

Chapter 6A

Housing

Delaware County

General

Housing has been the primary index of growth in the County. Planning for a range of housing in a developing community on a county-wide basis is a complex issue. Many factors are involved, such as the availability or lack of public water and centralized sanitary sewer, land values, market demand, proximity to major employment and shopping centers, transportation network, as well as how the community wants to feel. There are also legal considerations related to nondiscrimination in housing, and “fair share” provision of the regional housing needs, to the extent necessary services can be provided.

Most unincorporated areas were initially zoned with a minimum lot size of 1-5 acres allowing a single residential use in addition to any other agricultural uses.

Typically, landowners who gain access to centralized sanitary sewer may apply for Planned Residence District (PRD) zoning, which permits a variety of housing types, though it is primarily used for single-family development. PRDs range from a density-neutral 1 unit per acre to 1.25 units per net developable acre. Some include a provision for certain multi-family uses and some townships have specific zoning regulations for multi-family uses.

Existing housing stock

Most township plans started with a house-to-house windshield study, finding that anywhere from 85% to 95% of the housing stock was either new/well maintained or in need of normal repair. It is assumed that all structures since that point are in comparable shape.

Future Housing

Zoning battles over density sometimes occur along the edges of municipal areas. Where the possibility of annexation exists, townships cannot be certain of their future boundaries. For that reason, it is impossible to assess fair share allocations of housing to be provided by the township when a city or village with separate services may annex land and provide housing at a higher density. A more pragmatic approach to housing distribution is for the township to:

1. determine how the community wants to look when it is all built out (vision);
2. determine what services it can and should provide;
3. anticipate its fair share of the County’s projected population;
4. permit a variety of housing that relates to the other items above.

Age-Based Housing

An emerging trend in the housing market is the recognition that communities need to respond to different generational needs based on the ages and lifestyles of its current and future residents. Single-family suburban development typically appeals to families with children. As children age and leave home, many parents no longer want the maintenance and responsibility related to the single-family home and yard. The desire to downsize is met with the reality that

there is no available product in their community, and they must look elsewhere. This group of empty-nesters is a demographic group that will continue to grow in the coming decades.

In response to this trend (and the recent challenges in the single-family market), developers have proposed several “age-restricted” or “age-targeted” residential developments. These projects seek densities that are not necessarily comparable to those reflected on the local Comprehensive Plan. Those densities are factored on impacts to traffic, schools, services, and utilities. For example, the average single-family home generates approximately 10 trip ends per day while “detached senior housing” generates approximately 3.71 trip ends per day (source: Institute of Transportation Engineers). For sewage use, an institutional residential unit can use a fourth of the average single-family residence (source: Environmental Protection Agency). Delaware County calculates one-bedroom facilities at 60% per unit versus that of a single-family home. However, non-institutional uses are calculated on the same sanitary use as a single-family home.

Workforce, or Affordable Housing

“Affordable housing” refers to housing that is constructed for those that cannot afford to live in the average residential unit, but it can also refer to housing types that fill a need for a diverse population that are older, are downsizing, or are in a service-oriented field with lower wages.

Affordable housing as a percentage is diminishing in the County. National trends are showing an increasing population, while the number of all new housing units being built is constantly decreasing. This trend is accompanied by a decreasing household size and an increase in the market price for those units that are being built. The U.S. Department of Housing and Urban Development seeks to offer assistance to those households that are paying more than 30% of their gross household income toward housing without a choice. The low-skilled job market is not raising salaries to meet the needs of those employees where the cost of living is increasing significantly.

A lack of affordable housing as population increases is unavoidable unless developers are encouraged and/or granted incentives to develop more reasonably priced units. The housing market is driven by developers’ profits, which increase with housing market values.

Chapter 6B

Housing

Delaware Township

General

Providing a range of housing in a developing rural community is a complex planning issue. Delaware Township's zoning provides for limited variety of housing types. Currently, the minimum lot size permitted in the Township's base residential zoning of Farm Residential (FR-1) is 1-acre. An R-2 zoning is also an option in the Township, and provides for a minimum lot size of 20,000 square feet. However, a larger factor determining the lot sizes of residences in the Township is the availability of sewer facilities. While the R-2 zoning classification permits lot sizes of 20,000 square feet, a lot of that size would almost always need sewer availability; it would be difficult to find a location for a septic system on a lot of that size.

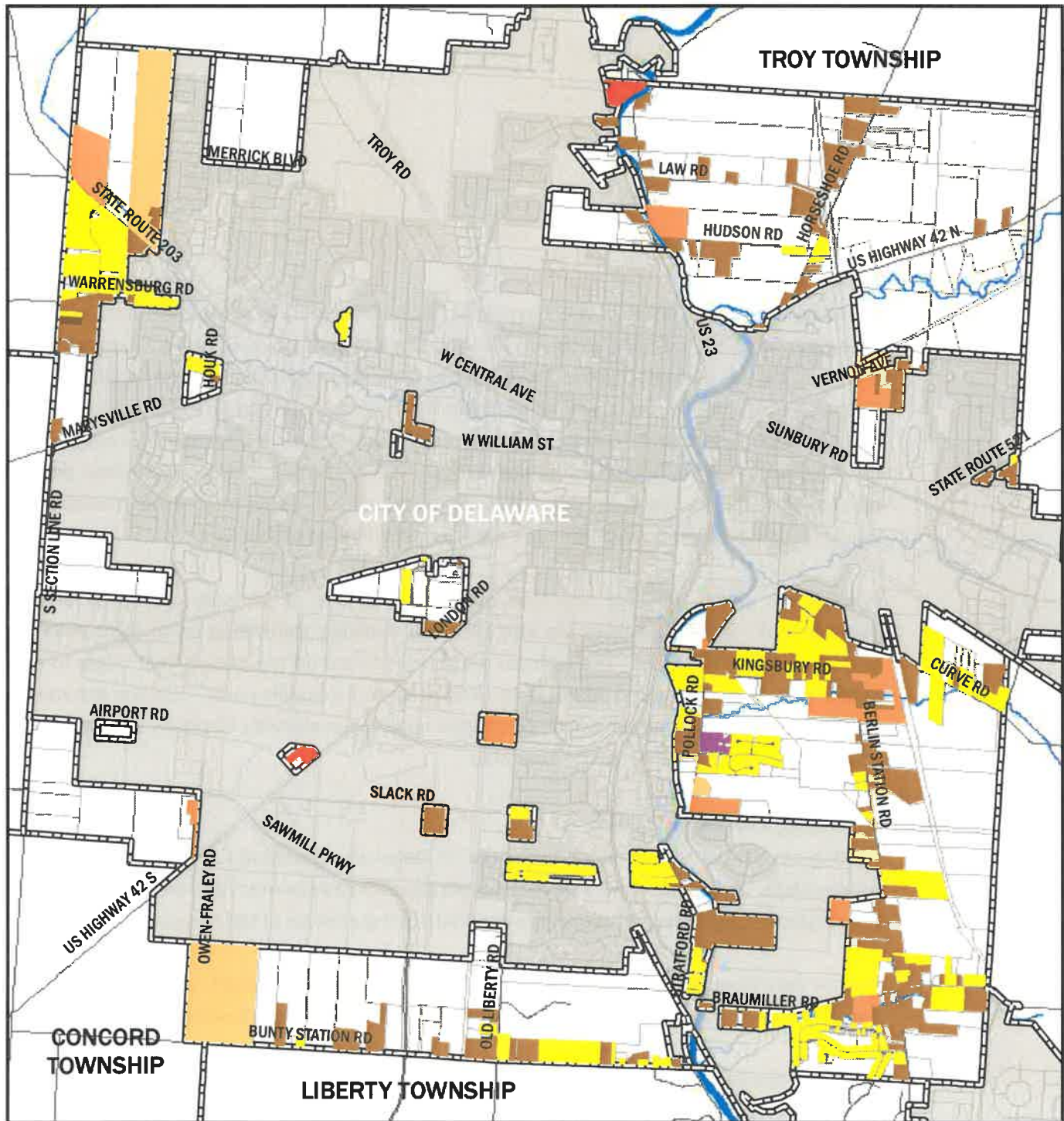
With sewer access, housing densities would be available at six units per gross acre of development. Density bonuses are also currently available, permitting up to eight units per gross acre of development. The bonuses are granted based on two factors that relate to easy accessibility to major thoroughfares, and close proximity to public parks. Like the R-2 zoning, the use of PRD developments will be contingent upon the availability of sewer. See Chapter 9B for details regarding utilities in the Township.

Existing Housing Stock

Existing residential homes were evaluated in Delaware Township using Delaware County Auditor data. This assessment only includes measurable components regarding size and age of the residences, and does not reflect the condition of the exterior of the homes.

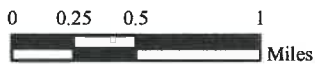
Auditor data from February 2021 showed 815 properties that contained residential structures. Below are some characteristics that were identified about Delaware Township's housing:

1. Single-family homes were built between 1810 and 2019, with an average year of 1977;
2. The average home has 3.25 bedrooms and 2.5 bathrooms;
3. The average livable square footage of a single-family home is 2,114 square feet, with a median size of 2,090 square feet;
4. The average total market value (value of land plus the value of improvements), as appraised by the Delaware County Auditor's Office, of a single-family home was \$282,995, with a median total market value of \$270,300;
5. The median lot size of a single-family home was 1.06 acres, while the average was almost double that 2.09 acres, due to larger unplatted lots relative to smaller platted lots; and
6. The average home was 1.5 stories, indicating an even split between 1 and 2 story homes.



Residential Properties

Delaware Township



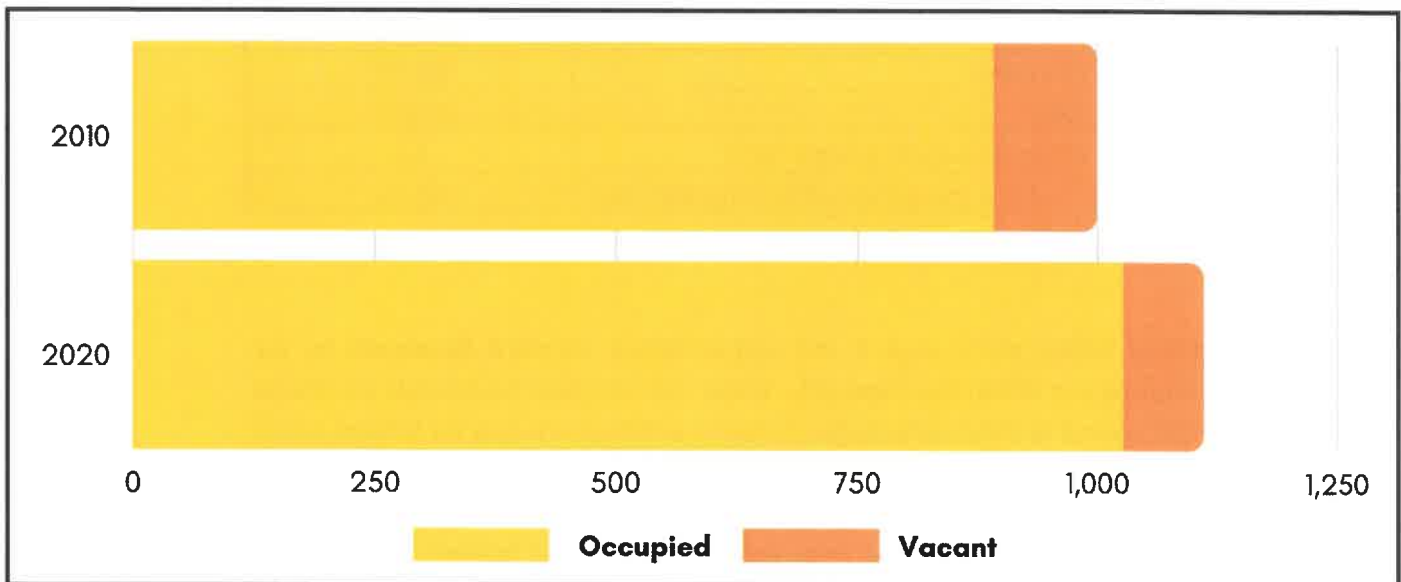
- Apartments/Mobile Homes
- Platted Single-Family
- Unplatted Single-Family - Under 10 Acres
- Unplatted Single-Family - 10 to 30 Acres
- Unplatted Single-Family - 30 to 40 Acres
- Unplatted Single-Family - Over 40 Acres
- Two-Family Dwelling
- Condominiums

Housing Status

Of the 18 townships and 7 municipalities in Delaware County that are tabulated by the Census as a county subdivision, Delaware Township was the 14th largest provider of housing stock according to both the 2010 and 2020 census. In 2010, Delaware Township accounted for only 1.5% of the housing stock, while in 2020 their percent share of housing units dropped to 1.3%. During that time, Delaware Township added 111 housing units, which equates to roughly a 1.11% increase in housing (See Table 6B.1).

Vacancy rates during this time improved though. In 2010, Delaware Township had 108 of their 999 housing units vacant (10.8%), which improved to only 84 vacant units of the 1,110 total units in 2020 (7.6%). The 10.8% vacancy rate of housing units in Delaware Township in 2010 was the most of any jurisdiction in Delaware County. The vacancy rate in 2020 , while improved, was still among the highest in Delaware County with only Marlboro Township (7.7%), Ashley (10.7%), and Columbus (7.9%) with higher vacancy rates.

Figure 6B.1 Housing Units in Delaware Township



*Data from 2010 and 2020 Decennial Census—Table H1

Housing and Income

Not surprisingly, the affordability of housing is very closely related to household income. A household's income can only be spread in so many directions, and housing accounts for a large portion of a household's income. As mentioned in Chapter 6A, the real estate industry and the Department of Housing and Urban Development (HUD) has determined target metrics that identify how burdened a household may be by relating the cost of housing to income.

One metric is the Home Value to Household Income Ratio. The real estate industry has developed a standard for affordability in housing, which is a target ratio of 2.6, home value to household income. This means that the home value should be 2.6 times the household income, or if all of a household's income went to paying off a house, it could do so in 2.6 years.

In Delaware Township, according to the 2019 American Community Survey 5-Year Estimates, a little over 38% of the owner-occupied households had a home value to household income ratio that exceeded 3.0. On the opposite end, however, 24.3% of the households had a ratio of below 2.0. On the whole though, Delaware Township fairs relatively well on affordability, with the median home value (\$215,200) to median household income (\$98,125) ratio equating to only 2.2, less than the standard affordability threshold.

Table 6B.1 *Home Value and Household Incomes*

Home Value to Household Income Ratio	Total Households
Under 2.0	172 (34.3%)
2.0 to 2.9	138 (27.5%)
3.0 to 3.9	77 (15.3%)
4.0 and Over	115 (22.9%)
Total	502
Median Values	
Median Home Value	\$215,200
Median Household Income	\$98,125
Median Monthly Household Income	\$8,177
Median Monthly Housing Cost	\$1,811
Median Home Value to Median Household Income Ratio	2.2
Median Monthly Housing Cost as a Percentage of Monthly Income	22.1%

**Data from 2019 American Community Survey*

Another affordability metric that's used is the cost-burdened standard developed by the Department of Housing and Urban Development. Under this standard households are placed into categories that related to their percentage of income which goes to pay for housing costs. Households that use less than 30% of their income on housing costs are considered affordable. When households' spending on housing costs exceed 30% of their income, they become known as 'cost-burdened,' and when the housing costs exceed 50% of their income, they become categorized as 'severely cost-burdened.'

According to the 2019 American Community Survey, 57% of the owner-occupied households in Delaware Township are cost-burdened, while nearly a third (32%) are severely cost-burdened.

Table 6B.2 *Cost-Burdened Households*

Income	Total Households	Cost-Burdened	Severely Cost-Burdened	% Cost-Burdened (at minimum)
Under \$20,000	61	0	61	100%
\$20,000 to \$34,999	56	0	56	100%
\$35,000 to \$49,999	15	0	15	100%
\$50,000 to \$74,999	41	29	0	71%
\$75,000 and Over	329	97	29	38%
Total	502	126	161	57%

Age-Based Housing

Studies have shown an overwhelming desire by older populations to remain in the communities where they raised their families and lived for decades. The desire to downsize is met with the reality that there is no available product in their community, and they must look elsewhere. This group of empty-nesters is a demographic that will continue to grow in the coming decades.

Referring back to *Chapter 2, Population & Demographics*, the three most populous age cohorts were 20-24, 35-44, and 45-54 years of age—totaling 37.4% of Delaware Township’s population. In ten years, these age groups will become the 30-34, 45-54, and 55-64 year old age cohorts. These cohorts make up the beginning of a strong demand for both empty-nester housing, and starter homes for families. Responding to this trend (and the recent challenges in the single-family market), developers have proposed several “age-targeted” residential developments. These projects generally require higher density developments to promote more walkable neighborhoods that are not necessarily accounted for in the local Comprehensive Plan.

Empty-nester housing will need access to sewer facilities, and may be an excellent transitional use between the City of Delaware and the less-developed portions of the Township. Locations for smaller, starter homes for families may be appropriate in these locations as well based on the smaller lot sizes that are requisite for lower-priced housing that appeals to younger professionals looking to start families.

Multi-Family Housing

In the last several years, multi-family units (especially condominiums) have become a component in many housing proposals across Delaware County within areas that have sewer service, and may represent the biggest threat to Delaware Township in regards to potential annexations. Between 2010 and 2018, 1,043 building permits were issued for multi-family units, with almost half of those issued in 2017 or 2018.

The township’s desire to maintain a sense of rural character limits Delaware Township’s density and housing mix. However, it’s also the lack of density and housing mix that makes annexation potentially enticing to developers who look to provide alternative types of housing. Providing an area within the Township that would permit these types of uses may help stave off annexation. If these properties are permitted along the City of Delaware boundaries, they may help prevent annexation by developing land that has contiguity with the City.

Not all multi-family projects are high density though. A more recent trend in condominium housing, for example, undermines the smaller footprint typically seen in condominiums which allows for more open space. Detached single-family condominiums are functionally single-family housing units which are sold through condominium financing. Like traditional condominiums, only the structure is owned by the owner with the yard and open space maintained through a condominium association. However, the structures are detached and spaced much like a single-family housing development, making useable open space much less than it otherwise would be, while simultaneously reducing the walkability of the development – a critical component when looking at its desirability for empty-nesters.

