

2023-2028
STRATEGIC
PLAN



Neighborhood
Strategies



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ACKNOWLEDGEMENTS

The Etna Township Board of Trustees tasked Neighborhood Strategies, a local community planning firm, with preparing a strategic plan for the Township during a period of unprecedented growth. Neighborhood Strategies consultants managed the research, community input, planning guidance, and preparation of this strategic plan over an 8-month period. As a community-supported document, the Etna Township Strategic Plan was directed by a volunteer Community Advisory Committee made up of community members and Etna Township staff. The Committee met monthly from August 2022 through March 2023. The Strategic Plan was adopted on <Date>, 2023 by Township resolution #####.

Prepared for:

The Etna Township Board of Trustees

Rozland McKee-Flax, President

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Prepared by:

Jim Lenner - President & Owner,

Neighborhood Strategies

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Neighborhood Strategies

The Etna Township Trustees, although not part of the committee, were able to attend committee meetings and provide guidance about changing developments and potential impacts of Intel which provided tremendous insight to the process.

ACKNOWLEDGEMENTS

Members of the Community Advisory Committee include:

Community Members

Roger Hubbell	Gary Burkholder
Steve Perkins	Jason Robinson
Brian Herd	Jeff Hall
Shelly Marie Ipac	Ryan Davis
Rick Cox	Bill Black
Ashley King	Fred Harvey
Jackie Katz	Alishia Zacher

Etna Township Staff

Laura Brown - Clerk
John Singleton - Zoning Inspector
William Vance - Management Consultant

ARTICLE I INTRODUCTION

Aptly located along the I-70 corridor and US Route 40 in Central Ohio, Etna Township has a population of 18,896 (2020 U.S. Census) and includes picturesque farmland, friendly neighborhoods, and major industry operational sites. Proximity to these main routes and only minutes from the edge of an expanding metro Columbus have encouraged rapid business and housing development. Anticipating continued growth, the Township Trustees hired Neighborhood Strategies in April 2022 to manage the creation of a new Etna Township Strategic Plan. The Community Advisory Committee, comprised of 15 community members meeting regularly from August 2022 to March 2023, informed the contents of this Strategic Plan.

A strategic 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 timeframe. The Etna Township Strategic Plan covers five years: 2023 - 2028. This timeframe was chosen due to a rapidly changing forecast for regional growth following the announcement of the new Intel campus approximately 15 miles from Etna.

Many of the recommendations within this strategic 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.

ARTICLE II PLANNING PROCESS

SECTION 01 ABOUT ETNA TOWNSHIP

History of Etna Township

The village of Carthage was established by Lyman Terrell between 1833 and 1834 as the historic National Road (US Route 40) was being constructed. The United States' first major improved highway, settlers following the National Road west helped populate Carthage. The village was later renamed after Italy's Mount Etna once Terrell learned it was the highest point between Jacksontown and Columbus. Etna Township was the last township organized in Licking County and held its first election of trustees in June of 1833. The influx of settlers along the National Road slowed after 1852 with the expansion of the railroad system. The Interurban Railroad was constructed along Route 40 from Columbus and was in operation from 1902 to 1929. Following the invention of automobiles, the National Road was paved in 1917 bringing new businesses such as White's Garage (1932 -1961) to the township.

Etna Township Today

Today Etna Township sits on the edge of a quickly expanding Columbus, Ohio. Located in the southwest corner of Licking County, the township includes portions of the city of Reynoldsburg (a growing suburb of Columbus) on the west side of the township and the village of Kirkersville on the east side. In between those two lies the unincorporated community of Etna.

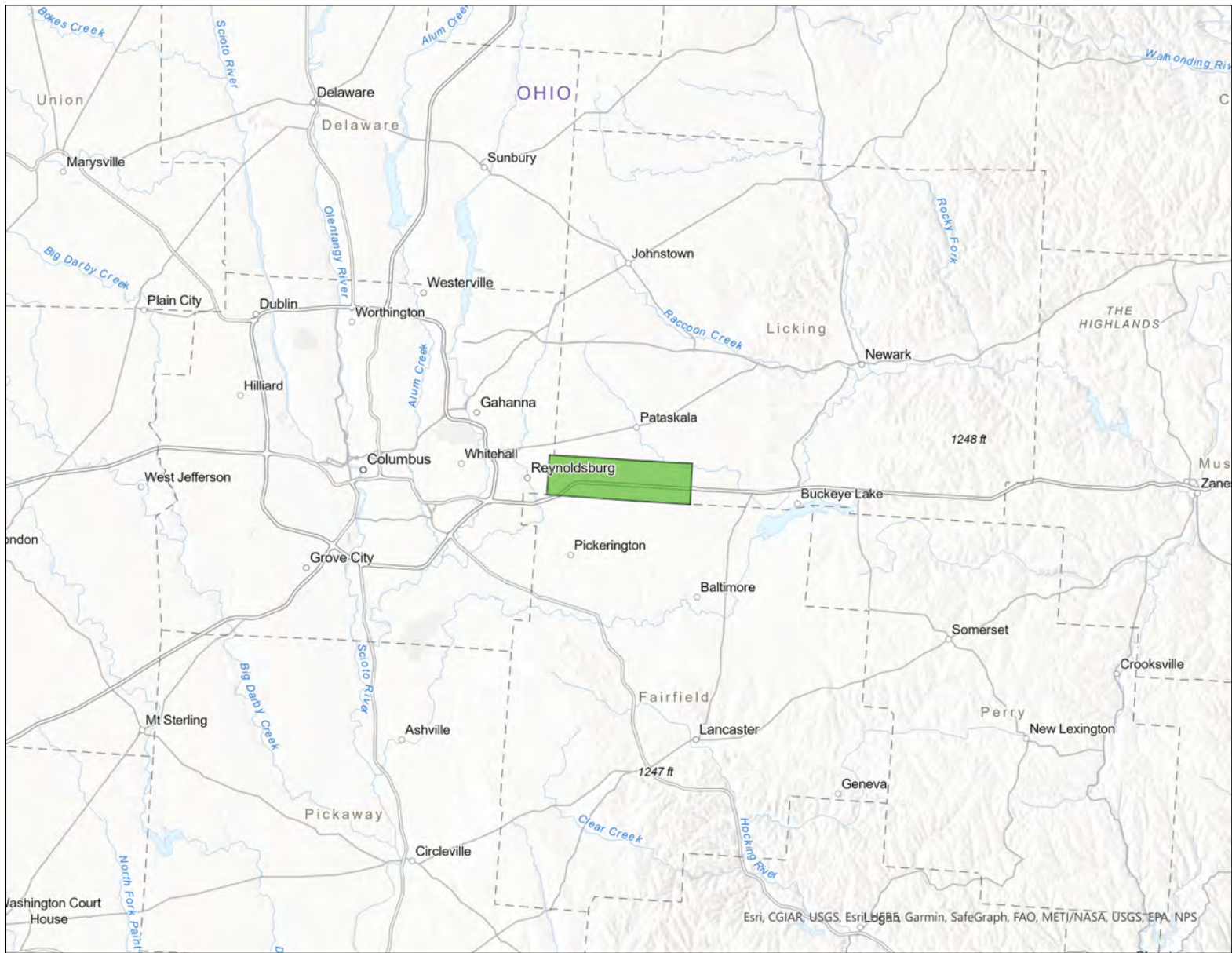


Image 1

The township includes two Reynoldsburg City Schools: Reynoldsburg High School (Summit Campus) and Slate Ridge Elementary School; three Southwest Licking Schools: Etna Elementary School, Watkins Middle School and Watkins Memorial High School; and the private Liberty Christian Academy. Licking Heights Schools also receive students from Etna Township. Cumberland Trail Golf Club is in the north central section of the township surrounded by residential development and neighborhood-supporting businesses.

The majority of acreage in Etna Township is still agricultural; however, designation as an enterprise zone and the establishment of the Etna Corporate Park portions of farmland have shifted to commercial and residential use. There are currently 16 warehouse/distribution centers within the township including large distribution centers for Amazon and FedEx. December of 2021, the State of Ohio awarded \$4.17 million to the Southwest Licking Community Water and Sewer District to extend sanitary sewer service to the Pataskala Corporate Park and Etna Corporate Park, opening the door for additional growth along US Route 70. Emergency services for the township are provided by the Licking County Sheriff's Office, the Reynoldsburg Police Department, and the West Licking Fire Department. Southwest Licking Water & Sewer, Explore Licking County, Licking County Chamber of Commerce and Licking County Recycling also serve township residents and businesses.

SECTION 02 STRATEGIC PLANNING PROCESS

Purpose

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

1. Development of detailed physical plans for sub-areas of the Township;
2. Analysis of subdivision regulations, zoning standards and maps, and other implementation tools;
3. The location and design of thoroughfares and implementation of other major transportation facilities and programs;
4. Identification of areas to be served with utility development or extensions;
5. The acquisition and development of sites for community facilities;
6. The acquisition and protection of major open space;

7. Provision of a framework by which short-range plans (zoning requests, subdivision review, site plan analysis), and day-to-day decisions can be evaluated with regard to their long-range benefit to the community; and,
8. Preparation of zoning regulations so that they can be adopted in accordance with a comprehensive plan.

Process

Over the course of eight months beginning in March 2022, a dedicated group of Township residents met for two hours every month to discuss development issues facing the community. Informed by these meetings, the committee created and implemented a survey in which the community was asked for their feedback on several topics relating to the future of Etna Township. As these two tasks were being executed, the draft plan was being prepared. The plan includes comments, thoughts and ideas that were discussed by the planning committee and found to be impactful in the community survey. The draft plan was given to the planning committee in early February 2023. After review and approval by the planning committee, the next step was evaluation by the Etna Township Zoning Commission. Finally, after a recommendation from the Zoning Commission, the Township Trustees voted to adopt the plan in XXX, 2023.



Image 2

Committee

The Etna Township Trustees chose fifteen (15) dedicated community members to assist in the creation of the plan. Known as the Community Advisory Committee (CAC), the group met once per month from August 2022 to March 2023 to offer insights, give thoughts and comments on various topics. Each month a specific topic was presented and discussed by the CAC. The monthly meetings were live streamed, recorded and placed on the project website for viewing at one’s leisure. A project website was maintained throughout the planning process. The website contained meeting agenda, presentations, handouts, and recorded meetings.

Members of the Community Advisory Committee include:

Community Members

- Roger Hubbell
- Steve Perkins
- Brian Herd
- Shelly Marie Ipac
- Rick Cox
- Ashley King
- Jackie Katz
- Gary Burkholder
- Jason Robinson
- Jeff Hall
- Ryan Davis
- Bill Black
- Fred Harvey
- Alishia Zacher

Etna Township Staff Members

- Laura Brown - Clerk
- John Singleton - Zoning Inspector
- William Vance - Management Consultant

Use

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

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

SECTION 03 COMMUNITY SURVEY

Survey Process

Neighborhood Strategies worked with the Community Advisory Committee to draft and manage a public survey. Survey questions were designed to help the committee gather information about public sentiment on a variety of issues affecting the future of the Etna Township. Questions asked for basic demographic information, as well as opinions regarding current and future services, and development within the community. One of the most important considerations when formulating a comprehensive plan is public input.

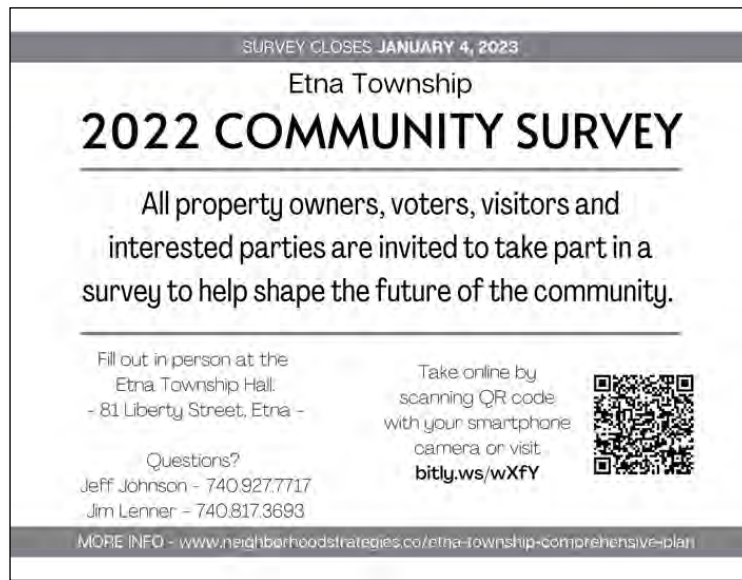


Image 3

Each Etna Township property owner was mailed a postcard soliciting input regarding the future of the community. The postcard provided a QR code to directly link to the online survey. The postcard also noted the survey was available at the Etna Township building for those not wanting to complete the survey online. Seven (7) hard copy surveys were received. Complete survey results are included in Appendix X of this plan.

5,905
POST CARDS
MAILED

693
SURVEY
RESPONSES

Survey Results

The following survey results are taken from the complete set of results to highlight specific themes and outcomes of the survey. The results of the community survey are found in Appendix X of the Strategic Plan.

Q1. What is your relationship to the Township?

Answer Choices		Responses
I live in Etna Township	96.19%	656
Don't live here but own property in the Township	1.61%	11
Own a business in the Township	1.47%	10
I work in Etna Township but live elsewhere	1.47%	10
Other (please specify)	0.73%	5
	Answered	682
	Skipped	4

Q2. In what section of the township do you live?

Answer Choices		Responses
1 (Reynoldsburg)	17.16%	117
2 (NW)	23.02%	157
3 (SW)	26.83%	183
4 (NE)	19.65%	134
5 (SE)	11.14%	76
Do not live in the township	2.20%	15
	Answered	682
	Skipped	4

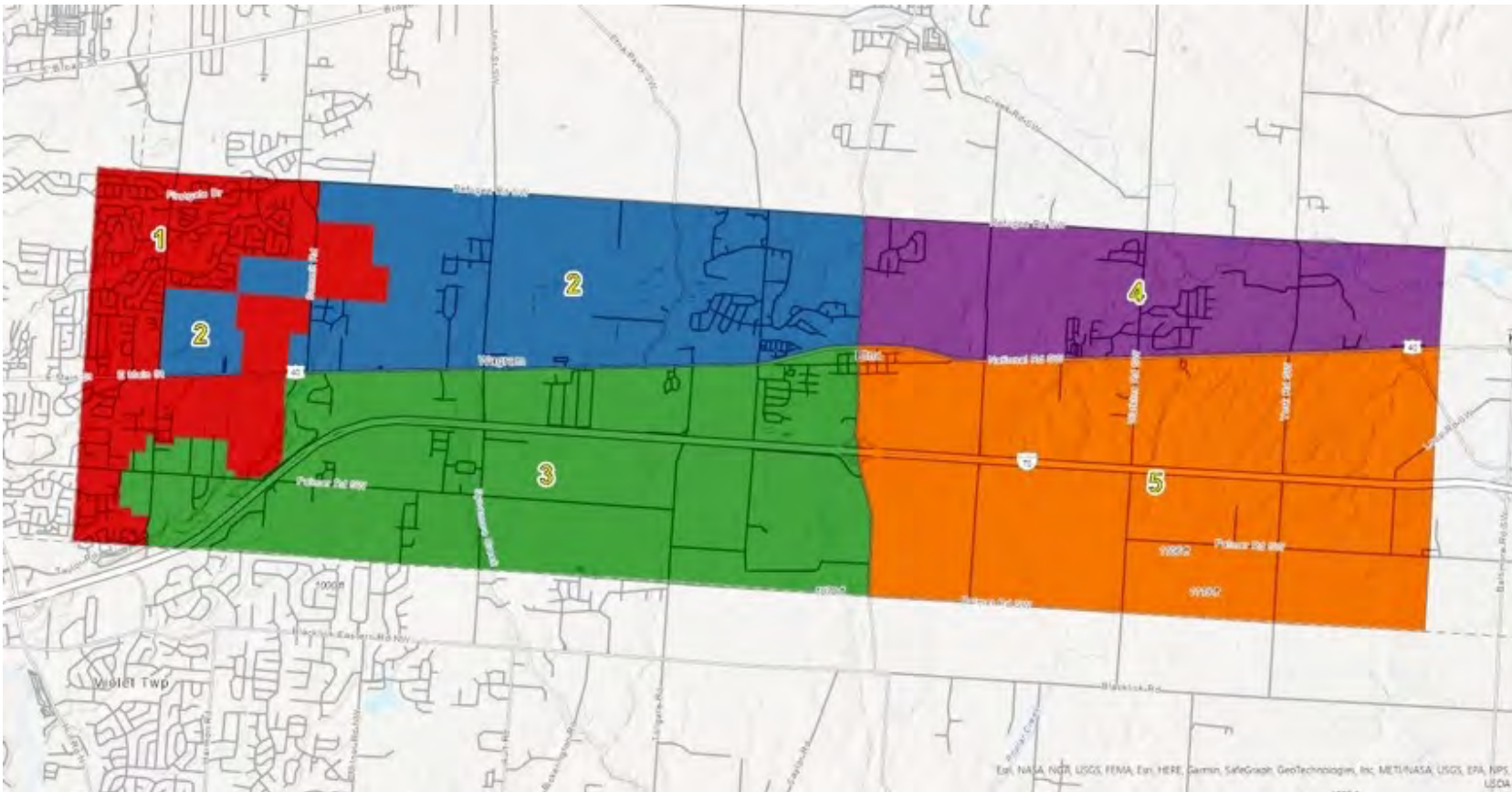


Image 4

Q5. Where do members of your household work? Check all that apply.

Answer Choices	Responses	
Columbus	40.88%	278
Retired	29.71%	202
Etna Township	24.26%	165
Elsewhere in Franklin County	16.76%	114
Reynoldsburg	14.26%	97
Pataskala	9.71%	66
New Albany	4.85%	33
Newark	3.82%	26
Elsewhere in Licking County	3.82%	26
Unemployed	2.21%	15
Heath	1.76%	12
Johnstown	1.62%	11
Granville	1.47%	10

Q6. What are the top two reasons you live in the Township?

Answer Choices	Responses	
Rural Atmosphere	58.31%	393
Lack of Congestion	33.98%	229
School System	22.40%	151
Quiet for Retirement	19.44%	131
Other (please specify)	17.95%	121
Access to Employment	17.06%	115
Friendliness	13.95%	94
My Family has Lived Here for Generations	9.64%	65
Cleanliness	8.90%	60
	Answered	674
	Skipped	12

Q12. The Township needs more of which type(s) of housing units? Check all that apply.

Answer Choices	Responses	
Farm House/Large Lot	52.65%	357
Single Family	47.94%	325
Senior/Assisted Living	18.58%	126
None of the above	16.96%	115
Townhome/Condo	15.04%	102
Gated Communities	14.90%	101
Accessory Dwelling Units	5.60%	38
	Answered	678
	Skipped	8

Q13. Would You Consider Yourself:

Answer Choices	Responses	
Pro Limited Growth	67.06%	456
Anti-Growth	13.09%	89
Pro-Growth	9.41%	64
Strongly Anti-Growth	8.24%	56
No Opinion	2.21%	15
	Answered	680
	Skipped	6

Q14. Which type(s) of commercial development would you like to see in the Township? Check all that apply.

Answer Choices	Responses	
Neighborhood Commercial	40.09%	263
Rural Home Occupations	33.38%	219
Strip Shopping Areas	28.81%	189
Agri-Business	25.76%	169

Other (please specify)	24.39%	160
Manufacturing	11.13%	73
Large Shopping Mall (Easton/Polaris)	9.76%	64
Logistics & Warehousing	8.84%	58
	Answered	656
	Skipped	30

**Q15. Which type(s) of job-creating employment opportunities would you like to see in the Township?
Check all that apply.**

Answer Choices	Responses	
Maintain Current Farming and Agricultural Base	58.90%	397
Office/Service	41.10%	277
Recreation/Resort Activity	36.65%	247
Light Manufacturing	28.04%	189
Other (please specify)	7.12%	48
None of the above	6.38%	43
Heavy Manufacturing	5.79%	39
	Answered	674
	Skipped	12

Q17. Would you like to see more public parkland in the Township?

