

UNION TOWNSHIP COMPREHENSIVE PLAN

ADOPTED JULY 1
2024



Letter to the Community	1
Stakeholder & Steering Committee	2
SECTION I	
Introduction & Executive Summary	3
SECTION II	
Township History	7
SECTION III	
Evolving Conditions & Trends	10
Study Area	11
Physical Features	14
Demographics	18
Economics	23
Income	24
Housing	26
Services	29
Existing Economic Development Incentives	44
Area Community & Transportation Plans	48
SECTION IV	
Community Engagement	63
SECTION V	
Key Planning Themes, Goals, and Recommendations	66
SECTION VI	
Glossary	105
Implementation Matrix	110
Appendix	114

TABLE OF CONTENTS

Letter to Our Community

On behalf of the Union Township residents and business owners, the Union Township Trustees present the 2024 Union Township Comprehensive Plan, which is an update to and replaces the current comprehensive plan adopted in 1998. Development and growth pressures have significantly increased over the last few years, prompting the Township Trustees to take proactive steps to respond to these trends and prepare for the future. This Comprehensive Plan is a follow-up to an Economic Development Strategy, prepared by the Montrose Group and adopted by the Trustees in 2023, which sets an economic policy framework to help protect the Township's tax base. The overarching purpose of this Comprehensive Plan is to identify land uses that align with the Economic Development Strategy while preserving the rural character and protecting the agriculture roots so dear to this Township.

This plan has been prepared by Union Township with Crossroads Community Planning ("Crossroads") and through input from a Stakeholder Committee comprised of residents, business owners, and technical agencies from the local, county, and state levels. A community survey was completed at the beginning of the process and two public engagement meetings were held prior to final recommendations being made. We hope that this plan will set the stage for the future of the Township and help guide us through these challenging times.

Sincerely,

Union Township Board of Trustees

Stakeholder & Steering Committee Members

Stakeholder Committee

Jeff Brown — Granville Exempted Village School District Superintendent

Martha Cable — Farm Representative

Dave Clay — Executive Vice President of Operations, Strait & Lamp Lumber

Casey Curtis — Granville Township Fire Chief, Township Resident

Nicholas Eippert — Attorney, Southwest Licking Water and Sewer District

Jack Justice — Township Resident & Hebron Area Historical Society

Nick Mason — Township Resident

Brent McDonald — Owner of McDonald Auto & Truck Repair

Lisa Messenger — Hebron Area Historical Society

Mike Ponzani — Attorney, MPW

Terry Tackett — Township Resident

Justin Weaver — West Licking Fire District Representative, Township Resident

Cory Zigan — Farm Representative

Steering Committee

Paula Greene — Township Administrator

Jennifer Kurkowski — Zoning Commission

Shawn Murphy — Board of Zoning Appeals

Roger Start — Township Trustee



Section I

Introduction & Executive Summary

INTRODUCTION

The 2024 Union Township Comprehensive Plan (“Comprehensive Plan”) is designed to serve as a blueprint for land use and public policy decisions within Union Township, (both the “Township” and “Union Township”), over the next several decades. Union Township sits in a unique position along the Interstate 70 Corridor surrounded by several municipalities including the Village of Hebron, the City of Heath, Kirkersville, the Village of Granville and Granville Township (“Granville”), including the Village and the Township, and the Village of Buckeye Lake. Unprecedented growth is occurring in Licking County with both logistics and tech-oriented business developments. These types of uses need utilities and zoning that the Township cannot currently provide. Development pressures along the Township’s southern and eastern boundaries could result in landowners seeking annexation from a neighboring municipality if the Township is unable to respond to these infrastructure and zoning requests. Once Township land is annexed into a municipality, the Township loses all control over the regulations of land use, zoning, and the quality of development. Annexation can also erode the Township tax base. Union Township has a deep-rooted agricultural history that residents clearly want to maintain. Residents have expressed their desire to maintain the rural character and to limit development encroachments as much as possible. For these reasons, this plan recommends an intentional development approach to balance these growth pressures while maintaining an agricultural heritage as the heart of the Township.

What is a Comprehensive Plan?

A comprehensive plan, also known as a master plan or strategic plan, is a document that guides the land use, development, and direction of a municipality, township, or county for the long term. A comprehensive plan identifies issues, formulates ideas, and proposes policy to inform the community and officials of the direction a community’s zoning, land use, and development should take.

Comprehensive plans identify current issues and trends shaping the community. They also gather information on the current state of the community, such as demographics, housing, land use, open space, recreation, transportation, utilities, and other items. Furthermore, the planning process involves input and feedback from public officials and the residents, which is used

to determine the character and direction of the community. The plan develops a vision statement and guiding principles for the community with this information. Finally, these documents propose policies to help guide officials and residents to represent goals related to these aspects. This includes future land uses but can also include recommendations on items such as infrastructure, public services, and sustainability.

One of the goals of this Comprehensive Plan is to identify key areas for development within Union Township. These areas have been identified considering existing economic development tools within the Township, future infrastructure plans, and previous planning efforts within the Township and surrounding municipalities. This targeted development will raise funds through economic development tools, such as Joint Economic Development Agreements (JEDDs) which will fund improvements without increasing taxes within the Township. These funds can be utilized for the long-term maintenance of the Township improvements, reducing the likelihood of the need to raise taxes in the future. These development areas will also be supported through zoning recommended within this Comprehensive Plan.

Zoning, like comprehensive planning, is related to shaping the long-term development of a community. However, they are separate processes. Unlike zoning, a comprehensive plan is nonbinding: the document holds no legal discretion to regulate land use and development standards. Zoning is the legal mechanism townships use to enact and enforce land use regulations. However, the comprehensive plan is still related to zoning, as it is a manifestation of the goals and ideas of the Township's officials and community members. Planners, residents, and other individuals consult the comprehensive plan regarding all zoning and land use matters, from revising the zoning code to approving or denying development proposals.

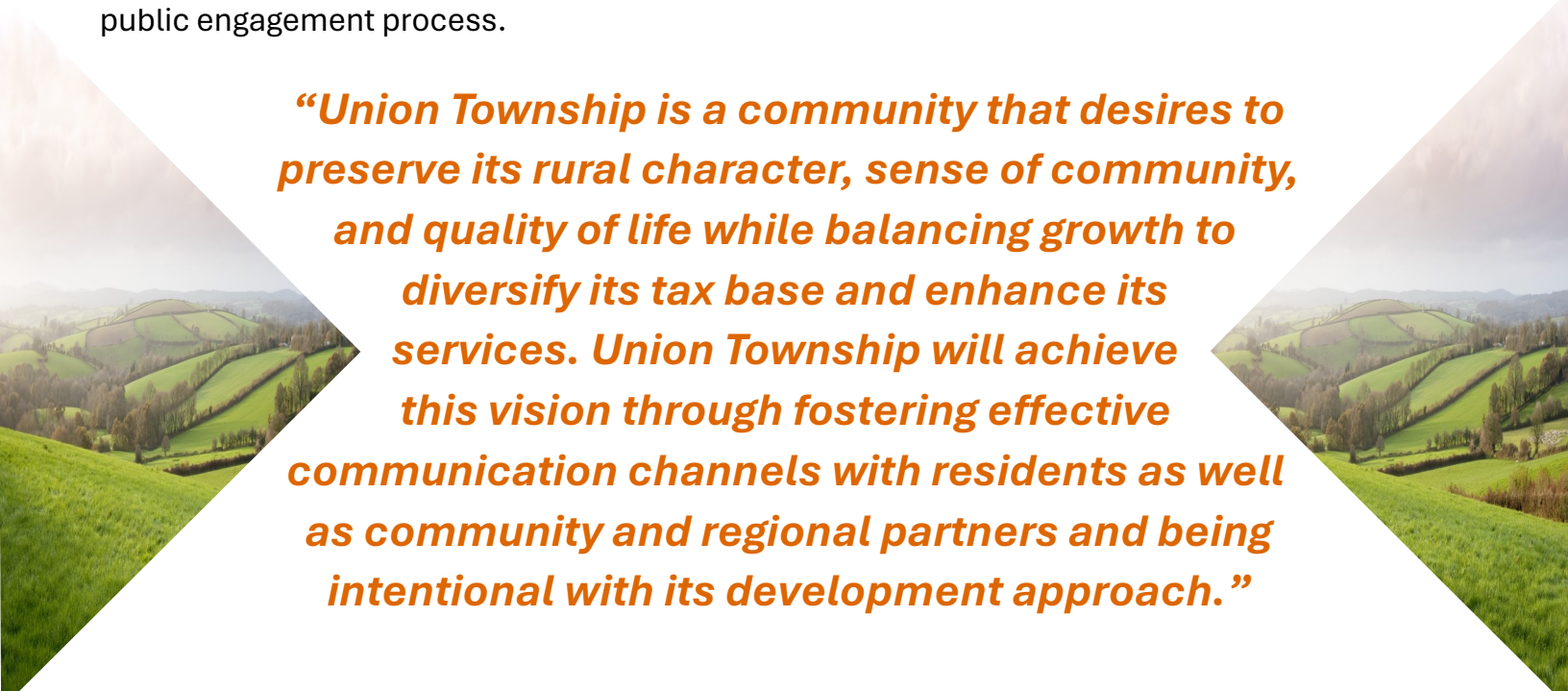


Comprehensive plans, much like zoning, became mainstream in most US municipalities in the 1920s after Congress passed the Standard State Zoning Enabling Act and Standard City Planning Enabling Act. During most of the twentieth century, the comprehensive plans were mainly the creation of city leaders alone. In recent years, most communities have made efforts to provide residents with a more prominent voice in the comprehensive plan process.

Comprehensive plans typically should be updated no less than every 10 years. Additionally, a full planning process resulting in a completely new plan should be completed no less than once every 20 years. This ensures that these plans stay up to date to consider current local trends, data, and changes in the population.

VISION STATEMENT & PLANNING THEMES

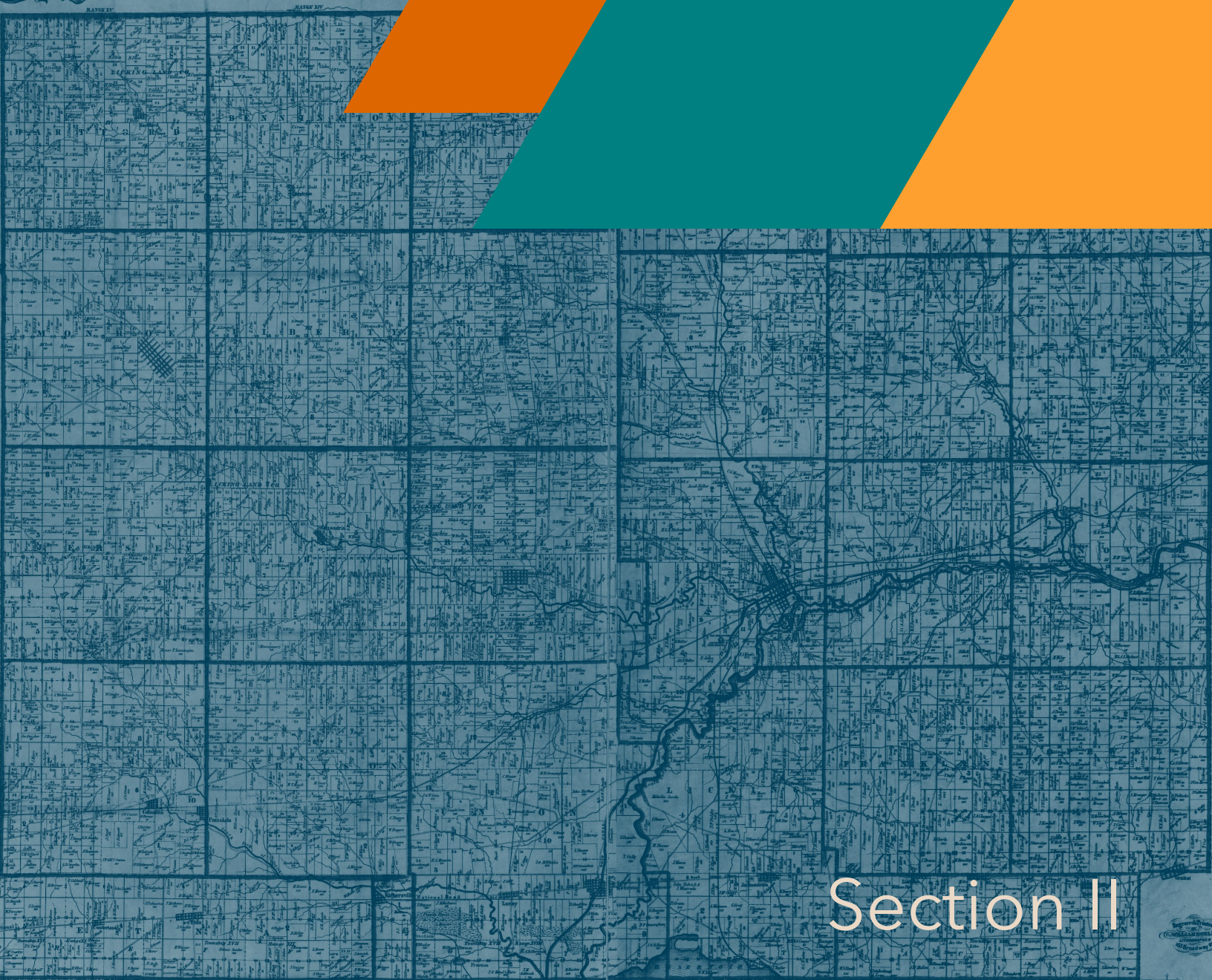
A vision statement is an essential part of any comprehensive plan. All aspects of the plan are compared to the vision statement to determine whether they adhere to the vision for the community. The following Vision Statement for Union Township was established after consultation with the Stakeholder Committee, residents and township officials through the public engagement process.



“Union Township is a community that desires to preserve its rural character, sense of community, and quality of life while balancing growth to diversify its tax base and enhance its services. Union Township will achieve this vision through fostering effective communication channels with residents as well as community and regional partners and being intentional with its development approach.”

Four Planning Themes were also established to help guide the planning process. These themes are explained throughout the plan and set the stage for creating the final recommendations for plan implementation. The Planning Themes are:

- 1. Balancing Growth and Preservation to Protect and Enhance the Quality of Life**
- 2. Fostering Partnerships to Enhance Community Services**
- 3. Supporting Sustainable Infrastructure**
- 4. Promoting Economic Prosperity**



Section II

Union Township History

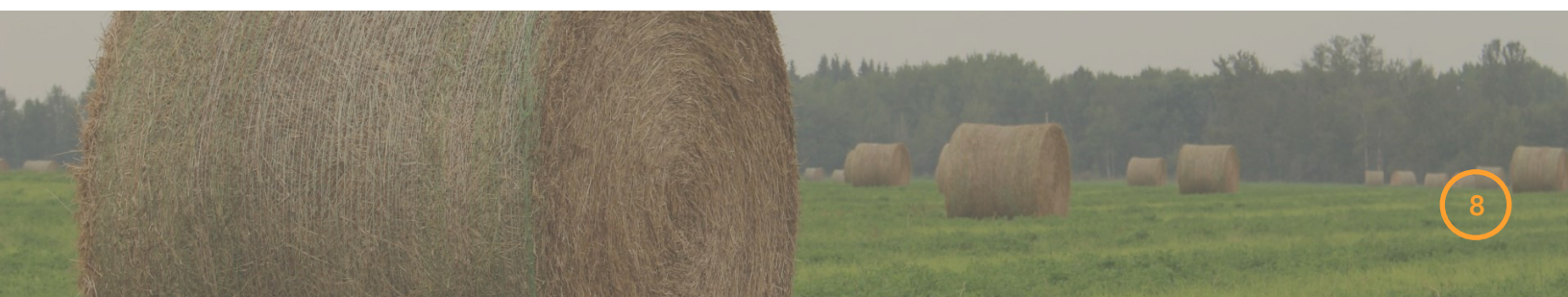
TOWNSHIP HISTORY¹

Union Township is the largest township in Licking County by area, comprising of 21,035 acres. Located in the south-central section of the County, Union Township is adjacent to the Village of Hebron, with a population of 2,355, located at the crossroads of State Route (“SR”) 79, or Hebron Road, and US 40, National Road. Also bordering Union Township is the Village of Buckeye Lake, which lies in the southeast corner of the Township. The current population of the Village of Buckeye Lake is 2,551. The cities of Newark and Heath are adjacent to the Township in the northeast quarter. The City of Columbus lies approximately 25 miles to the west of Union Township and is easily accessed via Interstate 70. To the west, the Village of Kirkersville, located in Harrison Township, is also adjacent to Union Township. The Village of Granville lies several miles to the north along State Route 37. Additionally, Union Township is in close proximity to the Intel site in New Albany.

The land of Union Township and Licking County was originally the home of the Wyandot Native Americans. By 1800, their presence had disappeared, and they were displaced by US settlers, who would become the founders of Union Township. Despite the Wyandots’ absence, one can still find records of their history, such as artifacts in farmland fields and their signal mounds, which are among the highest points in Union Township.

Due to rich soil, the abundance of wildlife, and a large supply of timber, agriculture has always been the backbone of Union Township. With the construction of the Ohio Canal in 1828, the Central Ohio Railroad in 1834, and the Cumberland National Road in 1853, the Township, including its principal town, Hebron, became the Licking River Valley’s shipping capital for grain and pork. Agriculture is still the principal product of Union Township and is a vital component of the economy as well as the lifestyle of Licking County and Union Township. Most of the farmed areas are in the western half of the county. The farmed areas in the hilly, eastern part are used mainly as pasture or hay land, but some areas are used as cropland. The principal crops in Union Township are corn (yellow dent, popcorn, some food grade corn), soybeans, and wheat.

¹ Adapted from the history section on the Union Township website: <https://www.uniontownship-licking.com/about>



Concerning livestock, the Township currently has less than 10 dairy farms, some beef and pork confinement facilities, and no major poultry facilities.

The three primary areas of settlement within Union Township were Union Station, Luray, and the Village of Hebron. The first schoolhouse was built in 1816 and was believed to have been located in the northeastern portion of the Township. The Luray School followed and was located at the top of the hill on National Road, midway between Luray and the Village of Hebron. In 1849, the first Hebron School was built on North Street in the Village of Hebron. The longest running church in the Township, is the Licking Baptist Church, established in 1807 with their first building built in 1811. Several other churches were established throughout the Township during the mid to late 1800's.

The Township also hosted early manufacturing. The first recorded manufacturing site was a mill on the banks of Auter Creek in 1803. Union Township's manufacturing continued to prosper throughout the late 1800's and early 1900's. The creation of the Newark Industrial Park in the late 1960s provided a significant boost to the Township's manufacturing sector. The park continues to grow and employs over 4,000 workers today.²

Agriculture and manufacturing were the foundation of the community which has since diversified itself across numerous sectors. While agriculture continues to be a primary economy for the Township, manufacturing areas have largely been annexed into surrounding municipalities. Balancing these land uses will be a key theme throughout this planning document.

²Kent Mallett, "No Fooling: Hebron Industrial Park Road Improvements Finally Begin," *Newark Advocate*, April 1, 2020, <https://www.newarkadvocate.com/story/news/2020/04/01/hebron-industrial-park-road-improvements-finally-begin/5096868002/>.



Section III

Evolving Conditions & Trends

EXISTING CONDITIONS & TRENDS

STUDY AREA

The study area for this plan includes the unincorporated area of Union Township. Figure 1 shows the borders of the unincorporated Township, as well as the areas for each city or village where land has been annexed from the Township.

Union Township is defined by a few major features including several major roadways that run through the area. Interstate 70 traverses the southern quarter of the Township and has two interchanges at SR 37 and SR 79. U.S. 40, the National Road, has 2 lanes and runs parallel to I-70 about a mile north. It intersects with SR 37 with a stoplight, and with SR 79 as a divided highway interchange. SR 79 itself runs north-south through the eastern quarter of the Township. This road is primarily a 5-lane road (2 lanes each direction plus a center turn lane), but it becomes a limited access bypass around the Village of Hebron with the interchanges noted above. SR 37 is the other major north-south road through the Township. This is a 2-lane road.

The other major feature in Union Township is Buckeye Lake. The lake, which includes the oldest State Park in Ohio, is a 3,100-acre freshwater reservoir that is a popular boating, fishing and swimming location. The Lake itself stretches across three counties (Licking, Fairfield and Perry) and numerous jurisdictions. The southeasternmost corner of the Township intersects with the lake. The entire area has been annexed by the Village of Buckeye Lake, which lies

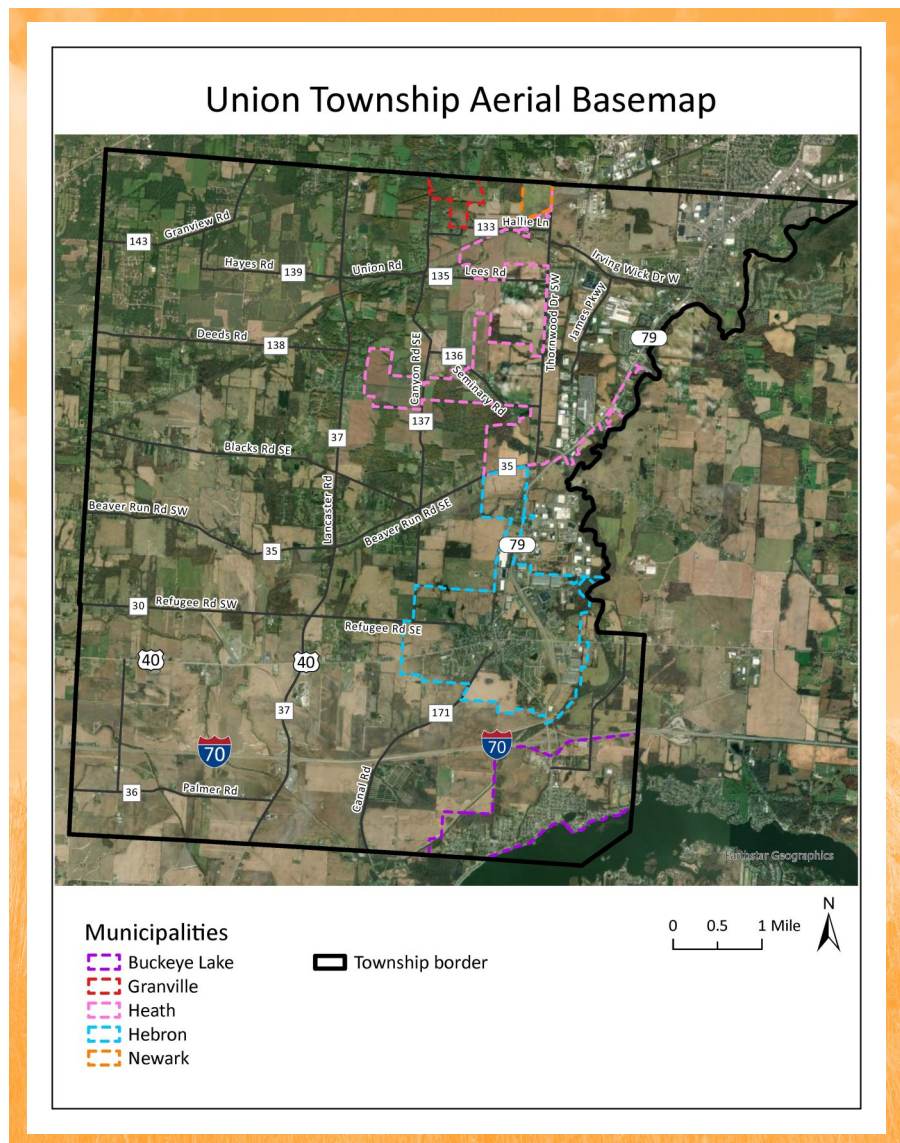


Figure 1: Basemap

along its northern shore and is the most significant settlement on the lakeshore. This area is accessible from I-70 at the SR 79 interchange, with SR 79 running through the Village and to the northwestern corner of the Lake.

Union Township has several other jurisdictions that have annexed land within its boundaries as shown on the base map. A majority of the eastern quarter of the Township along SR 79 has been developed while the City of Heath and the Village of Hebron have annexed much of the land along SR 79. This corridor has been heavily developed with substantial commercial and industrial development. Residential neighborhoods also lie off SR 79 along with some vacant land still in the area. The Township has an industrial park on the east side of 79 between the City of Heath and the Village of Hebron that has not been annexed. Additionally, there is a small area along the I-70/SR 79 interchange between the City of Heath and Village of Buckeye Lake that is still in the Township.

There are two other cities that have annexed land in the Township. Newark and Granville both have small sections of Township land that they have annexed just west of the City of Heath. Finally, the Village of Kirkersville has not annexed any land in Union Township but a small portion of Kirkersville borders the Township in the southwest corner.

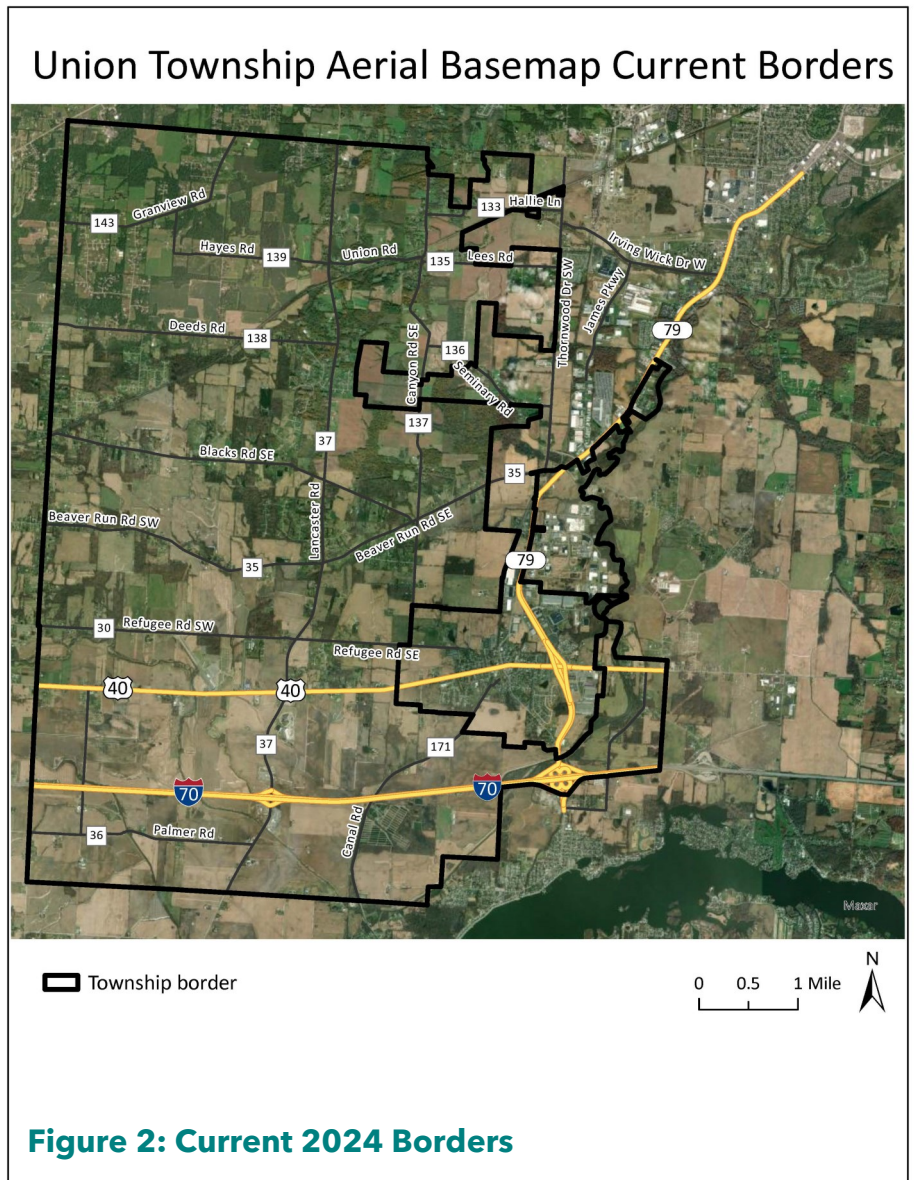
The remaining areas of Union Township that have not been annexed are largely a mix of agricultural and large lot residential. This describes most of the Township outside the SR 79 corridor, with the southern area along I-70 and US 40 being the least developed area. Much of SR 37 north of Beaver Run Road has large lot subdivisions along its length. Additionally, there are large areas of large-lot subdivisions along the western border and northwestern corner of Union Township. Overall, this provides the Township with a highly variable development pattern.

The historical borders of Union Township are fairly squared off except where they follow natural features. On the southeast corner the border runs at a 45-degree angle for a bit to incorporate a portion of Buckeye Lake. The eastern border is highly variable, as it follows the South Fork of the Licking River along most of its extent.

STUDY AREA CONTINUED

The current Township boundaries are different than the historical ones. While there are several communities that have annexed land, two communities have what is referred to as a “paper township”. In Ohio, when a city with a paper township annexes land, it not only removes the land from the township’s jurisdiction, it changes the borders of the township itself by transferring the land to a new township that corresponds to the city’s boundaries. This has the effect of capturing all of the tax base for the annexing jurisdiction, including funds that might otherwise go towards fire services, for example.

Figure 2 shows the current underlying Township borders. Note that the Cities of Newark and Heath have both taken land out of Union Township when annexing by using a paper township, however, Heath has not yet conformed all of their boundaries. The other communities, the Villages of Hebron, Buckeye Lake, and Granville, have annexed land in the Township but have not removed it to a paper township. As a result, Union Township is the underlying Township and receives some tax revenue from land in these communities, while it receives no tax revenue from land in the Cities of Newark and Heath where boundaries are conformed.



STUDY AREA CONTINUED

PHYSICAL FEATURES

TOPOGRAPHY & TREE CANOPY

Overall, the terrain in Union Township is relatively flat to rolling, with few natural barriers. There is a stretch of more rolling land that extends from the northern border of the Township through the center as seen in the map in Figure 3. While this land is more rolling, it is not a significant barrier to development or use of the land in most cases.

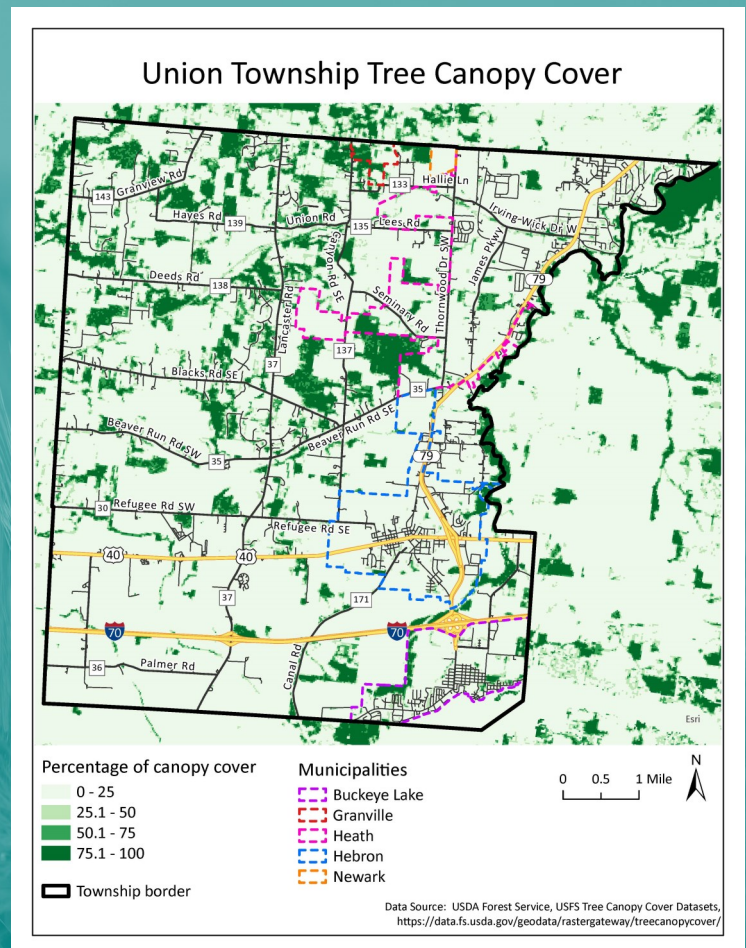
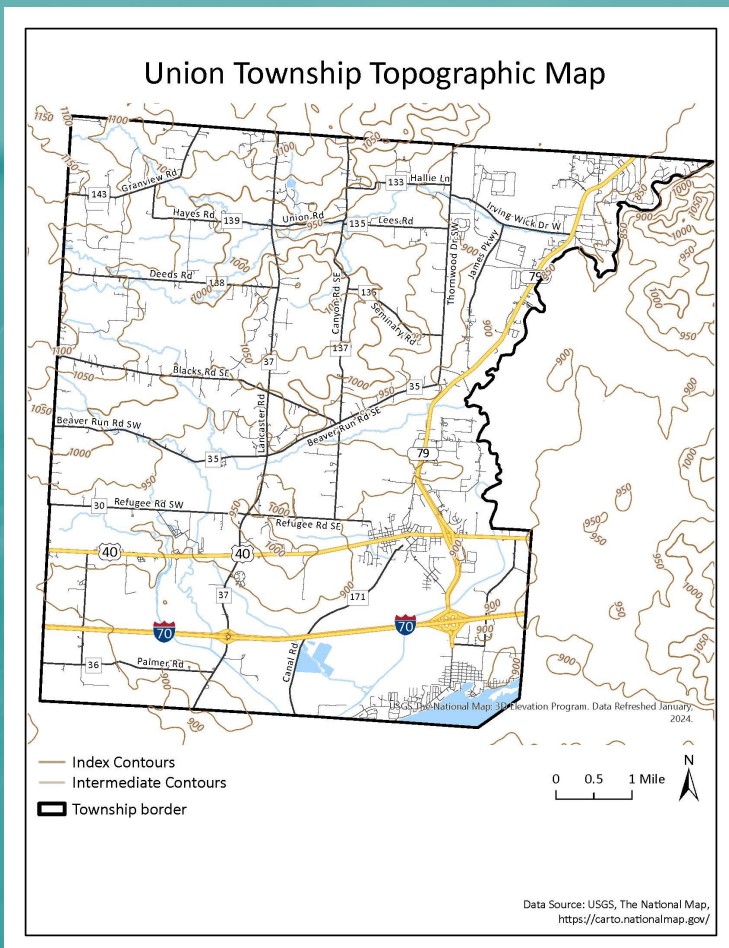


Figure 3: Topography

Figure 4: Tree Canopy

Additionally, Figure 4 is a map of the tree canopy cover of Union Township. As shown, the tree cover is concentrated in the central and northwest areas of the Township. Additionally, much of the tree cover in the central area follows the rolling land. The eastern boundary is developed and therefore has little tree cover. The southern area is flatter, has less tree cover and is primarily agricultural, as well as being well-located to I-70 and US 40.

PHYSICAL FEATURES

STREAMS, FLOODPLAINS, & WETLANDS

Figure 5 is a map of existing floodplains and wetlands, delineating the major water features in the Township.

The Township has several waterways that run through it. The South Fork of the Licking River runs along the eastern end of the Township for a length, and then curves west/northwest and runs through the southern end of the Township. This area, where it turns west near Buckeye Lake, has substantial floodplain associated with it. This floodplain covers much of the southern area of the Township along I-70 and stretches north to US 40 in some areas. This floodplain must be considered as this area develops in the future.

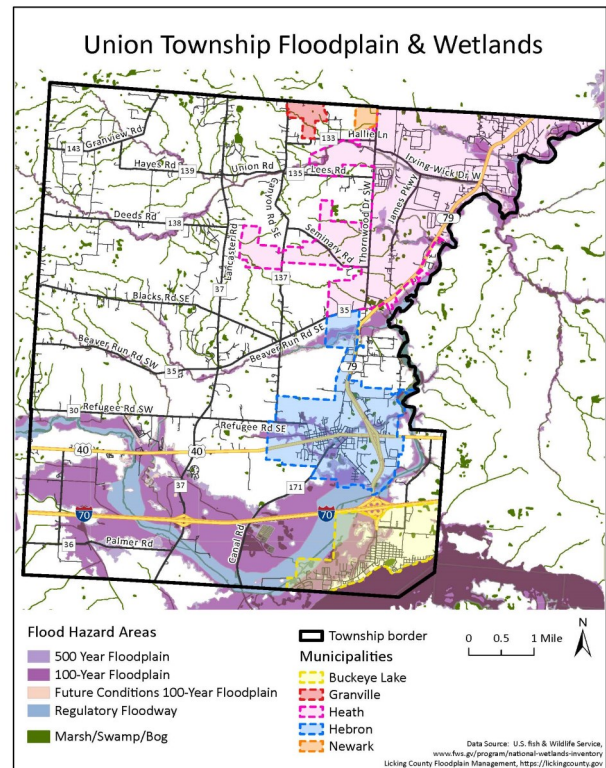


Figure 5: Floodplains & Wetlands

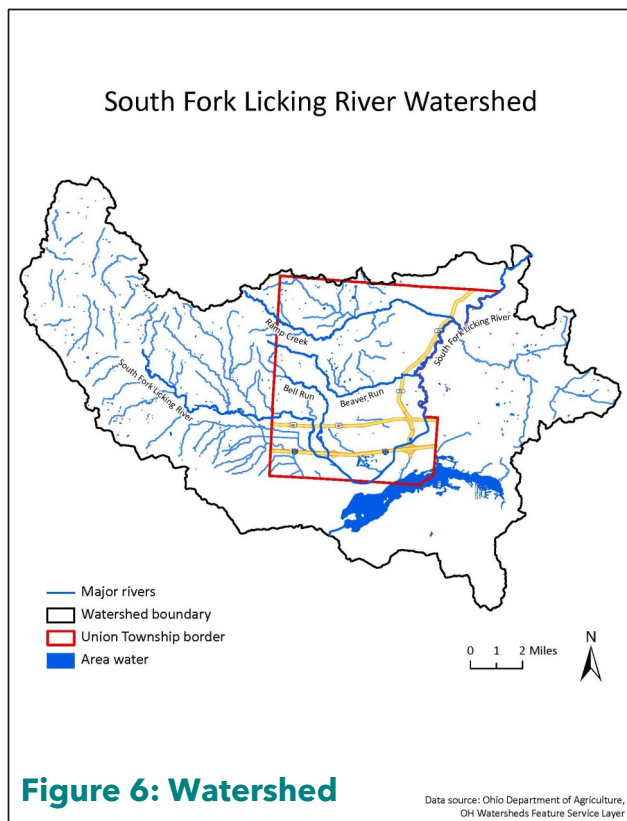


Figure 6: Watershed

Data source: Ohio Department of Agriculture, OH Watersheds Feature Service Layer

There are two significant tributaries to the Licking River that run through the Township. Beaver Run flows through the center of the Township, intersecting the Licking River on the eastern border. It has some wetlands associated with it, particularly as it nears the Licking River. Ramp Creek runs through the northern area of the Township and also intersects the Licking River at the western Township border. The stream forks and splits into two stream beds as it runs eastward. Ramp Creek has some wetlands associated with it, but these are not significant. Figure 6 shows the South Fork Licking Watershed and rivers and streams through the Township.

PHYSICAL FEATURES

SOILS

Figure 7 is a map of the soil drainage characteristics in Union Township.

Soil type impacts elements of land use such as the quality of farmland, water drainage, and the ability to build structures. The map shows that the southern area of the Township has an abundance of poorly drained soils, despite some veins of well-drained soils bordering the floodplain areas. The best draining soils are in the north central portion of the Township, which corresponds to the rolling land with higher tree cover. The northwest corner is moderately well-drained, and the northeast has a mixture of drainage types.

The presence of a substantial amount of poorly drained soils is fairly typical of soils in Central Ohio. Much of the region consists of poorly drained soils and require additional engineering to ensure suitable construction, foundation stability and drainage. Since the region is familiar with these practices, they are not a significant impediment to construction.

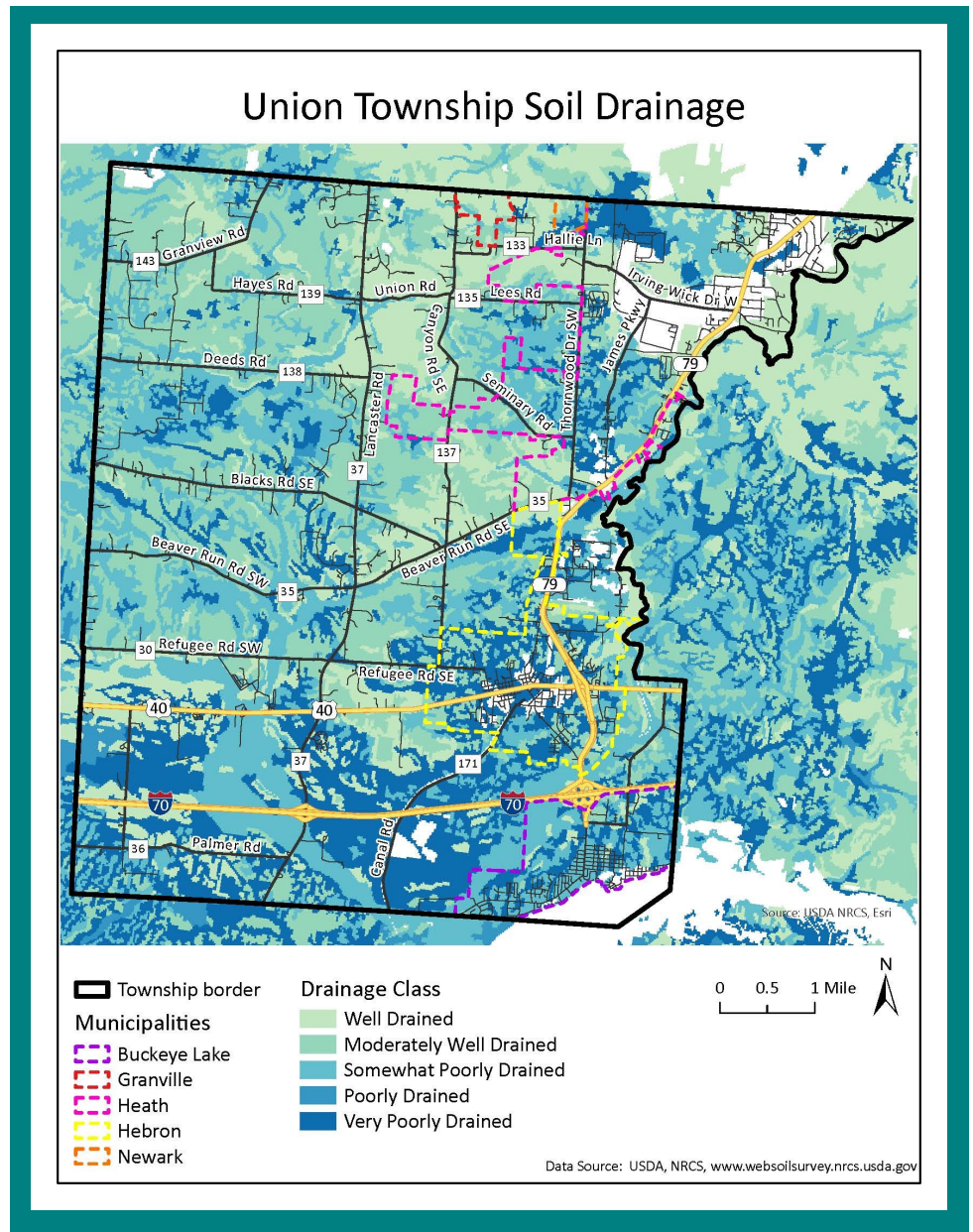


Figure 7: Soils

PHYSICAL FEATURES

FARMLAND

A majority of the land in Union Township is classified as prime farmland by the United States Department of Agriculture (USDA) Soil Survey Geographic Database (SSURGO) Farmland Classification. Figure 8 is a map of the farmland showing the classifications.

The map shows that there is a concentration of farmland labeled “Farmland of Local Importance” through the north-central area of the Township. This farmland is considered lower quality than prime farmland, but still functional. These farmlands correspond with the rolling lands and heavier tree canopy. Additionally, the urbanized areas of the Township are shown as not prime farmland on the map in Figure 8.

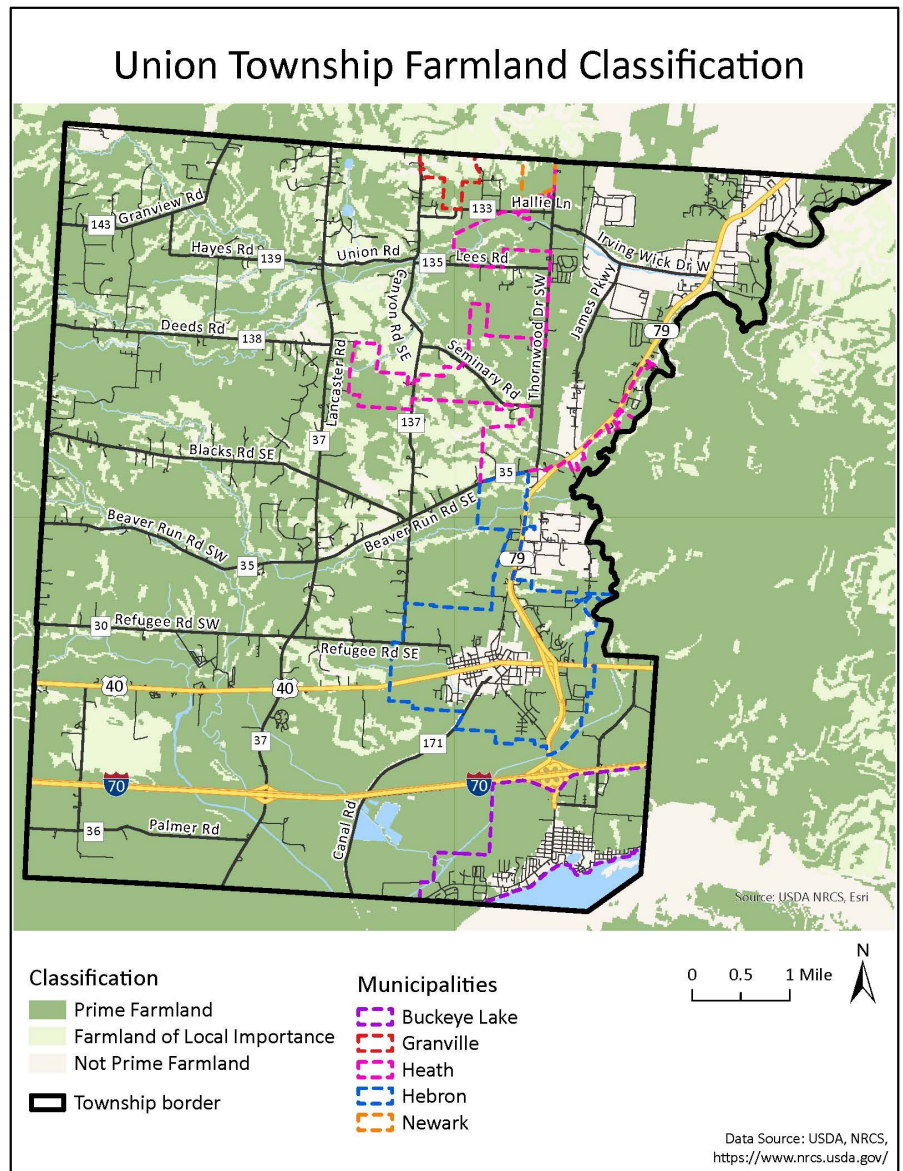


Figure 8: Farmland



DEMOGRAPHICS

The demographics analysis for Union Township is included below and includes only the unincorporated areas of the Township, which excludes all villages and cities in the area. This provides a snapshot of the areas over which the Union Township administration currently has the most control.

POPULATION

The population of Union Township has increased in recent years. In 2000, the population of the currently unincorporated areas of the Township was 2,744. This increased to 3,684, a 34.3% increase from 2000 - 2010. The Township experienced another increase to 4,294, or a 15.3% rise, from 2010-2020. Figure 9 visualizes this growth. This is a faster rate of growth than either Licking County or the State of Ohio during this period. Licking County showed a growth rate of approximately half of Union Township in both decades, while Ohio showed minimal growth between 1.5 to 3% per decade, with a rate that actually increased in 2010-2020.

This increase in the Township’s population is unsurprising. The Township is located between Columbus and Newark, a rapidly developing area. The presence of I-70, US 40 and SR 79 provide ample locations for both business development and associated residential growth.

SR 79 through and just north of the Township in particular is a growing employment hub, which would generate demand for additional housing in the area. Additionally, the Etna Logistics Park just to the west along I-70 and U.S. 40 has been a rapidly growing jobs hub.

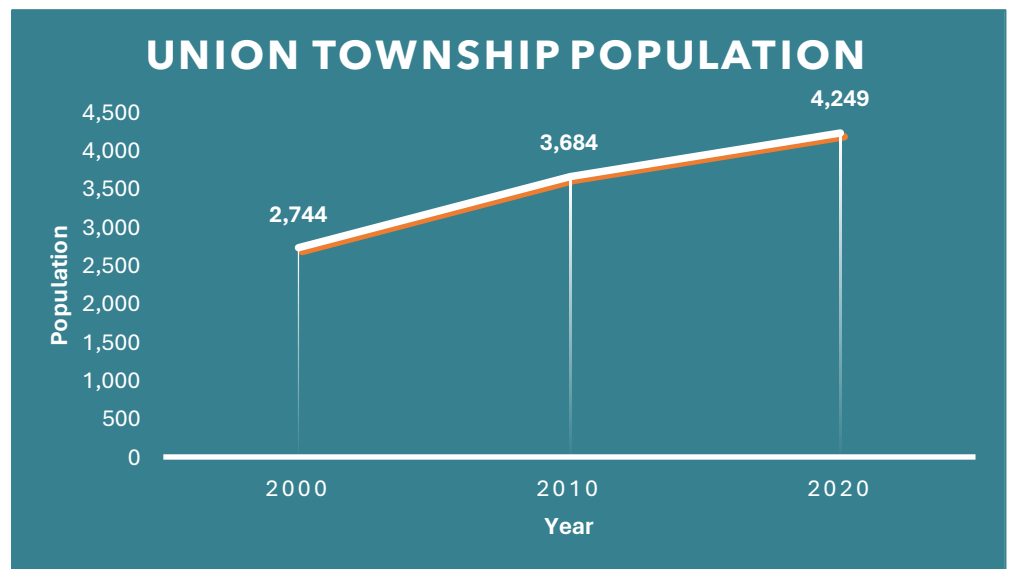


Figure 9: Population

Source: 2000, 2010 & 2020 U.S. Census

DEMOGRAPHICS

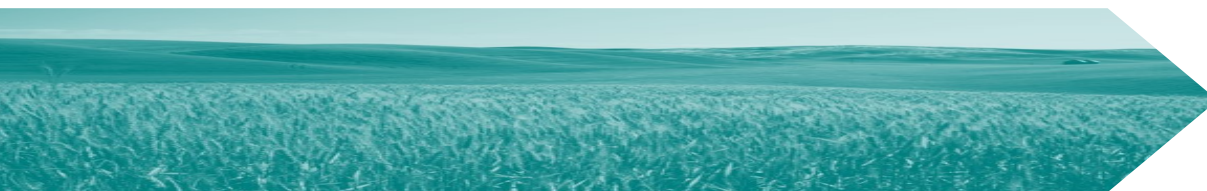
POPULATION CONTINUED

The population of the Township is expected to continue its rapid growth in the near future, driven primarily by the community's proximity to job centers. The announcement of the Intel semiconductor facility and massive new Amazon data hub in New Albany, along with other significant job growth in nearby Jersey Township will result in rapid development along the SR 161/SR 37/SR 16 corridor between New Albany and Newark. This corridor runs just north of the Township. The City of Heath and the Village of Hebron, situated along SR 79 through the eastern portion of Union Township, are positioning themselves to capture a portion of this new growth being generated from Intel and other corporations. Within Union Township, growth is expected to coalesce around SR 37, another important north-south corridor, in the southern portion of the Township encompassing US 40 and Refugee Road. Additionally, development in Pataskala and Etna Township to the west is pushing east towards the Township rapidly. Finally, the region around Buckeye Lake in the southeast corner of the Township is benefiting from the recent reconstruction of the Buckeye Lake Dam and associated improvements. All of these factors should lead to enhanced development pressure on Union Township, including both job growth and the associated residential growth.