Chapter 7A

Economic Conditions

Delaware County

Delaware County has a broad-based economy. No one sector drives the economy, which protects the County from sharp up and down spikes. Delaware County's overall employment by sector very closely mirrors the state of Ohio's. Unlike some counties that are largely single-industry driven (auto manufacturing, agriculture, etc.), Delaware County has a healthy mix of many diverse employment sectors as shown in Figure X.



Commercial development at I-71 in Berkshire Township

Figure X. Establishments, Employment, and Wages by Sector, Delaware County (2016)

Industrial Sector	Number of Establishments	Average Annual Employment	Total Wages
Private Sector	4,898	77,525	\$4,067,147,734
Goods-Producing	572	9,558	\$572,083,879
Natural Resources	30	312	\$11,759,044
Construction	387	3,177	\$177,672,782
Manufacturing	155	6,069	\$382,652,053
Service-Producing	4,326	67,967	\$3,495,063,855
Trade, Transportation, and Utilities	1,031	16,682	\$589,820,187
Information	76	621	\$46,651,137
Financial Services	525	6,540	\$536,544,491
Professional and Business Services	1,175	19,779	\$1,638,484,206
Education and Health Services	554	8,415	\$350,940,093
Leisure and Hospitality	515	13,376	\$255,248,481
Other Services	438	2,540	\$76,991,571
Unclassified	12	14	\$383,689
Federal Government		230	\$13,404,169
State Government		357	\$21,593,984
Local Government		7,056	\$352,778,235

Source: Ohio Development Department

The Ohio Department of Development showed that between 2011 and 2016, all sectors saw an increase both in the number of employees, except for Information, which saw -40.2% employment. The areas with the greatest increases were Construction (34.7% employment, -1.8% establishment), Other Services (33.5% employment, 23.7% establishment), and Education and Health Services (27.4% employment, 28.8% establishment). Generally, the Service sector saw a 13.5% employee growth, the Goods sector saw a 18.2% growth and the Local Government sector saw a 4.9% growth in employees.

Figure X. Top 13 Major Employers, Delaware County (2017)

Employer	Employment Sector	# of Employees
JP Morgan Chase	Finance	10,700
Kroger Company	Retail/Warehouse	2,249
Olentangy Local School District	School System	2,203
Delaware County	Government	1,159
Ohio Health (Grady Memorial Hospital)	Hospital/Medical Services	1,108
PCM/Sarcom, Inc.	IT Solutions	1,001
Meijer Limited Partnership	Retail	746
Exel, Inc.	Motor Freight Transportation	660
Delaware City School District	School System	632
American Showa, Inc.	Manufacturing	600
Central Ohio Primary Care Physicians, Inc.	Hospital/Medical Services	
Ohio Wesleyan University	Private Liberal Arts University	
WalMart Real Estate Business Trust	Retail	

Economic Development Tools

Economic Development, or the process of actively seeking businesses to locate to the County, is typically performed on the county and municipal levels. The following is a list of economic tools and development-related issues of which the Township should be aware.

Enterprise Zone

Enterprise Zones are defined areas within the County that allow for tax abatements on industrial projects conducted within the zone. Real property abatements can be made for improvements on the real property as a result of the project. Personal property abatements



Simon Tanger Mall in Berkshire Township

can be taken on machinery, equipment, furniture, fixtures, and inventory that is new or first-used in the State of Ohio. A three-member negotiation team reviews the project and negotiates a package specific to each project.

Delaware County currently has three active zones: the City of Delaware Enterprise Zone, the Orange Township Enterprise Zone, and the Village of Sunbury Enterprise Zone. Tax

levels can be abated up to an agreed-upon percentage for a certain number of years. This program also has a requirement of job creation associated with any abated project. If properly managed, this program has proven to be an engine of growth.



Commercial development along 36/37 in Berkshire Township

Delaware County Finance Authority (Port Authority)

Port Authorities are political subdivisions created by statute for the purpose of enhancing and promoting transportation, economic development, housing, recreation, research, and other issues within the jurisdiction of the Authority. Such organizations can acquire and sell property, issue bonds, loan monies for construction, operate property in connection with transportation, recreation, government operations, or cultural purposes, and engage in activities on behalf of other political subdivisions, among other functions. Where funding is concerned, it may issue revenue bonds, apply for grants and loans, and even levy a property tax not exceeding one mill for a maximum period of five years. In short, an Authority can accomplish more in the way of economic development in a competitive fashion than a government entity, which is limited by disclosure requirements.

New Community Authority

The “New Community Authority” (NCA) is a tool defined by ORC Chapter 349. It creates a process by which a district is created for the “conduct of industrial, commercial, residential, cultural, educational, and recreational activities, and designed in accordance with planning concepts for the placement of utility, open space, and other supportive facilities.” The establishment of the NCA can identify sources of revenue, such as a community development charge, or “a dollar amount which shall be determined on the basis of the assessed valuation of real property.”

The NCA is an area of land described by the developer in a petition as a new community and approved by the County Commissioners. The ORC allows the addition of land to the district by amendment of the Resolution establishing the authority and by request of landowners.

An NCA may do many things as defined in the ORC. In summary, it may:

- acquire and dispose of property;
- engage in educational, health, social, vocational, cultural, beautification, landscaping, and recreational activities and related services primarily for residents of the district;
- collect and receive service and user fees;
- adopt rules governing the use of community facilities;
- employ managers and employees;

- sue and be sued;
- enter into contracts, apply for and accept grants, and issue bonds;
- maintain funds or reserves for performance of its duties;
- enter agreements with boards of education for the acquisition of land or other services for educational purposes; and
- engage in planning efforts.

Several NCAs have been established in Delaware County. The Liberty/Powell CA was established to help fund improvements in and around Golf Village. The Concord/Scioto NCA was created to accompany the development of the Lower Scioto Wastewater Treatment Plant.

Community Reinvestment Area

Community Reinvestment Areas (CRA) are designated zones in which tax abatements are allowable on real property improvements made as a result of an expansion or relocation project. These agreements are available for expanding or relocating businesses. Job creation is an additional requirement for participation in the Community Reinvestment Area program.

Only one CRA exists in Delaware County, located in the City of Delaware with the same boundaries as the Delaware Enterprise Zone. The available abatement rate can extend up to 100% on the real property improvements for a term of up to 15 years. The abatement rate and term is a unique negotiation for each project, considering such factors as job creation numbers and real and personal property investment levels.

Tax Increment Financing

Tax Increment Financing (TIF) is a program to finance public infrastructure by redirecting new real and personal property tax to a debt retirement fund. A portion of the real property tax on improvements to a site, up to 75% for 10 years, can be paid into a special fund used to retire the debt of an improvement tied to the project.

TIF Name	Terms	Value, Tax Year 2021	2nd Half 2021 net
Genoa	30 years/	\$12,188,450	\$63,359
Olentangy Crossing (Orange)	30 years/100% for roads and US 23	\$11,493,800	\$112,826
Slate Ridge (Orange)	20 years/75%	\$6,488,320	\$148,654
Columbus Outlets (Berkshire)	10 years/75% for public improvements around dev.	\$27,547,040	\$713,902
Creekside (Orange)	20 Years/75% for internal roads	\$2,394,900	\$79,582
Evans (SE Residential) (Berlin/Orange)	20 years/75% for road and sewer	\$7,587,430	\$0
Northwest Berkshire Twp I	10 years/75% for Four Winds Drive extension	\$5,889,520	\$216,481
Slate Ridge II (Orange)	20 years/75% for roads and sanitary	\$8,442,680	\$125,086
Evans Farm (Commercial) (Orange)	20 years/75% for roads and sewer	N/A	\$0
Orange Road (Orange)	10 years/75% for railroad underpass and related	\$252,570	\$8,592
OSU Medical/Home Road (Liberty)	10 years/75% for roads and sanitary	\$2,183,320	
Home High (Orange)	18 years/75% for roads and utility improvements	N/A	\$0
Berlin Business Park	20 years/75% for roads including interchange and sewer	N/A	\$0
Kilbourne (Brown)	10 years/75% for roads and utility improvements	N/A	\$0

A county negotiating committee meets with a potential business and discusses if the TIF program can be utilized for the proposed project. The Delaware County Economic Development Office works with both the business and negotiating committee to facilitate the process. Generally, TIFs are used exclusively in commercial and industrial settings. However, in larger residential projects, where required infrastructure may go beyond what is needed to serve the proposed development, a “residential TIF” may be considered. Such TIFs would be applied only if a number of conditions were met. The TIF would have to be supported by the local jurisdiction, the applicable school district, local fire district, and county representatives.

Joint Economic Development Districts

Joint Economic Development Districts (JEDD) are contractual agreements formed between local jurisdictions (cities and townships) to create a new board/political subdivision that is authorized to improve the economic vitality of an area. A JEDD allows a municipality to extend its ability to implement an income tax to a township. JEDDs must “facilitate economic development to create or preserve jobs and employment opportunities, and to improve the economic welfare of the people in the state and in the area of the contracting parties.” JEDDs help to alleviate the need for municipalities to annex land from townships.

JEDDs are formed with the consent of the property owners and agreement by the partnering local jurisdictions. The agreement contains the terms by which the JEDD will be governed, including income tax sharing arrangements and the authority of the JEDD’s board. If the JEDD is authorized without the full consent of the township trustees, it must move forward to a vote. Land cannot include residential property or land zoned for residential use.

JEDDs should be supported by the County when funds are being provided to the County to undertake public infrastructure improvement projects. As the entity responsible for constructing sanitary sewers and roads (as well as other improvements), the County can receive reimbursement through the JEDD for certain services. The County can also help with the administrative responsibilities of the JEDD’s board.

Designated Special Improvement District

There are multiple types of Special Improvement Districts (SID) that can be created to encourage new investments to occur within the County. Some of these SIDs that can be established are Transportation Improvement Districts (TID), Entertainment Districts, and Historic Technology Districts. These Improvement Districts allow government entities to combine funds from local, state, and federal entities to address infrastructure demands and reallocate property taxes to develop and support activities that grow the economy. The Economic Development Department analyzes each request individually. The Department engages all affected parties before issuing its recommendation to the County Commissioners.

Ohio Job Creation Tax Credit

The Ohio Department of Development administers this program in conjunction with local incentive program participation. This program allows a business to receive a tax credit or even a refund against its corporate franchise tax based upon the number of new jobs created with the project.

The requirements of the program are that at least 25 new, full-time jobs must be created within three years of the beginning of the project, and that the new employees must be paid a minimum of 150% of the federal minimum wage.

The basis of the credit lies in the state income tax withholding per new employee. A percentage of the withheld tax will be credited against the business' corporate franchise tax each year for the term of the agreement. This rate can be up to 75% with a term of up to 10 years.

The Delaware County Economic Development Office works with businesses interested in this program and puts them in contact with the Ohio Department of Development's representative.

Impact Fees

With increased costs due to rapid growth, many communities would like to impose impact fees on new development. Models for estimating the fiscal impact of new development were developed by Robert Burchell, David Listokin, and William Dolphin in *The New Practitioner's Guide to Fiscal Impact Analysis*, (Center for Urban Policy Research, Rutgers University, 1985), and the *Development Assessment Handbook*, (Urban Land Institute, 1994).

Ohio planning and zoning legislation does not empower townships to charge impact fees that offset costs of service expansion (roads, schools, parks, etc.). It has been generally held, however, that if road improvements are needed immediately adjacent to the development, can be directly attributable to the project, and the benefit of contributing to the improvement outweighs the burden of such improvement for the development in question, then a "fair share" contribution to the improvement can be requested by the community and determined by the County Engineer.

Under the current legal system in Ohio, townships must be aware of the need to encourage a mix of commercial, industrial, and a variety of residential uses to curtail the growth of property taxes.

Chapter 7B

Economic Conditions

Delaware Township

General

A strong and resilient Delaware Township requires a strong local economy. The fluctuations in the economy have had significant effects on local governments. Most recently, the COVID-19 pandemic in 2020 impacted local economies by hurting localized businesses like retail and food service establishments. Subsequently, the labor shortage in 2021 has also made it difficult for many businesses to keep up with the resurging demand.

American Community Survey, 5–Year Estimate Quick Facts

- Delaware Township’s median household income in 2019 was \$77,426, up from \$64,464 in 2015, a 20% increase in 4 years;
- On an individual basis, median earnings for high school graduates and no college was only \$31,332, while the median earnings for a resident with a Bachelor’s degree was more than double that at \$70,192;
- For township residents over 25 years of age, 41.3% have received at least a Bachelor’s degree, meaning 58.7% have an Associate’s degree at a maximum;
- Unemployment in Delaware Township is very low at only 1%; and
- The most common industry of employed residents was the educational services, and health care and social assistance industry at 31.7%, while the lowest was the agriculture, forestry, fishing and hunting, and mining industry at only 0.7%

Employment Industries

Local economics starts with the residents and their employment. As discussed in Chapter 7A, businesses are more likely to locate near employees with relevant work experience.

Delaware Township residents are primarily employed in the education and health care industries, with almost 1/3 of working residents in that field at 31.6%. The next most common industry in Delaware Township is the retail trade at 11.6% of working residents, and the arts, entertainment, and food service industries, and FIRE industry (finance, insurance, and real estate) round out the four industries over 10%, at 10.7% and 10.6% respectively. Simultaneously, the most common occupational capacity that resident’s work in is predominately in management, business, science, and arts occupations at 48.2%

Delaware Township’s employment experience hasn’t remained constant over the years though. In 2010, the most common industry segment was the professional, scientific, and administrative industries at 20.4%. By 2019 that proportion dropped to only 9.2%, and

similarly, the retail industry representation dropped from 17.9% in 2010 to 11.6% in 2019. On the other end of the spectrum, the education and health care industries represented only 15.3% of the population in 2010 before becoming the most common industry in 2019.

Ultimately, this industry information is representative of the regional economies shift. The average commute for the Township residents (who predominately commute to work along major routes) is just over a half hour at 32.8 minutes; a 7.2 minute increase over 2010 (25.6 minutes). This increase may be due to two factors: new and/or larger employment centers outside of Delaware Township, or increased congestion by the region developing. In either scenario, the average commute times tell us that most working residents of the Township are not working within the Township.

Table 7B.1 Employment Characteristics (American Community Survey, 5-year Estimates)

Employment Characteristics					
Sector	2019		2010		Difference
	Total	%	Total	%	
Occupation					
Management, Business, Science, and Arts	575	48.2%	587	47.0%	1.2%
Service	138	11.6%	153	12.2%	-0.7%
Sales and Office	303	25.4%	294	23.5%	1.9%
Natural Resources, Construction, and Maintenance	56	4.7%	51	4.1%	0.6%
Production, Transportation, and Material Moving	122	10.2%	165	13.2%	-3.0%
Industry					
Agriculture, Forestry, Fishing/Hunting, and Mining	8	0.7%	0	0.0%	0.7%
Construction	72	6.0%	86	6.9%	-0.8%
Manufacturing	96	8.0%	124	9.9%	-1.9%
Wholesale Trade	57	4.8%	21	1.7%	3.1%
Retail Trade	138	11.6%	224	17.9%	-6.4%
Transportation, Warehousing, and Utilities	11	0.9%	19	1.5%	-0.6%
Information	27	2.3%	0	0.0%	2.3%
Finance, Insurance, and Real Estate	127	10.6%	134	10.7%	-0.1%
Professional, Scientific, and Administrative	110	9.2%	255	20.4%	-11.2%
Education and Health Care	377	31.6%	191	15.3%	16.3%
Arts, Entertainment, and Food Service/Hospitality	128	10.7%	99	7.9%	2.8%
Other	23	1.9%	52	4.2%	-2.2%
Public Administration	20	1.7%	45	3.6%	-1.9%
Commute					
Drove Alone	918	80.1%	987	79.6%	0.5%
Carpool	66	5.8%	92	7.4%	-1.7%
Public Transportation	0	0.0%	0	0.0%	0.0%
Walked	0	0.0%	37	3.0%	-3.0%
Other	0	0.0%	22	1.8%	-1.8%
Remote/Work from Home	162	14.1%	102	8.2%	5.9%
Average Commuting Time (minutes)	32.8		25.6		7.2

Delaware Township Economy

According to the Delaware County Auditor's Office, there are 46 parcels with commercial land use codes, 2 parcels with industrial land use codes, and an additional 17 parcels with vacant commercial or industrial codes. However, not all of these listings are truly commercial. For example, the Delaware County Historical Society owns a parcel on Stratford Road, the Delaware County Board of County Commissioner's also owns several parcels, and the Ohio Department of Transportation has a parcel on U.S. Highway 42; all of which are classified as commercial properties. Table 7B.2 lists all these parcels.

Agricultural uses, as the primary land use in Delaware Township, constitutes almost 1/3 of the Township's acreage (see *Table 4B.1 Delaware Township Existing Land Use (July 2021)*). Economically speaking however, agricultural uses are very susceptible to developmental pressures. As development occurs in a farming community, it begins to affect what is often referred to as the "Impermanence Syndrome of Agriculture." These pressures include:

- 1) The proximity of residential land;
- 2) The density of surrounding residential land;
- 3) Access to public water;
- 4) Access to public sewer;
- 5) Proximity to a four-lane road;
- 6) Demand for developable land;
- 7) Width of roads; and
- 8) Distance from support services.

These factors affect the farming community by driving a sense (real or perceived) that farming is decreasing as a viable option. Once that belief is held within the farming community, investments in machinery and farming capital decreases as well, further perpetuating the reduction in farming, until the farmer sells the property and equipment. Fostering a strong community support system for the existing farmers will be important to maintain a rural-centric atmosphere in Delaware Township.

Rates of Taxation and Revenues

Townships receive a portion of the commercial and industrial taxes that are collected by the county. Tax rates within townships are partially based on school district boundaries. Three school districts fall within Delaware Township: Delaware City school district, Olentangy school district, and Buckeye Valley school district. Delaware City school district occupied the most acreage by covering the entire western, northern, and eastern portions of the Township. Olentangy school district covers roughly the eastern two thirds of the southern portion, while Buckeye Valley school district only covers the remaining western third of the southern part of the Township.

