benefits the environment by combating air pollution, providing erosion control, and

¹⁷ "Getting to Smart Growth", International City/County Management Association.

¹⁸ "Getting to Smart Growth", International City/County Management Association.

moderating temperatures.¹⁹

Conservation Design is one approach to preserving open space and environmentally significant areas. The images to the right compare conventional subdivision design (Figure A) with conservation design (Figure B). Those sketches show hypothetical developments on a parcel of land yielding the same numbers of units.

Conventional subdivision design (such as that shown in Figure A) generally involves dividing all of the land into lots and streets. Land is either paved or converted to lawns and backyards.

Conservation design (Figure B on the other hand) is a development approach that seeks to balance development activity with preservation of natural and cultural resources. It can be used to reduce the footprint of residential development and assist in the preservation of open space. It is intended to:

- Help maintain the rural character of the Township by allowing limited sustainable residential development that also provides protection for the area's natural and environmentally sensitive features such as farmland, wooded lots, rolling hills, steep ravines, streams, and view sheds.
- Preserve open space by clustering residential development on small lots in areas of the tract that are not environmentally sensitive. The remainder of the tract (often 50% or more of the total tract) is preserved as open space.

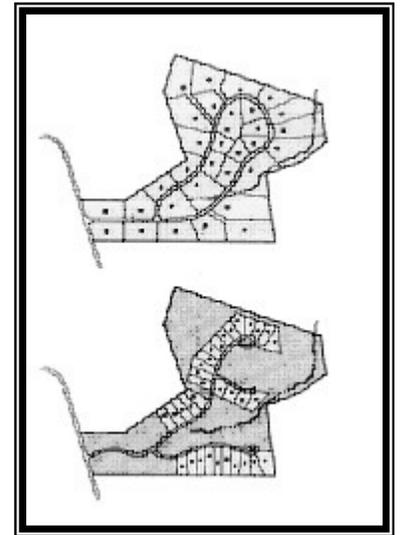


Illustration by Randall Arendt,
Conservation Design for Subdivisions

It allows flexible site planning so that poor building sites can be avoided and natural vegetation can be preserved. Generally, the same number of development sites may be provided, but the lots are clustered and more compacted, which is similar to those found in traditional villages and small towns throughout the United States.²⁰ The clustering of the lots leaves undeveloped open spaces, such as those represented by the shaded areas in the bottom illustration (Figure B) that are generally retained for the enjoyment of all the residents of the development and are precluded from further development. The open spaces can be used to protect forested areas, steep slopes, lakes and ponds, riparian corridors, wellhead protection areas, and areas where the encroachment of development would compromise these natural resource values. Conservation Design is gaining acceptance as an environmentally friendly and financially viable alternative. It can result in less cost for roads, water, sewers, and other infrastructure improvements for the same number of housing units. Consequently, fewer streets and shorter utility lines will reduce construction costs for the developer and future maintenance costs for the Township.

Most of the areas that are proposed for the Agriculture or Rural Residential classifications in the Township also fall under the Conservation Design Overlay classification. Initially, those

¹⁹ "Getting to Smart Growth", International City/County Management Association.

²⁰ Conservation Design for Subdivisions by Randall Arendt

areas should remain as they are currently being used. However, should those areas be developed in the future, the development should follow the principles of conservation design. Additionally, other areas noted for their topography or attractive natural features are proposed for the Conservation Design land use classification.

Goal E - Maintain Open Space and Rural Vistas

Open space is an important aspect of the Granville community and contributes to the physical beauty of the area. It provides a buffer in the denser urban areas and helps to maintain a historical link with the generations of people who settled the land. Open space includes environmentally sensitive land, recreational land (both privately and publicly held), and the large tracts of agricultural land that are being farmed or grazed or have not been developed yet.²¹ The Granville community has used the following tools in its attempt to preserve open space and rural vistas: the Licking Land Trust, conservation easements, and Township open space levies.

1. Licking Land Trust

The Licking Land Trust (the Trust), organized in 1989, is dedicated to the protection and conservation of land deemed valuable to the public in and around Licking County. The Trust seeks to preserve, protect, or enhance significant natural, scenic, agricultural, historic, and recreational land and water resources. To date, the Licking County Land Trust has preserved 1091.49 acres. Of the total acreage owned by the Licking Land Trust, 233.21 acres (or 21.3% of the total acreage) are located within the Granville community as defined by the study area for this plan.²²

Description or Location	Date Acquired	Type of Protection	Area (acres)
Harnden Mill Pond Preserve, Granville Township	1991	Ownership	7.5
Boldon Reserve, Granville Township	1994	Ownership	1.2
Raccoon Valley Park, Granville Township	1993	Easement	9.73
Hill Wetland Reserve, Granville Township	1996	Ownership	8.2
Larson Property, Hankinson Road, Granville Township	1997	Easement	5.2
Mount Parnassus, Village of Granville	1999	Ownership	0.58
Schwartzkopf Property, Raccoon Creek, Granville Township	2000	Easement	3.3
Pohm Property, Raccoon Creek, Granville Township	2001	Easement	3.3

²¹ Granville Comprehensive Plan (2001)

²² www.lickinglandtrust.org/

Mockingbird Hill, Granville/McKean Townships	2004	Easement	53.5
Fryman Reserve, Granville Township	2005	Ownership	36.6
Park Trails/ Raccoon Valley Reserve, Newark	2005	Ownership	58.5
Spring Valley Preserve, Granville Township	2007	Easement	45.6
Total			233.21

The Raccoon Valley Greenway is a major project of the Trust. Its purpose is to create and preserve a woodland ribbon at least 150 feet on each side of Raccoon Creek to provide aquifer protection, wildlife habitat, erosion prevention, flood control, passive recreation, and education experiences. The Greenway began with property in Granville Township and is being extended to cover Raccoon Creek from Johnstown to Newark. The Greenway was initiated by the 1991 donation of the Harnden Mill Pond Preserve. The Preserve is especially well located, with easy access by car from the end of Clouse Lane. By bicycle, it is about midway between the Granville and Newark entry points on the T.J. Evans Bikeway. It is southwest of the iron bridge crossing Raccoon Creek. The Trust has subsequently acquired conservation easements to property within the Greenway from Granville Township, and expects to grow the Greenway through the acquisition, usually by donation, of additional conservation easements.

Spring Valley and its Salt Run are tributaries to Raccoon Creek and the Greenway. They have been saved from development. Spring Valley, with its spring-fed pool and natural area, was a favorite recreation area from 1933 to 2004. At that time, the pool was closed and the property was offered for sale. The proximity of major highways, the regional growth in population and traffic, the existing general business zoning on the property, and the likelihood of infrastructure access were factors that attracted development offers. In 2006, the Trust organized a conservation consortium composed of members of the Roberts family and their business interests, along with the Trust itself, Denison University, Park National Bank, the Granville Township Trustees, and the State of Ohio through its Clean Ohio Green Space Conservation Program.²³ The Licking Land Trust will ensure the long-term protection of the land as a natural area in the public interest by holding an in-perpetuity conservation easement.

2. Conservation Easements

A conservation easement is a legal document that is granted, and sometimes sold, to a non-profit conservation organization or a government agency. When a conservation easement is in place, the landowner retains ownership of the land and has the ability to control access to the property. Conservation easements permanently restrict the type and amount of development that can occur on the land. Some conservation easements allow a limited number of new structures, although buildings may be restricted to specific locations on the property. A conservation easement does not require that public access be granted to the

²³ Spring Valley was purchased by the Township. The Land Trust is helping convert and oversee it.
February 3, 2012

property. Donation of a conservation easement to a qualifying non-profit or government agency usually qualifies as a charitable contribution on the donor's federal income tax returns. A benefit for some landowners could include estate tax benefits, which would enable heirs to retain lands within a conservation easement.

3. Township Land Preservation through Open Space Levies

Granville Township is one of the few townships in Ohio to have passed Open Space levies for the purpose of raising money to acquire title to developable property or alternatively to acquire an easement for the development rights to a property with the plan to leave it as open space. The Township has two levies raising money for the acquisition of open space and combines this money with general fund money to make property acquisitions. The Trustees established committees consisting of both Village and Township residents to make recommendations for possible acquisitions. As of 2011, Granville Township had preserved 1,264 acres (see the table below). There are other property negotiations underway. It is hoped that acquisition of property and development rights will help to limit development within the Granville community.

Description/ Location	Date Acquired	Type of Protection	Area (acres)	Funding Source
Salt Run Park on State Route 16 between Sunset, Spring Valley, and Silver Streets	1991	Ownership	52	Unrestricted
Raccoon Valley Park, River Road near State Route 16	1993	Ownership	48	Unrestricted
Farmland, River Road near State Route 16	1997	Ownership	24	Unrestricted
Three parcels (in Village), along East Broadway	1998	Ownership	3	Open Space Levy
Farmland, River Road near State Route 16 and State Route 37	1999	Ownership	95	Unrestricted & Open Space Levy
Green space between bike path and Raccoon Creek	1999	Ownership	7	Donated
James Road and State Route 37	2000	Ownership	12	Unrestricted
Farmland, River Road	2001	Ownership & Development Rights	35	Open Space Levy
Farmland, Burg Street	2001	Ownership	130	Open Space Levy
Farmland, Loudon Street	2001	Development Rights	45	Open Space Levy
Farmland, River Road	2002	Ownership	37	Open Space Levy

Description/ Location	Date Acquired	Type of Protection	Area (acres)	Funding Source
Green space field on Newark Granville Road	2002	Ownership	16	Open Space Levy
Green space at the end of Roosevelt Drive	2002	Ownership	7	Donated
Riparian Corridor along State Route 16	2003	Ownership	21	Open Space Levy & State Grants
Farmland, Loudon Street	2003	Development Rights	180	Open Space Levy
Bicentennial Park, Raccoon Valley Road	2003	Ownership	1	Unrestricted
Raccoon Valley Park, River Road near State Route 16	2003	Ownership	28	Unrestricted
McPeck Lodge, Raccoon Valley Road	2005	Ownership	11	Unrestricted
Green space along River Road near State Route 661	2005	Ownership	1	Donated
Spring Valley Park, General & Open Space	2007	Ownership	46	Open Space Levy & Grant
Farmland, Loudon Street	2009	Development Rights	45	Open Space Levy
Farmland, State Route 37	2009	Ownership	35	Open Space Levy
Farmland, Silver Street	2009	Development Rights	73	Open Space Levy
Farmland, Burg Street	2010	Development Rights	50	Open Space Levy
Farmland, Loudon Street	2010	Development Rights	166	Open Space Levy
Farmland, State Route 37	2010	Development Rights	44	Open Space Levy
Farmland, Loudon Street	2011	Development Rights	52	Open Space Levy
Total Acres			1,264	

Goal F - Establish Scenic Byways and Protect the Scenic Corridors

Scenic byways, as defined by both the Federal Highway Administration and the Ohio Department of Transportation, are roads that possess one or more of the following intrinsic qualities: archaeological, cultural, historic, natural, recreational, or scenic. A preliminary scenic byway plan was prepared for the Granville Township Trustees in late 2000.²⁴ It was submitted to the Ohio Department of Transportation, which generally approved of the proposed routes and recommended development of a Scenic Byway Management Plan. A review of the roads identified in 2000 was conducted in 2006 as part of this comprehensive planning process. In 2008, the Village Council and the Township Trustees approved a proposed Scenic Byway Management Plan that was submitted to the Ohio Department of Transportation for review and approval. In 2009, the proposed management plan was amended to include the TJ Evans trail.