AGE, RACE, & EDUCATION

Union Township is more racially homogenous than Licking County or Ohio. Compared to 86.3% in the county and 77% statewide, 93.1% of the Township identifies as white. The number of persons who identify with two or more races in the Township is 4.5%, which is close to the proportions in Licking County and Ohio. While currently a relatively homogenous Township, as growth occurs, this profile may become more diverse.

Figure 10 on the following page shows a breakdown of racial demographics in the Township compared to Licking County and the State of Ohio.



DEMOGRAPHICS

AGE, RACE, & EDUCATION CONTINUED

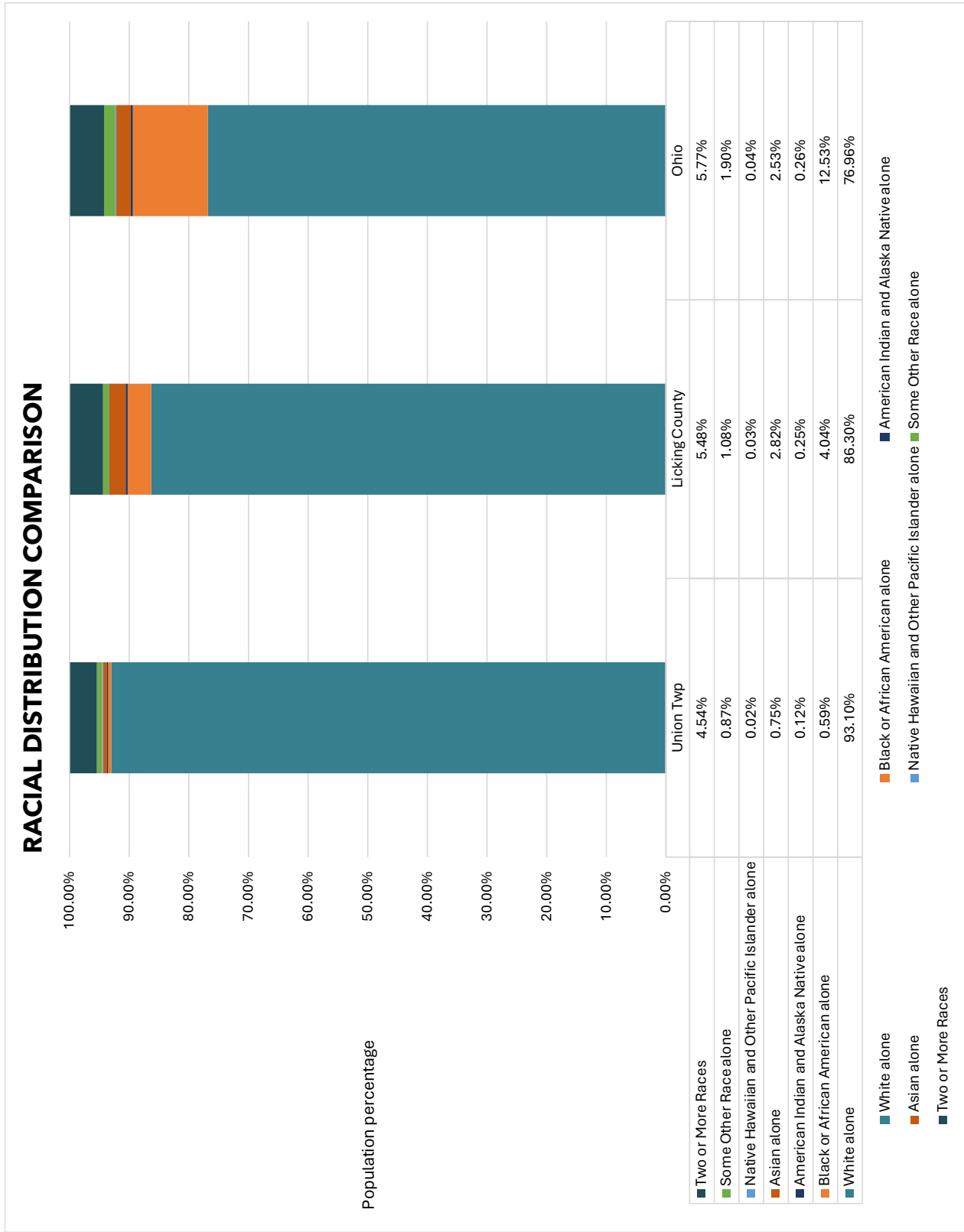


Figure 10: Racial Distribution

DEMOGRAPHICS

AGE, RACE, & EDUCATION CONTINUED

Union Township has a fairly balanced distribution of population in age cohorts, and trends fairly closely to both Licking County and Ohio in most age brackets, see Figure 11. The Township has between 24% and 27% of its population in the 0-19 age bracket, 40-59 age bracket and 60-79 age bracket. This demonstrates a steady, stable population profile. There is a drop in residents in the coveted 20-39 age bracket, at 19.77%, which is lower than both Ohio and Licking County. This is somewhat expected considering the Township is a more rural community on the edge of developing areas, and likely attracts more established, married families with children, while young adults leave for college or to live near other young singles. However, it may also indicate the need for more entry-level housing to accommodate this age group. Clearly empty-nesters residents are also remaining in the area once their children leave. However, there is a significant drop-off in the over 80 population. While this is no doubt the result of higher mortality in this age range, it also may indicate the lack of appropriate housing choices for older seniors. This percentage is about half of Licking County and Ohio's share of the over 80 population.

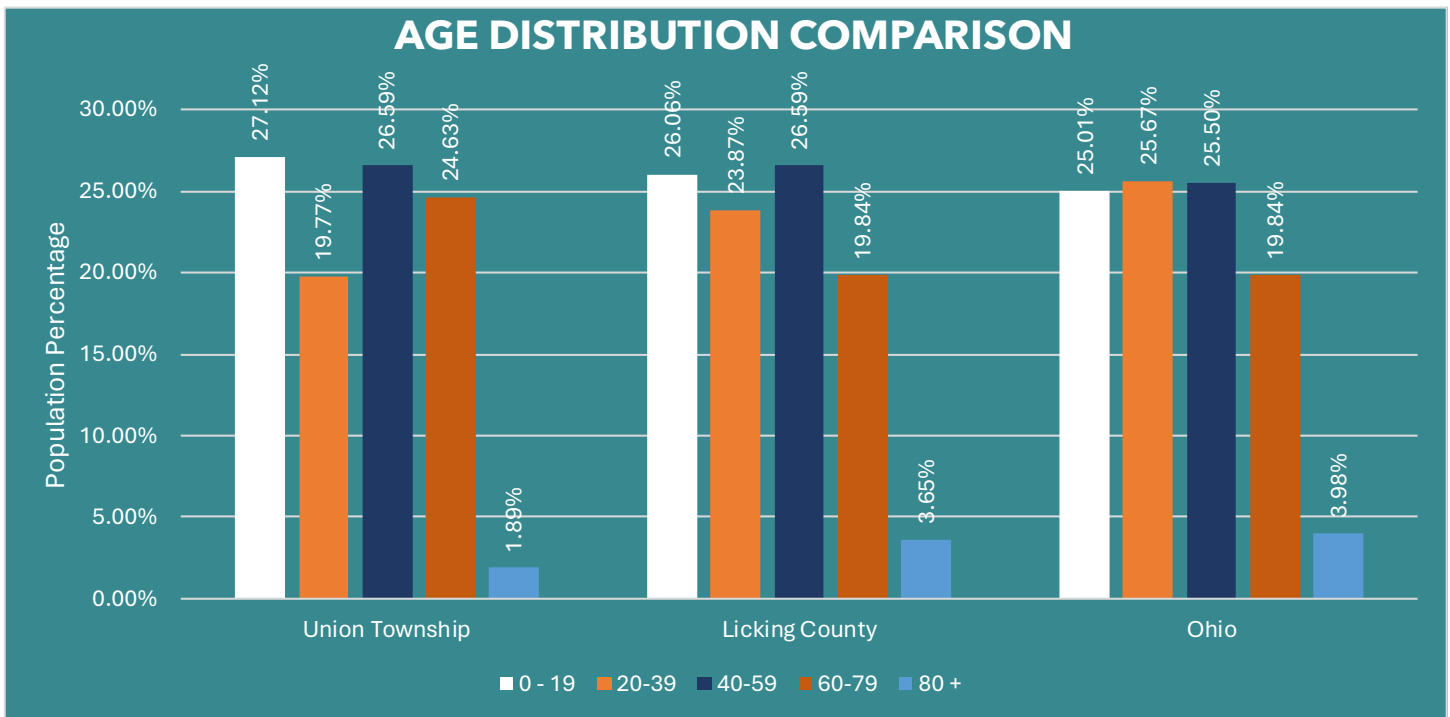


Figure 11: Age Distribution

Source: 2021 American Community Survey

DEMOGRAPHICS

AGE, RACE, & EDUCATION CONTINUED

Union Township has a varied educational profile. The Township has a higher level of residents over the age of 25 with bachelor's degrees and graduate/professional degrees than both Licking County and Ohio. However, its percentage of those without a high school diploma is also higher than the County and State as a whole. It's level of those with a high school diploma but no other education is in line with Licking County and slightly higher than Ohio. Figure 12 shows the education breakdown.

Figure 12 shows the education breakdown.

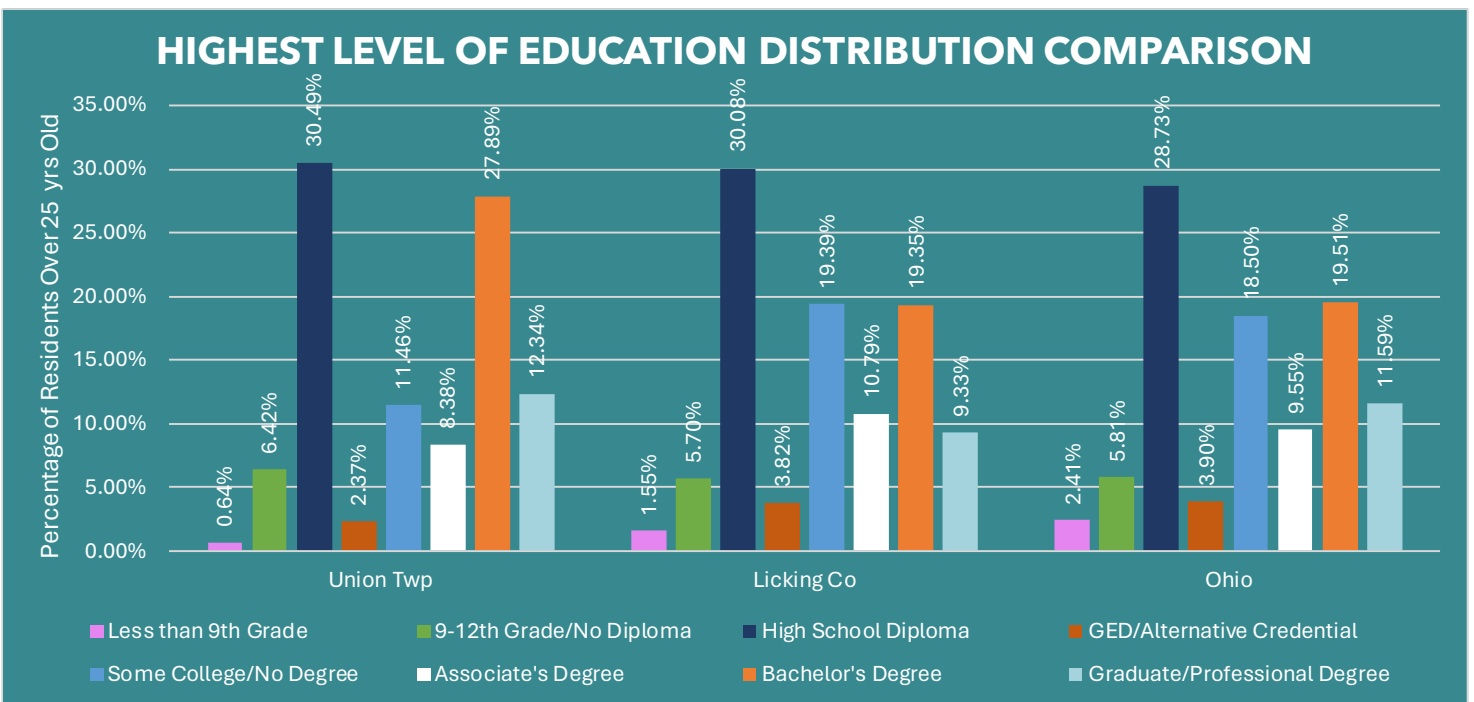


Figure 12: Education Distribution Source: ESRI 2022

A strong economy needs to provide jobs for those at varying educational levels. Union Township's educational levels demonstrate that it adheres to what may be considered a traditional profile of blue collar/pink collar trades vs professional employment. While this may be overly simplified, the Township should look to provide jobs in professional, trade and service/care industries to help all residents achieve gainful employment locally. Additionally, the Township should seek to grow job categories that will be attractive to younger workers to encourage them to remain in the community.



ECONOMICS

Union Township has concentrations in several industries which appear to match up with the educational cohorts of the previous section.

Figure 13 shows the occupation distribution in Union Township. The most prominent occupation groups in the Township are “Office/Administrative Support” and “Management”, both at 19%. Next are “Education/Training/Library” at 13% and “Healthcare Practitioner/Technologist”, “Transportation/Materials Moving” and “Sales/Related” all at 10% each. These occupation groups contribute 81% of the Township’s workforce, demonstrating a highly diversified economy in the area. A majority of these employment groups are also significant areas for the county and state.

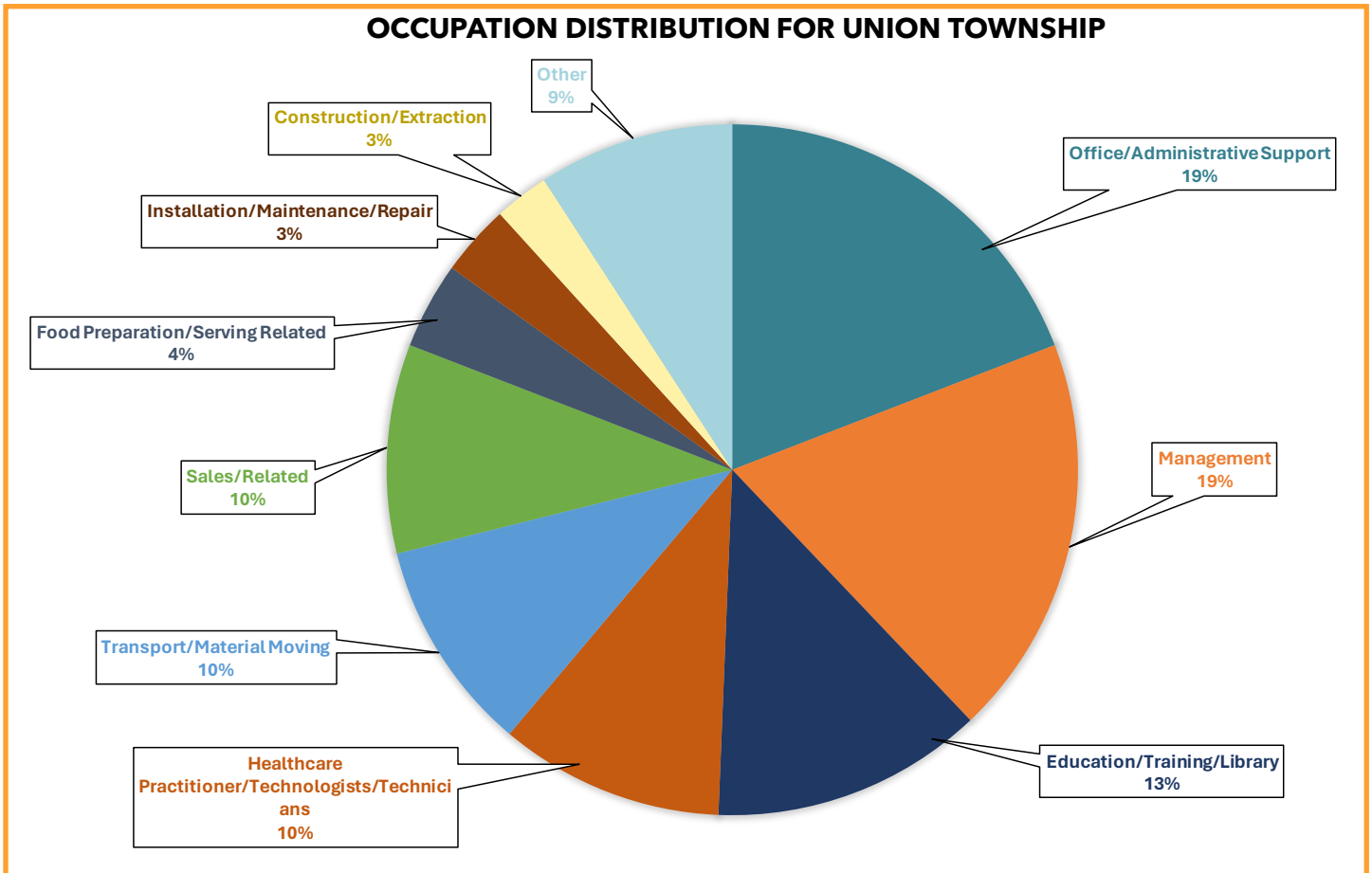


Figure 13: Occupation Distribution

Currently the Columbus metropolitan area is experiencing significant growth in technology manufacturing and logistics. Union Township is well-situated to capture growth from both of these sectors. This could further diversify the economy of the area, although significant further growth in logistics could over-concentrate jobs in the already well-represented “Transportation/Materials Moving” sector.

INCOME

Union Township is a fairly affluent community, with a median household income greater than Licking County and Ohio. This is likely the result of residents with higher-paying occupations in skilled trades, medical and management field. Therefore, it is likely that most of the families do not have significant issues brought on by a lower socio-economic status. However, there are still lower-income residents, and their needs and interests are still important for the Township's future. Figure 14 shows the median household income of the Township.

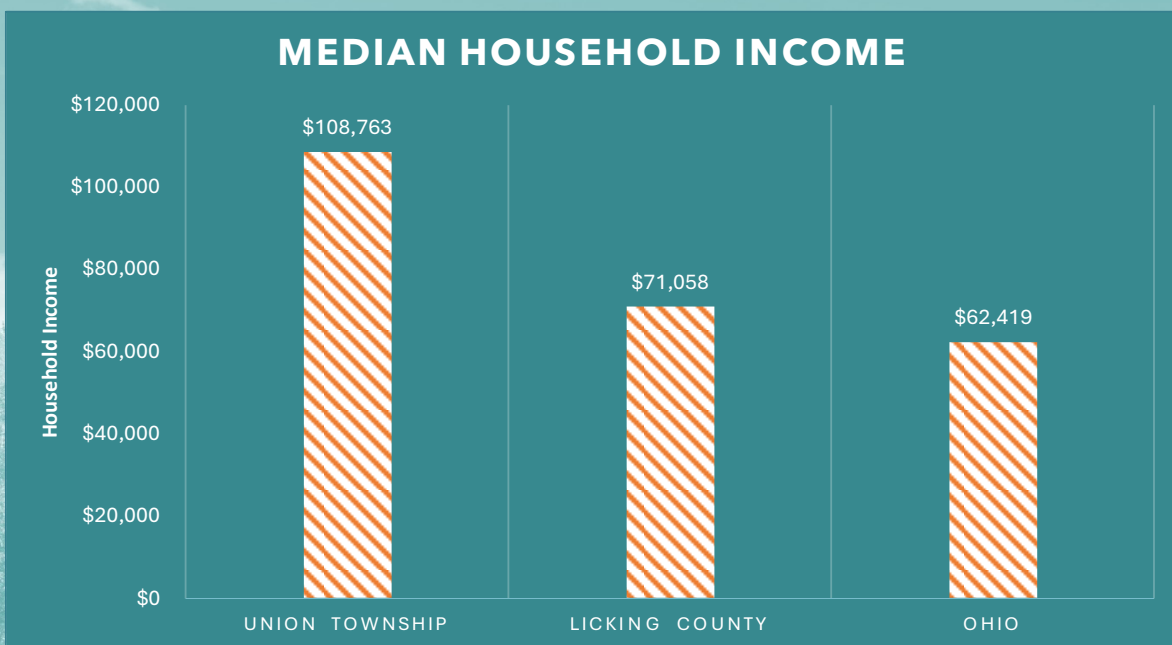


Figure 14: Household Income

The distribution of income shows that Union Township has a distribution profile that concentrates in the higher income brackets. Over half of the Township has incomes over \$100,000, vs. about 28%-30% for Ohio and Licking County. While the Township does have about the second highest number of households in the \$50,000-\$99,000 bracket, this is still much less than Licking County and Ohio, where this bracket is clearly the largest by at least 10%. The Township also has significantly fewer households under \$50,000 than Licking County or Ohio.

INCOME

This level of income helps support the large number of single-family homes on large lots that are the predominant form of housing in the unincorporated Township. Although it is likely that much of the new housing will also cater to higher-income residents, it is possible that more modest-income families may relocate to be closer to service jobs along I-70, US 40 and SR 79. Figure 15 shows the income distribution comparison between the Township, Licking County, and the State of Ohio.

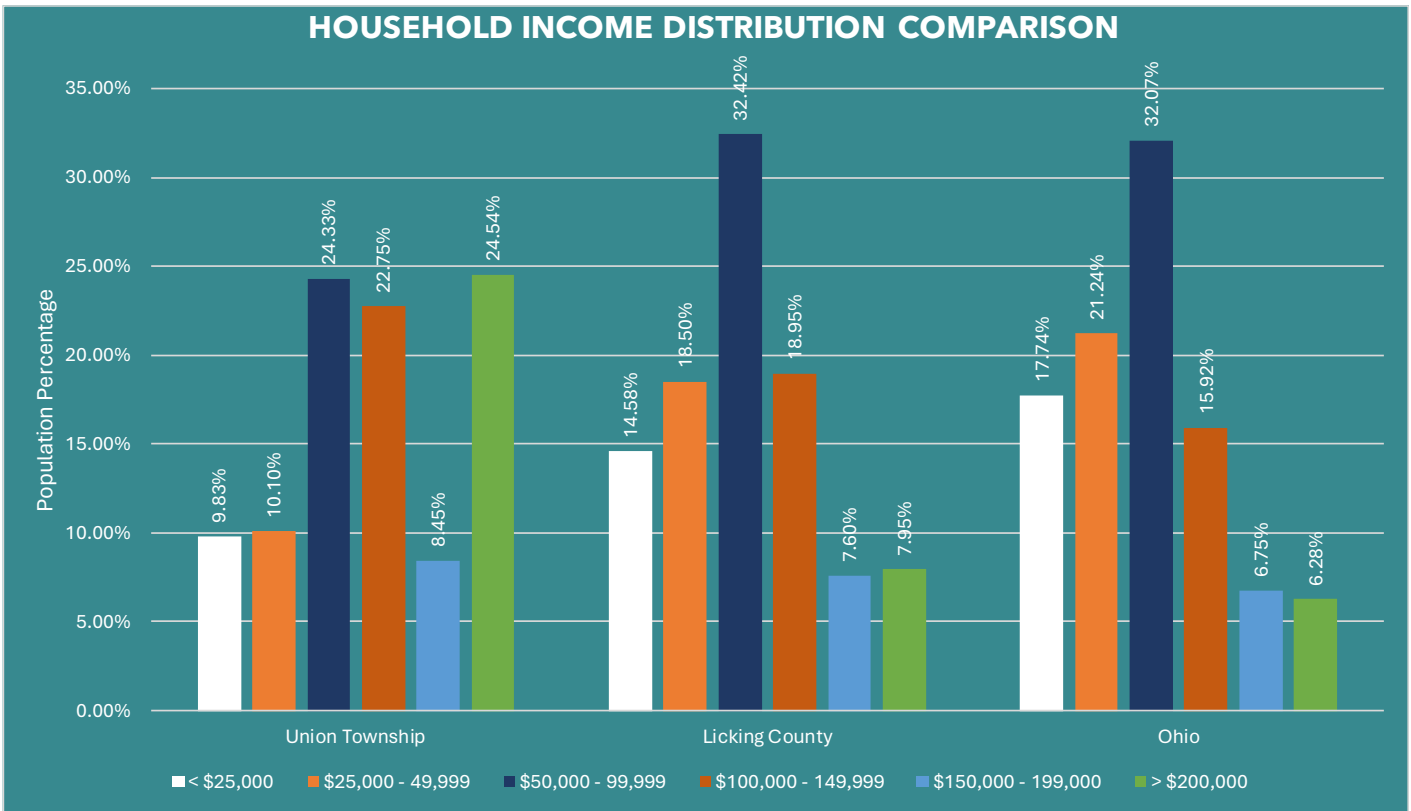


Figure 15: Income Distribution Comparison

It's important to note that the Township has nearly 20% of households earning below \$50,000. While a single-person household earning in the high 40,000's may be stable, many multiple-person families will suffer from the effects of poverty. This is a group that should not be neglected as the Township plans for the future.

INCOME CONTINUED

HOUSING

Housing supply in the Township is limited primarily to single-family homes, with a majority on large lots of several acres. This serves the current community well, as it provides them a quiet, country setting close to the job centers in nearby Columbus and New Albany.

However, the current profile does not provide a variety of housing options to residents. For example, older residents that are aging out of single-family homes will likely seek to move out of the community in order to find compatible housing, such as apartments, condominiums or assisted-living. Additionally, with the likely growth of service and retail jobs, there are some workers that may not be able to find housing in the community in which they work, and the Township should consider their housing needs as well. This future housing should be targeted toward the recommended Gateway Corridor Overlay District (“GCO”) in the southern portion of the Township.

A large majority of the houses in Union Township, nearly 70%, were built after 1980. See Figure 16 for the housing age distribution within the Township compared to Licking County and the State of Ohio.

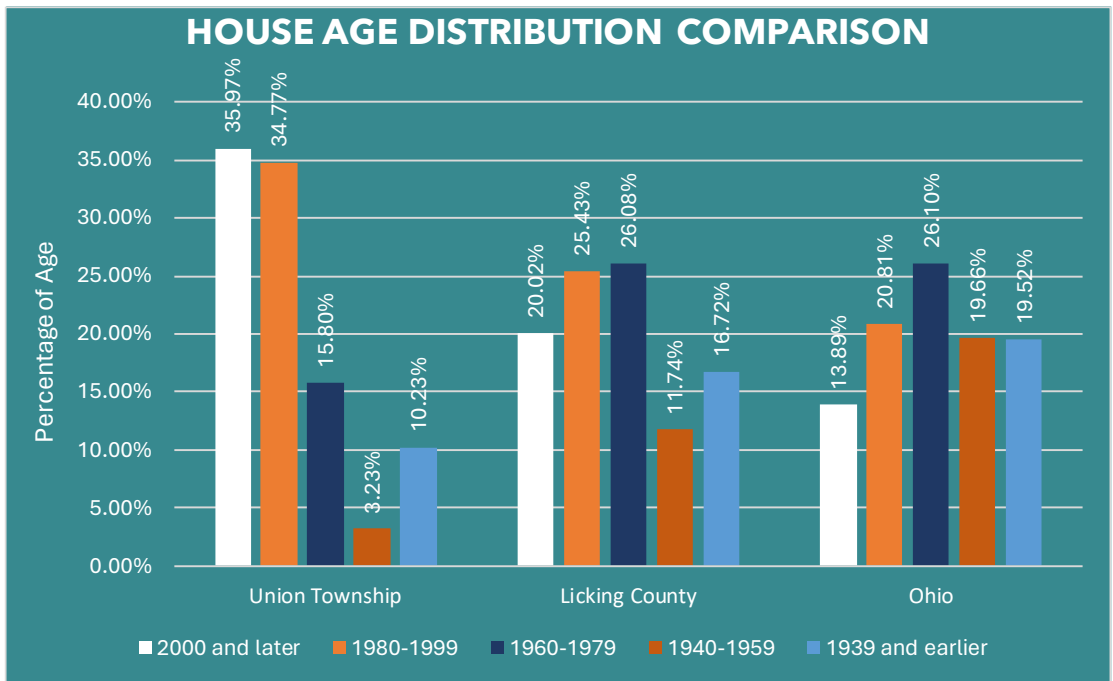


Figure 16: Income Distribution Comparison

This indicates a community that has been growing recently, which is likely the result of the growth south along SR 79 in the Village of Hebron and the City of Heath, as well as along I-70. As the Columbus metro area has pushed south, it’s also likely that some residents have relocated to the Township, either to split the commute time between Newark and Columbus for dual-employed families, or simply for larger lots in a more rural setting.

HOUSING

The distribution of housing prices below in Figure 17 shows that the Township has a large proportion of housing in the \$300,000 to \$399,000 range. This is somewhat higher than the Columbus Metro area, where the median home price was \$290,000 in 2022.³

Surprisingly, the Township has a relatively large number of homes in the data listed below \$100,000, particularly with 7.67% below \$50,000. While this is slightly lower than Licking County as a whole, and much lower than Ohio, it is still surprising given the higher income profile of the area and its proximity to jobs. As noted in the Income Distribution chart, although the Township has a relatively higher income profile as compared to the County and State, nearly 20% of the residents earn less than \$50,000. It is likely that many of these families live in lower-cost housing units.

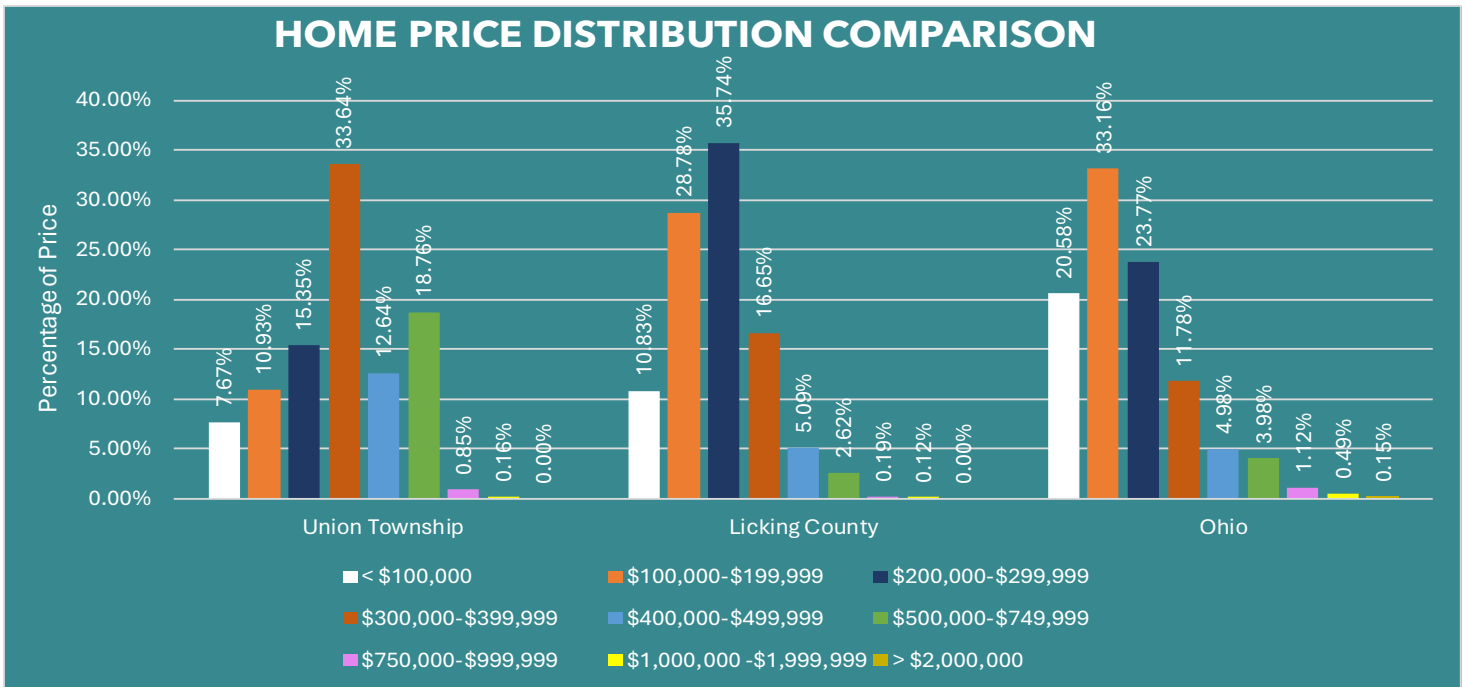


Figure 17: Home Price Distribution

The development trends in the area are expected to have a significant impact on housing demand and prices. The Township has already seen its fair share of development as a result of the growth between Newark and I-70. However, with the recent increase in economic development activity, particularly the presence of Intel in Licking County, development pressures and demand are escalating.

³ <https://www.dispatch.com/story/business/real-estate/2023/01/20/whats-in-store-for-the-2023-columbus-housing-market/69822296007/>

HOUSING

The market has reacted accordingly. Per a recent article in the *Columbus Business First*, land and housing prices have increased significantly in the past year:

The influx of suppliers looking for space has been good news for commercial real estate brokers and developers such as Park Shai of Shai-Hess Commercial Real Estate, based in nearby Granville. He said his business has seen a 68% boost in the past year.

“The demand is incredible,” Shai said. “Licking County especially is pretty much on fire.”

And buyers are paying a lot. Land in the Licking County area is selling for significantly more compared to a couple years ago, he said. Shai estimated that industrial clients are paying \$75,000 to \$125,000 per acre in Licking County, with some paying as high as \$150,000. That land used to sell for \$25,000 to \$50,000 an acre.

“I’ve been doing this for 30 years, and I would have never guessed we’d see this kind of market,” Shai said. “The market today is on a level we’ve never seen.”

And not just for industrial lots. He said residential and office real estate is selling high as well.

Shai said land values for multifamily and single-family housing is reaching \$100,000 per acre, with some going for as much as \$125,000. Not long ago, residential sold for \$50,000 or less per acre. On the office side, 2,000 to 10,000 square feet of existing Class A or B office space that used to cost \$10 to \$11 a square foot now is going for \$14 to \$15. New Class A office buildings are even costlier – \$30 or more per square foot.

“Everything is going like gangbusters,” Shai said. “And this is just the beginning.”⁴

Despite the increase in interest rates and increase in construction, demand for new housing units is still quite high. Prices have not fallen due to interest rate increases, as the construction pipeline is over 6,000 units per year short of meeting the demand.⁵ This indicates that prices will continue to be high or even increase, and development will continue and move farther out to communities that have buildable land. Given the momentum that has been built to the east due to Intel, the Etna I-70 business park and other developments, the Township can expect to see continued development into the near future.

⁴ <https://www.bizjournals.com/columbus/news/2023/02/03/intel-impact-one-year-later.html>

⁵ <https://www.bizjournals.com/columbus/news/2023/03/03/central-ohio-housing-starts-2022-bia-report.html>

SERVICES

SCHOOLS

Union Township is served by three school districts the Granville Exempted Village School District (the “Granville School District”), the Lakewood Local School District (the “Lakewood School District”), and the Southwest Licking Local School District. Figure 18 highlights key information about each district. This data comes from the Ohio Department of Education’s 2022-2023 Report Card.⁶

School District	Number of Schools	Enrollment	Attendance Rate	Graduation Rate
Granville Exempted Village School District	4	2,532	94.1%	99%
Lakewood Local School District	4	1,630	92.2%	89.9%
Southwest Licking Local School District	8	4,674	92.8%	95.6%

Figure 18: School Overview

GRANVILLE EXEMPTED VILLAGE SCHOOL DISTRICT

The Granville School District serves the northern portion of the Township. There are four schools in the Granville School District, an elementary, intermediate, middle, and high school. Figure 19 below shows the average classroom sizes for different grade levels in the district.

Grade	Class Size
K-3rd	22
4th-6th	25
7th-12th	25
Self-Contained Special Education (All Grades)	10

Figure 19: Granville Classroom Sizes

⁶ <https://reportcardbrrd.education.ohio.gov/home>

SERVICES

SCHOOLS CONTINUED

A capacity report was generated by Cooperative Strategies for the Granville School District.⁷ Figure 20 comes from information included in their official report and is based on program capacity. Program capacity shows the number of students a facility can house based on the current use of each space, regardless of what it was originally designed for.

School	Capacity Level
Granville Elementary School	89%
Granville Intermediate School	99.8%
Granville Middle School	78.7%
Granville High School	80.9%

Figure 20: Granville School District Capacity

Figure 21 shows an overview of enrollment over the past decade. Enrollment has been generally steady over the past ten years with an uptick in recent years. Despite this steady trend, some growth is expected to occur within the next decade with an expected projection of over 2,700 students as compared to about 2,500 students today.

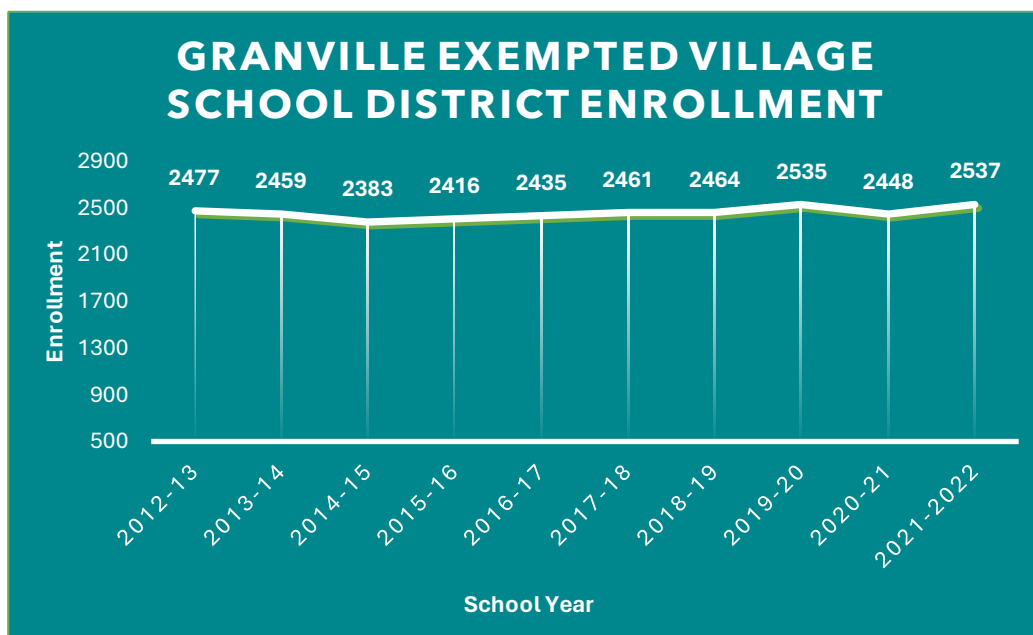


Figure 21: Granville School District Historical Enrollment

⁷J. Brown, personal communication, May 9, 2023.

SERVICES

SCHOOLS CONTINUED

While there are no immediate plans for a new building, Granville School District has established a Strategic Planning Committee to begin the planning process to time conversations regarding new construction with the growth of the Granville School District. Superintendent Jeff Brown highlighted that the Granville School District should be able to accommodate some growth with the current land use and zoning in the district. However, as land use and zoning are updated, the Granville School District may see more effects and more students. Superintendent Brown discussed the importance of working with developers to support the school system. For example, when a developer comes into the area, having requirements in place such as land donation for schools or the establishment of a New Community Authority can be instrumental for the Granville School District, especially at a time when school districts are having trouble competing with developers when purchasing land.

LAKWOOD LOCAL SCHOOL DISTRICT

The southern portion of the Township is served by the Lakewood School District. There are four schools within the Lakewood School District, an elementary, intermediate, middle, and high school.

Figure 22 highlights enrollment numbers for the past ten years. There is a slight downward trend in enrollment in the Lakewood School District. Superintendent Mark Gleichauf cites multiple reasons for this decline, but

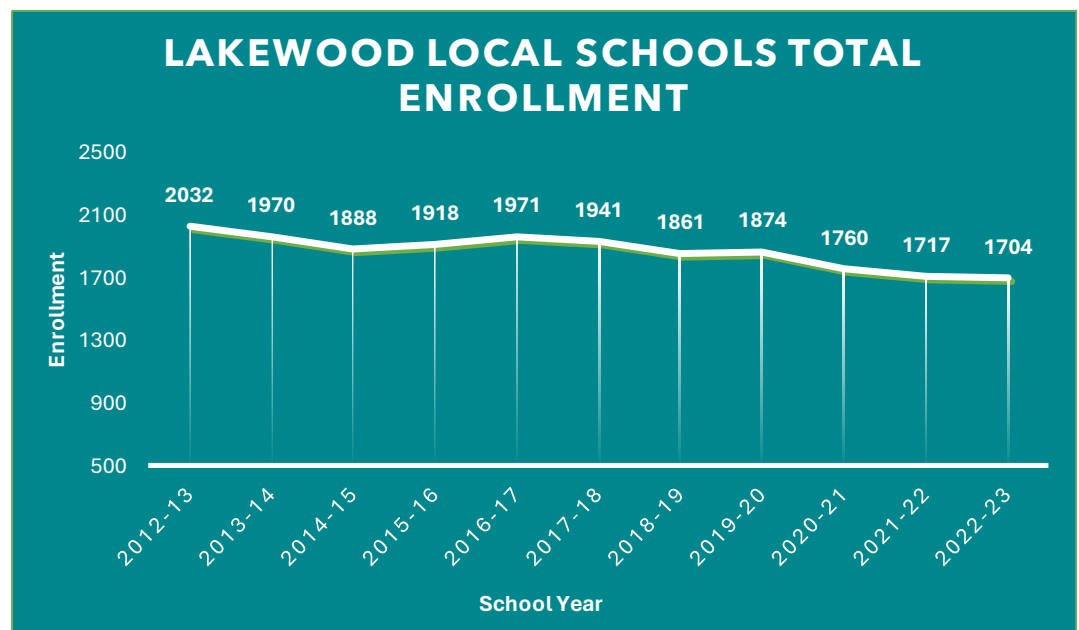


Figure 22: Lakewood School District Historical Enrollment

SERVICES

SCHOOLS CONTINUED

namely says that the district has a large number of empty nesters which may be a reason for fewer students entering the district. With a lack of senior living options in Licking County, many of these residents are likely to stay in their homes. However, as Union Township and elsewhere within the district grows and develops, this downward trend is not expected to last.

Because enrollment numbers have been on the decline, there is room for growth within the current facilities to an extent. However, there is a need within the district for a new elementary school. This need has yet to be addressed as a bond issue has been attempted five times within the past ten years and has failed to pass each time. Superintendent Gleichauf discussed how the Lakewood School District will be active in monitoring and reacting to growth in the district. He highlighted the importance of keeping the lines of communication open between the Lakewood School District and Union Township to understand what types of development are entering the district.

Superintendent Gleichauf also described how students are being prepared to succeed in the workforce, which is increasingly important as job growth is occurring rapidly around Central Ohio. Lakewood School District offers a Manufacturing Skills Standards Council Certified Logistics Technician credential and offers Innovation Lab courses for Manufacturing Operations, Engineering Design, and Robotics.

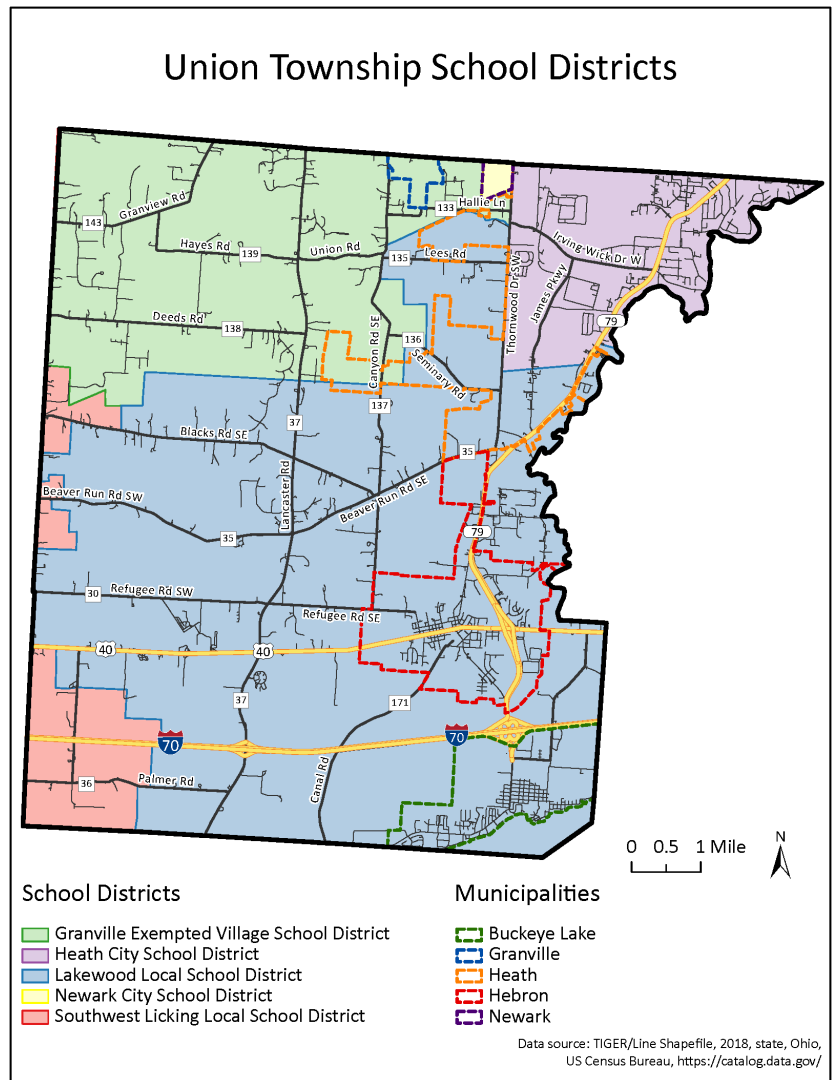


Figure 23: School Districts

SERVICES

UTILITIES

WATER & SEWER

The Southwest Licking Community Water and Sewer District (SWLCWS) is looking to expand its Gale Road wastewater treatment plant. This expansion would allow the SWLCWS to service a large portion of Union Township if residents or developers so desired. The challenge the SWLCWS has is ensuring that they are able to serve everyone with water. The key here, SWLCWS describes, is partnering with other communities to create interconnections that allow two-way water transfers between entities. The SWLCWS has a JEDD and a Tax Increment Financing District (TIF) in place with the Township which is in partnership with the City of Heath as the taxing authority. The SWLCWS is a beneficiary of these agreements which allows them to lay waterlines in the Luray area. The parcels who receive this service pay for the installation and maintenance of these lines. The SWLCWS does not have plans to expand in Union Township other than along the State Route 37 and U.S. Route 40 corridors and potentially at the intersection of Gale Road and Columbus Road SW where Union, Harrison, St. Albans, and Granville Townships intersect.

NATURAL GAS

Columbia Gas services many areas of the Township. In conversations with Columbia Gas, they have stated that they would have no barriers to expanding their services within Union Township. New developments, whether that may be single family, commercial, or light industrial should be able to be serviced by Columbia Gas without any significant updates being needed. However, many single-family homes within the Township currently utilize propane instead of natural gas.

SERVICES

UTILITIES

ELECTRICITY

The Township is served by AEP Ohio, South Central Power (SCP), and Licking Rural Electrification, more commonly known as The Energy Cooperative.

The following information is a high-level summary of SCP and AEP infrastructure provided by SCP representatives.

Existing SCP Distribution Three Phase 12.47kV

- SR 37 (~3MVA)
- SR158 (~3 MVA)
- Blacklick Rd (~5 MVA)
- Expandable As Required by Specific Load Request

Existing SCP Distribution Single Phase 7.2kV

- Palmer Rd (~250 kVA)
- Expandable As Required by Specific Load Request

Existing SCP/AEP Transmission 138kV

- Crossing Palmer Rd
- Crossing Blacklick Rd

Existing SCP/AEP Transmission 345kV

- Adjacent to Licking / Fairfield County Line

Long Range Planning (Load Growth Contingent)

- SCP Palmer Rd Distribution Substation (~25-50 MVA)
 - * Property Siting 2023-2024
- SCP Palmer Rd Three Phase 12.47kV Expansion

Large Load Support Capabilities (Contingent on Specific Load Request)

- SCP/AEP 138 kV Load Delivery Point (As Required, ~10's of MVA)
- SCP/AEP 345kV Load Delivery Point (As Required, ~100's of MVA)

SERVICES

UTILITIES CONTINUED

Figure 24 is a map showing the electric service ranges in Union Township. The majority of the Township is serviced by AEP. The Energy Cooperative also services the north-central area of the Township. SCP provides the electricity utilized by the Township in the southern portion. Conversations with SCP identified that they are able to provide any electric service desired or required within their electric service territory within the Township as development occurs.

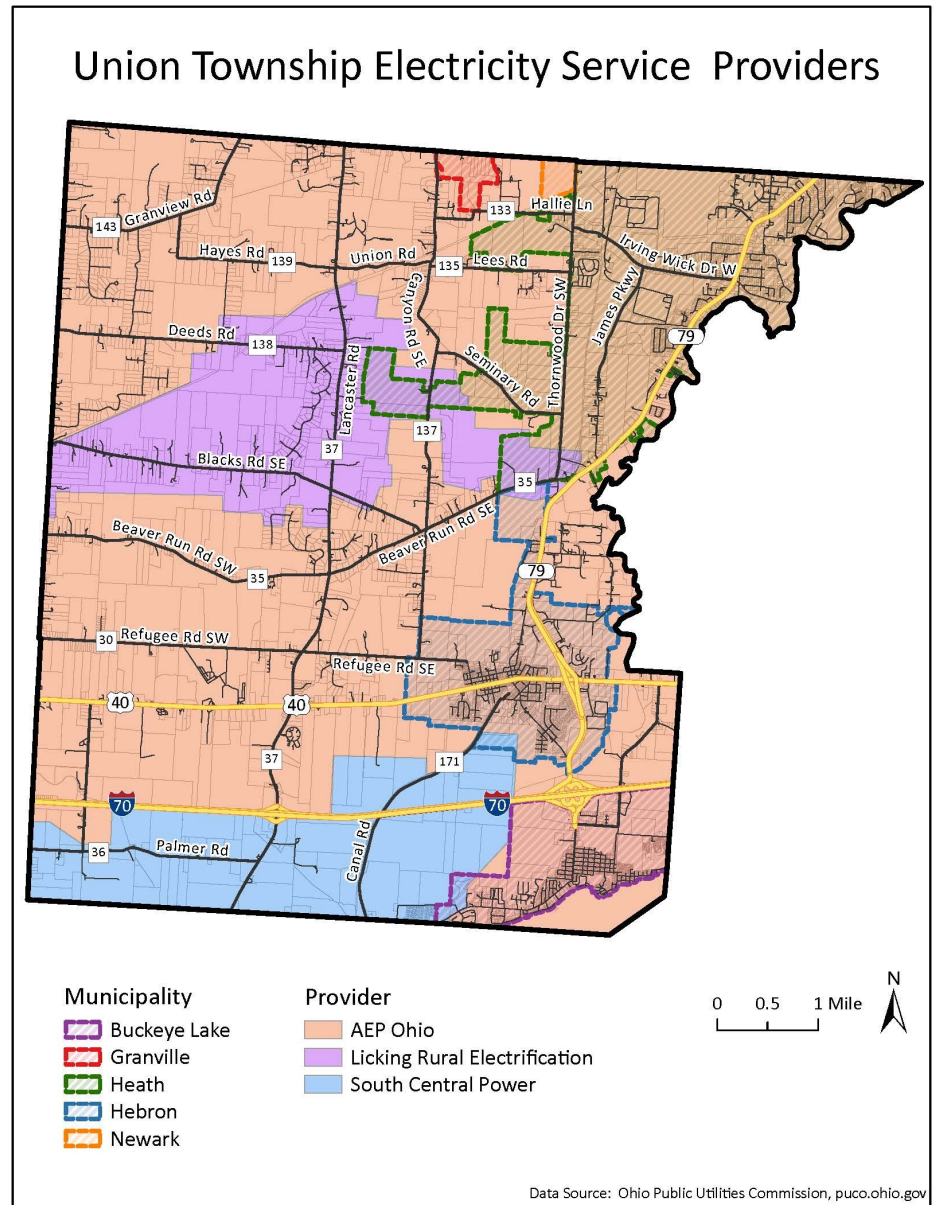


Figure 24: Electricity Service Map

SERVICES

FIRE SERVICES

RECENT HISTORY

The Refugee-Canyon Joint Fire District was established in 2019 and functioned until 2022. In 2022, the Refugee-Canyon Joint Fire District dissolved and the Union Township entered into contracts with the Granville Township Fire Department (GTFD) and the West Licking Joint Fire District (WLJFD). The GTFD serves the northern portion of Union Township and the southern portion of Union Township is now served by the WLJFD.