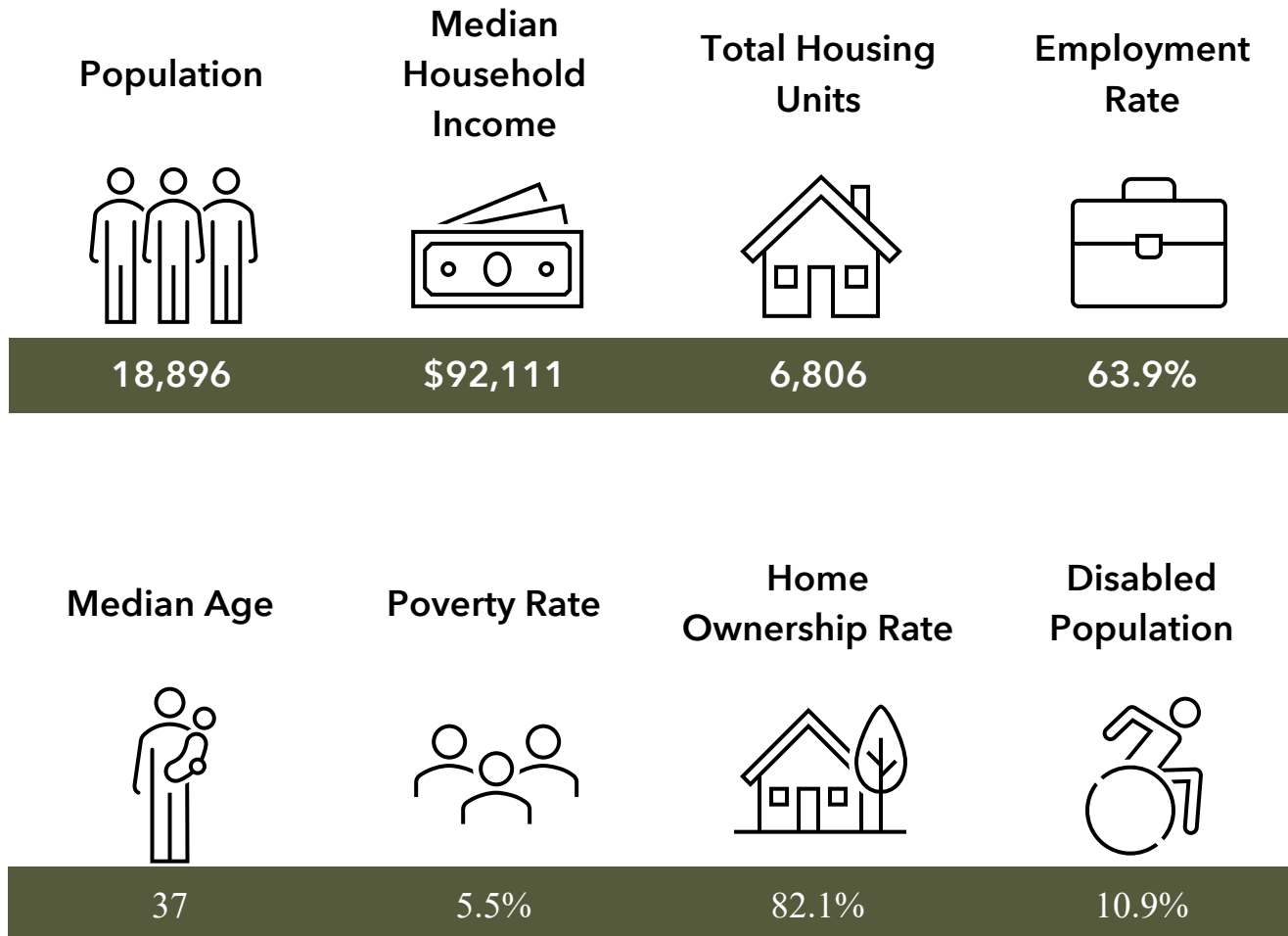
Answer Choices	Responses	
Yes	86.52%	584
No	13.48%	91
	Answered	675
	Skipped	11

Q22. In your opinion, is it important to work with adjacent communities to coordinate growth?

Answer Choices	Responses	
Very important	53.37%	364
Somewhat important	36.07%	246
Not important	7.62%	52
Don't Know	2.93%	20
	Answered	682
	Skipped	4

ARTICLE III DEMOGRAPHICS

SECTION 01 2020-2021 US CENSUS BUREAU DATA: ETNA TOWNSHIP



SECTION 02 TOWNSHIP POPULATION

According to 2020-2021 U.S. Census Bureau data, there are 18,896 people living in Etna Township.

<Insert population growth chart>

Table 1 - Township Population Growth

SECTION 03 POPULATION AND HOUSING

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | Population of Etna Township is 18,896 with 6,682 households and 6,806 housing units.
- | 69% population growth since 2000 (pop. 11,122) and 15% growth since 2010 (pop. 16,393).
- | Of the 18,896 residents: 52 identify as American Indian and Alaskan Native, 2,119 identify as Asian, 2,964 identify as Black or African American, 620 identify as Hispanic or Latino, 5 identify as Native Hawaiian and Pacific Islander, 12,150 identify as White/Not Hispanic/Not Latino, 275 as "other," 1,155 as two or more races and 12,326 as White alone.
- | 9.4% of residents are veterans.
- | 4.3% of the population moved to Etna Township from out of state in 2021. The percentage of residents arriving from out of state was lower for Licking County at 2%. Ohio's overall population increased 2% from 2010 to 2020.
- | Median age of residents is 37 years old, as compared to 40 for Licking County.
- | Median gross rent is \$1,228 compared to \$871 across Licking County. 65.2% of renters pay between \$1,000 and \$1,499.
- | Homeownership rate is 82.1%. Licking County homeownership rate is 76.2%.
- | 12.1% of Etna Township homeowners own a home valued between \$300,000 and \$499,999.
- | 6,806 housing units in Etna Township as compared to 72,709 total in Licking County.
- | 6,571 of 6,806 housing units are occupied.

FROM	TO	UNITS	%
1825	1844	10	0.16%
1845	1863	7	0.11%
1864	1883	24	0.39%
1884	1902	65	1.06%
1903	1922	47	0.76%
1923	1942	48	0.78%
1943	1961	302	4.91%
1962	1981	1,051	17.08%
1982	2000	2,521	40.98%
2001	2022	2,077	33.76%
Total Units		6,152	

SECTION 04 INCOME AND POVERTY

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | Median household income of \$92,111, the Licking County average median household income is \$73,325.
- | Median household income has increased by \$15,587 since 2010.
- | The poverty rate is significantly lower than the rate across Licking County. Etna Township has a poverty rate of 5.5% while Licking County's rate is 12.2%.
- | Youth (under 18 years old) experience a 7.2% poverty rate while the older populations (+65 years old) experience a 3.1% poverty rate.

SECTION 05 EDUCATION

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | 38.4% of residents in Etna Township hold a bachelor's degree or higher, 28.3% of Licking County residents hold a bachelor's degree or higher.

SECTION 06 EMPLOYMENT

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | The employment rate in Etna Township is 63.9% as compared to 59.2% across Licking County.
- | As a result of the COVID-19 pandemic, employment statistics have been skewed due to the high number of individuals quitting their jobs, unable to work or choosing to switch professions.
- | The class of worker is broken down into the following categories:
 - o Employee of private company workers: 63%
 - o Local, state, and federal government workers: 22.2%
 - o Self-employed in own not incorporated business workers and unpaid family workers: 2.5%
 - o Private not-for-profit wage and salary workers: 9.9%
 - o Self-employed in own not incorporated business workers and unpaid family workers: 2.4%

SECTION 07 COMMUTING

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | Though the Township is on the edge of a growing metropolitan area, it is still a semi-rural environment. Most residents of Etna Township commute to and from work by themselves.
- | 75% drove to work alone while 6.6% used a carpool.
- | 0.1% of workers used public transportation as an alternative to single use vehicles.
- | Average travel time to work is 28 minutes, Licking County's average commute is 27 minutes.

SECTION 08 INDUSTRY AND OCCUPATION

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

- | Residents (over age 16) are employed in a wide variety of industries and occupations.
- | Most residents are employed in education, health care, social assistance and retail.
- | The most common occupations include management, business, sciences and arts occupations with 3,940 residents in these types of roles.
- | Industry For The Civilian Employed Population 16 Years And Over:
 - o Educational services, and health care and social assistance: 25.6%
 - o Retail Trade: 12%
 - o Other services, except public administration: 2.3%
 - o Arts, entertainment, and recreation, and food and accommodation services: 3.2%
 - o Finance and insurance, and real estate and rental and leasing: 11.8%
 - o Construction: 3.5%
 - o Professional, scientific, and management, and administrative and waste management services: 10.3%
 - o Manufacturing: 7.4%
 - o Public Administration: 11%
 - o Wholesale Trade: 2%
 - o Agriculture, Forestry, Fishing and Hunting, and Mining: 0%
 - o Transportation and warehousing, and utilities: 8.4%
 - o Information: 2.5%
- | Occupation For The Civilian Employed Population 16 Years And Over:
 - o Management, business, science, and arts occupations: 3,940
 - o Service occupations: 1,470
 - o Sales and office occupations: 1,714
 - o Production, transportation, and material moving occupations: 1,428
 - o Natural resources, construction, and maintenance occupations: 390

| 24% of Etna Township residents in computer, engineering and science occupations are female.

SECTION 10 COMMUNITY HEALTH

Data sourced from the US Census Bureau, majority from 2020 and 2021 data collection.

| 10.9% of Etna Township residents are disabled as compared to 15% across Licking County.

| 2.5% are without health insurance in Etna Township as compared to 6% without health insurance across Licking County.

ARTICLE IV EXISTING CONDITIONS

SECTION 01 ETNA

Etna Township is one of the 25 townships of Licking County, Ohio, United States. As of the 2020 US Census, the population was 18,896. Part of the city of Reynoldsburg occupies the western end of Etna Township, a section of the village of Kirkersville occupies the eastern end, and the unincorporated community of Etna lies in the central part of the township.

Etna (formerly Carthage) is an unincorporated community and census-designated place (CDP) in Licking County, Ohio, United States. As of the 2010 census it had a population of 1,215. It lies at an elevation of 1,069 feet at the intersection of U.S. Route 40 and State Route 310. It was listed as a census-designated place (CDP) in 2010. A census-designated place (CDP) is a concentration of population defined by the United States Census Bureau for statistical purposes only. The boundaries of a CDP have no legal status and may not always correspond with the local understanding of the area or community with the same name. However, criteria established for the 2010 census require that a CDP name "be one that is recognized and used in daily communication by the residents of the community" (not "a name developed solely for planning or other purposes") and recommend that a CDP's boundaries be mapped based on the geographic extent associated with inhabitants' regular use of the named place.



Image 5

SECTION 02 GOVERNMENT ADMINISTRATION

The township is governed by a three-member board of trustees, who are elected in November of odd-numbered years to a four-year term beginning on the following January 1. Two are elected in the year after the presidential election and one is elected in the year before it. There is also an elected township fiscal officer, who serves a four-year term beginning on April 1 of the year after the election, which is held in November of the year before the presidential election. Vacancies in the fiscal officership or on the board of trustees are filled by the remaining trustees

SECTION 03 PRIOR PLANNING EFFORTS

2011 Comprehensive Plan

In early 2008, the township trustees assembled a group of citizen volunteers to develop an update to the Etna Township Comprehensive Plan. The township trustees also contracted with the Licking County Planning Commission to help facilitate this process and give technical assistance when needed. Before this project, comprehensive planning documents were completed in 2003, 1996 and 1989. As the landscape of Etna Township has changed, so have the thoughts and opinions surrounding the future of the township and its development.

In early 2010, the focus of the plan shifted to the State Route 310 corridor section of the community. A group of community members wanted to revisit a SR 310 corridor plan that was developed by the Columbus-based MSI planning and design firm. Their support for that plan prompted several community meetings about the SR 310 corridor. At the request of the trustees, the planning committee reviewed this document and compared it with the work that had been done so far regarding that section of the township. Based upon that review and numerous planning committee meetings, a SR 310 Corridor Focus Area Plan was developed and approved by the township trustees.

In July 2011, the township trustees approved the draft comprehensive plan and recommended its approval to the Licking County Board of Commissioners. In the summer of 2011, the final comprehensive plan document was reviewed and adopted by the Licking County Board of Commissioners.

IMAGE 2 - 2011 FUTURE LAND USE MAP



Image 6

The 310 corridor is an essential component in Etna Township which acts as both an opportunity and constraint for future growth and development within the Township. Due to this the Etna Township 310 Corridor Plan was launched. The Plan was challenged with not only studying 310 as a vehicular thoroughfare, but also as an integral piece of the community fabric. The role of 310 is as much social as it is utilitarian. Roadways are not only places for vehicular traffic. Successful roadways provide places for people, whether that be bike paths, trails, or sidewalks. Successful roadways also respond and change according to context. A road in an agricultural setting should look and feel differently than a roadway running through a Town Center.

As development occurs in a community it can change the landscape, create stress on the infrastructure and degrade the quality of life for the residents of the community. However, if development is planned for, new growth can actually improve the community.



Image 7

2011 Comprehensive Plan Purpose

- Guide township policy
- Purposefully affect change through specific strategies
- Strategically guide the allocation of community resources
- Inform prospective developers of community expectations for development
- Guide development review and provide direction to boards and commissions

The following were positive outcomes of a corridor plan:

- Manage Impacts
- Preserve community aesthetic
- Preserve community land use balance
- Prescribe development pattern/site design
- Achieve quality building architecture
- Preserve natural features

SECTION 04 ETNA TOWNSHIP GROWTH

Etna Township's proximity to the state capital and Interstate 70 as well as being located at the crossroads of SR 310 and US 40 has led to growth in residential housing units, manufacturing operations and warehousing/distribution facilities. As of the 2020 Census, there are 6,806 housing units in the Township, which is an increase of 523 units, or 8.3%, since 2010 (6,238). Residential building is poised to continue in the Township with many projects in some stage of approval or construction.

In total, sixteen (16) warehouse/distribution facilities are located in Etna Township. These facilities are located along major transportation corridors such as SR 310, US 40 and Mink Street.

PUTANILLA
Amazon adding more than 2,600 new jobs in Central Ohio
 Chris McDonald
 Mayor's Assistant

MEYER
Kohl's to build distribution center in Etna Township, bring nearly 700 jobs
 Kent Hallett
 Mayor's Assistant

PETZHAUSE
Big distribution facility may come to Mink Street in Etna
 Craig McDonald
 Mayor's Assistant

Image 8

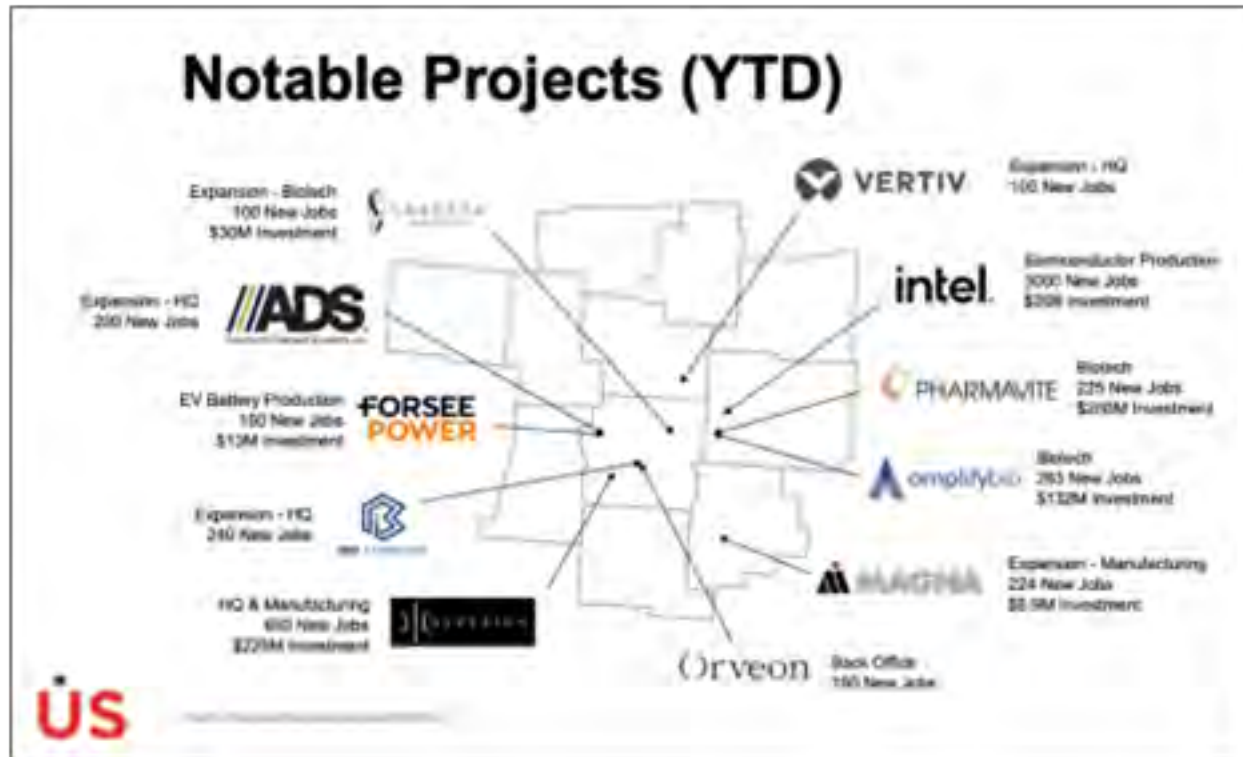


Image 9

SECTION 05 COLUMBUS REGION

INSIGHT2050 IS A COLLABORATIVE INITIATIVE AMONG PUBLIC AND PRIVATE PARTNERS DESIGNED TO HELP COMMUNITIES PROACTIVELY PLAN FOR DEVELOPMENT AND POPULATION GROWTH OVER THE NEXT 30+ YEARS THAT IS EXPECTED TO BE DRAMATICALLY DIFFERENT FROM THE PAST.

Over one million people live in Central Ohio. The Mid-Ohio Regional Planning Commission and U.S census data found Columbus was the only Midwest city to grow by more than 100,000 residents in the last decade and it estimates that the region's population will triple by 2050.

Central Ohio is expected to keep growing at an even-faster pace as mega projects like Intel's semiconductor plant in the City of New Albany come online. The employment at Intel in 10 years, if they completely follow through with their plans, could be around 12,000 according to economist Bill LaFayette, owner of Regionomics which focuses on economic development strategy and local economies. It can only be assumed the newly created jobs in the region will drive up the population of Etna Township. At the time of

this plan, it was too early to know exactly how many people will move to Etna Township. However, proximity to Intel's factory will in no doubt impact the population growth in the Township.

In addition to Intel, there are many major projects in some stage of construction in the central Ohio including Honda/LG, Ohio State Wexner Medical Center, John Glenn International Airport, and Silicon Heartland Innovation Park.

SECTION 06 CURRENT ZONING



Image 10

Purpose

Information sourced from etnatownship.com/zoning.

Etna Township states that the purpose of Zoning is to guide and regulate the planning, subdividing, and development of land within the township in order to promote and protect the health, safety, morals, and general welfare of the present and future property owners. The Township also mentions that Zoning is among the powers given to the township by the state legislature. The Zoning Resolution, together with Etna Township's 2011 Comprehensive Plan, guides land use activity within the township.

The Zoning Office is the enforcement authority over the Zoning Resolution within the Township. This office investigates complaints, enforces compliance, and issues zoning permits. The Zoning Office investigates complaints while also providing guidance to the Board of Zoning Appeals, Zoning Commission, and Board of Trustees. The Etna Township Zoning Commission is made up of 5 regular members and two alternate members who are residents of Etna Township appointed by the Board of Trustees to advise future development. The Commission makes recommendations to the Board of Trustees on Zoning Map and Text Amendments, as well as any updates to the 2011 Comprehensive Plan. The Etna Township Board of Zoning Appeals consists of 5 regular members and 1 alternate member, all residents of the Township who are appointed by the Board of Trustees to make decisions regarding land use within the Township.

The Etna Township Board of Trustees has the final say regarding amendments to the Zoning Resolution, Zoning Map, and 2011 Comprehensive Plan (or future plans created).

Zoning Resolutions & Applications

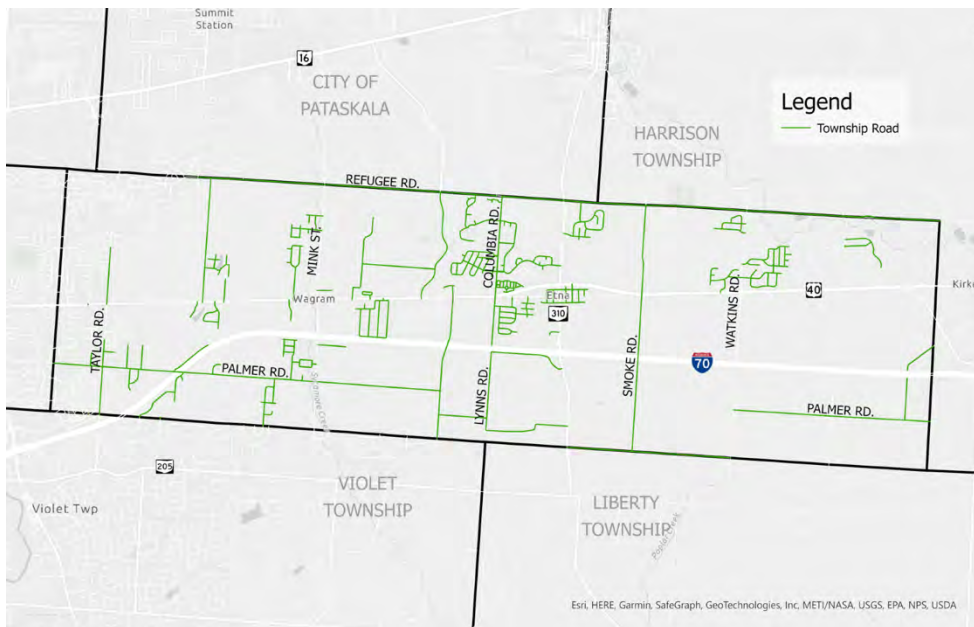
Information sourced from etnatownship.com/zoning.