A Scenic Corridor overlay district should be established to protect the scenic transportation corridors through the Township and the Village that have been identified in the proposed Scenic Byway Management Plan. The Scenic Corridor land use category, which encompasses 2,282 acres, covers the transportation corridors approaching and passing through the Township and Village. These approaches create significant entries into the Village. Mechanisms should be established to preserve these entryways.²⁵

1. Byway Criteria

The proposed *Scenic Byways of Granville Township* cover approximately 40.7 miles and include seven interconnecting circular routes (loops) through the township. With the exception of State Route 16, from the township line on the west to Cherry Valley Road on the east and New Burg Street, all of the proposed scenic byways are historic roads and appear on both the 1866 and 1875 maps of the township. The proposed scenic byways include all or portions of Loudon Street, Burg Street, State Route 661, Hankinson Road, Cambria Mill Road, Welsh Hills Road, Jones Road, State Route 16/Old Columbus Road, Silver Street, State Route 37, and Broadway/Newark-Granville Road. Broadway/Newark-Granville Road runs through the center of the village of Granville and provides the physical and historical connection that links the proposed byways into several loops radiating from the center of the village. More detailed descriptions of the proposed Byway loops can be found in *Appendix D: The Scenic Byways of Granville Township Resource Management Plan*.

Scenic byway designation is a program that promotes appreciation for and enjoyment of roads that have retained a special character. It is an honorary program that does not place any specific burden on property owners along the roads. Rather, it provides a framework for identifying, documenting, and promoting the special character of the individual roads for the enjoyment of the public. Once designated as a State Scenic Byway, ODOT provides special scenic byway signage for each of the roads.

²⁴ Source: Benjamin D. Rickey & Co. (2000)

²⁵ Granville Comprehensive Plan 2001

The seven proposed *Scenic Byways of Granville Township, Licking County, Ohio* meet all of the Scenic Byway criteria established by the Ohio Department of Transportation and can be found in *Appendix D: Scenic Byways of Granville Township Resource Management Plan*. As indicated on Plate 8, Scenic Byways, the byways cover many of the Township's roads. These roads retain a high degree of character and have important scenic attributes such as historic properties, scenic vistas and open space, and natural and wooded areas. They provide important accessibility to recreational trails and facilities. All still have sufficient integrity to qualify as byways today.

ENHANCING MOBILITY

I. Introduction

A transportation system that provides safe, convenient, and efficient movement of vehicular, pedestrian, and bicycle traffic is vital to the well-being of a community. It has significant influence on the appearance, character, and economic viability of the area. It is an important consideration when current and future land use decisions are made. Within a comprehensive plan, the transportation plan sets broad guidelines to assist public officials, developers, and other interested parties in making decisions relating to traffic flow, reserving rights-of-way for future roadway improvements, selecting pavement widths, public and private funding for infrastructure, location of community centers and facilities (for example, schools) and other transportation issues.

This chapter will present the following goals related to providing an accessible, safe, and comprehensive thoroughfare system serving residents, businesses and institutions.

- **Goal A** - Provide an Accessible, Safe, and Comprehensive Thoroughfare System Serving Residents, Businesses, and Institutions
- **Goal B** - Provide a Variety of Transportation Alternatives
- **Goal C** - Reduce the Impact of the Car and Promote Walkability

II. Goals

Goal A - Provide an Accessible, Safe, and Comprehensive Thoroughfare System Serving Residents, Businesses, and Institutions

Before providing an accessible, safe, and comprehensive thoroughfare system, the community needs to address current and future transportation issues as well as how to plan for access to the various roads within Granville.

1. Transportation Issues

Today, because of the growth patterns of nearby communities, a farsighted transportation plan is of even greater importance to Granville than it was in previous years. There are a number of traffic and transportation facility issues that need to be addressed:

- a. The relative inaccessibility of parts of the Township to Downtown and to each other.
- b. The increased vehicular traffic resulting from residential and school development in Granville.
- c. The high volume of truck traffic through the Village.
- d. The impact of ever-increasing traffic on State Routes 16, 661, and 37.

- **State Routes 37 west/161**

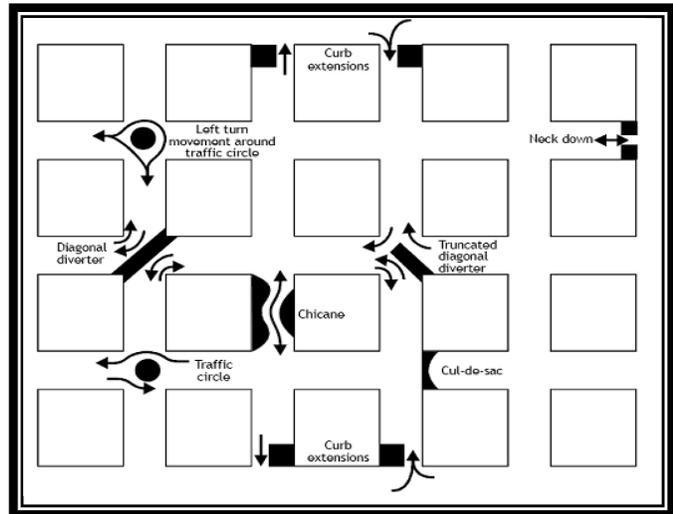
Over the past few years, there has been an overall increase in traffic along State Route 37. A 57.5% increase between the convergence of State Route 161 and State Route 16 was recorded from 1996 to 2002.²⁶ Counts in 2005 were slightly lower, but this could be attributed to construction delays. Some passenger vehicle and truck traffic may be using State Route 37 as a short cut between I-71 and I-70. State Route 37 is one of seven major state routes that have experienced multiple accidents and, as a result, has been designated as a top safety corridor by the Governor's Task Force on Highway Safety. All of State Route 37 is classified as rural minor arterial according to the Ohio Department of Transportation (ODOT) functional classification system. As defined, such roadways connect cities and larger towns and form an integrated network providing interstate and inter-county service. They also provide service to corridors with relatively high speeds and minimum interference to through movement.

- e. The impact of the planned interchange at State Route 16 east of Cherry Valley Road and the possible closure of the Cherry Valley Road intersection at State Route 16.
- f. The backed-up traffic at the signalized intersection of State Route 16 and Cherry Valley Road, especially at rush hour.
- g. The potential impact of the proposed construction of the Thornwood Boulevard connection between State Route 79 in Heath and State Route 16 east of Cherry Valley Road.
- h. The protection, preservation, and enhancement of the entries into the Village: Columbus Road/State Route 16, Lancaster Road/State Route 37, West Broadway/State Routes 161/37.
- i. The provision for safe and efficient vehicular traffic on Township roads without compromising their rural character.
- j. The integration of bicycle, pedestrian, and other non-vehicular traffic into the transportation system.
- k. The accommodation of peak-hour traffic on Newark-Granville Road, State Route 37, State Route 16, South Main Street, Burg Street, New Burg Street, North Pearl Street, the Cedar Street and Pearl Streets intersection, and Broadway.

²⁶ Most current traffic data from Licking County
February 3, 2012

2. Access Management Issues

One of the most critical components of transportation planning today is access management. The proliferation of poorly located and closely spaced driveways, intersections, and other direct accesses to major thoroughfares is a primary contributor to the functional deterioration of roadways and traffic congestion. It can destroy a roadway's ability to move traffic and to provide convenient access.



As new development occurs, the number of curb cuts to a roadway increases, the speed and capacity of the roadway decreases, and congestion and safety hazards multiply. According to ODOT:

- a. Poor access management can reduce highway capacity to 20% of its design.
- b. Travel delay is as much as 74% greater on highways without access management than on those utilizing access management techniques.
- c. Nearly 52% of all accidents are driveway related.
- d. Studies have shown as much as a 50% decrease in accidents on access managed roads.
- e. A typical four-lane roadway with planned access management can handle 10,000 more vehicles per day.
- f. Travel speed increases an average of 42% on access managed highways.

Goal B - Provide a Variety of Transportation Alternatives by Reducing the Impact of the Car and Promoting Walkability

1. Sidewalks and Bike Paths

A key alternative transportation element for any community is the provision of sidewalks or multi-purpose pathways. Areas should be served by the pathway or sidewalk system to make travel less dependent on the automobile and to minimize roadway congestion. Areas should also have an internal system of pathways or sidewalks to allow pedestrians to access and support individual commercial uses as well as other land uses and destinations like residential, industrial, open space, parks, institutional, and so forth. Paths in research and technology parks can function as employee exercise paths as well as connectors between work and residences and recreational areas.

Reducing the impact of the automobile means designing transportation facilities that are attractive as well as functional, that meet the needs of people as well as those of motor vehicles, and that respect and enhance local communities. Transportation choices can be expanded by providing more sidewalks, trails, and bike paths that create a network of non-motorized transportation options within and between neighborhoods to allow citizens to increase their physical activity. Communities can also foster healthy lifestyles by considering walkable, mixed-use development and instituting traffic-calming measures to slow down traffic and make walking and biking more desirable.²⁷

Pathways and alternative modes of transportation are an important characteristic of the Granville community. In conjunction with this, new developments and transportation improvements should reduce the impact of the car and should promote alternative methods of transportation including walkability. In 2009, The Village of Granville established a Pathway Advisory Committee to provide recommendations for the expansion of the existing pedestrian pathway system. The Pathway Advisory Committee reviewed the community survey results, considered estimated costs for the various pathway alternatives, researched and identified potential funding sources, and then developed a draft five to ten-year plan for pathway improvements in the Village and Township along with a funding mechanism for those improvements. The Committee had representatives from the Village, the Township, the Granville Schools, the Granville Recreation District, and Denison University. (See Appendix E, Walking and Biking Around Granville Survey and Appendix F, Granville Pathway Advisory Committee Report)

2. Design Streets for Healthy Neighborhoods

Overly wide neighborhood streets encourage speeding. The wider design of conventional streets typically encourages motorists to travel at higher speeds through the neighborhood, sometimes up to 35 or 45 miles per hour. In addition, they generate run-off and non-point-source pollution, increase the cost of new houses along the street, and increase the long-term maintenance costs for the Village.

On the other hand, traditional neighborhood streets, which were the norm before World War II, have blocks no longer than 300–450 feet and have turning radii that require lower speeds. They are designed for low speed (15–20 mph) and typically provide sidewalks, on-street parking, shade trees, and other community amenities. Those design elements combine to create an environment that encourages walking, bicycling, and a sense of community. Traditional streets are narrower than conventional streets and are well connected to distribute motor vehicle traffic and provide a variety of places to walk. They are safer for children because traffic volume and speed are reduced²⁸. They also provide for healthy neighborhoods and livable communities because they were designed for use by people in addition to motor vehicles.²⁹

²⁷ [Better Models for Development](#) by Edward T. McMahon and Shelley S. Mastran

²⁸ [Better Models for Development](#) by Edward T. McMahon and Shelley S. Mastran

²⁹ [Better Models for Development](#) by Edward T. McMahon and Shelley S. Mastran

3. Build Trails and Greenways

The results from a National Survey on the Recreation and Environment indicated that the single most popular outdoor activity was walking. An estimated 82.3 percent of the people in the United States walk outdoors for fun or exercise one or more times a year. The next most popular trail, street, or road activity was biking at 39.4 percent of the population.³⁰

The Village of Granville has an extensive system of pathways and sidewalks (an estimated 7 miles of walking and biking trails and an estimated 16 miles of sidewalks), which are an important characteristic of the Granville community. However, in a 2008 online community survey³¹ to which there were 445 respondents, over 65 percent were in favor of adding or extending new pathways for greater access to downtown Granville and the schools. Over 55 percent of the respondents were in favor of developing pedestrian or bicycle pathways in their neighborhoods. When asked about the prospective use of new pathways, 90 percent of the respondents indicated that they would use the pathways for exercise or recreation, 35 percent would use the pathways to get to school, 23 percent would use the pathways to get to work, and 50 percent would use the pathways to walk their dogs.

