



Village of
Hanover
COMPREHENSIVE PLAN

2022

FORWARD

TOGETHER

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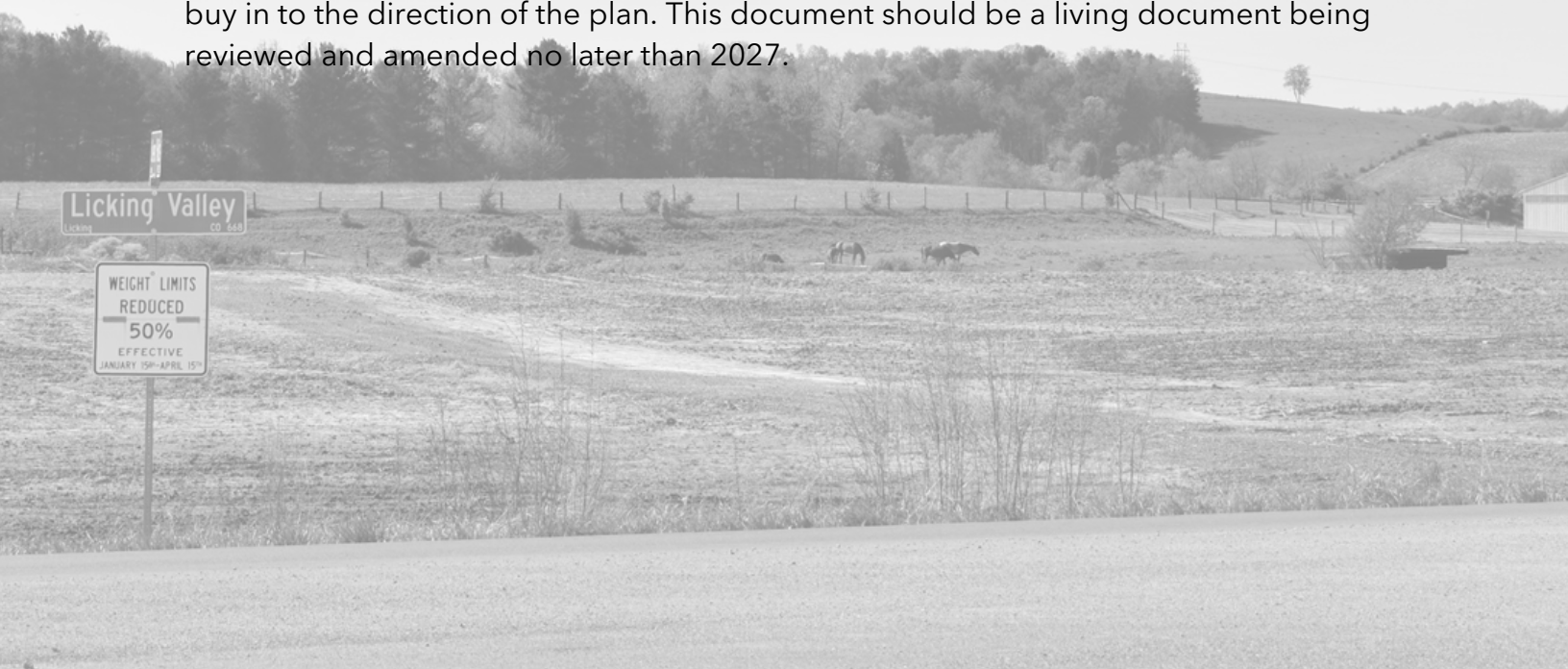
This plan is a culmination of many meetings, discussions, site visits and surveys since April 2022. The plan would not have been possible without the support and leadership of Nicole Geiseler, Clerk/Treasurer and David Molnar, President of Planning & Zoning. Both individuals provided insight and assistance throughout the entire planning process.

This plan was prepared by Jim Lenner, Owner, Neighborhood Strategies, LLC in cooperation with the Village of Hanover.

Executive Summary

Forward Together, the 2022 Hanover Comprehensive Plan, builds upon the already rock solid foundation of the Hanover community. This plan will guide future development policy decisions in a tactical manner. Avoiding haphazard development is not within the best interest of the current or future residents of Hanover. Adherence to this plan will allow the Village of Hanover to provide a balanced community by ensuring services are not over worked, residents enjoy their sense of place, children grow up knowing their neighbors and the lines between social and economic inequality are blurred.

Each section of the plan is complete with best practices, sound planning tactics and recommendations for Village leaders to implement to take full advantage of the plan. The fear of any planner is the real possibility the most important policy document, the comp plan, will sit on a shelf rarely used. It is the responsibility of the residents, village council, planning and zoning commission, developers and many others to actively buy in to the direction of the plan. This document should be a living document being reviewed and amended no later than 2027.



2022 Roster of Officials

Jeff Collins	Mayor
Brandon Hale	Council President/Flood Plain Manager
Sue Spaulding	Council Member
Justin Pierce	Council Member
Chester Flowers	Council Member
Donna Renicker	Council Member
Brett Wright	Council Member
David Molnar	President – Planning & Zoning
Bill Fry	BPA Committee
Travis Hartshorn	BPA Committee
Mike Spaulding	BPA Committee
Nicole Gieseler	Clerk/Treasurer
Jody Richter	Law Director
Brian Spellman	Fire Chief
Kim Christian	Zoning Inspector

ARTICLE I INTRODUCTION

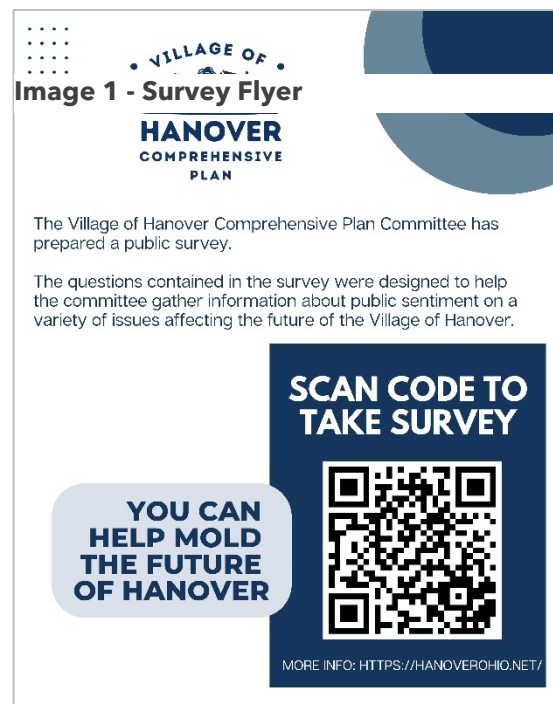
A comprehensive plan is, as its name indicates, a plan for a community's future that attempts to consider all local and regional factors. It evaluates the state of the community by taking inventory of current demographics, infrastructure, services, and physical characteristics, as well as by assessing the needs and concerns of its residents. The plan then incorporates this information into a series of explicitly stated goals, objectives, and recommendations to be realized by a particular date or within a specific time frame, such as twenty years or the year 2035.

Many of the recommendations within the plan are visualized through the Future Land Use Map, a document that indicates where particular types of land uses have been recommended within the community. It should be emphasized that the Future Land Use Map is not a zoning map; rather, it is a collection of recommendations. An area on the Future Land Use Map that has been recommended for industrial use, for example, has not been rezoned and will not necessarily host an industrial use in the future. The Future Land Use Map and the comprehensive plan are guides that should be considered and observed by local officials when making decisions concerning the community.

Section 1 Steering Committee & Public Involvement

The Comprehensive Plan Steering Committee was appointed by Village Council. The committee met monthly from April to October 2022. The meetings were open to the public and were well attended by interested individuals. Each meeting consisted of a topic such as land use, transportation, utilities, and others. Subject matter experts were able to share their ideas on future growth that should be considered as part of the plan.

A project website was maintained by the planning consultant. Meeting agenda, presentations, survey results and prior planning documents were available for anyone to view.



Steering Committee

Jeff Collins - Mayor

Dave Molnar - Planning President

Nicole Gieseler - Village Clerk

Kim Christian - School Board

President/Zoning Inspector

John Morgan - Planning Member

Chris Felumlee - Village Council Member

Sue Spaulding - Village Council Member

Beth Sliwowski - Resident

Tina Harper - Resident

Julie Stedman - School Board Member

Earl Duck - Resident

Duane Flowers - County

Commissioner/Resident

Jeremy Tate - Developer

David & Marthe Grohman - Residents

Rich Flowers - Realtor/Resident

Jeff Hanger - Resident

Melissa Hottinger - Resident

Mike Krokono - Engineer/Resident

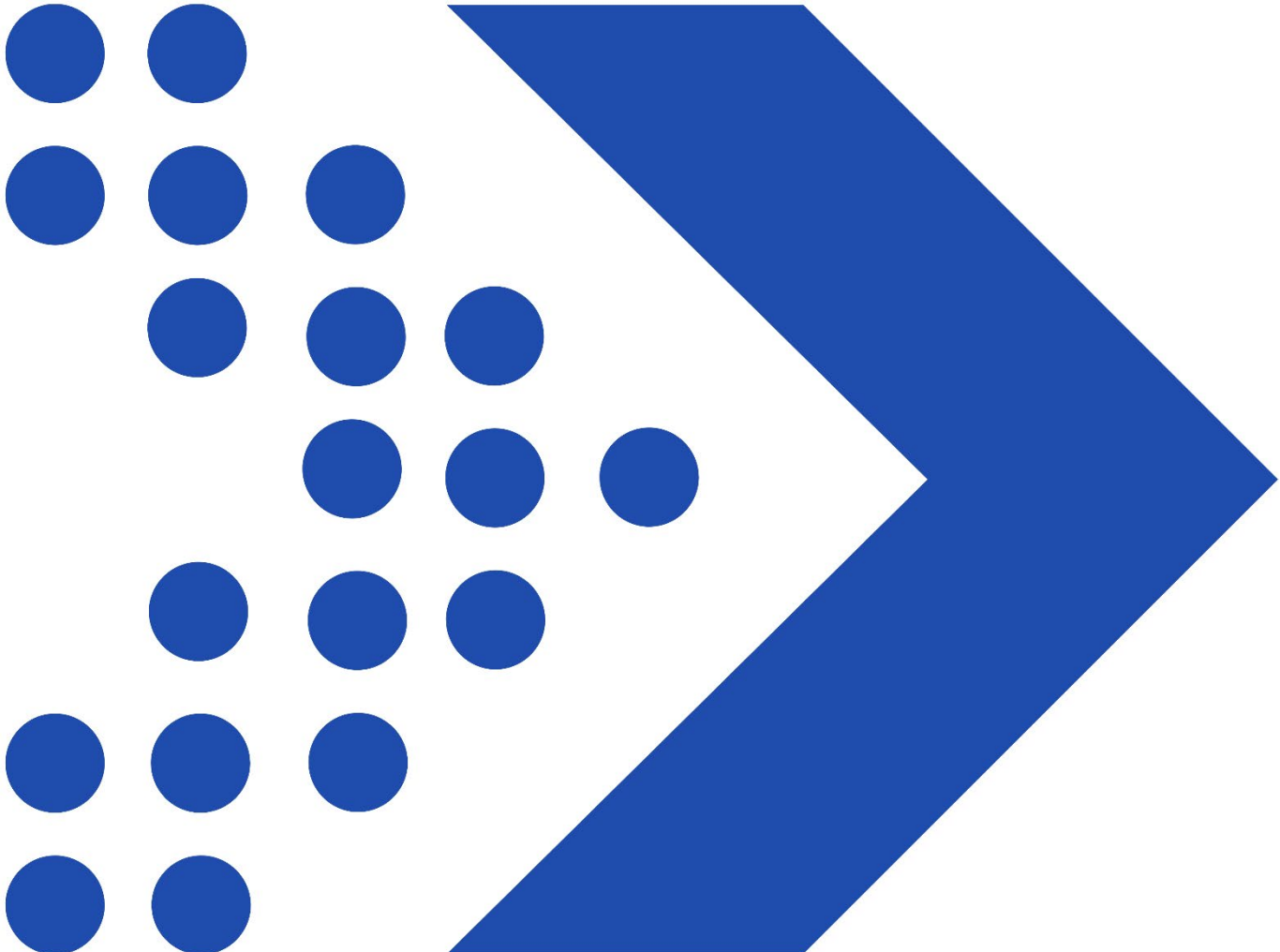
Dale Jennings - Resident

Mitch Flowers - Resident

Duane & Carolyn Hart - Resident

Brain Snodgrass - Resident

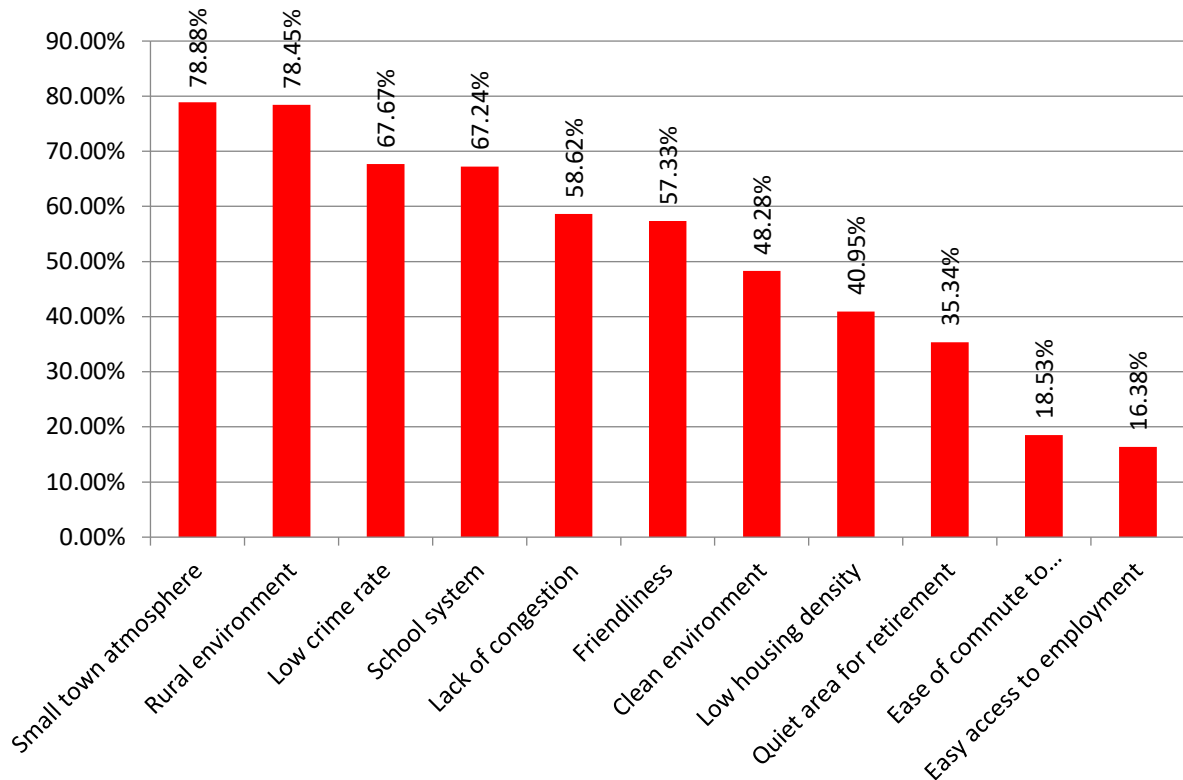
Doug Anders - Resident



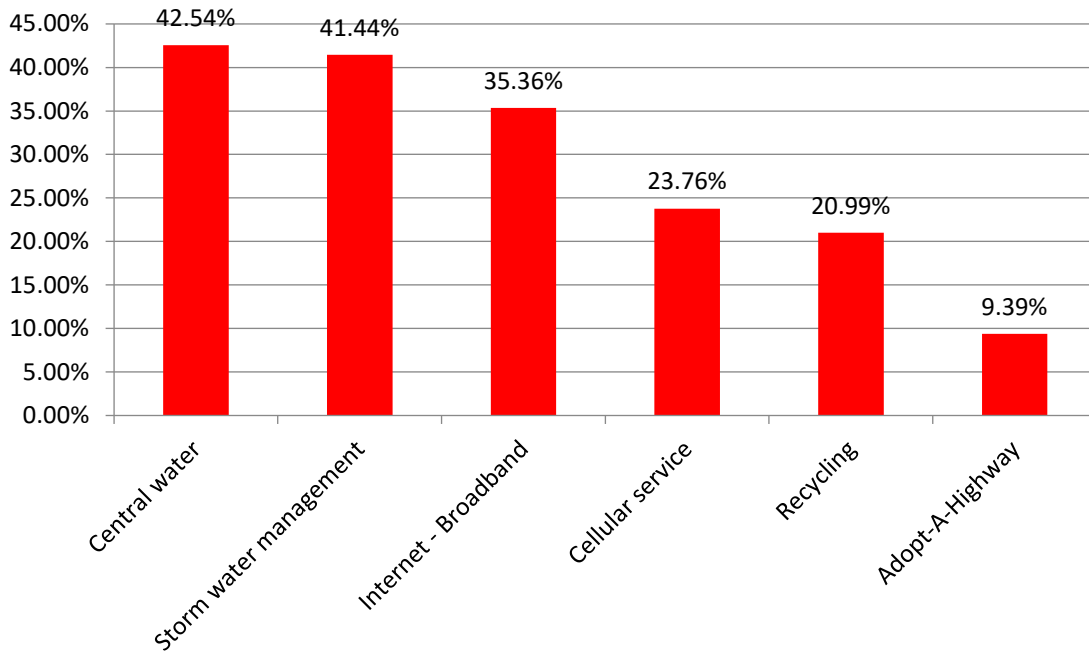
ARTICLE II COMMUNITY SURVEY

Hanover Village Council sought the opinions of all residents by sending a community survey to each household as well as making the survey available online. The survey was completed a total of 249 times which the results are included at the of the Plan. Included in this section are key results that helped shape the context of *Forward Together*.

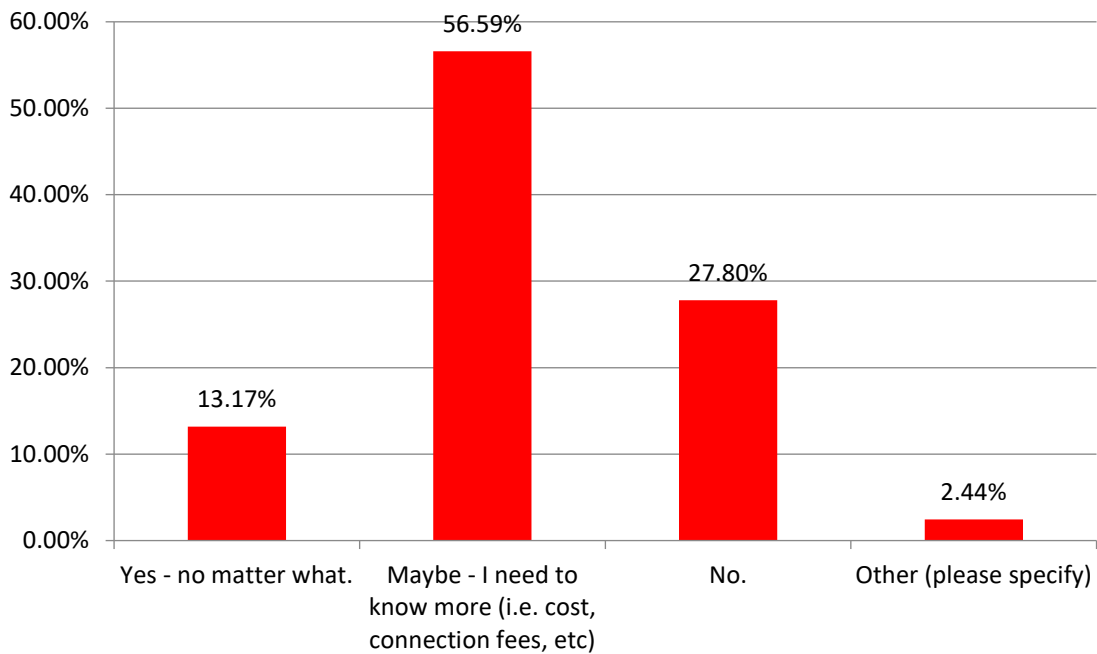
Question 4: Why do you enjoy living in Hanover?



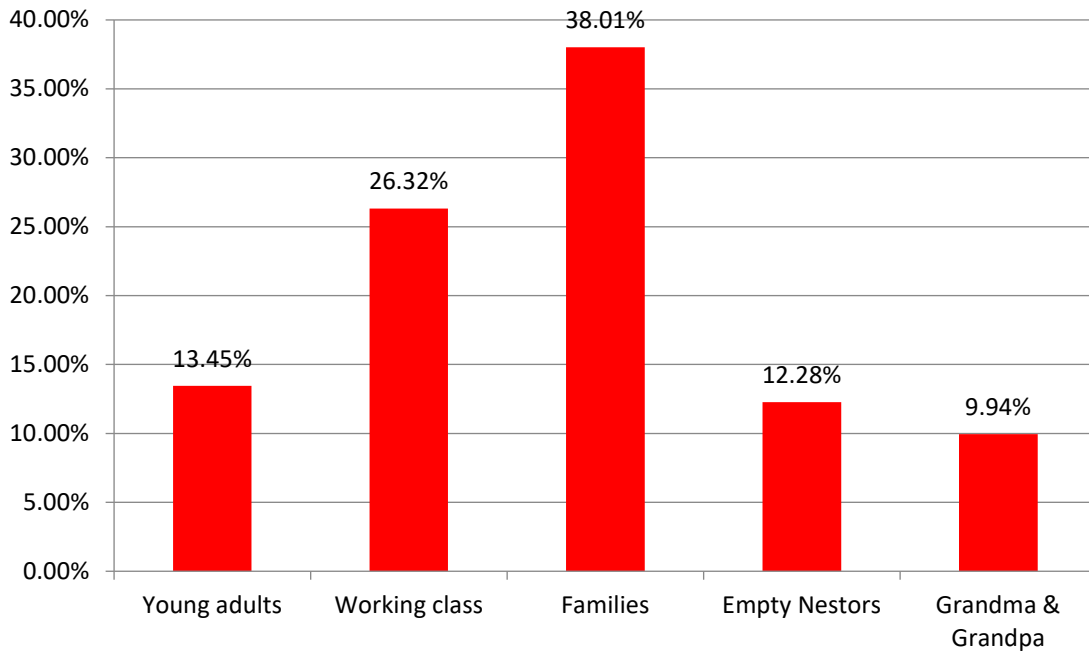
Question 8: What services could be improved in the Village?



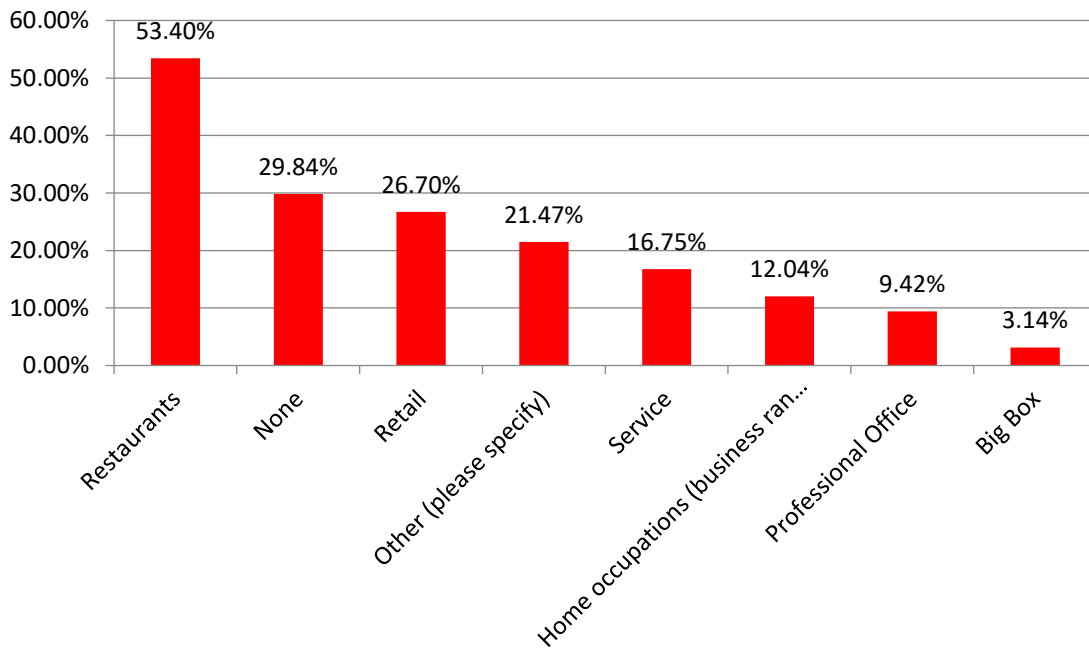
Question 12: The Village is exploring constructing its own central drinking water system. If available, would you connect to the system?



Question 17: The Village of Hanover has a need for housing choices for ____ ?