Etna Township's current Zoning Resolution covers enforcement; non-conformities; administration; amendments; zoning map; establishment and intent of districts; district regulations; supplementary district regulations; off-street parking and loading facilities; signs; prohibition of junk motor vehicles; adult entertainment facilities; buffering, landscaping, and resource preservation; planned residential districts; planned residential conservation districts; and planned mixed-use development districts within the Township. The full Zoning Resolution: <https://etnatownship.com/zoning/>

ARTICLE V TRANSPORTATION

Transportation is essential for the efficient functioning of any community. It is the means by which people, goods, and services are able to move between different locations. Without transportation, it would be impossible to access essential resources, conduct trade, and maintain social connections. Transportation also helps to reduce the cost of living by providing access to cheaper goods and services that may not be available locally. In addition, transportation allows for the safe and efficient movement of people, including those with disabilities, who may not be able to travel otherwise. Furthermore, transportation can help to reduce environmental impacts by providing efficient, low-pollution forms of transportation. Ultimately, transportation is an essential component of any functioning community, and its importance should not be underestimated.

SECTION 01 TOWNSHIP ROAD SYSTEM



Care and maintenance of the township road system is the largest function of townships today. The Etina Township Road Department maintains 49 miles of roadway. The maintenance of these roads and road right-of-ways includes paving, repairs, snow/ice removal, ditching, and mowing.

Image 11



Image 12

SECTION 02 REGION TRANSPORTATION PLANNING

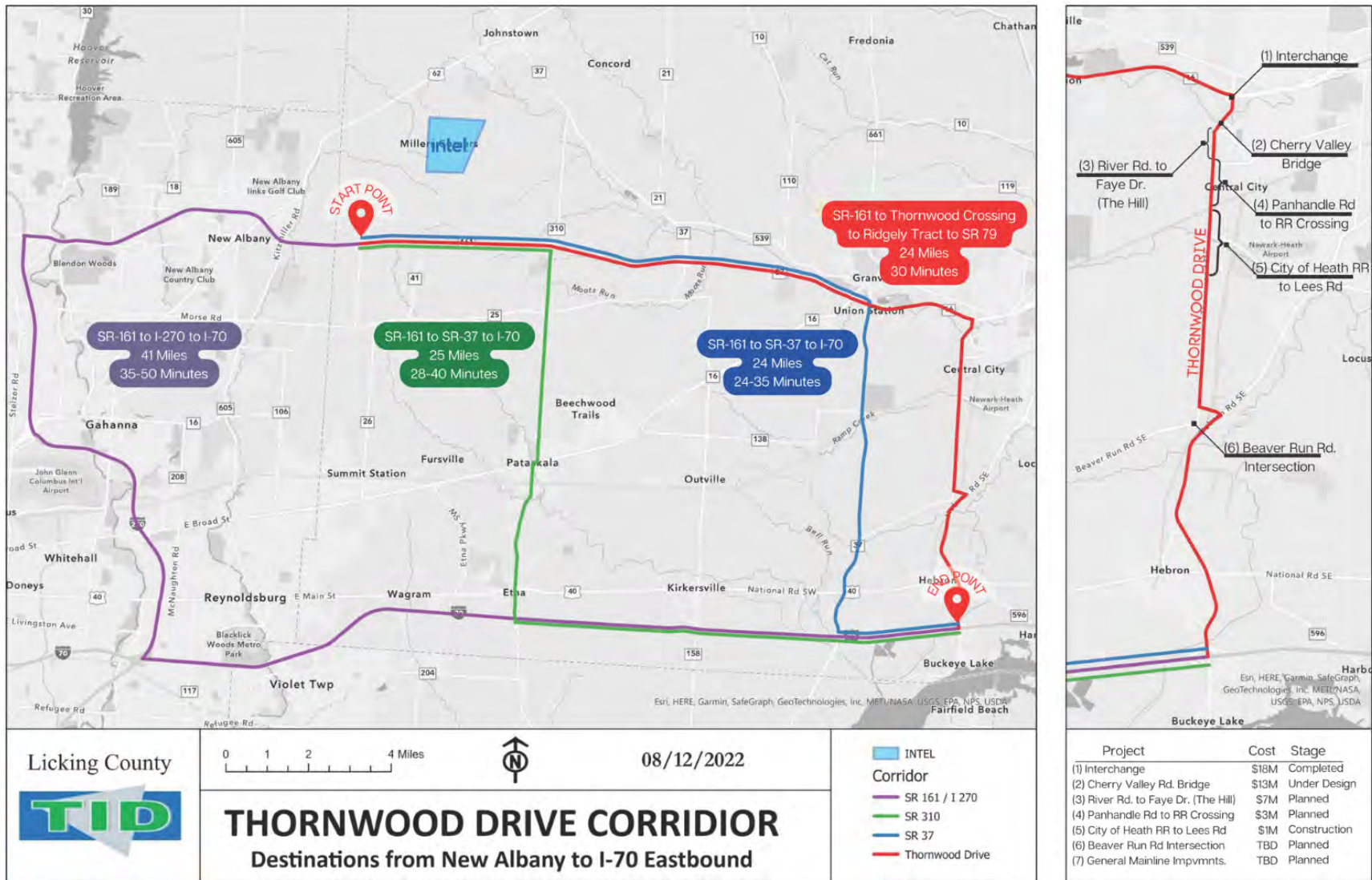


Image 13

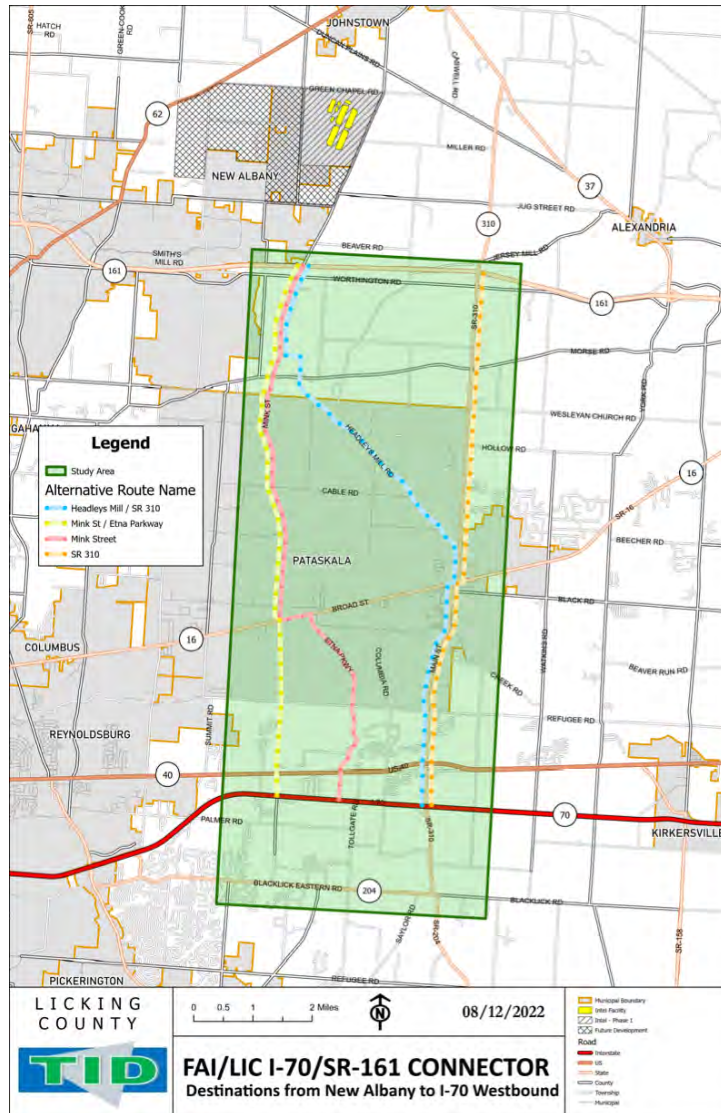


Image 15

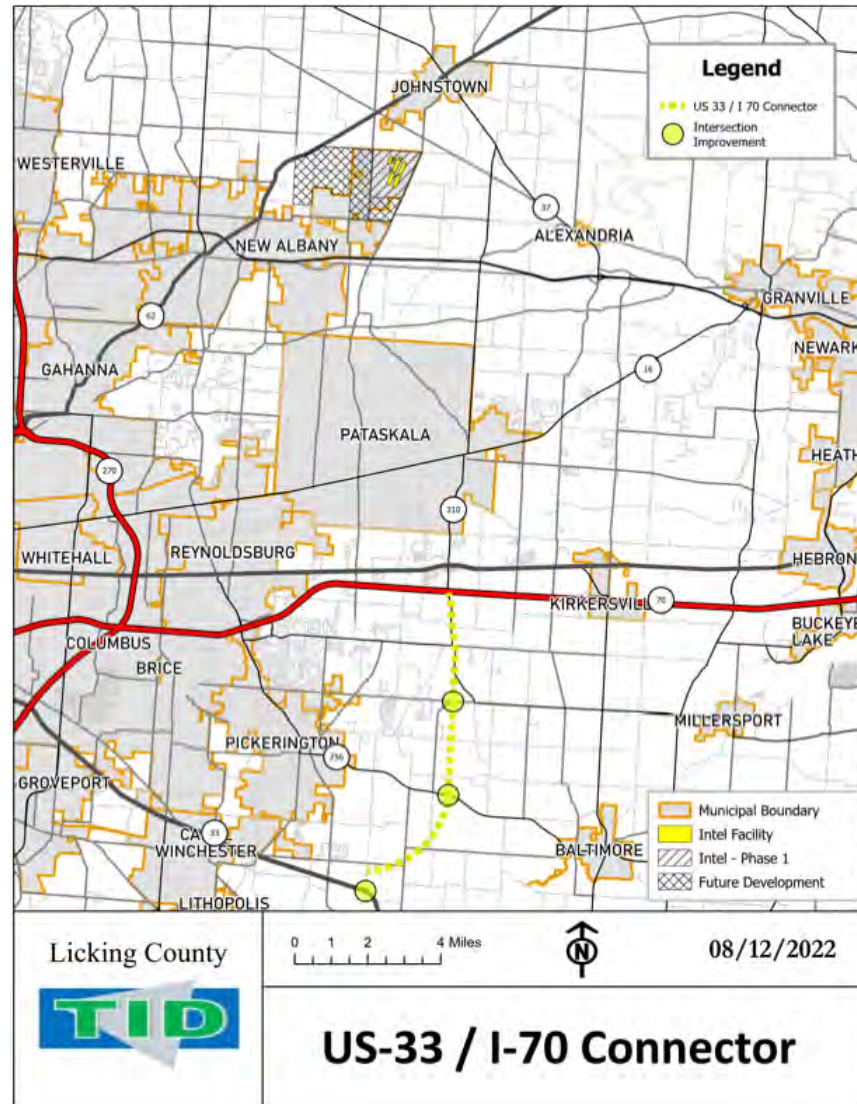


Image 14

SECTION 03 SURFACE TRANSPORTATION

Road Improvements

Road improvements are essential for ensuring the safety of drivers, pedestrians, cyclists, and all other road users. They can also help reduce traffic congestion and increase the efficiency of transportation networks. Road improvements can also have a positive impact on the environment by reducing air pollution and fuel consumption. Additionally, improved road infrastructure can help support economic development, providing better access to jobs, services, and markets.

Road widening is a common technique used to increase the capacity of an existing road. It involves increasing the width of the road, adding more lanes, or both. There are a few different methods commonly used for road widening, such as adding a median, increasing the shoulder width, and adding sidewalks or bike lanes. Additionally, if space is available, a parallel road can be built alongside the existing road to add more capacity.

Induced road demand is a term used to describe the additional demand for roads that is created when people use them. This can occur when roads are built, widened, or improved, which allows people to travel more quickly, easily, and with less cost. This in turn encourages more people to use the roads, which increases the demand for them. Induced demand can also occur when new businesses or housing developments are built in areas with existing roads, as the increased population will require more use of the roads. Overall, induced road demand is an increase in the demand for roads that is created by the convenience and cost-effectiveness of using them.

There are several ways to discourage car usage, such as providing alternative transportation options, improving public transportation services and infrastructure, reducing parking availability, and implementing policies that make car usage more expensive than alternative forms of transportation. Other strategies include encouraging carpooling, providing incentives for electric vehicle adoption, encouraging bike and pedestrian traffic, and raising public awareness about the environmental and health impacts of car usage. Ultimately, it is important to create a comprehensive plan that integrates multiple strategies to achieve the goal of discouraging car usage.

Intersection Improvements

Intersection improvements are incredibly important for a variety of reasons. They can improve traffic safety by reducing the risk of collisions, reduce congestion by making traffic flow more efficiently, and also improve air quality by reducing idling time and emissions. Intersection improvements can also make walking and biking safer and more accessible, which can help promote physical activity and reduce reliance on cars. Furthermore, these improvements can help make streets more attractive and inviting, which can help improve the overall quality of life in a community. Therefore, it is clear that intersection improvements are important investments that should be taken seriously.

The Strategic Plan does not identify which type of intersection improvements should be made. These decisions should be made by traffic engineers in concert with Township, state and federal officials based on the road classification. The purpose of the list is to bring awareness to specific intersections.

MAP ID	INTERSECTION	TYPE
1	Etna Pkwy/US 40	Signal
2	Etna Pkwy/Refugee	Traffic Circle
3	Mink/Refugee	Traffic Circle
4	Refugee/SR 310	To Be Determined
5	To Be Determined	To Be Determined
6	Columbia/US 40	To Be Determined
7	Watkins/US 40	To Be Determined
8	Warrior Way/US 40	To Be Determined
9	Mink/US 40	To Be Determined
10	I 70 Interchange	Interchange
11	Refugee/Columbia	To Be Determined
12	Mink/Palmer	To Be Determined
13	Trail East/SR 310	To Be Determined
14	SR 310/US 40	To Be Determined
15	Taylor/SR 204	To Be Determined
16	Taylor Road Interchange	Interchange
17	Taylor Road Intersection	Interchange
18	SR 310/I 70 Ramp	To Be Determined
19	SR 310/I 70 Ramp	To Be Determined

MAP ID	ROAD	TYPE	DESCRIPTION
1	Etna Pkwy Extension	New Road	The connection from Etna Pkwy at US 40 to I 70 will allow a regional access point to the interstate system connecting employment centers such as Intel, Amazon, Facebook, Amgen, AEP and others north of Etna Township.
2	Pike Street	Rehabilitation	The purpose and need of the Pike St improvement project is to address deteriorating pavement conditions, poor drainage, and increased traffic since construction of Amazon and other logistics operations that have recently located in the area. The pavement will be completely reconstructed, and the majority of the proposed project adds a 10 ft pathway, 7 ft sidewalks, lighting and safer crosswalks. The project length is approximately 4700 ft and split by SR 310. A planned mixed use residential/commercial development will join this project at its easterly terminus and reconnect Pike St to USR 40 at a safer intersection angle.
3	Refugee Road	Widening	Reconstruct Refugee Road to accommodate two lanes of traffic, an alternate left turn lane and additional two roundabouts, one at Refugee and Mink and one at Refugee and Etna Parkway.
4	Columbia Road	Widening	Widening and multi-use path or sidewalks connecting existing development, future development and school building.
5	Mink Street	Widening	Widening to accommodate for increased vehicle traffic.
6	Taylor Road	Planned	As part of the Far East Freeway set of projects, this project will upgrade the interchange of I-70 and SR 256, and perform work at the intersection of SR 256 and Taylor Road to improve safety. Work will include: <ol style="list-style-type: none"> 1. Realign ramps at SR 256 2. Extend ramp lane between SR 256 and Brice Rd. 3. Build Taylor Rd. bridge over I-70 and ramps to I-70 4. New ramp lane between SR 256 and Taylor Rd. 5. Widen Taylor Rd. and add turn lanes at SR 204
7	Schuster Way Extension	New Road	New connection between Schuster Way and Etna Parkway and I 70 to allow traffic to bypass the SR 310 intersection

8

SR 310

Widening

North of US 40. Widening and sidewalks connecting existing development and future development including residential and commercial uses.