Property Valuation

The County Auditor tracks real estate and personal property values in the county. In 2019, Delaware Township's residential property was valued at \$72,267,940 while commercial and

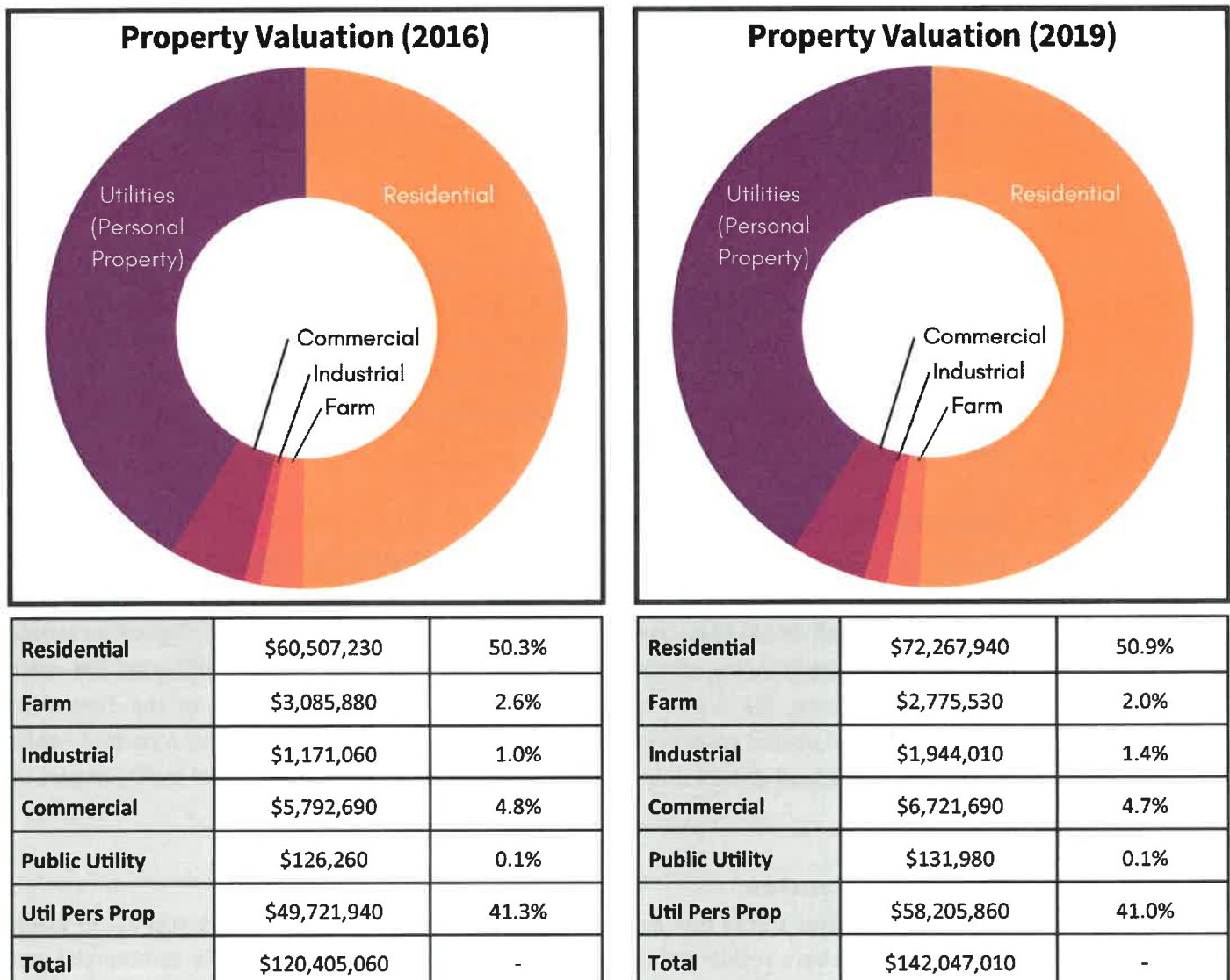
industrial property were valued at \$8,665,700. Adding farm uses, utilities and personal tangible value, the total property valuation for the township was \$142,047,010 - 14th highest of all jurisdictions (8th among townships).

Compared to property evaluation data from 2016, very little changed in the distribution of property valuations in Delaware Township. The largest change was the .6% loss of valuation in farm uses, which essentially transferred to residential valuations. This shift reinforces the development pattern of agricultural uses being developed as residential properties seen elsewhere in the County.

Effective Tax Receipts

In 2019, Delaware Township had tax receipts totaling just over \$322,000. A little over half of that money came from Agricultural and Residential uses. The distribution of the tax receipt origination indicates that Delaware Township has a balance of uses contributing to the Township's operating funds.

Figure 7B.1 Property Valuations (2016 and 2019)



**Delaware County Auditor's Office*

Millage Paid by Property Owners

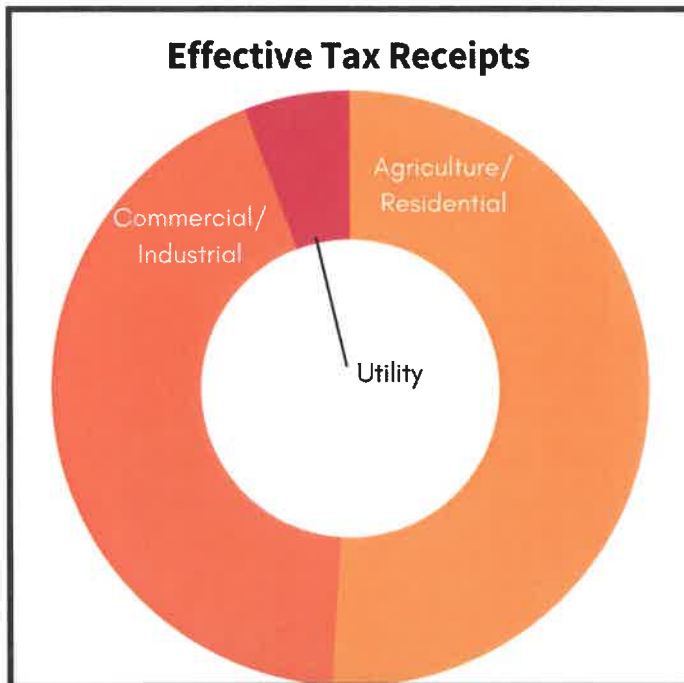
Delaware Township has three distinct taxing districts – delineated by the school district boundaries of Big Walnut Local School District and Johnstown-Monroe School District.

Individual taxes are based on the rate multiplied by the property valuation of each property. Ohio law limits the amount of taxation without a vote of the people to what is known as the “10 mill limit” (\$10 per thousand of assessed valuation). Any additional real estate taxes for any purpose must be voted by residents.

Delaware Township Economic Development

Delaware Township has the possibility for additional economic development due to its access to US 42, US 23, and US 36/SR 37. Permitting and encouraging additional economic development in strategic areas may help prevent annexation to a growing City of Delaware, as well.

Figure 7B.2 Effective Tax Receipts (2019)



Agricultural/ Residential	Commercial/ Industrial	Utility	Total
\$164,247	\$18,328	\$139,614	\$322,189
51.0%	43.3%	5.7%	-

*Delaware County Auditor's Office
Chapter 7B | Economic Conditions

Figure 7B.3 Millage by Taxing District (2020)

Taxing District	Millage
County	8.88
Delaware Township	9.50
Delaware Area Career Center (DACC)	3.20
Library	1.00
Buckeye Valley School District	33.98
Olentangy School District	92.2
Delaware City School District	77.18
Total: Not Including Local School Districts	22.58
Total: Buckeye Valley School District	56.56
Total: Olentangy School District	114.78
Total: Delaware City Schools	99.76

School District	Effective Rate: Agricultural/ Residential	Effective Rate: Commercial/ Industrial
Buckeye Valley	42.806369	47.037852
Olentangy	74.712296	84.803189
Delaware City	67.565717	73.705042

*Delaware County Treasurer's Office

The extent of the possibility for additional economic development will largely be predicated by the availability of sewer, patterns of annexation, and zoning changes. As the industrial and commercial uses in these areas grow, the surrounding land becomes far more valuable and desirable for development purposes. This will eventually translate to the development of adjacent properties. However, if sewer is available through the City of Delaware, the City may require that the property annexes in order to obtain service. Simultaneously, these properties are unable to obtain health department approval for on-site systems because of the availability of sewer, meaning that the properties will have no choice but to annex.

Delaware Township may want to pursue potential solutions that would allow properties to obtain sewer capabilities from the City of Delaware without annexation. Primarily, that would come in the form of some type of agreement with the City. Joint Economic Development Districts (JEDD) may provide this type of solution. The City of Delaware would be able to leverage income taxes on the commercial properties in exchange for providing utility services. The benefit to the Township generally comes in the form of an agreement which also prohibits annexation. The district boundaries could strategically be drawn to include the most annexation-prone properties in order to buffer development from encroaching into the Township.

Table 7B.2 Commercial and Industrial Classified Properties (Delaware County Auditor, November 2021)

Parcel #	Owner	Address	Class	Land Use
41921007007000	Stone Acres	US 42 S	300	Vacant Industrial
41921102018000	Delaware Eagle LLC	450 Curtis St	399	Industrial
41922002011000	TCCI LLC	3531 Airport Rd	399	Industrial
51941003010000	Board Of Commissioners Of Delaware County Ohio	1040 US 42 N	400	Vacant Commercial
51942203011000	Board Of Commissioners Of Delaware County Ohio	US 23 N	400	Vacant Commercial
51942203017000	Board Of Commissioners Of Delaware County Ohio	US 23 N	400	Vacant Commercial
51944201011000	Board Of Commissioners Of Delaware County Ohio	US 42 N	400	Vacant Commercial
41921102004000	Buckeye Ready-Mix LLC	Curtis St	400	Vacant Commercial
41921102003000	Buckeye Ready-Mix LLC	Curtis St	400	Vacant Commercial
51942203022000	Columbus & Southern Ohio Electric Co	US 23 N	400	Vacant Commercial
51942301047003	Concerned Citizens Against Violence Against Women Inc	US 23 N	400	Vacant Commercial
51942301054000	Delaware County Agricultural Society The	US 23 N	400	Vacant Commercial
41912401015002	Gokuldharm LLC	Pollock Rd	400	Vacant Commercial
51934301002000	Grace Community School Of Delaware Ohio	809 Marysville Rd	400	Vacant Commercial
51942301047000	P D Paykoff Companies LLC	525 N Sandusky St	400	Vacant Commercial
51941001020000	Stephens Brian K	Horseshoe Rd	400	Vacant Commercial
51942301047001	Tap Holdings LLC	US 23 N	400	Vacant Commercial
41922002012000	TCCI LLC	S Section Line Rd	400	Vacant Commercial
41913004019005	Th Midwest Inc	Stratford Rd	400	Vacant Commercial
41914004013000	Don-A-Del Inc	2221 Braumiller Rd	417	Commercial
51941001016000	Jackson Lynda L	1088 Horseshoe Rd	420	Commercial
41913011043000	3120 Olentangy River LLC	3120 Olentangy River Rd	429	Commercial
51941003006000	Building 42 LLC	1290 US 42 N	429	Commercial
41911002019001	Sparks Land Holdings LLC	1199 Berlin Station Rd	429	Commercial
51942301048001	Pd Paykoff Companies LLC	755 US 23 N	435	Commercial
41921102021000	Pitkin David D	Curtis St	442	Commercial
41921102022000	Pitkin David D	376 Curtis St	442	Commercial
51933103010000	Backus David G & Leslie	1964 Marysville Rd	447	Commercial
51942202002000	Shroyer Family LLC Ltd	1980 US 23 N	447	Commercial
51942203009000	N & G Takhar Oil LLC	1491 US 23 N	452	Commercial
41921102016000	Helman Timothy W	462 Curtis St	455	Commercial
41921102017000	Helman Timothy W	460 Curtis St	455	Commercial
51941001022000	Richardson Donna M @(2)	711 US 42 N	455	Commercial
51942203014000	Delaware County Ohio	1251 US 23 N	470	Commercial
41913003028000	Long Real Estate Inc	2683 Stratford Rd	480	Commercial
51942301048000	Tap Holdings LLC	755 US 23 N	481	Commercial

Table 7B.2 Commercial and Industrial Classified Properties (Delaware County Auditor, November 2021) (Continued)

Parcel #	Owner	Address	Class	Land Use
51941001014000	Consolidated Electric Cooperative	1126 Horseshoe Rd	489	Commercial
51944210013000	501 Bowtown Rd LLC	Bowtown Rd	499	Commercial
51941003008000	Board Of Commissioners Of Delaware County Ohio	888 US 42 N	499	Commercial
51941003009000	Board Of Commissioners Of Delaware County Ohio	1020 US 42 N	499	Commercial
51942203012000	Board Of Commissioners Of Delaware County Ohio	1405 US 23 N	499	Commercial
51942203013000	Board Of Commissioners Of Delaware County Ohio	1405 US 23 N	499	Commercial
51942301001000	Board Of Commissioners Of Delaware County Ohio	Pennsylvania Ave	499	Commercial
41921102020001	Buckeye Ready-Mix LLC	Curtis St	499	Commercial
41921102005000	Buckeye Ready-Mix LLC	282 Curtis St	499	Commercial
41921102006000	Buckeye Ready-Mix LLC	320 Curtis St	499	Commercial
51942203024000	Delaware County Agricultural Society	Pennsylvania Ave	499	Commercial
41913004019001	Delaware County Historical Society	Stratford Rd	499	Commercial
41913003022000	Delaware County Historical Society Inc	2571 Stratford Rd	499	Commercial
41913011049000	Delaware Gas Co Columbia Gas Of Ohio	Columbus Pike	499	Commercial
41911001015000	East Side Church Of Christ	1375 Curve Rd	499	Commercial
51941001023001	Greenwood II LLC	883 US 42 N	499	Commercial
51941003002000	Greenwood One Limited Partnership	1646 US 42 N	499	Commercial
51941003003000	Greenwood One Limited Partnership	US 42 N	499	Commercial
41912401004000	Newstart Church Of The Nazarene	795 Pollock Rd	499	Commercial
41924001044000	Northern Ohio Tele General Telephone Co	2780 Liberty Rd	499	Commercial
41924001032000	Ohio Edison Co	Bunty Station Rd	499	Commercial
41924001043000	Ohio Edison Co	1484 Bunty Station Rd	499	Commercial
41921102023000	Pitkin David D	Curtis St	499	Commercial
51941001023002	Shortcut 42 LLC	819 US 42 N	499	Commercial
51933001004000	Simpkins Keye L & Catherine	3048 Marysville Rd	499	Commercial
51941003007000	State Of Ohio Dept Of Transportation	1150 US 42 N	499	Commercial
41921103005000	Stover Gene	South St	499	Commercial
41921103003000	Stover H Eugene	683 South St	499	Commercial
51942301047002	Tap Holdings LLC	755 US 23 N	499	Commercial

Chapter 8A

Roads and Transportation

Delaware County

General

Many of Delaware County's main roads were laid out in the 19th Century. As areas develop, the function of these original roads change. As traffic counts increase, roadway improvements and new roads will be needed.

Every unincorporated community's transportation system is a composite of roadways maintained by different entities. Federal and state roads are maintained by Ohio Department of Transportation (ODOT), District 6; The Delaware County Engineer maintains county roads; individual townships maintain township roads; homeowner associations maintain private subdivision roads; and CADs are private roads serving two to five lots, maintained by the lot owners.

Functional classification of roads

Roads are functionally classified by design and/or usage. Delaware County created a Functional Classification Map as part of the 2001 Delaware County Thoroughfare Plan. This plan incorporates these classifications by reference, unless exceptions are noted.

Some roads may fall into multiple classifications. Some roads may exceed the ADT related to their classification.

Arterial roads have the primary purpose of carrying through traffic to and from residential, commercial, and industrial areas, and the secondary purpose of providing access to abutting property. They are usually a continuous route carrying heavy loads and Average Daily Traffic (ADT) in excess of 3,500 vehicles. Arterials generally require a right-of-way of 80 to 100 feet for a two-lane section and 100 feet for a four-lane section.

Collector roads have the primary purpose of intercepting traffic from intersecting local streets and handling this movement to the nearest major collector or arterial street. ADT typically ranges from 1,500 to 3,500 vehicles, with AM peak hour traffic about 7-8% and PM peak hour of 10%.

Local Streets represent the lowest category. Their primary function is to serve abutting land use. Typical ADT's range from 100 to 1,500 vehicles. Local streets are further classified as Loop, Through, and Cul-de-sac.

Traffic Counts

Traffic counts indicate the ADT in both directions on a road. These counts can be used to determine if the LOS is acceptable or unacceptable. LOS A is considered ideal, LOS F is failure. The LOS depends on traffic counts, number of lanes of road in each direction, and width of lanes, including shoulders. Traffic counts are also used to determine functional classification.

The Mid-Ohio Regional Planning Commission (MORPC) is the Metropolitan Planning Organization (MPO)

for Central Ohio. It acts on behalf of Delaware County in certain transportation planning functions and is a funnel for federal funds. MORPC maintains a database of traffic counts for the Central Ohio region.

Access Management

Access management is the practice of limiting curb cuts to major roads to prevent conflicting turning movements and maintain safe traffic flow. In July 2010 ODOT completed an Access Management Study that will impact future access to the 36/37 corridor. The resultant Access Management Plan (AMP) is used as development occurs, and particularly as properties that have direct access to 36/37 go through the zoning process. Access can be granted, denied, or converted from a full access to a limited one, or temporarily granted until such time as other adequate access, such as a “backage” road, is provided.

According to ODOT, AMPs find the following to be true:

- Poor access management can reduce highway capacity to 20% of its design;
- Delay is as much as 74% greater on highways without access management;
- 60% of urban and 40% of rural crashes are driveway- and intersection-related;
- 15,000 access-related crashes occur each day at an estimated annual cost of \$90 billion.

ODOT Access Management Principles:

- Avoid disconnected street systems.
- Regulate the location, spacing, and design of drives - space access points so they do not interact with each other.
- Provide adequate sight distance for driveways.
- Use appropriate curve radius, lane widths, and driveway angle.
- Provide turn lanes to separate conflict points for acceleration, deceleration, and storage lanes.
- Prohibit some turns in critical areas; relocate that activity to a less conflicted point.
- Use feeder roads to relocate critical movements and to handle short trips parallel to the main road.
- Locate driveways away from intersections to reduce conflicts (corner clearance).
- Use right-in/right-out drives to prevent unwanted left turns across traffic.
- Ensure that Development Plans presented and approved at the zoning stage reflect appropriate access management design principles.
- Encourage internal access to out-parcels - connect parking lots; share driveways.
- Use frontage roads to connect commercial traffic and keep it parallel to the main road - connect frontage roads to collector streets at properly spaced intersections.
- Use backage roads as rear access roads connecting commercial uses.
- Use the 30-curb cuts/mile standard, or maximum of one access each 350 feet.
- Minimize the number of traffic signals. Two per mile is ideal (half-mile spaced).
- Use medians to separate traffic flows.