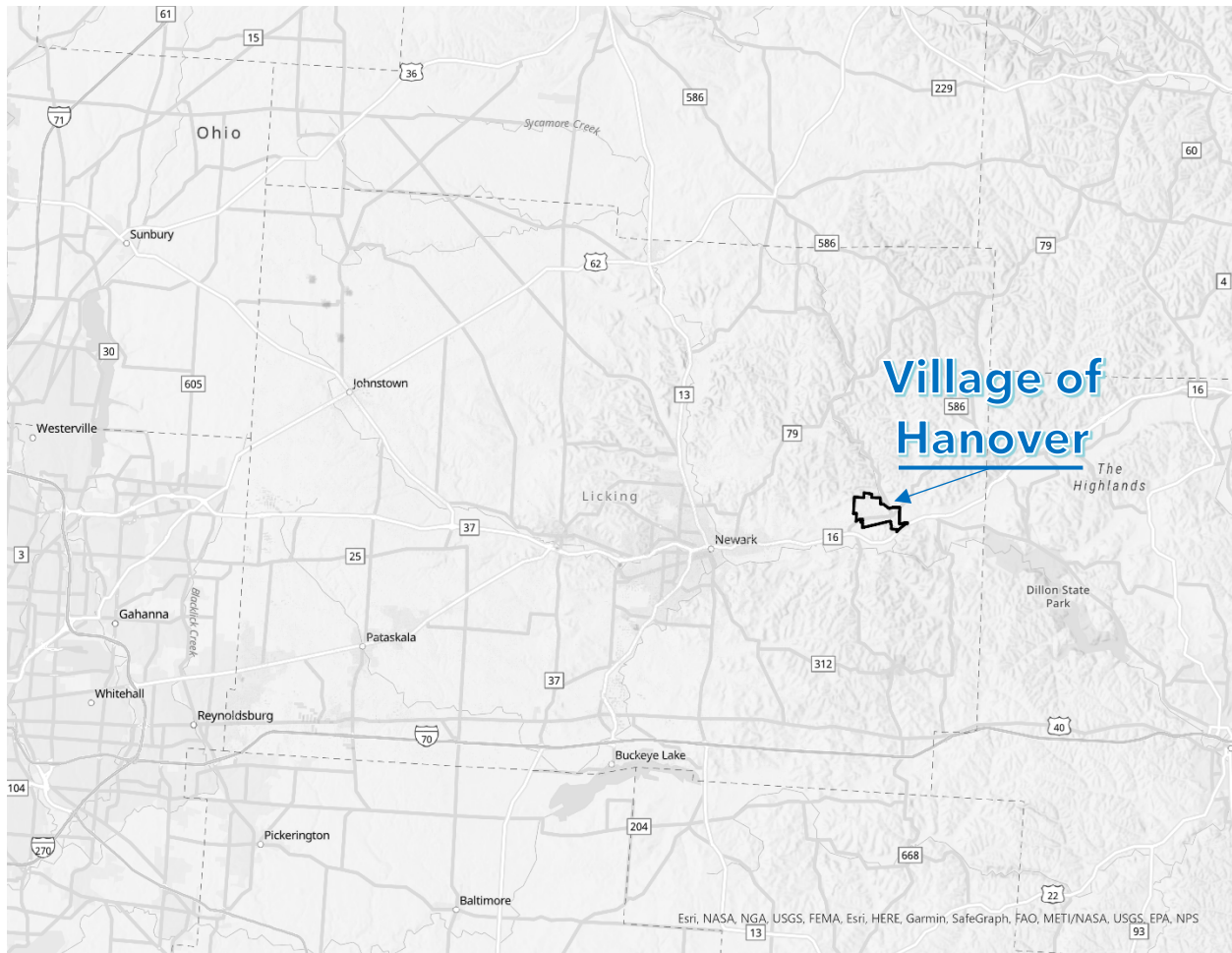
Question 40: What type of commercial development would you like to see in the Village?



Section 2 Location

The Village of Hanover is a small village located in the northwest corner of Hanover Village, just north of State Route 16. The Greater Columbus Metropolitan Area is located about 30 miles west of the Village, and is easily accessible by State Route 16, which runs just south of the Village. Other villages and cities that are within easy driving distance include the City of Newark, 8 miles to the east via State Route 16; the Village of Granville, 15 miles to the east; the City of Zanesville, 20 miles to the east via SR 146, and the City of Pataskala located 15 miles to the southwest.

Image 2 - Hanover Region



Section 3 History

On September 1, 1800, President Adams granted 4000 acres to David Galbreath and Thomas Elmes for their military service in the Revolutionary War. This land was to become the northwest quarter of Hanover Village. The warrant was granted over seventeen years after the official end of the war, and many of the soldiers had given

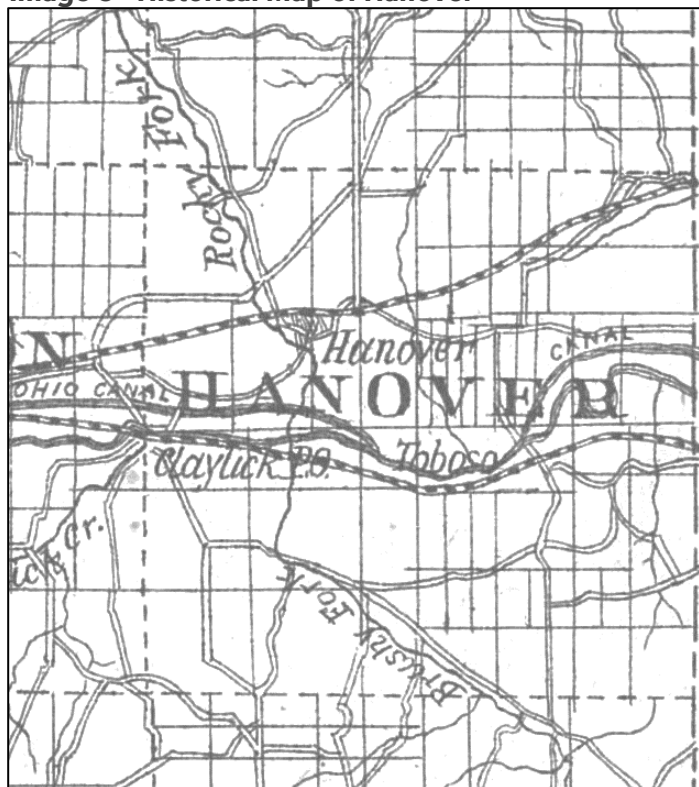
up on receiving any land. Those who did still had to apply for it under regulations set forth in 1796, 1799 and earlier in 1800. The regulations included that the applicants had to “propagate the gospel among the Heathen.”

The delay was due to several factors, such as the need to make the land safe for settling, the need to get it surveyed, and years of legal entanglements between the new federal government and the original thirteen states. Times were volatile for a new government that had to find a way to repay large debts to Europe for financing the war. The most reasonable way to raise money in many minds was to sell off the western lands between the original thirteen states and the Mississippi River. A large portion of this real estate was Ohio. The process of the convincing the original states to give up their own claims to the land was known as ceding. It was complicated by the fact that most of these states had already promised the same land to their own soldiers for military service. Therefore, part of the deals had to include granting large portions of Ohio lands for those soldiers. Some of these areas become Virginia Military District, the Connecticut Western Reserve, and the United States Military Reserve. The latter area includes parts of present day Franklin, Licking, Guernsey, Muskingum, Coshocton, and several other counties.

Another complication was that the Ohio Land Company and other groups had been scouting around in Ohio since 1750 for prime real estate with which to speculate and profit. This was one of the reasons for Christopher Gist’s famous trek through Ohio. He had to travel with this compass hiding from view, while learning the lay of the land, surveying, and appeasing the natives. Of course, at this time, it was still the British versus the French.

The opposing viewpoints of giving land away for service and for the sake of getting it populated, versus allowing speculators to reap huge profits from sales, became one

Image 3 - Historical Map of Hanover



of the first lasting differences between the early political parties. Although it was technically not legal to go west and squat on whichever piece of land took one's fancy, many in government turned their backs to it and even encouraged it. Men of that mind would rather see this wide, open land which knew no bounds taken by good honest hard-working farmers than to be used for the added profit of already wealthy landowners.

In any case, Galbreath and Homes sold the 4,000 acres in Hanover Village on September 18, 1801 to William Wells. The land at that time was still in Fairfield County, since Licking County was formed out of Fairfield in 1808. This information is all given in a later deed found in Licking County dated 1813, when William sold 800 acres of this land to his grandson Chester, and many other parcels to other people. Chester Wells had already arrived in our area in 1806, along with his brother-in-law John Hollister according to early Licking County histories.

Meanwhile, Phillip Barrick and his wife, Annie (Harvey) Barrick of Frederick County, Maryland traveled west around 1796, stopping for a couple of years at Marietta. Not satisfied there, they loaded their belongings into a canoe and paddled up the Muskingum River and then the Licking River (sometimes called the Licking Creek in this area). They squatted on some land in 1798 near an area called Claypool Mills, which was just a few miles south of Licking County along the river. Then in the spring of 1801 they came on up into present day Hanover Village. It was along the Licking Narrows just west of Toboso, but not on the Galbreath/Wells 4000 acres. They became the first known settlers of Hanover Village. Settlers began coming in rapidly over the next few years, enough for Barrick to justify setting up a distillery and a tavern.

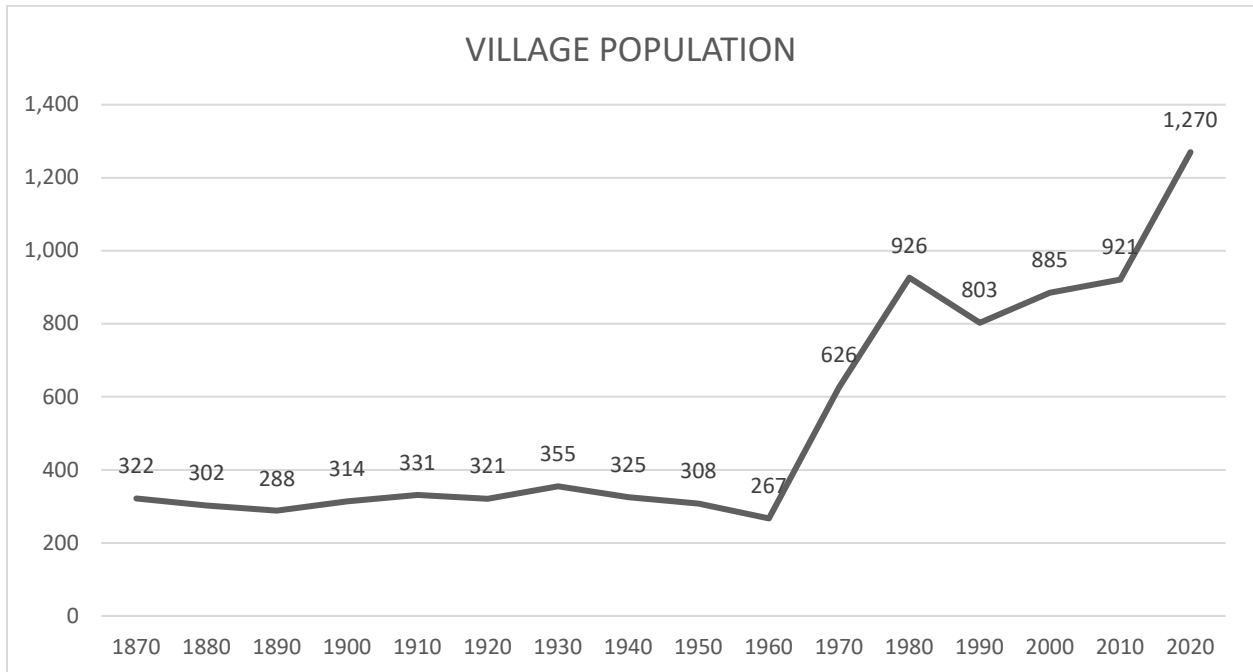
Section 4 Demographics

Demographic information can be used to project the direction of development in an area. For example, an increase in the number of families with young children or an increase in young couples entering an area can signal the need for new school buildings. Another helpful use of demographic information is to study the age of a certain population. If the population of farmers in the area is nearing retirement this can indicate a change in active farms within the area. Demographic information can be obtained at www.census.gov website.

Population

According to the 2020 Census, the total population within the Village was 1,270; 562 being male and 538 being female. The Village population held steady until the 1960's. The number of citizens increased significantly from 1960 to 1980, going from 267 to 926. From 2010 to 2020 the population of the Village jumped from 921 to 1,270.

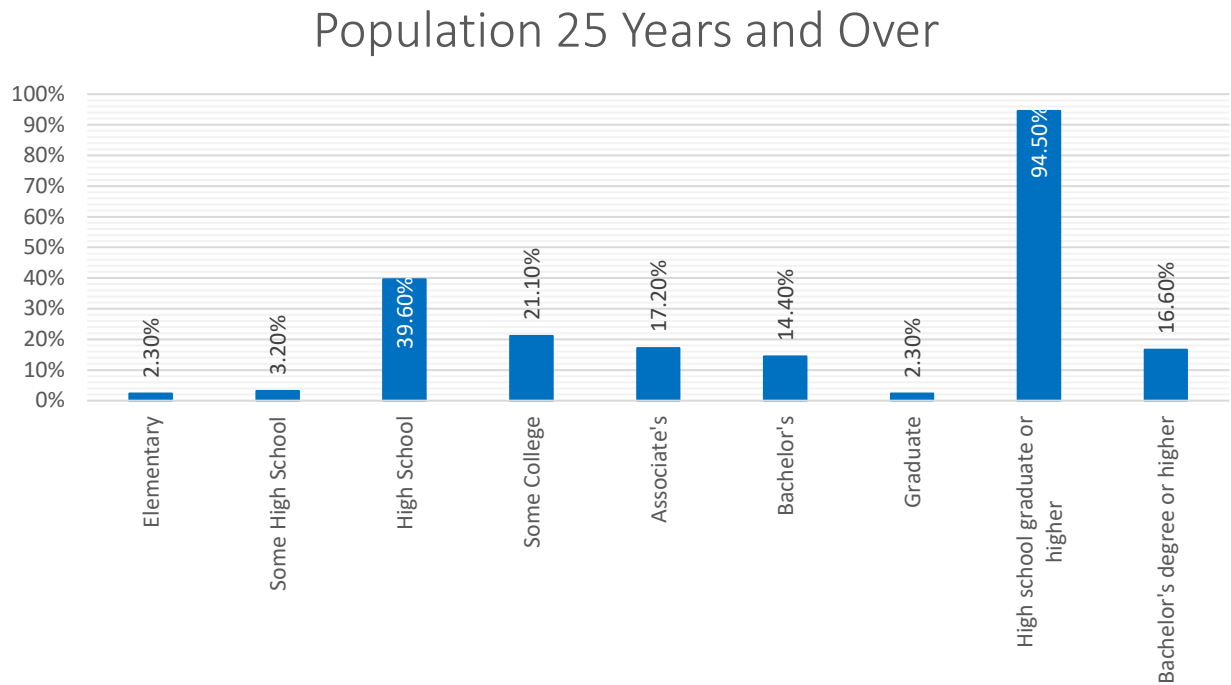
Figure 1 - Village Population



Education

The education and income characteristics of a population can help to define the general needs of a population. Marketing studies often use this type of information to show whether or not a particular store, for example, will be successful in a given location. Income levels also may be used to qualify an area for certain available funding projects benefiting low-income persons. In 2020, almost 94.5% of the Village residents were high school graduates or above, and 18.9% of the Village population had some sort of college degree.

Figure 2 - Educational Attainment



2020 Census

The 2020 Census conducted a count of residents of the United States and five U.S. territories. It marked the 24th census in U.S. history and the first time that all households were invited to respond to the census online.

It was a census unlike any other, with the United States and much of the world facing the COVID-19 pandemic. But thanks to hundreds of thousands of people and partners, we all came together to get the word out and finish the count.

Image 4 - Tunnel Under Bike Path

Image 5 - 2020 Census Data

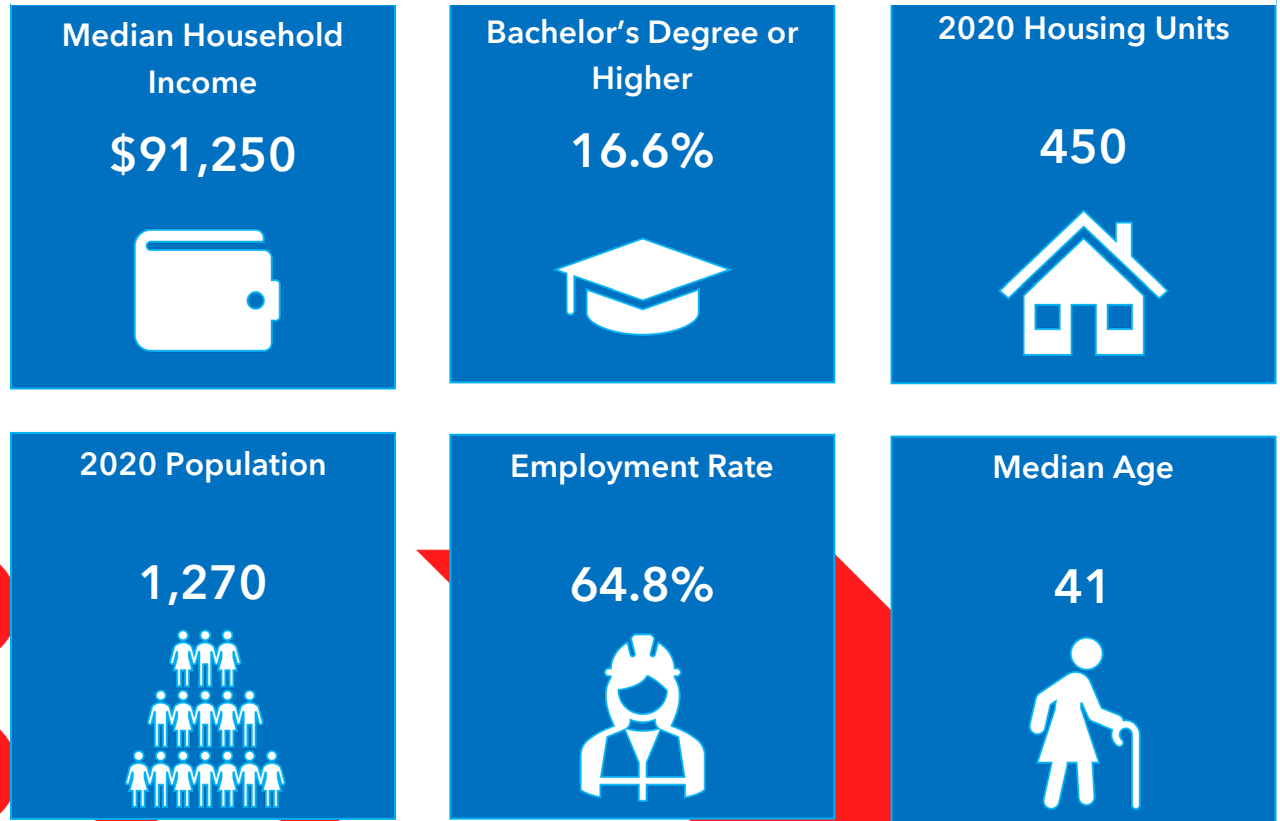


Image 6 - Housing by Year Built

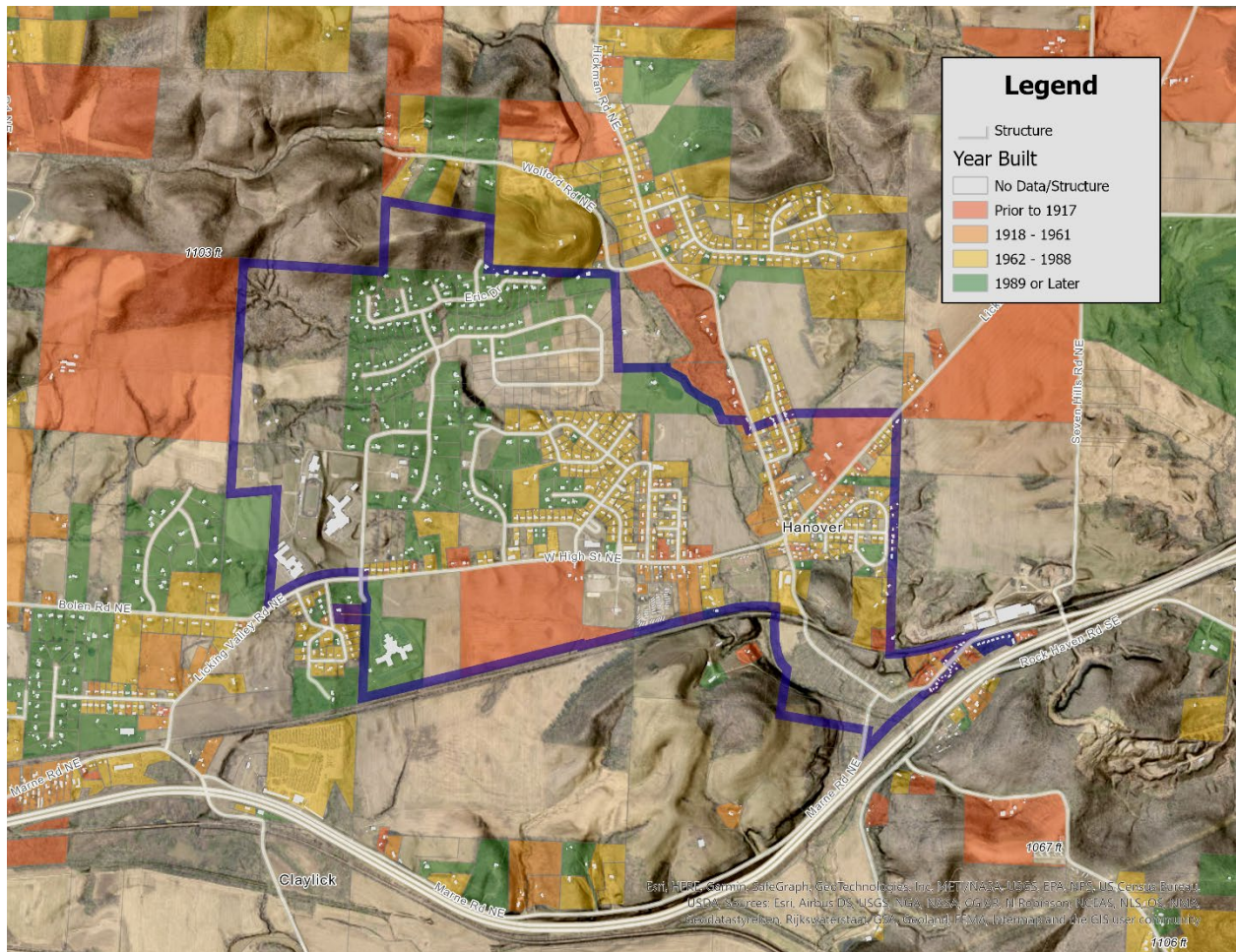


Figure 3 - Housing Value in the Village

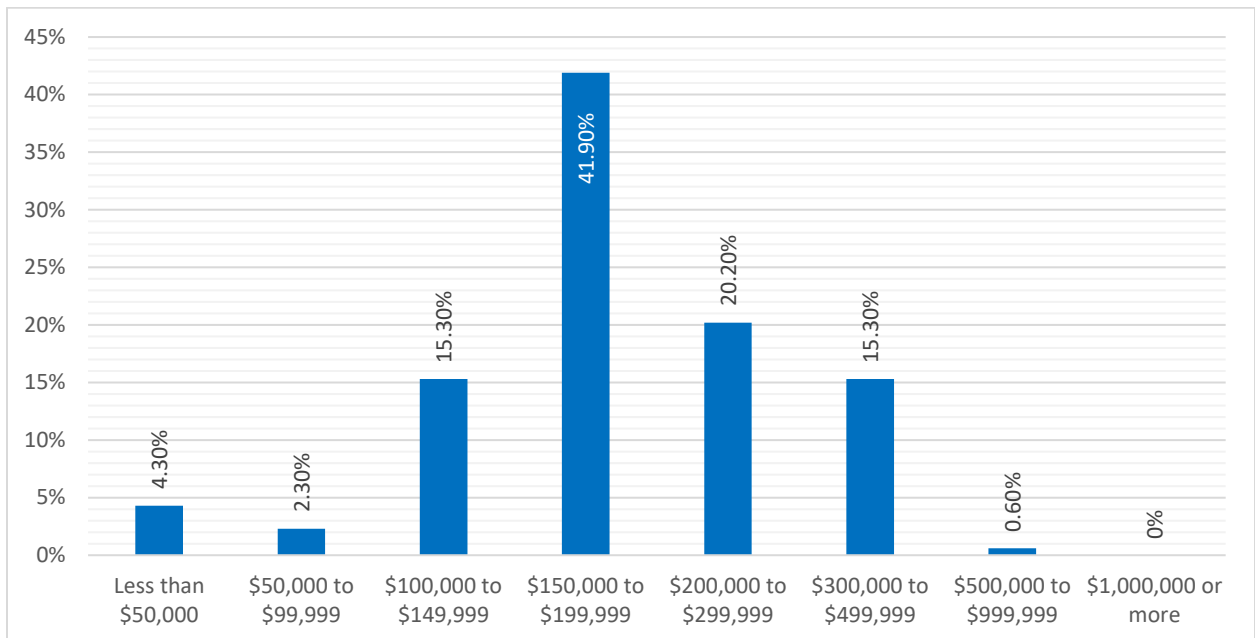


Image 7 - Housing styles in the Village



ARTICLE III LAND USE AND GROWTH MANAGEMENT

Section 1 Growth Management

The most common theme guiding the Village of Hanover Comprehensive Plan is the desire to preserve the land and the rural character of the community to the best of the Village's ability. To accomplish this, growth must be carefully managed. Expansion of public services and facilities needs to be planned to keep pace with growth. This will not only allow the community to grow, but it will also improve the quality of life for current residents.