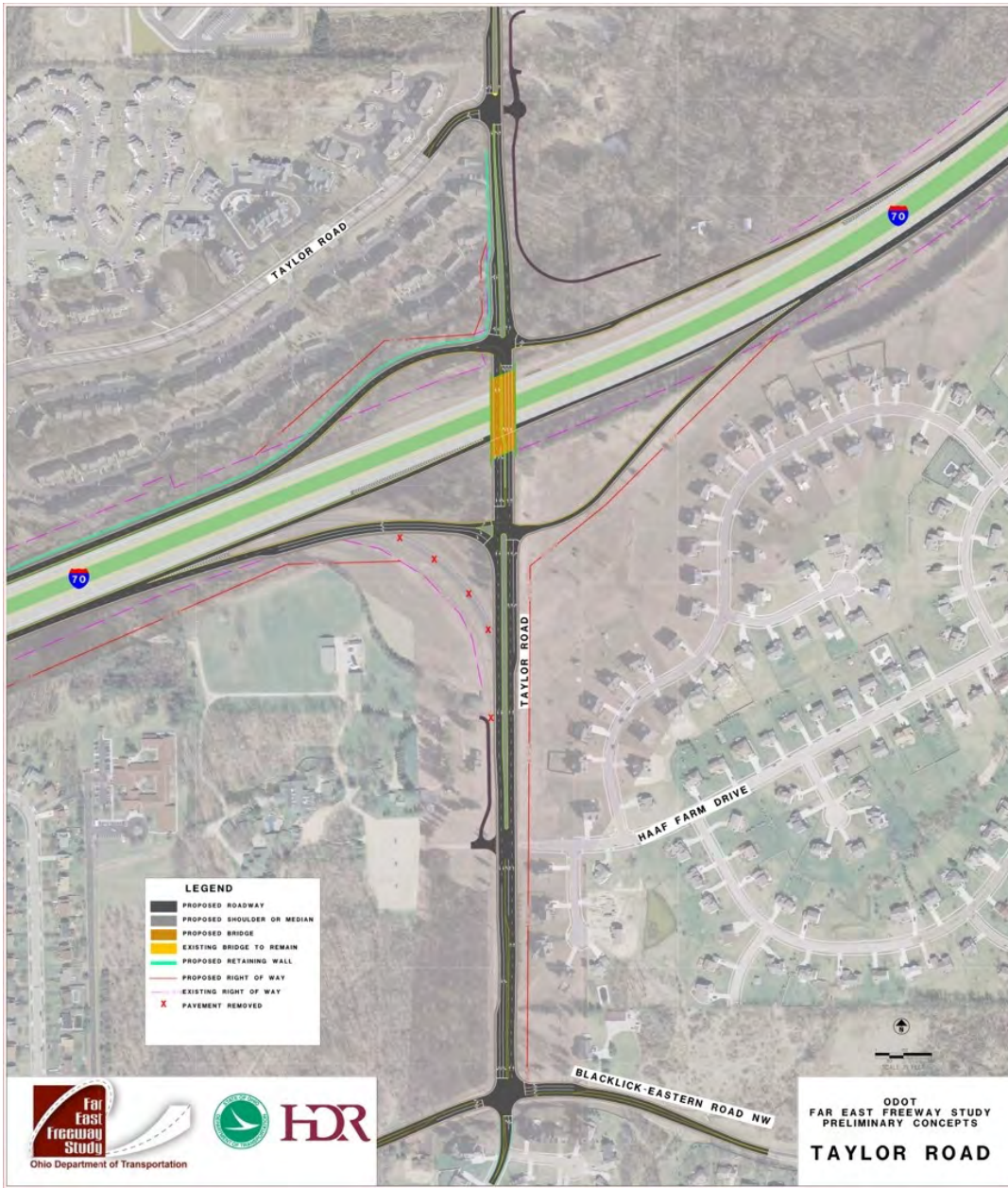


Image 16

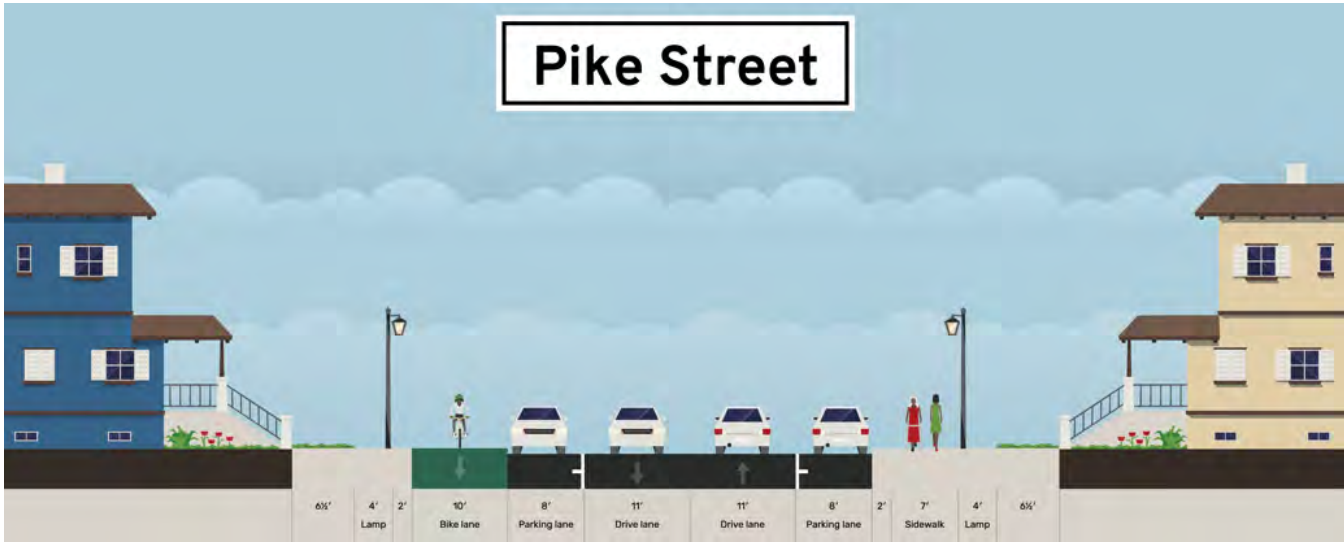


Image 18



Image 17

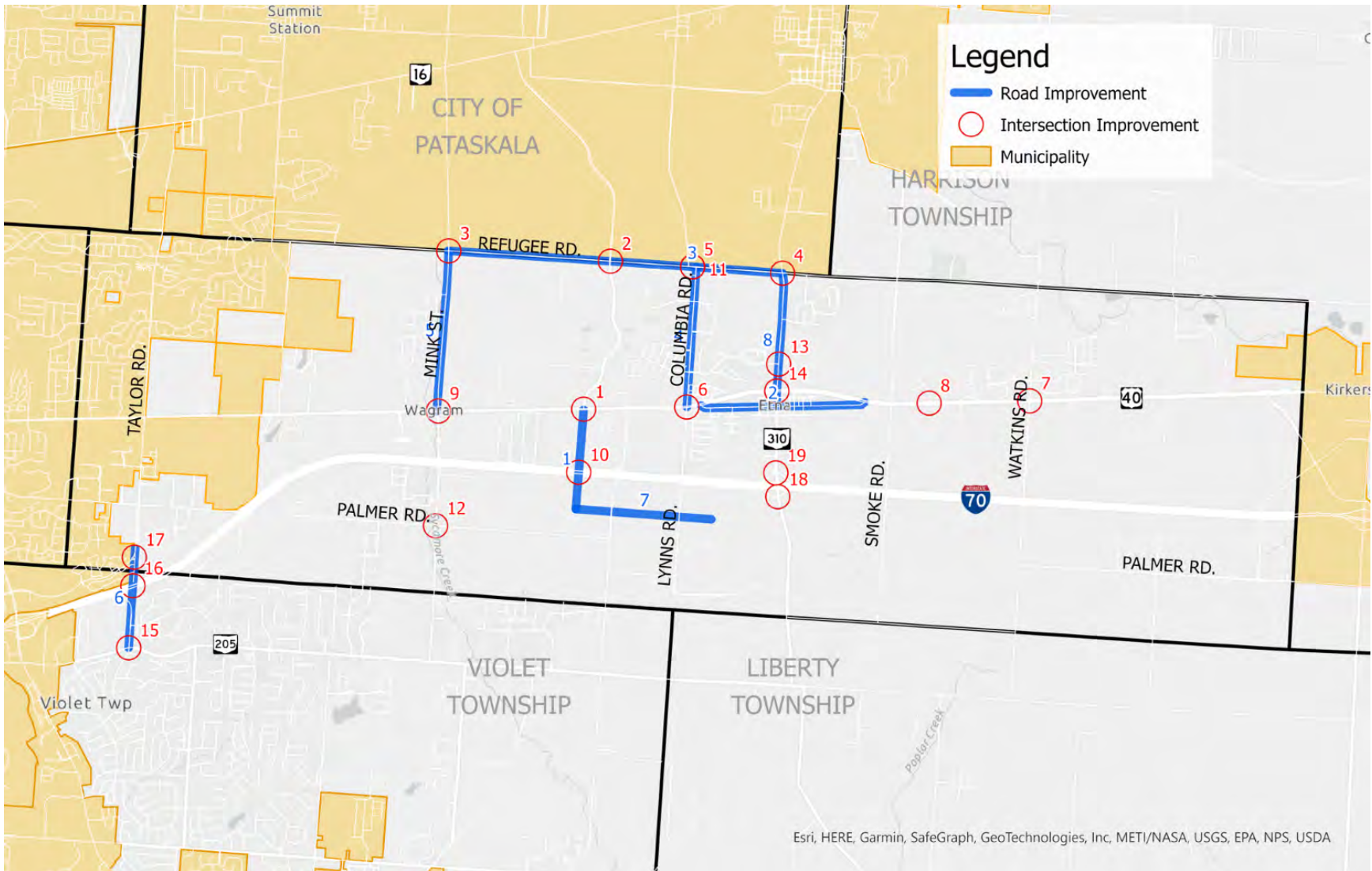


Image 19

Note: Locations of new street connections depicted on this map are intended to be general in nature and do not necessarily depict specific alignments. New streets and intersections should be designed in a manner that discourages speeding or unsafe traffic movement, enhances safe pedestrian and bicycle travel, and contributes to the visual character

of the Township. Before any new connections are advanced, they must be evaluated more thoroughly at a design detail level to ensure these objectives are achieved. This graphic provides a starting point for this analysis.

SECTION 04 NON-MOTORIZED & ACTIVE TRANSPORTATION

Non-motorized transportation, such as walking and cycling, is an important part of a healthy, sustainable lifestyle. It offers numerous benefits, such as improved public health, reduced traffic congestion, improved air quality, and cost savings. Walking and cycling can also provide an opportunity for people to connect with their communities in a meaningful way, while reducing their reliance on motorized transportation. It is an efficient, low-cost, low-carbon form of transportation

that can be enjoyed by people of all ages and abilities. Investing in infrastructure to support non-motorized transportation, such as sidewalks, bike lanes, and trails can help to create safe and accessible pathways for people to choose active transportation.

Proposed routes do not necessarily indicate a preferred side of road or precise alignment. Routes may be comprised of on-street or off-street facilities.

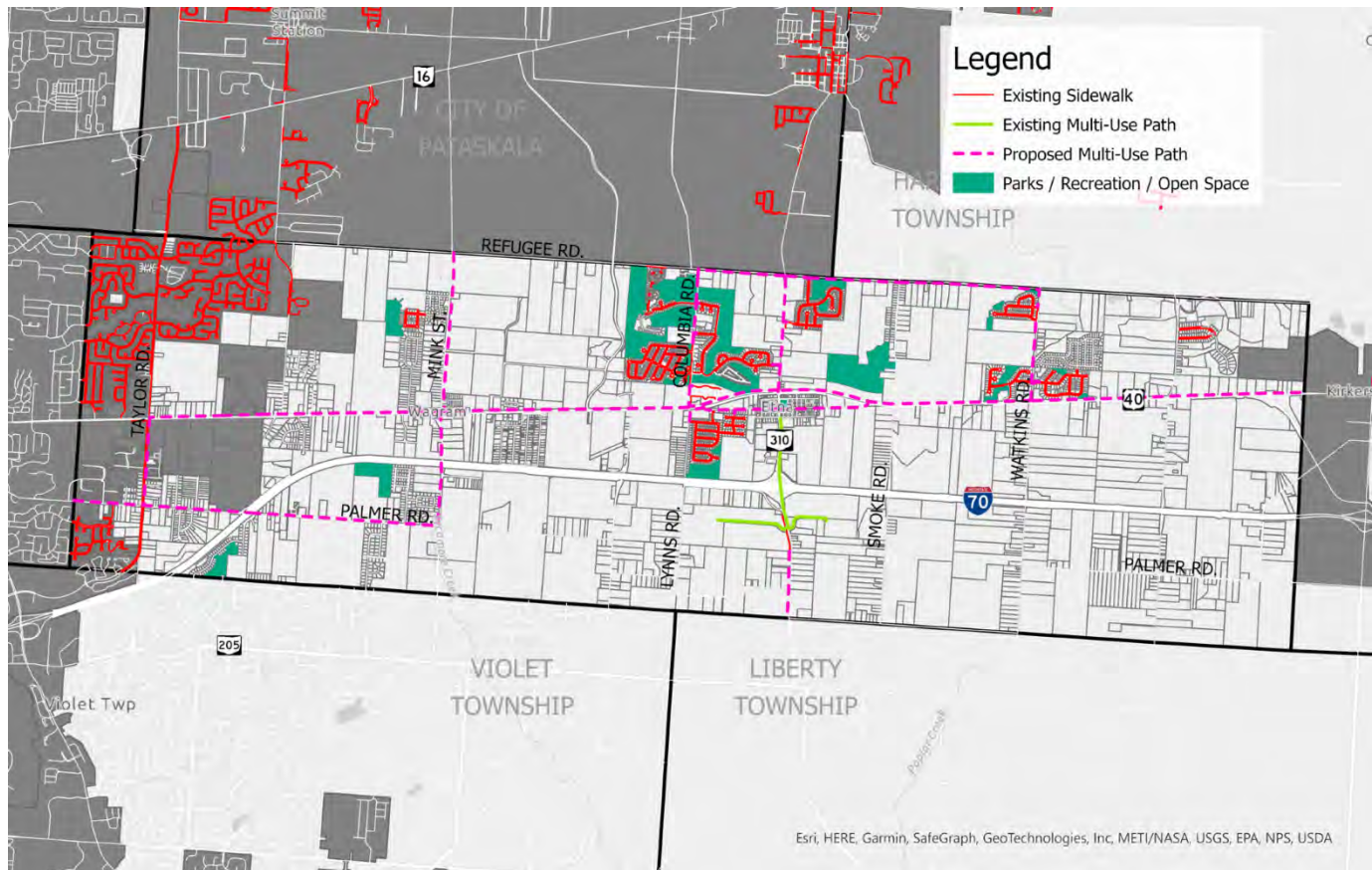


Image 20

SECTION 05 TRANSPORTATION RECOMMENDATIONS

<Insert content>

ARTICLE VI PARK & RECREATION

SECTION 01 PARK & RECREATION BENEFITS

Park and recreation facilities provide a variety of benefits to our communities. From physical and mental health to economic and environmental advantages, parks and recreation facilities can help improve the lives of individuals, families, and entire communities. Physical benefits include increased physical activity, improved cardiovascular health, and increased strength and flexibility. Mental health benefits include improved mood, decreased stress, and increased social interaction. Economic benefits include increased property values, improved business performance, and increased tourism. Environmental benefits include improved air quality, increased vegetation, and improved water quality. Additionally, park and recreation facilities can help promote sustainable living, provide local employment opportunities, and increase access to outdoor recreation.

SECTION 02 CURRENT PARK & RECREATION FACILITIES



Image 22



Image 21



Image 23

SECTION 03 FUTURE PARK & RECREATION IMPROVEMENTS



Image 24

SECTION 04 PARK & RECREATION RECOMMENDATIONS

<Insert Content>

ARTICLE VII ENVIRONMENT

SECTION 01 FLOODPLAIN

Flood plains are important areas for protecting our environment and reducing the risks of flooding. They provide natural storage areas for excess water, which helps to reduce flooding in nearby areas. Development in flood plains can increase the risk of flooding, damage to properties and infrastructure, and harm to wildlife habitats. Protecting flood plains is essential for preserving the natural balance of our environment and ensuring the safety of our communities.

Zone A corresponds to the 100-year, or 1% annual chance, floodplain determined by approximate methods. Detailed hydraulic analysis is not performed for such areas, and no Base Flood Elevation (BFE) or depth is shown for this zone. Zone AE corresponds to 100-year, or 1% annual chance, floodplain that is determined in the Flood Insurance Study by detailed methods. Usually, BFEs derived from detailed hydraulic analysis are shown at select intervals within this zone.

A floodplain is any land area susceptible to inundation by floodwaters from any source. Floodplains are measured in terms of the amount of storm water it takes to cover them. Storm events are measured in years such as five-year, 10-year, 20-year, 50-year, 100-year, and 500-year. The standard measurement is the 100-year storm and floodplain. A 100-year floodplain is the land area having a one in 100 chance of flooding in any given year.

The 100-year floodplain is somewhat of a misnomer however, because an area could have a 100-year flood two years in a row –unlikely, but

possible. The floodplain map (Image #) shows the 100-year, or base, floodplains of Etna Township as determined by the Federal Emergency Management Agency (FEMA) on their Flood Insurance Rate Map (FIRM). Lending institutions use FIRM maps to determine the need of flood insurance for structures.

FLOODPLAIN POLICY:

1. Utilizing zoning laws to limit development in flood plains;
2. Establishing conservation easements or deed restrictions to limit development and protect vegetation that naturally absorbs flood waters;

3. Requiring developers to build structures that are elevated or flood-proofed according to the best available flood-proofing standards;
4. Establishing buffer zones between development and flood plains;
5. Implementing green infrastructure practices, such as green roofs, rain gardens, and permeable pavement, to reduce runoff and absorb excess water;
6. Creating a floodplain management plan to coordinate with local stakeholders;
7. Analyzing the potential impacts of development on flood plains to ensure that any changes to the land do not increase the risk of flooding; and
8. Educating the public about the importance of protecting flood plains.

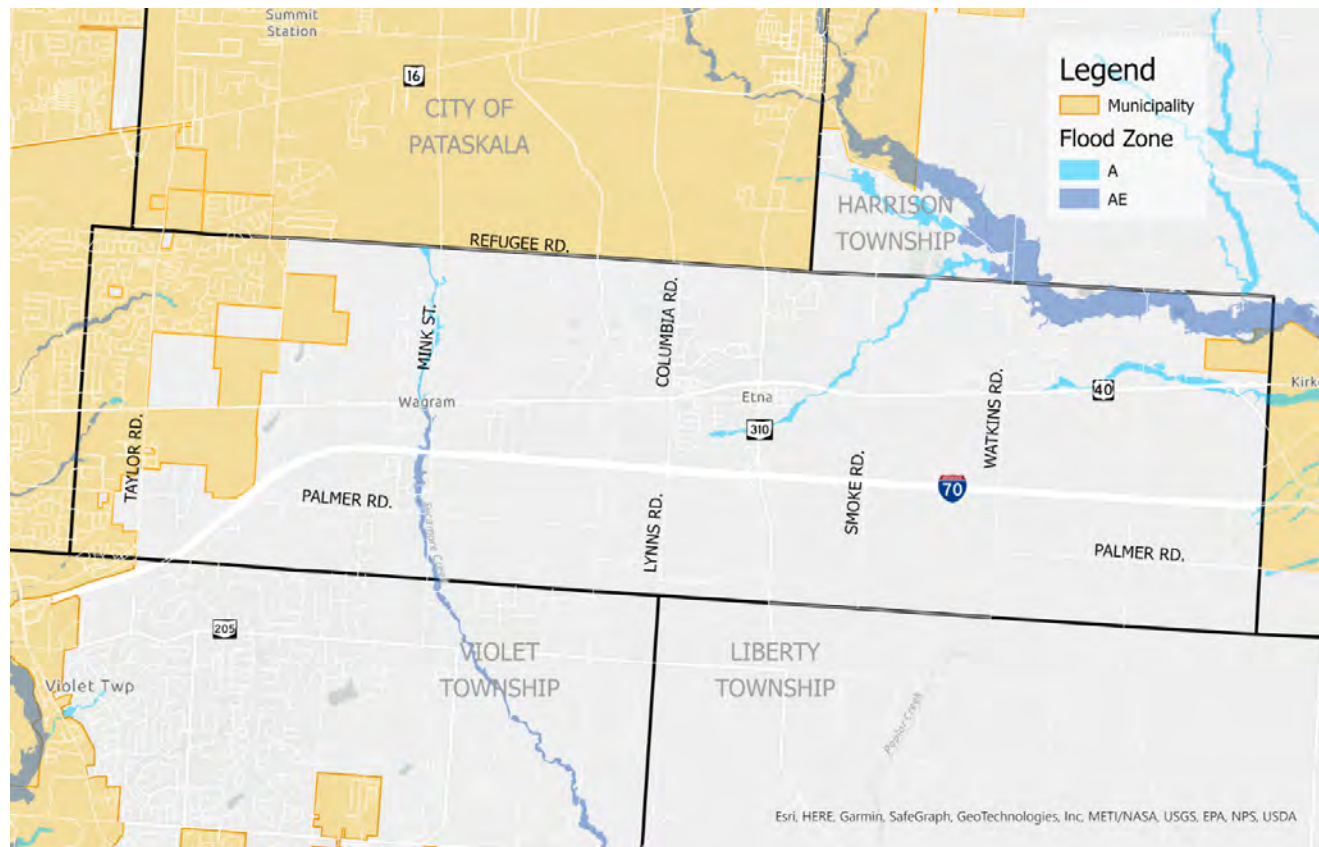


Image 25

SECTION 02 SOILS

More than 33,000 acres in Licking County were in use for urban development in 1982. Since then, much more 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, malfunctioning onsite sewage disposal systems, erosion on construction sites, and flooding are problems if soil features are ignored. Within the township, special attention should be paid to shallow excavations, construction of dwellings and commercial buildings, local roads and streets, and lawn and landscaping. These items benefit by identifying the soil type in the initial planning stages.

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. Within Etna Township, there are some 18 soil types. The majority of the township is composed of Bennington (somewhat poorly drained), Centerburg (moderately poorly drained) and Pewamo (very poorly drained) soil types.

SECTION 03 WATERSHED

The Licking River watershed in Licking County is a vital source of water for the region. It covers over 1,500 square miles and is home to numerous species of plants and wildlife. The watershed is comprised of small streams, creeks, and rivers that flow into the Licking River, which is the main river that flows through the county. The river is an important source of drinking water, and many communities rely on it for their water supply. The watershed is a great resource for recreational activities such as fishing, kayaking, and swimming. Additionally, the watershed plays an important role in controlling flooding and sediment buildup in the area. The Licking River Watershed is a vital asset to the state of Ohio, and helps to ensure the health and well-being of the communities in the region.

The Upper Scioto watershed in Franklin County is a large, diverse area that encompasses many different natural resources. It is home to a variety of wildlife, including birds, fish, and mammals, as well as plants and trees. The watershed is a vital part of the regional eco-system, providing a habitat for many species and supplying clean drinking water for the area. The Upper Scioto River provides recreational opportunities for locals and visitors alike, including fishing, canoeing, and kayaking. It is also a source of hydropower, providing renewable energy to the region. The watershed is protected by local, state, and federal laws, ensuring that it remains a healthy and vibrant part of the local environment.

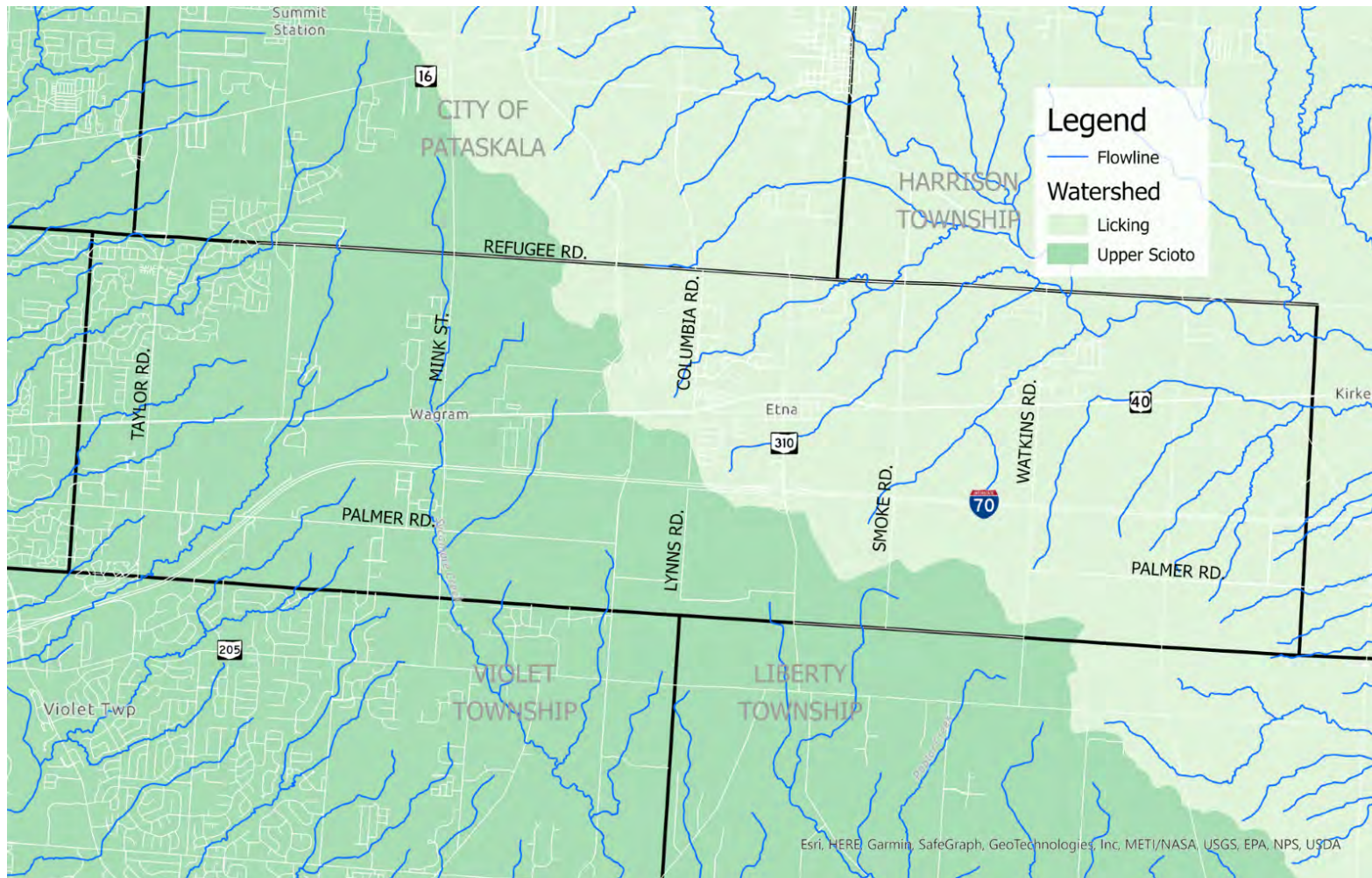


Image 26

SECTION 04 GROUNDWATER VULNERABILITY

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

For each polygon, the seven DRASTIC parameter ratings are weighted and then summed to generate its GV Index value.