- Coordinate access permit review between ODOT, local zoning, and building departments.

For example, the following recommended policies were part of the 36/37 Access Management Study.

- Closure of all access drives (non-signalized) as the current use changes and new drive permits are required
- Closure of median crossings as the drives they serve are closed
- Dedication of right-of-way for future expansion along 36/37 as opportunities present themselves
- Construction of access road(s) as necessary to provide access to 36/37 at a minimum setback of 650' from highway
- Conversion of one intersection to right-in/right-out access by closure of median opening and construction of right turn deceleration lanes on 36/37

Future Roads - The Thoroughfare Plan

A plan for the major streets or highways, or Thoroughfare Plan, is a tool for counties and local jurisdictions. A county-wide Thoroughfare Plan is enabled and defined by ORC Section 711.10. See township chapter for projects in the area.

Delaware County Engineer Projects

The Delaware County Engineer maintains and improves a number of county roads, and also works closely with townships to assist in their efforts toward proper road maintenance and improvement. Some projects also involve other entities, such as ODOT and local municipalities, when projects impact multiple jurisdictions.

Metropolitan Transportation Plan

The Mid-Ohio Regional Planning Commission (MORPC) is the Metropolitan Planning Organization for the Columbus region. As such, MORPC maintains a Metropolitan Transportation Plan (MTP) for Franklin, Delaware, and parts of Union and Fairfield Counties. This plan lists projects that are eligible for potential state and/or federal funding in the future.

Bikeways

As roads become more congested there is a need to separate pedestrian and bicycle traffic from automobile and truck traffic for safety purposes, as well as for recreation and alternate transportation.

There are no sidewalks or bike paths along “traditional” township collector and arterial roads. Bike paths should be placed along at least one side of collector and both sides of arterial roads. Most communities require standard sidewalks in subdivisions that go through the rezoning process. For many years, the Delaware County Regional Planning Commission has also sought sidewalks in subdivisions, adding a requirement in 2007 to the Subdivision Regulations to capture those neighborhoods that do not go through the rezoning process, such as under the FR-1 zoning designation.



Multi-use path near the Tanger Outlets

In 2016, the County Commissioners established the Delaware County Trail Committee (DCTC), which produced the Delaware County Trail System Master Plan, adopted by the Commissioners in November 2017. Improvements would be coordinated with Central Ohio Greenways' (COG) efforts to create major routes from existing trails in other counties. This group includes representatives from DCRPC, the County Engineer, Preservation Parks, the Delaware General Health District, Economic Development, MORPC, and the public.

Clean Ohio Fund

Although there are several grant sources, the Clean Ohio Fund is a state-wide funding program often cited for trails and parks. In 2015, 19 projects were funded, with 16 funded in 2014.

Bike/Pedestrian Policy

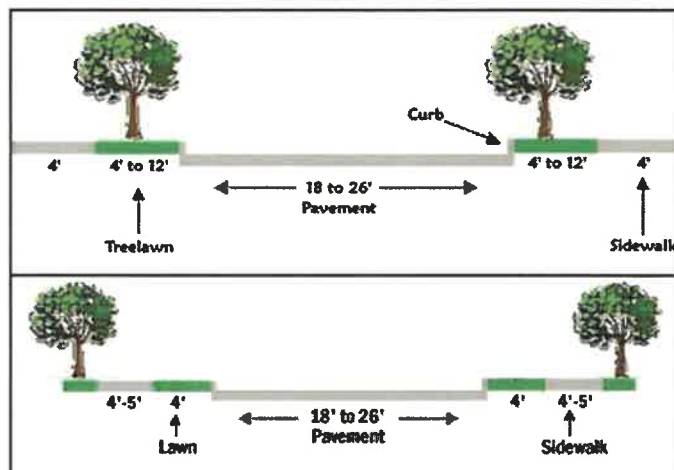
As the subdivision authority, the Regional Planning Commission seeks connections between subdivisions by often requiring new subdivision streets to connect to vacant adjacent parcels of land. The main benefits to connectivity are shorter trips, greater travel choice, and savings in infrastructure. Township zoning may also provide a policy of neighborhood-to-neighborhood street connections, provided safety and quality of life impacts from the connection are mitigated. As part of a rezoning review, subdivisions that are platted along existing collector streets may also stipulate that bike paths or sidewalks be constructed as part of a regional system.

Other Road-Related Issues

Increase in population yields increased traffic flow on local roads. The following considerations should be made when reviewing rezoning requests:

Patterns of Development

Traffic can be reduced by the design of development and the mix of land uses. Low density (1-acre lots or larger) development generates significant traffic per unit, but the number of units is modest overall. In large developments with densities greater than 1 unit per acre, a mix of local convenience commercial uses and a network of sidewalks, trails, and bike paths can reduce auto trips. Neo-traditional development patterns may be encouraged near existing village centers or as greenfield development. A combination of a grid street core, with curvilinear edges can allow for the preservation of open space. A typical home in an exclusively residential area generates 10 or more trips per day while condominiums generate approximately seven per day. A home located in a neighborhood that is designed to be convenient for walking and biking with mixed commercial and service uses can reduce auto trips to as little as 4 trips per home per day.



Streetscape examples with trees in the treelawn and outside the right-of-way.
CREATE BETTER GRAPHIC

Streetscapes

Streets are a significant part of the look of a community. Every community needs a streetscape standard. For local streets with lot widths less than 100 feet, no through traffic, and less than 1,500 vehicle trips per day, the current standard 20-foot wide street with drainage ditches within a 60-foot right-of-way is acceptable. In an open ditch road, the sidewalk is typically located near the outside edge of the ditch, which can be problematic if not designed properly. For collector and arterial roads, pedestrian and bike traffic should be separated from vehicular traffic. The following is a recommended streetscape for collector or arterial streets. A 5-foot wide asphalt bike path may be preferable to a sidewalk to maintain the rural character of the road. A bike path may be placed on one side of the street for minor-collector streets. Major collectors and arterials should have a bike path on at least one side of the street plus a sidewalk on the other side.

Complete Streets

Complete Streets accommodate the need for an integrated, connected street network that serves all of its users, including motorists, bicyclists, pedestrians and transit riders of all ages and abilities. As the subdivision authority, the DCRPC seeks connections between subdivisions by often requiring new subdivision streets to connect to vacant adjacent parcels of land. The main benefits to connectivity are shorter trips, greater travel choice, and savings on infrastructure. Township zoning may also provide a policy of neighborhood-to-neighborhood street connections, provided safety and quality of life impacts from the connection are mitigated.

In addition to having a sidewalk requirement for all new streets, townships should create a policy for existing roads as they change from local to collector status. Minor collector streets within platted subdivisions should also be considered for traffic calming devices. Major collectors should consider the construction of bike paths on both sides of the street when traffic warrants it. Subdivisions that are platted along existing collector streets may stipulate that bike paths or sidewalks be constructed as part of a township or regional system.

Alternative Street Designs — The Roundabout

Low Speed Roundabouts have begun to be used as an alternative to the traditional signalized intersection throughout Delaware County. Roundabouts have been proven to reduce crashes, flow more traffic than traffic signals, cost less, and require less pavement than signalized intersections. Not all intersections are candidates, but the roundabout is a viable traffic management tool.



Modern, low-speed roundabout; South Section Line Road and Riverside Drive, Concord Township. Pedestrian crosswalks are behind the pause line for traffic. Safe design speed is 11 miles per hour.

Paying for Road Improvements

Ohio planning and zoning legislation does not currently empower townships to charge Impact Fees to offset costs of service expansion (roads, schools, parks, etc.). Generally, road improvements immediately adjacent to the development can be attributable to the project as



part of the subdivision and zoning process. Projects that contribute to regional traffic can be required to contribute to those future improvements.

Transit

The Delaware County Transit offers an on-call non-scheduled bus service from point to point in the County. As the County grows, new transportation will continue to be studied by transportation-related agencies.

DATA offers an on-call non-scheduled bus service from point to point in the County. By calling 740-363-3355 at least by noon of the business day prior, a pickup and destination can be scheduled if a vehicle is available. DATA requires a window of 15 minutes prior to the scheduled pickup time and 15 minutes after the schedule pickup time. Demand response service is limited. Policies may change—current information can be found at www.ridedata.com.

Chapter 8B

Roads and Transportation

Delaware Township

Existing Road Network

Since Delaware Township is fragmented from annexations with the City of Delaware, the existing road network solely within the Township is fragmented as well. Simultaneously, the lack of platted subdivisions restricts the expansion of the road network, so the remaining roadways are mostly original farm-to-market roadways.

Federal and State Roads

United States Route (US) 23: 1.81 miles of US 23 runs through Delaware Township's jurisdiction, and is also a major trucking route between Columbus and Toledo. This route provides the main access into the Township and City of Delaware from both the north and the south.

United States Route (US) 42: At 1.57 miles, US 42 consists of the second most linear footage of federal or state roads in Delaware Township. Like US 23, US 42 is a major trucking route that provides a bypass around Columbus for trucks travelling between the west side of Columbus, or London, Ohio, and northern Ohio. Access management principles should be employed here in conjunction with the Ohio Department of Transportation to ensure adequate traffic flow.

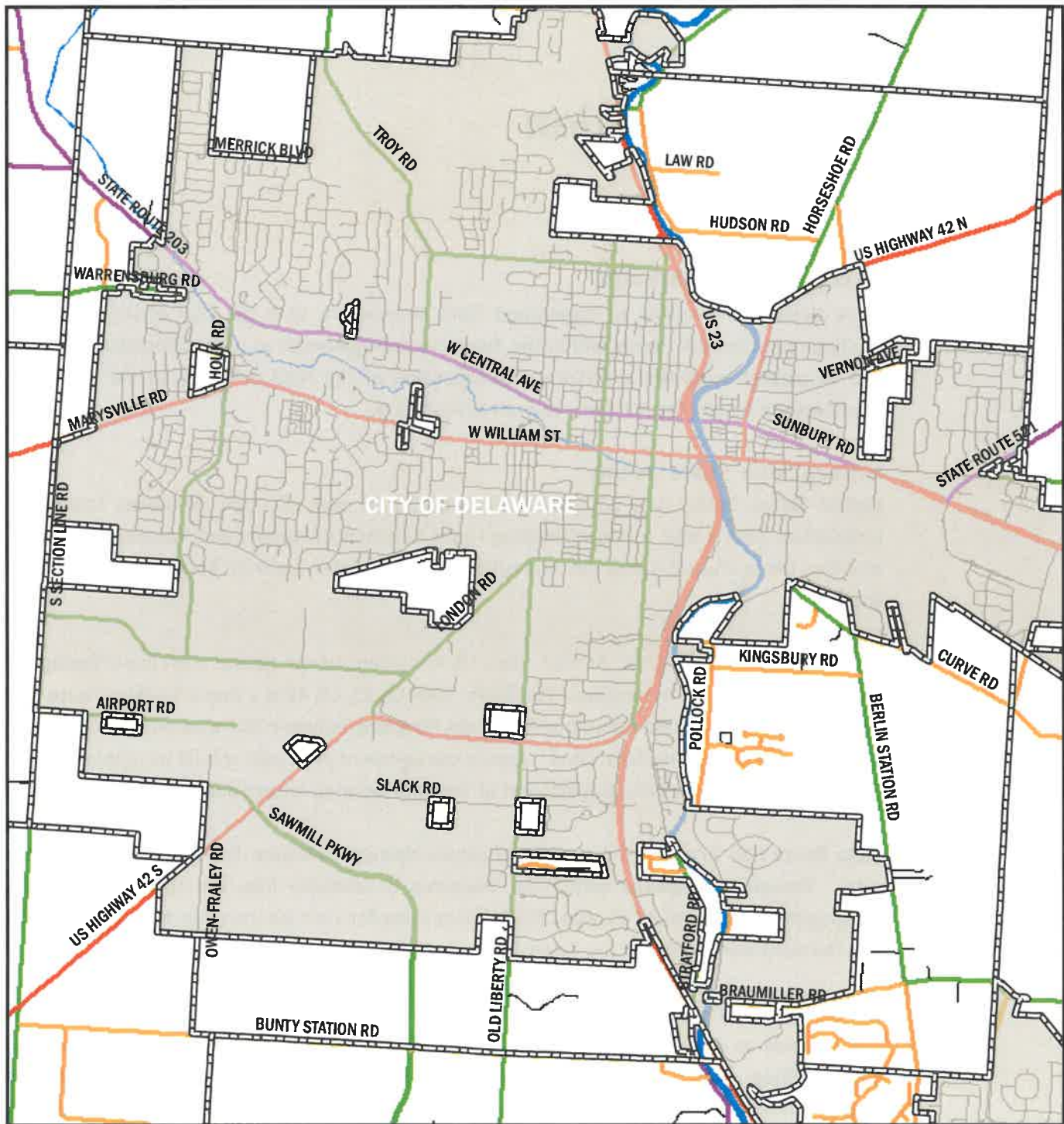
State Route (SR) 37: 0.64 miles of SR 37 passes through Delaware Township on the western side. Though the mileage within the Township is relatively low, the significance of this thoroughfare is not. SR 37 provides the primary route for vehicles travelling from Interstate 71 and the northwest corner of the Township.

United States Route (US) 36: 0.69 miles of SR 36 passes through Delaware Township on the western side as well. US 36 and SR 37 are the same route to the east, and is locally named Sunbury Road. Sunbury Road diverges on the east side of the City of Delaware, where both routes continue west. US 36 veers to the south, while SR 37 veers to the north.. Combined, these routes constitute the primary access routes to the Township in the east and west direction.

State Route (SR) 203: This route is in conjunction with SR 37 by overlapping sections of SR 37.

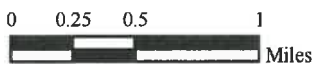
County Roads

Table 8B.1 lists the roads within Delaware Township that fall under the jurisdiction of the Delaware County Engineer's Office. These routes are maintained by Delaware County. See Chapter 8A for more details regarding Delaware County Engineer's Office projects.



Road Classification

Delaware Township



- US Highway
- State Highways
- County Roads
- Township Roads
- Municipal/Other

Township Roads

Township Routes are roadways that fall under the jurisdiction of the Township. These routes are maintained by the Township, meaning the maintenance of these roads is paid for by the Township. Development along these routes may impact the Township's funding if the developments do not generate enough funds for the Township to maintain these roadways.

Private Roads

There are also several roads in the Township that are private roadways, meaning the maintenance of these roadways falls on the property owner. Simultaneously, access on these roads is not open or available to the general public. These roads may be turned over to the public, but only by petition and only if the roadway is constructed to public roadway standards.

Functional Classifications

Delaware Township does not have any roadways with its boundaries that is functionally classified as a Freeway, though one is nearby within the City of Delaware. US 23 within the City of Delaware is classified as a Freeway, but is book-ended outside of those as a Principal Arterial with the bounds of Delaware Township.

Other Principal Arterials within the Township include US 42, Marysville Road (US 36), and Sawmill Parkway. These routes largely signify the major corridors that are used for commuting by residents and local workers. These are also the same routes that nonresidents would use to enter the Township and the City of Delaware, and present opportunities for a gateway to the Township. Minor Arterial roadways in the Township include Bunty Station Road, Liberty Road, London Road, Horseshoe Road, SR 203, and a short segment of Olentangy River Road. These roadways represent the main routes that local traffic takes to travel within Delaware County. Residents in neighboring townships may use these routes to access the City of Delaware, and vice versa.

As routes primarily used by local traffic to access the higher intensity, long distance routes, Major and Minor Collectors serve almost exclusively local traffic. Major Collectors in Delaware Township include: Braumiller Road, Berlin Station Road, Pollock Road, Stratford Road, Curve Road, Warrensburg Road, Hudson Road, and Panhandle Road, as well as a short segment of Houk Road that runs through the Township. Minor Collectors, not substantially different from Major Collectors, consists of only Kinsbury Road, and a short segment of Slack Road that runs through the Township.

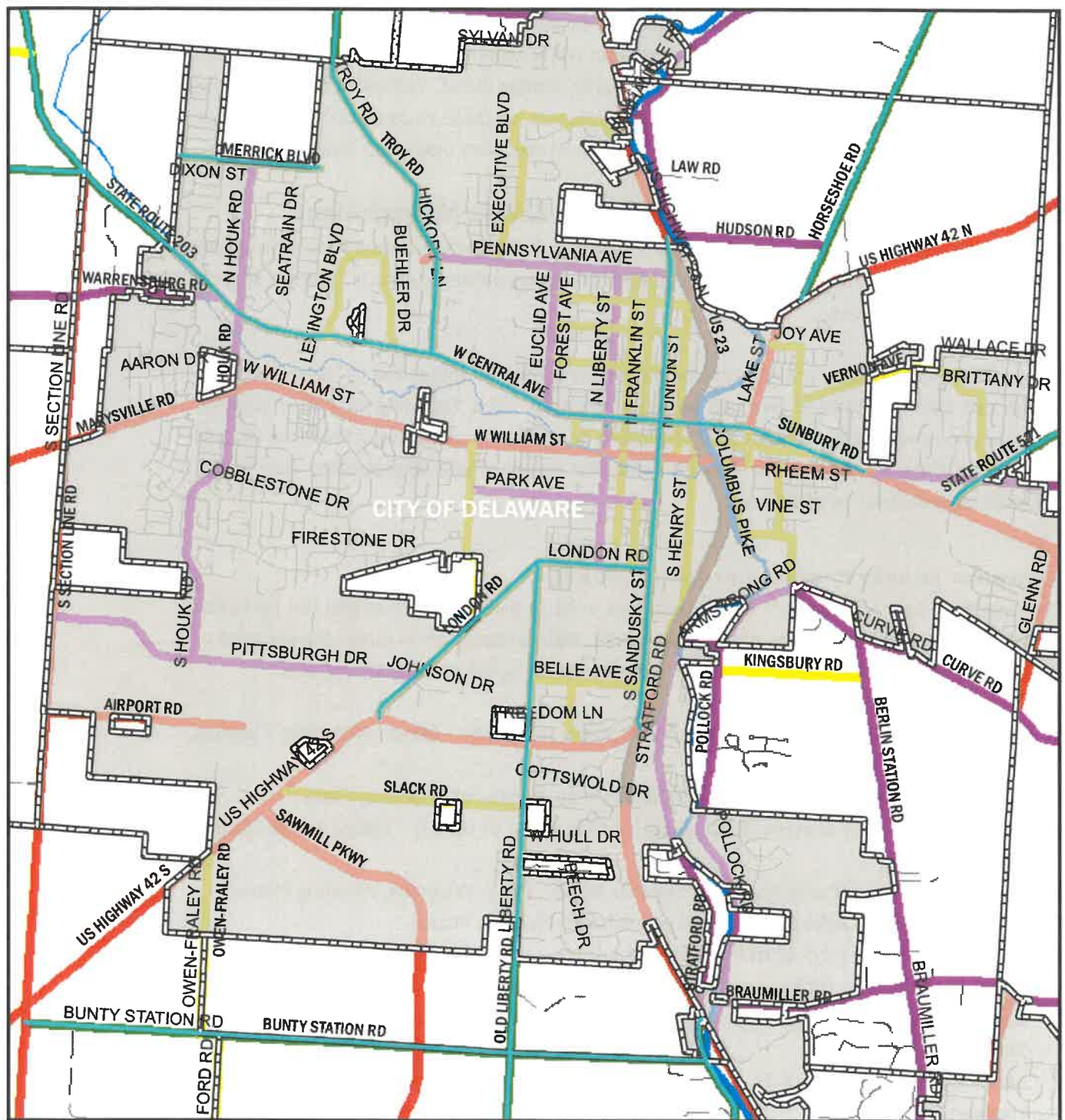
Traffic Counts

The Ohio Department of Transportation maintains a database of traffic counts which are performed through the state's traffic count program, and state and local agencies. Traffic counts provide a snapshot of traffic volumes, and subsequently, potential delays may be. These should be monitored over time to anticipate when a roadway will need improvements.