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

An overall land use plan is necessary to coordinate activity and function between land uses.

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

keep pace with changes in the community. It is recommended the Village update each document as needed but no later than 2026.

Most of the planning area surrounding the Village may be considered prime farmland at this time. The areas where agricultural land may most appropriately be preserved are those areas where central water and sewer are not expected soon and where rapid development is not expected are not projected. Such areas should be protected from scattered residential development which often conflicts with normal agricultural operations.

Manufacturing and commercial activity in the planning area is limited. While more concentrated commercial uses are in the City of Newark, other uses are scattered widely throughout the community. Locations for future commercial and industrial development have been carefully selected to provide the most activity for the businesses and at the same time to limit potential conflicts with surrounding uses such as residential subdivisions or farms.

Village residents have expressed the desire to avoid heavy industry, and this is appropriate given the rural atmosphere of the Village.

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

Section 1 Current Land Use

Figure 4 - Current Land Use

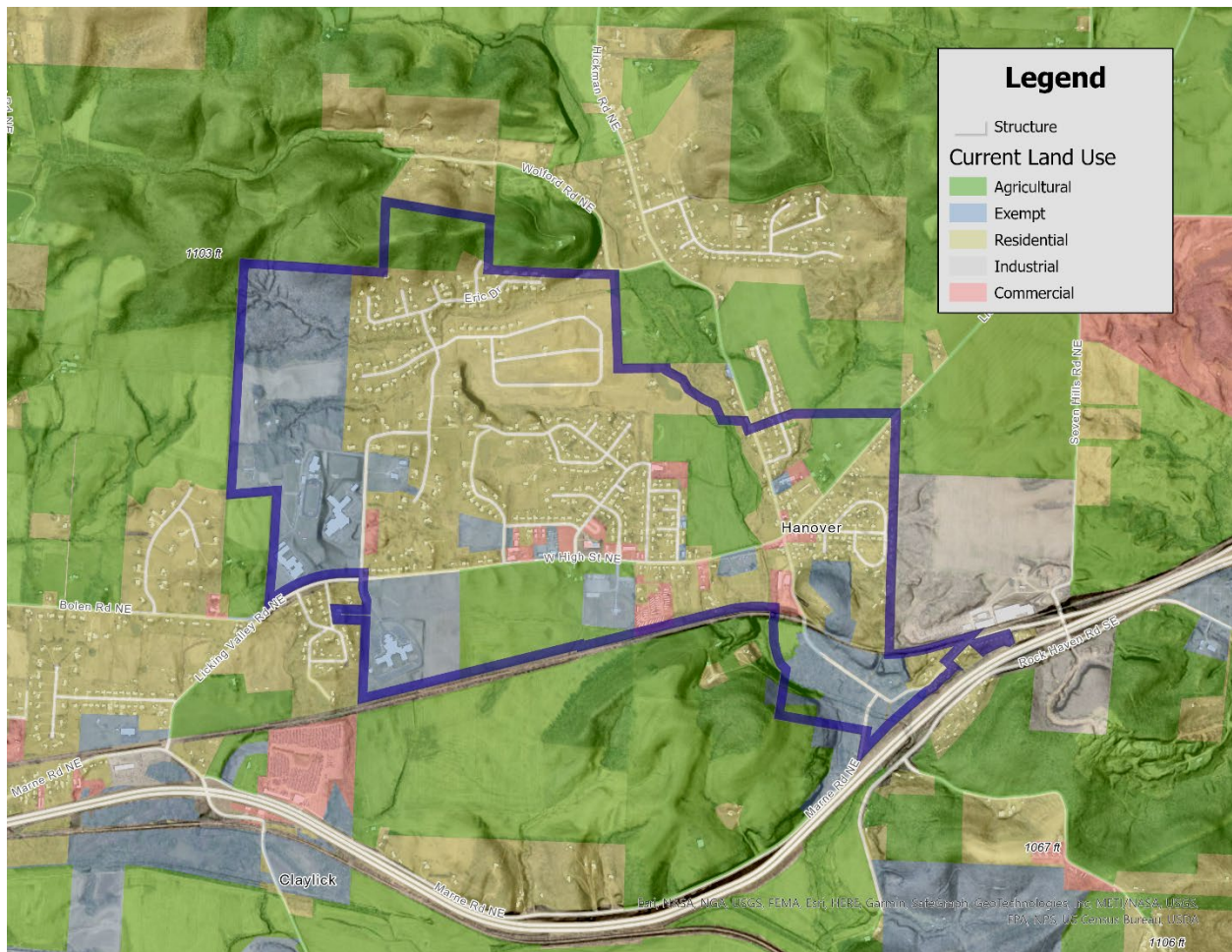
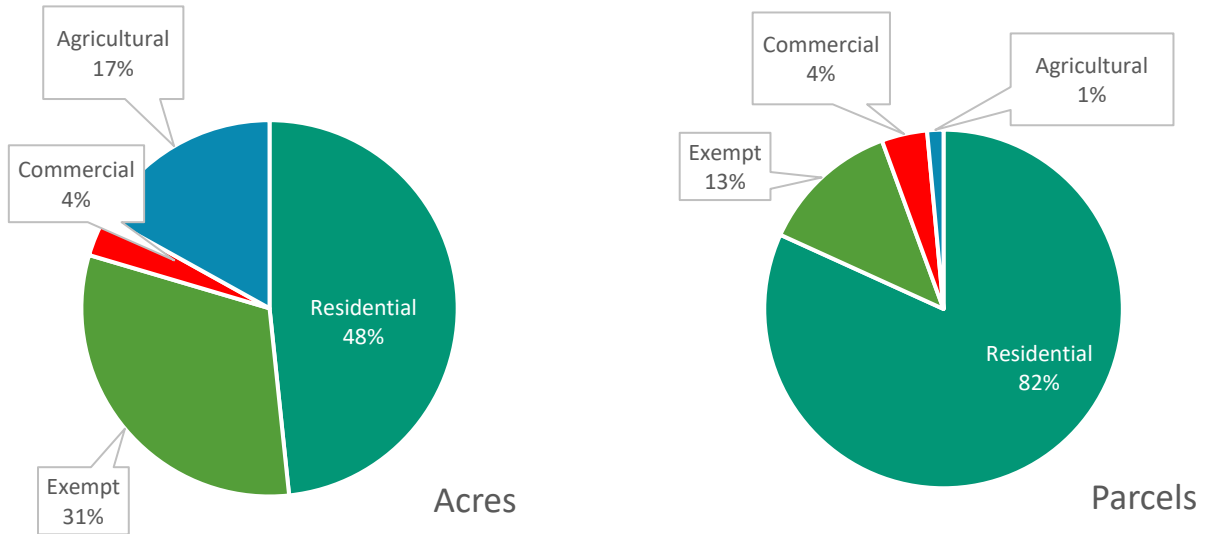


Table 1 - Current Land Use

Current Land Use	Parcels	% Parcels	Acres	% Area
Residential	557	82%	535	48%
Exempt	86	13%	346	31%
Commercial	28	4%	39	3%
Agricultural	10	1%	187	17%
Total	681		1107	



Section 2 Future Land Use Map vs. Zoning Map

The Future Land Use Map (FLUM) is the primary guide to the future physical development of the Village. The map and its land use designations describe the desired types, intensity and spatial arrangement of the Village’s land uses to achieve the vision described in this plan.

What the FLUM does	What the FLUM does not do
Serves as a guide for future decisions about zoning, development, and infrastructure investments	NOT a zoning map
Describes intended use and character attributes for future development throughout the Village	Not a mandate for development nor redevelopment
Is related to zoning, but serves a different purpose	Does NOT change property rights allowed by zoning in place today

The Future Land Use Map is a policy guide and is not the same as the Zoning Map. The differences include:

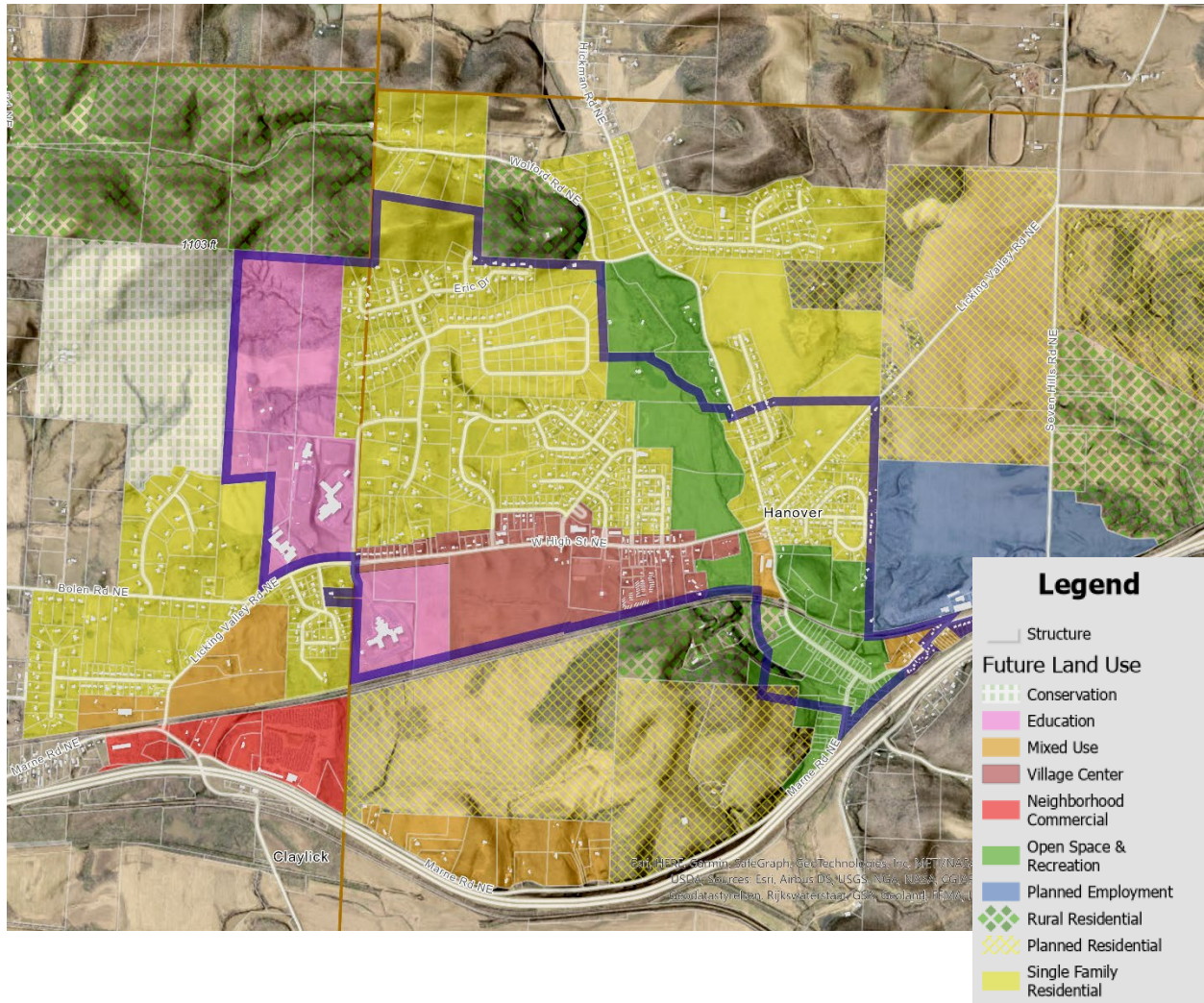
FLUM and Comprehensive Plan	Zoning Map and Resolution
FUTURE. Describes land uses and physical characteristics intended in an area in the future.	TODAY. Defines land uses and development characteristics allowed on a specific site today.
GENERAL INTENT. Describes general land uses, physical characteristics, and other considerations	SPECIFIC REQUIREMENTS/ALLOWANCES. Defines specific permitted or conditional land uses, minimum and maximum structure size, required architectural and site design features, and review procedures.
GENERAL LOCATIONS. Not parcel specific.	SITE SPECIFIC. Each parcel of land is assigned a specific zoning district.
A FLEXIBLE GUIDE. Makes recommendations about the future, but is not legally binding. Adopted by Trustees as a guide. Zoning changes should be "in accordance with" the Plan.	A LAW. The map and zoning resolution are legal documents adopted by City Council.

Image 8 - Village Clock at Valley Boulevard



Section 3 Future Land Use Map

Image 9 - Future Land Use



Section 4 Future Land Use Descriptions

The categories below generally describes the appropriate use and character of development for a location in the future. The categories must balance predictability with long-term flexibility. It is possible for more than one zoning district may be appropriate to implement a FLUM category.

Conservation

Property that is currently preserved in conservation easement or other regulatory conservation program.

Education

Property that is currently owned or used by the Licking Valley Local School District.

Mixed Use

The primary purpose of the mixed use district is to focus on historic and cultural acknowledgment, preservation and creation of outstanding open spaces, and the presence of mixed use districts. These features allow for a wider range of choices for housing and employment, create interesting places and walkable districts, and enable buildings of lasting, memorable and high quality architectural character that maintain a commitment to exemplary planning and design.

The mixed use district is intended to bring to life the five vision principles by enhancing economic vitality; integrating the new center into community life; embracing St. Albans Township's natural setting and celebrating a commitment to environmental sustainability; expanding the range of choices available to central Licking County and the region; and creating places that embody St. Albans Township's sense of community.

More specifically, the purpose of the mixed use district is to promote development that creates an emerging center for urban lifestyles within a walkable, mixed-use urban environment that will create the Township's presence as an exceptional location for high quality business investment.

The mixed use district is further intended to create one of a kind place through the preservation of those areas having architectural landmarks and traditional design, creating complete neighborhoods, and providing designs that honor human scale in their details.

Mixed Use Key Component and Characteristic Recommendations:

1. The mixed use district should subscribe to the principles of walkable urbanism.
2. Research has demonstrated that in the current real estate cycle, many companies are choosing to locate in vibrant, walkable neighborhoods in part because of the desire to attract talent.
3. The trend towards drivable sub-urban development lasted over 60 years, and only this past real estate cycle has marked the pivotal moment of a gradual

shift to walkable urban development. Every region in the U.S. continues some level of sub-urban development, particularly on the metropolitan periphery where land prices are lowest.

4. Many public policies favoring drivable suburban development remain in place, from legacy zoning to highway expansion policies. Drivable suburban for-sale home building at the fringe of the Columbus metro region in particular has not ceased, though it is getting harder for conventional builders to make their financial model work.
5. Both the private and public sectors should take note of the proven resilience of walkable urban product and plan accordingly.

Residential (Rural, Planned and Single Family)

Residential areas are intended to provide a mix of housing types on smaller lots with significant provision of open space. Development goals include the preservation of natural features and the creation of comprehensive greenway systems and open vistas.

Planned Residential development should adhere to generally acceptable planning standards such as planned unit development, conversation development and walkable community development.

Residential development should be allowed 'by right' in typical suburban style development.

Rural Residential development should maintain a large lot area at a minimum of 2.0 acres.

Net Density is defined as the number of units (typically expressed in residential units) per acre of land after required infrastructure and critical areas are deducted from the gross area - thus leaving only the area devoted to the lots themselves.

Planned and Single Family Residential Key Component and Characteristic Recommendations:

1. Discourage the extension of water and/or sewer lines to areas designated at rural residential. Maintain large lots not less than 2.0 acres.
2. Maintain Residential net density at no less than 1 unit per .75 acres.
3. Residential densities greater than 1 unit per .75 acres should be considered by the Village through Planned Residential process.

Vehicular and Pedestrian Traffic Design

1. The design of residential development shall use creative land planning concepts which propose a specific design theme or a unique environmental character. The Village of Hanover encourages developments which reflect the Village's historic agricultural roots.
2. Consider existing site conditions (i.e.: significant vegetation, surrounding context) when designing the street system.
3. Designing neighborhood street patterns which preserve neighborhood integrity, promote lower speeds, and encourage pedestrian activity. Cul-de-sacs should be avoided due to the reduced effectiveness of snow clearing by the Village and decreased response times by first responders.
4. Provide an appropriate right-of-way width for each street which accommodates its character theme i.e.: reduced right-of-way for rural residential theme. The intent is to make the street as pedestrian friendly as possible without compromising its function.
5. Consider the use of various residential traffic control schemes that encourage lower vehicle speeds. Among the schemes to considered are: chokers, traffic circles and chicanes.

Single-Family Buildings

1. Preferred natural materials include brick and stone veneer, including brand name synthetic stone, are preferred as natural materials on front elevations. Changes in material should occur at interior corners and not at exterior corners.
2. The following architectural features are acceptable instead of windows on rear and side elevations to break up large wall expanses: fireplaces, chimneys, garages, doors, quoins, cornices, change in roof line, or special brick coursing.
3. In general, side or rear loaded garages are strongly encouraged. Detached accessory garages shall be of similar style, color, and material selection as the primary building. In meeting the standards for front elevation minimum materials, attached garage doors shall not be included in the calculations.

Multi-Family Buildings

1. Multi-family units should be allowed as a secondary use to other primary uses such as retail, commercial, or other similar use. Standalone multi-family buildings should not be allowed in any district.
2. The Village should consider a maximum unit allowance based on generally accepted mixed use development standards.

Neighborhood Commercial

This designation accommodates the full range of sales and service activities. These uses may occur along arterial highways. In reviewing zoning requests or site plans,

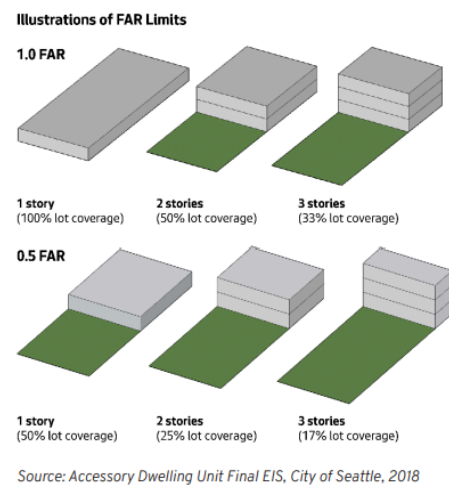
the specific intensity and range of uses, and design will depend on locational factors, particularly compatibility with adjacent uses, availability of highway capacity, ease of access and availability of other public services and facilities.

Neighborhood Commercial is meant to encourage the design and development of non-residential uses in a manner which enhances the Township's image through the application of design and architectural principles, high-quality construction techniques, preservation of existing natural resources, and the provision of aesthetic amenities. New development should be designed to utilize agricultural and/or rural themed style commercial development.

Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Planned Commercial areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Neighborhood Commercial projects encourage incorporation of future transit facilities into development.

Planned Commercial Key Component and Characteristic Recommendations:

1. All uses should be located to protect adjacent residential and agricultural use from such impacts as light, noise or traffic.
2. In areas where ground water pollution vulnerability is more likely than not, uses should be prohibited that involve the use, handling, storage, generation or disposal of hazardous or toxic material or waste or petroleum products.
3. Lot coverage shall be no more than 1.0 Floor Area Ratio (FAR) consistent with the applicable underlying zoning classification standards and land development regulations.



4. Commercial development in newly developing areas is designated in nodes at major thoroughfare intersections and along future commercial corridors.
5. The Village permits the property owner to design a business environment that may meet his/her general objectives, while providing a suitable level of protection for present and future owners of adjacent property. The future enjoyment of nearby residential properties should be a primary consideration.
6. All commercial development must utilize pedestrian and vehicular connections within the development and provide the same connections to adjacent properties.
7. Signage appropriate to the building size without free standing pole signs. Revise the zoning resolution, as needed, to promote rural style signage.

Village Center

Development projects may be classified as "mixed-use" if they provide more than one use or purpose within a shared building or development area. Mixed-use projects may include any combination of civic, housing, office, retail, medical, recreational, or commercial components.

These projects might vary in scale from a single building occupied by a retail shop on the ground floor with an upstairs apartment to a comprehensive "urban village" development with multiple buildings containing separate but compatible uses such as a retail center, office building and medical clinic located adjacent to a multi-family housing complex.

A single owner and business operator might occupy a mixed-use building, or multiple housing and commercial tenants could lease space within a mixed-use development project. Mixed-use projects often involve the redevelopment of buildings and blocks located in aging village commercial districts. However, new construction of mixed-use development is occurring in urban, suburban and rural communities as well.

Village Center Key Component and Characteristic Recommendations:

1. Encourage a vast array of moderate and high-density housing at market rate.
2. Determine the retail concentrations that a downtown market could support, including urban entertainment (movies, restaurants,); specialty retail (clothing, furniture, and jewelry boutique stores); regional retail (department stores, lifestyle retail); and local-serving retail (grocery, drug, bookstores). These different retail options should be concentrated into walkable districts, creating, in essence, regional destinations that give the area critical mass, identity, and a reason to live there.

3. Focus on essential issues such as water and sewer, transit to the established downtown, structured parking, conversion of one-way streets to two-way, tighter turning radiuses at intersections for a better pedestrian experience, and enhanced security and cleanliness, among others.
4. Ensure that citizens, particularly residents of surrounding neighborhoods, have continuous opportunities for input and involvement. It is also important to keep the opinion-makers and the media informed about the development process, as the public image of the Village Center during the early phases of revitalization is generally negative.
5. The ultimate goal of a Village Center is to make it the community gathering place, a place for the entire community regardless of income or race.

Planned Employment

Includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Manufacturing uses should be screened and buffered from adjoining non-manufacturing uses. Examples of light manufacturing uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing.

Planned Employment Key Component and Characteristic Recommendations:

1. Plan new manufacturing uses in corridors or other outlying areas on large, mostly vacant sites which are reasonably flat, accessible, and where manufacturing development would be compatible with the surrounding environment and with existing land uses.
2. Plan for new manufacturing uses in corridors where significant amounts of industry exist and in other locations where desirable.
3. Any outside storage should be under a roof and screened from public view.
4. Identify locations where various governmental assistance programs and public works improvements should be targeted by the Township in order to retain and attract manufacturing development.
5. Adoption of a 'dark sky' style light pollution strategy should be considered by the Village to prevent unwanted light pollution.
6. Ensure all buildings, parking lots and drives are adequately screened from adjacent land uses by landscaping, buffering or other types of mitigation techniques.
7. Street trees should be used to buffer the use from the adjoining roadway.

Open Space & Recreation

May include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence

of topographic constraints or institutional uses on the site. Open Space and Recreation may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include Township/Village owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

Park & Open Space Key Component and Characteristic Recommendations:

Any residential development within the Village should be accompanied by an open space program. This program should address the types of amenities and how the proposed open space relates to the existing open space in the surrounding area. It should also address the use of open space and its relationship with the Licking County trail system.

1. When locating and designing open space, carefully consider the surrounding natural and manmade elements by:
 - a. Designing view corridors, preserving and creating focal elements;
 - b. Locating open space to be visually and/or physically useable, accessible and safe;
 - c. Designing open space for a wide variety of activities for all ages such as: walking, sports, neighborhood events, etc.
2. The open space system in new residential developments shall encourage pedestrian circulation within and external to the project by means of landscaped greenbelts. These elements should act as connectors that link such development with the County's major open space system. Greenbelts should connect neighborhoods in a safe and secure manner with schools, civic uses and commercial centers, where possible.
3. Placement of open space shall allow the opportunity for unusual siting of the houses adjacent to the open areas.
4. Design active open space in a manner which is easily accessible to local residents. Accessible means 1/3 of a mile or 1,760 feet by walking or biking.
5. Neighborhood parks in all residential developments shall include a variety of amenities such as tot lots, bar-b-ques, ramadas, picnic tables, ball courts, interpretive experiences, connecting sidewalks, play fields, pedestrian scale lighting etc.
6. Use grading/landscaping along arterial and collector street frontages to buffer residences from traffic-generated noise and light pollution.
7. Consider buffering pedestrian walks from street curbs with a minimum three (3) foot wide landscape strip.
8. Any residential, commercial or industrial development should be prohibited from the Open Space and Recreation district.

9. Utilize Rocky Fork for the advancement of stream corridor preservation while incorporating walking paths and multi-use trails as mentioned in the Active Transportation section of *Moving Forward*.

Section 5 Transect

The Village of Hanover regional scale map is based on the guiding principles of SmartCode developed by world renowned community planners Andres Duany, Elizabeth Plater-Zyberk and others. The concept of the “transect”, known as a cut or path through part of the environment showing a range of habitats is found throughout this Article. Biologists and ecologists use transects to study the many symbiotic elements that contribute to habitats where certain plants and animals thrive.

History of Transect Used in Planning

To systemize the analysis and coding of traditional patterns, a prototypical American rural-to-urban transect has been divided into six Transect Zones, or T-zones, for application on zoning maps. Standards were written for the first transect-based codes, eventually to become the SmartCode, which was released in 2003 by Duany Plater-Zyberk & Company.

Intended Benefits of Using Transect Based Planning

Planners are committed to transect-based environmental and land development principles that guide and encourage the following outcomes:

1. Provision, protection and repair of walkable, transit-connected communities, including existing downtowns and first ring suburbs
2. Comprehensive zoning reform to legalize and protect traditional neighborhood patterns, halt the proliferation of auto-dependent sprawl, and encourage the evolution of single-use areas into towns
3. Context-based thoroughfare design and engineering for safe and efficient multi-modal transit that includes pedestrian, vehicular, and mass transportation options
4. Affordable housing and community-based income diversity
5. Regional, local, and individual food production
6. Passive climatic response in building and urban design through local patterns and character
7. Reduction in the environmental impacts and costs of infrastructure

8. Reduction of waste and harmful emissions as byproducts of human settlement, and the promotion and study of renewable energy technologies.
9. Repair and infill of unsustainable sprawl patterns at the community and building scales, including the retrofit of thoroughfares for walkable environments.
10. Reduction of waste and harmful emissions as byproducts of human settlement, and the promotion and study of renewable energy technologies.