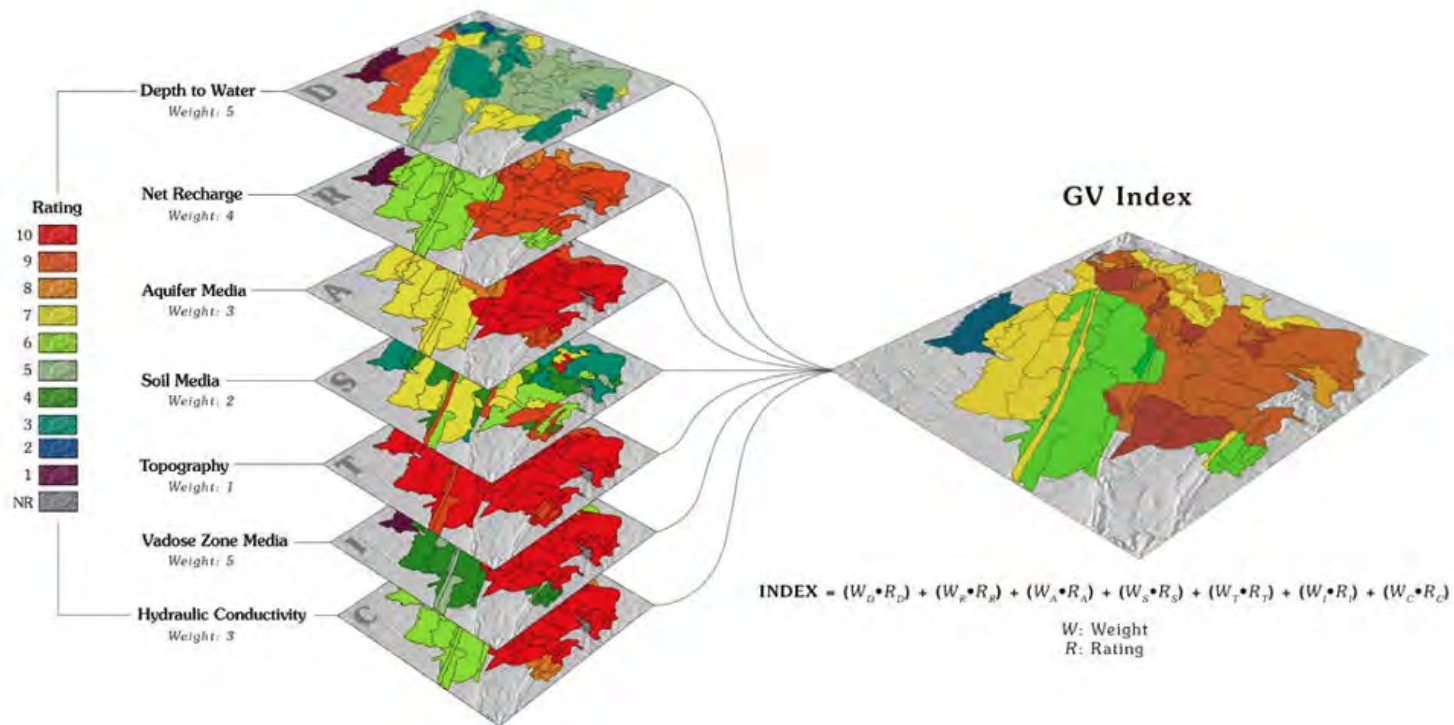


Image 27

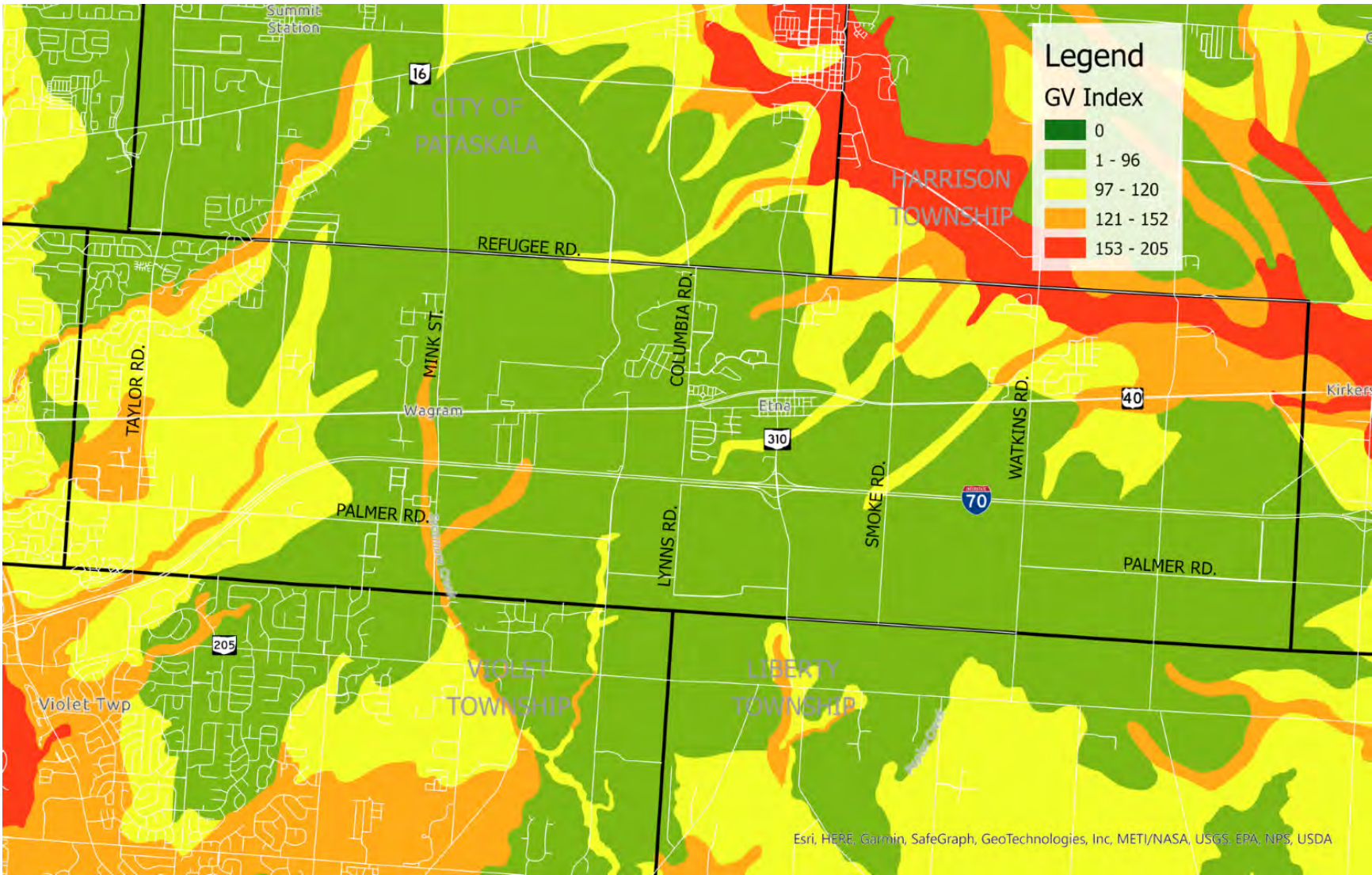


Image 28

ARTICLE VIII LAND USE

Preserving Etna Township’s rural character and landscape is a very high priority. Preservation should be based on both the aesthetics of rural character as well as ensuring farming can continue and be economically productive.

Critical to this is:

- 1) Protecting the Township’s agricultural heritage.
- 2) Preserving greenspace.
- 3) Protecting visual quality.
- 4) Supporting an agricultural economy.

SECTION 01 NEIGHBORING COMMUNITY PLANS

City of Pataskala

The City of Pataskala identified a need in the community for a long-term vision for the future, and championed the creation of this plan to fulfill that need. City staff and elected officials played a critical role by providing ongoing guidance and expertise, and by gathering many of the community’s best and brightest stakeholders to convene and strategize. Working together, a blueprint for the future of Pataskala was created. The plan was adopted in 2021.

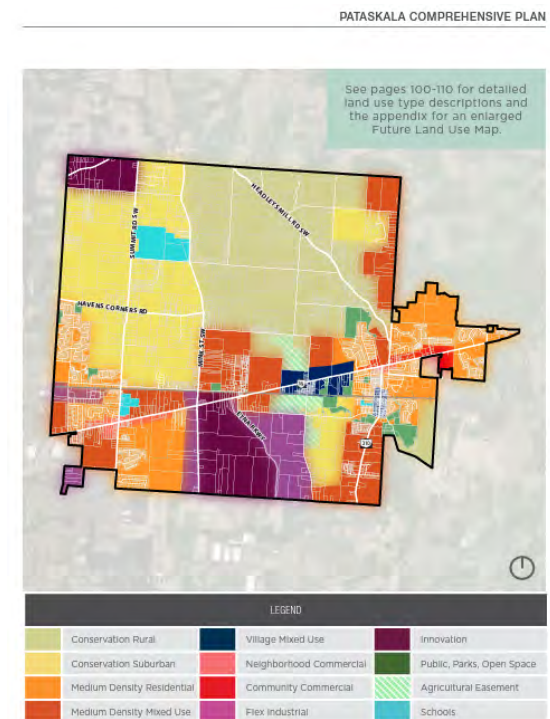
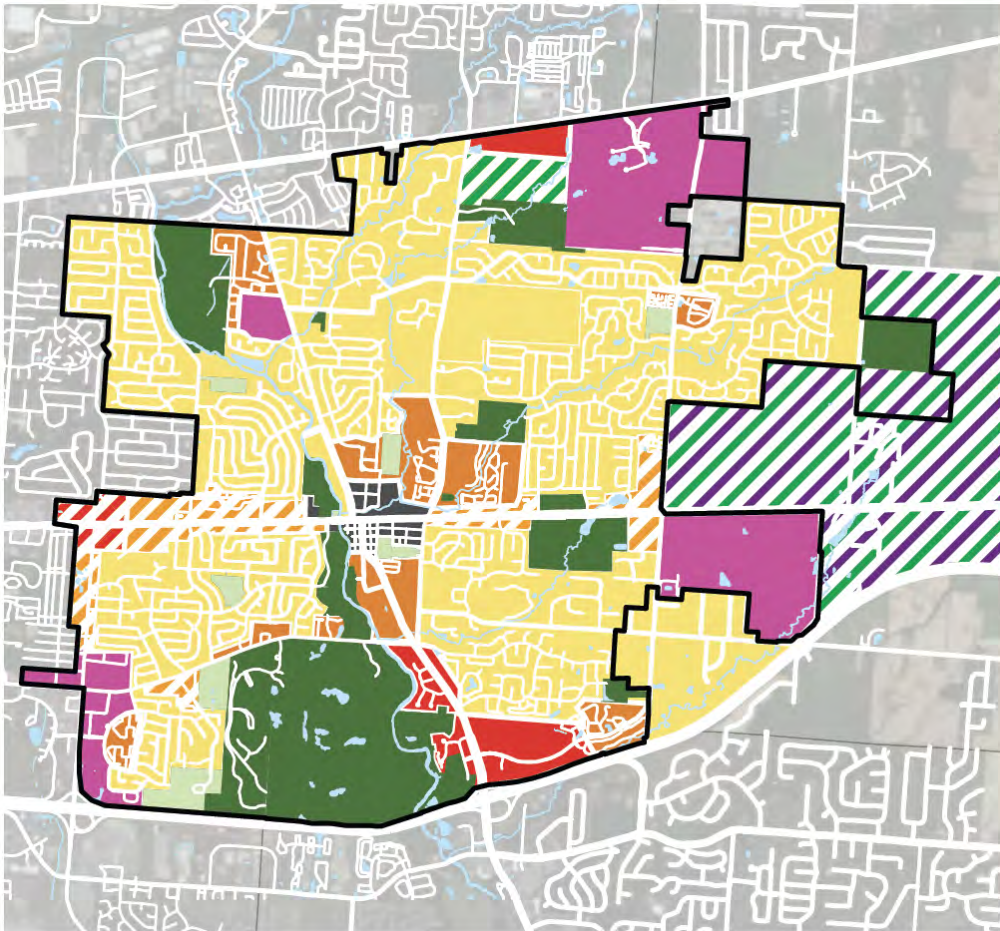


Image 29

HOUSING, ECONOMY, AND LAND USE

FUTURE LAND USE DISTRICTS	
 Community Commercial	 Olde Reynoldsburg
 High Density Mixed Use	 Open Space/Schools
 Innovation	 Suburban Residential
 Medium Density Residential	 Conservation Development
 Medium Density Mixed Use*	 Innovation/Conservation Hybrid

**See pg. 39 for additional detail.*



City of Reynoldsburg

The 2018 Reynoldsburg Comprehensive Plan is a vision for how the City should grow and develop over the next 10 to 20 years. The Plan has been informed through extensive public engagement and an examination of physical, economic, and social trends shaping the City and the region. This Plan is designed to be used as a tool to guide the community and local leaders in making collective, informed, and deliberate decisions to advance Reynoldsburg.

Image 30

Liberty Township Zoning Map

Liberty Township (Fairfield Co)

Liberty Township regulates building and land use in the unincorporated area, pursuant to authority in the Ohio Revised Code and the adoption of the Liberty Township Zoning Resolution ratified by voters in 1960 and subsequently amended from time to time. Liberty Township does not have a comprehensive plan.

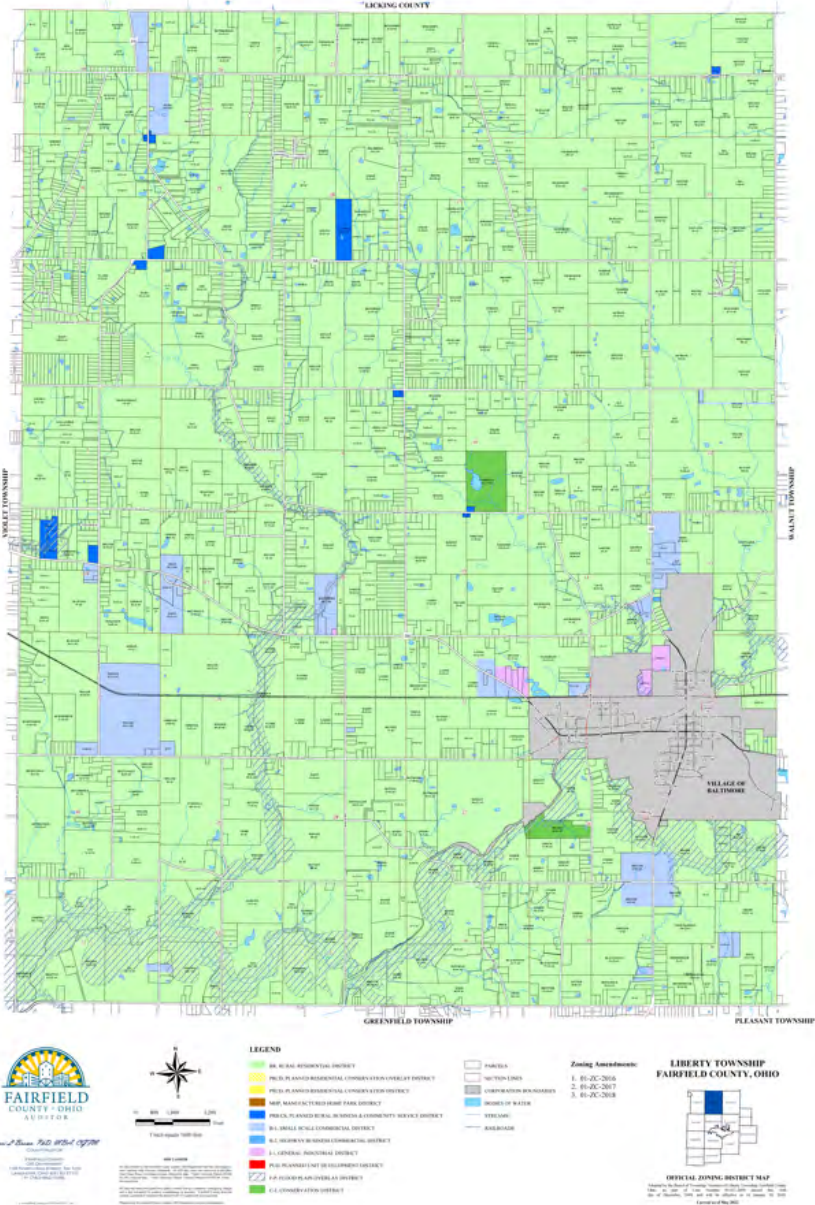


Image 31



Violet Township (Fairfield Co)

The 2004 Violet Township Land Use and Transportation Plan was prepared at the request of the Violet Township Trustees, and was developed under the direction of the Violet Township Steering Committee. The members of the Steering Committee worked together for more than one year to review concepts, debate ideas and develop the Plan.

Image 32

SECTION 02 CURRENT LAND USE

Land use denotes how humans use the biophysical or ecological properties of land. Land uses include the modification and/or management of land for agriculture, settlements, forestry and other uses including those that exclude humans from land, as in the designation of nature reserves for conservation.

The current land use classifications shown on the following page are the general land uses within Licking County based on each parcels classification from the County Auditor's files. Below are the definitions that identify what makes up each land use category.

- | **Agriculture (Green)** Areas with agricultural development as well as wooded areas. This land use designation is appropriate for land with the best soils for agricultural activity. When identifying this land use, the primary use of the land is considered, not the size.
- | Residential (Yellow) Identifies areas with residential development. Townships vary on minimum and maximum lot sizes for residential uses.
- | **Commercial (Red)** Commercial land use could be defined strictly as commerce activities such as retail or storage. A broader interpretation would include manufacturing as this activity one would expect a commercial return on the invested capital (i.e. manufacturing products, offices, restaurants, shopping malls or even service stations).
- | **Industrial (Gray)** Land uses that have a facility or activity relating to: the assemble and storage of substances/goods/raw materials, their processing and manufacturing, and/or the packaging and shipping of finished products.
- | **Exempt (Blue)** Certain types of property are commonly granted exemption from property or transaction (such as sales or value added) taxes. These exemptions vary highly from jurisdiction to jurisdiction, and definitions of what property qualifies for exemption can be voluminous. Additionally land this land use can be explained as any land use whether publicly or privately owned, for transportation, utilities, communications, or any use which is necessary for the health and safety of the general public. This includes but is not limited to, libraries, streets,

schools, fire or police stations, ambulance services, county buildings, municipal buildings, recreational centers (including parks) and cemeteries, and churches.