The pathway extensions that received the most support from the survey respondents were:

- New Burg Street (from Granville High School to Granville Intermediate School)
- Raccoon Valley Park Access (Bridge and pathway from TJ Evans Trail to Raccoon Valley Park)
- Burg Street (from Joy Lane to Intermediate School)
- Burg Street (from Thresher Street to Joy Lane)
- River Road (from Lancaster Road to Raccoon Valley Park)
- Lancaster Road (from Old River Road to River Road)

EXPANDING HOUSING OPPORTUNITIES

I. Introduction

Housing in the Granville area consists of roughly eighty-five percent detached, single-family and owner-occupied units. Due to the fact that eighty-five percent of housing is single family, there may be few housing choices for those with limited incomes, for example younger families, single individuals and senior citizens. Younger families often have difficulty affording detached, single family units, and older residents (who might be empty nesters or individual persons living alone) sometimes would prefer to live in housing units that are smaller and require less maintenance. The homeownership rate is above the State rate (69.1%) and well above the national rate (66.2%); the proportion of single-family units is roughly twenty percent (20%) higher than the national figures.

³⁰ National Survey on Recreation and the Environment (1999-2002), USDA Forest Service and University of Tennessee

³¹ 2008 Survey: Walking and Biking Around Granville (See Appendix E)

This consideration has many positive aspects, including a tendency toward neighborhood and property value stability. This chapter covers the following goal related to expanding housing opportunities of the Granville area.

II. Goals

Goal A – Provide Housing Choices that Continuously Meet the Needs of the Community

As a population structure ages, becomes more mobile, or changes in diversity, there will continually be new needs for housing opportunities. Personal preference and affordability drive the housing market. The following guidelines are offered to ensure Granville has appropriate housing opportunities.

1. Update and Repair Older Housing Stock

An older housing stock, like that of Granville's, poses unique circumstances. Some of these older homes have distinctive architectural features that give character to the neighborhoods, but they also require extensive maintenance and repairs to upgrade or replace obsolete mechanical and HVAC systems. These upgrades can be costly and not all owners of these older properties have the means to make the necessary repairs. Granville should investigate rehabilitation programs to provide assistance to those owners that may need it. Repairing older housing stock will help curb urban sprawl in the form of subdivisions and strengthen the urban core and traditional, older neighborhoods of Granville.

2. Recognize the Limited Number of Affordable Housing Opportunities for Seniors

Because of the low supply of rental units and higher housing prices, there may be greater demand for affordable rental housing. Generally, the cost of rent is significantly higher in the Granville area than statewide. This housing market demand could be met by the private sector. Government regulations and high land costs can discourage construction of affordable condominiums, town homes, apartments, or similar higher density housing units.

Further, as a community's population ages, many of the senior residents would prefer to remain in the area to be with friends and family. As many people are living much longer than they used to many years ago, they often have a longer duration where they will be retired in their lives. This puts a premium on creating housing opportunities that can allow them to stretch their retirement savings much longer than had been previously needed. This means building smaller senior villas for empty nesters to downsize into as they will not need as large of homes with no children living at home. There will also be needs assisted living facilities and nursing homes in the Granville area as the population grows grayer.

PRESERVING SMALL TOWN CHARACTER

I. Introduction

Granville is a community that places high value on preserving the small-town New England character of the Village and the surrounding area in Granville Township. One of the challenges it faces as development pressures from the Columbus Metropolitan area expands into Licking County is how to preserve this distinctive character and the strong sense of place. In spite of growth, the Granville area has maintained its ties to the past, preserving its heritage and its downtown business area. Preserving the small town character of Granville is consistent with the Principle of Smart Growth.

This chapter covers the following goals related to the preservation of the small town character of Granville. These goals include:

- **Goal A** - Preserve the Distinctive, Attractive Character and Strong Sense of Place of the Granville Community
- **Goal B** - Protect the Community's Historic and Cultural Resources
- **Goal C** - Respect Local Character in New Construction and Development
- **Goal D** – Provide for a Mixture of Land Uses

II. Goals

Goal A - Preserve the Distinctive, Attractive Character and Strong Sense of Place of the Granville Community

Granville has its own distinctive character and strong sense of place. However, it is important that whenever additional growth, development, or redevelopment occurs, those changes add to the character rather than detract from the attractiveness of the community.

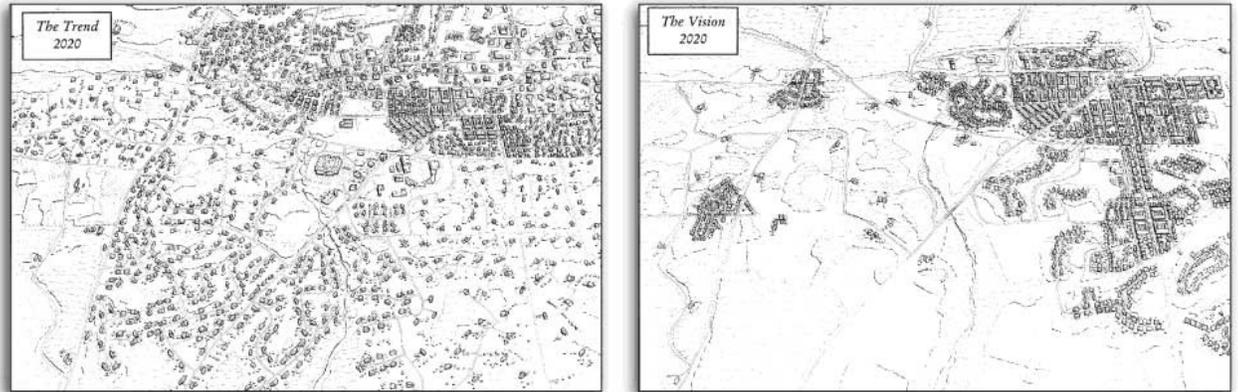
To achieve this goal, the following guidelines should be considered:

1. Direct Development toward the Existing Village
2. Strengthen the Community Core
3. Design Real Neighborhoods
4. Delineate and Enhance Gateways

1. Direct Development toward the Existing Village

One of the goals is to direct development toward the existing community core where infrastructure is available. This guideline is consistent with that goal in that it encourages new development to occur within and adjacent to the existing Village rather than within the rural countryside. The illustrations, which are taken from the book, *Better Models for Development in Pennsylvania*, show in the illustration on the left how the countryside may

look if current development trends are allowed to continue. The alternative pattern on the right accommodates the same amount of growth while preserving the countryside.³²



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Without constraints, conventional patterns of sprawling, leapfrog development will make the countryside a featureless blur that is neither village nor country (as shown on the left). The alternative is to encourage growth in the cohesive, walkable core community and to manage growth in the rural areas so that it fits the rural setting. The more compact development pattern (as shown in the illustration on the right) can accommodate the same amount of growth while benefiting both the village and the countryside.³³ Smart-growth communities around the country are using a variety of techniques to maintain a clear edge between a town and its countryside and to direct development toward the existing built-up area:³⁴

a. Techniques Include:

- **Urban Growth Boundaries**

An urban growth boundary is a planning tool that makes a distinction between areas that are appropriate for urban development and areas that are more appropriate for rural or agricultural uses. Urban growth boundaries are more likely to be successful in the long term when they are coordinated on a regional level to prevent leapfrog development.

- **Development Service Districts**

Many communities have established the equivalent of urban growth boundaries by designating development service districts in which they identify those areas where they will accept responsibility for providing infrastructure.

- **Greenbelts** (For more information, see Maintaining Rural Character)

Some communities have acquired open space or development rights to create greenbelts – continuous bands of open space or resource lands – that provide a buffer between a more urban area and the rural countryside.

³² Better Models for Development by Edward T. McMahon and Shelley S. Mastran

³³ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

³⁴ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

2. Strengthen the Community Core (Downtown)

One of the strengths of the Granville community is its attractive and vibrant downtown which serves many functions. Significant public buildings are located there including churches on the public square, the Village office, the police department, the fire department, the library, the post office, and museums. Locally owned restaurants, stores, professional offices and residences complete the mix of uses. The combination of shops, businesses, and religious and civic uses is enhanced with special events such as the Fourth of July celebration, the Candlelight Walking Tour, and weekly Farmers Market. The combination of these elements reinforces the downtown's important role in the community.

The downtown, with its street trees, wide sidewalks, and sidewalk cafes, is where residents naturally congregate to meet friends and neighbors, and enjoy the small town atmosphere. The economic and social vitality in the downtown has a positive impact on the entire community.³⁵ However, the downtown area is not without its challenges, particularly with regard to the reduction in the number of downtown retail shops and a perceived lack of parking.

NOTE: There are resources which help communities preserve their integrity. They are found in *Appendix B - Resources for Communities*. These resources include the National Main Street Program, the Certified Local Government (CLG) grant program, federal grants, federal and state tax credits, and ODOT Transportation Enhancement grants.

3. Design Traditional Neighborhoods

Ideally, residential neighborhoods should be places that people enjoy: attractive, walkable, satisfying, and with convenient amenities. Well-designed communities are not just a collection of individual houses because equal attention is given to public areas that are conducive to walking, jogging, casual socializing, and community function.³⁶

A development trend that provides promise for building better communities is traditional neighborhood development, through which new neighborhoods are designed to incorporate the benefits and amenities of the older traditional neighborhoods.³⁷ Many of the principles associated with conservation design for subdivisions are also compatible with the elements of traditional neighborhoods. Common elements of traditional neighborhoods include:³⁸

- Compact form that encourages walking
- Streetscape designed for pedestrians
- Buildings set close to the sidewalk
- Narrow, connected streets
- Neighborhood parks and open spaces
- Mix of housing types and price ranges

³⁵ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

³⁶ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

³⁷ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

³⁸ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

- Architecture that reflects the community or region
- Compatible non-residential uses, including schools and neighborhood retail

4. Delineate and Enhance Gateways

Gateways, which can be viewed as the front doors into a community, provide the first impressions of that community. Development of attractive entrances into the Village should include landscaping and lighting with appropriate signage. New signs, which are low to the ground and unobtrusive, should be encouraged. These signs could be part of an overall uniform signage theme for the Village. Street lighting similar to the Downtown could also be considered along major corridors as the area develops, which could help tie the community together visually. Incorporation of the bike path into a design theme might also be useful.

Goal B - Protect the Community's Historic and Cultural Resources

The Village of Granville and Granville Township have a long and rich history that is reflected in their built environment. Historic and cultural resources are essential to protect because they give the community an identity, create local pride in the community, and attract other people to come to the community. By protecting historical areas, it reduces urban sprawl by ensuring that old structures are being reused and new ones on the outskirts of the community are not built. Historical and cultural resource preservation helps protect the community core and reduces the cost of new infrastructure, too. Below is listed a tool to preserve the historic and cultural resources of the Granville area. Other Historic Preservation Tools can be found in Appendix B and include the National Main Street Program, the Certified Local Government Grant Program, and the 20% Historic Rehabilitation Tax Credit.