Intent

The intent and purpose of this Section is to enable, encourage and qualify the implementation of the following policies:

The Region

1. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, and riparian corridors.
2. That growth strategies should encourage Infill and redevelopment in parity with New Communities.
3. That development contiguous to urban areas should be structured in the pattern of Infill TND or Infill RCD and be integrated with the existing urban pattern.
4. That development non-contiguous to urban areas should be organized in the pattern of CLD, TND, or RCD.
5. That transportation Corridors should be planned and reserved in coordination with land use.
6. That green corridors should be used to define and connect the urbanized areas.
7. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

The Community

1. That neighborhoods and Regional Centers should be compact, pedestrian-oriented and Mixed Use.
2. That neighborhoods and Regional Centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
3. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

4. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
5. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
6. That appropriate building Densities and land uses should be provided within walking distance of future transit routes and stops.
7. That Civic, Institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
8. That schools should be sized and located to enable children to walk or bicycle to them.
9. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

The Block and Building

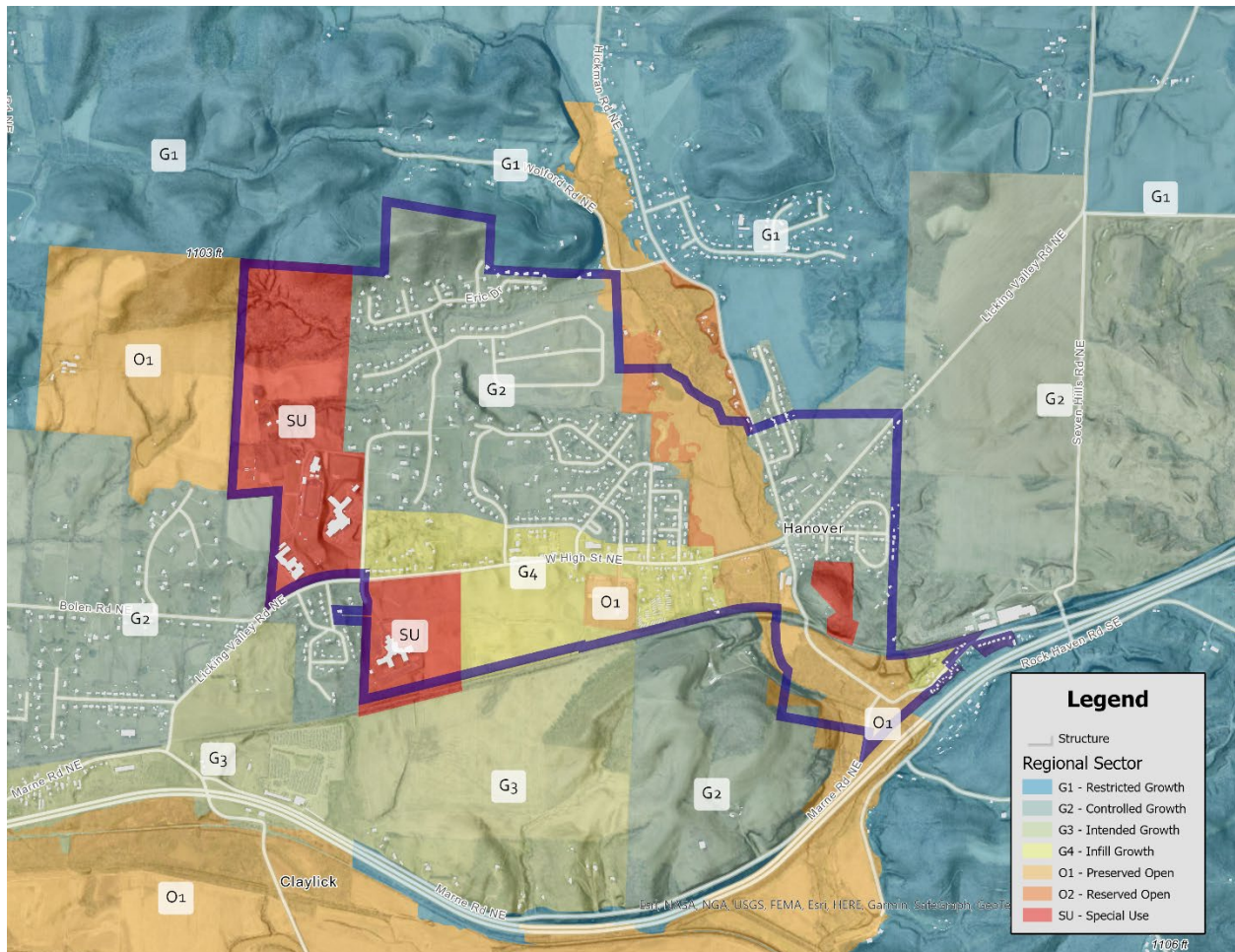
1. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
 2. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
 3. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
 4. That architecture and landscape design should grow from local climate, topography, history, and building practice.
 5. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
 6. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
 7. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
 8. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
 9. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.
-
1. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

2. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

Regional Transect Recommendations:

1. Update the Village of Hanover zoning resolution to a form-based code developed in conjunction with Image 10.

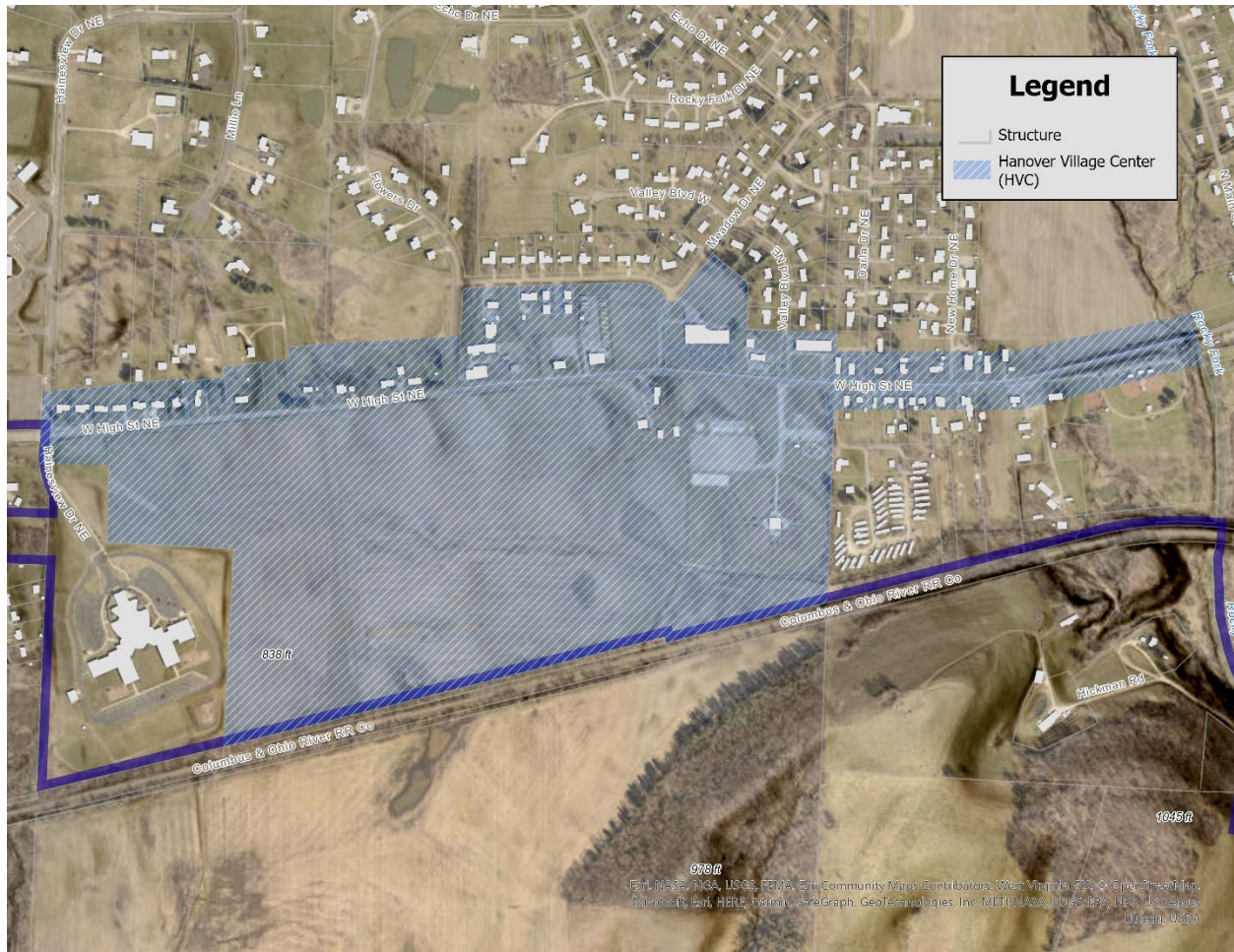
Image 10 - Hanover Region Transect



ARTICLE IV HANOVER VILLAGE CENTER (HVC)

The general objective of Hanover Village Center (HVC) is to create a pedestrian oriented space that will provide social, economic and physical connection for future generations.

Image 11 - Hanover Village Center



Section 1 The Guiding Tenants of HVC

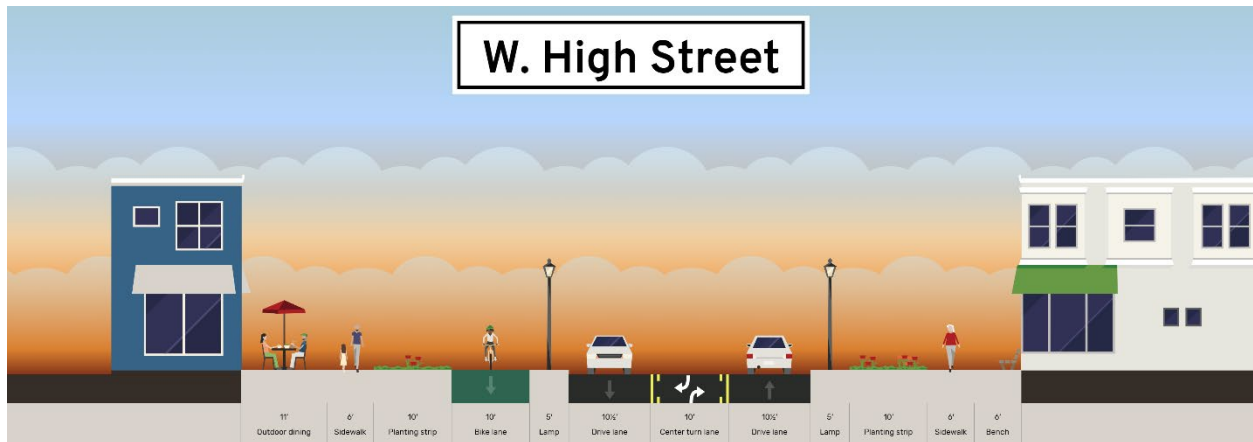
1. Assist in the implementation of Village and regional transportation plans by establishing a pedestrian street designation that results in a network of active, aesthetically pleasing, and interesting streets that link the HVC with Legacy Park, Licking Valley Schools, TJ Evans Bike Trail and residential neighborhoods.
2. Increase architectural and historic continuity between HVC and the remainder of the Village.

3. Increase walkability by creating a high quality, compact, pedestrian-oriented environment so that people will be encouraged to work, shop, play, and live within HVC.
4. Provide strong, continuous edges that clearly define public open spaces and rights-of-way.
5. Contribute to the streetscape by incorporating human scaled, artistic elements or public art, or historically inspired elements into building design.
6. Provide direct visual contact between activities occurring inside buildings and the street environment.
7. Establish attractive Entry Streets that enhance the visual appearance of entrances and prominent corridors into and around HVC.
8. Acknowledge the need to accommodate arrival by vehicle while supporting increased arrival by transit, carpool, bike, and on foot.

Section 2 HVC Overview

HVC should have active streetscapes with storefront building design and wider pedestrian pathways. Design elements should complement the surrounding architecture with sensitivity to neighboring buildings' proportions and rhythms. The area should include "classic main street" furnishings, finishes, and styling; and materials drawing inspiration from surrounding historic materials like sandstone, brick, and granite. New buildings may exhibit contemporary styled architecture but must not detract from the overall historic character of the Village. New buildings should complement the Village's character through design features and qualities such as materials, scale, façade composition, and proportion, but not try to replicate historical styles.

Image 12 - W. High Street Typical Section



Type 1 Pedestrian Oriented Streets are the most important HVC pedestrian routes with the greatest volume and concentration of pedestrian activities and attractions. The intent is to ensure these streets maintain that level of pedestrian traffic and amenity. Guidelines for Type 1 Pedestrian Oriented Streets emphasize a high level of façade transparency (amount of clear ground floor window area), wide sidewalks, non-residential uses on the ground floor, limited vehicle access and parking, and maintenance of a prominent street wall.

Type 1 Pedestrian Streets include High Street.

Type 2 Pedestrian Oriented Streets are also important pedestrian connections but with less pedestrian traffic, amenities, and attractions. The intent is to ensure Type 2 Pedestrian Oriented Streets are attractive pedestrian connections with sufficient interest at street level to encourage pedestrian traffic. Guidelines for Type 2 Pedestrian Oriented Streets require some transparency and access limitations.

Image 13 - Type 1 Street Example



Section 4 Housing

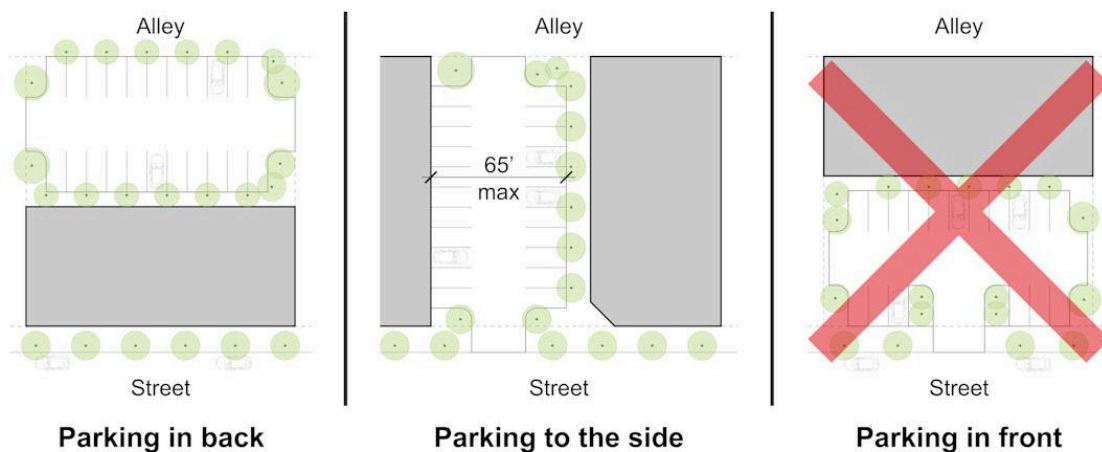
Housing along Type 1 streets should be located on the second story of the building. Single family detached structures should be located away from High Street and behind commercial structures along High Street. At no time should the rear of a single family structure be directed at the street frontage.

Section 5 Parking

Surface parking must be located behind, underneath, or to the side of the ground floor use facing the Street; parking is prohibited between the building and the street.

Exceptions: If the parking is on the side of a building, or there is no building, parking should not exceed 65 feet of the street frontage.

Image 16 - HVC Parking Location



Walkways through parking areas. Developments must have specially marked or paved walkways through parking areas. Generally, walkways must be provided at least every four rows or at least every 180 feet, whichever will yield more walkways. Walkways must be aligned to connect with major building entries or other sidewalks, walkways, and destinations. Walkway should be a minimum of 4 feet wide (unobstructed clear width excluding vehicle overhang).

Image 17 - HVC Walkway Example



Section 6 Trees and Landscaping

The HVC is envisioned to be intensively developed, therefore landscaped areas are likely to be limited. Developments must incorporate landscape elements to enhance building forms and provide smaller scale visual interest. Developments must emphasize uniform plantings in a linear or geometric pattern, with plants pruned into regular shapes and symmetric landscape layouts with straight walkways rather than naturalistic landscape layouts.

Plant Materials: Landscaping must consist of durable, well-suited ornamental trees and shrubs to complement buildings. Plantings may be structural, space-defining features.

Pavements: Hardscaped elements of landscaping must consist of high quality pavements such as concrete and pavers. Asphalt and gravel are prohibited.

Furniture and Site Furnishings: Site fixtures must complement the materials and character of the development's building. Furniture and lighting must reflect the historic character of the Sub-District.

Section 7 Lighting

The maximum exterior light level anywhere within the development is 5 foot candles, measured on the ground. Lighting should be provided at consistent levels, with an average lighting level to minimum lighting level uniformity ratio no less than 3:1, to create gradual transitions between varying levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas are prohibited.

Lighting should meet the following light quality, height, and shielding requirements unless the applicant demonstrates to the Village's satisfaction that there is a compelling reason these requirements cannot be met:

1. Parking area lighting fixtures should be fully shielded, Dark Sky Approved, and mounted no more than 20 feet above the ground with lower fixtures preferable so as to maintain a human scale.
2. Exterior lighting may not spill onto adjacent properties.
3. Pedestrian lighting may not exceed a height of 15 feet above the ground, except in parking areas as noted in subsection a above.
4. Architectural lighting. Steady, non-flashing lighting of building features, artwork, and special landscape elements may be allowed.
5. Character of light fixtures and mounting. The design character of site and building-mounted lighting should be consistent with the site's architecture. Alternatively, the design of site and building-mounted lighting may be unobtrusive without embellishment or specific character, provided the lighting fixture's visibility is minimized.

Hanover Village Center (HVC) Recommendations:

1. Begin implementing the HVC concept by updating Village zoning regulations.
2. Ensure adherence to HVC recommendations and concepts throughout *Moving Forward* during plan review and approval for new development.
3. Address access management along High Street to ensure proper traffic flow along and through HVC.
4. Adopt general architectural standards to ensure building continuity while allowing for unique style and avoiding monotonous building design.

ARTICLE V TRANSPORTATION AND MOBILITY

The principal role of transportation is to provide or improve access to different locations for individuals and businesses. Transportation thus facilitates a wider range of social and economic interactions than would otherwise be possible.

For the business sector, this involves connections between businesses and their suppliers, between businesses and other businesses, and between businesses and their markets. For the household sector, transport provides people with access to workplaces, schools and shops. It connects them to social, recreational, community and medical facilities for personal and leisure activities.

The quality of transportation links can affect the relative competitiveness of one area over another area, because of quality of life, lower costs to access resources and markets, and access to larger markets.

Section 1 W. High Street

The Village's primary access route is High Street (SR 668) that runs east-west from Hainesview Drive to Hickman Road within the Village and generally connects SR 16 to SR 586.

There are six (6) intersections within a one (1) mile of each other along with numerous private driveways. The Village has begun the process of planning a large scale improvement project along High Street that will involve the construction of four (4) traffic circles; one each at Hainesview Drive, Flowers Drive, Meadow Drive and Valley Boulevard. Improvements to High Street involve the addition of a two way left turn lane and frontage streets to reduce traffic congestion on High Street.

Image 18 - W. High Street Typical Section

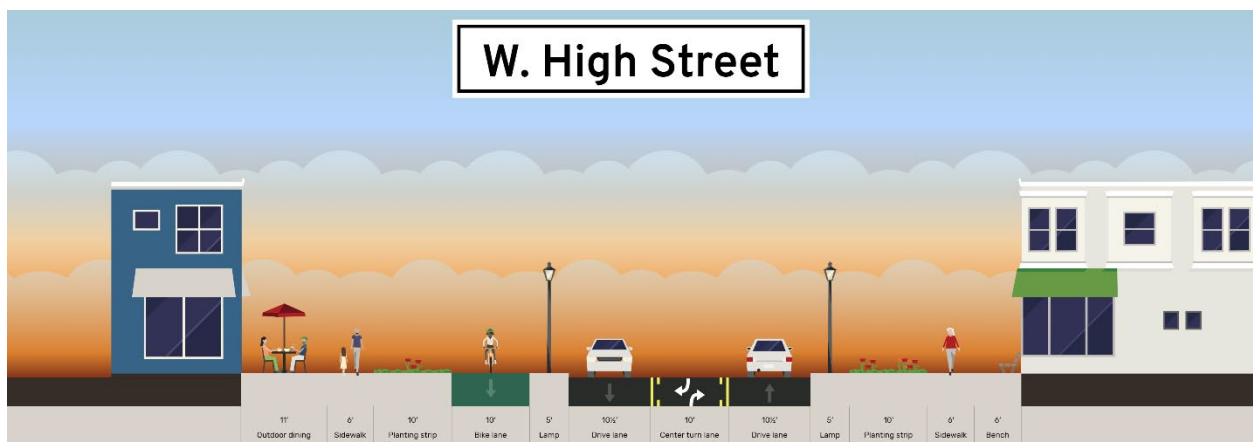


Image 19 - W. High Street Intersections



Image 20 - West High Street Traffic Circle Concept



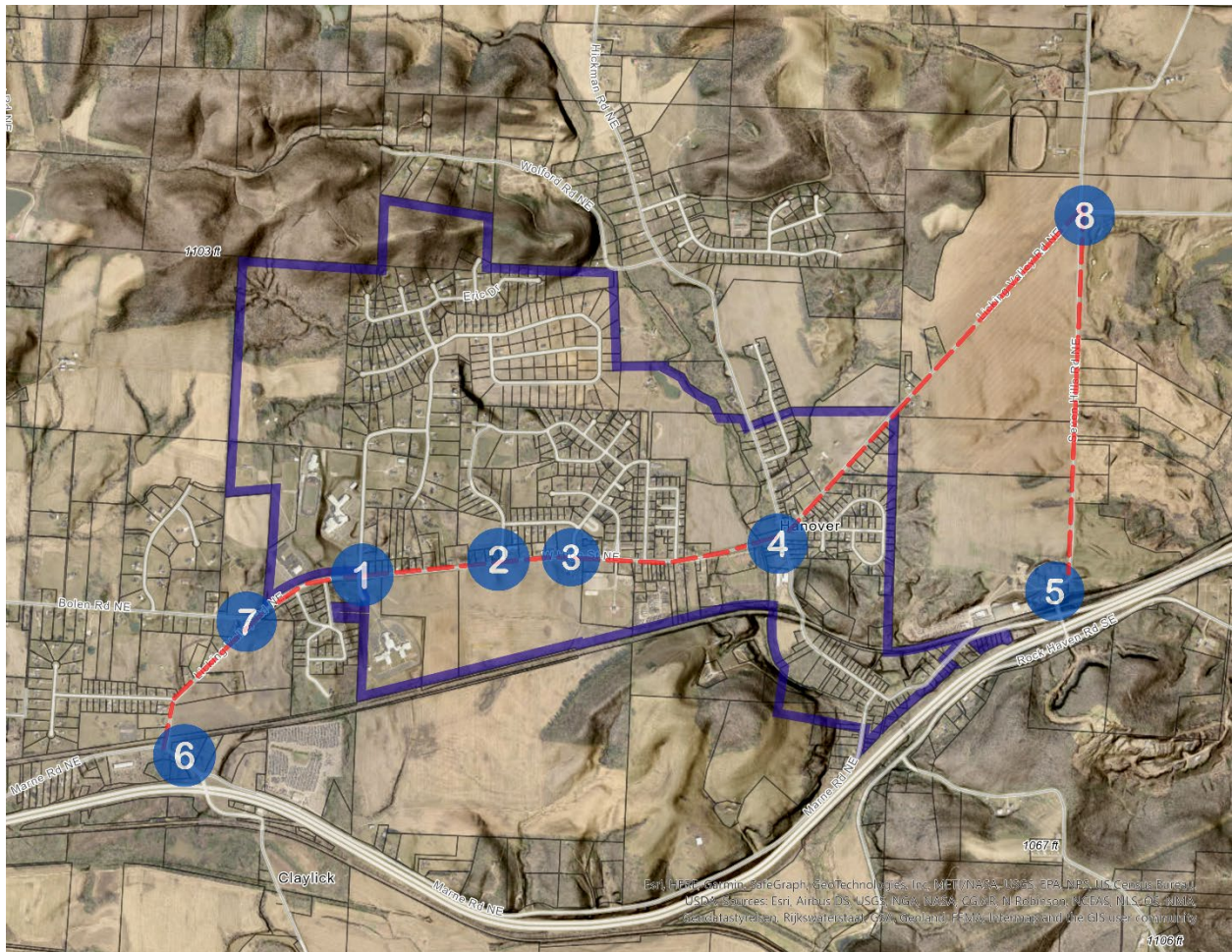
Section 2 Surface Transportation

Like other Licking County and central Ohio local governments, the Village of Hanover is tasked with maintaining current roadways, intersections and right of way. In addition, the Village will be responsible for maintaining future roads constructed by residential developers (with certain exceptions).

In order to proactively prepare for growth, the Village has become very active with Licking County Area Transportation Study (LCATS), the local MPO for the Village. LCATS is the conduit for federal and state road monies to get to localities such as Hanover.

In addition to the assistance from LCATS, Image 16 graphically shows the roads and intersections that will be targeted for improvements in the coming years. For most funding sources, any improvement seeking assistance must be included in the community's comprehensive plan.