GRANVILLE TOWNSHIP FIRE DISTRICT

Union Township is served by the GTFD by contract for the areas of the Township north of the train tracks. GTFD is staffed by 16 full time firefighters, 23 part time firefighters, and a part time fire inspector who handles fire code enforcement and prevention. Most of the firefighters are paramedics, while the remaining staff are EMTs.

The department contains a single firehouse, where the GTFD has been housed since 2020, which contains a 1500 Gallons-Per-Minute (GPM) with Compressed Air Foam System (CAFS) pumper, a 1500 GPM with CAFS rescue/pumper with a full complement of auto extrication, high-angle rope, water and ice equipment, a 93-foot aerial platform, and a 2000-gallon tanker. Additional trucks and apparatuses consist of two advanced life support ambulances, a grass truck, a utility vehicle and two staff vehicles. Currently, GTFD does not see a need for an additional station, but this is subject to change as development increases. The type of development is important in this decision to build a second station. Certain uses such as assisted living facilities or large commercial facilities have higher run volumes associated with them than new single-family housing, for example. The GTFD is currently sourcing a new ladder truck and will be replacing one of the ambulances as soon as 2026. Watching the growth of the Township and the greater GTFD service area will be important as equipment can take over three years to build and receive.

SERVICES

FIRE SERVICES CONTINUED

Figure 25 below shows the runs per year for the GTFD’s entire service area and for Union Township alone as well as response time. The number of runs for Union Township have increased dramatically in recent years and are expected to increase as development occurs.

Year	Union Township (Runs)	All Service Areas (Runs)
2020	6	1,869
2021	2	2,044
2022	91	2,421
2023	105	2,407
Response Times (Minutes)	7:10	5:01

Figure 25: GTFD Runs Per Year

The GTFD was contracted from January to June of 2023 for \$225,000 and has recently been contracted for an additional \$225,000 to serve the Township for the rest of the calendar year. Beginning in 2024, a 5.5 mill rate will be assessed for the territory the GTFD covers in Union Township.

The biggest concern the GTFD has is in regard to staffing. The small hiring pool for fire fighters is a state if not nationwide issue which is proving to be the GTFD’s biggest challenge. Besides staffing, the GTFD feels well positioned to serve the Township and states that they have the ability to absorb more run volume and cover distance in a timely manner even as development increases.

WEST LICKING JOINT FIRE DISTRICT

The majority of the Township is served by the WLJFD. The WLJFD has 86 full time firefighters, 25 part time firefighters, and has recently received funding to hire 9 additional full-time fire-fighters. The majority of firefighters in the WLJFD are paramedics and the remainder are EMTs.

SERVICES

FIRE SERVICES CONTINUED

The WLJFD has a total of six firehouses. The table below describes the equipment that each facility has. In addition, the stations have additional support vehicles. The Battalion is headquartered in Station 401 along with the grassfire truck which has a 100-gallon tank. The ladder truck at Station 403 has a 470-gallon tank and a 2,000 gallons per minute pump.

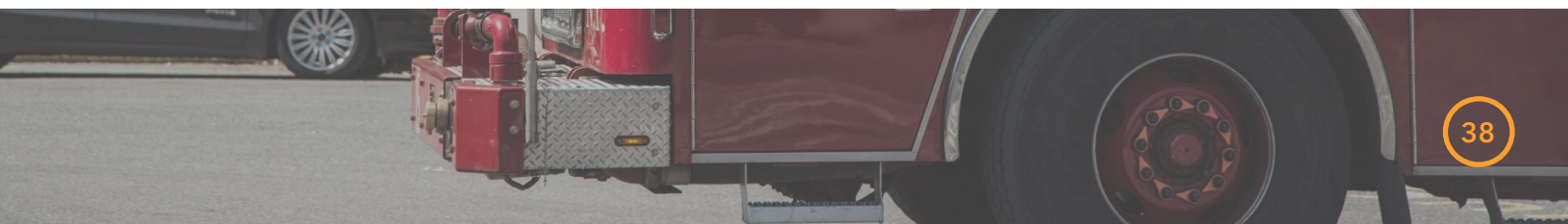
Station	Equipment
Station 401	Medic, Rescue/Engine, Grass Truck, Swift Water Rescue Unit
Station 402	Medic, Engine
Station 403	Medic, Ladder Truck
Station 404	Medic, Engine
Station 405	Medic, Engine
Station 406	Medic, Rescue/Engine, Grass Truck, Watercraft

Figure 26: WLFJD Equipment

In 2023, the WLJFD had 8,565 runs throughout their entire service area and expect this number to increase. In 2023, the WLJFD has had 610 runs in Union Township alone. The WLFD's response time to emergencies in Union Township is 5 minutes and 19 seconds.

The WLJFD is currently operating off an effective rate of 6.7 mills and collects the contracted funds to service the Township. WLJFD's contract with Union Township, which began after the dissolution of the Refugee-Canyon Joint Fire District, is a 5-year contract at \$1 million dollars a year.

Moving forward, the WLJFD is looking at the eastern side of Harrison Township or the southwestern side of Union Township for a potential new station as the growth in this area, and in southern Union Township continues. As new commercial or higher density development occurs in this area, the WLJFD may need to get an additional ladder truck to be housed at Station 406. The WLJFD stated that high density and commercial development supports the fire department less than single-family development and encourages the Township to balance economic development tools such as tax abatements with service providers needs.

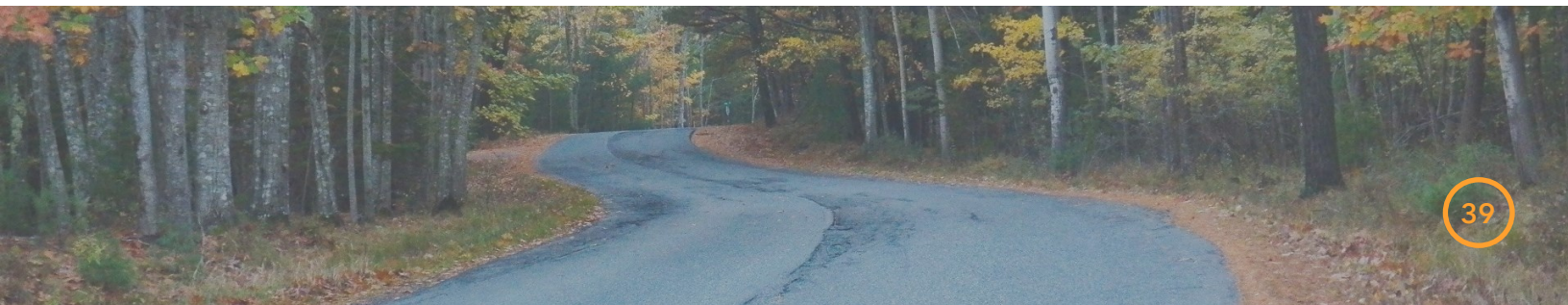


SERVICES

LICKING COUNTY SHERIFF

The Licking County Sheriff provides police services to Union Township. Union Township is located within the west district of the Licking County Sheriff's jurisdiction. The first and third shifts, 8 am to 4 pm and 12 am to 8 am, respectively, each have a minimum of 5 officers on duty. The second shift, from 4 pm to 12 am has a minimum of 6 officers on duty and all shifts may have up to 10 officers on duty at a time patrolling Licking County. There are no officers permanently stationed in Union Township, as their location depends on call volumes throughout the day. Response time to Union Township is difficult to measure as officers may be coming from all different corners of Licking County. The maximum response time currently is between 15-20 minutes.

The Licking County Sheriff's Department (the "Sheriff's Department") is making efforts within their force to plan for the booming growth within Licking County. Within the past two years, the Sheriff's Department has added 5 deputy positions and plans to add 5 more positions within the next calendar year. However, there have been delays in filling open positions. To combat this, the Sheriff's Department is opening their own police academy to train new officers and fill these positions. As of February 2024, there are 80 applicants waiting to attend this academy which will be opened in May. Additionally, the Sheriff's Department is conducting recruiting efforts at Central Ohio Technical College to attend this academy. The Sheriff's Department is planning to pay interested students' tuition to the new police academy as well as pay the students while they attend the academy in return for a contract of 3 years with the Sheriff's Department. These hiring and training efforts have the goal of creating a safer Licking County and expanding the Sheriff's Department which will be prepared to handle the County's expected growth.



SERVICES

RECREATION - PARKS

Union Township has several parks within and near its borders. Parks within incorporated areas of the Township are included below as they can be accessed by Township residents:

- The Licking Park District operates **Infirmity Mound Park** in the northern area of the Township. This 316-acre park has a number of natural areas, including fishing ponds, hiking trails, equestrian areas, playgrounds, shelters/picnic areas, and a dog park. The park is also home to a Native American burial mound.
- The State of Ohio operates **Buckeye Lake State Park**, the first State Park. Buckeye Lake, a 3,300-acre manmade lake, is one of the most popular inland boating and fishing lakes in Ohio. It also has several onshore areas, including one main area within the Village of Buckeye Lake. This area has parking, fishing, picnic areas, restrooms, a boat launch, a small swimming area and open space. This connects to the new 4-mile shoreline walk that caps the recently rebuilt dam. This runs through most of the southeast area of Union Township.
- The **Hebron Fish Hatchery** sits near Buckeye Lake. This area has portions open to the public, with bird watching, trails and a shooting range.
- The City of Heath has several parks:
 - * **Canal Park**, which contains an old canal lock.
 - * **Dorsey Mill Park**, a nearly 9-acre park with picnic areas and green space
 - * **Forry Preserve**, a 200-acre preserve.
 - * Gellar Park, a 51-acre park with sports fields, open areas, shelters and playgrounds, as well as a winter sledding hill.
 - * **Hitchcock Park**, a 3-acre park with a playground, basketball courts and picnic areas.
 - * **Hoback Park**, a 20-acre park including ballfields, a basketball court, picnic and playground areas and shelters, and hiking trails.
 - * **The Heath Water Park**, which includes a pool, slides, a lazy river and a water playground.
 - * The City of Heath also has a **bike trail** that winds its way through the community in roughly a square. Although there are some gaps, the trail runs through Hoback and Gellar Parks, connect to the Forry Preserve trails system and connect to the TJ Evans Trail that runs west through the County, as well as the Buckeye Scenic Trail that runs south towards Buckeye Lake.

SERVICES

RECREATION

- The Village of Hebron has two parks:
 - * **Canal Park**, which contains a gazebo, playground, picnic shelter and walking paths.
 - * **Evans Park**, which contains basketball courts, sports fields, a veterans memorial, picnic/playground areas, a jogging/walking trail and Frisbee golf.
- The **Ohio Canal Greenway** runs from the Village of Hebron south towards the Village of Buckeye Lake for 3 miles.
- The Village of Buckeye Lake has two local parks:
 - * **Ryan Braden Park**: A park with ball fields, skate park, basketball court, and park shelters. The park also has an indoor recreation center.
 - * **The Pavilion and Water Tower Park**, with an outdoor pavilion and open space.
- Union Township is home to **National Trails Raceway**, a drag strip that hosts race competitions and associated events. It once hosted the National Hot Rod Association (NHRA) annual Spring Nationals, one of its most prestigious events. Although this event has since been moved, the track continues to operate and host events.

As shown above Union Township has a number of recreation options within its vicinity. However, the Township itself does not have a parks system. This has led to the concentration of parks towards the eastern portion of the Township in the Village of Hebron, the City of Heath, and the Village of Buckeye Lake. With the exception of National Trails and Infirmary Mound Park, residents must travel to the eastern end of the Township or to neighboring communities to access parkland.

PARKS CONTINUED

SERVICES

RECREATION CONTINUED

STREAM & WETLAND FOUNDATION

The Stream and Wetlands Foundation has nearly completed an 82-acre swamp forest restoration project in Union Township on Swamp Road north of I-70 and south of State Route 40. This restoration project is an In-Lieu Fee Program which provides “wetland and stream mitigation credits through the restoration, enhancement, and protection of aquatic resources.”⁸ This project has resulted in 50,000 tree plantings within the project area and the removal of levees so that stormwater flows onto the property, recreating a wetland. This parcel, as well as a majority of the southern portion of Union Township lie within the 100-year flood plain and drainage is a noted issue. By restoring this wetland, the Stream and Wetland Foundation hopes to improve the wider drainage issues in the area.

GRANVILLE RECREATION DISTRICT

The Granville Recreation District (GRD) provides recreation opportunities and comprehensive community programming to the greater community, with some programming designated specifically for residents within the boundaries of the Granville School District, which encompasses the northern portion of Union Township. The GRD is a joint recreation district established under Section 755.14 of the Ohio Revised Code. The GRD is a joint district between the Village of Granville, Granville Township, and the Granville School District and was created in 2008. The joint recreation district model allows recreation services and their costs to be spread out across a wider population, creating more sustainability regarding funding sources. There are 5 board members, with 3 of these members being representatives of each entity

⁸ <https://streamandwetlands.org/in-lieu-mitigation/>

SERVICES

RECREATION CONTINUED

involved and 2 of these seats being held by at large individuals. The GRD collects their own taxation, has their own fiscal officer, and the levies they impose are the GRD's name. The GRD is funded by a permanent millage, effective in 2010, of 1 mill which generates about \$550k per year. In 2020, they passed a .75 5-year mill which generates about \$475k per year. They use some of their funds as matching funds to secure grants for additional revenue sources and have effective cost recovery for their programs making many if not all of their programs cost neutral. The GRD's programming was typical at its inception; mostly youth sports and some community programming such as a public concert series. It has since expanded its programming and acquired programming from other organizations. This includes youth sports, day camps, public concert series, drivers' education programming, visual arts, and more. Each year, the GRD ranges between 7,000 and 8,000 registrations annually for community programming.

A joint recreation district is an effective method to provide public recreation to a greater jurisdiction. In addition to the Granville Recreation District, Bellefontaine, Ohio has an established joint recreation district that could serve as a model for the Township. This type of district has the opportunity to create a very comprehensive parks department, with programming opportunities that go beyond providing green and open spaces. The joint district model allows the benefits of public recreation to reach a greater audience while also making the costs more attractive to residents as it is spread over more than just a single village, township, or other district. The southern portion of Union Township may have the ability to explore creating a joint recreation district with entities such as the Village of Hebron and the Lakewood Local School District. Crossroads recommends Union Township inquire with these entities about a possibility to create a joint recreation district that could provide expansive recreation benefits to the greater community.

EXISTING ECONOMIC DEVELOPMENT INCENTIVES

COMMUNITY REINVESTMENT AREA (CRA)

“The CRA program allows counties and municipalities to designate areas of its community for real property tax abatement for the remodeling of existing structures and the construction of new structures. ... The tax abatement provided under the CRA program exempts from taxation the assessed value of a new structure or the increase in assessed value of a structure that has been remodeled. The program does not provide an exemption from taxation of the increase in the value of the land underneath the new structure or remodeled structure, nor does it allow for the exemption from taxation of existing taxes on the tax duplicate.”⁹ Two separate designations of CRAs exist – the “pre-1994” and “post-1994.”¹⁰ CRAs with the “pre-1994” designation can only be amended twice and still operate under the pre-1994 laws, with a third amendment resulting in a changed designation to apply “post-1994” rules.¹¹

ENTERPRISE ZONE (EZ)

“The EZ program allows counties, municipalities, and townships to designate an area of its community for real property tax abatement for businesses that are looking to renovate existing commercial and industrial structures or construct new commercial or industrial structures.”¹² Retail (unless located in an impacted city) and residential projects are not eligible.¹³

⁹The Montrose Group, “Union Township Economic Development Strategic Plan” (2022), at p. 51.

¹⁰Id.

¹¹Id.

¹²Id., at p. 53.

¹³Id.

EXISTING ECONOMIC DEVELOPMENT INCENTIVES

TAX INCREMENT FINANCING DISTRICT (TIF)

“The TIF program allows counties, municipalities, and townships to use real property taxes created from the increase in the assessed value of land, new structures, and remodeled structures to pay for the provision of public improvements. ... Counties, municipalities, and townships may establish a TIF district for a period not to exceed ten (10) years and for exemption of not more than seventy-five percent (75%).”¹⁴

In 2022, Union Township implemented a TIF in the southern portion of the Township, which aligns with the recommended borders for the GCO in the Land Use Map. This allows the Township to capture future gains in real estate values to finance new public infrastructure. This is a 10 year 75% TIF and was created alongside the development of the Economic Development Strategy completed by the Montrose Group (the “Montrose Plan”). The TIF was the first tool in the Township’s economic development toolbox to help pay for future water and sewer infrastructure. In 2023, Union Township updated the pre-1994 CRA to expand to the newly created TIF boundaries resulting in a 15 year 100% CRA. Figure 27 shows the TIF boundaries.

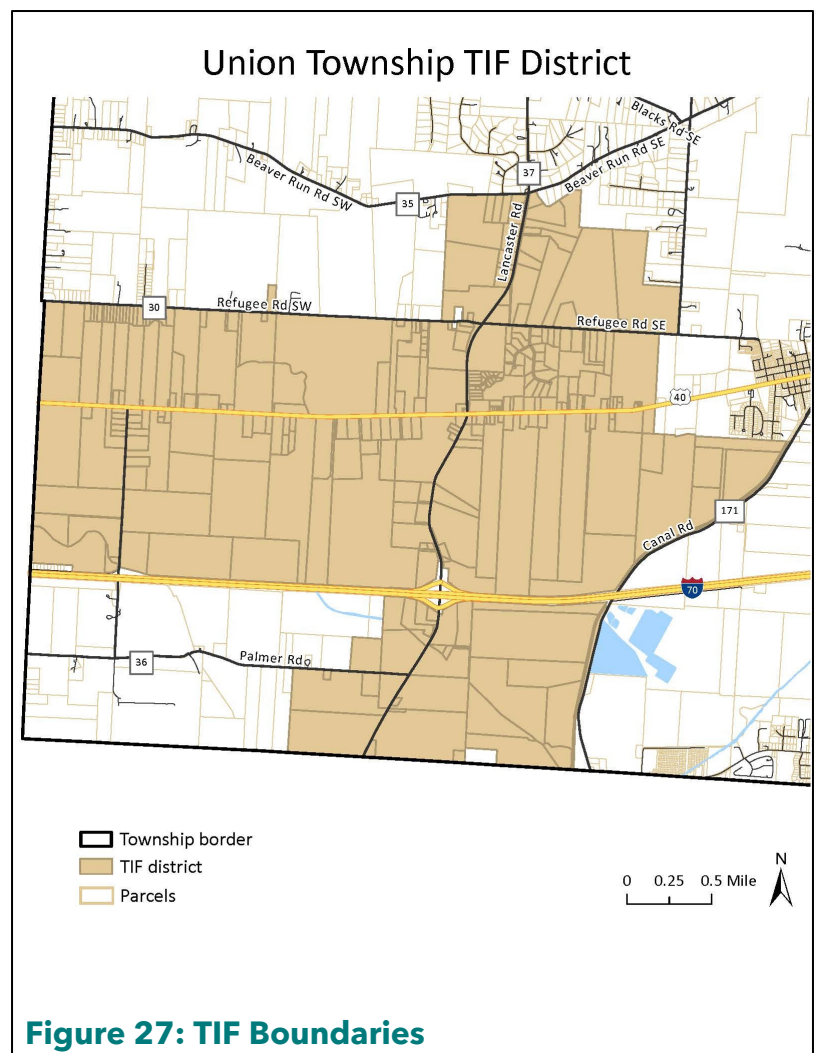


Figure 27: TIF Boundaries

¹⁴Id., at p. 54.

EXISTING ECONOMIC DEVELOPMENT INCENTIVES

JOINT ECONOMIC DEVELOPMENT DISTRICT (JEDD)

“A JEDD is meant to create a partnership between local jurisdictions and provide economic development to both parties in the form of revenue sharing.”¹⁵ The JEDD splits income tax at an agreed upon percentage between the Township and the city, while also including anti-annexation covenants so that all parties will maintain their own autonomy.

To follow up the TIF and add a crucial tool to the economic development toolbox, Union Township implemented a JEDD on March 25, 2023 in partnership with the City of Heath and the SWLCWS, see Figure 28. The JEDD creates the ability to charge an income tax of 2%, corresponding to the City of Heath’s income tax, on new businesses within the JEDD area. The three entities partnered through the JEDD share the revenue where the City of Heath collects an administrative fee of \$0.05 per dollar. Of the remaining \$0.95, Union Township collects 70%, SWLCWS collects 20%, and the City of Heath collects 10% (Personal Communication with Trustee Roger Start, on 1,16, 2024). Joining the JEDD is voluntary, and individual landowners within the

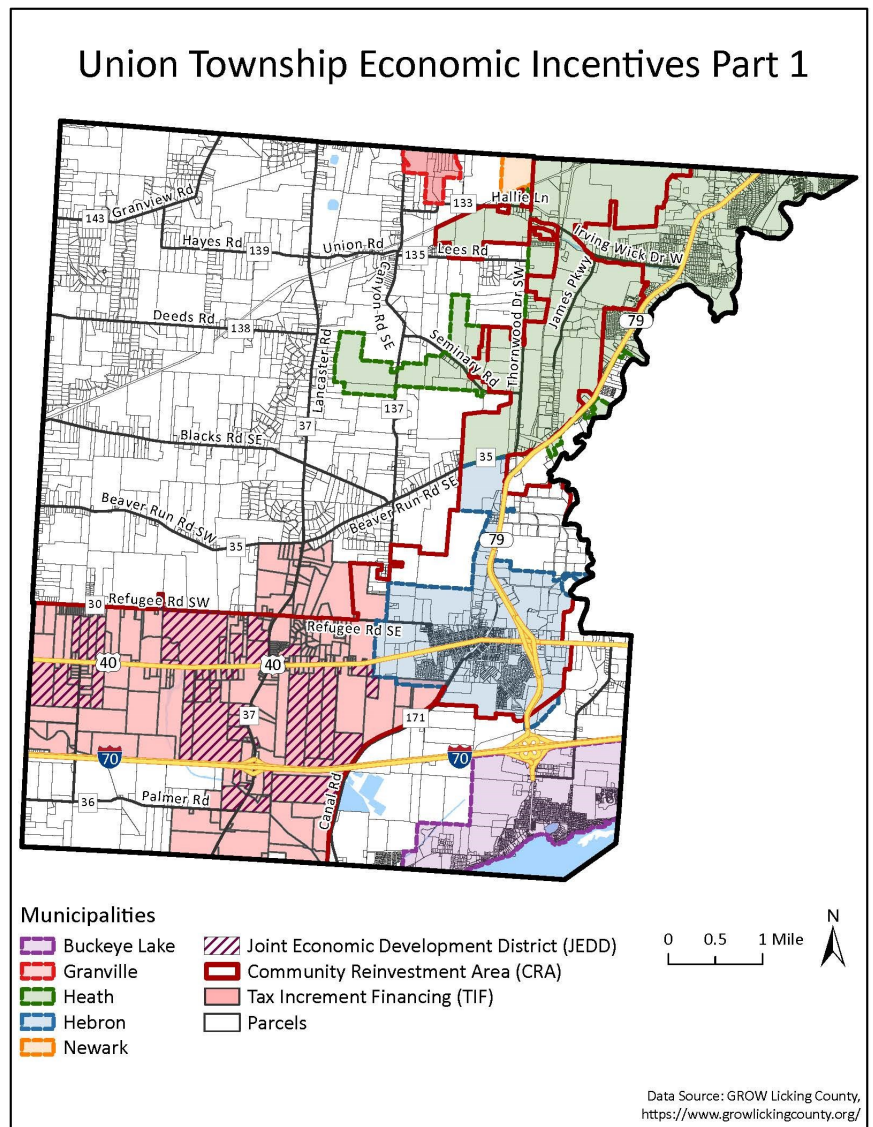


Figure 28: TIF, JEDD, and CRA

¹⁵Id., at p. 61.

EXISTING ECONOMIC DEVELOPMENT INCENTIVES

JEDD boundaries sign on to have their land recognized as a part of it. The JEDD also disincentivizes annexation as the income tax imposed through the JEDD does not go away if a property is annexed into a municipality, meaning the property owner would be paying double income tax – one to the JEDD and one to the City if a property were to be annexed. This is an additional safeguard against annexation which will allow the Township to retain control over the development of a property and will provide financial benefit to the Township. The JEDD is another major tool for supporting infrastructure, but the money collected from the JEDD can be used for more than just water and sewer, increasing the potential options and benefits to the Township and potentially offsetting the need for additional township wide taxes.

Additionally, almost the entirety of Union Township is covered by an Enterprise Zone. Enterprise Zones are areas of land where businesses can receive tax exemptions for a portion of the value of new real and personal investment within the businesses. This investment must also create jobs. Opportunity Zones are designated on a federal level and aim to promote economic growth and job creation in low-income areas while providing tax incentives to investors. See Figure 29 for these boundaries within the Township.

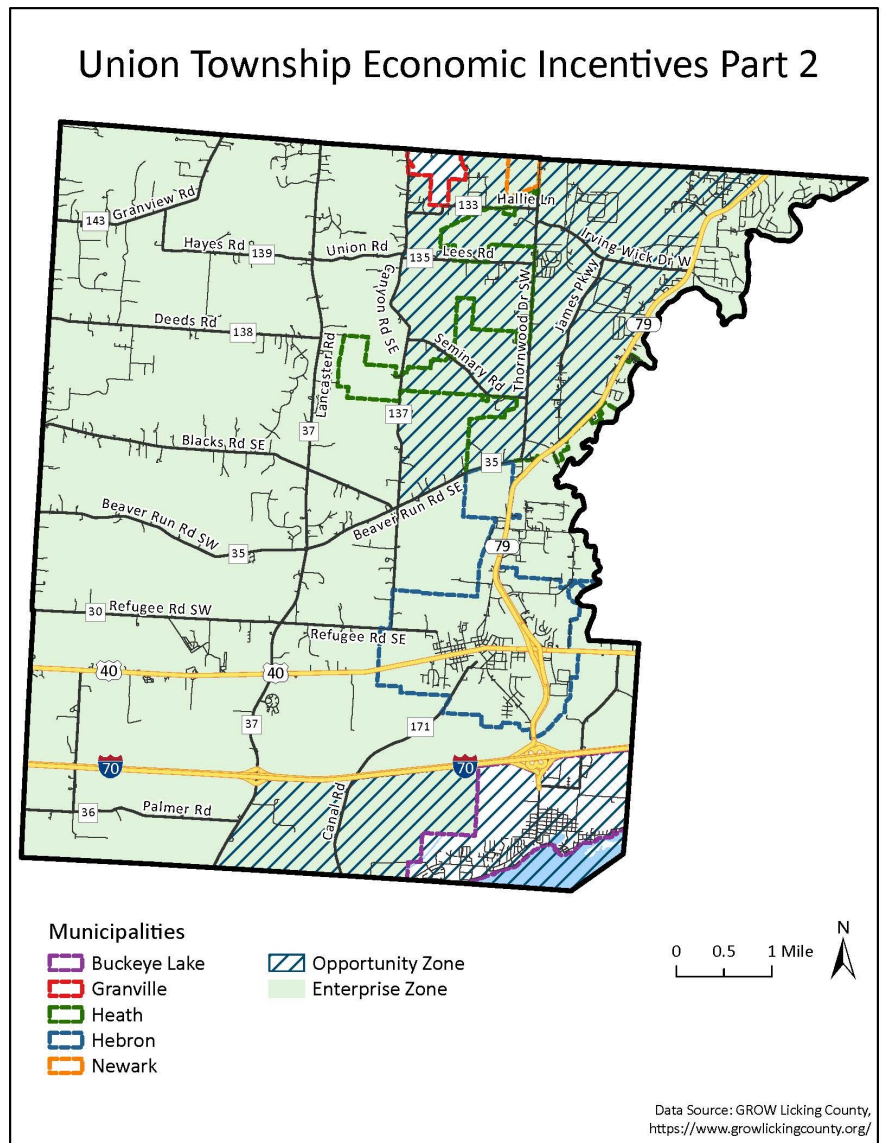


Figure 29: Enterprise and Opportunity Zones

AREA COMMUNITY AND TRANSPORTATION PLANS

The plans of communities adjacent to or within Union Township can have a substantial impact on the community and its own plans. New developments can lead to increased traffic that could spill over to the Township, impact the tax base and create demand for additional development or services. Some communities may have plans to annex more land from within Union Township, which impacts the control over and taxes generated from these areas.

Below is a summary of significant plans for a number of area communities and entities, with a description of how they might impact Union Township.

TRANSPORTATION

Efficient transportation and the improvement of road systems Union Township is a vital piece of the puzzle as more development occurs within the Township, bringing with it new residents, visitors, industries, and employees.

ODOT

The Ohio Department of Transportation (ODOT) is planning improvements in Union Township which will help bolster the road system in the Township's borders. ODOT began a project in 2023 at the intersection of U.S. Route 40 and State Route 37 for intersection improvements including adding turn lanes on each Route. ODOT currently does not have any major plans for State Route 37 and Interstate 70 corridors besides preservation work such as resurfacing and pavement repair. There are no plans here to add capacity. However, in ODOT's long-range planning efforts, they have identified a need to eventually widen the Interstate 70 corridor in Union Township to three (3) lanes going each way. ODOT representatives have also noted the flooding that occurs in the southern portions of Union Township. This flooding has been impactful enough in some cases to shut down portions of Interstate 70. Recognizing this, ODOT is discussing conducting a study to understand and develop mitigation tactics for the flooding. ODOT representatives noted the Thornwood Drive corridor will mostly be updated and improved by the Cities of Heath and Newark and ODOT's role will be mainly as an overseeing body. Throughout other areas of Union Township, ODOT's plans include typical resurfacing and bridge preservation projects.

AREA COMMUNITY AND TRANSPORTATION PLANS

TRANSPORTATION CONTINUED

ODOT's 2023 Future Programmatic includes a study to evaluate the SR 37 Corridor between I-71 and SR 161. This study will evaluate and provide recommendations for improving the existing conditions to accommodate the anticipated traffic demand resulting from the development and land use changes associated with Intel.

Additionally, a safety study has been conducted on the SR 37 and Beaver Run Road intersection, which has been discussed by residents many times throughout this Comprehensive Planning process as a difficult and dangerous intersection. This study was prepared by Burgess & Niple for the Ohio Department of Transportation and evaluated the safety and potential improvements of this major intersection within Union Township. The following short-, medium-, and long-term improvements were identified:¹⁶

Short-Term

- Trim trees and brush on the northeast corner of the intersection to improve sight distance for westbound traffic to southbound traffic.
- Restripe the stop bars. The current stop bar lines are faded and worn.
- Total estimated cost: \$4,000 (2023 dollars).

Medium-Term

- Construct an exclusive northbound right-turn lane which would eliminate northbound right-turning traffic from slowing and stopping traffic along SR 37.
- Total estimated cost: \$440,000 (2026 dollars).

Long-Term

- Replace the stop-controlled intersection with a single-lane roundabout. Existing volumes warrant a single-lane roundabout. However, as volumes continue to grow, a roundabout with two northbound and two southbound lanes could be constructed to accommodate a future configuration of SR-37.
- Total estimated cost: \$2,781,000 (2028 dollars).

¹⁶ SR 37 and Beaver Run Road Safety Study, Burgess & Niple

AREA COMMUNITY AND TRANSPORTATION PLANS

TRANSPORTATION CONTINUED

LICKING COUNTY AREA TRANSPORTATION STUDY

The Licking County Area Transportation Study (LCATS), the local Metropolitan Planning Organization in charge of distributing federal transportation funding, is in the process of updating their Thoroughfare Plan (the “Thoroughfare Plan”). This plan is a study of collector, arterial, and local roadways to develop a greater understanding of the County’s transportation needs, including congestion, capacity, safety, and connectivity. The Thoroughfare Plan will also map existing conditions and future identified improvements. LCATS will then indicate the types of improvements needed and will note the areas with the most pressing needs. The Thoroughfare Plan will determine the classification of each road within the County, including Union Township. The Township’s zoning setbacks should be updated to be measured from the proposed right-of-way as determined by the Thoroughfare Plan to ensure buildings are not constructed within these future corridors.

LICKING COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

Thornwood Drive, bordering Union Township’s eastern boundary, is planned to undergo intensive improvements. These improvements were sparked by Intel announcement and the understanding that the Intel site in New Albany would need a way to access Interstate 70 quickly and easily. The Licking County Transportation Improvement District (LCTID) assessed four (4) different scenarios to determine the shortest and fastest route. The Thornwood Drive Corridor is tied for the lowest number of miles taken with the State Route 37 scenario but may take up to 5 minutes less to travel the same distance. From this information the LCTID identified 6 specific areas of improvement as well as general mainline improvements for the Thornwood Drive Corridor to prepare the roadway for increased traffic volumes.

AREA COMMUNITY AND TRANSPORTATION PLANS

TRANSPORTATION CONTINUED

The LCTID Route Map in Figure 29 (left) shows the number of miles and minutes each scenario would take for traffic to reach Interstate 70 from Intel and vice versa. The projects along the Thornwood Drive Corridor are shown in the LCTID Detailed Thornwood Drive Corridor map in Figure 30.

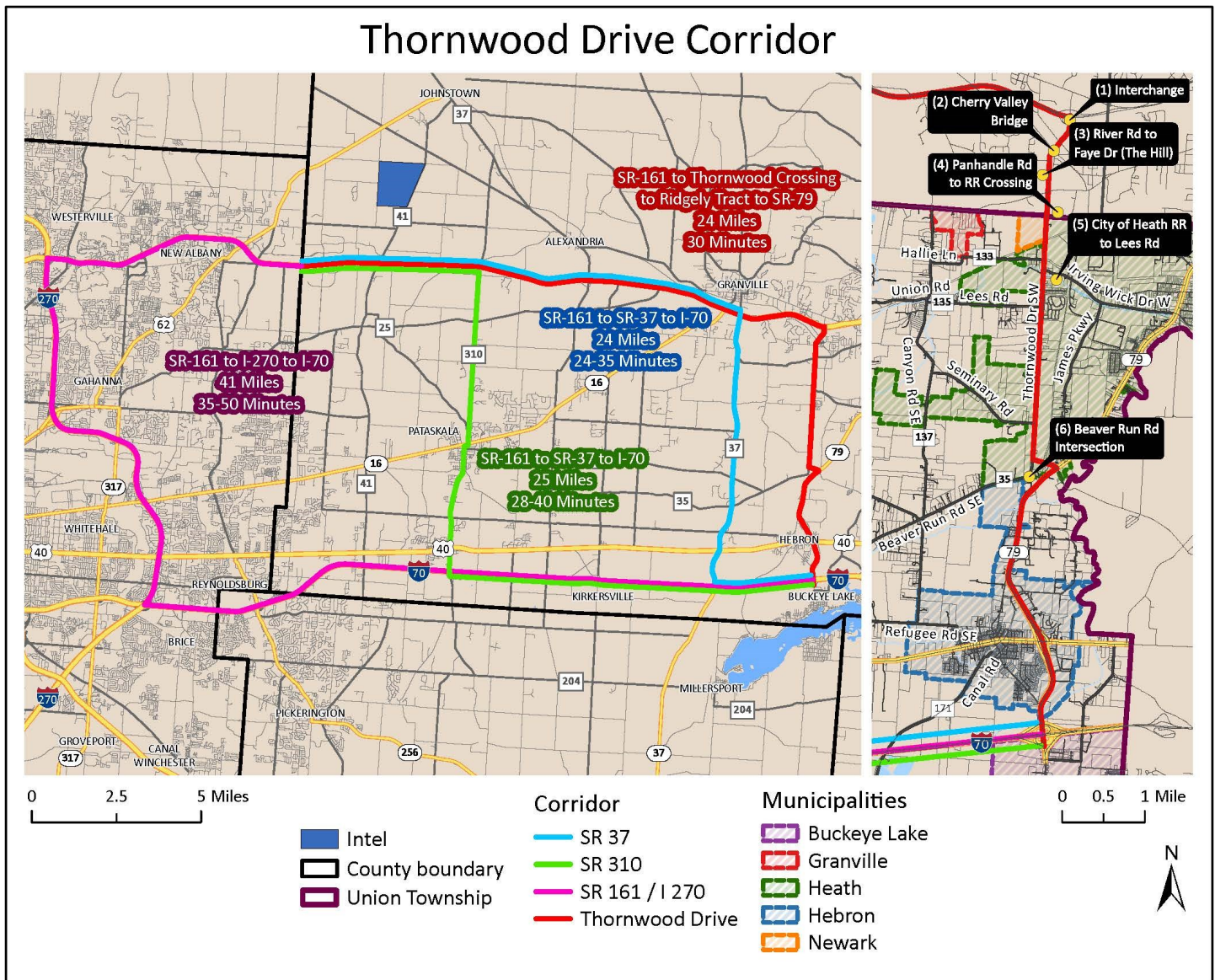


Figure 30: LCTID Route Study and Thornwood Drive Corridor

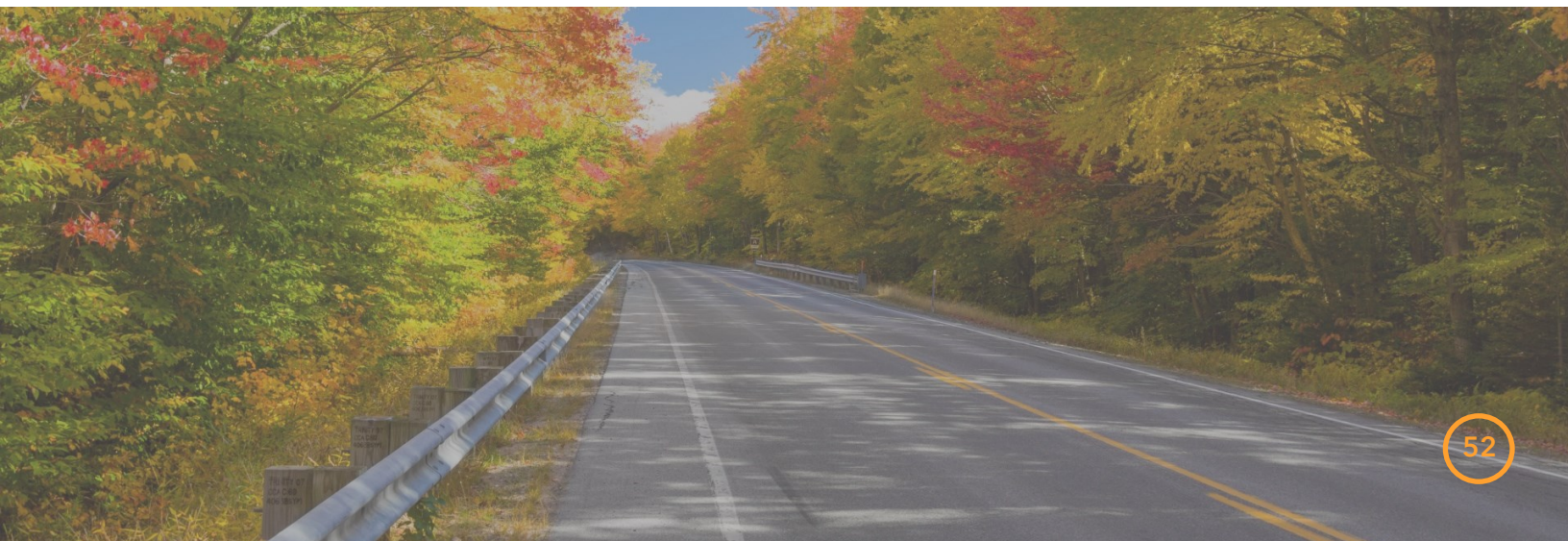
AREA COMMUNITY AND TRANSPORTATION PLANS

TRANSPORTATION CONTINUED

To date, the first and second projects, the Interchange at State Route 16 and Thornwood Crossing and the Cherry Valley Road Bridge connection Thornwood Crossing and Thornwood Drive have been completed. The major focus currently lies with the project 3, The Hill, which encompasses the roadway between River Road and Faye Drive just northeast of Union Township. Due to changes in the scope of work from the initial project, updated right-of-way costs, and inflation, the project cost increased to \$15 million dollars. Funding for this project has fallen short by approximately \$7 million dollars. The LCTID has stated that they are continuing to advocate for this project and target funding options from within the Ohio state budget and federal grants.

A project between the railroad tracks and Hallie Lane has been substantially completed regarding improvements to the roadway, including intersection improvements adding turn lanes and a traffic signal at Hallie Lane and Thornwood Drive. This was a \$2 million dollar project.

Funding has been secured for improvements from Hallie Lane to Lees Road with a total for \$2,929,916. This project is currently in the design phase and will include resurfacing and shoulder widening between Irvingwick Drive and Lees Road.



AREA COMMUNITY AND TRANSPORTATION PLANS

WHAT ARE OTHER COMMUNITIES PLANNING?

The news of Intel and other developments have caused many communities in Central Ohio to update their plans. It is important to understand the plans of communities surrounding Union Township in order to determine how they will impact the Township. Other communities or organizations may have plans that do not align with Union Township’s desires, conversely, other plans may plug in well with Union Township, and give rise to future collaborations and partnerships.

DESTINY 2020–NEWARK COMPREHENSIVE PLAN (2002)

The Destiny 2020 plan was developed in 2002 and has a timeframe through 2020 and is the latest plan for the area. A majority of the plan does not impact the Township. The major recommendation that may impact the Township is the development of the Thornwood Business Park (p. 7-18). This park would involve the annexation of some land in the Township, as seen in a portion of the future land use plan, Figure 31. The purple area labeled “13” is the proposed expansion for the business park. The plan also proposes a new high-capacity connector around the west side of the city, as shown by the gray dotted line in the map. As noted above, the LCTID has indicated that a capacity expansion of Thornwood Drive between SR 161/16 and I-70 would provide the quickest route between the Intel site area and I-70 leading out to eastern markets. If improved, Thornwood Drive would likely provide ample new sites for development, furthering the annexation pressure.

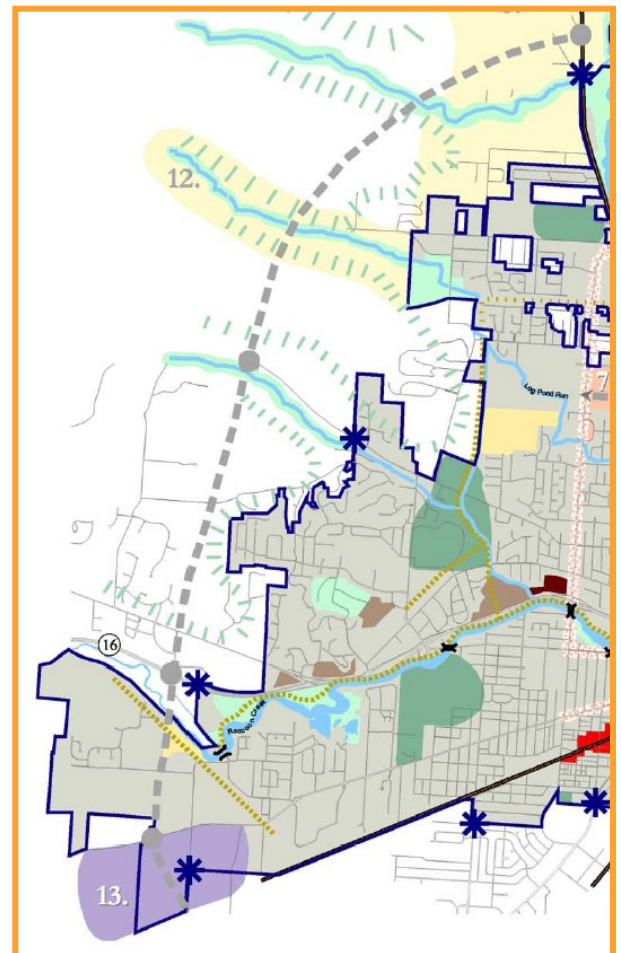


Figure 31: Destiny 2020

AREA COMMUNITY AND TRANSPORTATION PLANS

HEBRON-LURAY AREA PLAN (2014)

Licking County Planning and Development authored the Hebron-Luray Area Plan¹⁷ (the “HL Area Plan”) in 2014 which includes a portion of southern Union Township. The HL Area Plan highlighted many of the same areas of improvement that are included in this Comprehensive Plan’s goals. Namely, addressing the lack of variety in the housing market, improving roadways to mitigate congestion, protecting prime farmland, and promoting business development in strategic areas of the Township. Similar to the recommendations of this Comprehensive Plan, the HL Area Plan also noted that development would be attracted to the area due to the location, access, potential for infrastructure expansion, and high quality of life, and hence should be strategically planned to avoid sprawl and to retain prime agricultural operations and core rural character of the area while simultaneously bringing in revenue, jobs, and creating a sense of place. The HL Area Plan proposed a Conceptual Future Land Use Map (“Hebron–Luray Conceptual Map”) to achieve these goals, shown in Figure 32.

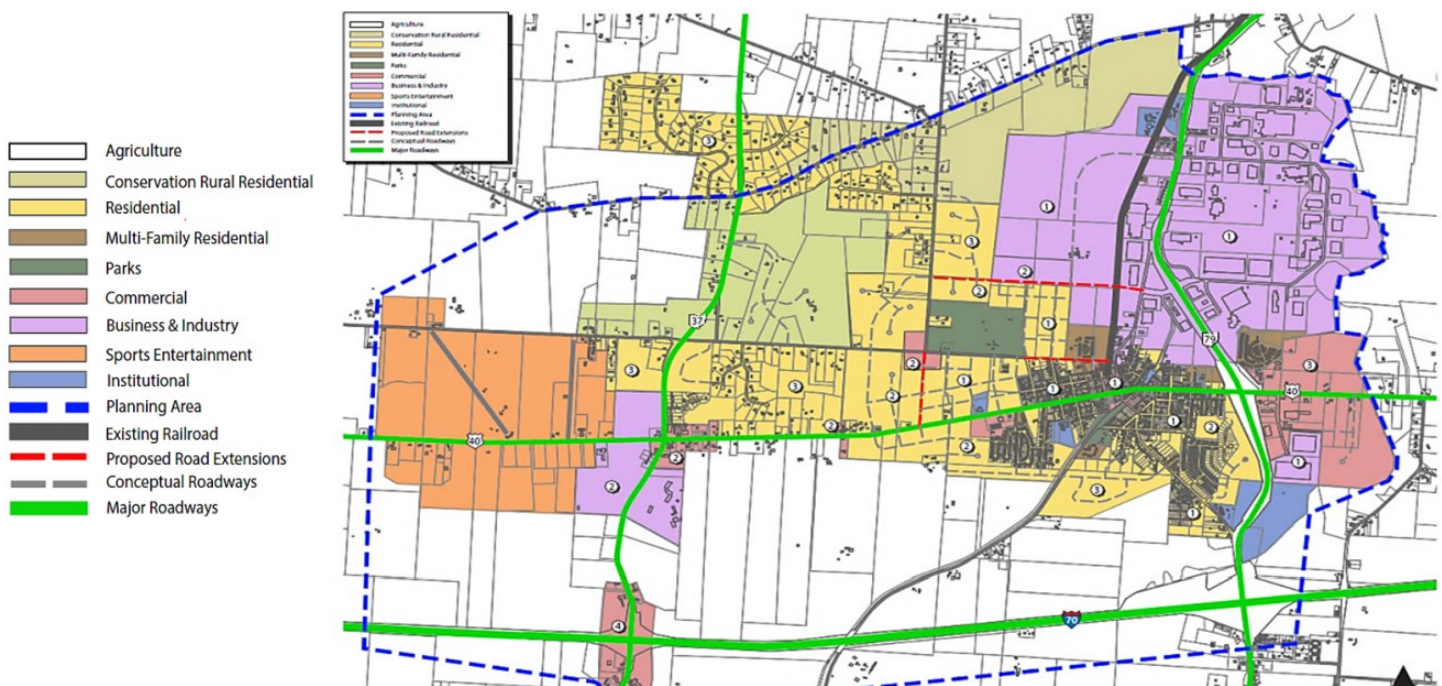


Figure 32: Hebron Luray Conceptual Map

¹⁷ <https://lickingcounty.gov/civicax/filebank/blobload.aspx?BlobID=104883>

AREA COMMUNITY AND TRANSPORTATION PLANS

BUCKEYE LAKE COMPREHENSIVE PLAN (2023)

The Village of Buckeye Lake has had a long history of tourists enjoying the lakeshore. However, issues like the closure of the village’s amusement park in 1970, various floods, and aging infrastructure have posed challenges for the community (p. 17-18). Therefore, promoting tourism and economic development are important aspects of their comprehensive plan (p. 4, 18, 43-45). The recent completion of the Buckeye Lake Dam reconstruction has created new amenities, including a multi-mile lakefront walking trail, and has stimulated renewed tourism and new development in the area.

The Village of Buckeye Lake’s comprehensive plan has no explicit provisions for annexation and growth outside the village; they plan to promote infill growth with mixed-use buildings and active transportation, rather than sprawling, horizontal growth (p. 4, 11). Although the plan is not binding, this can provide some assurances to Union Township that the Village will not be actively targeting growth at the Township’s expense. The plan does indicate that the Village has recently increased the capacity of its water and sewer system to accommodate additional growth (p. 32).

Figure 33 is the future land use map from the Buckeye Lake Plan. Called the “Existing + Future Place Types”, it has broad recommendations for preserving land uses in certain areas, encouraging development in other areas and preserving open space.

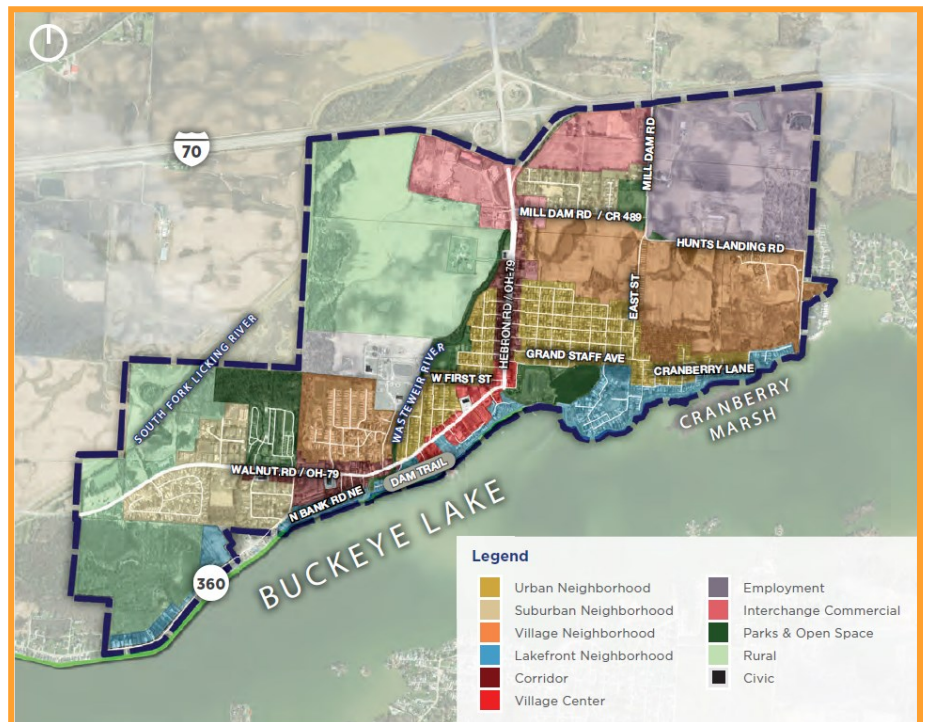


Figure 33: Buckeye Lake Land Use

AREA COMMUNITY AND TRANSPORTATION PLANS

BUCKEYE LAKE COMPREHENSIVE PLAN CONTINUED

There are several portions of the plan that are relevant to Union Township:

1. The Village of Buckeye Lake wants to promote tourism, which could cause increased traffic through the Township. The plan recommends an “Interchange Commercial” district on the south side of the I-70/SR 79 interchange, which borders the Township. This district would be for “small to medium-scale commercial [and] multifamily residential” with a recommended land-use ratio of 60% commercial and 40% office/residential, with “10 to 20 units per acre for residential [uses]” (p. 64).
2. The plan also recommends preserving the open land on the western end of the Village for rural and open space land uses (p. 56). This area includes significant amounts of floodplain. A portion of this area could become parks, which could attract tourists who would travel through Union Township.
3. The plan recommends constructing new signs, such as wayfinding, identification, and highway signs (p. 47). This includes signs on the Village’s border with the Township on Walnut Road and by the I-70 exit (p. 112).
4. Buckeye Lake’s attractions currently favor adults, so the comprehensive plans wish to include more family-oriented activities in the village (p. 48-49). This could change the demographics of the tourists that travel through Union Township.