Delaware Township has very low traffic counts when compared to surrounding areas, especially the City of Delaware. Of the roadways within Delaware Township, the highest

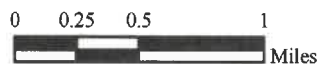
Table 8B.1 County and Township Roadways

Route Number	Local Name	Miles	Lanes	Lane Miles
County Routes				
4 & 287	Stratford Road	0.67	2	1.34
5	South Section Line Road	2.78	2	5.56
9	Liberty Road (From the Township Hall and south)	0.7	2	1.4
9	Liberty Road (North of the Township Hall)	0.17	1	0.17
15	Houk Road	0.17	1	0.17
42	London Road	0.1	1	0.1
84	Bowtown Road	0.04	1	0.04
89	Curve Road (West of Berlin Station Road)	0.43	2	0.86
91	Berlin Station Road	2.33	2	4.66
147	Airport Road	0.44	1	0.44
172	Warrensburg Road	0.62	2	1.24
215	Panhandle Road	0.33	2	0.66
220	Horseshoe Road	1.18	2	2.36
609	Sawmill Parkway	1.05	4	4.2
Total		11.01	-	23.2
Township Routes				
89	Curve Road (East of Berlin Station Road)	0.9	2	1.8
92	Braumiller Road	1.45	2	2.9
93	Glenn Parkway	0.24	2	0.48
101	Pollock Road/Olentangy Avenue	1.33	2	2.66
102	Armstrong Road	0.25	1	0.25
103	Kingsbury Road	0.78	2	1.56
141	Bunty Station Road	2.73	1	2.73
142	Owen-Fraley Road	0.52	2	1.04
146	Slack Road	0.11	1	0.11
216	Hudson Road	1.43	2	2.86
254	Curtis Street	0.33	2	0.66
258	Shortcut Road	0.35	2	0.7
259	Law Road	0.36	2	0.72
266	Vernon Avenue	0.36	2	0.72
313	Homestead Lane	0.51	2	1.02
340	Hull Drive	0.19	2	0.38
348	Greenlawn Drive	0.18	2	0.36
349	Wagner Way	0.24	2	0.48
358	Pollyanna Drive	0.23	2	0.46
856	Royal Dornoch Circle	0.25	2	0.5
976	Covered Bridge Drive	0.52	2	1.04
977	Mid Pines Court	0.06	2	0.12
1230	Maketewah Drive	0.67	2	1.34
1450	Myer's Glen Road	0.18	2	0.36
99824	Riverby Lane	0.48	2	0.96
99825/99826	Church View Way/Church View Court	0.34	2	0.68
99828	Adrian Drive	0.23	2	0.46
Total		15.22	-	27.35



Functional Classification

Delaware Township



- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads
- Rivers/Lakes/Streams
- Incorporated Area
- Township Boundaries

counts are located along the arterial and collector roadways like US 23, US 42, South Section Line Road, and US 203. As the surrounding areas develop (especially south of Delaware Township), there may potentially be an increase in traffic volumes along the other important routes like Liberty Road, Bunty Station Road, Berlin Station Road, Pollock Road, Horseshoe Road, Curve Road, and Braumiller Road. Traffic volumes on these routes may be able to be kept relatively low by incorporating measures like the connectivity index into future projects.

Road Maintenance & Improvements, and Access Management

Delaware Township roadways, especially the important thoroughfares would benefit from the incorporation of some of the access management principles utilized by ODOT, but not all, and only in selective locations.

Right-in/right-out (RIRO) entrances may be more appropriate on routes like US 42, especially if access can also be obtained from an adjacent roadway. The Township may also want to consider imposing access easements for any future development along any collector or arterial roadway in order to ensure the use of combined drives where appropriate, such as all commercial, industrial, or office uses.

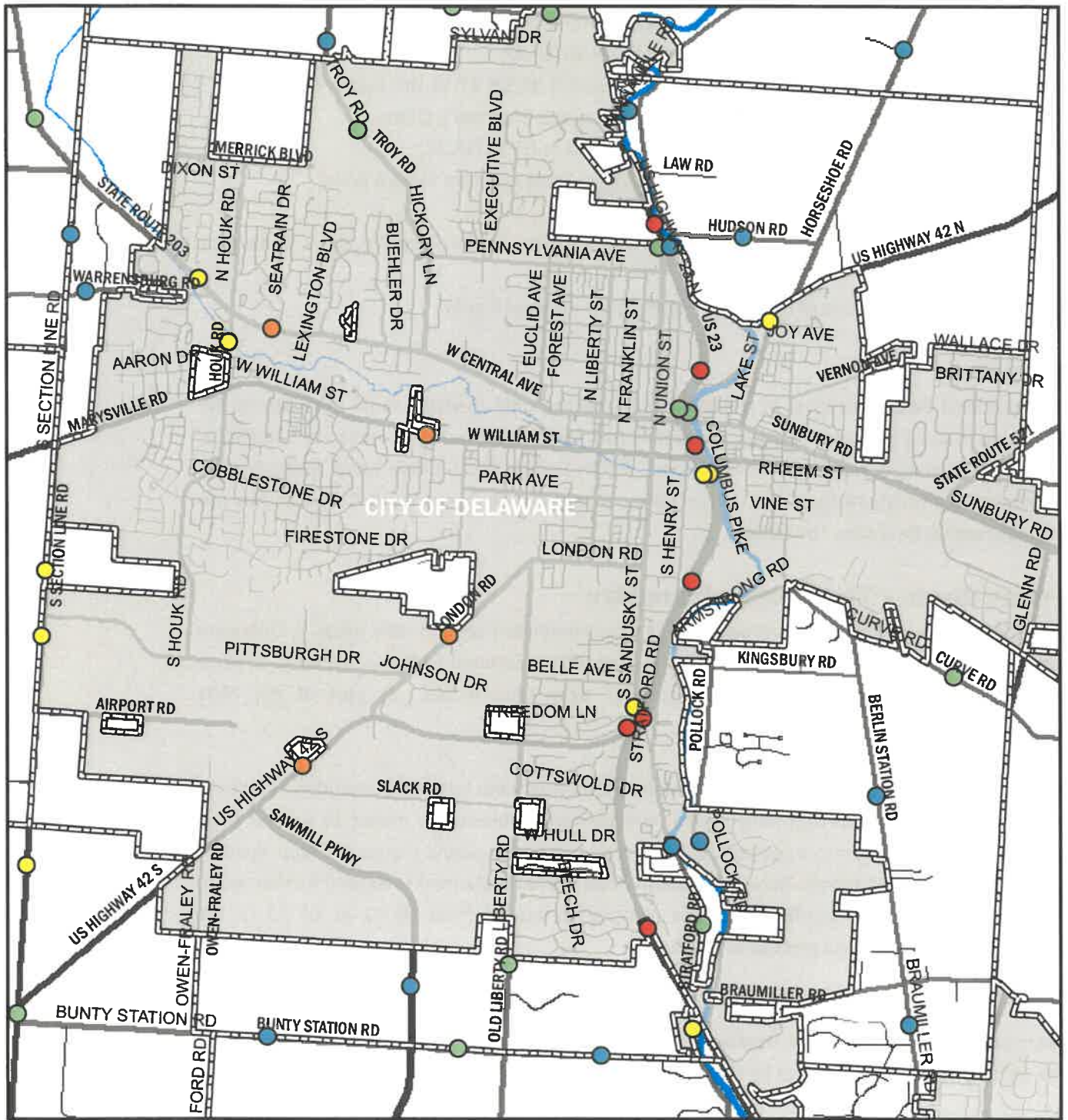
Delaware County Engineer Projects (2020)

The Delaware County Engineer's Office maintains a list of planned projects and the particular status of the project's phase. As of December 2021, eight projects are in either the planning or engineering phases in Delaware Township. No projects are in the construction phase.

1. South Section Line Road (National Lime & Stone to US 36) - Minor Widening; Planning Phase;
2. Liberty Road and Bunty Station Road (300 feet in all directions) - Planning Phase;
3. Stratford Road over Beecher Run repairs (1 miles north of US 23) - Bridge Rehabilitation; Planning Phase;
4. Berlin Station Road (Curve Road to Braumiller Road) - Minor Widening; Planning Phase;
5. Byxbe Road, Phase 2 (SR 521 to US 42) - New Road; Planning Phase;
6. Byxbe Road, Phase 3 (US 42 to Horseshoe Road) - New Road; Planning Phase;
7. Byxbe Road, Phase 4 (Horseshoe Road to US 23) - New Road; Planning Phase;
8. Sawmill Parkway Extension, Phase G (South Section Line Road to West of US 42) - New Road; Engineering Phase;
9. Berlin Station Road, Phase 1A (Intersection of Berlin Station Road and Braumiller Road) - Engineering Phase; and
10. Curve Road and Berlin Station Road (1/8 mile in all directions) - Engineering Phase.

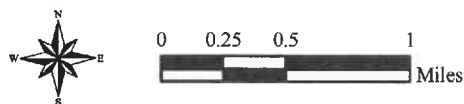
Metropolitan Transportation Plan (MTP)

MORPC's Metropolitan Transportation Plan includes several recommended projects in Delaware Township as well. These projects are purely recommended, and have yet to obtain any funding or feasibility studies or planning.



Traffic Counts

Delaware Township



Annual Average Daily Traffic (AADT)

- 370 - 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 40,000

1. Merrick Parkway—An extension of Merrick Parkway to run from Troy Road to US 23;
2. US 42 from South Section Line Road to US 23—Minor Widening to add turn lanes;
3. Veterans Parkway—New Road from US 23 to US 36/SR 37;
4. Northeast Bypass around the City of Delaware—US 36/SR 37 to the Byxbe Road Phase 3 project that it is in Planning with the Delaware County Engineer's Office;
5. Glenn Parkway—Major Widening from Curve Road to US 36/SR 37;
6. Glenn Parkway—New Road Extension from Curve Road to Berlin Station Road;
7. US 23 and SR 315—Intersection Modifications;
8. Olentangy Trail from Chapman Road to William Street—Stand-along Bicycle or pedestrian pathway; and
9. US 23 south of the City of Delaware—Operations improvements.

Bikeways

No dedicated bike lanes exist in the township, and the only roadside multi-use path in the Township is along the short segment of Sawmill Parkway. Other roads, however, are known to be used by cycling enthusiasts: Pollock Road, Berlin Station Road, Curve Road, Bunty Station Road, and Warrensburg Road. No other paths, sidewalks, or recommended bike routes are included within Delaware Township.

Future Roads – The Thoroughfare Plan

The 2001 Delaware County Thoroughfare Plan recommended several new roads in Delaware Township, some of which have already been completed. Sawmill Parkway, Sections of Houk Road, a section of Merrick Boulevard have all been constructed as part of the 2001 Thoroughfare Plan.

Some projects are still not completed though. Houk Road was originally intended to extend from Pittsburgh Drive to Hills-Miller Road, and Merrick Boulevard is meant to extend from South Section Line Road to another proposed roadway which would connect Glenn Road to County Home Road in Brown Township. Glenn Road was also planned to extend further south to Cheshire Road, and another road was planned to extend from US 42 at US 23 to the intersection of Glenn Road and Curve Road.

These proposed roads have yet to receive any funding or planning, and may never be completed. Completion of the roadways, however, may help keep the current traffic levels on the existing Township roadways by providing alternate routes.

Transit

The Delaware Area Transit Authority (DATA) did offer both fixed service and demand response transit services, though they have discontinued the fixed route service as on 2020, and there are currently no indications that they will resume. Additionally, DATA operates a route to a park and ride facility in Worthington. However, that route has also been suspended through March 31st, 2022. There are no indications that service will be expanded.

Chapter 9B

Utilities

Delaware Township

The character of Delaware Township's future development depends largely on the development of the sanitary sewer system. As centralized sewer becomes available, development pressure will increase as landowners and speculative developers see the potential of increased residential densities and land use options. In planning for the future, it is important to know where anticipated new service areas will be and what the capacity is for any future facilities.

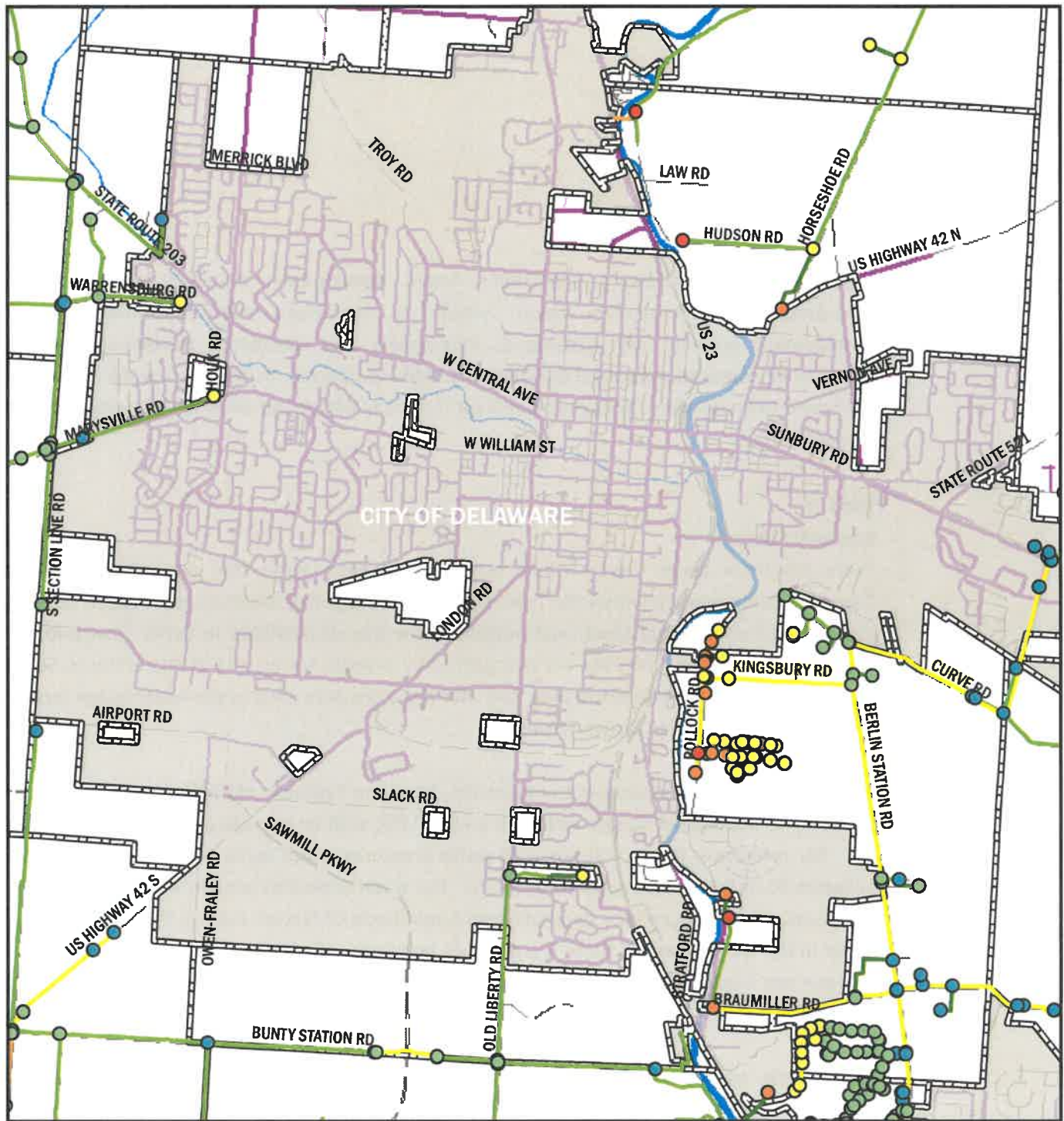
Water

Supply & Pressure

There are three water towers which serve the pressure zones that are within Delaware Township, and none are within the Township's boundaries. The southern and eastern tiers are pressurized from a water tower just outside of the City of Delaware in Berlin Township, the western edges of the Township are pressurized by a water tower east of Ostrander in Scioto Township, and the north eastern area falls within the pressure zone of the water tower located on Leonardsburg Road in Brown Township.

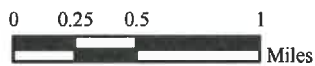
The resulting water pressures in the township, based on hydraulic modelling estimates, varies between 49 pounds per square inch (PSI) and 120 PSI, with an average pressure of about 75.6 PSI. For reference, the typical range of water pressures which serve a home seems to vary between 40 or 50 PSI to around 60 to 80 PSI. The water pressures actually experienced within the home, however, can vary depending on a multitude of factors such as the actual level of water in the water tower, if there is a pressure regulator set within the home, if other sources of water are being used within the home, and if other sources of water are being used in other homes.