Image 21 - Road and Intersection Infrastructure Improvements



The intersections of W. High Street, being the most traveled road in the Village, are highlighted for future improvements. To keep operational and maintenance costs low for the Village, avoidance of traffic signals is a high priority due to the ongoing maintenance costs associated with equipment, poles, and technology.

Instead, the Village will look to traffic circles and/or roundabouts as the tool to handle increased traffic and reduce operation and maintenance costs to the Village.

The decision to focus on traffic circles and roundabouts is based on safety statistics showing the highly effectiveness of such improvements at reducing accidents including:

- Roundabouts only have 8 potential conflict points vs. 32 at a traditional intersection.
- Studies by the Federal Highway Administration (FHWA) show that roundabouts achieve a 44% reduction in crashes and reduce serious injury and deadly crashes by nearly 90% at two-way stop intersections.
- When roundabouts replace a traffic signal, FHWA found a 48% reduction in crashes and nearly 80% drop in serious injury and deadly crashes.

Summary of Proposed Intersection Improvements

1. Hainesview Drive/High Street - This is the most important intersection because it connects the High School, Elementary School and Hainesview Estates as well as serving as the first intersection in the Village when entering from SR 16.
2. Flowers Drive/High Street - Future connection to the Myer farm to the south will be critically important to this intersection.
3. Valley Boulevard/High Street - Similar to Flowers Drive, connecting the Myer farm at this location should be a top priority for the Village.
4. Hickman Road/High Street - The large space of this intersection could be reduced or improved. The intersection is not symmetrical and is fronted by a gas station and restaurant.
5. Seven Hills/Marne Road - Future consideration as an alternative to High Street will require improvements to the intersection and roadway.
6. Marne Road/Licking Valley Road/SR 16 - Commercial growth is anticipated at this intersection which will need improvements to reduce the amount of conflict points and various directions of travel.
7. Bolen Road/Licking Valley Road - The vertical and horizontal curve of this intersection will become a factor with increase traffic and could be a safety hazard.
8. Seven Hills/Licking Valley Road/Osborn Road - Three roads meet at this intersection. If The Flats is developed, this intersection should be improved to reduce conflict points and increase safety.

Summary of Proposed Intersection Improvements

1. High Street - Discussed elsewhere in detail in this plan, High Street will see incredible traffic increases over the coming years and should be a priority for the Village, developers and school district.
2. Seven Hills Road - This is a viable option for future vehicular traffic attempting to travel north and east of the Village.

Surface Transportation Recommendations:

1. Ensure developers install appropriate surface transportation infrastructure according to Image 17 of this plan.
2. Ensure developers pay proportional amount towards regional surface transportation projects that have a direct impact upon their development.
3. Coordinate funding opportunities with Licking County Area Transportation Study for future road and intersection improvements by ensuring projects are submitted for TIP programming.
4. Coordinate major transportation projects with Licking County Transportation Improvement District (TID) who may assist in project execution and alternative funding scenarios.

Section 3 Active Transportation

Active transportation is human-powered transportation that engages people in healthy physical activity as they travel to their destinations. Active transportation tends to be combined with public transportation for longer distances. Active Transportation is a great way to exercise, thereby reducing the risks and health detriments associated with obesity, such as heart disease, diabetes, and high blood pressure. Exercise has also been proven to improve mental health and lower stress. It also benefits the environment by reducing motor vehicle emissions and pollutants, while sparing the user fuel costs and reducing vehicle maintenance costs.

Why is active transportation important?

1. To connect people to everyday destinations (work, school, grocery stores, doctors, etc.)
2. To provide facilities that enable residents to walk and bike safely
3. Improved mobility options/connections to improve healthy living opportunities
4. To make the community more convenient and accessible for walkers and bikers
5. To provide residents with options for getting around other than by a personal vehicle

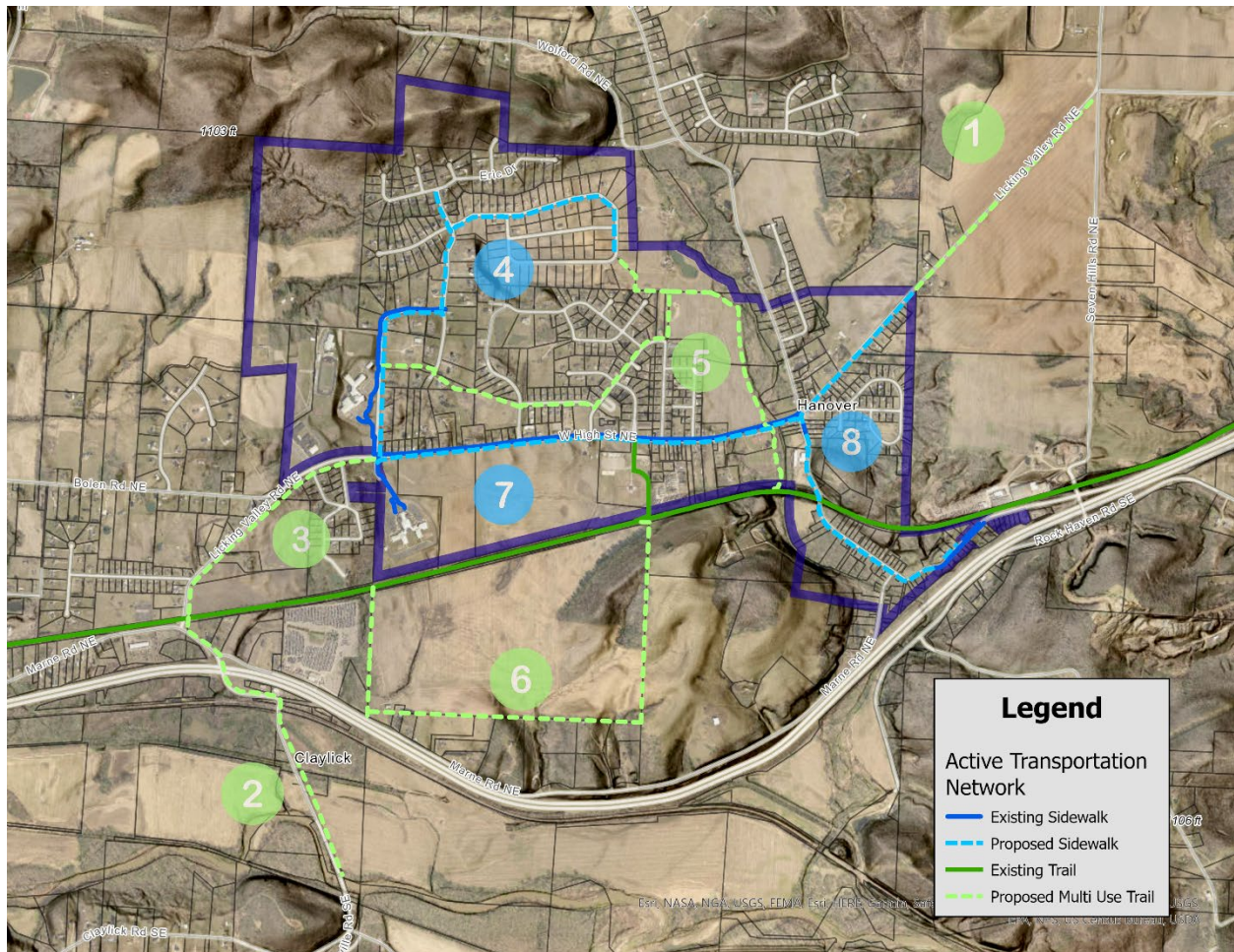
6. A need to extend our connected shared-use/bike paths with on-street bicycle and pedestrian facilities

A major component of *Forward Together* is the incorporation and prioritization of walkability within the community. This can be accomplished by installing new active transportation infrastructure in the existing community while requiring future development to install the same.

Summary of Active Transportation Infrastructure

1. The Flats/Licking Valley Road Multi Use Path - Connecting future development with the Village via (8) Licking Valley Road sidewalk.
2. Licking River Multi Use Path - Connecting the Village to the Licking River. This will require a bridge or other means to safely travers SR 16.
3. Licking Valley Road Multi Use Path - Serves as a connection to the bike path parking lot, TJ Evans Trail, Middle School and High School.
4. Hainesview Sidewalk - Currently there are no sidewalks in Hainesview Estates save for a section from the High School to Millie Lane. Constructing these sidewalks will accommodate a large majority of school aged children who do not have a safe, non-motorized route to school. This system will connect to (5) Rocky Fork path.
5. Rocky Fork Multi Use Path - This includes a path along Rocky Fork as well as a connecting path through the Flowers Addition and Echo Valley neighborhoods eventually connecting to (4) Hainesview Sidewalk.
6. Southern Multi Use Path - The purpose of this path is to connect future development south of the bike path to Hanover Village Center and Marne Road.
7. W. High Street Sidewalk - High Street is the Village's primary vehicular route connecting neighborhoods, schools and parks. An additional sidewalk along the southern edge of the road will connect many major destinations along the corridors for walkers, bikers and families.
8. Old Hanover and Valleyview Sidewalk - Connecting two neighborhoods currently separated by the bike path and railroad tunnel. This sidewalk will provide a connection to (8) Flats Multi Use Path and (7) W. High Street Sidewalk.

Image 22 - Active Transportation Infrastructure



Active Transportation Recommendations:

1. Ensure developers install appropriate active transportation infrastructure according to Image 18 of this plan.
2. Evaluate alternatives to Image 18 that benefit the Village.
3. Ensure all development has connections to neighboring properties for sidewalks, walking paths or multi use paths to ensure walkability between development.

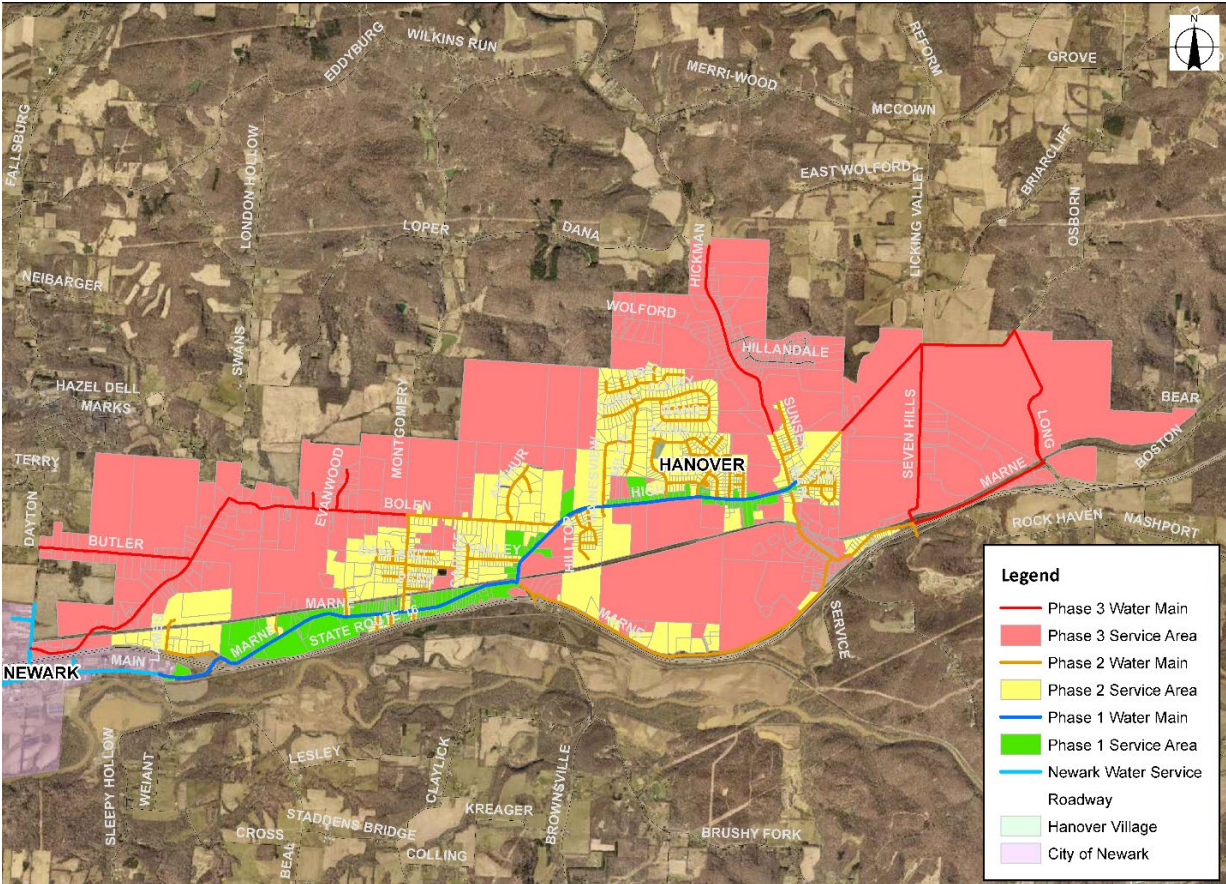


ARTICLE VI WATER, WASTEWATER, STORMWATER

Section 1 Water

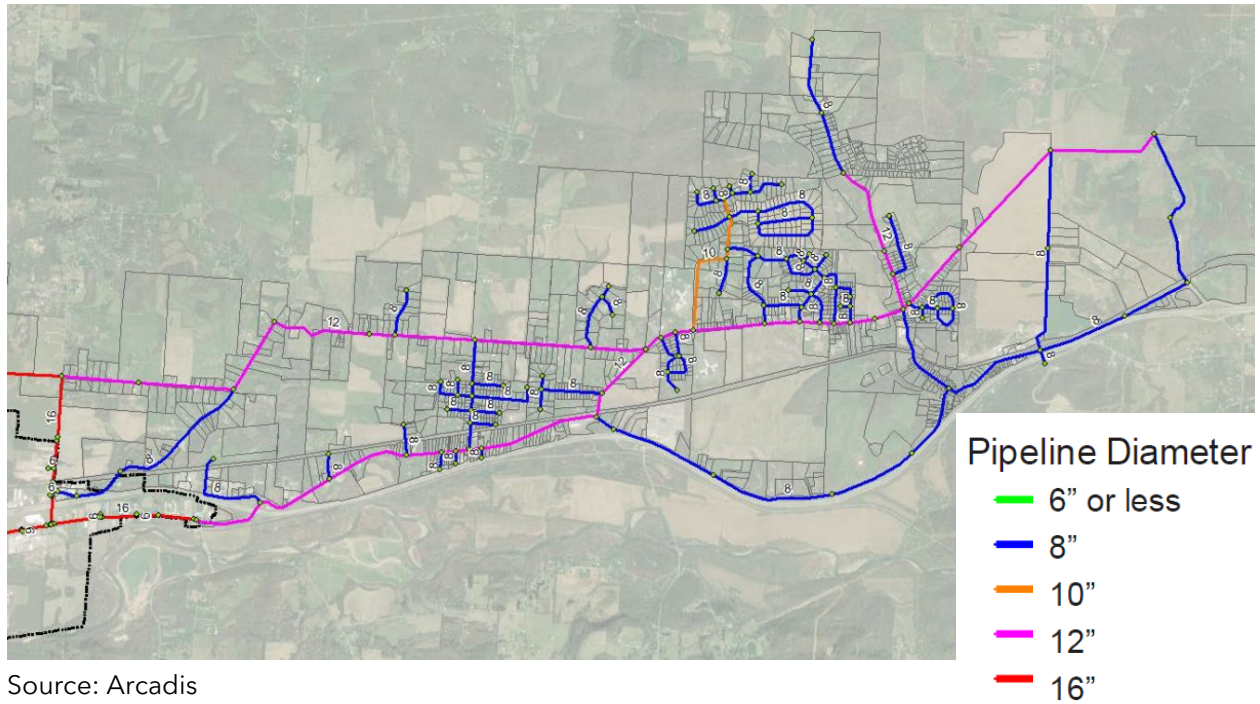
The Village of Hanover does not have a central water system. All homes and businesses are served by wells. In 2020, the Licking County Commissioners appropriated \$12M for the construction of a waterline to service the Village of Hanover and portions of Madison Township, specifically the Marne area. Design of the waterline is in the preliminary stage at the time of this document. The waterline must be constructed by December 31, 2026. If it is not constructed by that time, the Commissioners must return the funding to the federal government. The preliminary design work is being completed by a consultant which produced Image 20, Image 21 and Image 22. The waterline location, pressures and diameters are subject to change based on the consultants' recommendations. The system will be owned and operated by Licking County with water supplied by the City of Newark.

Image 23 - Potential Waterline Phasing



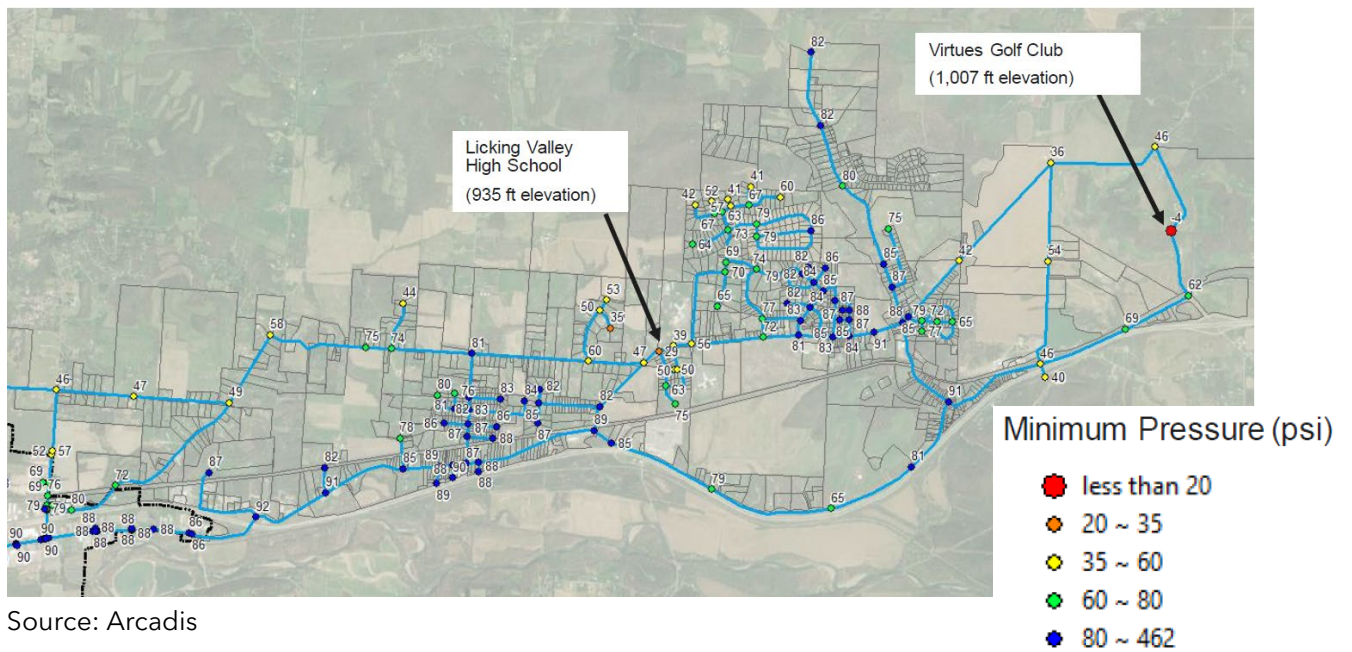
Source: Arcadis

Image 24 - Waterline Diameter (Source: Arcadis)



Source: Arcadis

Image 25 - Water Pressure



Source: Arcadis

Water Recommendations:

1. Coordinate with Madison Township and Hanover Township on Joint Economic Development Districts within areas that are unavailable for annexation but require water and sewer services.

2. Coordinate with Licking County to ensure water is available for key economic development sites in and around the Village.

Section 2 Wastewater

The Village’s wastewater facility was constructed in 2007. It is located along Marne Road near Old Hanover. The collection system consists of over 45,000 linear feet of pipe and 152 manholes. The Village is actively investigating the need to expand the facility knowing the future demand on the system will exceed its current capacity.

Figure 5 - Wastewater Collection System Stats

Description	Quantity*
6" Sanitary Laterals	7,650
8" Sanitary Main Line	19,200
10" Sanitary Main Line	15,413
18" Sanitary Main Line	3,552
Manholes	152
Total Linear feet of Line	45,815 L.F.

*As of date of installation

Data Source: Village of Hanover

Figure 6 - Wastewater Treatment Facility Capacity

Criteria	Limit (gallons per day)
Permitted average daily flow	160,000 gpd
3 year average daily flow	65,000 gpd
Monthly Max average	123,000 gpd
Peak Flow**	306,000 gpd

**November 30, 2020

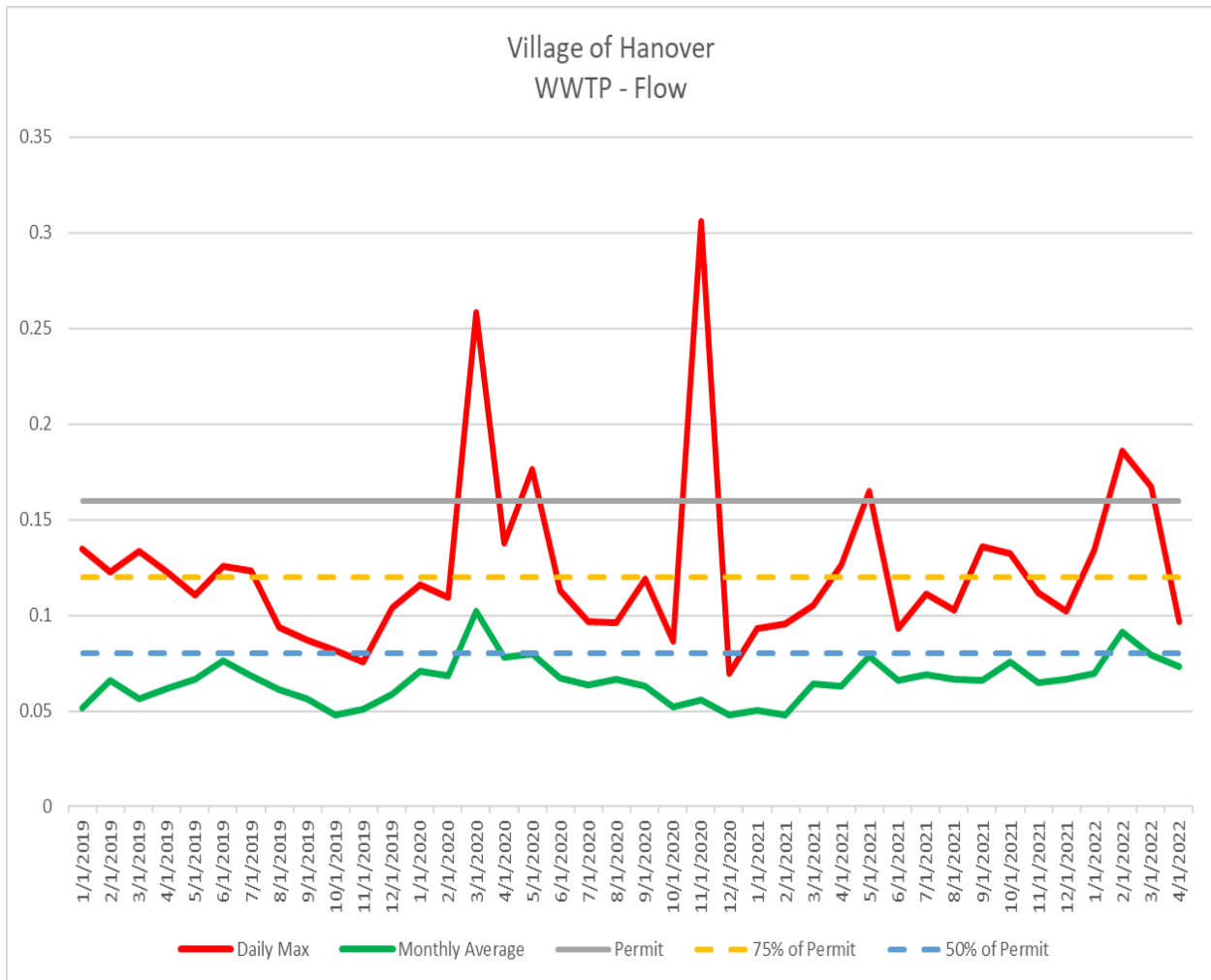
Data Source: ADR & Associates

The Village sewer plant can accept flow up to +/-75% of your plant or 120,000 gpd and average daily flow now is 65,700 gpd allowing the Village to accept another 54,300 gpd or 135 equivalent residential units (ERU). This is strictly looking at the hydraulic capacity of the plant, not the biological processes and how an additional 54,300 or 135 ERUs would impact the plant.

A preliminary engineering report (PER) is to determine what options the Village should consider, and the costs associated with each alternative. The PER will evaluate the long-term costs of the needed improvements as well as look at various alternatives for treatment and component upgrades. The PER will look at potential

population changes based on the Villages' anticipated growth. The PER will look at various funding opportunities and what schedule you need to follow to hit those targets.