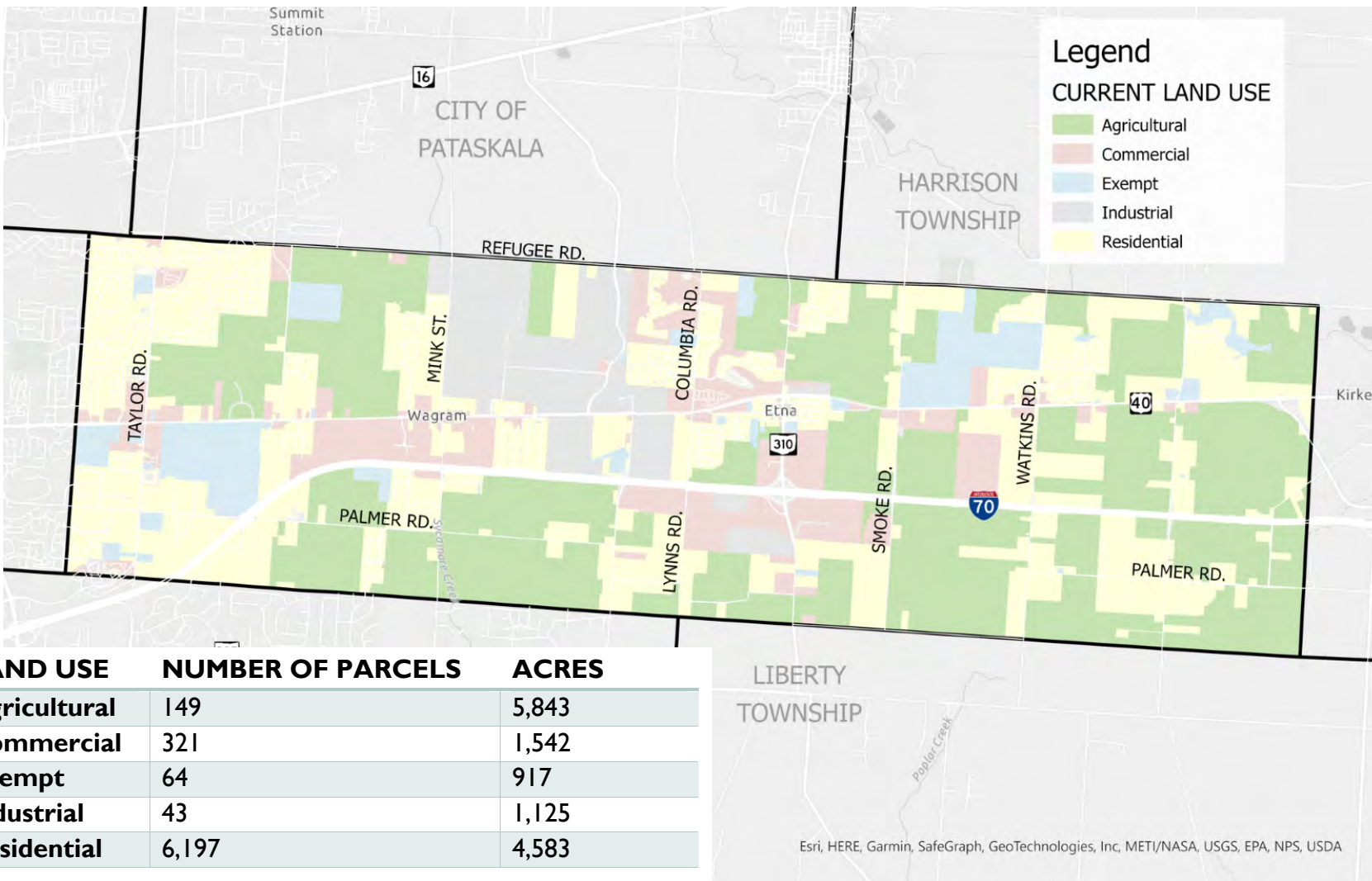


Image 33

SECTION 03 FUTURE LAND USE

The intent of the future land use map is to illustrate a broad pattern of land use and development types across the Etna Township and potential growth areas. It is not intended to designate very specific land uses for individual parcels of land. Many of the land use categories are intentionally broad with respect to the types of residential and commercial uses that may be appropriate.

AGRICULTURAL

Intent

This land use designation is appropriate for land with the best soils for agricultural activity. Applies to areas characterized primarily by agricultural uses, land maintained in its natural state, and large tract residential development. These areas currently have limited availability of water and sewer services, and require on-site provision of these utilities. Paved roads with ditch drainage characterize road infrastructure within these areas.

Development Guidelines

1. Future water and sewer services are not expected nor encouraged.
2. Residential and commercial development within the agricultural district is discouraged.
3. Lot frontage may be divided and sold to preserve large tracts of land in the rear for agricultural use.

PLANNED RESIDENTIAL

Intent

This land use type responds to changing demographic and market trends and offers alternative housing types that will cater to the growing empty nester/senior population as well as younger individuals and couples seeking a lower maintenance lifestyle. Planned Residential neighborhoods accommodate a wide array of both attached and detached housing types including multilevel flats, small lot homes and townhomes. Ideally, all of these housing types are integrated into a cohesive neighborhood.

Development Guidelines

1. Neighborhoods are designed with multiple interconnected streets with an emphasis on the pedestrian.
2. Cul-de-sacs and dead-ends are not appropriate.
3. Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees.
4. Arterial streets leading to or through these neighborhoods should be lined with multi-use paths.
5. On-street parking should be permitted.
6. Front setbacks should range from 10 to 20 feet, with porches, lawns or landscape gardens between the sidewalk and building face.
7. Buildings should frame the street, with modest side setbacks, creating a relatively continuous building edge.
8. Garages and parking areas should be located to the rear of buildings, accessed from a rear lane or alley. If garages are front-loaded, they should be setback from the building face.
9. Neighborhoods should be designed with architectural diversity in terms of building scale, form, and style.
10. High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged
11. Neighborhoods should include a variety of publicly accessible parks and open spaces

RURAL RESIDENTIAL

Intent

This land use type offers an alternative to residential sprawl. Rural Residential balances development pressures with goals of preserving open space and responding to market demands for alternative types of neighborhoods. Rural Residential is designed to work with the natural landscape, clustering homes together into neighborhoods and preserving large amounts of open space. At least half of the overall development should be preserved to create an interconnected greenway system. This design is commonly referred to as Conservation Development.

Development Guidelines

1. Conservation developments are master planned and designed to preserve significant amounts of open space.
2. These communities are likely to be entirely residential, but may incorporate mixed use and, where supported by the market, commercial development at major intersections.
3. Local streets should be designed to encourage interconnectivity to and through the neighborhood.
4. Cul-de-sacs should be discouraged unless necessary due to topographic or environmental constraints.
5. Multi-use paths should be provided throughout conservation communities.
6. Sites should incorporate large scenic landscape setbacks from existing rural roadways.
7. Residential buildings should be clustered together and oriented in a manner that encourages community interaction among residents.
8. At least 50% of the overall site area should be preserved.
9. Open spaces within conservation developments should emphasize interconnected greenway systems and preservation of environmentally sensitive lands.

SINGLE FAMILY RESIDENTIAL

Intent

This land use type includes existing low-density single-family subdivisions that have developed throughout Powell over the past forty years. This land use type is not intended for extensive application beyond existing or currently planned developments, or where new suburban residential development would most appropriately coordinate with adjacent developments. New suburban single family subdivisions are most appropriate for smaller infill development sites surrounded by existing single family developments.

Development Guidelines

1. New Single Family Residential streets should be designed to encourage interconnectivity to and through the neighborhood and to surrounding subdivisions.
2. Cul-de-sacs and dead-end streets should be discouraged unless necessary due to topographic or environmental constraints.
3. Suburban residential subdivisions are auto-oriented by design. To the extent possible, this approach to residential development should be de-emphasized.
3. Sidewalks and/or shared use paths should be provided on all streets, with connections to larger pedestrian and bicycle systems. Sidewalk retrofits in existing subdivisions should be considered after thorough consultation with and support from existing residents.
4. Reverse frontage lots should be avoided. Homes should not back onto arterial or collector streets, unless those roadways are designed with substantial green space setbacks.
5. Homes should be designed with “four-sided” architecture. Garages doors should not dominate the front facade; ideally garages should be set back from the front facade and/or side-loaded.
6. High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Special attention should be paid to material specifications and installation.

NEIGHBORHOOD COMMERCIAL

Intent

In general, the purpose of a neighborhood commercial district is to furnish convenience goods to the surrounding residential district. It is intended that retail uses shall be limited to those used by pedestrians and to those which do not interfere with pedestrian movement.

Development Guidelines

Uses may be integrated vertically within buildings, such as retail or office over ground-floor retail, or horizontally among single-use buildings that are closely coordinated.

1. Neighborhood commercial should incorporate commercial and retail uses.
2. Developments should be designed to create a system of interconnected streets and blocks.
3. Streets should be designed to prioritize pedestrian and bicycle travel.
4. Off-street parking should be located to the rear or side of buildings.
5. Commercial buildings should be located adjacent to the public sidewalk with publicly accessible main entrances and transparent storefronts.
6. Buildings heights may range from one to three stories.
7. Neighborhood commercial buildings should have a durable and lasting character, able to be repurposed over time.

VILLAGE CENTER

INTENT

Old Etna is the historic heart of the Township, and is widely recognized as the community's center of identity. Its quaint village scale represent a small-town feel that many Etna Township residents identify with and desire to protect. The Village Center land use type responds to the unique character of Old Etna. The traditional village character Old Etna should be preserved, while also accommodating sensitive infill and redevelopment in certain locations. A variety of uses and activities are encouraged to support a vibrant, walkable village center. Building heights and massing should be closely coordinated with the scale of existing buildings to create a cohesive character that blends new and old structures. This applies to both commercial and residential buildings. Within this area a more refined breakdown of land uses is considered, as depicted on the diagram to the right. Generally, commercial and mixed use building types will be most successful when located along arterial roadways, such as Pike Street and SR 310 (Hazelton-Etna Road), and collector streets such as South Street and Columbus Street. Village scale residential buildings should be located on local streets that connect to the arterial network.

There is considerable area for expansion of Old Etna south toward I-70. Combining the historic nature of Old Etna with the possibility of expanding the Old Etna village center area to become the community center for Etna Township

DEVELOPMENT GUIDELINES

1. Commercial and mixed use buildings should be located adjacent to the public sidewalk with prominent main entrances and storefront windows. Outdoor patio spaces are encouraged.
2. New development should be designed to create an interconnected public street network that will provide alternative routes to downtown businesses and reduce traffic congestion at the US 40/SR 310 intersection.
3. Shared and interconnected parking areas should be provided behind commercial buildings. Parking lots should be physically linked together or accessible from public alleys.
4. All streets should have tree-lined sidewalks, decorative street lamps and other pedestrian oriented streetscape amenities.
5. Local streets should have on-street parking to help control traffic speeds.
6. New residential development should include small neighborhood pocket parks. Opportunities to create a more prominent public street presence for the Village Green and/or a recognizable town square should be explored.
7. High quality materials and architectural detailing is critical to ensure new development contributes to the village character.

MIXED USE

INTENT

This land use type responds to growing demand for walkable places that offer a wide variety of business services, amenities and housing options. Mixed use centers have a more urban development form, but can have a variety of scales. These development types allow for a more efficient development pattern that does not require automobile travel for all daily needs which helps to alleviate traffic.

DEVELOPMENT GUIDELINES

Uses may be integrated vertically within buildings, such as residential or office over ground-floor retail, or horizontally among single-use buildings that are closely coordinated.

1. Mixed Use should incorporate commercial and mixed residential development including townhomes and multi-unit buildings.
2. Developments should be designed to create a system of interconnected streets and blocks.
3. Streets should be designed to prioritize pedestrian and bicycle travel.
4. On-street parking should be permitted to contribute to required parking maximums.
5. Off-street parking should be located to the rear or side of buildings.
6. Commercial buildings should be located adjacent to the public sidewalk with publicly accessible main entrances and transparent storefronts.
7. Buildings heights may range from one to three stories
8. Mixed Use buildings should have a durable and lasting character, able to be repurposed over time.
9. Mixed Use should include a variety of public spaces such as open squares, greens, and plazas.

PLANNED EMPLOYMENT

INTENT

Employment generating land uses are critical to Etna Township's fiscal health, contributing to the Township's revenue base. The community currently has a limited amount of employment centers; existing business parks and corridors should be encouraged to infill with additional facilities if possible. Incorporating new employment centers will be an important part of Etna's growth strategy. A variety of office, tech/flex space and clean manufacturing/assembly facilities should be encouraged in key locations. It should be noted that Mixed Use Centers also provide employment opportunities, including a mixture of office and retail uses. Likewise, the boundaries between adjacent Mixed Use and Planned Employment may be fuzzy. Employment-generating institutional uses with a residential component, such as nursing homes and assisted living facilities, are appropriate in some locations as well.

DEVELOPMENT GUIDELINES

1. Arterial roadway access is critical to the success of employment areas. Industrial uses will require accommodations for heavy truck traffic.
2. Streets within employment areas should include sidewalks and/or multi-use paths and encourage connections to neighborhoods and other commercial centers.
3. In campus and business park settings, shared parking arrangements should be encouraged, although most businesses will require some amount of dedicated parking.
4. Large industrial facilities, warehouses, and flex/R&D space will often have relatively low parking needs.
5. Buildings should be oriented toward the front of the lot, but will typically be set back 30 to 50 feet. Parking should be located to the side or rear.
6. Loading docks and bays should be oriented away from public streets or screened with landscaping.
7. Industrial, flex and warehouse buildings should balance economic construction with basic aesthetics.
8. Office components and main visitor entrances should be located on the front facade.

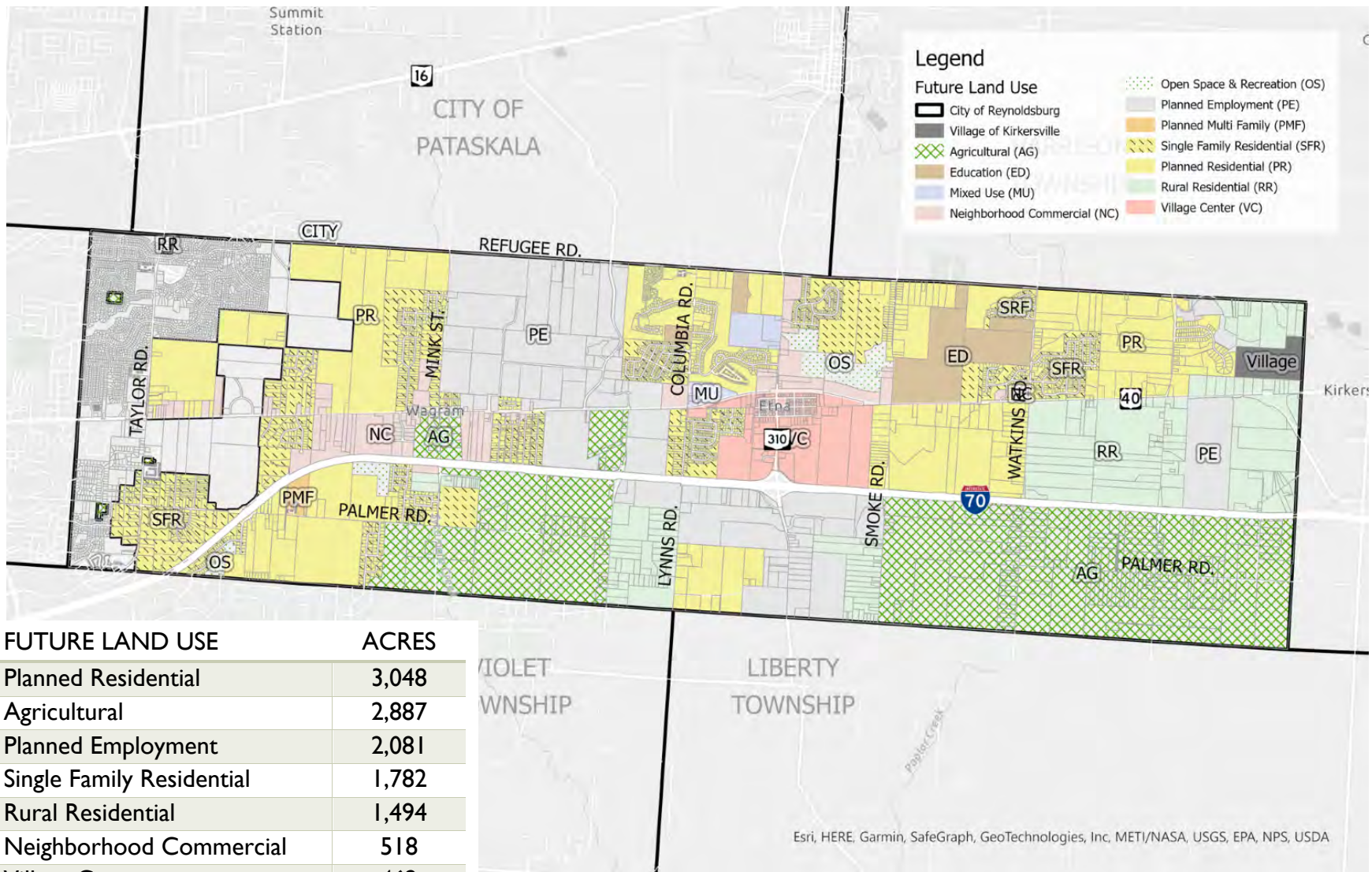


Image 34

USE	SYMBOL	DESCRIPTION	RESIDENTIAL DENSITY ^	COMMERCIAL FAR *	INDUSTRIAL FAR *	OPEN SPACE
Agricultural	AG	Primary farm ground with easy access to roads for movement of equipment and product	.20 Unit Per Acre	0	0	0%
Institutional	IND	Land currently utilized or planned for government or similar purposes	0	0	0	NA
Mixed Use	MU	Master planned communities with mixture of uses and transportation types	5 - 8 Units Per Acre	2	0	30%
Neighborhood Commercial	NC	Business that primarily serves local and regional needs	0	0.9	0	10%
Open Space & Recreation	OS	Land currently utilized or planned for park, recreation or similar type uses whether passive or active	0	0%	0	90%
Planned Employment	PE	Current and future areas of employment generating businesses including logistics, warehousing and manufacturing	0	0	1.0	10%
Planned Residential	PR	Mixed residential uses including single family and multi family	5 Units Per Acre	0.7	0	40%
Rural Residential	RR	Single family residential use	.4 Unit Per Acre	0	0	0%
Single Family Residential	SF	Existing single family residential	1 Unit Per Acre	0	0	40%

Village Center	VC	Dense, walkable urban center with variety of residential, commercial and employment uses	12 Units Per Acre	2	0	30%
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^ Density refers to net density. 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.

* FAR = Floor area ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on. FAR is expressed as a decimal number, and is derived by dividing the total area of the building by the total area of the parcel (building area ÷ lot area).

Future Land Use Policy

1. Ensure public facilities are in place or will be available to adequately serve and support new development. Only approve new development upon demonstration that adequate public facilities, as established in this Plan, are or will be available at the time of completion to maintain the desired levels of service.
2. Encourage the design of new development to be compatible with and complementary to existing land uses. Incompatible uses should not be closely located. Site design and buffering should be used to the maximum extent feasible to reduce the impacts on adjacent properties, especially between residential and nonresidential areas.
3. Encourage the design of new development, whether public or private, to be respectful of identified historic or natural resources. Incorporate the preservation and restoration of existing features to the maximum extent feasible.
4. Encourage new development to be designed to provide interconnectivity with existing and future developments through the use of stub streets.
5. Ensure subdivision and site layouts of new developments are planned in consideration of the future use (as recommended by this Plan) of currently undeveloped land in the general vicinity to create interconnected neighborhoods.
6. Encourage compatible infill, redevelopment and development in proximity to existing development and services when appropriate to avoid "leap frog" growth patterns which may result in higher service costs.
7. Discourage strip development along existing or new thoroughfares. This practice creates an undesirable development pattern and causes traffic and access issues, as well as preventing access from major corridors to large tracts of land that may be developed at a later time.
8. Continue to incorporate environmental quality protection measures into the development review process, particularly related to runoff, stream protection, air quality and noise.
9. Encourage developments to be designed to minimize adverse environmental and fiscal impacts.
10. Encourage developments to be designed to minimize disruption to life and property resulting from erosion and flooding.
11. Encourage the preservation of private open space by supporting the use of conservation and open space easements to preserve land use in each Land Use Group/Classification, provided such easements do not adversely impact planned infrastructure or the pattern of development in the area.

13. Encourage the use of conservation development principles or other strategies that minimize the total amount of impervious area in new development to reduce the volume of storm water runoff and prevent downstream drainage and flooding problems.
14. Encourage new developments to provide vegetated stream buffers to preserve the flood way, which will provide storage during high flows and help prevent flooding and stream-bank erosion problems downstream.

SECTION 04 TRANSECT PLANNING

The Etna Township transect 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.

SECTION 05 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.

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 The 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.

The Transect

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.

SECTION 06 FORM-BASED CODE

The building blocks of local planning are comprehensive plans, consistent ordinances and other regulations, and trained decision-makers. Local comprehensive plans are the vision of what a community wants to become and the steps needed to meet that goal. Most communities find that a first necessary step to implement a comprehensive plan is to update their zoning ordinance.

As communities have sought to reinvigorate their downtowns or create viable commercial corridors, many have found that conventional methods of zoning, oriented around regulating land use, may not address certain physical characteristics that contribute to the sense of place in a community.

While it is important to consider which uses should occur in a given place, we live in a visual world, and conventional methods of zoning often do not sufficiently address the fundamental aesthetic character of our communities – existing or desired. Form-based codes, which emphasize the physical character of development, offer an alternative.

A form-based code has many benefits which are listed below. It utilizes a type of zoning category that ranges systematically from the wilderness to the urban core.

1. It enables and qualifies Smart Growth community patterns that include Clustered Land Development (CLD), Traditional Neighborhood Development (TND™), Regional Center Development (RCD), and Transit-Oriented Development (TOD).
2. It integrates the scale of planning concern from the regional through the community scale, on down to the individual lot and, if desired, its architectural elements.
3. It integrates the design process across professional disciplines.
4. It integrates methods of environmental protection, open space conservation and water quality control.
5. It provides a set of zoning categories common to new communities and to the infill of existing urbanized areas.
6. It is compatible with architectural, environmental, signage, lighting, hazard mitigation, and visibility standards.
7. It establishes parity of process for existing and new urban areas.
8. It integrates protocols for the preparation and processing of plans.
9. It encourages the efficiency of administrative approvals when appropriate, rather than decision by public hearing.

10. It encourages specific outcomes through incentives, rather than through prohibitions.
11. It specifies standards parametrically (by range) in order to minimize the need for variances.
12. It generally increases the range of the options over those allowed by conventional zoning codes.

Determine Code Type

This Strategy recommends the creation of a form-based code for the entire Township. However, a hybrid code, as noted below, is an alternative to the new form-based code. The Township should determine the most appropriate code for the community. Form-based and hybrid code definitions are below.

The form-based code replaces the existing conventional zoning code for all or part of a community, and all development within the area must abide by the regulations of the form-based code. This approach generally offers the widest range of opportunities for transforming a targeted area of a community while maintaining established character in others. It also offers the advantage of consistency in regulatory vocabulary and procedures throughout the code.