For example, water pressure may be reduced during peak hours of usage. If usage exceeds the pump's rate, water will be used from within the water tower. As the water level within the tower falls, so does the water pressure within the water mains. Acceptable water pressure may be an issue into the future without improvements made to the existing system if the Township sees accelerated development. Improvements which may prevent the loss of water pressure include an additional water tower, upgraded water pumps with a higher pump rate, and the use of low flow appliances which utilize less water and subsequently affect the water pressure more minimally.



Water Lines

Delaware Township



Pressure Points (PSI)	Del-Co Pipes	City of Delaware Pipes
49-65	0" - 2"	0" - 2"
65-75	3" - 5"	3" - 5"
75-85	6" - 8"	6" - 8"
85-95	9" - 24"	9" - 24"
95-115	25" - 54"	25" - 54"

Water Mains

Most of the mains serving the Township are six or eight inch mains, which are primarily located on the southeastern part of the Township. The remainder of the Township is served by 4-inch water mains or less. With the Township being largely served by 4-inch mains or less, any significant development may need to upgrade the pipe sizes before developing. Map 9B.1 shows the location and diameter of water lines in the township, as well as the water lines within the City of Delaware, and the theoretical water pressure points based on hydraulic models.

Sanitary Sewer

Existing Service Areas

The Delaware County Regional Sewer District currently does not have lines or service areas with Delaware Township. Currently, all properties within the Township are treated with on-site treatment systems , or on rare occasion, City of Delaware sewer service. A property can obtain sewer service from the City of Delaware, but is usually required to annex.

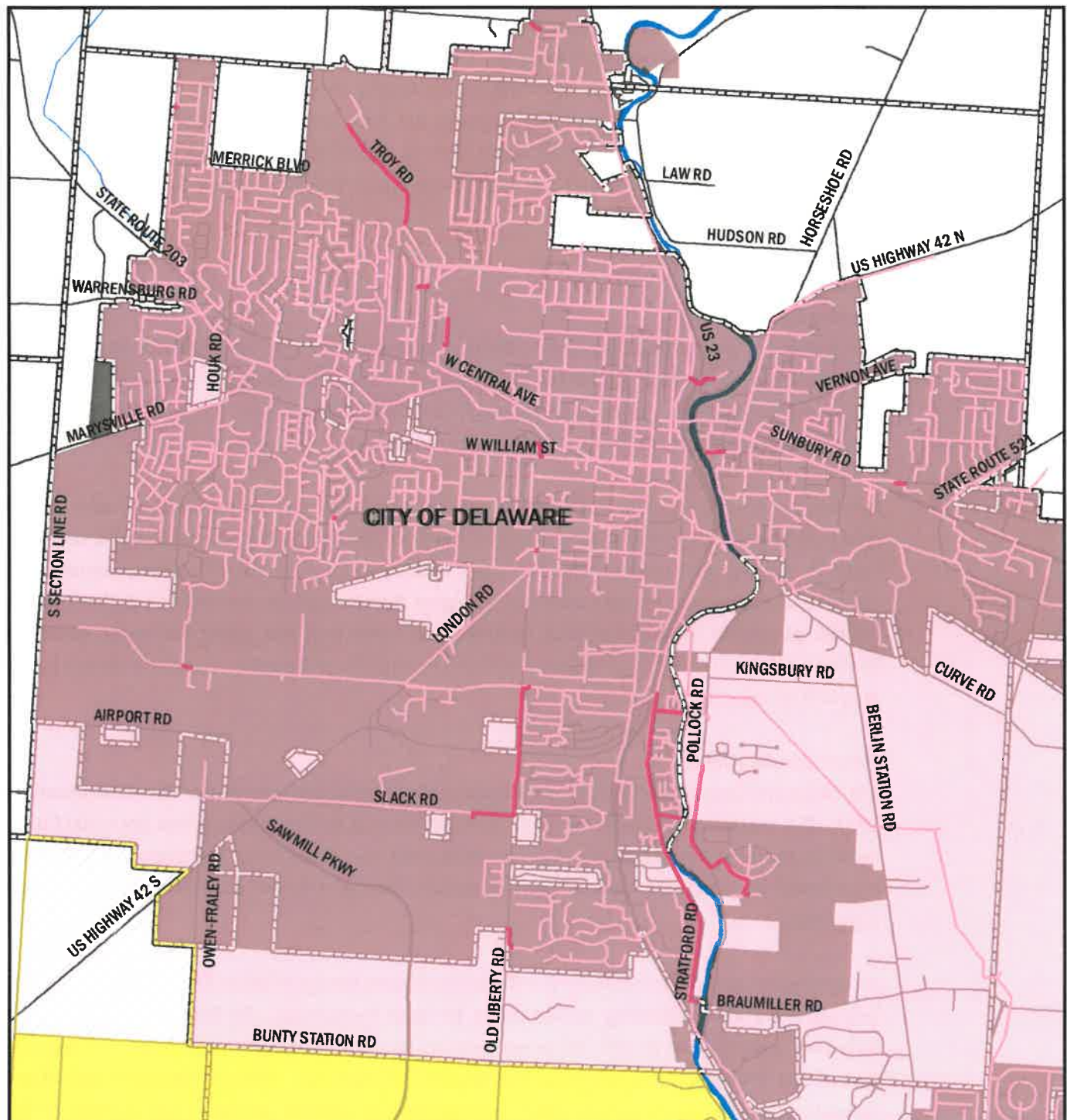
Neither the County Sanitary Engineer, nor the City of Delaware can regulate the densities of land uses based on the availability of sewer. However, existing and planned township densities listed in the Comprehensive Plans are used when planning for future sewer extensions or capital improvements. An area zoned to be higher density may be deemed as a higher priority for the expansion of sewer service compared to areas that are zoned for lower densities. Similarly, while rare, the County Sanitary Engineer and City of Delaware can deny service based on a lack of capacity.

Future Service Areas

The Delaware County Sanitary Engineer updated the Sanitary Sewer Master Plan in February of 2017. The master plan utilizes existing development and zoning to determine potential future needs in terms of the expansion of sewer infrastructure. Historically, Delaware Township has maintained an emphasis on low density zoning, forcing a lower priority for sewer facility expansion.

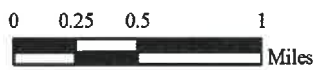
An agreement was made between the Delaware County Regional Sewer District and the City of Delaware in 2008 delineating service areas for each jurisdiction. By agreement, the City of Delaware is authorized to provide sewer services to the southeastern, southern, and western part of the Township, and can require annexation for services. The northeastern part of the Township does explicitly dictate which jurisdiction can provide service. Just outside of the Township's boundaries in the southwest, in Liberty Township, is a small area where either County can provide service, but only by written agreement from the City of Delaware. Across the western edge of the Township's boundaries in Scioto Township, the agreement is that the City will provide sewer, but will not require annexation.

The agreement runs in perpetuity, but can always be modified by agreement of both parties. Similarly, the Township may want to pursue its own agreement with the City of Delaware in order to find a compromise where the City would provide sewer services without annexation in order to preserve Township lands.



Sanitary Sewer Lines

Delaware Township



Sanitary Service Areas

- DCRSD (Annexation Not Required)
- City of Delaware (Annexation Required)
- City/County Agreement Area

City of Delaware

- Force Mains
- Gravity Lines

DCRSD

- Force Mains
- Gravity Lines

More detailed information regarding the Delaware County Sanitary Sewer Master Plan, or the agreement between the Delaware County Regional Sewer District and the City of Delaware, can be obtained by contacting the Delaware County Regional Sewer District.

Electric & Natural Gas

American Electric, Consolidated Electric and Ohio Edison provide electric service to Delaware Township; Map 9B.3 shows the service areas. American Electric provides service to the vast majority of the Township, with only small segments on the east and west Township boundaries receiving service from Consolidated Electric, and small areas on the western boundary receiving service from Ohio Edison. Two high-voltage powerlines cross Delaware Township; one in the north/south direction just west of Liberty Road, and the other in an east/west direction between Kingsbury Road and Braumiller Road.

Two gas companies have service lines running through the Township: Columbia Gas, and Suburban Natural Gas. These lines are shown on the Electric, Gas, and Cellular Infrastructure map. Columbia Gas operates a line which runs from a facility in the City of Delaware towards the east, while Suburban Natural Gas has several lines that run along Berlin Station Road, and through fields in a north/south direction in the northeast part of the Township.

Telecommunications/Cellular

There are 8 antennas within the boundaries of the Township that are registered, and several others within the City of Delaware. The eight antenna structures that are on the list within the Township are listed in Table 9B.1 below.

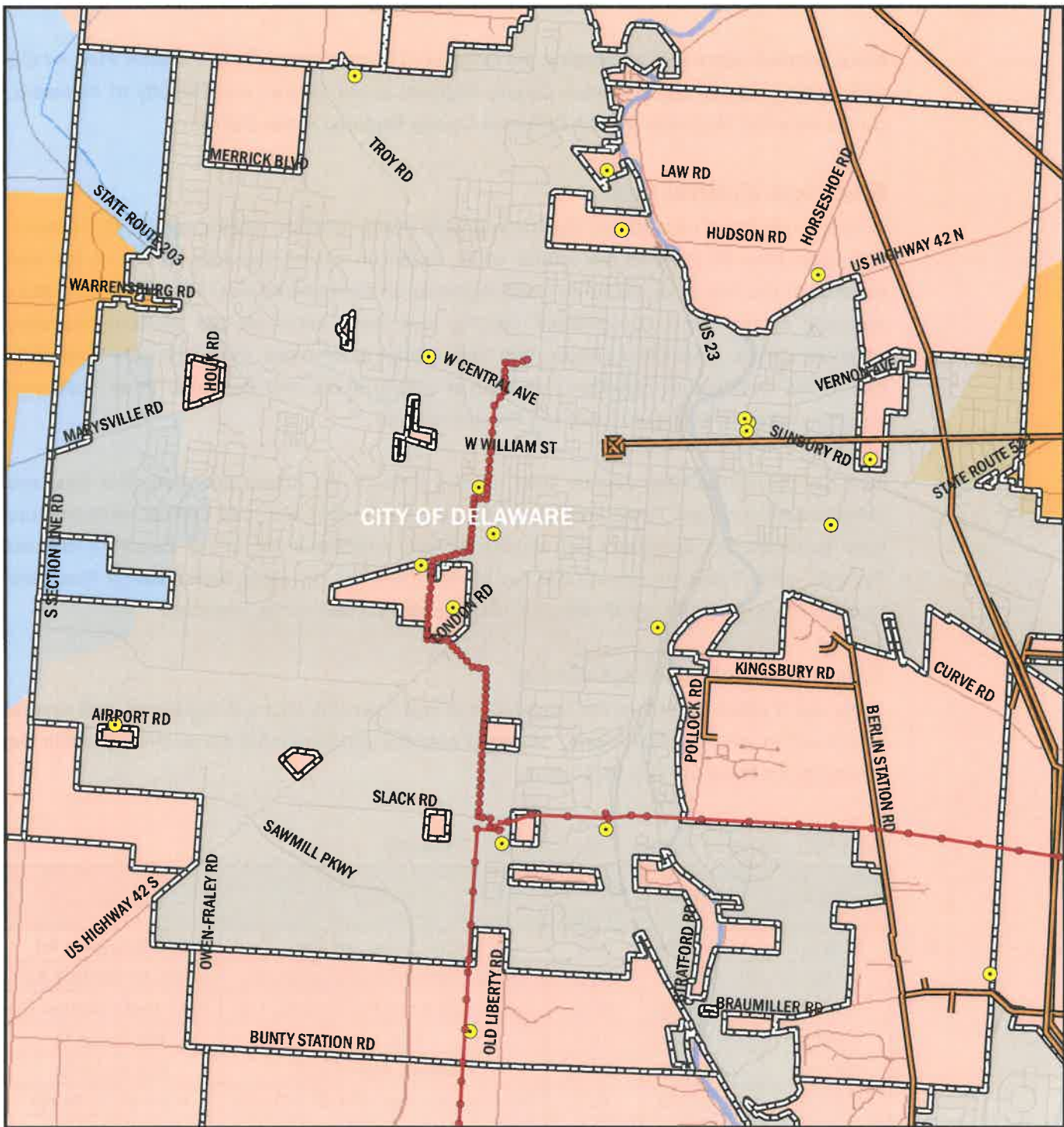
Table 9B.1 Antenna Towers within Delaware Township

Registration	Date	Height (feet)	Owner	Address
1009841	12/9/1996	82.3	Radio Delaware, Inc.	501 Bowtown Rd
1015652	9/16/2008	52.0	Consolidated Electric Coop., Inc	1126 Horseshoe Rd
1217414	12/6/2005	60.9	Spectrasite Communications, LLC	2187 Berlin Station Rd
1240582	11/11/2010	45.4	STC, LLC	462 Curtis St
1247024	3/24/2009	57.9	Towerco Assets, LLC	953 South St
1247337	2/25/2005	73.2	Delaware County, dba 911 Center	1251 US 23 North
1256513	4/16/2012	48.8	SBA Monarch Towers II, LLC	3192 Liberty Rd
1272794	1/27/2010	57.6	Towerco Assets, LLC	755 US 23 North

Storm Water Management

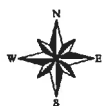
Projects on maintenance with Delaware County Soil and Water Conservation District include those ditches that have been improved since 1957 and subdivisions platted since July 1998, petitioned to and accepted by the County Commissioners for maintenance.

The projects currently on drainage maintenance in Delaware Township are listed in Table 9B.2.



Utilities

Delaware Township



- Antenna Structure Registrars
- AEP Powerpoles
- AEP Powerlines
- Gasline
- American Electric Power
- Consolidated Electric Co.
- Ohio Edison

Table 9B.2 Drainage Maintenance Projects in Delaware Township

Project	Parcel Number/Subdivision	Address
Talley	41924001045000	2590 Liberty Road
Gwinner #262	41914004001000	2160 Berlin Station Road
	41914001009000	Berlin Station Road
	41914012901000	Railroad Right-of-Way
	41914001005007	1631 Berlin Station Road
	41914001005006	1627 Berlin Station Road
	41914001005003	1601 Berlin Station Road
	41914001004000	1573 Berlin Station Road
	41914001003000	Berlin Station Road
	41914001002000	Berlin Station Road
	41914002003000	1544 Berlin Station Road
	41914002004000	
Sugar Run	51941003003000	US 42 North
	51941003005000	US 42 North
The Woods of Dornoch, Sections 2, 3, 4, and 5		
Dornoch Estates, Section 3		
Riverby Estates, Sections 2, 3, and 4		
The Condos at Riverby		

Chapter 10A

Community Facilities

Delaware County

Community Facilities can include a number of items that create quality of life in a community. These facilities are usually public, but may represent other features that bring value to the community, such as historic sites. Based upon the complexity of local government, ownership and responsibility of these facilities can include township, county, municipal, and other organizations. This chapter is by no means exhaustive.

Schools (post K-12)

Delaware Area Career Center (DACC)

Delaware City and County boards of education established the Joint Vocational School in 1974 as a career/technical school to offer specific career training to Delaware County residents. The center, now called the Delaware Area Career Center, provides career training and academic instruction to over 650 area High School juniors and seniors who desire skilled employment immediately upon high school graduation. The North campus is located at 1610 S.R. 521, Delaware. The DACC is combining programs into one campus at 4565 Columbus Pike, Delaware, Ohio 43015 (740) 548-0708.

Columbus State

In 2008, Columbus State built a Delaware County campus at 5100 Cornerstone Drive in the Park at Greif and U.S. 23. The 80,000 square foot building opened in the autumn of 2010 and offers four Associate Degree programs.

Effect of Land Use Planning on School Planning

(This section applies to local public schools) When schools become overcrowded due to rapid growth, there may be a call for growth controls, or limitations on residential building permits (moratoriums). A series of 1970s cases regarding growth rate limitations, the most famous of which is *Golden v. Ramapo* (1972), suggested that communities could control growth to allow new infrastructure to be built at a reasonable, attainable rate. Where upheld, moratoriums have been temporary, based on a critical shortage of a basic community service.

Cities and villages in Ohio have home rule authority which “provides the flexibility to experiment with different types of planning programs to respond to the issues of rapid growth” (Meck and Pearlman).

Since townships do not have the authority in Ohio to control their growth by moratoriums, and they do not have the authority to impose impact fees, their only recourse to overly rapid growth is to monitor critical facilities in making zoning decisions. While a decision cannot be

based on any one facility, a township can consider a totality of factors when making a decision to rezone property.

Libraries

County residents can obtain a library card at any of the following libraries.

The Delaware County District Library has its downtown library at 84 E. Winter Street, Delaware, and branch libraries in the City of Powell at 460 S. Liberty Street, the Village of Ostrander at 75 N. 4th Street, and Orange Township at 7171 Gooding Boulevard. The District Library employs 98 people, or 68.75 full-time equivalents. Its annual budget is approximately \$6.7 million, which is used for staff salaries and materials, maintenance, and operating expenses. 66% of the budget comes from a local property tax, 30% is generated from state income tax through the Public Library Fund, and the remaining 4% comes from grants, donations, investment earnings, and fees.

There are 126,000 residents in the Delaware District Library service area and 71,000 registered borrowers (borrowers can be outside of the district). The Library's service district comprises all of Delaware City, Olentangy Local, and Buckeye Valley Local School Districts (except the portion in Oxford Township), and portions of Centerburg, Elgin Local, Dublin, and Johnstown-Monroe Local School District that are in Delaware County. Currently, the District has 327,000 print volumes. The Library also offers millions of additional materials through digital resources and resource sharing programs like the Central Library Consortium and SearchOhio.

Ohio Wesleyan University, Beeghley Library is located at 43 University Avenue, Delaware and extends borrowing privileges to all residents of Delaware County.

Ashley Wornstaff Library is located at 302 E. High Street, Ashley.

Hospitals

Grady Memorial Hospital is located on Central Avenue in the City of Delaware. Some services have relocated to the future site of the Grady campus at the northeast corner of U.S. 23 and OhioHealth Boulevard. Grady competes with northern Franklin County Hospitals, such as Riverside Methodist Hospital, Olentangy River Road in Columbus, and St. Ann's in Westerville. Medical uses would be well suited for areas near the I-71 Interchange, along 36/37, and along Sawmill Parkway.