Figure 7 - WWTP Flow



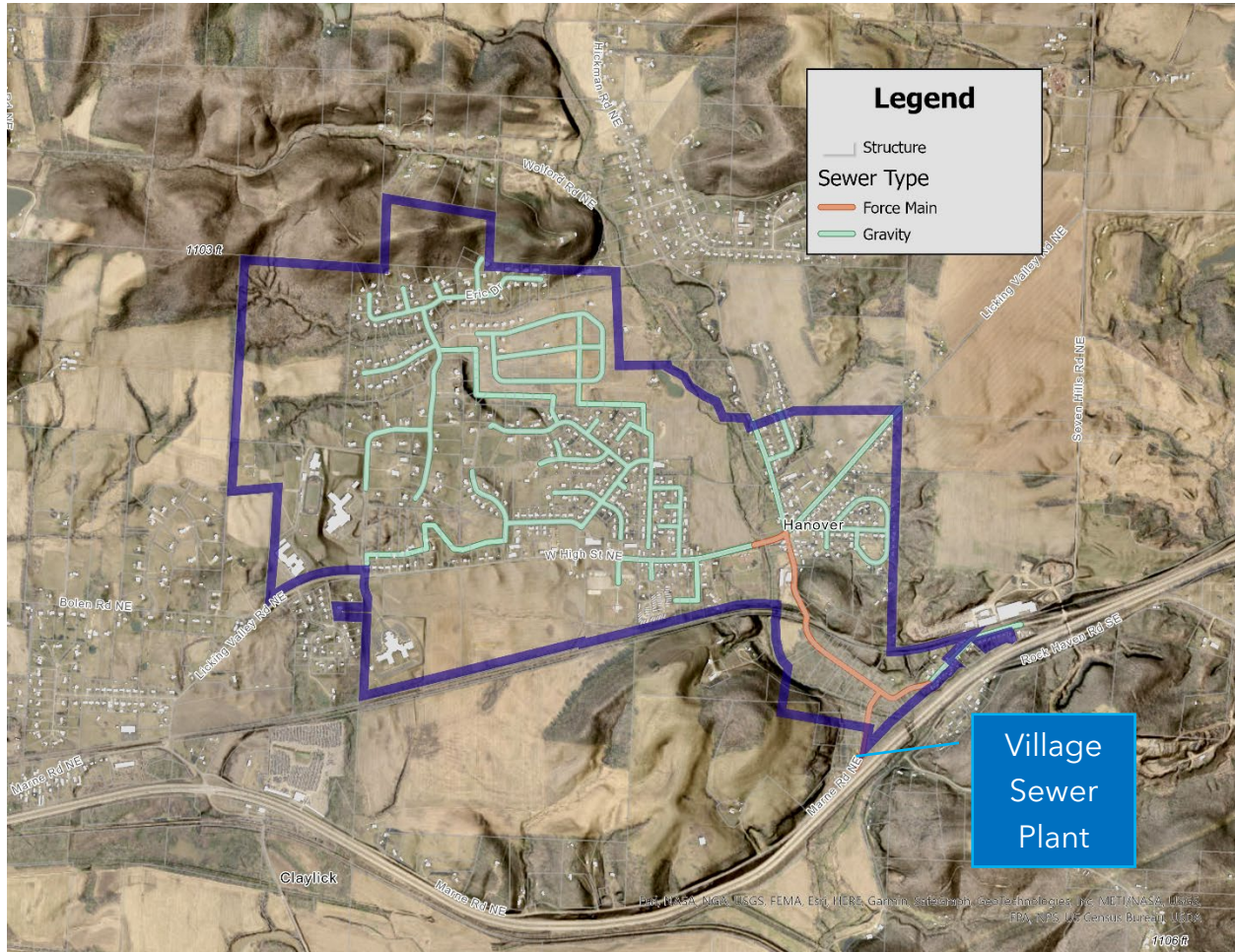
Source: ADR & Associates

Wastewater Recommendations:

1. Ensure developers pay proportional share of wastewater plant capacity consumed by development to be utilized for future expansion.
2. Begin evaluating the need for future wastewater facility expansion.
3. Ensure developers pay for new wastewater collection infrastructure such as pipe and pumpstations.

4. Require annexation for development wanting access to the Village wastewater system.

Image 26 - Hanover Sewer Infrastructure



Section 3 Stormwater

Stormwater is water from rain and melting snow and ice. Stormwater can soak into the soil (infiltrate), be held on the surface and evaporate, or run off and end up in a nearby stream, river, or other water body. Before land is developed with buildings, roadways, and agriculture, the majority of stormwater soaks into the soil or evaporates. In a natural area such as a prairie or forest, the soil absorbs considerable amounts of stormwater, and plants help hold stormwater close to where it falls so very little runs off.

The Village is responsible for the maintenance of storm water that enters the public right of way. Currently the Village allocates approximately \$30,000 per year for the maintenance of ditches, culverts and other stormwater infrastructure.

Private development must comply with Licking County Subdivision Regulations which require specific stormwater management best practices.

The goals of stormwater management include protecting our environment; reducing flooding to protect people and property; reducing demand on public stormwater drainage systems; supporting healthy streams and rivers; and creating healthier, more sustainable communities. Effective stormwater management provides environmental, social, and economic benefits to local communities. When stormwater management is done well, streams, rivers, and lakes are cleaner; flood risks are reduced; costs due to flood damage decrease; and community quality of life increases.

Green infrastructure filters and absorbs stormwater where it falls. In 2019, Congress enacted the Water Infrastructure Improvement Act, which defines green infrastructure as "the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspiration stormwater and reduce flows to sewer systems or to surface waters."

Green infrastructure filters and absorbs stormwater where it falls.

Examples of Green Infrastructure (Source: Bobbi A. Holm, 2014)

Green Streets - are created by integrating green infrastructure elements into their design to store and filter stormwater. Permeable pavement, bioswales, planter boxes, and trees are among the elements that can be woven into street or alley design.

Conserving green space - allowing natural areas to remain during development to continue providing benefits (sometimes called ecosystem services) such as stormwater retention, air filtering, diversity of plants and wildlife, summer cooling, and recreation.

Rain gardens - decorative gardens that catch stormwater; they have plants and soil that filter runoff water and encourage infiltration; excessive runoff typically flows out of the garden through a designed overflow.

Image 27 - Green Street Example



Source: www.urbangardensweb.com

Bioretention gardens – much like rain gardens but larger and have a pipe underdrain system with a valve to manage water levels and enhance filtration and plant growing conditions.

Green roofs – special roofs with plants and soil-like growing media that capture and use stormwater, and slow and filter the water that flows off. Stormwater swales – shallow, planted ditches that carry runoff; they slow and filter the water and increase infiltration.

Rain barrels and cisterns – containers that capture and store runoff for later use, most often to water plants.

Constructed wetlands – built to act like natural wetlands to slow, filter, and soak in stormwater.

Permeable pavements – paving systems that allow stormwater to pass through and into gravel layers that store water until it soaks into the soil; a pipe system may be included in the gravel layer to drain excessive runoff. See Image 24.

Stream restoration – returns channelized, damaged streams to a meandering flow path with healthy plant cover to hold more stormwater, reduce erosion, and improve floodplain function; also includes stream “daylighting” where a previously buried stream is restored to a more natural, open channel.

Stormwater Special Improvement District (SID)

A stormwater SID enables property owners to fund stormwater management projects via a special assessment on their property. SIDs are not grants or zero-interest loans. Property owners pay for the project through assessments on their property. Other cities, counties, and multi-city groups have established similar SIDs.

A SID is a non-profit organization established by property owners for the purpose of accessing lower cost, longer term financing to cover stormwater improvements reduce the negative effects of stormwater damage to their properties. Participating in a SID is voluntary and does not require that properties be contiguous or relinquishment of any private property rights. The SID provides access to lower cost financing (and repayment over time through your property tax billing), and working with experienced contractors offers the opportunity to see lower costs both during the near-term project and reduced long term maintenance costs through the quality services provided in the initial design and construction.

Image 28 - Permeable Surface Example

Permeable Asphalt

Stormwater on surface seeps through permeable asphalt



Stone or other storage media provides structural support and stormwater storage

Permeable Concrete

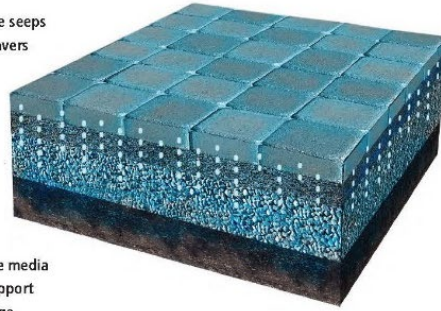
Stormwater on surface seeps through permeable concrete



Stone or other storage media provides structural support and stormwater storage

Permeable Paver

Stormwater on surface seeps through permeable pavers



Stone or other storage media provides structural support and stormwater storage

Source: City of Philadelphia

Stormwater Management Recommendations:

5. Incorporate green infrastructure into Village projects such as W. High Street and others.
6. Utilize local contractors to construct green infrastructure to the extent possible governed by bidding requirements.
7. Adopt green infrastructure policies and best practices as noted [Municipal Handbook: Green Streets](#) or other reputable sources.
8. Encourage and/or require green infrastructure in new residential and commercial development.
9. Implement storm water utility or stormwater special improvement district (SID) to provide various financial models to address stormwater issues.

ARTICLE VII ENVIRONMENT

Section 1 Groundwater Vulnerability

In 2022, the Ohio EPA Groundwater Program updated and replaced its existing Groundwater Pollution Potential maps with a new statewide, seamless Groundwater Vulnerability map. The new map uses a highly modified DRASTIC model consisting of two major elements:

1. The designation of mappable units, termed hydrogeologic settings.
2. The superposition of a relative rating system to determine each area's vulnerability to groundwater contamination.

Hydrogeologic settings form the basis of the system and incorporate seven major hydrogeologic factors affecting the movement and occurrence of groundwater:

Depth to Water

Net Recharge

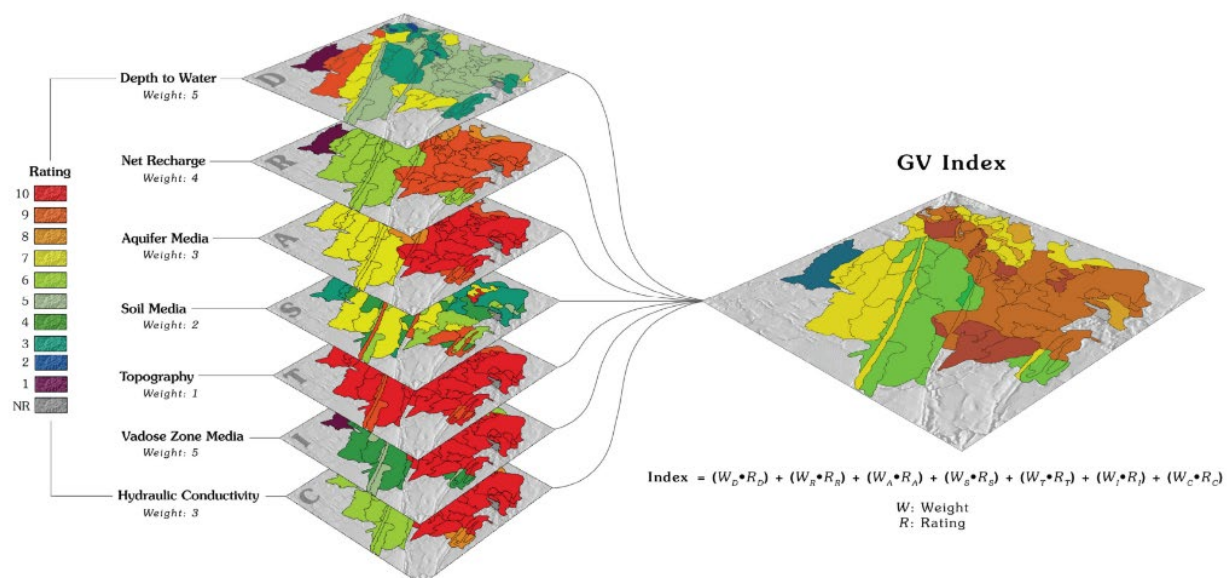
Aquifer Media

Soil Media

Topography

Impact of the Vadose Zone Media

Hydraulic Conductivity of the Aquifer



These factors, which form the acronym **DRASTIC**, are incorporated into a relative ranking scheme that uses a combination of weights and ratings to produce a numerical value called the groundwater vulnerability index. Hydrogeologic settings are combined with the groundwater vulnerability indices to create units that can be graphically displayed on the map.

Groundwater Vulnerability (GV) maps depict an area's vulnerability to groundwater contamination based upon its hydrogeologic, topographic, and soil media characteristics.

Conceptually, these maps consider the case in which a generic contaminant is introduced at the land surface and allowed to percolate into the aquifer, be attenuated by natural processes, or be transported out of the area. As the hydrogeologic parameters controlling the fate of the contaminant change, the likelihood of the aquifer's contamination increases or decreases. This likelihood is reflected in the overall GV Index shown here. Notably, GV maps do not consider the presence of contaminant sources, only the hydrogeology of the area in question. Therefore, a pristine, uninhabited plot of land with hydrogeologic characteristics conducive for water to flow into its aquifer would exhibit (despite having no known case or source of contamination) a GV Index higher than the location of a chemical storage facility, if hydrogeologic conditions at the facility limited the aquifer's potential pathways for contamination. In short, GV Index is a contaminant and land use indifferent measure of groundwater contamination potential.

Groundwater Vulnerability Recommendations:

1. Ensure potentially contaminating land uses are not within areas with vulnerability to groundwater contamination.

Image 29 - Groundwater Vulnerability (Source: Ohio EPA)

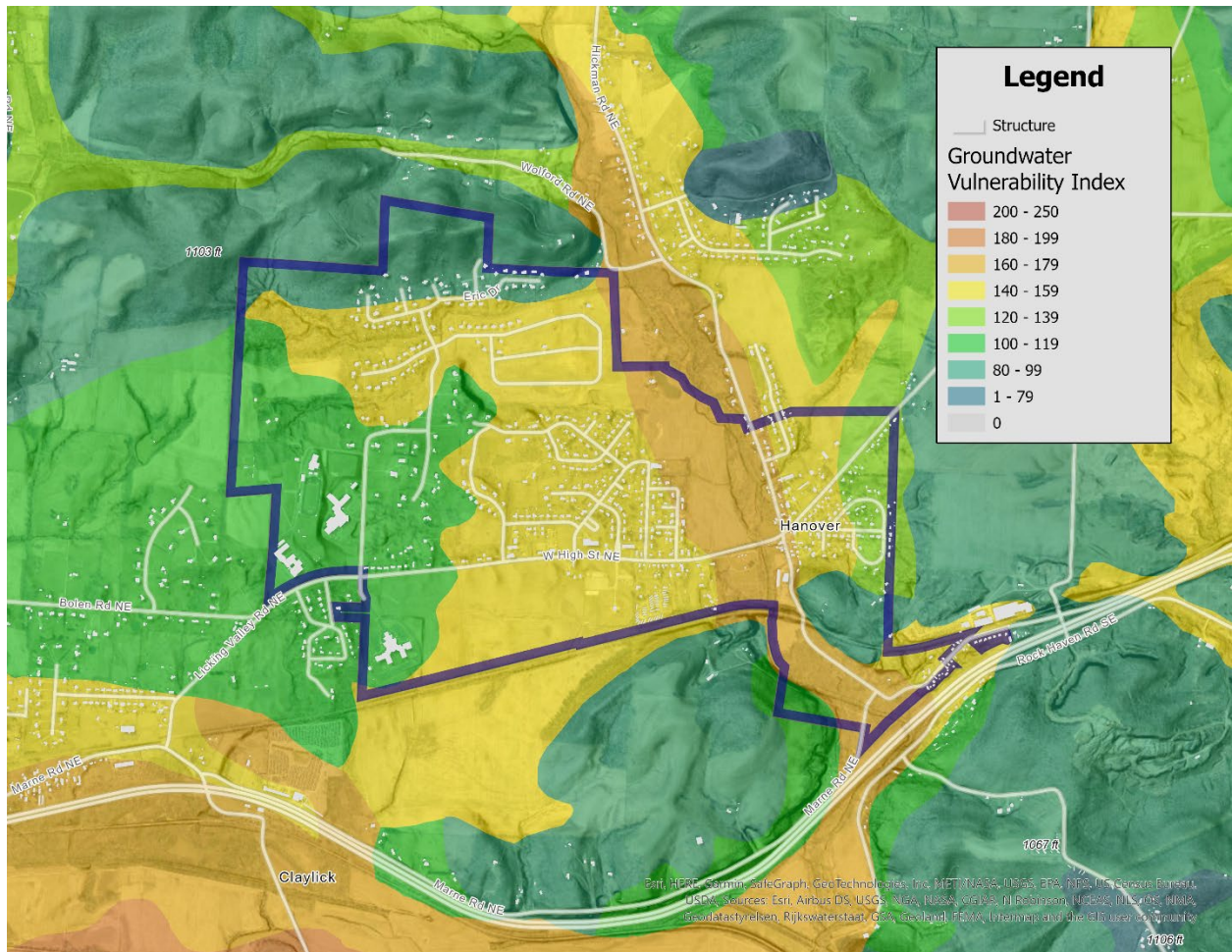


Image 30 - Rocky Fork at Marne Road Bridge



Image 31 - Drinking Water Source Protection

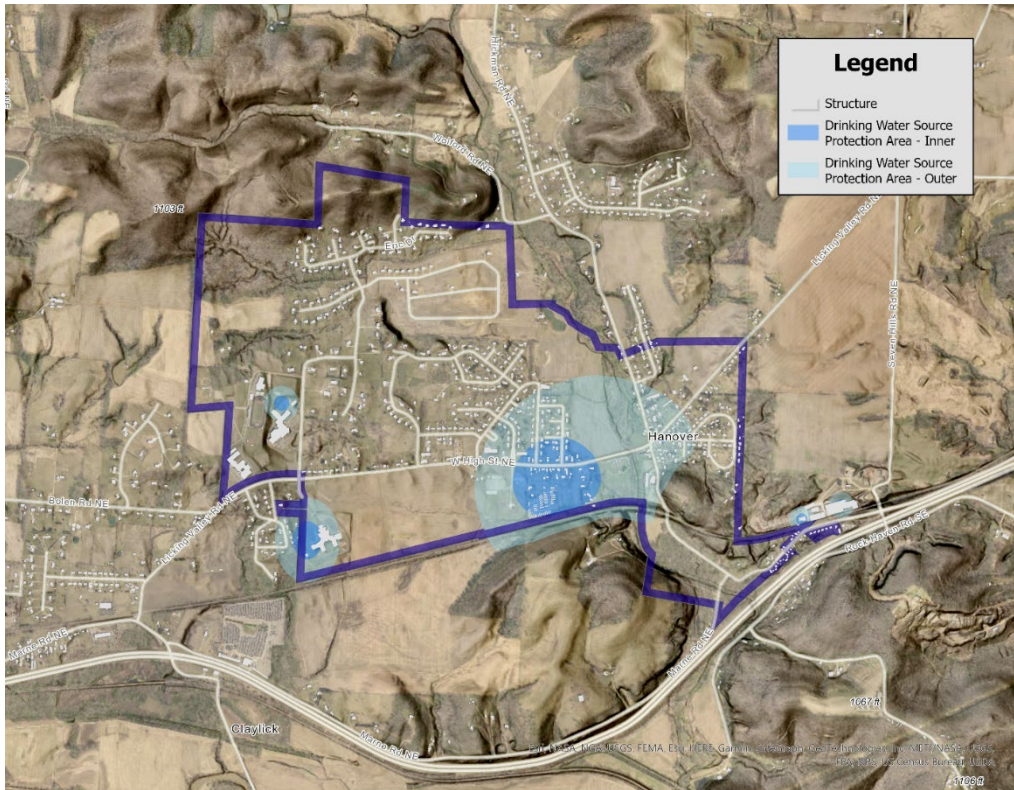


Image 32 - Water Net Recharge

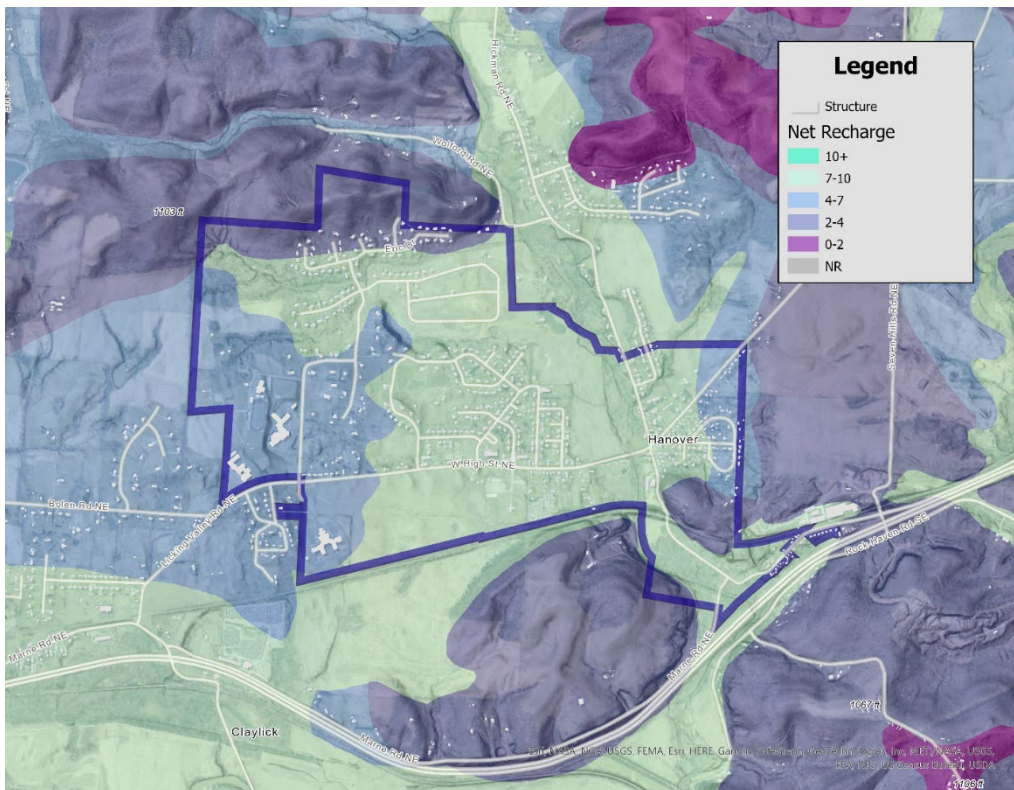
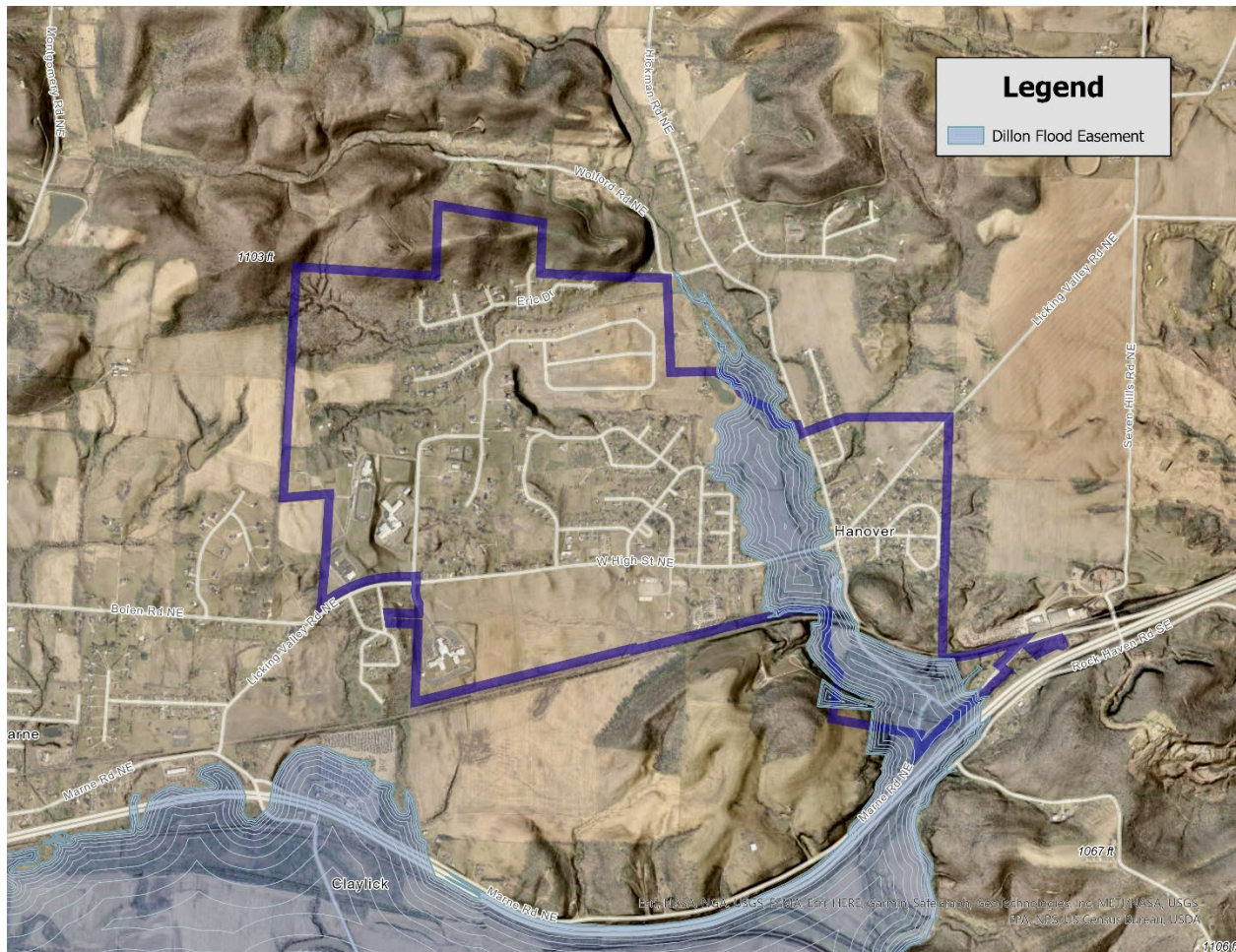


Image 33 - Dillon Lake Flood Easement



Section 2 Prime Farmland

Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. It has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods, including water management. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food,

feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent.