1. National Register of Historic Places

In the Granville Historic Resources nomination in 1980 a portion of the Village of Granville was listed as an historic district in the National Register of Historic Places. The nomination identified approximately 135 historic buildings in the core of the village, on the Denison University campus, and on North Pearl Street. The Bryn Du Mansion was listed in the National Register in 1982. As part of the comprehensive planning process, the historic resources of the village and township were evaluated to identify those that appear to qualify for listing in the National Register. The survey resulted in the identification of 41 additional individual properties in Granville Township that should be considered for listing on the National Register (See Plate 4, Historic Resources). Some of these properties may include multiple buildings, such as a complex of farmhouses, barns and outbuildings, but are counted as a single property.

In the Township, most properties date from the 19th century and are rural in character. Among the non-residential properties included are two historic cemeteries and a church. The properties are distributed throughout the township. A map indicating locations of the properties and photos of several examples are included in Appendix B.

The National Register evaluation was based on a field survey, Ohio Historic Inventory forms for Granville and Granville Township, and updated historical information provided by the Village of Granville. Written histories of the area were also consulted. The National Register criteria were used as an evaluation tool because it establishes a nationally-recognized standard for identifying buildings, structures, sites, and objects that are significant locally, statewide, and nationally and thus worthy of preservation. Plate 4, Historic Resources, identifies the 41 properties that meet National Register criteria noted by number in red. In addition, the existing boundaries of the National Register Granville Historic District, which currently falls entirely within the village's boundaries, were evaluated for appropriateness.

➤ **Example of Granville's Efforts at Historical Preservation: Bryn Du Estate**

The Bryn Du Mansion and estate has become a popular location for business meetings, weddings, banquets, tradeshow, and sporting events. A Bryn Du Commission was established by the Village to oversee the property. For details about the Bryn Du Estate, refer to Appendix F.

Goal C - Respect Local Community Character in New Construction and Development

To preserve the small town character of Granville, it is imperative that new construction and new development are designed and implemented in ways that respect and enhance the community character of Granville.

1. New Construction

Village zoning code has specific architectural standards that relate to building style that conform to and integrate with Granville's historical architectural style. New construction must respect and reflect the local character of the community, Granville's natural setting, its historical development patterns, and architectural traditions that make it a distinctive place. Distinctive, quality design contributes to the types of physical environments that create a sense of civic pride and community cohesiveness. Economic benefits accrue as well because communities with high-quality architectural and design features that reflect the interests of the residents are more likely to retain their economic vitality and value.³⁹

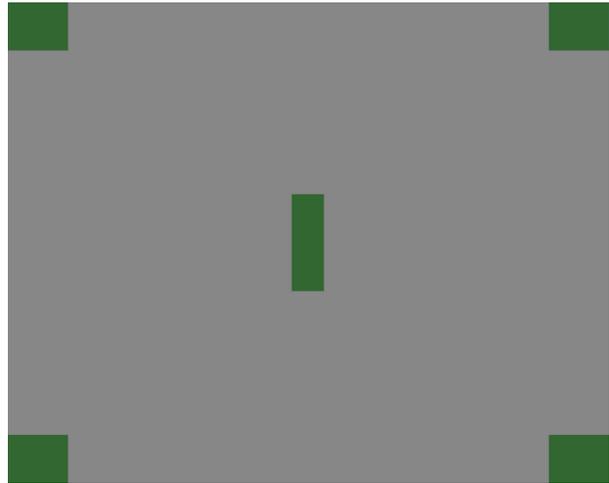
2. Preserve and Protect Trees (see Maintaining Rural Character for more information)

Granville is a Tree City USA and is recognized for its urban tree canopy and beautiful street trees. There are provisions in place to restrict the removal of trees within the public rights-of-way and on public property. Trees are critical to the overall quality of the Granville community. As important as trees are to the community, their survival can be threatened by development because developers often remove trees from building sites to make construction faster and easier.

³⁹ "Getting to Smart Growth", International City/County Management Association
February 3, 2012

3. Landscape Commercial Areas

Granville is recognized for its tree lawns and attractively landscaped residential areas. However, additional attention could be given to the landscaping requirements for new commercial developments. The current zoning code only requires minimum landscaping for commercial properties. While the Planning Commission and the Tree and Landscape Commission have been successful in getting developers to install landscaping that exceeds the minimum requirements, the code provisions should be updated and strengthened. For example, the current code only requires that 5% of a parking area be developed as landscaping. The figure illustrates a parking lot with landscaping that constitutes five percent of the surface area. Open, green space is important and valuable, but green space that incorporates good landscaping and trees is even more of an asset. The code requirements, related to landscaping and the planting of trees within the interior of a commercial property, should be strengthened.



Goal D – Provide for a Mixture of Land Uses

The mixing of compatible land uses is a change from past zoning practices that often mandated a separation of land uses. This planning idea is known as New Urbanism. Mixing land uses – residential, commercial, office, and civic uses – in neighborhoods or other nearby places that are easily accessible can create vibrant and diverse communities. When homes are located within a reasonable distance to a school, grocery store, the post office, restaurants, or employment opportunities, alternatives to driving – such as walking or biking – become viable. Mixed land uses encourage residents to get out of their homes, to meet other residents, and to support local businesses, thereby helping to revitalize and sustain community life.⁴⁰

STRENGTHENING THE TAX BASE

I. Introduction

Fiscal impact studies conducted in Central Ohio⁴¹ and Granville⁴² indicate that the net economic benefit to be derived from new development is largely dependent on the type of development that will occur. For example, it is apparent that certain types of residential development can be a fiscal drain on the annual budgets of local jurisdictions, particularly where the net costs to

⁴⁰ “Getting to Smart Growth”, International City/County Management Association

⁴¹ Understanding the Fiscal Impacts of Land Use in Ohio by Randall Gross, Development Economics, for the Mid Ohio Regional Planning Commission, August 2004

⁴² Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross, Development Economics, November 2005

schools are included in the analysis. Office and industrial uses, on the other hand, often generate a positive net gain for all local jurisdictions. The impacts of retail development may be mixed. The high costs associated with the increased traffic volume generated by some retail development may exceed the revenues that will be derived from the relatively low retail wages. However, there may be a positive fiscal impact from those retail uses that generate fewer auto trips and, thus, lower fiscal costs.⁴³

This chapter provides strategic recommendations on ways to manage the types of development that will occur within the Granville community so that it:

- Strengthens the tax base and does not exceed the capacity of the Village, Township, or school system to support the development.

The goals for strengthening the tax base are:

- **Goal A** - Manage Development to Ensure a Balanced Tax Base
- **Goal B** – Manage the Type, Design, and Quality of New Commercial Development so that it is Sustainable and is Consistent with the Small-Town characteristics of Granville
- **Goal C** - Create a Business Environment that will Attract High-Paying Office, Technical, and Research-Related Employment to the Granville Community

II. Goals

Goal A - Manage Development to Ensure a Balanced Tax Base

This section provides strategic fiscal recommendations relating to land use and development policy in Granville based on the findings that resulted from a fiscal overview and impact analysis. Specific attention is focused on retail, office, and research and technology uses and their potential impacts on the Village and Township budgets. This section also discusses other fiscal issues relating to land use policy.

1. Fiscal Impacts of Development

In November 2005, Randall Gross/Development Economics conducted a land-use fiscal impact assessment for the Village of Granville and Granville Schools. That assessment looked at several potential types of land uses, including agriculture, residential, retail, office, and industrial uses, and then analyzed the “net fiscal benefits” that would result from those uses. The “net fiscal benefits” were defined as the difference between the revenues that would be generated by each type of use minus the annual or recurring costs, such as Village administration, street maintenance costs, police protection, parks and recreation expenditures that would be needed to support each land use.⁴⁴

⁴³ Understanding the Fiscal Impacts of Land Use in Ohio by Randall Gross, Development Economics, for the Mid Ohio Regional Planning Commission, August 2004

⁴⁴ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005.

This section summarizes the findings from the fiscal impact assessment that was conducted by Randall Gross. Land use types were agriculture, residential, planned unit development or suburban, downtown neighborhood, condominium, multi-family apartment, retail, office, & industrial. The findings from the fiscal impact analysis were presented on a per-acre basis and on a per-unit basis. *Appendix D* tables provide more detailed input. The potential land uses that were examined as part of the fiscal impact analysis were defined by the existing zoning districts or by the Village Planning Director.⁴⁵

2. Sources of Revenue

Because the sources of tax revenue are different for the Village, Township, and the School District, the fiscal impacts of alternative types of development on the Village, Township, and the School District can be dramatically different. Sources of revenue include income and property taxes.

Income Tax:

Overall, the most important source of revenue to the Village is the income tax, which is primarily collected by the jurisdiction in which the work takes place. However, even if residents work elsewhere, a portion of their local income taxes is paid to the Village. In 2008, for example, the local income tax generated 69.8% of the Village's General Fund Revenue. Because of a predominance of income taxes as a source of local revenue, uses such as professional office space or research and technology that exhibit a combination of high employment and high-income wages will contribute substantially to the local revenue stream. Similarly, residential development that attracts high-income households will also contribute to the local income tax yield.⁴⁶

Property Tax:

Granville Township and School District are more dependent on property taxes. Property taxes generated to Granville Township in 2004 accounted for 73% of the Township revenues. Granville schools are also clearly dependent on property taxes. As a result, most office and industrial (research and technology) uses also contribute in a positive way to the Township and School district revenue streams, as well, because they add significant value to the tax base. However, in making decisions about the types of development that will contribute positively to the local economies, consideration must be given to how the various types of land uses might impact the three jurisdictions.