The Village of Buckeye Lake maintains they will “consider the entire geographic area, including neighboring townships, county, and regional initiatives,” for their planning process. Therefore, Union Township can potentially work alongside the Village of Buckeye Lake during various planning projects and phases.

LICKING COUNTY PLANNING

The Licking County Planning Commission has indicated that they do not have any specific land use plans that focus specifically and solely on Union Township. Additionally, the County has not suggested, recommended, or predicted land uses other than what the Township has previously indicated to them.

AREA COMMUNITY AND TRANSPORTATION PLANS

LICKING COUNTY PLANNING CONTINUED

The County described that most of the substantial development in and around the Township has occurred in the Hebron Industrial Park. There are several new and revitalized businesses in the park and there is some construction occurring for manufacturing and industrial facilities. The County also highlighted that there has been increased business interest and development along U.S. Route 40.

LIVING LOCALLY—VILLAGE OF HEBRON COMPREHENSIVE PLAN (DRAFT 2023)

“Living Locally” is the title and main theme of the ongoing update to the Village of Hebron Comprehensive Plan. They define it as the “mindset that prioritizes engaging with and supporting the immediate community and its resources [and promotes] participating in the local economy and [social and cultural events] while minimizing reliance on external or distant sources” (p. 6). Living Locally plan includes the Village of Hebron and the surrounding area, which includes portions of Union Township, see Figure 34.

The Village of Hebron connects their Living Locally theme to the 15-minute city idea “where residents can access essential services and amenities within a 15-minute walk or bike ride from their homes” (p. 11). This coincides with promoting mixed-use development, less dependence on private automobiles for travel, pedestrian-friendly infrastructure, and public transportation (p. 11-12, 19). The Village of Hebron also desires to expand and update roads, water, and sewer services “to strategically direct growth” (p. 19). The plan also lists preserving natural resources, farmland, and the rural community character as goals (p. 19). In addition, the plan states that the Village of Hebron “should consider multi-jurisdictional impacts” for decisions that might have impacts outside their community (p. 18).

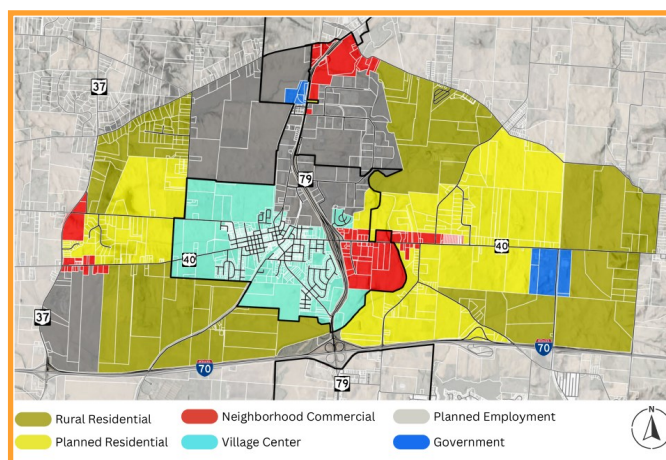


Figure 34: Living Locally Plan

AREA COMMUNITY AND TRANSPORTATION PLANS

VILLAGE OF HEBRON COMPREHENSIVE PLAN CONTINUED

Living Locally identified 9 Priority Growth Areas (PGAs), which are regions that have “significant potential for development and growth” (p. 38-40). Six PGAs are wholly or partially within the Township, see Figure 35. These 6 PGAs are listed below, with the number corresponding to the areas on the map below them:

1. *Newark Industrial Park: Explicit desire to annex the existing business park, as the Village currently services the area with water and sewer. The plan notes that the Village charges a 100% premium on water and sewer for users outside the Village boundary, which could be an incentive for property owners in the industrial park to annex.*
2. *Heritage 40 Business Park: A new business park along U.S. 40.*
3. *Northern Village Gateway: Commercial and retail development that would link the Village of Hebron to PGA 1: Newark Industrial Park.*
6. *Ours Neighborhood: Potential to expand “traditional neighborhood patterns of the old village” while connecting PGA 9: Western Village Gateway with pedestrian and vehicular access.*
7. *Far West: Potential manufacturing and/or rural residential uses.*
9. *Western Village Gateway: Potential to continue the village core’s grid style and walkable development, with commercial uses lining US 40.*

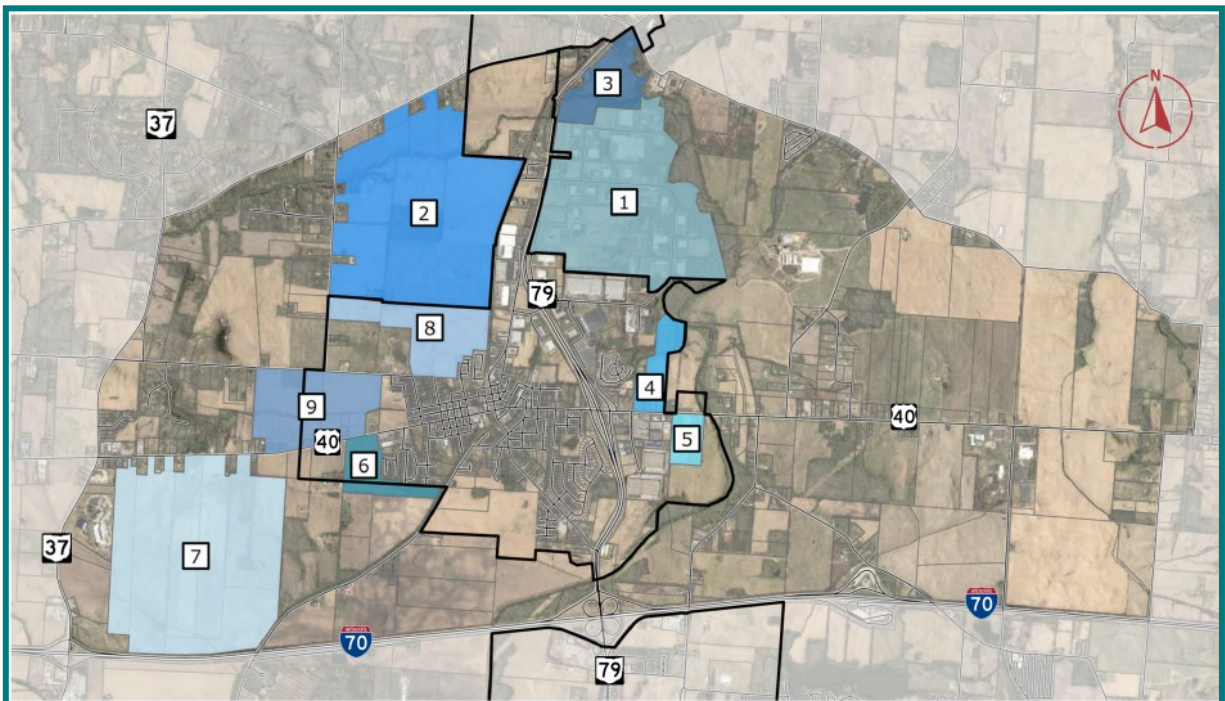


Figure 35: Priority Growth Areas

AREA COMMUNITY AND TRANSPORTATION PLANS

VILLAGE OF HEBRON COMPREHENSIVE PLAN CONTINUED

Living Locally also identified ten recommended intersection improvements (p. 44). Numbers 1 -7, and 10 are within Union Township; see Figures 36 and 37. The plan also lists 6 proposed road extensions, of which 3 are wholly or partially within Union Township (p. 46). These extensions are:

- A. *Enterprise Drive*
- D. *Canyon Road Drive*
- E. *W. 3rd Avenue*

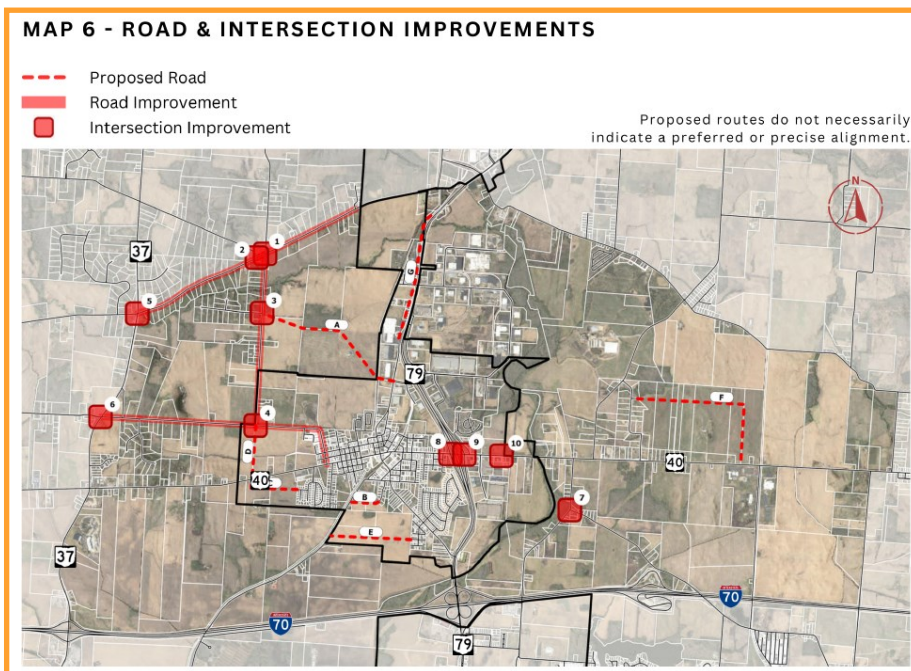


Figure 36: Road and Intersection Improvements

MAP ID #	INTERSECTION	TYPE
1	Beaver Run/Canyon	Realignment
2	Beaver Run/Blacks	Realignment
3	Canyon/Canyon Village	Signal
4	Canyon/Refugee	Signal
5	Beaver Run/SR 37	Safety
6	Refugee/SR 37	Safety
7	Mill Dam/Christland Hill	Safety
8	US 40/SR 79 Ramp	Signal
9	US 40/SR 79 Ramp	Signal
10	Kroger Center/US 40	Signal

Figure 37: Intersection Improvements

AREA COMMUNITY AND TRANSPORTATION PLANS

VILLAGE OF HEBRON COMPREHENSIVE PLAN CONTINUED

The points of the current draft of the Village of Hebron’s Comprehensive Plan that are the most relevant to Union Township are:

1. The Village of Hebron is planning for economic development and growth within and outside their boundaries within Union Township, including annexing significant areas of adjacent land.
 - a. The Newark Industrial Park (PGA 1) is an area that the Village of Hebron could annex. This would significantly reduce the tax base of the Township.
 - b. The Village has the potential to annex Union Township land further than PGA 1.
2. The Village of Hebron wants to promote the 15-minute city model for their future development, including walkable infrastructure, mixed-use development, diverse housing types, and public transportation, by both developing existing areas and expanding.
 - a. This could mean increased traffic and usage of public transportation (like buses) and rideshares (like Uber).
 - b. This could also coincide with an increase in tourists, cyclists, and hikers.
3. The Village of Hebron has indicated they will consider “multi-jurisdictional impacts” for their decisions.
 - a. The plan indicates a desire to preserve farmland and rural character, showing that urban-style development will not cover the entire planning area.
 - b. However, Living Locally still formulated extensive, detailed plans for development and improvements within unannexed areas of Union Township.

AREA COMMUNITY AND TRANSPORTATION PLANS

GRANVILLE COMMUNITY COMPREHENSIVE PLAN (DRAFT 2023)

Granville has been working to update their comprehensive plan and published a draft in 2023. Figure 38 shows their draft future land use map, which defines land uses by intensity, rather than naming the use type. The majority of the areas bordering Union Township are listed as low, very low, or rural density/intensity with an area on the southwestern side of Granville Township designated as medium density/intensity. Medium density development includes neighborhood scale commercial development, which would mimic downtown Granville and be pedestrian oriented.

The draft plan also recommends the development of an “Employment Corridor Overlay” which would promote commercial and industrial development along Route 16, near the northern portion of Union Township. The plan is clear that heavy industry would be restricted while allowing for clean commercial and industrial uses.

The plan describes Route 37 at the Union Township line as a “Secondary Gateway” into the Granville area, meaning that this road is less traveled to enter Granville than Routes such as 661. The Secondary Gateways are recommended to have signage and landscaping that convey the character of the Granville area.

The Granville draft plan has many similar goals to Union Township revolving around protecting farmland, creating opportunities for more types of residential development that meet the needs of the entire community, integrating and preserving open space, and promoting intentional economic development. Overall, the draft Granville plan does not conflict with Union Township’s comprehensive plan, and these plans may be able to work in tandem to create a region that shares many development and aesthetic goals.

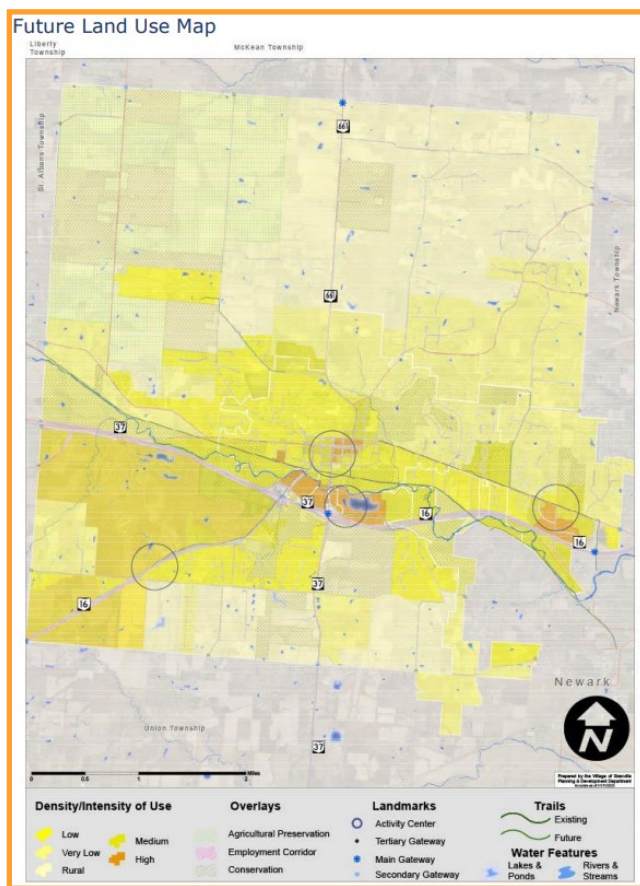


Figure 38: Granville Future Land Use

AREA COMMUNITY AND TRANSPORTATION PLANS

GROW LICKING COUNTY

GROW Licking County is the County's leading economic development organization. GROW works to attract new businesses, leads a retention and expansion program for existing businesses, promotes workforce development, and works with local communities in preparedness efforts that ultimately lead to increased economic development activity. Additionally, they have implemented a strategy with ambitious goals to reach by 2025 including adding 5,000 new jobs to the county, raising the median county-wide income by \$5,000, creating \$200 million in net new payroll, and generating \$750 million in capital investment.

As shown in Figure 29 most of Union Township is included in Enterprise Zone 091C. Small areas are also included in Enterprise Zones 079C and 101C. Furthermore, CRAs in the Village of Hebron, the City of Heath, and the City of Newark also reach into Union Township, as shown in Figure 28. Both programs provide tax relief in exchange for economic development. Enterprise Zones provide personal property (equipment) tax abatements in the area. CRAs provide real property tax abatements for investments. Both of these programs may incentivize development in Union Township and may impact the tax receipts of the Township.



Section IV

Community Engagement

COMMUNITY ENGAGEMENT

SURVEY

Crossroads conducted a survey in May of 2023 via a mailer sent to each household with a QR-code link to the survey. Paper copies of the survey were also available at the Union Township Hall. This survey gathered demographic information such as age and length of time living in the Township. The survey also gathered information aimed at understanding residents' reasons for living in the Township as they were asked what attracted them to the Township in the first place. Crossroads then asked a series of development related questions, asking residents what types of development, if any, they would like to see and where they would like to see it, see Figure 39. Finally, a series of questions were asked about the quality of services, housing, parks, and roads within the Township. These questions help to identify the priorities of Township residents and give focus to the planning efforts.

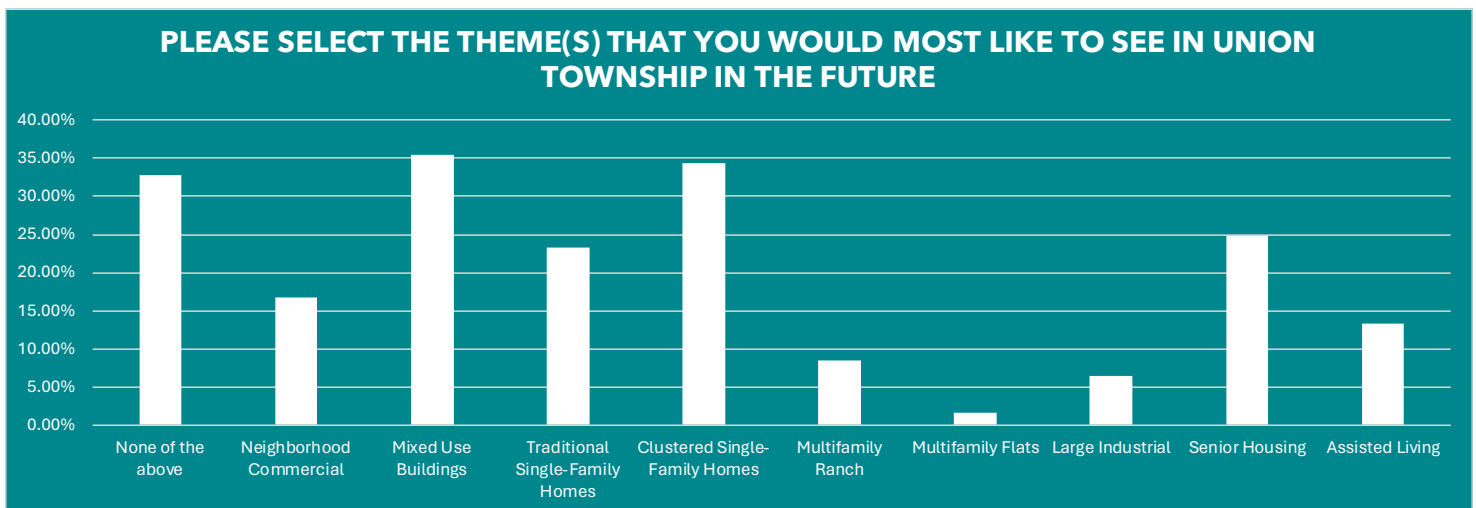


Figure 39: Development Themes

The survey gathered that residents valued the rural, open vistas, high quality schools, privacy, quiet, and proximity to cities and interstates. The three most favored forms of development were mixed use (35.5%), clustered single-family (34.35%) and no development (32.82%). When asked about recreational opportunities, an overwhelming 67.18% of respondents said they would like to utilize trails and multi-use paths along the roadways. These responses directly funnel into the recommended overlay district, where multi-use paths are required, and mixed-use development is a key land use. Additionally, the recommended overlay was created with the goal of preventing development sprawl, and thus protecting the remainder of the Township from high intensity development, that over 30% of residents did not want to see. Additionally, the desire to

see clustered-single family housing prompted the recommendation to create a preservation-rural residential overlay in the future to allow for this use. Detailed survey responses can be found in Appendix A.

OPEN HOUSE

On November 14, 2023, Crossroads hosted an open house for the residents of Union Township to learn more about the vision and goals for the comprehensive plan. To aid in the process of creating the comprehensive plan, Crossroads requested visitors to complete a questionnaire detailing thoughts and recommendations in response to the information presented. The dominant theme of the evening was to conserve the rural identity of the Township and collaborate with local governments and farmers to ensure purposeful development that respects the Township’s aesthetics. Many respondents shared concerns about the floodplain and well water. Respondents provided mixed opinions about commercial and single-family residential development and were strongly opposed to warehouses and multi-family developments. Figure 40 summarizes these responses.

APPROVING	MIXED OPINIONS	DISAPPROVING
Keeping Rural Identity	Commercial Spaces	Warehouses
Improving Quality of Life Features	Status Quo	Multi-Family Housing
Balanced Approach	Single-Family Housing	

Figure 40: Open House Resident Opinions

Crossroads hosted an additional presentation for the Township on January 11, 2024. Crossroads presented a recap of the open house on November 14th, provided information on how feedback from the previous meeting was incorporated into the plan, and elaborated on the next steps of revision and finalization. In order to provide the residents with a better understanding of the importance of the comprehensive plan, Crossroads discussed threats of annexation from the Township’s bordering municipalities and the comprehensive plan’s steps to mitigate these risks. Most attendees left the meeting with a better understanding now knowing the development strategies employed within the comprehensive plan are being used to best support the Township’s vision to retain its rural identity.



Section V

Key Planning Themes, Goals, and Recommendations

Key Theme #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life

GOALS:

- Create a comprehensive strategy that outlines specific growth areas and targets commercial, industrial, mixed-use, and housing developments towards areas with existing or planned infrastructure, transportation networks, and utility services.
- Collaborate with local government agencies, agricultural organizations, and stakeholders to develop policies that protect farmland from conversion to non-agricultural uses (outside of the targeted growth areas) providing farmers with additional options for the legacy of their land.
- Enhance the wellbeing of the Township by creating an atmosphere that is conducive to the development of various types of attainable housing to respond to current market demands and housing needs that blend with the inherent rural character of the Township.
- Implement strategies to preserve open space for interested landowners while allowing for responsible and sustainable development.

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life

Union Township, a traditionally rural and agricultural community, sits at an advantageous location at the crossroads of Interstate 70 and State Route 37. Additionally, the Township is located just a few miles from Intel. This proximity to these major routes and major development is a boon to development but may also heighten community nerves about the potential to lose the rural, quiet, and scenic quality of life that makes the Township a great place to live. For example, over 100 acres are being annexed out of Union Township and into the Village of Hebron for the development of a new Microsoft data center facility just off State Route 79.

However, as development occurs within and around Union Township due to factors not limited to proximity to major routes and other communities, new infrastructure, and high-quality land,

there is a critical opportunity for Union Township to shape its own future regarding development by targeting certain areas for growth, and certain areas for preservation. Through this approach, Union Township can retain its rural character in the majority of the Township area while

accommodating development in strategic areas to diversify the Township's tax base and prevent annexation. This is an opportunity for Union Township to set its own destiny through design and development standards that reflect the community character desired by the residents instead of allowing development to occur only on the developers' terms. One method that could allow for this is the implementation of the Gateway Corridor Overlay District ("GCO").



KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

The future land use map shown in Figure 41 and in Appendix B highlights this targeted approach to development and broad goal of preservation of farmland and rural housing.

The GCO shown in the Future Land Use Map is where most of the development will be targeted within the Township. One key factor in the identification of this area are the existing plans for infrastructure expansion by the SWLCWS along US Route 40 (from Gale Road to State Route 37) and State Route 37 (from US Route 40 to Interstate 70) through the unincorporated areas of the Township. This expansion of water and sewer services allows higher intensity developments to occur without annexation, which will allow the Township to capture the tax revenue while having greater control over the design and types of development permitted. To give the Township this ability to control development, the creation and implementation of an overlay district that will allow expanded permitted uses is highly recommended.

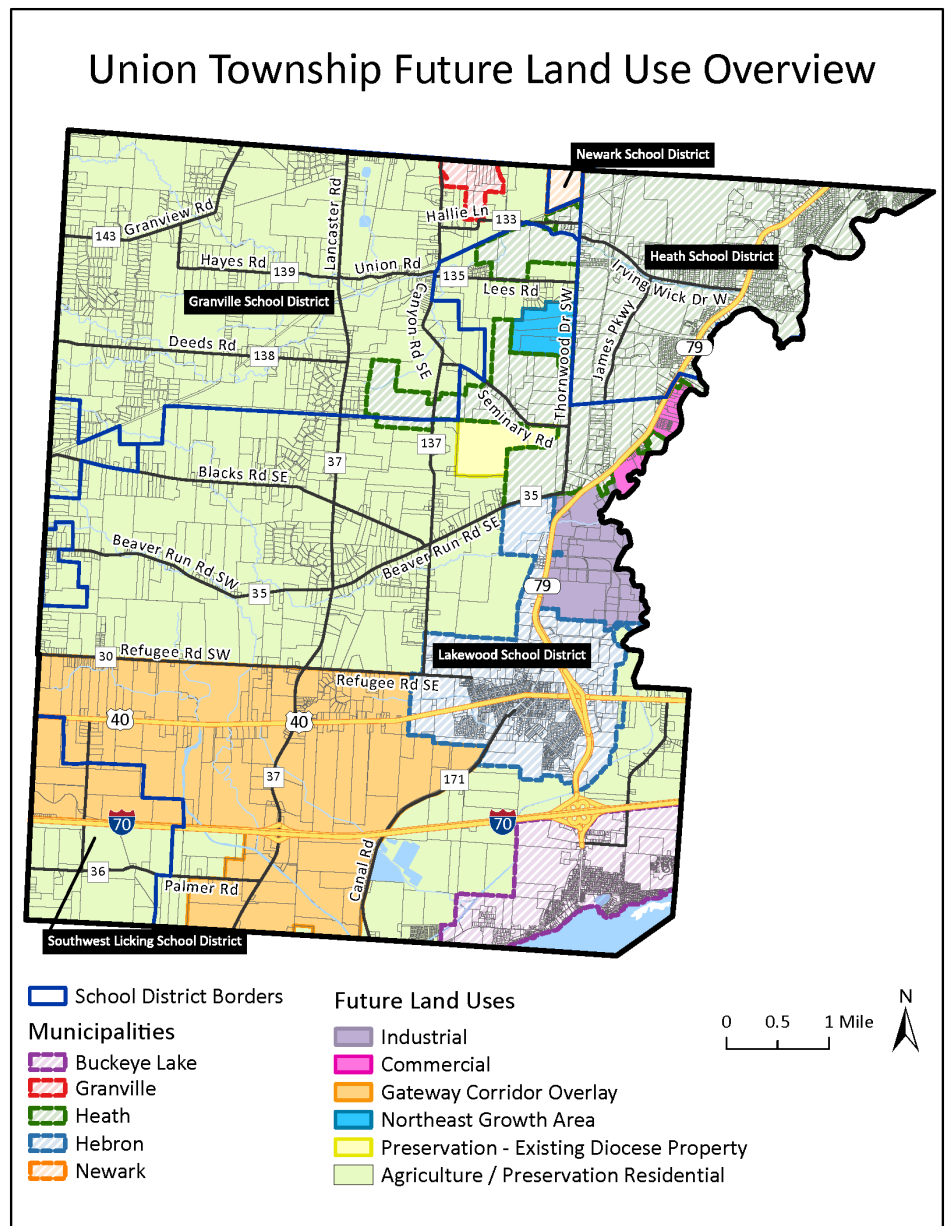


Figure 41: Future Land Use Map

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

The GCO, detailed in Appendix C, will allow expanded permitted uses and more favorable densities for developers while imposing design and development standards which promote the desired quality of life identified by Union Township stakeholders and residents. Figure 42 shows the GCO boundaries and subareas.

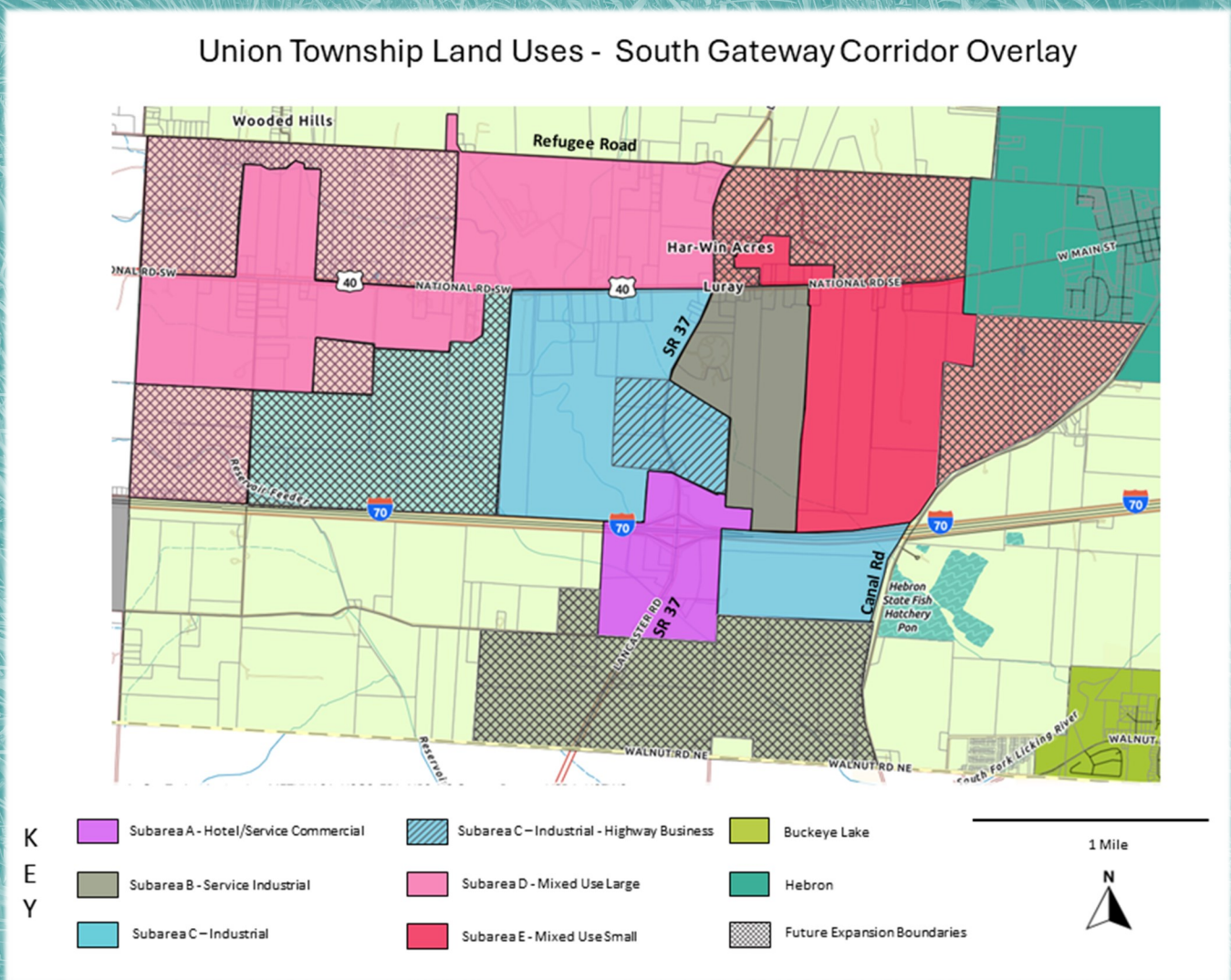


Figure 42: Gateway Corridor Overlay District

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

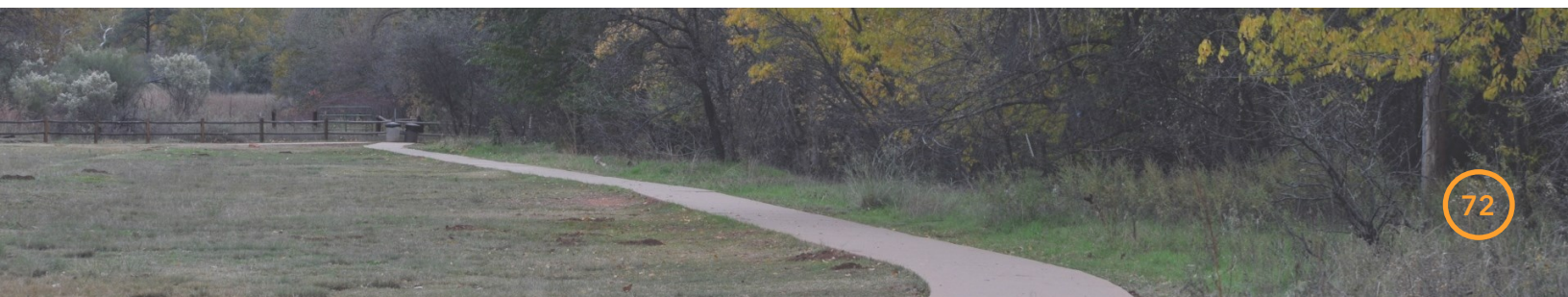
GCO HOUSING UNIT PROJECTIONS

The GCO contains 2 mixed-use subareas (subareas D and E) that would allow for expanded housing options that are not currently permitted within the Township. While housing units may be clustered within the GCO, the density set for the entirety of the mixed-use subareas shall not exceed 2 dwelling units per acre. It is anticipated that approximately 1,300 of these mixed use acres will develop over the next ten years providing an additional 2,600 dwelling units during this timeframe. The remaining 1,200 acres in the mixed use areas could support an additional 2,400 dwelling units when fully built out, which is expected between 2035 and 2050. The expected growth in housing units is targeted toward the GCO area. The remaining portion of the Township is expected to remain agriculture with a minimum 10 acre lot size resulting in very little increase in housing units in the remainder of the Township.

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

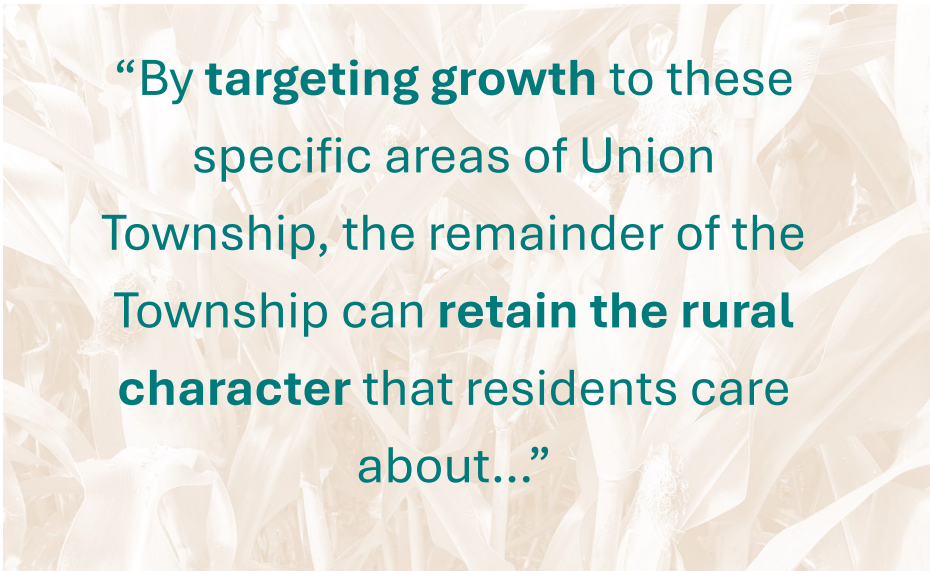
This overlay district approach will allow Union Township to guide and control development pressure in the following ways:

- Reducing the likelihood of annexation to a surrounding municipality by providing favorable zoning and desired infrastructure such as water and sewers.
- Retaining **control of the design** of the development through standards vetted by Union Township stakeholders and residents such as:
 - * A **200-foot woodland buffer**, or no-build zone along Canal Road.
 - * Requiring the use of **natural materials and colors** that blend with the existing rural landscape.
 - * Creating more **walkability** within Union Township through multi-use path requirements.
 - * Retaining green space within mixed use developments through **30% open space requirement** for parks, playgrounds, schools, or other public areas.
 - * Requiring architectural elements to prevent blank walls visible from the public right of way.
 - * Requiring **parking lot screening** to not be seen from the public right of way.
 - * Clustering multi-family residential development within the mixed-use overlay subareas allowing up to 12 units per acre, but not exceeding an average of two units per acre for the entirety of the mixed-use subareas.
- Diversifying and increasing the Township's tax base utilizing a JEDD to make improvements within Union Township.
- **Creating additional jobs** within Union Township.



KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

In addition to the GCO, smaller areas have been identified for additional development such as Northeast Growth Area, originally identified in the Montrose Plan. For development to be targeted towards the Northeast Growth Area, a JEDD would need to be established to fund necessary infrastructure improvements. Additionally, commercial and industrial areas have been identified in the Future Land Use Map on the far east side of the Township (See Appendix B). These areas have been identified as containing existing commercial or industrial uses and are best suited to continue growing with their respective forms of development to retain and expand upon their current character.



“By targeting growth to these specific areas of Union Township, the remainder of the Township can retain the rural character that residents care about...”

By targeting growth to these specific areas of Union Township, the remainder of the Township can retain the rural character that residents care about. Union Township intends to retain this rural character and preserve farmland in the northern portion of the Township. Therefore, the areas north of Refugee Road are targeted for agricultural use and preservation residential housing as shown in the Future Land Use Map, Figure 41.

Additionally, farmland would be protected from development outside of these target areas. Some Union Township farmers may be interested in preserving their land as farmland in perpetuity, and there are a few methods that can be utilized to achieve this goal.

KEY THEME #1 CONTINUED

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

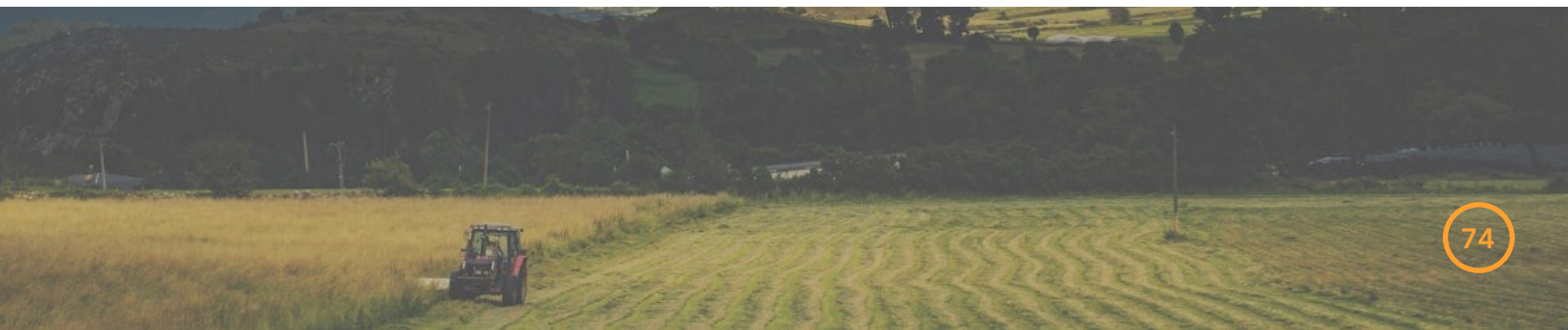
AGRICULTURAL PROTECTION

CLEAN OHIO LOCAL AGRICULTURAL EASEMENT PURCHASE PROGRAM (LAEPP)

Agricultural easements encourage current landowners to preserve their property for agricultural use in perpetuity. An Agricultural Easement program provides a payment to landowners in return for the granting of an easement over the property which restricts the property from being used for anything other than agriculture or open space. This is a tool that can legally prevent development of certain areas while providing a farmer with some financial benefit. For example, LAEPP will pay up to \$2,000 an acre with a maximum cap set at \$500,000 per farm. The challenge with this program, and subsequent agricultural easement programs, is that the market value of land can and often does supersede the payment offered through LAEPP. Therefore, this option is best suited for areas of the Township where development pressures do not yet exist as they value of land will be lower.

LAEPP

- \$2,000 an acre with a maximum cap set at \$500,000 per farm.
- Farmland must meet program requirements including size requirements and enrollment in CAUV and the Agricultural District Program.
- Landowners must apply through a “local sponsor” such as the Township, county, Licking County Soil and Water Conservation District, or a charitable organization.
- Ensures the land is used for agricultural purposes in perpetuity.



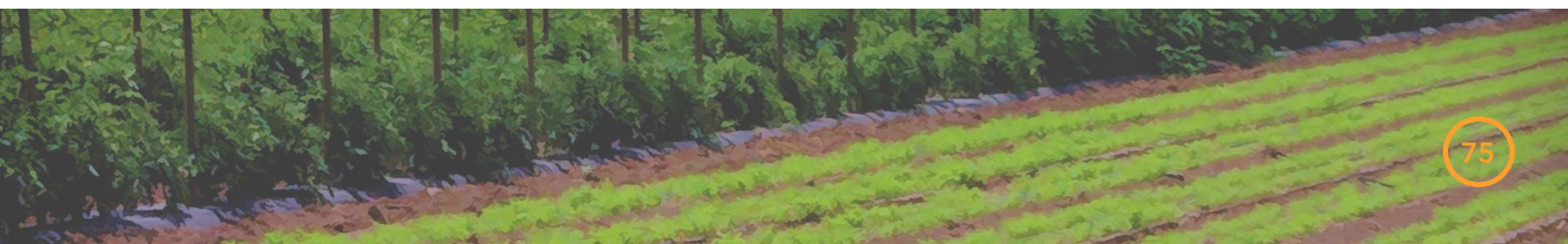
KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

AGRICULTURAL SECURITY AREA (ASA)

Another option for farmland preservation is to utilize the Agricultural Security Area (ASA) program. While this tool does not provide any direct payments to farmers, it provides potential tax benefits for investing in new real agricultural property. This program requires both the county and the Township to pass a resolution not to initiate, approve or finance any development for non-agricultural purposes such as residential, commercial, or industrial development, including the construction of new roads and water and sewer lines within the ASA for 10 years. This ten-year commitment can sometimes be more attractive than a perpetual easement due to its flexibility. ASAs have been successfully utilized on prime agricultural land such as in Fairfield County where an ASA was established in 2007 and renewed in 2017, which has extended the agreement to 2027.

ASA

- Must have 500 acres of contiguous land and agreement from all landowners.
- Landowners must be enrolled in CAUV and the Agricultural District Program.
- Landowners within the ASA may request a tax exemption on new investments in a building, improvement, structure, or fixture used for agricultural purposes.



KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

AGRICULTURAL CONSERVATION EASEMENT PROGRAM - AGRICULTURAL LAND EASEMENTS (ACEP-ALE)

Additional programs include the ACEP-ALE through the USDA Natural Resources Conservation Service (NCRS). Through the ACEP-ALE program, the easement must be held by an eligible partner, while the landowner will retain ownership and may continue farming the land. Eligible partners can be found through the Farmland Information Center Farmland Protection Directory or through the Land Trust Alliance. Partners could potentially include the Licking Land Trust, the Licking County Soil and Water Conservation District, the Appalachia Ohio Alliance, and others.

ACEP-ALE

- All agricultural easements must be facilitated through a land trust.
- Through the program, the NCRS may contribute up to 50 percent of the fair market value of the land within the agricultural easement.
- Provides permanent farmland protection.

AGRICULTURAL EASEMENT DONATION PROGRAM (AEDP)

Another agricultural easement option is the Agricultural Easement Donation Program (AEDP) in which easement rights would be donated to the Ohio Department of Agriculture. This program ensures that the land would be retained as farmland in perpetuity, but lacks much of a financial incentive, besides a tax deduction.

AEDP

- Farmland protected in perpetuity.
- Farmer retains ownership and easement stays attached to the land if the farmer sells.
- Ohio Department of Agriculture enforces the easement with a local entity/partner.

KEY THEME #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Cont.

CONSERVATION RESERVE PROGRAM (CRP)

The Conservation Reserve Program (CRP) through the USDA Farm Services Agency aims to improve water quality, prevent soil erosion, and reduce wildlife habitat loss by protecting environmentally sensitive land. Through this program, an enrolled farmer is paid a yearly rent to remove environmentally sensitive land previously used for agriculture out of production. In 2021, the Farm Services agency raised their payment rates and bases these rental rates on the relative productivity of the soils within each county and the average cash rent using data provided by the National Agricultural Statistics Service.

CRP

- Contracts for CRP range from 10-15 years in length, providing more flexibility for landowners.
- Options for general sign up and continuous sign up, depending on the landowner's goals.
- Prevents environmentally sensitive areas from being farmed but protects

By pursuing a mixture of development focused and preservation focused paths, Union Township will be able to balance growth and development with the deep-rooted rural and agricultural character of the Township valued by both Township leaders and residents. Permitting and guiding development to key areas of the Township will not only protect the majority of the Township from scattered and sprawling development but will diversify the Township's tax base, spark infrastructure improvements, create new jobs, and provide additional amenities to Union Township residents and the greater community.

Key Theme #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Recommendations

- Create an overlay district (aligning with borders of existing Heath/Union Township JEDD as shown in Figure 27).
- Align the overlay district's boundaries with the location of future utilities and the TIF, as shown in Figure 26, created from the previously completed economic development strategy
- Create future boundaries for expanding the overlay to future JEDD boundaries.

Include various types of housing, mixed-use, commercial, and industrial uses within the overlay district.

- * Target new forms of housing, such as mixed-use developments, within strategic areas of the overlay district.
- * Cluster multi-family developments to reduce sprawl over the Township and maintain an average of 2-dwelling units per acre within the overlay district subareas that permit residential uses.
- Ensure rural design standards are implemented within the overlay district to retain the rural character of the Township's housing stock and future developments.
- Utilize existing economic development tools to promote development within this overlay district.
- Further conversations with neighboring municipalities to effectively plan for growth and minimize annexation.
 - * Utilize economic development tools such as JEDDS, CEDAs, and NCAs to foster these partnerships.

Key Theme #1 - Balancing Growth & Preservation to Protect and Enhance the Quality of Life Recommendations

- Determine possibility of developing a JEDD with the Village of Hebron focused on the industrial area in the eastern portion of the Township.
- Retain and promote industrial development along the east side of Hebron Road to align with existing uses along this corridor.
- Update the Township's zoning code to align with current trends and future land uses for the Township.
 - * Integrate open space requirements into future zoning regulations.
- Target aging-in-place housing types such as condos and assisted living facilities.
- Retain large lot zoning for existing housing in strategic locations to retain the rural character of the Township.
- Protect existing agricultural zoning of 10-acre minimums.
- Review existing PUD requirements to ensure best practices are being implemented.
- Help protect the visual appeal of existing roadways and rural viewsheds through landscaping requirements.
- Target multi-use paths only to future development areas with the goal of retaining large agricultural tracts.
- Provide a list of options for interested landowners regarding preservation and agricultural easements.

Key Theme #2 – Fostering Partnerships to Enhance Community Services


GOALS:

- Coordinate and balance development and growth with the adjoining municipal areas in Union Township.
- Create partnerships with water, sewer, and other utility providers to help ensure the Township goals are reflected in their public improvement policies.
- Collaborate with local fire, law enforcement, and school districts to ensure future township plans are accounted for in their long-term strategies.
- Collaborate with landowners and regional partners to preserve floodplains where practical and incorporate sustainable and resilient drainage practices in areas where development is proposed.

KEY THEME #2 - Fostering Partnerships To Enhance Community Services

Creating new partnerships and enhancing existing partnerships within and beyond Union Township will be a key way to support the existing community character, quality of life, and enhance the Township's services and economic development. These partnerships will allow the Township to pursue a variety of economic development tools and expand upon the tools already implemented within Union Township. Partnerships serve a dual purpose. First, they allow the Township to engage with surrounding county and regional partners to ensure the Township's interests are included in broader plans. Second, they serve to preserve the integrity of the Township through partnering with neighboring communities to accommodate intentional growth, share revenue, expenses, and services all while preventing annexation.

The Township has already taken essential steps to develop important partnerships, such as the creation of the JEDD in 2023 in collaboration with the City of Heath and SWLCWS. The specifics of the JEDD's development are discussed in the Existing Conditions section of this Comprehensive Plan. This important partnership disincentivizes annexation and allows Union Township to retain control over development, as well as enforce high quality standards. This partnership lays the foundation for the success of the recommended overlay district and the creation of future partnerships for the Township.



Partnerships preserve the integrity of the Township by accommodating intentional growth, sharing revenue, expenses, and services all while preventing annexation.

MUNICIPALITIES

Future partnerships should be investigated with the Village of Hebron as their future land use Map in their Living Locally 2023 Comprehensive Plan shows land use plans for areas of Union Township, such as the areas identified on Union Township's future land use map for

KEY THEME #2 - Fostering Partnerships To Enhance Community Services Continued

Commercial and Industrial development in the eastern portion of the Township. Additionally, the Village of Hebron has identified 9 Growth Areas with areas 1 and 3 located within the Commercial and Industrial areas of Union Township and areas 2, 6, 7, and 9 either partially or entirely within Union Township. A JEDD could be established with the Village of Hebron to share revenue and costs associated with development, while Union Township would be able to retain control over what this development would look like. This potential JEDD is recommended to focus on Growth Areas 2 and 9 as identified in the Village of Hebron's Townships Priority Growth Area (PGA) Map within the 2023 Comprehensive Plan.

WATER & SEWER

Water and sewer provided by SWLCWS is a catalyst for development. While there are already initial plans for the expansion of services into Union Township, this partnership should be expanded by having regular meetings with SWLCWS to identify the Township's priorities regarding water and sewer. Additionally, this will allow Union Township to keep SWLCWS involved and up to date on Township planning efforts and initiatives.

SCHOOLS & FIRE SERVICES

Future partnerships should be pursued with the school districts and fire departments serving Union Township. As Union Township grows and adapts, these essential services will too have to acclimate to the new Township environment. The Township has already begun to open communication channels with the schools and fire departments by gathering information through stakeholder interviews to understand their current state, challenges, future vision, and concerns. Additionally, members from these entities participated on the Stakeholder Committee responsible for guiding the creation of this Comprehensive Plan. This planning process highlighted the need for schools to be thought of as infrastructure, which opens the door for closer partnerships between Union Township and the school districts. As the

KEY THEME #2 - Fostering Partnerships To Enhance Community Services Continued

school districts grow and reach building capacity, new schools will need to be built. This process can be extremely challenging as land in Union Township, and in the greater Licking County area, is prime for development, driving up prices. Union Township can support its high-quality school districts by building in requirements within the recommended overlay district for required open spaces that can be utilized for new school buildings. This would ensure that schools are being factored into the equation and included in the conversation when developers approach the Township.

Additionally, different land uses have different effects on the schools and fire departments capacities. For example, commercial or industrial development does not bring as many new students as a large single-family home development would. Regarding fire departments, single-family homes do not use as many fire resources as assisted living facilities or large commercial developments. Striking a balance of land uses within Union Township will be important in supporting schools and fire services within the community and prevent the stretching of resources. Union Township should retain and enhance close communication channels with these entities to ensure they have a seat at the table when development is planned to occur within the Township.

FLOODPLAINS & WETLANDS

Partnerships should also be created regarding floodplain and wetland management. Much of the land that is prime for development is located within the floodplain on the southern portion of the Township, however; economic development strategies such as the TIF and JEDD have been implemented in this area, and water and sewer infrastructure are prepped to expand into this area. Allowing intentional development in this area is the best path forward for the Township, but it should not come at the cost of flooding or mismanaged natural resources. While the developer would be responsible for ensuring proper floodplain management on their property, the Township has a duty to ensure the highest standards and best practices are being adhered to. Entities such as the Ohio Environmental Protection Agency (OEPA), Army Corps of Engineers, Licking County Soil and Water Conservation District, and Licking County Planning

KEY THEME #2 - Fostering Partnerships To Enhance Community Services Continued

Commission have regulations and recommendations regarding floodplains, stormwater, and wetlands.

Standards should be put in place within Union Township’s zoning that references these entities and ensures proper management. Additionally, conversations with these entities can help the Township gain insight on specific standards and recommendations to implement Township wide. The recommended overlay district should also promote measures to improve stormwater drainage and even improve stormwater runoff as development occurs. The recommended GCO should include standards for the promotion of green infrastructure such as pervious pavements, green roofs, rain gardens, and naturalized retention and detention basins. The GCO is also recommended to require developers to ensure no downstream impacts occur due to removing land from the floodplain through creative and innovation engineering practices. This would be completed in conjunction with adherence to standards published by the OEPA, Army Corps of Engineers, Licking County Soil and Water Conservation District, and Licking County Planning Commission.

Additionally, as sewer and water infrastructure enter the Township, conversations should be started with SWLCWS regarding cost assistance to connect Union Township residents to water and sewer. SWLCWS has worked with other communities in the past to come up with creative solutions for those residents wishing to connect into the system. Union Township should contact SWLCWS to discuss potential partnerships that can be beneficial to all parties involved including the Township, the residents, and SWLCWS.