In some areas, land that does not meet the criteria for prime or unique farmland is considered to be "**farmland of statewide importance**" for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate State agencies. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable.

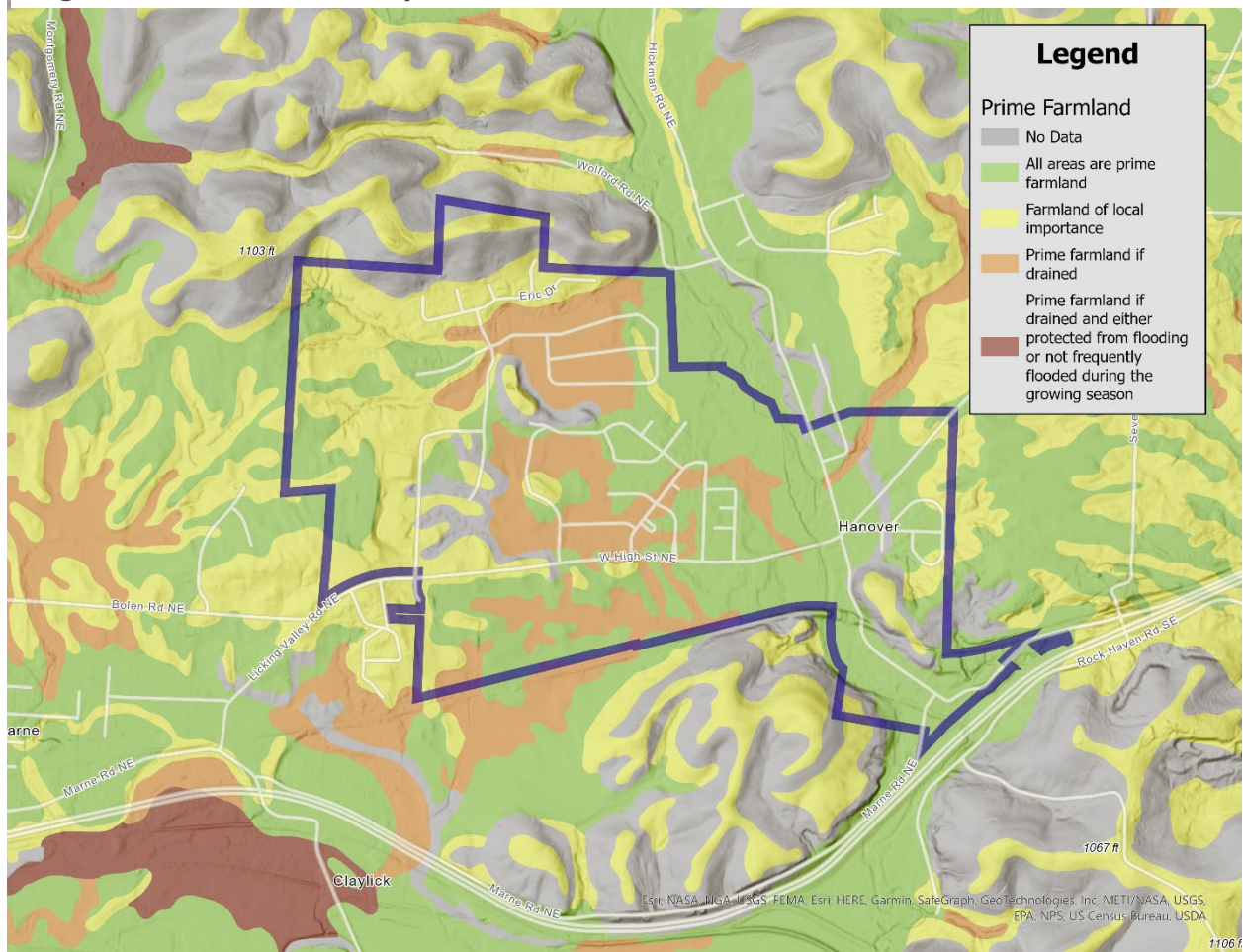
In some areas that are not identified as having national or statewide importance, land is considered to be "**farmland of local importance**" for the production of food, feed, fiber, forage, and oilseed crops. This farmland is identified by the appropriate local agencies. Farmland of local importance may include tracts of land that have been designated for agriculture by local resolution.

Farmland Recommendations:

1. Implement and encourage farmland protection programs such as agricultural buffers, right-to-farm resolutions, transfer or purchase of development rights programs, farmland mitigation requirements,
2. Require cluster or conservation development regulations for any new residential development within the G1 transect region.

3. Establishing agricultural buffers between working farms and encroaching residential development to minimize land-use conflicts, and codifying right-to-farm provisions that protect farmers from nuisance complaints.
4. Encourage open space and other reserved area of a residential subdivision be used for agricultural purposes.

Image 34 - Prime Farmland Map (Source: NRCS)



Section 3 Soils

More than 33,000 acres in Licking County was used for urban development in 1982.¹ Since then, additional acreage of farmland has been converted to urban uses, especially in the western and central parts of the county. Many soil properties, such as depth to the seasonal high water table, slope permeability, and depth to bedrock, can limit urban development. Wet basements, improper functioning of onsite sewage

¹ Licking County Soil Survey - US Department of Agriculture

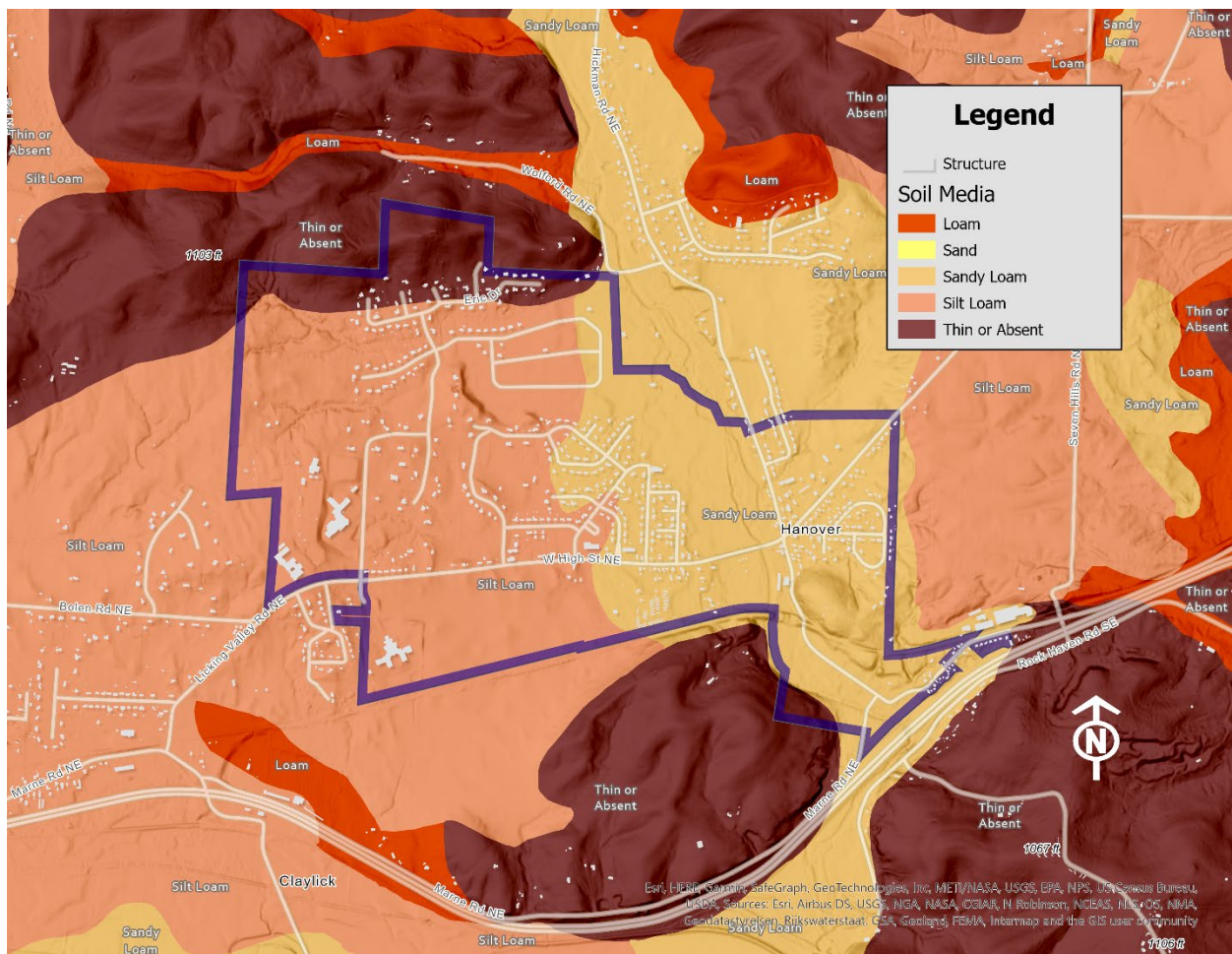
disposal systems, erosion on construction sites, and flooding are problems if soil features are ignored.

Within the Village, particular attention should be paid to shallow excavations, construction of dwellings and commercial buildings, local roads and street, and lawn and landscaping. Each of the above items benefit by identifying the soil type in the initial stages of planning.

When researching the type of soil found within a site, the National Resource Conservation Service and the Licking County Soil and Water Conservation District are valuable resources in determining soil type.

The soil types most commonly found in Village of Hanover are Brownsville, Chili, Fitchville, Fox, Glanford, Homewood, Luray, Medway, Mentor, Negly, Oakley, Tioga, and Shoals. A list of soil details can be found in Appendix A.

Image 35 - Soils (Source: NRCS)



Section 4 Floodplain

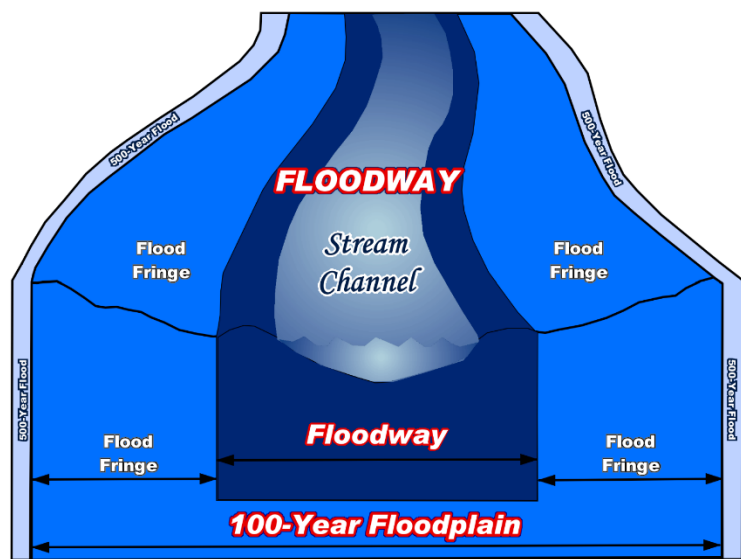
A federal flood hazard area is an area having special flood, mudflow or flood-related erosion hazards and shown on a Flood Hazard Boundary Map (FHBM) or a Flood Insurance Rate Map (FIRM) Zone A, or AE. The SFHA is the area where the National Flood Insurance Program's (NFIP's) floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

ZONE A - Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.

ZONE AE - Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations are provided.

FLOODWAY - A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur or identify the need to adopt a floodway if adequate information is available.

LICKING COUNTY FLOODPLAIN PROGRAM - Licking County has special flood hazard areas that are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base. Additionally, structures that are inadequately anchored, elevated, flood-proofed, or otherwise protected from flood



Prepared by: Frank A. Niekovic, Grantville County Planning Commission, April 2003.

damage also contribute to the flood loss. Therefore, an application for a floodplain development permit shall be required for all development activities located within or in contact with an identified special flood hazard area. Such application shall be made by the owner of the property or his/her authorized agent, prior to the actual commencement of such construction. Where it is unclear whether a development site is in a special flood hazard area, the Floodplain Administrator may require an application for a floodplain development permit to determine the development's location. It shall be unlawful for any person to begin construction or other development activity, including but not limited to, filling; grading; construction; alteration, remodeling, or expanding any structure; or alteration of any watercourse wholly within, partially within or in contact with any identified special flood hazard area, until a floodplain development permit is obtained.

Floodplain Recommendations:

1. Work with property owners and developers to limit any development within the floodplain.
2. Keep floodplain areas free of log jams and other blockages resulting in flooding.
3. Contact Licking County Planning Commission when unauthorized land disturbance is occurring in the floodplain.

Image 36 - Floodplain (Source: FEMA)

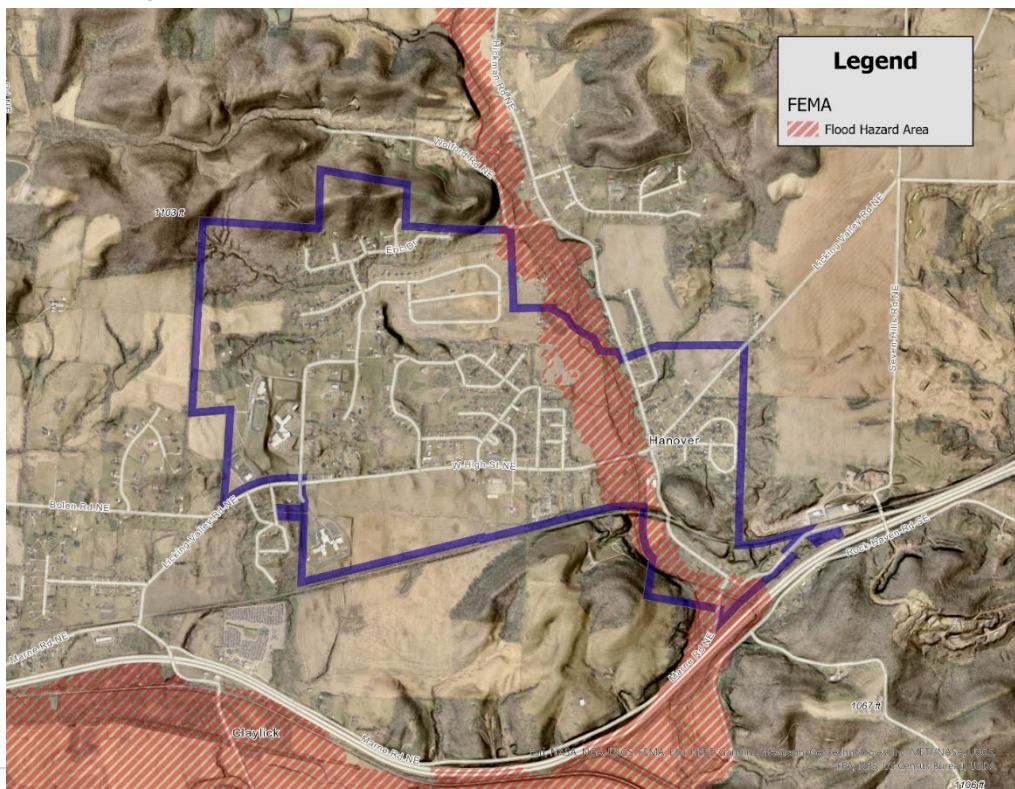
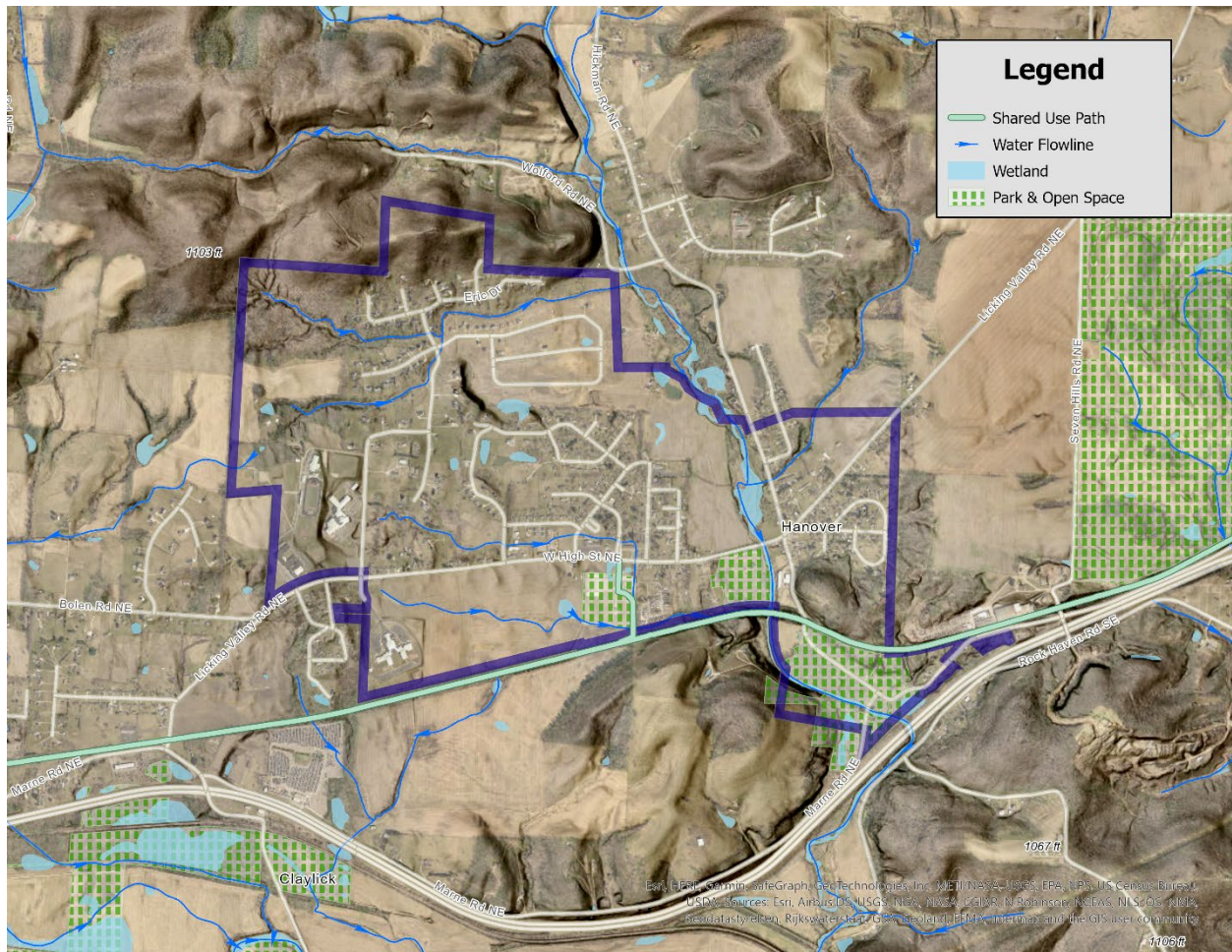


Image 37 - Parks and Wetlands

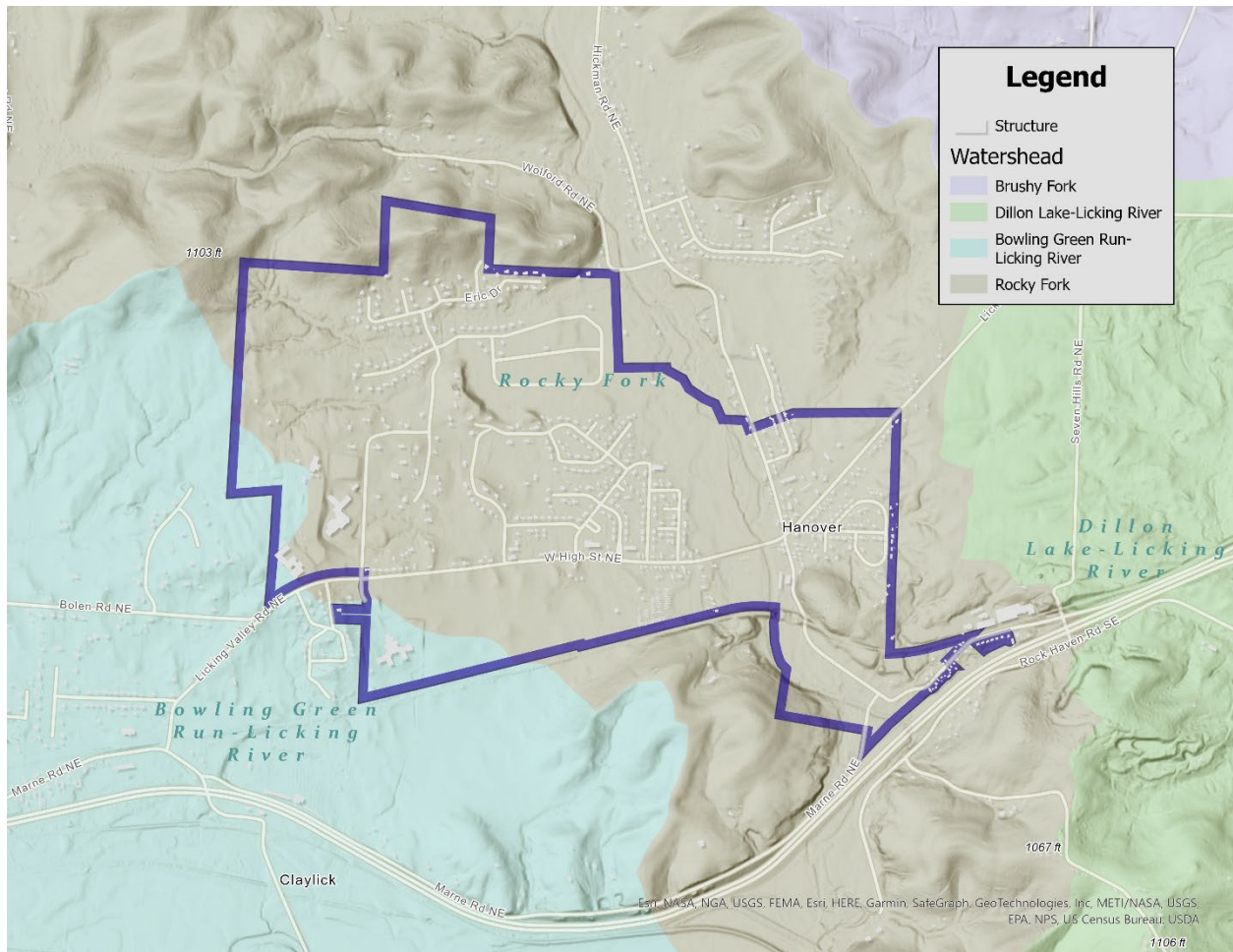


Section 5 Topography

The topography of land can be measured by its slope. Slope is the ratio of change in elevation over distance, stated as a percentage rate. For instance, if a parcel of land rose four feet over 100 feet of horizontal distance, the slope for that area would be 4%. The lower the slope, the flatter the land will be - conversely, the higher the slope, the steeper the land.

Slope influences the effects of the natural environment. The rate of storm water runoff, performance of septic fields, and the rate of erosion all are influenced by slope. As slopes increase, the velocity of storm water runoff increases causing problems with erosion and flooding downstream. Conversely, an area that has less than 0.5 percent slope will not drain storm water at all, and ponding may occur depending on the soils.

Image 38 - Watershed



There is a definite relationship between land use and slope. Commercial and industrial buildings usually require relatively flat, or level land. Because of the larger size and weight of commercial and industrial uses and the cost of leveling land, slopes exceeding two percent are not suitable areas for such sites.

Cropland is most often limited to areas of less than 12 percent slope to enable the use of farm machinery. Roads also are limited by the topography in an area. Arterial roads and road designed for speeds over 45 mph should not be located in areas with greater than 4 percent slope. Local streets with speeds under 30 mph can have grades as steep as ten percent.