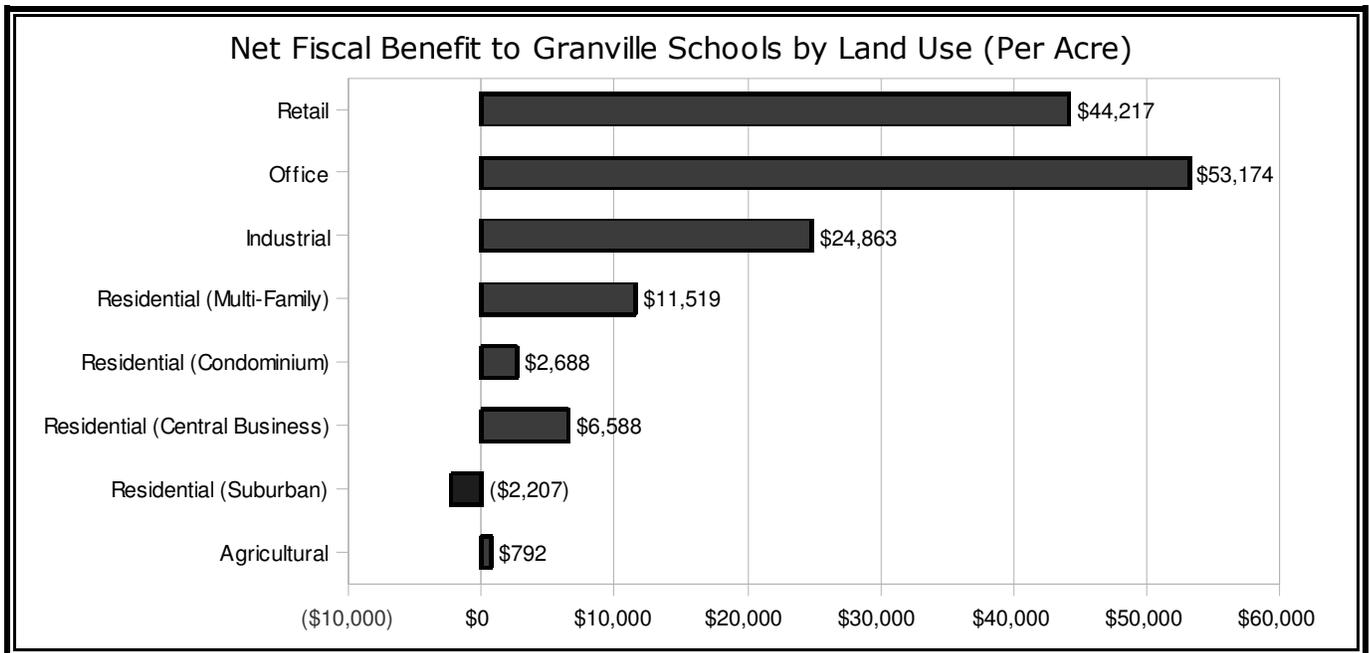
3. Net Fiscal Impacts of Land Use on Granville Schools

Taxes on real property are an important revenue stream for the school district. The valuation of new development and revaluation of existing properties affect school district finances. Agricultural land generates little revenue to local schools, but also requires few services. Residential housing units have high pupil yields and generate a negative return

⁴⁵ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005.

⁴⁶ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005.

to the school system. Suburban housing in Granville yields an average of almost one student per unit. Somewhat surprisingly, due to its low pupil yields, multi-family housing does not have a negative impact on schools. Empty nesters generate few costs to schools. Generally, downtown residential, office, industrial, and agricultural uses have a net positive fiscal impact on schools. Commercial and research and technology uses do not generate students and, as a result, help cross-subsidize school operating costs. Office and industrial uses generate significant tax revenues that more than pay for their limited demands on services. The following table indicates the fiscal impact of development on the school district by land use.⁴⁷



4. Net Fiscal Impacts of Land Use on Village of Granville

The finances of the Village of Granville are primarily dependent on income tax revenues. Streets, public safety, and general services make up the majority of Village expenditures. In general, agricultural uses produce a net fiscal benefit to the Village of Granville. There is very little agricultural land use in the Village. It does produce some small tax revenues and requires few services.

Residential Uses

Residential uses produce a mixed return for the Village. While housing developments generate tax revenue, occupants demand higher levels of service. On the other hand, it is anticipated that the baby-boomer generation will continue to work late into their lives, thereby contributing to the income tax base.

While single-family home developments have a positive impact on a community, multi-family developments may not. The revenues generated from multi-family developments may be insufficient to cover the costs of services provided. However, the fiscal model

⁴⁷ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005.
February 3, 2012

relies on data from the extremely small number of existing multi-family developments in the Village. (The model includes only one apartment complex). It is possible that new higher-value, senior cluster developments could generate enough property, income, and other tax revenue to pay for themselves.

The fiscal impact and overall budget analysis suggests that senior housing may provide an important fiscal benefit to Granville Village and schools. While housing generates a certain demand on the local infrastructure, and seniors add to the costs of health care delivery, high-end retirement housing is likely to generate a positive net benefit.

Industrial/Office Uses

Industrial (research and technology) and office uses generate a relatively high fiscal gain to the Village primarily because of the benefit of income taxes resulting from high-wage jobs. These uses also generate lower costs for providing Village services. Industrial (research and technology) uses also have the greatest positive fiscal impact on the Village per land use acre.⁴⁸

Retail Uses

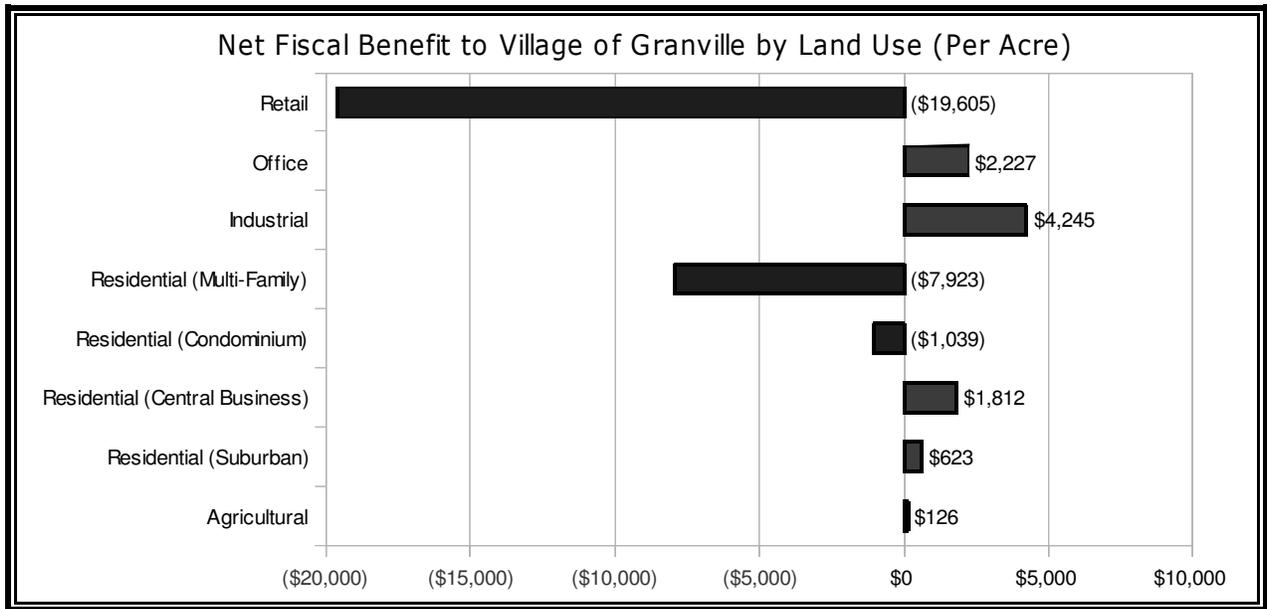
Retail uses, however, fail to recoup their costs in part because the lower-wage jobs in retail produce lower income tax benefits. Retail uses have the greatest negative fiscal impacts per land use acre. In addition, retail generates higher traffic use, which in turn produces wear and tear on Village streets, resulting in higher maintenance costs. Since street maintenance and safety services are major components of the Village budget, uses like retail that generate more traffic produce higher costs for the Village than lower-traffic uses.⁴⁹ Consequently, retail uses may generate a negative impact on Granville's operating budget. However, retail also enhances the quality of life within a community and can attract other uses. There is a case to be made for retail uses that generate fewer auto trips and, thus, lower fiscal costs. This will most likely happen where retail is integrated with housing in mixed-use development.⁵⁰

The following chart indicates the fiscal impact of all types of development in the Village by land use:

⁴⁸ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005

⁴⁹ The traffic components of the fiscal model rely on traffic generation data produced by the Institute of Transportation Engineers (ITE). While there is likely to be a differential between downtown (CBD) retail versus suburban retail, more specific data on traffic generation within Granville is required to model the fiscal impacts of one specific type of retail versus another. "Understanding the Fiscal Impacts of Land Use in Ohio." Randall Gross. August 2, 2004.

⁵⁰ Understanding the Fiscal Impacts of Land Use in Ohio by Randall Gross, Development Economics, for the Mid Ohio Regional Planning Commission, August 2004



5. Net Fiscal Impacts on Granville Township

The Township's major source of revenue comes from property taxes. Most of its funds are spent on providing fire protection services, road maintenance, and land acquisition for open space preservation. Township land uses are mostly agricultural and residential in nature with lower land values. Most residential land uses cost more to serve than taxes on the residences yield. Even though the values on agricultural land are low, this type of use requires very few public services. Agricultural land actually subsidizes public services because it costs less to serve than the amount of taxes it yields.

Randall Gross also prepared a report for the Mid-Ohio Regional Planning Commission in 2004 that provided additional insight into the fiscal impacts of land use on townships in Ohio.⁵¹ In that report, Mr. Gross cited a case study of the fiscal impacts of development on two Fairfield County Townships (Hocking and Liberty Townships) that had been conducted by Allen Prindle, a professor at Otterbein College in 2000. Professor Prindle concluded that the revenues generated by farmland uses and commercial/industrial uses far exceeded the township expenditures that were necessary to support those uses. Residential uses, on the other hand, generated fewer revenues than the expenditures that were required to support those uses. It is probable that the impacts of development on Granville Township would be similar to those found in the study conducted by Professor Prindle. The findings from the study by Professor Prindle are summarized in the following table:

⁵¹ Understanding the Fiscal Impacts of Land Use in Ohio, prepared for the Mid Ohio Regional Planning Commission by Randall Gross, Development Economics (August 2004)
February 3, 2012

Comparison of Revenues and Expenditures by Land Use in Fairfield County (Hocking and Liberty Townships)			
	<u>Residential</u>	<u>Commercial/Industrial</u>	<u>Farmland</u>
Total Revenues	\$10,847,930	\$97,637	\$1,045,547
Total Expenditures	\$11,407,162	\$38,803	\$85,101
Ratio (Revenue Per Dollar of Expenditures)	\$0.95	\$2.52	\$12.29

6. Summary of Fiscal Impacts

The fiscal impact analysis performed by Randal Gross found that downtown residential, office, research and technology, and agricultural uses have a net fiscal impact on Granville and the Granville Schools. Office and research and technology facilities generate significant income tax and property tax revenues to help subsidize the costs of operating schools. Agricultural land generates little revenue to the local governments or the schools; however, it requires few services resulting in net benefit to Granville and the schools.⁵²

Multi-family housing, including rental apartments and condominiums, may have a negative impact on local government. However, development of higher-value, cluster developments may result in higher benefits to the Village as those developments attract older residents and have low pupil yields. By contrast, single-family housing units typically have high pupil yields and generate a negative return to the school system even though their high family incomes and property values make them fiscally beneficial to the Village.⁵³ Homes built must have very high valuations to offset the cost to the schools of educating additional students. In 2007, the cost to educate a single student in the Granville schools was \$9,164⁵⁴. It was estimated that a single-family home must have a value of nearly \$467,000 to generate sufficient property tax revenues for the Granville Schools in order to educate a single student with the State per pupil subsidy. If the state subsidy were not taken into consideration, a single-family home must have a value of nearly \$636,000 in order to generate sufficient property tax revenues in order to educate a single student.