A hybrid code is one that combines form-based zoning districts, and potentially other form-based standards, with a conventional zoning approach. Form-based standards can be merged with the existing conventional code or created in conjunction with new conventional zoning standards. A hybrid code can take the form of a chapter within the code, similar to a special district or overlay.

The hybrid form-based code is cross-referenced to other sections of the preexisting code for selected development standards, such as parking dimensions or landscaping standards. Areas that fall within the form-based code boundaries are rezoned to new zoning districts per the code. Within these areas, any and all development must abide by the new regulations for the form-based zones. This approach can be used for a sub-area in the phased replacement of an existing code, and can also be an effective way of responding to pressure for physical change in “sensitive” areas of the community.

SECTION 07 COMMUNITY UNIT

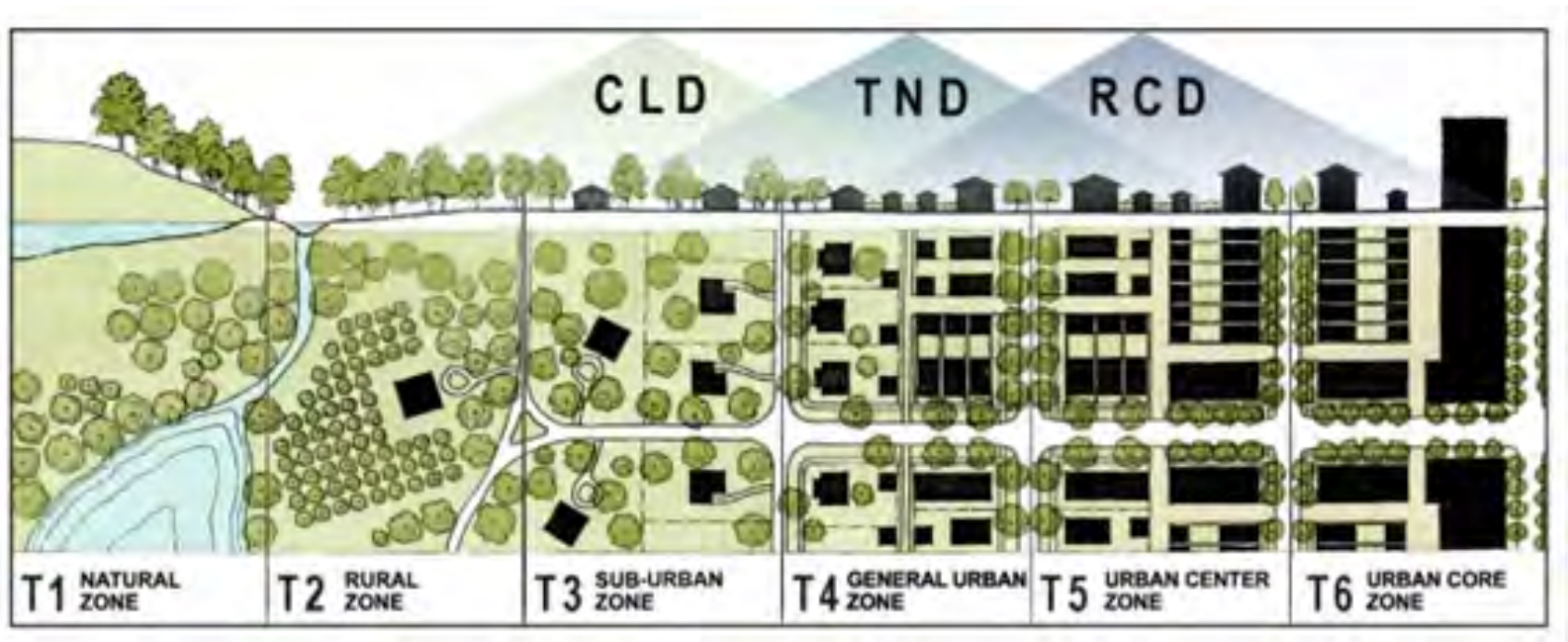


Image 35

Clustered Land Development (CLD)

1. A Clustered Land Development (CLD) shall be permitted within the G-1 Restricted Growth Sector and the G-2 Controlled Growth Sector.
2. A CLD shall be structured by one Standard Pedestrian Shed and shall consist of no fewer than 30 acres and no more than 80 acres.
3. A minimum of 50% of the Community Unit shall be permanently allocated to a T1 Natural Zone and/or T2 Rural Zone.

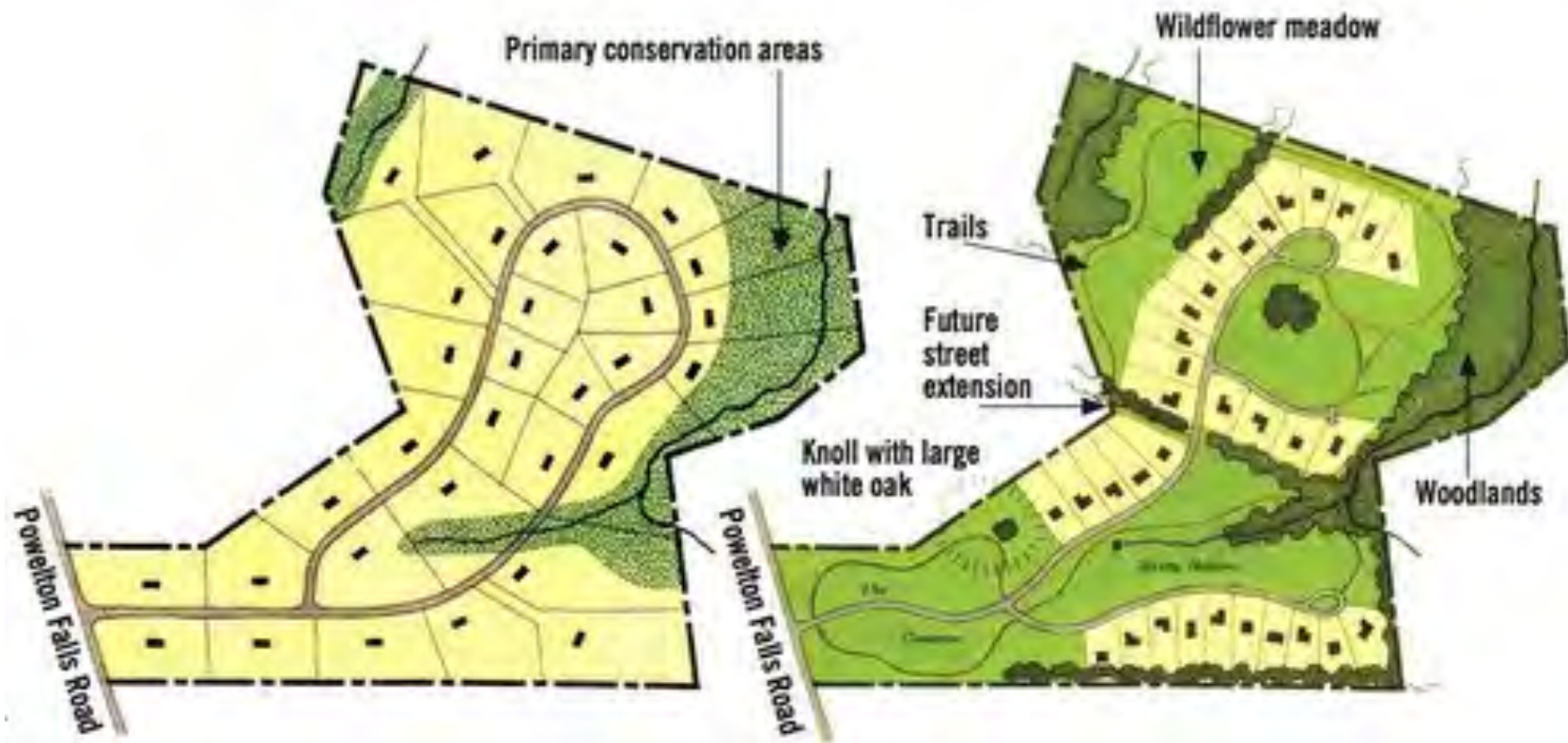


Image 36

Traditional Neighborhood Development (TND)

1. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector.
2. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by one Standard or Linear Pedestrian Shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for Infill TND acreage requirements in the G-4 Infill Growth Sector.
3. A TND shall include Transect Zones as allocated on Table 2 and Table 14a.

4. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 2 and Table 14a. The simultaneous planning of adjacent parcels is encouraged.
5. In the T-4 General Urban Zone, a minimum Residential mix of three Building Disposition types (none less than 20%) shall be required.



Artist renderings showing the urban character of this proposed TND project (Juniper Point) reflecting the City of Flagstaff's mountain architectural vernacular, with a corner store on the left, and a residential street on the right.

Illustrations by Dover, Kohl & Partners

Regional Center Development (RCD)

1. A Regional Center Development (RCD) shall be permitted within the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.
2. An RCD within the G-3 Intended Growth Sector shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80 acres and no more than 640 acres. See Article 4 for Infill RCD acreage requirements in the G-4 Infill Growth Sector
3. An RCD shall include Transect Zones as allocated on Table 2 and Table 14a.

4. For larger sites, an RCD may be adjoined without buffer by one or more TNDs, each subject to the individual Transect Zone requirements for TND as allocated on Table 2 and Table 14a. The simultaneous planning of adjacent parcels is encouraged.



Image 37



Image 38

TRANSIT ORIENTED DEVELOPMENT (TOD)

1. Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking allowance.
2. The use of a TOD overlay requires approval by Variance.

SECTION 08 REGIONAL TRANSECT SECTORS

- O-1 - **The Preserved Open Sector** shall consist of Open Space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired for conservation through purchase, by easement, or by past Transfer of Development Rights.
 - Community Unit: None
 - Allowable Transects: T1 and T2
- O-2 - The **Reserved Open Sector** shall consist of Open Space that should be, but is not yet, protected from development.
 - Community Unit: None
 - Allowable Transects: T1 and T2
- G-1 - **The Restricted Growth Sector** shall be assigned to areas that have value as Open Space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.
 - Community Unit: Clustered Land Development (CLD)
 - Allowable Transects: T2, T-3 & T4
- G-2 - **The Controlled Growth Sector** shall be assigned to those locations that can support Mixed Use by virtue of proximity to an existing or planned Thoroughfare.
 - Community Unit: Clustered Land Development (CLD)
 - Allowable Transects: T2, T3, & T4
 - Community Unit: Traditional Neighborhood Development (TND)
 - Allowable Transects: T3, T4, & T5
- G-3 - **The Intended Growth Sector** shall be assigned to those locations that can support substantial Mixed Use by virtue of proximity to an existing or planned regional Thoroughfare and/or transit.
 - Community Unit: Traditional Neighborhood Development (TND)
 - Allowable Transects: T3, T4, & T5
 - Community Unit: Regional Center Development (RCD)

- Allowable Transects: T4, T5, & T6
- G-4 - The **Infill Growth Sector** shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of Infill TNDs or Infill RCDs.
 - Community Unit: Infill Traditional Neighborhood Development (TND)
 - Allowable Transects: T3, T4, & T5
 - Community Unit: Infill Regional Center Development (RCD)
 - Allowable Transects: T4, T5, & T6
- SD - **Special District** designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of a CLD, a TND, or an RCD.

SECTION 09 TRANSECT CHARACTERISTICS

- T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.
- T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.
- T-3 Sub-Urban Zone consists of low-density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized Blocks.
- T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row-houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

- | T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger Blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically, only large towns and cities have an Urban Core Zone.

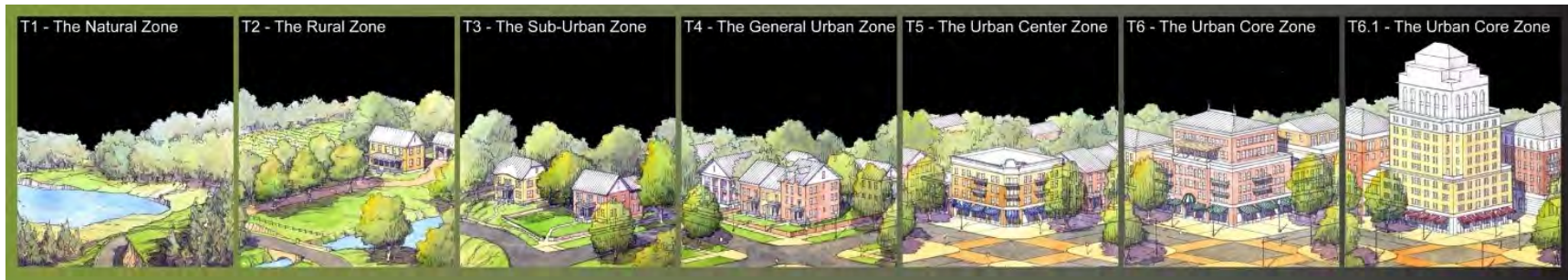


Image 39

SECTION 10 REGIONAL SECTOR AREA

Rather than separating uses, the Transect map promotes a form-based development pattern, incorporating key elements from the SmartCode, which utilizes a “sequence of environments...that...identify a set of habitats that vary by their level and intensity of character...”

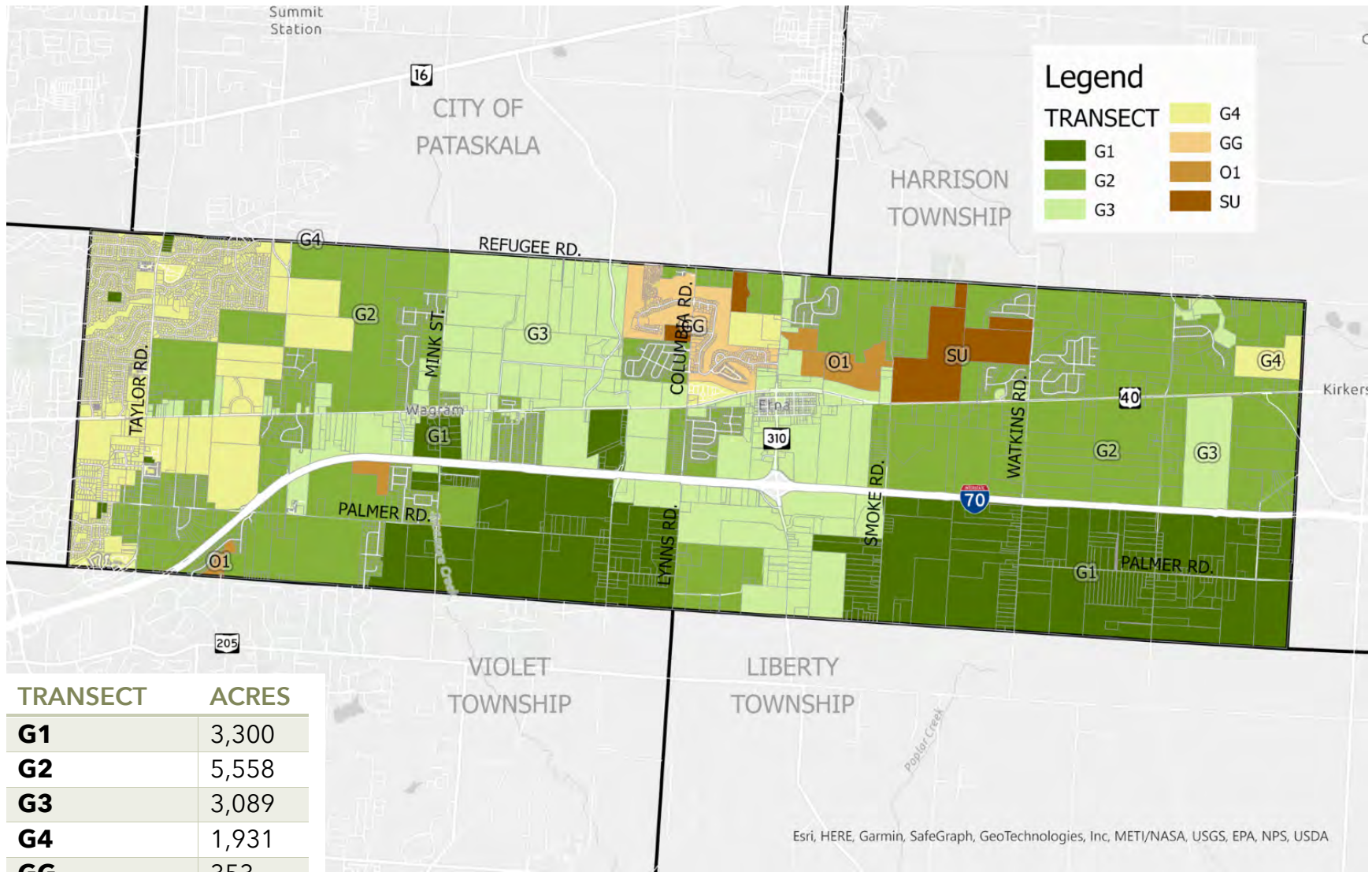


Image 40

SECTION 11 LAND USE RECOMMENDATIONS

- I. Update the Township zoning resolution to a form-based code developed in conjunction with Map X.

ARTICLE IX EDUCATION

SECTION 01 SCHOOL SYSTEMS

Within Etna Township there is primarily one school district that serves the students of this community. Southwest Licking Local School District is responsible for educating a vast majority of the students living within Etna Township. A few homes within the township are located in the Licking Heights Local School District and the Reynoldsburg City School District. Additionally, Career and Technology Education Centers of Licking County (C-TEC) offers area students the opportunity to gain career-specific training as an alternative to traditional high school education. School district boundaries do not change with annexation of land, those boundaries stay fixed.

The Southwest Licking Local School District is the home to approximately **NUMBER** students (**DATE**). They have experienced an enrollment increase of approximately **XX** percent over the past decade. The district's graduation rate of **XX** percent and the attendance rate of 94.4 percent both exceed the state standards.

The Licking Heights Local School District is the home to approximately **NUMBER students (date)**. It has experienced an enrollment increase of some **XX** percent over the past decade. The district's graduation rate of **XX** percent and the attendance rate of **94.8** percent both exceed the state standards.

The Reynoldsburg City School District is the home to approximately **NUMBER students (DATE)**. They have experienced an enrollment increase of approximately **XX** percent over the past decade. The district's graduation rate of 91.6 percent and the attendance rate of 94.5 percent both exceed the state standards.

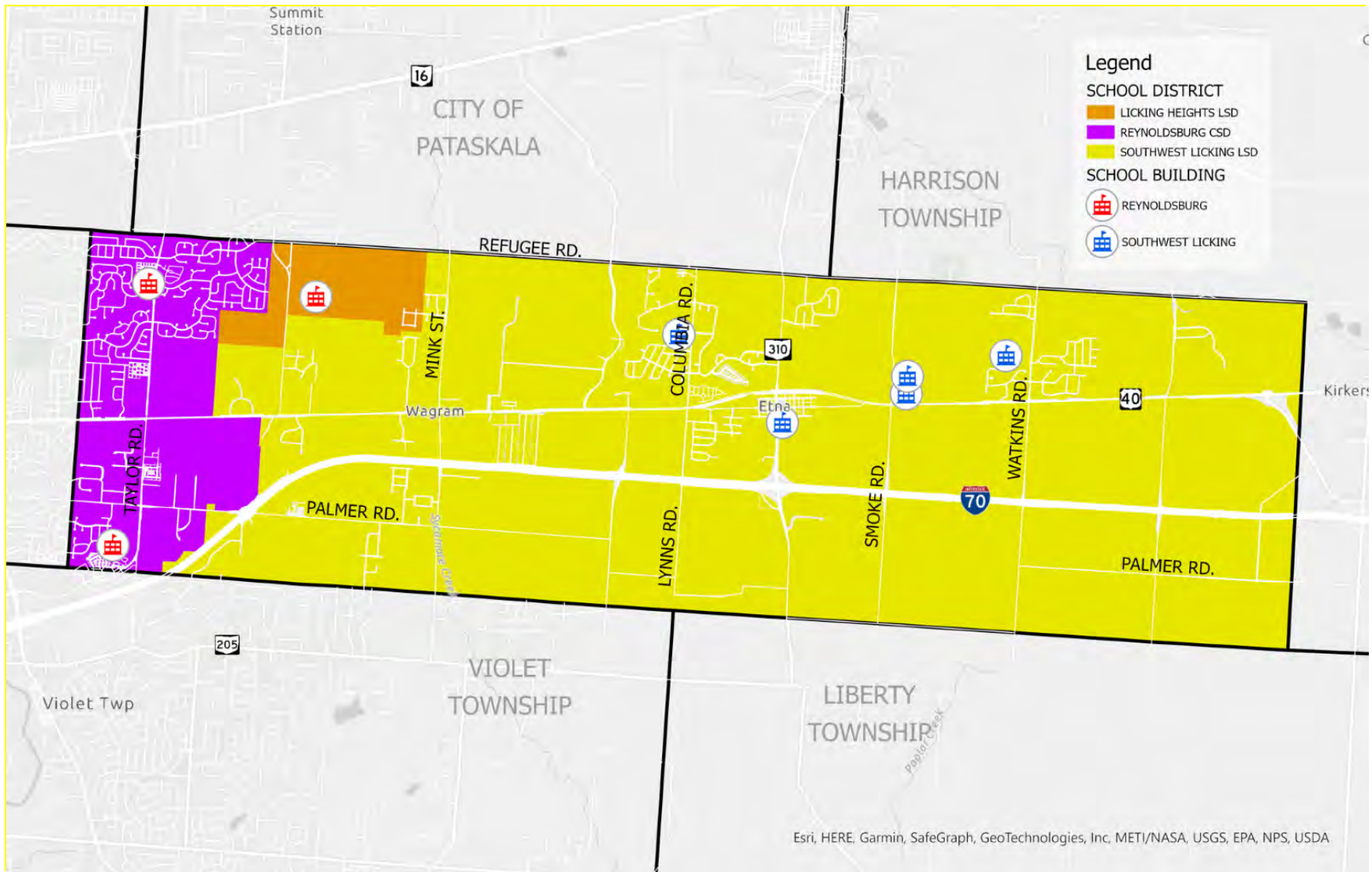


Image 41

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ARTICLE X WATER & WASTEWATER

About two-thirds of the residents of Etna Township are served by central water and sewer services provided by the Southwest Licking Community Water & Sewer District. The district was established in 1989 to eliminate environmental pollution problems present in Etna Township and other surrounding communities.