Overall, areas with slopes greater than 4 percent are generally limited to agricultural, residential, and natural uses. When slopes exceed the 10 percent, such as with ravines and steep hills, land uses are predominantly grazing and natural space. Houses, due to their smaller size, can be built on steep slopes

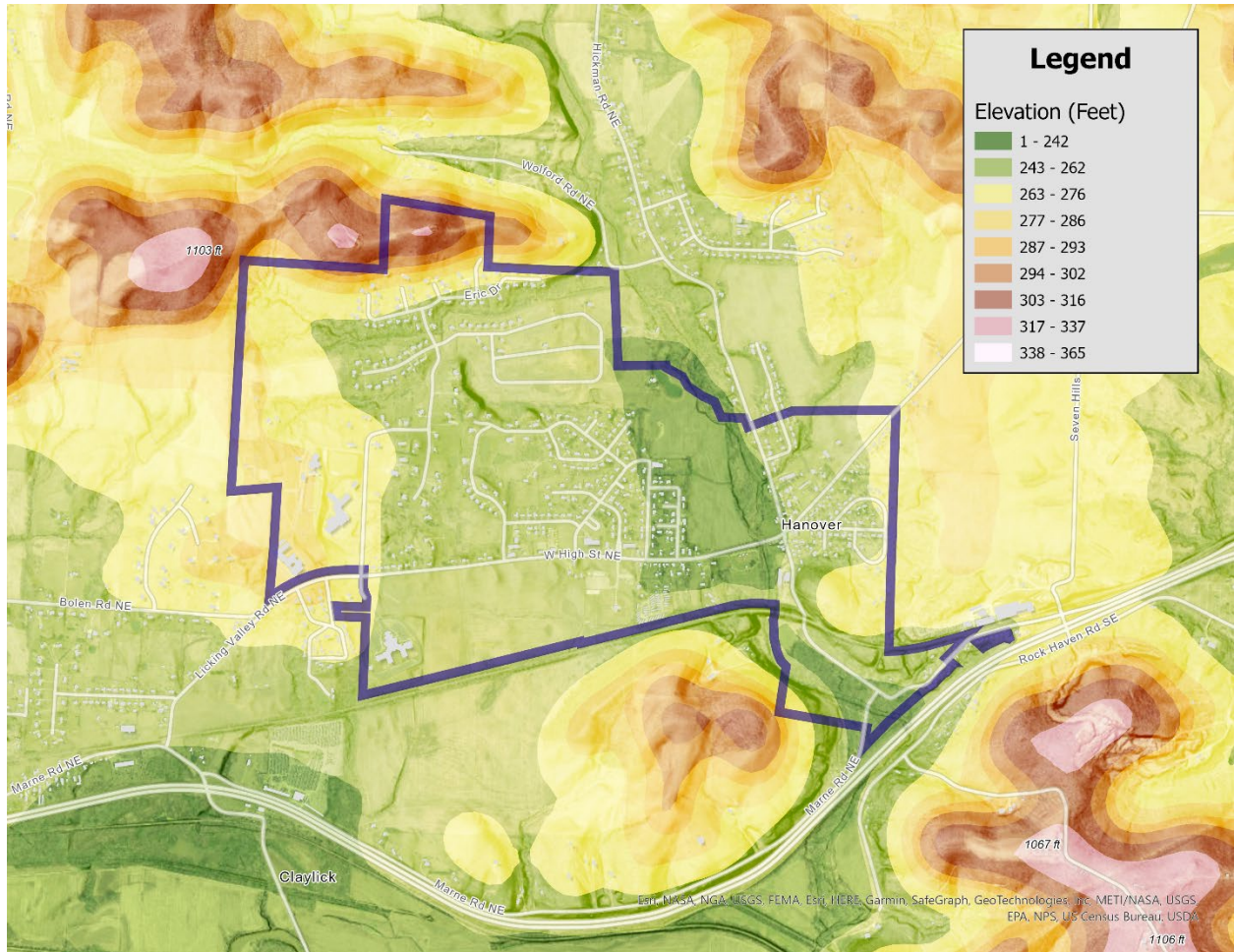
using various construction techniques. This is less true, however, for major residential subdivisions when considering centralized infrastructure design limitations and costs. Furthermore, experience, such as in California, shows that nature will eventually erode these steep slopes, house and all. As a result, it is general practice to preserve and protect slopes greater than 25 percent, leaving them in their natural state.

Because slope is so closely tied to both development and the natural environment, it should be one of the top criteria used in regulating the development of a community.

The following table lists some standards for slope and land use development:

Grading Standards*			
Element	Minimum %	Preferred %	Maximum %
Lawns	1.0	2.0-8.0	10.0
Athletic Fields	1.0	1.0	2.0
Mowed Slopes	5.0	10.0	25.0
Unmowed Slopes	-		Angle of repose
Planted Slopes	1.0	5.0	10.0
Berms	5.0	10.0	25.0
Crown of	-	-	-
Unpaved Street	1.0	2.0	3.0
Paved Street	2.0	2.5	3.0
Road Shoulders	1.0	2.0 - 3.0	10.0
Longitudinal Slope of	-	-	-
Local Streets	0.5	1.0 - 10.0	20.0
Driveways	0.5	1.0 -10.0	20.0
Parking Lots	0.5	2.0 - 3.0	20.0
*Adapted from Site Planning and Design Handbook, Thomas H. Russ, 2022			

Image 39 - Elevation



ARTICLE VIII PARKS & RECREATION

People who have more access to green environments, such as parks and trails, tend to walk and be more physically active than those with limited access. The closer people live to a park and the safer they feel in the park, the more likely they are to walk or bike to those places and use the park for physical activity.

But less than half of people in the United States live within half a mile of a park. Even fewer people live in a community that has both safe streets for walking and access to places for physical activity like parks. Parks and trails that are well-designed offer many benefits. They provide a place where people can be physically active to reduce stress, which can improve their mental health. They also provide a place where neighbors can meet, which improves community connections.

Parks can provide environmental benefits as well, by reducing air and water pollution, protecting areas from inappropriate development, and mitigating urban heat islands. They help people reduce their risk of illness and injury by providing safe spaces where people can play and exercise away from busy streets and commercial zones.

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

Section 1 Village Parks

Currently the Village of Hanover has an existing park in Old Hanover, as well as the Licking Valley Sport Association Complex. The Village of Hanover also has quick access to many varies recreational facilities located throughout Licking County.

The following list includes some of the facilities:

- Dawes Arboretum is easily accessible; the park consists of 1149 acres including nature trails, private fishing, picnic areas, and a nature center. The arboretum offers unique bird habitats, beautiful trees, and well manicured gardens.
- The T.J. Evans Foundation Bike Path runs from Johnstown to Newark and into Madison Township. It is utilized year round for hiking, jogging, skating and biking. The trail is well maintained and easily accessible.
- Other recreational sites include Infirmary Mound Park on State Route 37, which is operated by the Licking Park District; the Hebron Fish Hatchery; Licking County Family YMCA; and The Wilds, located in nearby Muskingum County.

- Moundbuilders State Memorial & Ohio Indian Art Museum is on SR 79; the mound encloses 26 acres of the 66-acre park. There is also an additional earthwork, the Octagon Mound, located at the Newark Country Club.
- Flint Ridge Park is located on Flint Ridge Road near Brownsville Road. The park has a spacious grassy area for picnics where children can play and a shelter house. There are hiking trails and a museum that highlights the history of the park and surrounding area. The Ohio Historical Society manages this facility.
- The Evans Athletic Complex, Sharon Valley Road in Newark has an outdoor jogging track and fields for soccer and football. Adjacent to the Evans Athletic Complex is the location of the Newark City Outdoor Ice Skating Rink.
- The Works in downtown Newark is dedicated to the interpretation, education, and preservation of Licking County's industrial history from the 19th century to today's latest technology.

Section 2 Legacy Park

The Legacy Park is located in the Village of Hanover. It is dedicated to Wyatt Adkins, a baby boy who left this world too soon. Despite his tragic passing from hypoplastic left heart syndrome at the age of six months, he left a lasting impact on the community.

Two years after his death, the Wyatt Adkins Heart Organization was formed by Beth and Shane Adkins, Wyatt's parents, with the goal of raising funds to construct a playground and park in remembrance of the dearly departed Wyatt.

In the following eight years, people across the community pitched in to lend their skills and money to make the dream a reality.

Finally, the community's combined efforts bore fruit, with the Legacy Park opening in October 2018. The park also features a sculpture by Jason Antol, adorned with the handprints of elementary students from Licking Valley, in memory of Wyatt.

Image 40 - Ball Diamond in Legacy Park



The park features four ball diamonds, basketball court, playset, sand volleyball courts and Licking County Library 24-Hour kiosk.

Image 41 - Aerial View of Legacy Park



Image 42 - Sculpture by Jason Antol



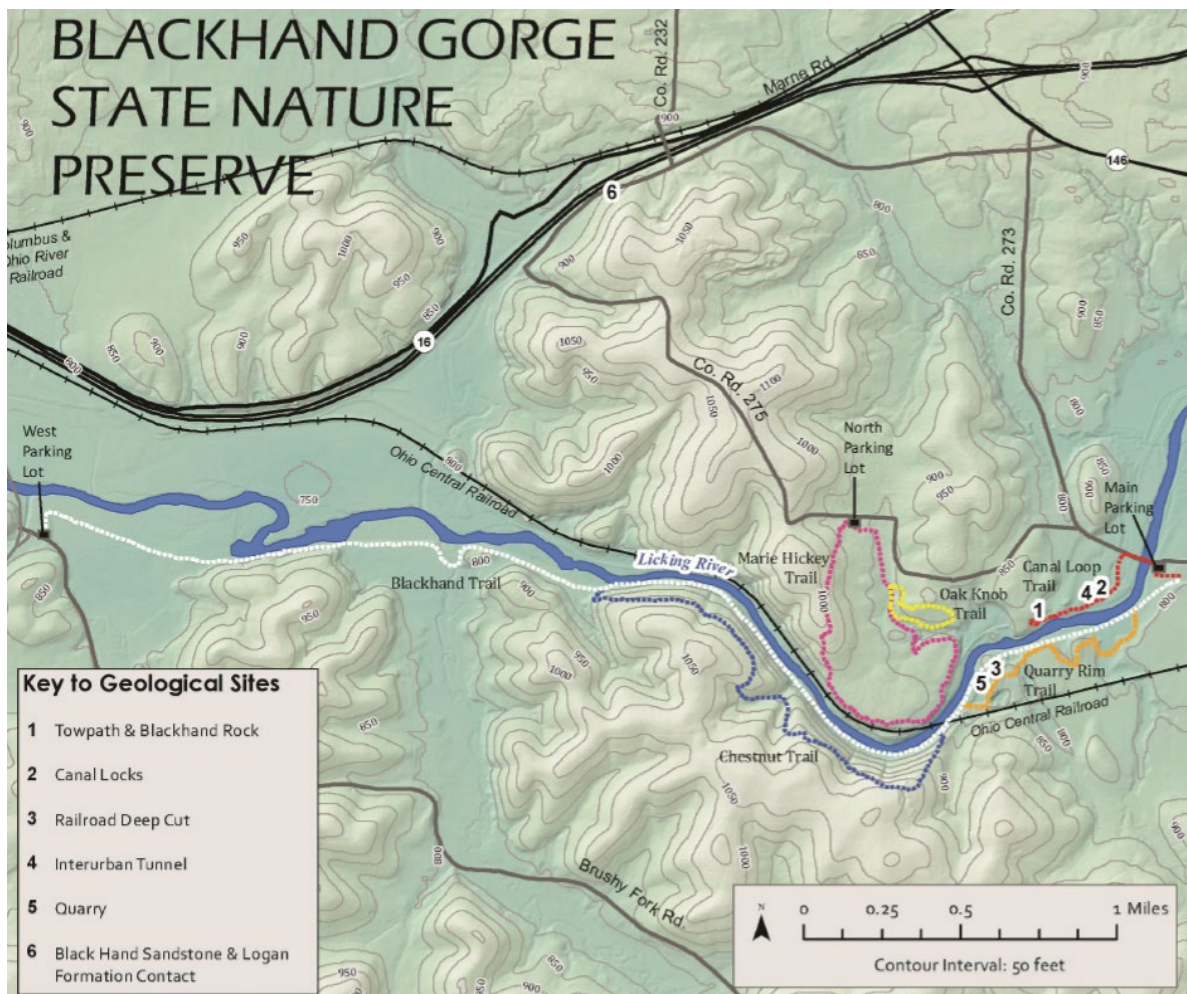
Image 43 - Library Kiosk in Legacy Park



Section 3 Blackhand Gorge State Nature Preserve

The prime feature of this preserve is a narrow, east-west gorge cut by the Licking River through the famous Black Hand sandstone formation. It also boasts the only bike trail in Ohio's state nature preserve system; more than four miles of bike trail crosses the preserve. The preserve is rich in natural as well as early Ohio history. The name "Blackhand" originated from a dark, hand-shaped Indian petroglyph that was engraved on the face of a massive sandstone cliff along the north side of the river.

The engraving was destroyed in 1828 during construction of the Ohio-Erie Canal, which went through the gorge. Sections of the canal towpath and canal locks may be seen from the trails along the river. The dry hilltops are dominated by oak-hickory mature woods along with Virginia pine and mountain laurel. Yellow birch, cherry birch and eastern hemlock grow on northerly exposures. It is an excellent site for viewing woodland spring wildflowers.



Source: Ohio Department of Natural Resources

Park and Recreation Recommendations:

1. Ensure new development considers the amount and type of open space early in the process.
2. Ensure new development connects open space to adjoining open space or planned open space.
3. Modify zoning resolution to require park and recreational needs of the Village are addressed.
4. Identify natural areas and ensure adjacent uses are compatible.
5. Partner with Licking Parks District and Ohio History Connection to promote recreational assets such as the TJ Evans Trail, Infirmary Mound Park, Flint Ridge and Newark Earthworks.

ARTICLE IX ECONOMIC DEVELOPMENT

When planning for economic development, the goal is to create and maintain a strong, vibrant local economy. Local government economic development planning is part of a region's overall economic development strategy and involves intergovernmental coordination. The economic development strategy provides a comprehensive overview of the economy, sets policy direction for economic growth, and identifies strategies, programs, and projects to improve the economy.

An economic development strategy is a key component in establishing and maintaining a robust economic ecosystem by helping to build regional capacity (through hard and soft infrastructure) that contributes to individual, firm, and community success. The economic development strategy provides a vehicle for individuals, organizations, local governments, institutes of learning, and private industry to engage in a meaningful conversation and debate about what capacity building efforts would best serve economic development in the region. The economic development strategy should consider and, where appropriate, integrate or leverage other regional planning efforts, including the use of other available federal funds, private sector resources, and state support which can advance a region's economic development strategy goals and objectives.

Section 1 Regional Partnerships

The Village of Hanover is within the **One Columbus** region. The One Columbus mission is to lead a comprehensive regional growth strategy that develops and attracts the world's most competitive companies, grows a highly adaptive workforce, prepares our communities for the future, and inspires corporate, academic and public innovation throughout the 11-county Columbus Region.

GROW Licking County serves as the County's lead economic development organization - welcoming development, connecting resources and increasing opportunities.



Section 2 Economic Development in Hanover

Hanover doesn't have an anchor employment center found in many communities. However, the Village's close proximity to the City of Newark, City of Heath, City of Zanesville as well as the Columbus metro region provide opportunities for residents to be employed elsewhere.

Bowerston Shale, which produces brick for the architectural, commercial and residential markets since 1929. The facility is located on Seven Hills Road just outside of the Village. Bowerston Shale is the largest employer within the Hanover region.

Economic Development Recommendations:

1. Identify and prepare key sites that could have the potential to house future manufacturing and job creating business.
2. Utilize sewer capacity and lines to attract businesses in the Township that may not otherwise annex to the Village utilizing JEDD structure.
3. Participate in GROW Licking County CIC organization.

Section 3 Joint Economic Development District

A JEDD is a special-purpose territorial district created by contract between municipal corporations and townships for the purpose of encouraging economic development, creating jobs, and improving the economic welfare of citizens (DeWine 2017).

Typically, such objectives are accomplished by levying an income tax in the district.

The tax revenue is shared by the parties to the JEDD and is used to provide additional services, new facilities or enhanced infrastructure in the JEDD, depending on the terms of the contract.

Benefits of a JEDD

A JEDD agreement enables townships, cities, and villages to cooperatively address concerns associated with economic development, diminishing local revenues, growth, and annexation pressures.

A JEDD provides a local-community approach to solving economic development issues by allowing local governments to enter into legal agreements that have the potential to increase revenues and create jobs.

JEDD contractual agreements, which vary by jurisdiction, serve as a significant economic development tool for local communities.

Formation of a JEDD

A JEDD is formed when a township and a municipal corporation enter into a JEDD contract and adopt legislation approving the terms of the contract.

Following approval of the contract, the township trustees must determine whether to submit the resolution approving the JEDD to the electors of the township. The trustees can elect to not submit the matter to the voters if all the following conditions are satisfied:

1. The resolution approving the JEDD was passed by the unanimous vote of the township trustees.
2. A majority of the property and business owners in the proposed district have signed a petition approving the creation of the JEDD.
3. The area within the JEDD is appropriately zoned.

JEDD Governance

A JEDD is governed by an independent and impartial board of directors. Board member appointment is detailed in the JEDD contract, in accordance with ORC 715.72.

Powers of a JEDD

Generally, the board has the powers delineated in the JEDD contract, provided they do not exceed the powers granted by ORC 715.72. While the powers of JEDDs are not clearly defined by Ohio law, JEDDs generally have the following powers (Bricker & Eckler 2020):

1. to levy an income tax within the JEDD at a rate not higher than the highest rate being levied by a municipality that is a contracting party, with an amount being set aside for the long-term maintenance of the JEDD
2. to determine the substance and administration of zoning and other land-use regulations, building codes, permanent public improvements, and other regulatory matters for public purpose
3. to limit and control annexation of unincorporated territory within the JEDD
4. to limit the granting of property tax abatements and other tax incentives within the JEDD
5. to create a JEDD in a mixed-use area where both residents and businesses are located
6. to create a community entertainment district within a JEDD

Residential Land Use within a JEDD

Only non-residential uses are allowed in a JEDD. One exception is a mixed use development where residential units are part of a greater mixed use development.

The **Joint Economic Development District** is a creative, localized tool that allows municipalities and townships to collaborate outside of municipal limits to achieve greater economic growth. It provides a mechanism for the collaborators to work cooperatively to foster development activities without annexation. The additional revenues generated by such activities are then used to provide enhanced infrastructure and public services in the JEDD area. In this way, the JEDD improves the economic outlook of a community and provides enhanced services for its citizens.

Sources: Bricker & Eckler - https://www.bricker.com/Documents/Resources/DevelopOhio_Toolkit_April_2020.pdf
Ohio Attorney General - <https://www.ohioattorneygeneral.gov/Files/Economic-Development/Economic-Development-Manual.aspx>

JEDD Recommendations:

4. Begin investigating the likelihood of creating one or multiple JEDD's in Madison Township and Hanover Township.

Section 4 New Community Authority

The New Community Authority (NCA) is a legal mechanism for creating well planned development in an area. This tool promotes collaboration between government and development interests to ensure that new development is economically sound and can meet its own community needs, which could include farmland protection priorities. Chapter 349 of the Ohio Revised Code establishes the New Community Authority.

The NCA offers the potential to plan for farmland in new ways by including farm resources and services in a Community Development Plan. The law states that “community facilities” provided in a district can include open space lands, so community revenues could be utilized to acquire farmland or easements on farmland. “Community facilities” can also include town centers and plazas—opportunities for planned farm market outlets. An NCA could capitalize on the rising interest in locally produced foods to create a local food system for residents. In addition to providing farmland’s traditional amenities such as open space and a rural landscape, an NCA could also ensure residents of access to farm products while creating economic development prospects for local farms.

NCA Recommendations:

1. Work with developers and landowners early in the process to evaluate the effectiveness of using an NCA to offset cost and impacts of development.

ARTICLE X POLICE, FIRE AND OPERATIONS

Section 1 Police

Police service is currently provided to this parcel by the Licking County's Sheriff's Office. The sheriff's expected emergency response time ranges between two and twenty (2-20) minutes depending on the time of day, location of officers, and existing call load.

Image 44 - Hanover Fire Department



Section 2 Fire

Hanover Volunteer Fire Department, Inc. serves Hanover Village- including Licking Valley Local Schools, Hanover Twp., and Perry Twp. in eastern Licking County, Ohio. The organization was established in 1955 and provide EMS and fire protection for the entities. Equipment is housed at stations 801, 802, 803, and 805, and with a combination department consisting of volunteer and part-time paid staff 24 hours a day.

Section 3 Operations

A Village Mayor is elected to supervise all aspects of village government, including employees, public meetings, council, street department, sewer department, clerk/treasurer, and zoning inspector.

Village Council is elected to serve in the best interests of the Village; to create and uphold ordinances that promote safety, security, beautification, and manageable growth within the village. Council oversees village finances and monthly fiscal actions of clerk/treasurer. Council is responsible for seeking grants for the village and park.

Council has right to meet in executive session to discuss employees or departmental issues when not based on public complaints. Council reviews/votes on all annexation or other public requests pertaining to the village. Council approves zoning resolutions as recommended by the Zoning and Planning Commission. Council oversees enforcement of all zoning laws.

The Village was initially zoned by the adoption of a zoning resolution in 1965. The resolution has updated with various changes being made since that time. To assist with the enforcement of the zoning resolution, the Village employs a paid, part-time zoning inspector. The primary responsibility of the zoning inspector is to enforce the village zoning resolution, as it exists. In carrying out this function, the zoning inspector reviews applications for zoning permits, conducts on-site inspections to ensure construction conforms to approved applications, investigates complaints and violations, maintains a record of non-conforming uses, and maintains the zoning text and map.

A Planning and Zoning Commission consisting of five residents of the village is appointed by the Council to serve staggered five-year terms. The Zoning and Planning Commission is responsible for making recommendations to the Village Council concerning the interpretation and application of the village zoning resolution and comprehensive plan, as well as conducting hearings on requested zoning changes and initiating amendments to the zoning resolution. The Zoning and Planning Commission should also be involved in planning activities and keep the council members informed of their deliberations.

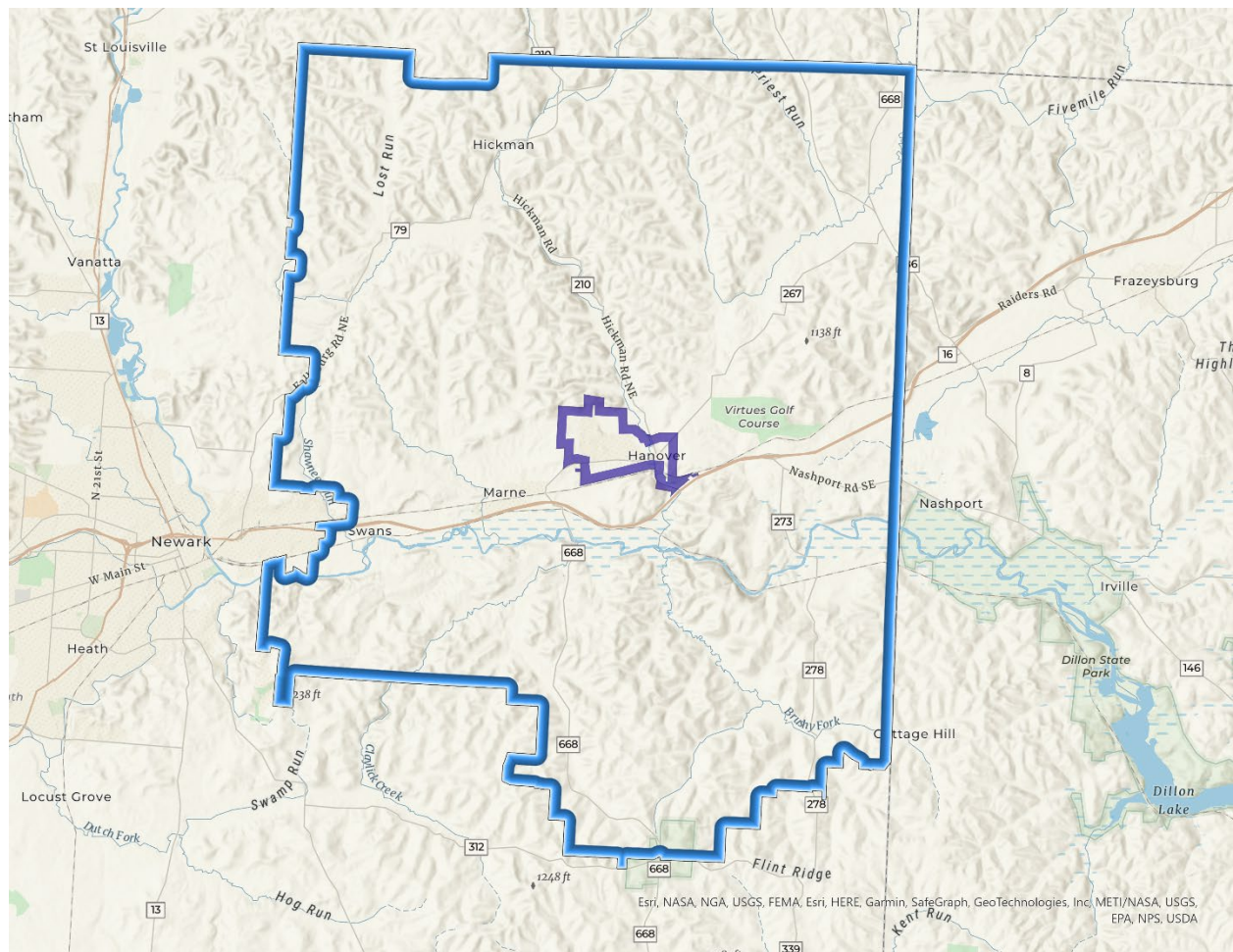
Fiscal Officer/Clerk

Section 4 Streets

ARTICLE XI EDUCATION

Licking Valley Local Schools is a rural district located approximately five miles east of Newark, Ohio. The district consists of three school buildings. The elementary complex is the newest of these buildings, opening in October 2007, and houses approximately 920 students in grades K through five. The middle school originally opened in 1957 and at that time housed our middle and high schools. The middle school currently houses approximately 540 students in grades 6 through 8. The high school opened in September 2000, and houses approximately six hundred students in grades 9 through 12. The Licking Valley School district covers a total of approximately 108 square miles and employs a dedicated staff of approximately 240, committed to providing the very best in service to students, parents, and community. The District strives to create an environment where our students can learn utilizing the most up-to-date and proven methods available and using the latest in technology.

Image 45 - Licking Valley Local School District



Education Recommendations:

1. Ensure that the need for a school site is assessed at the proper stage in the planning process.
2. Ensure that the key stakeholders are engaged in the planning process.
3. Ensure that the roles and responsibilities of the key stakeholders are understood.
4. Outline the process and requirements for siting schools within the Village.
5. Promote safe and accessible school site locations through the implementation of school site guidelines.





Welcome
HANOVER
VILLAGE LIMIT
This Is Panther Country