Retail uses bring in revenue to the schools but can have a significant negative impact on the local government budget. A significant portion of the impact relates to the increased traffic and, street maintenance and the increased demand for police and EMS services. However, it would be simplistic to suggest that the Village limit retail development based solely on a finding of negative fiscal impact. There is a case to be made for retail uses that generate fewer auto trips and, thus, lower fiscal costs. This will most likely happen where

⁵² Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005

⁵³ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005

⁵⁴ Ohio Department of Education website
February 3, 2012

retail is integrated with housing in mixed-use development.⁵⁵ Retail also makes a critical contribution to the quality of life in a community, provides necessary goods and services to residents and visitors, and can attract other uses. Furthermore, commercial uses like retail generate revenues with little cost to schools, thereby balancing the impact of residential development on the educational system.⁵⁶

Goal B - Manage the Type, Design, and Quality of New Commercial Development So That It Is Sustainable and Is Consistent with the Small-Town Characteristics of Granville

Of primary concern regarding future commercial development is sustainable growth. As the community grows residentially, commercial enterprises will be required to meet the needs of the residents. However, supply should not exceed the demand. The type, location, design, and quality of this new commercial development should be managed in such a way as to preserve the small-town environment that is characteristic of Granville by utilizing zoning, design standards, overlay zones, and other development regulations.

Like most other communities, the concentration of commercial land uses in the Village of Granville has historically been located centrally in the downtown area. This area is comprised mostly of smaller retail businesses and services, local governmental offices, and a few restaurants, oriented toward serving the needs of local residents (such as pharmacy, dry cleaning, banking, coffee, mail, and barber/beauty shops). Future commercial uses have been targeted to expand in specific geographic areas to complement some existing commercial areas, and also to develop new neighborhood centers to serve emergent residential development and changing transportation patterns.

- Two areas have been identified as potential commercial development sites: Cherry Valley Road/Newark-Granville Road Intersection and River Road Development.

1. Cherry Valley Road/Newark-Granville Road Intersection

More recent commercial development has occurred around the intersection of Cherry Valley Road and State Route 16. However, this intersection will be replaced with an interchange slightly further east because current State Route 16 access is being limited. Cherry Valley will dead-end into the larger roadway. This corridor of commercial activity has been growing; however, future commercial growth south of State Route 16 will be limited when the access is removed.

Newark Granville Road is a primary access route in and out of the Village. Placing a gateway feature at this intersection and developing this area as the eastern commercial focus of the community will welcome visitors from the planned interchange to the east and draw traffic congestion away from the interchange itself.

⁵⁵ Understanding the Fiscal Impacts of Land Use in Ohio by Randall Gross, Development Economics, for the Mid Ohio Regional Planning Commission, August 2004

⁵⁶ Land-Use Fiscal Impact Assessment for Granville, Ohio prepared by Randall Gross/Development Economics, November 2005

Recommendations for this area include:

- a. The area north of State Route 16 has been targeted for continued commercial and mixed use development utilizing a pedestrian-friendly, mixed-use neighborhood center design concept as described previously. The neighborhood center concept will encourage more walkability for this area and facilitate the development of a neighborhood commercial center for the eastern residential neighborhoods. This should include linkages to existing walking/bike paths and sidewalks, and construction on a human scale to preserve the look and feel of Granville.
- b. The mix of land uses might include commercial, office buildings, restaurants, service-related uses and residential uses over first floor commercial uses.
- c. Denser residential should be included in the development of this area moving outward from the commercial/mixed-use core towards the outlying built out areas.
- d. The circular drive that exists on the southwestern corner of this intersection might be mimicked on the southeast and northeast and incorporated with a rotary or roundabout as a key entrance into the community.

2. River Road Development⁵⁷

The River Road development area is bounded by Raccoon Creek on the north, Route 16 on the south and South Main Street (State Route 661) on the west. The eastern limits of this area roughly coincide with where River Road connects with State Route 16. Some of the area is already developed and contains a mixture of uses: single family residential, office, retail, recreational, and service uses.

Currently, South Main Street is one of four primary access routes into the Village. When visitors arrive, this area will shape their first impression of the Village. This area has the potential to become a beautiful and well-designed gateway to Granville. The possibility exists to create a project that is recognized beyond the local area as high quality, well-planned development.

Recommendations for this area include:

- a. Allow development to be easily accessed by foot. This includes the connection of new development to existing walking/bike paths and sidewalks, buildings oriented towards the street with parking behind or on-street, and smaller scale buildings with some higher density to preserve the look and feel of a small town street.
- b. Features such as Raccoon Creek running along the southern edge of Granville, area woodlots, and gently sloping terrain could be reinforced with the addition of language that addresses minimum setbacks to significant water features (Raccoon Creek, Hudson Lake and Lake Kessler), and/or riparian corridor setbacks along the perimeter of these natural features to prevent the disturbance and/or destruction of the areas

⁵⁷ “River Road Report”, Village of Granville. (August 2007).
February 3, 2012

immediately adjacent to them.

- c. The Village should consider additional planning tools to address the riparian corridor.
- d. A major intersection (east-west connector) will need to be located on South Main Street about 600 to 650 feet north of the freeway ramp intersection. This intersection was analyzed for two conditions: a traditional intersection under signal control and a modern roundabout.
- e. The intersection will operate at a good level of service for both conditions. While the intersection would initially have more residual capacity (more vehicles can travel north-south on Main Street) under signal control than a one-lane roundabout, the roundabout could be expanded to two lanes (within the same external footprint) wherein the capacity of the roundabout would exceed that of the signalized intersection in the long term.

Goal C - Create a Business Environment that Draws High-Paying Office, Technical and Research-Related Employment to the Granville Community

To maintain economic vitality and ensure the long-term economic sustainability of the Granville community, a comprehensive and coordinated program of economic development, tourism development, revitalization, and support of existing businesses must be provided. Community leaders and citizens often express the need and desire for an expanded tax base. Business recruitment is a proactive effort to attract new and needed businesses to a community. The purpose of economic development is to maintain a high quality of life by promoting the efficient and orderly development of private properties and encouraging the growth of business and enhancement of property values within the community. Increased property values subsequently will balance the tax base and improve the local jurisdictions' ability to provide adequate services. The Village and Township need to work with the business community on projects of all sizes to promote this goal.

1. Local Economic Opportunity

Industrial uses in the Granville community are limited. However, the community has become a hub for research and technology. Denison University is Licking County's sixth largest employer with 669 employees. Two other significant employers for the county are located within the Granville Community: Owens Corning Technical Center (400 employees) and Mid-Ohio Mechanical (150 employees). Owens Corning's internationally recognized Science and Technology Center is located in Granville Township along Columbus Road/State Route 16. This corridor has been developing as an employment center for research and technology professionals over the past several decades.

a. Columbus Road Research & Technology Corridor

With strong businesses having a presence along this corridor, future development of additional land for facilities such as research and technological development centers and office parks should be pursued as the main employment center for the community. Additionally, the existing incentives that accompany this corridor due to its location

within a Licking County Enterprise Zone reinforce the recommendation for this corridor to further develop into a major economic center for the Granville community and Licking County. Additional incentives could be created to encourage development of this area for the purpose of job creation. This corridor is also a major gateway from the southwest into the Granville community. Design and aesthetics are important considerations as the area develops.

b. Licking County Enterprise Zone

The enterprise zone law in the State of Ohio allows tax abatements of up to 75% for ten years for enterprises locating or expanding in cities and villages and 60% for those locating in unincorporated areas (without school board approval). The Enterprise Zone program is an important tool in the process of economic development. The success of current program participants is testimony to the value of this incentive in assisting current employers with retention and expansion as well as attracting new industry to Licking County.

Since the beginning of the Enterprise Zone Program in 1988, there have been over \$511 million dollars of real and personal property investment made by private enterprises that have located in the zones. In return for their investment and job creation, the enterprises were granted partial tax abatements on the new investment in real and personal property. The average abatement is approximately 68% of new real and personal property taxes for a period of nine years.

These enterprises promised to create 3,623 new jobs when petitioning for the abatements. In reality, they exceeded this mark, creating over 4,940 new jobs with a corresponding annual payroll of over \$168 million. The percentage of abatements granted and length of terms are negotiated locally by a county commissioner, one representative of the local political jurisdiction (i.e., city, village, or township), a local school board representative, and a representative of Career and Technology Centers of Licking County.

Currently there are six designated enterprise zones located in Licking County. The Licking County Planning Commission staff administers the Enterprise Zone Program in Licking County. The southern portion of Granville Township is part of an Enterprise Zone. The proposed expansion of research and technology development along Columbus Road (State Route 16) in the southwestern portion of Granville Township falls within the existing Enterprise Zone.

FURTHERING FUTURE COMMUNITY STRATEGY AND PARTICIPATION

I. Introduction

The planning process begins with assessing the community's goals and objectives for a new comprehensive plan. It is important to draw these ideas from both stakeholders and the community survey. They are the driving force that will distinguish what are seen as current problems and what

needs to be done to address their problems. It is also important to look outside the community to neighboring areas. While decisions are designed to only impact a certain locale, more often than not, human decisions affect many people outside what was intended. Therefore, it is important to work with other regions and communities so that plans and impacts can be understood and developed together. Finally, the decisions that are selected in the planning process to move forward with should be practicable. They should be cost effective as to not deter the future ability of the community and should be fair so that everyone is affected the same way. The goals for improving and strengthening community strategy and participation are:

Goal A – Encourage Community and Stakeholder Collaboration

Goal B – Work with Surrounding Communities When Possible

Goal C – Make Development Decisions Predictable, Fair, and Cost Effective

II. Goals

Goal A - Encourage Community and Stakeholder Collaboration

Another goal related to future land use decisions is to encourage citizen input, involvement, and collaboration. This goal is also consistent with the Principles of Smart Growth. The Granville Township Trustees and the Village Council, together with their legislative and administrative boards and commissions, are responsible for directing many of the actions needed to reach the goals and objectives of this plan. However, public policy will be derived from strong citizen engagement and will have established public support for strategies that fit the needs of the community. Those needs are best defined by the people who live and work there. If growth and development are responsive to Granville region's needs and sense of direction, it can enhance the Granville community as a place to live, with a high quality of life and ample employment opportunities. See Community Survey and Stakeholder Survey, Appendix A for the 2006 survey results.

Goal B – Work with Surrounding Communities When Possible

Increasing growth pressure from the Columbus metropolitan area has begun to impact Licking County and the Granville planning area. Consequently, the Steering Committee felt it was important to continue to review existing plans of neighboring political jurisdictions to assure that their neighbors' concerns and development goals were understood as part of this planning process. Key elements of these plans are summarized in the Appendices.

Goal C - Make Development Decisions Predictable, Fair, and Cost Effective

Another goal related to future land use is to make development decisions more predictable and cost effective. Granville's land use plan and strategy to manage growth provides a framework and a basis for making detailed development decisions that will meet the overall goals of the community. In preparing a future land use plan, it is best to outline the strategies and rationale for proposing such changes after identifying, analyzing, and discussing, for example, growth trends, demographics, environmental impacts, community resources and services, fiscal impact, and the impact to the quality of life. Consequently, when new zoning or other land use

regulations are proposed or when future zoning changes and major developments are deliberated, they will have an established basis for their decision making. A plan should provide clear guidance to landowners, developers, and legislative and administrative bodies as they make significant land use decisions.