TRANSPORTATION

Transportation partnerships will be important for Union Township as studies and projects focused on Thornwood Drive begin. Thornwood Drive is expected to undergo substantial improvements to prepare it as a key corridor for connecting this area to Intel, as specifically described and shown in Figure 30 in the Existing Conditions section of this Comprehensive Plan. Communications with the Licking County Transportation Improvement District (LCTID) have been instrumental in preparing this Plan and understanding forces at work

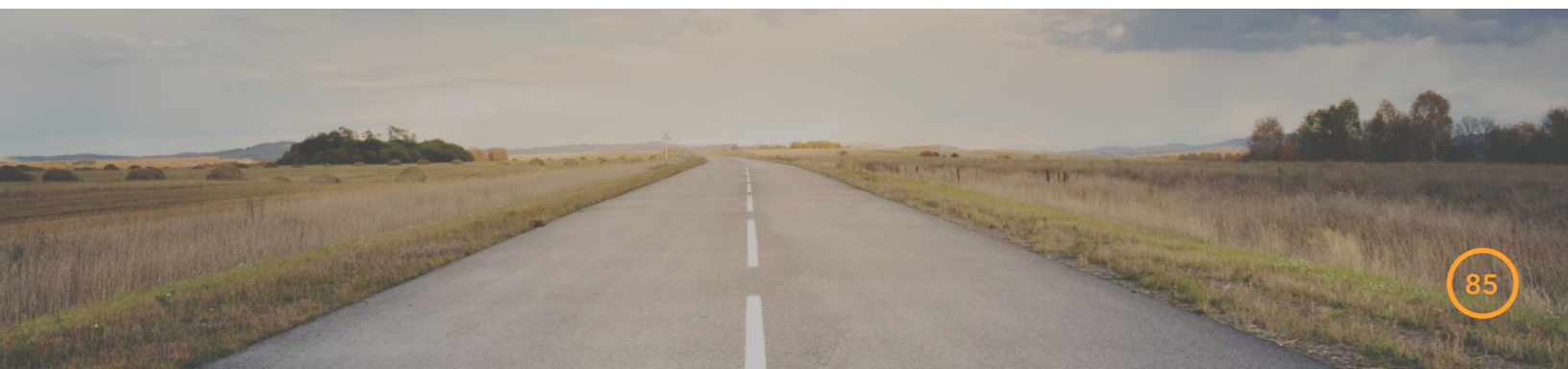
KEY THEME #2 - Fostering Partnerships To Enhance Community Services Continued

within the region. Communications with the LCTID should be continued by the Township through quarterly meetings as plans continue to evolve. In preparation for growth in Union Township, we recommend establishing building setbacks within the recommended GCO from future rights-of-way (ROW) that consider potential future road improvement projects at the following widths:

ROAD TYPE	RIGHT OF WAY
Principal and Minor Arterial Roads	100-foot ROW
Collector Roads	72-foot ROW
Minor Collector Roads	60-foot ROW
Local Roads	50-foot ROW

Figure 43: Future Right of Way

Partnerships and flowing communication channels between Union Township and internal and external entities will be key as growth occurs within the Township. Ensuring all voices are heard will result in better planned development, but also improved infrastructure, relationships, schools, fire services, and floodplain and wetland management.



KEY THEME #2 - Fostering Partnerships To Enhance Community Services Continued

TRANSPORTATION

As discussed in Section III, a joint recreation district is an effective method to provide public recreation to a greater jurisdiction. In addition to the Granville Recreation District, Bellefontaine, Ohio has an established joint recreation district that could serve as a model for the Township. This type of district has the opportunity to create a very comprehensive parks department, with programming opportunities that go beyond providing green and open spaces. The joint district model allows the benefits of public recreation to reach a greater audience while also making the costs more attractive to residents as it is spread over more than just a single village, township, or other district. The southern portion of Union Township may have the ability to explore creating a joint recreation district with entities such as the Village of Hebron and the Lakewood Local School District. Crossroads recommends Union Township inquire with these entities about a possibility to create a joint recreation district that could provide expansive recreation benefits to the greater community.

KEY THEME #2 CONTINUED

Key Theme #2 - Fostering Partnerships To Enhance Community Services Recommendations

- Utilize knowledge gained from reviewing surrounding municipalities Comprehensive Plans to build collaborative methods to reduce the likelihood of annexation.
- Continue to utilize existing JEDDS and identify partnerships for future JEDDs.
 - * Investigate creating a new JEDD with the Village of Hebron in key areas in the eastern portion of Union Township that have been identified for growth.
- Improve communication channels with the Village of Hebron to explore a closer partnership.
- Identify priorities of the Township regarding water and sewer.
 - * Continue to actively include representatives from these agencies in Township planning efforts.
 - * Hold regular meetings with each of these agencies.
 - * Work with SWLCWS to explore a partnership to reduce the cost to Union Township residents to connect to water and sewer.
- Continue to think of schools as infrastructure and include them as part of funding packages for future development.
- Allow required open space within the overlay district to be used for future school buildings.
- Recommend the use of green infrastructure in developments within the GCO and beyond.
- Adhere to the highest standards of stream and wetland protection through regulations provided by the Ohio Environmental Protection Agency, the Army Corp of Engineers, the Licking County Planning Commission, etc.
 - * Incorporate these standards into a future zoning code update.
- Identify opportunities to incorporate innovative engineering practices to accommodate development while minimizing environmental impact.

Key Theme #3 - Supporting Sustainable Infrastructure

GOALS:

- Promote safe and efficient transportation routes to connect residents to surrounding employment, schools, retail, and recreational destinations.
- Expand multi-use trail networks with new development without encroaching upon the adjacent farming community.
- Guide future water and sewer infrastructure to strategic locations that minimize sprawl and protect existing farmlands while ensuring efficient and sustainable development.
- Protect natural resources that provide an ecosystem of service.
- Protect ground water resources of Union Township through preservation and development guidelines and regulations.

KEY THEME #3 - Supporting Sustainable Infrastructure

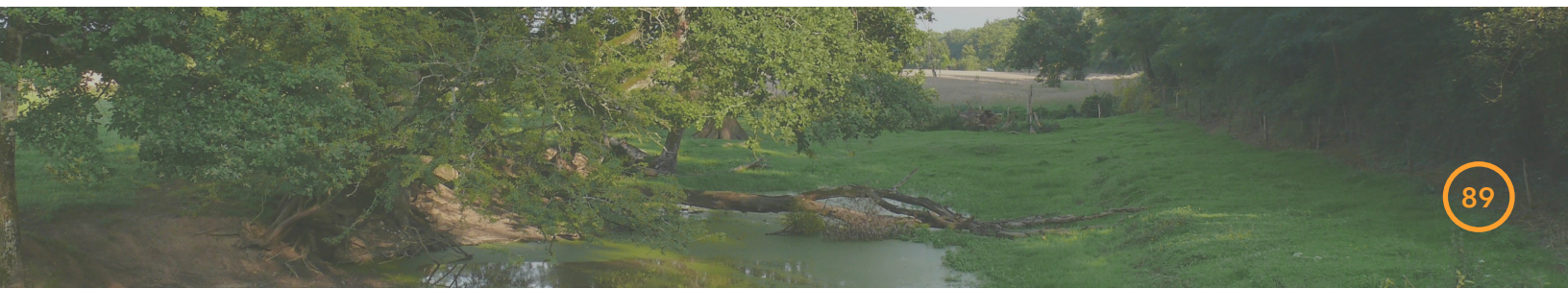
The intersectionality of sustainable infrastructure crosses all the key themes represented in this plan, and therefore, the proposed recommendations within this section provide another path to support the Township’s vision of balancing growth while preserving its rural lifestyle and landscape.

Most of the Township’s land will remain under an “Agricultural/Rural Residential” designation to retain the Township’s rural identity. However, the southern section of land within the GCO will be targeted for development as this area contains prime developable land for the Township due to its access to Interstate 70 and US 40 as well as the existing economic development tools implemented by the Township in this area. The Township and the SWLCWS are targeting this area for water and sanitary sewer services in the near future. This prime land located within the GCO presents an opportunity for the Township to pursue and support sustainable infrastructure and development that will not only enhance the economic future, but also preserve the quality of life and rural aesthetic of the Township.

SUSTAINABILITY AND WATER

CONCERNING THE FLOODPLAIN

The land within the GCO falls within the Federal Emergency Management Agency (FEMA) floodplain, which is a critical factor that must be considered as the Township continues to focus development towards this area. The existence of the floodplain does not inhibit the economic potential proposed within the plan because there are multiple sustainable best practices that developers must follow to certify “No Impact” upon the floodplain, however, development costs may be increased due to the floodplain.



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

Development within the floodplain is governed by the Flood Damage Prevention Regulations for Licking County, Ohio (2022) (the “Flood Regulations”) as found on Licking County’s webpage for floodplain management.¹⁹ The Flood Regulations are enforceable under Ohio Administrative Code Rule 1501:22-1-04 “Floodplain Management Criteria.”²⁰

- Pursuant to Flood Regulations Section 3.3 “Floodplain Development Permits,” specific permits must be attained before development can begin within the floodplain.²¹
- Flood Regulations Section 3.4 “Application Required” provides further guidance where engineer certifications, technical analyses by design professionals, and all other standards for floodproofing and flood carrying capacity are required.²²
 - * Technical analyses by design professionals include the following list found under 3.4(F): floodproofing certification; fully enclosed areas certified to automatically equalize hydrostatic flood forces; description of watercourse alteration or relocation; a hydrologic and hydraulic analysis (“H&H Study”) for cumulative effects of proposed development and any impacts on flood heights; and generated base flood elevation(s) and floodways for subdivisions, major developments, and where they cannot be determined by other sources.
- Furthermore, the Flood Regulations provides for use and development standards for flood hazard reductions, wherein Sections 4.1-4.2, standards set forth prohibitions of private water supply system development within the floodplain and that the new water/ wastewater systems installed to minimize, or eliminate, infiltration and discharge of water that would in any way affect the floodway.²³

¹⁹ Flood Regulations: <https://lickingcounty.gov/civicax/filebank/blobdload.aspx?BlobID=105604> (Found under: <https://lickingcounty.gov/depts/planning/planning/floodplain/default.htm>)

²⁰ <https://codes.ohio.gov/ohio-administrative-code/rule-1501:22-1-04>

²¹ Flood Regulations.

²² Id.

²³ Id.



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

The previously mentioned permitting process requires both (1) a “Floodway ‘No Rise/No Impact’ Certification” as approved by the Township,²⁴ and (2) an “Engineering ‘No-Rise Greater than 0.01 Feet’ Certification within the Flood Fringe” as approved by the Licking County’s Engineer’s Office.²⁵ These certificates must be made by a duly qualified engineer licensed in the State of Ohio.

Developers also have the option to complete a H&H Study and apply for a Letter of Map Revision (LOMR) or Letter of Map Revision-Based on Fill (LOMR-F) to bring the structure out of the floodplain through reengineering the landscape to accommodate development. FEMA notes that “the issuance of a LOMA or LOMR-F does not mean the structure or lot is safe from all flooding; it means that the risk of flooding is not as high as it is in the [Special Flood Hazard Area].”²⁶

The process that governs floodplain management ensures that any development within the floodplain is approached with assurances, certificates, and design requirements that are intended to prevent and eliminate impacts within the floodplain. By doing so, the Township’s floodplain will be protected and still allow for its residents to enjoy the economic benefits from the GCO.

STUDIES CONCERNING THE FLOODPLAIN

MS Consultants created a 2-D Hydrologic Engineering Center – River Analysis System (HEC-RAS) model in March of 2023 to understand the causes of flooding on the SLFR and to identify options to mitigate flooding with the ultimate goal of finding a solution to mitigate impacts up to the 1% Annual Exceedance Probability, or 100-year flood. Factors explaining flooding were researched and mitigation initiatives were identified which included upstream water storage, removal of log jams, and widening the hydraulic opening of Licking County bridges. MS Consultants evaluated both hydrologic and hydraulic mitigation methods. However, the 100-year flood event provides too much flow and volume to the channel for hydraulic methods to be

²⁴ <https://lickingcounty.gov/civicax/filebank/blobdload.aspx?BlobID=105618>

²⁵ <https://lickingcounty.gov/civicax/filebank/blobdload.aspx?BlobID=105617>

²⁶ <https://www.fema.gov/flood-maps/change-your-flood-zone/loma-lomr-f>

KEY THEME #3 - Supporting Sustainable Infrastructure Continued

effective in flood reduction. MS Consultants found that significant upstream storage (between 5,840 acre-feet to 7,020 acre-feet or more) would be required to substantially effect flooding events.

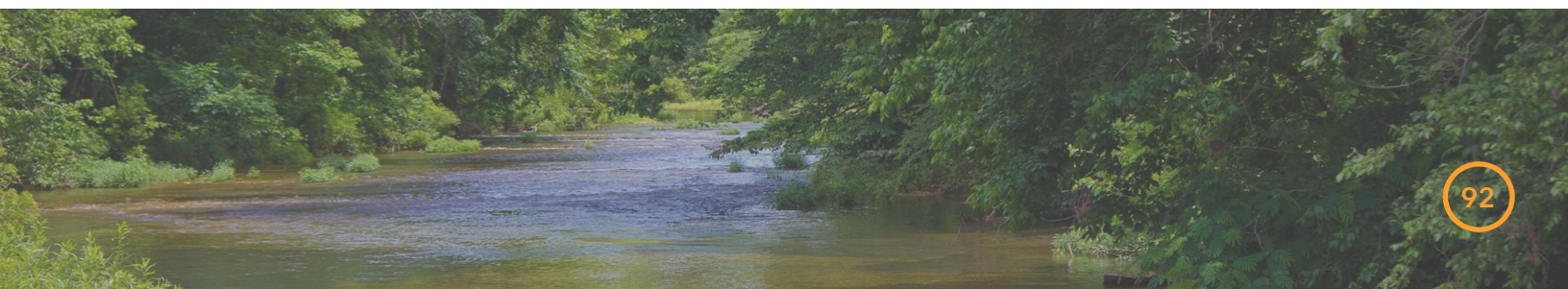
The South Licking Watershed Conservancy District acquired a grant to complete the Southfork Licking River Flood Damage Reduction Study (Study). This Study was completed by EMH&T in September of 2023. The Study focused on the South Fork Licking watershed which has experienced repeat flooding. I-70 and SR 79 have been blocked by floods in 1998, 2004, 2005, and 2008, with I-70 also flooding in 2020, 2021, and 2022. Within the past 40 years, I-70 has been blocked by flooding 11 times.

Log jams are a major contributor to flooding within the South Fork Licking watershed. The study shows over 10 locations within the Township area where large log jams or total blockages of Ramp Creek, Beaver Run, and the South Fork Licking River (SFLR) have occurred. Log jams also cause erosion which in extreme cases may cause a shift in channel alignment.

A Channel Maintenance Plan was established with the goal of identifying log jams, a scoring criterion to identify priority and a long-term plan to manage and remove the jams. During the Study process, the following items were completed to support the Channel Maintenance Plan:

A Channel Maintenance Easement Corridor was also identified that would allow the South Licking Watershed Conservancy District to inspect and remove log jams as well as address erosion where it threatens residences, businesses, or public infrastructure. Easement acreages that would be required from property owners along these watercourses was evaluated.

Strategic locations for dry dams along the SFLR and major tributaries. These dams would create a temporary impoundment of flood waters during larger rainfall events. 8 dry dam locations were evaluated and 7 of these were found to have meaningful reductions in flood



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

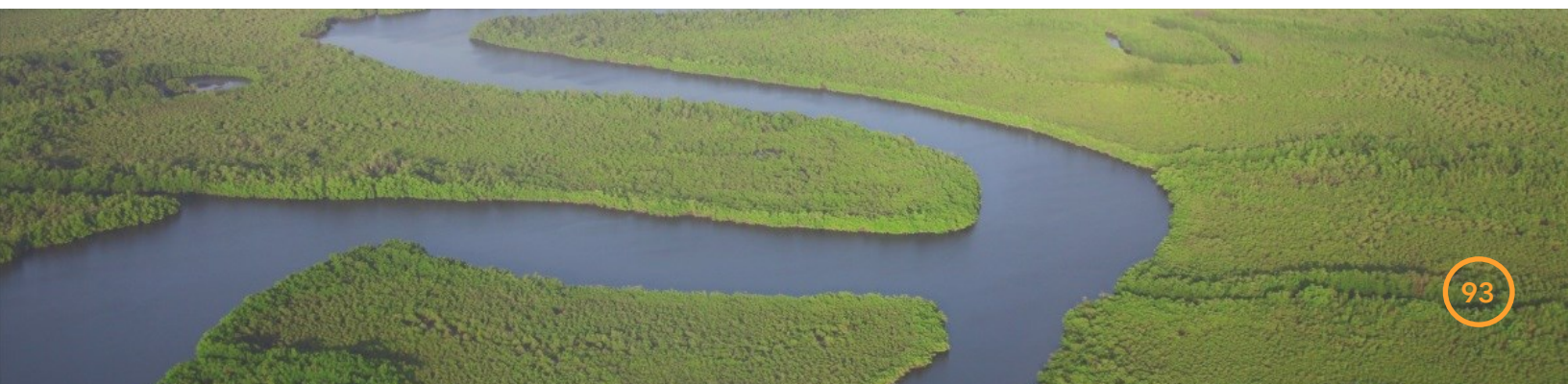
discharge. Costs were then evaluated, for both the economic benefit of dam construction and the cost of constructing the proposed 7 dry dams. The estimated construction costs of the dams (\$237.6 million) exceeded the estimated benefits (\$51.5 million) of dam construction.

A by-pass channel was also considered along the north side of I-70. While the model of this channel did demonstrate a reduction in the 100-year peak flood discharge value along SFLR between the two I-70 bridges there was an increase in the 100- year peak flood discharge value along SFLR near the Village of Hebron, resulting in no further evaluation of the by-pass channel.

The Study did not achieve the goal of identifying flood damage reduction measures that could be implemented to reduce flooding within the South Fork Licking River watershed. ODOR is currently evaluating methods to protect I-70 from flooding, the developments from this study will be a factor in further studies funded by the SLWCD. However, one reason the analysis of flood damage reduction benefits provided by the 7 dry dams was not significant is because many of the areas along the SFLR are agricultural fields and not buildings. As this area sees additional growth and development, it may make it so that the benefits from the 7 studied dry dams outweighs the cost.

CONCERNING THE TOWNSHIP'S WATER WELLS

The sustainability of existing wells is a major topic of concern for residents. Surrounding development pressures and their impacts upon wells were consistently discussed during feedback with the residents of the Township. The rural identity of the Township runs with its water resources and the Township's residents often rely on their own water systems. As



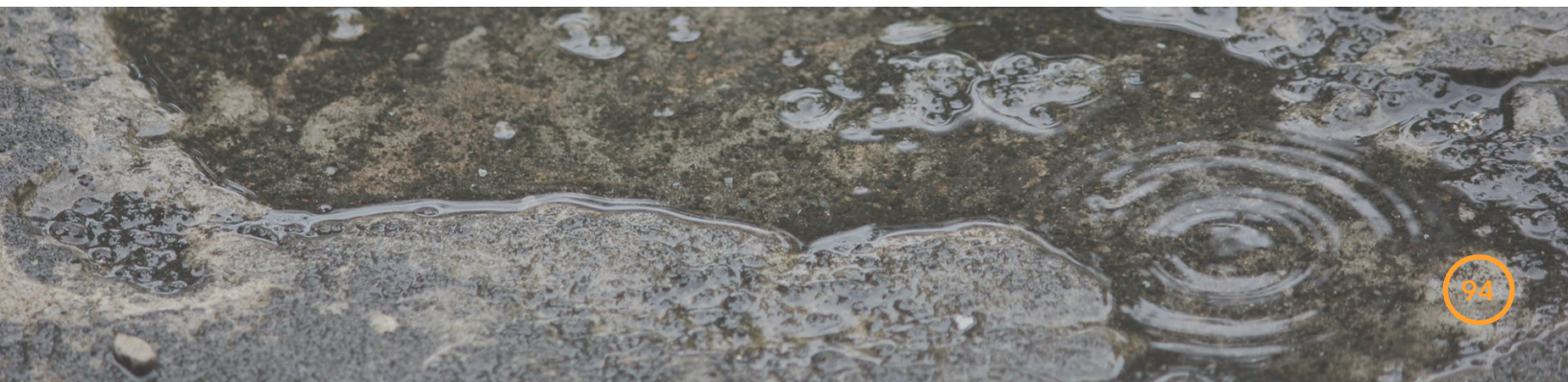
KEY THEME #3 - Supporting Sustainable Infrastructure Continued

mentioned previously, most of the land in the Township will fall under “Agricultural/ Rural Residential” and will not require residents to give up their private water systems. However, the looming demands for water as development pressures in Licking County create stresses on not only Union Township’s water, but much of the region as well. As an example, some predictions are being made regarding the risk of “residential wells and ponds in the Alexandria area running dry” should the millions of gallons required by Intel be met via a water source near the Village of Alexandria.²⁷

The stresses on the Township’s water table in light of the Township’s own development can potentially be mitigated through the infrastructure expansion by the SWLCWS into the GCO. SWLCWS has a water treatment facility located at 8675 which currently serves Etna and Harrison Townships as well as portions of the City of Pataskala. The treatment facility can produce 3 million gallons per day by utilizing a nano-filtration treatment process and currently delivers an average of 1.4 million gallons per day to 6,700 customers. The groundwater water is sourced from the adjacent wellfield and is delivered to the treatment facility by 6 wells located throughout the wellfield.²⁸ An additional recommendation is to amend the Township’s zoning regulations as appropriate to require connections to central water and sewer services for all new large-scale developments. By having the Township target locations where dense development is most likely to occur through using economic tools and based upon purposeful planning, the Township can accomplish its priorities regarding the location of water and sewer infrastructure to develop an actionable plan and reduce sprawl.

²⁷ <https://www.thereportingproject.org/new-albanys-search-for-water-for-intel-goes-far-beyond-granville/>

²⁸ <https://www.swlcws.com/about---water-system.html>



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

Wells running dry due to these development pressures are not the only concern on resident's minds. The surrounding development's demand for new water drilling operations have led to a growing concern for Granville Township's water supply due to its vicinity to a Superfund Site that contains a plume of printing and dry-cleaning chemicals that were left behind by the Granville Solvents Company in 1986.²⁹

A Superfund Site is land that has been designated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) as being contaminated "due to hazardous waste being dumped, left out in the open, or otherwise improperly managed" that will then be managed by the Environmental Protection Agency (EPA) following designation.³⁰ It is called a "Superfund" because that is the name of CERCLA.³¹

This persistent plume poses a potential danger to Granville's water supply because increased drawing of water to meet the demands of surrounding development may lead to an increased drift of the plume towards Granville's aquifers potentially polluting both Granville and Alexandria's water supply.³² A risk of this magnitude has evidently placed a great burden on Granville's community and has led to political frustrations with neighboring New Albany.³³

This Superfund Site may not directly affect Union Township, but it does create an indirect concern about regional water availability for western Licking County should Granville and Alexandria's water supply be polluted. The Township should collaborate with Granville, SWLCWS, Licking Soil and Water, Ohio EPA, and other parties to further understand the potential impacts of the Superfund Site on ground water quality.

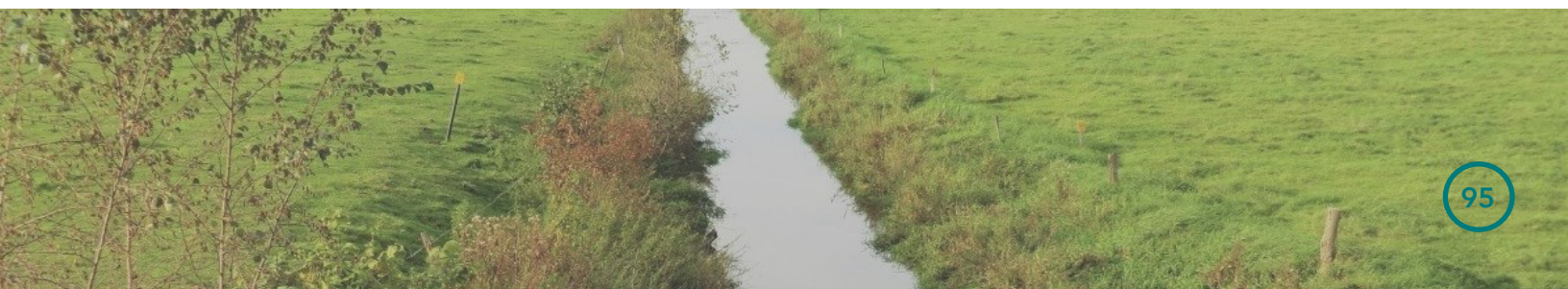
²⁹ <https://www.swlcws.com/about---water-system.html>

³⁰ <https://www.epa.gov/superfund/what-superfund>

³¹ Id.

³² <https://www.thereportingproject.org/new-albanys-search-for-water-for-intel-goes-far-beyond-granville/>

³³ Id.



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE

RECENT AMTRAK ANNOUNCEMENTS

Amtrak has recently announced plans for an expansion of passenger rail that will bring four new lines to Ohio. One of these routes will potentially be between Chicago-Columbus-Pittsburgh and will have a stop in Newark along this route.³⁴ The existing railroad connecting Columbus and Newark passes through Union Township. This expansion is still in the early stages of planning, but it is recommended that the Township revisit this plan and update based upon any study recommendations by Amtrak. The Township should aim to keep communication channels with MORPC and Licking County as open as possible to stay up to date with any information regarding the development of this line. With this communication, the Township should advocate for the assurances of buffers placed along the tracks near residential areas to reduce excessive noise should it be decided that these passenger lines will be developed.

ALTERNATIVE TRANSPORTATION OPTIONS

According to the Montrose Plan, the Township lacks alternative forms of transportation such as walking and biking trails.³⁵ A recommended plan for expanding multi-use trail options should be able to enhance the resident's quality of life while not interfering with the Township's rural quality. As relayed in the Montrose Plan, "the development of bike paths promotes healthy lifestyles, provides access to local parks, work, and provides youth alternate mode of transportation to school."³⁶

³⁴ <https://www.ideastream.org/2023-12-07/amtrak-expansion-in-ohio-is-expected-to-jobs-and-revenue-but-not-for-a-while>

³⁵ The Montrose Group, "Union Township Economic Development Strategic Plan" (2022), p. 32-33.

³⁶ Id., at p. 32.



KEY THEME #3 - Supporting Sustainable Infrastructure Continued

The Township currently enjoys the presence of the 2.8-mile multi-use Ohio Canal Greenway and recreational space at the Infirmary Mound Park. However, the paths that exist within these areas offer very little pedestrian or cycling connections to the rest of the Township.³⁷ Another connector opportunity may exist with nearby Buckeye Lake. The potential to create an accessible trail network within the Township only increases with the introduction of development within the GCO because of the ability for the Township to place required standards for the inclusion of multi-use paths when those areas develop.

PRESERVATION, CONSERVATION, & SAFETY

The residents of the Township have expressed concerns for the preservation of their rural community and improvements in transportation safety measures. To address these concerns, it is recommended that the Township focus development within the GCO where preexisting economic tools are in place to encourage economic growth as discussed in the “Existing Economic Development Incentives ” section of this plan. By creating the GCO, the Township will be able to utilize greater control over the standards for how development will proceed and reduce sprawl to best preserve the rural community and safety of its residents. These standards may also be used to target existing trees and natural landmarks for preservation within the GCO.

Outside of the GCO, it is recommended that the Township create a five-year capital improvement plan that identifies necessary road improvements. In addition to this improvement plan, the Township should plan setbacks for potential increased right of ways due to potential road widening. By being proactive in measures for road improvements, the Township should advocate for more safety measures for busy intersections that have been addressed by Township residents. The Beaver Run – SR 37 intersection discussed in the “Transportation” section of this plan is a recommended example for the Township to promote safety measures. Like in the GCO, the Township should also identify natural buffers, such as the wooded buffer along the South Fork Licking River, for preservation that will help conserve sight lines and natural aesthetics.

³⁷ Id.

Key Theme #3 - Supporting Sustainable Infrastructure Recommendations

- Amend zoning regulations in all necessary locations to require connections to central water and sewer services for all new large-scale developments.
- Identify Township's priorities regarding location of water and sewer infrastructure to develop an actionable plan and reduce sprawl.
- Collaborate with Granville, SWLCWS, Licking Soil and Water, OEPA, and other parties to understand the potential impacts of the Granville Solvents Superfund Site.
- Plan for the proposed Amtrak services that have the potential to run through the Township. Ensure buffers are required along the tracks to reduce excessive noise and assess the impact of traffic on 37 with increased train crossings.
- Increase the feasibility of different transportation modes in the Township through the development of multi-use paths.
- Require multi-use paths within the GCO standards.
- Utilize proposed GCO boundaries as development buffers to guide development into key areas.
- Utilize the GCO to target development into a specific area of the Township and minimize impact on greater natural resource systems in the Township.

Implement standards within the GCO to retain existing trees and natural resources.

- Create a five-year capital improvement plan that identifies necessary road improvements and helps plan financially for it.
- Plan setbacks for potential increased right-of-way due to potential road widening.

Key Theme #4 - Promoting Economic Prosperity

GOALS:

- Incentivize developments that are in line with Union Township's vision to locate in key locations using various zoning and economic development tools.
- Develop cost effective strategies for road improvements and maintenance.
- Embrace the unique tourism attractions and cultural assets adjacent to the Township.
- Create a vibrant and welcoming southern gateway into the Township, enhancing its appeal, accessibility, and economic potential.

KEY THEME #4 - Promoting Economic Prosperity

For the rural setting of Union Township to continue to exist, the Township must provide a way to prevent annexation by its many surrounding municipalities. Once annexation occurs, the municipality determines the zoning and all development standards while the Township loses control over these areas. The solution to preventing annexation lies in promoting the Township as a place of economic prosperity through using economic development tools and creating zoning that is attractive to developers but allows the Township to set protective standards to foster a thriving community.

These economic development tools are outlined in the Montrose Plan. The Montrose Plan's assessment of the Township indicated that development would best be suited along the I-70 corridor, especially where the current TIF exists.³⁸ The recommended GCO contains this area and will be where the development within the Township will be predominantly located. Since the Montrose Plan's completion, a JEDD with the City of Heath has been implemented overlapping much of the same land as within the TIF.

OVERVIEW OF ECONOMIC DEVELOPMENT TOOLS

Currently, the Township has been using these economic tools to foster economic growth while also creating an environment that allows it to set standards that are prohibitive towards annexation. The TIF and JEDD currently in use along the I-70 corridor where the GCO is located exhibits how these economic tools can be used to lead the way towards building the necessary infrastructure to set a foundation for economic prosperity that represents the vision the Township desires. Also, as previously discussed, the non-annexation provision within the JEDD between the City of Heath and the Township discourages annexation from other municipalities because annexation by a different municipality leads to double taxation, since the existing JEDD would not be dissolved with annexation. Double taxation would be cost prohibitive; therefore, landowners and developers would most likely not seek annexation so long as the JEDD is enforceable.

By placing the GCO where these economic tools are in use, the Township will be in a strong position to promote development in a manner that fits its vision by setting standards that

³⁸ The Montrose Group, "Union Township Economic Development Strategic Plan" (2022), at p. 46 and 54.

KEY THEME #4 - Promoting Economic Prosperity Continued

create visual appeal and highlight its rural identity. Additionally, the Township gains the added benefit of keeping more unincorporated land rural by providing a space for targeted development within the GCO.

TOURISM & HOTELS

The Township's approach towards tourism should center around its rural identity. By focusing on pastoral landscapes, sprawling farmland, heritage sites, and outdoor recreation, the Township cultivates an identity for itself that can be advertised as the idyllic countryside that should persist for future generations. The following tourist sites exhibit existing places that may attract visitors to enjoy Union Township:

HEBRON STATE FISH HATCHERY – 10517 Canal Road SE Hebron, OH 43025.³⁹

- A 230-acre property hosting 25-acres of wetlands, 50-acres of wooded area, and 2.5 miles of nature trails.
- Operated by the ODNR Division of Wildlife, the Hebron State Fish Hatchery produces 44 million fish yearly, which are used to support Ohio's fishing opportunities statewide.
- Self-guided tours are permitted Monday-Friday from 8:00 AM-3:00 PM.
- Maintains an archery range available to the public every day from sunrise to sunset, free of charge and with no permit required.

OHIO CANAL GREENWAY – 101 Canal Road, Hebron, Ohio.⁴⁰

A 2.8-mile multi-purpose trail that starts in Hebron and terminates at Walnut Road near Buckeye Lake.

Noted for its excellent birdwatching, fishing, and hiking.

Travelers cross a wooden covered bridge built in 1992.

³⁹ <https://ohiodnr.gov/go-and-do/plan-a-visit/find-a-property/hebron-fish-hatchery>

⁴⁰ <https://exploreohio.org/directory/ohio-canal-greenway>



KEY THEME #4 - Promoting Economic Prosperity Continued

INFIRMARY MOUND PARK – 4351 Lancaster Road, Granville, Ohio.⁴¹

- A 316-acre park hosting 7 miles of horseback riding, hiking, and mountain bike trails.
- Contains the prehistoric cultural site – Infirmary Mound of the Hopewell Tribe.
- Maintains several playgrounds and a dog park.
- Permits fishing, canoeing, and kayaking at Mirror Lake.
- Hosts special events such as equestrian events, 5k events, cyclocross events, Outdoor Adventure Series hosted by Licking County, and the annually hosted Harvest Moon Festival in October.

OHIO NATIONAL TRAIL RACEWAY – 2650 National Road SW Hebron, OH 43025.⁴²

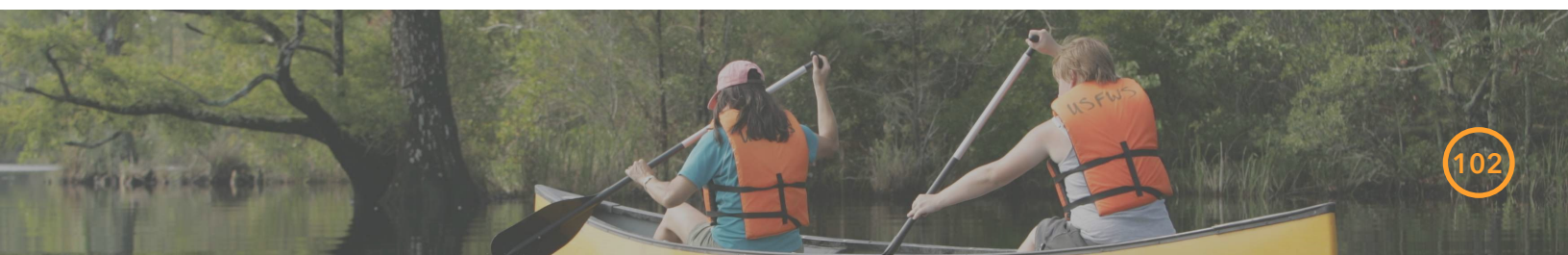
- In operation since 1964, Ohio National Trails Raceway hosts drag racing events from April through October.
- Recommended to keep communication channels open with the owners to remain up to date about the future of this site.

These tourist sites represent education and recreational opportunities that demonstrate the rural character of Union Township as something to celebrate. However, the Township is not limited to existing sites to attract tourism. Working alongside the agricultural community to create a base of agritourism also generates these opportunities while also expanding the economic utility of farmland. The U.S. Department of Agriculture defines “Agritourism” as “a form of commercial enterprise that links production and/or processing with tourism to attract visitors onto a farm, ranch, or other agricultural business for the purposes of entertaining or educating the visitors while generating income for the farm, ranch, or business owner.”⁴³ Examples of agritourism include, but are not limited to, “you-pick” farms, farmer’s markets, community festivals, corn mazes, hayrides, and other fun or educational activities that are

⁴¹ <https://lickingparkdistrict.com/infirmary-mound-park/>

⁴² <https://nationaltrailraceway.com/event-listing>

⁴³ <https://www.nal.usda.gov/human-nutrition-and-food-safety/local-foods-and-communities/agritourism>



KEY THEME #4 - Promoting Economic Prosperity Continued

agriculturally related. A notable agritourism operation within Union Township is Pigeon Roost Farm which is open to the public in the autumn months, welcoming several thousand families per year. Agritourism presents a way for the existing agricultural landscape to persist despite development pressures by providing an added revenue source for farmers as well as a way to further generate community pride.

With the promotion of these places as tourism opportunities, the Township's economic and cultural prosperity becomes even more connected to the land, and with that, the Township is much better suited to attain its vision for keeping its rural identity. Additionally, by using the intentional growth mindset developed by the standards set forth in the GCO, the Township will be able to guide development in a way that highlights its identity even further. This presents opportunities to bridge tourist destinations in nearby Buckeye Lake or Granville and create a rural recreational network.

In the GCO, to accommodate tourists and travelers, it is recommended to create a hotel district around the intersection at I-70 and SR-37. This hotel district would not only provide a place for travelers and tourists, it also provides revenue to the Township in the form of a 3 percent excise tax on all transactions within the unincorporated territory of the Township for hotel lodging (excluding Air BNBs) per the existing Township bed tax.



The Township's economic and cultural prosperity becomes even more **connected to the land**, and with that, the Township is much better suited to **attain its vision for keeping its rural identity.**

KEY THEME #4 CONTINUED

Key Theme #4 - Promoting Economic Prosperity Recommendations

- Utilize GCO to direct purposeful development to align with the Township's vision to retain a rural identity.
- Continue to establish TIFs, JEDDs, NCAs, and CEDAs where appropriate.
- Offset costs and avoid tax increases through using the revenue generated from TIFs, JEDDs, and NCAs.
- Implement high quality standards with the GCO for landscaping, setbacks, design standards, etc. that create visual appeal as you enter the Township from the south.
- Allow additional uses with the GCO not previously seen in the Township to expand economic potential and options.
- Promote the Township's historical, natural, and cultural heritage sites (such as the Hebron Fish Hatchery, Infirmary Mound Park, Ohio Canal Greenway, and Ohio National Trails Raceway).
- Keep communication channels open with the owners of National Trail Raceway. Engage owners about the future of the site.
- Promote agritourism operations within the Township to highlight its rural character.
- Capitalize on proximity to Buckeye Lake – hotels, boating industry (south of I-70).



Section VI

Glossary, Implementation Matrix, & Appendix

Glossary of Terms

(the) ACEP-ALE – The Agricultural Land Easements component of the Agricultural Conservation Easement Program provided by the USDA Natural Resources Conservation Service (NCRS). Farmers provide an easement to an eligible partner of this program to provide permanent farmland protection.

AEDP – Agricultural Easement Donation Program, which is a program for the donation of easement rights to the Ohio Department of Agriculture to preserve farmland.

ASA – Agricultural Security Area, which is a program to invest in farmland preservation.

(the) Base Map – The study area for this Plan as depicted in Figure 1.

CERCLA – Comprehensive Environmental Response, Compensation, and Liability Act. Also known as the “Superfund.”

(this) Comprehensive Plan – The 2024 Union Township Comprehensive Plan.

CRA – Community Reinvestment Area. An economic development tool that allows for the designation of real property tax abatements for remodeling or new structures. It does not provide exemptions for the value of land assessed under the structure nor for the existing tax duplicate.

Crossroads – Crossroads Community Planning, LLC. The consulting firm hired to work with the Township leadership in drafting and finalizing the Plan.

CRP – The Conservation Reserve Program, which is a program provided through the USDA Farm Services Agency to improve water quality, prevent soil erosion, and reduce wildlife habitat loss.

EZ – Enterprise Zone. An economic development tool that allows for the designation of areas for real property tax abatements to renovate existing commercial and industrial or construct new commercial or industrial structures.

FEMA – Federal Emergency Management Agency.

Flood Regulations – The Flood Damage Prevention Regulations for Licking County, Ohio, which maintain rules and protections for development within areas designated as floodplain.

(the) Future Land Use Map – The map that is used to identify areas within the Township where future land uses should exist. This map can be found in Figure 40 and Appendix B.

Glossary of Terms Continued

(the) GCO – The Gateway Corridor Overlay District. An area designated within the Plan to align with the Township’s pre-existing TIF and JEDD agreements to encourage centralized development while meeting the Township’s desired standards. Depicted in Figure 41 and Appendix C.

Granville – Due to the village and township included together in its comprehensive plan, “Granville” describes both the Village of Granville and Granville Township.

(the) Granville School District – The Granville Exempted Village School District, which serves the northern portion of the Township.

GRD – The Granville Recreation District, which provides recreational opportunities and comprehensive community programming to residents within the Granville School District.

GTFD – The Granville Township Fire Department, which serves the northern areas of the Township.

H&H Study – A hydraulic and hydrologic analysis required by the Flood Regulations to assess the impact of proposed development within the floodplain.

Hebron-Luray Conceptual Map – The Conceptual Future Land Use Map described in the Hebron – Luray Area Plan (2014) and shown in Figure 31.

(the) HL Area Plan – The Hebron-Luray Area Plan authored by Licking County Planning and Development in 2014.

Northeast Growth Area – A region located in the northeast of the Township identified in the Montrose Plan as land that is readily accessible for development. However, in order for development to be properly targeted, the Township should create a JEDD to establish the funding for infrastructure improvements.

JEDD – Joint Economic Development District. An economic development tool that creates a partnership between two governing bodies to share revenue. It often includes anti-annexation covenants.

LAEPP – The Clean Ohio Local Agricultural Easement Purchase Program, which is a program that exists to provide agricultural easements to preserve landowners’ property for agricultural use.

Glossary of Terms Continued

(the) Lakewood School District – The Lakewood Local School District, which serves the southern portion of the Township.

LCATS – The Licking County Area Transportation Study. A metropolitan planning organization in charge of distributing federal transportation funding.

LCTID - Licking County Transportation Improvement District.

LOMR & LOMR-F – “Letter of Map Revision” and “Letter of Map Revision-Based on Fill.” An option provided to developers to complete a H&H Study to accommodate development in a floodplain based upon either reengineering the landscape or bringing the structure out of the floodplain.

Montrose – The Montrose Group. An economic development consulting firm that published an economic development strategy plan for the Township in 2022.

(the) Montrose Plan – The Union Township Economic Development Strategic Plan developed by the Montrose Group and published in 2022 to provide recommendations to enhance and prepare the Township’s economic future.

MORPC – The Mid-Ohio Regional Planning Commission.

ODOT – The Ohio Department of Transportation.

OEPA – The Ohio Environmental Protection Agency.

PGAs – Priority Growth Areas defined under the “Living Locally” plan for Hebron, which have significant potential for development and growth. Six PGAs are wholly or partially within the Township.

(this) Plan – The Union Township Comprehensive Plan.

Planning Themes – Planning themes are used to establish a foundation for the final recommendations for plan implementation. For this Plan, there are four Planning Themes:

1. Balancing Growth and Preservation to Protect and Enhance the Quality of Life
2. Fostering Partnerships to Enhance Community Services
3. Supporting Sustainable Infrastructure
4. Promoting Economic Prosperity

Glossary of Terms Continued

SCP – South Central Power, a significant electrical provider for the Township.

(the) Sheriff's Department – The Licking County Sheriff's Department.

SSURGO – The Soil Survey Geographic Database. It is a farmland classification tool developed by the USDA to classify soils. Figure 8 displays a map of the farmland showing these classifications.

Superfund Site – Contaminated land designated under CERCLA to be managed by the EPA due to the presence of hazardous waste or improper management.

SWLCWS – The Southwest Licking Community Water and Sewer District.

(the) Thoroughfare Plan – A roadway plan developed by LCATS to develop a greater understanding of Licking County's needs.

TIF – Tax Increment Financing District. An economic development tool that allows counties, municipalities, and townships to use real property taxes on new structures to pay for public improvements.

(the) Township, also referred to as Union Township – Union Township, Licking County, Ohio.

USDA – The United States Department of Agriculture.

WLJFD – The West Licking Joint Fire District, which serves the southern areas of the Township.

Implementation Matrix

Balancing Growth and Preservation to Protect and Enhance the Quality of Life

Recommendation	Timeframe	Implementation Partners
Create an overlay district (aligning with borders of existing Heath/Union Township JEDD) .	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Align the overlay district’s boundaries with the location of future utilities and the TIF, created from the previously completed economic development strategy.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Create future boundaries for expanding the overlay to future JEDD boundaries.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Include various types of housing, mixed-use, commercial, and industrial uses within the overlay district.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Target new forms of housing, such as mixed-use developments, within strategic areas of the overlay district.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Cluster multi-family developments to reduce sprawl over the Township and maintain an average of 2-dwelling units per acre within the overlay district subareas that permit residential uses.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Ensure rural design standards are implemented within the overlay district to retain the rural character of the Township’s housing stock and future developments.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Utilize existing economic development tools to promote development within this overlay district.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant

Balancing Growth and Preservation to Protect and Enhance the Quality of Life Continued

Recommendation	Timeframe	Implementation Partners
Further conversations with neighboring municipalities to effectively plan for growth and minimize annexation.	Short Term	Township Administrator & Trustees
Utilize economic development tools such as JEDDS, CEDAs, and NCAs to foster these partnerships.	Short Term	Township Administrator & Trustees
Determine possibility of developing a JEDD with the Village of Hebron focused on the industrial area in the eastern portion of the Township.	Short Term	Township Administrator & Trustees
Retain and promote industrial development along the east side of Hebron Road to align with existing uses along this corridor.	Mid Term	Township Administrator & Trustees; county and regional organizations
Update the Township's zoning code to align with current trends and future land uses for the Township.	Short Term	Township Zoning Commission, Township Administrator, & Zoning Consultant
Integrate open space requirements into future zoning regulations.	Short Term	Township Zoning Commission, Township Administrator, & Zoning Consultant
Target aging-in-place housing types such as condos and assisted living facilities.	Short Term	Township Zoning Commission, Township Administrator, & Zoning Consultant
Retain large lot zoning for existing housing in strategic locations to retain the rural character of the Township.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Protect existing agricultural zoning of 10-acre minimums.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant

Balancing Growth and Preservation to Protect and Enhance the Quality of Life Continued

Recommendation	Timeframe	Implementation Partners
Review existing PUD requirements to ensure best practices are being implemented.	Short Term	Township Zoning Commission, Township Administrator, & Zoning Consultant
Help protect the visual appeal of existing roadways and rural viewsheds through landscaping requirements.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Target multi-use paths only to future development areas with the goal of retaining large agricultural tracts.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Provide a list of options for interested landowners regarding preservation and agricultural easements.	Immediate	Township Administrator
Recognize farming as an essential business within the community.	Immediate	All Township boards and commissions, Township Administrator, & county and regional organizations

Fostering Partnerships To Enhance Community Services

Recommendation	Timeframe	Implementation Partners
Utilize knowledge gained from reviewing surrounding municipalities Comprehensive Plans to build collaborative methods to reduce the likelihood of annexation.	Short Term	Township Administrator & Trustees
Continue to utilize existing JEDDS and identify partnerships for future JEDDs.	Short Term	Township Administrator & Trustees
Investigate creating a new JEDD with the Village of Hebron in key areas in the eastern portion of Union Township that have been identified for growth.	Short Term	Township Administrator & Trustees
Improve communication channels with the Village of Hebron to explore a closer partnership.	Short Term	Township Administrator & Trustees
Identify priorities of the Township regarding water and sewer.	Short Term	Township Administrator, Trustees, & Water and Sewer Districts
Continue to actively include representatives from these agencies in Township planning efforts & hold regular meetings with each of these agencies.	Mid Term	Township Administrator & Trustees
Work with SWLCWS to explore a partnership to reduce the cost to Union Township residents to connect to water and sewer.	Short Term	Township Administrator & Trustees
Continue to think of schools as infrastructure and include them as part of funding packages for future development.	Immediate	Township Administrator & School Districts

Fostering Partnerships To Enhance Community Services Continued

Recommendation	Timeframe	Implementation Partners
Allow required open space within the overlay district to be used for future school buildings.	Immediate	Township Administrator & School Districts
Recommend the use of green infrastructure in developments within the GCO and beyond.	Immediate	Township Administrator, Zoning Commission, Licking County Planning Commission, & Licking Soil and Water District
Adhere to the highest standards of stream and wetland protection through regulations provided by the Ohio Environmental Protection Agency, the Army Corp of Engineers, the Licking County Planning Commission, etc. & incorporate these standards into a future zoning code update.	Immediate	Township Administrator, Zoning Commission, Licking County Planning Commission, & Licking Soil and Water District
Identify opportunities to incorporate innovative engineering practices to accommodate development while minimizing environmental impact.	Short Term	Township Administrator, Zoning Commission, Licking County Planning Commission, & Licking Soil and Water District

Supporting Sustainable Infrastructure

Recommendation	Timeframe	Implementation Partners
Amend zoning regulations in all necessary locations to require connections to central water and sewer services for all new large-scale developments.	Short Term	Zoning Commission, Zoning Consultant, & SWLCWS
Identify Township’s priorities regarding location of water and sewer infrastructure to develop an actionable plan and reduce sprawl.	Short Term	Township Administrator, Trustees, & Water and Sewer Districts
Collaborate with Granville, Water and Sewer Districts, Licking Soil and Water, OEPA, and other parties to understand the potential impacts of the Granville Solvents Superfund Site.	Mid Term	Township Administrator & Trustees
Plan for the proposed Amtrak services that have the potential to run through the Township. Ensure buffers are required along the tracks to reduce excessive noise and assess the impact of traffic on 37 with increased train crossings.	Long Term	Township Administrator & LCATS
Increase the feasibility of different transportation modes in the Township through the development of multi-use paths.	Mid Term	Township Administrator & LCATS
Require multi-use paths within the GCO standards.	Immediate	Township Administrator & Zoning Commission

Supporting Sustainable Infrastructure Continued

Recommendation	Timeframe	Implementation Partners
Utilize proposed GCO boundaries as development buffers to guide development into key areas.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Utilize the GCO to target development into a specific area of the Township and minimize impact on greater natural resource systems in the Township.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Implement standards within the GCO to retain existing trees and natural resources.	Immediate	Township Zoning Commission, Township Administrator, & Zoning Consultant
Create a five-year capital improvement plan that identifies necessary road improvements and helps plan financially for it.	Short Term	Township Administrator, Trustees, Township Road Department
Plan setbacks for potential increased right-of-way due to potential road widening.	Immediate	Township Administrator & Zoning Commission
Preserve wooded buffer along the South Fork Licking River.	Immediate	Township Administrator, Zoning Commission, Licking County Planning Commission, & Licking Soil and Water District

Promoting Economic Prosperity Recommendations

Recommendation	Timeframe	Implementation Partners
Utilize GCO to direct purposeful development to align with the Township’s vision to retain a rural identity.	Immediate	Township Administrator
Continue to establish TIFs, JEDDs, NCAs, and CEDAs where appropriate.	Mid Term	Township Administrator & Trustees
Offset costs and avoid tax increases through using the revenue generated from TIFs, JEDDs, and NCAs.	Immediate	Trustees
Implement high quality standards with the GCO for landscaping, setbacks, design standards, etc. that create visual appeal as you enter the Township from the south.	Immediate	Township Administrator & Zoning Commission
Allow additional uses with the GCO not previously seen in the Township to expand economic potential and options.	Immediate	Township Administrator & Zoning Commission
Promote the Township’s historical, natural, and cultural heritage sites (such as the Hebron Fish Hatchery, Infirmary Mound Park, Ohio Canal Greenway, and Ohio National Trails Raceway).	Immediate	Township Administrator & Trustees
Keep communication channels open with the owners of National Trail Raceway. Engage owners about the future of the site.	Short Term	Township Administrator & Trustees
Promote agritourism operations within the Township to highlight its rural character.	Short Term	Township Administrator
Capitalize on proximity to Buckeye Lake – hotels, boating industry (south of I-70).	Short Term	Township Administrator, county & regional organizations

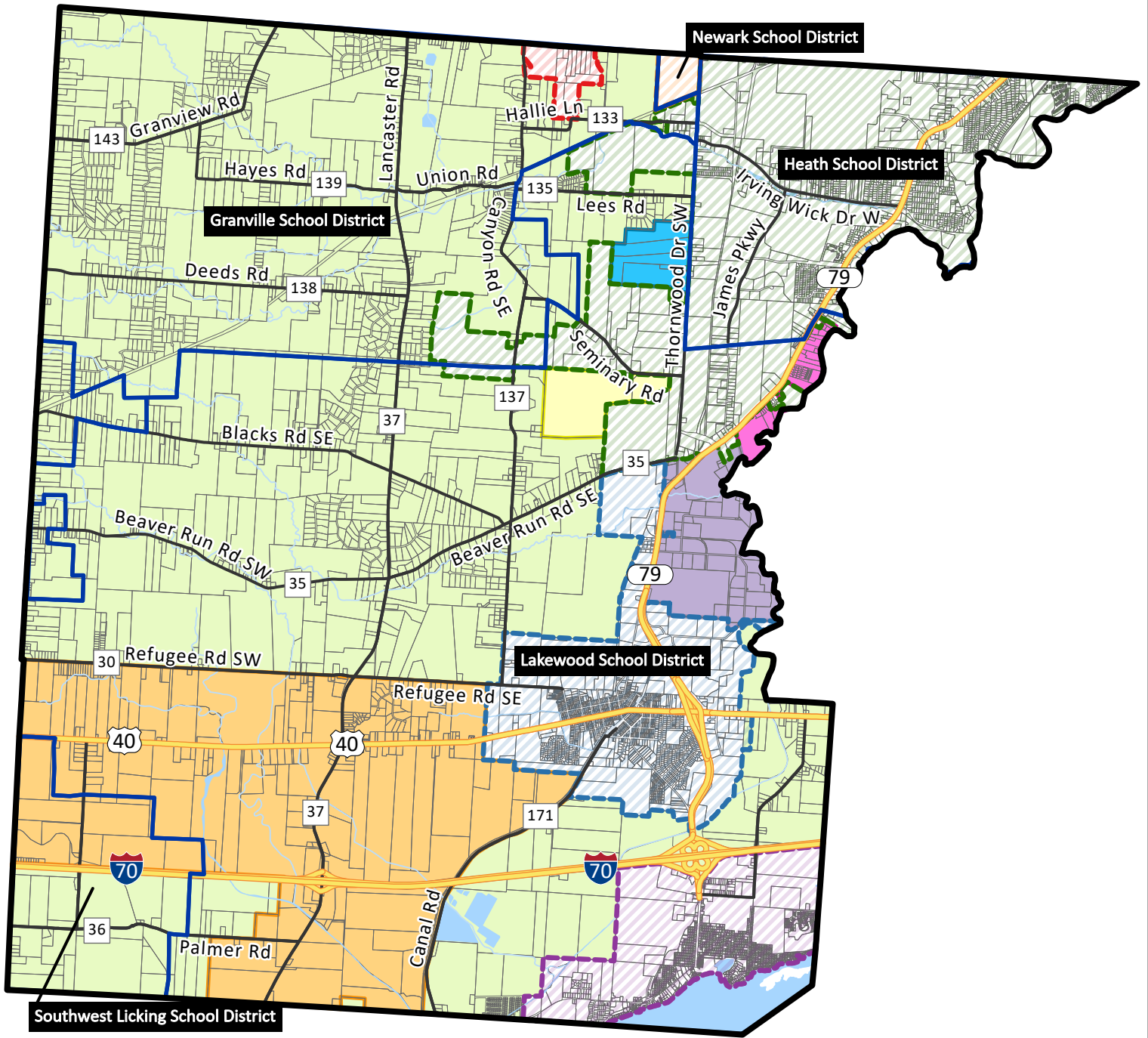
Appendix

Appendix A — Community Engagement Survey Responses

Appendix B — Future Land Use Map

Appendix C — Gateway Corridor Overlay District

Union Township Future Land Use Overview









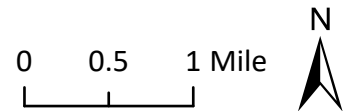
 School District Borders

Municipalities

-  Buckeye Lake
-  Granville
-  Heath
-  Hebron
-  Newark

Future Land Uses

-  Industrial
-  Commercial
-  Gateway Corridor Overlay
-  Northeast Growth Area
-  Preservation - Existing Diocese Property
-  Agriculture / Preservation Residential



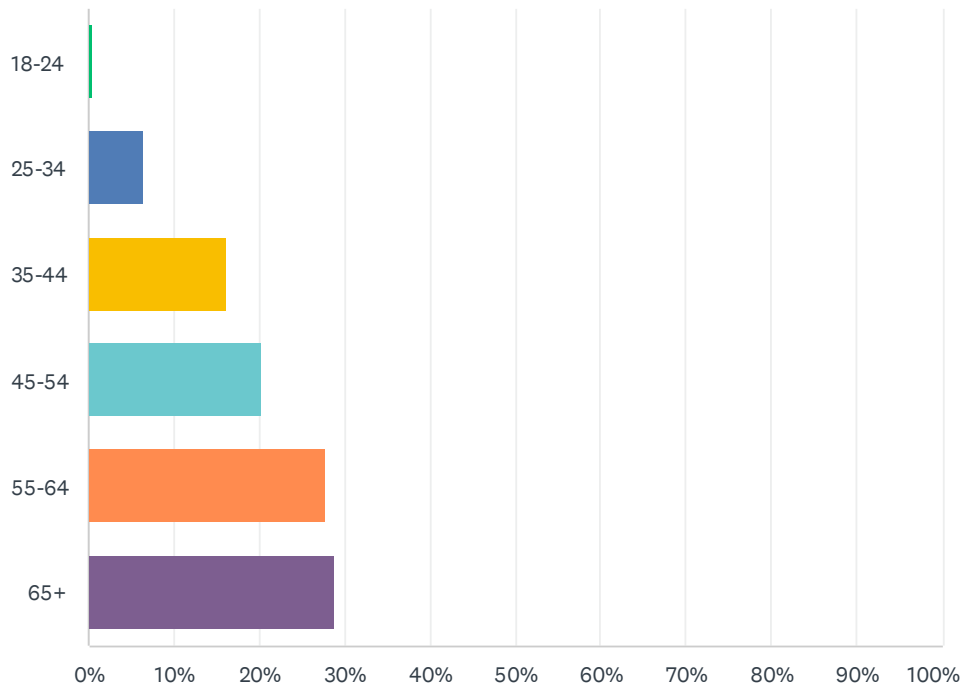
Q1 Please provide your address below:

Answered: 282 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	100.00%	282
Address 2	0.00%	0
City/Town	100.00%	282
State/Province	0.00%	0
ZIP/Postal Code	100.00%	282
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

Q2 What is your age?