Chapter 10B

Community Facilities

Delaware Township

Introduction

Good community facilities contribute to the quality of life and help establish community identity. Schools, libraries, public safety and governmental services all play a role in determining property value and local real estate demand.



Delaware Township Hall, 2590 Liberty Road, Delaware

Local School Districts

Delaware Township's primary education needs are served by three local school districts: Buckeye Valley School District, Delaware City School District, and Olentangy School Districts. Details on these school districts are located in Chapter 10C, while the school district boundaries are shown in Map 10B.1.

Playgrounds and Parks

Delaware Township has a couple of options regarding playground and park facilities whether those are public, quasi-public, or private. Information regarding playground and park facilities in Delaware Township can be found in *Chapter 11: Open Space and Recreation*.

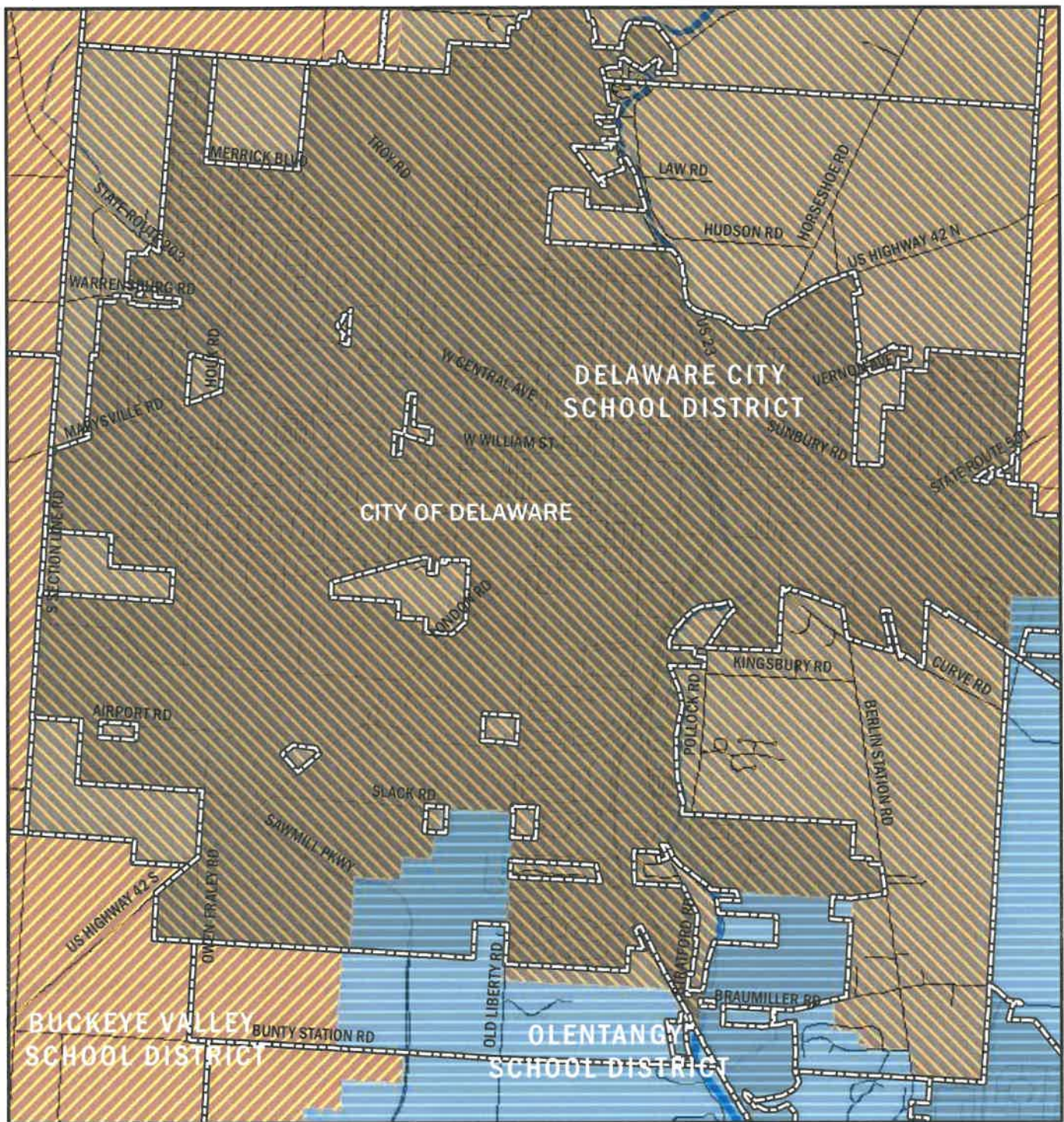
Churches and Cemeteries

No cemeteries were located within the Township to identify for possible preservation. However, Four churches were identified within Delaware Township using the Delaware County Auditor's Office data. Three of these are of the Christian denomination, while the fourth is a Hindu temple; they are as follows:

- **A Vedic Temple:** 820 Pollock Road;
- **Delaware Christian Church:** 2280 Marysville Road;
- **Eastside Church of Christ:** 1375 Curve Road; and
- **Highpoint Nazarene Church:** 795 Pollock Road.

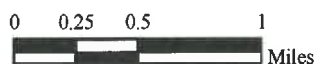
Libraries

The Township is served primarily by the Delaware County District Library which has four locations throughout the County: The Delaware Main Library, the Orange Branch Library, the Ostrander Branch Library, and the Powell Branch Library. The closest branch for residents to



School District

Delaware Township



- Buckeye Valley School District
- Delaware City School District
- Olentangy School District
- Local Roads
- Rivers/Lakes/Streams
- Township Boundaries
- Incorporated Area

access is the Main Library which is located at 84 East Winter Street. The library district also has a Community and Family Outreach Services Department which will bring all materials available for circulation to schools, daycares, and senior living communities through the library's Bookmobile and Homebound services. They are also supporters of 'little free library' programs for residents who are interested in supporting an installation on their property.

Another option for Township residents for library services is Ohio Wesleyan University's Beeghly Library. The University's library extends borrowing privileges to all residents of Delaware County.

Medical Care

A missing component of community services within Delaware Township is the lack of medical care facilities. There are no hospitals, urgent care, or clinic facilities within Delaware Township, however, there are four primary options nearby that are able to serve the emergency medical needs of the Township's residents. Two of these facilities are located within the City of Delaware, while the other two and slightly further south on US 23. They are as follows:

- **OhioHealth Grady Memorial Hospital:** 561 West Central Avenue;
- **OhioHealth Delaware Medical Campus:** 801 OhioHealth Boulevard;
- **Mount Carmel Lewis Center:** 7100 Graphics Way; and
- **Lewis Center Close to Home:** 7853 Pacer Drive.

Only the OhioHealth Delaware Medical Campus is not equipped for emergency services.

Delaware County Sheriff's Office

Delaware Township has seen a steady reduction in criminal and other incident activities. Table 10B.1 shows the breakdown of incidents by year in Delaware Township, according to the 2020 Delaware County Sheriff's Office Annual Report.

Delaware Township has an overall crime rate of about 5.99 incidents per 100 people. This means that for every 100 people living in the Township, 5.99 incidents have occurred. In 2018, over half of the total incidents were traffic stops, but in 2020, only about 36% of the overall incidents were traffic stops.

While most incidents have decreased in the reported 3-year span, a few incident categories have increased: Breaking and Entering, Stolen Vehicle, Suspicious Person/Vehicle, Sex Offense, and Domestic. No significant development has occurred within this 3-year span with which to attribute these increases.

Tri Township Fire Department

Fire Protection is provided by the Tri Township Fire Department which serves Delaware Township, Brown Township, and Troy Township. The Tri Township Fire Station is currently located at 495 Sunbury Road, but will be relocating further down Bowtown Road in Brown Township. The new location will support the Fire Department's plans for expansion, and will include room for a County EMS unit.

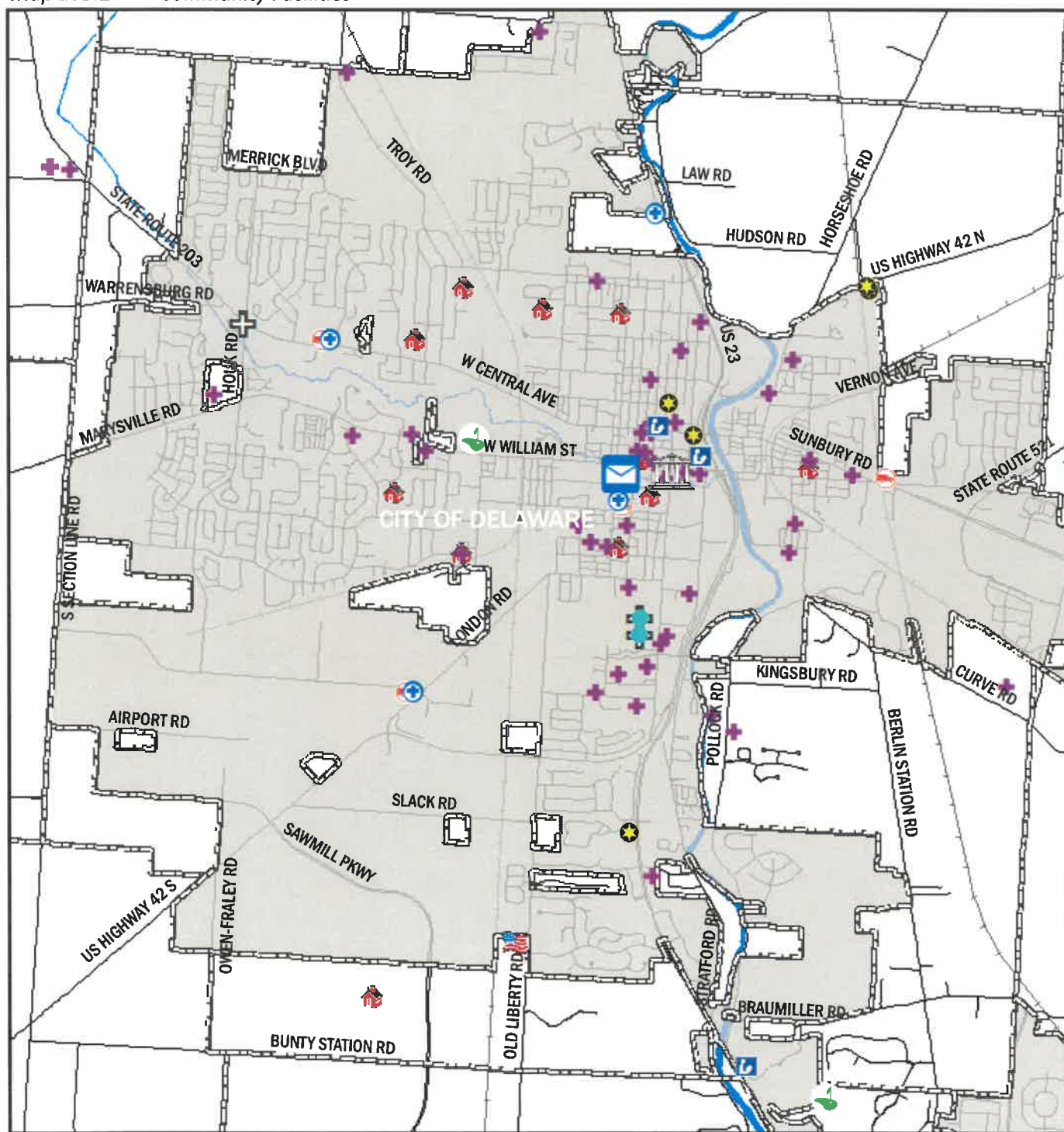
While the Tri Township Fire Department is the primary fire department serving Delaware Township, The City of Delaware will also serve areas of Delaware Township where they may be able to respond more quickly than Tri Township.

Other Community Facilities

Among the “official” community facilities listed in this chapter, the township is in possession of the Township Hall, located at 2590 Liberty Road, which is used by the Township for a number of community events and meetings. The hall is also available for the community to rent for private events, and neighbors the Township’s only fully public park, John Young Park.

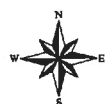
Table 10B.1 Criminal and Incident Activity in Delaware Township (DCSO 2020 Annual Report)

Category	Number of Incidents					
	2018	2019	% Change (2018-2019)	2020	% Change (2019-2020)	% Change (2018-2020)
Animal Call	5	4	-20.0%	1	-75.0%	-80.0%
Breaking and Entering	2	0	-100.0%	5	-	150.0%
D.O.A.	3	3	0.0%	1	-66.7%	-66.7%
Drug/Narcotic	1	2	100.0%	1	-50.0%	0.0%
Drunk	1	1	0.0%	0	-100.0%	-100.0%
Forgery/Bad Check	3	1	-66.7%	0	-100.0%	-100.0%
Harassment/Threats	4	2	-50.0%	4	100.0%	0.0%
Juvenile-Unruly/Runaway	6	7	16.7%	1	-85.7%	-83.3%
Mental Health Crisis	2	2	0.0%	2	0.0%	0.0%
Missing Person	0	2	-	2	0.0%	-
Stolen Vehicle	1	0	-100.0%	3	-	200.0%
Suicide Attempt	4	7	75.0%	6	-14.3%	50.0%
Suspicious Activity	0	1	-	1	0.0%	-
Suspicious Person/Vehicle	5	2	-60.0%	12	500.0%	140.0%
Theft from Vehicle	2	1	-50.0%	1	0.0%	-50.0%
Theft of Credit Card/Number	3	1	-66.7%	0	-100.0%	-100.0%
Theft of Identify	2	5	150.0%	1	-80.0%	-50.0%
Theft/Larceny	13	10	-23.1%	9	-10.0%	-30.8%
Traffic Stop	97	68	-29.9%	46	-32.4%	-52.6%
Vandalism	2	1	-50.0%	2	100.0%	0.0%
Vandalism to Vehicle	0	2	-	1	-50.0%	-
Assault	1	3	200.0%	0	-100.0%	-100.0%
Rape	0	0	-	0	-	-
Sex Offense	1	1	0.0%	4	300.0%	300.0%
Burglary and In-Progress	2	4	100.0%	2	-50.0%	0.0%
Domestic	12	14	16.7%	22	57.1%	83.3%
Shooting	0	0	-	1	-	-
Total	172	144	-16.3%	128	-11.1%	-25.6%
2020 Population				2,138		
Incidents per 100 People				5.99		














Community Facilities

Delaware Township



0 0.25 0.5 1
Miles

-  Golf Courses
-  Police Station
-  Township Hall
-  City/Village Hall
-  EMS Station
-  Fire Stations
-  Library
-  Post Office
-  Cemeteries
-  churches
-  Schools

Chapter 11A

Open Space

Delaware County



Introduction

The Ohio Revised Code acknowledges the importance of open space and recreation in both the zoning and subdivision enabling legislation. ORC 519.02 states that the trustees may regulate by [zoning] resolution “sizes of yards, courts, and other open spaces ... the uses of land for ... recreation.” ORC 711 states that “a county or regional planning commission shall adopt general rules [subdivision regulations] ... to secure and provide for ... adequate and convenient open spaces for ... recreation, light, air, and for the avoidance of congestion of population.”

The importance of open space and recreation has long been recognized. In the 1850s the City Beautiful Movement advocated public parks as retreats from the congestion and overcrowding of city life. New York’s Central Park (1856, Frederick Law Olmstead, Sr.) is the best known American example. Many desirable communities in America have a significant park and recreation system as one of their building blocks.

The Subdivision and Site Design Handbook (David Listokin and Carole Walker, 1989, Rutgers, State University of New Jersey, Center for Urban Policy Research) is considered a planner’s bible for many accepted standards in subdivision review. The chapter on open space and recreation relates the following critical functions of open space:

- Preserving ecologically important natural environments
- Providing attractive views and visual relief from developed areas
- Providing sunlight and air
- Buffering other land uses
- Separating areas and controls densities
- Functioning as a drainage detention area
- Serving as a wildlife preserve
- Providing opportunities for recreational activities
- Increasing project amenity
- Helping create quality developments with lasting value

The economic benefits of open space cannot be overstated. Undeveloped land demands fewer community services and requires less infrastructure than suburban-style development. There is an old adage that says “cows do not send their children to school,” which emphasizes the fact that farms and other types of open lands generate more in property taxes than the services they demand. And given the evidence that single-family housing rarely “pays its own way” through additional property tax revenues, open space becomes an important part of a local government’s economic outlook. (Source: *The Economic Benefits of Parks and Open Space*, TPL, 1999)

Open Space Defined

Listokin and Walker define open space as: “Essentially unimproved land or water, or land that is relatively free of buildings or other physical structures, except for outdoor recreational facilities. In practice, this means that open space does not have streets, drives, parking lots, or pipeline or power easements on it, nor do walkways, schools, clubhouses, and indoor recreational facilities count as open space. Private spaces such as rear yards or patios not available for general use are not included in the definition either.”

“Open space is usually classified as either developed or undeveloped. Developed open space is designed for recreational uses, both active and passive, whereas undeveloped open space preserves a site’s natural amenities.”

Land Area Guidelines

The National Recreation and Park Association (NRPA) has standards for local open space. Although these standards have been promoted as goals, they are not universally applicable. Recreational needs vary from community to community, and desires for recreation vary also.

Listokin and Walker note that: “Ideally, the [NRPA] national standards should stand the test in communities of all sizes. However, the reality often makes it difficult or inadvisable to apply national standards without question in specific locales.”

Location of Open Space Parcels

The authors note what has been the subject of many debates in the developing parts of the County, namely that: “Open space parcels should be easily accessible by development residents. In smaller developments, one large, centrally located parcel may suffice; but a large development may require several parcels, equitably distributed. Linking open space parcels is a good strategy, because it enlarges the area available for recreation. Parcels containing noise generators, such as basketball courts or playgrounds, should be sited to minimize disturbance to residents. The authors suggest that “No general standard can specify the amount of open space that should remain undeveloped: a determination will depend on the particular development site.”

Recommendations at Build-Out

- Overall active recreational area required - NRPA recommends 6.25-10.5 acres /1,000 population. Use the lower ratio because of the existence of Alum Creek State Park, Hoover Reservoir, and Big Walnut Creek.
- Establish mini parks of 1 acre or less within neighborhoods, serving the population within a ¼ mile radius (these should be developer dedications as part of the PRD zoning).
- Establish neighborhood parks of 15 acres, with field games, play ground apparatus, serving the population within a ¼ to ½ mile radius.
- Establish a community park of 25-50 acres (when built out) with an athletic complex, large swimming pool, and recreational fields.