Policy and Strategy Recommendations

I. Agricultural Policy and Strategy Recommendations

- 1) Properties within the Agricultural and Rural Residential Districts, especially those between one and twenty acres, are encouraged to preserve and maintain their rural and open character.
- 2) When properties are developed, utilization of the PUD by applicants within all Agricultural and Rural Residential Districts is strongly encouraged. To determine the allowable dwelling units for the PUD, an applicant shall prepare a Yield Plan based on the Agricultural district standards of a minimum lot size of five acres and a maximum density of one dwelling per lot. The Yield Plan shall utilize conventional development practices and follow zoning resolutions in place at the time of application submittal for development. It must present a realistic layout and a development pattern that reasonably can be expected to be implemented.
- 3) When a PUD is not used by an applicant, the current standards restrict development in all lots within the Agricultural category to a minimum lot size of five acres and a maximum density of one dwelling per five acre lot, including those created along existing road frontages through lot splits.
- 4) Encourage the purchase of development rights and the establishment of conservation easements to preserve farmland and the character of the agricultural areas. Development proposals shall utilize whenever and wherever possible innovative techniques such as the purchase or transfer of development rights, open space conservation, conservation easements, as well as the active purchase of property, which may be deeded, restricted and possibly resold.
 - a) Vigorously promote the use of Agricultural Conservation Easements through:⁵⁸
 1. Purchase of Development Rights (PDR)
 2. Transfer of Development Rights (TDR)
 3. Donation of Development Rights.
- 5) Support and encourage the preservation of agricultural uses especially in prime farmland areas by:
 - a) Enacting supportive zoning in the form of a Right to Farm ordinance or resolution.⁵⁹

⁵⁸ See The Licking County Farmland Preservation Plan for a description of each and best uses for each.

⁵⁹ The Licking County Farmland Preservation Plan can provide different zoning techniques.

II. Natural Resources/Conservation Policy and Strategy Recommendations

1) Zoning

- a) Develop a Low Impact Design (LID) approach to create flexible zoning options that meet the environmental objectives of a site without impeding urban growth. The zoning requirement options summarized in the following table are intended to encourage LID site planning.

Zoning Requirement Options	Purpose
Narrower Road Widths	Reduced width road sections are an alternative that can be used to reduce total site imperviousness, as well as clearing and grading impacts.
Reduced On-Street Parking	Reducing on-street parking requirements to one side, or even elimination of on-street parking altogether, may reduce road surfaces (and therefore overall site imperviousness) by up to 30%.
Common or Shared Facilities	Prevent environmental or safety hazards from poorly maintained facilities such as shared septic systems or driveways.
Curbs/Gutters and Storm Drains	Prevent undue burden of development on off-site water, streets, and buildings.
Storm Water Quality and Quantity Structures	Prevent undue burden of development on off-site water, streets, and buildings.
Grading to Promote Positive Drainage	Prevent soil erosion problems due to drainage.

- b) Zoning tools that may be utilized to implement these strategies are summarized in the following table. It must take into account the presence of wetlands, floodplains, steep slopes, existing easements or encumbrances, and if unsewered, the suitability of soils for sub-surface sewage disposal.

Zoning Option	Functions Provided
Overlay District	Uses existing zoning and provides additional regulatory standards
Performance Zoning	Flexible zoning based on general goals of the site based on preservation of site functions
Incentive Zoning	Provides for give and take compromise on zoning restrictions allowing for more flexibility to provide environmental protection
Imperviousness Overlay Zoning	Subdivision layout options are based on total site imperviousness limits

Zoning Option	Functions Provided
Watershed-Based Zoning	Uses a combination of the above principles to meet a predetermined watershed capacity or goal

2) Rural Character/Development

- a) Most of the areas that are proposed for the Agriculture or Rural Residential classifications in the Township also fall under the Conservation Design Overlay classification. Initially, those areas should remain as they are currently being used. However, should those areas be developed in the future, the development should follow the principles of conservation design. Additionally, other areas noted for their topography or attractive natural features are proposed for the Conservation Design land use classification.
- b) Changes to the topography shall fit into the natural landscape and complement the existing rural character. No berms, mounds, or other unnatural manipulations of grade will be permitted.
- c) These are the recommendations for rural development to protect the rural character of the Granville area as set forth by the goals throughout the plan.
 - 1. Inventories of land features should be required as part of the application process for all new development proposals.
 - 2. A density increase to 1.15 dwelling units per five acres should be available to landowners who dedicate a minimum of 50 percent of the acreage as open space.⁶⁰
 - 3. Encourage compact development and onsite best management practices to improve environmental outcomes and limit land consumption.
 - 4. Developers should be encouraged to incorporate space to preserve wetlands in their site designs.
 - 5. All development shall be managed so as to protect existing flood plains, fencerows, tree stands, and other sensitive or historic areas.
 - 6. Specific soils information should be required as part of the application process for all new development proposals.
 - 7. Entry features shall be designed in a manner that complements the overall rural character of the site and surroundings. Large gates, walls, or other features out of character with the rural landscape shall be prohibited.
 - 8. Existing rural structures make important contributions to the character of the overall area, and consideration shall be given to preserving these structures.

⁶⁰ Granville Comprehensive Plan 2001
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- d) To mitigate off-site soil erosion and sedimentation, on-site storm water retention/detention systems shall be encouraged:
 - 1. New drainage systems in lower-density areas should use shallow, open swales to manage storm water. To help treat non-point source pollutants, wet retention ponds planted with native wetland species shall be encouraged.
 - 2. Ponds shall be designed to fit naturally into the existing rural landscape. Natural edges, plantings, and stocking of each water body are important to ensure ease of future maintenance and long-term visual appeal. Stone riprap edges and unnatural contouring of the edges of the water body shall be prohibited.
 - 3. Consider the adoption of low-impact development standards for storm water management in new developments
- e) Determinations of specific uses in the recommended open space areas should be dealt with on a case-by-case basis. Compatible uses may include forestry, wildlife management, recreation, water resources development, and agriculture and/or rangeland on private lands.
- f) The design of the open space should be consistent with the goal of maintaining the rural character of the Township:
 - 1. Special consideration should be given to locating protected open space along existing rural roads thereby providing a visual buffer between the roads and developed areas. Rear lot lines should not abut public rights-of-way. Even agricultural uses could be put into conservation for open space.

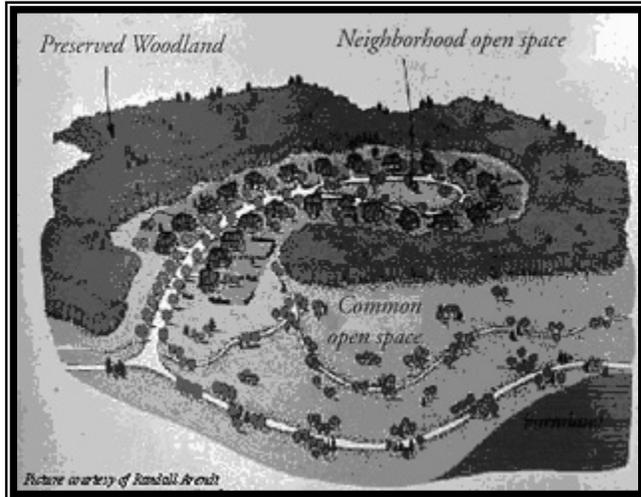
3) Parks

- a) These are recommendations for preserving the quality of parks in the Granville area:
 - 1. Upgrade/expand existing parks and recreational areas where appropriate.
 - 2. Evaluate the findings of the Granville Recreation District's Recreation Needs Assessment.
 - 3. Strive to acquire land in the identified environmentally sensitive areas to develop additional passive public park land and greenway connectors throughout the community that will enhance the burgeoning trails system.
 - 4. Open space where the public can gather should be provided, and it should be contiguous to other open space whenever possible.

4) Trees

- a) Zoning Code change recommendations for trees in the Granville area:

1. Strengthen the code requirements with regard to the amount of trees and landscaping that are required within vehicular use areas and are required within the interior of non-residential lot.



2. Identify forested areas that are particularly vulnerable to development or

deforestation and investigate donation or purchase of development rights to protect the trees from development pressure.

- b) Granville should consider and develop programs and policies to protect, support, and expand its urban forest:

Source: Randall Arendt

1. Granville should consider developing guidelines for tree preservation as part of the subdivision regulations, requiring mapping of trees on the site and encouraging design around woodlands.

5) Natural Resources/Environmental Protection

- a) It is recommended that all new development be set back a minimum of 400 feet from the centerline of any existing rural road within the Scenic Corridor (SC) or in a Planned Unit Development (PUD) unless a lesser setback would be less intrusive to the scenic corridor. For existing lots or new development along existing roads not within the SC or PUD, the setbacks shall be a minimum of 250 feet or 50% of the lot depth, whichever is less.
- b) Granville should consider adopting steep slope protection. A model resolution is provided in the Environmental Analysis Appendix.⁶¹
- c) Conservation easements or zoning setbacks along streams and creeks should be pursued to protect the area's surface water quality and the riparian corridors. A recommendation would be to put the easements or setbacks at a minimum of the 100-year floodplain.
- d) Wetlands with the Village identified on the Ohio Wetland Inventory map should be

⁶¹ See Appendix B: Environmental Analysis, which was prepared by: Poggemeyer Design Group by EnviroScience, Inc. (July 2006).
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protected from development.

1. To protect wetlands, Granville could enact legislation to establish setbacks along its remaining wetlands. A model resolution is provided in the *Environmental Analysis Appendix*.
- e) Encourage the preservation of scenic vistas through the appropriate location of telecommunication towers and improved control of billboards.

III. Transportation/Mobility/Gateway Policy and Strategy Recommendations

1) Roads

- a) Traffic safety and accessibility are important considerations and should not be adversely affected by development in any location. Therefore, the design and intensity of uses in a neighborhood center should be reflective of the adjacent roadway structure and capacity.
- b) To maintain the existing character of currently constructed roads in the Township and to minimize traffic hazards, the number of access points onto existing streets should be widely spaced and kept to a minimum.
- c) To assure that development occurs in a well-planned and controlled manner, Granville Village and Township should develop sound access management policies to assure the functional quality of the roadways as well as traveler safety. Such policies should, at minimum, include:
 - Restricting curb cuts,
 - Instituting landscaping, streetscaping, and signage regulations, and
 - Requiring traffic impact studies for all major developments.
- d) A plan for traffic and parking systems that details points of ingress and egress to the property, placement of existing public and private drives, parking areas, and expected patterns of pedestrian and vehicular movement should be presented by the developer. Adequate ingress and egress to the property, which will not adversely impact traffic patterns nor increase usage of public streets to the detriment of the safety and welfare of the public, shall be encouraged.
- e) Local governments should adopt the Complete Streets principles for new streets and roadways and/or when major improvements are carried out on existing ones.⁶²
- f) The following recommendations are intended to meet future traffic volumes generated by development and population growth and are to be implemented on an as-needed basis.⁶³

⁶² See Appendix B for more information about Complete Streets principles

⁶³ Granville Comprehensive Plan 2001

1. Consider ways to relieve the traffic pressure on Burg Street or North Pearl Street including the possibility of providing alternate ways to connect to New Burg Street or by requiring new developments north of the Village to provide means of ingress and egress other than by Burg Street or North Pearl Street.
 2. Extend Cambria Mill Road west to meet Battee Road at Loudon Street Road.
 3. Improve the alignment of New Burg/Burg Street intersection.
 4. Construct Cherry Valley Road between Newark-Granville Road and State Route 16 as a boulevard with a grass median.
 5. Construct an overpass on River Road over State Route 16 and/or at Cherry Valley Road over State Route 16 because a cul-de-sac is proposed for each leg of existing Cherry Valley Road when the new Cherry Valley interchange is constructed. Without those overpasses, the Granville community north of State Route 16 will be virtually cut off from the portion of the Granville community south of State Route 16 and the response times for safety vehicles will be significantly increased.
- g) Transportation is a regional issue. Higher levels of cooperation between the Granville community and the surrounding cities and townships will only help alleviate future transportation problems.
- h) Truck traffic in downtown Granville is a challenge. A joint Township and Village effort in conjunction with the City of Newark and the State of Ohio should begin identifying alternate truck routes.
- i) Pursue supplementary funding sources to offset the cost of expanding and improving transportation infrastructure.⁶⁴ These may include:
- Tax Increment Financing (TIF)
 - General Revenue Bonds
 - General Obligation Bonds
 - Municipal Development Impact Fees
 - The Federal Community Development Block Grant (CDBG) - Economic Development (ED) Program
 - Roadwork Development (629) Account
 - The State Capital Improvement Program (SCIP)
 - Local Transportation Improvement Program (LTIP) funds
 - Grants from federal, state, corporate or private fund sources

2) **Alternative Transportation**

- a) Create a walkable community.