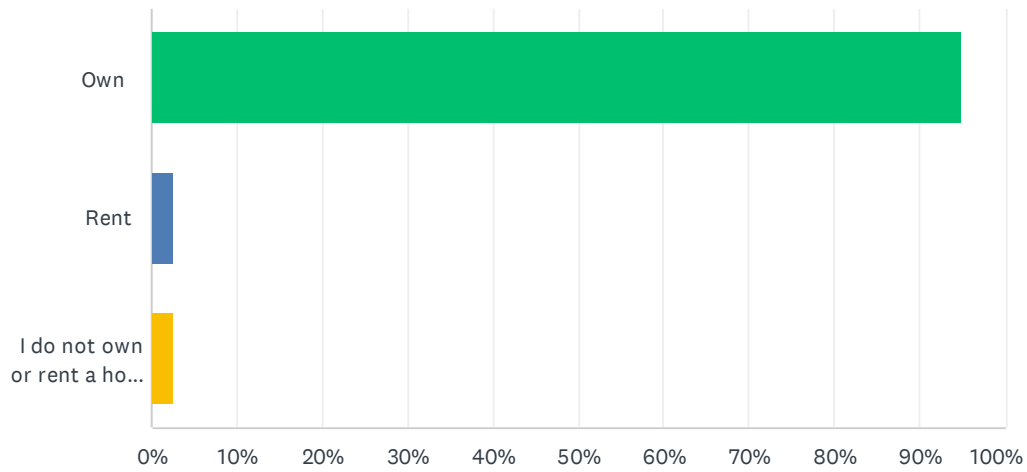
Answered: 277 Skipped: 5



ANSWER CHOICES	RESPONSES	
18-24	0.36%	1
25-34	6.50%	18
35-44	16.25%	45
45-54	20.22%	56
55-64	27.80%	77
65+	28.88%	80
TOTAL		277

Q3 Do you own or rent housing in Union Township?

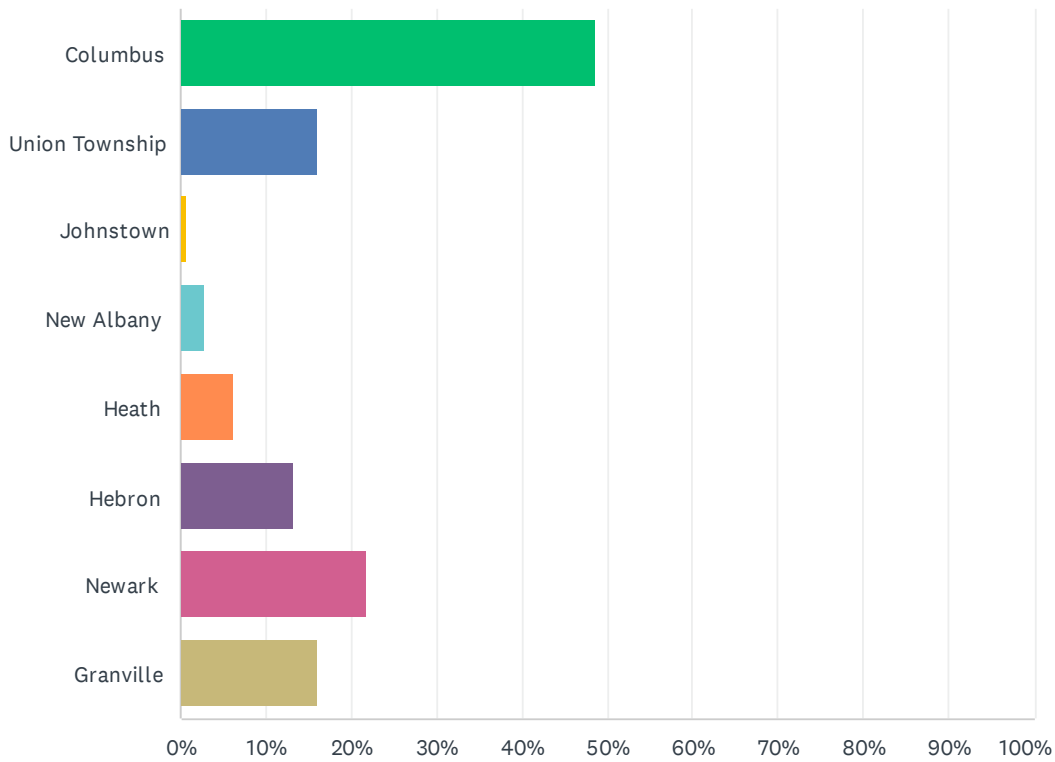
Answered: 277 Skipped: 5



ANSWER CHOICES	RESPONSES	
Own	94.95%	263
Rent	2.53%	7
I do not own or rent a home in the township.	2.53%	7
TOTAL		277

Q4 Where do your primary wage earners in the household work?

Answered: 175 Skipped: 107



ANSWER CHOICES	RESPONSES	
Columbus	48.57%	85
Union Township	16.00%	28
Johnstown	0.57%	1
New Albany	2.86%	5
Heath	6.29%	11
Hebron	13.14%	23
Newark	21.71%	38
Granville	16.00%	28
Total Respondents: 175		

Q5 What attracted you to Union Township?

Answered: 268 Skipped: 14

Q5 What attracted you to Union Township?

Answered: 268 Skipped: 14

#	RESPONSES	DATE
1	Land	6/24/2023 10:36 PM
2	Family	6/22/2023 4:46 PM
3	Rural feeling	6/21/2023 4:44 PM
4	Land and privacy	6/21/2023 9:39 AM
5	Born Here	6/21/2023 9:33 AM
6	Family farm and land	6/21/2023 9:26 AM
7	Farming and open land	6/21/2023 9:21 AM
8	Rural feel	6/19/2023 11:53 PM
9	Rural, low density area with nice houses and good schools	6/19/2023 8:26 PM
10	Land	6/19/2023 4:56 PM
11	The beautiful farms and size of lots	6/19/2023 2:34 PM
12	Granville Schools	6/19/2023 2:33 PM
13	Location	6/19/2023 1:04 PM
14	Nonresident	6/19/2023 12:38 PM
15	Granville school district and a lot for building a new home upon	6/19/2023 12:35 PM
16	Schools (Granville) but also having a bit of land	6/19/2023 11:13 AM
17	Family	6/19/2023 10:10 AM
18	Granville ,schools	6/19/2023 10:04 AM
19	Schools	6/19/2023 9:38 AM
20	Schools	6/19/2023 9:18 AM
21	Schools; property	6/18/2023 10:10 AM
22	Green space, low taxes, Granville schools, easy commute	6/17/2023 4:12 PM
23	It is Quiet	6/16/2023 10:20 AM
24	Born and Raised in the Township	6/16/2023 10:16 AM
25	Country Atmosphere	6/16/2023 10:12 AM
26	Quiet Nice Area	6/16/2023 10:07 AM
27	Rural Area	6/16/2023 10:01 AM
28	Vacant land and privacy	6/16/2023 9:56 AM
29	Between Worthington city schools and Whitehall city schools	6/16/2023 9:45 AM
30	Country Rural Community	6/16/2023 9:36 AM
31	Rural, away from the city and suburbs	6/15/2023 9:21 AM
32	Affordable property at the time we built.	6/14/2023 5:15 PM
33	Rural setting, close to our workplaces at the time, good school system (Granville) & good	6/14/2023 1:16 PM

Union Township Community Survey

	fire/ems. (Granville)	
34	The rural character, great schools and convenience to major highways.	6/13/2023 8:43 AM
35	Nice mix of Rural living with city amenities near by. Our kids are grown and we no longer need to focus on the resources of a strong school district.	6/12/2023 5:57 PM
36	Granville / and Schools	6/12/2023 2:20 PM
37	Land and environs: creek, mature trees, privacy, settled neighborhood.	6/12/2023 8:28 AM
38	Granville schools but still a bit rural	6/11/2023 2:56 PM
39	Neighborhood	6/11/2023 9:01 AM
40	The house I purchased	6/9/2023 5:18 PM
41	WE liked the country setting	6/9/2023 10:35 AM
42	Access to Columbus, rural character of community	6/7/2023 2:27 PM
43	Granville school district	6/6/2023 11:02 PM
44	Family	6/6/2023 8:07 PM
45	Being able to build and have a large lot, small town, nice neighborhood and safety for family	6/6/2023 6:27 PM
46	Rural Setting, roads, centrally located (Granville, Newark, Heath, Hebron, New Albany, Gahanna, Pickerington, Reynoldsburg)	6/6/2023 4:08 PM
47	Space, no neighbors and no subdivisions	6/6/2023 8:05 AM
48	Larger lot size, quality of life, village of Granville	6/6/2023 6:46 AM
49	Quiet, undeveloped	6/5/2023 9:24 PM
50	Schools	6/4/2023 8:13 PM
51	2004 was lower taxes. Land. Get away from city schools.	6/4/2023 12:06 PM
52	Granville Schools and community.	6/4/2023 6:55 AM
53	House with land in Granville school district	6/3/2023 3:39 PM
54	The town. Work. Schools.	6/3/2023 7:58 AM
55	Property in the country in a nice subdivision	6/2/2023 7:50 PM
56	The land available in a neighborhood setting and proximity to interstate.	6/2/2023 2:54 PM
57	Land in Granville schools.	6/2/2023 2:08 PM
58	Granville schools. Open space	6/2/2023 10:18 AM
59	Location and available farmland	6/1/2023 7:05 PM
60	Granville school	6/1/2023 5:26 PM
61	We have lived here for almost 30 years and moved here to be out in the country on a quiet road.	6/1/2023 4:57 PM
62	Specific home	5/31/2023 8:42 PM
63	I lived in Union Township my until 25 and then began renting in Union Township. The farming and land is what I love about this community	5/31/2023 5:26 PM
64	Port Authority, warehouse close to I-70	5/31/2023 11:15 AM
65	No RITA tax and our house	5/31/2023 10:50 AM
66	The acreage and the surrounding properties.	5/31/2023 7:26 AM
67	Open area. Country feel but close to shopping etc	5/31/2023 7:26 AM
68	Open space, small town feel, and Granville schools	5/30/2023 9:14 PM

Union Township Community Survey

69	The open farm land and agricultural environment	5/30/2023 4:58 PM
70	Granville Schools	5/30/2023 4:51 PM
71	The affordability to purchase land and build a house.	5/30/2023 2:43 PM
72	Like having a little land and being in the country.	5/30/2023 1:02 PM
73	School system	5/30/2023 10:09 AM
74	Near Granville but lower tax rate	5/30/2023 9:36 AM
75	Granville live style	5/30/2023 9:30 AM
76	The feel of country living yet close to shops and towns	5/30/2023 8:13 AM
77	Rural but close to everything	5/30/2023 6:39 AM
78	Granville Open spaces nice people	5/29/2023 1:08 PM
79	Land	5/29/2023 10:23 AM
80	Rural area with lower property tax	5/29/2023 9:26 AM
81	Larger yards and good school	5/29/2023 9:21 AM
82	Home	5/29/2023 7:30 AM
83	Location	5/28/2023 9:20 PM
84	Location	5/28/2023 5:53 PM
85	Property	5/28/2023 5:37 PM
86	Land & being away from Columbus area.	5/28/2023 1:08 PM
87	Lower population, rural setting.	5/28/2023 12:37 PM
88	We moved from Westerville so we could have some space/land for a more affordable mortgage	5/28/2023 10:08 AM
89	(1) country feel with the convenience into Columbus / Granville (2) land available at a good cost	5/28/2023 10:01 AM
90	Lived all but 5 years here	5/27/2023 7:01 PM
91	Ability to join the Granville community at a cost lower than that for Granville Village or Township	5/27/2023 1:50 PM
92	The open spaces and not a lot of traffic.	5/27/2023 12:23 PM
93	Our house lot	5/27/2023 9:01 AM
94	been here all my life, except when i was gone in military	5/27/2023 7:52 AM
95	The house we wanted	5/27/2023 7:15 AM
96	Rural area. Not too built up. Space. Quiet. Friendly. Farms.	5/26/2023 8:30 PM
97	Away from Columbus but easy to get on I70.	5/26/2023 8:30 PM
98	Land	5/26/2023 8:16 PM
99	Ruralness yet close to Columbus	5/26/2023 6:03 PM
100	Lived in township since 1948	5/26/2023 2:33 PM
101	rural areas	5/26/2023 11:02 AM
102	The ability to get 3 acres in a neighborhood setting.	5/26/2023 10:51 AM
103	Lifetime resident	5/26/2023 10:13 AM
104	Slower pace than Columbus, family is local	5/26/2023 9:30 AM
105	Granville schools, house we liked, semi rural	5/26/2023 8:38 AM

Union Township Community Survey

106	Always lived here	5/26/2023 7:36 AM
107	Previous employee of Owens Corning and wanted to reside closer to work	5/26/2023 7:04 AM
108	Country setting	5/25/2023 9:38 PM
109	The property and closeness to many towns	5/25/2023 9:24 PM
110	Country living	5/25/2023 6:48 PM
111	affordable rural housing	5/25/2023 4:19 PM
112	Schools	5/25/2023 3:09 PM
113	The town	5/25/2023 2:38 PM
114	Inherited land to build on	5/25/2023 2:14 PM
115	hometown area	5/25/2023 12:20 PM
116	The land and lack of noise from the city life.	5/25/2023 11:18 AM
117	Granville schools, the property we bought, proximity to Heath shopping/dining, proximity to downtown Granville, easy access to Columbus, lower property taxes, no village tax, proximity to parks	5/25/2023 8:17 AM
118	The rural area	5/25/2023 8:01 AM
119	Location	5/25/2023 5:19 AM
120	Unincorporated community with an easy commute to our work. Centrally located to many other cities we frequent. Emphasis on Unincorporated!!!	5/24/2023 9:03 PM
121	Country setting away from the city	5/24/2023 8:11 PM
122	Rural area with plenty of space.	5/24/2023 5:51 PM
123	I was sent this survey card	5/24/2023 5:26 PM
124	The house that we bought.	5/24/2023 5:20 PM
125	Land	5/24/2023 4:38 PM
126	The open land and Granville schools	5/24/2023 4:01 PM
127	13 years ago, the cost of our home.	5/24/2023 4:00 PM
128	Country setting	5/24/2023 3:44 PM
129	13 years ago, the cost of our home.	5/24/2023 3:32 PM
130	I'm from this area and wanted to move out of the city	5/24/2023 3:26 PM
131	Rural setting. Granville schools.	5/24/2023 2:59 PM
132	Granville school district and good bicycle routes from my driveway	5/24/2023 2:58 PM
133	Reserve neighborhood	5/24/2023 1:59 PM
134	Sggs	5/24/2023 1:39 PM
135	Hhh	5/24/2023 1:36 PM
136	It's not the big city life.	5/24/2023 1:32 PM
137	It's rural atmosphere	5/24/2023 1:28 PM
138	Grew up there	5/24/2023 12:50 PM
139	Land and proximity to work	5/24/2023 12:34 PM
140	Granville Schools	5/24/2023 12:31 PM
141	Ruralness, near Columbus, Zanesville & Lancaster.	5/24/2023 12:26 PM
142	rural setting, country roads, surrounding farm land, spacious properties, granville schools	5/24/2023 10:00 AM

Union Township Community Survey

143	Tranquility	5/24/2023 8:52 AM
144	Country living with land but close to city	5/24/2023 8:47 AM
145	Space/land, Granville schools, proximity to Columbus	5/24/2023 7:19 AM
146	Rural character, Granville schools	5/24/2023 7:02 AM
147	Location	5/24/2023 12:29 AM
148	like the rural area	5/23/2023 10:37 PM
149	Land, schools	5/23/2023 9:37 PM
150	rural	5/23/2023 9:10 PM
151	It was secluded and we were in Granville school district	5/23/2023 8:23 PM
152	Area	5/23/2023 5:48 PM
153	Country	5/23/2023 5:25 PM
154	Schools and property	5/23/2023 5:11 PM
155	Agriculture land	5/23/2023 5:10 PM
156	housing with acreage	5/23/2023 4:59 PM
157	Small town and open space	5/23/2023 4:51 PM
158	Family home	5/23/2023 4:40 PM
159	Grew up there	5/23/2023 4:13 PM
160	Rural living	5/23/2023 3:30 PM
161	The rural aspect within close proximity to Columbus for work	5/23/2023 2:53 PM
162	Schools	5/23/2023 2:48 PM
163	Lived here all my life	5/23/2023 1:49 PM
164	Farmland	5/23/2023 1:45 PM
165	Proximity to work and low taxes	5/23/2023 1:27 PM
166	Born and raised, never felt anywhere else felt like home.	5/23/2023 1:24 PM
167	insanity	5/23/2023 1:14 PM
168	Nice area to build our home	5/23/2023 1:05 PM
169	Remote living, but close to multiple cities.	5/23/2023 12:57 PM
170	Granville school district outside city limits	5/23/2023 12:57 PM
171	House available	5/23/2023 12:50 PM
172	Granville Schools	5/23/2023 12:48 PM
173	Countryside	5/23/2023 12:31 PM
174	Moved here 31 years ago as we wanted to build a house and land was affordable here	5/23/2023 11:49 AM
175	Lived here since the 60s. Quiet countryside.	5/23/2023 11:47 AM
176	House	5/23/2023 11:33 AM
177	My hone	5/23/2023 11:15 AM
178	Granville schools	5/23/2023 10:44 AM
179	The land and woods	5/23/2023 10:38 AM
180	Granville Schools	5/23/2023 10:34 AM

Union Township Community Survey

181	Was because if the Low taxes, that has changed!	5/23/2023 9:45 AM
182	Granville schools	5/23/2023 9:18 AM
183	Quiet, calm, land	5/23/2023 9:08 AM
184	Quiet, land, calmness, nice location relative to most Ohio and eastern PA	5/23/2023 9:00 AM
185	Granville Schools, proximity to extended family. Land with our property, access to downtown amenities.	5/23/2023 8:57 AM
186	Acreage	5/23/2023 8:29 AM
187	Rural environment, proximity to Granville	5/23/2023 8:27 AM
188	Small town, sense of community, homes, area and of course schools when children were of that age.	5/23/2023 8:25 AM
189	Country, still in Granville	5/23/2023 8:17 AM
190	The ruralness of it! I love seeing the farms and animals.	5/23/2023 8:07 AM
191	Country Living	5/23/2023 7:59 AM
192	Grew up here	5/23/2023 7:50 AM
193	the specific home, location, granville schools	5/23/2023 7:39 AM
194	My great grandpa in 1964	5/23/2023 7:35 AM
195	Less dense, land space, country life, nature, good school district.	5/23/2023 7:01 AM
196	Granville schools	5/23/2023 5:56 AM
197	quiet rural area	5/23/2023 5:48 AM
198	Land in Granville school district	5/22/2023 9:29 PM
199	Peaceful, quiet area Lower taxes Lower amount of traffic Friendly community	5/22/2023 9:24 PM
200	Schools	5/22/2023 9:13 PM
201	Granville Schools	5/22/2023 8:59 PM
202	Schools and community	5/22/2023 8:35 PM
203	Granville schools	5/22/2023 8:26 PM
204	Union Township is where I grew up. Close to family, work, shopping and dining.	5/22/2023 8:25 PM
205	Community and land	5/22/2023 8:14 PM
206	Inherited land	5/22/2023 8:12 PM
207	Family	5/22/2023 8:07 PM
208	Farmland from the Keller Family farm	5/22/2023 8:01 PM
209	the land	5/22/2023 7:06 PM
210	Farm land in licking county. My great grandfather and my grandfather farmed for centuries.	5/22/2023 7:02 PM
211	Country living and the great schools	5/22/2023 6:56 PM
212	Price	5/22/2023 6:56 PM
213	Rural setting. Granville schools.	5/22/2023 6:49 PM
214	Granville Schools. Out of the village for more privacy	5/22/2023 6:44 PM
215	Family Home	5/22/2023 6:43 PM
216	Country setting	5/22/2023 6:42 PM
217	Open space and low taxes	5/22/2023 6:23 PM

Union Township Community Survey

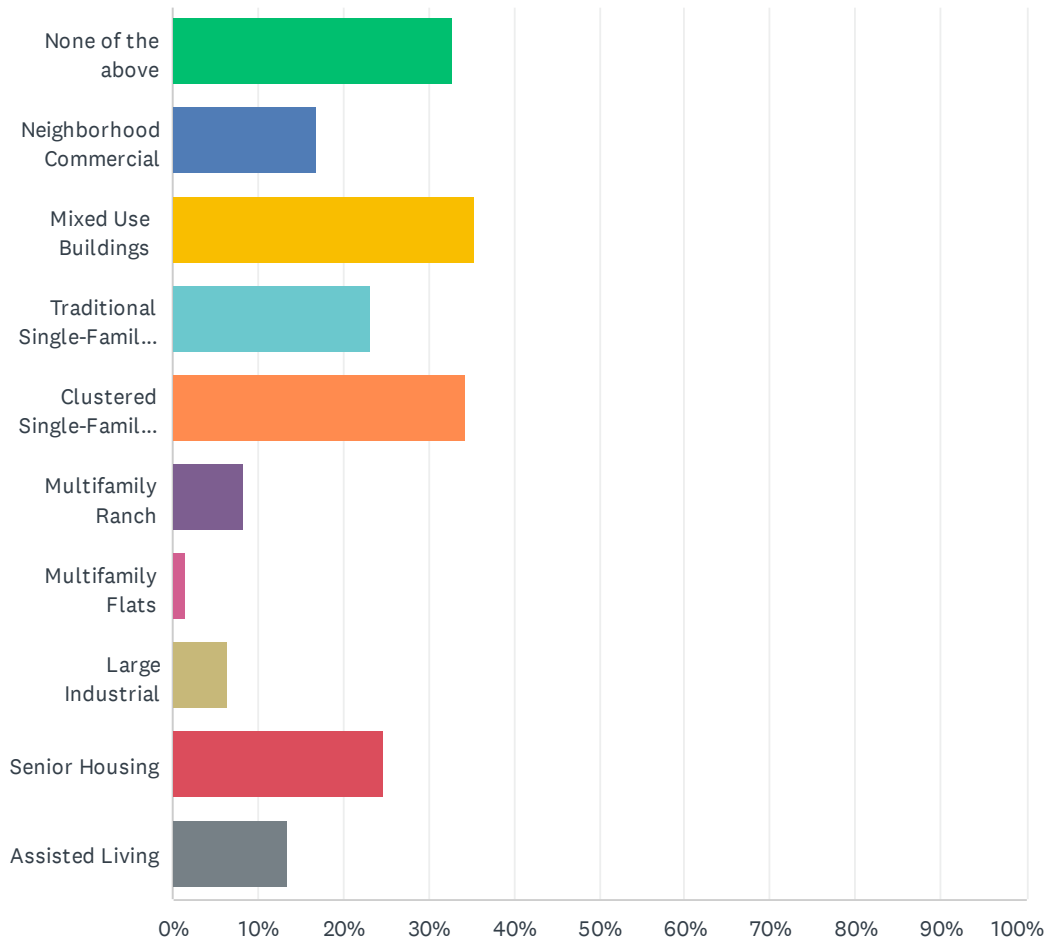
218	Open space, home price	5/22/2023 6:14 PM
219	Beautiful countryside in Granville Schools. Good neighbors. Surrounded by farms.	5/22/2023 6:12 PM
220	The country	5/22/2023 6:09 PM
221	Rural feel, space	5/22/2023 6:03 PM
222	Land	5/22/2023 6:00 PM
223	The Granville schools and people we knew in our development.	5/22/2023 5:57 PM
224	I was transferred by my company and found a home in The Reserve outside of Granville.	5/22/2023 5:39 PM
225	Beautiful countryside, low traffic, distance from bigger cities & suburbs.	5/22/2023 5:38 PM
226	Born here	5/22/2023 5:37 PM
227	Value of the property at a better price than Columbus. Less traffic	5/22/2023 5:33 PM
228	Rural Small Town Feel	5/22/2023 5:25 PM
229	large rural lots close to Columbus	5/22/2023 5:03 PM
230	Lower taxes	5/22/2023 5:00 PM
231	Low housing cost, schools, pretty county	5/22/2023 5:00 PM
232	Close to town and major roads and interstate	5/22/2023 4:52 PM
233	Small, rural, less traffic, less light pollution, great parks and outdoor areas	5/22/2023 4:49 PM
234	Low property taxes, and not in a City.	5/22/2023 4:47 PM
235	I live in Harrison Township	5/22/2023 4:39 PM
236	Location and lot to build	5/22/2023 4:28 PM
237	Land price in 1999	5/22/2023 4:15 PM
238	Property	5/22/2023 4:14 PM
239	House with land	5/22/2023 4:13 PM
240	Lived here all my life	5/22/2023 4:09 PM
241	Cost of home	5/22/2023 4:02 PM
242	Born here	5/22/2023 3:56 PM
243	Granville Schools	5/22/2023 3:54 PM
244	Location. Easy to get to the city of needed but we are still out in a rural area	5/22/2023 3:53 PM
245	not in city	5/22/2023 3:40 PM
246	Nice home, lovely land	5/22/2023 3:18 PM
247	Open land. Country living. Small towns	5/22/2023 3:09 PM
248	house and proximity to services	5/22/2023 2:54 PM
249	Rural setting in Granville schools & near the village.	5/22/2023 2:53 PM
250	Granville, area, schools.	5/22/2023 2:46 PM
251	Granville schools and home amenities	5/22/2023 2:35 PM
252	Schools originally	5/22/2023 2:26 PM
253	Granville schools and rural community	5/22/2023 2:24 PM
254	Family	5/22/2023 2:02 PM
255	Land	5/22/2023 1:38 PM

Union Township Community Survey

256	Family	5/22/2023 1:08 PM
257	We liked our 1 floor house we bought 10 years ago.	5/22/2023 1:08 PM
258	Real-estate costs	5/22/2023 1:02 PM
259	The property	5/22/2023 12:56 PM
260	Peace and quiet but close to amenities and the schools	5/22/2023 12:49 PM
261	School system and rural setting	5/22/2023 12:42 PM
262	School	5/22/2023 12:38 PM
263	Beautiful land	5/22/2023 12:20 PM
264	Found a home we liked on a property that we could operate a business.	5/22/2023 12:13 PM
265	Large lots	5/22/2023 12:03 PM
266	Rural living	5/22/2023 11:31 AM
267	My husband's family's home	5/22/2023 9:33 AM
268	House I liked was located in Union Township. Prefer a rural setting outside of the taxing ability of a city.	5/22/2023 8:28 AM

Q6 THE FOLLOWING QUESTION HAS TWO PARTS. PART 1: Below are a series of themes for future development, along with corresponding pictures. Please select the theme(s) that you would most like to see in Union Township in the future. Feel free to select more than one.

Answered: 262 Skipped: 20



Union Township Community Survey

ANSWER CHOICES	RESPONSES	
None of the above	32.82%	86
Neighborhood Commercial	16.79%	44
Mixed Use Buildings	35.50%	93
Traditional Single-Family Homes	23.28%	61
Clustered Single-Family Homes	34.35%	90
Multifamily Ranch	8.40%	22
Multifamily Flats	1.53%	4
Large Industrial	6.49%	17
Senior Housing	24.81%	65
Assisted Living	13.36%	35
Total Respondents: 262		

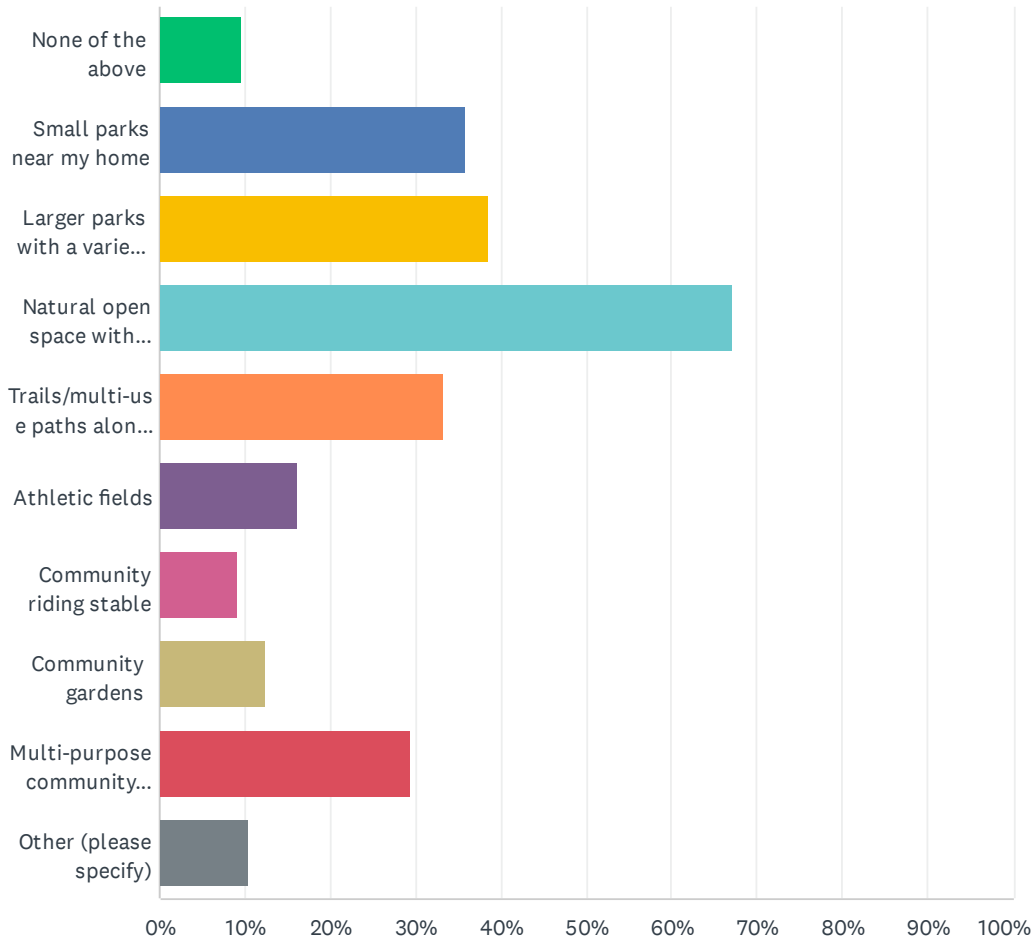
Q7 PART 2: For the themes that you clicked on above, list target areas in the township for this type of use. If you didn't choose a theme in part 1, you can leave the answer blank for this question.

Answered: 130 Skipped: 152

ANSWER CHOICES	RESPONSES	
Neighborhood Commercial	35.38%	46
Mixed Use Buildings	53.85%	70
Traditional Single-Family Homes	43.08%	56
Clustered Single-Family Homes	50.00%	65
Multifamily Ranch	19.23%	25
Multifamily Flats	13.08%	17
Large Industrial	20.77%	27
Senior Housing	33.85%	44
Assisted Living	27.69%	36

Q8 What recreation facilities would you use if they were available in Union Township? (Check all that apply)

Answered: 259 Skipped: 23

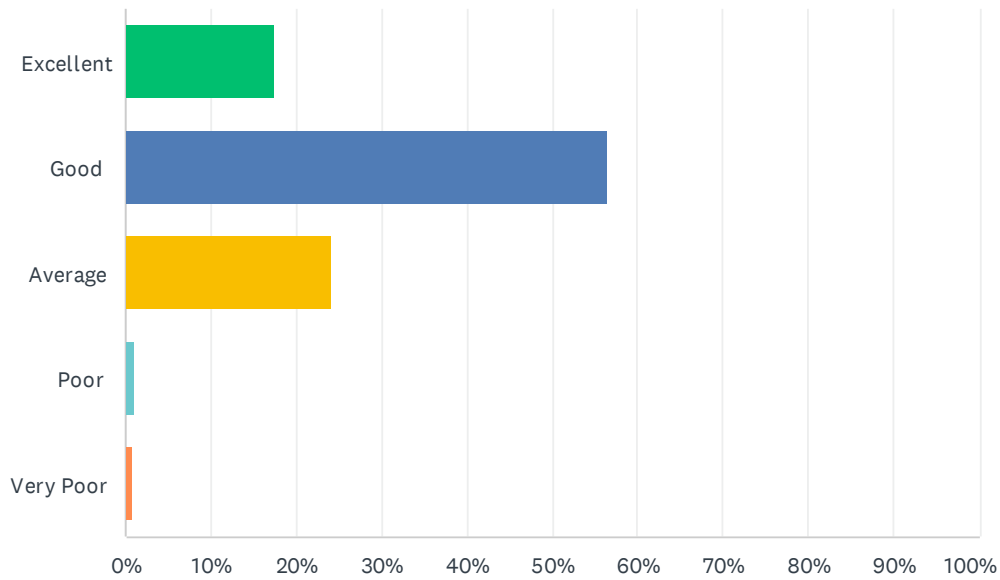


Union Township Community Survey

ANSWER CHOICES	RESPONSES	
None of the above	9.65%	25
Small parks near my home	35.91%	93
Larger parks with a variety of recreational opportunities	38.61%	100
Natural open space with trails/multi-use paths	67.18%	174
Trails/multi-use paths along roadways	33.20%	86
Athletic fields	16.22%	42
Community riding stable	9.27%	24
Community gardens	12.36%	32
Multi-purpose community center	29.34%	76
Other (please specify)	10.42%	27
Total Respondents: 259		

Q9 How do you rate the quality of housing in the township?

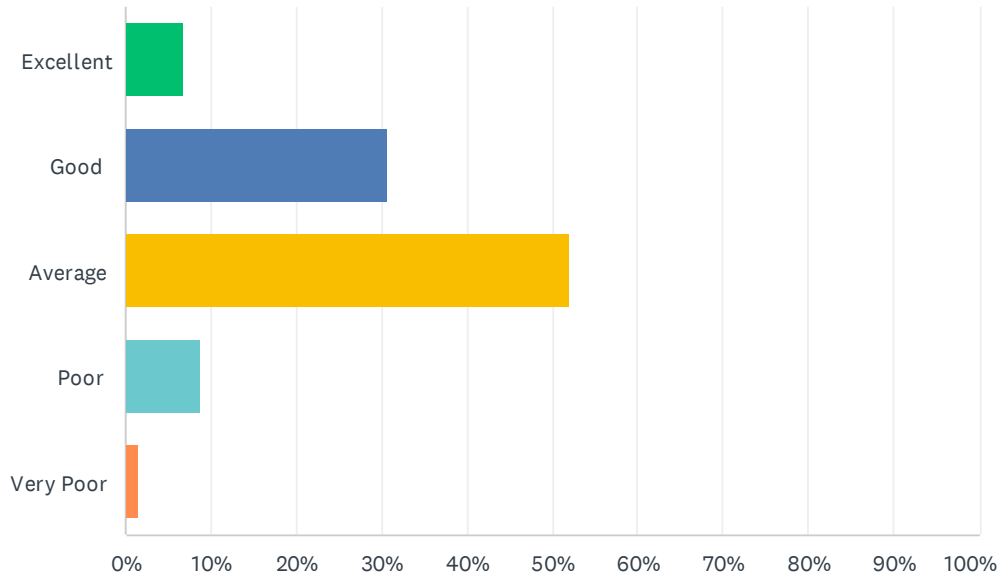
Answered: 262 Skipped: 20



ANSWER CHOICES	RESPONSES	
Excellent	17.56%	46
Good	56.49%	148
Average	24.05%	63
Poor	1.15%	3
Very Poor	0.76%	2
TOTAL		262

Q10 How do you rate the availability of housing in the township?

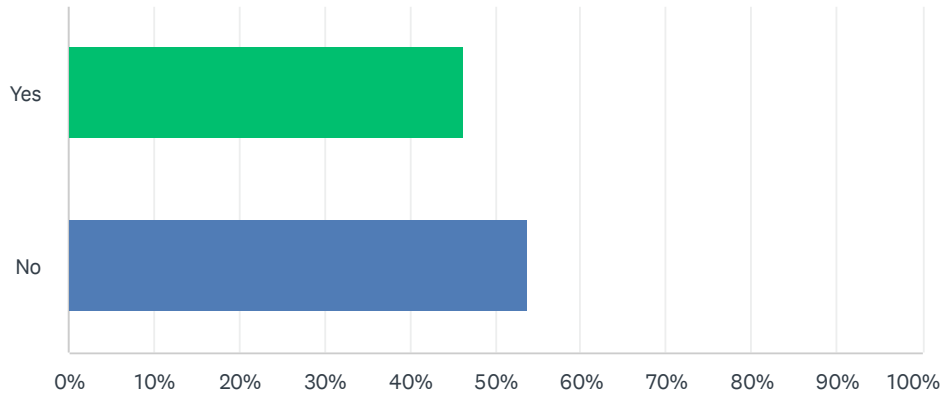
Answered: 261 Skipped: 21



ANSWER CHOICES	RESPONSES	
Excellent	6.90%	18
Good	30.65%	80
Average	52.11%	136
Poor	8.81%	23
Very Poor	1.53%	4
TOTAL		261

Q11 Would you be willing to pay more taxes for improved park and recreation facilities?

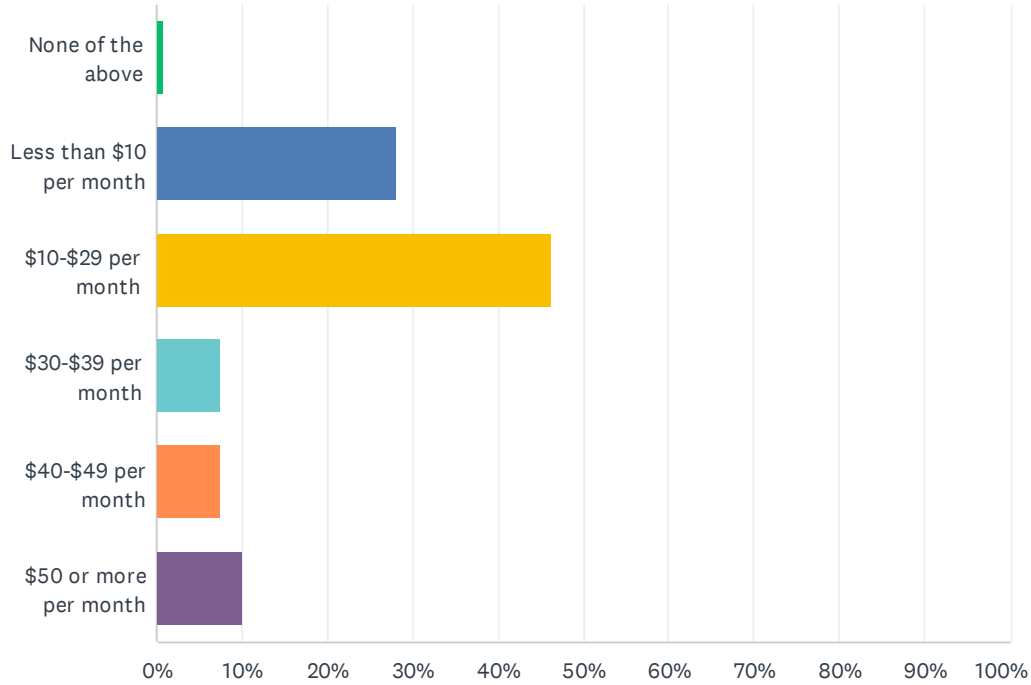
Answered: 264 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	46.21%	122
No	53.79%	142
TOTAL		264

Q12 How much would you be willing to pay monthly for improved park and recreation facilities?

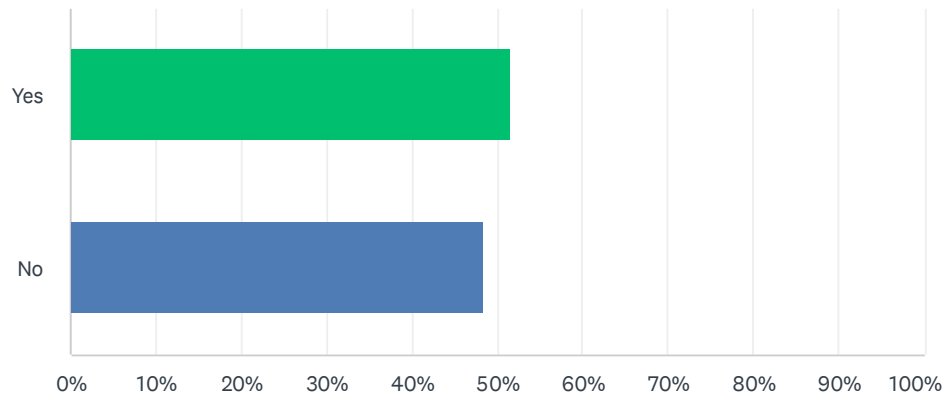
Answered: 121 Skipped: 161



ANSWER CHOICES	RESPONSES	
None of the above	0.83%	1
Less than \$10 per month	28.10%	34
\$10-\$29 per month	46.28%	56
\$30-\$39 per month	7.44%	9
\$40-\$49 per month	7.44%	9
\$50 or more per month	9.92%	12
TOTAL		121

Q13 Would you be willing to pay more taxes for improved roads?

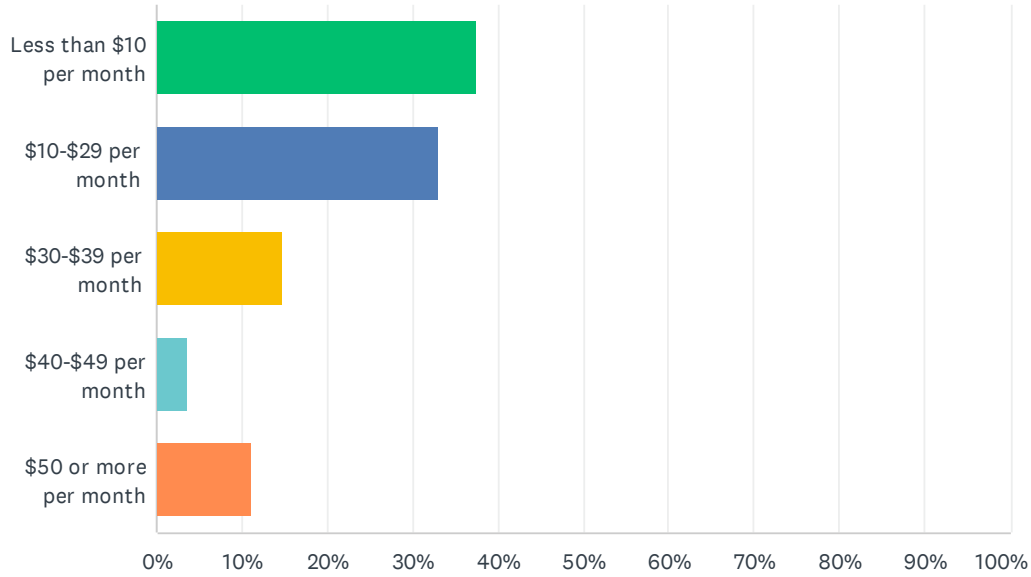
Answered: 264 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	51.52%	136
No	48.48%	128
TOTAL		264

Q14 In reference to the previous question, how much would you be willing to pay per month for improved roadways?

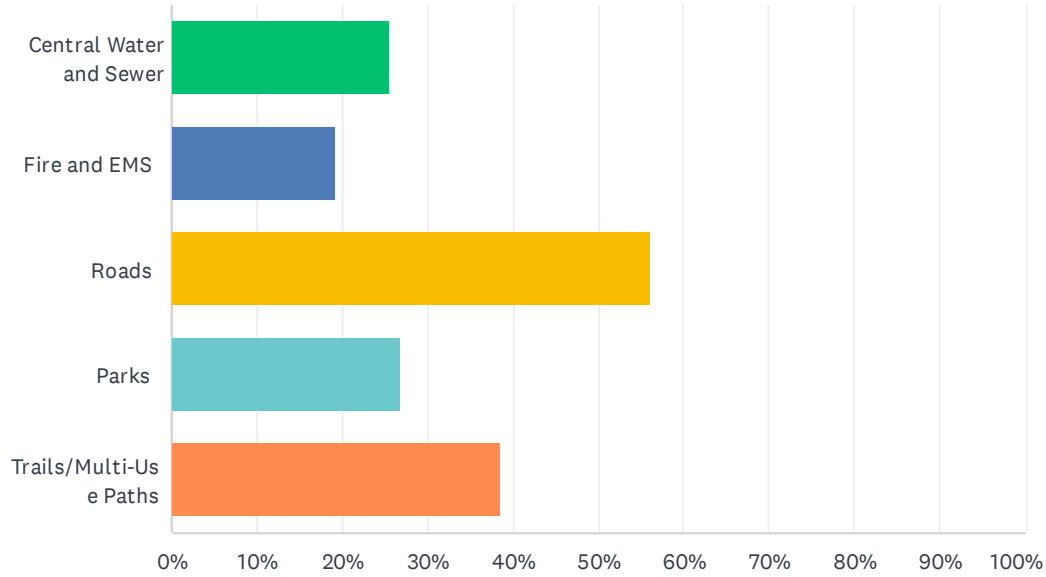
Answered: 136 Skipped: 146



ANSWER CHOICES	RESPONSES	
Less than \$10 per month	37.50%	51
\$10-\$29 per month	33.09%	45
\$30-\$39 per month	14.71%	20
\$40-\$49 per month	3.68%	5
\$50 or more per month	11.03%	15
TOTAL		136

Q15 In which of the following areas could services be improved in the township? Select all that apply.

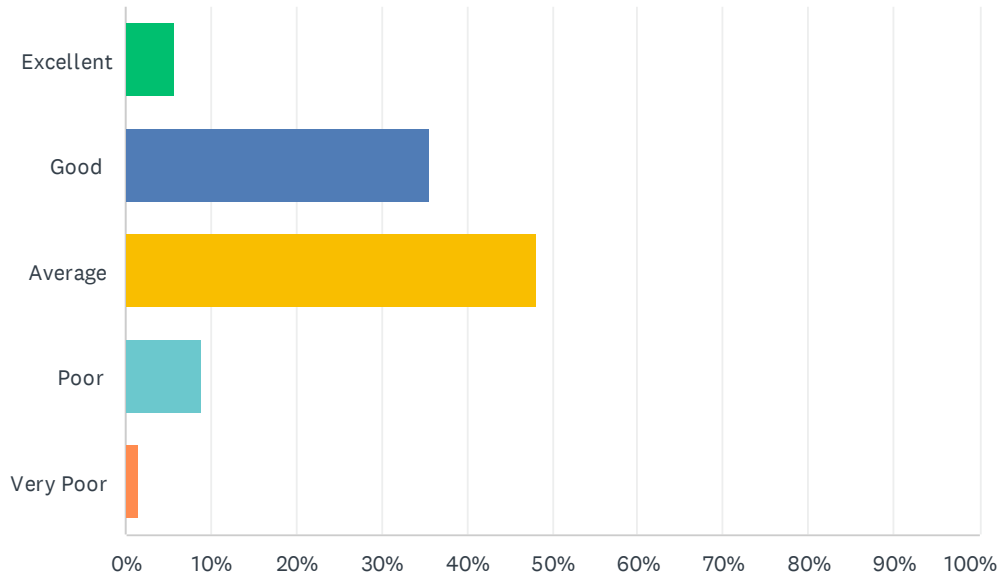
Answered: 223 Skipped: 59



ANSWER CHOICES	RESPONSES	
Central Water and Sewer	25.56%	57
Fire and EMS	19.28%	43
Roads	56.05%	125
Parks	26.91%	60
Trails/Multi-Use Paths	38.57%	86
Total Respondents: 223		

Q16 How would you rank the current services and amenities in the township?