The goals of the district are to 1) Provide environmentally compliant water and wastewater services to the residents of western Licking County, 2) Provide economical water and wastewater services to the residents of western Licking County, and 3) Position the district to meet the anticipated water and wastewater needs of future commercial, industrial and residential development in western Licking County.

SECTION 01 WATER

The District's water system currently has one (1) water treatment facility located at 8675 York Road, which serves Etna Township, Harrison Township, and portions of the City of Pataskala. The treatment facility is capable of producing 3 million gallons per day by utilizing a nano-filtration treatment process. The source water is a groundwater supply withdrawn from our adjacent wellfield. The groundwater supply is delivered to the treatment facility by six (6) wells located throughout the wellfield. The District currently treats and delivers an average of 1.4 million gallons per day to approximately 6,000 customers.

Our water treatment process consists of three-1,000 gallons per minute (gpm) pressure filtration units to remove iron/manganese and three-595 gpm nano-filtration units to remove calcium/magnesium (hardness). Sodium Hydroxide is then added to the filtered water to adjust the pH to optimum levels for corrosion control.

Chlorine is added to the filtered water to protect against possible contamination from outside influences. Orthophosphate is added to the filtered water to form a protective coating in both the distribution system and in customer homes to prevent copper and lead from leaching into the drinking water system, particularly in homes that have pipes or fixtures that contain lead.

The water distribution system consists of three (3) elevated water storage tanks and one (1) water booster station which provide water storage capacity and system pressure for fire protection.

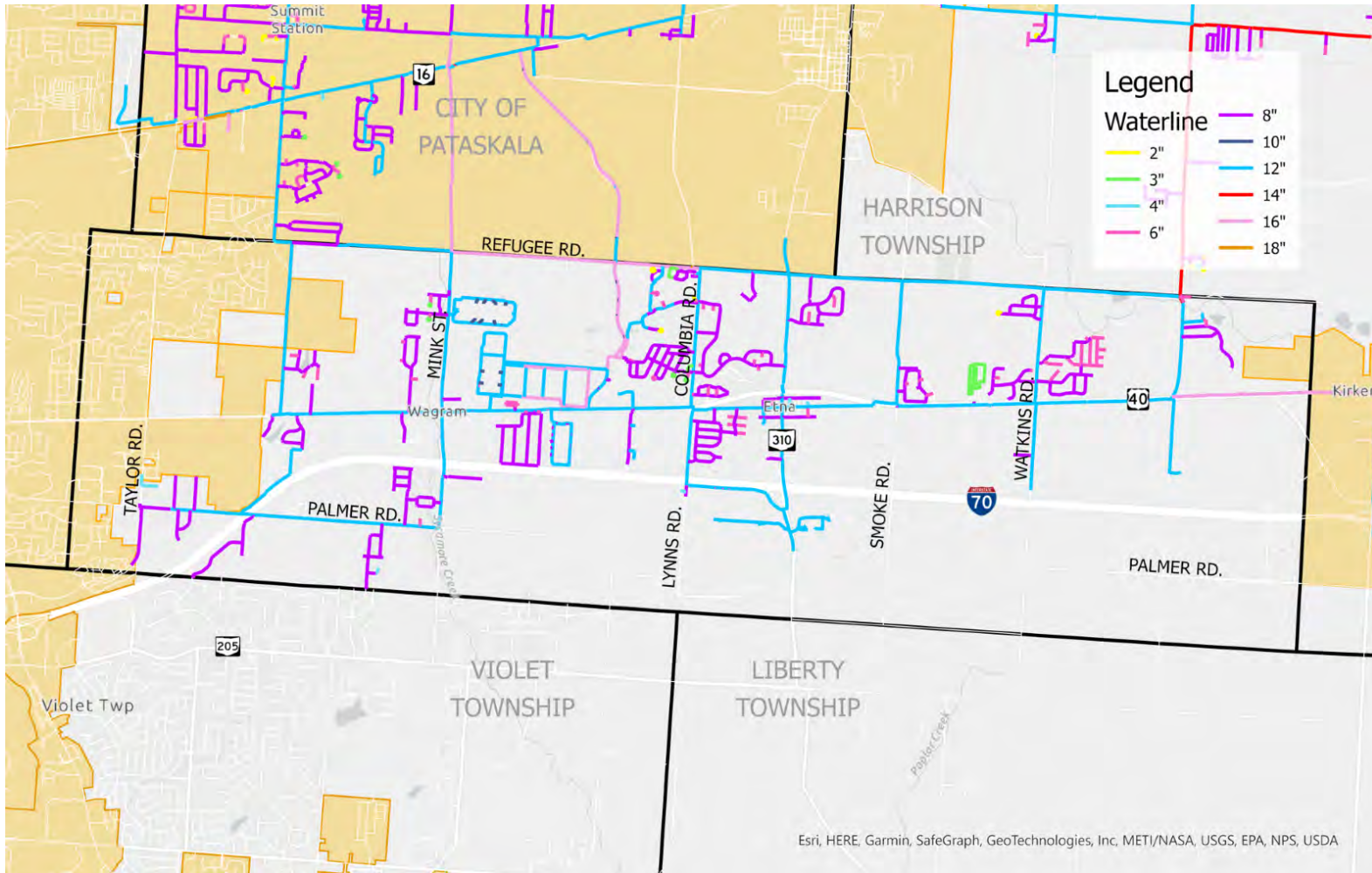


Image 42

SECTION 02 WASTEWATER

The District's wastewater system has one (1) wastewater treatment facility located at 8720 Gale Road. The Gale Road Environmental Control Facility has a permitted capacity of 4.3 million gallons per day and discharges to the South Fork of the Licking River. The facility consists of an influent pump station, influent screen facility, oxidation ditch/extended aeration basin, four (4) final clarifiers, two (2) return activated sludge pump stations, post aeration, UV disinfection and sludge processing, and storage facilities. The wastewater collection system consists of over 160 miles of sanitary sewers with manholes located approximately every 400 feet. Additionally, the District operates and maintains forty-three (43) wastewater pump stations.

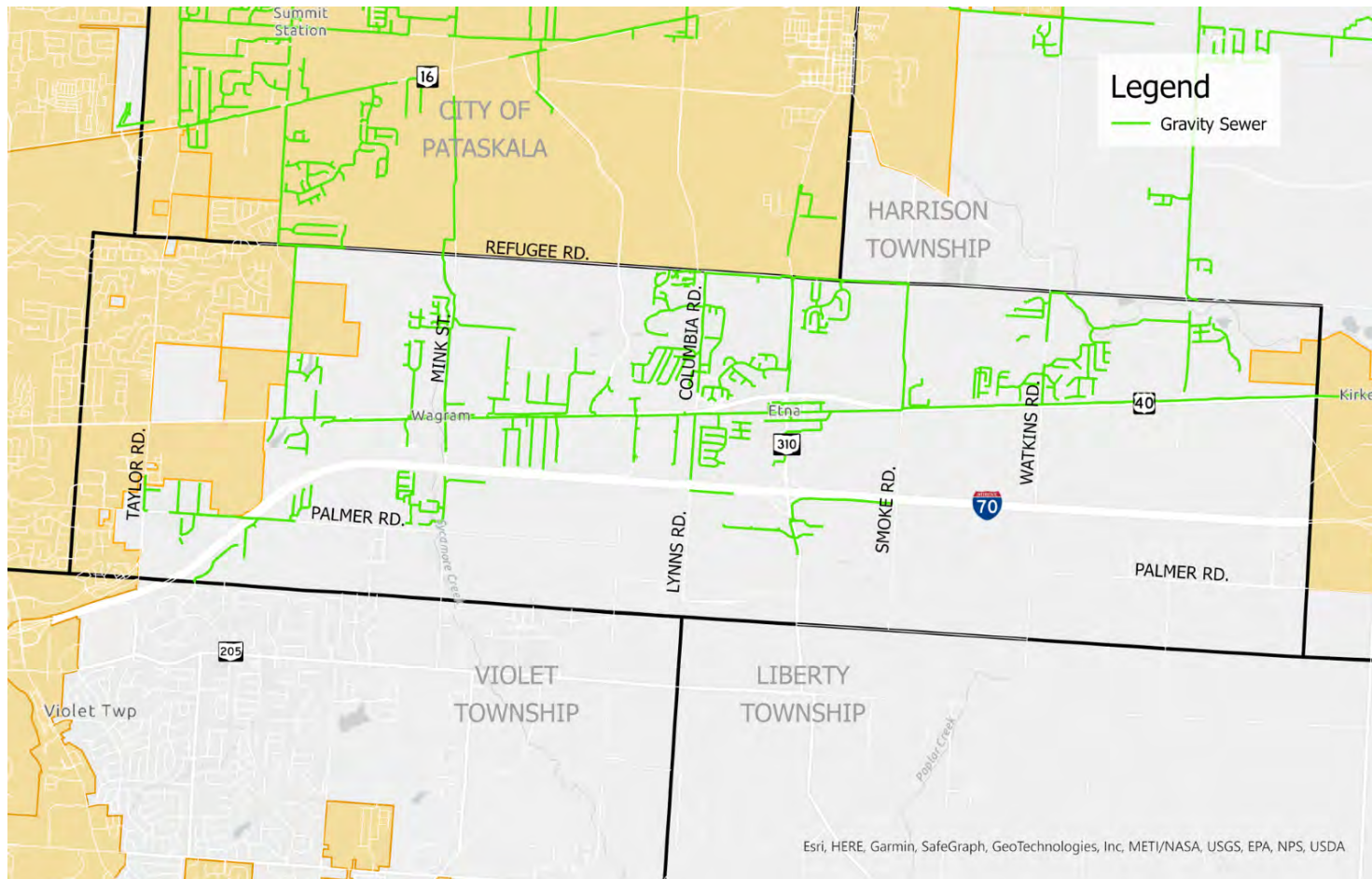


Image 43

ARTICLE XI ECONOMIC DEVELOPMENT

SECTION 01 EXISTING ECONOMIC DEVELOPMENT

Economic development is extremely important to a community because it helps to create jobs, attract and retain businesses, and increase the standard of living for its citizens. Economic development also leads to a more diversified tax base, which can help to fund important community services like education, public safety, and infrastructure maintenance and improvement. Additionally, economic development can lead to increased tourism, which can bring more money into the local economy. All of these benefits can help a community to grow and thrive.

SECTION 02 JOINT ECONOMIC DEVELOPMENT DISTRICT

A joint economic development district (JEDD) in the State of Ohio is a type of inter-governmental agreement between a municipality and a non-municipal entity, such as a township or county, that allows for the creation of a special taxing district to promote economic development. The district can be used to finance public infrastructure projects, provide incentives to businesses, and attract new development. It allows the non-municipal entity to collect taxes on property located within the district and use the revenue to fund the economic development initiatives.

SECTION 03 ENTERPRISE ZONE

The Licking County Planning Commission staff administers the Enterprise Zone Program in Licking County. The enterprise zone law in the State of Ohio allows tax abatements of up to 75% for 10 years for enterprises locating or expanding in cities and villages, and 60% for those locating in unincorporated areas without school board approval. Currently there are six designated enterprise zones in Licking County, including the Cities of Heath, Johnstown and Newark; the villages of Hebron and Utica; and the townships of Union, Harrison, Etna, and Washington, as well as part of Granville Township.

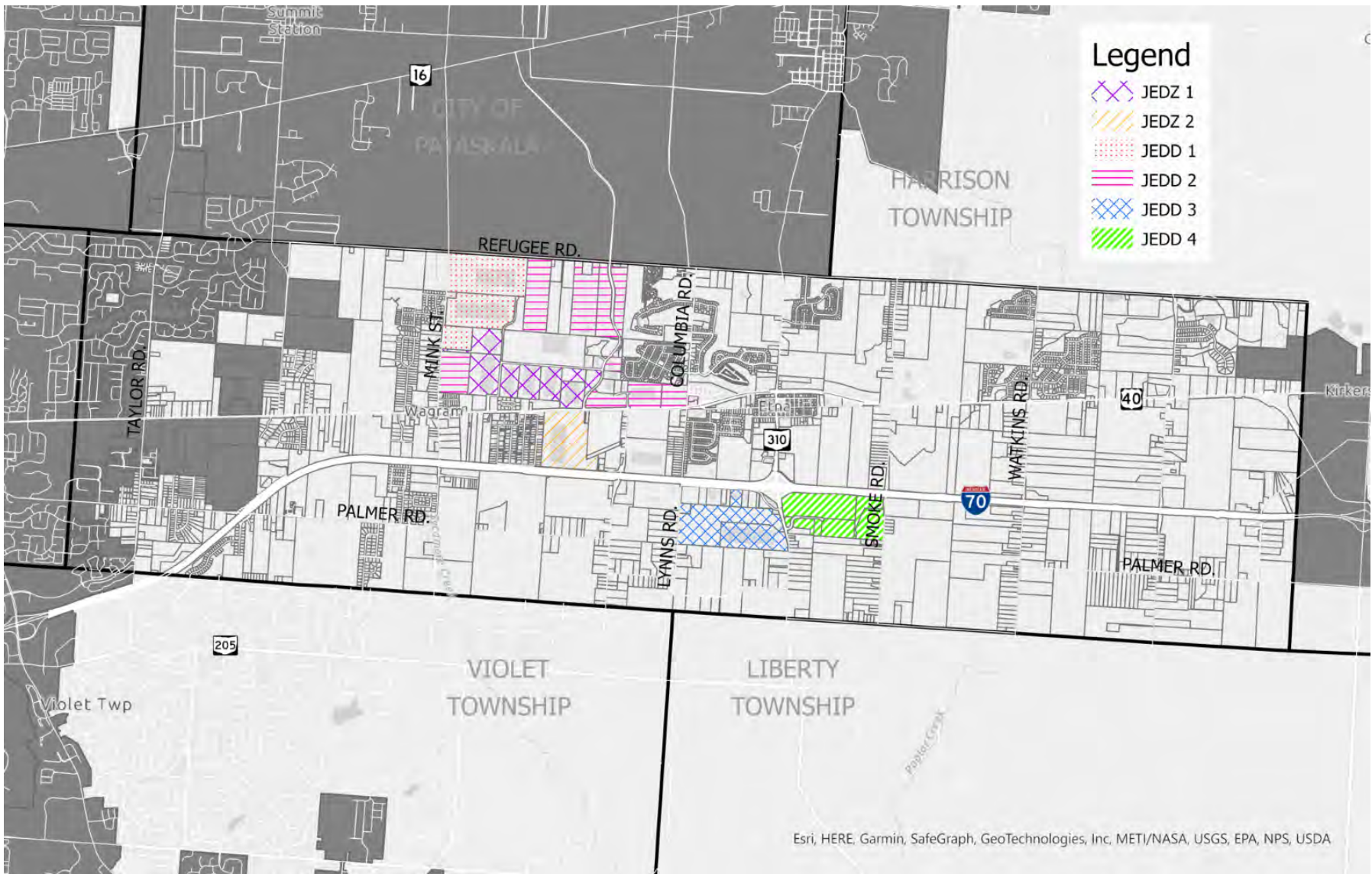


Image 44

SECTION 04 ECONOMIC DEVELOPMENT RECOMMENDATIONS

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ARTICLE XII HOUSING

Having a diverse housing stock is important for a variety of reasons. It provides stability to communities by ensuring that there is housing available for people of all incomes and backgrounds, as well as for different family sizes. It also helps to promote economic growth and diversity in neighborhoods by providing people with access to different types of housing that can meet their needs. Additionally, having a diverse housing stock encourages inclusivity, as it allows everyone to have access to their own space and to enjoy the same amenities that their neighbors do. Finally, it helps to promote environmental sustainability by allowing people to access housing that is energy-efficient and that can be used to reduce their environmental footprint.

SECTION 01 EXISTING HOUSING STOCK

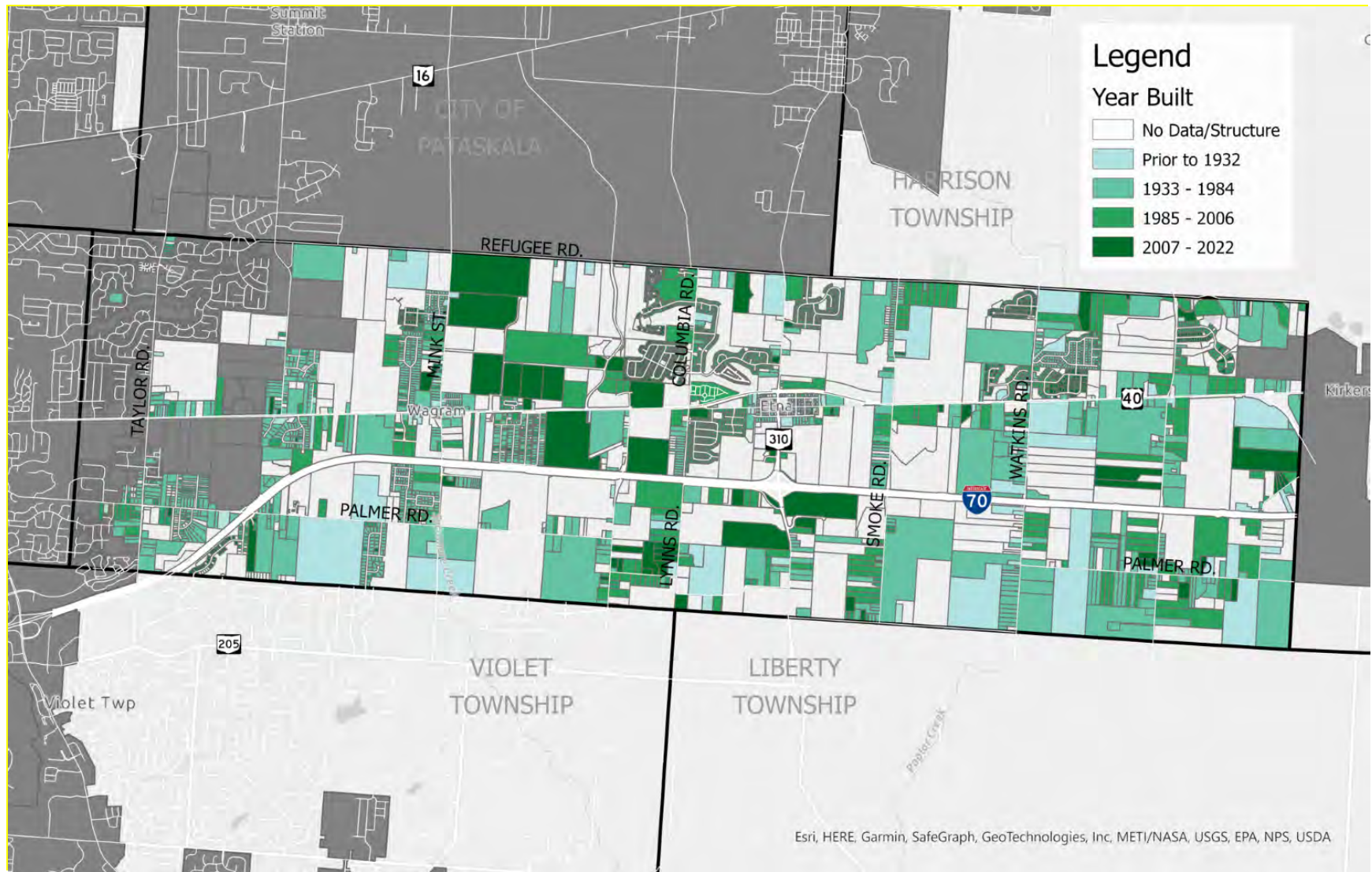


Image 45

SECTION 02 HOUSING TRENDS & DEMOGRAPHICS

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SECTION 03 HOUSING RECOMMENDATIONS

1. Encourage more public-private partnerships between local, state, and federal governments to help fund affordable housing projects.
2. Invest in housing infrastructure such as public transportation, better roads and highways, and improved access to utilities.
3. Provide incentives such as tax breaks or other financial assistance to encourage developers to construct affordable housing units.
4. Create more community-oriented housing initiatives to foster a sense of community and reduce the costs associated with living in an area.



The 2023-2028 Etna Township Strategic Plan was developed by **Neighborhood Strategies**.

Jim Lenner - President & Owner

Stéphanie McManus Renda - Vice President