⁶⁴ NOTE: Please refer to Appendix B for specifics about these funding sources.

1. Revisit and update a pathway master plan and adequately fund a five- to ten-year capital improvement plan for pathway construction in the Village and the Township. Emphasis should be placed on the looping or interconnectivity of pathways as well as connectivity to destinations of importance (schools, recreational fields, commercial areas, neighborhoods, etc.).
 2. Emphasize pedestrian circulation in planning efforts of new developments and connectivity via a comprehensive network of sidewalks and bike paths.
 3. Neighborhood and urban streets should be designed to facilitate pedestrian crossings. In general, pedestrians will cross streets at crossing points so long as it requires going no more than 150 feet out of their way. For this reason, well-designed communities consider convenient crossing points every 300 feet. This spacing is especially important on major streets.⁶⁵
- b) Consider where community facilities are to be located and how accessible these facilities are by pedestrians, bicyclists, and other non-motorized traffic when land uses are determined. The goal is to encourage these alternative modes of transportation.⁶⁶
 - c) Consider expending more effort to connect existing sidewalks and other bike paths to the TJ Evans Recreational Trail throughout the Village and Township. Connectors and access to the TJ Evans Trail within the community should be a priority. For example, the community should pursue the following pathways:
 1. The extension of a pedestrian pathway from the new pedestrian bridge on South Main Street through Raccoon Valley Park to the Rotary pedestrian bridge.
 2. Continue to support the Kendal at Granville facility's endeavor to fund and develop a pedestrian crossing from the Spring Valley Nature Preserve through the Granville Township Service Department, across State Route 37 to the T. J. Evans multi-use path.

3) Gateways

- a) Gateways are very important to enhancing the entrance into a community; gateways should be at entrances to Granville Village and Granville Township along the scenic byways, too. These are the recommendations for the Granville area's gateways:
 1. Work aggressively to enhance gateway entrances to the Village. These standards should include requirements for landscaping, signage, lighting and glare, and property maintenance.

⁶⁵ Getting to Smart Growth by International City/County Management Association

⁶⁶ Granville Comprehensive Plan 2001

2. Gateway signage should be pursued to provide information to tourists by directing them to areas of interest and by providing clues to the historical, cultural, and economic foundation of the area.⁶⁷
3. A unique gateway sign should be constructed in targeted areas identified as entrances to the community. Gateways to the Village and Township, linkages to existing and planned developments, recreation trails, and way finding markers may all be tied together with consistent signage design.

IV. Housing/Residential Policy and Strategy Recommendations

- 1) New developments with one or more internal streets should be developed as a Planned Development District and should use open-space (conservation) design concepts that provide a system of trails for walking or biking that link one neighborhood to another. Wherever possible, greenbelt areas should be used for this purpose.
- 2) Sidewalk construction is optional but is strongly encouraged in residential areas. Sidewalks or walking paths should be constructed in all new neighborhoods. A high degree of interconnectivity among neighborhoods should be provided to allow convenient travel among those neighborhoods by alternative methods.⁶⁸
- 3) A mixed use neighborhood and neighborhood commercial development should include pedestrian amenities such as sidewalks, landscaping, street trees, pedestrian-friendly lighting and signage; and should provide linkages to the broader community.
- 4) Examine the feasibility of amending the Village's land use ordinance to provide additional opportunities for residents to live within the downtown business district. The Granville Planning and Zoning Code currently provides for this type of permitted uses in the Village Square Sub-District of the Village Zoning District and the Planned Unit Development (PUD) District.⁶⁹ It should be expanded to allow new neighborhoods and subdivisions that are based upon the form and function of traditional neighborhoods.⁷⁰
 - a) Residential developments of 20 acres or greater are encouraged to use PUD.
 - b) Future residential development shall maintain densities as defined under the regulations of the Zoning Ordinance at the time of development.
 - c) Encourage mixed density in residential developments to allow a creative mixture of housing styles and types. This type of development will help Granville achieve a diverse and balanced community with housing available for varying household types in all income levels. Encouraging this type of housing stock diversity will allow recently-graduated young professionals, retirees/seniors, as well as local service and skilled workers to afford housing in the Granville community.

⁶⁷ Better Models for Development by Edward T. McMahon and Shelley S. Mastran

⁶⁸ Granville Comprehensive Plan 2001

⁶⁹ See Sections 1159.02 and 1171.02 of the Planning and Zoning Code.

⁷⁰ Granville Comprehensive Plan 2001

- d) All new housing developments should be evaluated to determine whether acreage or a fee in lieu of acreage should be set aside for the purpose of supporting new school and community facilities.

V. Economic/Development Policy and Strategy Recommendations

1) Infrastructure/Public Services

- a) Development should be directed to those areas where the existing infrastructure can support the development; and the development should not exceed the ability of the Village, Township, or school system to provide essential services.
- b) New businesses and industries could qualify the community for infrastructure grants subject to annexation and/or any tax revenue sharing agreement.
- c) Encourage the use of shared public services.
- d) Applicants for any new development in areas not served by public water should be required to submit to an independent water test to ensure that the proposed development sits on land possessing adequate water capacity for the maximum proposed water demand and will not adversely impact adjacent properties' water requirements.
- e) Develop an agreement, as part of a commercial growth management strategy, as to when an extension of the Village sewer and water system should be made into the Township without annexation to the Village.⁷¹
- f) Continue to advance telecommunications technology and infrastructure in the Granville area to ensure a state of the art telecommunications system is available to residents and businesses alike.

2) Business Development

- a) The major purpose of new commercial development should be to provide space for businesses that primarily serve the needs of the local community rather than those of the regional and transient markets.
- b) Develop a business services program, based on the premise that business retention programs are typically more productive in terms of local job formations and economic development. Such a program should include:
 - Listening to business needs and helping them solve problems
 - Encouraging businesses to invest in the Village or Township
 - Conducting an “Existing Business Retention and Expansion Survey” of all local businesses describing their projected growth and perceived challenges to growth.

⁷¹ Granville Comprehensive Plan 2001
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- Provide firms interested in locating or expanding in the Granville area with one stop shopping economic development services to encourage them to remain or relocate to Granville.
- c) Continue to utilize available and appropriate economic development incentives to foster new development (e.g., tax abatement, Community Reinvestment Area, enterprise zones, tax increment financing, Job Ready Sites Program, and the Industrial Site Increment Fund).⁷²
- d) Appropriate, high-value office and research and technology development that is consistent with the vision for growth should be encouraged within the village and township boundaries.
- e) Encourage the establishment of mixed use (hamlet style) neighborhoods for parts of South Main Street (Lancaster Road), River Road, Weaver Drive, Cherry Valley Road (at the intersection with Newark Granville Road), and South Galway Drive. The neighborhood commercial classification is recommended for parts of South Main Street, Weaver Drive, Cherry Street, Columbus Road, Cherry Valley Road, and Westgate Drive.
- f) Mixed use neighborhood development and neighborhood commercial development shall also avoid strip shopping centers, malls, and freestanding retailers that typify urban sprawl. Buildings should not exceed 10,000 square feet, with single tenants or uses limited to 5,000 square feet. Any drive-through lanes should be located at the rear of a structure.
- g) Building mass and setbacks should be appropriate in relationship to surrounding buildings and their setbacks.
- h) No berms or landscaping mounds should be permitted.
- i) Buildings should be oriented toward the street with all parking areas screened and limited to the rear and sides of buildings. New developments and structures should be planned to be sensitive to the view from existing grounds. The rear of structures should not face public road rights-of-way. All of these concepts shall be consistent with current zoning regulations.
- j) Any drive-through lane should be located at the rear of the structure, and ingress and egress from the drive-through should be from a parking lot at the rear of the structure. New developments and structures should be sensitive to the view from existing grounds. The rear of structures shall not face public road rights of way. No parking or drive aisles will be permitted in any setback other than in the case of drive aisles necessary to grant ingress and egress.
- k) Minimize the visibility of telecommunication, utility, and energy generation technologies to behind buildings where possible.

⁷² See Environmental Analysis Appendix for further information
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- l) Continue the focus on the downtown as the primary commercial and governmental district in the community. Activity-generating businesses such as retail shops and restaurants should fill most of the first floor spaces. Upper floors may have a variety of uses such as residences, offices, and support services.
- m) Encourage the Main Street approach to preserve the heritage of the downtown, to enhance the attractiveness of the downtown, and to strengthen its economy. Collaborate with business leaders to consider creating a Granville area community improvement corporation to facilitate downtown and overall community economic development projects and to continue to permit and promote fairs, festivals, and the Farmers Market within the downtown district.
- n) Investigate becoming a Certified Local Government (CLG) so that the community can become eligible for historic preservation grants available through the State of Ohio. This would lead to the possibility of applying for the Ohio Historic Preservation Tax Credit to renovate historically significant buildings.⁷³
- o) Work with Licking County and regional economic development offices to actively market the existing and future research and technology sites to desired businesses considering relocation to the area.

3) Community Facilities

- a) Work cooperatively with the Granville School District regarding expansion plans, location of new schools, infrastructure needs, safety issues, and the impacts of development on enrollment and finances.
- b) Encourage other Community Facilities to be designed as integral parts of the neighborhoods they serve. This careful integration of uses will create distinctive neighborhoods and avoid the sprawling suburbanization experienced by other communities.⁷⁴
- c) Encourage the location of large community wide facilities where adequate infrastructure, such as road capacity, sewers, and water, exists to serve the intended uses. It would also be beneficial if alternative connections such as bike paths could provide access to these facilities.⁷⁵

VI. Future Participation & Assessment Policy and Strategy Recommendations

- 1) The Village and Township should devise a procedure providing for a periodic assessment, with community participation, of the timeliness and thoroughness of this plan's implementation, and an evaluation of the validity of its recommendations in light of the factors that influenced community growth.⁷⁶

⁷³ See *Appendix B* for additional information about CLG.

⁷⁴ Granville Comprehensive Plan (2001)

⁷⁵ Granville Comprehensive Plan 2001

⁷⁶ Granville Comprehensive Plan 2001

- 2) The Township Trustees and the Village Council could adopt resolutions specifying details of a review procedure for the progress of implementing this plan.⁷⁷ Denison University could assist the local jurisdictions in developing benchmarks and measures for such an evaluation process.
- 3) When specific issues arise, a task force of Granville Village Council, Township Trustees, and School Board members should be established to develop clear guidelines by which a regional approach could be implemented.⁷⁸

⁷⁷ Granville Comprehensive Plan 2001

⁷⁸ Granville Comprehensive Plan 2001