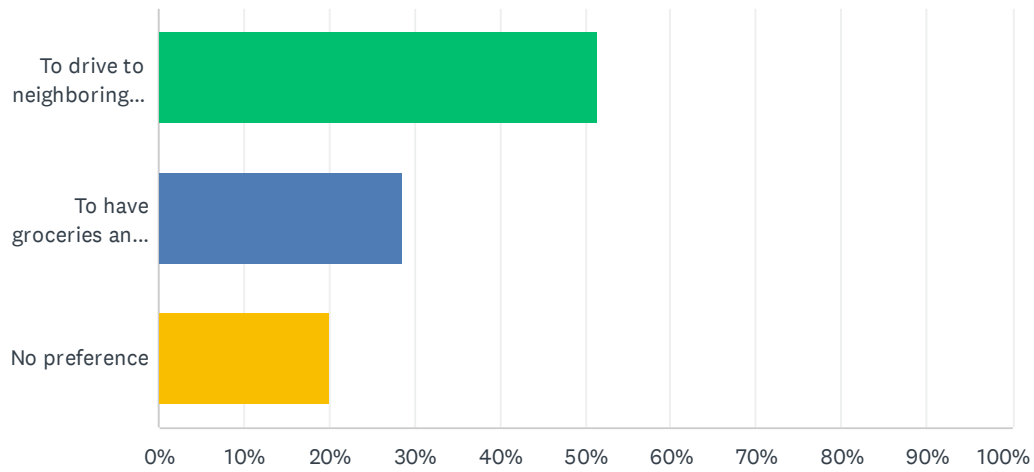
Answered: 259 Skipped: 23



ANSWER CHOICES	RESPONSES	
Excellent	5.79%	15
Good	35.52%	92
Average	48.26%	125
Poor	8.88%	23
Very Poor	1.54%	4
TOTAL		259

Q17 Do you prefer:

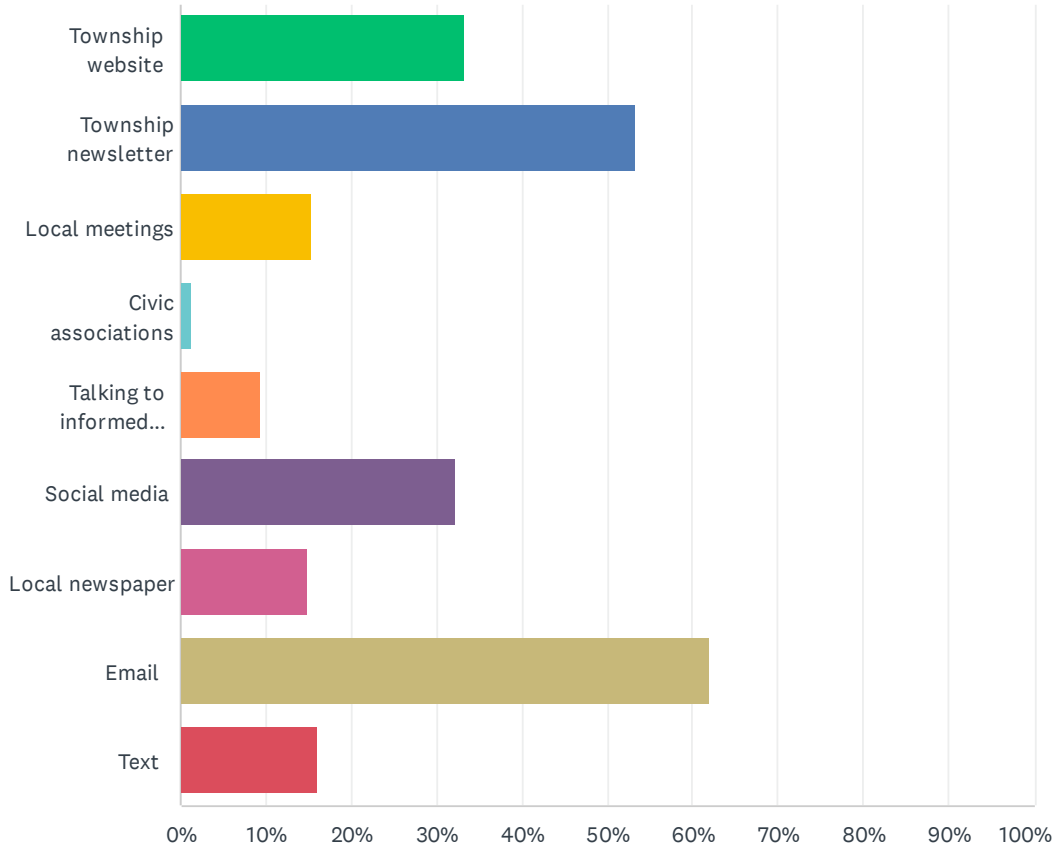
Answered: 259 Skipped: 23



ANSWER CHOICES	RESPONSES	
To drive to neighboring communities for services such as groceries and restaurants	51.35%	133
To have groceries and restaurants in the township	28.57%	74
No preference	20.08%	52
TOTAL		259

Q18 How would you like to receive information about important Township matters? Select all that apply.

Answered: 255 Skipped: 27



ANSWER CHOICES	RESPONSES	
Township website	33.33%	85
Township newsletter	53.33%	136
Local meetings	15.29%	39
Civic associations	1.18%	3
Talking to informed neighbors	9.41%	24
Social media	32.16%	82
Local newspaper	14.90%	38
Email	61.96%	158
Text	16.08%	41
Total Respondents: 255		

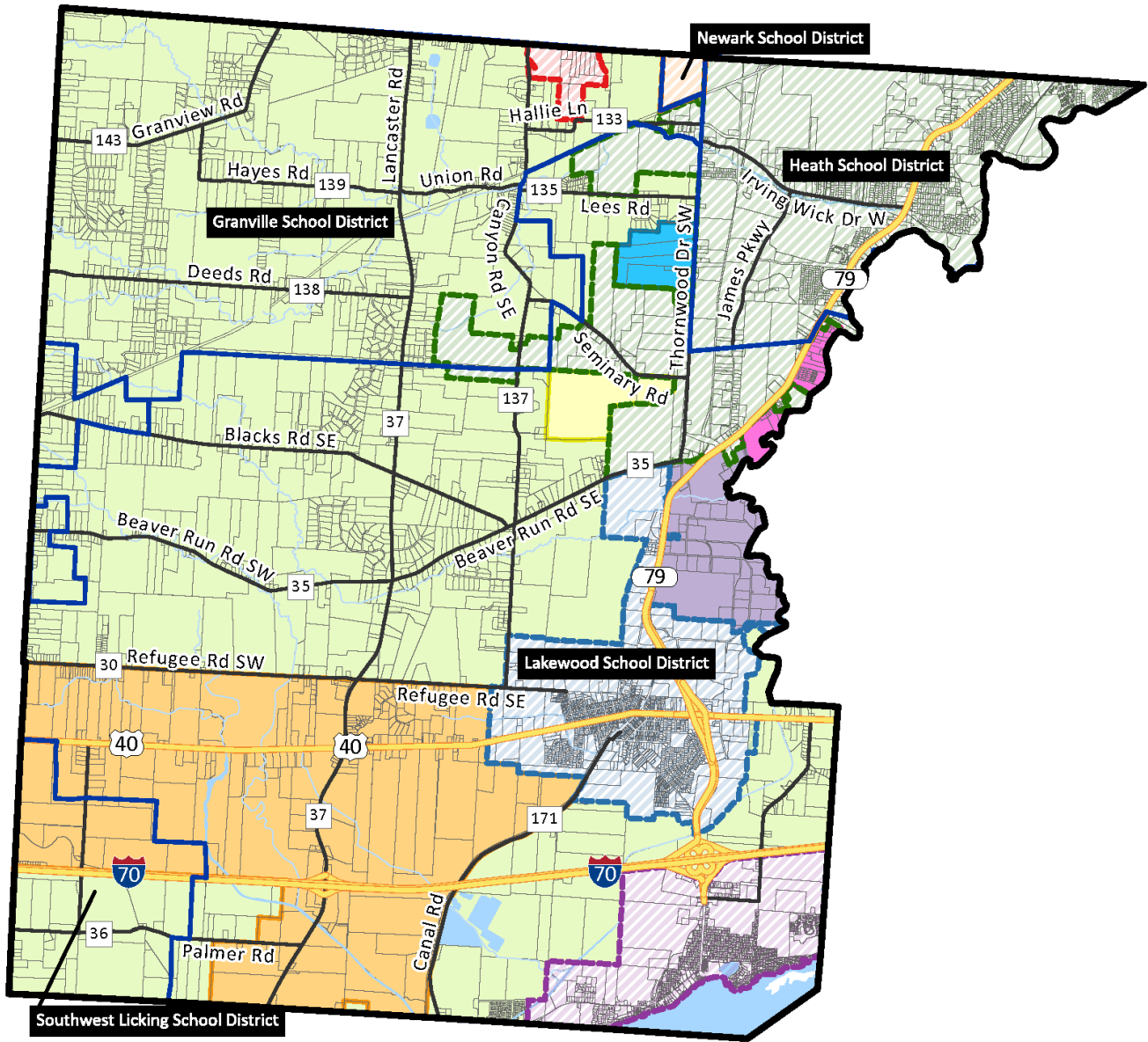
Q19 Please provide more information on the following options. (Optional)

Answered: 189 Skipped: 93

ANSWER CHOICES	RESPONSES	
Email address:	87.30%	165
Text phone number:	59.26%	112
Preferred local newspaper:	40.21%	76
Preferred social media platform(s):	50.79%	96

Appendix B

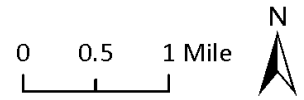
Union Township Future Land Use Overview



- School District Borders
- Municipalities**
- Buckeye Lake
- Granville
- Heath
- Hebron
- Newark

Future Land Uses

- Industrial
- Commercial
- Gateway Corridor Overlay
- Northeast Growth Area
- Preservation - Existing Diocese Property
- Agriculture / Preservation Residential



Appendix C

This document serves as a model. “X”s throughout the document serve as placeholders for future information.

Section 13.03 Gateway Corridor Overlay District (GCO)

Section 13.03.A – Purpose: The Gateway Corridor Overlay District (“GCO”) is created pursuant to Section 519.021(C) of the Ohio Revised Code to further the purpose of promoting the general welfare, encouraging the efficient use of land and resources, promoting public and utility services, and encouraging innovation in the planning and building of appropriate types of retail, office, and commercial development. The overlay encourages flexibility of design to promote and accommodate environmentally sensitive and efficient use of the land, thereby allowing for a unified development that:

- Encourages unified development projects that exhibit creative planning and design in ways that cannot be achieved through a standard zoning district yet are imaginative in architectural design and are consistent with the Township Comprehensive Plan;
- Preserves unique or sensitive natural resources by integrating open space within developments.
- Plans the appropriate amount of infrastructure, including paved surfaces and utility easements necessary for development.
- Reduces erosion and sedimentation by minimizing land disturbance.
- Provides an opportunity for an appropriate mix of uses.
- Enables an extensive review of design characteristics to ensure that projects are properly integrated into surroundings and are compatible with adjacent development.
- Assures compatibility between proposed land uses through appropriate development controls.
- Preserves the streetscape along the roadways, maintaining the character and promoting safe pedestrian movement.
- Enhances the welfare and economy of Union Township by making available a variety of employment opportunities, providers of goods and services, as well as providing a variety of housing options for the Township residents.

For purposes of this overlay, certain words have been defined in Section 13.03I.

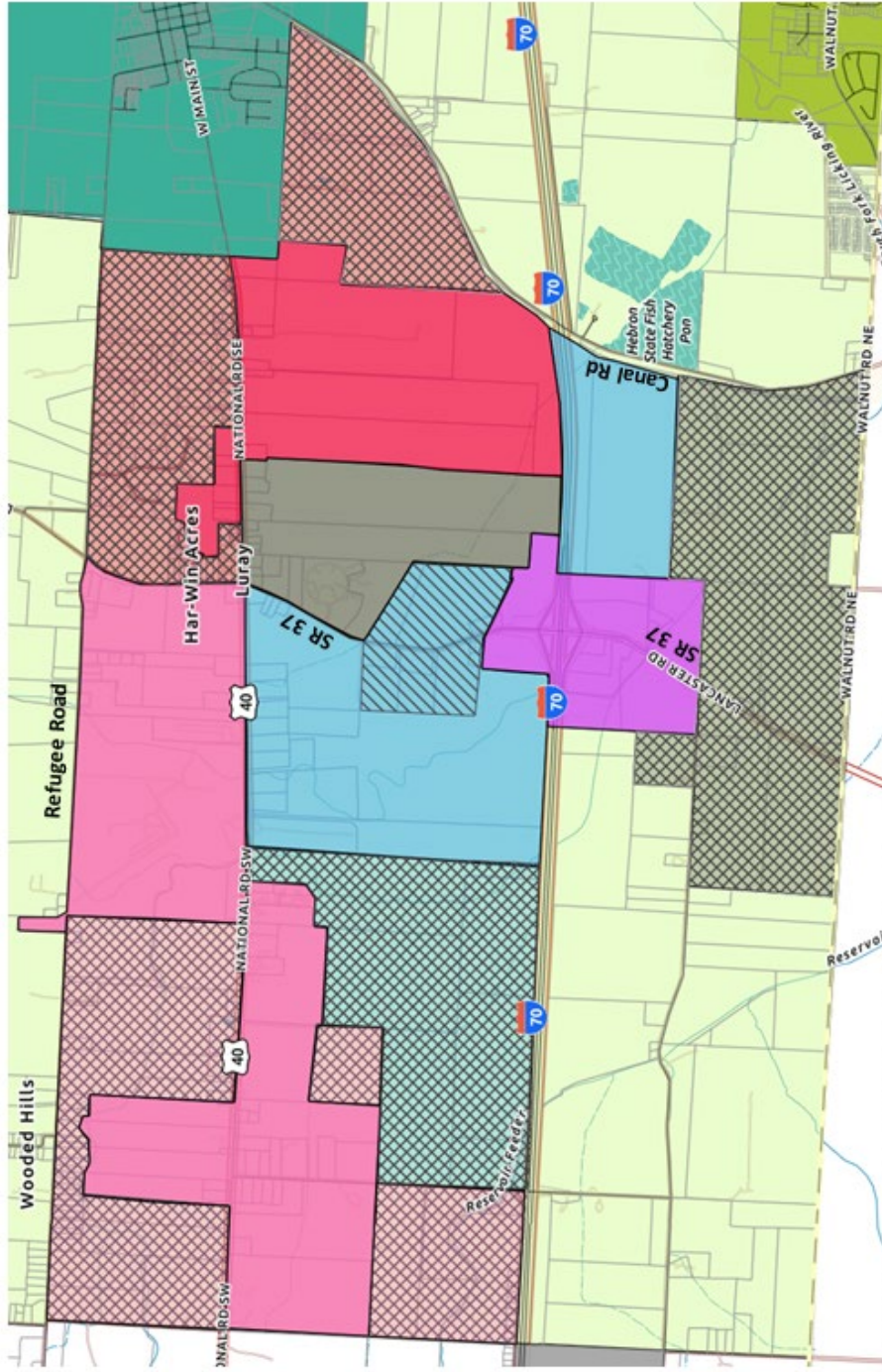
Section 13.03.B – Overlay Established: The GCO encompasses, includes, overlays, and rezones the area shown on the Gateway Corridor Overlay Zoning District Map, which is incorporated herein and is hereby adopted as the official Zoning District Map for the GCO. The zoning regulations and districts in existence at the time of the effective date of the GCO rezoning shall continue to apply to all property within the GCO, unless the Union Township Board of Trustees (“the Trustees”), in accordance with Section 13.03D, approves an application submitted by a property owner and/or their agent (“the Applicant”), to subject their property to the provisions of the GCO. Such an application shall be made in accordance with the provisions of this Section 13.03 and all other applicable Articles of the Union Township Zoning Resolution (“the Zoning Resolution”).

Section 13.03.C – Subareas: The following subareas are hereby established as listed below and defined on the below overlay maps.

- Section 13.03.C.1 Subarea A – Hotels/Service Commercial (HSC)
- Section 13.03.C.2 Subarea B – Service Industrial (SI)
- Section 13.03.C.3 Subarea C – Industrial (I)
- Section 13.03.C.4 Subarea D – Mixed Use (MU – Large)
- Section 13.03.C.5 Subarea E – Mixed Use (MU – Small)

This area intentionally left blank.

Union Township Land Uses - South Gateway – Working Map



K	 Subarea A - Hotel/Service Commercial	 Subarea C - Industrial - Highway Business	 Buckeye Lake
E	 Subarea B - Service Industrial	 Subarea D - Mixed Use Large	 Hebron
Y	 Subarea C - Industrial	 Subarea E - Mixed Use Small	 Future Expansion Boundaries

1 Mile

N

Section 13.03.D – Procedure: All applications to submit property to the GCO regulations shall follow the procedures outlined below:

Section 13.03.D.1 – Preapplication Meeting: The applicant shall engage in informal consultations with staff from the Township. Such consultations may also include and are strongly encourage with the Licking County Planning Commission, the Licking County Engineer, one or two representatives from the Township Zoning Commission, and other departments prior to submission of an application for approval of a Development Plan. No statement or action by Township or County officials in the course of these informal consultations shall be construed to be a waiver of any legal obligation of the applicant or of any procedure of formal approval required by the Township or County statutes or rules. Ohio’s Open Meetings Laws (Section 121.22 of the Ohio Revised Code) is required to be observed at all meetings involving a quorum of members of the Zoning Commission or Trustees.

The application should provide a conceptual layout of the proposed development to allow discussion of the existing features of the site, environmental limitations of the site, and any utility and transportation-related matters.

Section 13.03.D.2 – GCO Development Plan Schedule: Each year the Union Township Board of Trustees shall adopt a GCO Development Plan schedule, which shall include monthly submittal deadlines for GCO applications. The submittal deadline immediately following the submission of a completed application, as determined by the Zoning Inspector, shall be considered the “submittal date” of said application.

Each year the Zoning Commission shall adopt a GCO Work Session Schedule that includes one work session per month within fourteen days of each month’s submittal deadline established by the Board of Trustees. The purpose of the monthly work sessions is to review any proposed GCO applications including associated development plans and to provide informal feedback to the Township Trustees prior to the required Trustee Public Hearing.

Section 13.03.D.3 – Application and Development Plan: The applicant shall prepare and submit a formal application and Development Plan, with a minimum of five (5) hard copies, along with an electronic copy and any and all applicable fees to the Union Township Zoning Inspector. The application shall be signed by the applicant and all owners of the property. The Union Township Board of Trustees may request that any County agency and/or any committee of the Licking County Planning Commission submit comments for consideration at the meeting.

The application shall include a Development Plan and be accompanied by the following supporting information and documentation in text and map form:

- i. A survey plat and legal description signed by a registered Ohio surveyor showing the size and location of the Tract to be developed.

- ii. A grading plan drawn to scale of 1” = 100’, or to another scale acceptable to the Zoning Inspector, showing all information pertaining to surface drainage for the Tract.
- iii. An explanation of the method/structure and proposed documentation and instruments to be used in order to perpetually own, maintain and preserve the required open space. The location, size, and proposed use(s) of all open space areas shall be detailed.

Section 13.03.D.4 – Development Plan Contents: The Development Plan must be drawn to a scale of at least 1” = 100’, or to another scale acceptable to the Zoning Inspector, and include in text and map form the following proposed features:

- i. Proposed name of the development and its location.
- ii. Names and addresses of the applicant, owners, and developers.
- iii. Date and north arrow.
- iv. A list, description and location of the precise uses proposed for the development and phases for construction, if any. The list of uses shall be defined by their customary name or identification and must be allowed as permitted uses for the applicable subarea. Any listed uses may be limited to specific areas delineated in the Development Plan. If the proposed timetable for development includes constructing the property in phases, all phases to be developed after the first phase shall be fully described in textual form in a manner calculated to give Township officials definitive guidelines for approval of future phases.
- v. Boundary lines of the proposed development and the total acreage of the proposed project.
- vi. The adjoining lines of adjacent Tracts, Parcels or Lots.
- vii. Layout, numbering, and dimensions of Lots, if more than one.
- viii. Labels for the existing zoning districts for the Tract and adjacent Parcels.
- ix. Existing deed restriction for the Tract to be developed, if applicable.
- x. Sight Line Diagram for adjacent residential districts.
- xi. Locations, widths, and names of all existing and proposed public streets or other public rights-of-way, railroad and utility rights-of-way or easements, parks and other public open spaces, and section and corporation lines within the Tract.

- xii. Existing sewers, water mains, culverts, and other underground facilities within the Tract, adjacent to the Tract or that will be used or are proposed to be used in developing the Tract, indicating pipe sizing, grades, and locations.
- xiii. Existing ground configuration, drainage channels, wooded areas, watercourses, and other significant physical features within the Tract. An exhibit demonstrating environmentally sensitive areas such as the 100-year floodplain, wetlands, and slopes greater than 20 percent.
- xiv. Any stream or wetland delineations and mitigation setbacks required by the Army Corps of Engineers, Ohio Environmental Protection Agency, and Licking County Planning Commission including the Flood Damage Prevention Regulations.
- xv. Parcels of land intended to be dedicated or temporarily reserved for public use or reserved by deed covenant with the condition proposed for such covenant, and for the dedications.
- xvi. The proposed provisions for water, fire hydrants, sanitary sewer, all underground utilities, and surface drainage with engineering feasibility studies or other evidence of reasonableness. Preliminary water, sanitary sewer, and storm sewer line sizes and location, detention basins and drainage structures shall be drawn. Detailed engineering is not required.
- xvii. A copy of letters from the following entities:
 - 1. County Engineer or roadway maintaining authority stating that the proposed access and sight distance is adequate.
 - 2. Water and Sewer District stating that central water and sanitary sewers are available and have sufficient capacity to serve the proposed land uses.
- xviii. Proposed street grades and preliminary sewer size slope.
- xix. Building setback lines with dimensions.
- xx. Layout, location, dimensions of any existing and proposed structures. Any existing structures to be demolished when developing the Tract must be labeled as “to be removed”.
- xxi. Building locations depicting the bulk, height, and spatial relationships of building masses with adjacent development.
- xxii. Preliminary drawings for buildings to be constructed, including preliminary floor plans, exterior elevations, and sections.

- xxiii. Color renderings of proposed and existing Structures (except those that are “to be removed”), complete with a listing of all colors referenced by the Pantone Color Reference System (latest edition) or if Pantone is not available, the manufacturer’s reference/serial number with samples and materials to be used.
- xxiv. Intended measures to screen rooftop mechanical equipment, production areas, service areas, storage areas, trash containers, and loading zones from view.
- xxv. Detailed Parking and Loading Plan showing layout, location and design of parking and loading areas, number of parking and loading spaces, traffic circulation, curb cuts, pedestrian walks, and lane improvements on existing public roads.
- xxvi. Accommodations and access for emergency and fire-fighting apparatus.
- xxvii. A detailed Signage Plan showing the location, type, dimensions, and features of all signage.
- xxviii. A detailed Exterior Lighting Plan that include a photometric plan showing:
 - 1. The proposed intensity levels of the lighting throughout the site indicating footcandle measurements;
 - 2. The lighting levels for the proposed site and an area extending a minimum of 30 feet onto adjacent properties;
 - 3. The locations of each of the proposed lighting fixtures (wall mounted and pole);
 - 4. The minimum, maximum, and average intensity/illumination for the site;
 - 5. Details of all proposed outdoor lighting fixtures indicating manufacturer, model, and style of the fixture.
 - 6. A graphic representation of the fixture is required.
 - 7. The fixture lamp type (i.e., low pressure sodium, metal halide, etc.) shall be indicated on the proposed plans;
 - 8. The proposed height of the lighting fixtures; and
 - 9. The hours of use of the lighting fixtures.
- xxix. A Landscape Plan which depicts and identifies all proposed landscaping features. The Landscape Plan shall identify the caliber, height, and numbers of each plant, shrub, or tree, its name, its size at planning and rendering(s) of how that section of the development would look in elevation.
- xxx. Intended green infrastructure measures described and shown such as the use of pervious pavement, green roofs, or rain gardens.

- xxxi. A letter stating that all necessary restrictive covenants, to ensure the perpetual maintenance of the required open space, will be executed. Executed covenants shall be submitted prior to the Zoning Inspector issuing a Zoning Permit for construction.
- xxxii. A letter stating that all necessary agreements will be executed to ensure access to and maintenance of any proposed shared parking. Executed agreements shall be submitted prior to the Zoning Inspector issuing a Zoning Permit for construction.
- xxxiii. The ability of the applicant to carry forth this plan by control of the land and the engineering feasibility of the plan.
- xxxiv. The applicant may request a divergence from the development standards set forth in Article 13.03H. An applicant making such a request shall specifically and separately list each requested divergence and the justification therefore on the Development Plan submittals, with a request that the proposed divergence be approved as part of and as shown on the Development Plan. Unless specifically supplemented by the standards contained in the Development Plan, the development shall comply with the requirements contained in Section 13.03. A request to approve a use that is not listed as a permitted use in the Subarea shall not be considered a divergence and shall follow the statutory rezoning process to determine if such use should be added to the Subarea text.
- xxxv. Any other information, as may be required by the Union Township Board of Trustees, in order to determine compliance with this Zoning Code.
- xxxvi. All drawings that are a part of the Development Plan shall respectively bear the seals of the preparing architect, landscape architect, and/or professional engineer. The respective professional attaching his or her seal to the drawings must be licensed to practice in the state of Ohio.

Section 13.03.D.5 – Zoning Inspector: After receipt of completed application materials and required fees, the Zoning Inspector shall forward said materials to both the Zoning Commission and Township Trustees for further action under this Section 13.03, including, but not limited to, this Section.

Section 13.03.D.6 – Zoning Commission: The Zoning Commission may review said application materials at its next Work Session immediately following the submittal date of said application and at no other or additional Work Session(s). During the Work Session, the Zoning Commission may provide informal feedback to the applicant and the Zoning Inspector. The Zoning Inspector may provide a written report to the Board of Trustees that includes the informal feedback received from the Zoning Commission during its informal Work Session.

The Zoning Commission informal feedback during this Work Session is advisory to the applicant and Zoning Inspector and is non-binding upon the applicant, Zoning Inspector, and Township Trustees. No statement or action by the Zoning Commission, or any of its members, in the course of a Work Session shall be construed to be a waiver of any obligation of the applicant or of any procedure or approval required under this Section 13.031 or any other applicable Township, County, or State statutes or rules. Ohio’s Open Meetings Laws (Section 121.22 of the Ohio Revised Code) is required to be observed at Zoning Commission Work Sessions. Failure of the Zoning Commission to obtain a quorum to open and conduct said Work Session shall not delay the review of said application by the Township Trustees.

The Zoning Commission shall give the applicant and all owners of property within, contiguous to, and directly across the street from the area subject to the Application written notice of the Work Session at least ten (10) days before the date of the Zoning Commission Work Session.

Notice shall be sent by regular, first-class mail to the addresses of those owners as they appear on the County Auditor’s then current tax list. The failure of delivery of that notice shall not invalidate any action taken by the Township on the Application.

Section 13.03.D.7 – Board of Trustees Action: The Board of Trustees shall schedule and hold a public hearing within forty-five (45) days after the “submittal date” of said application and shall give the applicant along with any adjoining property owner(s) written notice of the hearing at least ten (10) days before the date of the hearing. Notice shall be sent by regular mail. The Township Trustees may take into consideration any comments received from the Zoning Inspector, including any provided from the Zoning Commission Work Session. The Board of Trustees shall render a decision on the Application and Development Plan within thirty (30) days after the conclusion of the hearing. Failure of the Zoning Commission to provide informal feedback or of the Zoning Inspector to provide a written report shall not delay the review of said application by the Township Trustees.

Section 13.03.D.8 – Condition of Approval: Unless otherwise excluded by resolution approved by the Board of Trustees, no real property shall be included in an Application and Development Plan unless such property is located in a joint economic development district created under Section 715.72 of the Ohio Revised Code and in which Union Township is a contracting party (a “JEDD”). No Application and Development Plan shall be approved unless this condition is met at the time of filing the complete Application. In the event that a JEDD is not yet in existence at the time of filing of an Application, an Applicant shall include as part of the development text contained in the Development Plan a requirement that the Applicant shall affirmatively take all steps necessary to assist in the creation of a new JEDD in which Union Township is a contracting party by agreeing to add all real property put to a commercial or mixed use in a new JEDD. In the course of assisting in the creation of this new JEDD, the

Applicant shall be required to obtain an executed petition or petitions that fulfill the statutory requirements of R.C. 715.72(J) from the owner(s) of record, and the owner(s) of any businesses operating thereon, for any property included in the Application and Development Plan that is put to a commercial or mixed use, to effectuate and acknowledge said property owner(s) and business owner(s) consent and subjection to the JEDD. No permits or Certificates of Zoning Compliance shall be issued by the Zoning Department until such time that all real property put to a commercial or mixed use that is part of an Application has joined a JEDD as required herein.

Section 13.03.D.9 – Basis of Approval: In determining whether or not to approve an Application and Development Plan, the reviewing authorities shall consider the following:

Section 13.03.D.9.a – If the proposed Development Plan is consistent with the purpose, criteria, intent, and standards of this Article and Zoning Code, and/or that proposed divergences provide the benefits, improved arrangement and design of the proposed development and justify the deviation from the development standards or requirements of the Zoning Resolution.

Section 13.03.D.9.b – If the proposed Development Plan meets the design features and development standards required in this Article and Zoning Code or otherwise are listed and approved as divergences.

Section 13.03.D.9.c – If the proposed development will be adequately served by essential public facilities and services including, without limitation, roads, sidewalks, and multi-use paths, police and fire protection, drainage structures, potable water and centralized sanitary sewers or other approved sewage disposal systems.

Section 13.03.D.9.d – If the proposed development can be made accessible through existing Township roadways or roadways and lane improvements actually being constructed and opened prior to the opening of the uses in the Development Plan without creating unreasonable traffic congestion in the immediate vicinity of the proposed development or elsewhere in the Township.

Section 13.03.D.9.e - Whether an adequate funding source for the construction and long-term maintenance of the required open space and community improvements has been provided.

Section 13.03.D.9.f – Such other considerations which promote public health, safety, and welfare may be deemed relevant by the Board of Trustees.

In approving the Application and Development Plan, the Board of Trustees may impose such conditions, safeguards and restrictions deemed necessary in order to carry out the purpose and intent of the GCO.

Section 13.03.D.10 – Effect of Approval: The Board of Trustees action on a proposed Development Plan under this Article shall not be considered to be an amendment to the Township Zoning Resolution for purposes of Section 519.12 of the Revised Code, but is subject to appeal pursuant to Chapter 2506 of the Revised Code. If the Trustees determine that an Application and a proposed Development Plan complies with the requirements of this Article, including any approved divergences, and approve said application, upon such approval the Zoning Map shall be changed so that any other zoning district that applied to the Tract that is subject to the Application no longer applies to that Tract. The removal of the prior zoning district from the Zoning Map is a ministerial act and shall not be considered to be an amendment to the Township Zoning Resolution for the purposes of Section 519.12 of the Revised Code.

Section 13.03.D.11 – Plat: The Development Plan as approved by the Board of Trustees shall be the subject of a subdivision plat to be approved by the Licking County Planning Commission, only if required by the Ohio Revised Code or the Licking County Planning Commission. When the land will be developed in phases, plats for all phases shall be submitted in accordance with the timetable in the approved Development Plan. If a plat is required by applicable law, no use shall be established or changed, and no structure shall be constructed or altered until the required subdivision plat has been prepared and recorded in accordance with the Subdivision Regulations for Licking County, Ohio, and this Zoning Resolution. The subdivision plan and plat shall be in accordance with the approved Development Plan. No zoning certificate shall be issued for any structure in any portion of the GCO for which a plat is required until such plat for that portion has been approved by the applicable platting authorities and recorded with the Licking County Recorder in accordance with the approved Development Plan and the Subdivision Regulations of Licking County, Ohio.

Section 13.03.D.12 – Development Plan Approval Period: The approval of the Development Plan shall be effective for a period of five (5) years in order to allow for the preparation and recording of a subdivision plat (if required under applicable law) and the Commencement of Construction following the issuance of a zoning permit. If no plat has been recorded within this approval period (or if platting is not required, if construction has not commenced), the Development Plan shall expire. Upon the expiration of the Development Plan, no use shall be established or changed, and no building, structure or improvement shall be constructed until either an extension has been approved in accordance with Section 13.03.D or an application accompanied by a new Development Plan has been filed with and approved by the Township

using the same procedures and criteria as established for the approval of the initial Development Plan.

Section 13.03.D.13 – Extension of Time: An extension of the time limit for either recording the approved subdivision plat or the Commencement of Construction may be granted by the Board of Trustees upon application of the owner(s), provided the Board of Trustees determines that such an extension is not in conflict with the public interest, that there is a legitimate purpose and necessity for such extension, and that the applicant shows evidence of reasonable effort toward the accomplishment of the recordation of the plat and the completion of the development of the project. The length of time permitted for an extension shall be determined based upon the application submitted and at the discretion of the Board of Trustees. A request for an extension shall be filed prior to the expiration of the established approval period.

Section 13.03.D.14 – Amendment of an Approved Development Plan: After a Development Plan has been approved by the Township Trustees, no changes to said plan shall be permitted without approval as set forth below:

Section 13.03.D.14.a – Minor Amendments: Within 30 days of the submittal of a written application specifically detailing the changes requested along with a revised Development Plan, the Zoning Inspector may administratively approve a minor amendment. Minor amendments are limited to the following:

- i. An encroachment of five (5) feet or less into a Side or Rear Setback as shown on the approved development plan, provided such setback abuts property having the same or similar use, as determined by the Zoning Inspector. (Changes to the Right-of-Way setbacks have more impact to utilities and the overall design intent of this Article and shall be considered a major amendment.)
- ii. An increase of no more than five (5) percent of the lot coverage provided on the approved development plan.
- iii. An increase of no more than five (5) feet in the maximum building height as shown on the approved development plan.
- iv. Like for like adjustments to specified building materials.

Anyone aggrieved by the Zoning Inspector’s decision on a proposed minor amendment, may appeal said decision to the Board of Trustees within 30 days of said decision by the Zoning Inspector. The Board of Trustees shall hear said appeal within 30 days of receiving the appeal. The Board of Trustee’s action is final and is subject to appeal through RC 2506.

Section 13.03.D.14.b – Major Amendment: All other proposed amendments, other than the four (4) identified in 13.03.D.14.a above, shall be considered major amendments and must be approved by the Township Trustees after a public hearing.

The Township Trustees shall schedule and hold a public hearing within 30 days of receiving an application for a major amendment and provide notice of the public hearing where said modification will be considered. The purpose of the public hearing is to determine whether the owner(s) has made reasonable and diligent efforts toward the accomplishment of the original Development Plan, and that such amendment is consistent with the intent of Section 13.03. Notice shall be provided to the applicant and all owners within, contiguous to, and directly across the street from the property for which the amendment is proposed. Said notice shall be given by regular first-class mail sent no less than 10 days prior to the public hearing. The notice shall be mailed to the addresses of those owners as they appear on the County Auditor’s current tax list. The failure of delivery of said notice shall not invalidate any action the Township Trustees may take on the request. The Township Trustees shall render a decision on the proposed amendment at the conclusion of the public hearing. The Township Trustee’s decision on the amendment is administrative in nature and is subject to appeal in accordance with RC 2506.

Section 13.03.D.14.c – Any minor or major modification that is approved shall apply only to the proposed Development Plan for which the amendment application has been submitted and shall not apply to the entire GCO.

Section 13.03.D.14.d – A request to approve a use that is not listed as a permitted use in the Subarea, and that is not otherwise permitted in this overlay shall not be considered an amendment and shall follow the statutory rezoning process to determine if such use should be added to the Subarea text.

Section 13.03.D.15 – Fee: A fee as established by the Schedule of Zoning Fees shall accompany an application requesting approval of the Development Plan. In addition, the applicant shall also be responsible for all reasonable and necessary expenses incurred by the Township in using professional consulting services to review the Development Plan. These expenses may include, without limitation, costs for professional consultants such as architects, legal, landscape architects, planners and engineers utilized by the Township in connection with reviewing the Development Plan and related application materials. As soon as reasonably practicable following the submission of an application for approval of a Development Plan, the Zoning Commission Chair and Zoning Inspector shall decide if it needs a professional consultant(s) to assist it in reviewing the application. If the Zoning Commission Chair and Zoning Inspector decides it needs professional consulting services, it shall designate the

person(s) to be consulted and make an initial estimate of the expenses anticipated to be incurred in reviewing the application materials. The Zoning Inspector shall provide the applicant with notice of its initial estimate of such expenses. This initial estimate will be reviewed, and may be revised, from time to time during the review process, and, if such review results in an increase in the estimated professional consulting fees and charges which will be incurred in the Township’s review of the application materials, the Zoning Inspector shall send the applicant written notice of the revised estimate of fees and charges. Within 14 days of the date of the notice of the initial estimate of fees and charges (and, if applicable, within 14 days of the date of the notice of any revised estimate), the applicant shall deposit in the office of the Fiscal Officer, an amount equal to the estimated cost of the Township’s expenses. In making the estimate of the professional consulting fees and charges anticipated to be incurred, the Zoning Commission Chair and Zoning Inspector shall consider the reasonable commercial rates of qualified professionals and reasonable estimates of time to complete the review. Any unused portion of the estimated amount received to cover the professional consulting fees and charges shall be returned to the applicant as soon as practicable following the final disposition of the application, along with a summary of the fees and charges expended for such services.

Section 13.03.E – Prohibited Uses: The following uses are prohibited in all subareas of the GCO:

Section 13.03.E.1 – Uses not specifically authorized by Section 13.03 of the Zoning Resolution, shall be prohibited. Such uses that are expressed in other Articles of the Zoning Resolution, shall only be approved as part of a zoning amendment and/or rezoning process as outlined in the Ohio Revised Code section 519.12.

Section 13.03.E.2 – Motor-vehicle sales, pawn shops, check cashing or short-term loan establishments as a primary use, tattoo parlors, and skill game establishments are strictly prohibited.

Section 13.03.E.3 – The outdoor storage of inoperable, unlicensed, or unused vehicles, including trailers detached from semi-tractors, for a period exceeding 14 consecutive days is prohibited.

Section 13.03.E.4 – The outdoor storage of boats and recreational vehicles is prohibited.

Section 13.03.E.5 – No trailer or equipment of any type shall be parked in front of the established front building line on any Lot within the applicable subarea. If a structure is located on said Lot, the building line shall be considered the front wall of the structure.

Section 13.03.E.6 – Adult Entertainment Establishments as defined in Section 17.11 of the Union Township Zoning Resolution are prohibited.

Section 13.03.E.7 – Truck service centers of any kind are prohibited except within Subarea C’s Industrial-Highway Business area as shown in the overlay boundary map where one (1) truck service center may be developed on each side of State Route 37.

Section 13.03.E.8 – No mobile home or movable structures shall be placed or occupied in this district, except in accordance with Section 13.03.F.2.

Section 13.03.E.9 – No trash, debris, unused property, or discarded materials shall be permitted to accumulate on any Lot or Parcel which creates an eyesore, hazard, or nuisance to the neighborhood or general public, as determined by the Board of Township Trustees. The Board of Township Trustees shall also retain any and all statutory authority that it may be afforded regarding nuisances, including but not limited to the authorities provided in Section 505 of the Ohio Revised Code.

Section 13.03.E.10 – No commercial or business activity shall be conducted in a unit designed for residential use except for Home Occupations as provided in this Article.

Section 13.03.E.11 – No Extended Stay Hotels as defined in Section 3731.01 of the Ohio Revised Code.

Section 13.03.E.12 – Paper and hay mills shall be prohibited.

Section 13.03.E.13 – Petroleum refineries and storage areas shall be prohibited.

Section 13.03.E.14 – Fertilizer manufacturing and animal rendering shall be prohibited.

Section 13.03.E.15 – Stockyards shall be prohibited.

Section 13.03.E.16 – Nuclear power plants shall be prohibited.

Section 13.03.E.17 – Asphalt, concrete, and similar plants shall be prohibited.

Section 13.03.E.18 – Any use that produces air, water, or ground pollutants shall be prohibited.

SECTION 13.03.F – PERMITTED USES & DEVELOPMENT STANDARDS:

Section 13.03.F.1 – Within the individual subareas of the Gateway Corridor Overlay District, the following uses shall be permitted within the subarea as noted with an “P” when developed in strict compliance with the approved Development Plan and the standards of this Resolution. The precise use or type of use of the tract shall be specified in the plan as submitted and approved.

No change in approved use shall be permitted without obtaining approval of a new/revised Development Plan.

All uses in Subareas B and C must comply with Sections 16.19 – 16.29 of this Resolution.

Section 13.03.F.2 – Temporary Structures:

Temporary structures such as manufactured/mobile offices and temporary buildings may be used incidental to construction work on the premises or on adjacent public projects during a period while the permanent structure is being constructed. The user of said structure shall obtain a permit for such temporary use, which permit shall be valid for 12 months and may be renewed by the Zoning Inspector in three (3) month increments. The Zoning Inspector shall not issue more than two extensions for a total combined period of time under all issued permits not exceeding 18 months. Renewal of the permit shall be at the discretion of the permanent structure or project. The Zoning Inspector shall require provisions for sanitary waste disposal, solid waste disposal, and water supply, as he/she deems necessary. The fees for such permit and renewals thereof shall be established by the Board of Townships Trustees. Said temporary structure shall be removed not later than 10 days after expiration of said permit.

Section 13.03.F.3 – SUB-AREA DEVELOPMENT STANDARDS: Tables 13.1 includes the permitted uses for each subarea. Uses listed as permitted are allowed by a matter of right when designated as such in a subarea. Such uses are designated with a “X” in each subarea. If a use is not designated with an “X” in a subarea, it shall be considered prohibited in said subarea.

Table 13.1 – Permitted Uses

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Accessory Dwelling Unit (Subject to standards in Section 13.03.H.09)				X	X
Accessory Structures	X	X	X	X	X

Advanced Manufacturing			X		
Animal Service Facilities	X	X	X	X	X
Assisted Living Facilities	X			X	X
Automobile Oriented Uses (includes gas stations and quick lube facilities)	X	X	X		
Automobile Repair	X	X			
Bank, with Automobile Oriented Uses	X	X	X		
Bank, without Automobile Oriented Uses	X	X	X	X	X
Bed and Breakfast Facilities				X	X
Bio-Technology			X		
Beverage Sales Microbrewery	X	X	X	X	X
Beverage Sales Alcoholic	X	X	X	X	X
Beverage Sales Alcoholic	X	X	X	X	X
Business, Retail Medium	X	X	X	X	X
Business, Retail Small (Automobile Oriented Uses)		X	X		
Business, Retail Small (No Automobile Oriented Uses)	X		X*	X	X

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Business Wholesale		X	X		
Commercial Recreation Facilities, Large		X		X	X
Commercial Recreation Facilities, Outdoor		X		X	X
Commercial Recreation Facilities, Small		X		X	X
Community Services	X			X	X
Contractor Office		X	X		
Data Processing Center			X		
Day Care Centers	X	X	X	X	X
Dwelling, Multi-Family (four or more units per building)				X	
Dwelling, Single Family					X
Dwelling, Row Houses, Townhomes (up to four units per building)				X	X
Dwelling, Studio, One or Two Bedroom Units				X	
Dwelling, Duplex					X
Equipment Repair, Large			X		

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Equipment Repair, Small		X	X		
Flex-Office – Retail/Office		X	X		
Food Truck/Trailer, in accordance with Section X	X	X	X	X	X
Golf Courses and Country Clubs				X	X
Health Care Facilities		X	X	X	X
Home Day Care Family, Large				X	X
Home Day Care Family, Small				X	X
Home Occupations, Major				X	X
Home Occupations, Minor				X	X
Hotels/Motels	X	X	X	X	X
Individual Small Wind Turbine Systems in accordance with Section X	X	X	X	X	
Landscape and Hardscape Businesses		X	X		

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Logistics, Being No More Than 49% of a Tracts Use			X		
Lumberyard		X	X		
Machine Shop		X	X		
Maker Space, Large		X	X		
Maker Space, Small			X	X	X
Manufacturing		X	X		
Mixed Use Building			X	X	X
Nursery School		X	X		
Nursing Home				X	X
Offices, Large administration, business medical or professional	X			X	X
Offices, Small administration, business medical or professional	X		X	X	X
Outdoor Service Facilities		X		X	X
Outdoor Seasonal Business		X		X	X

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Park, Community or Regional		X		X	X
Park, Neighborhood		X		X	X
Permanently Sited Manufactured Homes (on permanent foundation)					X
Personal Services	X	X	X	X	X
Places of Assembly, Large			X	X	X
Places of Assembly, Small			X	X	X
Research and Development		X	X		
Restaurants with Auto Oriented Uses	X	X	X		
Restaurants without Auto Oriented Uses	X			X	X
School, High or Technical				X	X
School, Post Secondary				X	X
School, Primary, Intermediate, or Middle				X	X
Solar Energy Systems, Roof Mounted	X	X	X	X	X
Swimming Pool, Commercial				X	X

Use	Sub area A (HSC)	Sub area B (SI)	Sub area C (I)	Sub area D (MU-L)	Sub area E (MU-S)
Temporary Structure, Construction Trailer Office, subject to Section XX	X	X	X	X	X
Truck Service Centers			X**		
Water, Wastewater, Transportation and Other Governmental Services	X	X	X	X	

* Small Retail Business is permitted only when located within Subarea C Industrial-Highway Business designated area.

** Truck Services Centers are permitted only within the Subarea C Industrial-Highway Business designated area and are limited to one (1) on either side of State Route 37.

Table 13.2 – The standards outlined in Table 13.2 shall apply to all development within the GCO.

Development Standard					
Use	Subarea A (HSC)	Subarea B (SI)	Subarea C (I)	Subarea D (MU-L)	Subarea E (MU-S)
Minimum Tract Size	25 AC	25 AC	25 AC	See Section 13.03 G	See Section 13.03 G
Minimum Lot Size	1 AC	1 AC	1 AC		
Minimum Lot Width	½ the lot depth	½ the lot depth	½ the lot depth		
Minimum Building and Parking Setback from S.R. 37 and U.S 40	100	200	200		

Union Township – Gateway Corridor Overlay District (“GCO”)
DRAFT - MODEL – Comprehensive Plan - Appendix C

Minimum Building Setback from Collector Road Right-of-Way Line*	100	100	100
Maximum Building Setback from Collector Road Right-of-Way Line*	N/A	N/A	N/A
Minimum Building Setback from Local Road Right-of-Way Line*	60	60	60
Minimum Building Setback from Canal Road Right-of-Way Line	NA	200	200
Maximum Building Setback from Local Road Right-of-Way Line	N/A	N/A	N/A
Minimum Rear Building Setback*	60**	25**	25**
Minimum Side Building Setback*	60**	25**	25**
Maximum Building Height†	80	45	60‡
Maximum Lot Coverage	80	80	80

*Parking may encroach the front setback in subareas A – C in accordance with Section 13.03.H.3.a(i).

**When a property abuts a mixed use subarea (subarea D or E) or abuts an existing structure being utilized for residential purposes, the building and parking setback shall be increased to 200 feet. This includes abutting properties within the Gateway Corridor Overlay District that have not yet following the Gateway Corridor Overlay zoning, are following the underlying zoning and contain an existing single-family structure.

†Mechanical and HVAC units may extend above the maximum building height by 10 feet provided such units are screened in accordance with Section 13.03.H.2.c. This applies to all uses.

‡ Unless otherwise approved by the Union Township Trustees in accordance with Section 13.03.D.4.xxxiv.

The following cross sections and exhibits illustrate the minimum setbacks along each road. Other layouts may be configured based upon the design standards. See Section 13.03.H.3.a regarding parking locations along each type of road. (cross sections to be completed after committee reviews and determines the proposed setbacks are acceptable)

Section 13.03.G – MIXED USE SUBAREAS (Subareas D and E): Subareas D and E shall comply with the following use and development standards, in addition to the General Development Standards in Section 13.03H.

13.03.G. 1 – Permitted Uses: See Use Table – 13.03.F.3

13.03.G.2 – Minimum Tract Size per development plan : Twenty-five (25) acres

13.03.G.3 – Ownership: Any land area proposed for development shall be in one ownership or shall be subject to a joint application filed by every owner of the land area proposed for development, under single direction, using one overall plan and complying with all requirements of the Mixed-Use Subarea D or E.

13.03.G.4 – Open Space: There shall be a minimum of 30 percent of gross Tract acreage reserved as open space for parks, playgrounds, schools, and other public areas within a proposed Mixed-Use Development Plan.

13.03.G.4.a The location of all dwelling units shall be accessible to some type of usable green space, as determined by the Township Trustees. The developer shall provide a written explanation describing the open space design/use (i.e. active open space for parks, playgrounds; natural areas with walking trails; or community-based services such schools or recreation facilities) and the long term maintenance plans for the open space.

13.03.G.4.b Green spaces such as parks are recommended to be located near the middle of the development, and shall be easily and conveniently accessible by sidewalk or paved trail from all dwelling units and non-residential buildings in the development. Detention basins and other stormwater areas, except for permanent wet ponds, may not be located in central open space areas used to meet the minimum amount of required central open space.

13.03.G.4.c When streets abut the Green Space, the front façade of the buildings on the opposite side of the street shall face the Green Space rather than the rear building elevations, stormwater basins, or parking lots.

13.03.G.4.d All open space shall be permanently deed restricted from future subdivision and development.

13.03.G.5 Residential Density and Unit Sizes

13.03.G.5.a The maximum density of any portion of a Tract devoted to single-family or duplex dwellings shall be limited to two (2) dwelling units per gross acre.

13.03.G.5.b The maximum density of any portion of a Tract devoted to Townhome or Multi-Family Buildings shall not exceed 12 dwelling units per gross acre in Subarea D and eight (8) dwelling units per gross acre in Subarea E.

13.03.G.5.c The density requirements outlined in this Section do not apply to dwelling units in Multi-Use Buildings. The number of units permitted within Multi-Use Buildings shall be determined by the Floor Area Ratio requirements in Section 13.03.G.8.

13.03.G.5.d. The overall average gross density of all types of dwelling units within entire Mixed-Use Subarea D and E shall not exceed an average of two (2) dwelling units per gross acre per the Union Township Comprehensive Plan. Once this overall average gross density is achieved in each Subarea (D and E), then no additional dwelling units shall be permitted in said Subarea.

13.03.G.5.e The following minimum unit sizes shall apply to all Mixed-Use Buildings and Multi-Family Buildings.

Unit Type	Minimum Unit Size (Sq. Ft.)
Studio/One Bedroom	600
Two Bedroom	950
Three Bedroom	1,000

13.03.G.6 No more than 35 percent of the multi-family units within an approved development plan shall be studio or one-bedroom units.

13.03.G.7 Mixed Use Buildings – Maximum Floor Area Ratio

Mixed-Use Buildings shall have a maximum Floor Area Ratio of .5 Residential uses may only be permitted on the upper floors of a Mixed-Use building and each unit must be a minimum of 600 square feet.

Example Subarea D:

Example Site and Building Footprint

Lot Size (Acres)	2.00
Max. Floor Area Ratio	0.50
Total Building Size Permitted (SF)	43,560
# of Floors	4
Total SF Per Floor	10,980

Example Building Uses

	Use	Number of Dwelling Units	SF
First Floor Use	Restaurant/ Ice Cream/Coffee	N/A	2,178
	Retail	N/A	6,212
	Office	N/A	2,300
Upper Floors	Studio (600 SF)	11	6,600
	Two Bedroom (950 SF)	11	10,450
	Three Bedrooms (1,000 SF)	9	9,900
	Hallways/Elevator/ Back of House	N/A	5,920
	Total Square Footage		43,560

13.03.G.8 General Layout Requirements:

13.03.G.9.a In general, mixed-use developments are planned for areas located along Arterial or Collector Roads and around a Central Park area. Existing mixed use or multi family zonings shall not be required to meet this general goal.