Preservation Parks receives a 0.4 mills levy, which is expected to generate about \$900,000 per year for parks. Some of that money is set aside for townships and municipalities to develop parks. Townships can apply for this funding.

Greenways

An inexpensive way to provide undeveloped open space is to assure the linkage of neighborhoods by greenways, or corridors of natural or man-made landscaped paths, and trails. These can be placed along drainage ways, creeks, sewer easements, and portions of the land that cannot be otherwise developed. These paths can maintain undisturbed wildlife habitat or create new habitat through plantings and creative use of stormwater retention and detention facilities. Instead of afterthoughts in the design and planning process, they should be viewed as opportunities to improve the value of the development and link developments.

NRPA Recreational Standards

Excerpted from *The Subdivision and Site Plan Handbook*, David Listokin and Carole Walker, copyright 1989, Rutgers, State University of New Jersey, Center for Urban Policy Research, New Brunswick, New Jersey. This classification system is intended to serve as a *guide* to planning – not as a blueprint.

Figure 35. NRPA Recommended Standards for Local Developed Open Space

Component	Use	Service Area	Desirable Size	Acres / 1,000 Population	Desirable Site Characteristics
LOCAL / CLOSE-TO-HOME SPACE					
Mini-Park	Specialized facilities that serve a concentrated or limited population or specific group, such as tots or senior citizens.	Less than ¼ mile radius	1 acre or less	0.25 to 0.5 acres	Within neighborhoods and in close proximity to apartment complexes, townhouse developments, or housing for the elderly.
Neighborhood Park / Playground	Area for intense recreational activities, such as field games, craft, playground apparatus area, skating, picnicking, wading pools, etc.	¼ to ½ mile radius to serve a population up to 5,000 (a neighborhood)	15+ acres	1.0 to 2.0 acres	Suited for intense development. Easily accessible to neighborhood population – geographically centered with safe walking and bike access. May be developed as a school-park facility
Community Park	Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon site suitability and community need.	Several neighborhoods 1 to 2 mile radius	25 + acres	5.0 to 8.0 acres	May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to neighborhood served.
TOTAL CLOSE-TO-HOME SPACE = 6.25-10.5 acres / 1,000 population					

Source: National Recreation and Park Association, *Recreation, Park and Open Space Standards and Guidelines*

Chapter 11B

Open Space & Recreation

Delaware Township

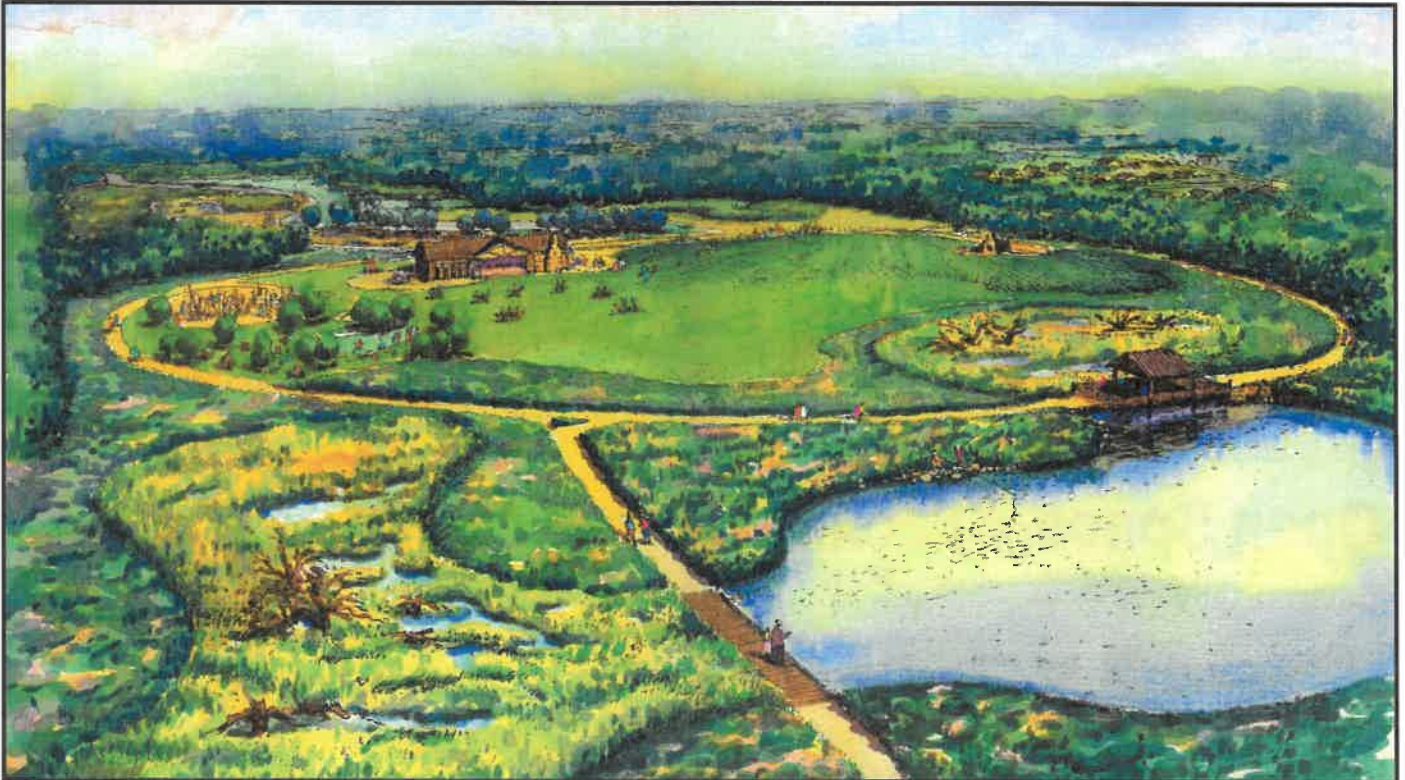
Existing Parkland within the Township

The only official Township park within Delaware Township is just south of the Township Hall on Liberty Road. The park area occupies just under 6 acres of the property, and includes walking paths and bridges around a drainage course. The park also includes a pavilion with picnic tables for events and gatherings. In addition to the Delaware Township Park, the Township also contains two parks owned by other entities: Preservation Parks of Delaware County and the Stratford Ecological Center.

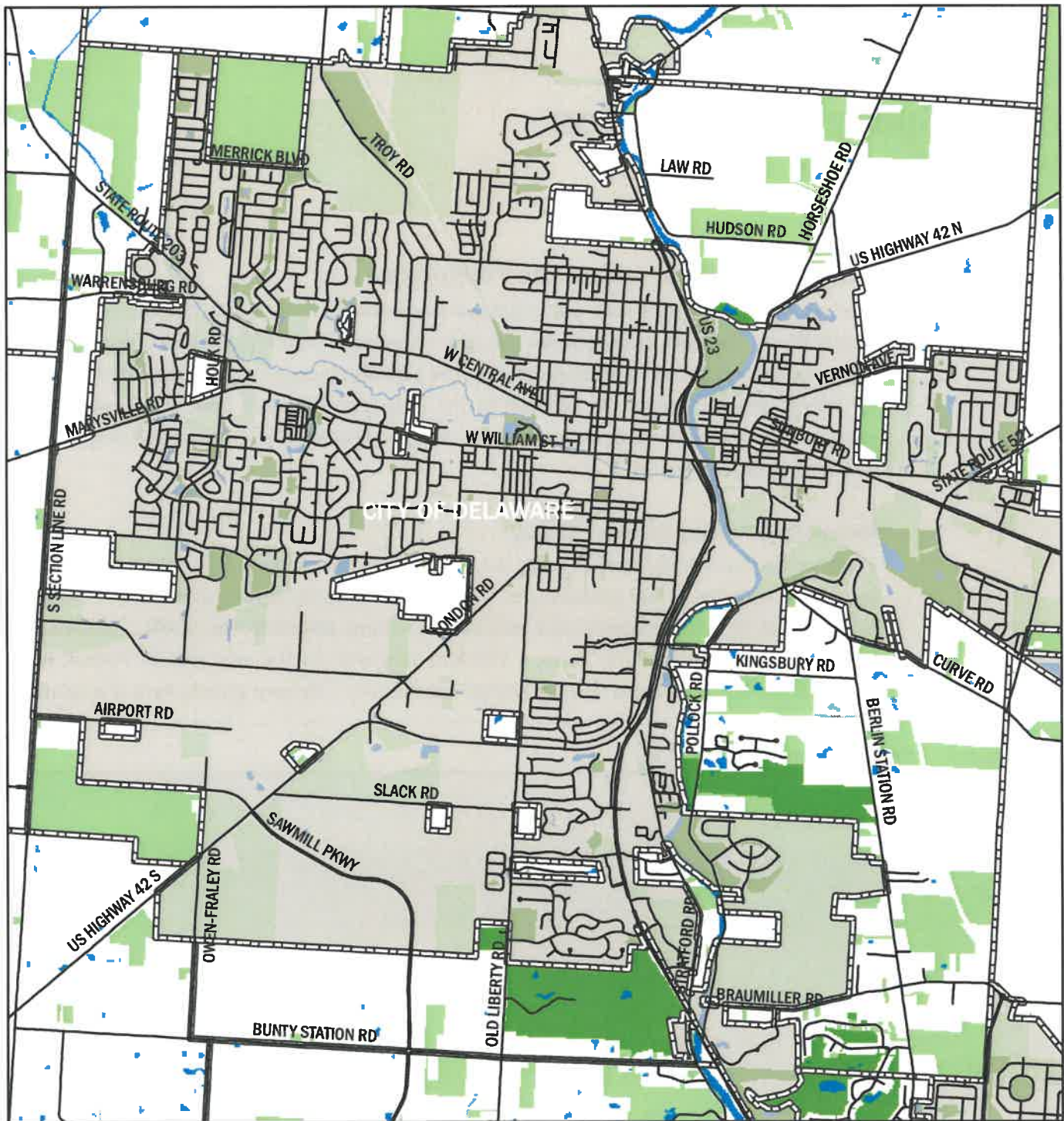
Preservation Parks of Delaware County

Preservation Parks of Delaware County is a nonprofit entity funded by tax dollars among other sources of revenue. Their mission is to protect and conserve natural areas within Delaware County, and to provide access and education of these places to the public. In Delaware Township, Preservation Parks owns a 115-acre property on the east side of Pollock Road, between the Terra Alta and Riverby Estates subdivisions. Hickory Woods Park is a relatively

Figure 11B.1 Hickory Woods Park Rendering

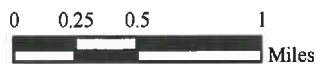


Source: Preservation Parks of Delaware County



Open Space / Vacant Land

Delaware Township



- Vacant Land (Various Land Use)
- Park / Golf Course / Open Space
- River / Lake / Pond

new park, with Preservation Parks acquiring the property in 2014. The park contains about 1.8 miles of trails. A four-season picnic shelter, sled hill, and other play areas are currently under construction within the park.

Stratford Ecological Center

The Stratford Ecological Center is a private nonprofit organization that was formed in the early 1990's as a way to provide educational and learning opportunities for children with regards to farming and natural resources. Named after the Village of Stratford, a ghost town platted in the 1950's near the intersection of State Route 315 and U.S. Route 23, the Stratford Ecological Center occupies around 236 acres of forested areas and farmland.

The property offers hiking trails, livestock, vernal pools, apiaries, gardens and greenhouses, maple trees, and chickens. A lot of this acreage is designated as a State Nature Preserve, and while the Stratford Ecological Preserve is a private nonprofit, the property is open to the general public with advanced registration.

Figure 11B.2 Stratford Ecological Preserve



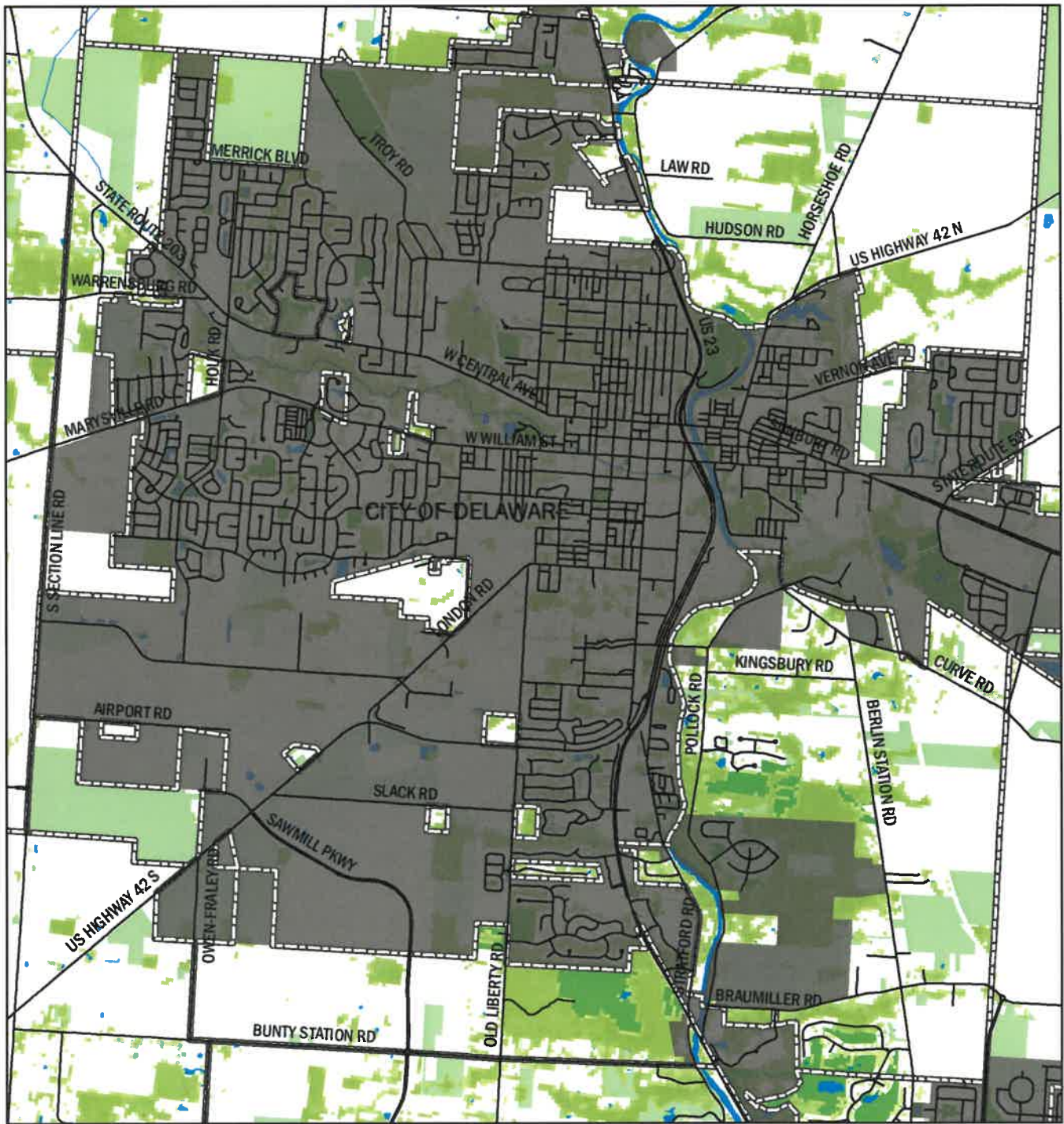
Source: Stratford Ecological Preserve

Future Recreational Needs

As Delaware Township grows, it may wish to use the NRPA model, “which surveys the service area population to determine demand for different activities. Demand is then converted to facilities needs and then to land requirements.”

Undeveloped Open Space - Regional and Township

The Delaware Township Park, Hickory Woods Park, and Stratford Ecological Center help fulfill the need for undeveloped (passive) open space. The township may wish to identify other lands throughout the township for future public recreation areas which provide more active open space needs.



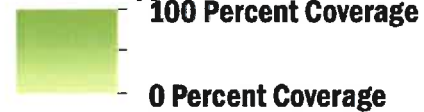
Potential Greenways

Delaware Township



0 0.25 0.5 1
Miles

Tree Canopy



Prepared by: Delaware County Regional Planning Commission (740-833-2260)
www.dcrpc.org (3/5/2021)

Undeveloped Open Space – Neighborhood

The open space requirement for any new Planned Residential Subdivisions could be used to impose regulations regarding centrally located undeveloped and developed open space areas within residential neighborhoods where individual lot sizes are less than 1 acre. Regulations can help ensure open spaces are designed properly through pedestrian and greenway connections, and the avoidance of dead space areas—open space areas that are never used due to poor location or size.

Connected Greenways

An inexpensive way to ensure that open space areas provide the maximum benefit to the community is to assure the linkage of neighborhoods and public spaces by greenways or corridors of natural or man-made landscaped paths and trails. These can be placed easily along drainage ways/easements, creeks, sewer easements, and portions of the land that cannot be otherwise developed. These paths can maintain undisturbed wildlife habitat, or create new habitat through plantings and the creative use of storm water retention and detention facilities. As frequent afterthoughts in the design and planning process, connected greenways are actually opportunities to improve the value of the development and provide connections. These spaces improve the quality of life for residents by promoting a sense of community as opposed to isolation, and create healthier, more cohesive, and intimate neighborhoods.

Build-Out Recommendations

- Overall active recreational area - NRPA recommends 6.25-10.5 acres/1000 population (13.4 acres to 22.4 acres based on the 2020 Census);
- For all Planned Residential Developments, require developer dedications of mini-parks that are one acre or less within neighborhoods, serving the population within ¼ mile radius (these should be centrally located within the development to maximize their usefulness);
- Establish neighborhood parks with active components (playgrounds, sports fields, etc.), to serve residents within ¼ to ½ mile radius;
- Seek opportunities to allow greater access to parks by providing pedestrian linkages between residential development (developer or township driven) and parkland. Parks should also form a network whereby they are linked with walkways and greenways; and
- Search for partnership opportunities with the Stratford Ecological Center in order to generate benefits for Delaware Township residents.

Within the active areas of these parks, consider the following facilities:

- Tennis courts, basketball courts, volleyball courts, baseball fields, softball fields, football fields, field hockey fields, soccer fields (dependent on the communities preference); and
- Running/walking tracks.