13.03.G.9.b Streets shall be interconnected with other streets within the Mixed-Use subarea and shall also with the connectivity requirements in Section 13.03.H.5.

13.03.G.9.c The use of cul-de-sacs should be minimized within the Mixed-Use subareas. When the use of a cul-de-sac is necessary, then its length shall not exceed 400 feet.

13.03.G.9.d Sidewalks shall extend from the multi-use paths and/or sidewalks required in Section 13.03.H.5.d (ii) to the front building entrances, parking areas, Central Green Space areas, and any other area that generates pedestrian activities.

13.03.G.9 Development Standards: The development standards in Table 13.3 shall apply:

Table 13.3 – Subareas D and E	Commercial – Office (including Mixed Use Buildings)	Townhomes	Multi-Family Buildings	Single-Family Dwellings
Minimum Lot Size	10,000 sq. ft.	2,400 sq. ft. per dwelling unit	10,000 sq. ft. per building	7,500 sq. ft.
Minimum Lot Width	70 feet	24 feet per interior unit and 45 feet per end unit	100 feet	60 feet
Minimum Building and Parking Setback from SR 37 or US 40 right-of-way line*	200 feet	200 feet	200 feet	200 feet
Building and Parking Setback from Collector Road future right-of-way line*	Maximum 40 feet	Max. 40 feet	Maximum 40 feet	25 feet
Building and Parking Setback from Local Road future right-of-way Line*	Maximum 30 feet	Maximum 30 feet	Maximum 30 feet	Minimum 25 feet
Minimum Side Setback	15 feet**	12 feet**	15 feet**	5 feet
Minimum Rear Setback	25 feet**	25 feet**	25 feet**	25 feet
Tract Boundary Setback when abutting a single-family residential area	100 feet	100 feet	100 feet	N/A
Maximum Lot Coverage	70 percent	70 percent	70 percent	35 percent

Table 13.3 – Subareas D and E	Commercial – Office (including Mixed Use Buildings)	Townhomes	Multi-Family Buildings	Single-Family Dwellings
Maximum Building Height*** (Subarea D)	45 feet	45 feet	45 feet	35 feet
Maximum Building Height*** (Subarea E)	N/A	35 feet	35 feet	35 feet
Min. Distance Between Buildings on Same Lot	20 feet	12 feet	20 feet	N/A

* In no case, shall a parking lot encroach into the minimum setback from the right-of-way. The setback from the right-of-way should be landscaped and may include the required multi-use path or sidewalk, fences, or a development entry features or sign that meets the requirements of this Article.

**Parking may encroach into a side or rear setback, but in no case shall parking be located closer than five feet from the internal lot line, except in cases where the Board of Township Trustees determines that parking lots need to straddle internal lot lines in order to comply with the connectivity requirements of Section 13.03.H.5. In such cases, appropriate cross access easements must be established.

***Rooftop mechanical units, antennas, etc., may extend an additional 10 feet above the building.

13.03.G.10 Building Design and Materials: The design and materials for all uses in the Mixed-Use subareas uses must comply with the requirements in Section 13.03.H.1.

13.03.H GCO General Development Standards:

The general development standards of the GCO shall apply to all new developments, redevelopments, additions, accessory structures, and major site modifications for all uses including, but not limited to, commercial, office, industrial, institutional, religious, governmental, mixed use, and multi-family residential. These general development standards ensure consistency and quality throughout the GCO and each Parcel’s development.

Section 13.03.H.1 – Architectural Requirements: Buildings in all subareas shall be designed to be seen from 360 degrees and have the same caliber of finish on all elevations. Building additions and accessory structures, whether attached or detached, shall be of similar design, materials, and construction to that of the existing or principal structure. The following standards shall also apply to structures for the following uses:

Section 13.03.H.1.a – Subareas B, and C:

- i. **Building Scale.** The scale of each building shall be aided through the use of articulated building elements such as recesses, offsets, canopies, or other such elements to break up the building mass. Long expanses of exterior walls and any building façade visible from a public right-of-way shall be broken up with architectural design elements, landscaping, or a combination thereof, including but not limited to access bands, texture changes, fenestrations or painted bands or patterns.
- ii. The building shall be constructed of one or more of the following materials: Pre-cast concrete, cast stone, pre-cast concrete, wall panel systems, brick, glazed brick, integrally colored, painted, or stained split face concrete masonry units or brick. No standard concrete masonry unit (cinder block) shall be permitted. EIFS may be utilized as an accent provided it is utilized at eight (8) feet above the finished grade or higher. Pre-engineered metal and pole buildings shall be prohibited.
- iii. **Canopies.** All exterior canopies and entrance features, including loading dock canopies, on a single building shall be a consistent color scheme.
- iv. The main building entrance shall incorporate a sufficient amount of glass curtainwall to provide an appropriate scale to the overall building. One color/finish of aluminum curtainwall or window opening framing will be permitted per building. One (1) primary exterior glass color will be permitted per building. Colored spandrel glass may be used as an accent or to conceal interior framing or ductwork. All other colored glass shall be prohibited.
- v. **Use of Color.** Earth tones, muted hues, and natural tones are permitted as a structure’s base color. Brighter hues are permitted only as an accent feature on building elements such as awnings, doors and trim. A mixed color palette on a single building should be carefully selected so all colors harmonize with each other.
- vi. **Roofs.** Flat roofs are permitted and shall be designed and constructed with positive drainage so as to prevent water ponding and to shed water in a reasonable time. The slope shall be the minimum recommended by the manufacturer of the proposed roofing systems to achieve proper drainage.
- vii. **Overhead doors and seals.** All overhead doors within a building shall be a single color. No exterior graphics will be permitted on the exterior face of the overhead doors. All dock seals shall be black.
- viii. **For buildings with Drive-Thrus:** A drive thru, if deemed appropriate for the site, shall be designed as an integral part of the structure it serves. Features incorporated with a drive thru including, but not limited to, canopies, awning, and support posts shall match the materials and color scheme of the building they are serving. Drive thru features shall not have any pickup windows, ordering

areas, signage, or other related items located on the front elevation of a building or located between the building and a street right-of-way.

Section 14.06.H.1.b – Subareas A, D and E:

- i. Blank walls shall not be permitted. There shall be a minimum of three design elements for every 100 feet of elevation width for an elevation facing a public Right of Way and a minimum of two (2) design elements for every 100 feet of elevation for each side and rear elevation that does not front on a public right-of-way. Typical design elements are as follows:
 - A door of at least 28 square feet in area with an awning, window, faux window or other feature subject to approval by the Board of Trustees, as applicable;
 - A window of at least six (6) square feet in area. Windows closer than 10 feet shall be considered as one (1) element. A set of adjacent windows, such as double or bay windows, shall be considered one element;
 - Portico;
 - Dormers;
 - Projecting canopy;
 - Masonry water table;
 - Trellis containing plantings;
 - A gabled vent of at least four (4) square feet in area;
 - Patio, deck, or similar feature; or
 - A similar significant permanent architectural feature consistent with the style of the building upon approval of the Board of Trustees as applicable.
- ii. All elevations shall have similar style, materials, colors, and details.
- iii. Façade Appearance. A building frontage that exceeds a width of 50 feet shall incorporate sectioning and offset of the wall plane to inhibit a large expanse of blank wall and add interest to the façade. Such offsets may be met through the use of bay windows, porches, porticos, building extensions, gables, dormers, or other architectural treatments.



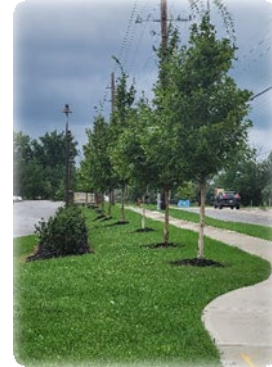
- iv. **Materials.** All exterior elevations shall be comprised of 80 percent of wood, fiber cement, and native or cultured stone. Foundations must be clad with the same natural material utilized on the building to blend with the overall architecture of the structure. Exposed cement block or split face block foundations shall be prohibited. Brick or other natural materials may be utilized as an accent material provided it does not exceed 20 percent of the gross exterior building wall square footage. Vinyl and/or aluminum shall be prohibited except when used for trim details such as downspouts, soffits, gutters and shutters. The use of black, gold, green, silver, opaque or any other reflective or colored glass on a building is prohibited. Frosted glass may be permitted in some cases, subject to review and recommendation of the Architectural Review Board with final approval of the Board of Trustees.
- v. **Accent Materials.** Fiber cement, E.I.F.S., and like materials may be used as accents provided the total square footage of accent material does not exceed 20 percent of the gross exterior building wall square footage. Other natural materials may also be incorporated into the building’s exterior design. Vinyl and/or aluminum shall be prohibited except when used for trim details such as downspouts, soffits, gutters, and shutters.
- vi. **Roofing.** All single-story buildings shall have a minimum 4:12 pitched roof. Multi-story buildings may be permitted to have flat roofs. When pitched roofs are utilized, they shall be constructed of dimensional shingles, standing seam metal, slate, or simulated slate.
- vii. **In-Line Retail Exemption.** Side or rear elevations of an in-line retail development may be exempt from the building design standards of the GCO if such elevations are not visible to customer traffic, a public right-of-way, or if a future phase of the in-line retail development is forthcoming adjacent to the elevation. Such exempt elevations shall use materials complimentary to the primary elevation and be screened by landscaping, mounding fencing, or a combination thereof, as deemed appropriate.
- viii. **For buildings with Drive-Thrus:** A drive thru, if deemed appropriate for the site, shall be designed as an integral part of the structure it serves. Features incorporated with a drive thru including, but not limited to, canopies, awning, and support posts shall match the materials and color scheme of the building they are serving. Drive thru features shall not have any pickup windows, ordering areas, signage, or other related items located on the front elevation of a building or located between the building and a street right-of-way.



Section 13.03.H.2 – Landscaping: Buffering, Landscaping, Open Space and Screening:

Section 13.03.H.2.a – The following Requirements Apply to All Subareas:

- i. Grass (seed or sod), shrubs, trees, garden planting areas or other appropriate landscaping materials shall be planted in all exterior areas. Other groundcover, such as ivy, may be planted in exterior areas which are not occupied by required landscaping material or required for drainage.
- ii. All trees required by these GCO Development Standards, Example: Street Trees or other applicable standard, shall meet the following minimum tree sizes at the time of planting:
 - a. Deciduous Tree: two (2)-inch caliper
 - b. Coniferous Tree: five (5)-feet in height
 - c. Shrubs and Hedges: Three (3)-feet in height
- iii. The following types of trees shall be prohibited:
 - a. Callery Pear (*Pryus calleryana* – any cultivar)
 - b. Tree of Heaven/Ailanthus – (*Ailanthus altissima*)
 - c. White Mulberry – (*Morus alba*)
 - d. Russian Olive – (*Elaeagnus angustifolia*)
 - e. Autumn Olive – (*Elaeagnus umbellate*)
- iv. All plants shall meet or exceed American Standards for nursery stock as set forth by the American Association of Nurserymen.
- v. All trees and landscaping shall be well maintained. Dead trees, shrubs and other landscaping material shall be promptly removed and, when required, shall be replaced within six (6) months.
- vi. Tree Preservation. Reasonable and good faith efforts will be made to preserve existing trees. Consideration shall be given to laying out service roads, lots, structures, and parking areas to avoid the unnecessary destruction of wooded areas and individual trees. Additionally, standard tree preservation practices must be used to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.



Section 13.03.H.2.b – In addition to the above standards, the following regulations shall apply:

- i. **Parking Lot Screening.** Any surface parking areas adjacent to an existing or planned public right-of-way shall be screened from the respective right-of-way with a minimum of a 36 inch continuous planting hedge and tree combination. The height shall be measured from the adjacent parking area.
- ii. **Parking Island Landscaping.** All parking islands required in Section 13.03.H.3.b.1 shall have a minimum of one shade tree with a minimum of two (2) inches in caliper and include a minimum of 50 square feet of other plant material. The remaining area of the landscaped island shall be covered with stone or planted with grass. The use of mulch shall be prohibited within the landscaped islands.
- iii. **Right-of-Way – Setback Landscape Zone.** Throughout the Setback area along an existing or planned public Right-of-Way, there shall be a landscape zone that complies with the following:
 - a. S.R. 37 and U.S. 40 Right-of-Way Landscape Zone shall:
 - i. Minimum of 40 ft in depth; and
 - ii. Three (3) foot mound; and
 - iii. A cluster of the following trees at 100 foot intervals for the entire frontage that includes a minimum of three (3) coniferous trees and two (2) deciduous trees.
 - b. Collector and Local Road Setback Landscape Zones shall be a minimum of 10 feet in depth and contain deciduous trees every 30 feet for the entire frontage.
- iv. **Screening Between Uses.** A continuous planting hedge and tree combination to provide screening between non-residential and residential uses shall be installed. The required planting hedge and tree combination shall be a minimum of five (5) feet in height at the time of installation. Mounding may be used to achieve the required height and fencing may be incorporated to provide additional screening. Mounding and fencing can only be utilized in addition to and not in lieu of the planting hedge and tree combination.



Section 13.03.H.2.c – The following regulations shall apply to any development along Canal Road.

- i. Existing tree lines must be preserved, and a 200 foot woodland buffer must be established from the property line closest to Canal Road. This buffer shall account for a percentage of the required 30 percent open space for a mixed-use development.
 - a. A 200 foot woodland buffer, when required, shall consist of a minimum of 40 feet in width of native vegetation and trees and shall mimic the natural condition of a forest edge for the purpose of greatly reducing noise pollution and visual impacts of the development from Canal Road. This 40 foot area shall comply with the requirements in Table 13.4.
 - b. The image below shows the ideal woodland buffer where grasses, sedges, and perennials give way to woody shrubs, before finally transitioning to small flowering trees and young canopy trees.

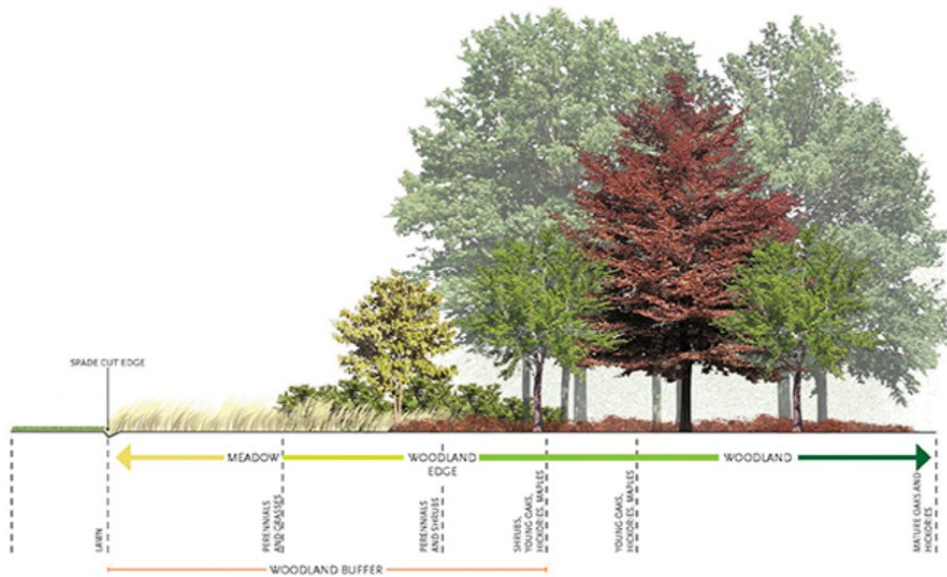
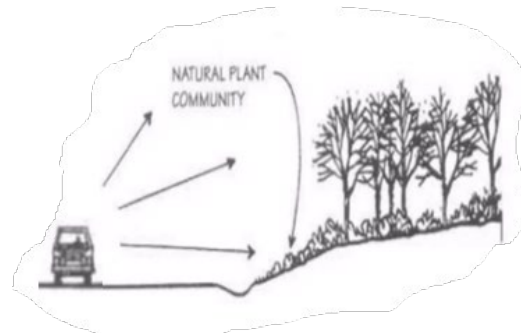


Table 13.4 Woodland Buffer

Woodland Buffer Canal Road	
	Min. # of trees and shrubs per 100 lineal feet of frontage or fraction thereof shall include the following:

Minimum Buffer Width (Feet)	Min. # of Large Trees	Min. # of Small Trees	Min. # of Shrubs
40	4	10	33

- c. All trees required by these regulations, or other applicable standards, shall be live plants and meet the following minimum tree sizes at the time of planting listed in Section 13.03.H.2.a.ii.
- d. Trees and shrubs listed in Section 13.03.H.2.iii shall be prohibited as well as any other invasive or undesirable species as listed by the Ohio Department of Natural Resources.
- e. Additionally, low maintenance ground covers shall be used for earth berms, when earth berms are determined as necessary along an existing roadway. Long-term self-maintaining natural plant communities can be used as low maintenance ground covers for earth berms. Berms shall be discouraged, but when necessary, shall be constructed with a 3:1 slope.



Section 13.03.H.2.d – The following Requirements Apply to All Subareas:

- i. Mechanical Equipment. All external mechanical equipment shall be screened from adjacent existing or planned public rights-of-way with materials that are similar to or the same as those used on the adjacent building façade, or with landscaping. This requirement shall include rooftop equipment and ground mounted mechanical equipment.
- ii. Service Areas, Production areas, Service areas, Storage Areas, Trash Containers, and Loading Zones. Production areas, service areas, storage areas, trash containers and loading zones shall be located at the rear or the side of the building, except however, these areas are prohibited along a side of a building facing an existing or proposed

- single-family residential use. These areas shall be effectively screened from all adjacent property lines, existing or planned public rights-of-way and private streets.
- iii. Production areas, service areas, and loading zones: Screening of such areas shall consist of either landscaping or walls accented with landscaping materials. Screening consisting of walls shall utilize the same or similar materials as those used on the principals building.
 - iv. Trash containers and storage areas: Trash containers and storage areas shall be screened on three sides with a solid wall or fence that is a minimum of one foot taller than the trash container or the material within the storage area to be screened. Said wall or fence must be constructed with the same or similar materials as those used on the principal building and must be accented with landscaping. So that the trash container or storage area can be accessed, a solid, decorative gate of the same height as the wall/fence shall be utilized as screening on the fourth side of said trash container or storage area.
 - v. The use of green infrastructure is encouraged where applicable and may include the use of pervious pavements, green roofs, or rain gardens as approved by the Township Board of Trustees.
 - vi. All mechanical equipment, trash containers, and storage areas must comply with the floodplain regulations of the Licking County Planning Commission including the Flood Damage Prevention Regulations.

Section 13.03.H.3 – Parking: Parking lot areas shall be designed and constructed to minimize the visual impact of the parking area, minimize production of excess heat, and prohibit any adverse effects on drainage. Appropriately sized landscaped areas shall be provided within each parking lot area allowing for a variety of shade trees to be planted. In order to accomplish these goals, all off-street parking lot areas shall be designed and constructed using the “Parking Bay” concept, which consists of parking spaces grouped together, with each Parking Bay separated by landscaped tree islands as further defined in the following sections.

Section 13.03.H.3.a Parking Lot Location: All parking lots shall be located behind or to the side of the principal building, except as otherwise provided for herein.

- i. Parking lots, when possible, should be located to the side or rear of the principal building. In all subareas, except Subareas E and F, parking may encroach a right-of-way setback line, but in no case shall parking be less than 20 feet from the road right-of-way line. No parking shall be permitted in the required 200 footminimum setback along S.R. 37 and U.S. 40.
- ii. Parking lots may encroach into a required internal Side or Rear Setback but in no case shall the parking be closer than five (5) feet to internal lot lines, except in cases where the Board of Township Trustees determines that parking lots need to straddle internal lot

lines in order to comply with the connectivity requirements of Section 13.03.H.5.d. In such cases, appropriate cross access easements must be established. In no case, shall a parking lot be permitted closer than 100 feet from a side or rear lot line, if such lot line abuts an existing or proposed single family residential use.

- iii. Parking lots and garages are encouraged to be located underneath buildings to mitigate floodplain disturbance and flooding events.

Section 13.03.H.3.b Parking Bays: No Parking Bay shall contain more than 24 parking spaces, with a maximum of 12 spaces in a single row in Subareas A, D, and E. In Subareas B and C no Parking Bay shall contain more than 48 parking spaces, with a maximum of 24 spaces in a single row.

- i. Parking Lot Islands: Each landscape island in a single loaded parking stall design shall have a minimum area of 162 square feet with a minimum width of nine (9) feet. Each landscape island in a double loaded parking stall design shall have a minimum of 324 square feet with a minimum width of nine (9) feet.
- ii. Parking Lot Screening: All parking lots shall be screened in accordance with Section 14.06.H.2.
- iii. Number of Parking Spaces: Every Development Plan within the GCO shall include a detailed Parking and Loading Space Plan, which shall comply with these general requirements as well as any specific parking requirements within the applicable subarea standards. Due to the unique nature of the Gateway Corridor Overlay, parking requirements for all development within the GCO are being established to encourage efficient use of parking areas by establishing a maximum number of spaces required and permitting sensible shared parking to reduce Impervious Surfaces and increase green space. The Total Number of Required Parking Spaces shall be calculated for each separate use within the proposed Development Plan. In no case shall the total number of parking spaces for a particular use be less than the Minimum nor more than the Maximum Number of Required Parking Spaces for said use based upon the below chart. When calculating the required number of spaces, fractional numbers shall be increased to the next whole number.

Table 13.5 - Parking

USE	MINIMUM NUMBER OF REQUIRED PARKING SPACES	MAXIMUM NUMBER OF REQUIRED PARKING SPACES
General Retail - Personal Services	1 space per 265 square feet	1 space per 225 square feet
Restaurants, Bars, Coffee, and Ice Cream Shops	1 space per 100 square feet	1 space per 75 square feet
Library	1 space per 250 square feet	1 space per 200 square feet
Movie Theater	.25 spaces per seat	.3 spaces per seat
Hospital/Nursing Home/Hospice	1 space for every bed plus 1 space for each employee on largest shift	1 space for every bed, 4 spaces for every 1,000 square feet of inpatient treatment area, and 5 parking spaces for every 1,000 square feet of outpatient treatment area
Professional Offices - Open Floor Plan	1 space per square 175 feet	1 space per 150 square feet
Professional Offices - Traditional Floor Plan	1 space per 300 square feet	1 space per 250 square feet
Medical Office	1 per 225 square feet	1 space per 200 square feet
Flex/Advanced Manufacturing	2 spaces per 1,000 square feet	2.5 spaces per 1,000 square feet
Warehouses	1 space per employee on largest shift	1.5 space per employee on largest shift plus 1 space per vehicle stored on site

USE	MINIMUM NUMBER OF REQUIRED PARKING SPACES	MAXIMUM NUMBER OF REQUIRED PARKING SPACES
Daycare	1 space for every 7 children and 1 space for each employee on the largest shift	1 space for every 5 children and 1 space for each employee on the largest shift
Assisted Living Facilities	1 space for every 2.5 Dwelling Units plus 1 space for every 2 employees	1 space for 2 Dwelling Units plus 1 space for every 2 employees on largest shift
Independent Senior Living Facilities	.85 spaces per Dwelling Unit	1 space per Dwelling Unit
Multi-Family Dwelling Units, Townhomes	1 Space per Dwelling Unit	3 spaces per Dwelling Unit
Recreational Uses		
Mini-Golf, Batting Cage	1 per tee or cage	1.5 per tee or cage
Bowling Alley	3 per lane	4 per lane
Recreation/Fitness Centers	7 spaces per 1,000 square feet	8 spaces per 1,000 square feet
Outdoor recreation fields	50 per field	75 per field
Ice or Skating Rink	1 per 200 square feet	1 per 150 square feet
*utilize gross square footage whenever there is a reference to square feet		

- iv. Handicap accessible parking spaces shall be provided in accordance with the American with Disability Act requirements.
- v. All parking spaces shall be a minimum of nine (9) feet in width and 18 feet in length measured rectangularly and shall be served by aisleways of a minimum of 24 feet in width to permit easy and smooth access to all spaces.
- vi. All common areas and adjacent driveways shall be paved with asphalt material or cement and parking spaces shall be striped. Green or pervious pavers/pavement may be approved by the Board of Trustees provided they meet the requirements of the Fire Department and mechanisms for long term maintenance are provided. The use of gravel for parking lots shall be prohibited.
- vii. Mixed Use Development Parking: When a mix of uses creates staggered peak periods of parking (see Table 13.6), the total parking requirements for the uses in a Development Plan may be reduced up to 15 percent below the Total Minimum Parking Requirements for all uses, provided a shared Parking Plan is approved by the Board of Trustees during Development Plan approval. The shared parking plan must be based upon the number of originally required spaces for differed uses or facilities sharing the same parking area and documentation that the required parking needed for different uses at different days and times generally based upon Table 13.6. Parking spaces included in the shared parking plan must be distributed in a manner that provides parking spaces within a reasonable distance from all proposed uses as determined by the Board of Trustees during Development Plan approval. Shared parking must remain under common ownership providing access to all users of the shared parking. If common ownership is not proposed, the Board of Trustees may require documentation of shared access agreements to be provided.

Table 13.6 – Peak Parking Periods

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Bars	Retails Uses
Professional Offices	Ice Cream Shops	Movie Theaters
Medical Offices	Restaurants	
Library	Movie Theaters	
Daycare		
Coffee Shops		

- viii. Loading Spaces:
 - a. All loading spaces must be located to the side or rear of the principal structure and screened in accordance with Section 13.03.H.2 and are prohibited within any Right-of-Way Setback.

- b. A loading space shall consist of a rectangular area adequate for loading and unloading and be accessible from a maneuvering area.
- c. All loading spaces and maneuvering areas shall be located on the same Lot as the use they are intended to serve.
- d. A required loading space shall have a clearance height of not less than 15 feet and shall have minimum dimensions of not less than 12 feet in width and 50 feet in length, exclusive of any driveway, aisle, or other circulation area.
- e. The number of off-street loading spaces required for various types of uses shall be no less than as set forth in the following:
 - i. Subareas B and C: Each use in this subarea shall provide loading spaces based on gross floor area as follows:
 - 1. Under 10,000 square feet = None.
 - 2. 10,000 square feet or more but less than 75,000 square feet = One space.
 - 3. 75,000 square feet or more but less than 150,000 square feet = Two spaces.
 - 4. 150,000 square feet or more but less than 300,000 square feet = Three spaces
 - 5. Over 300,000 square feet = One space for each 100,000 square feet or portion thereof.
 - 6. The loading space requirements for buildings with multiple uses or tenants shall be determined based on the aggregate total of gross floor area of all uses or tenants.
 - ii. Subareas A, D, and E: Each use in this subarea shall provide loading spaces based on gross floor area as follows:
 - 1. Less than 5,000 square feet = None
 - 2. 5,000 square feet - 250,000 square feet = One space
 - 3. Over 250,000 square feet = One space for each 250,000 square feet or portion thereof.

13.03.h.4 DRIVE THRU STACKING REQUIREMENTS

Developments providing an order and drive through service, pick up window, or other automobile-oriented use on the site shall be designed so that vehicles do not interfere with the parking and movement of other vehicles. Stacking lanes shall be provided to achieve this in accordance with the Stacking Requirements table below.

Table 13.7 – Drive Thru Stacking

Activity	Minimum Stacking Spaces (per lane)	Measured From and Including
Banks and ATMs	3	Teller/Window or ATM machine
Restaurant, Coffee Shop, or other similar use	8	First pick up window
Full Service Car Wash*	20	Entrance of tunnel
Self Service – Automated Car Wash*	4	Washing Bay
Fuel/Gasoline Pump Island	1 (at each end of the outermost gas pump island)	Pump Island

a) Design and Layout:

- 1) Pump spaces can count toward the stacking space requirement.
- 2) Stacking spaces shall be a minimum of nine (9) feet by 20 feet in size.
- 3) Stacking spaces may not impede on- or off-site traffic movements or movements in or out of off-street parking spaces. There shall be a separate drive aisle allowing ingress and egress of vehicles that are not waiting in the drive thru lanes.
- 4) Stacking spaces shall be separated from other internal driveways by surface markings or raised medians.
- 5) These stacking space requirements shall be in addition to the off-street parking space requirements.
- 6) When adjacent to residential uses, stacking spaces shall be required to be located on sides of the lot opposite the adjacent residential use.

Section 13.03.H.5 – Access, Connectivity, and Visibility:

Section 13.03.H.5.a – All access points shall be limited to those locations approved by the permitting authority (state, county, or township as applicable). On township roads, the minimum spacing between driveways shall be determined by the Licking County Engineer.

Section 13.03.H.5.b – Visibility at intersections shall comply with Section 16.09 of this Resolution.

Section 13.03.H.5.c – The internal circulation of a parking area shall comply with the Section 16.30 of this Resolution.

Section 13.03.H.5.d – The overall design within the Development Plan must provide for vehicular connectivity between properties within the Development Plan as well as future connections to adjacent properties outside of the Development Plan boundaries. This requirement could be achieved through access roads (at the rear of the property or running parallel to an existing/proposed public road) and/or through the use of cross

access easements between parking lots. The Board of Trustees may rely upon recommendations from the Licking County Engineer or other consulting engineers to determine that the proposed method for providing connectivity is the most suitable in each particular development.

- i. If access roads are utilized to comply with this connectivity requirement, there shall be a minimum distance of 200 feet between intersections. A greater distance may be required upon recommendation by the Licking County Engineer or a consulting engineer to avoid safety concerns.
- ii. Multi-Use Path and Sidewalks: All Collector and Local Roads in all subareas shall have a 10-foot multi use path along each side of the road (within a 15-foot MUP easement). All local roads shall have a five (5)-foot sidewalk on both sides of the road within a 10 feet sidewalk easement which must be located outside of the right-of-way. Curb ramps and crosswalks shall be installed per the American Disability Act requirements. Multi-use paths and sidewalks shall be constructed immediately outside the road right-of-way within a 15-foot MUP easement, or 10-foot sidewalk easement designated for such public use.
- iii. Sidewalks shall connect to the building entrances and to existing sidewalks on adjacent abutting Tracts and to nearby pedestrian destination points including any transit stops.

Section 13.03.H.6 – Lighting:

Section 13.03.H.6.a – All Exterior Lighting shall comply with these standards unless specifically exempted.

Section 13.03.H.6.b – Exemptions:

- i. All exterior lighting fixtures producing light directly by the combustion of fossil fuels, such as kerosene lanterns or gas lamps are exempt from the requirements of this section.
- ii. Holiday lighting shall be exempt from the requirements of this section.
- iii. All temporary emergency lighting needed by the police, fire department, other emergency service vehicles, and public service vehicles, as well as all vehicular luminaries, shall be exempt from the requirements of this section including flashing or blinking lights.
- iv. Street lights shall be exempt from the provisions of this section.

Section 13.03.H.6.c – Prohibited Lighting: Search lights, beacons, laser source lights, or any similar high-intensity or flashing lights are prohibited, except in emergencies by police and/or fire department personnel.

Section 13.03.H.6.d – Types of Fixtures: All light fixtures shall be full cut-off type fixtures except for decorative light fixtures.

Section 13.03.H.6.e – Fixture Height:

- i. The fixture height in parking lots shall not exceed 20 feet.
- ii. Lighting located under canopies shall be flush mounted or recessed within the canopy.
- iii. Fixture height shall be measured from the finished grade to the topmost point of the fixture.

Section 13.03.H.6.f – Kelvin Levels: The color temperature for each light shall not exceed 4,000K.

Section 13.03.H.6.g – Exterior lighting shall be designed and located to have the following maximum illumination levels. The levels shall be measured at the finished grade at the Lot Line as demonstrated by a lighting plan:

- i. The maximum illumination at a Lot Line that abuts a lot zoned for single family or multi-family uses shall be 0.3 foot-candles.
- ii. The maximum illumination at a Lot Line that abuts any other use shall be one (1) foot-candles.
- iii. The maximum illumination at a Lot Line for properties used for outdoor sports and recreation shall be reviewed for compliance with regard to the intent of these guidelines to minimize the impact of light trespass and glare on all surrounding properties and public rights-of-way.
- iv. The illumination across any property shall be designed so as to not create excessively dark spots that may create safety issues.

Section 13.03.H.6.h – This subsection applies to any development that abuts a property zoned for single family residential purposes (including abutting properties within the GCO that are not yet utilizing the GCO zoning and contain an existing single-family residence. :

- i. All non-essential outdoor lighting fixtures for non-residential uses, including lighting for parking areas, signs, displays and aesthetic lighting shall be turned off after business hours.
- ii. Only lighting needed for safety or security may remain lit after close of business, in which case the lighting shall be reduced to the minimum level necessary.
- iii. Automatic shut-off fixtures, auto-dimming to adjust lighting based on ambient lighting and the use of as little lighting as necessary without creating safety issues is encouraged.

Section 13.03.H.7 – Signs: All signs in the GCO shall comply with the requirements of Article XX of the Union Township Zoning Resolution.

Section 13.03.H.8 – Utilities, Water and Drainage:

Section 13.03.H.8.a

- i. All developments shall be served by central water and sewer systems.
- ii. Dry detention basins are prohibited in all subareas.
- iii. All stormwater basins shall be wet basins and aeration devices may be required. Bioretention basins, or rain gardens, may be used only when approved by Union Township.
- iv. All stormwater requirements must also comply with the Ohio Department of Natural Resources Rainwater and Land Development Handbook, the Licking County Subdivision Regulations, the Licking County Soil Erosion and Stormwater Regulations, and any applicable requirements of the Licking County Engineer.

Section 13.03.H.8.b – A comprehensive regional stormwater plan for each sub area is encouraged.

Section 13.03.H.9 – Accessory Structures:

In all Subareas, Accessory Structures for all uses, except for those on individual lots or parcels shall be identified on and constructed in accordance with an approved Development Plan.

Accessory Structures must comply with the architectural requirements in Section 13.03.H.1 and all setback requirements in this overlay. All Accessory Structures shall be located behind the front plane of the Principal Building. Sheds in all zoning districts that are 100 square feet or less are exempt from these requirements.

Table 13.8 - Accessory Structure Requirements.

Maximum Height (Feet)	25
Total Maximum Square Footage of Accessory Structures	2,400
Minimum Distance from Principal Building or any other Accessory Structure (Feet)	5
Minimum Setback from Rear and Side Lot Line (Feet)	15 (Residential Use) 40 (Commercial Use)

Section 13.03.H.10 – Fences: Fences shall be permitted if they comply with the following regulations:

Section 13.03.H.10.a – Industrial Uses:

The following types of Fences are permitted provided they are located behind the front building line, outside of the right-of-way and do not exceed eight (8) feet in height:

- i. Chain Link provided they are painted black or have a black vinyl coating;
- ii. Privacy Fences.

Section 13.03.H.10.b – All Uses (Except Industrial):

- i. The following types of fences are permitted provided they are less than four (4) feet in height and located behind the front façade of a single-family structure.
 - a. Brick or stone walls
 - b. Wrought Iron
 - c. Brick or stone columns with wrought iron fence in between
 - d. Accent Fence
 - e. Chain Link provided they are painted black or have a black vinyl coating

On non-single-family lots, these fences may encroach in front of the front building façade provided these fences do not fully enclose an area are utilized for decorative purposes to enhance the entry to an overall development. These fences shall not interfere with sight distance. Fences are prohibited within the right-of-way.

- ii. The following fences are permitted only when providing the required screening per Section 13.03.H.2.b.iv and they do not exceed five (5) feet in height:
 - a. Privacy Fences
- iii. The following types of Fences are permitted to fully enclose a patio or other similar feature immediately adjacent to a building provided they do not exceed six (6) feet in height.
 - a. Any type of Fence permitted in Section 13.03.H.10.b.i
 - b. Privacy Fence

Section 13.03.H.10.c – The following materials are considered non-suitable materials and are prohibited for all fences in all districts:

- i. Barbed wire
- ii. Electrically charged wire

- iii. Temporary snow fence (unless used temporarily when a site is actively under construction)
- iv. Solid concrete block
- v. Pallets
- vi. Prongs, spikes, or other sharpened edged materials.

Section 13.03.H.11 – Home Occupations: Home Occupations, when permitted, shall comply with the following requirements:

Section 13.03.H.11.a – A Home Occupation shall be conducted entirely within a dwelling unit and shall be clearly subordinate to the use of the dwelling unit. Home occupations shall not be conducted within Accessory Structures, such as garages or sheds.

Section 13.03.H.11.b – The appearance of the dwelling unit in which a Home Occupation is conducted shall not be altered or the occupation within the dwelling shall not be conducted in a manner which would cause the premises to differ from its surrounding character either by colors, materials, construction, or lighting.

Section 13.03.H.11.c – The Home Occupation shall not generate traffic greater in volume than normal for the subarea.

Section 13.03.H.11.d – The Home Occupation shall not involve delivery trucks other than normal parcel delivery services.

Section 13.03.H.11.e – No equipment or processes shall be used in a Home Occupation which creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses on the lot. No equipment or processes shall be used which creates visual, audible, or electrical interference in any radio or television receiver or computer terminal off the premises or causes fluctuations in voltage off the premises.

Section 13.03.H.11.f – The Home Occupation shall not occupy more than 20 percent of the livable floor area of the dwelling unit.

Section 13.03.H.11.g – No person shall operate or be employed by a Home Occupation unless the person is a resident of the dwelling unit in which the Home Occupation is conducted.

Section 13.03.H.12 – Noise: There shall be quiet hours between the hours of 10:00 p.m. and 6 a.m. every day of the week.

Section 14.06.I – Definitions: Due to the unique nature of the GCO, the following definitions have been established and apply only to Section 14.06 of this Resolution. If the definition of any

term defined in this Section conflicts with definitions found elsewhere, including other Articles of this Zoning Resolution, the definitions herein shall prevail under this section. If this section does not provide a definition, then the definition of said word shall be per Appendix A of the Union Township Resolution.

Accessory Structure - A structure that has a permanent foundation detached from the principal building, is subordinate to the principal use of a building on the lot or tract, and serves a purpose customarily incidental to the use of the principal building. Examples of Accessory Structures are detached private garages, carports, sheds, pool houses, storage buildings, and other similar type buildings.

Advanced Manufacturing - Advanced manufacturing is the use of innovative technologies to improve products or processes. These technologies include control systems, custom manufacturing, high precision technologies, sustainability technologies, high performance computing and advanced robotics.

Assisted Living Facility: A building constructed to provide a continuum of long-term care services that provides a combination of housing, personal care services, and health care designed to respond to individuals who need assistance with normal daily activities in a way that promotes maximum independence. The individual housing units are located within a single building where access is provided from hallways extending from a common building entry point(s).

Automobile-Oriented Use – A use where a patron places an order on site and waits for a product to be prepared without the need to exit his/her vehicle. It also includes services rendered directly on, to, or for vehicles. Such uses include but are not limited to drive-thru or drive-in restaurants with ordering areas, drive-in movie theaters, car washes (all types), gas stations (including convenience market), facilities specializing in oil changes, car repair, other similar auto service facilities, and stand-alone parking lots. The sale of vehicles (new and used) in addition to any facility that provides a fixed parcel pickup location is not included within this definition.

Bed and Breakfast: Any place of lodging that provides four (4) or fewer rooms for rent on a temporary basis, is the owner’s personal residence, is occupied by the owner at the time of rental, and where meals may be served to guests.

Beverage Sales, Alcoholic - A facility that is primarily devoted to the serving of alcoholic beverages. Food can be served, but is incidental to the sale of beverages.

Beverage Sales, Microbrewery – A limited production brewery, typically producing specialty beers and selling them on-site or for local distribution.

Building Height: The vertical distance of a building from the front door threshold to the highest point on the roof.

Business, Retail: – a Use primarily engaged in the selling of merchandise and the rendering of services that is incidental to the sale of the goods.

Business, Small Retail – a Retail or Wholesale business that is less than 5,000 square feet in area and typically services nearby neighborhoods.

Business, Medium Retail – a Retail or Wholesale business that is up to 20,000 square feet in area.

Business, Large Retail – a Retail or Wholesale business that is 20,000 square feet or larger.

Commencement of Construction: The time at which physical improvements begin to be made to a property (excluding the clearing of the land) to comply with the requirements of an approved Development Plan within the GCO.

Commercial Recreational Facility, Large – a facility that is full enclosed by four solid walls and a roof for the provision of athletic and amusement facilities involving the active participation of the user – public in a sports related activity and includes but is not limited to racquet courts, billiards, bowling alleys, ax throwing, miniature golf courses and arcades. Large Commercial Recreational Facilities are greater than 5,000 square feet.

Commercial Recreational Facility, Small – a facility that is fully enclosed by four solid walls and a roof for the provision of athletic and amusement facilities involving the active participation of the user – public in a sports related activity and includes but is not limited to racquet courts, billiards, bowling alleys, ax throwing, miniature golf courses and arcades. Small Commercial Recreational Facilities are smaller than 5,000 square feet.

Commercial Recreational Facility, Outdoor – a facility that is not fully enclosed by four solid walls for the provision of athletic and amusement facilities involving the active participation of the user – public in a sports related activity and includes but is not limited to racquet courts, billiards, bowling alleys, ax throwing, miniature golf courses and arcades.

Commercial Residential – A building containing four or more residential units. This can include Mixed Use Buildings or stand along Multi-Family Buildings or Townhomes.

Day Care Center – Any place in which child day care or publicly funded child daycare is provided for 13 or more children at one time or any place that is not the permanent residence of the licensee or administrator. In counting children for purposes of this code, any children under six (6) years of age who are related to a licensee, administrator, or employee and who are on the premises of the center shall be counted.

Equipment Repair, Large – A facility that is fully enclosed by four solid walls and a roof that is used for the repair of contactor’s equipment, heavy machinery, repair equipment, motor vehicles or trucks.

Equipment Repair, Small - A facility that is fully enclosed by four solid walls and a roof that is used to repair small tools and equipment such as lawn mowers, small tractors, and other small equipment.

Fence, Accent: A fence that is used solely for ornamental purpose and does not enclose or partially enclose an area.

Fence, Chain Link: A fence usually made of metal, loops of wire interconnected in a series of joined links and including vinyl, plastic-coated or painted varieties.

Fence, Picket: A partially open fence made of upright wooden poles or slats. This fence may be an open fence if the space between the vertical boards is greater than the width of the boards.

Fence, Privacy: A solid fence constructed of wood, vinyl, composite, masonry, metal or other similar material that has more than 50 percent of its vertical surface closed to light and air.

Fence, Wrought Iron: A fence constructed of metal, including aluminum, iron or steel, pipe, tubes or bar stock and having some type of decorative features or design. Wrought iron fences shall not have pointed ends exposed but may have finials with blunt ends.

Flex-Retail/Office Small Warehouses - a space with store or office fronts with small rear warehousing that has build out capabilities to meet individual needs. These structures are typically less than 35 feet in height.

Floor Area Ratio (FAR): the quantitative relationship between a buildings total gross floor area to the area of the lot on which the building sits. Example:

Four Story Building: 10,000 gross square feet per floor = 40,000 total gross floor area
Lot = 2 acres = 87,120 square feet

$FAR = 40,000/87,120 = .46$

Food Care – a small, wheeled vehicle typical pushed by hand, bicycle or propelled in some similar muscular manner to move it from place to place in order to offer already prepared or prepackaged food or ice cream for sale to the public. Any vehicle that is capable of preparing food within it shall not be included in the definition of a food cart.

Food Truck/Trailer - A vehicle from which food for human consumption is sold and dispensed. Said food can be prepackaged or prepared within the vehicle. Such vehicle may be self-propelled or towed by another vehicle and must be licensed in the state of Ohio.

Home Occupation – An Accessory Use which is an activity, profession, occupation, service, craft or revenue enhancing hobby conducted by a person on the same premises as the principal place of residence which is clearly subordinate and incidental to the use of the premises for residential purposes. Home occupations may include, but are not limited to, home offices for insurance agents, financial planners, real estate agents, consultants, lawyers, architects, engineers, accountants, or other similar professional services, sewing, tailoring, teaching of music or dance lessons, or tutoring, or other similar uses that do not change the character of the residential neighborhood.

Hotel: any structure consisting of one or more buildings, with more than five sleeping rooms, that is specifically constructed, kept, used, maintained, advertised, or held out to the public to be a place where sleeping accommodations are offered for pay to transient guests for a period of thirty days or less, including, but not limited to, such a structure denoted as a hotel, motel, motor hotel, lodge, motor lodge, bed and breakfast, or inn.

Impervious Surface: All areas of a lot that have been, or are proposed to be, paved and/or covered with buildings and materials that do not readily and freely absorb and/or allow water to penetrate, including, but not limited to concrete, asphalt, rooftop, blacktop, brick, blocks, and pavers.

Institutional Uses – Those uses organized, established, used or intended to be used for the promotion of public, civic, educational, charitable, cultural or social or philanthropic activity and include but are not limited to art galleries, art studios, libraries, etc.

Logistics – A large building where material, products, or other manufactured goods are acquire, stored and transported to their final destination. There is no production, processing, assembling or packaging of products or materials in these buildings. This excludes Truck Service Centers.

Lot: – A parcel of land intended as a unit for transfer of ownership or for building development together with the required open spaces and having frontage on a street right-of-way.

Lot Line: A line bounding or demarcating a plot of land or ground.

Lot Line, Internal: A lot line that is interior to the Lot and does not abut a public right-of-way.

Lot Line, Side: A lot line other than a rear lot line or a right-of-way line.

Lot Line, Rear: The lot line that is opposite and most distant from the right-of-way line. If a lot abuts two rights-of-way, then the line that is opposite and most distant from the lower classified road shall serve as the rear lot line.

Lot Size: The computed area contained within the lot lines.

Lot Width: The average horizontal distance between two side lot lines. For a corner lot, then the horizontal distance between the right-of-way line for the higher classified road and the side lot line.

Manufacturing - Any industry that makes products from raw materials by the use of manual labor or machinery and that is enclosed by 4 walls and a roof. This definition also includes the compounding, processing, assembling and packaging of goods.

Maker Space, Small – A facility that does not exceed 5,000 square feet that is utilized for the preparation, display, and sale of individually crafted artwork, jewelry, furniture, sculpture, pottery, glass or other related items. No odor, fumes or excess noise may be produced at the facility. These are also known as Entrepreneurial Centers or Business Incubators.

Maker Space, Large – A facility that is 5,000 square feet or larger and serves as shared co-working space for independent craftsmen to produce woodwork, furniture, pottery, glass or other related items. The facility can also have shared office space. These are also known as Entrepreneurial Centers or Business Incubators.

Mixed Use Building: A Building that contains retail, office or entertainment uses on the ground floor and residential units on the upper floors. Can include studio, one, and two bedroom units on the upper floors.

Multi-Family Building: A building that is designed for and used exclusively for four or more dwelling units.

Office, Administrative, Business, Medical or Professional, Large – A building that is 5,000 gross square feet or larger in area and includes a set of rooms or tenant spaces used for commercial, professional, medical or bureaucratic work.

Office, Administrative, Business, Medical, or Professional, Small - A building that is less than 5,000 gross square feet in area and includes a set of rooms or tenant spaces used for commercial, professional, medical or bureaucratic work.

O.D.O.T.: The Ohio Department of Transportation

Open Space: An area required to be reserved in accordance with these Regulations for passive or active recreational purposes, an area for conservation of natural resources, reserved space for future school buildings, or some other similar green space. Such open space may include any required central green space utilized for a gathering place for the community.

Outdoor Service Facility – An area that is not fully enclosed by solid walls and a roof and where services are rendered or goods are permanently displayed, sold, or stored. For the purposes of this Ordinance, outdoor service facilities include, but are not limited to, restaurant

patios, outdoor storage areas, and garden stores. This definition shall not include any use classified as an outdoor seasonal business as defined herein.

Parcel: A piece of real estate described by metes and bounds in the deed of the land and recorded in the office the county recorder.

Parking Aisle: the traveled path through an off-street parking or facility between one or two rows of parked vehicles.

Parking Bay: A row of parking spaces typically separated by a parking island or some other feature used to break up large spans of asphalt used for the parking surface.

Personal Services – Uses that primarily provide services to a person or provide or the care and maintenance of personal goods. Such Uses include, but are not limited to beauty shops, barber shops, salons, shoe repair shops, tailoring services, or garment repair services. This includes laundry or dry cleaning drop off/pick up services but the process of dry cleaning is not included in this definition.

Pick-Up or Banking Window – A window used to pick up food, a prescription or other another similar product or where banking or financial services are conducted without a patron needing to exit his/her vehicle. Food orders and prescriptions are typically placed ahead of time online via the web or mobile device, and these windows are not utilized for placing and waiting for orders on site.

Places of Assembly, Large – any facility or business where 300 or more individuals gather to participate or observe programs or services or assemble for social purposes. This includes public halls, theatres, churches, worship facilities, and other similar meeting facilities.

Places of Assembly, Small – any facility or business where less than 300 individuals gather to participate or observe programs or services or assemble for social purposes. This includes public halls, theatres, churches, worship facilities, and other similar meeting facilities.

Research and Development – A use where individuals are employed to search for knowledge and test processes that might be used to create new technologies, products, services, or systems.

Right-of-Way: A strip of land occupied or intended to be occupied by transportation facilities, public utilities, street drainage ditches or other special public uses.

Road, Arterial: A general term denoting a highway primarily for through traffic usually on a continuous route. This facility provides for through traffic, movement between areas, across the county, and to and from expressways. An arterial also provides access to abutting property, but parking and loading may be restricted to improve the capacity of moving traffic. A list of existing Arterial Roads, for purposes of this Resolution, is listed in Appendix 1.

Road, Collector: A street providing traffic movement between the major arterials and local streets, and direct access to abutting property. This facility provides for the internal traffic movement within an area of the county. A list of existing Collector Roads, for purposes of this Resolution, is listed in Appendix 1. For purposes of this Resolution, new roads constructed as part of a new development that comply with the definition of a collector road may be classified as such by the Board of Trustees at the time of development plan approval.

Road, Local: A street with a primary purpose of providing access to individual lots. Local roads typically connect to collector roads.

Setback: The distance between a structure and a lot line or right-of-way.

Side Setback: The minimum distance between a structure and any side lot line that does not abut a right-of-way.

Rear Setback: The minimum distance between a structure and any rear lot line that does not abut a right-of-way.

Right-of-Way Setback: The distance between a structure and an abutting right-of-way line.

Sign: Any device for visual communication which is designed, intended, or used to convey a message, advertise, inform or otherwise direct attention to a person, institution, organization, activity, business, place, object, or product.

Sign Area: The face of the entire display area not including the bracing, framing and structural supports of the Sign, unless such support members are made part of the message or fact of the Sign. For display areas consisting of individual letters or symbols, either freestanding or attached to a surface, building, wall or window, shall be calculated by utilizing the smallest rectangle which encompasses all letters and symbols.

Sign, Ground Mounted Monument: Any Sign which is physically attached to a base constructed specifically for the display of the Sign.

Sign, Projecting (“Blade”): A sign projecting outward perpendicularly from a building.

Sign, Wall Mounted: Any Sign attached to a Building face, with the exposed face in a plane parallel to the plane of the wall.

Sign, Height: The vertical distance between the established grade and the highest part of the sign.

Sign, Temporary – A display, banner, or type of Sign constructed of cloth, canvas, fabric, wood, or other temporary material, with or without a structural frame, including

but not limited to portable Signs, political Signs, development Signs, community event Signs, garage sale Signs, real estate Signs, sandwich type Signs, sidewalk, or curb Signs.

Studio Multi-Family Unit – A dwelling unit that is contained within a Multi-Family Building or Mixed Use Building as defined herein that combines a number of different types of rooms, such as living room, bedroom and kitchen, into a single room.

Three Family Residential Unit Buildings: A building that is designed for and used exclusively for three dwelling units that are structurally attached to one another, side by side, and erected as a single building.

Townhome: A building designed exclusively for four (4) or more dwelling units that are structurally attached to one another, side by side, above one another, or in a quad formation, and erected as a single building.

Thoroughfare Plan – An official document as adopted and as amended from time to time by the Licking County Engineer, Licking County Planning Commission or the Ohio Department of Transportation establishing the general location and official right-of-way widths of the major and secondary highways and thoroughfares.

Tract: The entire area included in a proposed development, which may include one or more parcels or lots.

Truck Service Center: A commercial facility which provides refueling, parking and often ready-made food for motorists and truck drivers. These facilities sometimes include showers for truck drivers.

Two Family Residential Unit Buildings: A building designed for or used exclusively for two Dwelling Units that are structurally attached to one another, side by side, and erected as a single building.

Zoning Inspector: The person duly appointed and authorized by the Union Township Board of Trustees to enforce this Zoning Resolution.

